From: [redacted]
To: Immingham Eastern Ro-Ro Terminal
Cc: [redacted]
Subject: IERRT - Transport Assessment - annexes - TR030007
Date: 28 March 2023 14:42:32

Dear Lily

As part of on-going engagement with various parties, it has come to our attention that one of the application documents omitted what is effectively an annex to an annex but which we do nevertheless need to include in the application library with a view to being transparent.

I am afraid that the background data annexes to the Transport Assessment (Appendix 17.1 to the Environmental Statement) – Application Document Reference Number 8.4.17(a) and Examination Library Document Reference Number APP-108 – seem to have been omitted from the submitted Transport Assessment. As they are referenced in the actual Transport Assessment, they should be included in the library.

To assist, what we have done via the following link is provide again a copy of the Transport Assessment (which you already have as part of the original submission) with the background data annexes attached: [redacted]

I am sending this to you now in the anticipation that if it can be uploaded to the PINS website, interested parties will be able to consider them in formulating their relevant representations, ensuring they are dealing with the most up to date and most comprehensive documentation available to date.

In the meantime, the one party who has drawn this omission to our attention has separately been provided with a copy of the data annexes.

Best regards

Brian

[redacted]

Brian Greenwood
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KEEPING BRITAIN TRADING

IMMINGHAM EASTERN RO-RO TERMINAL

Environmental Statement: Volume 3
Appendix 17.1: Transport Assessment
Document Reference: 8.4.17 (a)

APFP Regulations 2009 – Regulation 5(2)(a) and 5(2)(e)
PINS Reference – TR030007

March 2023
Version 2 (with Background Data Annexes)

Immingham Eastern Ro-Ro Terminal, Port of Immingham

Transport Assessment

DTA

Transport Planning Consultants

Immingham Eastern Ro-Ro Terminal, Port of Immingham

Transport Assessment

7th February 2023
SJT/RT/23325-04e Transport Assessment

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Prepared for:

Associated British Ports

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1.0 INTRODUCTION

1.1 David Tucker Associates (DTA) has been commissioned by Associated British Ports (ABP) to review the transport implications of the proposed roll-on/ roll-off (Ro-Ro) facility within the Port of Immingham, which will be known as the Immingham Eastern Ro-Ro Terminal (IERRT). The proposed development plan is shown attached at **Annex A**.

1.2 This Transport Assessment (TA) and has been prepared in accordance with the National Policy Statement for Ports (NPSfP) published January 2012, the National Planning Policy Framework (NPPF) published July 2021, and the National Planning Practice Guidance issued in March 2014, which replaces the previous Guidance on Transport Assessment (2007).

1.3 This TA should be read alongside and in conjunction with the Environmental Statement which it supports. A separate Travel Plan has also been prepared to support the IERRT application submission.

1.4 National Highways (NH) were consulted for a scoping response to the ES scoping opinion for the proposed development, the full response can be seen in **Annex B**. North East Lincolnshire and North Lincolnshire Councils (NELDC and NLDC respectively) were also consulted as part of the scoping process as the relevant Local Highway Authorities for the East Gate and the West Gate of the Port respectively. The full responses can be seen in **Annex C** and **Annex D**, respectively. Other comments have been received from statutory and non-statutory consultees and where appropriate issues and concerns have been addressed within this report. A full summary of those is provided in the ES Chapter (Chapter 17).

1.5 This report considers the transport and highways implications associated with the proposals and is structured as follows:

- Chapter 1: Introduction;
- Chapter 2: Policy Context;

- Chapter 3: Existing Conditions;
- Chapter 4: Development Proposals;
- Chapter 5: Proposed Traffic Generation and Distribution;
- Chapter 6: Traffic Impact Assessment
- Chapter 7: Mitigation Measures; and
- Chapter 8: Conclusions.

2.0 NATIONAL AND LOCAL POLICY

2.1 National Policy Statement for Ports

2.1.1 The NPSfP provides in paragraph 5.4.4 that "*if a project is likely to have significant transport implications, the applicant's Environmental Statement (ES) should include a TA, using the WebTAG methodology stipulated in Department for Transport (DfT) guidance, or any successor to such methodology. Applicants should consult Highways England and/or the relevant highway authority, as appropriate, on the assessment and mitigation. The assessment should distinguish between the construction, operation, and decommissioning project stages as appropriate.*"

2.1.2 As well as a TA, paragraph 5.4.5 requires the applicant, where appropriate, to *"prepare a travel plan, including demand management measures to mitigate transport impacts. The applicant should also provide details of proposed measures to improve access by public transport, walking and cycling, to reduce the need for parking associated with the proposal and to mitigate transport impacts."*

2.1.3 Paragraph 5.4.8 states that *"the TA should include private traffic accessing and leaving the port, where significant, even where not generated by the development under application".*

2.2 National Planning Policy Framework

2.2.1 In July 2021, the Government published a revised National Planning Policy Framework (NPPF). The introductory paragraphs of the NPPF highlight that it can be a relevant consideration in terms of NSIP developments. This report should therefore be read in the context of the new NPPF.

2.2.2 Paragraph 111 of the NPPF is clear that: *"Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe"*.

2.2.3 Within this context, the NPPF identifies in Paragraph 112 that applications for development should:

a) *give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;*

b) *address the needs of people with disabilities and reduced mobility in relation to all modes of transport;*

c) *create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;*

d) *allow for the efficient delivery of goods, and access by service and emergency vehicles; and*

e) *be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.*

2.2.4 Paragraph 113 of the NPPF goes on to state that: "*All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed*".

2.2.5 In reinforcing the principle of supporting sustainable development, paragraph 10 stipulates that at the heart of the Framework is "*...a presumption in favour of sustainable development*".

2.3 DfT Circular 02/2013 – 'Strategic Road Network and the Delivery of Sustainable Development'

2.3.1 This document sets out the way in which Highways England will engage with communities and the development industry to deliver sustainable development and, thus, economic growth, whilst safeguarding the primary function and purpose of the strategic network.

2.3.2 As set out in Para 88 / 89, where development proposals are consistent with an adopted Local Plan, Highways England does not anticipate the need for

engagement in a full assessment process at the planning application stage. However, where proposals are not consistent with the adopted Local Plan then a full assessment of the impact will be necessary.

2.3.3 Highways England require that:

"In consultation with relevant infrastructure providers, statutory environmental advisors and consenting authorities, developers must ensure all environmental implications associated with their proposals, are adequately assessed and report so as to ensure that the mitigation of any impact is compliant with prevailing policies and standards. This requirement applies in respect of the environmental impact arising from the temporary construction works and permanent transport solution associated with the development, as well as the environmental impact of the existing trunk road upon the development itself."

Para 45

2.4 'Travel Plans, Transport Assessment and Statements in decision taking' Planning Practice Guidance

2.4.1 Following directly on from paragraph 108 of the NPPF, the PPG states:

"Local planning authorities must make a judgement as to whether a development proposal would generate significant amounts of movement on a case by case basis (i.e. significance may be a lower threshold where road capacity is already stretched or a higher threshold for a development in an area of high public transport accessibility).

In determining whether a Transport Assessment or Statement will be needed for a proposed development local planning authorities should take into account the following considerations:

- *the Transport Assessment and Statement policies (if any) of the Local Plan;*
- *the scale of the proposed development and its potential for additional trip generation (smaller applications with limited impacts may not need a Transport Assessment or Statement);*
- *existing intensity of transport use and the availability of public transport;*
- *proximity to nearby environmental designations or sensitive areas;*
- *impact on other priorities/ strategies (such as promoting walking and cycling);*
- *the cumulative impacts of multiple developments within a particular area; and*

- *whether there are particular types of impacts around which to focus the Transport Assessment or Statement (e.g. assessing traffic generated at peak times).”*

2.4.2 The Guidance advocates initial consultation with key decision makers at an early stage through pre-application discussions to determine the scope of the technical work required to underpin the associated transport assessments and travel plans. The key issues it suggests that should be considered are:

- *“the planning context of the development proposal;*
- *appropriate study parameters (i.e. area, scope and duration of study);*
- *assessment of public transport capacity, walking/ cycling capacity and road network capacity;*
- *road trip generation and trip distribution methodologies and/ or assumptions about the development proposal;*
- *measures to promote sustainable travel;*
- *safety implications of development; and*
- *mitigation measures (where applicable) – including scope and implementation strategy.”*

2.4.3 It acknowledges that the scope and level of detail in reports will vary from site to site, but suggests the following should be considered when confirming the scope of the proposed assessment:

- *“information about the proposed development, site layout, (particularly proposed transport access and layout across all modes of transport);*
- *information about neighbouring uses, amenity and character, existing functional classification of the nearby road network;*
- *data about existing public transport provision, including provision/ frequency of services and proposed public transport changes;*
- *a qualitative and quantitative description of the travel characteristics of the proposed development, including movements across all modes of transport that would result from the development and in the vicinity of the site;*
- *an assessment of trips from all directly relevant committed development in the area (i.e. development that there is a reasonable degree of certainty will proceed within the next three years);*

- *data about current traffic flows on links and at junctions (including by different modes of transport and the volume and type of vehicles) within the study area and identification of critical links and junctions on the highways network;*
- *an analysis of the injury accident records on the public highway in the vicinity of the site access for the most recent three-year period, or five-year period if the proposed site has been identified as within a high accident area;*
- *an assessment of the likely associated environmental impacts of transport related to the development, particularly in relation to proximity to environmentally sensitive areas (such as air quality management areas or noise sensitive areas);*
- *measures to improve the accessibility of the location (such as provision/ enhancement of nearby footpath and cycle path linkages) where these are necessary to make the development acceptable in planning terms;*
- *a description of parking facilities in the area and the parking strategy of the development;*
- *ways of encouraging environmental sustainability by reducing the need to travel; and*
- *measures to mitigate the residual impacts of development (such as improvements to the public transport network, introducing walking and cycling facilities, physical improvements to existing roads.*

In general, assessments should be based on normal traffic flow and usage conditions (e.g. non-school holiday periods, typical weather conditions) but it may be necessary to consider the implications for any regular peak traffic and usage periods (such as rush hours). Projections should use local traffic forecasts such as TEMPRO drawing where necessary on National Road Traffic Forecasts for traffic data.

The timeframe that the assessment covers should be agreed with the local planning authority in consultation with the relevant transport network operators and service providers. However, in circumstances where there will be an impact on a national transport network, this period will be set out in the relevant Government policy."

2.5 National Highways guidance document 'The Strategic Road Network: Planning for the Future' (2015)

2.5.1 This guidance document describes the approach which National Highways (formerly Highways England) takes to engage in the planning system and the issues looked at when considering draft planning documents. It also offers advice on the information which National Highways would like to see included in a planning proposal. The relevant paragraphs are summarised below.

"Transport assessments should generally be carried out in line with prevailing government guidance in agreement with us, through preapplication and scoping, such as a road safety audit (stage 1)".

Para 37

"We will expect to see measures implemented that fully mitigate any and all environmental impacts arising from and relating to the interaction between developments and the SRN. There are three aspects to this:

- *The environmental impacts arising from the temporary construction works;*
- *The environmental impacts of the permanent transport solution associated with the development; and*
- *The environmental impact of the road network upon the development itself."*

Para 49

"To avoid potential delay or challenge, transport assessments/statements and environmental statements/impact assessments should be mutually consistent and pay due regard to each other."

Para 52

"If the development is in an approved local plan and has had an appropriate level of assessment of the impact of the development undertaken, we [Highways England] do not anticipate the need to repeat the full assessment process at the planning application stage."

Para 87

"If, however, the development proposed has not been subject to an appropriate level of assessment, or is not included or consistent with an approved local plan, then we anticipate agreeing the scope of work required to make a full assessment. For those sites that have been considered at local plan stage, we will take into account any assessment already undertaken.

Para 88

"Formal pre-application discussions are an effective means of gaining a good, early understanding of the development, its benefits, its likely impacts and its infrastructure needs. By consulting with us pre-application, you will ensure that the transport assessment you prepare is appropriately scoped and is based on the most relevant and up-to-date data. It will also ensure that you are made aware of, and can take account of, any SRN issues that might have a bearing on the way in which the development is planned and/or delivered. This, in turn, helps avoid delays and difficulties further into the application process".

Para 94

"If a SR is to be prepared, we advise this includes:

- *Details of the development, such as location, access arrangements, use class, size or number of units, likely phasing, maximum number of parking spaces and any other relevant information;*

- *Proposed methodology for estimating the vehicular trip generation and distribution on the SRN, and resulting trip generation figures;*
- *Proposed methodology for assessing the impact of this trip generation on the SRN; and*
- *Proposed methodology for assessing the environmental consequences of the transport impacts of the development"*

Para 98

2.6 North East Lincolnshire Local Plan 2013-2032

2.6.1 The local plan is a key document which will guide the changing use of land in the Borough and define the purpose to which it is put in the future. The Plan sets out the Council's vision and strategy for development, including why, where and how the Borough will grow. The Plan is a plan for growth and aims to ensure North East Lincolnshire becomes a sustainable location in which people can live, work and enjoy their recreation, both now and in the future.

2.6.2 Strategic Objective 7 considers transport around North East Lincolnshire.

"Improve accessibility to jobs and services by sustainable transport modes, including cycling and walking; reduce the overall need to travel with employment and housing growth spatially balanced; and provide the necessary infrastructure to support sustainable growth."

2.6.3 Policy 36 considers promoting sustainable transport within North East Lincolnshire.

- *To reduce congestion, improve environmental quality and encourage more active and healthy lifestyles, the Council will support measures that promote more sustainable transport choices. Where appropriate, proposals should seek to:*
  - *focus development which generates significant movements in locations where the need to travel will be minimised;*
  - *prioritise pedestrian and cycle access to and within the site;*
  - *make appropriate provision for access to public transport and other alternative means of transport to the car, adopting a 400m walk to bus stop standard;*
  - *make suitable provision to accommodate the efficient delivery of goods and supplies; and,*

- *make suitable provision for electric vehicle charging, car clubs and car sharing when considering car park provision.*

- *Planning permission will be granted where any development that is expected to have significant transport implications delivers necessary and cost effective mitigation measures to ensure that development has an acceptable impact on the network's functioning and safety. These measures shall be secured through conditions and/or legal agreements.*
- *Where appropriate, Transport Statements, Transport Assessments and/or Travel Plans should be submitted with applications, with the precise form being dependant on the scale and nature of development and agreed through early discussion with the Council.*
- *The priority areas where combinations of sustainable transport measure and highway improvements will be focused are:*
  - *Grimsby town centre;*
  - *Cleethorpes town and centre and resort area;*
  - *A180 corridor, (urban and industrial); and,*
  - *Urban area congestion hotspots and defined air quality management zones.*

2.6.4 Policy 38 considers parking within North East Lincolnshire.

- *Development proposals that generate additional parking demand should ensure that appropriate vehicle, powered two wheeler and cycle parking provision is made. The form and scale of off-street parking required will be assessed against the following:*
  - *the accessibility of the development;*
  - *the type, mix and use of the development;*
  - *the availability and frequency of public transport services; and,*
  - *local car ownership levels.*
- *Developers will be expected to have considered and incorporated measures to minimise parking provision without causing detriment to the functioning of the highway network, local amenity and safety.*
- *Where private and/or public on-site parking for public use is to be provided at least 5% of parking bays, should be designed, set out and reserved for people with mobility impairments. Such parking bays should be located as close to the main access to the building as possible.*
- *Where 100 or more parking places are to be provided to serve a commercial development, a minimum of three charging points should be provided for electric vehicles.*

- *Development proposals that make provision for surface parking areas to serve more than a single household, visitor, employee, or customer, should ensure that appropriate low maintenance landscaping is integrated into the design and layout of the sites.*

2.7 North East Lincolnshire Local Transport Plan 2016-2032

2.7.1 The North East Lincolnshire Local Transport Plan (LTP) sets out the vision for highways and transport in the borough. The document identifies a number of challenges present in the area and summarises how that challenge will be addressed.

2.8 North Lincolnshire Local Plan 2020-2038

2.8.1 The North Lincolnshire Local Plan will set out the ambition for the future of the area. It is currently in the last stage of consultation at the time of writing this report (closed on 26th November 2021) before being formally adopted.

2.8.2 Policy T1: Promoting Sustainable Transport

- *To reduce congestion, improve environmental quality and encourage more active and healthy lifestyles, the Council will support measures that promote more sustainable transport choices.*
- *Where appropriate, proposals should seek to:*
  - *focus development which generates significant movements in locations where the need to travel will be minimised;*
  - *prioritise pedestrian and cycle access to and within the site and provide connections into the wider network;*
  - *make suitable provision for access to public transport and other alternative means of transport to the car;*
  - *make suitable provision to accommodate the efficient delivery of goods and supplies; and,*
  - *make suitable provision for electric vehicle charging, car clubs and car sharing when considering parking provision.*

2.8.3 Policy T2: Promoting Public Transport

- *To support the spatial strategy and encourage sustainable transport use the Council will support measures and actively encourage through partnership working, a transformed level of public transport service provision.*
- *This will include actively pursuing changes to rail franchises and timetables to improve services on the rail network to better integrate and link the key settlements.*
- *Provide for improved infrastructure at key interchange points.*
- *Support "JustGo North Lincs"/ DRT services across the area by seeking contributions from developers.*

2.8.4 Policy T3: New Development and Transport

- *In order to increase overall accessibility, minimise congestion and improve safety, new development will be supported where it is accessible, or can be made accessible, by sustainable modes of transport and addresses its likely transport impact. Development proposals should:*
  - *Produce and agree a transport assessment and travel plan, where requested by the Council;*
  - *Support, encourage and promote sustainable travel options, which may include walking, cycling, public transport, electric and ultra-low emission vehicles, car sharing and car clubs particularly in the Scunthorpe and Bottesford urban area, principal towns and large service centres;*
  - *Bring forward other necessary transport infrastructure to accommodate expected movement to and from the development;*
  - *Be provided with a satisfactory access which must ensure the safe operation of the highway. Proposals that cannot be served by a safe access and/or would adversely affect the safe operation of the highway will be refused; and,*
  - *Not have an adverse impact on the network's functioning and safety. Proposals that have significant transport implications will be expected to deliver necessary and cost effective mitigation measures. Such measures shall be secured through conditions and/or legal agreements.*
- *Developers will be required to demonstrate that their development is adequately served by a variety of modes of transport and will not have an adverse effect on transport near the site. The Council will require developers to contribute towards measures in the vicinity of the development to enhance the following, both on and off site:*
  - *Public transport services and infrastructure, providing bus stops within a 400m walk of all new developments,*
  - *Facilities for pedestrians and cyclists,*
  - *On street parking controls,*

- *Traffic calming/reduction measures.*

- *These measures will be secured through planning conditions and/or legal agreements.*

2.8.5 Policy T4: Parking

- *Development proposals that generate additional parking demand should ensure that appropriate vehicle, powered two wheeler and cycle parking provision is made. The form and scale of off-street parking required will be assessed against the following:*
  - *the accessibility of the development;*
  - *the type, mix and use of the development;*
  - *the availability and frequency of public transport services; and,*
  - *local car ownership levels.*
- *Developers will be expected to have considered and incorporated measures to minimise parking provision without causing detriment to the functioning of the highway network, local amenity, and safety.*
- *Where private and/or public on-site parking for public use is to be provided at least 5% of parking bays, should be designed, set out and reserved for people with mobility impairments. Such parking bays should be located as close to the main access to the building as possible.*
- *Parking should incorporate facilities for electric vehicle charging and other ultra-low emission vehicles where appropriate, including parking courts and at non-residential locations. The type and number of chargers will vary dependant on location. One charging point per residential parking space should be provided.*
- *Development proposals that make provision for surface parking areas to serve more than a single household, visitor, employee, or customer, should ensure that appropriate low maintenance landscaping is integrated into the design and layout of the sites.*

2.8.6 Policy T5: Cycle and Motorcycle Parking

- *Development proposals that generate additional parking demand should require that adequate cycle and motorcycle parking provision is made. This should be:*
  - *Well signed, easy to find and benefit from good natural surveillance; and,*
  - *Cycle shelters and compounds should be provided for all day/long stay parking*

2.8.7 Policy T7: Safeguarding Transport and Infrastructure

- *The Council will safeguard the routes of, and support measures which deliver, maintain and improve, key transport infrastructure, identified on the Policies Map, namely:*
  - *Lincolnshire Lakes road and transport infrastructure,*
  - *Brigg Link Road,*
  - *Barton Link Road,*
  - *Melton Ross Bridge,*
  - *Improved access to North Killingholme Airfield, to provide an alternative access to Lancaster Approach,*
  - *Improved access to Sandtoft Industrial Estate,*
  - *Improvements to the A15 (South) – between Junction 4 of the M180 and A46*

2.8.8 A publication addendum has recently been consulted on, however, this does not contain amendments which will affect the proposed development.

2.9 North Lincolnshire Local Transport Plan 2011-2026

2.9.1 The North Lincolnshire Local Transport Plan 2011-2026 (LTP3) outlines the strategic approach to transport in North Lincolnshire. The long-term vision for transport in North Lincolnshire is:

"A well maintained transport system that supports sustainable communities within a safe and prosperous environment and which contributes to the wider environmental, economic and social wellbeing of the people who live and work in North Lincolnshire."

2.9.2 The local transport goals for North Lincolnshire are:

- *Facilitate economic growth by targeting transport improvements in key development areas and along key strategic network corridors;*
- *Reduce transport related carbon dioxide emissions and protect and enhance the natural and built environment through sustainable transport solutions;*
- *Improve transport safety and security relating to death or injury from transport, in order to contribute towards safer and stronger communities;*

- *Provide equal opportunities through improvements in accessibility to key local hubs and services by sustainable modes of transport; and*
- *Enhance people's health and wellbeing through the promotion of healthy modes of travel and provision of a high quality integrated transport system that contributes towards long term sustainable regeneration.*

3.0 EXISTING CONDITIONS

3.1 Site Location

3.1.1 The Port of Immingham is located to the north-east of Immingham and approximately 11km north-west of Grimsby. The Port estate is bound by the Humber Estuary to the north-east, Queens Road to the south-east, the A1173 to the south-west and the Phillips 66 gas facility, the CLH site and the AMEP site to the north-west.

3.2 Local Highway Network

3.2.1 A plan of the local road network can be seen on **Figure 1**. This shows the context of the Port of Immingham which has two highway access points, East Gate and West Gate.

3.2.2 From East Gate – Queens Road is a single carriageway road which measures approximately 8.0m in width. The road is subject to a 40mph speed limit. There is a footway along the western side of the carriageway starting some 700m south of the East Gate. Queens Road runs between the East Gate of the Port of Immingham and the A1173 Manby Road via a three-arm roundabout.

3.2.3 From West Gate – Humber Road is a single carriageway road which measures approximately 10m in width. The road is subject to a 40mph speed limit. Humber Road runs between the West Gate of the Port and the A160/ A1173 Manby Road/ Humber Road Roundabout.

3.2.4 The A1173 Manby Road is a single carriageway road which measures approximately 8.0m in width. The road is subject to the national speed limit of 60mph. There is a footway along the A1173 which changes between the eastern and western sides of the carriageway between the A1173 Manby Road/ Queens Road Roundabout and the A1173 Manby Road/ Pelham Road Roundabout. Dropped kerbs with tactile paving are provided at all crossing points. The A1173

runs between the A160/ A1173 Manby Road/ Humber Road Roundabout and the A180/ A1173 Manby Road Roundabout.

3.2.5 The A160 and A180 form part of the Strategic Road Network (SRN).

3.2.6 The A160 is a dual carriageway road with 7.3m wide carriages and hard strips in both directions. The road is subject to the national speed limit of 70mph. The A160 runs between the A160/ A1173 Manby Road/ Humber Road Roundabout and the A180.

3.2.7 The A180 is a dual carriageway road which measures approximately 20m in width. The road is subject to the national speed limit of 70mph. The A180 runs between Grimsby and becomes the M180 motorway some 20km south-west of the Port of Immingham.

3.2.8 The M180 motorway runs from Junction 5 of the M18 motorway before becoming the A180 near Immingham.

3.3 Existing Rail Infrastructure

3.3.1 There are two running lines passing through the Port Estate, both of which enter the Port boundary at Humber Road Junction. At this point the main running line (KIL1) travels in a north-easterly direction, curving north-westerly at West Junction where it exits the Port Estate to join the branch line to Killingholme (KIL2). KIL2 subsequently crosses Station Road by means of a level crossing. This is shown in **Figure 2**.

3.3.2 KIL1 is the most heavily used part of the Immingham Dock rail infrastructure. It connects into terminal facilities at Humber International Terminal (HIT), Tata's Immingham Bulk Terminal (IBT), Simon Storage West, Henderson Quay, the Mineral Quay and the Killingholme Branch Line (KIL2).

3.3.3 The national rail network, operated by Network Rail and leading to the Port of Immingham provides three routes from the East Coast Main Line (ECML) to the key intersection at Wrawby Junction, about 14 km (c. 9 miles) west of Immingham. These are the west facing South Humberside Line passing Scunthorpe and joining the ECML at Doncaster. The south-west facing Brigg Line passes Gainsborough joining the ECML at Retford. The south facing Lincoln Line passes through Lincoln and joins the ECML at Newark.

3.3.4 East of Wrawby Junction is a three-track railway of four miles to Brocklesby Junction where passenger services to Grimsby and Cleethorpes branch to the southwest. Freight traffic to the Port branches north to Ulceby then loops past the two Immingham oil refineries and onto the Port.

3.3.5 East of the Killingholme line, Immingham Reception sidings can be accessed, traffic can continue east on to DFDS Nordic Terminal, DB Cargo sidings, then onto ABP Rail sidings to the east of the Lock. Onward rail running lines continue on the Grimsby Light Railway (PYE2) to Great Coates, with onward rail traffic facing west on to the Down Cleethorpes Line. PYE2 is bi-directional and access to Immingham reception sidings can be via Great Coates.

3.4 Baseline Traffic Flows

3.4.1 Automatic Traffic Counts (ATCs) were undertaken in 4 locations around the Port of Immingham between Monday 27th September 2021 and Sunday 3rd October 2021. Further ATCs were undertaken in 3 locations between Tuesday 16th November 2021 and Monday 22nd November 2021.

3.4.2 A series of turning surveys were obtained from North East Lincolnshire for the area surrounding the Port with further surveys undertaken on Tuesday 16th November 2021. The location of the traffic surveys can be seen in **Figure 3**.

3.4.3 Internal to the port estate, further turning counts were undertaken in April 2022 and these are also highlighted on **Figure 3**.

3.4.4 The full results of the ATCs can be seen in **Annex BD 1** and the turning surveys in **Annex BD2**. A summary of the results can be seen in **Table 1** below.

Table 1 - Summary of ATC Results (2021)

Location	Direction	Total Vehicles	5-day average 24 hour	7-day average 24 hour	Average 85th %ile speed	Average Mean Speed
Humber Road (S of security gate)	Eastbound	22,412	4,037	3,202	35.7	28.9
	Westbound	38,456	6,824	5,494	38.7	33.9
Humber Road (N of security gate)	Eastbound	9,997	1,775	1,428	22.1	18.2
	Westbound	13,600	2,436	1,943	20.1	16.4
Queens Road	Northwestbound	13,327	2,396	1,904	40.3	34.5
	Southeastbound	16,819	3,039	2,403	38.0	32.8
East Gate	Northbound	16,752	3,033	2,393	17.5	13.2
	Southbound	24,084	4,414	3,441	27.3	23.1
A1173 (N of Kiln Lane	Northbound	26,129	4,518	3,733	54.8	47.3
	Southbound	25,558	4,400	3,651	55.0	47.2
A1173 (N of Kings Road)	Northbound	27,252	4,655	3,893	38.0	32.6
	Southbound	26,803	4,565	3,829	40.5	35.1
Manby Road	Northbound	25,914	4,469	3,702	52.1	44.1
	Southbound	25,989	4,471	3,713	54.3	46.0

3.4.5 Data for the trunk roads surrounding the area has been collected off webtris.highwaysengland.co.uk. The location of the TRADS surveys can be seen in **Figure 3**. A summary of the TRADS data can be seen in **Table 2** below.

Table 2 - Two-way TRADS Data

Key Links		Base			
		AM		PM	
		All Veh.	HGV	All Veh.	HGV
M180 (West of A15)	Eastbound	1843	708	1558	450
	Westbound	1680	627	1693	471
A15 (North of M180)	Northbound	873	90	998	103
	Southbound	978	101	1038	103
A180 (West of A160)	Eastbound	1296	443	1239	424
	Westbound	968	323	1013	338
A180 (East of A1173)	Eastbound	1379	149	1661	158
	Westbound	1979	224	1511	148
A160 (Adj South Killinghome)	Northbound	609	257	392	204
	Southbound	510	405	791	247
A1173 (South of Kings Road)	Northbound	603	46	260	18
	Southbound	204	30	426	31
Queens Road	Eastbound	340	51	90	11
	Westbound	164	19	200	19

3.5 Personal Injury Collisions

North East Lincolnshire

3.5.1 Personal Injury Collision (PIC) data has been obtained for the latest 5-year period (21/08/2016-20/08/2021) from North East Lincolnshire Council. The area analysed is Queens Road, the A1173 Manby Road and the A180/ A1173 Manby Road Roundabout. The dataset and location plan are included at **Annex BD3** and a summary of the PICs is provided in **Table 3**.

Table 3 - Summary of PICs by Severity

PIC Severity	Slight	Serious	Fatal	Total
Number of PICs	6	3	0	9
% of Total	67%	33%	0%	100%

3.5.2 As shown in **Table 3**, in total there have been nine PICs recorded within the study area over the last five years. Six were classed as 'slight' in severity, 3 were classed as 'serious' in severity, and none were classed as 'fatal' in severity.

3.5.3 The first PIC occurred on the A180 and was classed as 'slight' in severity. It occurred when vehicle one (transporter) was travelling eastbound on the A180 and was approximately 300 yards from the exit slip for Stallingborough interchange. Vehicle two was stationary with hazards on in lane one. When vehicle one has realised vehicle two is stationary, the driver attempted to move into lane 2 to swerve around vehicle two but has collided into vehicle two causing rear offside damage.

3.5.4 The second PIC occurred on the A1173 and was classed as 'slight' in severity. It occurred when both vehicles were travelling in a south-west direction. Vehicle 1 (car) travelling at speed comes into contact with vehicle 2 (pedal cycle) causing the rider to fall off the bicycle.

3.5.5 The third PIC occurred on the A180 and was classed as 'slight' in severity. It occurred when the A180 was closed due to a different incident. Vehicle 2 (car) realises the road is closed and brakes suddenly. Vehicle 1 (car) did not react in time and impacts into the rear of vehicle 2.

3.5.6 The fourth PIC occurred on the A1173 and was classed as 'serious' in severity. It occurred when a motorbike was overtaking a vehicle at a relatively slow speed. The rider starts to slow by pulling brake and the bike falls from under him.

3.5.7 The fifth PIC occurred on the A1173 and was classed as 'slight' in severity. It occurred when vehicle 1 (car) was turning right using a filter lane when vehicle 2 (motorbike) which was travelling behind the car has gone to overtake and has collided with the offside door.

3.5.8 The sixth PIC occurred on the A180 and was classed as 'serious' in severity. It occurred when both vehicles travelling westbound off the A180 onto the Stallingborough junction A1173. Vehicle 2 (car) stops at the top of the slip road at the Give Way lines and vehicle 1 (goods unknown weight) shunts into the rear of it.

3.5.9 The seventh PIC occurred on the A180 and was classed as 'slight' in severity. It occurred when vehicle 1 (car) has been travelling on the A180 eastbound in lane 1 and has collided with the rear of vehicle 2 (goods vehicle).

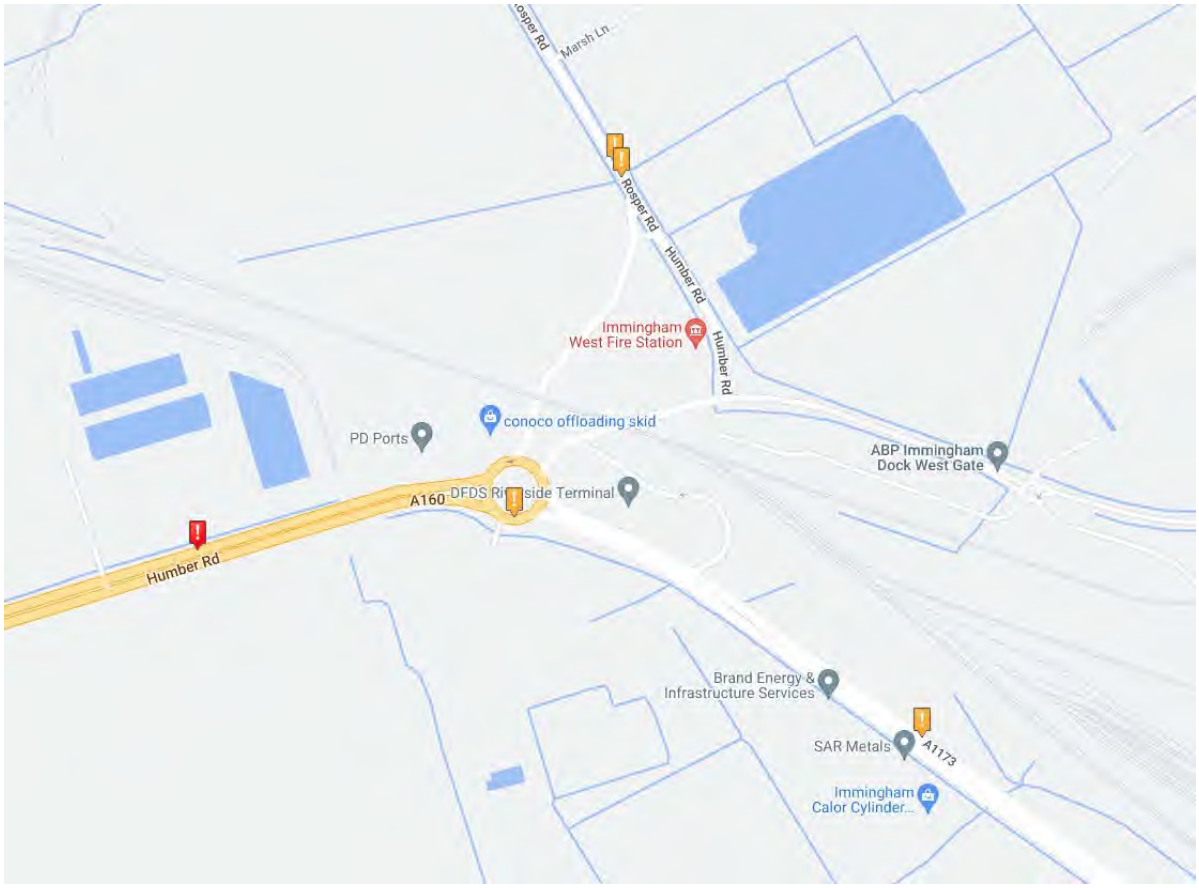
3.5.10 The eighth PIC occurred on the A1173 and was classed as 'serious' in severity. It occurred when vehicle 1 (car) has been parked on the offside in a layby. It pulled out into the carriageway and pulled right across the road to do a U-turn. As it pulled into the middle of the road vehicle 2 (motorbike) has collided with the offside of the car causing the rider to fall off.

3.5.11 The ninth PIC occurred on the A180 and was classed as 'slight' in severity. It occurred when both cars were travelling eastbound towards Grimsby when vehicle 2 undertook and then pulled in front of vehicle 1. Vehicle 2 was then tapping his brakes and some words were exchanged through the windows. Vehicle 1 pulled over on the A180 slip road to Immingham and the driver of vehicle 2 pulled up behind the victim and as doing so hit the rear of vehicle 1.

North Lincolnshire

3.5.12 North Lincolnshire do not provide accident data and have requested that the assessment obtain details from Crashmap.co.uk which provides the same data base. It was used to get the most recent 5-years' worth of accident data at the A160/ A1173 Manby Road/ Humber Road Roundabout and the area surrounding it. The output can be seen in **Image 1** below.

Image 1 Crashmap Online Output for West Gate

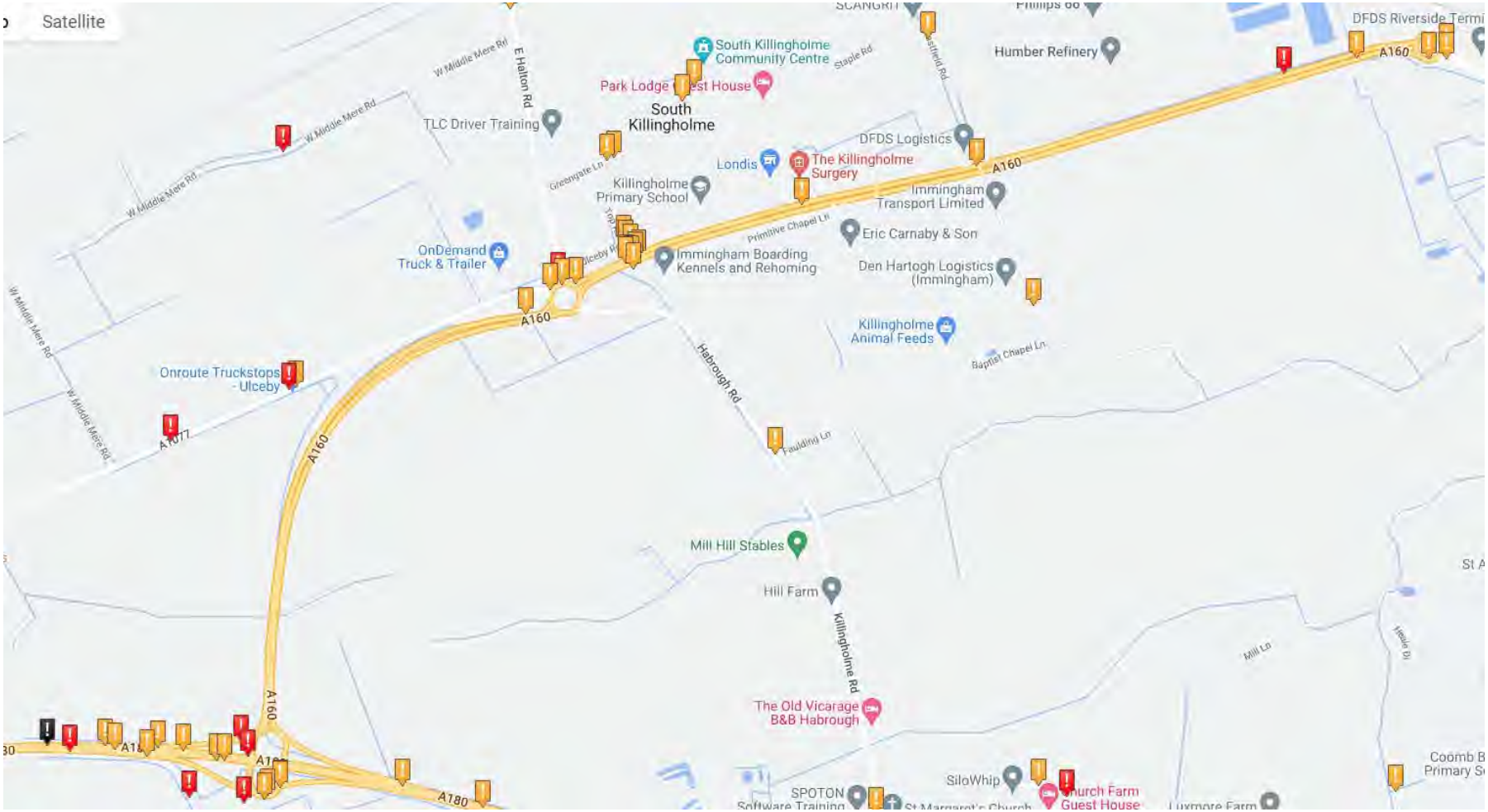


3.5.13 As can be seen above, there have been 5 PICs in the area; 4 were classed as 'slight' in severity and 1 was classed as 'serious' in severity. None of the PICs above were caused due to existing issues within the study area.

National Highways

3.5.14 NH require the PIC assessment is extended along the Strategic Road Network (SRN) to the junctions which will be assessed. It is also required that the assessment covered the five years prior to the Covid-19 pandemic as well as 2020 and 2021. The output can be seen in **Figure 2** below which shows the most recent 7-years' worth of PIC data for the SRN network between the A180/ A160 and the A160/ Humber Road/ Manby Road Roundabouts.

Image 2 - Crashmap Online Output for the SRN



3.5.15 In the five years prior to the Covid-19 pandemic, a total of 28 PICs occurred along the SRN – an average of 5.6 PICs per year. In the most recent 5-year period a total of 26 PICs occurred – an average of 5.2 PICs per year. This shows that the Covid-19 pandemic did not alter the expected rate of accidents occurring within this study area. Since the PIC rate is so similar, the assessment is unlikely to be affected by the period used, and so the five years prior to the Covid-19 pandemic as well as 2020 and 2021 will be assessed at the request of NH.

3.5.16 A cluster of 5 PICs have occurred at the pedestrian crossing approximately 200m east of the A160/ Ulceby Road/ Habrough Road/ East Halton Road Roundabout. All of the PICs which occurred at this location have been classified as 'slight' in severity.

3.5.17 Four PICs have occurred on the A160/ Ulceby Road/ Habrough Road/ East Halton Road Roundabout – 3 of which were classified as 'slight' in severity and one which was classed as 'serious' in severity. The serious PIC occurred on the East Halton Road exit arm and involved 3 cars.

3.5.18 Nineteen PICs have occurred in the vicinity of the A180/ A160 Roundabout, 12 of which were classified as 'slight' in severity, 6 which were classified as 'serious' in severity, and 1 which was classified as 'fatal' in severity. The fatal PIC occurred approximately 190m west of the eastbound exit slip road and involved two cars (one of which was controlled by a young driver) and a goods vehicle.

3.5.19 Given the level of flows along the SRN, it is not considered that the level of PICs which have occurred within the study area is cause for concern. As well as this, none of the PICs were caused due to existing issues within the study area.

Summary

3.5.20 Overall, it can be concluded that there are no existing highway safety issues that need to be addressed as part of the current application.

3.6 Public Transport Provision

Bus Services

3.6.1 The nearest bus stop to the site is located on Queens Road, at the junction with Laporte Road, approximately 250m south of the East Gate into the Port of Immingham. The stop is serviced by the number 5M. This service runs between Immingham and Grimsby every Monday to Friday between 16:19 and 17:49 at a frequency of 30-minutes.

Rail Services

3.6.2 The nearest railway station to the site is Stallingborough Railway Station which is approximately 5.5km south off Station Road. There are 4 cycle storage spaces located at the station. The services at the station are operated by East Midlands Railway only.

3.6.3 Habrough Railway Station, which is approximately 7.5km southwest of the site off the B1210, is located on the same line as Stallingborough Railway Station but is served by a higher number of services. There are 4 cycle storage spaces located at the station and 13 car parking spaces. The services at the station are operated by East Midlands Railway, Northern Trains and TransPennine Express. On weekdays, the station is served by an hourly TransPennine Express service between Cleethorpes and Manchester Airport. East Midlands Railway operate a two-hourly service between Grimsby Town and Leicester via Lincoln and Nottingham as well as a two-hourly service between Cleethorpes and Barton-on-Humber. On Saturdays, there are also three trains per day between Cleethorpes and Sheffield via Brigg which are operated by Northern Trains.

3.6.4 On Sundays, the TransPennine Express service is two-hourly in the morning but increases to hourly in the afternoon. During the summer months, there are three East Midlands Railway services between Nottingham and Cleethorpes and four

services to Barton-on-Humber with no services on either of these routes in the winter.

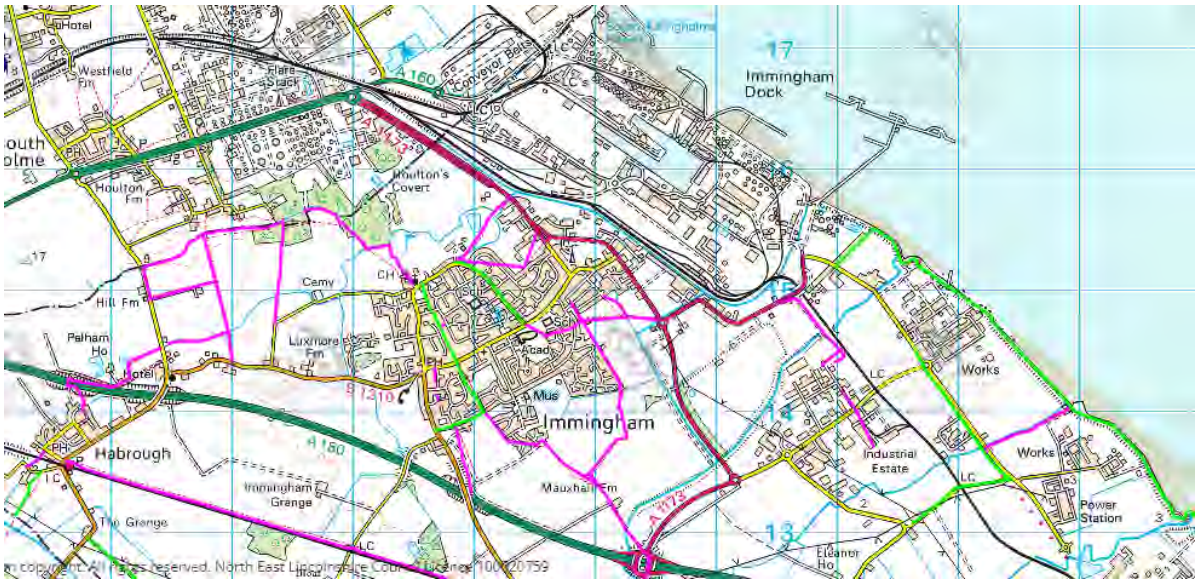
3.7 Walking and Cycling Provision

3.7.1 As well as the footways mentioned in **Section 3.2** above, all the residential roads in and around Immingham have lit footways on both sides of the carriageway. They are also all subject to a 30mph speed limit making them safe routes for both pedestrians and cyclists to use.

3.7.2 ABP are progressing a program to improve pedestrian and cycle facilities within the Port. The completion of this has been delayed due to the Covid-19 pandemic but is ongoing. These footways give pedestrian access to the Port via East Gate. A plan of these can be seen in **Annex E**.

3.7.3 There are a number of Public Rights of Way (PROWs) in the vicinity of the Port. There is a public footpath off Queens Road and a public Bridleway off Laporte Road, which forms part of the coastal path, both of which are approximately 500m from East Gate. All the PROWs near to the Port can be seen in **Image 3** below.

Image 3 - Public Rights of Way Locations



4.0 DEVELOPMENT PROPOSALS

4.1 Overview

4.1.1 The proposals are to construct a new roll-on/ roll-off (Ro-Ro) facility within the Port of Immingham. It is designed to service the embarkation and disembarkation of principally commercial Ro-Ro cargo carried either by lorry or on unaccompanied trailers.

4.1.2 The proposed development straddles the existing port railway lines and a main port road over which a bridge will be built.

4.1.3 In addition, the new facility will be able to accommodate a very minor element of passenger use, albeit only when the demands of the Ro-Ro cargo operations so allow. The proposed development plan is shown attached at **Annex A**.

4.2 Access

4.2.1 Both existing accesses to the Port will be available for use by the proposed development. These are the eastern dock access off Queens Road (East Gate) and the western dock access off Humber Road (West Gate), as described above.

4.2.2 Internally to the port, the operation will be accessed from the Robinson Road/ Crescent Access Road junction which will also continue to serve the Origin Fertilisers UK building. Part of East Riverside will be stopped up as result of the proposed development. Therefore, in order to continue to serve the entire Port safely following the proposed development the Robinson Road/ Crescent Access Road junction and the Robinson Road/ East Dock Road junction will be reconfigured. These proposals can be seen in the development plan in **Annex A**.

4.2.3 The main landside storage area consists of “ground slots”, circa 1,434 where unaccompanied trailers and units are held prior to either loading onto vessels or for outbound transit by road. Some of these areas are connected to the marine infrastructure by a new bridge over the port spine road and port railway.

4.2.4 Improvements are also proposed to the East Gate port entrance and exit point. A second entry lane will be provided to allow a higher volume of traffic to access the Port during each hour. On the adjacent highway, the bus stop will also be repositioned and the existing layby, which is occasionally used by HGVs for parking, will be removed. A pedestrian route between East Gate and the bus stop will be provided alongside the East Gate improvements. The proposals for East Gate can be seen in **Annex A**.

4.2.5 As part of the gate improvements the junction of Robinson Road and the IOT access road will have new warning signals (Wig-wag signals) and box junction line marking will also be installed.

4.2.6 It is agreed with North East Lincolnshire (as Highway Authority) that these works can be undertaken through Section 278 of the Highways Act prior to operation of the facility.

4.3 Staff

4.3.1 Land side staffing will include customs, security and stevedores and it is expected that up to 50 staff per shift over 3 shifts per day will be required. It is assumed that the three shifts will be 06:00-14:00, 13:30-21:30, and 21:30-06:00.

4.3.2 The staff forecasts have been provided by the expected end user and are shown in **Table 4** below.

Table 4 - Typical Operators' Staff Requirements

	06:00-14:00	13:30-21:30	21:30-06:00
Monday	47	41	40
Tuesday	47	41	40
Wednesday	47	41	40
Thursday	47	41	40
Friday	47	41	40
Saturday	25	20	20
Sunday	20	25	20

4.3.3 As can be seen above, it is likely that fewer staff would be required during the night shift, however, for robustness 50 staff per shift has been assessed.

4.4 Parking Provision

4.4.1 The scheme includes approximately 80 pre-gate HGV parking spaces as well as marshalling lanes for accompanied freight and passenger vehicles, 155 staff parking spaces, 20 Tugmaster parking spaces and 15 equipment parking spaces. There will also be approximately 55 passenger parking spaces on site for when passengers are on a sailing. The location of the parking can be seen in the development plan as can be seen in **Annex A**.

5.0 PROPOSED TRAFFIC GENERATION AND DISTRIBUTION

5.1 Construction Traffic Generation

5.1.1 The construction of the IERRT project may be completed in a single stage, or it may be sequenced such that construction of the southernmost pier takes place at the same time as operation of the northernmost pier (see Chapter 3 of this ES). In the case of a sequenced construction, the duration of construction activity will be extended but it will not increase the scale of construction activity.

5.1.2 For the purposes of this assessment the worst case is that construction will take place in a single stage. The construction of the development as set out in Chapter 3 of the ES is expected to commence in early 2024 take in the region of 21 months to complete by mid 2025. It will involve the importation of a variety of building materials including steel, concrete, steel reinforcement, aggregates, blocks and asphalt.

5.1.3 Overall, it is expected that an average of 100 loads of material will be delivered on a typical daily weekday. This equates to 200 movements per weekday and an AADT of 158 movements. There will be some slightly higher peaks (for example if large concrete pours are underway) and by definition therefore days when less HGV traffic will be generated. A peak of 280 HGV movements per day is considered.

5.1.4 The calculations undertaken to arrive at this figure can be seen in **Annex F**.

5.1.5 Around 120 to 150 construction workers are expected on site on a typical day. The Census 2011 journey to work data for the middle super output area within which the site is located shows that around 80% of people drive to work. Applying this to the maximum number of staff indicated above equates to 120 trips (240 two-way light vehicle movements).

5.1.6 In total, therefore, forecast construction traffic movements are 240 light vehicles on a typical day and an average of 180 heavy vehicle movements (90 in, 90 out) per working day.

5.1.7 To accommodate three new berths, it is anticipated that this will require dredging approximately 190,000 m³ of material. The dredged material is not currently considered suitable for beneficial use elsewhere, such as for reclamation purposes (see Waste Hierarchy Assessment (WHA), Appendix 2.1 in Volume 3 of the ES (Application Reference Number 8.4)). Therefore, it is envisaged that the dredged material will be transported to licensed disposal sites offshore (depending on the type of material) by barge (see Chapter 2 of the ES (Proposed Development)). On this basis no assessment or allowance for land-based movements arising from the dredge are covered in this report.

5.1.8 Overall, the daily construction traffic movements (circa 520 movements) will be significantly lower than the operational traffic level set out in the following paragraphs (circa 2,000 movements). Furthermore, this level of traffic will be occurring for a temporary period of time. The environmental impacts will therefore be less than those set out below for the operational phase.

5.2 Proposed Operational Traffic Generation

Light Vehicles

5.2.1 At present, there are very few on site staff and so, for the purposes of this assessment, the staffing levels mentioned in **Section 4.3** above are assumed to all be new. This equates to 150 person trips in and out over the day.

5.2.2 There will also be servicing and maintenance vehicles accessing the site throughout the day. This equates to an average of 5 vehicles in and out (10 two-way movements) in each hour between 07:00 and 19:00.

HGVs

5.2.3 The traffic generation related to the proposed development has been derived using the following assumptions:

a) Days of operation = 364 days per year (52x7)

b) The IERRT as a whole (marine and landside elements combined) will accommodate a throughput up to 1,800 units per day

c) Maximum throughput of cargo units per annum = 660,000

d) Throughput of accompanied trailers/ lorries, based on the split considered likely by the intended operator (28%), per annum = 184,800

e) Throughput of unaccompanied trailers, based on the split considered likely by the intended operator (72%), per annum = 522,720

f) Number of HGV movements per freight unit:

i. Unaccompanied units will be dropped off and whilst generally an HGV will drop and collect in the same visit, an allowance of 10% has been allowed for single deliveries meaning 1 unit = 1.1 HGV movements.

ii. Accompanied all have a tractor unit attached so each unit = 1 HGV movement.

g) All traffic will travel by road

5.2.4 On that basis total movements generated by day can be seen in **Table 5** below.

Table 5 – Annual Throughput Assumptions

	Units In	Units out	Total
Annual Units	330,000	330,000	660,000
Accompanied units (28%)	92,400	92,400	184,800
Unaccompanied Units (72%)	237,600	237,600	475,200
HGVs for Unaccompanied Units (10%)	261,360	261,360	522,720
Total HGVs	353,760	353,760	707,520

5.2.5 Based on 364 days per year this equates to a peak of 972 HGVs in and 972 HGVs out per day, a total of 1,944 movements.

5.2.6 The above generation is the facility being fully utilised to the 1,800 unit level every day of the year. In reality the daily levels if traffic flows will be lower than this and

will be market driven. By utilising these throughput levels, however, the assessment undertaken is robust.

5.2.7 There is also the option of allowing some level of passenger transport on the vessels. For safety reasons (relating to COMAH Regulations within the Port Estate), the maximum number of passengers allowed within the terminal is 100 and so this will also be the maximum number of passengers who sail on any day.

5.2.8 The number of passengers allow on the site will also be controlled by a requirement in the DCO and this has been agreed as an acceptable approach with National Highways.

5.2.9 This modest passenger transport will not change the results of the assessment below as the vehicles used by the passengers (a car, a car with a trailer or a motorhome) will replace a freight vehicle. Since a freight vehicle is assessed as 2.3 PCUs two cars, a car with a trailer, or a motorhome will result in the same or a lesser impact than a single HGV. For this reason, a separate assessment including passenger transport has not been undertaken.

5.3 Proposed Traffic Profile

Light Vehicles

5.3.1 The profile of the staff and operational vehicle movements based on the assumptions made in **Section 4.3** can be seen in **Table 6** below.

Table 6 - 24hr Traffic Profile for Staff and Service Vehicles

	Inbound	Outbound	Total
00:00-01:00	0	0	0
01:00-02:00	0	0	0
02:00-03:00	0	0	0
03:00-04:00	0	0	0
04:00-05:00	0	0	0
05:00-06:00	50	0	50
06:00-07:00	0	50	50
07:00-08:00	5	5	10
08:00-09:00	5	5	10
09:00-10:00	5	5	10
10:00-11:00	5	5	10
11:00-12:00	5	5	10
12:00-13:00	5	5	10
13:00-14:00	50	5	55
14:00-15:00	5	50	55
15:00-16:00	5	5	10
16:00-17:00	5	5	10
17:00-18:00	5	5	10
18:00-19:00	5	5	10
19:00-20:00	0	0	0
20:00-21:00	0	0	0
21:00-22:00	50	50	100
22:00-23:00	0	0	0
23:00-24:00	0	0	0
Total	205	205	410

5.3.2 Despite the above, a worst-case assessment has been carried out in which 50 movements in and out have been assumed to occur in each peak hour.

HGV

5.3.3 The profile of movements across the day has been considered for two scenarios. Firstly, it has been assessed based on a typical operators' activities, split between unaccompanied freight (which is generally spread across the day) and accompanied freight (which tends to be more focused on sailing times). Secondly it has been based on the surveys of existing HGV profiles from the Port of

Immingham generally. This allows the specific end user expectations to be tested and also a sensitivity test in terms of changes in those operations.

5.3.4 The data provided by the intended operators existing operation can be seen below in **Table 7**.

Table 7 – Existing Operator Data (From Gate Records Data; January-August 2021)

Hour	Check-in Time				Exit Time			
	Accompanied		Unaccompanied		Accompanied		Unaccompanied	
00:00-01:00	0	0%	180	0%	0	0%	71	0%
01:00-02:00	0	0%	110	0%	0	0%	68	0%
02:00-03:00	1	0%	86	0%	0	0%	50	0%
03:00-04:00	1	0%	99	0%	0	0%	51	0%
04:00-05:00	2	0%	103	0%	0	0%	192	0%
05:00-06:00	3	0%	251	0%	0	0%	600	1%
06:00-07:00	3	0%	848	2%	6	0%	1,502	3%
07:00-08:00	0	0%	1,382	3%	208	1%	1,970	4%
08:00-09:00	4	0%	1,922	4%	193	1%	1,526	3%
09:00-10:00	9	0%	2,228	4%	13,510	70%	1,728	4%
10:00-11:00	30	0%	2,575	5%	3,635	19%	2,556	5%
11:00-12:00	35	0%	2,953	6%	681	4%	4,340	9%
12:00-13:00	94	0%	3,120	6%	362	2%	4,705	10%
13:00-14:00	211	1%	3,445	7%	2,227	1%	5,194	11%
14:00-15:00	630	3%	4,008	8%	196	1%	4,614	10%
15:00-16:00	1,319	6%	5,296	10%	144	1%	4,185	9%
16:00-17:00	1,940	10%	5,871	12%	86	0%	4,158	9%
17:00-18:00	3,007	15%	5,848	12%	55	0%	3,557	7%
18:00-19:00	4,881	24%	5,713	11%	38	0%	2,818	6%
19:00-20:00	6,414	31%	2,953	6%	31	0%	1,962	4%
20:00-21:00	1,816	9%	972	2%	17	0%	1,101	2%
21:00-22:00	11	0%	453	1%	17	0%	397	1%
22:00-23:00	0	0%	217	0%	6	0%	139	0%
23:00-24:00	1	0%	162	0%	0	0%	78	0%

5.3.5 The HGV profile is provided below in **Table 8** based on a typical operators' activities, split between unaccompanied freight (which is generally spread across the day) and accompanied freight (which tends to be more focused on sailing times). This has been calculated using the proportions shown in **Table 7**, above, applied to the traffic generation shown in **Table 5**.

Table 8 – 24hr Traffic Generation Summary Based on End User Profile

	Inbound	Outbound	Total
00:00-01:00	2	1	3
01:00-02:00	2	1	3
02:00-03:00	1	1	2
03:00-04:00	1	1	2
04:00-05:00	1	3	4
05:00-06:00	3	9	12
06:00-07:00	12	22	34
07:00-08:00	19	31	50
08:00-09:00	26	25	51
09:00-10:00	31	221	252
10:00-11:00	36	89	125
11:00-12:00	41	73	114
12:00-13:00	44	74	118
13:00-14:00	50	79	129
14:00-15:00	63	70	133
15:00-16:00	90	63	153
16:00-17:00	107	62	169
17:00-18:00	121	52	173
18:00-19:00	145	41	186
19:00-20:00	128	29	157
20:00-21:00	38	16	54
21:00-22:00	6	6	12
22:00-23:00	3	2	5
23:00-24:00	2	1	3

*numbers subject to minor rounding error (+/- one vehicle)

5.3.6 **Table 9** provides an alternative HGV profile that is based on the surveys of existing HGV profiles from the Port of Immingham as a whole. This is based on the proportions from the surveys discussed in **Section 3.4**.

Table 9 – 24hr Traffic Generation Summary Based on Port of Immingham Profile

	Inbound	Outbound	Total
00:00-01:00	6	5	11
01:00-02:00	6	7	13
02:00-03:00	5	7	12
03:00-04:00	9	7	16
04:00-05:00	18	13	31
05:00-06:00	45	20	65
06:00-07:00	71	39	110
07:00-08:00	78	43	121
08:00-09:00	63	57	120
09:00-10:00	61	70	131
10:00-11:00	63	74	137
11:00-12:00	66	77	143
12:00-13:00	68	73	141
13:00-14:00	77	79	156
14:00-15:00	76	85	162
15:00-16:00	73	75	149
16:00-17:00	57	76	133
17:00-18:00	41	63	104
18:00-19:00	31	39	69
19:00-20:00	16	27	43
20:00-21:00	13	13	26
21:00-22:00	10	10	20
22:00-23:00	11	8	19
23:00-24:00	7	7	14

*numbers subject to minor rounding errors (+/- one vehicle)

5.4 Peak Hour Identification

5.4.1 The peak hours shown in each of the traffic surveys has been assessed to confirm the peak hours of the network as a whole. The peak hours can be seen in **Table 10** below.

Table 10 - Peak Hour Analysis

Survey Location		AM Peak	PM Peak
Queens Road	Northwestbound	08:00-09:00	16:00-17:00
	Southeastbound	07:00-08:00	13:00-14:00
Humber Road (N of security)	Eastbound	06:00-07:00	16:00-17:00
	Westbound	07:00-08:00	16:00-17:00
Humber Road (S of security)	Eastbound	07:00-08:00	14:00-15:00
	Westbound	10:00-11:00	16:00-17:00
East Gate	Northbound	07:00-08:00	13:00-14:00
	Southbound	08:00-09:00	16:00-17:00
A1173 (N of Kiln Lane)	Northbound	07:00-08:00	14:00-15:00
	Southbound	07:00-08:00	16:00-17:00
A1173 (N of Kings Road)	Northbound	07:00-08:00	16:00-17:00
	Southbound	08:00-09:00	16:00-17:00
Manby Road	Northbound	07:00-08:00	16:00-17:00
	Southbound	08:00-09:00	16:00-17:00
A180/ A160		07:00-08:00	16:00-17:00
A160/ Ulceby Road/ Haborough Road/ East Halton Road		07:00-08:00	16:15-17:15
A160/ Humber Road/ Manby Road		07:00-08:00	16:00-17:00
Humber Road/ Rosper Road		07:00-08:00	16:00-17:00
A180/ A1173		07:30-08:30	16:15-17:15
A1173/ Kiln Lane		07:30-08:30	16:15-17:15
A1173/ Kings Road		07:15-08:15	16:00-17:00
Queens Road/ Laporte Road		07:00-08:00	16:15-17:15
Laporte Road/ Kiln Lane/ Hobson Way		07:15-08:15	16:00-17:00

5.4.2 The traffic surveys undertaken on the local highway network show that the majority of the local roads have peak hours of 07:00-08:00 in the AM, and of 16:00-17:00 in the PM.

5.4.3 Comparison of development traffic generation for 07:00-08:00 and 08:00-09:00 show no material difference in either assessment scenario. In the evening peak, flows are also broadly consistent from 16:00-19:00. This can be seen in **Tables 8 and 9**.

5.4.4 Therefore, the identified highway peaks have been adopted in the assessments (07:00-08:00 and 16:00-17:00).

5.4.5 The two different profiles of development traffic (**Table 7** and **Table 8** above) show different traffic flows in the peak hours above. The two-way traffic movements based on the Immingham surveys between 07:00 and 08:00 are 121, and between 16:00 and 17:00 are 133. The two-way traffic movements based on the end user data between 07:00 and 08:00 are 50, and between 16:00 and 17:00 are 168.

5.4.6 On that basis and to ensure a robust assessment, the AM peak of 07:00-08:00 has been tested using the higher Immingham Profile and 16:00-17:00 using the higher end user profile rates.

5.5 Proposed Traffic Distribution

Light Vehicles

5.5.1 The light vehicle traffic has been distributed using the 2011 Census Journey to Work data for the Middle Super Output Area (MSOA) North East Lincolnshire 001 which the site is located within. A summary of the journey to work data for local districts and the MSOA in which the site sits can be seen in **Table 11** below. The full data can be seen in **Annex G**.

Table 11 - Journey to Work Summary for MSOA North East Lincolnshire 001

Location	Percentage
North East Lincolnshire (North East Lincolnshire 001)	67.1% (17.6%)
North Lincolnshire	17.9%
West Lindsey	5.0%
East Lindsey	3.6%
East Riding of Yorkshire	1.5%
Kingston upon Hull	1.5%
Other	*3.3%*

5.5.2 In order to present a worst-case scenario in terms of junction impacts, the assessment assumes 50 light vehicles travelling inbound and outbound from the site in the AM and PM peak periods.

5.5.3 The distribution of the light vehicles can be seen in **Figure 4** with the assignment of the light vehicles in **Figure 5**.

HGVs

5.5.4 The wider distribution for commercial traffic on the strategic highway network has been derived using data included within the Base Year Freight Matrices (BYFM) published by the Department for Transport (2012). The Matrices consist of the number of vehicles per average day between a set of origin-destination zone pairs for a 2006 base year. These zones are based on all 408 local authority districts, unitary authorities and London Boroughs and point zones for the 88 largest ports, of which the Port of Immingham is one, 5 main freight airports and 56 major concentrations of distribution centres. The base data can be seen at **Annex H**.

5.5.5 The outputs from the model have been analysed through the ArcGIS package from ESRI to determine the likely route of vehicles. The GIS assumed routing has been sense checked using Google maps and a review of the suitability of the network.

5.5.6 The resulting distribution and assignment of heavy vehicles to and from the Port on the wider network can be seen in **Table 12** below.

Table 12 - HGV Distribution and Assignment

Region	Distribution	Assignment	
East of England	2.6 %	A1173 (Stallingborough Road)	
East Midlands	21.5 %	M180 A1173 (Stallingborough Road) Hobson Way	21.5% 0.8% 0.2%
Greater London	1.5 %	M180	
North East	0.9 %	M180	
North West	7.4 %	M180	
Scotland	2.9 %	M180	
South East	1.4 %	M180	
South West	1.3 %	M180	
Wales	1.7 %	M180	
West Midlands	12.2 %	M180	
Yorkshire and the Humber	46.7 %	M180 A15 Hobson Way	43.2% 3.1% 0.4%

5.5.7 The facility is located in close proximity to the East Gate of the Port on the eastern side of the port estate. As described above the assignment of traffic locally form the port is a function of the destination of the vehicles. Both GIS and Google Maps confirm the quickest route from the facility to the M180 west is via the East Gate.

5.5.8 However, the access route through the port (and via West Gate) is marginally shorter in terms of distance to the M180 and therefore it can be expected some traffic might chose that route, which will depend matters such as day-to-day changes in flows and information provided by Satnav systems.

5.5.9 On this basis it is assumed that the majority of traffic (85%) will use East Gate, with a sensitivity assessment of 15% using West Gate. This is robust because it ensures that some assessment of impacts on the West gate exit and route to the A180 is assessed.

5.5.10 The flows for each gate are set out below using the end user profile, **Table 13**, and the Port of Immingham profile, **Table 14**.

Table 13 - 24hr HGV Generation Summary Based on End User Profile

	To West Gate			To East Gate		
	Inbound	Outbound	Total	Inbound	Outbound	Total
00:00-01:00	0	0	0	2	1	3
01:00-02:00	0	0	0	1	1	2
02:00-03:00	0	0	0	1	1	2
03:00-04:00	0	0	0	1	1	2
04:00-05:00	0	0	0	1	2	4
05:00-06:00	1	1	2	3	7	10
06:00-07:00	2	3	5	10	19	28
07:00-08:00	3	5	8	16	27	43
08:00-09:00	4	4	8	22	21	44
09:00-10:00	5	33	38	26	188	214
10:00-11:00	5	13	18	30	76	107
11:00-12:00	6	11	17	35	62	97
12:00-13:00	7	11	18	37	62	100
13:00-14:00	7	12	19	42	67	109
14:00-15:00	9	10	20	54	59	113
15:00-16:00	14	9	23	77	53	130
16:00-17:00	16	9	25	91	52	143
17:00-18:00	18	8	26	103	45	147
18:00-19:00	22	6	28	123	35	158
19:00-20:00	19	4	24	109	25	133
20:00-21:00	6	2	8	32	14	46
21:00-22:00	1	1	2	5	5	10
22:00-23:00	0	0	1	3	2	4
23:00-24:00	0	0	1	2	1	3

* numbers subject to minor rounding errors (+/- one vehicle)

Table 14 - 24hr HGV Generation Summary Based on Port of Immingham Profile

	To West Gate			To East Gate		
	Inbound	Outbound	Total	Inbound	Outbound	Total
00:00-01:00	1	1	2	5	4	9
01:00-02:00	1	1	2	5	6	11
02:00-03:00	1	1	2	4	6	10
03:00-04:00	1	1	2	8	6	12
04:00-05:00	3	2	5	16	11	27
05:00-06:00	7	3	10	38	17	55
06:00-07:00	11	6	17	60	33	93
07:00-08:00	12	6	18	66	37	103
08:00-09:00	9	9	18	54	48	102
09:00-10:00	9	10	19	52	59	111
10:00-11:00	9	11	20	53	63	116
11:00-12:00	10	12	22	56	65	121
12:00-13:00	10	11	21	58	62	120
13:00-14:00	12	12	24	66	67	133
14:00-15:00	11	13	24	65	72	137
15:00-16:00	11	11	22	62	64	127
16:00-17:00	9	11	20	49	65	114
17:00-18:00	6	9	15	35	53	88
18:00-19:00	5	6	11	26	33	59
19:00-20:00	2	4	7	14	23	37
20:00-21:00	2	2	4	11	11	22
21:00-22:00	2	1	3	9	8	17
22:00-23:00	2	1	3	9	7	16
23:00-24:00	1	1	2	6	6	12

* numbers subject to minor rounding errors (+/- one vehicle)

5.5.11 The assignment of all vehicles accessing and departing the proposed development in both the AM and PM peak periods as discussed below in **Section 6.1**, measured in Passenger Car Units (PCUs), can be seen in **Figure 8**.

5.5.12 The key links assignment of baseline traffic and traffic from the proposed development, measured in total vehicles, can be seen in **Table 15** below.

Table 15 – Key Link Traffic Assignment

Key Links		Base				Development			
		AM		PM		AM		PM	
		All Veh.	HGV	All Veh.	HGV	All Veh.	HGV	All Veh.	HGV
M180 (West of A15)	E	1843	708	1558	450	81	71	120	110
	W	1680	627	1693	471	50	39	58	48
A15 (North of M180)	N	873	90	998	103	3	2	3	3
	S	978	101	1038	103	4	4	6	6
A180 (West of A160)	E	1296	443	1239	424	86	75	127	116
	W	968	323	1013	338	52	41	61	50
A180 (East of A1173)	E	1379	149	1661	158	3	0	3	0
	W	1979	224	1511	148	3	0	3	0
A160 (Adj South Killinghome)	N	609	257	392	204	15	12	22	18
	S	510	405	791	247	8	6	10	8
A1173 (South of Kings Road)	N	603	46	260	18	78	66	114	102
	S	204	30	426	31	49	36	57	44
Queens Road	E	340	51	90	11	83	66	119	102
	W	164	19	200	19	53	36	61	44

5.5.13 The percentage change for AADT and then also, for completeness, for HGVs are shown in **Table 16** for the proposed operational traffic flows.

Table 16 – Traffic Impact on the Surrounding Road Network for Proposed Traffic Flows

Locations	Base Traffic Flow – AADT		Proposed Traffic Flow		Percentage Increase	
	All Veh.	HGV	All Veh.	HGV	All Veh.	HGV
West Gate	5,536	2,360	353	292	6.4%	12.4%
East Gate	5,834	803	2,000	1,652	34.3%	205.8%
Queens Road	3,883	566	1,780	1,641	45.8%	289.8%
Kings Road (North of Queens Road)	7,722	568	87	0	1.1%	0.0%
A1173 (South of Kings Road)	7,384	795	1,742	1,641	23.6%	206.4%
A1173 (Stallingborough Road)	16,854	1,318	74	74	0.4%	5.6%
A180 (East of A1173)	34,246	3,253	24	0	0.1%	0.0%
A160 (Adj South Killinghome)	10,536	5048	305	292	2.9%	5.8%
A180 (West of A160)	31,706	8,990	1,949	1,858	6.1%	20.7%
M180 (West of A15)	37,748	9,634	1,851	1,765	4.9%	18.3%
A15 (North of M180)	22,467	2,082	97	93	0.4%	4.5%

5.5.14 To the east there is a less than 1% increase in traffic and to the west there is a less than 5% increase. This assessment, therefore, scopes out the links further east and west than those listed above. The assessment has also scoped out Grimsby as the vast majority of vehicle movements to Grimsby will be made by staff and there are very little peak hour traffic movements made by light vehicles.

5.5.15 Due to the level of traffic along the A15, this road has also been scoped out of any further detailed assessment.

6.0 TRAFFIC IMPACT ASSESSMENT

6.1 Committed Development

6.1.1 During the planning stage, it is important to take into consideration other developments in the vicinity of the site whose generated traffic could potentially have an impact on the proposed development and its associated junctions.

6.1.2 As required by the government's guidance on Travel Plans, Transport Assessments and Statements, DTA has engaged with National Highways, North Lincolnshire Council and North East Lincolnshire Council to agree which committed developments and planned transport improvements will need to be considered alongside the proposed development. The agreed developments which are to be considered are as follows:

- Able Marine Energy Park
- South Humber Bank Power Station (DM/1070/18/FUL)
- Velocy's (DM/0026/18/FUL)
- Stallingborough Interchange (DM/0302/21/REM)
- Queens Road (DM/0147/16/FUL)
- New Link Road (DM/0094/18/FUL)
- Highfield House (DM/0728/18/OUT)
- Able Logistics Park (PA/2009/0600)

6.1.3 There are two other projects in the area that DTA has been made aware of by ABP but have not been requested as committed development by National Highways, North Lincolnshire Council or North East Lincolnshire Council. These are the new Border Control Post located on Queens Road and an industrial / commercial scheme off the West Gate roundabout within the Port Estate.

6.1.4 A summary of the data used, and an outline of the assumptions made for the committed development can be seen in **Annex I** (Technical Note 1 – Committed Development Growth).

6.2 Background Traffic Growth

6.2.1 The base traffic flows have been factored up to the year of opening, 2025, and a future year, 2032 (10 years after the date of application). The relevant Middle Super Output Area (MSOA) has been used for each junction which is assessed. The resulting factors are shown in **Table 17**.

Table 17 - TEMPro Growth Factors

		2019-2021		2021 – 2025		2021 – 2032	
Middle Super Output Area	Road Type	AM	PM	AM	PM	AM	PM
North East Lincolnshire 001	Minor	1.0189	1.0175	1.0298	1.0291	1.0773	1.0750
	Trunk	1.0281	1.0266	1.0401	1.0394	1.1049	1.1025
North East Lincolnshire 007	Minor	1.0133	1.0123	1.0269	1.0255	1.0683	1.0649
	Principal	1.0132	1.0121	1.0262	1.0248	1.0654	1.0620
	Trunk	1.0224	1.0214	1.0372	1.0358	1.0957	1.0921
North Lincolnshire 004	Trunk	1.0252	1.0239	1.0443	1.0434	1.1131	1.1108
North Lincolnshire 011	Motorway	1.0296	1.0289	1.0501	1.0500	1.1262	1.1260

6.2.2 Given the lack of any significant housing growth in the immediate area, the predominant growth will arise from increased commercial activity in and around the Port of Immingham. Road based throughput has increased from the port by around 10% over the last ten years.

6.3 Overall Committed Development Traffic Flows

6.3.1 The combined traffic flows from known committed developments and background growth at individual junctions are set out in **Annex J**.

6.4 Junction Operation Assessments

6.4.1 In accordance with the agreed scope of this Transport Assessment, public highway junctions at which operational traffic assessments have been carried out are:

- Queens Road/ Laporte Road Priority Junction
- Laporte Road/ Kiln Lane/ Hobson Way Roundabout
- Kings Road/ A1173 Roundabout
- A1173/ Kiln Lane Roundabout
- A1173/ SHIIP Roundabout
- A160/ Humber Road/ Manby Road Roundabout (Manby Roundabout)
- A160/ Ulceby Road/ Habrough Road/ East Halton Road Roundabout (Habrough Roundabout)
- A180/ A1173 Roundabout (including slip roads)
- A160/ A180 Roundabout (Brocklesby Interchange) – including slip roads

6.4.2 The measurements of each junction can be seen in **Annex BD4**.

6.4.3 The operation of the individual junctions has been tested using the industry standard modelling tool of TRL Junctions. The junctions have been assessed for the opening year of 2025 and future year of 2032. The input junction flows are provided in **Annex J**.

6.4.4 The junction models consider the performance of priority junctions and roundabouts in isolation from other junctions within the network. The arrival pattern is normally profiled using the direct hourly inputs (ODTAB) to replicate unconstrained demand although in practice where the individual junctions are within an urban network external constraints may make this unrealistic.

6.4.5 There are three key performance metrics which are output from the modelling software. These are the forecast queue length (in vehicles), the average delay (in seconds) and the ratio of flow to capacity (RFC). Convention is that the modelled period is sub-divided into 15-minute time segments and the highest (worst) results during the modelled period are reported.

6.4.6 The ARCADY and PICADY modules of Junctions 10 have been used to assess the capacity of the above junctions. The results are summarised in **Annex K (Technical Note 2)**.

6.4.7 Merge / diverge assessments on the A180 / A1173 Interchange and the A160 / A180 Interchange Brocklesby Interchange) have been undertaken in accordance with the guidance within Design Manual for Roads and Bridges (DMRB) CD122 'Geometric design of grade separated junctions'. This considers the configuration of the slip road merge and diverge arrangements for a given combination of mainline and slip road flows against a number of different standard layouts. The results of these are summarised in **Annex L (Technical Note 5)**.

6.4.8 Overall, from the modelling and assessment work undertaken it can be concluded that the proposed development will not have a significant impact on any of the assessed junctions and that no mitigation will be required.

6.4.9 The internal port junctions which are to be potentially affected by the proposed development have been assessed using the PICADY module of Junctions 10 to ensure the proposed development does not have any significant effect on the current running of the Port. The results are summarised in **Annex M (Technical Note 4)**.

6.4.10 The capacity of and the queuing occurring at the two entry gates has also been assessed following the proposed development. The existing gates are currently subject to infrequent queuing, mainly in the AM peak period and at shift changes. The proposed development will increase the flows during these times and therefore the proposals include works to increase the capacity by adding a second lane at

East Gate. This will broadly double the entrance capacity of the gate whilst the proposed development does not double the traffic flows accessing the Port. It is also proposed to implement Automatic Number Plate Recognition (ANPR) for staff which will again increase the capacity of the gate and reduce queuing times.

7.0 MITIGATION MEASURES

7.1 Use of Rail to reduce Road traffic

7.1.1 The NPSfP encourages the use of rail to reduce the impact of road based commercial traffic. This issue has also been raised by a number of consultees – both statutory and non-statutory.

7.1.2 Unfortunately, rail is not currently a feasible or viable mode for Ro-Ro traffic, although this will be kept under continuous review and the layout does not in any way prejudice use of rail.

7.2 Peak Hour Impacts

7.2.1 The NPSfP (paragraph 5.4.12) encourages the use of demand management measures for spreading peak hour traffic impacts.

7.2.2 As set out above, the assessment (on the very robust assessment that the development is operating at the daily 1,800 unit throughput) has no material impact on junction operation to the extent that highway mitigation is required. It therefore follows that no measures to spread peak hour impacts is required.

7.3 HGV Parking and Off-Site Impacts

7.3.1 The number of HGV parking and storage provided on site means that all vehicles will be catered for on-site and there will not be any queuing on the local highway network. The facility includes for a significant amount of waiting areas and check in lanes, to specifically ensure that the design throughput of HGVs can be accommodated on site. There is no need therefore for mitigation.

7.3.2 There are existing local Truckstops to accommodate any increase demand in driver amenity requirements as a result of HGVs arriving at or departing Immingham.

7.3.3 Ulceby Truckstop is located on Ulceby Road adjacent to the A160. There are 72 parking spaces at the truckstop as well as a petrol filling station, an onsite café, and shower and toilet facilities.

7.3.4 A significant new truck stop is also being proposed to be located off the A18 south of the M180 / A180 / A15 roundabout (ref: PA/2021/2273). The outline planning application for this development seeks to construct a lorry park with up to 200 parking bays, erection of an amenity building, provision of a fuel filling station including the erection of a canopy and sales building comprising ancillary retail floor space, provision of electric vehicle forecourt and charging points, erection of up to two drive-thru restaurant units. The planning permission for this proposal has not been determined by North Lincolnshire Council at the time of writing this TA.

7.4 Other Mitigation

7.4.1 NPSfP Para 5.4.22 requires the consideration of the following mitigation:

- *Control numbers of HGV movements to and from the site in a specified period during its construction and possibly on the routing of such movements;*
- *Make sufficient provision for HGV parking, either on the port estate or at dedicated facilities elsewhere, to avoid 'overspill' parking on public roads during normal operating conditions. Developments should be designed with sufficient road capacity and parking provision (whether on- or offsite) to avoid the need for prolonged queuing on approach roads, and particularly for uncontrolled on-street HGV parking on nearby public roads in normal traffic operating conditions, and allowing reasonable estimates for peak traffic patterns and fluctuations during normal operations; and*
- *Ensure satisfactory arrangements, taking account of the views of road network providers and of the responsible police force(s), for dealing with reasonably foreseeable abnormal disruption. Where such effects are likely to cause queuing on the strategic road network or significant queuing on local roads, the applicant should include the outcome of consultation with the relevant police*

force(s) as to traffic management measures that will be brought into effect, what the procedures will be for triggering them, and attribution of costs.

7.4.2 There are no specific highway capacity mitigation measures required to ensure the proposals are acceptable in highway terms.

7.4.3 If abnormal conditions prevent sailing, then there will be mitigation methods in place to prevent a build-up of HGVs off-site. All HGVs are booked in through a booking system so if there is a delay of more than 30 minutes or a not scheduled cancellation then the operator will advise customers with a cancel and delay advice by email and SMS. If there is a cancelled sailing, the reservations department will also call all freight customers to rebook. The same approach will be taken for travel passengers. All scheduled cancellations will be communicated long in advance.

7.4.4 The site layout of the facility has been designed to accommodate all peak inbound traffic movements. No specific off-site parking management for HGV is therefore necessary.

7.4.5 A Framework Travel Plan has been prepared to ensure that staff vehicle movements which can be reduced are committed to being reduced and can be found at Appendix 17.2 to the ES.

7.4.6 ABP are separately pursing Section 278 agreements with both National Highways and NELC to update the existing signage strategy for the Port of Immingham.

8.0 CONCLUSIONS

8.1 David Tucker Associates (DTA) has been commissioned by Associated British Ports (ABP) to review the transport implications of the proposed roll-on/ roll-off (Ro-Ro) facility within the Port of Immingham, which will be known as the Immingham Eastern Ro-Ro Terminal (IERRT).

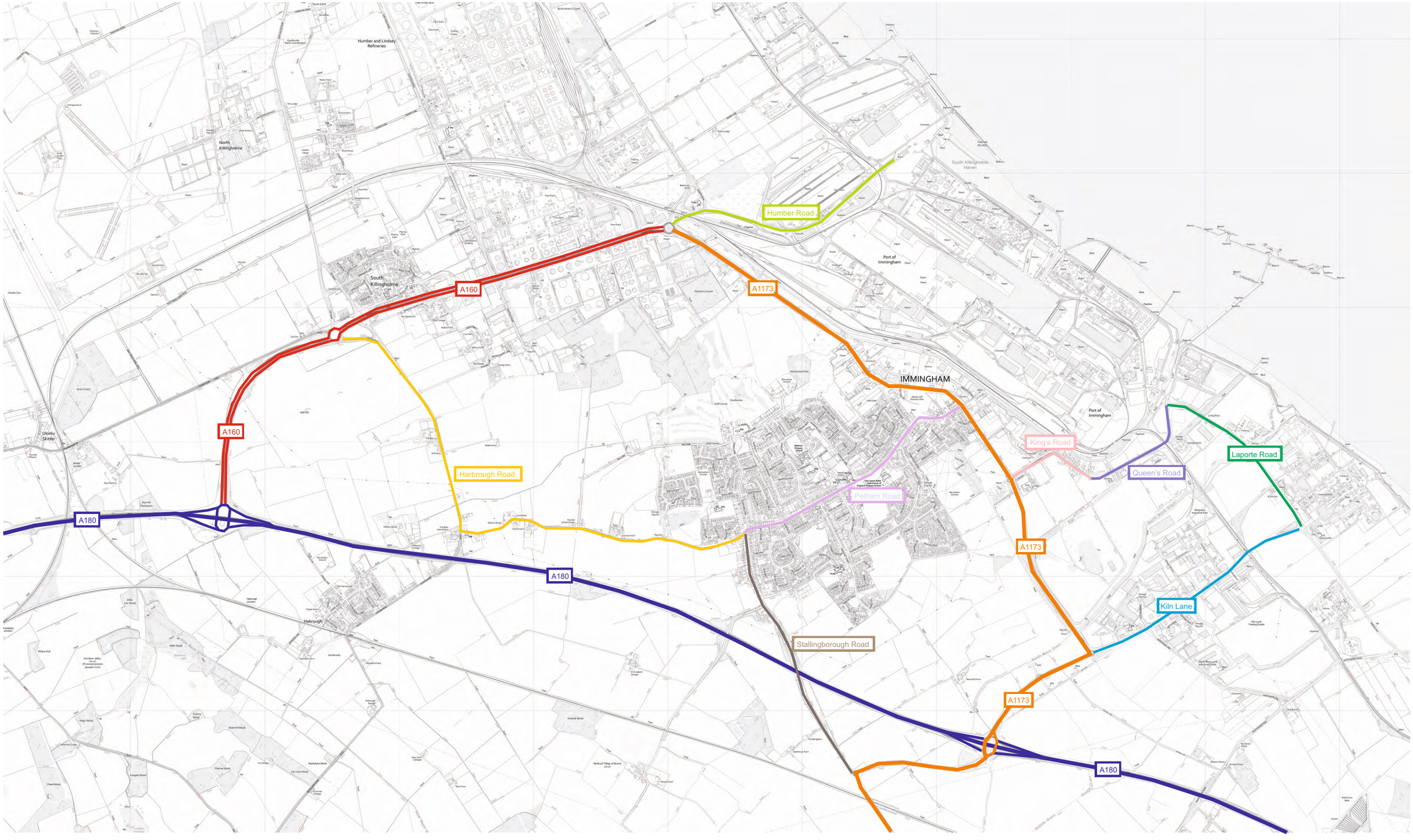
8.2 The existing accesses to the Port will be used by the proposed development. These are the eastern dock access off Queens Road and the western dock access off Humber Road.

8.3 A review of the latest five-year personal injury collision data for the surrounding area has been undertaken and does not indicate any existing highway safety issues within the study area.

8.4 A review of the capacity of the local junctions shows that the operation will be within the capacity of the junctions following the development.

8.5 It is clear that following the mitigation proposed, the development would not result in a severe impact on highway safety or capacity and would meet the relevant national tests as set out in the NPPF and NPSfP. There is therefore no reasonable highway or transport reason to withhold consent.

Figures



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Warwickshire, B95 5AW
Tel: +44(0) 1564 793598 Fax: +44(0) 1564 793983
[redacted]

Notes:

Figure 1
Drawing Title Road Names Plan
Job Title Immingham Eastern Ro-Ro Terminal
Client ABP

Scale : NTS

NORTH

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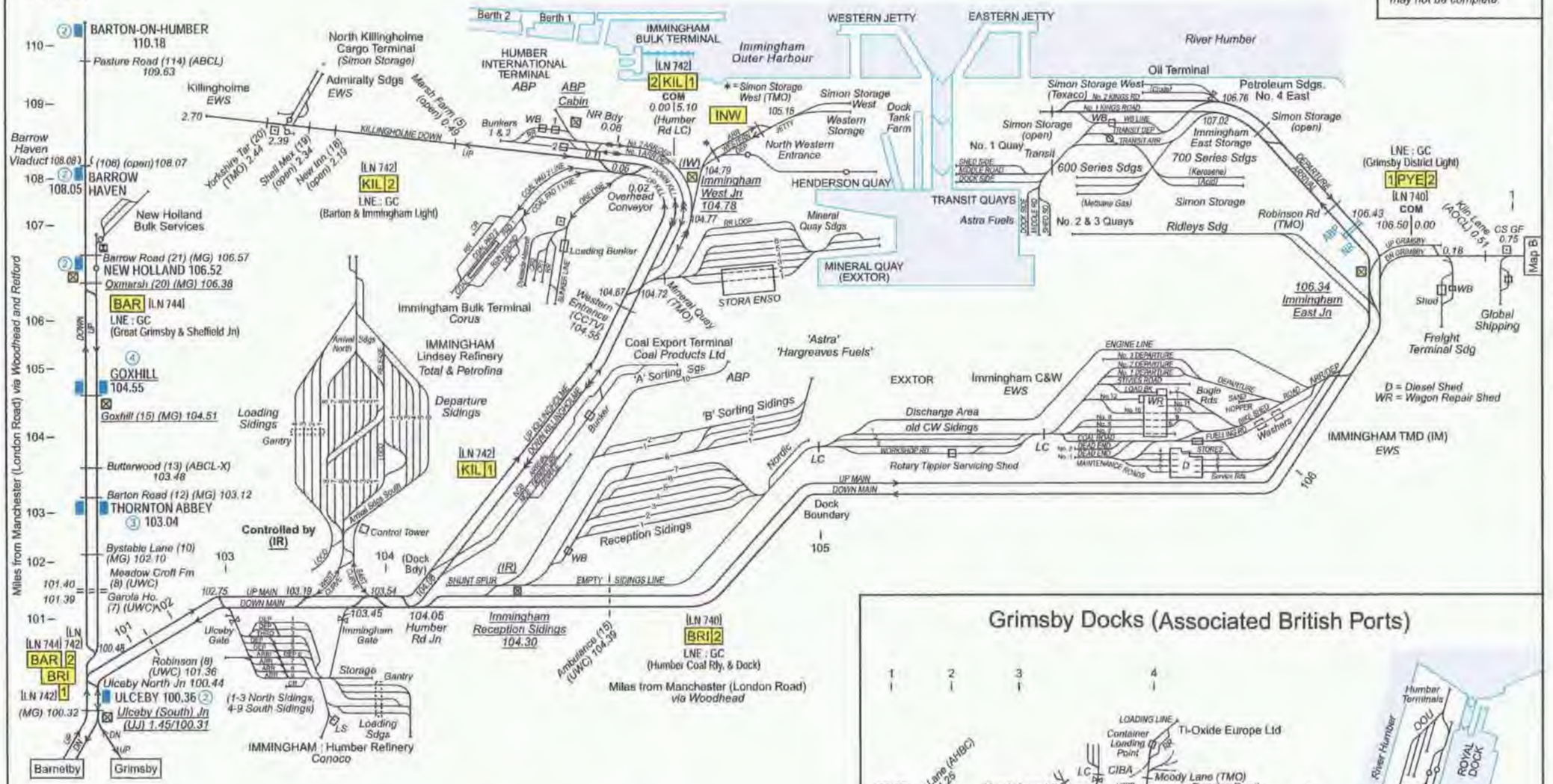
IMMINGHAM and GRIMSBY DOCKS

Siding groups have been expanded to include details. Locations of businesses may not be complete.

Map A



Immingham Docks (Associated British Ports)

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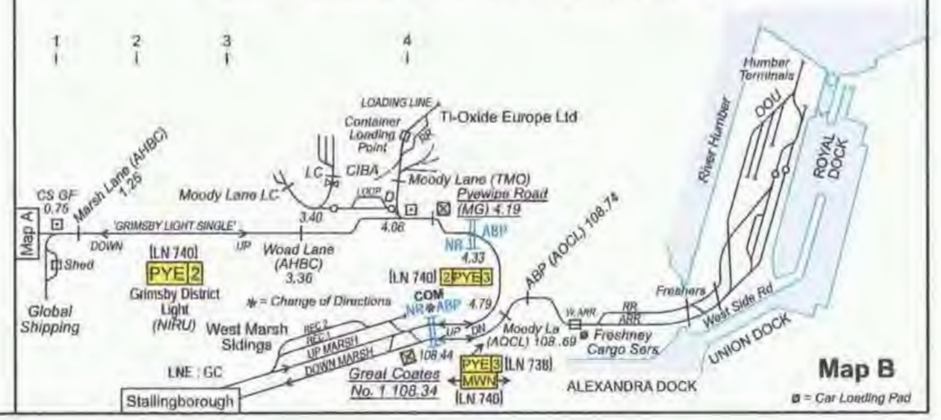
Grimsby Docks (Associated British Ports)



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Notes:

Figure 2
Drawing Title: Existing Rail Infrastructure Plan
Job Title: Immingham Eastern Ro-Ro Terminal
Client: Associated British Ports

Scale : NTS

NORTH

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Notes:

Figure 3
Drawing Title Traffic Counts Plan
Job Title Immingham Eastern Ro-Ro Terminal
Client ABP

Scale : NTS

NORTH

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Figure 4 - Light Vehicle Distribution

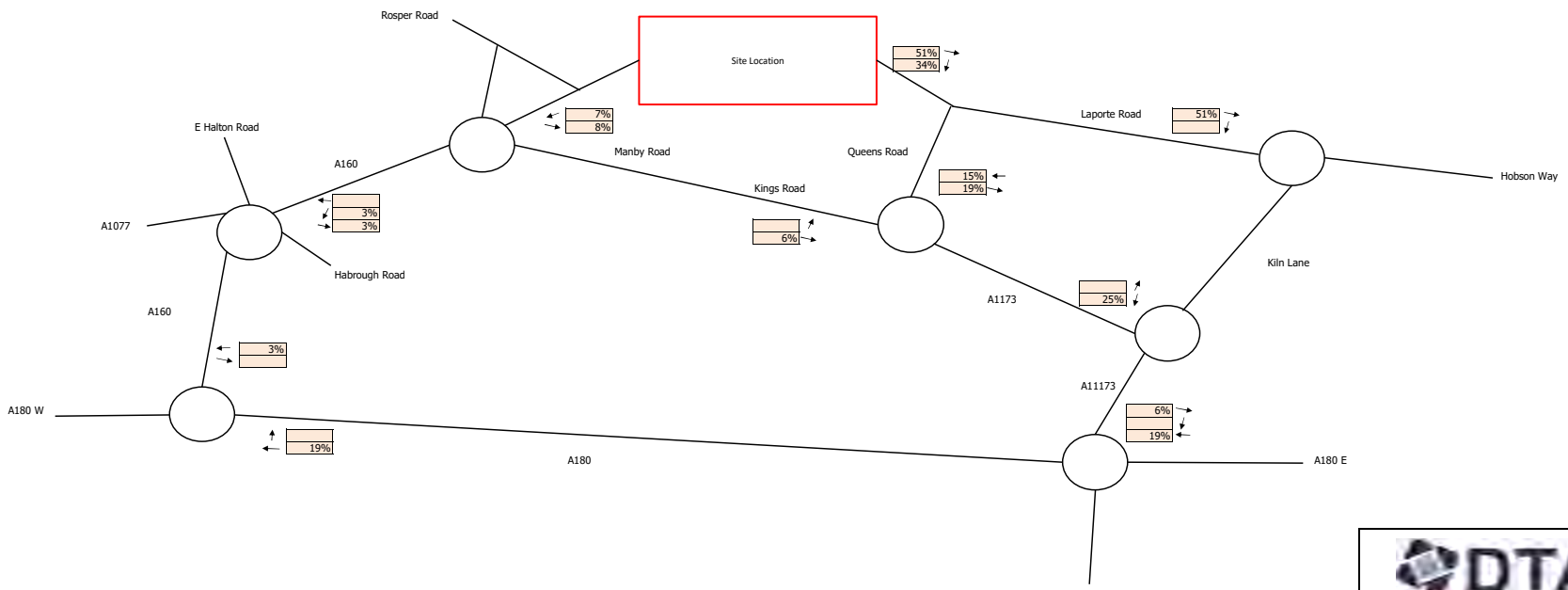


Figure 5 - Light Vehicle Assignment

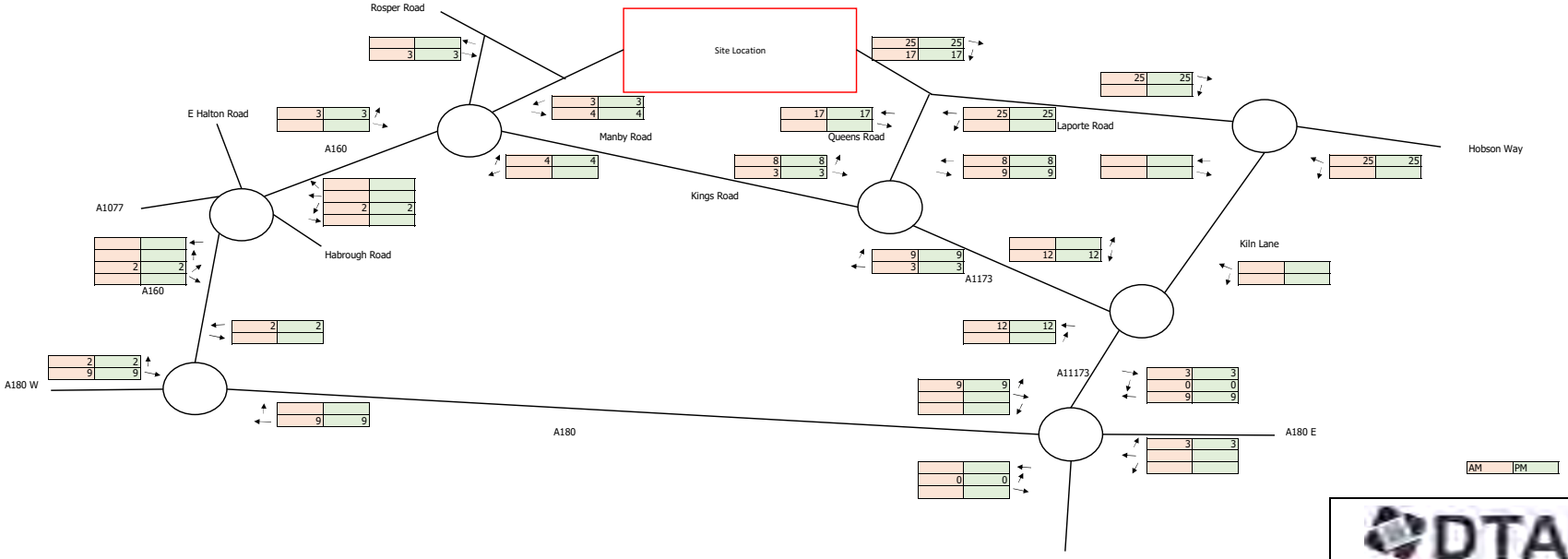


Figure 6 - Heavy Vehicle Distribution

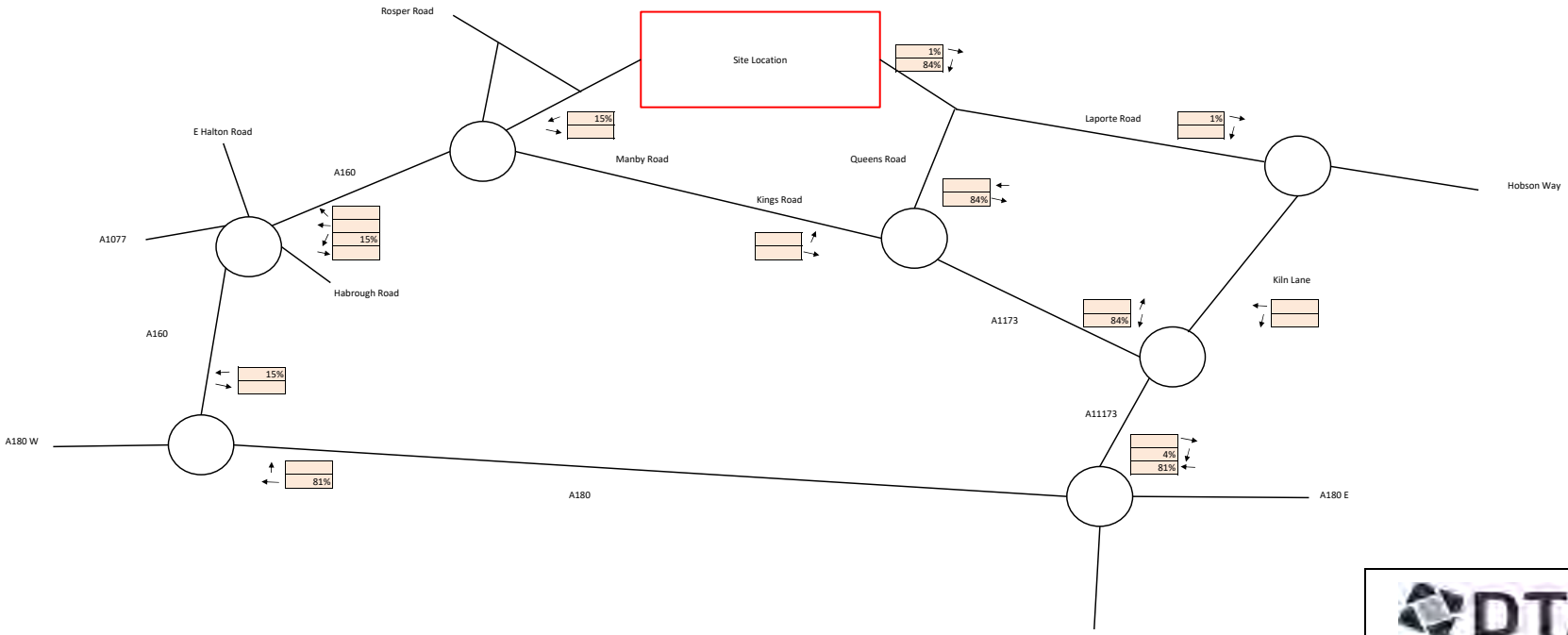
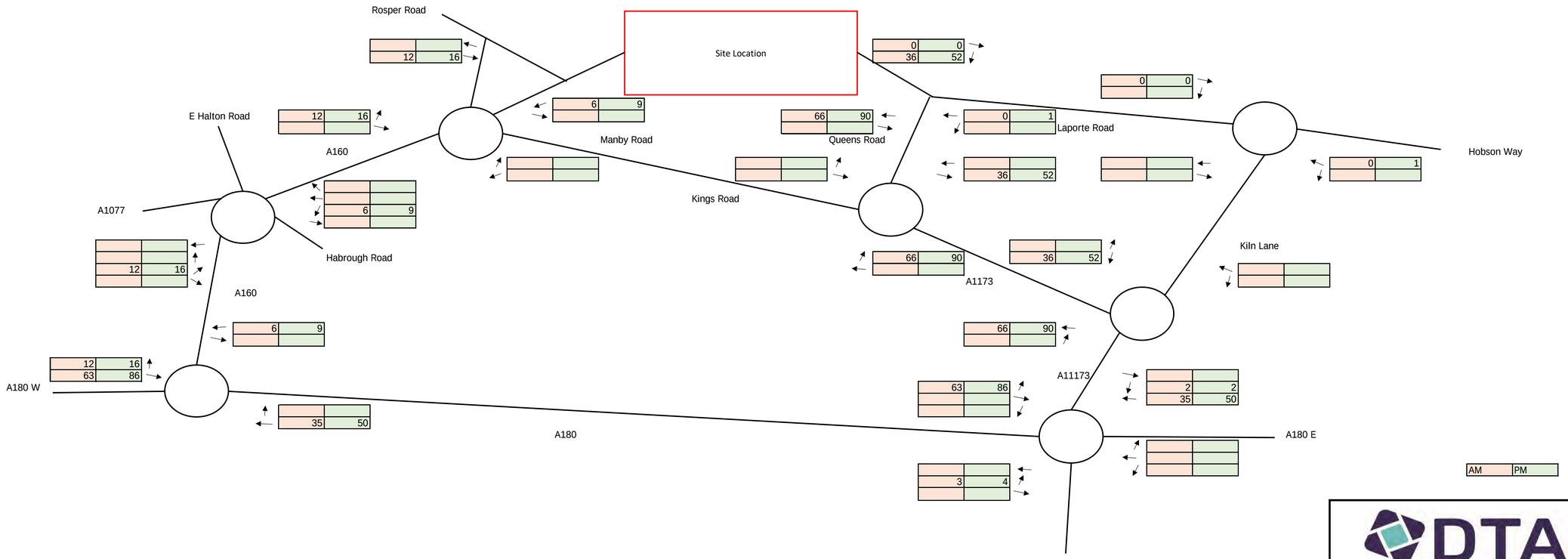
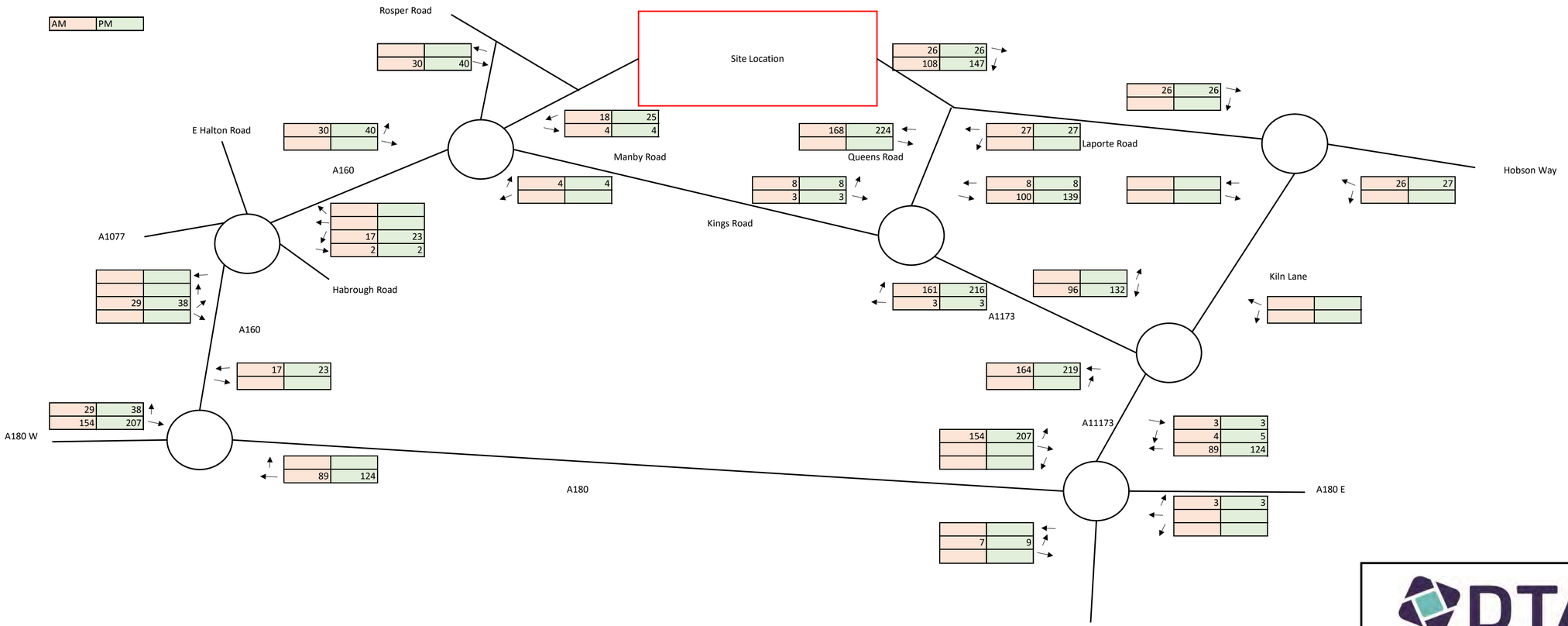


Figure 7 - HGV Assignment

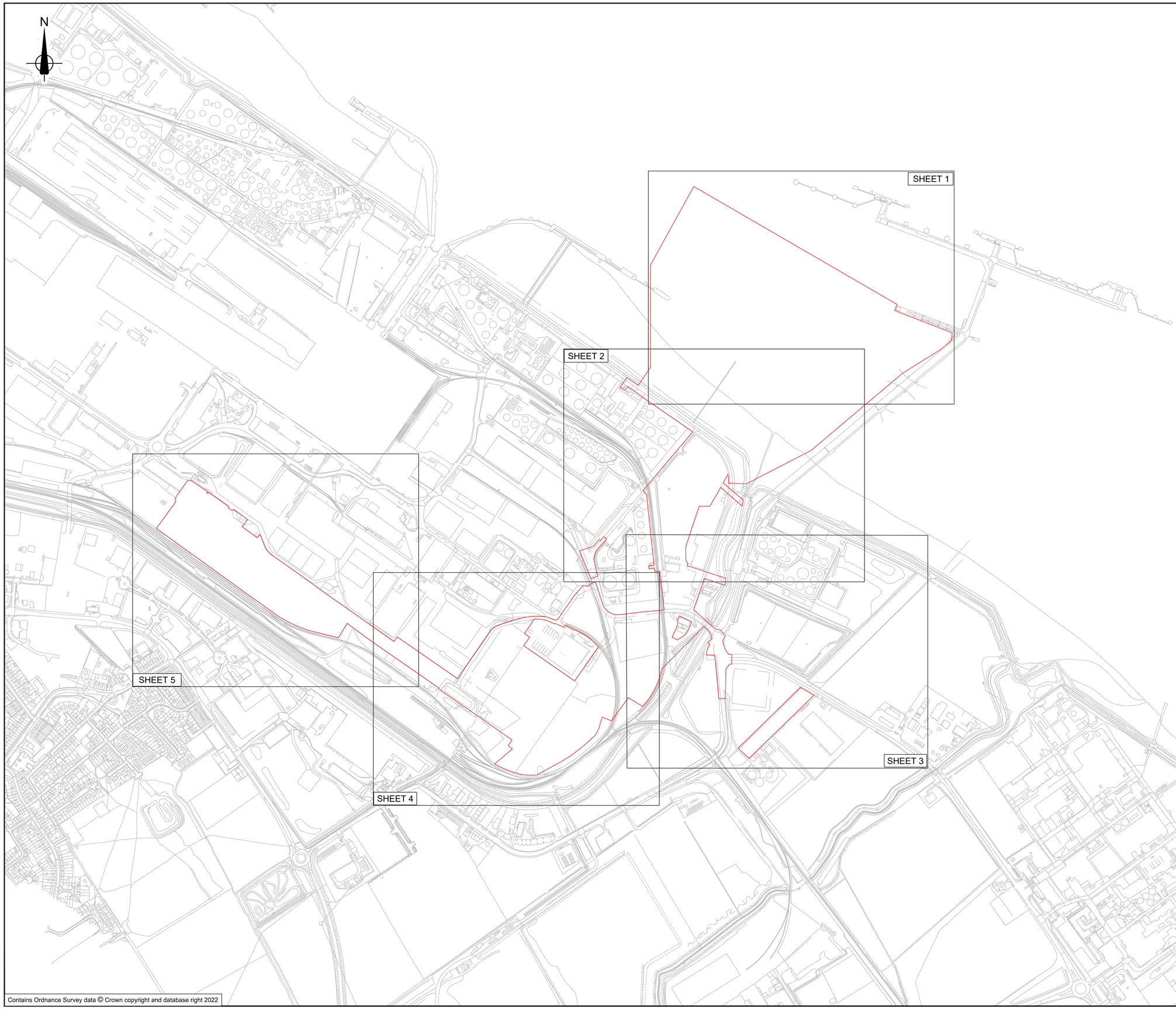


Transport Planning Consultants

Figure 8 - PCU Assignment



Annex A



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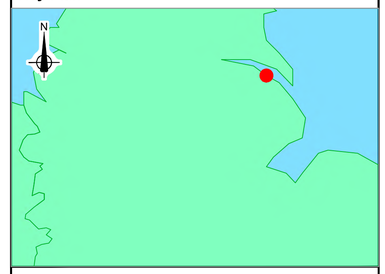
Key Plan



General Notes:

1. This plan should be read alongside other plans and documents in the Development Consent Order application.

Legend

Order limits

0 50 100 150 200 250 300 350 400 450 500

SCALE 1:5000 (A1) METRES

SCALE 1:10000 (A3)

Rev	Rev. Date	Purpose of revision	Orig	Check	Rev	Apprv
P02	February 2023	Submission Version	BHW	RH	RH	CN
P01	January 2023	Submission Version	BHW	RH	RH	CN

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Client

ABP ASSOCIATED BRITISH PORTS

Project

IMMINGHAM EASTERN RO-RO TERMINAL

Drawing title

GENERAL ARRANGEMENT
KEY PLAN
REGULATION 5(2)(o) & 5(2)(k)

Drawing status: SUBMISSION VERSION

Suitability: S4

Scale: 1:5000 @ A1

Jacobs No.: B2429400

Client No.:

Rev: P02

Drawing number: B2429400-JAC-00-ZZ-DR-ZZ-0201

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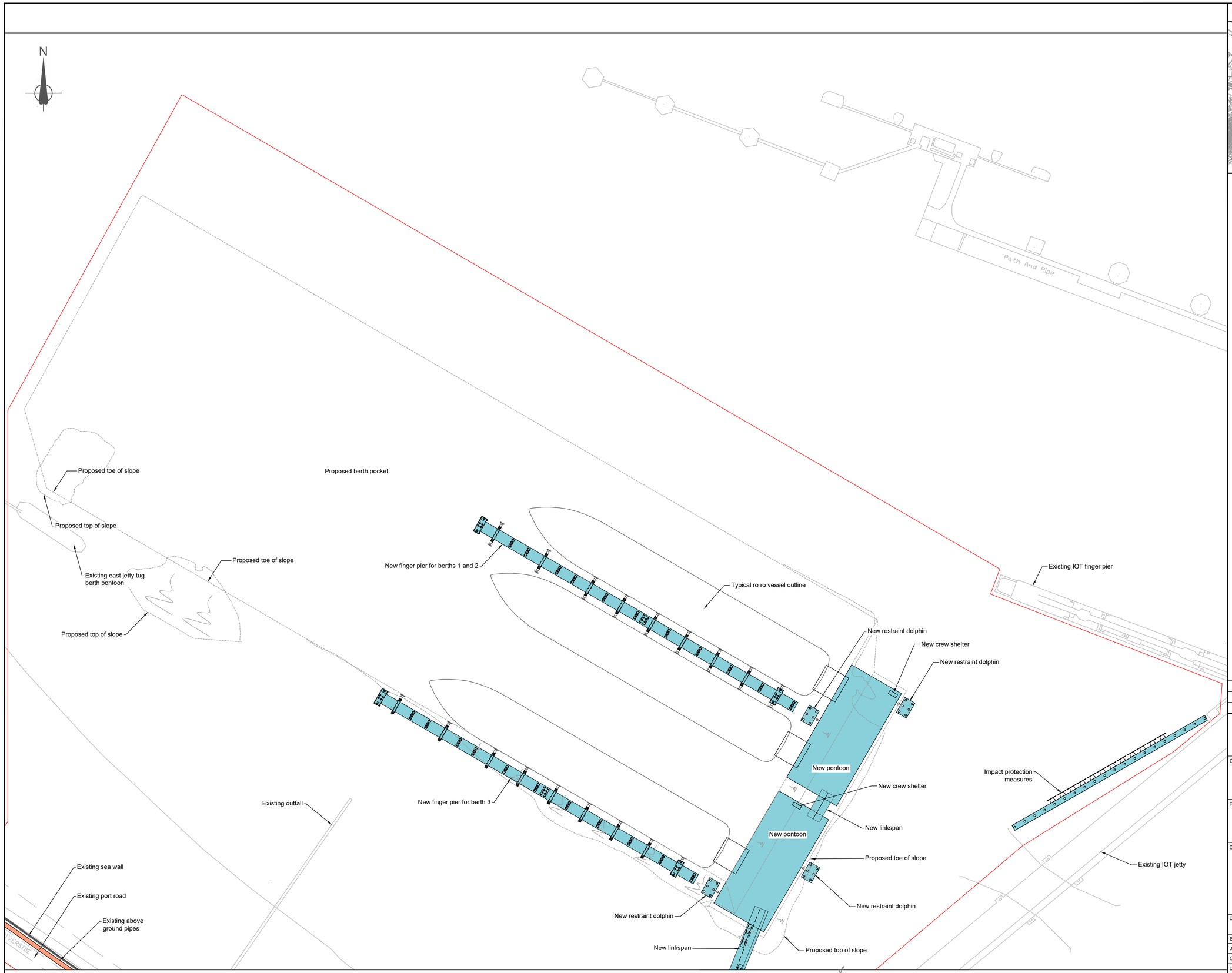

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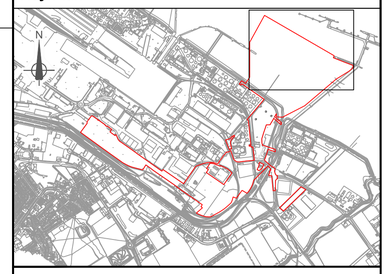
Key Plan



General Notes:

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2. Design, size and location of each element of the scheme shown here for illustrative purposes only.
3. Location of parking and storage shown here for illustrative purpose only and do not indicate any minimum or maximum capacity.

Legend

- Order Limits
- Existing above ground pipes
- Existing sea wall
- Marine infrastructure

0 10 20 30 40 50 60 70 80 90 100
SCALE 1:1250 (A1) METRES
SCALE 1:2500 (A3)

Rev	Rev. Date	Purpose of revision	Orig	Check	Rev	Apprv
P02	Febuary 2023	Submission Version	BHW	RH	RH	CN
P01	January 2023	Submission Version	BHW	RH	RH	CN

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Client
ABP ASSOCIATED BRITISH PORTS

Project
IMMINGHAM EASTERN RO-RO TERMINAL

Drawing title
GENERAL ARRANGEMENT PLANS RO-RO BERTHS & PROTECTION REGULATION 5(2)(o) & 5(2)(k) SHEET 1 OF 5

Drawing status: SUBMISSION VERSION
Suitability: S4
Scale: 1:1250 @ A1
Jacobs No.: B2429400
Client No.:
Rev: P02
Drawing number: B2429400-JAC-00-ZZ-DR-ZZ-0202

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For Continuation See Sheet 1

Existing substation No 5

Existing outfall

Existing concrete outfall structure

Expansion loops for existing above ground pipelines

Existing road East Riverside to be closed beyond junction with East Dock Road

Existing overhead pipeline gantry crossing over East Riverside

New terminal boundary fence

New 30.0m high mast lighting

Expansion loops for existing above ground pipelines

Existing port road

Existing sea defence wall

New 30.0m high mast lighting

Expansion loops for existing above ground pipelines

New jetty access ramp

New substation building footprint 12.0 x 5.0m

Pipelines cross East Dock Road via culvert

New frequency converter for shore power system with footprint 12.0 x 5.0m

Expansion loops for existing above ground pipelines

New gate for emergency access

Existing tidal flood gate

Existing surface water outfall. Outfall to be retained. New drainage to connect into existing upstream manhole within proposed development.

Proposed northern Ro-Ro freight and container storage area

New terminal boundary fence

Existing above ground pipelines

New trailer parking bays

Revised pipeline access route

New boundary fence to Drury area

Proposed junction improvements

New boundary fence to tie into existing boundary fence

New bridge approach road retaining wall

Existing substation No.37

New car parking area

Existing overhead pipeline gantry, over railway sidings

New building with a footprint of 20.0 x 5.0m for Malcom West Fork Lifts Limited to replace the existing building demolished to accommodate the new bridge

Existing Drury Engineering Services Limited buildings

Existing surface water outfall to Habrough Marsh Drain. Outfall to be retained to discharge surface water from new drainage system

New crew shelter

New finger pier for berth 3

New pontoon

New restraint dolphin

New restraint dolphin

New linkspan

New linkspan bankseat

New approach jetty

For Continuation See Sheet 4

For Continuation See Sheet 3

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Key Plan

General Notes:

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4. Location of parking and storage shown here for illustrative purpose only and do not indicate any minimum or maximum capacity.

Legends

- Order Limits
- Terminal fence
- Terminal bridge
- Above ground pipes
- New terminal buildings
- New pipeline access track
- New terminal storage areas
- New terminal internal roads
- Junction/External Road improvements
- Marine infrastructure
- Existing sea wall
- New 30m high mast lighting

0 10 20 30 40 50 60 70 80 90 100

SCALE 1:1250 (A1)
SCALE 1:2500 (A3)
METRES

Rev	Rev. Date	Purpose of revision	Orig	Check	Rev	Apprv
P02	February 2023	Submission Version	BHW	RH	RH	CN
P01	January 2023	Submission Version	BHW	RH	RH	CN

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Project: IMMINGHAM EASTERN RO-RO TERMINAL

Drawing title: GENERAL ARRANGEMENT PLANS JETTY & NORTHERN YARD REGULATION 5(2)(o) & 5(2)(k) SHEET 2 OF 5

Drawing status	SUBMISSION VERSION	Suitability S4
Scale	1:1250 @ A1	
Jacobs No.	B2429400	Rev P02
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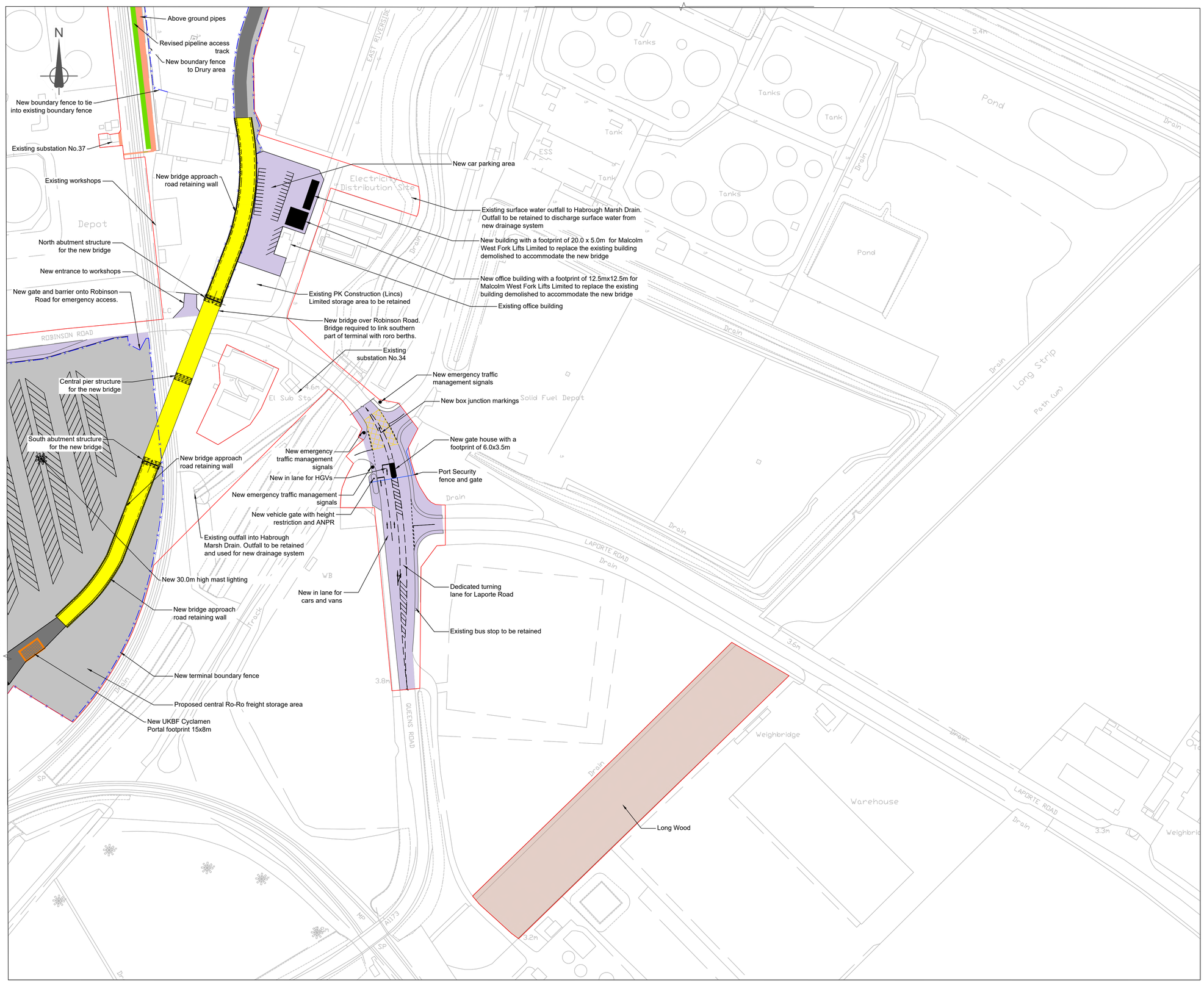
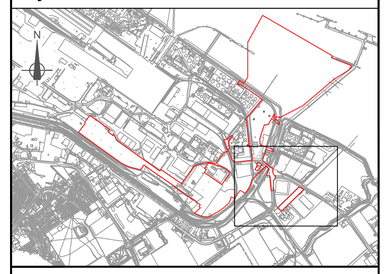
For Continuation See Sheet 2



Key Plan



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4. Location of parking and storage shown here for illustrative purpose only and do not indicate any minimum or maximum capacity.

Legends

- Order Limits
- Terminal fence
- Terminal bridge and approaches
- New buildings
- Woodland ecological enhancement works
- New terminal storage areas
- New terminal internal roads
- External roads Improvements
- New pipeline access track
- Above ground pipes
- New emergency traffic management signals
- Port Security fence and gate
- New UKBF facilities
- New 30m high mast lighting

0 10 20 30 40 50 60 70 80 90 100

SCALE 1:1250 (A1) METRES

SCALE 1:2500 (A3)

Rev	Rev. Date	Purpose of revision	Orig	Check	Rev	Apprv
P02	February 2023	Submission Version	BHW	RH	RH	CN
P01	January 2023	Submission Version	BHW	RH	RH	CN

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Client: ABP ASSOCIATED BRITISH PORTS

Project: IMMINGHAM EASTERN RO-RO TERMINAL

Drawing title: GENERAL ARRANGEMENT PLANS EAST GATE & BRIDGE REGULATION 5(2)(o) & 5(2)(k) SHEET 3 OF 5

Drawing status	SUBMISSION VERSION	Suitability S4
Scale	1:1250 @ A1	
Jacobs No.	B2429400	Rev P02
Client No.		

Drawing number: B2429400-JAC-00-ZZ-DR-ZZ-0204

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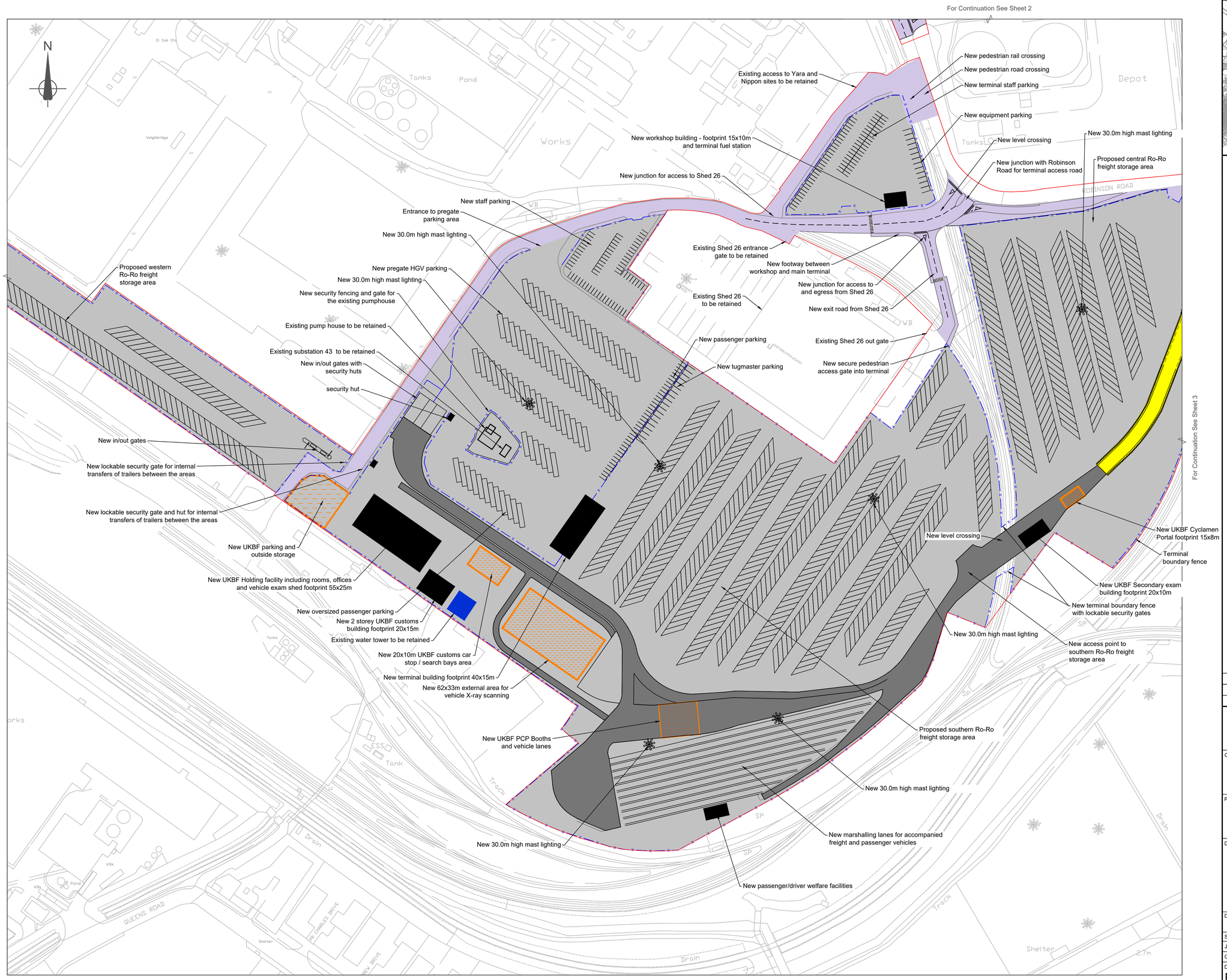
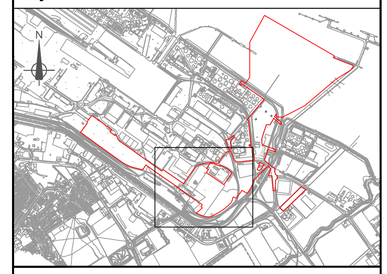


Key Plan



General Notes:

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3. Design, size and location of each element of the scheme shown here for illustrative purposes only.
4. Location of parking and storage shown here for illustrative purpose only and do not indicate any minimum or maximum capacity.
5. UKBF infrastructure is shown indicatively and is subject to ongoing negotiations.

Legends

- Order Limits
- Terminal fence
- Terminal bridge
- New buildings
- New terminal storage areas
- New terminal internal roads
- Junction improvements
- New UKBF facilities
- Existing water tower
- New 30m high mast lighting

0 10 20 30 40 50 60 70 80 90 100 METRES

SCALE 1:1250 (A1)
SCALE 1:2500 (A3)

Rev	Rev. Date	Purpose of revision	Orig	Check	Rev	Apprv
P02	February 2023	Submission Version	BHW	RH	RH	CN
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Client
ABP ASSOCIATED BRITISH PORTS

Project
IMMINGHAM EASTERN RO-RO TERMINAL

Drawing title
GENERAL ARRANGEMENT PLANS SOUTHERN & CENTRAL AREAS & WORKSHOP AREA REGULATION 5(2)(o) & 5(2)(k) SHEET 4 OF 5

Drawing status: SUBMISSION VERSION
Suitability: S4
Scale: 1:1250 @ A1
Jacobs No.: B2429400
Client No.:
Rev: P02

Drawing number
B2429400-JAC-00-ZZ-DR-ZZ-0205

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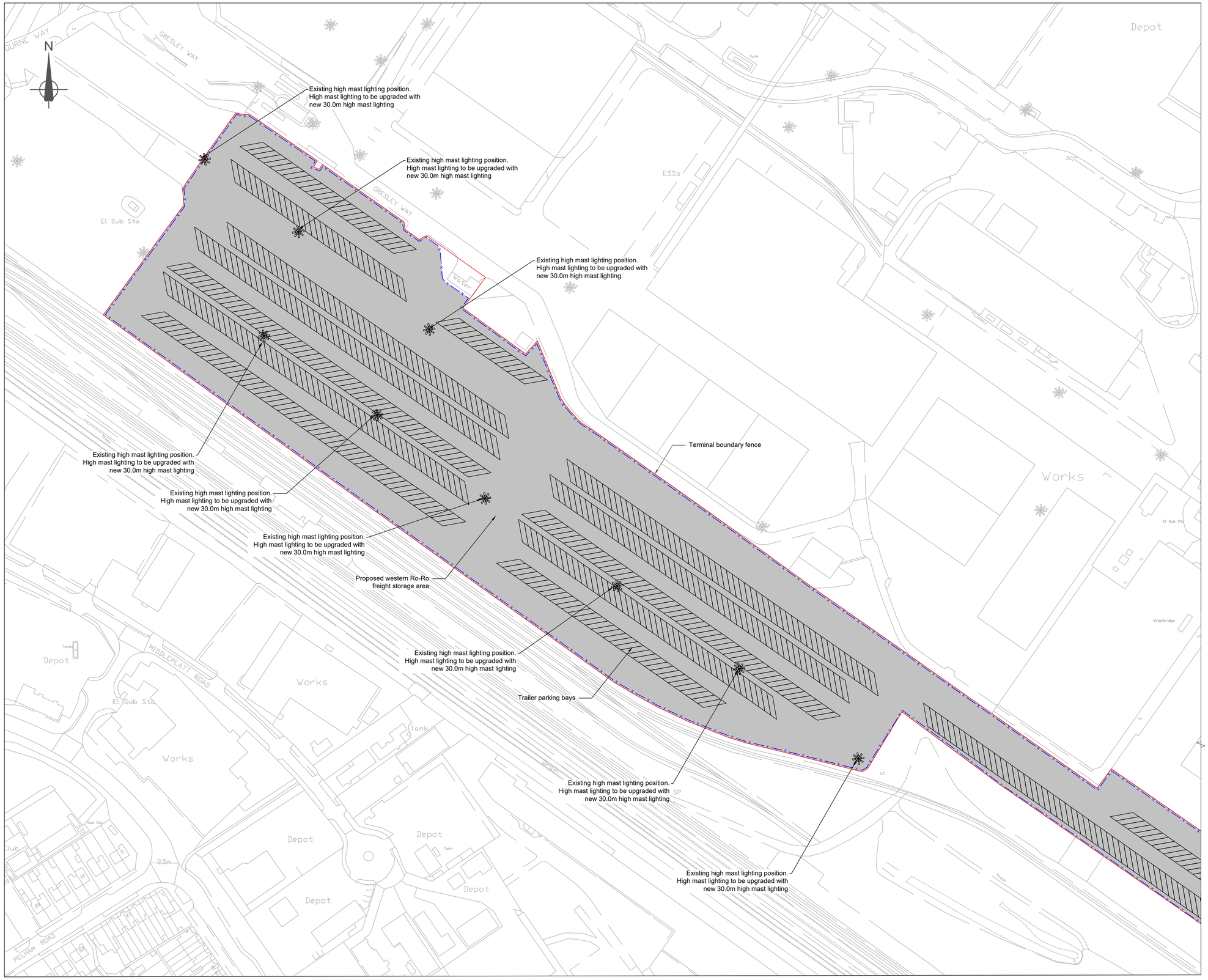

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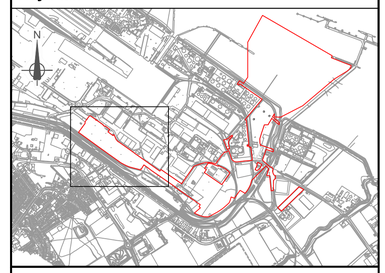
Key Plan



General Notes:

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Legends

- Order Limits
- Terminal fence
- New terminal storage areas
- New 30m high mast lighting

0 10 20 30 40 50 60 70 80 90 100

SCALE 1:1250 (A1)
SCALE 1:2500 (A3)
METRES

Rev	Rev. Date	Purpose of revision	Orig	Check	Rev	Apprv
P02	February 2023	Submission Version	BHW	RH	RH	CN
P01	January 2023	Submission Version	BHW	RH	RH	CN

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Client: ABP ASSOCIATED BRITISH PORTS

Project: IMMINGHAM EASTERN RO-RO TERMINAL

Drawing title: GENERAL ARRANGEMENT PLANS WESTERN YARD REGULATION 5(2)(o) & 5(2)(k) SHEET 5 OF 5

Drawing status	SUBMISSION VERSION	Suitability S4
Scale	1:1250 @ A1	
Jacobs No.	B2429400	Rev P02
Client No.	FOR COMMENT	

Drawing number: B2429400-JAC-00-ZZ-DR-ZZ-0206

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Annex B

Technical Memorandum

AA.21.13.01: Immingham Eastern Terminal

Prepared for:	Simon Geoghegan
Prepared by:	Harry Mann [SYSTRA]
Date:	6th October 2021
Case Reference:	DevHU0075
Document Reference:	AA.21.05.25 Technical Memorandum
Reviewed/approved by:	James Finch [SYSTRA]

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Introduction

In September 2021, Associated British Ports [ABP] submitted a scoping request for the proposed development of a new roll-on/roll-off [Ro-Ro] facility within Immingham Port. The site is situated on the south bank of the Humber Estuary, 9km northwest of Grimsby and approximately 1km northeast of the town of Immingham.

The consultant responsible for the submitted Scoping Report [SR] is ABPmer [ABP] and the site is within the administrative boundary of North East Lincolnshire Council. The SR has been submitted to National Infrastructure Planning [NIP] as a Nationally Significant Infrastructure Project [NSIP].

The proposed development site's location, in relation to the Strategic Road Network [SRN], is presented in **Figure 1**.

Figure 1: Site location in relation to the Strategic Road Network

Source: Openstreetmap

The proposed development is located approximately 2.4km southeast of the A160 and approximately 2.7km north of the A180. Both the A160 and A180 highway routes are managed by National Highways.

Humber Road becomes the A160 to the west of the priority junction, via a 5-arm roundabout junction. The A160 Humber Road links with the A180 via a grade separated junction.

The A180 is a dual carriageway providing access to Grimsby to the south-west and the M180 at Junction 5 to the west.

For reference, the SRN within the Northeast Lincolnshire region, including the A160, A180 and M180, with further links to the M18, [50km west of the site] is shown in Figure 2.

Figure 2: Wider Strategic Road Network

Jacobs SYSTRA Joint Venture [JSJV] has reviewed the following sections of the Environmental Statement [ES] SR as these sections are deemed relevant to National Highway infrastructure:

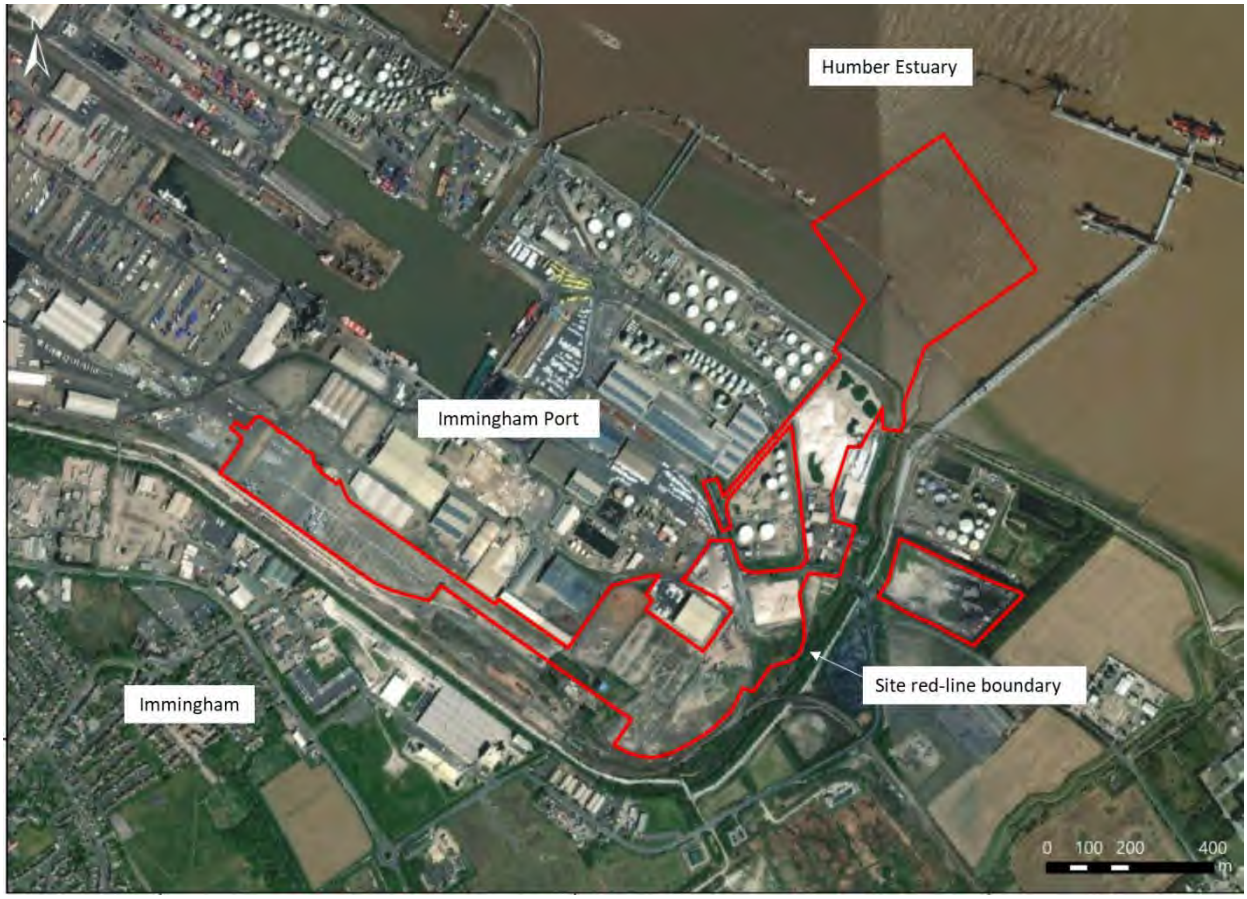
- 3.1-3.3 Project description;
- 4.6 Policy context;
- 5.1-5.4 Proposed EIA methodology; and
- 6.13 Traffic and transport scoping review.

Within the SR, ABP provides an initial review of the baseline conditions relating to traffic and transport, presents several initial potential impacts of construction and operational phases of the proposed development and outlines the further work that will be required to determine the significance of any potential impacts, to include a Transport Assessment [TA].

Existing site facility

The existing Immingham Port facility is shown in **Figure 3**.

Figure 3: Site Context



JSJV recognises that the existing port provides a significant number of separate operational areas, with bulk commodities including liquid fuels, solid fuels and ores, as well as Ro-Ro freight are handled from the following facilities:

- The Eastern and Western Jetties;
- the Immingham Oil Terminal [IOT];
- the Immingham Gas Terminal;
- Immingham Outer Harbour [IOH]; and
- the Humber International Terminal [HIT].

Proposed development

The Port of Immingham is currently served by two principal access points, Humber Road to the west and Queens Road to the east.

JSJV understands that ABP as the owner and operator of the Port of Immingham is proposing to construct a new roll-on/roll-off [Ro-Ro] facility within the port. The development is proposed to service the embarkation and disembarkation of mostly commercial and automotive traffic freight.

The site lies within the eastern sector of the existing Immingham Port. In brief, the proposed development would comprise:

- The construction of a new four-berth Ro-Ro jetty;
- An existing cargo storage area designated for unit load/vehicle storage;
- A number of terminal buildings to provide appropriate facilities for lorry drivers and passengers, to include:
  - A small office;
  - Workshop; and
  - Gatehouse.
- An internal site bridge to cross over existing port infrastructure, including a new railway track.

JSJV notes that the applicant has stated within the description '*possibly with provision for a small element of passenger use during quiet periods*'.

To facilitate the proposals, it is understood that the estuary will require a '*capital dredge*' of the new berthing area, totalling 90,000 m². ABP estimates that about 330,000m³ of material in total will be removed. ABP states that it is not considered that the dredge material will be of a quality suitable for alternative beneficial use so will be disposed at sea. Within the ES and associated TA, JSJV will require details of the disposal area and confirmation that the waste would be loaded directly into the estuary without impacting the SRN.

ABP states "*The identified sites, and indeed any other disposal options, will be fully assessed as part of the consenting process".* Notwithstanding this, JSJV have an interest in the outcome of these discussions and ABP should reference dredging, including the resultant transport impact within the ES and associated TA, especially if the SRN is used as a route for disposal vehicles.

JSJV understand that the area immediately south of proposed jetty would be used as an area to accommodate trailer and container parking and storage. ABP note that the area will '*only require a simple upgrade, relocating existing port infrastructure, to provide open parking/storage space, although some peripheral areas of softer ground may require additional ground works in terms of hard surfacing.*' To undertake an assessment, JSJV require full details of this proposed use, including the amount of parking proposed.

ABP also propose a number of small terminal buildings will be provided. To undertake an assessment, JSJV require full details of this proposed use, including the amount of parking proposed.

JSJV acknowledge that the current estimated construction timescales would commence in Summer 2023 and will have been largely completed by mid-2025.

JSJV understand the project description provided and acknowledge that at this stage, the final details of the proposal are yet to be confirmed.

Existing situation

The Traffic and Transport Chapter of the EIA should describe the site background, including the site's location, history and existing use.

The chapter should also thoroughly describe the existing highway network in the area and the existing level of accessibility.

In addition to this, a collision data assessment should be undertaken covering the most recently available complete five-year period for the SRN, preferably using official data derived from the Local Highway Authority / National Highways.

A summary of any relevant outline planning consents and Local Plan allocations should also be provided.

Policy and guidance

Within the Traffic and Transport Chapter of the ES, the impact of the development should be assessed based on relevant regional and national planning policy. JSJV acknowledge that the following policies are highlighted within the SR:

- National Planning Policy Framework [2021];
- North East Lincolnshire Council Local Plan 2013 to 2032 [Adopted 2018];
- Institute of Environmental Assessment Guidance Note No 1 "Guidelines for the Environmental Assessment of Road Traffic" [Institute of Environmental Assessment, 1993] [the 'IEA Guidelines']; and
- Travel Plans, Transport Assessment and Statements in decision-taking- Planning Practice Guidance [DCLG, 2014].

In terms of the impact on the SRN, JSJV request that the applicant assesses the proposal, considering the following policies:

- DfT Circular 02/2013 The SRN and the delivery of sustainable development. JSJV emphasises paragraph 48 of the DfT Circular 02/2013 which states the following:
  - "48. Transport assessment undertaken by the promoter of the development should be comprehensive enough to establish the likely environmental impacts, including air quality, light pollution and noise, and to identify the measures to mitigate these impacts."
- National Highways's guidance document 'The Strategic Road Network: Planning for The Future' [2015]. The following paragraphs from this guidance are relevant to the scoping stage:
  - Paragraph 37. "Transport assessments should generally be carried out in line with prevailing government guidance in agreement with us, through preapplication and scoping, such as a road safety audit [stage 1]".
  - Paragraphs 87 and 88. "If the development is in an approved local plan, and has had an appropriate level of assessment of the impact of the development undertaken, JSJV do not anticipate the need to repeat the full assessment process at the planning application stage. If, however, the development proposed has not been subject to an appropriate level of assessment, or is not included or consistent with an approved local plan, then JSJV anticipate agreeing the scope of work required to make a full assessment. For those sites that have been considered at local plan stage, JSJV will take into account any assessment already undertaken.
  - Paragraph 94. "Formal pre-application discussions are an effective means of gaining a good, early understanding of the development, its benefits, its likely impacts and its infrastructure needs. By consulting with us pre-application, you will ensure that the transport assessment you prepare is appropriately scoped and is based on the most relevant and up-to-date data. It will also ensure that you are made aware of, and can take account of, any SRN issues that might

have a bearing on the way in which the development is planned and/or delivered. This, in turn, helps avoid delays and difficulties further into the application process".

  - Paragraph 98. "If a SR is to be prepared, JSJV advise this includes:
    - details of the development, such as location, access arrangements, use class, size or number of units, likely phasing, maximum number of parking spaces and any other relevant information;
    - proposed methodology for estimating the vehicular trip generation and distribution on the SRN, and resulting trip generation figures;
    - proposed methodology for assessing the impact of this trip generation on the SRN; and
    - proposed methodology for assessing the environmental consequences of the transport impacts of the development"

- JSJV recommends the following two paragraphs of the National Highways document 'The Strategic Road Network planning for the future' [2015]:
  - "49. JSJV will expect to see measures implemented that fully mitigate any and all environmental impacts arising from and relating to the interaction between developments and the SRN. There are three aspects to this:
    - the environmental impacts arising from the temporary construction works;
    - the environmental impacts of the permanent transport solution associated with the development; and
    - the environmental impact of the road network upon the development itself."
  - "52. To avoid potential delay or challenge, transport assessments/statements and environmental statements/impact assessments should be mutually consistent and pay due regard to each other."
- The DfT document 'Road Investment Strategy 2: 2020-2025'.

Proposed EIA methodology

The Traffic Chapter of the EIA would be composed by David Tucker Associates [DTA] as the appointed Highway Consultant for the scheme. JSJV consider the EIA methodology presented within Section 5 of the SR to be structured and comprehensive and acknowledge ABPs reference to the Institute of Environmental Assessment [IEA] Guidance Note No 1 "Guidelines for the Environmental Assessment of Road Traffic" [IEA,1993].

Cumulative impact

ABP proposes the assessment of cumulative impact and in-combination assessment '*in accordance with the EIA Regulations'*. ABP note that they will consider the effects of the Immingham Eastern Ro-Ro Terminal alongside those arising from other plans, projects and activities within the region, including:

- Able Marine Energy Park;
- Adaptation to Humber International Berth 2 to accommodate car carriers;
- Existing maintenance dredge and disposal practices;
- Cherry Cobbs Sands Regulated Tidal Exchange Project;

- Skeffling Managed Realignment Site;
- Keadby 3 – Low Carbon Gas Power Station Project; and
- The North Lincolnshire Green Energy Park Scheme at Flixborough Wharf.

Consultation

JSJV acknowledge ABPs commitment to liaise with National Highways and North East Lincolnshire Council and North Lincolnshire Council in their capacity as the local highway authorities within the EIA methodology.

Traffic and transport study area

An initial study area has been identified in the SR as part of the baseline review for traffic. Stated as:

- *"The study area that has been considered is the public highway network where any transport related impacts may occur, typically where there is a material change in traffic flows or characteristics of the road".*

ABP state that the study area for each EIA topic will be refined in the PEIR and ES, within the topic-specific chapters. JSJV withhold comment on the study area until a clear description of the study area is provided. Full details of the proposed study area should be provided within the TA and ES.

Future Baseline

ABP highlight that the local network will experience growth in traffic over the 'assessment period'. This will include growth from other port related activities and growth from other economic development in the area. ABP confirm that this will be assessed once the committed and cumulative developments are agreed, and the future year baseline will set out those changes. JSJV withhold comment on growth factors until these are presented within the forthcoming Transport Assessment [TA].

JSJV, however, accept ABPs forecasted assessment year of will be "*a) year of opening and b) 10 years after year of opening*" [in accordance with Circular 02/13]. JSJV note that the current estimated construction timescales commencing in Summer 2023 and will have been largely completed by mid-2025. The resultant forecasted 'opening year' scenarios should be informed using these anticipated timescales.

Scope of potential impact pathways

The SN proposes that the traffic and transport ES chapter will set out the assessment of the likely changes to be generated by the proposed development, both beneficial and adverse and during both the construction and operational phases. JSJV agree with the 'Scoped In / Scoped Out' potential impact pathways during both the construction and operational phase of the proposed development.

As mentioned previously, JSJV notes that the applicant has stated within the description '*possibly with provision for a small element of passenger use during quiet periods*'. This statement would have to be full explored within any assessment undertaken, with firm proposals submitted for review. Should the proposed development be also used as a passenger transport basis in addition to freight movement as initially proposed, this would have to be reflected in calculated trip generation and resultant junction impact assessment.

Transport Assessment

ABP confirms that a TA will be prepared alongside the DCO application for the proposed development and provided as an appendix to the ES. The EIA traffic and transport chapter will then be informed by the outcome of the TA. JSJV supports this view.

ABP state that "the detailed operational characteristics of the development are still under review. The scope of the TA will be discussed with the relevant highway authorities and this will inform ongoing progression of the EIA". ABP confirms that "*National Highways and/or the relevant highway authorities will be consulted to agree the scope of the TA*".

JSJV understand that ABP will submit a separate scoping document to agree the scope of the TA with National Highways. The SR submitted acknowledges that "*National Highways and/or the relevant highway authorities will be consulted to agree the scope of the TA*". Notwithstanding this, the following section provides some indicative guidance that ABP should use during the developing of the forthcoming TA SR.

Committed developments and planned transport improvements

With reference to the following government guidance on Travel Plans, Transport Assessments and Statements [https://www.gov.uk/guidance/travel-plans-transport-assessments-and-statements], JSJV would suggest that ABP should engage with North Lincolnshire Council to agree which committed developments and planned transport improvements should be considered alongside the proposed development.

> *"It is important to give appropriate consideration to the cumulative impacts arising from other committed development [i.e. development that is consented or allocated where there is a reasonable degree of certainty will proceed within the next 3 years]. At the decision-taking stage this may require the developer to carry out an assessment of the impact of those adopted Local Plan allocations which have the potential to impact on the same sections of transport network as well as other relevant local sites benefitting from as yet unimplemented planning approval".*

In addition to those agreed with North Lincolnshire Council, JSJV suggest that this development should consider recent development proposed by Able Marine, comprising a 'Material Change' to their existing DCO on application reference: TR30006. The TA should state whether there would be any relationship between the two sites.

Trip rates and trip generation

ABP should present firm, robust trip rates and trip generation for the development for each of the following proposed uses:

- A four-berth Ro-Ro jetty;
- Cargo storage area designated for unit load/vehicle storage; and
- 'A number of terminal buildings' to provide appropriate facilities for lorry drivers and passengers, to include:
  - A small office;

- Workshop; and
- Gatehouse.

The trip rates and resultant vehicle trip generation presented could be derived on a first principles approach or using trip rates from a different development site with a comparable level of accessibility and scale. Alternatively, the TRICS online database could be used.

Should the transport consultant use TRICS as a methodology, JSJV suggests that ABP considers the new 'TRICS Decide and Provide Guidance'. The new TRICS 'Decide and Provide Guidance' places a focus on a vision-led planning paradigm and aims to improve the resilience of planning decisions, taking into account the uncertainty of the future. At the core, its focus is on deciding on a preferred future and providing a development path best suited to achieving it. The new TRICS 'Decide and Provide' guidance is in accordance with National Highways policy, set out in 'The Strategic Road Network planning for the future' [2015], which states, at paragraph 34, that all planning evidence should:

1) Demonstrate how the proposals will reduce the need to travel, especially by car;
2) Demonstrate how the proposals will improve accessibility by all modes of travel and influence travel behaviours;
3) Assess the likely impact of residual trips [i.e. after measures have been considered];
4) Identify appropriate and proportionate mitigation measures and ensure that what is proposed promotes sustainable transport outcomes and avoids unnecessary works to the SRN.

As the proposed land use is for 'employment', JSJV request that appropriate weekday peak hours are presented, and these should be informed by appropriate traffic counts if necessary.

Due to the nature of the proposals, the TA should also estimate the amount of estimated Heavy Goods Vehicle movement that would be generated from the proposed development both during the construction and operational phases.

JSJV also expect to see detailed methodology explaining the determination of appropriate mode splits for the proposed development.

Trip distribution and assignment

JSJV suggest that the trip distribution rates for the proposed development, the trip assignment based on these rates, and the proposed traffic flows, are clearly presented on traffic flow diagrams.

Considering the proposed development's location, JSJV expect the traffic flow diagrams to extend from the proposed development to all junctions that connect to both the A160 and A180.

Assessments

Subject to the impact of the proposed development on the SRN, capacity assessments would most likely be required.

Regarding the threshold to warrant a junction capacity assessment, JSJV highlight the following guidance:

- National Planning Policy Framework [Ministry of Housing, Communities and Local Government, 2019];
- National Highways document 'The Strategic Road Network: planning for the future' [National Highways, 2015]; and
- The Department for Transport's Circular 02/2013.

In particular, 'The Strategic Road Network: planning for the future', which states that National Highways "will look at planning applications assessed as being 'severe' on a case-by-case basis. This will take in account the performance and character of the relevant section of the SRN, and the predicted effects on the development on its safe operation.

The 2007 DfT guidance that describes a '30-vehicle threshold for discussions' does not justify junction capacity assessments not being undertaken.

If assessments are required, JSJV offer the following comments:

- Weekday peak hours – the applicant should take into account that the peak hour periods at the SRN junctions may differ to those of the local highway network, and these should be agreed prior to the assessments being carried out.
- Assessment years – based on the Department for Transport [DfT] and National Highways guidance documents, assessments should be conducted at an appropriate opening year and subsequent horizon year. These should be agreed in scoping discussions prior to the assessments being conducted.
  - Paragraph 101 of the National Highways guidance document 'The Strategic Road Network: Planning for The Future':

    "assessments should be carried out for the opening year, assuming full build-out and occupation, and either a date ten years after the date of registration of the associated application or the end of the Local Plan period [whichever is greater]".
  - *P*aragraph 27 of DfT '*Circular 02/2013'*:

    "the opening of development shall be taken to be the date at which the development first becomes available for occupation".
- Committed development – the applicant should include any relevant committed development traffic flows in the area that are likely to affect the flows at the relevant junctions in the assessment years. Appropriate committed development flows should be agreed with North East Lincolnshire Council.
- Planned Transport Improvements – the applicant should include any relevant planned transport improvements in the area that are likely to affect the flows at the relevant junctions in the assessment years. Confirmation of these should be agreed with North East Lincolnshire Council but JSJV suggest that the following be considered:
- In addition to the inclusion of any relevant Local Plan sites as committed development, the proposed assessments should also consider background traffic growth. JSJV suggest that when factoring surveyed flows, to represent strategic traffic growth, the North East Lincolnshire Council local authority area and the trunk road type should be used to derive growth factors in TEMPro.

If the opening year assessments demonstrate that a mitigation scheme is required in order to accommodate the impact of the proposed development, this would need to

be assessed, agreed with National Highways and a Stage 1 Road Safety Audit undertaken prior to determination of the planning application.

Should the proposed development have the potential to materially impact SRN merge or diverges, JSJV request that merge/diverge assessments are undertaken for an appropriate opening year and future year, taking into account background traffic growth and committed development. If the assessments demonstrate that mitigation is required in order to safely accommodate the development traffic on the impact SRN, the potential mitigation scheme would need to be assessed, agreed with National Highways and a Stage 1 Road Safety Audit undertaken and approved prior to determination of the application.

Construction traffic management plan

Given the proposed development's scale and proximity to the Strategic Road Network, JSJV suggest that a construction traffic management plan [CTMP] should be produced and agreed with National Highways, prior to the determination of this planning application. JSJV suggest that the CTMP includes the following:

- Length of construction period;
- Hours of operation;
- Peak trip generation (including type of vehicles);
- Access routes, including consideration of abnormal loads (vehicle swept path analysis may be required) and details of proposed signage, implementation and enforcement;
- Mitigation measures – limited delivery times (and details of enforcement e.g. penalty clauses for contractor, noise reduction, wheel washing); and
- Travel plan type measures (e.g. staff recruitment policies (local staff), mini-bus for staff, number of parking spaces, car share database);

Subject to a review of the proposed peak trip generation during construction, assessments may be required to understand the potential impact on the Strategic Road Network.

JSJV note that the construction traffic of this development has the potential to cause National Highways concern. This is due to all construction traffic having to use the A160 and A180. Any additional HGV movements would also need to be clearly understood.

Travel Plan

It is noted that there is no reference to a Travel Plan [TP] within the submitted SR. JSJV support the preparation of a TP to be produced in combination with the existing 'site wide TP, with the aim to limit the amount of private vehicle trips to and from the site and to promote sustainable modes of travel. JSJV make the following recommendations to ensure a robust and effective TP:

- Quantifiable mode shift targets should be set in advance;
- A firm financial commitment should be made in the TP with regards to funding for the measures proposed in the short, medium and long term;
- Detail should be provided on the phasing of any proposed measures relative to any phasing of the development;

- The TP should clearly outline the responsibilities of the different parties involved with regards to implementing, monitoring and funding the TP; and
- The TP monitoring strategy should be designed to monitor the level of vehicle trips assumed in the TA.

According to National Highways guidance set out in '*A guide to working with National Highways on planning matters',* the TP should demonstrate how proposals aim to reduce the amount of private vehicle trips and support sustainable transport. As a result, the TP should:

- demonstrate how the proposals will reduce the need to travel, especially by car;
- demonstrate how the proposals will improve accessibility by all modes of travel and influence travel behaviours;
- assess the likely impact of residual trips [i.e. after measures have been considered], and
- identify appropriate and proportionate mitigation measures and ensure that what is proposed promotes sustainable transport outcomes and avoids unnecessary works to the SRN.

Given the proximity of the site to the A160 and A180, and the likelihood that most trips by car from the site are likely to interact with the SRN, JSJV suggest that the TP document should detail how the site design will ensure that 'public transport and active travel are the natural first choice for daily activities' as stated in DfT's 'Decarbonising Transport: Setting the Challenge' document [March 2020]. These measures should be considered alongside the trip rate derivation using TRICS Decide and Provide Guidance mentioned previously.

Summary and Conclusions

On the basis of this review, the recommendation to National Highway in relation to this development proposals is:

Pre-application / Scoping Response – comments are made on the pre-application / scoping in order to assist defining an appropriate assessment of the Strategic Road Network.

This review has highlighted the need for a Transport Assessment and Travel Plan to be produced in support of this planning application, to be included within the Traffic and Transport Chapter of the ES. A summary of our comments for the preparation of these documents is detailed below:

- The TA should reference dredging, including the resultant transport impact, especially if the SRN is used as a route for disposal vehicles;
- JSJV require details of the disposal area and [if decided], confirmation that the waste would be loaded directly into the estuary without impacting the SRN;
- To make an assessment, JSJV require full details of the proposed development, including the 'area to accommodate trailer and container parking and storage' and full details of 'a number of small terminal buildings' as proposed. In addition, JSJV request that the amount of parking proposed is provided;
- JSJSV acknowledge that at this stage, the final details of the proposal are yet to be confirmed;
- The baseline section of the TA should:

  - Describe the site background, including the site's location, history and existing use;
  - Describe the existing highway network in the area and the existing level of accessibility;
  - Provide a collision data assessment should be undertaken covering the most recently available complete five-year period for the SRN; and
  - Outline any relevant outline planning consents and Local Plan allocations.
- The impact of the development should be assessed based on relevant regional and national planning policy;
- JSJV understand that ABP will submit a separate scoping document to agree the scope of the TA with National Highways, however, items raised within this review provide an outline of the details that JSJV would require within any assessment submitted;
- It is also noted that there is no reference to a Travel Plan [TP] within the submitted SR.

Technical Memorandum

AA.22.05.30: Immingham Eastern Terminal

Prepared for:	Simon Geoghegan
Prepared by:	Harry Mann [SYSTRA]
Date:	6th July 2022
Case Reference:	DevHU0075
Document Reference:	AA.22.05.30 Technical Memorandum
Reviewed/approved by:	Terry Dale [SYSTRA]

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Introduction

In September 2021, Associated British Ports [the Applicant] submitted a scoping request for the proposed development of a new roll-on/roll-off [Ro-Ro] facility at Immingham Port. The port is situated on the south bank of the Humber Estuary, 9km to the northwest of Grimsby and approximately 1km to the northeast of Immingham.

The Applicant submitted an Environmental Statement Scoping Report [SR] in September 2021 to National Infrastructure Planning [NIP] as a Nationally Significant Infrastructure Project [NSIP]. In October 2021, Jacobs SYSTRA Joint Venture [JSJV] has reviewed the sections of the SR deemed relevant to National Highways infrastructure.

Subsequent to the October 2021 SR, a draft Preliminary Transport Assessment [TA] [ref: SJT/RT/23325-02a] was provided to JSJV [5 January 2022] that outlined what would be covered by the TA including trip generation, distribution and matters including PIC assessment. JSJV has reviewed the contents of this preliminary TA.

In addition, following a meeting between the Applicant, David Tucker Associates [DTA], National Highways and JSJV [9 June 2022], DTA provided a Technical Note [TN] [Appendix F] to summarise the results of the junction capacity assessments undertaken. DTA requested that JSJV review matters considered within the draft TA and the supplementary TN to inform the forthcoming full Transport Assessment.

JSJV would note that DTA has provided an extract of the junction capacity assessment as a standalone document that supplements a '*Working Draft'* TA [doc ref: SJT/RT/23325-04a] which was produced 31 May 2022.

National Highways acknowledge that the junction capacity assessments and associated TA submitted at this stage are 'draft' and, as such, this JSJV response will provide guidance commensurate with the information provided.

The Applicant has previously confirmed that a TA will be prepared alongside the DCO application and will be provided as an appendix to the ES.

The application site is within the administrative boundary of Northeast Lincolnshire Council [NELC]; its location, in relation to the Strategic Road Network [SRN], is presented in **Figure 1**.

Figure 1: Site location in relation to the Strategic Road Network

Source: Openstreetmap

The proposed development is located approximately 2.4km to the southeast of the A160 and approximately 2.7km to the north of the A180. Both the A160 and A180 highway routes are managed by National Highways and form part of the SRN.

Humber Road becomes the A160 to the west of the priority junction, via a 5-arm roundabout junction. The A160 Humber Road links with the A180 via a grade separated junction.

The A180 is a dual carriageway providing access to Grimsby to the south-west and the M180 at Junction 5 to the west.

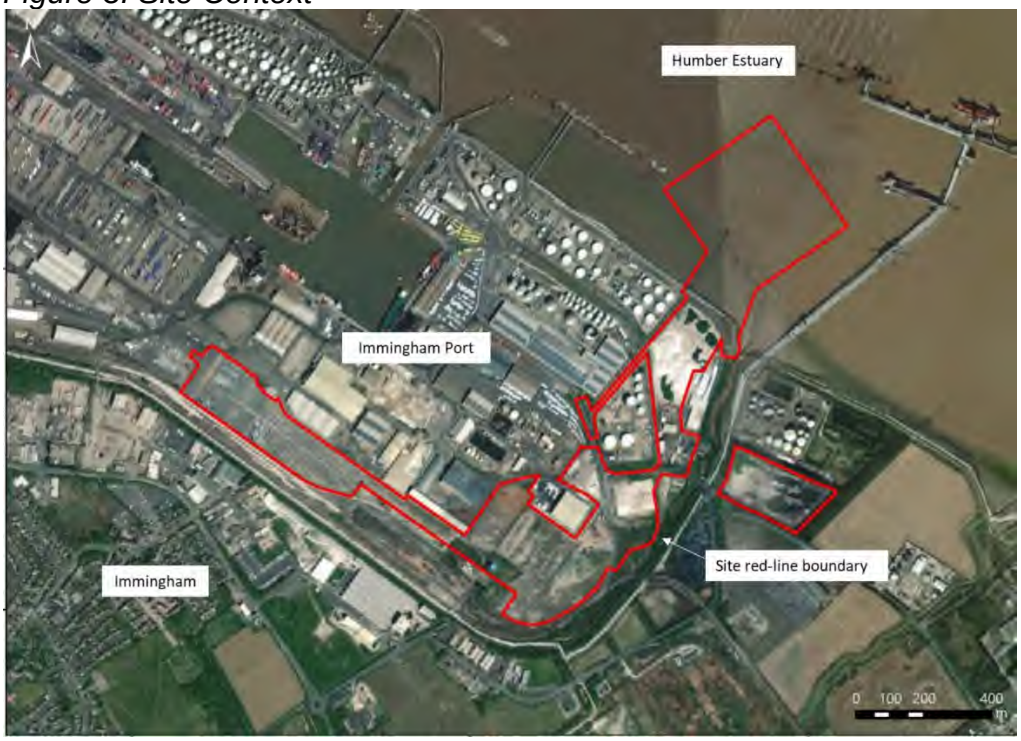
For reference, the SRN within the Northeast Lincolnshire region, including the A160, A180 and M180, with further links to the M18, [50km west of the site] is shown in **Figure 2**.

Figure 2: Wider Strategic Road Network

Existing site facility

The existing Immingham Port facility is shown in **Figure 3**.

Figure 3: Site Context



JSJV recognises that the existing port is made up of a significant number of separate operational areas, with bulk commodities including liquid fuels, solid fuels and ores, as well as Ro-Ro freight are handled from the following facilities:

- The Eastern and Western Jetties;
- the Immingham Oil Terminal [IOT];
- the Immingham Gas Terminal;
- Immingham Outer Harbour [IOH]; and
- the Humber International Terminal [HIT].

Proposed development

JSJV understands that the Applicant, as the owner and operator of the Port of Immingham proposes are to construct a new roll-on/ roll-off (Ro-Ro) facility within the port. It is designed to service the embarkation and disembarkation of principally commercial cargo carried either by lorry or on unaccompanied trailers which, for reference, is termed throughout as 'wheeled cargo'.

In addition, the new facility has been designed to accommodate an element of passenger use, albeit only when the demands of the Ro-Ro cargo operations will allow. The Port of Immingham is currently served by two principal access points, Humber Road to the west and Queens Road to the east.

The existing accesses to the Port will continue to be used by the proposed development. These are the eastern dock access off Queens Road (East Gate) and the western dock access off Humber Road (West Gate). Internal to the port, the operation will be accessed from a single point on the main port spine road, Robinson

Road. The arrangement will also serve the retained access to the Origin Fertilisers UK building.

Land side staffing is proposed to include customs, security and stevedores and DTA has anticipated that up to 50 staff per shift over 3 shifts per day will be required. DTA has assumed that the three shifts will be 06:00-14:00, 14:00-22:00, and 22:00-06:00. JSJV agree that these shifts are typical of the proposed development.

Policy and guidance

Within the TA, JSJV note that impact of the development has been assessed based on relevant regional and national planning policy, including:

- National Planning Policy Framework [2021];
- North East Lincolnshire Council Local Plan 2013 to 2032 [Adopted 2018];
- Institute of Environmental Assessment Guidance Note No 1 "Guidelines for the Environmental Assessment of Road Traffic" [Institute of Environmental Assessment, 1993] [the 'IEA Guidelines']; and
- Travel Plans, TA and Statements in decision-taking- Planning Practice Guidance [DCLG, 2014].

In terms of the impact on the SRN, JSJV would recommend that the Applicant assesses the proposal with considering of the following policies:

- DfT Circular 02/2013 The SRN and the delivery of sustainable development. JSJV emphasises paragraph 48 of the DfT Circular 02/2013 which states the following:
  - "48. Transport assessment undertaken by the promoter of the development should be comprehensive enough to establish the likely environmental impacts, including air quality, light pollution and noise, and to identify the measures to mitigate these impacts."
- National Highways guidance document 'The Strategic Road Network: Planning for The Future' [2015]. The following paragraphs from this guidance are relevant to the scoping stage:
  - Paragraph 37. "Transport assessments should generally be carried out in line with prevailing government guidance in agreement with us, through preapplication and scoping, such as a road safety audit [stage 1]".
  - Paragraphs 87 and 88. "If the development is in an approved local plan, and has had an appropriate level of assessment of the impact of the development undertaken, JSJV do not anticipate the need to repeat the full assessment process at the planning application stage. If, however, the development proposed has not been subject to an appropriate level of assessment, or is not included or consistent with an approved local plan, then JSJV anticipate agreeing the scope of work required to make a full assessment. For those sites that have been considered at local plan stage, JSJV will take into account any assessment already undertaken.
  - Paragraph 94. "Formal pre-application discussions are an effective means of gaining a good, early understanding of the development, its benefits, its likely impacts and its infrastructure needs. By consulting with us pre-application, you will ensure that the transport assessment you prepare is appropriately scoped and is based on the most relevant and up-to-date data. It will also ensure that you are made aware of, and can take account of, any SRN issues that might

have a bearing on the way in which the development is planned and/or delivered. This, in turn, helps avoid delays and difficulties further into the application process".

  - Paragraph 98. "If a SR is to be prepared, JSJV advise this includes:
    - details of the development, such as location, access arrangements, use class, size or number of units, likely phasing, maximum number of parking spaces and any other relevant information;
    - proposed methodology for estimating the vehicular trip generation and distribution on the SRN, and resulting trip generation figures;
    - proposed methodology for assessing the impact of this trip generation on the SRN; and
    - proposed methodology for assessing the environmental consequences of the transport impacts of the development"

- JSJV would point to the following two paragraphs of the National Highways document 'The Strategic Road Network planning for the future' [2015]:
  - "49. National Highways will expect to see measures implemented that fully mitigate any and all environmental impacts arising from and relating to the interaction between developments and the SRN. There are three aspects to this:
    - the environmental impacts arising from the temporary construction works;
    - the environmental impacts of the permanent transport solution associated with the development; and
    - the environmental impact of the road network upon the development itself."
  - "52. To avoid potential delay or challenge, transport assessments/statements and environmental statements/impact assessments should be mutually consistent and pay due regard to each other."
- The DfT document 'Road Investment Strategy 2: 2020-2025'.

JSJV agree with the policy consulted when producing the TA.

Technical Review

PIC Assessment

A draft PIC assessment was provided to JSJV within the May 2022 working draft TA. Personal Injury Collision (PIC) data was obtained for the latest 5-year period (21/08/2016-20/08/2021) from North East Lincolnshire Council. The study area analysed was Queens Road, the A1173 Manby Road and the A180/ A1173 Manby Road Roundabout.

DTA confirm that North Lincolnshire do not provide accident data and have requested that the assessment obtains details from Crashmap.co.uk. JSJV agree with this approach, however, would note that a collision data assessment should be undertaken for all junctions considered within capacity assessment, including:

- A160/ Humber Road/ Manby Road Roundabout (Manby Roundabout);
- Brocklesby Interchange [A180 / A160];
- Stallingborough Interchange [A180 / A1173]; and

- A160/ Ulceby Road/ Habrough Road/ East Halton Road Roundabout (Habrough Roundabout).

The PIC analysis should consider the most recently available complete five-year period for the SRN, covering the period before conditions were impacted by the Covid pandemic; 2020 & 2021 data should also be reviewed to supplement the results and to ensure a robust dataset.

DTA concludes that there are no existing highway safety issues that would need to be addressed; however, for JSJV to determine the same, the data for all SRN junctions should be presented within the TA.

Trip Generation

JSJV has provisionally agreed to the methodology set out in the preliminary TA to derive the trip generation from a 'first principles' approach.

Construction Traffic

DTA state that the construction of the development is expected to take in the region of 21 months to complete.

Previously, JSJV highlighted that construction traffic has the potential to cause National Highways concern due to all construction traffic being required to use the A160 and A180.

Considering JSJVs comments regarding the impact of construction traffic, DTA confirm within the TA that the proposed development would require the importation of a variety of building materials and, overall, it is expected that an average of 70 loads of material will be delivered on a daily basis.

DTA estimate that approximately 120 to 150 construction workers are expected on site on a typical day. DTA also highlight that Census 2011 journey to work data for the middle super output area within which the site is located shows that around 80% of people drive to work. Applying this to the maximum number of staff indicated above equates to 120 trips (240 two-way light vehicle movements).

DTA confirms that in total, construction traffic movements are 240 light vehicles on a typical day and a maximum of 140 heavy vehicle movements (70 in, 70 out) per working day. JSJV consider this to be a robust construction impact estimation.

DTA states that to accommodate three new berths, it is anticipated that this will require dredging approximately 230,000 m^3 of material. Previously, JSJV noted that the TA should include firm details regarding the 'capital dredge' of the new berthing area, totalling 90,000 m^2. the Applicant previously estimated that about 330,000m^3 of material in total will be removed. the Applicant stated that it is not considered that the dredge material will be of a quality suitable for alternative beneficial use so will be disposed of at sea. Within the associated TA, JSJV previously requested details of the disposal area and confirmation that the waste would be loaded directly into the estuary without impacting the SRN.

The working draft TA confirms that the dredged material is not considered suitable for beneficial use elsewhere, such as for reclamation purposes, therefore, the dredged material will be transported to licensed disposal sites offshore by barge.

JSJV acknowledge that no assessment or allowance for land-based movements arising from the dredge are required within the TA.

JSJV agree that overall, the daily construction traffic movements (circa 380 movements) would be significantly lower than the operational traffic of the proposed development and would not cause a concern from a capacity perspective on the SRN.

Notwithstanding this, given the proposed development's scale and proximity to the Strategic Road Network, JSJV suggest that a construction traffic management plan [CTMP] should be produced and agreed with National Highways, prior to the determination of this planning application. JSJV suggest that the CTMP includes the following:

- Length of construction period;
- Hours of operation;
- Peak trip generation [including type of vehicles];
- Access routes, including consideration of abnormal loads [vehicle swept path analysis may be required] and details of proposed signage, implementation and enforcement;
- Mitigation measures – limited delivery times [and details of enforcement e.g., penalty clauses for contractor, noise reduction, wheel washing]; and
- Travel plan type measures [e.g., staff recruitment policies [local staff], minibus for staff, number of parking spaces, car share database].

Proposed traffic generation

JSJV discussed the estimated traffic generation of cars and HGVs that would result from site operations within the 9 June 2022 meeting. DTA confirms within the draft TA that there are very few on site staff so all light vehicular traffic is assumed to be new. This would equate to 150 person trips arrivals / departures throughout the day.

JSJV would request that full details are provided with supporting evidence substantiating the assumption of 150 employee trips arrivals / departures.

DTA confirm that there will also be servicing and maintenance vehicles accessing the site throughout the day. This equates to an average of 5 vehicles in and out (10 two-way movements) in each hour between 07:00 and 19:00. All traffic will travel by road.

JSJV previously agreed to the approach to estimating the HGV traffic generation related to the Ro-Ro element. DTA has noted the following assumptions:

- Days of operation = 364 days per year (52x7);
- The IERRT as a whole (marine and landside elements combined has been designed to accommodate up to 1,800 units per day;
- Maximum throughput of cargo units pa = 660,000;
- Throughput of accompanied trailers/ lorries, based on the current split provided by the intended operator, per annum = 184,800;
- Throughput of unaccompanied trailers, based on the current split provided by the intended operator, per annum = 522,720;
- Number of HGV movements per freight unit:
    - i. Unaccompanied will be dropped off and whilst generally an HGV will drop and collect in the same visit, an allowance of 10% has been allowed for single deliveries meaning 1 unit = 1.1 HGV movements; and

- ii. Accompanied all have a tractor unit attached so each unit = 1 HGV movement.

JSJV previously agreed to the 24hr traffic profile for staff and service [light] vehicles. An extract of which is shown in **Table 1**.

Table 1- Extract of working draft TA- 24hr Traffic Profile for Staff and Service Vehicles

	Inbound	Outbound	Total
00:00-01:00	0	0	0
01:00-02:00	0	0	0
02:00-03:00	0	0	0
03:00-04:00	0	0	0
04:00-05:00	0	0	0
05:00-06:00	50	0	50
06:00-07:00	0	50	50
07:00-08:00	5	5	10
08:00-09:00	5	5	10
09:00-10:00	5	5	10
10:00-11:00	5	5	10
11:00-12:00	5	5	10
12:00-13:00	5	5	10
13:00-14:00	50	5	55
14:00-15:00	5	50	55
15:00-16:00	5	5	10
16:00-17:00	5	5	10
17:00-18:00	5	5	10
18:00-19:00	5	5	10
19:00-20:00	0	0	0
20:00-21:00	0	0	0
21:00-22:00	50	0	50
22:00-23:00	0	50	50
23:00-24:00	0	0	0

DTA has also provided an estimated HGV profile as shown in **Table 2** based on a typical operators' activities, split between unaccompanied freight (which ABP notes is generally spread across the day) and accompanied freight (which ABP highlights that this is more focused on sailing times). JSJV would request that evidence is provided for review that show what the '*typical operators activities'* arrival / departure profile is based on.

Table 2- Extract of working draft TA- 24hr Traffic Profile for HGVs [End User]

	Inbound	Outbound	Total
00:00-01:00	2	1	3
01:00-02:00	2	1	2
02:00-03:00	1	1	2
03:00-04:00	1	1	2
04:00-05:00	1	3	4
05:00-06:00	3	9	12
06:00-07:00	12	22	33
07:00-08:00	19	32	50
08:00-09:00	26	25	51
09:00-10:00	31	221	252
10:00-11:00	36	90	125
11:00-12:00	41	73	114
12:00-13:00	44	74	117
13:00-14:00	50	79	129
14:00-15:00	63	70	133
15:00-16:00	90	63	153
16:00-17:00	107	62	168
17:00-18:00	121	52	173
18:00-19:00	145	41	186
19:00-20:00	128	29	157
20:00-21:00	38	16	54
21:00-22:00	6	6	12
22:00-23:00	3	2	5
23:00-24:00	2	1	3

*numbers have been rounded

JSJV have reservations between the end user profile presented and the arrival / departure profile based on the Port of Immingham profile. The end user profile has approximately 38% [50 HGV movements] of the two-way HGV traffic shown in the Port of Immingham profile [130 HGV movements] in the AM peak period of 07:00-08:00 and 08:00-09:00.

Comprehensive evidence should be presented that details the HGV profile assumed.

Peak hour identification

DTA has analysed traffic survey data within the local highway and used the AM peak of 07:00-08:00 and the PM peak of 17:00-18:00. JSJV would also request that the peak hour is investigated, specifically considering the SRN to ensure that the peak hour selected is considered robust.

Light vehicles

Light vehicle traffic has been distributed using the 2011 Census Journey to Work data for the Middle Super Output Area (MSOA) North East Lincolnshire 001 which the site is located within. JSJV agree with this approach and the resultant light vehicle assignment of vehicles.

HGV

The wider distribution for commercial traffic on the strategic highway network has been derived using data included within the Base Year Freight Matrices (BYFM) published by the Department for Transport (2012). The Matrices consist of the number of vehicles per average day between a set of origin-destination zone pairs for a 2006 base year. DTA confirms that these zones are based on all 408 local authority districts, unitary authorities and London Boroughs and point zones for the 88 largest ports, of which the Port of Immingham is one, 5 main freight airports and 56 major concentrations of distribution centres. For JSJV to agree with this approach and the resultant light vehicle assignment of vehicles, JSJV would request that a full breakdown of data is submitted within the TA for review.

DTA has estimated that 85% of HGV traffic will use East Gate with 15% using West Gate. JSJV note that this distribution has been provisionally agreed to by NELC.

Committed development

Committed development has been agreed with NELC.

Background growth

Base traffic flows have been factored up to the year of opening, 2025, and a future year, 2032 (10 years after the date of application). The relevant Middle Super Output Area (MSOA) has been used for each junction which is assessed and JSJV have undertaken an analysis of the TEMPRO database and agree with this approach and the resultant TEMPRO growth factors as shown in **Table 3**.

Table 3- Extract of working draft TA- TEMPRO Growth Factors

		2019-2021		2021 – 2025		2021 – 2032	
Middle Super Output Area	Road Type	AM	PM	AM	PM	AM	PM
North East Lincolnshire 001	Minor	1.0189	1.0175	1.0298	1.0291	1.0773	1.0750
	Trunk	1.0281	1.0266	1.0401	1.0394	1.1049	1.1025
North East Lincolnshire 007	Minor	1.0133	1.0123	1.0269	1.0255	1.0683	1.0649
	Principal	1.0132	1.0121	1.0262	1.0248	1.0654	1.0620
	Trunk	1.0224	1.0214	1.0372	1.0358	1.0957	1.0921
North Lincolnshire 004	Trunk	1.0252	1.0239	1.0443	1.0434	1.1131	1.1108
North Lincolnshire 011	Motorway	1.0296	1.0289	1.0501	1.0500	1.1262	1.1260

Junction capacity assessment

Assessment scenarios

Considering the scenarios presented within the capacity assessment, DTA has presented the following:

- 2021 Base;
- 2025 Base;
- 2025 Base + Committed;
- 2025 Base + Committed + Development;

- 2032 Base;
- 2032 Base + Committed; and
- 2032 Base + Committed + Development.

Considering the assessment scenarios presented, JSJV confirm that the operational analysis of the SRN is in accordance with the criteria set out in Circular 02/2013.

JSJV acknowledge that from the SR submitted in September 2021, the estimated construction timescales have been estimated to commence in Summer 2023 and are expected to have been largely completed by mid-2025.

Considering this guidance, JSJV recommend that DTA would provide certainty that the 2025 forecast year would be representative of the development opening year.

For information, JSJV note that the proposed assessment years should comply with the following guidance:

- Paragraph 101 of the HE guidance document 'The Strategic Road Network: Planning for The Future':

  "*assessments should be carried out for the opening year, assuming full build-out and occupation, and either a date ten years after the date of registration of the associated application or the end of the Local Plan period (whichever is greater)".*

- Paragraph 27 of DfT 'Circular 02/2013':

  "*the opening of development shall be taken to be the date at which the development first becomes available for occupation".*

Assessment study area

Introduction

JSJV note that DTA has engaged with National Highways, North Lincolnshire Council and Northeast Lincolnshire Council to agree which junctions should be considered for capacity assessment.

JSJV note that four junctions within the study area considered by DTA are National Highways infrastructure as shown in **Figure 4**.

Figure 4: Strategic Road Network junctions within study area

JSJV will consider the capacity assessment provided for the following SRN junctions:

- A160/ Humber Road/ Manby Road Roundabout (Manby Roundabout);
- Brocklesby Interchange [A180 / A160];
- Stallingborough Interchange [A180 / A1173]; and
- A160/ Ulceby Road/ Habrough Road/ East Halton Road Roundabout (Habrough Roundabout).

In addition, JSJV note that DTAs assessment considers the configuration of the slip road merge and diverge arrangements. DTA has provided draft merge / diverge assessments on the A180/ A1173 Interchange and the A160/ A180 Interchange [Brocklesby Interchange] have been undertaken in accordance with the requirements set out within the Design Manual for Roads and Bridges [DMRB] CD122 'Geometric design of grade separated junctions.'

In addition, DTA has provided capacity assessment at the following local highway networks:

- Queens Road/ Laporte Road Priority Junction;
- Laporte Road/ Kiln Lane/ Hobson Way Roundabout;
- Kings Road/ A1173 Roundabout; and
- A1173/ Kiln Lane Roundabout.

Although not linked to the SRN, JSJV agree with NELCs request to also include the A1173 / SHJIIP roundabout within the junction assessments list due to potential impacts on the adjacent industrial estate infrastructure.

Baseline traffic data

JSJV note that automatic traffic counts (ATCs) were undertaken in 4 locations around the Port of Immingham between Monday 27 September 2021 and Sunday 3 October 2021.

Further ATCs were undertaken in 3 locations between Tuesday 16 November 2021 and Monday 22 November 2021.

DTA states that a series of turning surveys were obtained from North East Lincolnshire for the area surrounding the Port with further surveys undertaken on Tuesday 16 November 2021. DTA refer JSJV to Figure 3 within the draft TA, as JSJV assumes that DTA is referring to the Tuesday 16 November 2021 counts, however the counts are highlighted as 'due Nov'. JSJV require confirmation of the exact dates that the SRN MTC surveys were captured and for this data to be supplied for review.

In addition, JSJV note that there is no mention of queue length calibration within the draft TA. To ensure a robust assessment is undertaken within the TA, full details should be provided of ARCADY model validation, including the methodology undertaken to derive queue lengths and resultant impacts on the capacity assessment.

Junctions 10 geometric parameters

DTA has used the ARCADY module of Junctions 10 to provide an assessment of the operation of the junctions included within the study area.

DTA has provided an associated AutoCAD file to JSJV that contains Junctions 10 geometric parameters used within the capacity assessment, JSJV has extracted the geometries and included extract of each junction within **Figure 5** to **Figure 8.**

Figure 5: Manby Roundabout Geometric Parameters (DTA Drawing 23325)

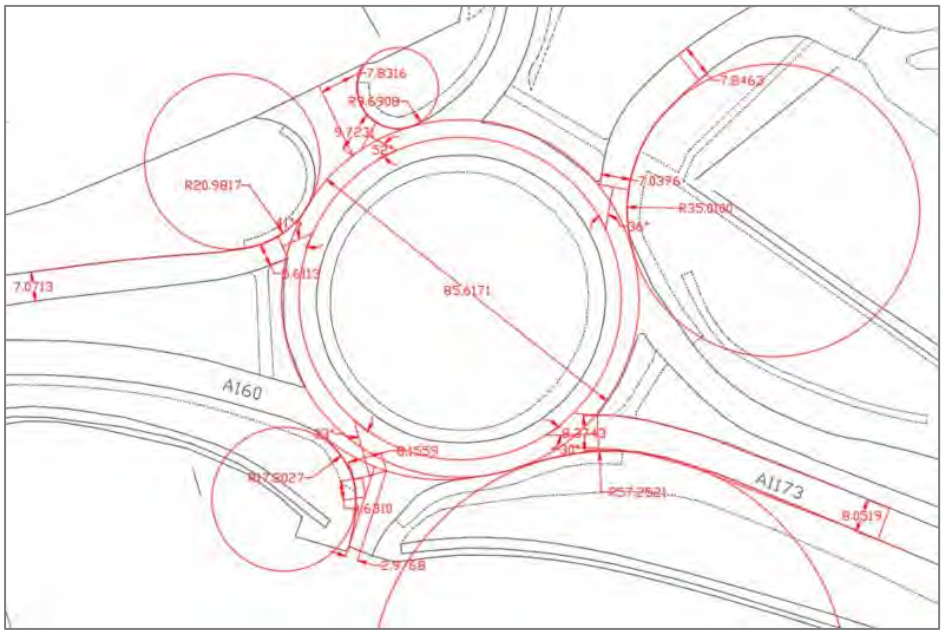


Figure 6: Brocklesby Interchange Geometric Parameters (DTA Drawing 23325)

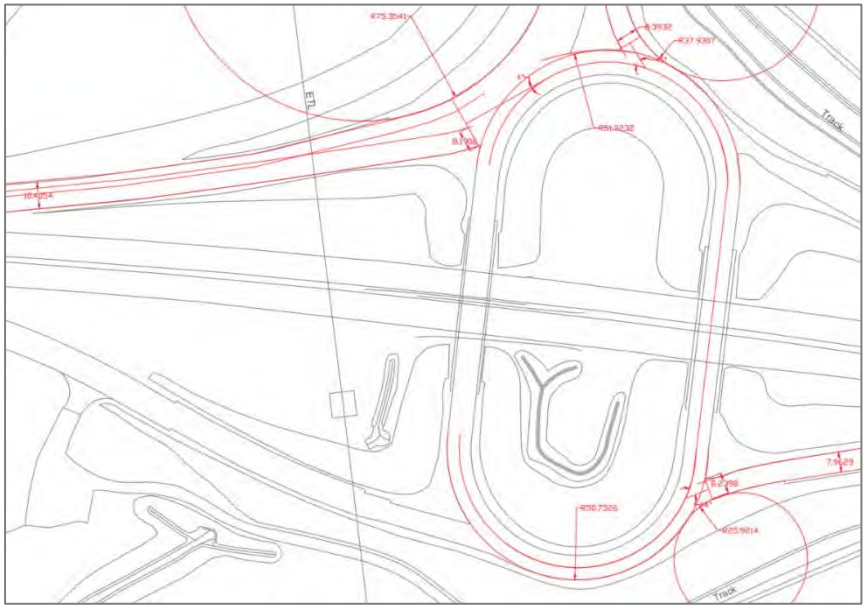


Figure 7: Stallingborough Interchange Geometric Parameters (DTA Drawing 23325)

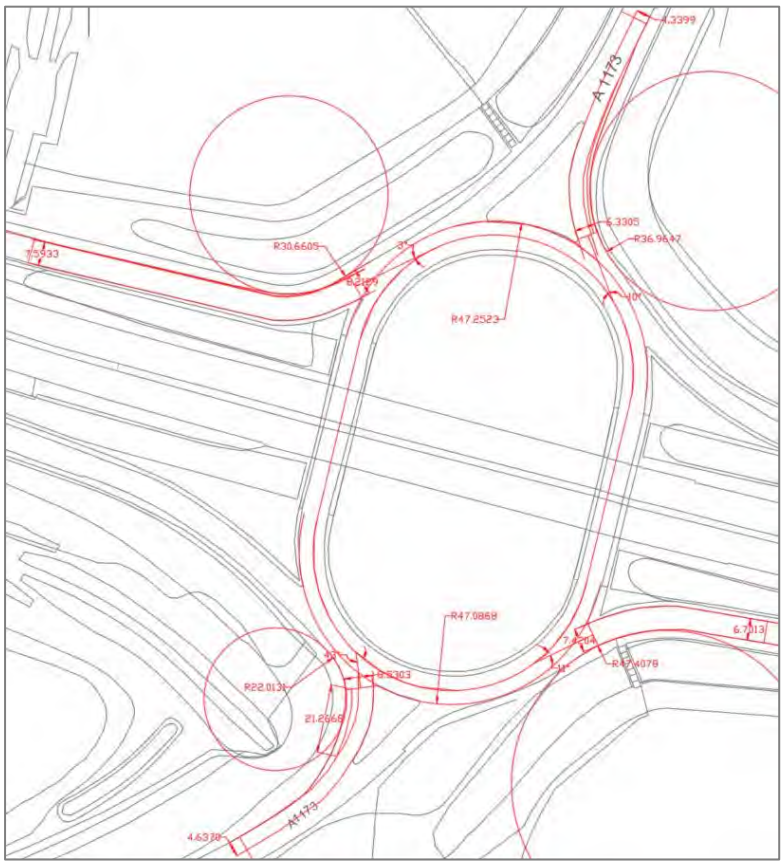
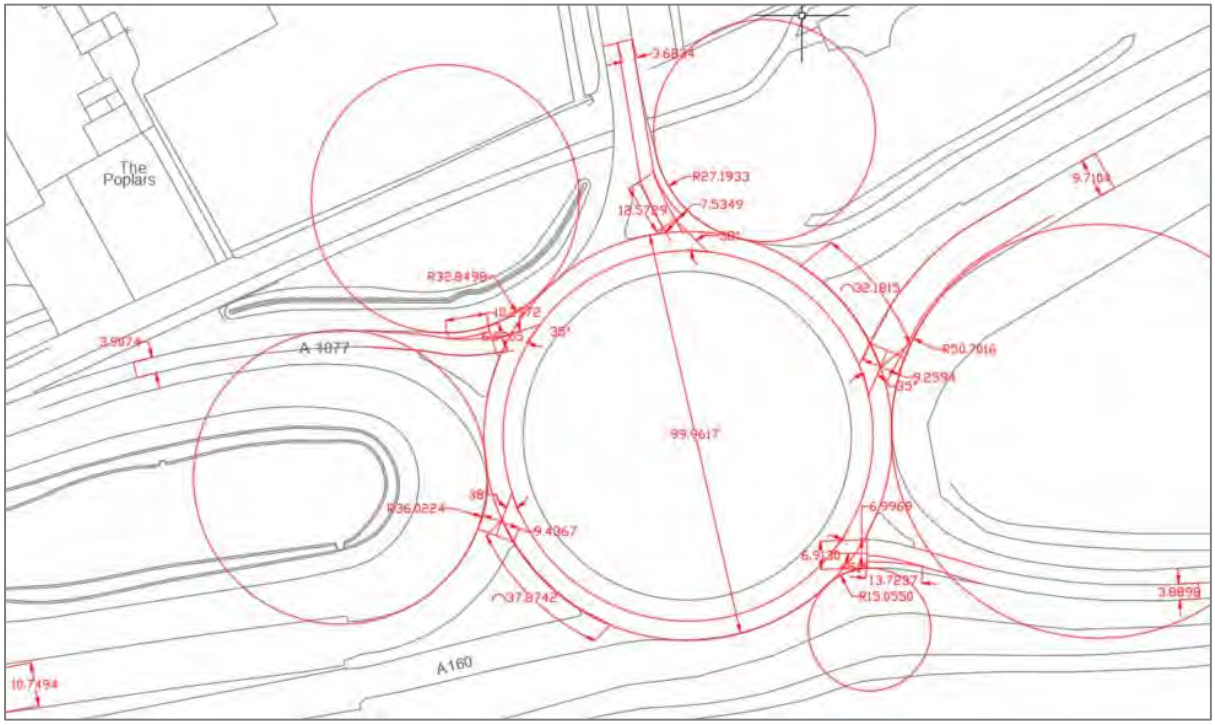


Figure 8: Habrough Roundabout Geometric Parameters (DTA Drawing 23325)



JSJV have reviewed the geometric parameters used within the capacity assessment and agree with the entry width, approach width, effective flare length, entry radius, entry conflict angle and inscribed circle diameter for each of the capacity assessment models.

Matters to be considered in TA

JSJV understand that the area immediately south of proposed jetty within the development site would be used as an area to accommodate trailer and container parking and storage. the Applicant note that the area will '*only require a simple upgrade, relocating existing port infrastructure, to provide open parking/storage space, although some peripheral areas of softer ground may require additional ground works in terms of hard surfacing.*' To undertake an assessment, JSJV require full details of this proposed use, including the amount of parking proposed.

the Applicant also propose a number of small terminal buildings will be provided. To undertake an assessment, JSJV require full details of this proposed use, including the amount of parking proposed.

DTA states that the number of HGV parking and storage provided on site means that all vehicles will be catered for on-site and there will not be any queuing on the local highway network. JSJV note that the current working draft TA does not confirm parking provision within the proposed development. JSJV would require this to be included within the TA.

As highlighted within previous correspondence, JSJV notes that the Applicant has stated the intension to bring forward the proposed development '*possibly with provision for a small element of passenger use during quiet periods*'. This was explained verbally by DTA within the 9 June 2022 meeting. This statement would have to be full explored within any assessment undertaken, with firm proposals submitted for review. Should the proposed development be also used as a passenger transport basis in addition to freight movement as initially proposed, this would have to be reflected in calculated trip generation and resultant junction impact assessment.

JSJV / National Highways will explore the suitability of the potential for a restrictive condition to be applied to the passenger transport proposals.

JSJV acknowledge that it is reported that rail is not a feasible or viable mode for Ro-Ro traffic.

Travel Plan

It is noted that there is no reference to a Travel Plan [TP] within the previously submitted SR or within subsequent correspondence between DTA and JSJV. JSJV support the preparation of a TP to be produced in combination with the existing 'site wide TP, with the aim to limit the amount of private vehicle trips to and from the site and to promote sustainable modes of travel. JSJV make the following recommendations to ensure a robust and effective TP:

- Quantifiable mode shift targets should be set in advance;
- A firm financial commitment should be made in the TP with regards to funding for the measures proposed in the short, medium and long term;
- Detail should be provided on the phasing of any proposed measures relative to any phasing of the development;
- The TP should clearly outline the responsibilities of the different parties involved with regards to implementing, monitoring and funding the TP; and
- The TP monitoring strategy should be designed to monitor the level of vehicle trips assumed in the TA.

According to National Highways guidance set out in '*A guide to working with National Highways on planning matters',* the TP should demonstrate how proposals aim to reduce the amount of private vehicle trips and support sustainable transport. As a result, the TP should:

- demonstrate how the proposals will reduce the need to travel, especially by car;
- demonstrate how the proposals will improve accessibility by all modes of travel and influence travel behaviours;
- assess the likely impact of residual trips [i.e., after measures have been considered], and
- identify appropriate and proportionate mitigation measures and ensure that what is proposed promotes sustainable transport outcomes and avoids unnecessary works to the SRN.

Given the proximity of the site to the A160 and A180, and the likelihood that most trips by car from the site are likely to interact with the SRN, JSJV suggest that the TP document should detail how the site design will ensure that 'public transport and active travel are the natural first choice for daily activities' as stated in DfT's 'Decarbonising Transport: Setting the Challenge' document [March 2020]. These measures should be considered alongside the trip rate derivation using TRICS Decide and Provide Guidance mentioned previously.

JSJV agree with NELCs general disagreement with the applications general theme of discouragement of sustainable travel. NELC suggested to DTA and the Applicant that the Applicant should consider modernising the portside area to be accessible to sustainable modes as discouraging access by bicycle or on foot is not consistent with modern good practise.

Signage Scheme

JSJV acknowledges the Applicants desire to amend three existing signs within the SRN. JSJV would assess the suitability of the design amendments in combination with the full TA and will liaise with National Highways to provide further guidance on signage matters.

Summary and Conclusions

Pre-application / Scoping Response – comments are made on the pre-application / scoping in order to assist defining an appropriate assessment of the Strategic Road Network.

A summary of our comments for the preparation of the TA and TP documents is detailed below:

- The PIC analysis should consider the most recently available complete five-year period for the SRN before baseline conditions were impacted by the Covid pandemic. 2020-2021 data should also be observed to supplement the results;
- Given the proposed development's scale and proximity to the Strategic Road Network, JSJV suggest that a construction traffic management plan [CTMP] should be produced and agreed with National Highways, prior to the determination of this planning application;
- JSJV would request that full details are provided with supporting evidence substantiating the assumption of 150 employee trips arrivals / departures;
- JSJV would request that evidence is provided for review that show what the 'typical operators activities' HGV arrival / departure profile is based on;
- JSJV have reservations between the end user profile presented and the arrival / departure profile based on the Port of Immingham profile. Comprehensive evidence should be presented that details the HGV profile assumed;
- JSJV would also request that the peak hour is investigated, specifically considering the SRN to ensure that the peak hour selected is considered robust;
- For JSJV to agree with this approach and the resultant light vehicle assignment of vehicles, JSJV would request that a full breakdown of HGV routeing data is submitted within the TA for review;
- JSJV recommend that DTA would provide certainty that the 2025 forecast year would be representative of the development opening year;
- JSJV agree with NELCs request to also include the A1173 / SHJIIP roundabout within the junction assessments;
- JSJV require confirmation of the exact dates that the SRN MTC surveys were captured and for this data to be supplied for review;
- To ensure a robust assessment is undertaken within the TA, full details should be provided of ARCADY model validation, including the methodology undertaken to derive queue lengths and resultant impacts on the capacity assessment;
- To undertake an assessment of the area immediately south of proposed jetty within the development site used as an area to accommodate trailer and container parking and storage, JSJV require full details of this proposed use, including the amount of parking proposed;

- To undertake an assessment of the terminal buildings to be provided, JSJV require full details of this proposed use, including the amount of parking proposed;
- JSJV note that the current working draft TA does not confirm parking provision within the proposed development. JSJV would require this to be included within the TA;
- Should the proposed development be also used as a passenger transport basis in addition to freight movement as initially proposed, this would have to be reflected in calculated trip generation and resultant junction impact assessment; and
- It is noted that there is no reference to a Travel Plan [TP] within the previously submitted SR or within subsequent correspondence between DTA and JSJV.

Technical Memorandum

AA.22.12.22: Immingham Eastern Terminal

Prepared for:	Simon Geoghegan
Prepared by:	Harry Mann [SYSTRA]
Date:	5th September 2022
Case Reference:	DevHU0075
Document Reference:	AA.22.12.22 Technical Memorandum 03
Reviewed/approved by:	Terry Dale [SYSTRA]

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Introduction

In September 2021, Associated British Ports [the Applicant] submitted a scoping request for the proposed development of a new roll-on/roll-off [Ro-Ro] facility at Immingham Port. The port is situated on the south bank of the Humber Estuary, 9km to the northwest of Grimsby and approximately 1km to the northeast of Immingham.

The Applicant submitted an Environmental Statement Scoping Report [SR] in September 2021 to National Infrastructure Planning [NIP] as a Nationally Significant Infrastructure Project [NSIP]. In October 2021, Jacobs SYSTRA Joint Venture [JSJV] reviewed the sections of the SR deemed relevant to National Highways infrastructure in TM01.

Subsequent to the October 2021 SR, a draft Preliminary Transport Assessment [TA] [ref: SJT/RT/23325-02a] was provided to JSJV [5 January 2022] that outlined what would be covered by the TA including trip generation, distribution and matters including PIC assessment. JSJV reviewed the contents of this preliminary TA in June 2022 and provided a response to matters in TM02.

Following a meeting between the Applicant, David Tucker Associates [DTA], National Highways and JSJV [9 June 2022], DTA provided a supplementary Technical Note [TN] to summarise the results of the junction capacity assessments undertaken. JSJV reviewed matters considered within the draft TA and the supplementary TN and provided a technical memorandum [TM02], providing feedback and to inform future iterations of the TA.

JSJV noted the following items to be considered during the preparation of the TA and TP documents:

- JSJV requested that the PIC analysis should consider the most recently available complete five-year period for the SRN before baseline conditions were impacted by the Covid pandemic. Observation of 2020-2021 data was recommended to supplement the results;
- Given the proposed development's scale and proximity to the Strategic Road Network, JSJV suggested that a construction traffic management plan [CTMP] should be produced and agreed with National Highways, prior to the determination of the planning application;
- JSJV requested that full details are provided with supporting evidence substantiating the assumption of 150 employee trips arrivals / departures;

- JSJV requested that evidence is provided for review that show what the 'typical operators activities' HGV arrival / departure profile is based on;
- JSJV had reservations between the end user profile presented and the arrival / departure profile based on the Port of Immingham profile. Comprehensive evidence should be presented that details the HGV profile assumed;
- JSJV requested that the peak hour is investigated, specifically considering the SRN to ensure that the peak hour selected is considered robust;
- For JSJV to agree with the approach to estimating light vehicle assignment of vehicles, JSJV requested that a full breakdown of HGV routeing data is submitted within the TA for review;
- JSJV recommended that DTA should provide certainty that the 2025 forecast year would be representative of the development opening year;
- JSJV agreed with NELCs request to also include the A1173 / SHJIIP roundabout within the junction assessments;
- JSJV required confirmation of the exact dates that the SRN MTC surveys were captured and for this data to be supplied for review;
- To ensure a robust assessment is undertaken within the TA, JSJV requested that full details should be provided of ARCADY model validation, including the methodology undertaken to derive queue lengths and resultant impacts on the capacity assessment;
- To undertake an assessment of the area immediately south of proposed jetty within the development site used as an area to accommodate trailer and container parking and storage, JSJV requested full details of this proposed use, including the amount of parking proposed;
- To undertake an assessment of the terminal buildings to be provided, JSJV required full details of this proposed use, including the amount of parking proposed;
- JSJV noted that the previous iteration of the working draft TA did not confirm parking provision within the proposed development. JSJV would require this to be included within the TA;
- JSJV highlighted that should the proposed development be also used as a passenger transport basis in addition to freight movement as initially proposed, this would have to be reflected in calculated trip generation and resultant junction impact assessment; and
- It was noted that there was no reference to a Travel Plan [TP] within the previously submitted SR or within subsequent correspondence between DTA and JSJV.

Subsequent to a meeting between the Applicant, David Tucker Associates [DTA], National Highways and JSJV [20 July 2022], DTA has provided an updated iteration of the current draft Construction Environmental Management Plan [CEMP] and has submitted a revision to the draft TA. JSJV acknowledges that the TA submitted is defined as a 'working draft' and will refer to this document as 'TA' hereafter.

This TM [TM03] will provide a review of the submitted documentation deemed relevant to National Highways infrastructure.

The application site is within the administrative boundary of Northeast Lincolnshire Council [NELC]; its location, in relation to the Strategic Road Network [SRN], is presented in **Figure 1**.

Figure 1: Site location in relation to the Strategic Road Network

Source: Openstreetmap

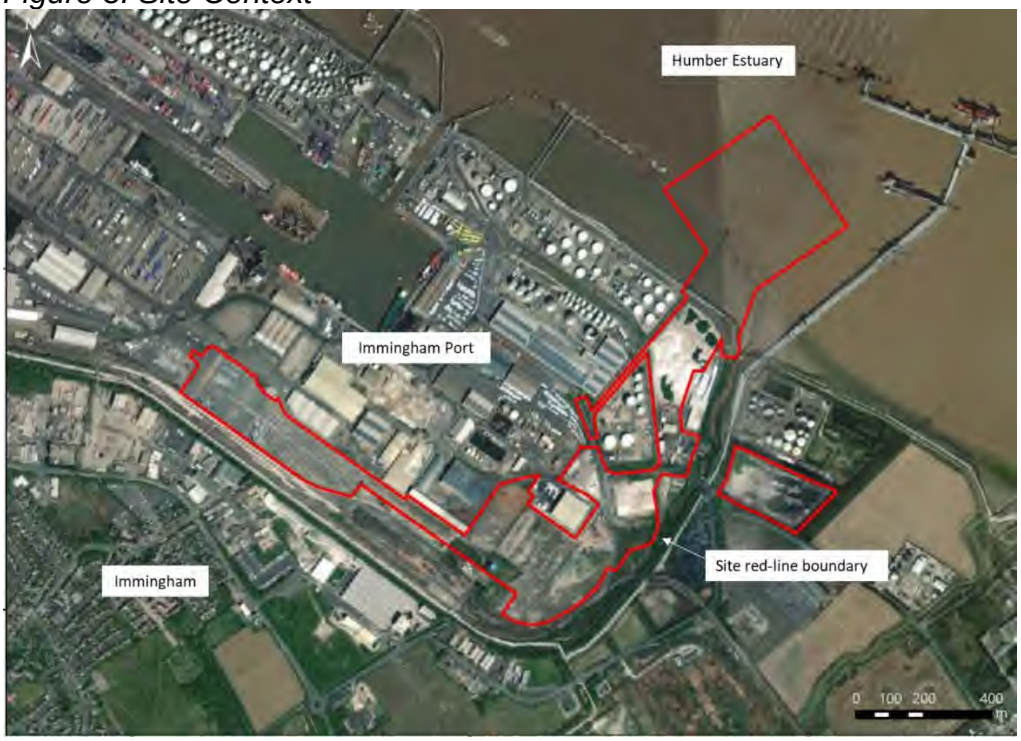
For reference, the SRN within the Northeast Lincolnshire region, including the A160, A180 and M180, with further links to the M18, [50km west of the site] is shown in **Figure 2**.

Figure 2: Wider Strategic Road Network

Existing site facility

The Port of Immingham is currently served by two principal access points, Humber Road to the west and Queens Road to the east. The existing Immingham Port facility is shown in **Figure 3**.

Figure 3: Site Context



Proposed development

JSJV understands that development proposals remain unchanged from the previous iteration of the TA. JSJV understands that the Applicant, as the owner and operator of the Port of Immingham proposes to construct a new roll-on/roll-off [Ro-Ro] facility within the port. It is designed to service the embarkation and disembarkation of principally commercial cargo carried either by lorry or on unaccompanied trailers.

In addition, the new facility has been designed to accommodate an element of passenger use, '*when the demands of the Ro-Ro cargo operations will allow'*.

The existing accesses to the Port will continue to be used by the proposed development. These are the eastern dock access off Queens Road [East Gate] and the western dock access off Humber Road [West Gate].

Land side staffing is proposed to include customs, security and stevedores and DTA has anticipated that up to 50 staff per shift over 3 shifts per day will be required. DTA has assumed that the three shifts will be 06:00-14:00, 14:00-22:00, and 22:00-06:00. JSJV agree that these shifts are typical of the proposed development.

Technical Review

Policy and guidance

In TM02, JSJV recommended that the Applicant assesses the highway impacts of the proposed development considering the following policies:

- *DfT Circular 02/2013; and*
- *National Highways guidance document 'The Strategic Road Network: Planning for The Future' [2015].*

Having reviewed the updated policy section in the TA, JSJV now agree with the relevant regional and national planning policy used by DTA

PIC assessment

A draft Personal Injury Collision [PIC] assessment was provided to JSJV within the May 2022 TA presenting PIC data obtained for the latest 5-year period [21/08/2016-20/08/2021] from Northeast Lincolnshire Council. The study area considered included Queens Road, the A1173 Manby Road, and the A180/ A1173 Manby Road Roundabout.

DTA concluded that there are no existing highway safety issues that would need to be addressed; however, JSJV recommended in TM02 that a collision data assessment should be undertaken that considers all junctions that were included within this capacity assessment exercise, including:

- A160/ Humber Road/ Manby Road Roundabout [Manby Roundabout];
- Brocklesby Interchange [A180 / A160];
- Stallingborough Interchange [A180 / A1173]; and
- A160/ Ulceby Road/ Habrough Road/ East Halton Road Roundabout [Habrough Roundabout].

In response, DTA has presented the most recent 7-years' worth of PIC data for the SRN network between the A180/ A160 and the A160/ Humber Road/ Manby Road Roundabouts. DTA claim that:

> *Given the level of flows along the SRN, it not considered that the level of PICs which have occurred within the study area is cause for concern*.

Subsequent to a review of the PIC data presented with the TA, JSJV would agree that there are no observable common causation factors found, therefore, the accident analysis shows that there are no inherent layout or design related highway safety issues on the local highway surrounding the site which could be exacerbated by the development.

Parking

JSJV understands that the area immediately south of proposed jetty is intended to be used as an area to accommodate trailer and container parking and storage. The Applicant notes that the area will '*only require a simple upgrade, relocating existing port infrastructure, to provide open parking/storage space, although some peripheral areas of softer ground may require additional ground works in terms of hard surfacing.*' JSJV previously requested full details of this proposed use, including the amount of parking proposed.

DTA stated that the volume of HGV parking and storage provided on site means that all vehicles will be catered for on-site and there will be no queuing on the local highway network. JSJV highlighted that the previous iteration of the working draft TA did not confirm parking provision within the proposed development.

In response, DTA has confirmed that the scheme includes 78 pre-gate HGV parking spaces as well as marshalling lanes for accompanied freight and passenger vehicles, 151 staff parking spaces, 18 Tugmaster parking spaces and 13 equipment parking spaces. DTA confirms that there will also be 54 passenger parking spaces on site for when passengers are on a sailing.

JSJV assumes that the parking proposed would suit operator requirement as no parking policy has been quoted to substantiate the level of parking proposed. JSJV would request that an assessment of parking demand / supply is presented within the

full TA document utilising estimated arrival / departure profiles and forecasted trip generation statistics to ensure that the provision is adequate to ensure that all vehicles will be catered for on-site and there will be no queuing on the local highway network that could queue back to the SRN.

Passenger transport

As highlighted within TM01, TM02 and subsequent correspondence with representatives from National Highways, JSJV notes that the Applicant has previously stated the intension to bring forward the proposed development '*possibly with provision for a small element of passenger use during quiet periods*'. This was explained verbally by DTA within the 9 June 2022 meeting.

JSJV highlighted that the proposed development mentions that the proposed development could also be used as a passenger transport option and this should have to be reflected in the forecast trip generation and resultant junction impact assessment.

In response, as highlighted by ABP in the 20 July 2022 meeting, for safety reasons [relating to COMAH Regulations within the Port Estate], the maximum number of passengers allowed within the terminal is 100 and so this will also be the maximum number of passengers who can be on any one sailing.

JSJV request details on the maximum number of sailings permitted per hour and also request confirmation that 'number of passengers' would also refer to vehicles discharging from the ferry upon arrival. JSJV request confirmation that the 100 vehicle limit within the 'terminal' sums to the total arrivals / departures or if 100 arrival passengers would be permitted in combination with 100 departing passengers

Whilst JSJV appreciate the current restrictions on passengers, to satisfy National Highways by means of an enforceable restrictive limit that can be relied on in perpetuity, JSJV / National Highways will explore the suitability of the potential for a restrictive condition to be applied to the passenger transport proposals.

DTA argue that:

"The passenger transport will not change the results of the assessment below as the vehicles used by the passengers (a car, a car with a trailer or a motorhome) will replace a freight vehicle. Since a freight vehicle is assessed as 2.3 PCUs two cars, a car with a trailer, or a motorhome will result in the same or a lesser impact than a single HGV."

Whilst JSJV appreciate this statement, JSJV also refer to the 54 passenger parking spaces on site reserved for '*when passengers are on a sailing'*. JSJV would request that this statement is substantiated as this appears that there is also the potential for passengers to board the ferry as a pedestrian after driving to the terminal, circumnavigating the 'replacement' argument as stated.

To demonstrate the worst-case traffic generation, JSJV would expect the parking reserved for passengers to be utilised within the traffic generation assessment.

JSJV would need to have certainty that the planning permission sought would not facilitate the provision of a separate passenger service from the terminal.

Trip generation

JSJV maintains its agreement to the methodology set out in the preliminary TA to derive the trip generation from a 'first principles' approach.

Construction Traffic

Within the TA, DTA estimate that approximately 120 to 150 construction workers are expected on site on a typical day. DTA also highlight that Census 2011 journey to work data for the middle super output area within which the site is located shows that around 80% of people drive to work. Applying this to the maximum number of staff indicated above equates to 120 trips [240 two-way light vehicle movements].

In total, DTA estimates construction traffic movements to be 240 light vehicles on a typical day and a maximum of 140 heavy vehicle movements [70 in, 70 out] per working day.

JSJV previously considered this to be a robust construction impact estimation and maintain this position. JSJV agree that the daily construction traffic movements [circa 380 movements] would be significantly lower than the operational traffic of the proposed development and would not cause a concern, from a capacity perspective, on the SRN.

Given the scale of the proposed development and its proximity to the Strategic Road Network, JSJV previously requested that a Construction Traffic Management Plan [CTMP] should be produced and agreed with National Highways, prior to the determination of this planning application. JSJV suggested that the CTMP includes the following:

- Length of construction period;
- Hours of operation;
- Peak trip generation [including type of vehicles];
- Access routes, including consideration of abnormal loads [vehicle swept path analysis may be required] and details of proposed signage, implementation and enforcement;
- Mitigation measures – limited delivery times [and details of enforcement e.g., penalty clauses for contractor, noise reduction, wheel washing]; and
- Travel plan type measures [e.g., staff recruitment policies [local staff], minibus for staff, number of parking spaces, car share database].

JSJV acknowledge that in May 2022, ABP submitted a Draft Construction Environmental Management Plan [CEMP] that provides indicative details of construction traffic management.

The CEMP provided goes some way to detailing traffic management issues associated with construction of the development, ABP highlights that both a detailed Construction Traffic Management Plan [CTMP] and a Construction Workers' Travel Plan [CWTP] will be prepared by the contractor once the final construction details are confirmed.

JSJV note that the CTMP and CWTP documents should be provided for review when available and approved by National Highways before occupation of the site. Alternately, the Applicant could agree to a planning condition with National Highways to approve the documents prior to construction.

Proposed traffic generation

Light Vehicles

JSJV previously discussed the estimated traffic generation of cars and HGVs that would result from site operations within the 9 June 2022 meeting. DTA proposes within

the draft TA that "*there are very few on site staff so all light vehicular traffic is assumed to be new. This would equate to 150 person trips arrivals / departures throughout the day.*"

JSJV requested within TM01 that full details should be provided with supporting evidence substantiating the assumption of 150 employee trips arrivals / departures. JSJV would note that the revised TA does not appear to provide evidence to substantiate this estimation.

Heavy Goods Vehicles

DTA propose that there will also be servicing and maintenance vehicles accessing the site throughout the day, equating to an average of 5 vehicles in and out [10 two-way movements] in each hour between 07:00 and 19:00. All traffic will travel by road.

JSJV previously agreed in TM01 to the approach to estimating the HGV traffic generation related to the Ro-Ro element. DTA has noted the following assumptions:

- Days of operation = 364 days per year [52x7];
- The IERRT as a whole [marine and landside elements combined has been designed to accommodate up to 1,800 units per day;
- Maximum throughput of cargo unit's pa = 660,000;
- Throughput of accompanied trailers/ lorries, based on the current split provided by the intended operator, per annum = 184,800;
- Throughput of unaccompanied trailers, based on the current split provided by the intended operator, per annum = 522,720;
- Number of HGV movements per freight unit:
    - i. Unaccompanied will be dropped off and whilst generally an HGV will drop and collect in the same visit, an allowance of 10% has been allowed for single deliveries meaning 1 unit = 1.1 HGV movements; and
    - ii. Accompanied all have a tractor unit attached so each unit = 1 HGV movement.

JSJV previously agreed in TM01 to the 24hr traffic profile for staff and service [light] vehicles. An extract of which is shown in **Table 1**.

Table 1- Extract of working draft TA- 24hr Traffic Profile for Staff and Service Vehicles

	Inbound	Outbound	Total
00:00-01:00	0	0	0
01:00-02:00	0	0	0
02:00-03:00	0	0	0
03:00-04:00	0	0	0
04:00-05:00	0	0	0
05:00-06:00	50	0	50
06:00-07:00	0	50	50
07:00-08:00	5	5	10
08:00-09:00	5	5	10
09:00-10:00	5	5	10
10:00-11:00	5	5	10
11:00-12:00	5	5	10
12:00-13:00	5	5	10
13:00-14:00	50	5	55
14:00-15:00	5	50	55
15:00-16:00	5	5	10
16:00-17:00	5	5	10
17:00-18:00	5	5	10
18:00-19:00	5	5	10
19:00-20:00	0	0	0
20:00-21:00	0	0	0
21:00-22:00	50	0	50
22:00-23:00	0	50	50
23:00-24:00	0	0	0

DTA also provided an estimated HGV profile as shown in **Table 2** based on a typical operators' activities, split between unaccompanied freight [which ABP notes is generally spread across the day] and accompanied freight [which ABP highlights that this is more focused on sailing times].

Table 2- Extract of working draft TA- 24hr Traffic Profile for HGVs [End User]

	Inbound	Outbound	Total
00:00-01:00	2	1	3
01:00-02:00	2	1	2
02:00-03:00	1	1	2
03:00-04:00	1	1	2
04:00-05:00	1	3	4
05:00-06:00	3	9	12
06:00-07:00	12	22	33
07:00-08:00	19	32	50
08:00-09:00	26	25	51
09:00-10:00	31	221	252
10:00-11:00	36	90	125
11:00-12:00	41	73	114
12:00-13:00	44	74	117
13:00-14:00	50	79	129
14:00-15:00	63	70	133
15:00-16:00	90	63	153
16:00-17:00	107	62	168
17:00-18:00	121	52	173
18:00-19:00	145	41	186
19:00-20:00	128	29	157
20:00-21:00	38	16	54
21:00-22:00	6	6	12
22:00-23:00	3	2	5
23:00-24:00	2	1	3

*numbers have been rounded

JSJV previously had reservations between the end user profile presented and the arrival / departure profile based on the Port of Immingham profile. JSJV requested that

evidence be provided for review that shows what the '*typical operators activities'* arrival / departure profile is based on.

In response, DTA has presented existing operator data based on Gate Records Data from January 2021 - August 2021. An extract is shown in **Table 3**.

Table 3- Extract of working draft TA- Existing Operator Data [From Gate Records data]

Hour	Check-in Time				Exit Time			
	Accompanied		Unaccompanied		Accompanied		Unaccompanied	
00:00-01:00	0	0%	180	0%	0	0%	71	0%
01:00-02:00	0	0%	110	0%	0	0%	68	0%
02:00-03:00	1	0%	86	0%	0	0%	50	0%
03:00-04:00	1	0%	99	0%	0	0%	51	0%
04:00-05:00	2	0%	103	0%	0	0%	192	0%
05:00-06:00	3	0%	251	0%	0	0%	600	1%
06:00-07:00	3	0%	848	2%	6	0%	1,502	3%
07:00-08:00	0	0%	1,382	3%	208	1%	1,970	4%
08:00-09:00	4	0%	1,922	4%	193	1%	1,526	3%
09:00-10:00	9	0%	2,228	4%	13,510	70%	1,728	4%
10:00-11:00	30	0%	2,575	5%	3,635	19%	2,556	5%
11:00-12:00	35	0%	2,953	6%	681	4%	4,340	9%
12:00-13:00	94	0%	3,120	6%	362	2%	4,705	10%
13:00-14:00	211	1%	3,445	7%	2,227	1%	5,194	11%
14:00-15:00	630	3%	4,008	8%	196	1%	4,614	10%
15:00-16:00	1,319	6%	5,296	10%	144	1%	4,185	9%
16:00-17:00	1,940	10%	5,871	12%	86	0%	4,158	9%
17:00-18:00	3,007	15%	5,848	12%	55	0%	3,557	7%
18:00-19:00	4,881	24%	5,713	11%	38	0%	2,818	6%
19:00-20:00	6,414	31%	2,953	6%	31	0%	1,962	4%
20:00-21:00	1,816	9%	972	2%	17	0%	1,101	2%
21:00-22:00	11	0%	453	1%	17	0%	597	1%
22:00-23:00	0	0%	217	0%	6	0%	139	0%
23:00-24:00	1	0%	162	0%	0	0%	78	0%

The existing HGV delivery profile accords with the estimated 24hr traffic generation summary based on end user profile presented in **Table 2**. JSJV agree that the use of existing HGV delivery profile data provides a reasonable indication of the variation in daily traffic generation.

Peak hour identification

DTA previously considered traffic survey data within the local highway and used the AM peak of 07:00-08:00 and the PM peak of 17:00-18:00. In TM01, JSJV requested that the peak hour is investigated, specifically considering the SRN to ensure that the peak hour selected is considered robust.

In response, DTA has presented an assessment of network peak hour to confirm the peak hours. An extract of this analysis is shown in **Table 4**.

Table 4- Extract of working draft TA- Peak Hour Analysis

Survey Location		AM Peak	PM Peak
Queens Road	Northwestbound	08:00-09:00	16:00-17:00
	Southeastbound	07:00-08:00	13:00-14:00
Humber Road (N of security)	Eastbound	06:00-07:00	16:00-17:00
	Westbound	07:00-08:00	16:00-17:00
Humber Road (S of security)	Eastbound	07:00-08:00	14:00-15:00
	Westbound	10:00-11:00	16:00-17:00
East Gate	Northbound	07:00-08:00	13:00-14:00
	Southbound	08:00-09:00	16:00-17:00
A1173 (N of Kiln Lane)	Northbound	07:00-08:00	14:00-15:00
	Southbound	07:00-08:00	16:00-17:00
A1173 (N of Kings Road)	Northbound	07:00-08:00	16:00-17:00
	Southbound	08:00-09:00	16:00-17:00
Manby Road	Northbound	07:00-08:00	16:00-17:00
	Southbound	06:00-09:00	16:00-17:00
A180/ A160		07:00-08:00	16:00-17:00
A160/ Laceby Road/ Habrough Road/ East Halton Road		07:00-08:00	16:15-17:15
A160/ Humber Road/ Manby Road		07:00-08:00	16:00-17:00
Humber Road/ Kesper Road		07:00-09:00	16:00-17:00
A180/ A1173		07:30-08:30	16:15-17:15
A1173/ Kiln Lane		07:30-08:30	16:15-17:15
A1173/ Kings Road		07:15-08:15	16:00-17:00
Queens Road/ Laporte Road		07:30-08:00	16:15-17:15
Laporte Road/ Kiln Lane/ Nelson Way		07:15-08:15	16:00-17:00

The traffic surveys undertaken on the local highway network show that the majority of the local roads have observable peak hours of 07:00-08:00 in the AM, and 16:00-17:00 in the PM. Consequently, DTA has adjusted the identified highway peaks that have been adopted in the capacity assessments [07:00-08:00 and 16:00-17:00]. As the identified network peak hours coincide with the A180 / A160 peaks, JSJV consider this adjustment to appropriate given the data provided.

Light vehicles

JSJV previously agreed with DTAs approach to distribute light vehicles. Light vehicle traffic is distributed using the 2011 Census Journey to Work data for the Middle Super Output Area [MSOA] Northeast Lincolnshire 001 which the site is located within.

HGV

The wider distribution for commercial traffic on the strategic road network has been derived using data included within the Base Year Freight Matrices [BYFM] published by the Department for Transport [2012]. The Matrices consist of the number of vehicles per average day between a set of origin-destination zone pairs for a 2006 base year. DTA confirms that these zones are based on all 408 local authority districts, unitary authorities and London Boroughs and point zones for the 88 largest ports, of which the Port of Immingham is one, 5 main freight airports and 56 major concentrations of distribution centres.

JSJV previously stated that, in order to agree with this approach and the resultant light vehicle assignment, a full breakdown of data should be submitted within the TA. JSJV

can confirm that DTA has now included the base data in Annex H. JSJV has reviewed the base data and agree that the approach to wider distribution of commercial traffic on the strategic highway network is appropriate.

DTA has ultimately estimated that 85% of HGV traffic will use East Gate with 15% using West Gate. JSJV note that this distribution has also been provisionally agreed to by NELC.

Committed development

Committed development has been agreed with NELC. JSJV can confirm that this has not materially changed since the previous iteration of the TA.

Junction capacity assessment

Assessment scenarios

Considering the scenarios presented within the capacity assessment, DTA has presented the following:

- 2021 Base;
- 2025 Base;
- 2025 Base + Committed;
- 2025 Base + Committed + Development;
- 2032 Base;
- 2032 Base + Committed; and
- 2032 Base + Committed + Development.

Considering the assessment scenarios presented, JSJV confirm that the operational analysis of the SRN is in accordance with the criteria set out in Circular 02/2013.

JSJV acknowledge that from the SR submitted in September 2021, the estimated construction timescales have been estimated to commence in Summer 2023 and are expected to have been largely completed by mid-2025.

Assessment study area

JSJV note that four junctions within the study area considered by DTA are National Highways infrastructure as shown in **Figure 4**.

Figure 4: Strategic Road Network junctions within study area

JSJV has considered the capacity assessment provided for the following SRN junctions:

- A160/ Humber Road/ Manby Road Roundabout [Manby Roundabout];
- Brocklesby Interchange [A180 / A160];
- Stallingborough Interchange [A180 / A1173]; and
- A160/ Ulceby Road/ Habrough Road/ East Halton Road Roundabout [Habrough Roundabout].

In addition, JSJV note that the DTA assessment considers the configuration of the slip road merge and diverge arrangements. DTA has provided draft merge / diverge assessments on the A180/ A1173 Interchange and the A160/ A180 Interchange [Brocklesby Interchange] have been undertaken in accordance with the requirements set out within the Design Manual for Roads and Bridges [DMRB] CD122 'Geometric design of grade separated junctions.'

Queue length validation

JSJV previously noted that there was no mention of queue length calibration within the draft TA. To ensure a representative assessment is undertaken within the TA, JSJV requested full details be provided of ARCADY model validation, including the methodology undertaken to derive queue lengths and resultant impacts on the capacity assessment. In response, DTA confirms that the baseline modelling has been checked against the queues in Annex BD2 of the TA and "*have been appropriately validated".* JSJV has undertaken a review using the queue lengths presented in the TA and agree that the '2021 Base' assessment scenario accords with the observed queue lengths at Manby Roundabout, Brocklesby Interchange, Stallingborough Interchange and at Habrough Roundabout.

Junctions 10 geometric parameters

DTA has used the ARCADY module of Junctions10 to provide an assessment of the operation of the junctions included within the study area.

DTA has provided an associated AutoCAD file to JSJV that contains Junctions 10 geometric parameters, JSJV has extracted the geometries and included an extract of each junction within **Figure 5** to **Figure 8.**

Figure 5: Manby Roundabout Geometric Parameters [DTA Drawing 23325]

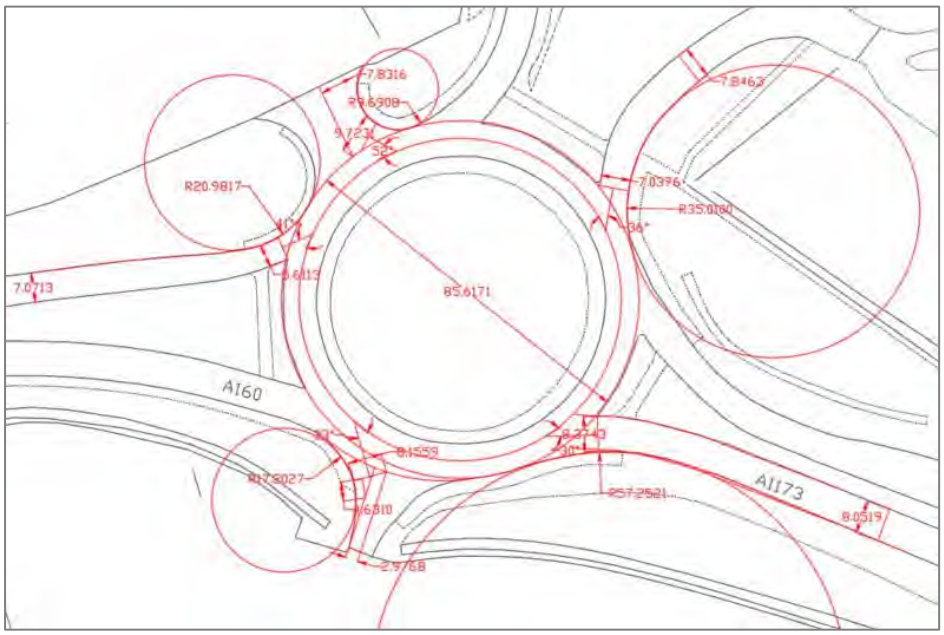


Figure 6: Brocklesby Interchange Geometric Parameters [DTA Drawing 23325]

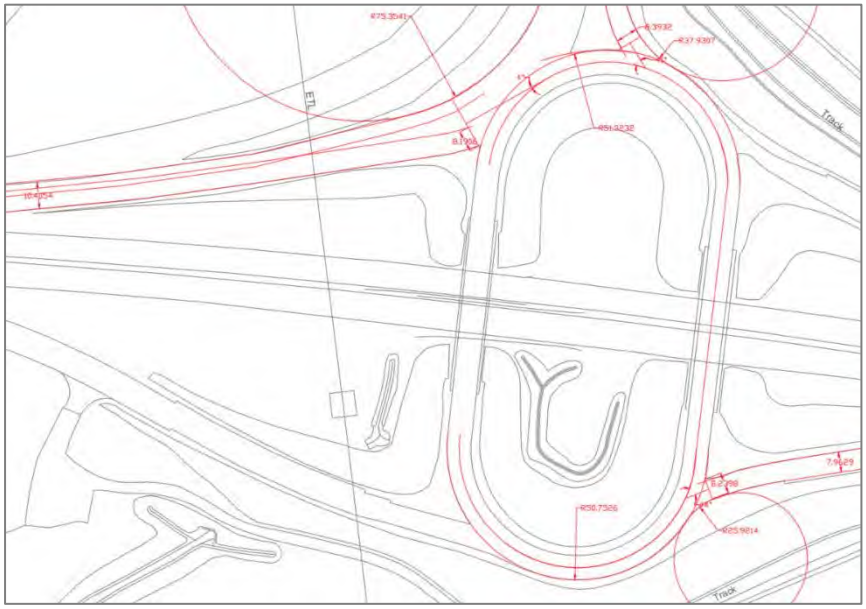


Figure 7: Stallingborough Interchange Geometric Parameters [DTA Drawing 23325]

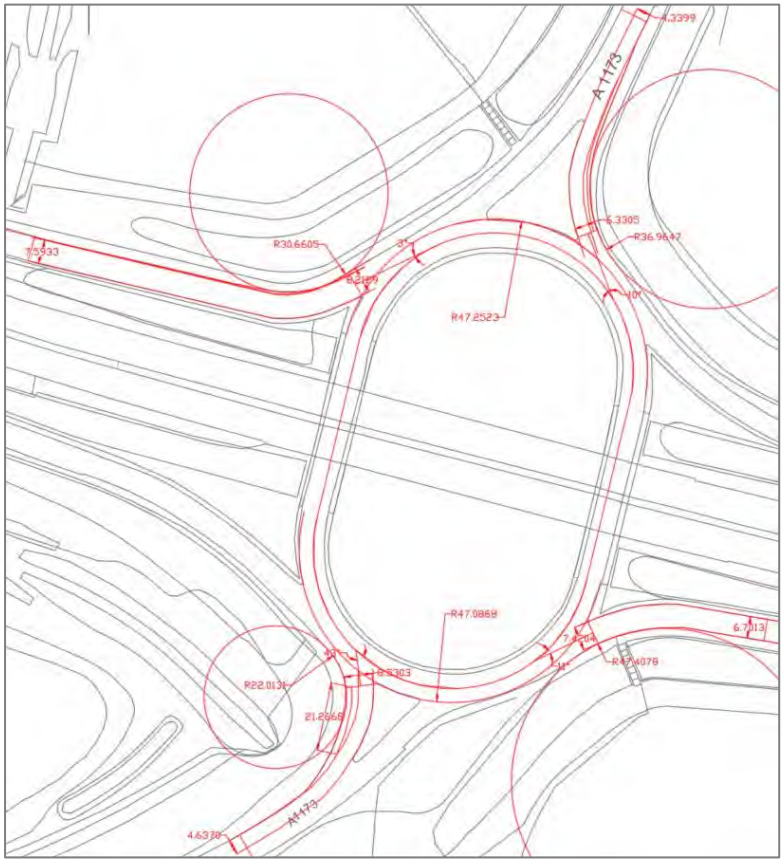
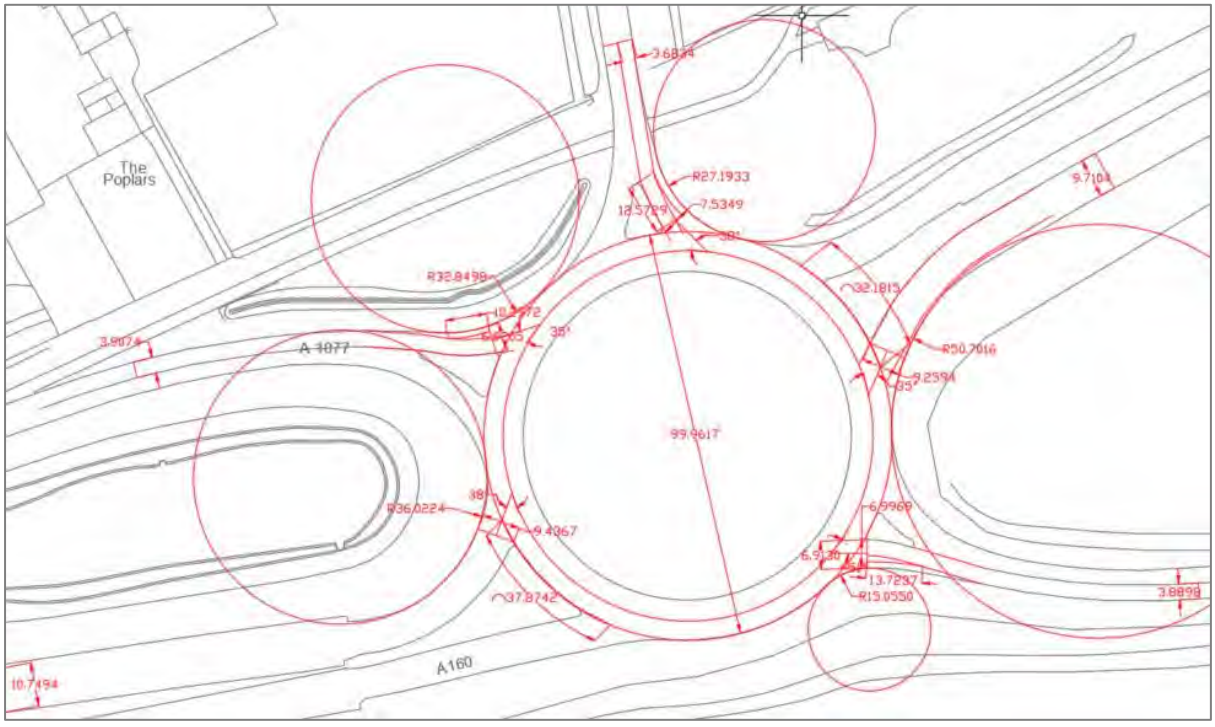


Figure 8: Habrough Roundabout Geometric Parameters [DTA Drawing 23325]



JSJV previously reviewed the geometric parameters used within the capacity assessment and maintain agreement with the entry width, approach width, effective flare length, entry radius, entry conflict angle and inscribed circle diameter for each of the capacity assessment models. These geometries remain unchanged from the previous iteration.

In summary, JSJV agree with the Junctions 10 geometric parameters and the associated queue validation and JSJV consider the SRN capacity assessment models generally provide an accurate representation of the operation of the SRN junctions. However, to fully satisfy JSJV in terms of operational assessment, it is requested that full details be provided, with supporting evidence, substantiating the assumption of 150 employee trips arrivals / departures as stated within the trip generation section of the TA.

Capacity assessment results

JSJV has reviewed the results from the capacity assessment provided in Annex K of the TA. The results confirm that for all of the SRN junctions assessed, with regards to the maximum reported RFC and estimated traffic queues during the most onerous scenarios at Manby Roundabout, Brocklesby Interchange, Stallingborough Interchange or Habrough Roundabout, the impacts are marginal and unlikely to result in a material impact. JSJV however refer to previous comments regarding the requirement to determine employee trips arrivals / departures to agree with the capacity assessment results.

Merge / diverge assessment results

DTA has undertaken merge / diverge assessments on the A180 / A1173 Interchange and the A160 / A180 interchange in accordance with the guidance within Design Manual for Roads and Bridges (DMRB) CD122 'Geometric design of grade separated junctions'.

JSJV would highlight that in accordance with the requirements set out in Circular 02/2013 and Planning Practice Guidance, the opening year of the development should be used to assess whether mitigation is required.

A180 / A1173 Interchange

At present, both eastbound and westbound merge slip road and both diverge slip roads at the A180 / A1173 Interchange exist as '**Layout A**' geometry with two lanes up and downstream on the mainline.

Eastbound merge

The 2019, 2025 and 2032 'no-development scenario' flows for the eastbound merge in both the AM and PM peaks require a '**Layout D'** with 1 lane upstream and 2 lanes downstream on the mainline.

The 2025 and 2032 'plus committed and development' scenario in the PM peak require a **Layout E** with 1 lane upstream and 2 lanes downstream on the mainline.

Notwithstanding the mainline lanes, from the eastbound merge assessment presented for the A180 / A1173 Interchange, the proposed development would result in the need for a layout step change from Layout D to Layout E.

Westbound merge

The 2019, 2025 and 2032 'no-development scenario' flows for the westbound merge in both the AM and the PM peak require a **Layout D** with 1 lane upstream and 2 lanes downstream on the mainline.

The 2019, 2025 and 2032 'plus committed and development' scenarios in the AM and the PM peak also require a **Layout D** with 1 lane upstream and 2 lanes downstream on the mainline

The proposed development does not trigger the need to alter the layout of the westbound merge slip road.

Eastbound diverge

The 2019, 2025 and 2032 'no-development scenario' flows for the eastbound diverge in both the AM and the PM peaks require a **Layout A** with 1 lane upstream and downstream on the mainline.

The addition of the proposed development in the 2019, 2025 and 2032 'plus committed and development' scenarios in the AM peak requires a **Layout C** with 1 lane downstream and 2 lanes upstream on the mainline.

The 2019, 2025 and 2032 'plus committed and development' scenarios in the PM peak require a **Layout A** with 1 lane upstream and 2 lanes downstream on the mainline.

Notwithstanding the mainline lanes, from the eastbound diverge assessment presented for the A180 / A1173 Interchange, the proposed development would result in the need for a layout step change from **Layout A** to **Layout C**.

Westbound diverge

The 2019, 2025 and 2032 'no-development scenario' flows for the westbound diverge in both the AM and the PM peak require a **Layout A** with 1 lane upstream and 2 lanes downstream on the mainline.

The 2019, 2025 and 2032 'plus committed and development' scenarios in the AM peak requires a **Layout C** with 1 lane downstream and 2 lanes upstream on the mainline with the PM peak, requiring a **Layout A** with 1 lane upstream and downstream on the mainline.

Notwithstanding the mainline lanes, from the westbound diverge assessment presented for the A180 / A1173 Interchange, the proposed development would result in the need for a layout step change from **Layout A** to **Layout C**.

JSJV has tabulated the outcomes from the merge / diverge assessment as shown in **Table 5.**

Table 5- Merge / Diverge Assessment A180 / A1173 Interchange

Facility	Direction	Scenario	Scenario	
			AM Peak Hour	PM Peak Hour
Merge	Eastbound	Existing Facililty	Layout A- 2 / 2	
		2025 Base	Layout D- 1 / 2	Layout D- 1 / 2
		2025 With Development	Layout E- 1 / 2	Layout E- 1 / 2
	Westbound	Existing Facililty	Layout A- 2 / 2	
		2025 Base	Layout D- 1 / 2	Layout D- 1 / 2
		2025 With Development	Layout D- 1 / 2	Layout D- 1 / 2
Diverge	Eastbound	Existing Facililty	Layout A- 2 / 2	
		2025 Base	Layout A- 1 / 1	Layout A- 1 / 1
		2025 With Development	Layout C- 1 / 2	Layout A- 1 / 2
	Westbound	Existing Facililty	Layout A- 2 / 2	
		2025 Base	Layout A- 1 / 2	Layout A- 1 / 2
		2025 With Development	Layout C- 1 / 2	Layout A- 1 / 2

Clearly the A180 / A1173 Interchange merge / diverge assessments show a need for upgrade with a step change indication triggered by the proposed development at the

eastbound merge, eastbound diverge and westbound diverge. The step change refers to the merge / diverge geometry. Further analysis is required in this regard and JSJV do not agree with DTAs arguments relating to the acceptability of '*Layout A with two lanes up and downstream on the mainline*' for the merge / diverge slip roads identified.

A160/ A180 Interchange

At present, both merge slip road and both diverge slip roads at the A160 / A180 Interchange exist as **Layout A** with two lanes up and downstream on the mainline.

Eastbound merge

The 2019, 2025 and 2032 'no-development scenario' flows for the eastbound merge in both the AM and the PM peak require a **Layout D** with 1 lane upstream and 2 lanes downstream on the mainline.

The 2019, 2025 and 2032 'plus committed and development' scenarios in the AM and the PM peak also require a **Layout D** with 1 lane upstream and 2 lanes downstream on the mainline.

The proposed development does not trigger the need to alter the layout of the eastbound merge slip road.

Westbound merge

The 2019, 2025 and 2032 'no-development scenario' flows for the westbound merge in both the AM and the PM peak require a **Layout D** with 1 lane upstream and 2 lanes downstream on the mainline.

The 2019, 2025 and 2032 'plus committed and development' scenarios in the AM and the PM peak also require a **Layout D** with 1 lane upstream and 2 lanes downstream on the mainline.

The proposed development does not trigger the need to alter the layout of the westbound merge slip road.

Eastbound diverge

The 2019, 2025 and 2032 'no-development scenario' flows for the eastbound diverge in the AM peak requires a **Layout C** with 1 lane downstream and 2 lanes upstream on the mainline with the PM peak, requiring a **Layout A** with 1 lane upstream and downstream on the mainline.

The 2019, 2025 and 2032 'plus committed and development' scenarios in both the AM and the PM peak require a **Layout C** with 1 lane upstream and 2 lanes downstream on the mainline.

Notwithstanding the mainline lanes, from the eastbound diverge assessment presented for the A160/ A180 Interchange, the proposed development would result in the need for a layout step change from **Layout A** to **Layout C**.

Westbound diverge

The 2019, 2025 and 2032 'no-development scenario' flows for the westbound diverge in both the AM and the PM peak require a **Layout A** with 1 lane upstream and 2 lanes downstream on the mainline.

The 2019, 2025 and 2032 'plus committed and development' scenarios in both the AM and the PM peak require a **Layout C** with 1 lane upstream and 2 lanes downstream on the mainline.

Notwithstanding the mainline lanes, from the westbound diverge assessment presented for the A160/ A180 Interchange, the proposed development would result in the need for a layout step change from **Layout A** to **Layout C.**

JSJV has tabulated the outcomes from the merge / diverge assessment as shown in **Table 6.**

Table 6- Merge / Diverge Assessment A160 / A180 Interchange

Facility	Direction	Scenario	Scenario	
			AM Peak Hour	PM Peak Hour
Merge	Eastbound	Existing Facililty	Layout A- 2 / 2	
		2025 Base	Layout D- 1 / 2	Layout D- 1 / 2
		2025 With Development	Layout D- 1 / 2	Layout D- 1 / 2
	Westbound	Existing Facililty	Layout A- 2 / 2	
		2025 Base	Layout D- 1 / 2	Layout D- 1 / 2
		2025 With Development	Layout D- 1 / 2	Layout D- 1 / 2
Diverge	Eastbound	Existing Facililty		
		2025 Base	Layout C- 1 / 2	Layout A- 1 / 1
		2025 With Development	Layout C- 1 / 2	Layout C- 1 / 2
	Westbound	Existing Facililty	Layout A- 2 / 2	
		2025 Base	Layout A- 1 / 2	Layout A- 1 / 2
		2025 With Development	Layout C- 1 / 2	Layout C- 1 / 2

The A160/ A180 Interchange merge / diverge assessments show a need for upgrade with a step change indication triggered by the proposed development at the eastbound diverge and westbound diverge. Further analysis is required in this regard and JSJV do not agree with DTAs arguments relating to the acceptability of '*Layout A with two lanes up and downstream on the mainline*' for the merge / diverge slip roads identified. DTAs analysis appears to assess singularly the number of lanes on the mainline and not the merge / diverge geometries as stipulated in CD122 'Geometric design of grade separated junctions'.

Travel Plan

It is noted that DTA has provided a Framework Travel Plan [TP] within the latest iteration of documents submitted, to be achieved over a five-year implementation period.

The TP sets an initial 10% mode shift reduction target in car use for employees against the baseline mode share of 79.8%. JSJV agree with this target. JSJV note that it is stated that the base mode share for the site and associated car driver target will be reviewed within three months of first occupation.

JSJV also note that the TP outlines the responsibilities of the different parties involved with regards to implementing and monitoring the TP.

An extract of the TP measures to be implemented are shown in **Table 7.**

Table 7- Extract of working draft TA- Travel Plan Measures

Preliminary Design Feature	Description
Pedestrian and Cycle Access	Pedestrian and cycle access is being developed on site, separately to this proposed development.
Cycle Parking	Cycle parking will be provided on site, located near to the main entrance points of buildings, and will be covered and secure.
Public Transport	A footway between the bus stop on Laporte Road and the proposed development will be provided as part of the proposals. This will allow safe access to public transport.
Detailed Design Feature	
Car Share Spaces	Consideration will be given to providing allocated car parking for car-sharers. These would be provided in a priority location and reviewed as part of the Travel Plan implementation.
Electric Charging Points	Electric vehicle charging points are to be provided as part of the development proposals.
Showering/changing Facilities	Shower and changing facilities will be provided on-site to accommodate staff travel by active modes.

According to National Highways guidance set out in '*A guide to working with National Highways on planning matters',* the TP should demonstrate how proposals aim to reduce the amount of private vehicle trips and support sustainable transport. As a result, the JSJV recommend that TP should:

- Explicitly demonstrate how the proposals will reduce the need to travel, especially by car;
- Clearly demonstrate how the proposals will improve accessibility by all modes of travel and influence travel behaviours; and
- Thoroughly assess the likely impact of residual trips [i.e., after measures have been considered].

JSJV would highlight the following deficiencies in the TP:

- A firm financial commitment should be made in the TP with regards to funding for the measures proposed in the short, medium and long term; and
- The TP monitoring strategy should be designed to monitor the level of vehicle trips assumed in the TA- currently, staff mode share is the only factor that is proposed to be monitored.

JSJV previously agreed with NELCs general disagreement with the applications general theme of discouragement of sustainable travel. The TP measures submitted as 'preliminary design features' goes some way to promote sustainable transport. JSJV will liaise with NELC to discuss these matters and consider the acceptability of the TP presented.

Signage Scheme

JSJV acknowledges the Applicant's proposal to amend three existing signs within the SRN. From an initial review of the signage strategy, JSJV will liaise with National Highways and the Council to provide further guidance on the inbound and outbound signage scheme presented.

At this point, JSJV would note that to agree the signage scheme proposed, full design is required and the design would be subject to Stage 1 Road Safety Audit before determination of the application.

To progress matters, DTA should provide details on how the Applicant intends to deliver the signage works.

Summary and Conclusions

Pre-application / Scoping Response – comments are made on the pre-application / scoping in order to assist defining an appropriate assessment of the Strategic Road Network.

A summary of our comments for the preparation of the TA and TP documents is detailed below:

- Given the scale of the proposed development and its proximity to the Strategic Road Network, JSJV suggest that a construction traffic management plan [CTMP] should be recommended as a condition associated with the planning permission if granted. National Highways should approve the CTMP and CWTP documents prior to commencement of works.
- Whilst JSJV appreciate the current restrictions on passenger numbers enforced by the port, to satisfy National Highways by means of an enforceable restrictive limit that can be relied on in perpetuity. JSJV / National Highways will explore the suitability of the potential for a restrictive condition to be applied to the passenger transport proposals;
- JSJV would request that full details be provided, with supporting evidence, substantiating the assumption of 150 employee trips arrivals / departures; and
- DTAs analysis appears to assess only the number of lanes on the mainline and not the merge / diverge geometries as stipulated in CD122 'Geometric design of grade separated junctions'. The A160/ A180 Interchange and A180 / A1173 Interchange merge / diverge assessments ultimately show a need for upgrade with a step change indication triggered by traffic generation from the proposed development. JSJV do not agree with the DTA comment relating to the acceptability of '*Layout A with two lanes up and downstream on the mainline*' for the merge / diverge slip roads identified at both junctions of concern.

Annex C

Both marine and terrestrial archaeology have been identified and have been 'scoped in' in this assessment.

For Clarity;

The information in the heritage assessment/EIA needs to provide sufficient evidence to understand the impact of the proposal on the significance of any heritage assets and their settings, sufficient to meet the requirements of paragraph 194 of the National Planning Policy Framework (NPPF).

The National Planning Policy Framework states that 'Where a site on which development is proposed includes or has the potential to include heritage assets with archaeological interest, local planning authorities should require developers to submit an appropriate desk-based assessment and, where necessary, a field evaluation' (para 194).

We would expect the EIA to contain a full archaeological evaluation report which explores in the first place non-intrusive evaluation of the site, and, if this suggests that further information is required we would expect intrusive evaluation in the form of trial trenching to further inform the heritage impact statement as to presence/absence/ location, depth, survival and significance of any remains. This should inform a suitable mitigation strategy for the impact.

In addition to the underground remains we would expect a report on the potential impact on the historic landscape. North East Lincolnshire has had Historic Landscape Characterisation undertaken and this should be consulted.

Regarding setting issues, potential impacts on the settings and significance of designated and non-designated heritage assets which would experience visual change should be evidenced using accurate visual representations. Viewpoints, including views of, from, and across heritage asset receptors as well as general intervisibility, all have historic context and need to be assessed properly to determine the contribution of the setting of the heritage asset and the potential impact upon it by development or proposed mitigation measures.

The NPPF states that 'Any harm to, or loss of, the significance of a designated heritage asset (from its alteration or destruction or from development within its setting), should require clear and convincing justification. ' (para200) and also ' the effect of an application on the significance of a non-designated heritage asset should be taken into account in determining the application.' (para 203)

The Environmental Impact Assessment should contain sufficient information to enable an informed planning decision to be made.

Louise

Louise Jennings

Heritage Officer

Development Management Services

Places & Communities North – NEL

[redacted]@nelincs.gov.uk

[redacted]

[redacted]

I can confirm that I'm happy with it. My interest will lie in the HRA, but protected species and habitats outside of the qualifying features of the Humber Estuary designation have been dealt with here.

Thanks

Rachel

Rachel Graham

NELC Ecologist

I have looked at the document and from a landscape prospective I have no concerns about it. Given the location of the docks and the proposal the impact on the landscape character are very low on the priority list.

Regards

Paul A Chaplin

Trees and Woodland Officer

Development Manageemnt Services

Places & Communities – NEL

[redacted]@nelincs.gov.uk

[redacted]

[redacted]

I can confirm I am content with the scoping.

Kind regards

Lara

Lara Hattle

Highways & Transport Planner

Highway Assets

Good Morning Richard

Having reviewed the AQ section of the scoping request, everything we'd expect to be covered within the proposed Air Quality Assessment is included.

Kind Regards

Louisa

Louisa Hewett, Environmental Protection Officer, North East Lincolnshire Council

Doughty Road, Grimsby, DN32 0LL

From: [redacted]
To:
Subject: RE: 23325 - Proposed Ro-Ro Facility at Immingham Confidential
Date: 17 June 2022 15:06:49
Attachments: Eastgate Google Route.png
Eastgate Route B.png
Eastgate Route A.png

Hi Lara,

I've had a look at these and provide the following:

- Consider use of a sensitivity test for bus construction days; what is the variance from 70 two-way HGV movements this would generate? (5.1.3)
- Confirm local network peak times against observed data. Traffic patterns can be unusual around the docks due to external factors and unusual shift patterns. Evidence requires of assumed peaks.
- Generally agree with the 85 / 15 split for access.
- I've attached three files, two of which are the 'obvious' route choices to get from eastgate to the A180 westbound. The third is Google's advised route. My concern here is that the route past Pelham Road / Kings Road roundabout is the shortest distance of the three, and depending on a drivers' SATNAV setting, this might be the preferred route. This has potential implications to the AQMA, which was revoked a few years ago following the Council's major highways scheme to deliver a new A18 – A180 link road and prevent HGVs from traversing the Kings Road / Pelham Road roundabout. Need to see strong evidence that this route will be discouraged as strongly as possible. Consultation with the Council's environmental team and potentially DEFRA required regarding this issue.
- I note that the approved c.525 dwelling development on Stallingborough Road, Immingham, has been missed from the committed development list
- I note that the A1173 / SHJIIP roundabout has been missed from the junction assessments list, although the development has been included in Com Dev. The roundabout should be assessed, as this proposal has the potential to have a significant impact on the Council's flagship industrial estate.
- Would like to request access to the traffic models used for Kings Road / A1173, A1173 / Kiln Lane, and SHIIP once completed.
- I note from the traffic modelling outcomes that the A1173 / Kiln Lane roundabout exceeds .85 RFC (subject to model checks). I would be more comfortable with the proposed 'no mitigation required' suggestion if sustainable travel credentials where improved.

I note the general theme of discouragement of sustainable travel and would actually see this application (as it is substantial in nature) to consider modernising the portside area to be accessible to sustainable modes. Actively discouraging access by bicycle or on foot is not consistent with modern good practise. The entire portside area, owned in full by the applicant, has the potential for excellent active travel links with Immingham, and consideration should be given to a change in policy and infrastructure to enable this as part of this proposal.

Happy to discuss further.

Kind regards,
Mark

Mark Gibbons
Major Transport Projects Manager
Highways and Transport
Places & Communities North – NEL
[redacted]@nelincs.gov.uk
[redacted]

[redacted]

NEW OXFORD HOUSE, GEORGE STREET
Grimsby, North East Lincolnshire, DN31 1HB

From: Lara Hattle (EQUANS)[redacted]@nelincs.gov.uk>
Sent: 17 June 2022 09:20
To: Mark Gibbons (EQUANS)[redacted]@nelincs.gov.uk>
Subject: FW: 23325 - Proposed Ro-Ro Facility at Immingham Confidential

Hi Mark,

Following my email last week this is a further report on the junction modelling.

Will you be able to come back to me by next week? They are submitting to Government shortly so have asked for my response by the 27th June.

Many thanks
Lara

Lara Hattle
Senior Highways Development Control Officer
Highway Assets
Places & Communities – NEL
[redacted]@nelincs.gov.uk
[redacted]

[redacted]

New Oxford House
George Street
Grimsby, North East Lincolnshire DN31 1HB

From: Simon Tucker [redacted]@dtatransportation.co.uk>
Sent: 15 June 2022 12:24
To: Lara Hattle (EQUANS) [redacted]@nelincs.gov.uk>; 'Louisa Simpson' [redacted]@northlincs.gov.uk>; 'Geoghegan, Simon' [redacted]@highwaysengland.co.uk>; [redacted]@abports.co.uk' [redacted]@abports.co.uk>
Cc: Rose Tinley [redacted]@dtatransportation.co.uk>; 'Nicola Robinson' [redacted]@abports.co.uk>; 'MANN Harry' [redacted]@systra.com>; 'Greenwood, Brian' [redacted]@clydeco.com>
Subject: 23325 - Proposed Ro-Ro Facility at Immingham Confidential

Hi all,

Thank you for your time last week. As promised I attach:

1. Junction Modelling Report (Appendix F) of the TA will full appendices. The measurements for the junctions are on a single CAD file available here - [redacted]
2. Schematic Signage proposals again for comments.

Perhaps you could all confirm receipt and if you need anything else please let me know.

Kind regards

Simon Tucker

Forester House, Doctors Lane, Henley in Arden, Warwickshire B95 5AW
[redacted]

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From: Simon Tucker
Sent: 31 May 2022 17:52
To: 'Lara Hattle (EQUANS)' [redacted]@nelincs.gov.uk>; 'Louisa Simpson' [redacted]@northlincs.gov.uk>; 'Geoghegan, Simon' [redacted]@highwaysengland.co.uk>; [redacted]@abports.co.uk' [redacted]@abports.co.uk>
Cc: Rose Tinley [redacted]@dtatransportation.co.uk>; 'Nicola Robinson' [redacted]@abports.co.uk>; 'MANN Harry' [redacted]@systra.com>; 'Greenwood, Brian' [redacted]@clydeco.com>
Subject: 23325 - Proposed Ro-Ro Facility at Immingham Confidential

Hi all,

I look forward to seeing you all next Thursday for our meeting. I propose the following agenda.

1. Previous meeting notes (attached).
2. Update on timescales for DCO application.
3. Working Draft TA (attached). I haven't included all the appendices at this stage but do also include:
    a. Committed development (Appendix E)
    b. Junction Modelling Assessments (Appendix F)
    c. Signage Strategy (Appendix I)
4. Next steps and next meeting.

Kind regards

Simon Tucker

Forester House, Doctors Lane, Henley in Arden, Warwickshire B95 5AW
[redacted]

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Annex D

FW: Planning Application CON/SCO/2021/4

Louisa Simpson

Tue 05/10/2021 15:45

To:Andrew Law <[redacted]@northlincs.gov.uk>;

Cc:Planning <Planning@northlincs.gov.uk>; Highwaydevelopment <Highwaydevelopment@northlincs.gov.uk>;

Hi Andy,

I am happy with the proposed approach to assessing the Traffic and Transport impacts identified in the EIA Scoping Note.

Kind regards

Louisa Simpson
Highway Development Services Team Leader
Assets & Infrastructure
North Lincolnshire Council

From: planningapplications <planningapplications@northlincs.gov.uk>
Sent: 30 September 2021 10:56
To: Highwaydevelopment <Highwaydevelopment@northlincs.gov.uk>
Subject: Planning Application CON/SCO/2021/4

Dear Sir/Madam,

Application No:	CON/SCO/2021/4
Proposal:	EIA Scoping request for a proposed roll-on/roll-off facility including marine works
Site Location:	Associated British Ports, Immingham Eastern Ro-Ro Terminal
Applicant:	Associated British Ports
Case Officer:	Andrew Law

Your views are requested on the above consultation. You can view the associated documents directly on the web site by selecting the following link:

http://infrastructure.planninginspectorate.gov.uk/document/TR030007-000009

Any comments should reach me no later than **7 October 2021**. In the meantime if you have any queries about the proposal these should be directed to the case officer named above.

If you have no objections or comments to make then early notification of this will assist me to deal with the consultation promptly. Any comments you do make will appear on the council's web site.

Development Management

North Lincolnshire Council
Business Development
Church Square House
30-40 High Street

Scunthorpe
DN15 6NL

Tel: 01724 297000
Email: planning@northlincs.gov.uk

Web: www.northlincs.gov.uk

From: [redacted]
To:
Subject: FW: 23325 - Proposed Ro-Ro Facility at Immingham Confidential
Date: 27 June 2022 12:59:08
Attachments: image001.jpg

See below also for review.
Simon

Kind regards

Simon Tucker

Forester House, Doctors Lane, Henley in Arden, Warwickshire B95 5AW
[redacted]

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From: Louisa Simpson[redacted]@northlincs.gov.uk>
Sent: 24 June 2022 14:46
To: Simon Tucker[redacted]@dtatransportation.co.uk>
Subject: RE: 23325 - Proposed Ro-Ro Facility at Immingham Confidential

Hi Simon,

My comments are:

- 2.8.1 – an addendum to the Publication Draft of the Local Plan is currently being consulted on, with a closing date of 11th July 2022.
- 5.1 – presumably a Construction Phase Traffic Management Plan, will be produced prior to works starting. Will you be looking to agree preferred routes to site for HGV movements as part of this? I understand that the average movements will be 70 loads (or 140 two-way movements) a day, is any information available on the worst case scenario of expected load movements, and the length of time this could last for.
- 5.4.2 – can you provide the traffic data to support this please as the pm peak in the area used to be widely accepted as 16:00 – 17:00.
- 5.5.9 – agree with the suggested split
- 6.1 – has the Able Logistics Park been included as a committed development (PA/2009/0600 | North Lincolnshire Planning Portal (northlincs.gov.uk))? If it has been dismissed, it would be useful to understand why?

Kind regards

Louisa Simpson
Highway Development Services Team Leader
Economy & Environment
North Lincolnshire Council

From: Simon Tucker [redacted]@dtatransportation.co.uk>
Sent: 31 May 2022 17:52
To: 'Lara Hattle (EQUANS)' [redacted]@nelincs.gov.uk>; Louisa Simpson [redacted]@northlincs.gov.uk>; 'Geoghegan, Simon' [redacted]@highwaysengland.co.uk>; '[redacted]@abports.co.uk' [redacted]@abports.co.uk>
Cc: Rose Tinley [redacted]@dtatransportation.co.uk>; 'Nicola Robinson' [redacted]@abports.co.uk>; 'MANN Harry' [redacted]@systra.com>; 'Greenwood, Brian' [redacted]@clydeco.com>
Subject: 23325 - Proposed Ro-Ro Facility at Immingham Confidential

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1. Previous meeting notes (attached).
2. Update on timescales for DCO application.
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    a. Committed development (Appendix E)
    b. Junction Modelling Assessments (Appendix F)
    c. Signage Strategy (Appendix I)
4. Next steps and next meeting.

Kind regards

Simon Tucker

Forester House, Doctors Lane, Henley in Arden, Warwickshire B95 5AW
[redacted]

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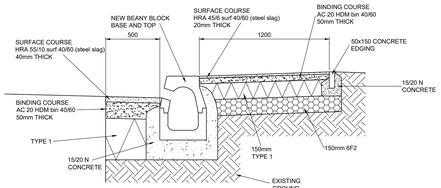
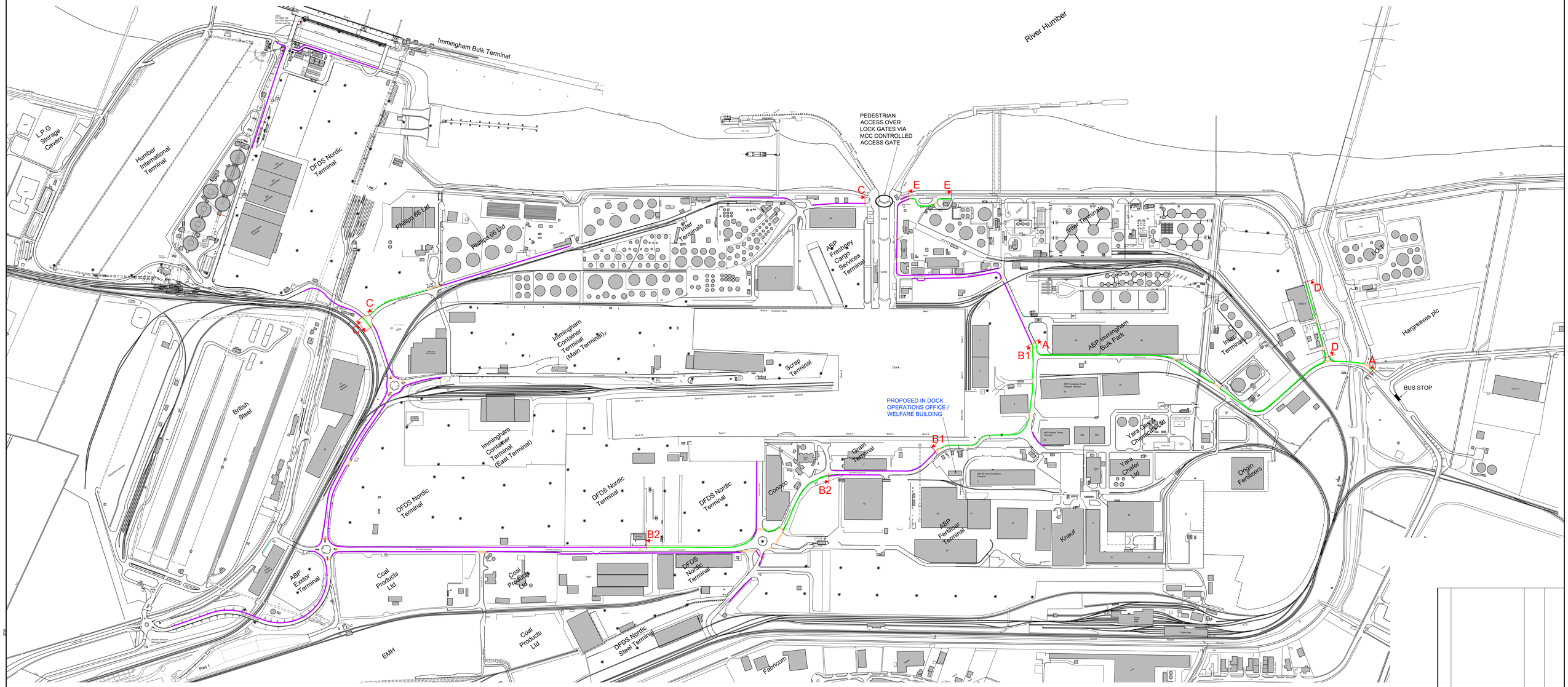
workplace.

Annex E



CROSS SECTION OF PROPOSED FOOTPATH CONSTRUCTION

SCALE 1:20



PEDESTRIAN ROUTES

Ref	Priority	Route	Length (m)	No. Crossings
A	1	East Gate - Seaman's Mission / Lock Head / Jetties / Port Office (Bus Stop)	965	5
B(1&2)	2	Western Access Road - Seaman's Mission etc.	965	6
C	3	West Riverside Road - improved pedestrian safety for staff at businesses - not part of a link.	727	3
D	4	East Riverside - Shed 6 - Limit to East Gate Bus Stop	205	2
E	5	Marine Control Centre - Casper Shipping	120	2

NOTES

1 The purpose of the majority of the routes identified are to provide inter connectivity access for bus users to the lead in jetties, Seaman's mission and various Terminals / Businesses.

2 Route C has been identified to improve inter connectivity for pedestrians walking between the terminal accesses on West Riverside.

3 Ship's crew generally use the Seaman's Mission Bus and then walk to the East Gate bus stop to travel off site.

4 Access to various customers terminals / businesses - Part of the Western Entrance Improvements.

5 Access from the Bus Stop at East gate to various businesses / terminals provided by section A works to be completed as the first section of works.

NOTES:

- Existing Footways
- Proposed Footways
- Proposed Footways provisional route
- Road crossings

EXISTING SERVICES NOT SHOWN FOR CLARITY

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This drawing is not to be scaled.

Rev.	Description	Date	Drawn
-	-	-	-

ASSOCIATED BRITISH PORTS
HUMBER Engineering Department

Location: PORT OF IMMINGHAM

Title: EXISTING FOOTPATHS
SITE OVERVIEW

Drawn	M. Wong	Date	April 17
Checked	-		
Approved Projects Manager	-	Scale	1:3500 @ A0
Correspondence Ref.	-		
Contract Drawing No.	-	Drawing No.	18/G/45
		Revision	040 -

Annex F

Traffic Assumptions = Construction

	Total	Unit	per Load	Loads	Moves	Average Daily Movement
Steel piles	7700	tonnes	20	385	770	
RMC	30000	m3	8	3750	7500	
Concrete precast	7500	m3	8	938	1875	
Reinforce	25000	tonnes	20	1250	2500	
Steel buildings	6000	tonnes	20	300	600	
Aggs	60000	m3	8	7500	15000	
Sand	150000	m3	8	18750	37500	
Blocks	0	tonnes	18	0	0	
Ashpalt	81000	tonnes	8	10125	20250	
					85995	200
					AAWT	200
					AADT	158
Time	21	months				
	78	weeks				
Working	5.5	ays per week				
Days wokring	429					
Total Days	546					

Annex G

Residence	All categories: Method of travel to work	Work mainly at or from	Underground, metro, light rail, tram	Train	Bus, minibus or coach	Taxi	Motorcycle, scooter or moped	Driving a car or van	Passenger in a car or van	Bicycle	On foot	Other method of travel to work
Enfield 020	1	0	0	0	0	0	0	1	0	0	0	0
Waltham Forest 024	1	0	0	1	0	0	0	0	0	0	0	0
Bolton 023	1	0	0	0	0	0	0	1	0	0	0	0
Bury 004	1	0	0	0	0	0	0	1	0	0	0	0
Bury 012	1	0	0	0	0	0	0	1	0	0	0	0
Tameside 024	1	0	0	0	0	0	0	1	0	0	0	0
Trafford 017	1	0	0	0	0	0	0	0	1	0	0	0
Wigan 030	1	0	0	0	0	0	0	1	0	0	0	0
Wigan 040	1	0	0	0	0	0	0	1	0	0	0	0
St. Helens 004	1	0	0	0	0	0	0	1	0	0	0	0
Sefton 006	1	0	0	0	0	0	0	1	0	0	0	0
Sefton 038	1	0	0	0	0	0	0	1	0	0	0	0
Wirral 004	1	0	0	0	0	0	0	1	0	0	0	0
Wirral 022	1	0	0	0	0	0	0	0	1	0	0	0
Wirral 042	1	0	0	0	0	0	0	1	0	0	0	0
Barnsley 009	1	0	0	0	0	0	0	1	0	0	0	0
Barnsley 011	1	0	0	0	0	0	0	1	0	0	0	0
Barnsley 018	1	0	0	0	0	0	0	1	0	0	0	0
Barnsley 019	1	0	0	0	0	0	0	1	0	0	0	0
Barnsley 025	1	0	0	0	0	0	0	1	0	0	0	0
Barnsley 026	2	0	0	0	0	0	0	2	0	0	0	0
Barnsley 029	1	0	0	0	1	0	0	0	0	0	0	0
Barnsley 030	2	0	0	0	0	0	0	2	0	0	0	0
Doncaster 001	1	0	0	0	0	0	0	1	0	0	0	0
Doncaster 003	1	0	0	0	0	0	0	0	0	0	1	0
Doncaster 008	1	0	0	0	0	0	0	1	0	0	0	0
Doncaster 014	1	0	0	0	0	0	0	1	0	0	0	0
Doncaster 015	3	0	0	0	0	0	0	3	0	0	0	0
Doncaster 016	1	0	0	0	0	0	0	1	0	0	0	0
Doncaster 018	1	0	0	0	0	0	0	1	0	0	0	0
Doncaster 022	2	0	0	0	0	0	0	2	0	0	0	0
Doncaster 025	1	0	0	0	0	0	0	1	0	0	0	0
Doncaster 030	1	0	0	0	0	0	0	1	0	0	0	0
Doncaster 031	1	0	0	0	0	0	0	1	0	0	0	0
Rotherham 003	1	0	0	0	0	0	0	0	1	0	0	0
Rotherham 007	1	0	0	0	0	0	0	0	1	0	0	0
Rotherham 011	1	0	0	0	0	0	0	1	0	0	0	0
Rotherham 015	1	0	0	0	0	0	0	1	0	0	0	0
Rotherham 018	1	0	0	0	0	0	0	1	0	0	0	0
Rotherham 019	1	0	0	0	0	0	0	1	0	0	0	0
Rotherham 020	1	0	0	0	0	0	0	1	0	0	0	0
Rotherham 021	1	0	0	0	0	0	0	1	0	0	0	0
Rotherham 029	1	0	0	0	0	0	0	1	0	0	0	0
Rotherham 031	1	0	0	0	0	0	0	1	0	0	0	0
Sheffield 004	1	0	0	0	0	0	0	1	0	0	0	0
Sheffield 014	1	0	0	0	0	0	0	1	0	0	0	0
Sheffield 030	1	0	0	0	0	0	0	1	0	0	0	0
Sheffield 036	3	0	1	0	0	0	0	1	0	0	1	0
Sheffield 046	2	0	0	0	0	0	0	2	0	0	0	0
Sheffield 051	1	0	0	0	0	0	0	1	0	0	0	0
Sheffield 055	1	0	0	0	0	0	0	1	0	0	0	0
Sheffield 063	1	0	0	0	0	0	0	1	0	0	0	0
Sheffield 071	1	0	0	0	1	0	0	0	0	0	0	0
Newcastle upon Tyne 005	1	0	0	0	0	0	0	1	0	0	0	0
North Tyneside 002	1	0	0	0	0	0	0	1	0	0	0	0
South Tyneside 014	1	0	0	0	0	0	0	1	0	0	0	0
South Tyneside 015	1	0	0	0	0	0	0	1	0	0	0	0
South Tyneside 020	2	0	0	0	0	0	0	2	0	0	0	0
Sunderland 007	1	0	0	0	0	0	0	1	0	0	0	0
Birmingham 064	1	0	0	0	0	0	0	1	0	0	0	0
Dudley 011	1	0	0	0	0	0	0	1	0	0	0	0

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Calderdale 019	1	0	0	0	0	0	0	1	0	0	0	0
Leeds 028	2	0	0	0	0	0	0	2	0	0	0	0
Hartlepool 001	1	0	0	0	0	0	0	1	0	0	0	0
Hartlepool 005	3	0	0	0	0	0	0	1	0	0	2	0
Middlesbrough 007	1	0	0	0	0	0	0	1	0	0	0	0
Redcar and Cleveland 012	1	0	0	0	0	0	0	1	0	0	0	0
Stockton-on-Tees 001	2	0	0	0	0	0	0	2	0	0	0	0
Stockton-on-Tees 002	1	0	0	0	0	0	0	1	0	0	0	0
Stockton-on-Tees 005	1	0	0	0	0	0	0	1	0	0	0	0
Stockton-on-Tees 006	1	0	0	0	0	0	0	1	0	0	0	0
Stockton-on-Tees 007	2	0	0	0	0	0	0	0	0	2	0	0
Stockton-on-Tees 011	1	0	0	0	0	0	0	1	0	0	0	0
Stockton-on-Tees 013	1	0	0	0	0	0	0	0	1	0	0	0
Stockton-on-Tees 015	1	0	0	0	0	0	0	1	0	0	0	0
Stockton-on-Tees 021	1	0	0	0	0	0	0	1	0	0	0	0
Stockton-on-Tees 023	1	0	0	0	0	0	0	1	0	0	0	0
Kingston upon Hull 001	7	0	0	0	0	0	0	7	0	0	0	0
Kingston upon Hull 002	2	0	0	0	0	0	0	2	0	0	0	0
Kingston upon Hull 004	4	0	0	0	0	0	0	4	0	0	0	0
Kingston upon Hull 005	4	0	0	0	0	0	1	2	1	0	0	0
Kingston upon Hull 006	4	0	0	0	0	0	0	3	1	0	0	0
Kingston upon Hull 007	2	0	0	0	0	0	0	2	0	0	0	0
Kingston upon Hull 010	3	0	0	0	0	0	0	2	1	0	0	0
Kingston upon Hull 011	1	0	0	0	0	0	0	1	0	0	0	0
Kingston upon Hull 012	2	0	0	0	0	0	0	2	0	0	0	0
Kingston upon Hull 013	2	0	0	0	0	0	0	2	0	0	0	0
Kingston upon Hull 014	4	0	0	0	0	0	0	4	0	0	0	0
Kingston upon Hull 015	1	0	0	0	0	0	0	1	0	0	0	0
Kingston upon Hull 016	4	0	0	1	0	0	0	2	0	1	0	0
Kingston upon Hull 018	1	0	0	0	0	0	0	1	0	0	0	0
Kingston upon Hull 019	5	0	0	0	0	0	0	5	0	0	0	0
Kingston upon Hull 020	4	0	0	0	0	0	0	3	1	0	0	0
Kingston upon Hull 022	2	0	0	0	0	0	0	1	1	0	0	0
Kingston upon Hull 023	2	0	0	0	0	0	0	2	0	0	0	0
Kingston upon Hull 024	2	0	0	0	0	0	0	1	1	0	0	0
Kingston upon Hull 025	6	0	0	0	0	0	0	6	0	0	0	0

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Kingston upon Hull 026	2	0	0	0	0	0	0	2	0	0	0	0
Kingston upon Hull 027	2	0	0	0	0	0	0	2	0	0	0	0
Kingston upon Hull 028	3	0	0	0	0	0	0	3	0	0	0	0
Kingston upon Hull 029	1	0	0	0	0	0	0	1	0	0	0	0
Kingston upon Hull 031	5	0	0	0	0	0	0	5	0	0	0	0
East Riding of Yorkshire 002	1	0	0	0	0	0	0	1	0	0	0	0
East Riding of Yorkshire 005	1	0	0	0	0	0	0	1	0	0	0	0
East Riding of Yorkshire 008	1	0	0	0	0	0	0	1	0	0	0	0
East Riding of Yorkshire 011	1	0	0	0	0	0	0	1	0	0	0	0
East Riding of Yorkshire 014	2	0	0	0	0	0	0	2	0	0	0	0
East Riding of Yorkshire 016	4	0	0	0	0	0	0	3	1	0	0	0
East Riding of Yorkshire 017	1	0	0	0	0	0	0	1	0	0	0	0
East Riding of Yorkshire 019	5	0	0	0	0	0	0	5	0	0	0	0
East Riding of Yorkshire 020	3	0	0	0	0	0	0	3	0	0	0	0
East Riding of Yorkshire 025	1	0	0	0	0	0	0	1	0	0	0	0
East Riding of Yorkshire 026	3	0	0	0	0	0	0	3	0	0	0	0
East Riding of Yorkshire 027	2	0	0	0	0	0	0	2	0	0	0	0
East Riding of Yorkshire 028	4	0	0	0	0	0	0	4	0	0	0	0
East Riding of Yorkshire 029	5	0	0	0	0	0	0	5	0	0	0	0
East Riding of Yorkshire 031	2	0	0	0	0	0	0	2	0	0	0	0
East Riding of Yorkshire 032	8	0	0	0	0	0	0	8	0	0	0	0
East Riding of Yorkshire 033	2	0	0	0	0	0	0	2	0	0	0	0
East Riding of Yorkshire 034	6	0	0	0	0	0	0	5	1	0	0	0
East Riding of Yorkshire 035	8	0	0	0	0	0	0	8	0	0	0	0
East Riding of Yorkshire 036	3	0	0	0	0	0	0	3	0	0	0	0
East Riding of Yorkshire 038	1	0	0	0	0	0	0	1	0	0	0	0
East Riding of Yorkshire 039	1	0	0	0	0	0	0	1	0	0	0	0
East Riding of Yorkshire 040	1	0	0	0	0	0	0	1	0	0	0	0
East Riding of Yorkshire 041	1	0	0	0	0	0	0	1	0	0	0	0
East Riding of Yorkshire 042	1	0	0	0	0	0	0	1	0	0	0	0
North East Lincolnshire 001	1374	0	0	1	25	11	11	785	106	101	334	0
North East Lincolnshire 002	39	0	0	0	0	0	0	27	4	5	3	0
North East Lincolnshire 003	104	0	0	0	9	0	5	79	6	1	4	0

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North East Lincolnshire 004	142	0	0	0	6	0	2	129	3	1	1	0
North East Lincolnshire 005	104	0	0	0	3	0	0	93	6	0	2	0
North East Lincolnshire 006	53	0	0	0	2	1	2	40	5	2	1	0
North East Lincolnshire 007	255	0	0	0	4	0	4	223	13	9	2	0
North East Lincolnshire 008	117	0	0	0	6	1	2	96	8	2	2	0
North East Lincolnshire 009	105	0	0	0	2	0	1	95	6	1	0	0
North East Lincolnshire 010	106	0	0	0	8	0	0	91	3	3	1	0
North East Lincolnshire 011	48	0	0	0	3	0	0	36	4	3	2	0
North East Lincolnshire 012	163	0	0	0	8	1	6	126	9	8	4	1
North East Lincolnshire 013	167	0	0	0	7	0	3	145	11	0	1	0
North East Lincolnshire 014	82	0	0	0	3	0	0	76	2	0	1	0
North East Lincolnshire 015	76	0	0	0	2	0	0	57	12	2	3	0
North East Lincolnshire 016	194	0	0	0	4	0	1	168	8	4	8	1
North East Lincolnshire 017	103	0	0	0	2	0	1	86	7	3	1	3
North East Lincolnshire 018	75	0	0	0	2	0	0	67	5	0	1	0
North East Lincolnshire 019	81	0	0	0	5	0	1	60	12	2	1	0
North East Lincolnshire 020	131	0	0	0	3	1	1	121	4	0	1	0
North East Lincolnshire 021	149	0	0	0	1	0	1	132	11	2	2	0
North East Lincolnshire 022	146	0	0	0	1	0	1	133	9	1	1	0
North East Lincolnshire 023	137	0	0	1	1	0	0	131	4	0	0	0
North Lincolnshire 001	104	0	0	0	0	0	2	97	2	1	2	0
North Lincolnshire 002	119	0	0	0	0	0	3	109	6	0	0	1
North Lincolnshire 003	21	0	0	0	0	0	0	19	2	0	0	0
North Lincolnshire 004	250	0	0	0	1	0	2	222	19	6	0	0
North Lincolnshire 005	19	0	0	0	0	0	0	19	0	0	0	0
North Lincolnshire 006	14	0	0	0	0	0	0	11	2	0	1	0
North Lincolnshire 007	16	0	0	0	0	0	0	14	2	0	0	0
North Lincolnshire 008	5	0	0	0	0	0	0	5	0	0	0	0
North Lincolnshire 009	25	0	0	0	0	0	0	23	1	0	1	0
North Lincolnshire 010	16	0	0	0	0	0	1	12	1	2	0	0
North Lincolnshire 011	94	0	0	0	0	0	1	88	5	0	0	0
North Lincolnshire 012	10	0	0	0	0	0	0	10	0	0	0	0
North Lincolnshire 013	31	0	0	0	0	0	0	29	2	0	0	0

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North Lincolnshire 014	20	0	0	0	0	0	0	18	1	1	0	0
North Lincolnshire 015	18	0	0	0	1	0	0	16	1	0	0	0
North Lincolnshire 016	10	0	0	0	0	0	0	8	1	0	1	0
North Lincolnshire 017	13	0	0	0	0	0	0	10	1	1	1	0
North Lincolnshire 018	34	0	0	0	2	0	0	29	1	0	2	0
North Lincolnshire 019	22	0	0	0	0	0	0	22	0	0	0	0
North Lincolnshire 020	5	0	0	0	0	0	0	5	0	0	0	0
North Lincolnshire 021	10	0	1	0	0	0	0	9	0	0	0	0
North Lincolnshire 022	20	0	0	0	0	0	0	17	1	0	0	2
North Lincolnshire 023	9	0	0	0	0	0	0	8	1	0	0	0
York 001	1	0	0	0	0	0	0	1	0	0	0	0
York 016	1	0	0	0	0	0	0	1	0	0	0	0
York 021	2	0	0	0	0	0	0	2	0	0	0	0
York 022	2	0	0	0	0	0	0	2	0	0	0	0
York 023	2	0	0	0	0	0	0	2	0	0	0	0
Rutland 002	1	0	0	0	0	0	0	1	0	0	0	0
Rutland 004	1	0	0	0	0	0	0	1	0	0	0	0
Medway 002	2	0	0	0	0	0	0	2	0	0	0	0
Cheshire West and Chester 032	1	0	0	0	0	0	0	1	0	0	0	0
Cheshire West and Chester 007	1	0	0	0	0	0	0	1	0	0	0	0
Cheshire West and Chester 009	1	0	0	0	0	0	0	1	0	0	0	0
Cornwall 033	1	0	0	0	0	0	0	1	0	0	0	0
Cornwall 048	2	0	0	0	0	0	0	2	0	0	0	0
Bolsover 006	1	0	0	0	0	0	0	0	1	0	0	0
Chesterfield 010	1	0	0	0	0	0	0	1	0	0	0	0
Derbyshire Dales 003	1	0	0	0	0	0	0	1	0	0	0	0
County Durham 033	1	0	0	0	0	0	0	1	0	0	0	0
County Durham 021	1	0	0	0	0	0	0	1	0	0	0	0
County Durham 042	1	0	0	0	0	0	0	1	0	0	0	0
Maldon 002	1	0	0	0	0	0	0	1	0	0	0	0
Tendring 004	1	0	0	0	0	0	0	1	0	0	0	0
Broxbourne 013	1	0	0	1	0	0	0	0	0	0	0	0
Fylde 004	1	0	0	0	0	0	0	1	0	0	0	0
Lancaster 001	1	0	0	0	0	0	0	1	0	0	0	0
Boston 004	1	0	0	0	0	0	0	1	0	0	0	0
East Lindsey 001	100	0	0	0	0	0	0	99	1	0	0	0
East Lindsey 002	7	0	0	0	0	0	0	7	0	0	0	0
East Lindsey 003	15	0	0	0	0	0	0	15	0	0	0	0
East Lindsey 004	8	0	0	0	0	0	0	8	0	0	0	0
East Lindsey 005	4	0	0	0	0	0	0	4	0	0	0	0
East Lindsey 006	2	0	0	0	0	0	0	2	0	0	0	0
East Lindsey 007	7	0	0	0	0	0	0	7	0	0	0	0
East Lindsey 008	2	0	0	0	0	0	0	2	0	0	0	0
East Lindsey 009	8	0	0	0	0	0	0	8	0	0	0	0
East Lindsey 011	2	0	0	0	0	0	0	1	0	0	1	0
East Lindsey 012	2	0	0	0	0	0	0	2	0	0	0	0
East Lindsey 013	1	0	0	0	0	0	0	1	0	0	0	0
East Lindsey 014	1	0	0	0	0	0	0	1	0	0	0	0
East Lindsey 015	1	0	0	0	0	0	0	1	0	0	0	0
East Lindsey 018	1	0	0	0	0	0	0	1	0	0	0	0

Residence	All categories: Method of travel to work	Work mainly at or from	Underground, metro, light rail, tram	Train	Bus, minibus or coach	Taxi	Motorcycle, scooter or moped	Driving a car or van	Passenger in a car or van	Bicycle	On foot	Other method of travel to work
Lincoln 002	3	0	0	0	0	0	0	3	0	0	0	0
Lincoln 004	2	0	0	0	0	0	0	2	0	0	0	0
Lincoln 005	1	0	0	0	0	0	0	0	0	0	1	0
Lincoln 008	2	0	0	0	0	0	0	2	0	0	0	0
Lincoln 009	2	0	0	0	0	0	0	2	0	0	0	0
Lincoln 011	3	0	0	0	0	0	0	3	0	0	0	0
North Kesteven 001	1	0	0	0	0	0	0	1	0	0	0	0
North Kesteven 003	3	0	0	0	0	0	0	3	0	0	0	0
North Kesteven 010	1	0	0	0	0	0	0	1	0	0	0	0
South Holland 009	1	0	0	0	0	0	0	1	0	0	0	0
West Lindsey 001	171	0	0	0	0	0	2	156	10	0	2	1
West Lindsey 002	14	0	0	1	0	0	0	12	1	0	0	0
West Lindsey 003	24	0	0	0	0	0	0	22	0	0	1	1
West Lindsey 004	2	0	0	0	0	0	0	2	0	0	0	0
West Lindsey 005	14	0	0	0	0	0	0	14	0	0	0	0
West Lindsey 006	3	0	0	0	0	0	0	3	0	0	0	0
West Lindsey 007	6	0	0	0	0	0	0	6	0	0	0	0
West Lindsey 008	9	0	0	0	0	1	0	8	0	0	0	0
West Lindsey 010	2	0	0	0	0	0	0	2	0	0	0	0
East Northamptonshire 004	1	0	0	0	0	0	0	1	0	0	0	0
Kettering 002	2	0	0	0	0	0	0	2	0	0	0	0
Northumberland 001	1	0	0	0	0	0	0	0	0	0	0	1
Hambleton 009	1	0	0	0	0	0	0	1	0	0	0	0
Richmondshire 003	1	0	0	0	0	0	0	1	0	0	0	0
Ryedale 002	1	0	0	0	0	0	0	1	0	0	0	0
Ryedale 007	1	0	0	0	0	0	0	1	0	0	0	0
Scarborough 009	1	0	0	0	0	0	0	1	0	0	0	0
Selby 003	1	0	0	0	0	0	0	0	1	0	0	0
Ashfield 016	2	0	0	0	0	0	0	2	0	0	0	0
Bassetlaw 004	2	0	0	0	0	0	0	2	0	0	0	0
Mansfield 003	1	0	0	0	0	0	0	1	0	0	0	0
Newark and Sherwood 005	1	0	0	0	0	0	0	1	0	0	0	0
Cannock Chase 002	1	0	0	0	0	0	0	1	0	0	0	0
Cannock Chase 013	1	0	0	0	0	0	0	1	0	0	0	0
Staffordshire Moorlands 001	1	0	0	0	0	0	0	1	0	0	0	0
Redcar and Cleveland 021	1	0	0	0	0	0	0	1	0	0	0	0
Kingston upon Hull 033	4	0	0	0	0	0	0	3	1	0	0	0
East Riding of Yorkshire 043	2	0	0	0	0	0	0	2	0	0	0	0
Boston 008	1	0	0	0	0	0	0	1	0	0	0	0
North Kesteven 013	1	0	0	0	1	0	0	0	0	0	0	0
Sheffield 075	3	0	0	0	0	0	0	3	0	0	0	0
Leeds 111	1	0	0	0	0	0	0	1	0	0	0	0
East Riding of Yorkshire 044	1	0	0	0	0	0	0	1	0	0	0	0
Powys 018	1	0	0	0	0	0	0	1	0	0	0	0
Pembrokeshire 012	1	0	0	0	0	0	0	1	0	0	0	0
Neath Port Talbot 006	1	0	0	0	0	0	0	1	0	0	0	0
Rhondda Cynon Taf 004	1	0	0	0	0	0	0	1	0	0	0	0

Annex H

DestZoneID	OrigZoneID	VehicleID	DailyVehicles
1	1375	1	0.49782
2	1375	1	0.4863
3	1375	1	0.84728
4	1375	1	1.0485
5	1375	1	1.37029
6	1375	1	0.87098
7	1375	1	3.57149
8	1375	1	2.18807
9	1375	1	5.83754
10	1375	1	0.29673
11	1375	1	4.74371
12	1375	1	2.93793
13	1375	1	2.2816
14	1375	1	12.60161
15	1375	1	2.57467
16	1375	1	2.51538
17	1375	1	0.54906
18	1375	1	0.59858
19	1375	1	3.94099
20	1375	1	1.68401
21	1375	1	0.50945
22	1375	1	0.87431
23	1375	1	0.37174
24	1375	1	1.35582
25	1375	1	1.78036
26	1375	1	0.60246
27	1375	1	8.10421
28	1375	1	0.37043
29	1375	1	0.42694
30	1375	1	0.52974
31	1375	1	0.60682
32	1375	1	0.45762
33	1375	1	0.32823
101	1375	1	3.15752
102	1375	1	1.48966
103	1375	1	4.84554
104	1375	1	1.18249
105	1375	1	2.4523
106	1375	1	2.12029
107	1375	1	0.79567
108	1375	1	0.82461
109	1375	1	3.27356
110	1375	1	0.48839
111	1375	1	0.62552
112	1375	1	0.48207
113	1375	1	0.22741

DestZoneID	OrigZoneID	VehicleID	DailyVehicles
114	1375	1	1.92429
115	1375	1	1.25443
116	1375	1	1.69594
117	1375	1	1.45199
118	1375	1	0.8218
119	1375	1	0.28509
120	1375	1	0.6993
121	1375	1	0.81846
122	1375	1	0.23098
123	1375	1	0.36815
201	1375	1	2.22802
202	1375	1	6.44684
203	1375	1	2.93431
204	1375	1	3.7256
205	1375	1	2.56098
206	1375	1	4.60807
207	1375	1	4.83518
208	1375	1	9.78061
209	1375	1	10.71869
210	1375	1	8.20028
211	1375	1	8.18244
212	1375	1	3.76986
213	1375	1	7.06594
214	1375	1	44.69791
215	1375	1	5.38584
216	1375	1	2.55514
217	1375	1	2.43068
218	1375	1	5.71954
219	1375	1	4.91755
220	1375	1	4.82708
221	1375	1	22.28132
222	1375	1	4.65479
223	1375	1	1.28114
224	1375	1	6.82347
225	1375	1	1.58056
226	1375	1	1.87825
227	1375	1	3.8677
228	1375	1	1.28935
229	1375	1	2.04726
230	1375	1	2.87268
231	1375	1	1.43029
232	1375	1	0.75285
233	1375	1	0.8589
234	1375	1	2.39805
235	1375	1	0.95786
236	1375	1	1.28942

DestZoneID	OrigZoneID	VehicleID	DailyVehicles
237	1375	1	1.15115
238	1375	1	1.67521
239	1375	1	0.4947
240	1375	1	0.34352
241	1375	1	1.25857
242	1375	1	1.03112
243	1375	1	0.87761
301	1375	1	17.41437
302	1375	1	30.93909
303	1375	1	9.76996
304	1375	1	15.70913
305	1375	1	76.83362
306	1375	1	72.13083
307	1375	1	6.27366
308	1375	1	17.33755
309	1375	1	63.17479
310	1375	1	29.34244
311	1375	1	80.37162
312	1375	1	147.234
313	1375	1	18.75836
314	1375	1	61.15471
315	1375	1	3.94087
316	1375	1	1.02066
317	1375	1	1.01096
318	1375	1	8.93462
319	1375	1	8.46366
320	1375	1	0.91013
321	1375	1	0.78349
401	1375	1	1.71973
402	1375	1	6.49738
403	1375	1	2.30223
404	1375	1	4.84511
405	1375	1	2.58467
406	1375	1	6.93795
407	1375	1	2.02314
408	1375	1	2.65627
409	1375	1	9.69536
410	1375	1	1.01107
411	1375	1	2.53117
412	1375	1	11.25232
413	1375	1	3.54164
414	1375	1	11.75393
415	1375	1	9.35264
416	1375	1	2.32451
417	1375	1	12.2703
418	1375	1	5.01011

DestZoneID	OrigZoneID	VehicleID	DailyVehicles
419	1375	1	3.37499
420	1375	1	4.87986
421	1375	1	43.91382
422	1375	1	24.05981
423	1375	1	4.47229
424	1375	1	7.99327
425	1375	1	4.277
426	1375	1	8.73853
427	1375	1	7.5077
428	1375	1	2.46577
429	1375	1	6.43301
430	1375	1	7.82304
431	1375	1	31.26177
432	1375	1	2.94617
433	1375	1	9.32837
434	1375	1	5.02218
435	1375	1	35.72752
436	1375	1	4.32332
437	1375	1	88.84654
438	1375	1	11.90193
439	1375	1	3.56328
440	1375	1	7.84877
501	1375	1	2.42515
502	1375	1	2.85387
503	1375	1	5.52308
504	1375	1	1.83964
505	1375	1	8.2014
506	1375	1	92.75745
507	1375	1	4.17712
508	1375	1	0.65757
509	1375	1	2.53749
510	1375	1	1.07497
511	1375	1	0.5221
512	1375	1	1.18648
513	1375	1	1.72219
514	1375	1	0.25623
515	1375	1	0.74813
516	1375	1	30.64851
517	1375	1	1.38316
518	1375	1	7.58557
519	1375	1	7.4206
520	1375	1	17.76368
521	1375	1	7.27913
522	1375	1	1.23571
523	1375	1	4.81203
524	1375	1	1.10892

DestZoneID	OrigZoneID	VehicleID	DailyVehicles
525	1375	1	65.11015
526	1375	1	3.65349
527	1375	1	4.05067
528	1375	1	3.72414
529	1375	1	5.85183
530	1375	1	0.75611
531	1375	1	4.0505
532	1375	1	57.1461
533	1375	1	0.80678
534	1375	1	0.28315
601	1375	1	0.63923
602	1375	1	0.54997
603	1375	1	1.96211
604	1375	1	0.71894
605	1375	1	0.71286
606	1375	1	0.99331
607	1375	1	3.74344
608	1375	1	0.38227
609	1375	1	0.17435
610	1375	1	0.36166
611	1375	1	10.7402
612	1375	1	2.25906
613	1375	1	23.7985
614	1375	1	33.89123
615	1375	1	0.58519
616	1375	1	0.58323
617	1375	1	0.33526
618	1375	1	0.34555
619	1375	1	0.24196
620	1375	1	0.26138
621	1375	1	0.49216
622	1375	1	0.12901
623	1375	1	0.21733
624	1375	1	0.37778
625	1375	1	0.33968
626	1375	1	0.20629
627	1375	1	0.0724
628	1375	1	0.28489
629	1375	1	0.25865
630	1375	1	0.41806
631	1375	1	0.38545
632	1375	1	0.37525
633	1375	1	0.2692
634	1375	1	0.50429
635	1375	1	1.10597
636	1375	1	0.1558

DestZoneID	OrigZoneID	VehicleID	DailyVehicles
637	1375	1	0.14969
638	1375	1	0.28975
639	1375	1	0.18563
640	1375	1	0.25202
641	1375	1	0.29217
642	1375	1	0.14998
643	1375	1	0.0929
644	1375	1	0.2411
645	1375	1	0.00236
701	1375	1	0.30169
702	1375	1	0.40311
703	1375	1	1.78294
704	1375	1	4.54057
705	1375	1	4.49418
706	1375	1	0.95992
707	1375	1	0.44484
708	1375	1	0.96046
709	1375	1	0.80431
710	1375	1	0.52876
711	1375	1	0.32453
712	1375	1	26.19493
713	1375	1	2.9239
714	1375	1	0.14504
715	1375	1	0.25886
716	1375	1	0.18513
717	1375	1	1.21381
718	1375	1	0.20534
719	1375	1	0.30143
720	1375	1	0.44977
721	1375	1	0.7071
722	1375	1	0.50162
723	1375	1	0.88089
724	1375	1	1.1373
725	1375	1	1.77309
726	1375	1	1.41896
727	1375	1	3.30483
728	1375	1	2.63779
729	1375	1	3.14316
730	1375	1	2.61044
731	1375	1	2.03446
732	1375	1	3.38848
733	1375	1	0.39479
734	1375	1	0.54609
735	1375	1	0.40423
736	1375	1	0.52647
737	1375	1	0.25656

DestZoneID	OrigZoneID	VehicleID	DailyVehicles
738	1375	1	0.35986
739	1375	1	5.4895
740	1375	1	2.51481
741	1375	1	3.42796
742	1375	1	3.89077
743	1375	1	1.40977
744	1375	1	0.59724
745	1375	1	0.52456
746	1375	1	1.58435
747	1375	1	3.77374
748	1375	1	1.4158
801	1375	1	0.51629
802	1375	1	0.79478
803	1375	1	0.39703
804	1375	1	0.14625
805	1375	1	0.16093
806	1375	1	0.04752
807	1375	1	0.90692
808	1375	1	0.34067
809	1375	1	5.50141
810	1375	1	0.23219
811	1375	1	0.34936
812	1375	1	0.41235
813	1375	1	0.56257
814	1375	1	0.25302
815	1375	1	1.66825
816	1375	1	9.50416
817	1375	1	7.16302
818	1375	1	0.3275
819	1375	1	0.2779
820	1375	1	0.84567
821	1375	1	0.902
822	1375	1	0.51509
823	1375	1	0.3894
824	1375	1	0.16421
825	1375	1	1.04072
826	1375	1	0.25607
827	1375	1	0.3479
828	1375	1	0.3282
829	1375	1	0.75229
830	1375	1	0.48607
831	1375	1	1.23333
832	1375	1	1.11228
833	1375	1	1.00038
834	1375	1	3.32644
835	1375	1	0.19466

DestZoneID	OrigZoneID	VehicleID	DailyVehicles
836	1375	1	0.18049
837	1375	1	0.52501
838	1375	1	0.23732
839	1375	1	0.26539
840	1375	1	0.10553
841	1375	1	0.07418
842	1375	1	0.07739
843	1375	1	0.19812
844	1375	1	0.28174
845	1375	1	0.08397
846	1375	1	0.1599
847	1375	1	0.23407
848	1375	1	0.45198
849	1375	1	0.34828
850	1375	1	0.2977
851	1375	1	0.48815
852	1375	1	0.08944
853	1375	1	0.30633
854	1375	1	0.45062
855	1375	1	0.62832
856	1375	1	0.65331
857	1375	1	0.3377
858	1375	1	0.86798
859	1375	1	0.68995
860	1375	1	2.02932
861	1375	1	1.47125
862	1375	1	0.38709
863	1375	1	2.34175
864	1375	1	0.81823
865	1375	1	13.40321
866	1375	1	0.53452
867	1375	1	0.18599
901	1375	1	1.26593
902	1375	1	1.8511
903	1375	1	0.8316
904	1375	1	0.76102
905	1375	1	0.54798
906	1375	1	0.67142
907	1375	1	0.34889
908	1375	1	0.25934
909	1375	1	1.06546
910	1375	1	3.49503
911	1375	1	0.78583
912	1375	1	0.77839
913	1375	1	0.94214
914	1375	1	0.20581

DestZoneID	OrigZoneID	VehicleID	DailyVehicles
915	1375	1	0.22569
916	1375	1	0.95025
917	1375	1	3.03494
918	1375	1	4.25312
919	1375	1	1.03957
920	1375	1	0.56774
921	1375	1	0.68255
922	1375	1	0.87311
1001	1375	1	3.91121
1002	1375	1	2.15581
1003	1375	1	0.99839
1004	1375	1	0.47936
1005	1375	1	7.1021
1006	1375	1	6.30478
1007	1375	1	14.27451
1008	1375	1	1.6609
1009	1375	1	5.5428
1010	1375	1	1.51471
1011	1375	1	0.6231
1012	1375	1	7.93467
1013	1375	1	25.32266
1014	1375	1	11.64152
1015	1375	1	7.01109
1016	1375	1	0.70715
1017	1375	1	1.17625
1018	1375	1	1.94312
1019	1375	1	0.71317
1020	1375	1	0.25454
1021	1375	1	9.61224
1022	1375	1	2.93399
1023	1375	1	0.42518
1024	1375	1	1.41881
1025	1375	1	1.62781
1026	1375	1	2.05102
1027	1375	1	0.33089
1028	1375	1	0.71729
1029	1375	1	0.24302
1030	1375	1	0.09604
1031	1375	1	0.06308
1032	1375	1	0.17419
1201	1375	1	86.38917
1202	1375	1	33.51865
1203	1375	1	40.5611
1204	1375	1	5.39394
1205	1375	1	12.91988
1206	1375	1	30.72458

DestZoneID	OrigZoneID	VehicleID	DailyVehicles
1207	1375	1	20.62896
1208	1375	1	14.81617
1209	1375	1	2.86058
1210	1375	1	23.85177
1211	1375	1	21.3399
1212	1375	1	126.068
1213	1375	1	20.42454
1214	1375	1	3.15745
1215	1375	1	51.47229
1216	1375	1	49.55216
1217	1375	1	13.19489
1218	1375	1	5.98276
1219	1375	1	3.10091
1220	1375	1	21.53277
1221	1375	1	25.16275
1222	1375	1	15.84072
1223	1375	1	2.75843
1224	1375	1	10.71992
1225	1375	1	12.12406
1226	1375	1	2.37295
1227	1375	1	2.88294
1228	1375	1	69.94055
1229	1375	1	15.5447
1230	1375	1	4.08382
1231	1375	1	1.64987
1232	1375	1	1.57366
1233	1375	1	19.14023
1234	1375	1	1.35488
1235	1375	1	7.1054
1236	1375	1	1.28181
1237	1375	1	15.5977
1238	1375	1	4.00648
1239	1375	1	127.682
1240	1375	1	4.04047
1241	1375	1	1.20095
1242	1375	1	6.95734
1243	1375	1	1.35587
1244	1375	1	20.22831
1245	1375	1	4.6844
1246	1375	1	8.7596
1247	1375	1	2.06012
1248	1375	1	0.89316
1249	1375	1	6.36674
1250	1375	1	47.67941
1251	1375	1	23.92566
1252	1375	1	33.85477

DestZoneID	OrigZoneID	VehicleID	DailyVehicles
1253	1375	1	25.91038
1254	1375	1	12.62888
1255	1375	1	14.23971
1256	1375	1	17.33161
1301	1375	1	4E-14
1303	1375	1	2.2E-14
1307	1375	1	1.90E-15
1309	1375	1	2E-15
1310	1375	1	7.50E-15
1311	1375	1	6E-15
1312	1375	1	9.10E-15
1313	1375	1	1.50E-15
1314	1375	1	4.80E-16
1323	1375	1	1.20E-15
1324	1375	1	4.70E-15
1326	1375	1	1.90E-15
1327	1375	1	3E-15
1328	1375	1	1.80E-15
1329	1375	1	0.45877
1330	1375	1	13.0519
1331	1375	1	5.07934
1333	1375	1	22.06867
1335	1375	1	9.50E-16
1338	1375	1	73.92693
1340	1375	1	15.05172
1341	1375	1	2.10E-16
1361	1375	1	2.00E-16
1366	1375	1	3.70E-15
1367	1375	1	2.30E-15
1368	1375	1	2.30E-15
1372	1375	1	1.10934
1383	1375	1	1.40E-15

ZoneID	ZoneName	Region
1	City of London	LO
2	Westminster	LO
3	Camden	LO
4	Islington	LO
5	Hackney	LO
6	Tower Hamlets	LO
7	Southwark	LO
8	Lambeth	LO
9	Wandsworth	LO
10	Kensington and Chelsea	LO
11	Hammersmith and Fulham	LO
12	Richmond upon Thames	LO
13	Hounslow	LO
14	Ealing	LO
15	Brent	LO
16	Hillingdon	LO
17	Harrow	LO
18	Barnet	LO
19	Haringey	LO
20	Enfield	LO
21	Waltham Forest	LO
22	Newham	LO
23	Redbridge	LO
24	Havering	LO
25	Barking and Dagenham	LO
26	Greenwich	LO
27	Bexley	LO
28	Lewisham	LO
29	Bromley	LO
30	Croydon	LO
31	Merton	LO
32	Sutton	LO
33	Kingston upon Thames	LO
101	Redcar and Cleveland	NE
102	Middlesbrough	NE
103	Stockton-on-Tees	NE
104	Hartlepool	NE
105	Darlington	NE
106	Sedgefield	NE
107	Easington	NE
108	Durham	NE
109	Sunderland	NE
110	Chester-le-Street	NE
111	Derwentside	NE
112	Wear Valley	NE
113	Teesdale	NE
114	Gateshead	NE
115	South Tyneside	NE
116	Newcastle upon Tyne	NE
117	North Tyneside	NE
118	Blyth Valley	NE

ZoneID	ZoneName	Region
119	Wansbeck	NE
120	Castle Morpeth	NE
121	Tynedale	NE
122	Alnwick	NE
123	Berwick-upon-Tweed	NE
201	Congleton	NW
202	Macclesfield	NW
203	Crewe and Nantwich	NW
204	Chester	NW
205	Vale Royal	NW
206	Stockport	NW
207	Tameside	NW
208	Manchester	NW
209	Oldham	NW
210	Trafford	NW
211	Rochdale	NW
212	Bury	NW
213	Salford	NW
214	Warrington	NW
215	Halton	NW
216	Ellesmere Port & Neston	NW
217	Wirral	NW
218	Liverpool	NW
219	Knowsley	NW
220	St. Helens	NW
221	Wigan	NW
222	Bolton	NW
223	Rossendale	NW
224	Burnley	NW
225	Pendle	NW
226	Hyndburn	NW
227	Blackburn with Darwen	NW
228	Chorley	NW
229	South Ribble	NW
230	West Lancashire	NW
231	Sefton	NW
232	Fylde	NW
233	Blackpool	NW
234	Preston	NW
235	Ribble Valley	NW
236	Wyre	NW
237	Lancaster	NW
238	South Lakeland	NW
239	Barrow-in-Furness	NW
240	Copeland	NW
241	Eden	NW
242	Allerdale	NW
243	Carlisle	NW
301	Sheffield	YH
302	Rotherham	YH
303	Barnsley	YH

ZoneID	ZoneName	Region
304	Kirklees	YH
305	Wakefield	YH
306	Doncaster	YH
307	Calderdale	YH
308	Bradford	YH
309	Leeds	YH
310	Selby	YH
311	North Lincolnshire	YH
312	North East Lincolnshire	YH
313	Kingston upon Hull City of	YH
314	East Riding of Yorkshire	YH
315	York	YH
316	Ryedale	YH
317	Scarborough	YH
318	Hambleton	YH
319	Harrogate	YH
320	Craven	YH
321	Richmondshire	YH
401	South Northamptonshire	EM
402	Northampton	EM
403	Wellingborough	EM
404	Daventry	EM
405	Kettering	EM
406	Corby	EM
407	East Northamptonshire	EM
408	Rutland	EM
409	Harborough	EM
410	Oadby and Wigston	EM
411	Blaby	EM
412	Leicester	EM
413	Hinckley and Bosworth	EM
414	North West Leicestershire	EM
415	Charnwood	EM
416	Melton	EM
417	South Kesteven	EM
418	South Holland	EM
419	Boston	EM
420	North Kesteven	EM
421	Newark and Sherwood	EM
422	Rushcliffe	EM
423	South Derbyshire	EM
424	Derby	EM
425	Erewash	EM
426	Broxtowe	EM
427	Nottingham	EM
428	Gedling	EM
429	Derbyshire Dales	EM
430	Amber Valley	EM
431	Ashfield	EM
432	Mansfield	EM
433	North East Derbyshire	EM

ZoneID	ZoneName	Region
434	Chesterfield	EM
435	Bolsover	EM
436	High Peak	EM
437	Bassetlaw	EM
438	West Lindsey	EM
439	Lincoln	EM
440	East Lindsey	EM
501	Stratford-on-Avon	WM
502	Warwick	WM
503	Rugby	WM
504	Nuneaton and Bedworth	WM
505	Coventry	WM
506	North Warwickshire	WM
507	Solihull	WM
508	Bromsgrove	WM
509	Redditch	WM
510	Wychavon	WM
511	Worcester	WM
512	Malvern Hills	WM
513	Herefordshire County of	WM
514	South Shropshire	WM
515	Wyre Forest	WM
516	Birmingham	WM
517	Tamworth	WM
518	Lichfield	WM
519	Walsall	WM
520	Sandwell	WM
521	Dudley	WM
522	South Staffordshire	WM
523	Wolverhampton	WM
524	Bridgnorth	WM
525	Cannock Chase	WM
526	East Staffordshire	WM
527	Stafford	WM
528	Staffordshire Moorlands	WM
529	Stoke-on-Trent	WM
530	Newcastle-under-Lyme	WM
531	Telford and Wrekin	WM
532	Shrewsbury and Atcham	WM
533	North Shropshire	WM
534	Oswestry	WM
601	Cotswold	SW
602	Cheltenham	SW
603	Tewkesbury	SW
604	Gloucester	SW
605	Forest of Dean	SW
606	Stroud	SW
607	Swindon	SW
608	Kennet	SW
609	Salisbury	SW
610	North Wiltshire	SW

ZoneID	ZoneName	Region
611	West Wiltshire	SW
612	South Gloucestershire	SW
613	Bristol City of	SW
614	North Somerset	SW
615	Bath and North East Somerse	SW
616	Mendip	SW
617	Sedgemoor	SW
618	East Dorset	SW
619	Christchurch	SW
620	Bournemouth	SW
621	Poole	SW
622	Purbeck	SW
623	North Dorset	SW
624	West Dorset	SW
625	South Somerset	SW
626	Taunton Deane	SW
627	West Somerset	SW
628	North Devon	SW
629	Mid Devon	SW
630	East Devon	SW
631	Exeter	SW
632	Teignbridge	SW
633	Torbay	SW
634	South Hams	SW
635	Plymouth	SW
636	West Devon	SW
637	Torridge	SW
638	North Cornwall	SW
639	Caradon	SW
640	Restormel	SW
641	Carrick	SW
642	Kerrier	SW
643	Penwith	SW
644	Weymouth and Portland	SW
645	Isles of Scilly	SW
701	Three Rivers	EE
702	Watford	EE
703	Dacorum	EE
704	St Albans	EE
705	Hertsmere	EE
706	Welwyn Hatfield	EE
707	Broxbourne	EE
708	East Hertfordshire	EE
709	Harlow	EE
710	Epping Forest	EE
711	Brentwood	EE
712	Thurrock	EE
713	Basildon	EE
714	Castle Point	EE
715	Southend-on-Sea	EE
716	Rochford	EE

ZoneID	ZoneName	Region
717	Chelmsford	EE
718	Maldon	EE
719	Tendring	EE
720	Colchester	EE
721	Braintree	EE
722	Uttlesford	EE
723	North Hertfordshire	EE
724	Stevenage	EE
725	Luton	EE
726	South Bedfordshire	EE
727	Mid Bedfordshire	EE
728	Bedford	EE
729	Huntingdonshire	EE
730	South Cambridgeshire	EE
731	Cambridge	EE
732	East Cambridgeshire	EE
733	Forest Heath	EE
734	St. Edmundsbury	EE
735	Babergh	EE
736	Mid Suffolk	EE
737	Suffolk Coastal	EE
738	Ipswich	EE
739	Peterborough	EE
740	Fenland	EE
741	King`s Lynn and West Norfol	EE
742	Breckland	EE
743	South Norfolk	EE
744	Waveney	EE
745	Great Yarmouth	EE
746	Broadland	EE
747	Norwich	EE
748	North Norfolk	EE
801	Dartford	SE
802	Gravesham	SE
803	Sevenoaks	SE
804	Tandridge	SE
805	Reigate and Banstead	SE
806	Epsom and Ewell	SE
807	Mole Valley	SE
808	Crawley	SE
809	Elmbridge	SE
810	Guildford	SE
811	Woking	SE
812	Spelthorne	SE
813	Runnymede	SE
814	Surrey Heath	SE
815	Slough	SE
816	South Bucks	SE
817	Windsor and Maidenhead	SE
818	Bracknell Forest	SE
819	Chiltern	SE

ZoneID	ZoneName	Region
820	Wycombe	SE
821	South Oxfordshire	SE
822	Reading	SE
823	Wokingham	SE
824	Hart	SE
825	Rushmoor	SE
826	Waverley	SE
827	Horsham	SE
828	Mid Sussex	SE
829	Wealden	SE
830	Tunbridge Wells	SE
831	Tonbridge and Malling	SE
832	Maidstone	SE
833	Medway	SE
834	Swale	SE
835	Canterbury	SE
836	Thanet	SE
837	Dover	SE
838	Shepway	SE
839	Ashford	SE
840	Rother	SE
841	Hastings	SE
842	Eastbourne	SE
843	Lewes	SE
844	Brighton and Hove	SE
845	Adur	SE
846	Worthing	SE
847	Arun	SE
848	Chichester	SE
849	East Hampshire	SE
850	Havant	SE
851	Portsmouth	SE
852	Gosport	SE
853	Fareham	SE
854	Eastleigh	SE
855	Southampton	SE
856	Test Valley	SE
857	Winchester	SE
858	Basingstoke and Deane	SE
859	West Berkshire	SE
860	Vale of White Horse	SE
861	Oxford	SE
862	West Oxfordshire	SE
863	Cherwell	SE
864	Aylesbury Vale	SE
865	Milton Keynes	SE
866	New Forest	SE
867	Isle of Wight	SE
901	Newport	W
902	Cardiff	W
903	The Vale of Glamorgan	W

ZoneID	ZoneName	Region
904	Monmouthshire	W
905	Torfaen	W
906	Caerphilly	W
907	Blaenau Gwent	W
908	Merthyr Tydfil	W
909	Rhondda Cynon Taff	W
910	Bridgend	W
911	Neath Port Talbot	W
912	Swansea	W
913	Carmarthenshire	W
914	Pembrokeshire	W
915	Ceredigion	W
916	Powys	W
917	Wrexham	W
918	Flintshire	W
919	Denbighshire	W
920	Conwy	W
921	Gwynedd	W
922	Isle of Anglesey	W
1001	Dumfries & Galloway	S
1002	Scottish Borders	S
1003	East Lothian	S
1004	Midlothian	S
1005	Edinburgh City of	S
1006	West Lothian	S
1007	South Lanarkshire	S
1008	East Ayrshire	S
1009	South Ayrshire	S
1010	North Ayrshire	S
1011	East Renfrewshire	S
1012	Renfrewshire	S
1013	Glasgow City	S
1014	North Lanarkshire	S
1015	Falkirk	S
1016	East Dunbartonshire	S
1017	West Dunbartonshire	S
1018	Inverclyde	S
1019	Stirling	S
1020	Clackmannanshire	S
1021	Fife	S
1022	Dundee City	S
1023	Angus	S
1024	Perth & Kinross	S
1025	Aberdeenshire	S
1026	Aberdeen City	S
1027	Argyll & Bute	S
1028	Highland	S
1029	Moray	S
1030	Eilean Siar	S
1031	Orkney Islands	S
1032	Shetland Islands	S

ZoneID	ZoneName	Region
1111	Heathrow Apt	LO
1112	Gatwick Apt	SE
1113	Stansted Apt	EE
1114	East Midlands Apt	EM
1115	Manchester Apt	NW
1201	LE1 Lutterworth Leics	EM
1202	NN4 Northampton Northants	EM
1203	NN1 Kettering Northants	EM
1204	AL1 Hatfield Herts	EE
1205	MK4 Kempston Beds	EE
1206	CV2 Rugby Warwicks	WM
1207	PE2 Peterborough	EE
1208	CV6 Coventry W Midlands	WM
1209	RG1 Bracknell Bracknell Forest	SE
1210	NN6 Dirft Northants	EM
1211	B78 Tamworth Warwicks	WM
1212	DN3 Doncaster S Yorks	YH
1213	MK1 Milton Keynes	SE
1214	RM1 Purfleet Essex	EE
1215	S80 Worksop Notts	EM
1216	NG2 Newark Notts	EM
1217	NN8 Wellingborough Northants	EM
1218	SN3 Swindon	SW
1219	NP2 Caldicot Newport Wales	W
1220	WN8 Skelmersdale Lancs	NW
1221	WA1 Merseyside	NW
1222	WS1 Lichfield Staffs	WM
1223	EN9 Waltham Abbey Essex	EE
1224	B46 Coleshill Warwicks	WM
1225	CV1 Bedworth Warwicks	WM
1226	SL3 Langley Slough	SE
1227	LU5 Dunstable Beds	EE
1228	WF9 Pontefrac W Yorks	YH
1229	DE1 Burton-On-Trent Staffs	WM
1230	ST1 Stafford Staffs	WM
1231	EN1 Hoddesdon Herts	EE
1232	OX4 Garsington Oxfords	SE
1233	DE7 Derby Leics	EM
1234	TW1 Feltham London	LO
1235	CH6 Ellesmere Port Cheshire	NW
1236	UB6 Greenford London	LO
1237	LE6 Coalville Leics	EM
1238	ST4 Stoke-On-Trent	WM
1239	DN1 Scunthorpe North Lincs	YH
1240	BS1 Bristol S Gloucs	SW
1241	DA1 Belvedere London	LO
1242	CW9 Northwich Cheshire	NW
1243	RM9 Dagenham London	LO
1244	M24 Middleton Gtr Manchester	NW
1245	CW1 Middlewich Cheshire	NW
1246	WA7 Runcorn Halton	NW

ZoneID	ZoneName	Region
1247	ST5 Newcastle Staffs	WM
1248	OX1 Didcot Oxfords	SE
1249	CV9 Atherstone Warwicks	WM
1250	DN6 Doncaster S Yorks	YH
1251	DL3 Durham Darlington	NE
1252	EH5 W Lothian	S
1253	FK1 Clackmannanshire	S
1254	KA1 Kilmarnock North Ayrs	S
1255	FK3 Falkirk	S
1256	ML1 North Lanarks	S
1301	London Port	EE
1302	Colchester Port	EE
1303	Thamesport Port	SE
1304	Medway Port	SE
1305	Whitstable Port	SE
1306	Ramsgate Port	SE
1307	Dover Port	SE
1308	Folkestone Port	SE
1309	Newhaven Port	SE
1310	Shoreham Port	SE
1311	Portsmouth Port	SE
1312	Southampton Port	SE
1313	Cowes Port	SE
1314	Poole Port	SW
1315	Weymouth Port	SW
1316	Exeter Port	SW
1317	Teignmouth Port	SW
1318	Plymouth Port	SW
1319	Fowey Port	SW
1320	Par Port	SW
1321	Falmouth Port	SW
1322	Penzance Port	SW
1323	Watchet Port	SW
1324	Avonmouth Port	SW
1325	Sharpness Port	SW
1326	Newport Port	W
1327	Cardiff Port	W
1328	Port Talbot Port	W
1329	Swansea Port	W
1330	Milford Port	W
1331	Fishguard Port	W
1332	Llandulas Port	W
1333	Holyhead Port	W
1334	Mostyn Port	W
1335	Ellesmere Port Port	NW
1336	Runcorn Port	NW
1337	Manchester Port	NW
1338	Liverpool Port	NW
1339	Fleetwood Port	nw
1340	Heysham Port	NW
1341	Barrow-In-Furness Port	NW

ZoneID	ZoneName	Region
1342	Whitehaven Port	NW
1343	Workington Port	NW
1344	Silloth Port	NW
1345	Ayr Port	S
1346	Irvine Port	S
1347	Ardrossan Port	S
1348	Greenock Port	S
1349	Glasgow Port	S
1350	Stornoway Port	S
1351	Kirkwall Port	S
1352	Lerwick Port	S
1353	Inverness Port	S
1354	Fraserburgh Port	S
1355	Peterhead Port	S
1356	Aberdeen Port	S
1357	Montrose Port	S
1358	Dundee Port	S
1359	Methil Port	S
1360	Kirkcaldy Port	S
1361	Grangemouth Port	S
1362	Leith Port	S
1363	Rosyth Port	S
1364	Hound Point Port	S
1365	Blyth Port	NE
1366	Tyne Port	NE
1367	Sunderland Port	NE
1368	Hartlepool Port	NE
1369	Middlesbrough Port	NE
1370	Whitby Port	NW
1371	Scarborough Port	YH
1372	Hull Port	YH
1373	Goole Port	YH
1374	Trent Port	EE
1375	Immingham Port	YH
1376	Grimsby Port	YH
1377	Boston Port	EM
1378	Wisbech Port	EE
1379	Kings Lynn Port	EE
1380	Great Yarmouth Port	EE
1381	Lowestoft Port	EE
1382	Felixstowe Port	EE
1383	Ipswich Port	EE
1384	Harwich Port	EE
1385	Channel Tunnel Port	SE
1386	Cairnryan Port	S
1387	Stranraer Port	S
1388	Glensanda	S

Zone	Location	Region	Distribution
712	Thurrock	EE	0.9%
1207	PE2 Peterborough	EE	0.7%
1205	MK4 Kempston Beds	EE	0.4%
739	Peterborough	EE	0.2%
1204	AL1 Hatfield Herts	EE	0.2%
437	Bassetlaw	EM	3.0%
1201	LE1 Lutterworth Leics	EM	2.9%
1215	S80 Worksop Notts	EM	1.7%
1216	NG2 Newark Notts	EM	1.7%
421	Newark and Sherwood	EM	1.5%
1203	NN1 Kettering Northants	EM	1.4%
435	Bolsover	EM	1.2%
1202	NN4 Northampton Northants	EM	1.1%
431	Ashfield	EM	1.1%
422	Rushcliffe	EM	0.8%
1210	NN6 Dirft Northants	EM	0.8%
1233	DE7 Derby Leics	EM	0.6%
1237	LE6 Coalville Leics	EM	0.5%
1217	NN8 Wellingborough Northants	EM	0.4%
417	South Kesteven	EM	0.4%
438	West Lindsey	EM	0.4%
414	North West Leicestershire	EM	0.4%
412	Leicester	EM	0.4%
409	Harborough	EM	0.3%
415	Charnwood	EM	0.3%
433	North East Derbyshire	EM	0.3%
426	Broxtowe	EM	0.3%
424	Derby	EM	0.3%
440	East Lindsey	EM	0.3%
430	Amber Valley	EM	0.3%
427	Nottingham	EM	0.3%
406	Corby	EM	0.2%
402	Northampton	EM	0.2%
429	Derbyshire Dales	EM	0.2%
14	Ealing	LO	0.4%
27	Bexley	LO	0.3%
9	Wandsworth	LO	0.2%
1251	DL3 Durham Darlington	NE	0.8%
1338	Liverpool Port	NW	2.5%
214	Warrington	NW	1.5%
1221	WA1 Merseyside	NW	0.9%
221	Wigan	NW	0.8%
1220	WN8 Skelmersdale Lancs	NW	0.7%
1244	M24 Middleton Gtr Manchester	NW	0.7%
1340	Heysham Port	NW	0.5%
209	Oldham	NW	0.4%

Zone	Location	Region	Distribution
208	Manchester	NW	0.3%
1246	WA7 Runcorn Halton	NW	0.3%
210	Trafford	NW	0.3%
211	Rochdale	NW	0.3%
1235	CH6 Ellesmere Port Cheshire	NW	0.2%
213	Salford	NW	0.2%
1242	CW9 Northwich Cheshire	NW	0.2%
224	Burnley	NW	0.2%
202	Macclesfield	NW	0.2%
218	Liverpool	NW	0.2%
215	Halton	NW	0.2%
1252	EH5 W Lothian	S	1.1%
1253	FK1 Clackmannanshire	S	0.9%
1013	Glasgow City	S	0.9%
1256	ML1 North Lanarks	S	0.6%
1007	South Lanarkshire	S	0.5%
1255	FK3 Falkirk	S	0.5%
1254	KA1 Kilmarnock North Ayrs	S	0.4%
1014	North Lanarkshire	S	0.4%
1021	Fife	S	0.3%
1012	Renfrewshire	S	0.3%
1005	Edinburgh City of	S	0.2%
1015	Falkirk	S	0.2%
1006	West Lothian	S	0.2%
1009	South Ayrshire	S	0.2%
1213	MK1 Milton Keynes	SE	0.7%
865	Milton Keynes	SE	0.5%
816	South Bucks	SE	0.3%
817	Windsor and Maidenhead	SE	0.2%
809	Elmbridge	SE	0.2%
614	North Somerset	SW	1.1%
613	Bristol City of	SW	0.8%
611	West Wiltshire	SW	0.4%
1218	SN3 Swindon	SW	0.2%
1333	Holyhead Port	W	0.7%
1330	Milford Port	W	0.4%
506	North Warwickshire	WM	3.1%
525	Cannock Chase	WM	2.2%
532	Shrewsbury and Atcham	WM	1.9%
1206	CV2 Rugby Warwicks	WM	1.0%
516	Birmingham	WM	1.0%
1211	B78 Tamworth Warwicks	WM	0.7%
520	Sandwell	WM	0.6%
1222	WS1 Lichfield Staffs	WM	0.5%
1229	DE1 Burton-On-Trent Staffs	WM	0.5%
1208	CV6 Coventry W Midlands	WM	0.5%

Zone	Location	Region	Distribution
1225	CV1 Bedworth Warwicks	WM	0.4%
1224	B46 Coleshill Warwicks	WM	0.4%
505	Coventry	WM	0.3%
518	Lichfield	WM	0.3%
519	Walsall	WM	0.3%
521	Dudley	WM	0.2%
1249	CV9 Atherstone Warwicks	WM	0.2%
529	Stoke-on-Trent	WM	0.2%
503	Rugby	WM	0.2%
312	North East Lincolnshire	YH	5.0%
1239	DN1 Scunthorpe North Lincs	YH	4.3%
1212	DN3 Doncaster S Yorks	YH	4.3%
311	North Lincolnshire	YH	2.7%
305	Wakefield	YH	2.6%
306	Doncaster	YH	2.4%
1228	WF9 Pontefrac W Yorks	YH	2.4%
309	Leeds	YH	2.1%
314	East Riding of Yorkshire	YH	2.1%
1250	DN6 Doncaster S Yorks	YH	1.6%
302	Rotherham	YH	1.0%
310	Selby	YH	1.0%
313	Kingston upon Hull City of	YH	0.6%
301	Sheffield	YH	0.6%
308	Bradford	YH	0.6%
304	Kirklees	YH	0.5%
303	Barnsley	YH	0.3%
318	Hambleton	YH	0.3%
319	Harrogate	YH	0.3%
307	Calderdale	YH	0.2%

Annex I

1.1 This Technical Note has been produced by DTA to summarise the data used and outline the assumptions made to assess the committed developments on the local highway network and on the junctions assessed in the Transport Assessment.

1.2 DTA have engaged with National Highways, North Lincolnshire Council and North East Lincolnshire Council to agree which committed developments and planned transport improvements will be considered alongside the proposed development.

1.3 In addition to allowances based on TEMPro (as set out in Table 3 of the Transport Assessment), the Local Highway Authorities have asked for specific developments to be taken into account.

1.4 It has been agreed that the following junctions will be assessed:

- Queens Road/ Laporte Road Priority Junction
- Laporte Road/ Kiln Lane/ Hobson Way Roundabout
- Kings Road/ A1173 Roundabout
- A1173/ Kiln Lane Roundabout
- A1173/ SHIIP Roundabout
- A160/ Humber Road/ Manby Road Roundabout (Manby Roundabout)
- A160/ Ulceby Road/ Habrough Road/ East Halton Road Roundabout (Habrough Roundabout)
- A180/ A1173 Roundabout
- A160/ A180 Roundabout (Brocklesby Interchange)

1.5 The junction models consider 2025 year of opening and 2032 (as a 10 year from application test). The resulting flows are attached at **Annex TN1 A**.

1.6 The data from the committed developments which have been considered are summarised below. Some of the committed development assessments adopt different peak hours to those assessed for these proposals. For the reasons set out in the TA (Chapter 6) peak hours of 0700-0800 and 1600-1700 have been adopted and where necessary other peak hour periods form the submitted assessments have been adopted to reflect a worst-case scenario.

Able Marine Energy Park

1.7 The 24-hour traffic flows and distribution for the Able Marine site were extracted from the text of the Transport Assessment (NEA1114 Report No. 1, September 2011). The Transport Assessment used a gravity model and journey to work proportions from the 2001 Census to distribute the traffic.

South Humber Bank Power Station (DM/1070/18/FUL)

1.8 HGV and operational 24-hour flows and the traffic distribution for the South Humber Bank Power Station are located in its Transport Assessment (Appendix 9A: Transport Assessment, December 2018) within the ES appendices. The distribution diagrams have been attached at **Annex TN1 B** of this note.

North Beck Energy (DM/0026/18/FUL)

1.9 HGV and operational 24-hour flows and the distribution for North Beck Energy are located in its Transport Assessment (2206-01-TA01a, January 2018). The distribution diagrams have been attached at **Annex TN1 C** of this note.

Velocy's (DM/0664/19/FUL)

1.10 HGV and operational 24-hour flows and the traffic assignment for Velocy's are contained within its Transport Assessment (CRM.0120.001.TR.001, July 2019). The traffic assignment diagrams are attached in **Annex TN1 D** of this note. The assignment figures were used to estimate the distribution on the relevant links.

Stallingborough Interchange (DM/0302/21/REM)

1.11 The AM and PM peak hour rates and distribution for Stallingborough Interchange are located in the Transport Assessment addendum (ARUP-TR-01, December 2017) within the ES appendices. The distribution diagrams for the AM and PM peak hours have been attached to this note at **Annex TN1 E**.

1.12 The 24hr rates were estimated using conversion rates estimated from similar site trip rates.

Queens Road (DM/0147/16/FUL)

1.13 HGV and operational 24-hour flows and the traffic assignment for the Queens Road development are contained within its Transport Assessment (1601-95/TA/01, February 2016). The traffic assignment diagrams are attached in **Annex TN1 F** of this note. The assignment figures were used to estimate the distribution on the relevant links.

New Link Road (DM/0094/18/FUL)

1.14 The New Link Road has been scoped out as there are no new trips associated with the development.

1.15 The traffic counts for the Port of Immingham were undertaken after the Link Road was opened in March 2021 meaning that the base flows and the development flows already take the Link Road into account.

Highfield House (DM/0728/18/OUT)

1.16 HGV and operations peak hour flows and the traffic assignment for Highfield House are contained within its Transport Assessment (HFI-BWB-GEN-XX-RP-TR-0001_TA-S2-P2, August 2018). The traffic distribution and assignment diagrams are attached in **Annex TN1 G** of this note.

Able Logistics Park (PA/2009/0600)

1.17 Operational peak hour flows for Able Logistics Park are contained within the Transport Assessment (TA 04, May 2009) which is Appendix 17.1 of the ES submitted as part of the application. The assignment diagram is attached in **Annex TN1 H** of this note.

Border Control Post

1.18 At present vehicles that need to be checked for customs clearance use the Grimsby Border Control Post (BCP), but this will be closed and the new BCP on Queens Road was due to open on 1st July 2022 to coincide with when the rules change as result of Brexit.

1.19 However, in the ministerial statement (UIN HCWS796) on 28th April 2022 it was confirmed that controls requiring checks would not be introduced. In any event, expected use of the facility was forecast by ABP to be less than 30 vehicle per day and therefore it would have had no material impact on the wider traffic modelling.

1.20 The BCP has not therefore considered as a committed development is the assessment for the Immingham Eastern Ro-Ro Terminal.

Humber Road Tenants Consolidated

1.21 ABP are currently planning a B8 industrial scheme which will be accessed from the West Gate roundabout within the Port Estate. The traffic distribution and assignment have been estimated by DTA and the flow diagrams are attached in **Annex TN1 I** of this note.

Annex TN1 A

Junction Model Matrices

Baseline

PCU

AM (7-8)

	East Gate	Laporte Road	Queens Road
East Gate	0	28	53
Laporte Road	212	0	41
Queens Road	215	38	0

PM (16-17)

	East Gate	Laporte Road	Queens Road
East Gate	0	235	149
Laporte Road	39	0	78
Queens Road	39	29	0

HGVs

AM

	East Gate	Laporte Road	Queens Road
East Gate	0	14	37
Laporte Road	31	0	9
Queens Road	41	5	0

PM

	East Gate	Laporte Road	Queens Road
East Gate	0	44	29
Laporte Road	19	0	7
Queens Road	23	3	0

Committed Development

PCU

AM

	East Gate	Laporte Road	Queens Road
East Gate		19	
Laporte Road	2		7
Queens Road	1	3	

PM

	East Gate	Laporte Road	Queens Road
East Gate		19	
Laporte Road	2		
Queens Road	1		

HGVs

AM

	East Gate	Laporte Road	Queens Road
East Gate			
Laporte Road			7
Queens Road	1	3	

PM

	East Gate	Laporte Road	Queens Road
East Gate			
Laporte Road			
Queens Road	1		

Proposed Development

PCU

AM (7-8) Immingham

	East Gate	Laporte Road	Queens Road
East Gate	0	26	108
Laporte Road	27	0	0
Queens Road	168	0	0

PM (17-18) Stena

	East Gate	Laporte Road	Queens Road
East Gate	0	26	147
Laporte Road	27	0	0
Queens Road	224	0	0

HGVs

AM

	East Gate	Laporte Road	Queens Road
East Gate	0	0	36
Laporte Road	0	0	0
Queens Road	66	0	0

PM

	East Gate	Laporte Road	Queens Road
East Gate	0	0	52
Laporte Road	1	0	0
Queens Road	90	0	0

North East Lincolnshire 001

	2021-2025	2021-2032
AM	1.0298	1.0773
PM	1.0291	1.075

Queens Road/ Laporte Road

2021 Baseline

PCU

AM

	East Gate	Laporte Road	Queens Road
East Gate	0	28	53
Laporte Road	212	0	41
Queens Road	215	38	0

PM

	East Gate	Laporte Road	Queens Road
East Gate	0	235	149
Laporte Road	39	0	78
Queens Road	39	29	0

HGV %

AM

	East Gate	Laporte Road	Queens Road
East Gate		50%	70%
Laporte Road	15%		22%
Queens Road	19%	13%	

PM

	East Gate	Laporte Road	Queens Road
East Gate		19%	19%
Laporte Road	49%		9%
Queens Road	59%	10%	

2021 Baseline + Committed

PCU

AM

	East Gate	Laporte Road	Queens Road
East Gate	0	47	53
Laporte Road	214	0	48
Queens Road	216	41	0

PM

	East Gate	Laporte Road	Queens Road
East Gate	0	254	149
Laporte Road	41	0	78
Queens Road	40	29	0

HGV %

AM

	East Gate	Laporte Road	Queens Road
East Gate		30%	70%
Laporte Road	14%		33%
Queens Road	19%	20%	

PM

	East Gate	Laporte Road	Queens Road
East Gate		17%	19%
Laporte Road	46%		9%
Queens Road	60%	10%	

2021 Baseline + Committed + Development

PCU

AM

	East Gate	Laporte Road	Queens Road
East Gate	0	73	161
Laporte Road	241	0	48
Queens Road	384	41	0

PM

	East Gate	Laporte Road	Queens Road
East Gate	0	280	296
Laporte Road	68	0	78
Queens Road	264	29	0

HGV %

AM

	East Gate	Laporte Road	Queens Road
East Gate		20%	46%
Laporte Road	13%		33%
Queens Road	28%	20%	

PM

	East Gate	Laporte Road	Queens Road
East Gate		16%	27%
Laporte Road	29%		9%
Queens Road	43%	10%	

2025 Baseline

PCU

AM

	East Gate	Laporte Road	Queens Road
East Gate	0	29	55
Laporte Road	218	0	42
Queens Road	221	39	0

PM

	East Gate	Laporte Road	Queens Road
East Gate	0	242	153
Laporte Road	40	0	80
Queens Road	40	30	0

HGV %

AM

	East Gate	Laporte Road	Queens Road
East Gate		50%	70%
Laporte Road	15%		22%
Queens Road	19%	13%	

PM

	East Gate	Laporte Road	Queens Road
East Gate		19%	19%
Laporte Road	49%		9%
Queens Road	59%	10%	

2025 Baseline + Committed

PCU

AM

	East Gate	Laporte Road	Queens Road
East Gate	0	48	55
Laporte Road	220	0	49
Queens Road	223	42	0

PM

	East Gate	Laporte Road	Queens Road
East Gate	0	261	153
Laporte Road	42	0	80
Queens Road	41	30	0

HGV %

AM

	East Gate	Laporte Road	Queens Road
East Gate		30%	70%
Laporte Road	14%		33%
Queens Road	19%	20%	

PM

	East Gate	Laporte Road	Queens Road
East Gate		17%	19%
Laporte Road	46%		9%
Queens Road	60%	10%	

2025 Baseline + Committed + Development

PCU

AM

	East Gate	Laporte Road	Queens Road
East Gate	0	74	162
Laporte Road	247	0	49
Queens Road	391	42	0

PM

	East Gate	Laporte Road	Queens Road
East Gate	0	287	300
Laporte Road	69	0	80
Queens Road	265	30	0

HGV %

AM

	East Gate	Laporte Road	Queens Road
East Gate		20%	46%
Laporte Road	13%		33%
Queens Road	28%	20%	

PM

	East Gate	Laporte Road	Queens Road
East Gate		16%	27%
Laporte Road	29%		9%
Queens Road	43%	10%	

2032 Baseline

PCU

AM

	East Gate	Laporte Road	Queens Road
East Gate	0	51	57
Laporte Road	231	0	52
Queens Road	233	44	0

PM

	East Gate	Laporte Road	Queens Road
East Gate	0	253	160
Laporte Road	42	0	84
Queens Road	42	31	0

HGV %

AM

	East Gate	Laporte Road	Queens Road
East Gate		50%	70%
Laporte Road	15%		22%
Queens Road	19%	13%	

PM

	East Gate	Laporte Road	Queens Road
East Gate		19%	19%
Laporte Road	49%		9%
Queens Road	59%	10%	

2032 Baseline + Committed

PCU

AM

	East Gate	Laporte Road	Queens Road
East Gate	0	70	57
Laporte Road	233	0	59
Queens Road	234	47	0

PM

	East Gate	Laporte Road	Queens Road
East Gate	0	272	160
Laporte Road	44	0	84
Queens Road	43	31	0

HGV %

AM

	East Gate	Laporte Road	Queens Road
East Gate		30%	70%
Laporte Road	14%		33%
Queens Road	19%	20%	

PM

	East Gate	Laporte Road	Queens Road
East Gate		17%	19%
Laporte Road	46%		9%
Queens Road	60%	10%	

2032 Baseline + Committed + Development

PCU

AM

	East Gate	Laporte Road	Queens Road
East Gate	0	96	165
Laporte Road	259	0	59
Queens Road	402	47	0

PM

	East Gate	Laporte Road	Queens Road
East Gate	0	298	307
Laporte Road	71	0	84
Queens Road	267	31	0

HGV %

AM

	East Gate	Laporte Road	Queens Road
East Gate		20%	46%
Laporte Road	13%		33%
Queens Road	28%	20%	

PM

	East Gate	Laporte Road	Queens Road
East Gate		16%	27%
Laporte Road	29%		9%
Queens Road	43%	10%	

Laporte Road/ Kiln Lane/ Hobson Way

North East Lincolshire 007

	2021-2025	2021-2032
AM	1.0269	1.0683
PM	1.0255	1.0649

Baseline

PCU

AM (7-8)

	Air Products Access	Hobson Way	Kiln Lane	Laporte Road
Air Products Access	0	1	1	0
Hobson Way	0	0	91	287
Kiln Lane	1	74	2	169
Laporte Road	0	38	22	0

PM (16-17)

	Air Products Access	Hobson Way	Kiln Lane	Laporte Road
Air Products Access	0	0	4	0
Hobson Way	0	0	109	65
Kiln Lane	0	94	4	32
Laporte Road	0	275	183	0

HGVs

AM

	Air Products Access	Hobson Way	Kiln Lane	Laporte Road
Air Products Access	0	0	0	0
Hobson Way	0	0	15	17
Kiln Lane	0	17	0	35
Laporte Road	0	7	17	0

PM

	Air Products Access	Hobson Way	Kiln Lane	Laporte Road
Air Products Access	0	0	0	0
Hobson Way	0	0	26	7
Kiln Lane	0	15	1	23
Laporte Road	0	15	41	0

Committed Development

PCU

AM

	Air Products Access	Hobson Way	Kiln Lane	Laporte Road
Air Products Access				
Hobson Way			44	
Kiln Lane		56		9
Laporte Road			22	

PM

	Air Products Access	Hobson Way	Kiln Lane	Laporte Road
Air Products Access				
Hobson Way			24	
Kiln Lane	15			2
Laporte Road			19	

HGVs

AM

	Air Products Access	Hobson Way	Kiln Lane	Laporte Road
Air Products Access				
Hobson Way			33	
Kiln Lane		36		7
Laporte Road			3	

PM

	Air Products Access	Hobson Way	Kiln Lane	Laporte Road
Air Products Access				
Hobson Way			5	
Kiln Lane	4			
Laporte Road				

Proposed Development

PCU

AM (7-8) Immingham

	Air Products Access	Hobson Way	Kiln Lane	Laporte Road
Air Products Access	0	0	0	0
Hobson Way	0	0	0	26
Kiln Lane	0	0	0	0
Laporte Road	0	26	0	0

PM (17-18) Stena

	Air Products Access	Hobson Way	Kiln Lane	Laporte Road
Air Products Access	0	0	0	0
Hobson Way	0	0	0	27
Kiln Lane	0	0	0	0
Laporte Road	0	26	0	0

HGVs

AM

	Air Products Access	Hobson Way	Kiln Lane	Laporte Road
Air Products Access	0	0	0	0
Hobson Way	0	0	0	0
Kiln Lane	0	0	0	0
Laporte Road	0	0	0	0

PM

	Air Products Access	Hobson Way	Kiln Lane	Laporte Road
Air Products Access	0	0	0	0
Hobson Way	0	0	0	1
Kiln Lane	0	0	0	0
Laporte Road	0	0	0	0

2025 Baseline

PCU

AM

	Air Products Access	Hobson Way	Kiln Lane	Laporte Road
Air Products Access	0	1	1	0
Hobson Way	0	0	93	295
Kiln Lane	1	76	2	174
Laporte Road	0	39	23	0

PM

	Air Products Access	Hobson Way	Kiln Lane	Laporte Road
Air Products Access	0	0	4	0
Hobson Way	0	0	112	67
Kiln Lane	0	96	4	33
Laporte Road	0	282	188	0

HGV %

AM

	Air Products Access	Hobson Way	Kiln Lane	Laporte Road
Air Products Access		0%	0%	
Hobson Way			16%	6%
Kiln Lane	0%	23%	0%	21%
Laporte Road		18%	77%	

PM

	Air Products Access	Hobson Way	Kiln Lane	Laporte Road
Air Products Access			0%	
Hobson Way			24%	11%
Kiln Lane		16%	25%	72%
Laporte Road		5%	22%	

2025 Baseline + Committed

PCU

AM

	Air Products Access	Hobson Way	Kiln Lane	Laporte Road
Air Products Access	0	1	1	0
Hobson Way	0	0	137	295
Kiln Lane	1	132	2	183
Laporte Road	0	39	45	0

PM

	Air Products Access	Hobson Way	Kiln Lane	Laporte Road
Air Products Access	0	0	4	0
Hobson Way	0	0	135	67
Kiln Lane	0	111	4	35
Laporte Road	0	282	207	0

HGV %

AM

	Air Products Access	Hobson Way	Kiln Lane	Laporte Road
Air Products Access		0%	0%	
Hobson Way			36%	6%
Kiln Lane	0%	41%	0%	24%
Laporte Road		18%	45%	

PM

	Air Products Access	Hobson Way	Kiln Lane	Laporte Road
Air Products Access			0%	
Hobson Way			23%	11%
Kiln Lane		17%	25%	68%
Laporte Road		5%	20%	

2025 Baseline + Committed + Development

PCU

AM

	Air Products Access	Hobson Way	Kiln Lane	Laporte Road
Air Products Access	0	1	1	0
Hobson Way	0	0	137	321
Kiln Lane	1	132	2	183
Laporte Road	0	65	45	0

PM

	Air Products Access	Hobson Way	Kiln Lane	Laporte Road
Air Products Access	0	0	4	0
Hobson Way	0	0	135	94
Kiln Lane	0	111	4	35
Laporte Road	0	308	207	0

HGV %

AM

	Air Products Access	Hobson Way	Kiln Lane	Laporte Road
Air Products Access		0%	0%	
Hobson Way			36%	6%
Kiln Lane	0%	41%	0%	24%
Laporte Road		11%	45%	

PM

	Air Products Access	Hobson Way	Kiln Lane	Laporte Road
Air Products Access			0%	
Hobson Way			23%	8%
Kiln Lane		17%	25%	68%
Laporte Road		5%	20%	

2032 Baseline

PCU

AM

	Air Products Access	Hobson Way	Kiln Lane	Laporte Road
Air Products Access	0	1	1	0
Hobson Way	0	0	97	307
Kiln Lane	1	79	2	181
Laporte Road	0	41	24	0

PM

	Air Products Access	Hobson Way	Kiln Lane	Laporte Road
Air Products Access	0	0	4	0
Hobson Way	0	0	116	69
Kiln Lane	0	100	4	34
Laporte Road	0	293	195	0

HGV %

AM

	Air Products Access	Hobson Way	Kiln Lane	Laporte Road
Air Products Access		0%	0%	
Hobson Way			16%	6%
Kiln Lane	0%	23%	0%	21%
Laporte Road		18%	77%	

PM

	Air Products Access	Hobson Way	Kiln Lane	Laporte Road
Air Products Access			0%	
Hobson Way			24%	11%
Kiln Lane		16%	25%	72%
Laporte Road		5%	22%	

2032 Baseline + Committed

PCU

AM

	Air Products Access	Hobson Way	Kiln Lane	Laporte Road
Air Products Access	0	1	1	0
Hobson Way	0	0	141	307
Kiln Lane	1	135	2	190
Laporte Road	0	41	46	0

PM

	Air Products Access	Hobson Way	Kiln Lane	Laporte Road
Air Products Access	0	0	4	0
Hobson Way	0	0	140	69
Kiln Lane	0	115	4	36
Laporte Road	0	293	214	0

HGV %

AM

	Air Products Access	Hobson Way	Kiln Lane	Laporte Road
Air Products Access		0%	0%	
Hobson Way			36%	6%
Kiln Lane	0%	41%	0%	24%
Laporte Road		18%	45%	

PM

	Air Products Access	Hobson Way	Kiln Lane	Laporte Road
Air Products Access			0%	
Hobson Way			23%	11%
Kiln Lane		17%	25%	68%
Laporte Road		5%	20%	

2032 Baseline + Committed + Development

PCU

AM

	Air Products Access	Hobson Way	Kiln Lane	Laporte Road
Air Products Access	0	1	1	0
Hobson Way	0	0	141	333
Kiln Lane	1	135	2	190
Laporte Road	0	67	46	0

PM

	Air Products Access	Hobson Way	Kiln Lane	Laporte Road
Air Products Access	0	0	4	0
Hobson Way	0	0	140	96
Kiln Lane	0	115	4	36
Laporte Road	0	319	214	0

HGV %

AM

	Air Products Access	Hobson Way	Kiln Lane	Laporte Road
Air Products Access		0%	0%	
Hobson Way			36%	6%
Kiln Lane	0%	41%	0%	24%
Laporte Road		11%	45%	

PM

	Air Products Access	Hobson Way	Kiln Lane	Laporte Road
Air Products Access			0%	
Hobson Way			23%	8%
Kiln Lane		17%	25%	68%
Laporte Road		5%	20%	

Kings Road/ A1173

Baseline

PCU

AM (7-8)

	Kings Road NW	A1173	Kings Road NE
Kings Road NW	0	37	51
A1173	214	1	438
Kings Road NE	110	153	1

PM (16-17)

	Kings Road NW	A1173	Kings Road NE
Kings Road NW	0	149	147
A1173	27	0	232
Kings Road NE	50	470	1

HGVs

AM

	Kings Road NW	A1173	Kings Road NE
Kings Road NW	0	27	13
A1173	26	0	67
Kings Road NE	11	36	0

PM

	Kings Road NW	A1173	Kings Road NE
Kings Road NW	0	25	9
A1173	14	0	47
Kings Road NE	12	51	0

Committed Development

PCU

AM

	Kings Road NW	A1173	Kings Road NE
Kings Road NW		31	
A1173	61		1
Kings Road NE			

PM

	Kings Road NW	A1173	Kings Road NE
Kings Road NW		54	
A1173	32		1
Kings Road NE			

HGVs

AM

	Kings Road NW	A1173	Kings Road NE
Kings Road NW		2	
A1173	7		1
Kings Road NE			

PM

	Kings Road NW	A1173	Kings Road NE
Kings Road NW		5	
A1173	5		1
Kings Road NE			

Proposed Development

PCU

AM (7-8) Immingham

	Kings Road NW	A1173	Kings Road NE
Kings Road NW	0	3	8
A1173	3	0	161
Kings Road NE	8	100	0

PM (17-18) Stena

	Kings Road NW	A1173	Kings Road NE
Kings Road NW	0	3	8
A1173	3	0	216
Kings Road NE	8	139	0

HGVs

AM

	Kings Road NW	A1173	Kings Road NE
Kings Road NW	0	0	0
A1173	0	0	66
Kings Road NE	0	36	0

PM

	Kings Road NW	A1173	Kings Road NE
Kings Road NW	0	0	0
A1173	0	0	90
Kings Road NE	0	52	0

North East Lincolnshire 001

	2021-2025	2021-2032
AM	1.0298	1.0773
PM	1.0291	1.075

2025 Baseline

PCU

AM

	Kings Road NW	A1173	Kings Road NE
Kings Road NW	0	38	53
A1173	220	1	451
Kings Road NE	113	158	1

PM

	Kings Road NW	A1173	Kings Road NE
Kings Road NW	0	153	151
A1173	28	0	239
Kings Road NE	51	484	1

HGV %

AM

	Kings Road NW	A1173	Kings Road NE
Kings Road NW		73%	25%
A1173	12%	0%	15%
Kings Road NE	10%	24%	0%

PM

	Kings Road NW	A1173	Kings Road NE
Kings Road NW		17%	6%
A1173	52%		20%
Kings Road NE	24%	11%	0%

2025 Baseline + Committed

PCU

AM

	Kings Road NW	A1173	Kings Road NE
Kings Road NW	0	69	53
A1173	281	1	452
Kings Road NE	113	158	1

PM

	Kings Road NW	A1173	Kings Road NE
Kings Road NW	0	207	151
A1173	60	0	240
Kings Road NE	51	484	1

HGV %

AM

	Kings Road NW	A1173	Kings Road NE
Kings Road NW		43%	25%
A1173	12%	0%	16%
Kings Road NE	10%	24%	0%

PM

	Kings Road NW	A1173	Kings Road NE
Kings Road NW		15%	6%
A1173	33%		21%
Kings Road NE	24%	11%	0%

2025 Baseline + Committed + Development

PCU

AM

	Kings Road NW	A1173	Kings Road NE
Kings Road NW	0	72	60
A1173	284	1	613
Kings Road NE	121	258	1

PM

	Kings Road NW	A1173	Kings Road NE
Kings Road NW	0	210	159
A1173	63	0	456
Kings Road NE	59	623	1

HGV %

AM

	Kings Road NW	A1173	Kings Road NE
Kings Road NW		41%	22%
A1173	12%	0%	22%
Kings Road NE	9%	29%	0%

PM

	Kings Road NW	A1173	Kings Road NE
Kings Road NW		15%	6%
A1173	31%		31%
Kings Road NE	21%	17%	0%

2032 Baseline

PCU

AM

	Kings Road NW	A1173	Kings Road NE
Kings Road NW	0	73	55
A1173	296	1	473
Kings Road NE	119	165	1

PM

	Kings Road NW	A1173	Kings Road NE
Kings Road NW	0	160	158
A1173	29	0	249
Kings Road NE	54	505	1

HGV %

AM

	Kings Road NW	A1173	Kings Road NE
Kings Road NW		73%	25%
A1173	12%	0%	15%
Kings Road NE	10%	24%	0%

PM

	Kings Road NW	A1173	Kings Road NE
Kings Road NW		17%	6%
A1173	52%		20%
Kings Road NE	24%	11%	0%

2032 Baseline + Committed

PCU

AM

	Kings Road NW	A1173	Kings Road NE
Kings Road NW	0	104	55
A1173	357	1	474
Kings Road NE	119	165	1

PM

	Kings Road NW	A1173	Kings Road NE
Kings Road NW	0	214	158
A1173	61	0	250
Kings Road NE	54	505	1

HGV %

AM

	Kings Road NW	A1173	Kings Road NE
Kings Road NW		43%	25%
A1173	12%	0%	16%
Kings Road NE	10%	24%	0%

PM

	Kings Road NW	A1173	Kings Road NE
Kings Road NW		15%	6%
A1173	33%		21%
Kings Road NE	24%	11%	0%

2032 Baseline + Committed + Development

PCU

AM

	Kings Road NW	A1173	Kings Road NE
Kings Road NW	0	107	63
A1173	360	1	635
Kings Road NE	126	265	1

PM

	Kings Road NW	A1173	Kings Road NE
Kings Road NW	0	217	166
A1173	64	0	467
Kings Road NE	61	645	1

HGV %

AM

	Kings Road NW	A1173	Kings Road NE
Kings Road NW		41%	22%
A1173	12%	0%	22%
Kings Road NE	9%	29%	0%

PM

	Kings Road NW	A1173	Kings Road NE
Kings Road NW		15%	6%
A1173	31%		31%
Kings Road NE	21%	17%	0%

Baseline

PCU

AM (7-8)

	Kiln Lane	Access	A1173 W	A1173 N
Kiln Lane	0	0	81	74
Access	0	0	0	0
A1173 W	407	2	0	560
A1173 N	70	0	113	0

PM (16-17)

	Kiln Lane	Access	A1173 W	A1173 N
Kiln Lane	0	4	445	89
Access	0	0	2	0
A1173 W	112	0	0	149
A1173 N	74	0	531	0

HGVs

AM

	Kiln Lane	Access	A1173 W	A1173 N
Kiln Lane	0	0	40	37
Access	0	0	0	0
A1173 W	43	0	0	57
A1173 N	18	0	44	0

PM

	Kiln Lane	Access	A1173 W	A1173 N
Kiln Lane	0	0	37	23
Access	0	0	0	0
A1173 W	63	0	0	16
A1173 N	31	0	46	0

Committed Development

PCU

AM

	Kiln Lane	Access	A1173 W	A1173 N
Kiln Lane			51	
Access			43	
A1173 W	67			178
A1173 N			14	

PM

	Kiln Lane	Access	A1173 W	A1173 N
Kiln Lane			27	0
Access			43	
A1173 W	19			5
A1173 N			183	

HGVs

AM

	Kiln Lane	Access	A1173 W	A1173 N
Kiln Lane			36	
Access				
A1173 W	43			0
A1173 N			0	

PM

	Kiln Lane	Access	A1173 W	A1173 N
Kiln Lane			5	
Access				
A1173 W	4			0
A1173 N			0	

Proposed Development

PCU

AM (7-8) Immingham

	Kiln Lane	Access	A1173 W	A1173 N
Kiln Lane	0	0	0	0
Access	0	0	0	0
A1173 W	0	0	0	164
A1173 N	0	0	96	0

PM (17-18) Stena

	Kiln Lane	Access	A1173 W	A1173 N
Kiln Lane	0	0	0	0
Access	0	0	0	0
A1173 W	0	0	0	219
A1173 N	0	0	132	0

HGVs

AM

	Kiln Lane	Access	A1173 W	A1173 N
Kiln Lane	0	0	0	0
Access	0	0	0	0
A1173 W	0	0	0	66
A1173 N	0	0	36	0

PM

	Kiln Lane	Access	A1173 W	A1173 N
Kiln Lane	0	0	0	0
Access	0	0		0
A1173 W	0	0	0	90
A1173 N	0		52	0

North East Lincolnshire 007

	2021-2025	2021-2032
AM	1.0269	1.0683
PM	1.0255	1.0649

A1173/ Kiln Lane

2025 Baseline

PCU

AM

	Kiln Lane	Access	A1173 W	A1173 N
Kiln Lane	0	0	83	76
Access	0	0	0	0
A1173 W	418	2	0	575
A1173 N	72	0	116	0

PM

	Kiln Lane	Access	A1173 W	A1173 N
Kiln Lane	0	4	456	91
Access	0	0	2	0
A1173 W	115	0	0	153
A1173 N	76	0	545	0

HGV %

AM

	Kiln Lane	Access	A1173 W	A1173 N
Kiln Lane			49%	50%
Access				
A1173 W	11%	0%		10%
A1173 N	26%		39%	

PM

	Kiln Lane	Access	A1173 W	A1173 N
Kiln Lane		0%	8%	26%
Access			0%	
A1173 W	56%	0%		11%
A1173 N	42%		9%	

2025 Baseline + Committed

PCU

AM

	Kiln Lane	Access	A1173 W	A1173 N
Kiln Lane	0	0	134	76
Access	0	0	43	0
A1173 W	485	2	0	753
A1173 N	72	0	130	0

PM

	Kiln Lane	Access	A1173 W	A1173 N
Kiln Lane	0	4	484	92
Access	0	0	45	0
A1173 W	134	0	0	157
A1173 N	76	0	728	0

HGV %

AM

	Kiln Lane	Access	A1173 W	A1173 N
Kiln Lane			58%	50%
Access			0%	
A1173 W	18%	0%		8%
A1173 N	26%		35%	

PM

	Kiln Lane	Access	A1173 W	A1173 N
Kiln Lane		0%	9%	26%
Access			0%	
A1173 W	51%			10%
A1173 N	42%		6%	

2025 Baseline + Committed + Development

PCU

AM

	Kiln Lane	Access	A1173 W	A1173 N
Kiln Lane	0	0	134	76
Access	0	0	43	0
A1173 W	485	2	0	917
A1173 N	72	0	226	0

PM

	Kiln Lane	Access	A1173 W	A1173 N
Kiln Lane	0	4	484	92
Access	0	0	45	0
A1173 W	134	0	0	377
A1173 N	76	0	859	0

HGV %

AM

	Kiln Lane	Access	A1173 W	A1173 N
Kiln Lane			58%	50%
Access			0%	
A1173 W	18%	0%		14%
A1173 N	26%		36%	

PM

	Kiln Lane	Access	A1173 W	A1173 N
Kiln Lane		0%	9%	26%
Access			0%	
A1173 W	51%			28%
A1173 N	42%		12%	

2032 Baseline

PCU

AM

	Kiln Lane	Access	A1173 W	A1173 N
Kiln Lane	0	0	87	79
Access	0	0	0	0
A1173 W	435	2	0	598
A1173 N	75	0	121	0

PM

	Kiln Lane	Access	A1173 W	A1173 N
Kiln Lane	0	4	474	95
Access	0	0	2	0
A1173 W	119	0	0	159
A1173 N	79	0	565	0

HGV %

AM

	Kiln Lane	Access	A1173 W	A1173 N
Kiln Lane			49%	50%
Access				
A1173 W	11%	0%		10%
A1173 N	26%		39%	

PM

	Kiln Lane	Access	A1173 W	A1173 N
Kiln Lane		0%	8%	26%
Access			0%	
A1173 W	56%	0%		11%
A1173 N	42%		9%	

2032 Baseline + Committed

PCU

AM

	Kiln Lane	Access	A1173 W	A1173 N
Kiln Lane	0	0	138	79
Access	0	0	43	0
A1173 W	502	2	0	776
A1173 N	75	0	134	0

PM

	Kiln Lane	Access	A1173 W	A1173 N
Kiln Lane	0	4	501	95
Access	0	0	45	0
A1173 W	138	0	0	163
A1173 N	79	0	748	0

HGV %

AM

	Kiln Lane	Access	A1173 W	A1173 N
Kiln Lane			58%	50%
Access			0%	
A1173 W	18%	0%		8%
A1173 N	26%		35%	

PM

	Kiln Lane	Access	A1173 W	A1173 N
Kiln Lane		0%	9%	26%
Access			0%	
A1173 W	51%			10%
A1173 N	42%		6%	

2032 Baseline + Committed + Development

PCU

AM

	Kiln Lane	Access	A1173 W	A1173 N
Kiln Lane	0	0	138	79
Access	0	0	43	0
A1173 W	502	2	0	940
A1173 N	75	0	230	0

PM

	Kiln Lane	Access	A1173 W	A1173 N
Kiln Lane	0	4	501	95
Access	0	0	45	0
A1173 W	138	0	0	383
A1173 N	79	0	880	0

HGV %

AM

	Kiln Lane	Access	A1173 W	A1173 N
Kiln Lane			58%	50%
Access			0%	
A1173 W	18%	0%		14%
A1173 N	26%		36%	

PM

	Kiln Lane	Access	A1173 W	A1173 N
Kiln Lane		0%	9%	26%
Access			0%	
A1173 W	51%			28%
A1173 N	42%		12%	

Baseline

PCU

AM (7-8)

	SHIIP Access S	A1173 W	SHIIP Access N	A1173 E
SHIIP Access S	0	75	0	27
A1173 W	138	0	25	218
SHIIP Access N	0	16	0	6
A1173 E	28	988	5	0

PM (16-17)

	SHIIP Access S	A1173 W	SHIIP Access N	A1173 E
SHIIP Access S	0	143	0	37
A1173 W	102	0	24	1010
SHIIP Access N	0	28	0	7
A1173 E	23	292	5	0

HGVs

AM

	SHIIP Access S	A1173 W	SHIIP Access N	A1173 E
SHIIP Access S	0	15	0	9
A1173 W	10	0	2	88
SHIIP Access N	0	4	0	2
A1173 E	3	106	1	0

PM

	SHIIP Access S	A1173 W	SHIIP Access N	A1173 E
SHIIP Access S	0	12	0	6
A1173 W	25	0	6	94
SHIIP Access N	0	3	0	2
A1173 E	6	105	2	0

Committed Development

PCU

AM

	SHIIP Access S	A1173 W	SHIIP Access N	A1173 E
SHIIP Access S				
A1173 W				68
SHIIP Access N				
A1173 E		59		

PM

	SHIIP Access S	A1173 W	SHIIP Access N	A1173 E
SHIIP Access S				
A1173 W				19
SHIIP Access N				
A1173 E		44		

HGVs

AM

	SHIIP Access S	A1173 W	SHIIP Access N	A1173 E
SHIIP Access S				
A1173 W				52
SHIIP Access N				
A1173 E		41		

PM

	SHIIP Access S	A1173 W	SHIIP Access N	A1173 E
SHIIP Access S				
A1173 W				15
SHIIP Access N				
A1173 E		16		

Proposed Development

PCU

AM (7-8) Immingham

	SHIIP Access S	A1173 W	SHIIP Access N	A1173 E
SHIIP Access S				
A1173 W				164
SHIIP Access N				
A1173 E		96		

PM (17-18) Stena

	SHIIP Access S	A1173 W	SHIIP Access N	A1173 E
SHIIP Access S				
A1173 W				219
SHIIP Access N				
A1173 E		132		

HGVs

AM

	SHIIP Access S	A1173 W	SHIIP Access N	A1173 E
SHIIP Access S				
A1173 W				66
SHIIP Access N				
A1173 E		36		

PM

	SHIIP Access S	A1173 W	SHIIP Access N	A1173 E
SHIIP Access S				
A1173 W				90
SHIIP Access N				
A1173 E		52		

North East Lincolnshire 007

	2021-2025	2021-2032
AM	1.0269	1.0683
PM	1.0255	1.0649

A1173/ SHIIP

2025 Baseline

PCU

AM

	SHIIP Access S	A1173 W	SHIIP Access N	A1173 E
SHIIP Access S	0	77	0	28
A1173 W	142	0	26	224
SHIIP Access N	0	16	0	6
A1173 E	29	1015	5	0

PM

	SHIIP Access S	A1173 W	SHIIP Access N	A1173 E
SHIIP Access S	0	147	0	38
A1173 W	105	0	25	1036
SHIIP Access N	0	29	0	7
A1173 E	24	299	5	0

HGV %

AM

	SHIIP Access S	A1173 W	SHIIP Access N	A1173 E
SHIIP Access S		20%		33%
A1173 W	7%		8%	40%
SHIIP Access N		25%		33%
A1173 E	11%	11%	20%	

PM

	SHIIP Access S	A1173 W	SHIIP Access N	A1173 E
SHIIP Access S		8%		16%
A1173 W	25%		25%	9%
SHIIP Access N		11%		29%
A1173 E	26%	36%	40%	

2025 Baseline + Committed

PCU

AM

	SHIIP Access S	A1173 W	SHIIP Access N	A1173 E
SHIIP Access S	0	77	0	28
A1173 W	142	0	26	292
SHIIP Access N	0	16	0	6
A1173 E	29	1074	5	0

PM

	SHIIP Access S	A1173 W	SHIIP Access N	A1173 E
SHIIP Access S	0	147	0	38
A1173 W	105	0	25	1055
SHIIP Access N	0	29	0	7
A1173 E	24	344	5	0

HGV %

AM

	SHIIP Access S	A1173 W	SHIIP Access N	A1173 E
SHIIP Access S		20%		33%
A1173 W	7%		8%	49%
SHIIP Access N		25%		33%
A1173 E	11%	14%	20%	

PM

	SHIIP Access S	A1173 W	SHIIP Access N	A1173 E
SHIIP Access S		8%		16%
A1173 W	25%		25%	11%
SHIIP Access N		11%		29%
A1173 E	26%	36%	40%	

2025 Baseline + Committed + Development

PCU

AM

	SHIIP Access S	A1173 W	SHIIP Access N	A1173 E
SHIIP Access S	0	77	0	28
A1173 W	142	0	26	455
SHIIP Access N	0	16	0	6
A1173 E	29	1169	5	0

PM

	SHIIP Access S	A1173 W	SHIIP Access N	A1173 E
SHIIP Access S	0	147	0	38
A1173 W	105	0	25	1274
SHIIP Access N	0	29	0	7
A1173 E	24	476	5	0

HGV %

AM

	SHIIP Access S	A1173 W	SHIIP Access N	A1173 E
SHIIP Access S		20%		33%
A1173 W	7%		8%	46%
SHIIP Access N		25%		33%
A1173 E	11%	16%	20%	

PM

	SHIIP Access S	A1173 W	SHIIP Access N	A1173 E
SHIIP Access S		8%		16%
A1173 W	25%		25%	16%
SHIIP Access N		11%		29%
A1173 E	26%	37%	40%	

2032 Baseline

PCU

AM

	SHIIP Access S	A1173 W	SHIIP Access N	A1173 E
SHIIP Access S	0	80	0	29
A1173 W	147	0	27	233
SHIIP Access N	0	17	0	6
A1173 E	30	1055	5	0

PM

	SHIIP Access S	A1173 W	SHIIP Access N	A1173 E
SHIIP Access S	0	152	0	39
A1173 W	109	0	26	1076
SHIIP Access N	0	30	0	7
A1173 E	24	311	5	0

HGV %

AM

	SHIIP Access S	A1173 W	SHIIP Access N	A1173 E
SHIIP Access S		20%		33%
A1173 W	7%		8%	40%
SHIIP Access N		25%		33%
A1173 E	11%	11%	20%	

PM

	SHIIP Access S	A1173 W	SHIIP Access N	A1173 E
SHIIP Access S		8%		16%
A1173 W	25%		25%	9%
SHIIP Access N		11%		29%
A1173 E	26%	36%	40%	

2032 Baseline + Committed

PCU

AM

	SHIIP Access S	A1173 W	SHIIP Access N	A1173 E
SHIIP Access S	0	80	0	29
A1173 W	147	0	27	301
SHIIP Access N	0	17	0	6
A1173 E	30	1114	5	0

PM

	SHIIP Access S	A1173 W	SHIIP Access N	A1173 E
SHIIP Access S	0	152	0	39
A1173 W	109	0	26	1095
SHIIP Access N	0	30	0	7
A1173 E	24	355	5	0

HGV %

AM

	SHIIP Access S	A1173 W	SHIIP Access N	A1173 E
SHIIP Access S		20%		33%
A1173 W	7%		8%	49%
SHIIP Access N		25%		33%
A1173 E	11%	14%	20%	

PM

	SHIIP Access S	A1173 W	SHIIP Access N	A1173 E
SHIIP Access S		8%		16%
A1173 W	25%		25%	11%
SHIIP Access N		11%		29%
A1173 E	26%	36%	40%	

2032 Baseline + Committed + Development

PCU

AM

	SHIIP Access S	A1173 W	SHIIP Access N	A1173 E
SHIIP Access S	0	80	0	29
A1173 W	147	0	27	464
SHIIP Access N	0	17	0	6
A1173 E	30	1210	5	0

PM

	SHIIP Access S	A1173 W	SHIIP Access N	A1173 E
SHIIP Access S	0	152	0	39
A1173 W	109	0	26	1314
SHIIP Access N	0	30	0	7
A1173 E	24	487	5	0

HGV %

AM

	SHIIP Access S	A1173 W	SHIIP Access N	A1173 E
SHIIP Access S		20%		33%
A1173 W	7%		8%	46%
SHIIP Access N		25%		33%
A1173 E	11%	16%	20%	

PM

	SHIIP Access S	A1173 W	SHIIP Access N	A1173 E
SHIIP Access S		8%		16%
A1173 W	25%		25%	16%
SHIIP Access N		11%		29%
A1173 E	26%	37%	40%	

A160/ Humber Road/ Manby Road

Baseline

PCU

AM (7-8)

	Humber Road	Manby Road	Port Service Access	A160	Conco Access
Humber Road	12	58	1	310	0
Manby Road	330	3	1	231	0
Port Service Access	4	0	0	2	0
A160	367	180	3	9	2
Conco Access	0	0	0	0	0

PM (16-17)

	Humber Road	Manby Road	Port Service Access	A160	Conco Access
Humber Road	49	303	0	407	0
Manby Road	115	11	1	214	0
Port Service Access	0	4	0	6	0
A160	223	240	4	5	2
Conco Access	0	2	0	1	0

HGVs

AM

	Humber Road	Manby Road	Port Service Access	A160	Conco Access
Humber Road	5	22	1	285	0
Manby Road	74	2	1	50	0
Port Service Access	4	0	0	2	0
A160	177	34	3	6	2
Conco Access	0	0	0	0	0

PM

	Humber Road	Manby Road	Port Service Access	A160	Conco Access
Humber Road	18	65	0	247	0
Manby Road	42	1	1	43	0
Port Service Access	0	2	0	4	0
A160	202	48	3	2	2
Conco Access	0	0	0	1	0

Committed Development

PCU

AM

	Humber Road	Manby Road	Port Service Access	A160	Conco Access
Humber Road	2	23		9	
Manby Road	128			35	
Port Service Access					
A160	310	11			
Conco Access					

PM

	Humber Road	Manby Road	Port Service Access	A160	Conco Access
Humber Road	10	89		288	
Manby Road	18			6	
Port Service Access					
A160	4	16			
Conco Access					

HGVs

AM

	Humber Road	Manby Road	Port Service Access	A160	Conco Access
Humber Road		0		4	
Manby Road	0				
Port Service Access					
A160	8				
Conco Access					

PM

	Humber Road	Manby Road	Port Service Access	A160	Conco Access
Humber Road		0		0	
Manby Road	0				
Port Service Access					
A160	0				
Conco Access					

Proposed Development

PCU

AM (7-8) — Immingham

	Humber Road	Manby Road	Port Service Access	A160	Conco Access
Humber Road	0	4	0	18	0
Manby Road	4	0	0	0	0
Port Service Access	0	0	0	0	0
A160	30	0	0	0	0
Conco Access	0	0	0	0	0

PM (17-18) — Stena

	Humber Road	Manby Road	Port Service Access	A160	Conco Access
Humber Road	0	4	0	25	0
Manby Road	4	0	0	0	0
Port Service Access	0	0	0	0	0
A160	40	0	0	0	0
Conco Access	0	0	0	0	0

HGVs

AM

	Humber Road	Manby Road	Port Service Access	A160	Conco Access
Humber Road	0	0	0	6	0
Manby Road	0	0	0	0	0
Port Service Access	0	0	0	0	0
A160	12	0	0	0	0
Conco Access	0	0	0	0	0

PM

	Humber Road	Manby Road	Port Service Access	A160	Conco Access
Humber Road	0	0	0	9	0
Manby Road	0	0	0	0	0
Port Service Access	0	0	0	0	0
A160	16	0	0	0	0
Conco Access	0	0	0	0	0

North Lincolnshire 004

	2021-2025	2021-2032
AM	1.0443	1.1131
PM	1.0434	1.1108

2021 Baseline

PCU

AM

	Humber Road	Manby Road	Port Service Access	A160	Conco Access
Humber Road	12	58	1	330	0
Manby Road	330	3	1	231	0
Port Service Access	4	0	0	2	0
A160	367	180	3	9	2
Conco Access	0	0	0	0	0

PM

	Humber Road	Manby Road	Port Service Access	A160	Conco Access
Humber Road	49	303	0	407	0
Manby Road	115	11	1	214	0
Port Service Access	0	4	0	6	0
A160	223	240	4	5	2
Conco Access	0	2	0	1	0

HGV %

AM

	Humber Road	Manby Road	Port Service Access	A160	Conco Access
Humber Road	42%	38%	100%	92%	
Manby Road	22%	67%	100%	22%	
Port Service Access	100%			100%	
A160	48%	19%	100%	67%	100%
Conco Access					

PM

	Humber Road	Manby Road	Port Service Access	A160	Conco Access
Humber Road	37%	21%		61%	
Manby Road	37%	9%	100%	20%	
Port Service Access		50%		67%	
A160	91%	20%	75%	40%	100%
Conco Access		0%		100%	

2021 Baseline + Committed

PCU

AM

	Humber Road	Manby Road	Port Service Access	A160	Conco Access
Humber Road	14	81	1	319	0
Manby Road	458	3	1	266	0
Port Service Access	4	0	0	2	0
A160	677	191	3	9	2
Conco Access	0	0	0	0	0

PM

	Humber Road	Manby Road	Port Service Access	A160	Conco Access
Humber Road	59	392	0	705	0
Manby Road	133	11	1	220	0
Port Service Access	0	4	0	6	0
A160	227	256	4	5	2
Conco Access	0	2	0	1	0

HGV %

AM

	Humber Road	Manby Road	Port Service Access	A160	Conco Access
Humber Road	36%	27%	100%	91%	
Manby Road	16%	67%	100%	19%	
Port Service Access	100%			100%	
A160	27%	18%	100%	67%	100%
Conco Access					

PM

	Humber Road	Manby Road	Port Service Access	A160	Conco Access
Humber Road	31%	17%		35%	
Manby Road	32%	9%	100%	20%	
Port Service Access		50%		67%	
A160	89%	19%	75%	40%	100%
Conco Access		0%		100%	

2021 Baseline + Committed + Development

PCU

AM

	Humber Road	Manby Road	Port Service Access	A160	Conco Access
Humber Road	14	85	1	337	0
Manby Road	462	3	1	266	0
Port Service Access	4	0	0	2	0
A160	707	191	3	9	2
Conco Access	0	0	0	0	0

PM

	Humber Road	Manby Road	Port Service Access	A160	Conco Access
Humber Road	59	396	0	730	0
Manby Road	137	11	1	220	0
Port Service Access	0	4	0	6	0
A160	267	256	4	5	2
Conco Access	0	2	0	1	0

HGV %

AM

	Humber Road	Manby Road	Port Service Access	A160	Conco Access
Humber Road	36%	28%	100%	88%	
Manby Road	16%	67%	100%	19%	
Port Service Access	100%			100%	
A160	28%	18%	100%	67%	100%
Conco Access					

PM

	Humber Road	Manby Road	Port Service Access	A160	Conco Access
Humber Road	31%	16%		35%	
Manby Road	31%	9%	100%	20%	
Port Service Access		50%		67%	
A160	82%	19%	75%	40%	100%
Conco Access		0%		100%	

2025 Baseline

PCU

AM

	Humber Road	Manby Road	Port Service Access	A160	Conco Access
Humber Road	13	61	1	324	0
Manby Road	345	3	1	241	0
Port Service Access	4	0	0	2	0
A160	383	188	3	9	2
Conco Access	0	0	0	0	0

PM

	Humber Road	Manby Road	Port Service Access	A160	Conco Access
Humber Road	51	316	0	425	0
Manby Road	120	11	1	223	0
Port Service Access	0	4	0	6	0
A160	233	250	4	5	2
Conco Access	0	2	0	1	0

HGV %

AM

	Humber Road	Manby Road	Port Service Access	A160	Conco Access
Humber Road	42%	38%	100%	92%	
Manby Road	22%	67%	100%	22%	
Port Service Access	100%			100%	
A160	48%	19%	100%	67%	100%
Conco Access					

PM

	Humber Road	Manby Road	Port Service Access	A160	Conco Access
Humber Road	37%	21%		61%	
Manby Road	37%	9%	100%	20%	
Port Service Access		50%		67%	
A160	91%	20%	75%	40%	100%
Conco Access		0%		100%	

2025 Baseline + Committed

PCU

AM

	Humber Road	Manby Road	Port Service Access	A160	Conco Access
Humber Road	14	84	1	332	0
Manby Road	473	3	1	276	0
Port Service Access	4	0	0	2	0
A160	693	199	3	9	2
Conco Access	0	0	0	0	0

PM

	Humber Road	Manby Road	Port Service Access	A160	Conco Access
Humber Road	61	401	0	723	0
Manby Road	138	11	1	229	0
Port Service Access	0	4	0	6	0
A160	236	266	4	5	2
Conco Access	0	2	0	1	0

HGV %

AM

	Humber Road	Manby Road	Port Service Access	A160	Conco Access
Humber Road	36%	27%	100%	91%	
Manby Road	16%	67%	100%	19%	
Port Service Access	100%			100%	
A160	27%	18%	100%	67%	100%
Conco Access					

PM

	Humber Road	Manby Road	Port Service Access	A160	Conco Access
Humber Road	31%	17%		35%	
Manby Road	32%	9%	100%	20%	
Port Service Access		50%		67%	
A160	89%	19%	75%	40%	100%
Conco Access		0%		100%	

2025 Baseline + Committed + Development

PCU

AM

	Humber Road	Manby Road	Port Service Access	A160	Conco Access
Humber Road	14	88	1	351	0
Manby Road	477	3	1	276	0
Port Service Access	4	0	0	2	0
A160	723	199	3	9	2
Conco Access	0	0	0	0	0

PM

	Humber Road	Manby Road	Port Service Access	A160	Conco Access
Humber Road	61	409	0	747	0
Manby Road	142	11	1	229	0
Port Service Access	0	4	0	6	0
A160	276	266	4	5	2
Conco Access	0	2	0	1	0

HGV %

AM

	Humber Road	Manby Road	Port Service Access	A160	Conco Access
Humber Road	36%	28%	100%	88%	
Manby Road	16%	67%	100%	19%	
Port Service Access	100%			100%	
A160	28%	18%	100%	67%	100%
Conco Access					

PM

	Humber Road	Manby Road	Port Service Access	A160	Conco Access
Humber Road	31%	16%		35%	
Manby Road	31%	9%	100%	20%	
Port Service Access		50%		67%	
A160	82%	19%	75%	40%	100%
Conco Access		0%		100%	

2032 Baseline

PCU

AM

	Humber Road	Manby Road	Port Service Access	A160	Conco Access
Humber Road	13	65	1	345	0
Manby Road	367	3	1	257	0
Port Service Access	4	0	0	2	0
A160	409	200	3	10	2
Conco Access	0	0	0	0	0

PM

	Humber Road	Manby Road	Port Service Access	A160	Conco Access
Humber Road	54	337	0	452	0
Manby Road	128	12	1	238	0
Port Service Access	0	4	0	7	0
A160	248	267	4	6	2
Conco Access	0	2	0	1	0

HGV %

AM

	Humber Road	Manby Road	Port Service Access	A160	Conco Access
Humber Road	42%	38%	100%	92%	
Manby Road	22%	67%	100%	22%	
Port Service Access	100%			100%	
A160	48%	19%	100%	67%	100%
Conco Access					

PM

	Humber Road	Manby Road	Port Service Access	A160	Conco Access
Humber Road	37%	21%		61%	
Manby Road	37%	9%	100%	20%	
Port Service Access		50%		67%	
A160	91%	20%	75%	40%	100%
Conco Access		0%		100%	

2032 Baseline + Committed

PCU

AM

	Humber Road	Manby Road	Port Service Access	A160	Conco Access
Humber Road	15	88	1	354	0
Manby Road	495	3	1	292	0
Port Service Access	4	0	0	2	0
A160	718	211	3	10	2
Conco Access	0	0	0	0	0

PM

	Humber Road	Manby Road	Port Service Access	A160	Conco Access
Humber Road	64	425	0	750	0
Manby Road	146	12	1	244	0
Port Service Access	0	4	0	7	0
A160	251	283	4	6	2
Conco Access	0	2	0	1	0

HGV %

AM

	Humber Road	Manby Road	Port Service Access	A160	Conco Access
Humber Road	36%	27%	100%	91%	
Manby Road	16%	67%	100%	19%	
Port Service Access	100%			100%	
A160	27%	18%	100%	67%	100%
Conco Access					

PM

	Humber Road	Manby Road	Port Service Access	A160	Conco Access
Humber Road	31%	17%		35%	
Manby Road	32%	9%	100%	20%	
Port Service Access		50%		67%	
A160	89%	19%	75%	40%	100%
Conco Access		0%		100%	

2032 Baseline + Committed + Development

PCU

AM

	Humber Road	Manby Road	Port Service Access	A160	Conco Access
Humber Road	15	92	1	372	0
Manby Road	499	3	1	292	0
Port Service Access	4	0	0	2	0
A160	749	211	3	10	2
Conco Access	0	0	0	0	0

PM

	Humber Road	Manby Road	Port Service Access	A160	Conco Access
Humber Road	64	429	0	775	0
Manby Road	150	12	1	244	0
Port Service Access	0	4	0	7	0
A160	291	283	4	6	2
Conco Access	0	2	0	1	0

HGV %

AM

	Humber Road	Manby Road	Port Service Access	A160	Conco Access
Humber Road	36%	26%	100%	88%	
Manby Road	16%	67%	100%	19%	
Port Service Access	100%			100%	
A160	28%	18%	100%	67%	100%
Conco Access					

PM

	Humber Road	Manby Road	Port Service Access	A160	Conco Access
Humber Road	31%	16%		35%	
Manby Road	31%	9%	100%	20%	
Port Service Access		50%		67%	
A160	82%	19%	75%	40%	100%
Conco Access		0%		100%	

Humber Road/ Rosper Road

Baseline

PCU

AM (7-8)

	Humber Road SW	Rosper Road	Humber Road SE
Humber Road SW	0	330	380
Rosper Road	0	0	201
Humber Road SE	0	0	0

PM (16-17)

	Humber Road SW	Rosper Road	Humber Road SE
Humber Road SW	0	178	190
Rosper Road	0	0	345
Humber Road SE	0	0	0

HGVs

AM

	Humber Road SW	Rosper Road	Humber Road SE
Humber Road SW	0	60	195
Rosper Road	0	0	138
Humber Road SE	0	0	0

PM

	Humber Road SW	Rosper Road	Humber Road SE
Humber Road SW	0	97	165
Rosper Road	0	0	119
Humber Road SE	0	0	0

Committed Development

PCU

AM

	Humber Road SW	Rosper Road	Humber Road SE
Humber Road SW		353	89
Rosper Road			26
Humber Road SE			

PM

	Humber Road SW	Rosper Road	Humber Road SE
Humber Road SW		24	9
Rosper Road			318
Humber Road SE			

HGVs

AM

	Humber Road SW	Rosper Road	Humber Road SE
Humber Road SW			8
Rosper Road			
Humber Road SE			

PM

	Humber Road SW	Rosper Road	Humber Road SE
Humber Road SW			1
Rosper Road			
Humber Road SE			

Proposed Development

PCU

AM (7-8)

	Humber Road SW	Immingham Rosper Road	Humber Road SE
Humber Road SW	0	0	30
Rosper Road	0	0	0
Humber Road SE	0	0	0

PM (17-18)

	Humber Road SW	Stena Rosper Road	Humber Road SE
Humber Road SW	0	0	40
Rosper Road	0	0	0
Humber Road SE	0	0	0

HGVs

AM

	Humber Road SW	Rosper Road	Humber Road SE
Humber Road SW	0	0	12
Rosper Road	0	0	0
Humber Road SE	0	0	0

PM

	Humber Road SW	Rosper Road	Humber Road SE
Humber Road SW	0	0	16
Rosper Road	0	0	0
Humber Road SE	0	0	0

North Lincolnshire 004

	2021-2025	2021-2032
AM	1.0443	1.1131
PM	1.0434	1.1108

2025 Baseline

PCU

AM

	Humber Road SW	Rosper Road	Humber Road SE
Humber Road SW	0	345	397
Rosper Road	0	0	210
Humber Road SE	0	0	0

PM

	Humber Road SW	Rosper Road	Humber Road SE
Humber Road SW	0	186	198
Rosper Road	0	0	360
Humber Road SE	0	0	0

HGV %

AM

	Humber Road SW	Rosper Road	Humber Road SE
Humber Road SW		18%	51%
Rosper Road			69%
Humber Road SE			

PM

	Humber Road SW	Rosper Road	Humber Road SE
Humber Road SW		54%	87%
Rosper Road			34%
Humber Road SE			

2025 Baseline + Committed

PCU

AM

	Humber Road SW	Rosper Road	Humber Road SE
Humber Road SW	0	697	486
Rosper Road	0	0	236
Humber Road SE	0	0	0

PM

	Humber Road SW	Rosper Road	Humber Road SE
Humber Road SW	0	210	207
Rosper Road	0	0	678
Humber Road SE	0	0	0

HGV %

AM

	Humber Road SW	Rosper Road	Humber Road SE
Humber Road SW		9%	43%
Rosper Road			61%
Humber Road SE			

PM

	Humber Road SW	Rosper Road	Humber Road SE
Humber Road SW		48%	83%
Rosper Road			18%
Humber Road SE			

2025 Baseline + Committed + Development

PCU

AM

	Humber Road SW	Rosper Road	Humber Road SE
Humber Road SW	0	697	516
Rosper Road	0	0	236
Humber Road SE	0	0	0

PM

	Humber Road SW	Rosper Road	Humber Road SE
Humber Road SW	0	210	247
Rosper Road	0	0	678
Humber Road SE	0	0	0

HGV %

AM

	Humber Road SW	Rosper Road	Humber Road SE
Humber Road SW		9%	43%
Rosper Road			61%
Humber Road SE			

PM

	Humber Road SW	Rosper Road	Humber Road SE
Humber Road SW		48%	76%
Rosper Road			18%
Humber Road SE			

2032 Baseline

PCU

AM

	Humber Road SW	Rosper Road	Humber Road SE
Humber Road SW	0	760	522
Rosper Road	0	0	253
Humber Road SE	0	0	0

PM

	Humber Road SW	Rosper Road	Humber Road SE
Humber Road SW	0	198	211
Rosper Road	0	0	383
Humber Road SE	0	0	0

HGV %

AM

	Humber Road SW	Rosper Road	Humber Road SE
Humber Road SW		18%	51%
Rosper Road			69%
Humber Road SE			

PM

	Humber Road SW	Rosper Road	Humber Road SE
Humber Road SW		54%	87%
Rosper Road			34%
Humber Road SE			

2032 Baseline + Committed

PCU

AM

	Humber Road SW	Rosper Road	Humber Road SE
Humber Road SW	0	1112	611
Rosper Road	0	0	280
Humber Road SE	0	0	0

PM

	Humber Road SW	Rosper Road	Humber Road SE
Humber Road SW	0	222	220
Rosper Road	0	0	701
Humber Road SE	0	0	0

HGV %

AM

	Humber Road SW	Rosper Road	Humber Road SE
Humber Road SW		9%	43%
Rosper Road			61%
Humber Road SE			

PM

	Humber Road SW	Rosper Road	Humber Road SE
Humber Road SW		48%	83%
Rosper Road			18%
Humber Road SE			

2032 Baseline + Committed + Development

PCU

AM

	Humber Road SW	Rosper Road	Humber Road SE
Humber Road SW	0	1112	641
Rosper Road	0	0	280
Humber Road SE	0	0	0

PM

	Humber Road SW	Rosper Road	Humber Road SE
Humber Road SW	0	222	260
Rosper Road	0	0	701
Humber Road SE	0	0	0

HGV %

AM

	Humber Road SW	Rosper Road	Humber Road SE
Humber Road SW		9%	43%
Rosper Road			61%
Humber Road SE			

PM

	Humber Road SW	Rosper Road	Humber Road SE
Humber Road SW		48%	76%
Rosper Road			18%
Humber Road SE			

A160/ Ulceby Road/ Habrough Road

Baseline

PCU

AM (7-8)

	A160 E	Habrough Road	A160 W	Ulceby Road	E Halton Road
A160 E	1	16	420	37	33
Habrough Road	145	0	51	3	112
A160 W	944	38	0	35	246
Ulceby Road	79	8	67	0	19
E Halton Road	46	42	145	9	0

PM (16-17)

	A160 E	Habrough Road	A160 W	Ulceby Road	E Halton Road
A160 E	10	114	777	66	109
Habrough Road	17	0	39	18	42
A160 W	356	59	0	72	134
Ulceby Road	31	14	39	0	22
E Halton Road	38	109	198	29	0

HGVs

AM

	A160 E	Habrough Road	A160 W	Ulceby Road	E Halton Road
A160 E	1	11	343	23	18
Habrough Road	2	0	3	1	5
A160 W	194	1	0	17	33
Ulceby Road	28	1	15	0	6
E Halton Road	18	3	46	2	0

PM

	A160 E	Habrough Road	A160 W	Ulceby Road	E Halton Road
A160 E	10	1	234	28	64
Habrough Road	1	0	0	0	1
A160 W	277	3	0	23	50
Ulceby Road	16	1	15	0	11
E Halton Road	16	1	25	4	0

Committed Development

PCU

AM

	A160 E	Habrough Road	A160 W	Ulceby Road	E Halton Road
A160 E			1	326	
Habrough Road	6				
A160 W	237				
Ulceby Road					
E Halton Road					

PM

	A160 E	Habrough Road	A160 W	Ulceby Road	E Halton Road
A160 E			5	138	
Habrough Road	1				
A160 W	312				
Ulceby Road					
E Halton Road					

HGVs

AM

	A160 E	Habrough Road	A160 W	Ulceby Road	E Halton Road
A160 E			0	4	
Habrough Road	0				
A160 W	8				
Ulceby Road					
E Halton Road					

PM

	A160 E	Habrough Road	A160 W	Ulceby Road	E Halton Road
A160 E			0	0	
Habrough Road	0				
A160 W	0				
Ulceby Road					
E Halton Road					

Proposed Development

PCU

AM (7-8) Immingham

	A160 E	Habrough Road	A160 W	Ulceby Road	E Halton Road
A160 E	0	2	17	0	0
Habrough Road	0	0	0	0	0
A160 W	29	0	0	0	0
Ulceby Road	0	0	0	0	0
E Halton Road	0	0	0	0	0

PM (17-18) Stena

	A160 E	Habrough Road	A160 W	Ulceby Road	E Halton Road
A160 E	0	2	23	0	0
Habrough Road	0	0	0	0	0
A160 W	38	0	0	0	0
Ulceby Road	0	0	0	0	0
E Halton Road	0	0	0	0	0

HGVs

AM

	A160 E	Habrough Road	A160 W	Ulceby Road	E Halton Road
A160 E	0	0	6	0	0
Habrough Road	0	0	0	0	0
A160 W	12	0	0	0	0
Ulceby Road	0	0	0	0	0
E Halton Road	0	0	0	0	0

PM

	A160 E	Habrough Road	A160 W	Ulceby Road	E Halton Road
A160 E	0	0	9	0	0
Habrough Road	0	0	0	0	0
A160 W	16	0	0	0	0
Ulceby Road	0	0	0	0	0
E Halton Road	0	0	0	0	0

North Lincolnshire 004

	2021-2025	2021-2032
AM	1.0443	1.1131
PM	1.0434	1.1108

2021 Baseline

PCU

AM

	A160 E	Habrough Road	A160 W	Ulceby Road	E Halton Road
A160 E	1	16	420	37	33
Habrough Road	145	0	51	3	112
A160 W	944	38	0	35	246
Ulceby Road	79	8	67	0	19
E Halton Road	46	42	145	9	0

PM

	A160 E	Habrough Road	A160 W	Ulceby Road	E Halton Road
A160 E	10	114	777	66	109
Habrough Road	17	0	39	18	42
A160 W	356	59	0	72	134
Ulceby Road	31	14	39	0	22
E Halton Road	38	109	198	29	0

HGV %

AM

	A160 E	Habrough Road	A160 W	Ulceby Road	E Halton Road
A160 E	100%	69%	82%	62%	55%
Habrough Road	1%		6%	33%	4%
A160 W	21%	3%		49%	13%
Ulceby Road	35%	13%	22%		32%
E Halton Road	39%	7%	32%	22%	

PM

	A160 E	Habrough Road	A160 W	Ulceby Road	E Halton Road
A160 E	100%	1%	30%	42%	59%
Habrough Road	6%		0%	0%	2%
A160 W	78%	5%		32%	37%
Ulceby Road	52%	7%	38%		50%
E Halton Road	42%	1%	13%	14%	

2021 Baseline + Committed

PCU

AM

	A160 E	Habrough Road	A160 W	Ulceby Road	E Halton Road
A160 E	1	17	746	37	33
Habrough Road	151	0	51	3	112
A160 W	1181	38	0	35	246
Ulceby Road	79	8	67	0	19
E Halton Road	46	42	145	9	0

PM

	A160 E	Habrough Road	A160 W	Ulceby Road	E Halton Road
A160 E	10	119	915	66	109
Habrough Road	18	0	39	18	42
A160 W	668	59	0	72	134
Ulceby Road	31	14	39	0	22
E Halton Road	38	109	198	29	0

HGV %

AM

	A160 E	Habrough Road	A160 W	Ulceby Road	E Halton Road
A160 E	100%	65%	46%	62%	55%
Habrough Road	1%		6%	33%	4%
A160 W	17%	3%		49%	13%
Ulceby Road	35%	13%	22%		32%
E Halton Road	39%	7%	32%	22%	

PM

	A160 E	Habrough Road	A160 W	Ulceby Road	E Halton Road
A160 E	100%	1%	26%	42%	59%
Habrough Road	6%		0%	0%	2%
A160 W	42%	5%		32%	37%
Ulceby Road	52%	7%	38%		50%
E Halton Road	42%	1%	13%	14%	

2021 Baseline + Committed + Development

PCU

AM

	A160 E	Habrough Road	A160 W	Ulceby Road	E Halton Road
A160 E	1	19	763	37	33
Habrough Road	151	0	51	3	112
A160 W	1210	38	0	35	246
Ulceby Road	79	8	67	0	19
E Halton Road	46	42	145	9	0

PM

	A160 E	Habrough Road	A160 W	Ulceby Road	E Halton Road
A160 E	10	121	938	66	109
Habrough Road	18	0	39	18	42
A160 W	706	59	0	72	134
Ulceby Road	31	14	39	0	22
E Halton Road	38	109	198	29	0

HGV %

AM

	A160 E	Habrough Road	A160 W	Ulceby Road	E Halton Road
A160 E	100%	59%	46%	62%	55%
Habrough Road	1%		6%	33%	4%
A160 W	18%	3%		49%	13%
Ulceby Road	35%	13%	22%		32%
E Halton Road	39%	7%	32%	22%	

PM

	A160 E	Habrough Road	A160 W	Ulceby Road	E Halton Road
A160 E	100%	1%	26%	42%	59%
Habrough Road	6%		0%	0%	2%
A160 W	42%	5%		32%	37%
Ulceby Road	52%	7%	38%		50%
E Halton Road	42%	1%	13%	14%	

2025 Baseline

PCU

AM

	A160 E	Habrough Road	A160 W	Ulceby Road	E Halton Road
A160 E	1	17	439	39	34
Habrough Road	151	0	53	3	117
A160 W	986	40	0	37	257
Ulceby Road	82	8	70	0	20
E Halton Road	48	44	151	9	0

PM

	A160 E	Habrough Road	A160 W	Ulceby Road	E Halton Road
A160 E	10	119	811	69	114
Habrough Road	18	0	41	19	44
A160 W	371	62	0	75	140
Ulceby Road	32	15	41	0	23
E Halton Road	40	114	207	30	0

HGV %

AM

	A160 E	Habrough Road	A160 W	Ulceby Road	E Halton Road
A160 E	100%	69%	82%	62%	55%
Habrough Road	1%		6%	33%	4%
A160 W	21%	3%		49%	13%
Ulceby Road	35%	13%	22%		32%
E Halton Road	39%	7%	32%	22%	

PM

	A160 E	Habrough Road	A160 W	Ulceby Road	E Halton Road
A160 E	100%	1%	30%	42%	59%
Habrough Road	6%		0%	0%	2%
A160 W	78%	5%		32%	37%
Ulceby Road	52%	7%	38%		50%
E Halton Road	42%	1%	13%	14%	

2025 Baseline + Committed

PCU

AM

	A160 E	Habrough Road	A160 W	Ulceby Road	E Halton Road
A160 E	1	18	765	39	34
Habrough Road	157	0	53	3	117
A160 W	1223	40	0	37	257
Ulceby Road	82	8	70	0	20
E Halton Road	48	44	151	9	0

PM

	A160 E	Habrough Road	A160 W	Ulceby Road	E Halton Road
A160 E	10	124	949	69	114
Habrough Road	18	0	41	19	44
A160 W	683	62	0	75	140
Ulceby Road	32	15	41	0	23
E Halton Road	40	114	207	30	0

HGV %

AM

	A160 E	Habrough Road	A160 W	Ulceby Road	E Halton Road
A160 E	100%	65%	46%	62%	55%
Habrough Road	1%		6%	33%	4%
A160 W	17%	3%		49%	13%
Ulceby Road	35%	13%	22%		32%
E Halton Road	39%	7%	32%	22%	

PM

	A160 E	Habrough Road	A160 W	Ulceby Road	E Halton Road
A160 E	100%	1%	26%	42%	59%
Habrough Road	6%		0%	0%	2%
A160 W	42%	5%		32%	37%
Ulceby Road	52%	7%	38%		50%
E Halton Road	42%	1%	13%	14%	

2025 Baseline + Committed + Development

PCU

AM

	A160 E	Habrough Road	A160 W	Ulceby Road	E Halton Road
A160 E	1	19	782	39	34
Habrough Road	157	0	53	3	117
A160 W	1251	40	0	37	257
Ulceby Road	82	8	70	0	20
E Halton Road	48	44	151	9	0

PM

	A160 E	Habrough Road	A160 W	Ulceby Road	E Halton Road
A160 E	10	126	972	69	114
Habrough Road	18	0	41	19	44
A160 W	722	62	0	75	140
Ulceby Road	32	15	41	0	23
E Halton Road	40	114	207	30	0

HGV %

AM

	A160 E	Habrough Road	A160 W	Ulceby Road	E Halton Road
A160 E	100%	59%	46%	62%	55%
Habrough Road	1%		6%	33%	4%
A160 W	18%	3%		49%	13%
Ulceby Road	35%	13%	22%		32%
E Halton Road	39%	7%	32%	22%	

PM

	A160 E	Habrough Road	A160 W	Ulceby Road	E Halton Road
A160 E	100%	1%	26%	42%	59%
Habrough Road	6%		0%	0%	2%
A160 W	42%	5%		32%	37%
Ulceby Road	52%	7%	38%		50%
E Halton Road	42%	1%	13%	14%	

2032 Baseline

PCU

AM

	A160 E	Habrough Road	A160 W	Ulceby Road	E Halton Road
A160 E	1	18	468	41	37
Habrough Road	161	0	57	3	125
A160 W	1051	42	0	39	274
Ulceby Road	88	9	75	0	21
E Halton Road	51	47	161	10	0

PM

	A160 E	Habrough Road	A160 W	Ulceby Road	E Halton Road
A160 E	11	127	863	73	121
Habrough Road	19	0	43	20	47
A160 W	395	66	0	80	149
Ulceby Road	34	16	43	0	24
E Halton Road	42	121	220	32	0

HGV %

AM

	A160 E	Habrough Road	A160 W	Ulceby Road	E Halton Road
A160 E	100%	69%	82%	62%	55%
Habrough Road	1%		6%	33%	4%
A160 W	21%	3%		49%	13%
Ulceby Road	35%	13%	22%		32%
E Halton Road	39%	7%	32%	22%	

PM

	A160 E	Habrough Road	A160 W	Ulceby Road	E Halton Road
A160 E	100%	1%	30%	42%	59%
Habrough Road	6%		0%	0%	2%
A160 W	78%	5%		32%	37%
Ulceby Road	52%	7%	38%		50%
E Halton Road	42%	1%	13%	14%	

2032 Baseline + Committed

PCU

AM

	A160 E	Habrough Road	A160 W	Ulceby Road	E Halton Road
A160 E	1	19	794	41	37
Habrough Road	167	0	57	3	125
A160 W	1288	42	0	39	274
Ulceby Road	88	9	75	0	21
E Halton Road	51	47	161	10	0

PM

	A160 E	Habrough Road	A160 W	Ulceby Road	E Halton Road
A160 E	11	132	1001	73	121
Habrough Road	19	0	43	20	47
A160 W	707	66	0	80	149
Ulceby Road	34	16	43	0	24
E Halton Road	42	121	220	32	0

HGV %

AM

	A160 E	Habrough Road	A160 W	Ulceby Road	E Halton Road
A160 E	100%	65%	46%	62%	55%
Habrough Road	1%		6%	33%	4%
A160 W	17%	3%		49%	13%
Ulceby Road	35%	13%	22%		32%
E Halton Road	39%	7%	32%	22%	

PM

	A160 E	Habrough Road	A160 W	Ulceby Road	E Halton Road
A160 E	100%	1%	26%	42%	59%
Habrough Road	6%		0%	0%	2%
A160 W	42%	5%		32%	37%
Ulceby Road	52%	7%	38%		50%
E Halton Road	42%	1%	13%	14%	

2032 Baseline + Committed + Development

PCU

AM

	A160 E	Habrough Road	A160 W	Ulceby Road	E Halton Road
A160 E	1	21	810	41	37
Habrough Road	167	0	57	3	125
A160 W	1316	42	0	39	274
Ulceby Road	88	9	75	0	21
E Halton Road	51	47	161	10	0

PM

	A160 E	Habrough Road	A160 W	Ulceby Road	E Halton Road
A160 E	11	133	1024	73	121
Habrough Road	19	0	43	20	47
A160 W	746	66	0	80	149
Ulceby Road	34	16	43	0	24
E Halton Road	42	121	220	32	0

HGV %

AM

	A160 E	Habrough Road	A160 W	Ulceby Road	E Halton Road
A160 E	100%	59%	46%	62%	55%
Habrough Road	1%		6%	33%	4%
A160 W	18%	3%		49%	13%
Ulceby Road	35%	13%	22%		32%
E Halton Road	39%	7%	32%	22%	

PM

	A160 E	Habrough Road	A160 W	Ulceby Road	E Halton Road
A160 E	100%	1%	26%	42%	59%
Habrough Road	6%		0%	0%	2%
A160 W	42%	5%		32%	37%
Ulceby Road	52%	7%	38%		50%
E Halton Road	42%	1%	13%	14%	

A180/ A1173

Baseline

PCU

AM (7-8)

	A1173 N	A180 E	A1173 S	A180 W
A1173 N	0	105	18	69
A180 E	597	0	86	2
A1173 S	114	175	0	85
A180 W	281	0	11	0

PM (16-17)

	A1173 N	A180 E	A1173 S	A180 W
A1173 N	0	584	146	255
A180 E	151	0	204	0
A1173 S	21	124	0	25
A180 W	93	1	62	0

HGVs

AM

	A1173 N	A180 E	A1173 S	A180 W
A1173 N	0	21	8	50
A180 E	30	0	4	0
A1173 S	4	2	0	3
A180 W	68	0	2	0

PM

	A1173 N	A180 E	A1173 S	A180 W
A1173 N	0	14	9	63
A180 E	18	0	7	0
A1173 S	7	1	0	2
A180 W	73	0	5	0

Committed Development

PCU

AM

	A1173 N	A180 E	A1173 S	A180 W
A1173 N		70	8	65
A180 E	170		17	
A1173 S	18	69		32
A180 W	202		8	

PM

	A1173 N	A180 E	A1173 S	A180 W
A1173 N		162	19	182
A180 E	54		67	
A1173 S	10	40		18
A180 W	64		31	

HGVs

AM

	A1173 N	A180 E	A1173 S	A180 W
A1173 N		23	2	40
A180 E	26			
A1173 S	2			
A180 W	38			

PM

	A1173 N	A180 E	A1173 S	A180 W
A1173 N		5	2	19
A180 E	8			
A1173 S	4			
A180 W	38			

Proposed Development

PCU

AM (7-8) Immingham

	A1173 N	A180 E	A1173 S	A180 W
A1173 N	0	3	4	89
A180 E	3	0	0	0
A1173 S	7	0	0	0
A180 W	154	0	0	0

PM (17-18) Stena

	A1173 N	A180 E	A1173 S	A180 W
A1173 N	0	3	5	124
A180 E	3	0	0	0
A1173 S	9	0	0	0
A180 W	207	0	0	0

HGVs

AM

	A1173 N	A180 E	A1173 S	A180 W
A1173 N	0	0	2	35
A180 E	0	0	0	0
A1173 S	3	0	0	0
A180 W	63	0	0	0

PM

	A1173 N	A180 E	A1173 S	A180 W
A1173 N	0	0	2	50
A180 E	0	0	0	0
A1173 S	4	0	0	0
A180 W	86	0	0	0

North East Lincolnshire 007

	2021-2025	2021-2032
AM	1.0269	1.0683
PM	1.0255	1.0649

2021 Baseline

PCU

AM

	A1173 N	A180 E	A1173 S	A180 W
A1173 N	0	105	18	69
A180 E	597	0	86	2
A1173 S	114	175	0	85
A180 W	281	0	11	0

PM

	A1173 N	A180 E	A1173 S	A180 W
A1173 N	0	584	146	255
A180 E	151	0	204	0
A1173 S	21	124	0	25
A180 W	93	1	62	0

HGV %

AM

	A1173 N	A180 E	A1173 S	A180 W
A1173 N		20%	44%	72%
A180 E	5%		5%	0%
A1173 S	4%	1%		4%
A180 W	24%		18%	

PM

	A1173 N	A180 E	A1173 S	A180 W
A1173 N		2%	6%	25%
A180 E	12%		3%	
A1173 S	33%	1%		8%
A180 W	78%	0%	8%	

2021 Baseline + Committed

PCU

AM

	A1173 N	A180 E	A1173 S	A180 W
A1173 N	0	175	26	271
A180 E	767	0	103	2
A1173 S	132	244	0	117
A180 W	483	0	19	0

PM

	A1173 N	A180 E	A1173 S	A180 W
A1173 N	0	746	165	437
A180 E	205	0	271	0
A1173 S	31	164	0	43
A180 W	157	1	93	0

HGV %

AM

	A1173 N	A180 E	A1173 S	A180 W
A1173 N		25%	38%	33%
A180 E	7%		4%	0%
A1173 S	4%	1%		3%
A180 W	22%		11%	

PM

	A1173 N	A180 E	A1173 S	A180 W
A1173 N		3%	6%	19%
A180 E	13%		3%	
A1173 S	34%	1%		5%
A180 W	71%	0%	5%	

2021 Baseline + Committed + Development

PCU

AM

	A1173 N	A180 E	A1173 S	A180 W
A1173 N	0	178	30	360
A180 E	770	0	103	2
A1173 S	138	244	0	117
A180 W	637	0	19	0

PM

	A1173 N	A180 E	A1173 S	A180 W
A1173 N	0	749	171	561
A180 E	207	0	271	0
A1173 S	41	164	0	43
A180 W	364	1	93	0

HGV %

AM

	A1173 N	A180 E	A1173 S	A180 W
A1173 N		25%	39%	35%
A180 E	7%		4%	0%
A1173 S	6%	1%		3%
A180 W	26%		11%	

PM

	A1173 N	A180 E	A1173 S	A180 W
A1173 N		3%	8%	23%
A180 E	13%		3%	
A1173 S	36%	1%		5%
A180 W	54%	0%	5%	

2025 Baseline

PCU

AM

	A1173 N	A180 E	A1173 S	A180 W
A1173 N	0	108	18	71
A180 E	613	0	88	2
A1173 S	117	180	0	87
A180 W	289	0	11	0

PM

	A1173 N	A180 E	A1173 S	A180 W
A1173 N	0	599	150	262
A180 E	155	0	209	0
A1173 S	22	127	0	26
A180 W	95	1	64	0

HGV %

AM

	A1173 N	A180 E	A1173 S	A180 W
A1173 N		20%	44%	72%
A180 E	5%		5%	0%
A1173 S	4%	1%		4%
A180 W	24%		18%	

PM

	A1173 N	A180 E	A1173 S	A180 W
A1173 N		2%	6%	25%
A180 E	12%		3%	
A1173 S	33%	1%		8%
A180 W	78%	0%	8%	

2025 Baseline + Committed

PCU

AM

	A1173 N	A180 E	A1173 S	A180 W
A1173 N	0	178	27	273
A180 E	783	0	105	2
A1173 S	135	249	0	119
A180 W	490	0	19	0

PM

	A1173 N	A180 E	A1173 S	A180 W
A1173 N	0	760	169	444
A180 E	208	0	276	0
A1173 S	32	167	0	44
A180 W	160	1	95	0

HGV %

AM

	A1173 N	A180 E	A1173 S	A180 W
A1173 N		25%	38%	33%
A180 E	7%		4%	0%
A1173 S	4%	1%		3%
A180 W	22%		11%	

PM

	A1173 N	A180 E	A1173 S	A180 W
A1173 N		3%	6%	19%
A180 E	13%		3%	
A1173 S	34%	1%		5%
A180 W	71%	0%	5%	

2025 Baseline + Committed + Development

PCU

AM

	A1173 N	A180 E	A1173 S	A180 W
A1173 N	0	181	30	362
A180 E	786	0	105	2
A1173 S	141	249	0	119
A180 W	644	0	19	0

PM

	A1173 N	A180 E	A1173 S	A180 W
A1173 N	0	763	175	567
A180 E	211	0	276	0
A1173 S	41	167	0	44
A180 W	367	1	95	0

HGV %

AM

	A1173 N	A180 E	A1173 S	A180 W
A1173 N		25%	39%	35%
A180 E	7%		4%	0%
A1173 S	6%	1%		3%
A180 W	26%		11%	

PM

	A1173 N	A180 E	A1173 S	A180 W
A1173 N		3%	8%	23%
A180 E	13%		3%	
A1173 S	36%	1%		5%
A180 W	54%	0%	5%	

2032 Baseline

PCU

AM

	A1173 N	A180 E	A1173 S	A180 W
A1173 N	0	112	19	74
A180 E	638	0	92	2
A1173 S	122	187	0	91
A180 W	300	0	12	0

PM

	A1173 N	A180 E	A1173 S	A180 W
A1173 N	0	622	155	272
A180 E	161	0	217	0
A1173 S	22	132	0	27
A180 W	99	1	66	0

HGV %

AM

	A1173 N	A180 E	A1173 S	A180 W
A1173 N		20%	44%	72%
A180 E	5%		5%	0%
A1173 S	4%	1%		4%
A180 W	24%		18%	

PM

	A1173 N	A180 E	A1173 S	A180 W
A1173 N		2%	6%	25%
A180 E	12%		3%	
A1173 S	33%	1%		8%
A180 W	78%	0%	8%	

2032 Baseline + Committed

PCU

AM

	A1173 N	A180 E	A1173 S	A180 W
A1173 N	0	182	27	276
A180 E	808	0	109	2
A1173 S	139	256	0	123
A180 W	502	0	20	0

PM

	A1173 N	A180 E	A1173 S	A180 W
A1173 N	0	783	175	454
A180 E	214	0	284	0
A1173 S	33	172	0	45
A180 W	163	1	97	0

HGV %

AM

	A1173 N	A180 E	A1173 S	A180 W
A1173 N		25%	38%	33%
A180 E	7%		4%	0%
A1173 S	4%	1%		3%
A180 W	22%		11%	

PM

	A1173 N	A180 E	A1173 S	A180 W
A1173 N		3%	6%	19%
A180 E	13%		3%	
A1173 S	34%	1%		5%
A180 W	71%	0%	5%	

2032 Baseline + Committed + Development

PCU

AM

	A1173 N	A180 E	A1173 S	A180 W
A1173 N	0	185	31	365
A180 E	811	0	109	2
A1173 S	146	256	0	123
A180 W	656	0	20	0

PM

	A1173 N	A180 E	A1173 S	A180 W
A1173 N	0	786	180	577
A180 E	217	0	284	0
A1173 S	42	172	0	45
A180 W	370	1	97	0

HGV %

AM

	A1173 N	A180 E	A1173 S	A180 W
A1173 N		25%	39%	35%
A180 E	7%		4%	0%
A1173 S	6%	1%		3%
A180 W	26%		11%	

PM

	A1173 N	A180 E	A1173 S	A180 W
A1173 N		3%	8%	23%
A180 E	13%		3%	
A1173 S	36%	1%		5%
A180 W	54%	0%	5%	

A160/ A180

Baseline

PCU

AM (7-8)

	A160	A180 E	A180 W
A160	0	140	538
A180 E	447	0	0
A180 W	817	0	1

PM (16-17)

	A160	A180 E	A180 W
A160	0	346	707
A180 E	140	2	0
A180 W	488	0	0

HGVs

AM

	A160	A180 E	A180 W
A160	0	20	393
A180 E	12	0	0
A180 W	234	0	0

PM

	A160	A180 E	A180 W
A160	0	12	264
A180 E	13	0	0
A180 W	341	0	0

Committed Development

PCU

AM

	A160	A180 E	A180 W
A160		8	48
A180 E	43		368
A180 W	194	210	

PM

	A160	A180 E	A180 W
A160		25	113
A180 E	7		200
A180 W	34	366	

HGVs

AM

	A160	A180 E	A180 W
A160			4
A180 E			40
A180 W	8	38	

PM

	A160	A180 E	A180 W
A160			0
A180 E			19
A180 W	0	38	

Proposed Development

PCU

AM (7-8) Immingham

	A160	A180 E	A180 W
A160	0	17	0
A180 E	29	0	154
A180 W	0	89	0

PM (17-18) Stena

	A160	A180 E	A180 W
A160	0	23	0
A180 E	38	0	207
A180 W	0	124	0

HGVs

AM

	A160	A180 E	A180 W
A160	0	6	0
A180 E	12	0	63
A180 W	0	35	0

PM

	A160	A180 E	A180 W
A160	0	9	0
A180 E	16	0	86
A180 W	0	50	0

North East Lincolnshire 001

	2021-2025	2021-2032
AM	1.0298	1.0773
PM	1.0291	1.075

2021 Baseline

PCU

AM

	A160	A180 E	A180 W
A160	0	140	538
A180 E	447	0	0
A180 W	817	0	1

PM

	A160	A180 E	A180 W
A160	0	346	707
A180 E	140	2	0
A180 W	488	0	0

HGV %

AM

	A160	A180 E	A180 W
A160		14%	73%
A180 E	3%		
A180 W	29%		0%

PM

	A160	A180 E	A180 W
A160		3%	37%
A180 E	9%	0%	
A180 W	70%		

2021 Baseline + Committed

PCU

AM

	A160	A180 E	A180 W
A160	0	148	585.69
A180 E	490	0	368
A180 W	1011	210	1

PM

	A160	A180 E	A180 W
A160	0	371	820.23
A180 E	147	2	200
A180 W	522	366	0

HGV %

AM

	A160	A180 E	A180 W
A160		14%	68%
A180 E	2%		11%
A180 W	24%	18%	0%

PM

	A160	A180 E	A180 W
A160		3%	32%
A180 E	9%	0%	10%
A180 W	65%	11%	

2021 Baseline + Committed + Development

PCU

AM

	A160	A180 E	A180 W
A160	0	165	586
A180 E	519	0	521
A180 W	1011	299	1

PM

	A160	A180 E	A180 W
A160	0	394	820
A180 E	185	2	407
A180 W	522	490	0

HGV %

AM

	A160	A180 E	A180 W
A160		16%	68%
A180 E	5%		20%
A180 W	24%	24%	0%

PM

	A160	A180 E	A180 W
A160		5%	32%
A180 E	16%	0%	26%
A180 W	65%	18%	

2025 Baseline

PCU

AM

	A160	A180 E	A180 W
A160	0	144	554
A180 E	460	0	0
A180 W	841	0	1

PM

	A160	A180 E	A180 W
A160	0	356	728
A180 E	144	2	0
A180 W	502	0	0

HGV %

AM

	A160	A180 E	A180 W
A160		14%	73%
A180 E	3%		
A180 W	29%		0%

PM

	A160	A180 E	A180 W
A160		3%	37%
A180 E	9%	0%	
A180 W	70%		

2025 Baseline + Committed

PCU

AM

	A160	A180 E	A180 W
A160	0	152	602
A180 E	503	0	368
A180 W	1035	210	1

PM

	A160	A180 E	A180 W
A160	0	381	841
A180 E	151	2	200
A180 W	536	366	0

HGV %

AM

	A160	A180 E	A180 W
A160		14%	68%
A180 E	2%		11%
A180 W	24%	18%	0%

PM

	A160	A180 E	A180 W
A160		3%	32%
A180 E	9%	0%	10%
A180 W	65%	11%	

2025 Baseline + Committed + Development

PCU

AM

	A160	A180 E	A180 W
A160	0	169	602
A180 E	532	0	521
A180 W	1035	299	1

PM

	A160	A180 E	A180 W
A160	0	404	841
A180 E	190	2	407
A180 W	536	490	0

HGV %

AM

	A160	A180 E	A180 W
A160		16%	68%
A180 E	5%		20%
A180 W	24%	24%	0%

PM

	A160	A180 E	A180 W
A160		5%	32%
A180 E	16%	0%	26%
A180 W	65%	18%	

2032 Baseline

PCU

AM

	A160	A180 E	A180 W
A160	0	151	580
A180 E	482	0	0
A180 W	880	0	1

PM

	A160	A180 E	A180 W
A160	0	372	760
A180 E	151	2	0
A180 W	525	0	0

HGV %

AM

	A160	A180 E	A180 W
A160		14%	73%
A180 E	3%		
A180 W	29%		0%

PM

	A160	A180 E	A180 W
A160		3%	37%
A180 E	9%	0%	
A180 W	70%		

2032 Baseline + Committed

PCU

AM

	A160	A180 E	A180 W
A160	0	159	627
A180 E	525	0	368
A180 W	1074	210	1

PM

	A160	A180 E	A180 W
A160	0	397	873
A180 E	158	2	200
A180 W	559	366	0

HGV %

AM

	A160	A180 E	A180 W
A160		14%	68%
A180 E	2%		11%
A180 W	24%	18%	0%

PM

	A160	A180 E	A180 W
A160		3%	32%
A180 E	9%	0%	10%
A180 W	65%	11%	

2032 Baseline + Committed + Development

PCU

AM

	A160	A180 E	A180 W
A160	0	175	627
A180 E	553	0	521
A180 W	1074	299	1

PM

	A160	A180 E	A180 W
A160	0	420	873
A180 E	196	2	407
A180 W	559	490	0

HGV %

AM

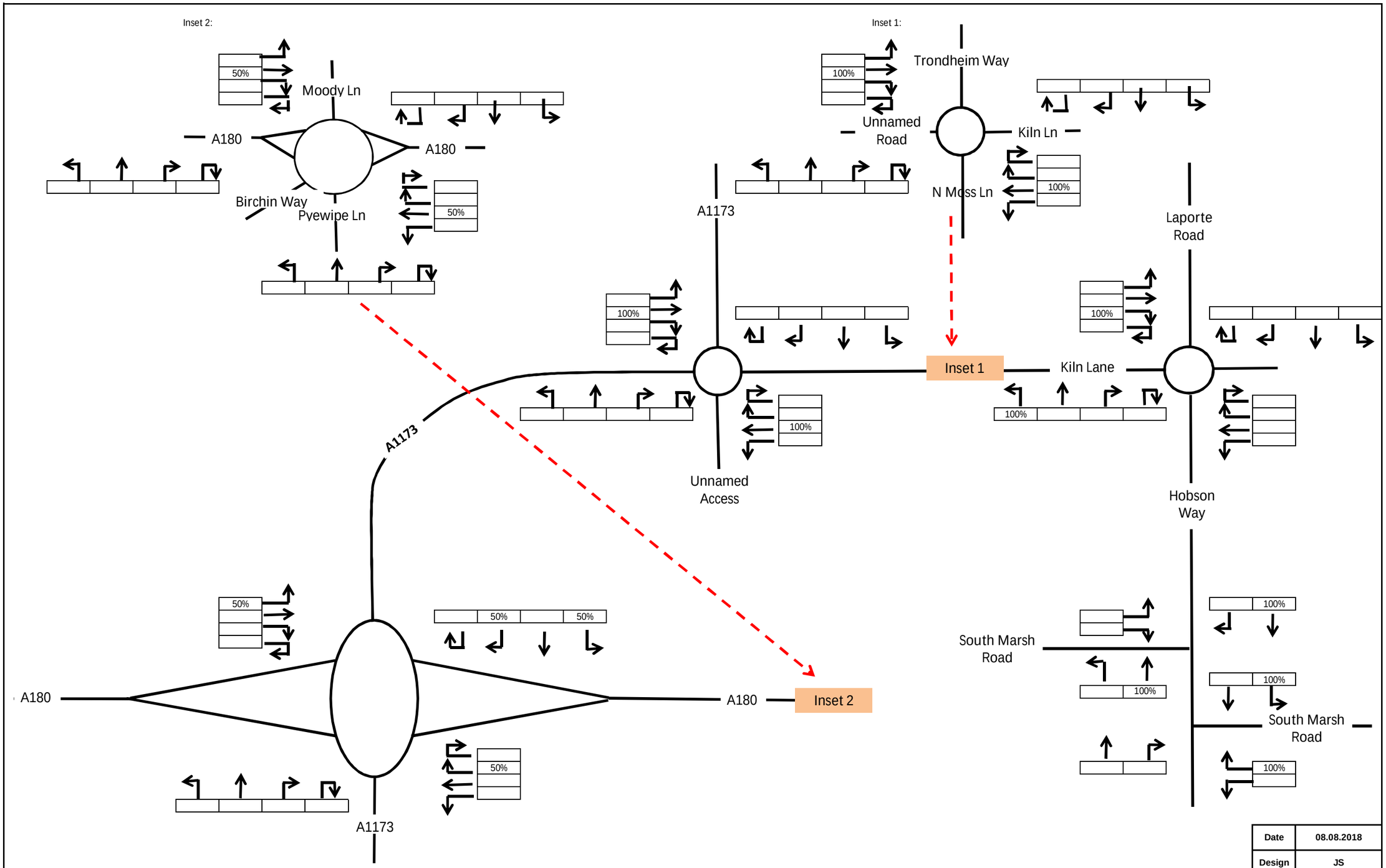
	A160	A180 E	A180 W
A160		16%	68%
A180 E	5%		20%
A180 W	24%	24%	0%

PM

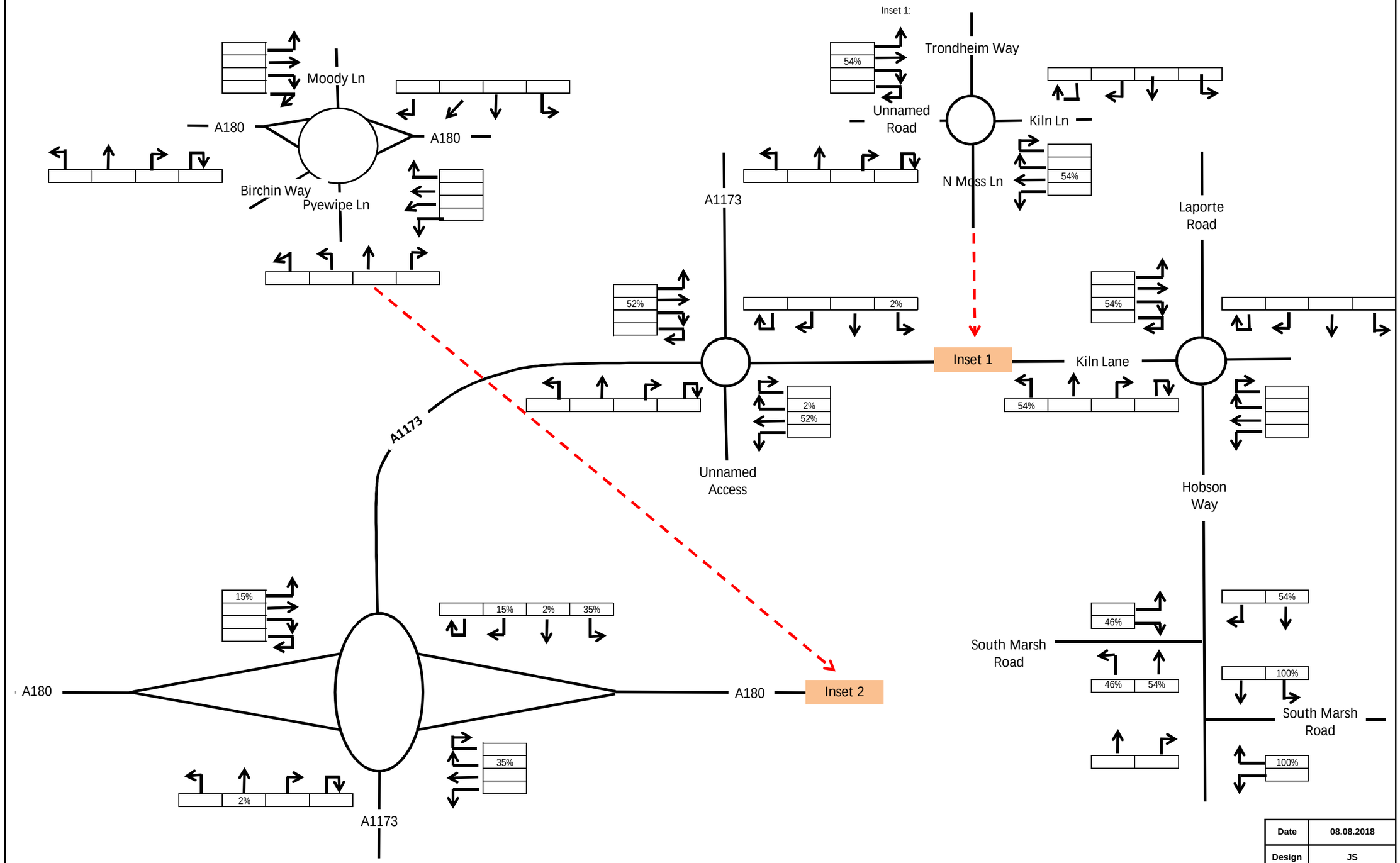
	A160	A180 E	A180 W
A160		5%	32%
A180 E	16%	0%	26%
A180 W	65%	18%	

Annex TN1 B

South Humber Bank Power Station



Client:	Project:	Title:		Drawing Number:	Revision:	Date	08.08.2018
EP SHB	South Humber Bank Energy Centre	HGV Assignment	AECOM	Annex 7	A	Design	JS
						Checked	PF
						Appr'd	PF
				File:			



Client:	Project:	Title:		Drawing Number:	Revision:	Date	08.08.2018
EP SHB	South Humber Bank Energy Centre	Staff Vehicle Assignment	AECOM	Annex 9	A	Design	JS
						Checked	PF
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Annex TN1 C

North Beck Energy

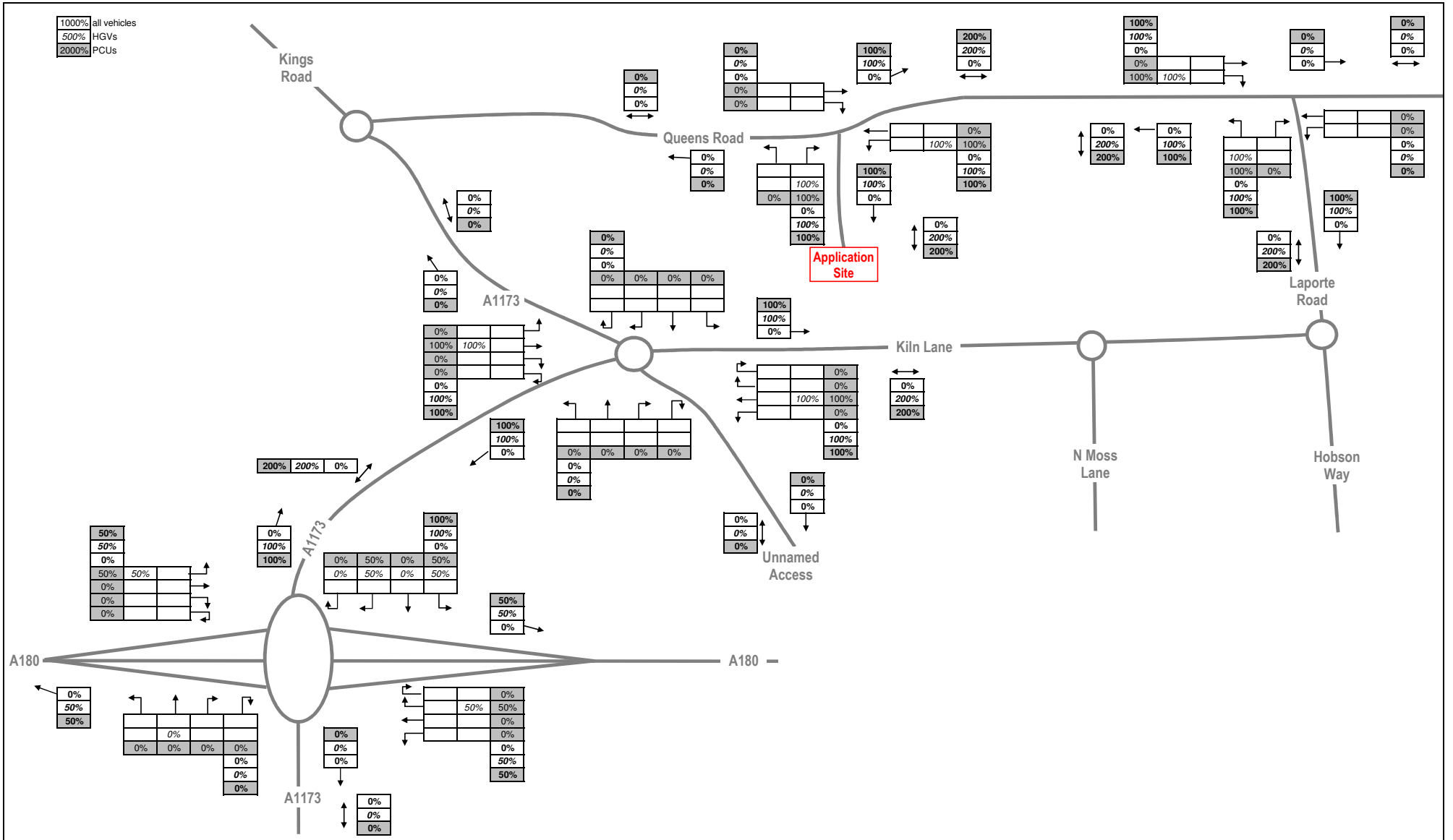


Figure TA11	**NBEC Development HGV Distribution**	
2206-01	North Beck Energy Centre	December 2017

axis
Camellia House
76 Water Lane,
Wilmslow
Cheshire, SK9 5BB

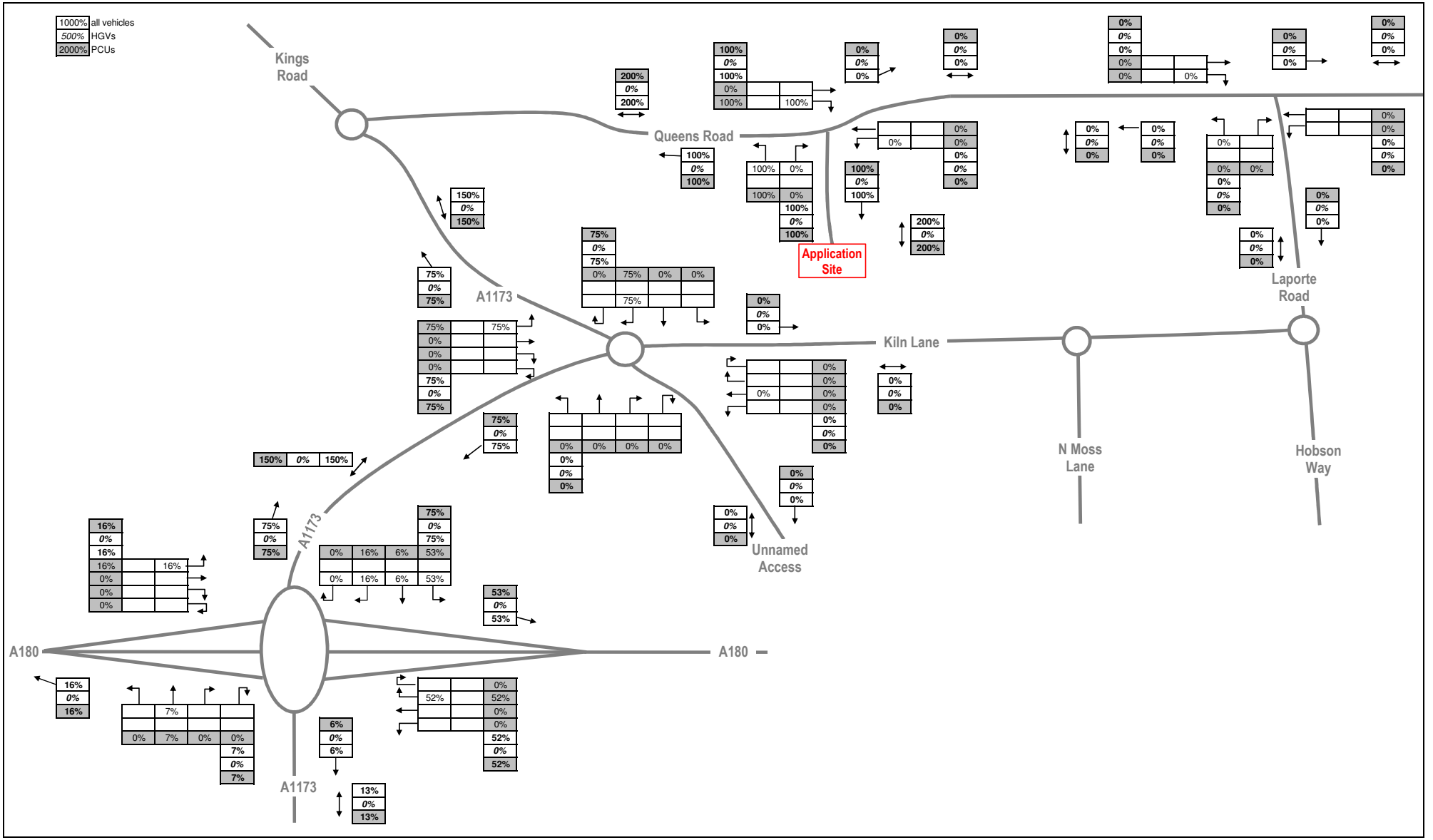


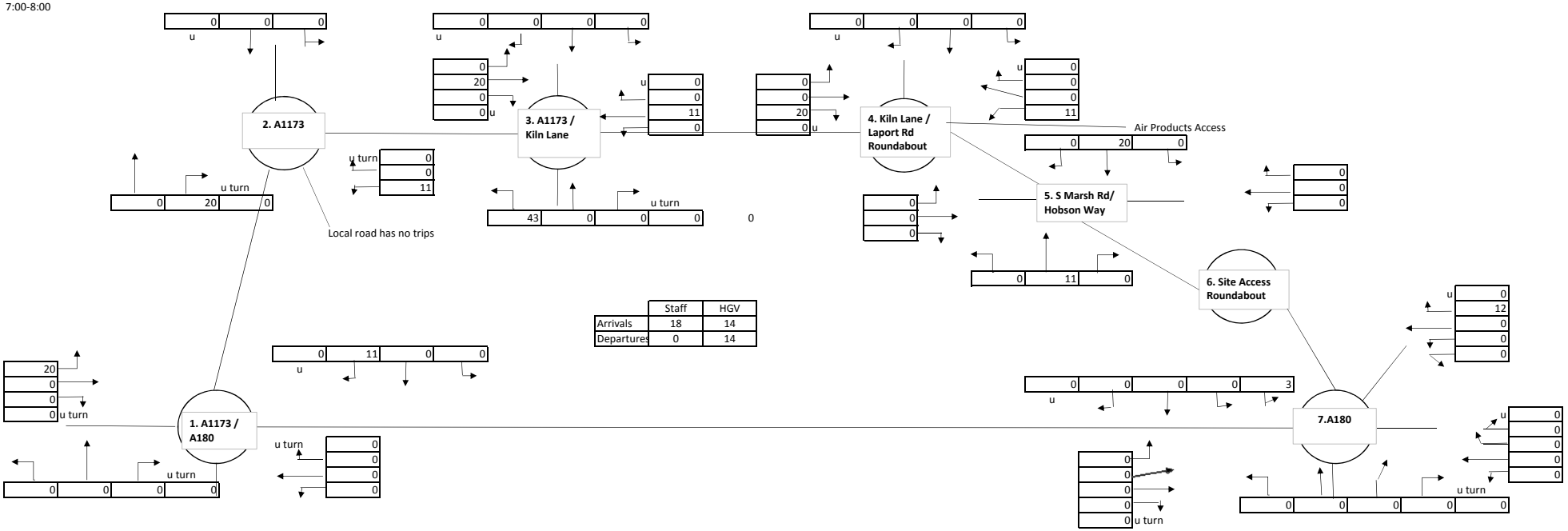
Figure TA13	**NBEC Development Staff & Visitor Traffic Distribution**	
2206-01	North Beck Energy Centre	December 2017

axis
Camellia House
76 Water Lane,
Wilmslow
Cheshire, SK9 5BB

Annex TN1 D

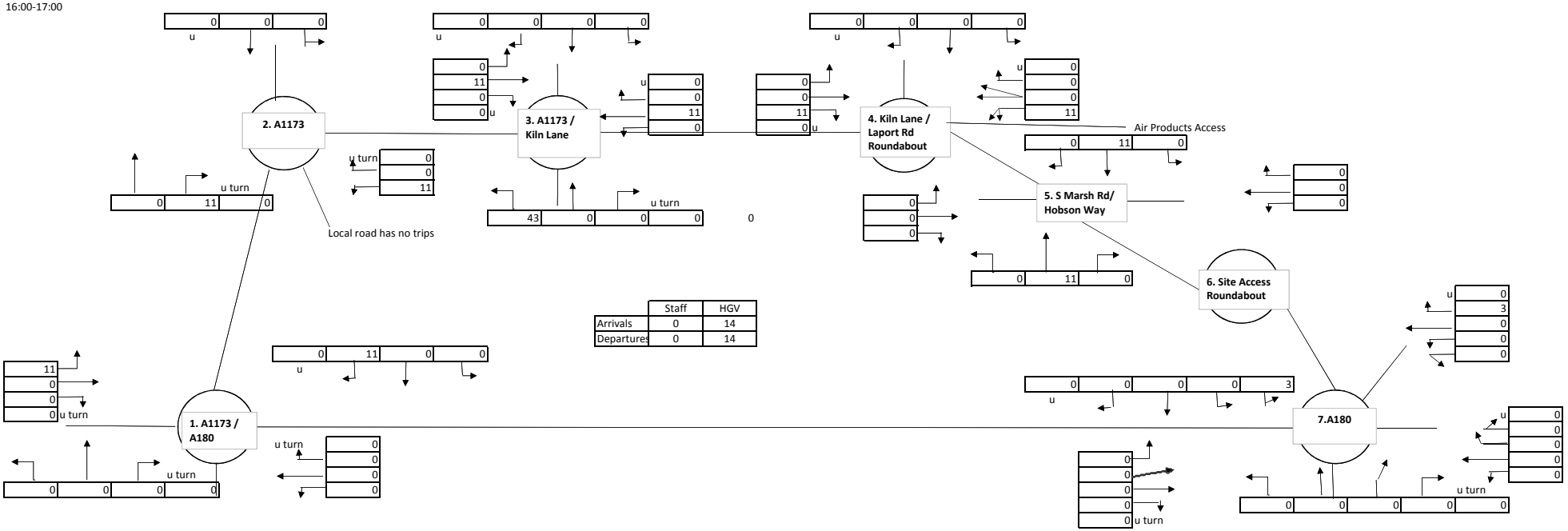
Velocy’s

Operational Trips AM Peak
7:00-8:00



	Staff	HGV
Arrivals	18	14
Departures	0	14

Operational Trips PM Peak
16:00-17:00

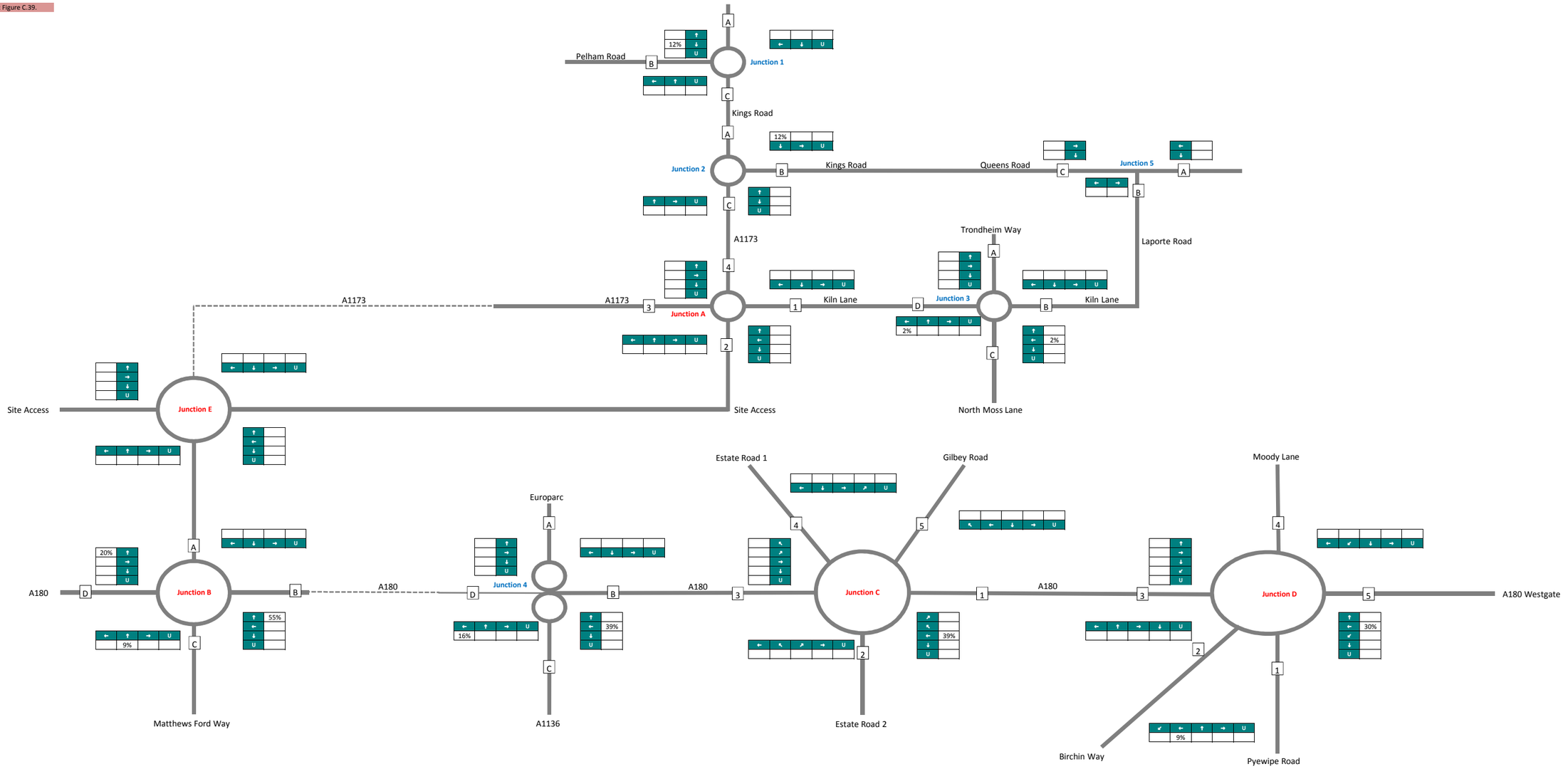


	Staff	HGV
Arrivals	0	14
Departures	0	14

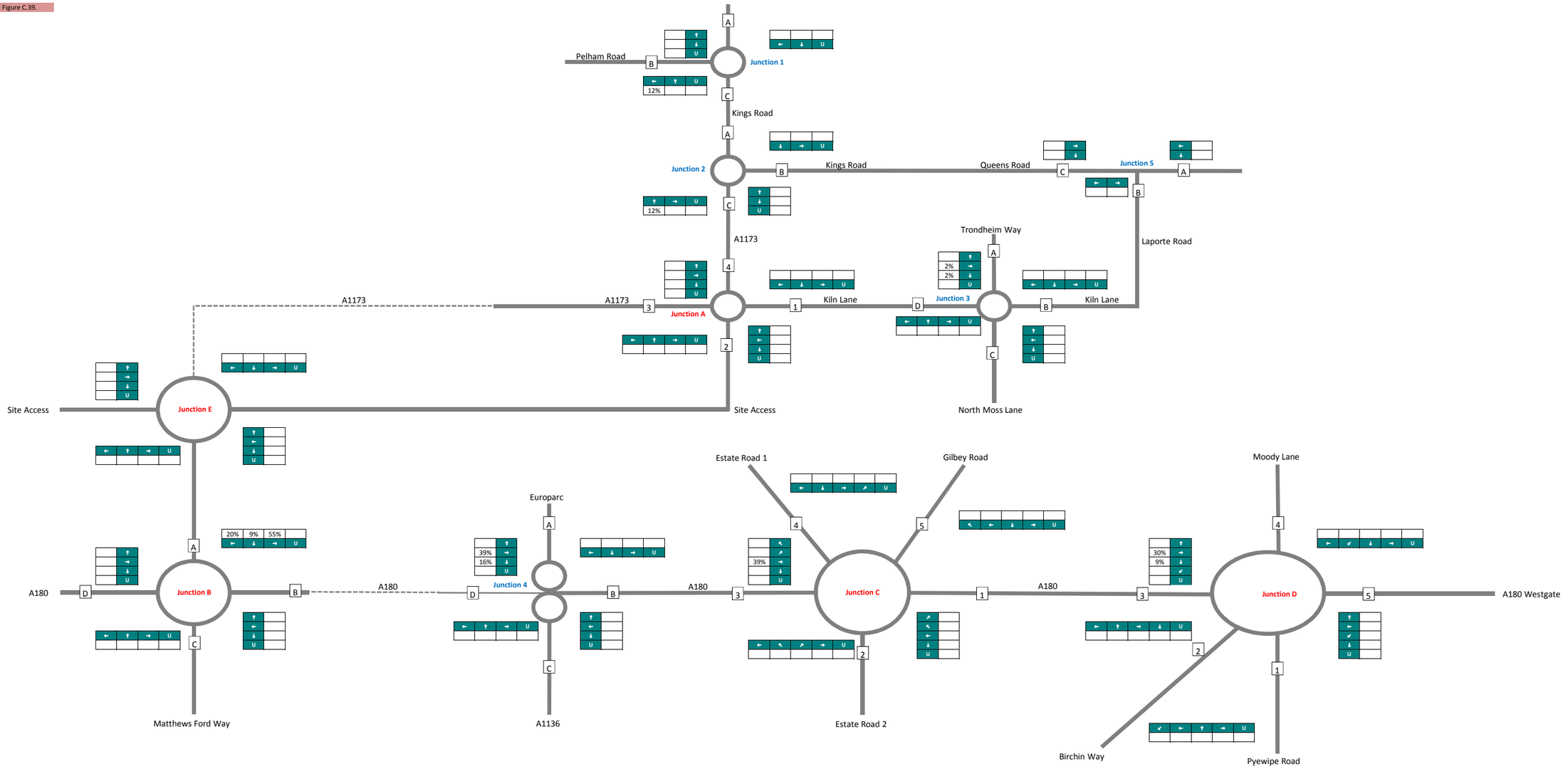
Annex TN1 E

Stallingborough Interchange

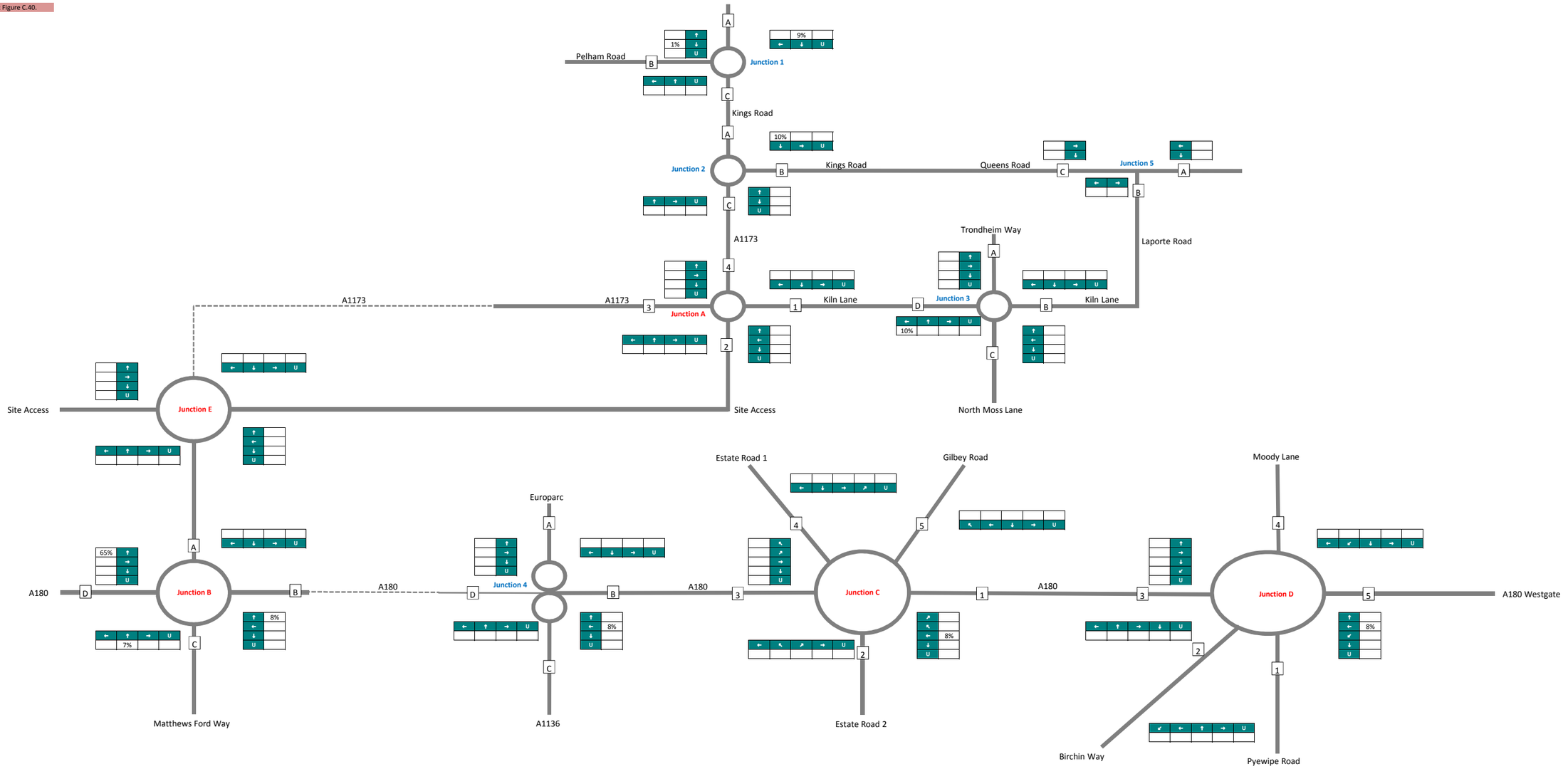
Fairhurst TA; Figure C.39.



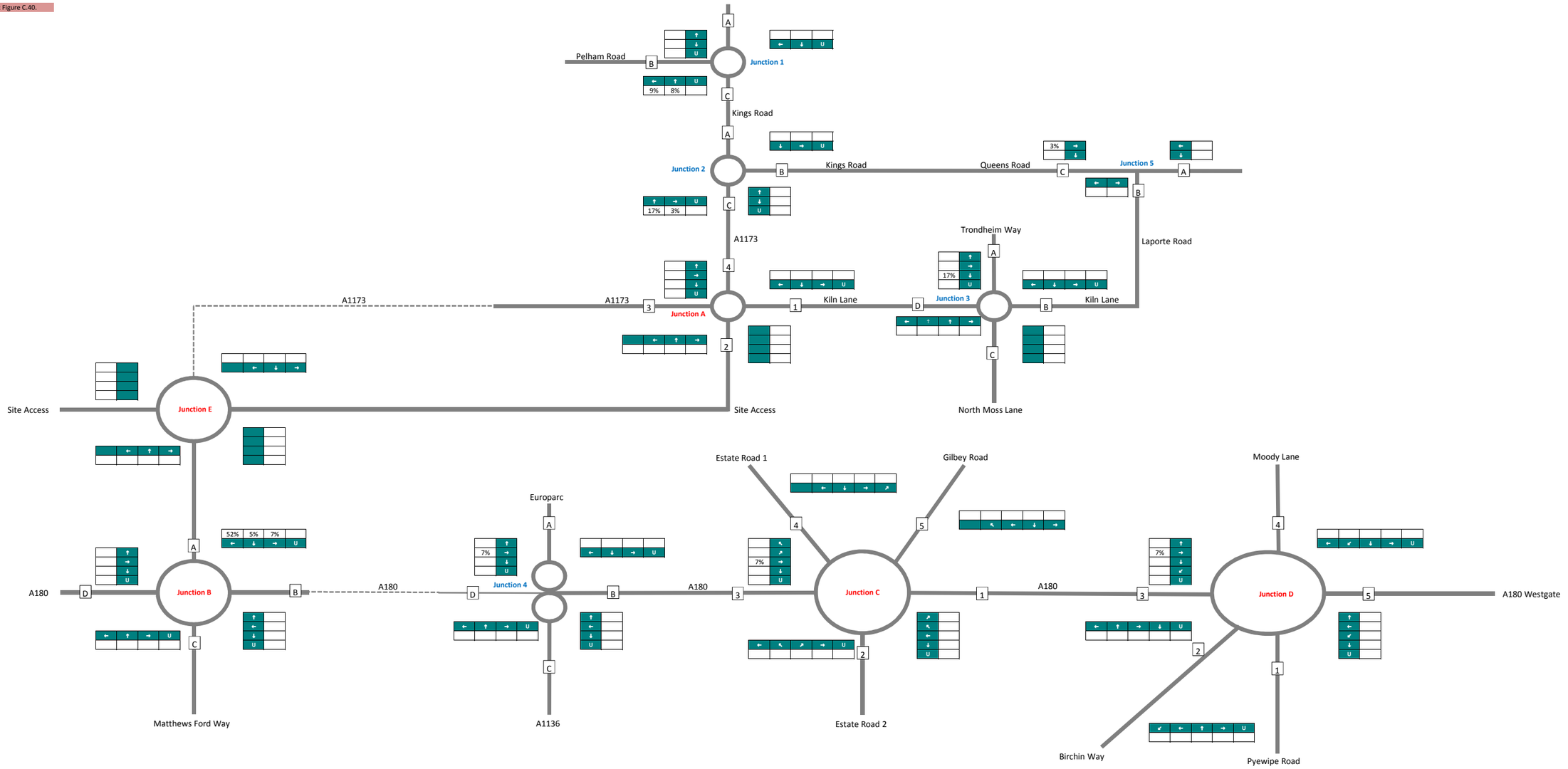
Fairhurst TA; Figure C.39.



Fairhurst TA; Figure C.40.



Fairhurst TA; Figure C.40.



Annex TN1 F

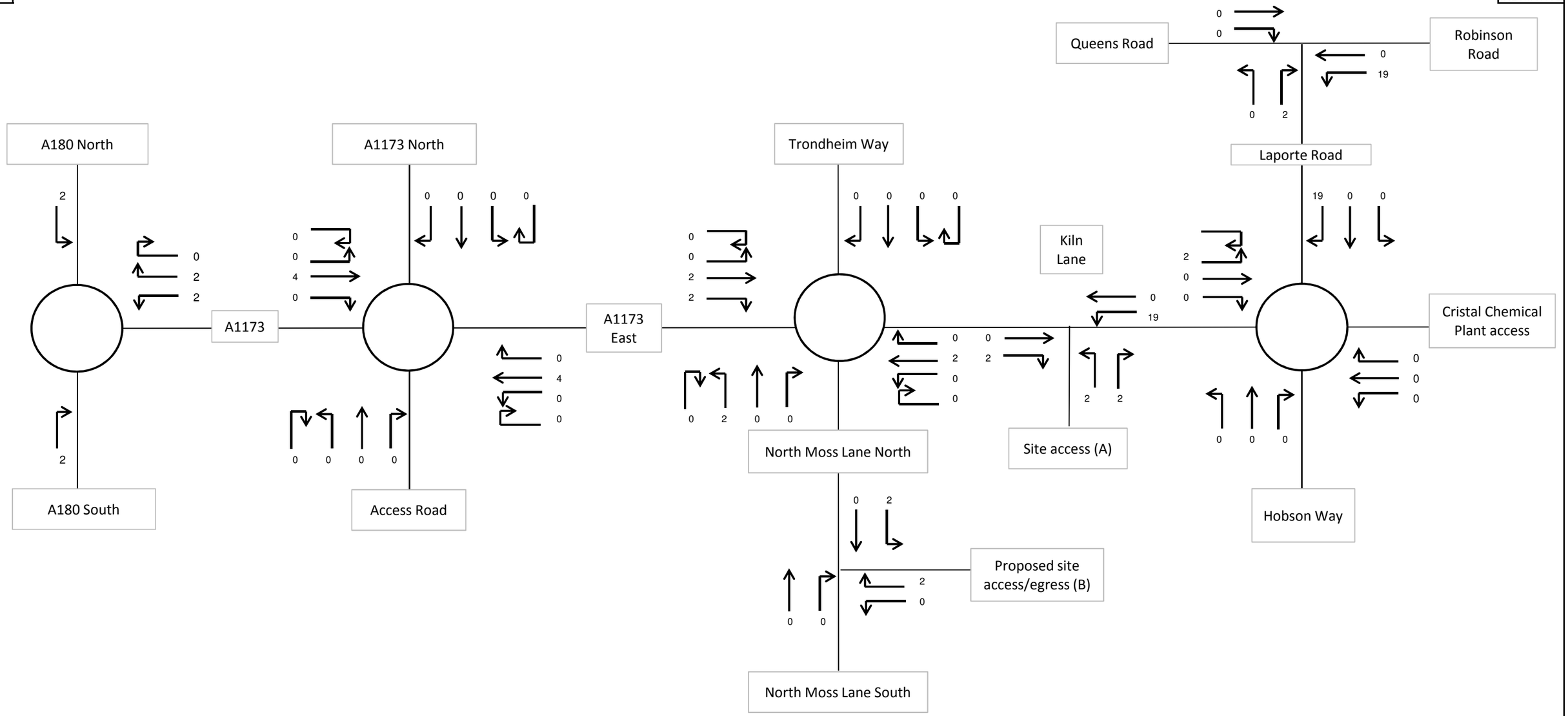
Queens Road

RESERVED COPYRIGHT

A3
ORIGINAL
PLOT SIZE

W E S

INDICATIVE



Traffic Flow : Total

Bristol
Cambridge
Cardiff
London
Welwyn Garden City

tpa
Transport Planning Associates

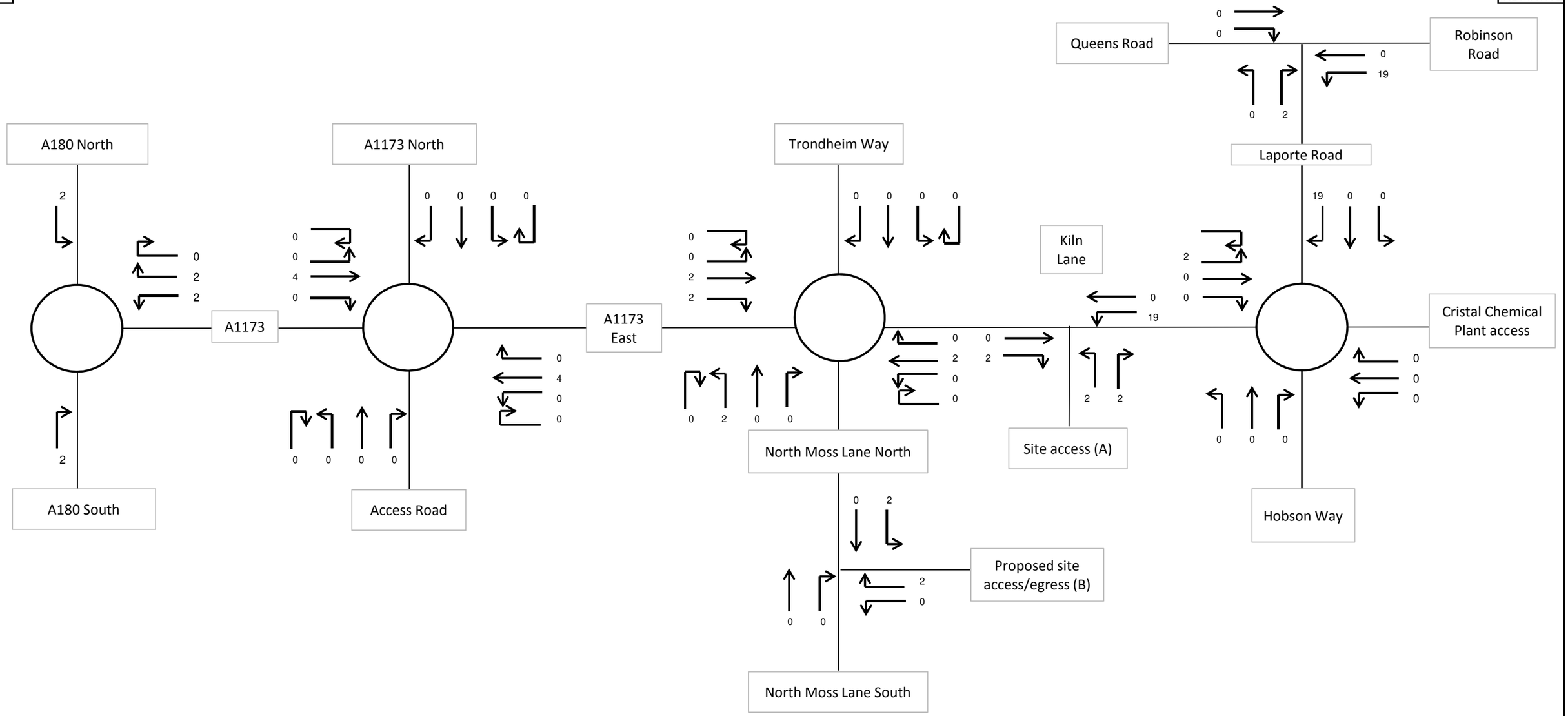
AM peak development trips	Date: **06/03/15**	Status: **INFORMATION**	Scale: **NTS**
Kiln Lane, Stallingborough	Prepared By: **MO**	Checked By: **SM**	Approved By: **JH**
Greatline Developments Limited	Project No: **1501-99**	Figure No: **5.1**	Revision: **-**

A3
ORIGINAL
PLOT SIZE

RESERVED COPYRIGHT

W E S

INDICATIVE

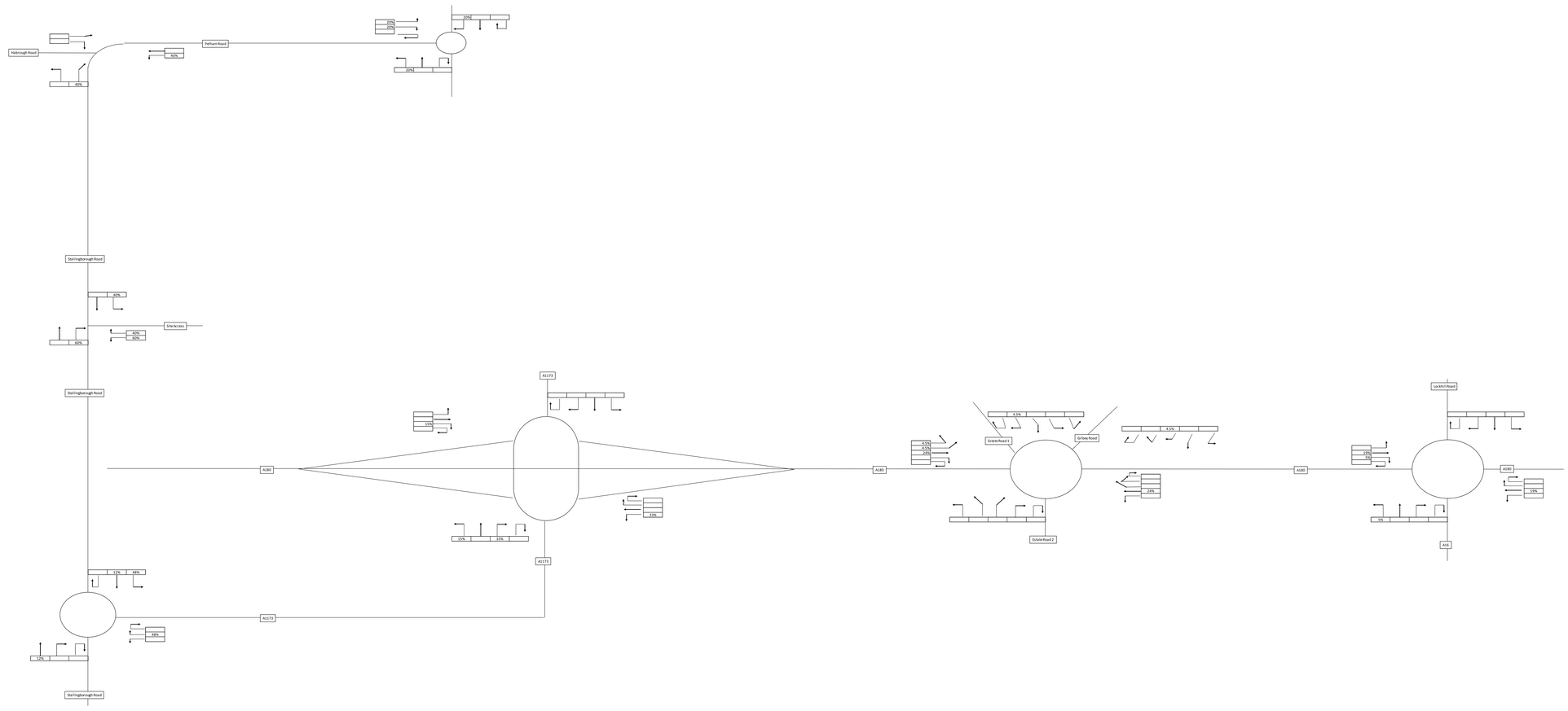


Traffic Flow : Total

Bristol Cambridge Cardiff London Welwyn Garden City tpa Transport Planning Associates	**PM peak development trips**	Date: **06/03/15**	Status: **INFORMATION**	Scale: **NTS**
	Kiln Lane, Stallingborough	Prepared By: **MO**	Checked By: **SM**	Approved By: **JH**
	Greatline Developments Limited	Project No: **1501-99**	Figure No: **5.2**	Revision: **-**

Annex TN1 G

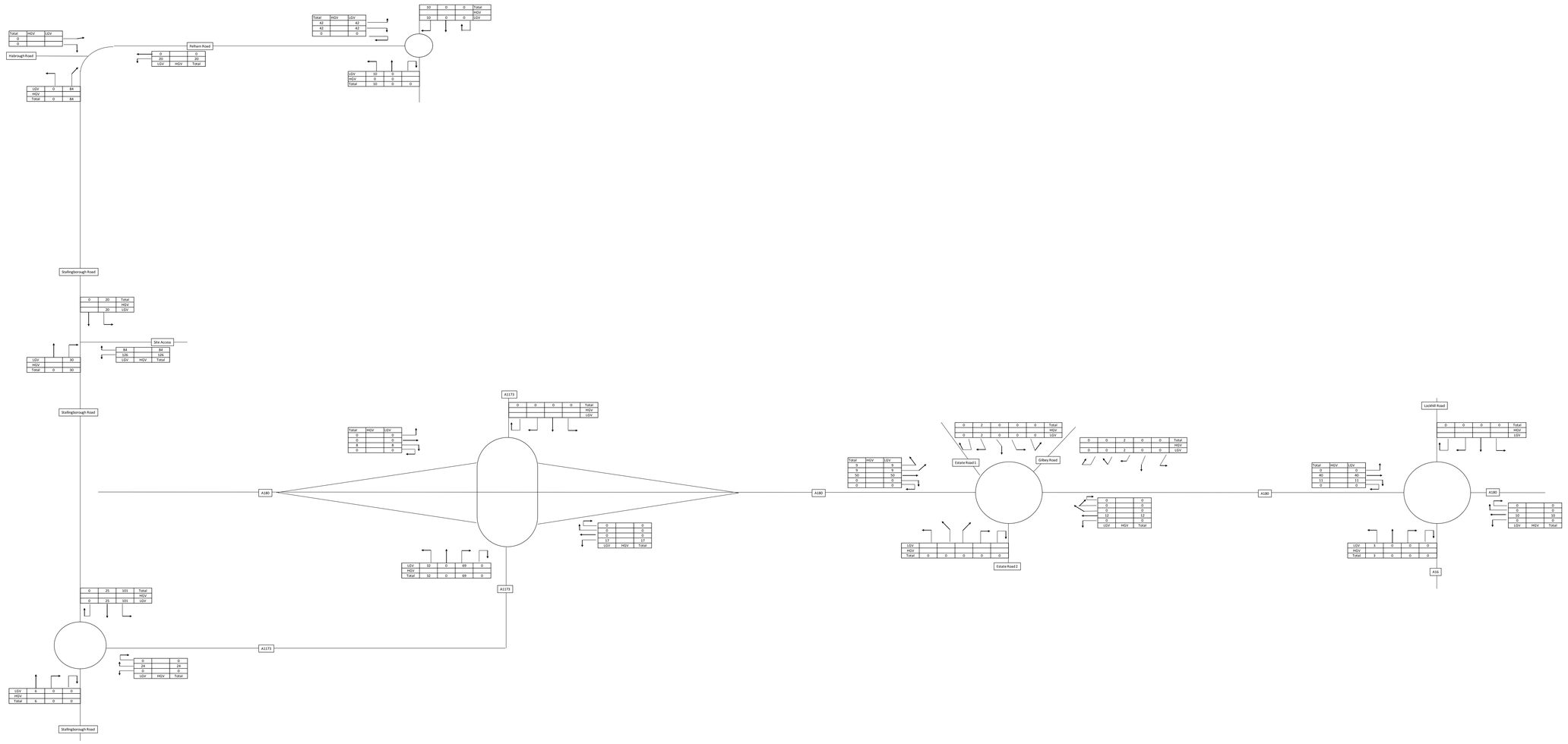
Highfield House



BWB Consulting Ltd
Fifth Floor
Waterfront House
35 Station Street
Nottingham
NG2 3DQ

Tel: 0115 924 1100
FAX: 0115 950 3966

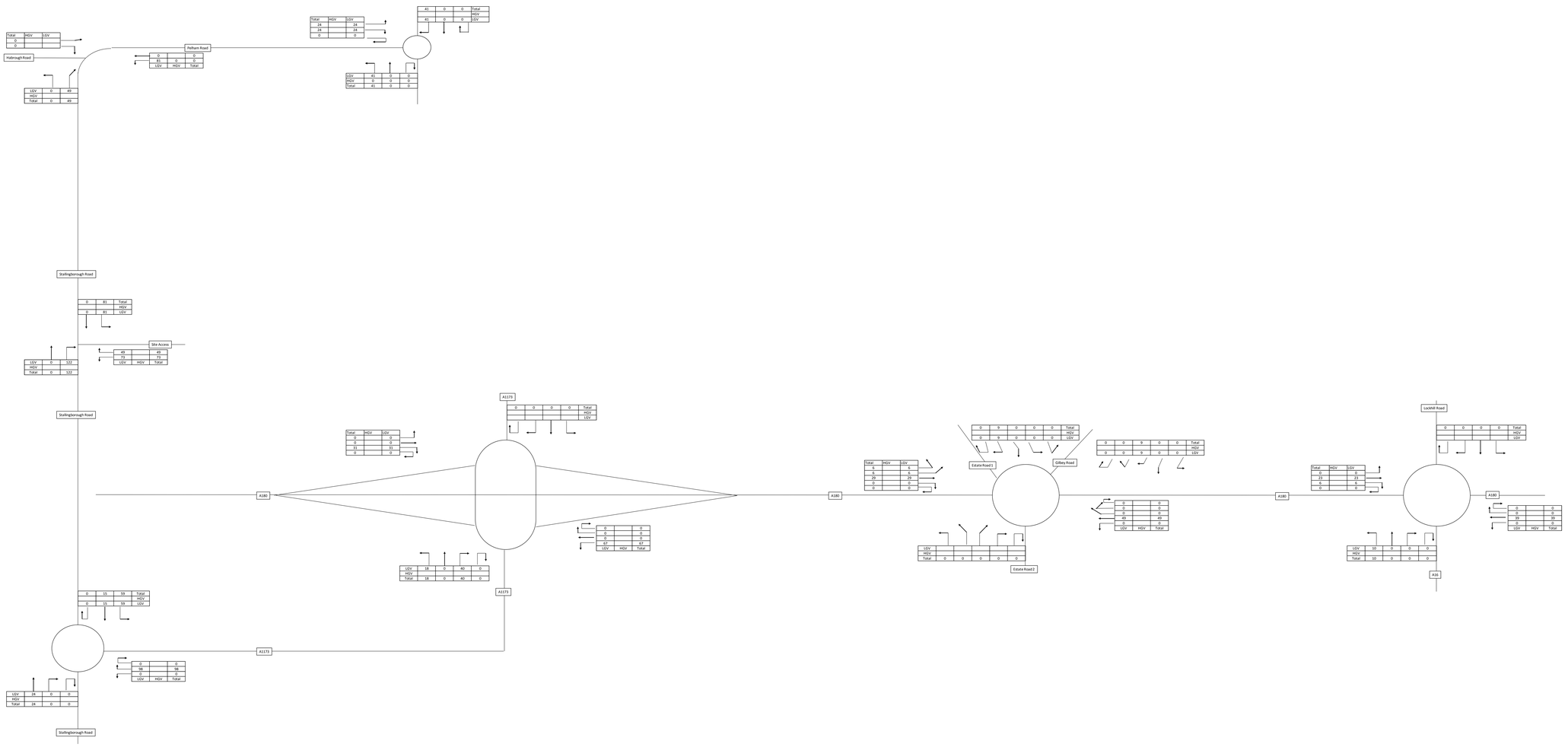
Project	**Land East of Stallingborough Road, Immingham**			Title	**PERCENTAGE DISTRIBUTION**	
Drawn	**SF**	Approved	**PW**	Project No.	**NTT2574**	
Checked	**ST**	Date	**23.08.18**	Scale **NTS**	Drg. No. **DIAGRAM 3**	Rev. **1**



BWB Consulting Ltd
Fifth Floor
Waterfront House
35 Station Street
Nottingham
NG2 3DQ

Tel: 0115 924 1100
FAX: 0115 950 3966

Project	Land East of Stallingborough Road, Immingham			Title	PROPOSED DEVELOPMENT TRAFFIC GENERATION -MORNING PEAK
Drawn	SF	Approved	PW	Project No.	NTT2574
Checked	ST	Date	23.08.18	Scale: NTS / Drg. No.: DIAGRAM 4 / Rev.: 1	

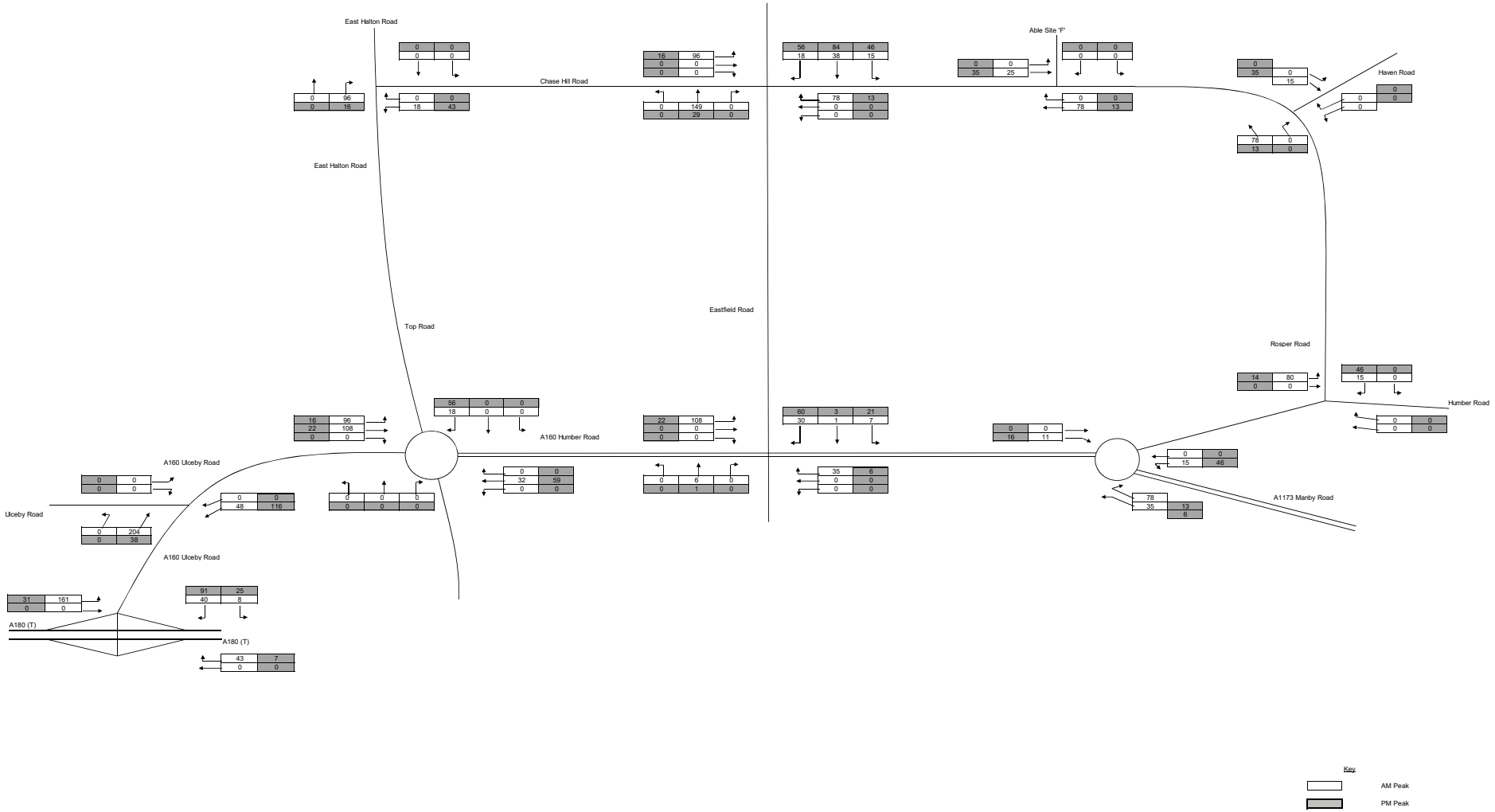


BWB Consulting Ltd Fifth Floor Waterfront House 35 Station Street Nottingham NG2 3DQ Tel: 0115 924 1100 FAX: 0115 950 3966	

Project	**Land East of Stallingborough Road, Immingham**			Title	**PROPOSED DEVELOPMENT TRAFFIC GENERATION- EVENING PEAK**
Drawn	**SF**	Approved	**PW**	Project No.	**NTT2574**
Checked	**ST**	Date	**23.08.18**	Scale **NTS**	Drg. No. **DIAGRAM 5** / Rev. **1**

Annex TN1 H

Able Logistics Park



Client:	Project:		Title:	Drawing Number:	Rev:
Able UK Limited	M456 Humber Ports Facility		Industrial Development Flows	Figure 16	-
			File Path: F:/PROJECTS/52409TYOD M456 Humber Ports Facility/Excel/Network 02 EMP Rev A.xls		

Annex TN1 I

ABP Project – Humber Road

Figure 2 - Light Vehicle Assignment

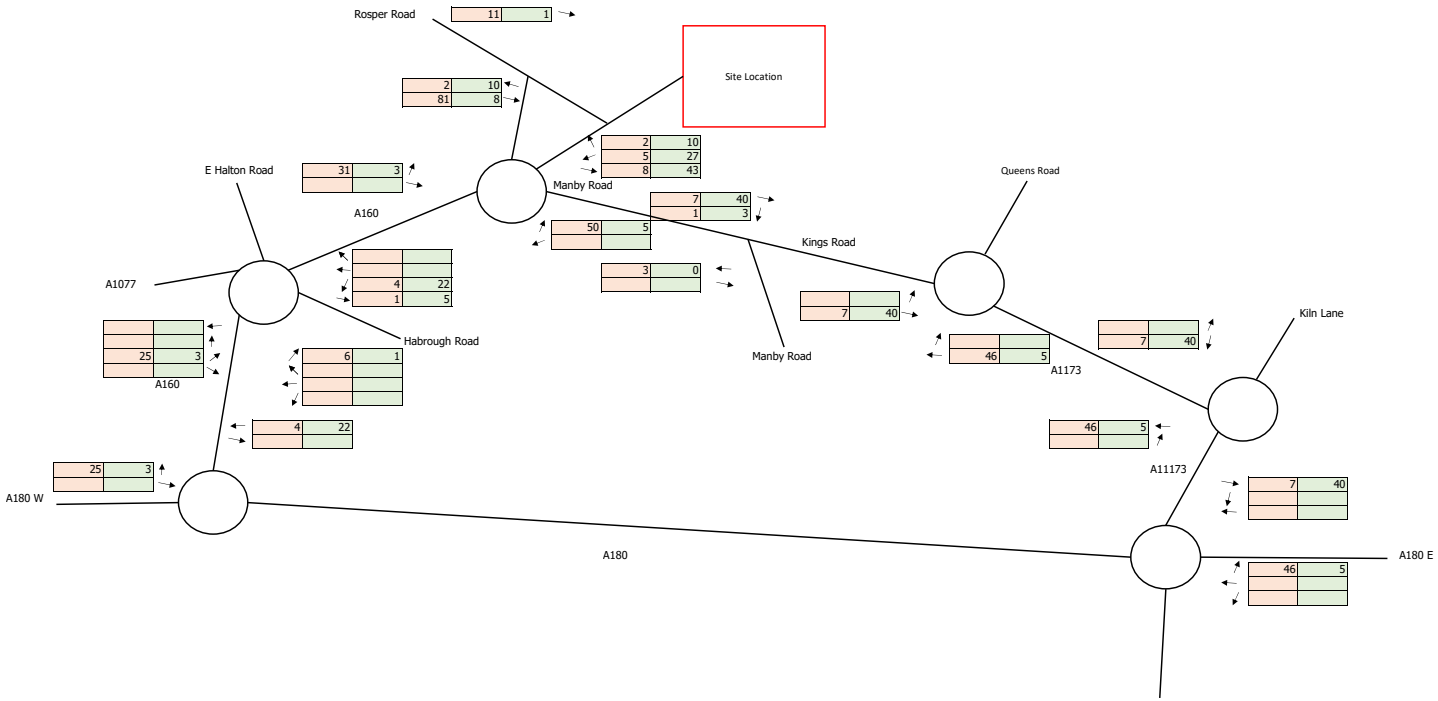
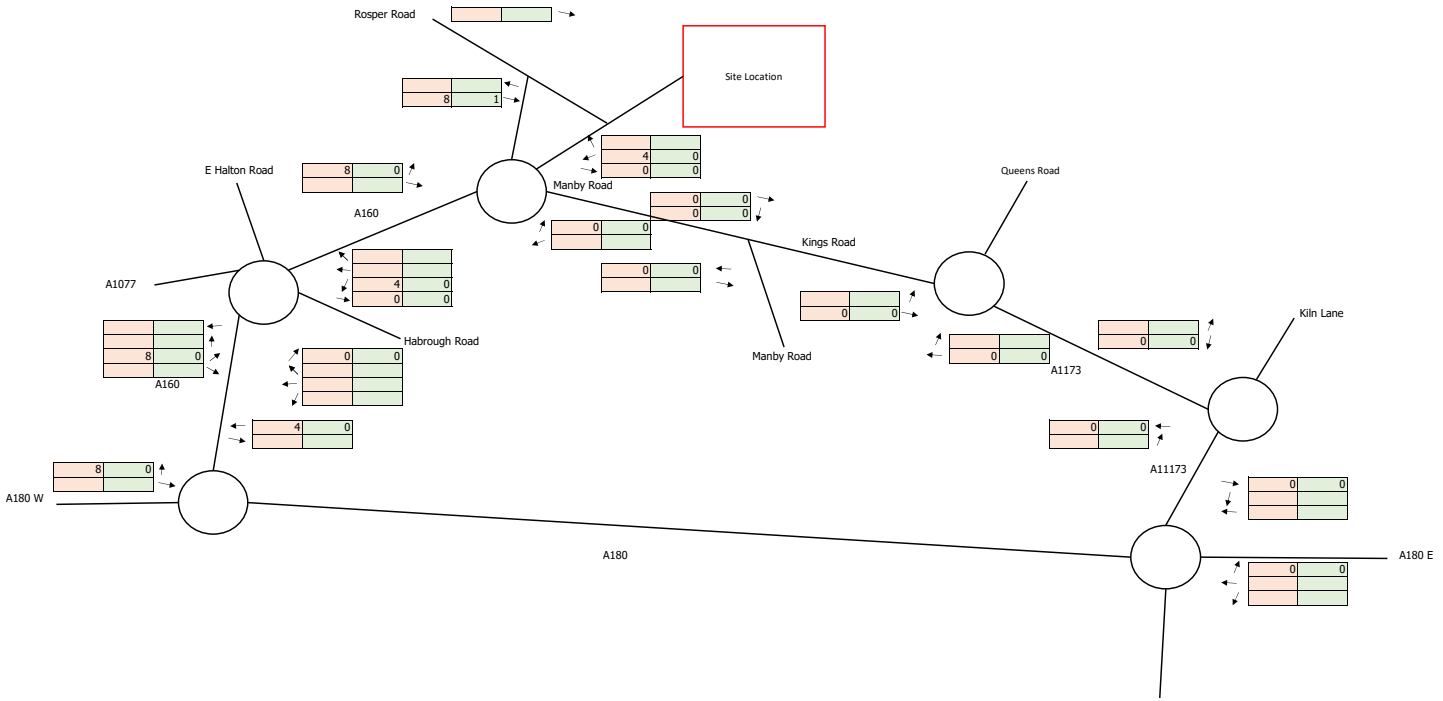


Figure 4 - Heavy Vehicle Assignment



Annex J

Baseline

PCU

AM (7-8)

	East Gate	Laporte Road	Queens Road
East Gate	0	28	53
Laporte Road	212	0	41
Queens Road	215	38	0

PM (16-17)

	East Gate	Laporte Road	Queens Road
East Gate	0	235	149
Laporte Road	39	0	78
Queens Road	39	29	0

HGVs

AM

	East Gate	Laporte Road	Queens Road
East Gate	0	14	37
Laporte Road	31	0	9
Queens Road	41	5	0

PM

	East Gate	Laporte Road	Queens Road
East Gate	0	44	29
Laporte Road	19	0	7
Queens Road	23	3	0

Committed Development

PCU

AM

	East Gate	Laporte Road	Queens Road
East Gate		19	
Laporte Road	2		7
Queens Road	1	3	

PM

	East Gate	Laporte Road	Queens Road
East Gate		19	
Laporte Road	2		
Queens Road	1		

HGVs

AM

	East Gate	Laporte Road	Queens Road
East Gate			
Laporte Road			7
Queens Road	1	3	

PM

	East Gate	Laporte Road	Queens Road
East Gate			
Laporte Road			
Queens Road	1		

Proposed Development

PCU

AM (7-8) Immingham

	East Gate	Laporte Road	Queens Road
East Gate	0	26	108
Laporte Road	27	0	0
Queens Road	168	0	0

PM (17-18) Stena

	East Gate	Laporte Road	Queens Road
East Gate	0	26	147
Laporte Road	27	0	0
Queens Road	224	0	0

HGVs

AM

	East Gate	Laporte Road	Queens Road
East Gate	0	0	36
Laporte Road	0	0	0
Queens Road	66	0	0

PM

	East Gate	Laporte Road	Queens Road
East Gate	0	0	52
Laporte Road	1	0	0
Queens Road	90	0	0

North East Lincolnshire 001

	2021-2025	2021-2032
AM	1.0298	1.0773
PM	1.0291	1.075

Queens Road/ Laporte Road

2021 Baseline

PCU

AM

	East Gate	Laporte Road	Queens Road
East Gate	0	28	53
Laporte Road	212	0	41
Queens Road	215	38	0

PM

	East Gate	Laporte Road	Queens Road
East Gate	0	235	149
Laporte Road	39	0	78
Queens Road	39	29	0

HGV %

AM

	East Gate	Laporte Road	Queens Road
East Gate		50%	70%
Laporte Road	15%		22%
Queens Road	19%	13%	

PM

	East Gate	Laporte Road	Queens Road
East Gate		19%	19%
Laporte Road	49%		9%
Queens Road	59%	10%	

2021 Baseline + Committed

PCU

AM

	East Gate	Laporte Road	Queens Road
East Gate	0	47	53
Laporte Road	214	0	48
Queens Road	216	41	0

PM

	East Gate	Laporte Road	Queens Road
East Gate	0	254	149
Laporte Road	41	0	78
Queens Road	40	29	0

HGV %

AM

	East Gate	Laporte Road	Queens Road
East Gate		30%	70%
Laporte Road	14%		33%
Queens Road	19%	20%	

PM

	East Gate	Laporte Road	Queens Road
East Gate		17%	19%
Laporte Road	46%		9%
Queens Road	60%	10%	

2021 Baseline + Committed + Development

PCU

AM

	East Gate	Laporte Road	Queens Road
East Gate	0	73	161
Laporte Road	241	0	48
Queens Road	384	41	0

PM

	East Gate	Laporte Road	Queens Road
East Gate	0	280	296
Laporte Road	68	0	78
Queens Road	264	29	0

HGV %

AM

	East Gate	Laporte Road	Queens Road
East Gate		20%	46%
Laporte Road	13%		33%
Queens Road	28%	20%	

PM

	East Gate	Laporte Road	Queens Road
East Gate		16%	27%
Laporte Road	29%		9%
Queens Road	43%	10%	

2025 Baseline

PCU

AM

	East Gate	Laporte Road	Queens Road
East Gate	0	29	55
Laporte Road	218	0	42
Queens Road	221	39	0

PM

	East Gate	Laporte Road	Queens Road
East Gate	0	242	153
Laporte Road	40	0	80
Queens Road	40	30	0

HGV %

AM

	East Gate	Laporte Road	Queens Road
East Gate		50%	70%
Laporte Road	15%		22%
Queens Road	19%	13%	

PM

	East Gate	Laporte Road	Queens Road
East Gate		19%	19%
Laporte Road	49%		9%
Queens Road	59%	10%	

2025 Baseline + Committed

PCU

AM

	East Gate	Laporte Road	Queens Road
East Gate	0	48	55
Laporte Road	220	0	49
Queens Road	223	42	0

PM

	East Gate	Laporte Road	Queens Road
East Gate	0	261	153
Laporte Road	42	0	80
Queens Road	41	30	0

HGV %

AM

	East Gate	Laporte Road	Queens Road
East Gate		30%	70%
Laporte Road	14%		33%
Queens Road	19%	20%	

PM

	East Gate	Laporte Road	Queens Road
East Gate		17%	19%
Laporte Road	46%		9%
Queens Road	60%	10%	

2025 Baseline + Committed + Development

PCU

AM

	East Gate	Laporte Road	Queens Road
East Gate	0	74	162
Laporte Road	247	0	49
Queens Road	391	42	0

PM

	East Gate	Laporte Road	Queens Road
East Gate	0	287	300
Laporte Road	69	0	80
Queens Road	265	30	0

HGV %

AM

	East Gate	Laporte Road	Queens Road
East Gate		20%	46%
Laporte Road	13%		33%
Queens Road	28%	20%	

PM

	East Gate	Laporte Road	Queens Road
East Gate		16%	27%
Laporte Road	29%		9%
Queens Road	43%	10%	

2032 Baseline

PCU

AM

	East Gate	Laporte Road	Queens Road
East Gate	0	51	57
Laporte Road	231	0	52
Queens Road	233	44	0

PM

	East Gate	Laporte Road	Queens Road
East Gate	0	253	160
Laporte Road	42	0	84
Queens Road	42	31	0

HGV %

AM

	East Gate	Laporte Road	Queens Road
East Gate		50%	70%
Laporte Road	15%		22%
Queens Road	19%	13%	

PM

	East Gate	Laporte Road	Queens Road
East Gate		19%	19%
Laporte Road	49%		9%
Queens Road	59%	10%	

2032 Baseline + Committed

PCU

AM

	East Gate	Laporte Road	Queens Road
East Gate	0	70	57
Laporte Road	233	0	59
Queens Road	234	47	0

PM

	East Gate	Laporte Road	Queens Road
East Gate	0	272	160
Laporte Road	44	0	84
Queens Road	43	31	0

HGV %

AM

	East Gate	Laporte Road	Queens Road
East Gate		30%	70%
Laporte Road	14%		33%
Queens Road	19%	20%	

PM

	East Gate	Laporte Road	Queens Road
East Gate		17%	19%
Laporte Road	46%		9%
Queens Road	60%	10%	

2032 Baseline + Committed + Development

PCU

AM

	East Gate	Laporte Road	Queens Road
East Gate	0	96	165
Laporte Road	259	0	59
Queens Road	402	47	0

PM

	East Gate	Laporte Road	Queens Road
East Gate	0	298	307
Laporte Road	71	0	84
Queens Road	267	31	0

HGV %

AM

	East Gate	Laporte Road	Queens Road
East Gate		20%	46%
Laporte Road	13%		33%
Queens Road	28%	20%	

PM

	East Gate	Laporte Road	Queens Road
East Gate		16%	27%
Laporte Road	29%		9%
Queens Road	43%	10%	

Laporte Road/ Kiln Lane/ Hobson Way

Baseline

PCU

AM (7-8)

	Air Products Access	Hobson Way	Kiln Lane	Laporte Road
Air Products Access	0	1	1	0
Hobson Way	0	0	91	287
Kiln Lane	1	74	2	169
Laporte Road	0	38	22	0

PM (16-17)

	Air Products Access	Hobson Way	Kiln Lane	Laporte Road
Air Products Access	0	0	4	0
Hobson Way	0	0	109	65
Kiln Lane	0	94	4	32
Laporte Road	0	275	183	0

HGVs

AM

	Air Products Access	Hobson Way	Kiln Lane	Laporte Road
Air Products Access	0	0	0	0
Hobson Way	0	0	15	17
Kiln Lane	0	17	0	35
Laporte Road	0	7	17	0

PM

	Air Products Access	Hobson Way	Kiln Lane	Laporte Road
Air Products Access	0	0	0	0
Hobson Way	0	0	26	7
Kiln Lane	0	15	1	23
Laporte Road	0	15	41	0

Committed Development

PCU

AM

	Air Products Access	Hobson Way	Kiln Lane	Laporte Road
Air Products Access				
Hobson Way			44	
Kiln Lane		56		9
Laporte Road			22	

PM

	Air Products Access	Hobson Way	Kiln Lane	Laporte Road
Air Products Access				
Hobson Way			24	
Kiln Lane		15		2
Laporte Road			19	

HGVs

AM

	Air Products Access	Hobson Way	Kiln Lane	Laporte Road
Air Products Access				
Hobson Way			33	
Kiln Lane		36		7
Laporte Road			3	

PM

	Air Products Access	Hobson Way	Kiln Lane	Laporte Road
Air Products Access				
Hobson Way			5	
Kiln Lane		4		
Laporte Road				

Proposed Development

PCU

AM (7-8) Immingham

	Air Products Access	Hobson Way	Kiln Lane	Laporte Road
Air Products Access	0	0	0	0
Hobson Way	0	0	0	26
Kiln Lane	0	0	0	0
Laporte Road	0	26	0	0

PM (17-18) Stena

	Air Products Access	Hobson Way	Kiln Lane	Laporte Road
Air Products Access	0	0	0	0
Hobson Way	0	0	0	27
Kiln Lane	0	0	0	0
Laporte Road	0	26	0	0

HGVs

AM

	Air Products Access	Hobson Way	Kiln Lane	Laporte Road
Air Products Access	0	0	0	0
Hobson Way	0	0	0	0
Kiln Lane	0	0	0	0
Laporte Road	0	0	0	0

PM

	Air Products Access	Hobson Way	Kiln Lane	Laporte Road
Air Products Access	0	0	0	0
Hobson Way	0	0	0	1
Kiln Lane	0	0	0	0
Laporte Road	0	0	0	0

North East Lincolshire 007

	2021-2025	2021-2032
AM	1.0269	1.0683
PM	1.0255	1.0649

2025 Baseline

PCU

AM

	Air Products Access	Hobson Way	Kiln Lane	Laporte Road
Air Products Access	0	1	1	0
Hobson Way	0	0	93	295
Kiln Lane	1	76	2	174
Laporte Road	0	39	23	0

PM

	Air Products Access	Hobson Way	Kiln Lane	Laporte Road
Air Products Access	0	0	4	0
Hobson Way	0	0	112	67
Kiln Lane	0	96	4	33
Laporte Road	0	282	188	0

HGV %

AM

	Air Products Access	Hobson Way	Kiln Lane	Laporte Road
Air Products Access		0%	0%	
Hobson Way			16%	6%
Kiln Lane	0%	23%	0%	21%
Laporte Road		18%	77%	

PM

	Air Products Access	Hobson Way	Kiln Lane	Laporte Road
Air Products Access			0%	
Hobson Way			24%	11%
Kiln Lane		16%	25%	72%
Laporte Road		5%	22%	

2025 Baseline + Committed

PCU

AM

	Air Products Access	Hobson Way	Kiln Lane	Laporte Road
Air Products Access	0	1	1	0
Hobson Way	0	0	137	295
Kiln Lane	1	132	2	183
Laporte Road	0	39	45	0

PM

	Air Products Access	Hobson Way	Kiln Lane	Laporte Road
Air Products Access	0	0	4	0
Hobson Way	0	0	135	67
Kiln Lane	0	111	4	35
Laporte Road	0	282	207	0

HGV %

AM

	Air Products Access	Hobson Way	Kiln Lane	Laporte Road
Air Products Access		0%	0%	
Hobson Way			36%	6%
Kiln Lane	0%	41%	0%	24%
Laporte Road		18%	45%	

PM

	Air Products Access	Hobson Way	Kiln Lane	Laporte Road
Air Products Access			0%	
Hobson Way			23%	11%
Kiln Lane		17%	25%	68%
Laporte Road		5%	20%	

2025 Baseline + Committed + Development

PCU

AM

	Air Products Access	Hobson Way	Kiln Lane	Laporte Road
Air Products Access	0	1	1	0
Hobson Way	0	0	137	321
Kiln Lane	1	132	2	183
Laporte Road	0	65	45	0

PM

	Air Products Access	Hobson Way	Kiln Lane	Laporte Road
Air Products Access	0	0	4	0
Hobson Way	0	0	135	94
Kiln Lane	0	111	4	35
Laporte Road	0	308	207	0

HGV %

AM

	Air Products Access	Hobson Way	Kiln Lane	Laporte Road
Air Products Access		0%	0%	
Hobson Way			36%	6%
Kiln Lane	0%	41%	0%	24%
Laporte Road		11%	45%	

PM

	Air Products Access	Hobson Way	Kiln Lane	Laporte Road
Air Products Access			0%	
Hobson Way			23%	8%
Kiln Lane		17%	25%	68%
Laporte Road		5%	20%	

2032 Baseline

PCU

AM

	Air Products Access	Hobson Way	Kiln Lane	Laporte Road
Air Products Access	0	1	1	0
Hobson Way	0	0	97	307
Kiln Lane	1	79	2	181
Laporte Road	0	41	24	0

PM

	Air Products Access	Hobson Way	Kiln Lane	Laporte Road
Air Products Access	0	0	4	0
Hobson Way	0	0	116	69
Kiln Lane	0	100	4	34
Laporte Road	0	293	195	0

HGV %

AM

	Air Products Access	Hobson Way	Kiln Lane	Laporte Road
Air Products Access		0%	0%	
Hobson Way			16%	6%
Kiln Lane	0%	23%	0%	21%
Laporte Road		18%	77%	

PM

	Air Products Access	Hobson Way	Kiln Lane	Laporte Road
Air Products Access			0%	
Hobson Way			24%	11%
Kiln Lane		16%	25%	72%
Laporte Road		5%	22%	

2032 Baseline + Committed

PCU

AM

	Air Products Access	Hobson Way	Kiln Lane	Laporte Road
Air Products Access	0	1	1	0
Hobson Way	0	0	141	307
Kiln Lane	1	135	2	190
Laporte Road	0	41	46	0

PM

	Air Products Access	Hobson Way	Kiln Lane	Laporte Road
Air Products Access	0	0	4	0
Hobson Way	0	0	140	69
Kiln Lane	0	115	4	36
Laporte Road	0	293	214	0

HGV %

AM

	Air Products Access	Hobson Way	Kiln Lane	Laporte Road
Air Products Access		0%	0%	
Hobson Way			36%	6%
Kiln Lane	0%	41%	0%	24%
Laporte Road		18%	45%	

PM

	Air Products Access	Hobson Way	Kiln Lane	Laporte Road
Air Products Access			0%	
Hobson Way			23%	11%
Kiln Lane		17%	25%	68%
Laporte Road		5%	20%	

2032 Baseline + Committed + Development

PCU

AM

	Air Products Access	Hobson Way	Kiln Lane	Laporte Road
Air Products Access	0	1	1	0
Hobson Way	0	0	141	333
Kiln Lane	1	135	2	190
Laporte Road	0	67	46	0

PM

	Air Products Access	Hobson Way	Kiln Lane	Laporte Road
Air Products Access	0	0	4	0
Hobson Way	0	0	140	96
Kiln Lane	0	115	4	36
Laporte Road	0	319	214	0

HGV %

AM

	Air Products Access	Hobson Way	Kiln Lane	Laporte Road
Air Products Access		0%	0%	
Hobson Way			36%	6%
Kiln Lane	0%	41%	0%	24%
Laporte Road		11%	45%	

PM

	Air Products Access	Hobson Way	Kiln Lane	Laporte Road
Air Products Access			0%	
Hobson Way			23%	8%
Kiln Lane		17%	25%	68%
Laporte Road		5%	20%	

Kings Road/ A1173

Baseline

PCU

AM (7-8)				PM (16-17)			
	Kings Road NW	A1173	Kings Road NE		Kings Road NW	A1173	Kings Road NE
Kings Road NW	0	37	51	Kings Road NW	0	149	147
A1173	214	1	438	A1173	27	0	232
Kings Road NE	110	153	1	Kings Road NE	50	470	1

HGVs

AM				PM			
	Kings Road NW	A1173	Kings Road NE		Kings Road NW	A1173	Kings Road NE
Kings Road NW	0	27	13	Kings Road NW	0	25	9
A1173	26	0	67	A1173	14	0	47
Kings Road NE	11	36	0	Kings Road NE	12	51	0

Committed Development

PCU

AM				PM			
	Kings Road NW	A1173	Kings Road NE		Kings Road NW	A1173	Kings Road NE
Kings Road NW		31		Kings Road NW		54	
A1173	61		1	A1173	32		1
Kings Road NE				Kings Road NE			

HGVs

AM				PM			
	Kings Road NW	A1173	Kings Road NE		Kings Road NW	A1173	Kings Road NE
Kings Road NW		2		Kings Road NW		5	
A1173	7		1	A1173	5		1
Kings Road NE				Kings Road NE			

Proposed Development

PCU

AM (7-8)		Immingham		PM (17-18)		Stena	
	Kings Road NW	A1173	Kings Road NE		Kings Road NW	A1173	Kings Road NE
Kings Road NW	0	3	8	Kings Road NW	0	3	8
A1173	3	0	161	A1173	3	0	216
Kings Road NE	8	100	0	Kings Road NE	8	139	0

HGVs

AM				PM			
	Kings Road NW	A1173	Kings Road NE		Kings Road NW	A1173	Kings Road NE
Kings Road NW	0	0	0	Kings Road NW	0	0	0
A1173	0	0	66	A1173	0	0	90
Kings Road NE	0	36	0	Kings Road NE	0	52	0

North East Lincolnshire 001

	2021-2025	2021-2032
AM	1.0298	1.0773
PM	1.0291	1.075

2025 Baseline

PCU

AM				PM			
	Kings Road NW	A1173	Kings Road NE		Kings Road NW	A1173	Kings Road NE
Kings Road NW	0	38	53	Kings Road NW	0	153	151
A1173	220	1	451	A1173	28	0	239
Kings Road NE	113	158	1	Kings Road NE	51	484	1

HGV %

AM				PM			
	Kings Road NW	A1173	Kings Road NE		Kings Road NW	A1173	Kings Road NE
Kings Road NW		73%	25%	Kings Road NW		17%	6%
A1173	12%	0%	15%	A1173	52%		20%
Kings Road NE	10%	24%	0%	Kings Road NE	24%	11%	0%

2025 Baseline + Committed

PCU

AM				PM			
	Kings Road NW	A1173	Kings Road NE		Kings Road NW	A1173	Kings Road NE
Kings Road NW	0	69	53	Kings Road NW	0	207	151
A1173	281	1	452	A1173	60	0	240
Kings Road NE	113	158	1	Kings Road NE	51	484	1

HGV %

AM				PM			
	Kings Road NW	A1173	Kings Road NE		Kings Road NW	A1173	Kings Road NE
Kings Road NW		43%	25%	Kings Road NW		15%	6%
A1173	12%	0%	16%	A1173	33%		21%
Kings Road NE	10%	24%	0%	Kings Road NE	24%	11%	0%

2025 Baseline + Committed + Development

PCU

AM				PM			
	Kings Road NW	A1173	Kings Road NE		Kings Road NW	A1173	Kings Road NE
Kings Road NW	0	72	60	Kings Road NW	0	210	159
A1173	284	1	613	A1173	63	0	456
Kings Road NE	121	258	1	Kings Road NE	59	623	1

HGV %

AM				PM			
	Kings Road NW	A1173	Kings Road NE		Kings Road NW	A1173	Kings Road NE
Kings Road NW		41%	22%	Kings Road NW		15%	6%
A1173	12%	0%	22%	A1173	31%		31%
Kings Road NE	9%	29%	0%	Kings Road NE	21%	17%	0%

2032 Baseline

PCU

AM				PM			
	Kings Road NW	A1173	Kings Road NE		Kings Road NW	A1173	Kings Road NE
Kings Road NW	0	73	55	Kings Road NW	0	160	158
A1173	296	1	473	A1173	29	0	249
Kings Road NE	119	165	1	Kings Road NE	54	505	1

HGV %

AM				PM			
	Kings Road NW	A1173	Kings Road NE		Kings Road NW	A1173	Kings Road NE
Kings Road NW		73%	25%	Kings Road NW		17%	6%
A1173	12%	0%	15%	A1173	52%		20%
Kings Road NE	10%	24%	0%	Kings Road NE	24%	11%	0%

2032 Baseline + Committed

PCU

AM				PM			
	Kings Road NW	A1173	Kings Road NE		Kings Road NW	A1173	Kings Road NE
Kings Road NW	0	104	55	Kings Road NW	0	214	158
A1173	357	1	474	A1173	61	0	250
Kings Road NE	119	165	1	Kings Road NE	54	505	1

HGV %

AM				PM			
	Kings Road NW	A1173	Kings Road NE		Kings Road NW	A1173	Kings Road NE
Kings Road NW		43%	25%	Kings Road NW		15%	6%
A1173	12%	0%	16%	A1173	33%		21%
Kings Road NE	10%	24%	0%	Kings Road NE	24%	11%	0%

2032 Baseline + Committed + Development

PCU

AM				PM			
	Kings Road NW	A1173	Kings Road NE		Kings Road NW	A1173	Kings Road NE
Kings Road NW	0	107	63	Kings Road NW	0	217	166
A1173	360	1	635	A1173	64	0	467
Kings Road NE	126	265	1	Kings Road NE	61	645	1

HGV %

AM				PM			
	Kings Road NW	A1173	Kings Road NE		Kings Road NW	A1173	Kings Road NE
Kings Road NW		41%	22%	Kings Road NW		15%	6%
A1173	12%	0%	22%	A1173	31%		31%
Kings Road NE	9%	29%	0%	Kings Road NE	21%	17%	0%

Baseline

PCU

AM (7-8)

	Kiln Lane	Access	A1173 W	A1173 N
Kiln Lane	0	0	81	74
Access	0	0	0	0
A1173 W	407	2	0	560
A1173 N	70	0	113	0

PM (16-17)

	Kiln Lane	Access	A1173 W	A1173 N
Kiln Lane	0	4	445	89
Access	0	0	2	0
A1173 W	112	0	0	149
A1173 N	74	0	531	0

HGVs

AM

	Kiln Lane	Access	A1173 W	A1173 N
Kiln Lane	0	0	40	37
Access	0	0	0	0
A1173 W	43	0	0	57
A1173 N	18	0	44	0

PM

	Kiln Lane	Access	A1173 W	A1173 N
Kiln Lane	0	0	37	23
Access	0	0	0	0
A1173 W	63	0	0	16
A1173 N	31	0	46	0

Committed Development

PCU

AM

	Kiln Lane	Access	A1173 W	A1173 N
Kiln Lane			51	
Access			43	
A1173 W	67			178
A1173 N			14	

PM

	Kiln Lane	Access	A1173 W	A1173 N
Kiln Lane			27	0
Access			43	
A1173 W	19			5
A1173 N			183	

HGVs

AM

	Kiln Lane	Access	A1173 W	A1173 N
Kiln Lane			36	
Access				
A1173 W	43			0
A1173 N			0	

PM

	Kiln Lane	Access	A1173 W	A1173 N
Kiln Lane			5	
Access				
A1173 W	4			0
A1173 N			0	

Proposed Development

PCU

AM (7-8) Immingham

	Kiln Lane	Access	A1173 W	A1173 N
Kiln Lane	0	0	0	0
Access	0	0	0	0
A1173 W	0	0	0	164
A1173 N	0	0	96	0

PM (17-18) Stena

	Kiln Lane	Access	A1173 W	A1173 N
Kiln Lane	0	0	0	0
Access	0	0	0	0
A1173 W	0	0	0	219
A1173 N	0	0	132	0

HGVs

AM

	Kiln Lane	Access	A1173 W	A1173 N
Kiln Lane	0	0	0	0
Access	0	0	0	0
A1173 W	0	0	0	66
A1173 N	0	0	36	0

PM

	Kiln Lane	Access	A1173 W	A1173 N
Kiln Lane	0	0	0	0
Access	0	0		0
A1173 W	0	0	0	90
A1173 N	0		52	0

North East Lincolnshire 007

	2021-2025	2021-2032
AM	1.0269	1.0683
PM	1.0255	1.0649

A1173/ Kiln Lane

2025 Baseline

PCU

AM

	Kiln Lane	Access	A1173 W	A1173 N
Kiln Lane	0	0	83	76
Access	0	0	0	0
A1173 W	418	2	0	575
A1173 N	72	0	116	0

PM

	Kiln Lane	Access	A1173 W	A1173 N
Kiln Lane	0	4	456	91
Access	0	0	2	0
A1173 W	115	0	0	153
A1173 N	76	0	545	0

HGV %

AM

	Kiln Lane	Access	A1173 W	A1173 N
Kiln Lane			49%	50%
Access				
A1173 W	11%	0%		10%
A1173 N	26%		39%	

PM

	Kiln Lane	Access	A1173 W	A1173 N
Kiln Lane		0%	8%	26%
Access			0%	
A1173 W	56%	0%		11%
A1173 N	42%		9%	

2025 Baseline + Committed

PCU

AM

	Kiln Lane	Access	A1173 W	A1173 N
Kiln Lane	0	0	134	76
Access	0	0	43	0
A1173 W	485	2	0	753
A1173 N	72	0	130	0

PM

	Kiln Lane	Access	A1173 W	A1173 N
Kiln Lane	0	4	484	92
Access	0	0	45	0
A1173 W	134	0	0	157
A1173 N	76	0	728	0

HGV %

AM

	Kiln Lane	Access	A1173 W	A1173 N
Kiln Lane			58%	50%
Access			0%	
A1173 W	18%	0%		8%
A1173 N	26%		35%	

PM

	Kiln Lane	Access	A1173 W	A1173 N
Kiln Lane		0%	9%	26%
Access			0%	
A1173 W	51%			10%
A1173 N	42%		6%	

2025 Baseline + Committed + Development

PCU

AM

	Kiln Lane	Access	A1173 W	A1173 N
Kiln Lane	0	0	134	76
Access	0	0	43	0
A1173 W	485	2	0	917
A1173 N	72	0	226	0

PM

	Kiln Lane	Access	A1173 W	A1173 N
Kiln Lane	0	4	484	92
Access	0	0	45	0
A1173 W	134	0	0	377
A1173 N	76	0	859	0

HGV %

AM

	Kiln Lane	Access	A1173 W	A1173 N
Kiln Lane			58%	50%
Access			0%	
A1173 W	18%	0%		14%
A1173 N	26%		36%	

PM

	Kiln Lane	Access	A1173 W	A1173 N
Kiln Lane		0%	9%	26%
Access			0%	
A1173 W	51%			28%
A1173 N	42%		12%	

2032 Baseline

PCU

AM

	Kiln Lane	Access	A1173 W	A1173 N
Kiln Lane	0	0	87	79
Access	0	0	0	0
A1173 W	435	2	0	598
A1173 N	75	0	121	0

PM

	Kiln Lane	Access	A1173 W	A1173 N
Kiln Lane	0	4	474	95
Access	0	0	2	0
A1173 W	119	0	0	159
A1173 N	79	0	565	0

HGV %

AM

	Kiln Lane	Access	A1173 W	A1173 N
Kiln Lane			49%	50%
Access				
A1173 W	11%	0%		10%
A1173 N	26%		39%	

PM

	Kiln Lane	Access	A1173 W	A1173 N
Kiln Lane		0%	8%	26%
Access			0%	
A1173 W	56%	0%		11%
A1173 N	42%		9%	

2032 Baseline + Committed

PCU

AM

	Kiln Lane	Access	A1173 W	A1173 N
Kiln Lane	0	0	138	79
Access	0	0	43	0
A1173 W	502	2	0	776
A1173 N	75	0	134	0

PM

	Kiln Lane	Access	A1173 W	A1173 N
Kiln Lane	0	4	501	95
Access	0	0	45	0
A1173 W	138	0	0	163
A1173 N	79	0	748	0

HGV %

AM

	Kiln Lane	Access	A1173 W	A1173 N
Kiln Lane			58%	50%
Access			0%	
A1173 W	18%	0%		8%
A1173 N	26%		35%	

PM

	Kiln Lane	Access	A1173 W	A1173 N
Kiln Lane		0%	9%	26%
Access			0%	
A1173 W	51%			10%
A1173 N	42%		6%	

2032 Baseline + Committed + Development

PCU

AM

	Kiln Lane	Access	A1173 W	A1173 N
Kiln Lane	0	0	138	79
Access	0	0	43	0
A1173 W	502	2	0	940
A1173 N	75	0	230	0

PM

	Kiln Lane	Access	A1173 W	A1173 N
Kiln Lane	0	4	501	95
Access	0	0	45	0
A1173 W	138	0	0	383
A1173 N	79	0	880	0

HGV %

AM

	Kiln Lane	Access	A1173 W	A1173 N
Kiln Lane			58%	50%
Access			0%	
A1173 W	18%	0%		14%
A1173 N	26%		36%	

PM

	Kiln Lane	Access	A1173 W	A1173 N
Kiln Lane		0%	9%	26%
Access			0%	
A1173 W	51%			28%
A1173 N	42%		12%	

A1173/ SHIIP

Baseline

PCU

AM (7-8)

	SHIIP Access S	A1173 W	SHIIP Access N	A1173 E
SHIIP Access S	0	75	0	27
A1173 W	138	0	25	218
SHIIP Access N	0	16	0	6
A1173 E	28	988	5	0

PM (16-17)

	SHIIP Access S	A1173 W	SHIIP Access N	A1173 E
SHIIP Access S	0	143	0	37
A1173 W	102	0	24	1010
SHIIP Access N	0	28	0	7
A1173 E	23	292	5	0

HGVs

AM

	SHIIP Access S	A1173 W	SHIIP Access N	A1173 E
SHIIP Access S	0	15	0	9
A1173 W	10	0	2	88
SHIIP Access N	0	4	0	2
A1173 E	3	106	1	0

PM

	SHIIP Access S	A1173 W	SHIIP Access N	A1173 E
SHIIP Access S	0	12	0	6
A1173 W	25	0	6	94
SHIIP Access N	0	3	0	2
A1173 E	6	105	2	0

Committed Development

PCU

AM

	SHIIP Access S	A1173 W	SHIIP Access N	A1173 E
SHIIP Access S				
A1173 W				68
SHIIP Access N				
A1173 E		59		

PM

	SHIIP Access S	A1173 W	SHIIP Access N	A1173 E
SHIIP Access S				
A1173 W				19
SHIIP Access N				
A1173 E		44		

HGVs

AM

	SHIIP Access S	A1173 W	SHIIP Access N	A1173 E
SHIIP Access S				
A1173 W				52
SHIIP Access N				
A1173 E		41		

PM

	SHIIP Access S	A1173 W	SHIIP Access N	A1173 E
SHIIP Access S				
A1173 W				15
SHIIP Access N				
A1173 E		16		

Proposed Development

PCU

AM (7-8) Immingham

	SHIIP Access S	A1173 W	SHIIP Access N	A1173 E
SHIIP Access S				
A1173 W				164
SHIIP Access N				
A1173 E		96		

PM (17-18) Stena

	SHIIP Access S	A1173 W	SHIIP Access N	A1173 E
SHIIP Access S				
A1173 W				219
SHIIP Access N				
A1173 E		132		

HGVs

AM

	SHIIP Access S	A1173 W	SHIIP Access N	A1173 E
SHIIP Access S				
A1173 W				66
SHIIP Access N				
A1173 E		36		

PM

	SHIIP Access S	A1173 W	SHIIP Access N	A1173 E
SHIIP Access S				
A1173 W				90
SHIIP Access N				
A1173 E		52		

North East Lincolnshire 007

	2021-2025	2021-2032
AM	1.0269	1.0683
PM	1.0255	1.0649

2025 Baseline

PCU

AM

	SHIIP Access S	A1173 W	SHIIP Access N	A1173 E
SHIIP Access S	0	77	0	28
A1173 W	142	0	26	224
SHIIP Access N	0	16	0	6
A1173 E	29	1015	5	0

PM

	SHIIP Access S	A1173 W	SHIIP Access N	A1173 E
SHIIP Access S	0	147	0	38
A1173 W	105	0	25	1036
SHIIP Access N	0	29	0	7
A1173 E	24	299	5	0

HGV %

AM

	SHIIP Access S	A1173 W	SHIIP Access N	A1173 E
SHIIP Access S		20%		33%
A1173 W	7%		8%	40%
SHIIP Access N		25%		33%
A1173 E	11%	11%	20%	

PM

	SHIIP Access S	A1173 W	SHIIP Access N	A1173 E
SHIIP Access S		8%		16%
A1173 W	25%		25%	9%
SHIIP Access N		11%		29%
A1173 E	26%	36%	40%	

2025 Baseline + Committed

PCU

AM

	SHIIP Access S	A1173 W	SHIIP Access N	A1173 E
SHIIP Access S	0	77	0	28
A1173 W	142	0	26	292
SHIIP Access N	0	16	0	6
A1173 E	29	1074	5	0

PM

	SHIIP Access S	A1173 W	SHIIP Access N	A1173 E
SHIIP Access S	0	147	0	38
A1173 W	105	0	25	1055
SHIIP Access N	0	29	0	7
A1173 E	24	344	5	0

HGV %

AM

	SHIIP Access S	A1173 W	SHIIP Access N	A1173 E
SHIIP Access S		20%		33%
A1173 W	7%		8%	49%
SHIIP Access N		25%		33%
A1173 E	11%	14%	20%	

PM

	SHIIP Access S	A1173 W	SHIIP Access N	A1173 E
SHIIP Access S		8%		16%
A1173 W	25%		25%	11%
SHIIP Access N		11%		29%
A1173 E	26%	36%	40%	

2025 Baseline + Committed + Development

PCU

AM

	SHIIP Access S	A1173 W	SHIIP Access N	A1173 E
SHIIP Access S	0	77	0	28
A1173 W	142	0	26	455
SHIIP Access N	0	16	0	6
A1173 E	29	1169	5	0

PM

	SHIIP Access S	A1173 W	SHIIP Access N	A1173 E
SHIIP Access S	0	147	0	38
A1173 W	105	0	25	1274
SHIIP Access N	0	29	0	7
A1173 E	24	476	5	0

HGV %

AM

	SHIIP Access S	A1173 W	SHIIP Access N	A1173 E
SHIIP Access S		20%		33%
A1173 W	7%		8%	46%
SHIIP Access N		25%		33%
A1173 E	11%	16%	20%	

PM

	SHIIP Access S	A1173 W	SHIIP Access N	A1173 E
SHIIP Access S		8%		16%
A1173 W	25%		25%	16%
SHIIP Access N		11%		29%
A1173 E	26%	37%	40%	

2032 Baseline

PCU

AM

	SHIIP Access S	A1173 W	SHIIP Access N	A1173 E
SHIIP Access S	0	80	0	29
A1173 W	147	0	27	233
SHIIP Access N	0	17	0	6
A1173 E	30	1055	5	0

PM

	SHIIP Access S	A1173 W	SHIIP Access N	A1173 E
SHIIP Access S	0	152	0	39
A1173 W	109	0	26	1076
SHIIP Access N	0	30	0	7
A1173 E	24	311	5	0

HGV %

AM

	SHIIP Access S	A1173 W	SHIIP Access N	A1173 E
SHIIP Access S		20%		33%
A1173 W	7%		8%	40%
SHIIP Access N		25%		33%
A1173 E	11%	11%	20%	

PM

	SHIIP Access S	A1173 W	SHIIP Access N	A1173 E
SHIIP Access S		8%		16%
A1173 W	25%		25%	9%
SHIIP Access N		11%		29%
A1173 E	26%	36%	40%	

2032 Baseline + Committed

PCU

AM

	SHIIP Access S	A1173 W	SHIIP Access N	A1173 E
SHIIP Access S	0	80	0	29
A1173 W	147	0	27	301
SHIIP Access N	0	17	0	6
A1173 E	30	1114	5	0

PM

	SHIIP Access S	A1173 W	SHIIP Access N	A1173 E
SHIIP Access S	0	152	0	39
A1173 W	109	0	26	1095
SHIIP Access N	0	30	0	7
A1173 E	24	355	5	0

HGV %

AM

	SHIIP Access S	A1173 W	SHIIP Access N	A1173 E
SHIIP Access S		20%		33%
A1173 W	7%		8%	49%
SHIIP Access N		25%		33%
A1173 E	11%	14%	20%	

PM

	SHIIP Access S	A1173 W	SHIIP Access N	A1173 E
SHIIP Access S		8%		16%
A1173 W	25%		25%	11%
SHIIP Access N		11%		29%
A1173 E	26%	36%	40%	

2032 Baseline + Committed + Development

PCU

AM

	SHIIP Access S	A1173 W	SHIIP Access N	A1173 E
SHIIP Access S	0	80	0	29
A1173 W	147	0	27	464
SHIIP Access N	0	17	0	6
A1173 E	30	1210	5	0

PM

	SHIIP Access S	A1173 W	SHIIP Access N	A1173 E
SHIIP Access S	0	152	0	39
A1173 W	109	0	26	1314
SHIIP Access N	0	30	0	7
A1173 E	24	487	5	0

HGV %

AM

	SHIIP Access S	A1173 W	SHIIP Access N	A1173 E
SHIIP Access S		20%		33%
A1173 W	7%		8%	46%
SHIIP Access N		25%		33%
A1173 E	11%	16%	20%	

PM

	SHIIP Access S	A1173 W	SHIIP Access N	A1173 E
SHIIP Access S		8%		16%
A1173 W	25%		25%	16%
SHIIP Access N		11%		29%
A1173 E	26%	37%	40%	

A160/ Humber Road/ Manby Road

Baseline

PCU

AM (7-8)

	Humber Road	Manby Road	Port Service Access	A160	Conco Access
Humber Road	12	58	1	310	0
Manby Road	330	3	1	231	0
Port Service Access	4	0	0	2	0
A160	367	180	3	9	2
Conco Access	0	0	0	0	0

PM (16-17)

	Humber Road	Manby Road	Port Service Access	A160	Conco Access
Humber Road	49	303	0	407	0
Manby Road	115	11	1	214	0
Port Service Access	0	4	0	6	0
A160	223	240	4	5	2
Conco Access	0	2	0	1	0

HGVs

AM

	Humber Road	Manby Road	Port Service Access	A160	Conco Access
Humber Road	5	22	1	285	0
Manby Road	74	2	1	50	0
Port Service Access	4	0	0	2	0
A160	177	34	3	6	2
Conco Access	0	0	0	0	0

PM

	Humber Road	Manby Road	Port Service Access	A160	Conco Access
Humber Road	18	65	0	247	0
Manby Road	42	1	1	43	0
Port Service Access	0	2	0	4	0
A160	202	48	3	2	2
Conco Access	0	0	0	1	0

Committed Development

PCU

AM

	Humber Road	Manby Road	Port Service Access	A160	Conco Access
Humber Road	2	23		9	
Manby Road	128			35	
Port Service Access					
A160	310	11			
Conco Access					

PM

	Humber Road	Manby Road	Port Service Access	A160	Conco Access
Humber Road	10	89		288	
Manby Road	18			6	
Port Service Access					
A160	4	16			
Conco Access					

HGVs

AM

	Humber Road	Manby Road	Port Service Access	A160	Conco Access
Humber Road		0		4	
Manby Road	0				
Port Service Access					
A160	8				
Conco Access					

PM

	Humber Road	Manby Road	Port Service Access	A160	Conco Access
Humber Road		0		0	
Manby Road	0				
Port Service Access					
A160	0				
Conco Access					

Proposed Development

PCU

AM (7-8) — Immingham

	Humber Road	Manby Road	Port Service Access	A160	Conco Access
Humber Road	0	4	0	18	0
Manby Road	4	0	0	0	0
Port Service Access	0	0	0	0	0
A160	30	0	0	0	0
Conco Access	0	0	0	0	0

PM (17-18) — Stena

	Humber Road	Manby Road	Port Service Access	A160	Conco Access
Humber Road	0	4	0	25	0
Manby Road	4	0	0	0	0
Port Service Access	0	0	0	0	0
A160	40	0	0	0	0
Conco Access	0	0	0	0	0

HGVs

AM

	Humber Road	Manby Road	Port Service Access	A160	Conco Access
Humber Road	0	0	0	6	0
Manby Road	0	0	0	0	0
Port Service Access	0	0	0	0	0
A160	12	0	0	10	0
Conco Access	0	0	0	0	0

PM

	Humber Road	Manby Road	Port Service Access	A160	Conco Access
Humber Road	0	0	0	9	0
Manby Road	0	0	0	0	0
Port Service Access	0	0	0	0	0
A160	16	0	0	0	0
Conco Access	0	0	0	0	0

North Lincolnshire 004

	2021-2025	2021-2032
AM	1.0443	1.1131
PM	1.0434	1.1108

2021 Baseline

PCU

AM

	Humber Road	Manby Road	Port Service Access	A160	Conco Access
Humber Road	12	58	1	330	0
Manby Road	330	3	1	231	0
Port Service Access	4	0	0	2	0
A160	367	180	3	9	2
Conco Access	0	0	0	0	0

PM

	Humber Road	Manby Road	Port Service Access	A160	Conco Access
Humber Road	49	303	0	407	0
Manby Road	115	11	1	214	0
Port Service Access	0	4	0	6	0
A160	223	240	4	5	2
Conco Access	0	2	0	1	0

HGV %

AM

	Humber Road	Manby Road	Port Service Access	A160	Conco Access
Humber Road	42%	38%	100%	92%	
Manby Road	22%	67%	100%	22%	
Port Service Access	100%			100%	
A160	48%	19%	100%	67%	100%
Conco Access					

PM

	Humber Road	Manby Road	Port Service Access	A160	Conco Access
Humber Road	37%	21%		61%	
Manby Road	37%	9%	100%	20%	
Port Service Access		50%		67%	
A160	91%	20%	75%	40%	100%
Conco Access		0%		100%	

2021 Baseline + Committed

PCU

AM

	Humber Road	Manby Road	Port Service Access	A160	Conco Access
Humber Road	14	81	1	319	0
Manby Road	458	3	1	266	0
Port Service Access	4	0	0	2	0
A160	677	191	3	9	2
Conco Access	0	0	0	0	0

PM

	Humber Road	Manby Road	Port Service Access	A160	Conco Access
Humber Road	59	392	0	705	0
Manby Road	133	11	1	220	0
Port Service Access	0	4	0	6	0
A160	227	256	4	5	2
Conco Access	0	2	0	1	0

HGV %

AM

	Humber Road	Manby Road	Port Service Access	A160	Conco Access
Humber Road	36%	27%	100%	91%	
Manby Road	16%	67%	100%	19%	
Port Service Access	100%			100%	
A160	27%	18%	100%	67%	100%
Conco Access					

PM

	Humber Road	Manby Road	Port Service Access	A160	Conco Access
Humber Road	31%	17%		35%	
Manby Road	32%	9%	100%	20%	
Port Service Access		50%		67%	
A160	89%	19%	75%	40%	100%
Conco Access		0%		100%	

2021 Baseline + Committed + Development

PCU

AM

	Humber Road	Manby Road	Port Service Access	A160	Conco Access
Humber Road	14	85	1	337	0
Manby Road	462	3	1	266	0
Port Service Access	4	0	0	2	0
A160	707	191	3	9	2
Conco Access	0	0	0	0	0

PM

	Humber Road	Manby Road	Port Service Access	A160	Conco Access
Humber Road	59	396	0	730	0
Manby Road	137	11	1	220	0
Port Service Access	0	4	0	6	0
A160	267	256	4	5	2
Conco Access	0	2	0	1	0

HGV %

AM

	Humber Road	Manby Road	Port Service Access	A160	Conco Access
Humber Road	36%	28%	100%	88%	
Manby Road	16%	67%	100%	19%	
Port Service Access	100%			100%	
A160	28%	18%	100%	67%	100%
Conco Access					

PM

	Humber Road	Manby Road	Port Service Access	A160	Conco Access
Humber Road	31%	16%		35%	
Manby Road	31%	9%	100%	20%	
Port Service Access		50%		67%	
A160	82%	19%	75%	40%	100%
Conco Access		0%		100%	

2025 Baseline

PCU

AM

	Humber Road	Manby Road	Port Service Access	A160	Conco Access
Humber Road	13	61	1	324	0
Manby Road	345	3	1	241	0
Port Service Access	4	0	0	2	0
A160	383	188	3	9	2
Conco Access	0	0	0	0	0

PM

	Humber Road	Manby Road	Port Service Access	A160	Conco Access
Humber Road	51	316	0	425	0
Manby Road	120	11	1	223	0
Port Service Access	0	4	0	6	0
A160	233	250	4	5	2
Conco Access	0	2	0	1	0

HGV %

AM

	Humber Road	Manby Road	Port Service Access	A160	Conco Access
Humber Road	42%	38%	100%	92%	
Manby Road	22%	67%	100%	22%	
Port Service Access	100%			100%	
A160	48%	19%	100%	67%	100%
Conco Access					

PM

	Humber Road	Manby Road	Port Service Access	A160	Conco Access
Humber Road	37%	21%		61%	
Manby Road	37%	9%	100%	20%	
Port Service Access		50%		67%	
A160	91%	20%	75%	40%	100%
Conco Access		0%		100%	

2025 Baseline + Committed

PCU

AM

	Humber Road	Manby Road	Port Service Access	A160	Conco Access
Humber Road	14	84	1	332	0
Manby Road	473	3	1	276	0
Port Service Access	4	0	0	2	0
A160	693	199	3	9	2
Conco Access	0	0	0	0	0

PM

	Humber Road	Manby Road	Port Service Access	A160	Conco Access
Humber Road	61	401	0	723	0
Manby Road	138	11	1	229	0
Port Service Access	0	4	0	6	0
A160	236	266	4	5	2
Conco Access	0	2	0	1	0

HGV %

AM

	Humber Road	Manby Road	Port Service Access	A160	Conco Access
Humber Road	36%	27%	100%	91%	
Manby Road	16%	67%	100%	19%	
Port Service Access	100%			100%	
A160	27%	18%	100%	67%	100%
Conco Access					

PM

	Humber Road	Manby Road	Port Service Access	A160	Conco Access
Humber Road	31%	17%		35%	
Manby Road	32%	9%	100%	20%	
Port Service Access		50%		67%	
A160	89%	19%	75%	40%	100%
Conco Access		0%		100%	

2025 Baseline + Committed + Development

PCU

AM

	Humber Road	Manby Road	Port Service Access	A160	Conco Access
Humber Road	14	88	1	351	0
Manby Road	477	3	1	276	0
Port Service Access	4	0	0	2	0
A160	723	199	3	9	2
Conco Access	0	0	0	0	0

PM

	Humber Road	Manby Road	Port Service Access	A160	Conco Access
Humber Road	61	409	0	747	0
Manby Road	142	11	1	229	0
Port Service Access	0	4	0	6	0
A160	276	266	4	5	2
Conco Access	0	2	0	1	0

HGV %

AM

	Humber Road	Manby Road	Port Service Access	A160	Conco Access
Humber Road	36%	28%	100%	88%	
Manby Road	16%	67%	100%	19%	
Port Service Access	100%			100%	
A160	28%	18%	100%	67%	100%
Conco Access					

PM

	Humber Road	Manby Road	Port Service Access	A160	Conco Access
Humber Road	31%	16%		35%	
Manby Road	31%	9%	100%	20%	
Port Service Access		50%		67%	
A160	82%	19%	75%	40%	100%
Conco Access		0%		100%	

2032 Baseline

PCU

AM

	Humber Road	Manby Road	Port Service Access	A160	Conco Access
Humber Road	13	65	1	345	0
Manby Road	367	3	1	257	0
Port Service Access	4	0	0	2	0
A160	409	200	3	10	2
Conco Access	0	0	0	0	0

PM

	Humber Road	Manby Road	Port Service Access	A160	Conco Access
Humber Road	54	337	0	452	0
Manby Road	128	12	1	238	0
Port Service Access	0	4	0	7	0
A160	248	267	4	6	2
Conco Access	0	2	0	1	0

HGV %

AM

	Humber Road	Manby Road	Port Service Access	A160	Conco Access
Humber Road	42%	38%	100%	92%	
Manby Road	22%	67%	100%	22%	
Port Service Access	100%			100%	
A160	48%	19%	100%	67%	100%
Conco Access					

PM

	Humber Road	Manby Road	Port Service Access	A160	Conco Access
Humber Road	37%	21%		61%	
Manby Road	37%	9%	100%	20%	
Port Service Access		50%		67%	
A160	91%	20%	75%	40%	100%
Conco Access		0%		100%	

2032 Baseline + Committed

PCU

AM

	Humber Road	Manby Road	Port Service Access	A160	Conco Access
Humber Road	15	88	1	354	0
Manby Road	495	3	1	292	0
Port Service Access	4	0	0	2	0
A160	718	211	3	10	2
Conco Access	0	0	0	0	0

PM

	Humber Road	Manby Road	Port Service Access	A160	Conco Access
Humber Road	64	425	0	750	0
Manby Road	146	12	1	244	0
Port Service Access	0	4	0	7	0
A160	251	283	4	6	2
Conco Access	0	2	0	1	0

HGV %

AM

	Humber Road	Manby Road	Port Service Access	A160	Conco Access
Humber Road	36%	27%	100%	91%	
Manby Road	16%	67%	100%	19%	
Port Service Access	100%			100%	
A160	27%	18%	100%	67%	100%
Conco Access					

PM

	Humber Road	Manby Road	Port Service Access	A160	Conco Access
Humber Road	31%	17%		35%	
Manby Road	32%	9%	100%	20%	
Port Service Access		50%		67%	
A160	89%	19%	75%	40%	100%
Conco Access		0%		100%	

2032 Baseline + Committed + Development

PCU

AM

	Humber Road	Manby Road	Port Service Access	A160	Conco Access
Humber Road	15	92	1	372	0
Manby Road	499	3	1	292	0
Port Service Access	4	0	0	2	0
A160	749	211	3	10	2
Conco Access	0	0	0	0	0

PM

	Humber Road	Manby Road	Port Service Access	A160	Conco Access
Humber Road	64	429	0	775	0
Manby Road	150	12	1	244	0
Port Service Access	0	4	0	7	0
A160	291	283	4	6	2
Conco Access	0	2	0	1	0

HGV %

AM

	Humber Road	Manby Road	Port Service Access	A160	Conco Access
Humber Road	36%	26%	100%	88%	
Manby Road	16%	67%	100%	19%	
Port Service Access	100%			100%	
A160	28%	18%	100%	67%	100%
Conco Access					

PM

	Humber Road	Manby Road	Port Service Access	A160	Conco Access
Humber Road	31%	16%		35%	
Manby Road	31%	9%	100%	20%	
Port Service Access		50%		67%	
A160	82%	19%	75%	40%	100%
Conco Access		0%		100%	

Humber Road/ Rosper Road

Baseline

PCU

AM (7-8)

	Humber Road SW	Rosper Road	Humber Road SE
Humber Road SW	0	330	380
Rosper Road	0	0	201
Humber Road SE	0	0	0

PM (16-17)

	Humber Road SW	Rosper Road	Humber Road SE
Humber Road SW	0	178	190
Rosper Road	0	0	345
Humber Road SE	0	0	0

HGVs

AM

	Humber Road SW	Rosper Road	Humber Road SE
Humber Road SW	0	60	195
Rosper Road	0	0	138
Humber Road SE	0	0	0

PM

	Humber Road SW	Rosper Road	Humber Road SE
Humber Road SW	0	97	165
Rosper Road	0	0	119
Humber Road SE	0	0	0

Committed Development

PCU

AM

	Humber Road SW	Rosper Road	Humber Road SE
Humber Road SW		353	89
Rosper Road			26
Humber Road SE			

PM

	Humber Road SW	Rosper Road	Humber Road SE
Humber Road SW		24	9
Rosper Road			318
Humber Road SE			

HGVs

AM

	Humber Road SW	Rosper Road	Humber Road SE
Humber Road SW			8
Rosper Road			
Humber Road SE			

PM

	Humber Road SW	Rosper Road	Humber Road SE
Humber Road SW			1
Rosper Road			
Humber Road SE			

Proposed Development

PCU

AM (7-8)

	Humber Road SW	Immingham Rosper Road	Humber Road SE
Humber Road SW	0	0	30
Rosper Road	0	0	0
Humber Road SE	0	0	0

PM (17-18)

	Humber Road SW	Stena Rosper Road	Humber Road SE
Humber Road SW	0	0	40
Rosper Road	0	0	0
Humber Road SE	0	0	0

HGVs

AM

	Humber Road SW	Rosper Road	Humber Road SE
Humber Road SW	0	0	12
Rosper Road	0	0	0
Humber Road SE	0	0	0

PM

	Humber Road SW	Rosper Road	Humber Road SE
Humber Road SW	0	0	16
Rosper Road	0	0	0
Humber Road SE	0	0	0

North Lincolnshire 004

	2021-2025	2021-2032
AM	1.0443	1.1131
PM	1.0434	1.1108

2025 Baseline

PCU

AM

	Humber Road SW	Rosper Road	Humber Road SE
Humber Road SW	0	345	397
Rosper Road	0	0	210
Humber Road SE	0	0	0

PM

	Humber Road SW	Rosper Road	Humber Road SE
Humber Road SW	0	186	198
Rosper Road	0	0	360
Humber Road SE	0	0	0

HGV %

AM

	Humber Road SW	Rosper Road	Humber Road SE
Humber Road SW		18%	51%
Rosper Road			69%
Humber Road SE			

PM

	Humber Road SW	Rosper Road	Humber Road SE
Humber Road SW		54%	87%
Rosper Road			34%
Humber Road SE			

2025 Baseline + Committed

PCU

AM

	Humber Road SW	Rosper Road	Humber Road SE
Humber Road SW	0	697	486
Rosper Road	0	0	236
Humber Road SE	0	0	0

PM

	Humber Road SW	Rosper Road	Humber Road SE
Humber Road SW	0	210	207
Rosper Road	0	0	678
Humber Road SE	0	0	0

HGV %

AM

	Humber Road SW	Rosper Road	Humber Road SE
Humber Road SW		9%	43%
Rosper Road			61%
Humber Road SE			

PM

	Humber Road SW	Rosper Road	Humber Road SE
Humber Road SW		48%	83%
Rosper Road			18%
Humber Road SE			

2025 Baseline + Committed + Development

PCU

AM

	Humber Road SW	Rosper Road	Humber Road SE
Humber Road SW	0	697	516
Rosper Road	0	0	236
Humber Road SE	0	0	0

PM

	Humber Road SW	Rosper Road	Humber Road SE
Humber Road SW	0	210	247
Rosper Road	0	0	678
Humber Road SE	0	0	0

HGV %

AM

	Humber Road SW	Rosper Road	Humber Road SE
Humber Road SW		9%	43%
Rosper Road			61%
Humber Road SE			

PM

	Humber Road SW	Rosper Road	Humber Road SE
Humber Road SW		48%	76%
Rosper Road			18%
Humber Road SE			

2032 Baseline

PCU

AM

	Humber Road SW	Rosper Road	Humber Road SE
Humber Road SW	0	760	522
Rosper Road	0	0	253
Humber Road SE	0	0	0

PM

	Humber Road SW	Rosper Road	Humber Road SE
Humber Road SW	0	198	211
Rosper Road	0	0	383
Humber Road SE	0	0	0

HGV %

AM

	Humber Road SW	Rosper Road	Humber Road SE
Humber Road SW		18%	51%
Rosper Road			69%
Humber Road SE			

PM

	Humber Road SW	Rosper Road	Humber Road SE
Humber Road SW		54%	87%
Rosper Road			34%
Humber Road SE			

2032 Baseline + Committed

PCU

AM

	Humber Road SW	Rosper Road	Humber Road SE
Humber Road SW	0	1112	611
Rosper Road	0	0	280
Humber Road SE	0	0	0

PM

	Humber Road SW	Rosper Road	Humber Road SE
Humber Road SW	0	222	220
Rosper Road	0	0	701
Humber Road SE	0	0	0

HGV %

AM

	Humber Road SW	Rosper Road	Humber Road SE
Humber Road SW		9%	43%
Rosper Road			61%
Humber Road SE			

PM

	Humber Road SW	Rosper Road	Humber Road SE
Humber Road SW		48%	83%
Rosper Road			18%
Humber Road SE			

2032 Baseline + Committed + Development

PCU

AM

	Humber Road SW	Rosper Road	Humber Road SE
Humber Road SW	0	1112	641
Rosper Road	0	0	280
Humber Road SE	0	0	0

PM

	Humber Road SW	Rosper Road	Humber Road SE
Humber Road SW	0	222	260
Rosper Road	0	0	701
Humber Road SE	0	0	0

HGV %

AM

	Humber Road SW	Rosper Road	Humber Road SE
Humber Road SW		9%	43%
Rosper Road			61%
Humber Road SE			

PM

	Humber Road SW	Rosper Road	Humber Road SE
Humber Road SW		48%	76%
Rosper Road			18%
Humber Road SE			

A160/ Ulceby Road/ Habrough Road

Baseline

PCU

AM (7-8)

	A160 E	Habrough Road	A160 W	Ulceby Road	E Halton Road
A160 E	1	16	420	37	33
Habrough Road	145	0	51	3	112
A160 W	944	38	0	35	246
Ulceby Road	79	8	67	0	19
E Halton Road	46	42	145	9	0

PM (16-17)

	A160 E	Habrough Road	A160 W	Ulceby Road	E Halton Road
A160 E	10	114	777	66	109
Habrough Road	17	0	39	18	42
A160 W	356	59	0	72	134
Ulceby Road	31	14	39	0	22
E Halton Road	38	109	198	29	0

HGVs

AM

	A160 E	Habrough Road	A160 W	Ulceby Road	E Halton Road
A160 E	1	11	343	23	18
Habrough Road	2	0	3	1	5
A160 W	194	1	0	17	33
Ulceby Road	28	1	15	0	6
E Halton Road	18	3	46	2	0

PM

	A160 E	Habrough Road	A160 W	Ulceby Road	E Halton Road
A160 E	10	1	234	28	64
Habrough Road	1	0	0	0	1
A160 W	277	3	0	23	50
Ulceby Road	16	1	15	0	11
E Halton Road	16	1	25	4	0

Committed Development

PCU

AM

	A160 E	Habrough Road	A160 W	Ulceby Road	E Halton Road
A160 E			1	326	
Habrough Road	6				
A160 W	237				
Ulceby Road					
E Halton Road					

PM

	A160 E	Habrough Road	A160 W	Ulceby Road	E Halton Road
A160 E			5	138	
Habrough Road	1				
A160 W	312				
Ulceby Road					
E Halton Road					

HGVs

AM

	A160 E	Habrough Road	A160 W	Ulceby Road	E Halton Road
A160 E			0	4	
Habrough Road	0				
A160 W	8				
Ulceby Road					
E Halton Road					

PM

	A160 E	Habrough Road	A160 W	Ulceby Road	E Halton Road
A160 E			0	0	
Habrough Road	0				
A160 W	0				
Ulceby Road					
E Halton Road					

Proposed Development

PCU

AM (7-8) Immingham

	A160 E	Habrough Road	A160 W	Ulceby Road	E Halton Road
A160 E	0	2	17	0	0
Habrough Road	0	0	0	0	0
A160 W	29	0	0	0	0
Ulceby Road	0	0	0	0	0
E Halton Road	0	0	0	0	0

PM (17-18) Stena

	A160 E	Habrough Road	A160 W	Ulceby Road	E Halton Road
A160 E	0	2	23	0	0
Habrough Road	0	0	0	0	0
A160 W	38	0	0	0	0
Ulceby Road	0	0	0	0	0
E Halton Road	0	0	0	0	0

HGVs

AM

	A160 E	Habrough Road	A160 W	Ulceby Road	E Halton Road
A160 E	0	0	6	0	0
Habrough Road	0	0	0	0	0
A160 W	12	0	0	0	0
Ulceby Road	0	0	0	0	0
E Halton Road	0	0	0	0	0

PM

	A160 E	Habrough Road	A160 W	Ulceby Road	E Halton Road
A160 E	0	0	9	0	0
Habrough Road	0	0	0	0	0
A160 W	16	0	0	0	0
Ulceby Road	0	0	0	0	0
E Halton Road	0	0	0	0	0

North Lincolnshire 004

	2021-2025	2021-2032
AM	1.0443	1.1131
PM	1.0434	1.1108

2021 Baseline

PCU

AM

	A160 E	Habrough Road	A160 W	Ulceby Road	E Halton Road
A160 E	1	16	420	37	33
Habrough Road	145	0	51	3	112
A160 W	944	38	0	35	246
Ulceby Road	79	8	67	0	19
E Halton Road	46	42	145	9	0

PM

	A160 E	Habrough Road	A160 W	Ulceby Road	E Halton Road
A160 E	10	114	777	66	109
Habrough Road	17	0	39	18	42
A160 W	356	59	0	72	134
Ulceby Road	31	14	39	0	22
E Halton Road	38	109	198	29	0

HGV %

AM

	A160 E	Habrough Road	A160 W	Ulceby Road	E Halton Road
A160 E	100%	69%	82%	62%	55%
Habrough Road	1%		6%	33%	4%
A160 W	21%	3%		49%	13%
Ulceby Road	35%	13%	22%		32%
E Halton Road	39%	7%	32%	22%	

PM

	A160 E	Habrough Road	A160 W	Ulceby Road	E Halton Road
A160 E	100%	1%	30%	42%	59%
Habrough Road	6%		0%	0%	2%
A160 W	78%	5%		32%	37%
Ulceby Road	52%	7%	38%		50%
E Halton Road	42%	1%	13%	14%	

2021 Baseline + Committed

PCU

AM

	A160 E	Habrough Road	A160 W	Ulceby Road	E Halton Road
A160 E	1	17	746	37	33
Habrough Road	151	0	51	3	112
A160 W	1181	38	0	35	246
Ulceby Road	79	8	67	0	19
E Halton Road	46	42	145	9	0

PM

	A160 E	Habrough Road	A160 W	Ulceby Road	E Halton Road
A160 E	10	119	915	66	109
Habrough Road	18	0	39	18	42
A160 W	668	59	0	72	134
Ulceby Road	31	14	39	0	22
E Halton Road	38	109	198	29	0

HGV %

AM

	A160 E	Habrough Road	A160 W	Ulceby Road	E Halton Road
A160 E	100%	65%	46%	62%	55%
Habrough Road	1%		6%	33%	4%
A160 W	17%	3%		49%	13%
Ulceby Road	35%	13%	22%		32%
E Halton Road	39%	7%	32%	22%	

PM

	A160 E	Habrough Road	A160 W	Ulceby Road	E Halton Road
A160 E	100%	1%	26%	42%	59%
Habrough Road	6%		0%	0%	2%
A160 W	42%	5%		32%	37%
Ulceby Road	52%	7%	38%		50%
E Halton Road	42%	1%	13%	14%	

2021 Baseline + Committed + Development

PCU

AM

	A160 E	Habrough Road	A160 W	Ulceby Road	E Halton Road
A160 E	1	19	763	37	33
Habrough Road	151	0	51	3	112
A160 W	1210	38	0	35	246
Ulceby Road	79	8	67	0	19
E Halton Road	46	42	145	9	0

PM

	A160 E	Habrough Road	A160 W	Ulceby Road	E Halton Road
A160 E	10	121	938	66	109
Habrough Road	18	0	39	18	42
A160 W	706	59	0	72	134
Ulceby Road	31	14	39	0	22
E Halton Road	38	109	198	29	0

HGV %

AM

	A160 E	Habrough Road	A160 W	Ulceby Road	E Halton Road
A160 E	100%	59%	46%	62%	55%
Habrough Road	1%		6%	33%	4%
A160 W	18%	3%		49%	13%
Ulceby Road	35%	13%	22%		32%
E Halton Road	39%	7%	32%	22%	

PM

	A160 E	Habrough Road	A160 W	Ulceby Road	E Halton Road
A160 E	100%	1%	26%	42%	59%
Habrough Road	6%		0%	0%	2%
A160 W	42%	5%		32%	37%
Ulceby Road	52%	7%	38%		50%
E Halton Road	42%	1%	13%	14%	

2025 Baseline

PCU

AM

	A160 E	Habrough Road	A160 W	Ulceby Road	E Halton Road
A160 E	1	17	439	39	34
Habrough Road	151	0	53	3	117
A160 W	986	40	0	37	257
Ulceby Road	82	8	70	0	20
E Halton Road	48	44	151	9	0

PM

	A160 E	Habrough Road	A160 W	Ulceby Road	E Halton Road
A160 E	10	119	811	69	114
Habrough Road	18	0	41	19	44
A160 W	371	62	0	75	140
Ulceby Road	32	15	41	0	23
E Halton Road	40	114	207	30	0

HGV %

AM

	A160 E	Habrough Road	A160 W	Ulceby Road	E Halton Road
A160 E	100%	69%	82%	62%	55%
Habrough Road	1%		6%	33%	4%
A160 W	21%	3%		49%	13%
Ulceby Road	35%	13%	22%		32%
E Halton Road	39%	7%	32%	22%	

PM

	A160 E	Habrough Road	A160 W	Ulceby Road	E Halton Road
A160 E	100%	1%	30%	42%	59%
Habrough Road	6%		0%	0%	2%
A160 W	78%	5%		32%	37%
Ulceby Road	52%	7%	38%		50%
E Halton Road	42%	1%	13%	14%	

2025 Baseline + Committed

PCU

AM

	A160 E	Habrough Road	A160 W	Ulceby Road	E Halton Road
A160 E	1	18	765	39	34
Habrough Road	157	0	53	3	117
A160 W	1223	40	0	37	257
Ulceby Road	82	8	70	0	20
E Halton Road	48	44	151	9	0

PM

	A160 E	Habrough Road	A160 W	Ulceby Road	E Halton Road
A160 E	10	124	949	69	114
Habrough Road	18	0	41	19	44
A160 W	683	62	0	75	140
Ulceby Road	32	15	41	0	23
E Halton Road	40	114	207	30	0

HGV %

AM

	A160 E	Habrough Road	A160 W	Ulceby Road	E Halton Road
A160 E	100%	65%	46%	62%	55%
Habrough Road	1%		6%	33%	4%
A160 W	17%	3%		49%	13%
Ulceby Road	35%	13%	22%		32%
E Halton Road	39%	7%	32%	22%	

PM

	A160 E	Habrough Road	A160 W	Ulceby Road	E Halton Road
A160 E	100%	1%	26%	42%	59%
Habrough Road	6%		0%	0%	2%
A160 W	42%	5%		32%	37%
Ulceby Road	52%	7%	38%		50%
E Halton Road	42%	1%	13%	14%	

2025 Baseline + Committed + Development

PCU

AM

	A160 E	Habrough Road	A160 W	Ulceby Road	E Halton Road
A160 E	1	19	782	39	34
Habrough Road	157	0	53	3	117
A160 W	1251	40	0	37	257
Ulceby Road	82	8	70	0	20
E Halton Road	48	44	151	9	0

PM

	A160 E	Habrough Road	A160 W	Ulceby Road	E Halton Road
A160 E	10	126	972	69	114
Habrough Road	18	0	41	19	44
A160 W	722	62	0	75	140
Ulceby Road	32	15	41	0	23
E Halton Road	40	114	207	30	0

HGV %

AM

	A160 E	Habrough Road	A160 W	Ulceby Road	E Halton Road
A160 E	100%	59%	46%	62%	55%
Habrough Road	1%		6%	33%	4%
A160 W	18%	3%		49%	13%
Ulceby Road	35%	13%	22%		32%
E Halton Road	39%	7%	32%	22%	

PM

	A160 E	Habrough Road	A160 W	Ulceby Road	E Halton Road
A160 E	100%	1%	26%	42%	59%
Habrough Road	6%		0%	0%	2%
A160 W	42%	5%		32%	37%
Ulceby Road	52%	7%	38%		50%
E Halton Road	42%	1%	13%	14%	

2032 Baseline

PCU

AM

	A160 E	Habrough Road	A160 W	Ulceby Road	E Halton Road
A160 E	1	18	468	41	37
Habrough Road	161	0	57	3	125
A160 W	1051	42	0	39	274
Ulceby Road	88	9	75	0	21
E Halton Road	51	47	161	10	0

PM

	A160 E	Habrough Road	A160 W	Ulceby Road	E Halton Road
A160 E	11	127	863	73	121
Habrough Road	19	0	43	20	47
A160 W	395	66	0	80	149
Ulceby Road	34	16	43	0	24
E Halton Road	42	121	220	32	0

HGV %

AM

	A160 E	Habrough Road	A160 W	Ulceby Road	E Halton Road
A160 E	100%	69%	82%	62%	55%
Habrough Road	1%		6%	33%	4%
A160 W	21%	3%		49%	13%
Ulceby Road	35%	13%	22%		32%
E Halton Road	39%	7%	32%	22%	

PM

	A160 E	Habrough Road	A160 W	Ulceby Road	E Halton Road
A160 E	100%	1%	30%	42%	59%
Habrough Road	6%		0%	0%	2%
A160 W	78%	5%		32%	37%
Ulceby Road	52%	7%	38%		50%
E Halton Road	42%	1%	13%	14%	

2032 Baseline + Committed

PCU

AM

	A160 E	Habrough Road	A160 W	Ulceby Road	E Halton Road
A160 E	1	19	794	41	37
Habrough Road	167	0	57	3	125
A160 W	1288	42	0	39	274
Ulceby Road	88	9	75	0	21
E Halton Road	51	47	161	10	0

PM

	A160 E	Habrough Road	A160 W	Ulceby Road	E Halton Road
A160 E	11	132	1001	73	121
Habrough Road	19	0	43	20	47
A160 W	707	66	0	80	149
Ulceby Road	34	16	43	0	24
E Halton Road	42	121	220	32	0

HGV %

AM

	A160 E	Habrough Road	A160 W	Ulceby Road	E Halton Road
A160 E	100%	65%	46%	62%	55%
Habrough Road	1%		6%	33%	4%
A160 W	17%	3%		49%	13%
Ulceby Road	35%	13%	22%		32%
E Halton Road	39%	7%	32%	22%	

PM

	A160 E	Habrough Road	A160 W	Ulceby Road	E Halton Road
A160 E	100%	1%	26%	42%	59%
Habrough Road	6%		0%	0%	2%
A160 W	42%	5%		32%	37%
Ulceby Road	52%	7%	38%		50%
E Halton Road	42%	1%	13%	14%	

2032 Baseline + Committed + Development

PCU

AM

	A160 E	Habrough Road	A160 W	Ulceby Road	E Halton Road
A160 E	1	21	810	41	37
Habrough Road	167	0	57	3	125
A160 W	1316	42	0	39	274
Ulceby Road	88	9	75	0	21
E Halton Road	51	47	161	10	0

PM

	A160 E	Habrough Road	A160 W	Ulceby Road	E Halton Road
A160 E	11	133	1024	73	121
Habrough Road	19	0	43	20	47
A160 W	746	66	0	80	149
Ulceby Road	34	16	43	0	24
E Halton Road	42	121	220	32	0

HGV %

AM

	A160 E	Habrough Road	A160 W	Ulceby Road	E Halton Road
A160 E	100%	59%	46%	62%	55%
Habrough Road	1%		6%	33%	4%
A160 W	18%	3%		49%	13%
Ulceby Road	35%	13%	22%		32%
E Halton Road	39%	7%	32%	22%	

PM

	A160 E	Habrough Road	A160 W	Ulceby Road	E Halton Road
A160 E	100%	1%	26%	42%	59%
Habrough Road	6%		0%	0%	2%
A160 W	42%	5%		32%	37%
Ulceby Road	52%	7%	38%		50%
E Halton Road	42%	1%	13%	14%	

A180/ A1173

Baseline

PCU

AM (7-8)

	A1173 N	A180 E	A1173 S	A180 W
A1173 N	0	105	18	69
A180 E	597	0	86	2
A1173 S	114	175	0	85
A180 W	281	0	11	0

PM (16-17)

	A1173 N	A180 E	A1173 S	A180 W
A1173 N	0	584	146	255
A180 E	151	0	204	0
A1173 S	21	124	0	25
A180 W	93	1	62	0

HGVs

AM

	A1173 N	A180 E	A1173 S	A180 W
A1173 N	0	21	8	50
A180 E	30	0	4	0
A1173 S	4	2	0	3
A180 W	68	0	2	0

PM

	A1173 N	A180 E	A1173 S	A180 W
A1173 N	0	14	9	63
A180 E	18	0	7	0
A1173 S	7	1	0	2
A180 W	73	0	5	0

Committed Development

PCU

AM

	A1173 N	A180 E	A1173 S	A180 W
A1173 N		70	8	65
A180 E	170		17	
A1173 S	18	69		32
A180 W	202		8	

PM

	A1173 N	A180 E	A1173 S	A180 W
A1173 N		162	19	182
A180 E	54		67	
A1173 S	10	40		18
A180 W	64		31	

HGVs

AM

	A1173 N	A180 E	A1173 S	A180 W
A1173 N		23	2	40
A180 E	26			
A1173 S	2			
A180 W	38			

PM

	A1173 N	A180 E	A1173 S	A180 W
A1173 N		5	2	19
A180 E	8			
A1173 S	4			
A180 W	38			

Proposed Development

PCU

AM (7-8) Immingham

	A1173 N	A180 E	A1173 S	A180 W
A1173 N	0	3	4	89
A180 E	3	0	0	0
A1173 S	7	0	0	0
A180 W	154	0	0	0

PM (17-18) Stena

	A1173 N	A180 E	A1173 S	A180 W
A1173 N	0	3	5	124
A180 E	3	0	0	0
A1173 S	9	0	0	0
A180 W	207	0	0	0

HGVs

AM

	A1173 N	A180 E	A1173 S	A180 W
A1173 N	0	0	2	35
A180 E	0	0	0	0
A1173 S	3	0	0	0
A180 W	63	0	0	0

PM

	A1173 N	A180 E	A1173 S	A180 W
A1173 N	0	0	2	50
A180 E	0	0	0	0
A1173 S	4	0	0	0
A180 W	86	0	0	0

North East Lincolnshire 007

	2021-2025	2021-2032
AM	1.0269	1.0683
PM	1.0255	1.0649

2021 Baseline

PCU

AM

	A1173 N	A180 E	A1173 S	A180 W
A1173 N	0	105	18	69
A180 E	597	0	86	2
A1173 S	114	175	0	85
A180 W	281	0	11	0

PM

	A1173 N	A180 E	A1173 S	A180 W
A1173 N	0	584	146	255
A180 E	151	0	204	0
A1173 S	21	124	0	25
A180 W	93	1	62	0

HGV %

AM

	A1173 N	A180 E	A1173 S	A180 W
A1173 N		20%	44%	72%
A180 E	5%		5%	0%
A1173 S	4%	1%		4%
A180 W	24%		18%	

PM

	A1173 N	A180 E	A1173 S	A180 W
A1173 N		2%	6%	25%
A180 E	12%		3%	
A1173 S	33%	1%		8%
A180 W	78%	0%	8%	

2021 Baseline + Committed

PCU

AM

	A1173 N	A180 E	A1173 S	A180 W
A1173 N	0	175	26	271
A180 E	767	0	103	2
A1173 S	132	244	0	117
A180 W	483	0	19	0

PM

	A1173 N	A180 E	A1173 S	A180 W
A1173 N	0	746	165	437
A180 E	205	0	271	0
A1173 S	31	164	0	43
A180 W	157	1	93	0

HGV %

AM

	A1173 N	A180 E	A1173 S	A180 W
A1173 N		25%	38%	33%
A180 E	7%		4%	0%
A1173 S	4%	1%		3%
A180 W	22%		11%	

PM

	A1173 N	A180 E	A1173 S	A180 W
A1173 N		3%	6%	19%
A180 E	13%		3%	
A1173 S	34%	1%		5%
A180 W	71%	0%	5%	

2021 Baseline + Committed + Development

PCU

AM

	A1173 N	A180 E	A1173 S	A180 W
A1173 N	0	178	30	360
A180 E	770	0	103	2
A1173 S	138	244	0	117
A180 W	637	0	19	0

PM

	A1173 N	A180 E	A1173 S	A180 W
A1173 N	0	749	171	561
A180 E	207	0	271	0
A1173 S	41	164	0	43
A180 W	364	1	93	0

HGV %

AM

	A1173 N	A180 E	A1173 S	A180 W
A1173 N		25%	39%	35%
A180 E	7%		4%	0%
A1173 S	6%	1%		3%
A180 W	26%		11%	

PM

	A1173 N	A180 E	A1173 S	A180 W
A1173 N		3%	8%	23%
A180 E	13%		3%	
A1173 S	36%	1%		5%
A180 W	54%	0%	5%	

2025 Baseline

PCU

AM

	A1173 N	A180 E	A1173 S	A180 W
A1173 N	0	108	18	71
A180 E	613	0	88	2
A1173 S	117	180	0	87
A180 W	289	0	11	0

PM

	A1173 N	A180 E	A1173 S	A180 W
A1173 N	0	599	150	262
A180 E	155	0	209	0
A1173 S	22	127	0	26
A180 W	95	1	64	0

HGV %

AM

	A1173 N	A180 E	A1173 S	A180 W
A1173 N		20%	44%	72%
A180 E	5%		5%	0%
A1173 S	4%	1%		4%
A180 W	24%		18%	

PM

	A1173 N	A180 E	A1173 S	A180 W
A1173 N		2%	6%	25%
A180 E	12%		3%	
A1173 S	33%	1%		8%
A180 W	78%	0%	8%	

2025 Baseline + Committed

PCU

AM

	A1173 N	A180 E	A1173 S	A180 W
A1173 N	0	178	27	273
A180 E	783	0	105	2
A1173 S	135	249	0	119
A180 W	490	0	19	0

PM

	A1173 N	A180 E	A1173 S	A180 W
A1173 N	0	760	169	444
A180 E	208	0	276	0
A1173 S	32	167	0	44
A180 W	160	1	95	0

HGV %

AM

	A1173 N	A180 E	A1173 S	A180 W
A1173 N		25%	38%	33%
A180 E	7%		4%	0%
A1173 S	4%	1%		3%
A180 W	22%		11%	

PM

	A1173 N	A180 E	A1173 S	A180 W
A1173 N		3%	6%	19%
A180 E	13%		3%	
A1173 S	34%	1%		5%
A180 W	71%	0%	5%	

2025 Baseline + Committed + Development

PCU

AM

	A1173 N	A180 E	A1173 S	A180 W
A1173 N	0	181	30	362
A180 E	786	0	105	2
A1173 S	141	249	0	119
A180 W	644	0	19	0

PM

	A1173 N	A180 E	A1173 S	A180 W
A1173 N	0	763	175	567
A180 E	211	0	276	0
A1173 S	41	167	0	44
A180 W	367	1	95	0

HGV %

AM

	A1173 N	A180 E	A1173 S	A180 W
A1173 N		25%	39%	35%
A180 E	7%		4%	0%
A1173 S	6%	1%		3%
A180 W	26%		11%	

PM

	A1173 N	A180 E	A1173 S	A180 W
A1173 N		3%	8%	23%
A180 E	13%		3%	
A1173 S	36%	1%		5%
A180 W	54%	0%	5%	

2032 Baseline

PCU

AM

	A1173 N	A180 E	A1173 S	A180 W
A1173 N	0	112	19	74
A180 E	638	0	92	2
A1173 S	122	187	0	91
A180 W	300	0	12	0

PM

	A1173 N	A180 E	A1173 S	A180 W
A1173 N	0	622	155	272
A180 E	161	0	217	0
A1173 S	22	132	0	27
A180 W	99	1	66	0

HGV %

AM

	A1173 N	A180 E	A1173 S	A180 W
A1173 N		20%	44%	72%
A180 E	5%		5%	0%
A1173 S	4%	1%		4%
A180 W	24%		18%	

PM

	A1173 N	A180 E	A1173 S	A180 W
A1173 N		2%	6%	25%
A180 E	12%		3%	
A1173 S	33%	1%		8%
A180 W	78%	0%	8%	

2032 Baseline + Committed

PCU

AM

	A1173 N	A180 E	A1173 S	A180 W
A1173 N	0	182	27	276
A180 E	808	0	109	2
A1173 S	139	256	0	123
A180 W	502	0	20	0

PM

	A1173 N	A180 E	A1173 S	A180 W
A1173 N	0	783	175	454
A180 E	214	0	284	0
A1173 S	33	172	0	45
A180 W	163	1	97	0

HGV %

AM

	A1173 N	A180 E	A1173 S	A180 W
A1173 N		25%	38%	33%
A180 E	7%		4%	0%
A1173 S	4%	1%		3%
A180 W	22%		11%	

PM

	A1173 N	A180 E	A1173 S	A180 W
A1173 N		3%	6%	19%
A180 E	13%		3%	
A1173 S	34%	1%		5%
A180 W	71%	0%	5%	

2032 Baseline + Committed + Development

PCU

AM

	A1173 N	A180 E	A1173 S	A180 W
A1173 N	0	185	31	365
A180 E	811	0	109	2
A1173 S	146	256	0	123
A180 W	656	0	20	0

PM

	A1173 N	A180 E	A1173 S	A180 W
A1173 N	0	786	180	577
A180 E	217	0	284	0
A1173 S	42	172	0	45
A180 W	370	1	97	0

HGV %

AM

	A1173 N	A180 E	A1173 S	A180 W
A1173 N		25%	39%	35%
A180 E	7%		4%	0%
A1173 S	6%	1%		3%
A180 W	26%		11%	

PM

	A1173 N	A180 E	A1173 S	A180 W
A1173 N		3%	8%	23%
A180 E	13%		3%	
A1173 S	36%	1%		5%
A180 W	54%	0%	5%	

A160/ A180

Baseline

PCU

AM (7-8)

	A160	A180 E	A180 W
A160	0	140	538
A180 E	447	0	0
A180 W	817	0	1

PM (16-17)

	A160	A180 E	A180 W
A160	0	346	707
A180 E	140	2	0
A180 W	488	0	0

HGVs

AM

	A160	A180 E	A180 W
A160	0	20	393
A180 E	12	0	0
A180 W	234	0	0

PM

	A160	A180 E	A180 W
A160	0	12	264
A180 E	13	0	0
A180 W	341	0	0

Committed Development

PCU

AM

	A160	A180 E	A180 W
A160		8	48
A180 E	43		
A180 W	194		

PM

	A160	A180 E	A180 W
A160		25	113
A180 E	7		
A180 W	34		

HGVs

AM

	A160	A180 E	A180 W
A160			4
A180 E			
A180 W	8		

PM

	A160	A180 E	A180 W
A160			0
A180 E			
A180 W	0		

Proposed Development

PCU

AM (7-8) Immingham

	A160	A180 E	A180 W
A160	0	17	0
A180 E	29	0	0
A180 W	0	0	0

PM (17-18) Stena

	A160	A180 E	A180 W
A160	0	23	0
A180 E	38	0	0
A180 W	0	0	0

HGVs

AM

	A160	A180 E	A180 W
A160	0	6	0
A180 E	12	0	0
A180 W	0	0	0

PM

	A160	A180 E	A180 W
A160	0	9	0
A180 E	16	0	0
A180 W	0	0	0

North East Lincolnshire 001

	2021-2025	2021-2032
AM	1.0298	1.0773
PM	1.0291	1.075

2021 Baseline

PCU

AM

	A160	A180 E	A180 W
A160	0	140	538
A180 E	447	0	0
A180 W	817	0	1

PM

	A160	A180 E	A180 W
A160	0	346	707
A180 E	140	2	0
A180 W	488	0	0

HGV %

AM

	A160	A180 E	A180 W
A160		14%	73%
A180 E	3%		
A180 W	29%		0%

PM

	A160	A180 E	A180 W
A160		3%	37%
A180 E	9%	0%	
A180 W	70%		

2021 Baseline + Committed

PCU

AM

	A160	A180 E	A180 W
A160	0	148	585.69
A180 E	490	0	0
A180 W	1011	0	1

PM

	A160	A180 E	A180 W
A160	0	371	820.23
A180 E	147	2	0
A180 W	522	0	0

HGV %

AM

	A160	A180 E	A180 W
A160		14%	68%
A180 E	2%		
A180 W	24%		0%

PM

	A160	A180 E	A180 W
A160		3%	32%
A180 E	9%	0%	
A180 W	65%		

2021 Baseline + Committed + Development

PCU

AM

	A160	A180 E	A180 W
A160	0	165	586
A180 E	519	0	0
A180 W	1011	0	1

PM

	A160	A180 E	A180 W
A160	0	394	820
A180 E	185	2	0
A180 W	522	0	0

HGV %

AM

	A160	A180 E	A180 W
A160		16%	68%
A180 E	5%		
A180 W	24%		0%

PM

	A160	A180 E	A180 W
A160		5%	32%
A180 E	16%	0%	
A180 W	65%		

2025 Baseline

PCU

AM

	A160	A180 E	A180 W
A160	0	144	554
A180 E	460	0	0
A180 W	841	0	1

PM

	A160	A180 E	A180 W
A160	0	356	728
A180 E	144	2	0
A180 W	502	0	0

HGV %

AM

	A160	A180 E	A180 W
A160		14%	73%
A180 E	3%		
A180 W	29%		0%

PM

	A160	A180 E	A180 W
A160		3%	37%
A180 E	9%	0%	
A180 W	70%		

2025 Baseline + Committed

PCU

AM

	A160	A180 E	A180 W
A160	0	152	602
A180 E	503	0	0
A180 W	1035	0	1

PM

	A160	A180 E	A180 W
A160	0	381	841
A180 E	151	2	0
A180 W	536	0	0

HGV %

AM

	A160	A180 E	A180 W
A160		14%	68%
A180 E	2%		
A180 W	24%		0%

PM

	A160	A180 E	A180 W
A160		3%	32%
A180 E	9%	0%	
A180 W	65%		

2025 Baseline + Committed + Development

PCU

AM

	A160	A180 E	A180 W
A160	0	169	602
A180 E	532	0	0
A180 W	1035	0	1

PM

	A160	A180 E	A180 W
A160	0	404	841
A180 E	190	2	0
A180 W	536	0	0

HGV %

AM

	A160	A180 E	A180 W
A160		16%	68%
A180 E	5%		
A180 W	24%		0%

PM

	A160	A180 E	A180 W
A160		5%	32%
A180 E	16%	0%	
A180 W	65%		

2032 Baseline

PCU

AM

	A160	A180 E	A180 W
A160	0	151	580
A180 E	482	0	0
A180 W	880	0	1

PM

	A160	A180 E	A180 W
A160	0	372	760
A180 E	151	2	0
A180 W	525	0	0

HGV %

AM

	A160	A180 E	A180 W
A160		14%	73%
A180 E	3%		
A180 W	29%		0%

PM

	A160	A180 E	A180 W
A160		3%	37%
A180 E	9%	0%	
A180 W	70%		

2032 Baseline + Committed

PCU

AM

	A160	A180 E	A180 W
A160	0	159	627
A180 E	525	0	0
A180 W	1074	0	1

PM

	A160	A180 E	A180 W
A160	0	397	873
A180 E	158	2	0
A180 W	559	0	0

HGV %

AM

	A160	A180 E	A180 W
A160		14%	68%
A180 E	2%		
A180 W	24%		0%

PM

	A160	A180 E	A180 W
A160		3%	32%
A180 E	9%	0%	
A180 W	65%		

2032 Baseline + Committed + Development

PCU

AM

	A160	A180 E	A180 W
A160	0	175	627
A180 E	553	0	0
A180 W	1074	0	1

PM

	A160	A180 E	A180 W
A160	0	420	873
A180 E	196	2	0
A180 W	559	0	0

HGV %

AM

	A160	A180 E	A180 W
A160		16%	68%
A180 E	5%		
A180 W	24%		0%

PM

	A160	A180 E	A180 W
A160		5%	32%
A180 E	16%	0%	
A180 W	65%		

Annex K

1.1 This Technical Note has been produced by DTA to summarise the results of the Junction Capacity Assessments carried out for the Transport Assessment.

1.2 DTA have engaged with National Highways, North Lincolnshire Council and North East Lincolnshire Council to agree which junctions should be considered alongside the proposed development.

1.3 The assessments have taken into account growth (TN 1) and operation of the individual junctions has been tested using the industry standard modelling tool of TRL Junctions. The junctions have been assessed for the opening year of 2025 and future year of 2032. The input junction flows are provided in Appendix TN1 A of Technical Note 1 (Appendix E of the TA).

1.4 It has been assumed that the majority of the traffic (85%) will use East Gate, with a sensitivity assessment of 15% using West Gate.

1.5 The operation of the individual junctions has been tested using the industry standard modelling tool of TRL Junctions.

1.6 Junctions models the performance of priority junctions and roundabouts in isolation from other junctions within the network. The arrival pattern is normally profiled using the ODTAB to replicate unconstrained demand although in practice where the individual junctions are within an urban network external constraints may make this unrealistic.

1.7 There are three key performance metrics which are output from the modelling on the Junctions software. These are the forecast queue length (in vehicles), the average delay (in seconds) and the ratio of flow to capacity (RFC). Convention is that the modelled period is sub-divided into 15-minute time segments and the highest (worst) results during the modelled period are reported.

1.8 A junction is considered to be operating at capacity when the Ratio of Flow to Capacity (RFC) is 1. However, generally once the RFC is above 0.85 the junction operational results become less stable due to an exponential relationship within the modelling formula inherent in the modelling software. Therefore, if an RFC above 0.85 is forecast closer scrutiny and consideration is required.

1.9 The baseline modelling has been checked against the queues in Annex BD2 of the TA and have been appropriately validated.

Queens Road/ Laporte Road Priority Junction

1.10 The Queens Road/ Laporte Road Priority Junction has been assessed using the PICADY module of Junctions 10. A summary of the results can be seen in **Table 1** below with the full output attached in **Annex TN2 A**.

Table 1 - Queens Road/ Laporte Road Junction Assessment Summary

	AM			PM		
	Q (PCU)	Delay (s)	RFC	Q (PCU)	Delay (s)	RFC
2021 Base						
Stream B-C	0.1	8.18	0.08	0.2	6.48	0.12
Stream B-A	0.7	10.91	0.38	0.1	11.08	0.08
Stream C-AB	0.1	5.91	0.06	0.1	6.39	0.05
2025 Base						
Stream B-C	0.1	8.27	0.08	0.2	6.52	0.13
Stream B-A	0.7	11.16	0.39	0.1	11.15	0.08
Stream C-AB	0.1	6.37	0.06	0.1	6.49	0.05
2025 Base + Committed						
Stream B-C	0.1	9.21	0.09	0.2	6.57	0.13
Stream B-A	0.8	11.32	0.40	0.1	10.99	0.09
Stream C-AB	0.1	6.37	0.06	0.1	6.49	0.05
2025 Base + Committed + Development						
Stream B-C	0.2	10.54	0.11	0.2	7.47	0.14
Stream B-A	1.1	14.95	0.50	0.3	11.97	0.16
Stream C-AB	0.1	6.71	0.07	0.1	7.00	0.06

2032 Base						
Stream B-C	0.1	8.60	0.10	0.2	6.61	0.13
Stream B-A	0.8	11.94	0.42	0.1	11.29	0.09
Stream C-AB	0.1	6.03	0.07	0.1	6.50	0.05
2032 Base + Committed						
Stream B-C	0.2	9.60	0.12	0.2	6.66	0.14
Stream B-A	0.9	12.13	0.43	0.1	11.13	0.09
Stream C-AB	0.1	6.49	0.07	0.1	6.55	0.05
2032 Base + Committed + Development						
Stream B-C	0.2	11.19	0.13	0.2	7.58	0.15
Stream B-A	1.3	16.33	0.53	0.3	12.17	0.17
Stream C-AB	0.1	6.84	0.08	0.1	7.07	0.06
NB: A – East Gate; B – Laporte Road; C – Queens Road						

1.11 As can be seen above, the maximum RFC of 0.53 is reached during the 2032 Base + Committed + Development is in the AM peak period for traffic movements from Laporte Road to East Gate. This indicates that the development traffic will not have a severe impact on the Queens Road/ Laporte Road Priority Junction.

1.12 Due to concerns raised during the consultation period, a sensitivity test of 100% of development traffic using East Gate has been undertaken at the Queens Road/ Laporte Road junction. A summary of the results can be seen in **Table 2** below with the full output attached in **Annex TN2 A**.

Table 2 - Queens Road/ Laporte Road Junction Assessment Summary (Sensitivity)

	AM			PM		
	Q (PCU)	Delay (s)	RFC	Q (PCU)	Delay (s)	RFC
2021 Base						
Stream B-C	0.1	8.18	0.08	0.2	6.48	0.12
Stream B-A	0.7	10.91	0.38	0.1	11.08	0.08
Stream C-AB	0.1	5.91	0.06	0.1	6.39	0.05
2025 Base						
Stream B-C	0.1	8.27	0.08	0.2	6.52	0.13
Stream B-A	0.7	11.16	0.39	0.1	11.15	0.08
Stream C-AB	0.1	5.93	0.06	0.1	6.43	0.05

2025 Base + Committed						
Stream B-C	0.1	9.21	0.09	0.2	6.57	0.13
Stream B-A	0.8	11.32	0.40	0.1	10.99	0.09
Stream C-AB	0.1	6.37	0.06	0.1	6.49	0.05
2025 Base + Committed + Development						
Stream B-C	0.2	10.71	0.11	0.2	7.54	0.14
Stream B-A	1.2	15.53	0.51	0.3	12.35	0.17
Stream C-AB	0.1	6.76	0.07	0.1	7.06	0.06
2032 Base						
Stream B-C	0.1	8.60	0.10	0.2	6.61	0.13
Stream B-A	0.8	11.94	0.42	0.1	11.29	0.09
Stream C-AB	0.1	6.03	0.07	0.1	6.50	0.05
2032 Base + Committed						
Stream B-C	0.2	9.60	0.12	0.2	666	0.14
Stream B-A	0.9	12.13	0.43	0.2	11.35	0.09
Stream C-AB	0.1	6.49	0.07	0.1	6.55	0.05
2032 Base + Committed + Development						
Stream B-C	0.2	11.41	0.13	0.2	7.65	0.15
Stream B-A	1.3	17.02	0.54	0.3	12.55	0.17
Stream C-AB	0.1	6.88	0.08	0.1	7.13	0.06
NB: A – East Gate; B – Laporte Road; C – Queens Road						

1.13 As can be seen above, if 100% of traffic used East Gate to access the proposed development the maximum RFC of the Queens Road/ Laporte Road junction increases by 0.01 to 0.54 during the 2032 Base + Committed + Development is in the AM peak period for traffic movements from Laporte Road to East Gate.

Laporte Road/ Kiln Lane/ Hobson Way Roundabout

1.14 The Laporte Road/ Kiln Lane/ Hobson Way Roundabout has been assessed using the ARCADY module of Junctions 10. A summary of the results can be seen in **Table 3** below with the full output attached in **Annex TN2 B**.

Table 3 - Laporte Road/ Kiln Lane/ Hobson Way Junction Assessment Summary

	AM			PM		
	Q (PCU)	Delay (s)	RFC	Q (PCU)	Delay (s)	RFC
2021 Base						
Air Products Access	0.0	0.00	0.00	0.0	0.00	0.00
Hobson Way	0.3	2.28	0.20	0.1	2.37	0.10
Kiln Lane	0.2	2.77	0.15	0.1	2.44	0.07
Laporte Road	0.0	2.30	0.03	0.3	2.42	0.23
2025 Base						
Air Products Access	0.0	0.00	0.00	0.0	0.00	0.00
Hobson Way	0.3	2.29	0.20	0.1	2.38	0.10
Kiln Lane	0.2	2.80	0.15	0.1	2.45	0.07
Laporte Road	0.0	2.30	0.03	0.4	2.44	0.24
2025 Base + Committed						
Air Products Access	0.0	0.00	0.00	0.0	0.00	0.00
Hobson Way	0.3	2.51	0.23	0.2	2.43	0.11
Kiln Lane	0.3	3.15	0.19	0.1	2.46	0.08
Laporte Road	0.1	2.32	0.04	0.4	2.49	0.25
2025 Base + Committed + Development						
Air Products Access	0.0	0.00	0.00	0.0	0.00	0.00
Hobson Way	0.4	2.55	0.24	0.2	2.42	0.13
Kiln Lane	0.3	3.19	0.19	0.1	2.49	0.08
Laporte Road	0.1	2.20	0.06	0.4	2.52	0.26
2032 Base						
Air Products Access	0.0	0.00	0.00	0.0	0.00	0.00
Hobson Way	0.3	2.32	0.21	0.1	2.39	0.10
Kiln Lane	0.2	2.83	0.16	0.1	2.45	0.08
Laporte Road	0.0	2.31	0.03	0.4	2.48	0.25
2032 Base + Committed						
Air Products Access	0.0	0.00	0.00	0.0	0.00	0.00
Hobson Way	0.3	2.54	0.23	0.2	2.45	0.12
Kiln Lane	0.3	3.19	0.20	0.1	2.47	0.09
Laporte Road	0.1	2.32	0.05	0.4	2.52	0.26
2032 Base + Committed + Development						
Air Products Access	0.0	0.00	0.00	0.0	0.00	0.00
Hobson Way	0.4	2.57	0.25	0.2	2.44	0.13
Kiln Lane	0.3	3.23	0.20	0.1	2.50	0.09
Laporte Road	0.1	2.21	0.06	0.4	2.56	0.27

1.15 As can be seen above, the maximum RFC of 0.27 is reached during the 2032 Base + Committed + Development is in the PM peak period for traffic movements on the Laporte Road arm. This indicates that the development traffic will not have a severe impact on the Laporte Road/ Kiln Lane/ Hobson Way Roundabout.

Kings Road/ A1173 Roundabout

1.16 The Kings Road/ A1173 Roundabout has been assessed using the ARCADY module of Junctions 10. A summary of the results can be seen in **Table 4** below with the full output attached in **Annex TN2 C**.

Table 4 - Kings Road/ A1173 Junction Assessment Summary

	AM			PM		
	Q (PCU)	Delay (s)	RFC	Q (PCU)	Delay (s)	RFC
2021 Base						
Kings Road NE	0.2	2.94	0.17	0.6	3.75	0.35
A1173	0.8	4.17	0.42	0.2	3.02	0.16
Kings Road NW	0.1	3.88	0.07	0.3	3.25	0.21
2025 Base						
Kings Road NE	0.2	2.96	0.17	0.6	3.82	0.36
A1173	0.9	4.27	0.43	0.2	3.04	0.17
Kings Road NW	0.1	3.91	0.07	0.3	3.28	0.22
2025 Base + Committed						
Kings Road NE	0.2	3.01	0.18	0.6	3.97	0.37
A1173	1.0	4.61	0.48	0.3	3.13	0.19
Kings Road NW	0.1	3.83	0.10	0.4	3.45	0.25
2025 Base + Committed + Development						
Kings Road NE	0.4	3.28	0.24	1.0	4.96	0.47
A1173	1.6	6.05	0.58	0.6	4.03	0.33
Kings Road NW	0.1	3.62	0.05	0.5	4.03	0.29
2032 Base						
Kings Road NE	0.3	3.05	0.18	0.7	3.94	0.38
A1173	1.2	4.96	0.51	0.3	3.07	0.18
Kings Road NW	0.2	4.33	0.11	0.3	3.35	0.23

2032 Base + Committed						
Kings Road NE	0.3	3.10	0.19	0.7	4.10	0.39
A1173	1.3	5.27	0.54	0.3	3.16	0.20
Kings Road NW	0.2	4.06	0.13	0.4	3.52	0.26
2032 Base + Committed + Development						
Kings Road NE	0.4	3.49	0.25	1.1	5.04	0.48
A1173	2.1	6.96	0.64	0.6	4.03	0.33
Kings Road NW	0.2	4.47	0.14	0.5	4.06	0.29

1.17 As can be seen above, the maximum RFC of 0.64 is reached during the 2032 Base + Committed + Development is in the AM peak period for traffic movements on the A1173 arm. This indicates that the development traffic will not have a severe impact on the Kings Road/ A1173 Roundabout.

A1173/ Kiln Lane Roundabout

1.18 The A1173/ Kiln Lane Roundabout has been assessed using the ARCADY module of Junctions 10. A summary of the results can be seen in **Table 5** below with the full output attached in **Annex TN2 D**.

Table 5 - A1173/ Kiln Lane Junction Assessment Summary

	AM			PM		
	Q (PCU)	Delay (s)	RFC	Q (PCU)	Delay (s)	RFC
2021 Base						
Kiln Lane	0.2	3.22	0.09	0.7	4.24	0.39
Access	0.0	0.00	0.00	0.0	0.00	0.00
A1173 W	1.5	4.94	0.57	0.2	2.90	0.15
A1173 N	0.2	3.59	0.13	0.7	3.68	0.38
2025 Base						
Kiln Lane	0.2	3.24	0.10	0.7	4.32	0.40
Access	0.0	0.00	0.00	0.0	0.00	0.00
A1173 W	1.6	5.13	0.59	0.2	2.92	0.16
A1173 N	0.2	3.62	0.13	0.7	3.75	0.39
2025 Base + Committed						
Kiln Lane	0.2	3.50	0.13	0.9	5.37	0.46
Access	0.0	2.96	0.04	0.1	6.15	0.08
A1173 W	3.0	7.96	0.73	0.3	2.94	0.17
A1173 N	0.2	3.75	0.15	1.1	4.53	0.51

2025 Base + Committed + Development						
Kiln Lane	0.2	3.66	0.13	1.1	6.17	0.50
Access	0.0	3.12	0.04	0.1	7.20	0.09
A1173 W	5.3	12.71	0.83	0.6	3.71	0.30
A1173 N	0.4	4.15	0.22	1.6	5.71	0.59
2032 Base						
Kiln Lane	0.2	3.26	0.10	0.8	4.55	0.42
Access	0.0	0.00	0.00	0.0	0.00	0.00
A1173 W	1.7	5.46	0.61	0.2	2.94	0.16
A1173 N	0.2	3.68	0.14	0.8	3.85	0.40
2032 Base + Committed						
Kiln Lane	0.2	3.52	0.13	1.0	5.64	0.48
Access	0.0	2.97	0.04	0.1	6.43	0.08
A1173 W	3.4	8.76	0.75	0.3	2.97	0.18
A1173 N	0.2	3.81	0.16	1.2	4.69	0.52
2032 Base + Committed + Development						
Kiln Lane	0.2	3.69	0.14	1.2	6.55	0.52
Access	0.0	3.14	0.04	0.1	7.60	0.09
A1173 W	6.3	14.75	0.85	0.6	3.75	0.31
A1173 N	0.4	4.23	0.23	1.7	5.96	0.61

1.19 As can be seen above, the maximum RFC of 0.85 is reached during the 2032 Base + Committed + Development is in the AM peak period for traffic movements on the A1173 W arm. This indicates that the development traffic will not have a severe impact on the A173/ SHIPP Roundabout.

A1173/ SHIIP Roundabout

1.20 The A1173/ SHIIP Roundabout has been assessed using the ARCADY module of Junctions 10. A summary of the results can be seen in **Table 6** below with the full output attached in **Annex TN2 E**.

Table 6 - A1173/ SHIIP Junction Assessment Summary

	AM			PM		
	Q (PCU)	Delay (s)	RFC	Q (PCU)	Delay (s)	RFC
2021 Base						
SHIIP Access S	0.1	4.30	0.10	0.1	2.67	0.12
A1173 W	0.2	1.77	0.14	0.8	2.38	0.43
SHIIP Access N	0.0	2.95	0.02	0.0	4.29	0.04
A1173 E	0.7	2.40	0.40	0.2	1.98	0.13
2025 Base						
SHIIP Access S	0.1	4.40	0.10	0.2	2.70	0.12
A1173 W	0.2	1.78	0.15	0.9	2.43	0.44
SHIIP Access N	0.0	2.96	0.02	0.0	4.40	0.04
A1173 E	0.8	2.45	0.41	0.2	1.99	0.13
2025 Base + Committed						
SHIIP Access S	0.1	4.61	0.11	0.2	2.76	0.12
A1173 W	0.3	1.94	0.17	0.9	2.50	0.45
SHIIP Access N	0.0	3.07	0.02	0.0	4.47	0.04
A1173 E	0.9	2.62	0.44	0.2	2.03	0.15
2025 Base + Committed + Development						
SHIIP Access S	0.2	4.99	0.12	0.2	2.97	0.13
A1173 W	0.4	2.13	0.23	1.3	3.06	0.53
SHIIP Access N	0.0	3.34	0.02	0.1	5.46	0.05
A1173 E	1.0	2.85	0.48	0.3	2.18	0.20
2032 Base						
SHIIP Access S	0.2	4.56	0.11	0.2	2.73	0.13
A1173 W	0.2	1.80	0.15	0.9	2.51	0.46
SHIIP Access N	0.0	2.99	0.02	0.1	4.57	0.04
A1173 E	0.8	2.53	0.43	0.2	2.00	0.13
2032 Base + Committed						
SHIIP Access S	0.2	4.79	0.11	0.2	2.79	0.13
A1173 W	0.3	1.95	0.18	1.0	2.59	0.46
SHIIP Access N	0.0	3.09	0.02	0.1	4.64	0.04
A1173 E	0.9	2.71	0.46	0.2	2.05	0.15
2032 Base + Committed + Development						
SHIIP Access S	0.2	5.20	0.12	0.2	3.01	0.14
A1173 W	0.4	2.15	0.24	1.4	3.18	0.55
SHIIP Access N	0.0	3.37	0.02	0.1	5.72	0.05
A1173 E	1.1	2.96	0.49	0.3	2.20	0.20

1.21 As can be seen above, the maximum RFC of 0.55 is reached during the 2032 Base + Committed + Development is in the PM peak period for traffic movements on the A1173 W arm. This indicates that the development traffic will not have a severe impact on the A173/ SHIPP Roundabout.

A160/ Humber Road/ Manby Road Roundabout (Manby Roundabout)

1.22 The A160/ Humber Road/ Manby Road Roundabout has been assessed using the ARCADY module of Junctions 10. A summary of the results can be seen in **Table 7** below with the full output attached in **Annex TN2 F**.

Table 7 - A160/ Humber Road/ Manby Road Junction Assessment Summary

	AM			PM		
	Q (PCU)	Delay (s)	RFC	Q (PCU)	Delay (s)	RFC
2021 Base						
Humber Road	0.3	2.91	0.16	0.7	2.95	0.33
Manby Road	0.3	1.94	0.22	0.2	1.92	0.14
Port Service Access	0.0	4.41	0.01	0.0	4.43	0.01
A160	0.5	2.81	0.26	0.4	2.57	0.20
Conco Access	0.0	0.00	0.00	0.0	0.00	0.00
2025 Base						
Humber Road	0.4	2.95	0.17	0.7	3.04	0.34
Manby Road	0.4	1.98	0.23	0.2	1.96	0.15
Port Service Access	0.0	4.53	0.01	0.0	4.53	0.01
A160	0.5	2.89	0.27	0.4	2.61	0.21
Conco Access	0.0	0.00	0.00	0.0	0.00	0.00
2025 Base + Committed						
Humber Road	0.4	2.89	0.18	1.4	3.80	0.52
Manby Road	0.5	2.08	0.29	0.3	2.41	0.18
Port Service Access	0.0	6.88	0.01	0.0	5.80	0.01
A160	1.0	3.71	0.45	0.4	2.64	0.22
Conco Access	0.0	0.00	0.00	0.0	0.00	0.00
2025 Base + Committed + Development						
Humber Road	0.4	2.89	0.19	1.4	3.89	0.53
Manby Road	0.5	2.11	0.29	0.3	2.46	0.19
Port Service Access	0.0	7.01	0.01	0.0	5.94	0.01
A160	1.1	3.85	0.47	0.5	2.71	0.24
Conco Access	0.0	0.00	0.00	0.0	0.00	0.00

2032 Base						
Humber Road	0.4	3.01	0.18	0.8	3.19	0.37
Manby Road	0.4	2.05	0.24	0.2	2.02	0.16
Port Service Access	0.0	4.73	0.01	0.0	4.72	0.01
A160	0.6	3.01	0.29	0.4	2.67	0.23
Conco Access	0.0	0.00	0.00	0.0	0.00	0.00
2032 Base + Committed						
Humber Road	0.4	2.96	0.19	1.5	4.06	0.55
Manby Road	0.5	2.16	0.31	0.3	2.50	0.20
Port Service Access	0.0	7.24	0.01	0.0	6.11	0.01
A160	1.1	3.93	0.47	0.5	2.71	0.24
Conco Access	0.0	0.00	0.00	0.0	0.00	0.00
2032 Base + Committed + Development						
Humber Road	0.4	2.96	0.20	1.6	4.17	0.56
Manby Road	0.5	2.19	0.31	0.3	2.56	0.20
Port Service Access	0.0	7.37	0.01	0.0	6.27	0.01
A160	1.2	4.09	0.49	0.5	2.78	0.26
Conco Access	0.0	0.00	0.00	0.0	0.00	0.00

1.23 As can be seen above, the maximum RFC of 0.56 is reached during the 2032 Base + Committed + Development is in the PM peak period for traffic movements on the Humber Road arm. This indicates that the development traffic will not have a severe impact on the A160/ Humber Road/ Manby Road Roundabout.

A160/ Ulceby Road/ Habrough Road/ East Halton Road Roundabout (Habrough Roundabout)

1.24 The A160/ Ulceby Road/ Habrough Road/ East Halton Road Roundabout has been assessed using the ARCADY module of Junctions 10. A summary of the results can be seen in **Table 8** below with the full output attached in **Annex TN2 G**.

Table 8 - A160/ Ulceby Road/ Habrough Road/ E Halton Road Junction Assessment Summary

	AM			PM		
	Q (PCU)	Delay (s)	RFC	Q (PCU)	Delay (s)	RFC
2021 Base						
A160 E	0.4	2.52	0.18	0.9	2.70	0.41
Habrough Road	0.3	2.75	0.20	0.1	3.34	0.10
A160 W	1.0	2.63	0.46	0.4	2.27	0.22
Ulceby Road	0.3	5.88	0.20	0.1	3.18	0.07
E Halton Road	0.4	4.93	0.22	0.3	2.72	0.22
2025 Base						
A160 E	0.4	2.56	0.19	1.0	2.83	0.43
Habrough Road	0.3	2.84	0.21	0.1	3.52	0.11
A160 W	1.1	2.77	0.48	0.5	2.32	0.23
Ulceby Road	0.4	6.44	0.22	0.1	3.25	0.07
E Halton Road	0.4	5.28	0.24	0.3	2.80	0.23
2025 Base + Committed						
A160 E	0.6	2.48	0.31	1.2	3.06	0.48
Habrough Road	0.4	3.70	0.27	0.1	4.00	0.13
A160 W	1.5	3.27	0.57	0.7	2.45	0.34
Ulceby Road	0.5	9.26	0.28	0.1	3.98	0.09
E Halton Road	0.5	7.08	0.30	0.4	3.49	0.27
2025 Base + Committed + Development						
A160 E	0.7	2.50	0.31	1.2	3.11	0.49
Habrough Road	0.4	3.76	0.27	0.2	4.10	0.13
A160 W	1.6	3.37	0.58	0.8	2.51	0.36
Ulceby Road	0.5	9.75	0.30	0.1	4.09	0.09
E Halton Road	0.6	7.37	0.31	0.4	3.60	0.28
2032 Base						
A160 E	0.5	2.63	0.20	1.1	3.05	0.46
Habrough Road	0.3	3.00	0.24	0.2	3.82	0.13
A160 W	1.3	3.01	0.52	0.5	2.39	0.25
Ulceby Road	0.4	7.59	0.26	0.1	3.36	0.08
E Halton Road	0.5	5.96	0.28	0.4	2.92	0.25
2032 Base + Committed						
A160 E	0.7	2.56	0.32	1.4	3.32	0.52
Habrough Road	0.4	3.97	0.29	0.2	4.39	0.15
A160 W	1.8	3.62	0.61	0.8	2.54	0.36
Ulceby Road	0.7	11.83	0.35	0.1	4.14	0.10
E Halton Road	0.7	8.36	0.35	0.5	3.67	0.29

2032 Base + Committed + Development						
A160 E	0.7	2.58	0.33	1.4	3.39	0.53
Habrough Road	0.4	4.04	0.30	0.2	4.51	0.15
A160 W	1.9	3.75	0.62	0.8	2.60	0.38
Ulceby Road	0.7	12.64	0.37	0.2	4.26	0.10
E Halton Road	0.7	8.77	0.36	0.5	3.80	0.30

1.25 As can be seen above, the maximum RFC of 0.62 is reached during the 2032 Base + Committed + Development is in the AM peak period for traffic movements on the A160 W arm. This indicates that the development traffic will not have a severe impact on the A160/ Ulceby Road/ Habrough Road/ East Halton Road Roundabout.

A180/ A1173 Roundabout

1.26 The A180/ A1173 Roundabout has been assessed using the ARCADY module of Junctions 10. A summary of the results can be seen in **Table 9** below with the full output attached in **Annex TN2 H**.

Table 9 - A180/ A1173 Junction Assessment Summary

	AM			PM		
	Q (PCU)	Delay (s)	RFC	Q (PCU)	Delay (s)	RFC
2021 Base						
A1173 N	0.1	1.84	0.07	0.6	2.15	0.38
A180 E	0.4	1.75	0.26	0.2	1.93	0.16
A1173 S	0.3	2.55	0.22	0.1	1.92	0.09
A180 W	0.3	2.83	0.17	0.1	2.04	0.06
2025 Base						
A1173 N	0.1	1.85	0.08	0.7	2.19	0.39
A180 E	0.4	1.77	0.27	0.2	1.95	0.17
A1173 S	0.3	2.60	0.23	0.1	1.94	0.09
A180 W	0.3	2.89	0.18	0.1	2.05	0.07
2025 Base + Committed						
A1173 N	0.3	2.09	0.19	1.3	3.07	0.54
A180 E	0.7	2.39	0.38	0.4	2.51	0.26
A1173 S	0.6	3.98	0.37	0.2	2.35	0.14
A180 W	0.7	4.22	0.35	0.2	2.24	0.11

2025 Base + Committed + Development						
A1173 N	0.4	2.22	0.23	1.6	3.22	0.60
A180 E	0.7	2.61	0.40	0.4	2.80	0.28
A1173 S	0.7	4.41	0.40	0.2	2.60	0.16
A180 W	1.1	5.26	0.46	0.4	2.56	0.21
2032 Base						
A1173 N	0.1	1.86	0.08	0.7	2.26	0.40
A180 E	0.4	1.80	0.28	0.2	1.99	0.18
A1173 S	0.3	2.69	0.24	0.1	1.97	0.09
A180 W	0.3	3.00	0.19	0.1	2.07	0.07
2032 Base + Committed						
A1173 N	0.3	2.11	0.19	1.4	3.21	0.56
A180 E	0.7	2.45	0.39	0.4	2.57	0.27
A1173 S	0.7	4.16	0.39	0.2	2.39	0.15
A180 W	0.7	4.43	0.37	0.2	2.27	0.12
2032 Base + Committed + Development						
A1173 N	0.4	2.24	0.23	1.7	3.72	0.61
A180 E	0.8	2.68	0.41	0.4	2.87	0.29
A1173 S	0.7	4.64	0.42	0.2	2.64	0.16
A180 W	1.1	5.58	0.48	0.4	2.60	0.21

1.27 As can be seen above, the maximum RFC of 0.61 is reached during the 2032 Base + Committed + Development is in the PM peak period for traffic movements on the A1173 N arm. This indicates that the development traffic will not have a severe impact on the A180/ A1173 Roundabout.

A160/ A180 Roundabout (Brocklesby Interchange)

1.28 The A160/ A180 Roundabout has been assessed using the ARCADY module of Junctions 10. A summary of the results can be seen in **Table 10** below with the full output attached in **Annex TN2 I**.

Table 10 - A160/ A180 Junction Assessment Summary

	AM			PM		
	Q (PCU)	Delay (s)	RFC	Q (PCU)	Delay (s)	RFC
2021 Base						
A160	0.4	1.70	0.25	0.7	2.22	0.37
A180 E	0.8	622	0.45	0.2	4.41	0.15
A180 W	0.0	1.84	0.00	0.0	0.00	0.00
2025 Base						
A160	0.5	2.48	0.25	0.7	2.26	0.38
A180 E	0.9	6.56	0.47	0.2	4.53	0.16
A180 W	0.0	1.85	0.00	0.0	0.00	0.00
2025 Base + Committed						
A160	0.6	2.63	0.28	1.0	2.61	0.45
A180 E	0.9	6.06	0.48	0.2	5.02	0.18
A180 W	0.0	1.90	0.00	0.0	0.00	0.00
2025 Base + Committed + Development						
A160	0.6	2.67	0.29	1.0	2.71	0.46
A180 E	1.1	6.59	0.51	0.3	5.65	0.22
A180 W	0.0	1.94	0.00	0.0	0.00	0.00
2032 Base						
A160	0.6	2.60	0.27	0.8	2.33	0.39
A180 E	0.8	5.71	0.45	0.2	4.73	0.17
A180 W	0.0	1.88	0.00	0.0	0.00	0.00
2032 Base + Committed						
A160	0.6	2.68	0.30	1.0	2.70	0.46
A180 E	1.0	6.58	0.51	0.3	5.25	0.19
A180 W	0.0	1.93	0.00	0.0	0.00	0.00
2032 Base + Committed + Development						
A160	0.7	2.73	0.30	1.1	2.82	0.48
A180 E	1.2	7.16	0.54	0.4	5.92	0.24
A180 W	0.0	1.96	0.00	0.0	0.00	0.00

1.29 As can be seen above, the maximum RFC of 0.54 is reached during the 2032 Base + Committed + Development is in the AM peak period for traffic movements on the A180 E arm. This indicates that the development traffic will not have a severe impact on the A160/ A180 Roundabout.

Annex TN2 A

Queens Road/ Laporte Road Priority Junction

Junctions 10

PICADY 10 - Priority Intersection Module

Version: 10.0.4.1693
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Filename: Queens Road-Laporte Road RevC.j10
Path: P:\23000's\23325\Junction Assessment\Queens Road-Laporte Road RevC_Junctions 10 Report
Report generation date: 05/08/2022 09:47:02

»2021 Base, AM
»2021 Base, PM
»2025 Base, AM
»2025 Base, PM
»2025 Base + Committed, AM
»2025 Base + Committed, PM
»2025 Base + Committed + Development, AM
»2025 Base + Committed + Development, PM
»2032 Base, AM
»2032 Base, PM
»2032 Base + Committed, AM
»2032 Base + Committed, PM
»2032 Base + Committed + Development, AM
»2032 Base + Committed + Development, PM

Summary of junction performance

	AM			PM		
	Q (PCU)	Delay (s)	RFC	Q (PCU)	Delay (s)	RFC
	2021 Base					
Stream B-C	0.1	8.18	0.08	0.2	6.48	0.12
Stream B-A	0.7	10.91	0.38	0.1	11.08	0.08
Stream C-AB	0.1	5.91	0.06	0.1	6.39	0.05
	2025 Base					
Stream B-C	0.1	8.27	0.08	0.2	6.52	0.13
Stream B-A	0.7	11.16	0.39	0.1	11.15	0.08
Stream C-AB	0.1	5.93	0.06	0.1	6.43	0.05
	2025 Base + Committed					
Stream B-C	0.1	9.21	0.09	0.2	6.57	0.13
Stream B-A	0.8	11.32	0.40	0.1	10.99	0.09
Stream C-AB	0.1	6.37	0.06	0.1	6.49	0.05
	2025 Base + Committed + Development					
Stream B-C	0.2	10.54	0.11	0.2	7.47	0.14
Stream B-A	1.1	14.95	0.50	0.3	11.97	0.16
Stream C-AB	0.1	6.71	0.07	0.1	7.00	0.06
	2032 Base					
Stream B-C	0.1	8.60	0.10	0.2	6.61	0.13
Stream B-A	0.8	11.94	0.42	0.1	11.29	0.09
Stream C-AB	0.1	6.03	0.07	0.1	6.50	0.05
	2032 Base + Committed					
Stream B-C	0.2	9.60	0.12	0.2	6.66	0.14
Stream B-A	0.9	12.13	0.43	0.1	11.13	0.09
Stream C-AB	0.1	6.49	0.07	0.1	6.55	0.05
	2032 Base + Committed + Development					
Stream B-C	0.2	11.19	0.13	0.2	7.58	0.15
Stream B-A	1.3	16.33	0.53	0.3	12.17	0.17
Stream C-AB	0.1	6.84	0.08	0.1	7.07	0.06

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

File summary

File Description

Title	
Location	
Site number	
Date	18/02/2022
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	DTA\Arcady
Description	

Units

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

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2021 Base	AM	ONE HOUR	06:45	08:15	15	✓
D2	2021 Base	PM	ONE HOUR	15:45	17:15	15	✓
D3	2025 Base	AM	ONE HOUR	06:45	08:15	15	✓
D4	2025 Base	PM	ONE HOUR	15:45	17:15	15	✓
D5	2025 Base + Committed	AM	ONE HOUR	06:45	08:15	15	✓
D6	2025 Base + Committed	PM	ONE HOUR	15:45	17:15	15	✓
D7	2025 Base + Committed + Development	AM	ONE HOUR	06:45	08:15	15	✓
D8	2025 Base + Committed + Development	PM	ONE HOUR	15:45	17:15	15	✓
D9	2032 Base	AM	ONE HOUR	06:45	08:15	15	✓
D10	2032 Base	PM	ONE HOUR	15:45	17:15	15	✓
D11	2032 Base + Committed	AM	ONE HOUR	06:45	08:15	15	✓
D12	2032 Base + Committed	PM	ONE HOUR	15:45	17:15	15	✓
D13	2032 Base + Committed + Development	AM	ONE HOUR	06:45	08:15	15	✓
D14	2032 Base + Committed + Development	PM	ONE HOUR	15:45	17:15	15	✓

Analysis Set Details

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

2021 Base, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		4.89	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.89	A

Arms

Arms

Arm	Name	Description	Arm type
A	East Gate		Major
B	Laporte Road		Minor
C	Queens Road		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Width for right-turn storage (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Queens Road	10.40		✓	4.00	92.7	✓	12.00

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

Minor Arm Geometry

Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B - Laporte Road	One lane plus flare	10.00	9.75	6.01	4.53	4.13	✓	2.00	175	97

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	684	0.101	0.255	0.160	0.364
B-C	676	0.084	0.212	-	-
C-B	751	0.235	0.235	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2021 Base	AM	ONE HOUR	06:45	08:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - East Gate		ONE HOUR	✓	81	100.000
B - Laporte Road		ONE HOUR	✓	253	100.000
C - Queens Road		ONE HOUR	✓	253	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - East Gate	B - Laporte Road	C - Queens Road
From	A - East Gate	0	28	53
	B - Laporte Road	212	0	41
	C - Queens Road	215	38	0

Vehicle Mix

HV %s

		To		
		A - East Gate	B - Laporte Road	C - Queens Road
From	A - East Gate	0	50	70
	B - Laporte Road	15	0	22
	C - Queens Road	19	13	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.08	8.18	0.1	A	38	56
B-A	0.38	10.91	0.7	B	195	292
C-AB	0.06	5.91	0.1	A	35	52
C-A					197	296
A-B					26	39
A-C					49	73

Main Results for each time segment

06:45 - 07:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	31	8	621	0.050	31	0.0	0.1	7.440	A
B-A	160	40	636	0.251	158	0.0	0.4	8.641	A
C-AB	29	7	736	0.039	28	0.0	0.0	5.745	A
C-A	162	40			162				
A-B	21	5			21				
A-C	40	10			40				

07:00 - 07:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	37	9	606	0.061	37	0.1	0.1	7.716	A
B-A	191	48	626	0.304	190	0.4	0.5	9.484	A
C-AB	34	9	733	0.047	34	0.0	0.1	5.816	A
C-A	193	48			193				
A-B	25	6			25				
A-C	48	12			48				

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	45	11	582	0.078	45	0.1	0.1	8.175	A
B-A	233	58	613	0.381	233	0.5	0.7	10.862	B
C-AB	42	10	730	0.057	42	0.1	0.1	5.913	A
C-A	237	59			237				
A-B	31	8			31				
A-C	58	15			58				

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	45	11	582	0.078	45	0.1	0.1	8.183	A
B-A	233	58	613	0.381	233	0.7	0.7	10.905	B
C-AB	42	10	730	0.057	42	0.1	0.1	5.913	A
C-A	237	59			237				
A-B	31	8			31				
A-C	58	15			58				

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	37	9	605	0.061	37	0.1	0.1	7.727	A
B-A	191	48	626	0.304	191	0.7	0.5	9.540	A
C-AB	34	9	733	0.047	34	0.1	0.1	5.817	A
C-A	193	48			193				
A-B	25	6			25				
A-C	48	12			48				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	31	8	620	0.050	31	0.1	0.1	7.460	A
B-A	160	40	636	0.251	160	0.5	0.4	8.714	A
C-AB	29	7	736	0.039	29	0.1	0.0	5.750	A
C-A	162	40			162				
A-B	21	5			21				
A-C	40	10			40				

2021 Base, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		1.97	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.97	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2021 Base	PM	ONE HOUR	15:45	17:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - East Gate		ONE HOUR	✓	384	100.000
B - Laporte Road		ONE HOUR	✓	117	100.000
C - Queens Road		ONE HOUR	✓	68	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - East Gate	B - Laporte Road	C - Queens Road
From	A - East Gate	0	235	149
	B - Laporte Road	39	0	78
	C - Queens Road	39	29	0

Vehicle Mix

HV %s

		To		
		A - East Gate	B - Laporte Road	C - Queens Road
From	A - East Gate	0	19	19
	B - Laporte Road	49	0	9
	C - Queens Road	59	10	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.12	6.48	0.2	A	72	107
B-A	0.08	11.08	0.1	B	36	54
C-AB	0.05	6.39	0.1	A	27	40
C-A					36	54
A-B					216	323
A-C					137	205

Main Results for each time segment

15:45 - 16:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	59	15	717	0.082	58	0.0	0.1	5.954	A
B-A	29	7	551	0.053	29	0.0	0.1	10.264	B
C-AB	22	5	683	0.032	22	0.0	0.0	5.989	A
C-A	29	7			29				
A-B	177	44			177				
A-C	112	28			112				

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	70	18	706	0.099	70	0.1	0.1	6.166	A
B-A	35	9	541	0.065	35	0.1	0.1	10.594	B
C-AB	26	7	669	0.039	26	0.0	0.0	6.154	A
C-A	35	9			35				
A-B	211	53			211				
A-C	134	33			134				

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	86	21	692	0.124	86	0.1	0.2	6.473	A
B-A	43	11	527	0.081	43	0.1	0.1	11.072	B
C-AB	32	8	651	0.049	32	0.0	0.1	6.394	A
C-A	43	11			43				
A-B	259	65			259				
A-C	164	41			164				

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	86	21	692	0.124	86	0.2	0.2	6.476	A
B-A	43	11	527	0.081	43	0.1	0.1	11.076	B
C-AB	32	8	651	0.049	32	0.1	0.1	6.394	A
C-A	43	11			43				
A-B	259	65			259				
A-C	164	41			164				

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	70	18	706	0.099	70	0.2	0.1	6.170	A
B-A	35	9	541	0.065	35	0.1	0.1	10.602	B
C-AB	26	7	669	0.039	26	0.1	0.0	6.157	A
C-A	35	9			35				
A-B	211	53			211				
A-C	134	33			134				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	59	15	717	0.082	59	0.1	0.1	5.966	A
B-A	29	7	551	0.053	29	0.1	0.1	10.279	B
C-AB	22	5	683	0.032	22	0.0	0.0	5.995	A
C-A	29	7			29				
A-B	177	44			177				
A-C	112	28			112				

2025 Base, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		4.99	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.99	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2025 Base	AM	ONE HOUR	06:45	08:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - East Gate		ONE HOUR	✓	84	100.000
B - Laporte Road		ONE HOUR	✓	260	100.000
C - Queens Road		ONE HOUR	✓	260	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - East Gate	B - Laporte Road	C - Queens Road
From	A - East Gate	0	29	55
	B - Laporte Road	218	0	42
	C - Queens Road	221	39	0

Vehicle Mix

HV %s

		To		
		A - East Gate	B - Laporte Road	C - Queens Road
From	A - East Gate	0	50	70
	B - Laporte Road	15	0	22
	C - Queens Road	19	13	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.08	8.27	0.1	A	39	58
B-A	0.39	11.16	0.7	B	200	300
C-AB	0.06	5.93	0.1	A	36	54
C-A					203	304
A-B					27	40
A-C					50	76

Main Results for each time segment

06:45 - 07:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	32	8	619	0.051	31	0.0	0.1	7.476	A
B-A	164	41	634	0.259	163	0.0	0.4	8.749	A
C-AB	29	7	736	0.040	29	0.0	0.0	5.756	A
C-A	166	42			166				
A-B	22	5			22				
A-C	41	10			41				

07:00 - 07:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	38	9	603	0.063	38	0.1	0.1	7.767	A
B-A	196	49	624	0.314	195	0.4	0.5	9.637	A
C-AB	35	9	733	0.048	35	0.0	0.1	5.829	A
C-A	199	50			199				
A-B	26	7			26				
A-C	49	12			49				

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	46	12	578	0.080	46	0.1	0.1	8.260	A
B-A	240	60	611	0.393	239	0.5	0.7	11.114	B
C-AB	43	11	729	0.059	43	0.1	0.1	5.930	A
C-A	243	61			243				
A-B	32	8			32				
A-C	61	15			61				

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	46	12	577	0.080	46	0.1	0.1	8.268	A
B-A	240	60	611	0.393	240	0.7	0.7	11.162	B
C-AB	43	11	729	0.059	43	0.1	0.1	5.930	A
C-A	243	61			243				
A-B	32	8			32				
A-C	61	15			61				

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	38	9	602	0.063	38	0.1	0.1	7.780	A
B-A	196	49	624	0.314	197	0.7	0.5	9.701	A
C-AB	35	9	733	0.048	35	0.1	0.1	5.830	A
C-A	199	50			199				
A-B	26	7			26				
A-C	49	12			49				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	32	8	618	0.051	32	0.1	0.1	7.493	A
B-A	164	41	634	0.259	165	0.5	0.4	8.828	A
C-AB	29	7	736	0.040	29	0.1	0.0	5.761	A
C-A	166	42			166				
A-B	22	5			22				
A-C	41	10			41				

2025 Base, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		1.98	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.98	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2025 Base	PM	ONE HOUR	15:45	17:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - East Gate		ONE HOUR	✓	395	100.000
B - Laporte Road		ONE HOUR	✓	120	100.000
C - Queens Road		ONE HOUR	✓	70	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - East Gate	B - Laporte Road	C - Queens Road
From	A - East Gate	0	242	153
	B - Laporte Road	40	0	80
	C - Queens Road	40	30	0

Vehicle Mix

HV %s

		To		
		A - East Gate	B - Laporte Road	C - Queens Road
From	A - East Gate	0	19	19
	B - Laporte Road	49	0	9
	C - Queens Road	59	10	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.13	6.52	0.2	A	73	110
B-A	0.08	11.15	0.1	B	37	55
C-AB	0.05	6.43	0.1	A	28	41
C-A					37	55
A-B					222	333
A-C					140	211

Main Results for each time segment

15:45 - 16:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	60	15	716	0.084	60	0.0	0.1	5.979	A
B-A	30	8	550	0.055	30	0.0	0.1	10.309	B
C-AB	23	6	681	0.033	22	0.0	0.0	6.014	A
C-A	30	8			30				
A-B	182	46			182				
A-C	115	29			115				

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	72	18	705	0.102	72	0.1	0.1	6.201	A
B-A	36	9	539	0.067	36	0.1	0.1	10.651	B
C-AB	27	7	667	0.040	27	0.0	0.0	6.185	A
C-A	36	9			36				
A-B	218	54			218				
A-C	138	34			138				

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	88	22	690	0.128	88	0.1	0.2	6.520	A
B-A	44	11	525	0.084	44	0.1	0.1	11.148	B
C-AB	33	8	648	0.051	33	0.0	0.1	6.435	A
C-A	44	11			44				
A-B	266	67			266				
A-C	168	42			168				

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	88	22	689	0.128	88	0.2	0.2	6.523	A
B-A	44	11	525	0.084	44	0.1	0.1	11.152	B
C-AB	33	8	648	0.051	33	0.1	0.1	6.435	A
C-A	44	11			44				
A-B	266	67			266				
A-C	168	42			168				

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	72	18	704	0.102	72	0.2	0.1	6.205	A
B-A	36	9	539	0.067	36	0.1	0.1	10.657	B
C-AB	27	7	667	0.040	27	0.1	0.0	6.188	A
C-A	36	9			36				
A-B	218	54			218				
A-C	138	34			138				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	60	15	715	0.084	60	0.1	0.1	5.991	A
B-A	30	8	550	0.055	30	0.1	0.1	10.322	B
C-AB	23	6	681	0.033	23	0.0	0.0	6.019	A
C-A	30	8			30				
A-B	182	46			182				
A-C	115	29			115				

2025 Base + Committed, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		5.04	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.04	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2025 Base + Committed	AM	ONE HOUR	06:45	08:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - East Gate		ONE HOUR	✓	103	100.000
B - Laporte Road		ONE HOUR	✓	269	100.000
C - Queens Road		ONE HOUR	✓	265	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - East Gate	B - Laporte Road	C - Queens Road
From	A - East Gate	0	48	55
	B - Laporte Road	220	0	49
	C - Queens Road	223	42	0

Vehicle Mix

HV %s

		To		
		A - East Gate	B - Laporte Road	C - Queens Road
From	A - East Gate	0	30	70
	B - Laporte Road	14	0	33
	C - Queens Road	19	20	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.09	9.21	0.1	A	45	67
B-A	0.40	11.32	0.8	B	202	303
C-AB	0.06	6.37	0.1	A	39	58
C-A					205	307
A-B					44	66
A-C					50	76

Main Results for each time segment

06:45 - 07:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	37	9	618	0.060	37	0.0	0.1	8.224	A
B-A	166	41	629	0.263	164	0.0	0.4	8.792	A
C-AB	32	8	732	0.043	31	0.0	0.1	6.161	A
C-A	168	42			168				
A-B	36	9			36				
A-C	41	10			41				

07:00 - 07:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	44	11	602	0.073	44	0.1	0.1	8.583	A
B-A	198	49	619	0.320	197	0.4	0.5	9.721	A
C-AB	38	9	729	0.052	38	0.1	0.1	6.250	A
C-A	200	50			200				
A-B	43	11			43				
A-C	49	12			49				

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	54	13	574	0.094	54	0.1	0.1	9.198	A
B-A	242	61	605	0.401	241	0.5	0.7	11.270	B
C-AB	46	12	724	0.064	46	0.1	0.1	6.373	A
C-A	246	61			246				
A-B	53	13			53				
A-C	61	15			61				

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	54	13	574	0.094	54	0.1	0.1	9.211	A
B-A	242	61	605	0.401	242	0.7	0.8	11.323	B
C-AB	46	12	724	0.064	46	0.1	0.1	6.373	A
C-A	246	61			246				
A-B	53	13			53				
A-C	61	15			61				

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	44	11	601	0.073	44	0.1	0.1	8.600	A
B-A	198	49	619	0.320	199	0.8	0.5	9.785	A
C-AB	38	9	729	0.052	38	0.1	0.1	6.251	A
C-A	200	50			200				
A-B	43	11			43				
A-C	49	12			49				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	37	9	618	0.060	37	0.1	0.1	8.248	A
B-A	166	41	629	0.263	166	0.5	0.4	8.872	A
C-AB	32	8	732	0.043	32	0.1	0.1	6.167	A
C-A	168	42			168				
A-B	36	9			36				
A-C	41	10			41				

2025 Base + Committed, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		1.95	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.95	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2025 Base + Committed	PM	ONE HOUR	15:45	17:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - East Gate		ONE HOUR	✓	414	100.000
B - Laporte Road		ONE HOUR	✓	122	100.000
C - Queens Road		ONE HOUR	✓	71	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - East Gate	B - Laporte Road	C - Queens Road
From	A - East Gate	0	261	153
	B - Laporte Road	42	0	80
	C - Queens Road	41	30	0

Vehicle Mix

HV %s

		To		
		A - East Gate	B - Laporte Road	C - Queens Road
From	A - East Gate	0	17	19
	B - Laporte Road	46	0	9
	C - Queens Road	60	10	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.13	6.57	0.2	A	73	110
B-A	0.09	10.99	0.1	B	39	58
C-AB	0.05	6.49	0.1	A	28	41
C-A					38	56
A-B					239	359
A-C					140	211

Main Results for each time segment

15:45 - 16:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	60	15	712	0.085	60	0.0	0.1	6.012	A
B-A	32	8	550	0.058	31	0.0	0.1	10.128	B
C-AB	23	6	677	0.033	22	0.0	0.0	6.045	A
C-A	31	8			31				
A-B	196	49			196				
A-C	115	29			115				

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	72	18	701	0.103	72	0.1	0.1	6.240	A
B-A	38	9	539	0.070	38	0.1	0.1	10.477	B
C-AB	27	7	663	0.041	27	0.0	0.0	6.224	A
C-A	37	9			37				
A-B	235	59			235				
A-C	138	34			138				

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	88	22	685	0.129	88	0.1	0.2	6.569	A
B-A	46	12	524	0.088	46	0.1	0.1	10.987	B
C-AB	33	8	643	0.051	33	0.0	0.1	6.486	A
C-A	45	11			45				
A-B	287	72			287				
A-C	168	42			168				

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	88	22	685	0.129	88	0.2	0.2	6.572	A
B-A	46	12	524	0.088	46	0.1	0.1	10.991	B
C-AB	33	8	643	0.051	33	0.1	0.1	6.486	A
C-A	45	11			45				
A-B	287	72			287				
A-C	168	42			168				

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	72	18	700	0.103	72	0.2	0.1	6.245	A
B-A	38	9	539	0.070	38	0.1	0.1	10.483	B
C-AB	27	7	663	0.041	27	0.1	0.0	6.225	A
C-A	37	9			37				
A-B	235	59			235				
A-C	138	34			138				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	60	15	712	0.085	60	0.1	0.1	6.027	A
B-A	32	8	550	0.057	32	0.1	0.1	10.141	B
C-AB	23	6	677	0.033	23	0.0	0.0	6.050	A
C-A	31	8			31				
A-B	196	49			196				
A-C	115	29			115				

2025 Base + Committed + Development, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		4.65	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.65	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2025 Base + Committed + Development	AM	ONE HOUR	06:45	08:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - East Gate		ONE HOUR	✓	236	100.000
B - Laporte Road		ONE HOUR	✓	296	100.000
C - Queens Road		ONE HOUR	✓	433	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - East Gate	B - Laporte Road	C - Queens Road
From	A - East Gate	0	74	162
	B - Laporte Road	247	0	49
	C - Queens Road	391	42	0

Vehicle Mix

HV %s

		To		
		A - East Gate	B - Laporte Road	C - Queens Road
From	A - East Gate	0	20	46
	B - Laporte Road	13	0	33
	C - Queens Road	28	20	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.11	10.54	0.2	B	45	67
B-A	0.50	14.95	1.1	B	227	340
C-AB	0.07	6.71	0.1	A	39	58
C-A					359	538
A-B					68	102
A-C					149	223

Main Results for each time segment

06:45 - 07:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	37	9	586	0.063	37	0.0	0.1	8.710	A
B-A	186	46	589	0.316	184	0.0	0.5	10.002	B
C-AB	32	8	709	0.045	31	0.0	0.1	6.375	A
C-A	294	74			294				
A-B	56	14			56				
A-C	122	30			122				

07:00 - 07:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	44	11	558	0.079	44	0.1	0.1	9.306	A
B-A	222	56	570	0.390	221	0.5	0.7	11.640	B
C-AB	38	9	701	0.054	38	0.1	0.1	6.515	A
C-A	352	88			352				
A-B	67	17			67				
A-C	146	36			146				

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	54	13	509	0.106	54	0.1	0.2	10.507	B
B-A	272	68	544	0.500	270	0.7	1.1	14.784	B
C-AB	46	12	690	0.067	46	0.1	0.1	6.714	A
C-A	430	108			430				
A-B	81	20			81				
A-C	178	45			178				

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	54	13	508	0.106	54	0.2	0.2	10.541	B
B-A	272	68	544	0.500	272	1.1	1.1	14.945	B
C-AB	46	12	690	0.067	46	0.1	0.1	6.714	A
C-A	430	108			430				
A-B	81	20			81				
A-C	178	45			178				

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	44	11	557	0.079	44	0.2	0.1	9.338	A
B-A	222	56	570	0.390	224	1.1	0.7	11.795	B
C-AB	38	9	701	0.054	38	0.1	0.1	6.516	A
C-A	352	88			352				
A-B	67	17			67				
A-C	146	36			146				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	37	9	585	0.063	37	0.1	0.1	8.745	A
B-A	186	46	589	0.316	187	0.7	0.5	10.145	B
C-AB	32	8	709	0.045	32	0.1	0.1	6.381	A
C-A	294	74			294				
A-B	56	14			56				
A-C	122	30			122				

2025 Base + Committed + Development, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		1.58	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.58	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2025 Base + Committed + Development	PM	ONE HOUR	15:45	17:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - East Gate		ONE HOUR	✓	587	100.000
B - Laporte Road		ONE HOUR	✓	149	100.000
C - Queens Road		ONE HOUR	✓	295	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - East Gate	B - Laporte Road	C - Queens Road
From	A - East Gate	0	287	300
	B - Laporte Road	69	0	80
	C - Queens Road	265	30	0

Vehicle Mix

HV %s

		To		
		A - East Gate	B - Laporte Road	C - Queens Road
From	A - East Gate	0	16	27
	B - Laporte Road	29	0	9
	C - Queens Road	43	10	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.14	7.47	0.2	A	73	110
B-A	0.16	11.97	0.3	B	63	95
C-AB	0.06	7.00	0.1	A	28	41
C-A					243	365
A-B					263	395
A-C					275	413

Main Results for each time segment

15:45 - 16:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	60	15	657	0.092	60	0.0	0.1	6.562	A
B-A	52	13	514	0.101	51	0.0	0.1	10.016	B
C-AB	23	6	647	0.035	22	0.0	0.0	6.341	A
C-A	200	50			200				
A-B	216	54			216				
A-C	226	56			226				

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	72	18	639	0.113	72	0.1	0.1	6.914	A
B-A	62	16	493	0.126	62	0.1	0.2	10.763	B
C-AB	27	7	627	0.043	27	0.0	0.0	6.604	A
C-A	238	60			238				
A-B	258	65			258				
A-C	270	67			270				

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	88	22	614	0.144	88	0.1	0.2	7.461	A
B-A	76	19	464	0.164	76	0.2	0.2	11.951	B
C-AB	33	8	599	0.055	33	0.0	0.1	7.000	A
C-A	292	73			292				
A-B	316	79			316				
A-C	330	83			330				

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	88	22	614	0.144	88	0.2	0.2	7.466	A
B-A	76	19	464	0.164	76	0.2	0.3	11.967	B
C-AB	33	8	599	0.055	33	0.1	0.1	7.000	A
C-A	292	73			292				
A-B	316	79			316				
A-C	330	83			330				

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	72	18	639	0.113	72	0.2	0.1	6.924	A
B-A	62	16	493	0.126	62	0.3	0.2	10.779	B
C-AB	27	7	627	0.043	27	0.1	0.0	6.605	A
C-A	238	60			238				
A-B	258	65			258				
A-C	270	67			270				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	60	15	657	0.092	60	0.1	0.1	6.577	A
B-A	52	13	515	0.101	52	0.2	0.1	10.044	B
C-AB	23	6	647	0.035	23	0.0	0.0	6.345	A
C-A	200	50			200				
A-B	216	54			216				
A-C	226	56			226				

2032 Base, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		5.19	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.19	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D9	2032 Base	AM	ONE HOUR	06:45	08:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - East Gate		ONE HOUR	✓	108	100.000
B - Laporte Road		ONE HOUR	✓	283	100.000
C - Queens Road		ONE HOUR	✓	277	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - East Gate	B - Laporte Road	C - Queens Road
From	A - East Gate	0	51	57
	B - Laporte Road	231	0	52
	C - Queens Road	233	44	0

Vehicle Mix

HV %s

		To		
		A - East Gate	B - Laporte Road	C - Queens Road
From	A - East Gate	0	50	70
	B - Laporte Road	15	0	22
	C - Queens Road	19	13	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.10	8.60	0.1	A	48	72
B-A	0.42	11.94	0.8	B	212	318
C-AB	0.07	6.03	0.1	A	40	61
C-A					214	321
A-B					47	70
A-C					52	78

Main Results for each time segment

06:45 - 07:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	39	10	616	0.064	39	0.0	0.1	7.608	A
B-A	174	43	627	0.278	172	0.0	0.4	9.074	A
C-AB	33	8	731	0.045	33	0.0	0.1	5.822	A
C-A	175	44			175				
A-B	38	10			38				
A-C	43	11			43				

07:00 - 07:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	47	12	598	0.078	47	0.1	0.1	7.962	A
B-A	208	52	616	0.337	207	0.4	0.6	10.112	B
C-AB	40	10	728	0.054	40	0.1	0.1	5.910	A
C-A	209	52			209				
A-B	46	11			46				
A-C	51	13			51				

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	57	14	569	0.101	57	0.1	0.1	8.582	A
B-A	254	64	601	0.423	253	0.6	0.8	11.872	B
C-AB	48	12	723	0.067	48	0.1	0.1	6.033	A
C-A	257	64			257				
A-B	56	14			56				
A-C	63	16			63				

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	57	14	568	0.101	57	0.1	0.1	8.595	A
B-A	254	64	601	0.423	254	0.8	0.8	11.936	B
C-AB	48	12	723	0.067	48	0.1	0.1	6.033	A
C-A	257	64			257				
A-B	56	14			56				
A-C	63	16			63				

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	47	12	597	0.078	47	0.1	0.1	7.980	A
B-A	208	52	616	0.337	209	0.8	0.6	10.189	B
C-AB	40	10	728	0.054	40	0.1	0.1	5.911	A
C-A	209	52			209				
A-B	46	11			46				
A-C	51	13			51				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	39	10	615	0.064	39	0.1	0.1	7.628	A
B-A	174	43	627	0.278	174	0.6	0.4	9.167	A
C-AB	33	8	731	0.045	33	0.1	0.1	5.827	A
C-A	175	44			175				
A-B	38	10			38				
A-C	43	11			43				

2032 Base, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		2.01	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.01	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D10	2032 Base	PM	ONE HOUR	15:45	17:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - East Gate		ONE HOUR	✓	413	100.000
B - Laporte Road		ONE HOUR	✓	126	100.000
C - Queens Road		ONE HOUR	✓	73	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - East Gate	B - Laporte Road	C - Queens Road
From	A - East Gate	0	253	160
	B - Laporte Road	42	0	84
	C - Queens Road	42	31	0

Vehicle Mix

HV %s

		To		
		A - East Gate	B - Laporte Road	C - Queens Road
From	A - East Gate	0	19	19
	B - Laporte Road	49	0	9
	C - Queens Road	59	10	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.13	6.61	0.2	A	77	116
B-A	0.09	11.29	0.1	B	39	58
C-AB	0.05	6.50	0.1	A	28	43
C-A					39	58
A-B					232	348
A-C					147	220

Main Results for each time segment

15:45 - 16:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	63	16	713	0.089	63	0.0	0.1	6.030	A
B-A	32	8	547	0.058	31	0.0	0.1	10.384	B
C-AB	23	6	677	0.034	23	0.0	0.0	6.050	A
C-A	32	8			32				
A-B	190	48			190				
A-C	120	30			120				

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	76	19	702	0.108	75	0.1	0.1	6.267	A
B-A	38	9	537	0.070	38	0.1	0.1	10.750	B
C-AB	28	7	663	0.042	28	0.0	0.0	6.231	A
C-A	38	9			38				
A-B	227	57			227				
A-C	144	36			144				

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	92	23	686	0.135	92	0.1	0.2	6.610	A
B-A	46	12	521	0.089	46	0.1	0.1	11.282	B
C-AB	34	9	644	0.053	34	0.0	0.1	6.495	A
C-A	46	12			46				
A-B	279	70			279				
A-C	176	44			176				

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	92	23	686	0.135	92	0.2	0.2	6.614	A
B-A	46	12	521	0.089	46	0.1	0.1	11.286	B
C-AB	34	9	644	0.053	34	0.1	0.1	6.495	A
C-A	46	12			46				
A-B	279	70			279				
A-C	176	44			176				

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	76	19	701	0.108	76	0.2	0.1	6.272	A
B-A	38	9	537	0.070	38	0.1	0.1	10.757	B
C-AB	28	7	663	0.042	28	0.1	0.0	6.232	A
C-A	38	9			38				
A-B	227	57			227				
A-C	144	36			144				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	63	16	713	0.089	63	0.1	0.1	6.043	A
B-A	32	8	548	0.058	32	0.1	0.1	10.400	B
C-AB	23	6	677	0.034	23	0.0	0.0	6.056	A
C-A	32	8			32				
A-B	190	48			190				
A-C	120	30			120				

2032 Base + Committed, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		5.28	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.28	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D11	2032 Base + Committed	AM	ONE HOUR	06:45	08:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - East Gate		ONE HOUR	✓	127	100.000
B - Laporte Road		ONE HOUR	✓	292	100.000
C - Queens Road		ONE HOUR	✓	281	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - East Gate	B - Laporte Road	C - Queens Road
From	A - East Gate	0	70	57
	B - Laporte Road	233	0	59
	C - Queens Road	234	47	0

Vehicle Mix

HV %s

		To		
		A - East Gate	B - Laporte Road	C - Queens Road
From	A - East Gate	0	30	70
	B - Laporte Road	14	0	33
	C - Queens Road	19	20	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.12	9.60	0.2	A	54	81
B-A	0.43	12.13	0.9	B	214	321
C-AB	0.07	6.49	0.1	A	43	65
C-A					215	322
A-B					64	96
A-C					52	78

Main Results for each time segment

06:45 - 07:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	44	11	616	0.072	44	0.0	0.1	8.368	A
B-A	175	44	622	0.282	174	0.0	0.4	9.126	A
C-AB	35	9	728	0.049	35	0.0	0.1	6.232	A
C-A	176	44			176				
A-B	53	13			53				
A-C	43	11			43				

07:00 - 07:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	53	13	597	0.089	53	0.1	0.1	8.803	A
B-A	209	52	610	0.343	209	0.4	0.6	10.207	B
C-AB	42	11	724	0.058	42	0.1	0.1	6.338	A
C-A	210	53			210				
A-B	63	16			63				
A-C	51	13			51				

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	65	16	564	0.115	65	0.1	0.2	9.579	A
B-A	257	64	595	0.431	255	0.6	0.8	12.063	B
C-AB	52	13	718	0.072	52	0.1	0.1	6.485	A
C-A	258	64			258				
A-B	77	19			77				
A-C	63	16			63				

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	65	16	564	0.115	65	0.2	0.2	9.597	A
B-A	257	64	595	0.431	257	0.8	0.9	12.134	B
C-AB	52	13	718	0.072	52	0.1	0.1	6.485	A
C-A	258	64			258				
A-B	77	19			77				
A-C	63	16			63				

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	53	13	596	0.089	53	0.2	0.1	8.828	A
B-A	209	52	610	0.343	210	0.9	0.6	10.290	B
C-AB	42	11	724	0.058	42	0.1	0.1	6.342	A
C-A	210	53			210				
A-B	63	16			63				
A-C	51	13			51				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	44	11	615	0.072	45	0.1	0.1	8.399	A
B-A	175	44	622	0.282	176	0.6	0.5	9.225	A
C-AB	35	9	728	0.049	35	0.1	0.1	6.238	A
C-A	176	44			176				
A-B	53	13			53				
A-C	43	11			43				

2032 Base + Committed, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		1.98	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.98	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D12	2032 Base + Committed	PM	ONE HOUR	15:45	17:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - East Gate		ONE HOUR	✓	432	100.000
B - Laporte Road		ONE HOUR	✓	128	100.000
C - Queens Road		ONE HOUR	✓	74	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - East Gate	B - Laporte Road	C - Queens Road
From	A - East Gate	0	272	160
	B - Laporte Road	44	0	84
	C - Queens Road	43	31	0

Vehicle Mix

HV %s

		To		
		A - East Gate	B - Laporte Road	C - Queens Road
From	A - East Gate	0	17	19
	B - Laporte Road	46	0	9
	C - Queens Road	60	10	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.14	6.66	0.2	A	77	116
B-A	0.09	11.13	0.1	B	40	61
C-AB	0.05	6.55	0.1	A	28	43
C-A					39	59
A-B					250	374
A-C					147	220

Main Results for each time segment

15:45 - 16:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	63	16	710	0.089	63	0.0	0.1	6.064	A
B-A	33	8	547	0.061	33	0.0	0.1	10.204	B
C-AB	23	6	674	0.035	23	0.0	0.0	6.081	A
C-A	32	8			32				
A-B	205	51			205				
A-C	120	30			120				

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	76	19	698	0.108	75	0.1	0.1	6.307	A
B-A	40	10	536	0.074	39	0.1	0.1	10.577	B
C-AB	28	7	659	0.042	28	0.0	0.0	6.270	A
C-A	39	10			39				
A-B	245	61			245				
A-C	144	36			144				

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	92	23	681	0.136	92	0.1	0.2	6.660	A
B-A	48	12	521	0.093	48	0.1	0.1	11.122	B
C-AB	34	9	639	0.053	34	0.0	0.1	6.548	A
C-A	47	12			47				
A-B	299	75			299				
A-C	176	44			176				

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	92	23	681	0.136	92	0.2	0.2	6.663	A
B-A	48	12	521	0.093	48	0.1	0.1	11.126	B
C-AB	34	9	639	0.053	34	0.1	0.1	6.548	A
C-A	47	12			47				
A-B	299	75			299				
A-C	176	44			176				

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	76	19	697	0.108	76	0.2	0.1	6.314	A
B-A	40	10	536	0.074	40	0.1	0.1	10.585	B
C-AB	28	7	659	0.042	28	0.1	0.0	6.274	A
C-A	39	10			39				
A-B	245	61			245				
A-C	144	36			144				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	63	16	709	0.089	63	0.1	0.1	6.076	A
B-A	33	8	548	0.060	33	0.1	0.1	10.219	B
C-AB	23	6	674	0.035	23	0.0	0.0	6.087	A
C-A	32	8			32				
A-B	205	51			205				
A-C	120	30			120				

2032 Base + Committed + Development, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		5.07	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.07	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D13	2032 Base + Committed + Development	AM	ONE HOUR	06:45	08:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - East Gate		ONE HOUR	✓	261	100.000
B - Laporte Road		ONE HOUR	✓	318	100.000
C - Queens Road		ONE HOUR	✓	449	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - East Gate	B - Laporte Road	C - Queens Road
From	A - East Gate	0	96	165
	B - Laporte Road	259	0	59
	C - Queens Road	402	47	0

Vehicle Mix

HV %s

		To		
		A - East Gate	B - Laporte Road	C - Queens Road
From	A - East Gate	0	20	46
	B - Laporte Road	13	0	33
	C - Queens Road	28	20	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.13	11.19	0.2	B	54	81
B-A	0.53	16.33	1.3	C	238	356
C-AB	0.08	6.84	0.1	A	43	65
C-A					369	553
A-B					88	132
A-C					151	227

Main Results for each time segment

06:45 - 07:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	44	11	582	0.076	44	0.0	0.1	8.890	A
B-A	195	49	581	0.336	193	0.0	0.6	10.416	B
C-AB	35	9	704	0.050	35	0.0	0.1	6.453	A
C-A	303	76			303				
A-B	72	18			72				
A-C	124	31			124				

07:00 - 07:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	53	13	551	0.096	53	0.1	0.1	9.607	A
B-A	233	58	561	0.415	232	0.6	0.8	12.310	B
C-AB	42	11	695	0.061	42	0.1	0.1	6.613	A
C-A	361	90			361				
A-B	86	22			86				
A-C	148	37			148				

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	65	16	495	0.131	65	0.1	0.2	11.129	B
B-A	285	71	534	0.534	283	0.8	1.2	16.103	C
C-AB	52	13	683	0.076	52	0.1	0.1	6.842	A
C-A	443	111			443				
A-B	106	26			106				
A-C	182	45			182				

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	65	16	493	0.132	65	0.2	0.2	11.186	B
B-A	285	71	534	0.534	285	1.2	1.3	16.328	C
C-AB	52	13	683	0.076	52	0.1	0.1	6.842	A
C-A	443	111			443				
A-B	106	26			106				
A-C	182	45			182				

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	53	13	549	0.097	53	0.2	0.1	9.656	A
B-A	233	58	561	0.415	235	1.3	0.8	12.513	B
C-AB	42	11	695	0.061	42	0.1	0.1	6.617	A
C-A	361	90			361				
A-B	86	22			86				
A-C	148	37			148				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	44	11	580	0.077	45	0.1	0.1	8.937	A
B-A	195	49	581	0.336	196	0.8	0.6	10.589	B
C-AB	35	9	704	0.050	35	0.1	0.1	6.460	A
C-A	303	76			303				
A-B	72	18			72				
A-C	124	31			124				

2032 Base + Committed + Development, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		1.63	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.63	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D14	2032 Base + Committed + Development	PM	ONE HOUR	15:45	17:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - East Gate		ONE HOUR	✓	605	100.000
B - Laporte Road		ONE HOUR	✓	155	100.000
C - Queens Road		ONE HOUR	✓	298	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - East Gate	B - Laporte Road	C - Queens Road
From	A - East Gate	0	298	307
	B - Laporte Road	71	0	84
	C - Queens Road	267	31	0

Vehicle Mix

HV %s

		To		
		A - East Gate	B - Laporte Road	C - Queens Road
From	A - East Gate	0	16	27
	B - Laporte Road	29	0	9
	C - Queens Road	43	10	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.15	7.58	0.2	A	77	116
B-A	0.17	12.17	0.3	B	65	98
C-AB	0.06	7.07	0.1	A	28	43
C-A					245	368
A-B					273	410
A-C					282	423

Main Results for each time segment

15:45 - 16:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	63	16	656	0.096	63	0.0	0.1	6.619	A
B-A	53	13	511	0.105	53	0.0	0.1	10.114	B
C-AB	23	6	643	0.036	23	0.0	0.0	6.382	A
C-A	201	50			201				
A-B	224	56			224				
A-C	231	58			231				

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	76	19	637	0.119	75	0.1	0.1	6.987	A
B-A	64	16	490	0.130	64	0.1	0.2	10.893	B
C-AB	28	7	623	0.045	28	0.0	0.1	6.656	A
C-A	240	60			240				
A-B	268	67			268				
A-C	276	69			276				

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	92	23	611	0.151	92	0.1	0.2	7.570	A
B-A	78	20	460	0.170	78	0.2	0.3	12.152	B
C-AB	34	9	594	0.057	34	0.1	0.1	7.072	A
C-A	294	73			294				
A-B	328	82			328				
A-C	338	85			338				

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	92	23	610	0.152	92	0.2	0.2	7.575	A
B-A	78	20	460	0.170	78	0.3	0.3	12.168	B
C-AB	34	9	594	0.057	34	0.1	0.1	7.072	A
C-A	294	73			294				
A-B	328	82			328				
A-C	338	85			338				

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	76	19	636	0.119	76	0.2	0.1	7.001	A
B-A	64	16	490	0.130	64	0.3	0.2	10.916	B
C-AB	28	7	623	0.045	28	0.1	0.1	6.660	A
C-A	240	60			240				
A-B	268	67			268				
A-C	276	69			276				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	63	16	655	0.097	63	0.1	0.1	6.633	A
B-A	53	13	511	0.105	54	0.2	0.2	10.148	B
C-AB	23	6	643	0.036	23	0.1	0.0	6.388	A
C-A	201	50			201				
A-B	224	56			224				
A-C	231	58			231				

Junctions 10

PICADY 10 - Priority Intersection Module

Version: 10.0.4.1693
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Filename: Queens Road-Laporte Road (Sensitivity) RevA.j10
Path: P:\23000's\23325\Junction Assessment\Sensitivity Test
Report generation date: 08/08/2022 10:32:15

»2021 Base, AM
»2021 Base, PM
»2025 Base, AM
»2025 Base, PM
»2025 Base + Committed, AM
»2025 Base + Committed, PM
»2025 Base + Committed + Development, AM
»2025 Base + Committed + Development, PM
»2032 Base, AM
»2032 Base, PM
»2032 Base + Committed, AM
»2032 Base + Committed, PM
»2032 Base + Committed + Development, AM
»2032 Base + Committed + Development, PM

Summary of junction performance

	AM			PM		
	Q (PCU)	Delay (s)	RFC	Q (PCU)	Delay (s)	RFC
	2021 Base					
Stream B-C	0.1	8.18	0.08	0.2	6.48	0.12
Stream B-A	0.7	10.91	0.38	0.1	11.08	0.08
Stream C-AB	0.1	5.91	0.06	0.1	6.39	0.05
	2025 Base					
Stream B-C	0.1	8.27	0.08	0.2	6.52	0.13
Stream B-A	0.7	11.16	0.39	0.1	11.15	0.08
Stream C-AB	0.1	5.93	0.06	0.1	6.43	0.05
	2025 Base + Committed					
Stream B-C	0.1	9.21	0.09	0.2	6.57	0.13
Stream B-A	0.8	11.32	0.40	0.1	10.99	0.09
Stream C-AB	0.1	6.37	0.06	0.1	6.49	0.05
	2025 Base + Committed + Development					
Stream B-C	0.2	10.71	0.11	0.2	7.54	0.14
Stream B-A	1.2	15.53	0.51	0.3	12.35	0.17
Stream C-AB	0.1	6.76	0.07	0.1	7.06	0.06
	2032 Base					
Stream B-C	0.1	8.60	0.10	0.2	6.61	0.13
Stream B-A	0.8	11.94	0.42	0.1	11.29	0.09
Stream C-AB	0.1	6.03	0.07	0.1	6.50	0.05
	2032 Base + Committed					
Stream B-C	0.2	9.60	0.12	0.2	6.66	0.14
Stream B-A	0.9	12.13	0.43	0.2	11.35	0.09
Stream C-AB	0.1	6.49	0.07	0.1	6.55	0.05
	2032 Base + Committed + Development					
Stream B-C	0.2	11.41	0.13	0.2	7.65	0.15
Stream B-A	1.3	17.02	0.54	0.3	12.55	0.17
Stream C-AB	0.1	6.88	0.08	0.1	7.13	0.06

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

File summary

File Description

Title	
Location	
Site number	
Date	18/02/2022
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	DTA\Arcady
Description	

Units

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

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2021 Base	AM	ONE HOUR	06:45	08:15	15	✓
D2	2021 Base	PM	ONE HOUR	16:45	18:15	15	✓
D3	2025 Base	AM	ONE HOUR	06:45	08:15	15	✓
D4	2025 Base	PM	ONE HOUR	16:45	18:15	15	✓
D5	2025 Base + Committed	AM	ONE HOUR	06:45	08:15	15	✓
D6	2025 Base + Committed	PM	ONE HOUR	16:45	18:15	15	✓
D7	2025 Base + Committed + Development	AM	ONE HOUR	06:45	08:15	15	✓
D8	2025 Base + Committed + Development	PM	ONE HOUR	16:45	18:15	15	✓
D9	2032 Base	AM	ONE HOUR	06:45	08:15	15	✓
D10	2032 Base	PM	ONE HOUR	16:45	18:15	15	✓
D11	2032 Base + Committed	AM	ONE HOUR	06:45	08:15	15	✓
D12	2032 Base + Committed	PM	ONE HOUR	16:45	18:15	15	✓
D13	2032 Base + Committed + Development	AM	ONE HOUR	06:45	08:15	15	✓
D14	2032 Base + Committed + Development	PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

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

2021 Base, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		4.89	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.89	A

Arms

Arms

Arm	Name	Description	Arm type
A	East Gate		Major
B	Laporte Road		Minor
C	Queens Road		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Width for right-turn storage (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Queens Road	10.40		✓	4.00	92.7	✓	12.00

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

Minor Arm Geometry

Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B - Laporte Road	One lane plus flare	10.00	9.75	6.01	4.53	4.13	✓	2.00	175	97

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	684	0.101	0.255	0.160	0.364
B-C	676	0.084	0.212	-	-
C-B	751	0.235	0.235	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2021 Base	AM	ONE HOUR	06:45	08:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - East Gate		ONE HOUR	✓	81	100.000
B - Laporte Road		ONE HOUR	✓	253	100.000
C - Queens Road		ONE HOUR	✓	253	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - East Gate	B - Laporte Road	C - Queens Road
From	A - East Gate	0	28	53
	B - Laporte Road	212	0	41
	C - Queens Road	215	38	0

Vehicle Mix

HV %s

		To		
		A - East Gate	B - Laporte Road	C - Queens Road
From	A - East Gate	0	50	70
	B - Laporte Road	15	0	22
	C - Queens Road	19	13	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.08	8.18	0.1	A	38	56
B-A	0.38	10.91	0.7	B	195	292
C-AB	0.06	5.91	0.1	A	35	52
C-A					197	296
A-B					26	39
A-C					49	73

Main Results for each time segment

06:45 - 07:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	31	8	621	0.050	31	0.0	0.1	7.440	A
B-A	160	40	636	0.251	158	0.0	0.4	8.641	A
C-AB	29	7	736	0.039	28	0.0	0.0	5.745	A
C-A	162	40			162				
A-B	21	5			21				
A-C	40	10			40				

07:00 - 07:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	37	9	606	0.061	37	0.1	0.1	7.716	A
B-A	191	48	626	0.304	190	0.4	0.5	9.484	A
C-AB	34	9	733	0.047	34	0.0	0.1	5.816	A
C-A	193	48			193				
A-B	25	6			25				
A-C	48	12			48				

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	45	11	582	0.078	45	0.1	0.1	8.175	A
B-A	233	58	613	0.381	233	0.5	0.7	10.862	B
C-AB	42	10	730	0.057	42	0.1	0.1	5.913	A
C-A	237	59			237				
A-B	31	8			31				
A-C	58	15			58				

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	45	11	582	0.078	45	0.1	0.1	8.183	A
B-A	233	58	613	0.381	233	0.7	0.7	10.905	B
C-AB	42	10	730	0.057	42	0.1	0.1	5.913	A
C-A	237	59			237				
A-B	31	8			31				
A-C	58	15			58				

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	37	9	605	0.061	37	0.1	0.1	7.727	A
B-A	191	48	626	0.304	191	0.7	0.5	9.540	A
C-AB	34	9	733	0.047	34	0.1	0.1	5.817	A
C-A	193	48			193				
A-B	25	6			25				
A-C	48	12			48				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	31	8	620	0.050	31	0.1	0.1	7.460	A
B-A	160	40	636	0.251	160	0.5	0.4	8.714	A
C-AB	29	7	736	0.039	29	0.1	0.0	5.750	A
C-A	162	40			162				
A-B	21	5			21				
A-C	40	10			40				

2021 Base, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		1.97	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.97	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2021 Base	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - East Gate		ONE HOUR	✓	384	100.000
B - Laporte Road		ONE HOUR	✓	117	100.000
C - Queens Road		ONE HOUR	✓	68	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - East Gate	B - Laporte Road	C - Queens Road
From	A - East Gate	0	235	149
	B - Laporte Road	39	0	78
	C - Queens Road	39	29	0

Vehicle Mix

HV %s

		To		
		A - East Gate	B - Laporte Road	C - Queens Road
From	A - East Gate	0	19	19
	B - Laporte Road	49	0	9
	C - Queens Road	59	10	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.12	6.48	0.2	A	72	107
B-A	0.08	11.08	0.1	B	36	54
C-AB	0.05	6.39	0.1	A	27	40
C-A					36	54
A-B					216	323
A-C					137	205

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	59	15	717	0.082	58	0.0	0.1	5.954	A
B-A	29	7	551	0.053	29	0.0	0.1	10.264	B
C-AB	22	5	683	0.032	22	0.0	0.0	5.989	A
C-A	29	7			29				
A-B	177	44			177				
A-C	112	28			112				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	70	18	706	0.099	70	0.1	0.1	6.166	A
B-A	35	9	541	0.065	35	0.1	0.1	10.594	B
C-AB	26	7	669	0.039	26	0.0	0.0	6.154	A
C-A	35	9			35				
A-B	211	53			211				
A-C	134	33			134				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	86	21	692	0.124	86	0.1	0.2	6.473	A
B-A	43	11	527	0.081	43	0.1	0.1	11.072	B
C-AB	32	8	651	0.049	32	0.0	0.1	6.394	A
C-A	43	11			43				
A-B	259	65			259				
A-C	164	41			164				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	86	21	692	0.124	86	0.2	0.2	6.476	A
B-A	43	11	527	0.081	43	0.1	0.1	11.076	B
C-AB	32	8	651	0.049	32	0.1	0.1	6.394	A
C-A	43	11			43				
A-B	259	65			259				
A-C	164	41			164				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	70	18	706	0.099	70	0.2	0.1	6.170	A
B-A	35	9	541	0.065	35	0.1	0.1	10.602	B
C-AB	26	7	669	0.039	26	0.1	0.0	6.157	A
C-A	35	9			35				
A-B	211	53			211				
A-C	134	33			134				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	59	15	717	0.082	59	0.1	0.1	5.966	A
B-A	29	7	551	0.053	29	0.1	0.1	10.279	B
C-AB	22	5	683	0.032	22	0.0	0.0	5.995	A
C-A	29	7			29				
A-B	177	44			177				
A-C	112	28			112				

2025 Base, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		4.99	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.99	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2025 Base	AM	ONE HOUR	06:45	08:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - East Gate		ONE HOUR	✓	84	100.000
B - Laporte Road		ONE HOUR	✓	260	100.000
C - Queens Road		ONE HOUR	✓	260	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - East Gate	B - Laporte Road	C - Queens Road
From	A - East Gate	0	29	55
	B - Laporte Road	218	0	42
	C - Queens Road	221	39	0

Vehicle Mix

HV %s

		To		
		A - East Gate	B - Laporte Road	C - Queens Road
From	A - East Gate	0	50	70
	B - Laporte Road	15	0	22
	C - Queens Road	19	13	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.08	8.27	0.1	A	39	58
B-A	0.39	11.16	0.7	B	200	300
C-AB	0.06	5.93	0.1	A	36	54
C-A					203	304
A-B					27	40
A-C					50	76

Main Results for each time segment

06:45 - 07:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	32	8	619	0.051	31	0.0	0.1	7.476	A
B-A	164	41	634	0.259	163	0.0	0.4	8.749	A
C-AB	29	7	736	0.040	29	0.0	0.0	5.756	A
C-A	166	42			166				
A-B	22	5			22				
A-C	41	10			41				

07:00 - 07:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	38	9	603	0.063	38	0.1	0.1	7.767	A
B-A	196	49	624	0.314	195	0.4	0.5	9.637	A
C-AB	35	9	733	0.048	35	0.0	0.1	5.829	A
C-A	199	50			199				
A-B	26	7			26				
A-C	49	12			49				

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	46	12	578	0.080	46	0.1	0.1	8.260	A
B-A	240	60	611	0.393	239	0.5	0.7	11.114	B
C-AB	43	11	729	0.059	43	0.1	0.1	5.930	A
C-A	243	61			243				
A-B	32	8			32				
A-C	61	15			61				

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	46	12	577	0.080	46	0.1	0.1	8.268	A
B-A	240	60	611	0.393	240	0.7	0.7	11.162	B
C-AB	43	11	729	0.059	43	0.1	0.1	5.930	A
C-A	243	61			243				
A-B	32	8			32				
A-C	61	15			61				

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	38	9	602	0.063	38	0.1	0.1	7.780	A
B-A	196	49	624	0.314	197	0.7	0.5	9.701	A
C-AB	35	9	733	0.048	35	0.1	0.1	5.830	A
C-A	199	50			199				
A-B	26	7			26				
A-C	49	12			49				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	32	8	618	0.051	32	0.1	0.1	7.493	A
B-A	164	41	634	0.259	165	0.5	0.4	8.828	A
C-AB	29	7	736	0.040	29	0.1	0.0	5.761	A
C-A	166	42			166				
A-B	22	5			22				
A-C	41	10			41				

2025 Base, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		1.98	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.98	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2025 Base	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - East Gate		ONE HOUR	✓	395	100.000
B - Laporte Road		ONE HOUR	✓	120	100.000
C - Queens Road		ONE HOUR	✓	70	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - East Gate	B - Laporte Road	C - Queens Road
From	A - East Gate	0	242	153
	B - Laporte Road	40	0	80
	C - Queens Road	40	30	0

Vehicle Mix

HV %s

		To		
		A - East Gate	B - Laporte Road	C - Queens Road
From	A - East Gate	0	19	19
	B - Laporte Road	49	0	9
	C - Queens Road	59	10	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.13	6.52	0.2	A	73	110
B-A	0.08	11.15	0.1	B	37	55
C-AB	0.05	6.43	0.1	A	28	41
C-A					37	55
A-B					222	333
A-C					140	211

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	60	15	716	0.084	60	0.0	0.1	5.979	A
B-A	30	8	550	0.055	30	0.0	0.1	10.309	B
C-AB	23	6	681	0.033	22	0.0	0.0	6.014	A
C-A	30	8			30				
A-B	182	46			182				
A-C	115	29			115				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	72	18	705	0.102	72	0.1	0.1	6.201	A
B-A	36	9	539	0.067	36	0.1	0.1	10.651	B
C-AB	27	7	667	0.040	27	0.0	0.0	6.185	A
C-A	36	9			36				
A-B	218	54			218				
A-C	138	34			138				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	88	22	690	0.128	88	0.1	0.2	6.520	A
B-A	44	11	525	0.084	44	0.1	0.1	11.148	B
C-AB	33	8	648	0.051	33	0.0	0.1	6.435	A
C-A	44	11			44				
A-B	266	67			266				
A-C	168	42			168				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	88	22	689	0.128	88	0.2	0.2	6.523	A
B-A	44	11	525	0.084	44	0.1	0.1	11.152	B
C-AB	33	8	648	0.051	33	0.1	0.1	6.435	A
C-A	44	11			44				
A-B	266	67			266				
A-C	168	42			168				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	72	18	704	0.102	72	0.2	0.1	6.205	A
B-A	36	9	539	0.067	36	0.1	0.1	10.657	B
C-AB	27	7	667	0.040	27	0.1	0.0	6.188	A
C-A	36	9			36				
A-B	218	54			218				
A-C	138	34			138				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	60	15	715	0.084	60	0.1	0.1	5.991	A
B-A	30	8	550	0.055	30	0.1	0.1	10.322	B
C-AB	23	6	681	0.033	23	0.0	0.0	6.019	A
C-A	30	8			30				
A-B	182	46			182				
A-C	115	29			115				

2025 Base + Committed, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		5.04	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.04	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2025 Base + Committed	AM	ONE HOUR	06:45	08:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - East Gate		ONE HOUR	✓	103	100.000
B - Laporte Road		ONE HOUR	✓	269	100.000
C - Queens Road		ONE HOUR	✓	265	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - East Gate	B - Laporte Road	C - Queens Road
From	A - East Gate	0	48	55
	B - Laporte Road	220	0	49
	C - Queens Road	223	42	0

Vehicle Mix

HV %s

		To		
		A - East Gate	B - Laporte Road	C - Queens Road
From	A - East Gate	0	30	70
	B - Laporte Road	14	0	33
	C - Queens Road	19	20	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.09	9.21	0.1	A	45	67
B-A	0.40	11.32	0.8	B	202	303
C-AB	0.06	6.37	0.1	A	39	58
C-A					205	307
A-B					44	66
A-C					50	76

Main Results for each time segment

06:45 - 07:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	37	9	618	0.060	37	0.0	0.1	8.224	A
B-A	166	41	629	0.263	164	0.0	0.4	8.792	A
C-AB	32	8	732	0.043	31	0.0	0.1	6.161	A
C-A	168	42			168				
A-B	36	9			36				
A-C	41	10			41				

07:00 - 07:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	44	11	602	0.073	44	0.1	0.1	8.583	A
B-A	198	49	619	0.320	197	0.4	0.5	9.721	A
C-AB	38	9	729	0.052	38	0.1	0.1	6.250	A
C-A	200	50			200				
A-B	43	11			43				
A-C	49	12			49				

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	54	13	574	0.094	54	0.1	0.1	9.198	A
B-A	242	61	605	0.401	241	0.5	0.7	11.270	B
C-AB	46	12	724	0.064	46	0.1	0.1	6.373	A
C-A	246	61			246				
A-B	53	13			53				
A-C	61	15			61				

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	54	13	574	0.094	54	0.1	0.1	9.211	A
B-A	242	61	605	0.401	242	0.7	0.8	11.323	B
C-AB	46	12	724	0.064	46	0.1	0.1	6.373	A
C-A	246	61			246				
A-B	53	13			53				
A-C	61	15			61				

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	44	11	601	0.073	44	0.1	0.1	8.600	A
B-A	198	49	619	0.320	199	0.8	0.5	9.785	A
C-AB	38	9	729	0.052	38	0.1	0.1	6.251	A
C-A	200	50			200				
A-B	43	11			43				
A-C	49	12			49				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	37	9	618	0.060	37	0.1	0.1	8.248	A
B-A	166	41	629	0.263	166	0.5	0.4	8.872	A
C-AB	32	8	732	0.043	32	0.1	0.1	6.167	A
C-A	168	42			168				
A-B	36	9			36				
A-C	41	10			41				

2025 Base + Committed, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		1.95	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.95	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2025 Base + Committed	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - East Gate		ONE HOUR	✓	414	100.000
B - Laporte Road		ONE HOUR	✓	122	100.000
C - Queens Road		ONE HOUR	✓	71	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - East Gate	B - Laporte Road	C - Queens Road
From	A - East Gate	0	261	153
	B - Laporte Road	42	0	80
	C - Queens Road	41	30	0

Vehicle Mix

HV %s

		To		
		A - East Gate	B - Laporte Road	C - Queens Road
From	A - East Gate	0	17	19
	B - Laporte Road	46	0	9
	C - Queens Road	60	10	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.13	6.57	0.2	A	73	110
B-A	0.09	10.99	0.1	B	39	58
C-AB	0.05	6.49	0.1	A	28	41
C-A					38	56
A-B					239	359
A-C					140	211

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	60	15	712	0.085	60	0.0	0.1	6.012	A
B-A	32	8	550	0.058	31	0.0	0.1	10.128	B
C-AB	23	6	677	0.033	22	0.0	0.0	6.045	A
C-A	31	8			31				
A-B	196	49			196				
A-C	115	29			115				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	72	18	701	0.103	72	0.1	0.1	6.240	A
B-A	38	9	539	0.070	38	0.1	0.1	10.477	B
C-AB	27	7	663	0.041	27	0.0	0.0	6.224	A
C-A	37	9			37				
A-B	235	59			235				
A-C	138	34			138				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	88	22	685	0.129	88	0.1	0.2	6.569	A
B-A	46	12	524	0.088	46	0.1	0.1	10.987	B
C-AB	33	8	643	0.051	33	0.0	0.1	6.486	A
C-A	45	11			45				
A-B	287	72			287				
A-C	168	42			168				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	88	22	685	0.129	88	0.2	0.2	6.572	A
B-A	46	12	524	0.088	46	0.1	0.1	10.991	B
C-AB	33	8	643	0.051	33	0.1	0.1	6.486	A
C-A	45	11			45				
A-B	287	72			287				
A-C	168	42			168				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	72	18	700	0.103	72	0.2	0.1	6.245	A
B-A	38	9	539	0.070	38	0.1	0.1	10.483	B
C-AB	27	7	663	0.041	27	0.1	0.0	6.225	A
C-A	37	9			37				
A-B	235	59			235				
A-C	138	34			138				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	60	15	712	0.085	60	0.1	0.1	6.027	A
B-A	32	8	550	0.057	32	0.1	0.1	10.141	B
C-AB	23	6	677	0.033	23	0.0	0.0	6.050	A
C-A	31	8			31				
A-B	196	49			196				
A-C	115	29			115				

2025 Base + Committed + Development, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		4.58	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.58	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2025 Base + Committed + Development	AM	ONE HOUR	06:45	08:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - East Gate		ONE HOUR	✓	251	100.000
B - Laporte Road		ONE HOUR	✓	296	100.000
C - Queens Road		ONE HOUR	✓	467	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - East Gate	B - Laporte Road	C - Queens Road
From	A - East Gate	0	74	177
	B - Laporte Road	247	0	49
	C - Queens Road	425	42	0

Vehicle Mix

HV %s

		To		
		A - East Gate	B - Laporte Road	C - Queens Road
From	A - East Gate	0	20	45
	B - Laporte Road	13	0	33
	C - Queens Road	29	20	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.11	10.71	0.2	B	45	67
B-A	0.51	15.53	1.2	C	227	340
C-AB	0.07	6.76	0.1	A	39	58
C-A					390	585
A-B					68	102
A-C					162	244

Main Results for each time segment

06:45 - 07:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	37	9	583	0.063	37	0.0	0.1	8.760	A
B-A	186	46	582	0.320	184	0.0	0.5	10.175	B
C-AB	32	8	706	0.045	31	0.0	0.1	6.401	A
C-A	320	80			320				
A-B	56	14			56				
A-C	133	33			133				

07:00 - 07:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	44	11	554	0.080	44	0.1	0.1	9.383	A
B-A	222	56	562	0.395	221	0.5	0.7	11.924	B
C-AB	38	9	698	0.054	38	0.1	0.1	6.546	A
C-A	382	96			382				
A-B	67	17			67				
A-C	159	40			159				

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	54	13	502	0.107	54	0.1	0.2	10.672	B
B-A	272	68	534	0.510	270	0.7	1.1	15.343	C
C-AB	46	12	686	0.067	46	0.1	0.1	6.755	A
C-A	468	117			468				
A-B	81	20			81				
A-C	195	49			195				

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	54	13	501	0.108	54	0.2	0.2	10.714	B
B-A	272	68	534	0.510	272	1.1	1.2	15.525	C
C-AB	46	12	686	0.067	46	0.1	0.1	6.755	A
C-A	468	117			468				
A-B	81	20			81				
A-C	195	49			195				

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	44	11	553	0.080	44	0.2	0.1	9.424	A
B-A	222	56	562	0.395	224	1.2	0.8	12.096	B
C-AB	38	9	698	0.054	38	0.1	0.1	6.550	A
C-A	382	96			382				
A-B	67	17			67				
A-C	159	40			159				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	37	9	581	0.063	37	0.1	0.1	8.796	A
B-A	186	46	582	0.320	187	0.8	0.5	10.326	B
C-AB	32	8	706	0.045	32	0.1	0.1	6.407	A
C-A	320	80			320				
A-B	56	14			56				
A-C	133	33			133				

2025 Base + Committed + Development, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		1.52	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.52	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2025 Base + Committed + Development	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - East Gate		ONE HOUR	✓	606	100.000
B - Laporte Road		ONE HOUR	✓	149	100.000
C - Queens Road		ONE HOUR	✓	339	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - East Gate	B - Laporte Road	C - Queens Road
From	A - East Gate	0	287	319
	B - Laporte Road	69	0	80
	C - Queens Road	309	30	0

Vehicle Mix

HV %s

		To		
		A - East Gate	B - Laporte Road	C - Queens Road
From	A - East Gate	0	16	29
	B - Laporte Road	29	0	9
	C - Queens Road	42	10	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.14	7.54	0.2	A	73	110
B-A	0.17	12.35	0.3	B	63	95
C-AB	0.06	7.06	0.1	A	28	41
C-A					284	425
A-B					263	395
A-C					293	439

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	60	15	654	0.092	60	0.0	0.1	6.601	A
B-A	52	13	506	0.103	51	0.0	0.1	10.195	B
C-AB	23	6	643	0.035	22	0.0	0.0	6.376	A
C-A	233	58			233				
A-B	216	54			216				
A-C	240	60			240				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	72	18	635	0.113	72	0.1	0.1	6.967	A
B-A	62	16	484	0.128	62	0.1	0.2	11.006	B
C-AB	27	7	622	0.043	27	0.0	0.0	6.648	A
C-A	278	69			278				
A-B	258	65			258				
A-C	287	72			287				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	88	22	608	0.145	88	0.1	0.2	7.539	A
B-A	76	19	452	0.168	76	0.2	0.3	12.330	B
C-AB	33	8	594	0.056	33	0.0	0.1	7.062	A
C-A	340	85			340				
A-B	316	79			316				
A-C	351	88			351				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	88	22	608	0.145	88	0.2	0.2	7.544	A
B-A	76	19	452	0.168	76	0.3	0.3	12.347	B
C-AB	33	8	594	0.056	33	0.1	0.1	7.062	A
C-A	340	85			340				
A-B	316	79			316				
A-C	351	88			351				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	72	18	635	0.113	72	0.2	0.1	6.981	A
B-A	62	16	484	0.128	62	0.3	0.2	11.027	B
C-AB	27	7	622	0.043	27	0.1	0.1	6.650	A
C-A	278	69			278				
A-B	258	65			258				
A-C	287	72			287				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	60	15	653	0.092	60	0.1	0.1	6.619	A
B-A	52	13	506	0.103	52	0.2	0.1	10.227	B
C-AB	23	6	643	0.035	23	0.1	0.0	6.382	A
C-A	233	58			233				
A-B	216	54			216				
A-C	240	60			240				

2032 Base, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		5.19	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.19	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D9	2032 Base	AM	ONE HOUR	06:45	08:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - East Gate		ONE HOUR	✓	108	100.000
B - Laporte Road		ONE HOUR	✓	283	100.000
C - Queens Road		ONE HOUR	✓	277	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - East Gate	B - Laporte Road	C - Queens Road
From	A - East Gate	0	51	57
	B - Laporte Road	231	0	52
	C - Queens Road	233	44	0

Vehicle Mix

HV %s

		To		
		A - East Gate	B - Laporte Road	C - Queens Road
From	A - East Gate	0	50	70
	B - Laporte Road	15	0	22
	C - Queens Road	19	13	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.10	8.60	0.1	A	48	72
B-A	0.42	11.94	0.8	B	212	318
C-AB	0.07	6.03	0.1	A	40	61
C-A					214	321
A-B					47	70
A-C					52	78

Main Results for each time segment

06:45 - 07:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	39	10	616	0.064	39	0.0	0.1	7.608	A
B-A	174	43	627	0.278	172	0.0	0.4	9.074	A
C-AB	33	8	731	0.045	33	0.0	0.1	5.822	A
C-A	175	44			175				
A-B	38	10			38				
A-C	43	11			43				

07:00 - 07:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	47	12	598	0.078	47	0.1	0.1	7.962	A
B-A	208	52	616	0.337	207	0.4	0.6	10.112	B
C-AB	40	10	728	0.054	40	0.1	0.1	5.910	A
C-A	209	52			209				
A-B	46	11			46				
A-C	51	13			51				

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	57	14	569	0.101	57	0.1	0.1	8.582	A
B-A	254	64	601	0.423	253	0.6	0.8	11.872	B
C-AB	48	12	723	0.067	48	0.1	0.1	6.033	A
C-A	257	64			257				
A-B	56	14			56				
A-C	63	16			63				

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	57	14	568	0.101	57	0.1	0.1	8.595	A
B-A	254	64	601	0.423	254	0.8	0.8	11.936	B
C-AB	48	12	723	0.067	48	0.1	0.1	6.033	A
C-A	257	64			257				
A-B	56	14			56				
A-C	63	16			63				

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	47	12	597	0.078	47	0.1	0.1	7.980	A
B-A	208	52	616	0.337	209	0.8	0.6	10.189	B
C-AB	40	10	728	0.054	40	0.1	0.1	5.911	A
C-A	209	52			209				
A-B	46	11			46				
A-C	51	13			51				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	39	10	615	0.064	39	0.1	0.1	7.628	A
B-A	174	43	627	0.278	174	0.6	0.4	9.167	A
C-AB	33	8	731	0.045	33	0.1	0.1	5.827	A
C-A	175	44			175				
A-B	38	10			38				
A-C	43	11			43				

2032 Base, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		2.01	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.01	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D10	2032 Base	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - East Gate		ONE HOUR	✓	413	100.000
B - Laporte Road		ONE HOUR	✓	126	100.000
C - Queens Road		ONE HOUR	✓	73	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - East Gate	B - Laporte Road	C - Queens Road
From	A - East Gate	0	253	160
	B - Laporte Road	42	0	84
	C - Queens Road	42	31	0

Vehicle Mix

HV %s

		To		
		A - East Gate	B - Laporte Road	C - Queens Road
From	A - East Gate	0	19	9
	B - Laporte Road	49	0	9
	C - Queens Road	59	10	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.13	6.61	0.2	A	77	116
B-A	0.09	11.29	0.1	B	39	58
C-AB	0.05	6.50	0.1	A	28	43
C-A					39	58
A-B					232	348
A-C					147	220

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	63	16	713	0.089	63	0.0	0.1	6.030	A
B-A	32	8	547	0.058	31	0.0	0.1	10.384	B
C-AB	23	6	677	0.034	23	0.0	0.0	6.050	A
C-A	32	8			32				
A-B	190	48			190				
A-C	120	30			120				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	76	19	702	0.108	75	0.1	0.1	6.267	A
B-A	38	9	537	0.070	38	0.1	0.1	10.750	B
C-AB	28	7	663	0.042	28	0.0	0.0	6.231	A
C-A	38	9			38				
A-B	227	57			227				
A-C	144	36			144				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	92	23	686	0.135	92	0.1	0.2	6.610	A
B-A	46	12	521	0.089	46	0.1	0.1	11.282	B
C-AB	34	9	644	0.053	34	0.0	0.1	6.495	A
C-A	46	12			46				
A-B	279	70			279				
A-C	176	44			176				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	92	23	686	0.135	92	0.2	0.2	6.614	A
B-A	46	12	521	0.089	46	0.1	0.1	11.286	B
C-AB	34	9	644	0.053	34	0.1	0.1	6.495	A
C-A	46	12			46				
A-B	279	70			279				
A-C	176	44			176				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	76	19	701	0.108	76	0.2	0.1	6.272	A
B-A	38	9	537	0.070	38	0.1	0.1	10.757	B
C-AB	28	7	663	0.042	28	0.1	0.0	6.232	A
C-A	38	9			38				
A-B	227	57			227				
A-C	144	36			144				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	63	16	713	0.089	63	0.1	0.1	6.043	A
B-A	32	8	548	0.058	32	0.1	0.1	10.400	B
C-AB	23	6	677	0.034	23	0.0	0.0	6.056	A
C-A	32	8			32				
A-B	190	48			190				
A-C	120	30			120				

2032 Base + Committed, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		5.28	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.28	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D11	2032 Base + Committed	AM	ONE HOUR	06:45	08:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - East Gate		ONE HOUR	✓	127	100.000
B - Laporte Road		ONE HOUR	✓	292	100.000
C - Queens Road		ONE HOUR	✓	281	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - East Gate	B - Laporte Road	C - Queens Road
From	A - East Gate	0	70	57
	B - Laporte Road	233	0	59
	C - Queens Road	234	47	0

Vehicle Mix

HV %s

		To		
		A - East Gate	B - Laporte Road	C - Queens Road
From	A - East Gate	0	30	70
	B - Laporte Road	14	0	33
	C - Queens Road	19	20	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.12	9.60	0.2	A	54	81
B-A	0.43	12.13	0.9	B	214	321
C-AB	0.07	6.49	0.1	A	43	65
C-A					215	322
A-B					64	96
A-C					52	78

Main Results for each time segment

06:45 - 07:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	44	11	616	0.072	44	0.0	0.1	8.368	A
B-A	175	44	622	0.282	174	0.0	0.4	9.126	A
C-AB	35	9	728	0.049	35	0.0	0.1	6.232	A
C-A	176	44			176				
A-B	53	13			53				
A-C	43	11			43				

07:00 - 07:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	53	13	597	0.089	53	0.1	0.1	8.803	A
B-A	209	52	610	0.343	209	0.4	0.6	10.207	B
C-AB	42	11	724	0.058	42	0.1	0.1	6.338	A
C-A	210	53			210				
A-B	63	16			63				
A-C	51	13			51				

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	65	16	564	0.115	65	0.1	0.2	9.579	A
B-A	257	64	595	0.431	255	0.6	0.8	12.063	B
C-AB	52	13	718	0.072	52	0.1	0.1	6.485	A
C-A	258	64			258				
A-B	77	19			77				
A-C	63	16			63				

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	65	16	564	0.115	65	0.2	0.2	9.597	A
B-A	257	64	595	0.431	257	0.8	0.9	12.134	B
C-AB	52	13	718	0.072	52	0.1	0.1	6.485	A
C-A	258	64			258				
A-B	77	19			77				
A-C	63	16			63				

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	53	13	596	0.089	53	0.2	0.1	8.828	A
B-A	209	52	610	0.343	210	0.9	0.6	10.290	B
C-AB	42	11	724	0.058	42	0.1	0.1	6.342	A
C-A	210	53			210				
A-B	63	16			63				
A-C	51	13			51				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	44	11	615	0.072	45	0.1	0.1	8.399	A
B-A	175	44	622	0.282	176	0.6	0.5	9.225	A
C-AB	35	9	728	0.049	35	0.1	0.1	6.238	A
C-A	176	44			176				
A-B	53	13			53				
A-C	43	11			43				

2032 Base + Committed, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		1.99	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.99	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D12	2032 Base + Committed	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - East Gate		ONE HOUR	✓	432	100.000
B - Laporte Road		ONE HOUR	✓	128	100.000
C - Queens Road		ONE HOUR	✓	74	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - East Gate	B - Laporte Road	C - Queens Road
From	A - East Gate	0	272	160
	B - Laporte Road	44	0	84
	C - Queens Road	43	31	0

Vehicle Mix

HV %s

		To		
		A - East Gate	B - Laporte Road	C - Queens Road
From	A - East Gate	0	17	19
	B - Laporte Road	49	0	9
	C - Queens Road	60	10	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.14	6.66	0.2	A	77	116
B-A	0.09	11.35	0.2	B	40	61
C-AB	0.05	6.55	0.1	A	28	43
C-A					39	59
A-B					250	374
A-C					147	220

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	63	16	710	0.089	63	0.0	0.1	6.064	A
B-A	33	8	547	0.061	33	0.0	0.1	10.413	B
C-AB	23	6	674	0.035	23	0.0	0.0	6.081	A
C-A	32	8			32				
A-B	205	51			205				
A-C	120	30			120				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	76	19	698	0.108	75	0.1	0.1	6.307	A
B-A	40	10	536	0.074	39	0.1	0.1	10.795	B
C-AB	28	7	659	0.042	28	0.0	0.0	6.270	A
C-A	39	10			39				
A-B	245	61			245				
A-C	144	36			144				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	92	23	681	0.136	92	0.1	0.2	6.660	A
B-A	48	12	521	0.093	48	0.1	0.2	11.348	B
C-AB	34	9	639	0.053	34	0.0	0.1	6.548	A
C-A	47	12			47				
A-B	299	75			299				
A-C	176	44			176				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	92	23	681	0.136	92	0.2	0.2	6.663	A
B-A	48	12	521	0.093	48	0.2	0.2	11.354	B
C-AB	34	9	639	0.053	34	0.1	0.1	6.548	A
C-A	47	12			47				
A-B	299	75			299				
A-C	176	44			176				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	76	19	697	0.108	76	0.2	0.1	6.311	A
B-A	40	10	536	0.074	40	0.2	0.1	10.803	B
C-AB	28	7	659	0.042	28	0.1	0.0	6.274	A
C-A	39	10			39				
A-B	245	61			245				
A-C	144	36			144				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	63	16	709	0.089	63	0.1	0.1	6.079	A
B-A	33	8	548	0.060	33	0.1	0.1	10.431	B
C-AB	23	6	674	0.035	23	0.0	0.0	6.087	A
C-A	32	8			32				
A-B	205	51			205				
A-C	120	30			120				

2032 Base + Committed + Development, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		5.01	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.01	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D13	2032 Base + Committed + Development	AM	ONE HOUR	06:45	08:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - East Gate		ONE HOUR	✓	276	100.000
B - Laporte Road		ONE HOUR	✓	318	100.000
C - Queens Road		ONE HOUR	✓	484	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - East Gate	B - Laporte Road	C - Queens Road
From	A - East Gate	0	96	180
	B - Laporte Road	259	0	59
	C - Queens Road	437	47	0

Vehicle Mix

HV %s

		To		
		A - East Gate	B - Laporte Road	C - Queens Road
From	A - East Gate	0	20	45
	B - Laporte Road	13	0	33
	C - Queens Road	29	20	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.13	11.41	0.2	B	54	81
B-A	0.54	17.02	1.3	C	238	356
C-AB	0.08	6.88	0.1	A	43	65
C-A					401	601
A-B					88	132
A-C					165	248

Main Results for each time segment

06:45 - 07:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	44	11	579	0.077	44	0.0	0.1	8.945	A
B-A	195	49	574	0.340	193	0.0	0.6	10.606	B
C-AB	35	9	702	0.050	35	0.0	0.1	6.479	A
C-A	329	82			329				
A-B	72	18			72				
A-C	136	34			136				

07:00 - 07:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	53	13	546	0.097	53	0.1	0.1	9.699	A
B-A	233	58	553	0.421	232	0.6	0.8	12.630	B
C-AB	42	11	692	0.061	42	0.1	0.1	6.645	A
C-A	393	98			393				
A-B	86	22			86				
A-C	162	40			162				

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	65	16	487	0.133	65	0.1	0.2	11.344	B
B-A	285	71	524	0.545	283	0.8	1.3	16.774	C
C-AB	52	13	679	0.076	52	0.1	0.1	6.884	A
C-A	481	120			481				
A-B	106	26			106				
A-C	198	50			198				

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	65	16	485	0.134	65	0.2	0.2	11.406	B
B-A	285	71	524	0.545	285	1.3	1.3	17.020	C
C-AB	52	13	679	0.076	52	0.1	0.1	6.884	A
C-A	481	120			481				
A-B	106	26			106				
A-C	198	50			198				

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	53	13	544	0.097	53	0.2	0.1	9.752	A
B-A	233	58	553	0.421	235	1.3	0.8	12.857	B
C-AB	42	11	692	0.061	42	0.1	0.1	6.646	A
C-A	393	98			393				
A-B	86	22			86				
A-C	162	40			162				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	44	11	577	0.077	45	0.1	0.1	8.994	A
B-A	195	49	574	0.340	196	0.8	0.6	10.788	B
C-AB	35	9	702	0.050	35	0.1	0.1	6.483	A
C-A	329	82			329				
A-B	72	18			72				
A-C	136	34			136				

2032 Base + Committed + Development, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		1.57	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.57	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D14	2032 Base + Committed + Development	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - East Gate		ONE HOUR	✓	623	100.000
B - Laporte Road		ONE HOUR	✓	155	100.000
C - Queens Road		ONE HOUR	✓	342	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - East Gate	B - Laporte Road	C - Queens Road
From	A - East Gate	0	298	325
	B - Laporte Road	71	0	84
	C - Queens Road	311	31	0

Vehicle Mix

HV %s

		To		
		A - East Gate	B - Laporte Road	C - Queens Road
From	A - East Gate	0	16	29
	B - Laporte Road	29	0	9
	C - Queens Road	42	10	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.15	7.65	0.2	A	77	116
B-A	0.17	12.55	0.3	B	65	98
C-AB	0.06	7.13	0.1	A	28	43
C-A					285	428
A-B					273	410
A-C					298	447

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	63	16	652	0.097	63	0.0	0.1	6.657	A
B-A	53	13	503	0.106	53	0.0	0.2	10.294	B
C-AB	23	6	640	0.036	23	0.0	0.0	6.415	A
C-A	234	59			234				
A-B	224	56			224				
A-C	245	61			245				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	76	19	633	0.119	75	0.1	0.1	7.039	A
B-A	64	16	480	0.133	64	0.2	0.2	11.142	B
C-AB	28	7	619	0.045	28	0.0	0.1	6.699	A
C-A	280	70			280				
A-B	268	67			268				
A-C	292	73			292				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	92	23	605	0.153	92	0.1	0.2	7.648	A
B-A	78	20	448	0.174	78	0.2	0.3	12.533	B
C-AB	34	9	589	0.058	34	0.1	0.1	7.132	A
C-A	342	86			342				
A-B	328	82			328				
A-C	358	89			358				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	92	23	605	0.153	92	0.2	0.2	7.652	A
B-A	78	20	448	0.174	78	0.3	0.3	12.552	B
C-AB	34	9	589	0.058	34	0.1	0.1	7.132	A
C-A	342	86			342				
A-B	328	82			328				
A-C	358	89			358				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	76	19	632	0.119	76	0.2	0.1	7.050	A
B-A	64	16	480	0.133	64	0.3	0.2	11.164	B
C-AB	28	7	619	0.045	28	0.1	0.1	6.700	A
C-A	280	70			280				
A-B	268	67			268				
A-C	292	73			292				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	63	16	652	0.097	63	0.1	0.1	6.672	A
B-A	53	13	504	0.106	54	0.2	0.2	10.328	B
C-AB	23	6	640	0.036	23	0.1	0.0	6.421	A
C-A	234	59			234				
A-B	224	56			224				
A-C	245	61			245				

Annex TN2 B

Laporte Road/ Kiln Lane/ Hobson Way Roundabout

Junctions 10

ARCADY 10 - Roundabout Module

Version: 10.0.4.1693
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Filename: Laporte Road-Kiln Lane-Hobson Way RevC.j10
Path: P:\23000's\23325\Junction Assessment\Laporte Road-Kiln Lane-Hobson Way RevC_Junctions 10 Report
Report generation date: 05/08/2022 09:57:14

»2021 Base, AM
»2021 Base, PM
»2025 Base, AM
»2025 Base, PM
»2025 Base + Committed, AM
»2025 Base + Committed, PM
»2025 Base + Committed + Development, AM
»2025 Base + Committed + Development, PM
»2032 Base, AM
»2032 Base, PM
»2032 Base + Committed, AM
»2032 Base + Committed, PM
»2032 Base + Committed + Development, AM
»2032 Base + Committed + Development, PM

Summary of junction performance

	AM			PM		
	Q (PCU)	Delay (s)	RFC	Q (PCU)	Delay (s)	RFC
	2021 Base					
A - Air Products Access	0.0	0.00	0.00	0.0	0.00	0.00
B - Hobson Way	0.3	2.28	0.20	0.1	2.37	0.10
C - Kiln Lane	0.2	2.77	0.15	0.1	2.44	0.07
D - Laporte Road	0.0	2.30	0.03	0.3	2.42	0.23
	2025 Base					
A - Air Products Access	0.0	0.00	0.00	0.0	0.00	0.00
B - Hobson Way	0.3	2.29	0.20	0.1	2.38	0.10
C - Kiln Lane	0.2	2.80	0.15	0.1	2.45	0.07
D - Laporte Road	0.0	2.30	0.03	0.4	2.44	0.24
	2025 Base + Committed					
A - Air Products Access	0.0	0.00	0.00	0.0	0.00	0.00
B - Hobson Way	0.3	2.51	0.23	0.2	2.43	0.11
C - Kiln Lane	0.3	3.15	0.19	0.1	2.46	0.08
D - Laporte Road	0.1	2.32	0.04	0.4	2.49	0.25
	2025 Base + Committed + Development					
A - Air Products Access	0.0	0.00	0.00	0.0	0.00	0.00
B - Hobson Way	0.4	2.55	0.24	0.2	2.42	0.13
C - Kiln Lane	0.3	3.19	0.19	0.1	2.49	0.08
D - Laporte Road	0.1	2.20	0.06	0.4	2.52	0.26
	2032 Base					
A - Air Products Access	0.0	0.00	0.00	0.0	0.00	0.00
B - Hobson Way	0.3	2.32	0.21	0.1	2.39	0.10
C - Kiln Lane	0.2	2.83	0.16	0.1	2.45	0.08
D - Laporte Road	0.0	2.31	0.03	0.4	2.48	0.25
	2032 Base + Committed					
A - Air Products Access	0.0	0.00	0.00	0.0	0.00	0.00
B - Hobson Way	0.3	2.54	0.23	0.2	2.45	0.12
C - Kiln Lane	0.3	3.19	0.20	0.1	2.47	0.09
D - Laporte Road	0.1	2.32	0.05	0.4	2.52	0.26
	2032 Base + Committed + Development					
A - Air Products Access	0.0	0.00	0.00	0.0	0.00	0.00
B - Hobson Way	0.4	2.57	0.25	0.2	2.44	0.13
C - Kiln Lane	0.3	3.23	0.20	0.1	2.50	0.09
D - Laporte Road	0.1	2.21	0.06	0.4	2.56	0.27

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

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

File summary

File Description

Title	
Location	
Site number	
Date	18/02/2022
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	DTA\Arcady
Description	

Units

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

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2021 Base	AM	ONE HOUR	06:45	08:15	15	✓
D2	2021 Base	PM	ONE HOUR	15:45	17:15	15	✓
D3	2025 Base	AM	ONE HOUR	06:45	08:15	15	✓
D4	2025 Base	PM	ONE HOUR	15:45	17:15	15	✓
D5	2025 Base + Committed	AM	ONE HOUR	06:45	08:15	15	✓
D6	2025 Base + Committed	PM	ONE HOUR	15:45	17:15	15	✓
D7	2025 Base + Committed + Development	AM	ONE HOUR	06:45	08:15	15	✓
D8	2025 Base + Committed + Development	PM	ONE HOUR	15:45	17:15	15	✓
D9	2032 Base	AM	ONE HOUR	06:45	08:15	15	✓
D10	2032 Base	PM	ONE HOUR	15:45	17:15	15	✓
D11	2032 Base + Committed	AM	ONE HOUR	06:45	08:15	15	✓
D12	2032 Base + Committed	PM	ONE HOUR	15:45	17:15	15	✓
D13	2032 Base + Committed + Development	AM	ONE HOUR	06:45	08:15	15	✓
D14	2032 Base + Committed + Development	PM	ONE HOUR	15:45	17:15	15	✓

Analysis Set Details

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

2021 Base, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	B - Hobson Way - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	C - Kiln Lane - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	D - Laporte Road - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D	2.46	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.46	A

Arms

Arms

Arm	Name	Description	No give-way line
A	Air Products Access		
B	Hobson Way		
C	Kiln Lane		
D	Laporte Road		

Roundabout Geometry

Arm	V (m)	E (m)	l' (m)	R (m)	D (m)	PHI (deg)	Entry only	Exit only
A - Air Products Access	3.67	5.63	16.4	10.6	50.4	40.0		
B - Hobson Way	3.77	7.52	35.1	37.7	50.4	14.0		
C - Kiln Lane	3.79	7.69	41.9	17.3	50.4	28.0		
D - Laporte Road	5.36	7.90	54.4	19.1	50.4	37.0		

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
A - Air Products Access	0.532	1422
B - Hobson Way	0.713	2146
C - Kiln Lane	0.674	2057
D - Laporte Road	0.699	2232

The slope and intercept shown above include any corrections and adjustments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2021 Base	AM	ONE HOUR	06:45	08:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - Air Products Access		ONE HOUR	✓	2	100.000
B - Hobson Way		ONE HOUR	✓	378	100.000
C - Kiln Lane		ONE HOUR	✓	246	100.000
D - Laporte Road		ONE HOUR	✓	60	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - Air Products Access	B - Hobson Way	C - Kiln Lane	D - Laporte Road
From	A - Air Products Access	0	1	1	0
	B - Hobson Way	0	0	91	287
	C - Kiln Lane	1	74	2	169
	D - Laporte Road	0	38	22	0

Vehicle Mix

HV %s

		To			
		A - Air Products Access	B - Hobson Way	C - Kiln Lane	D - Laporte Road
From	A - Air Products Access	0	0	0	0
	B - Hobson Way	0	0	16	6
	C - Kiln Lane	0	23	0	21
	D - Laporte Road	0	18	77	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - Air Products Access	0.00	0.00	0.0	A	0	0
B - Hobson Way	0.20	2.28	0.3	A	347	520
C - Kiln Lane	0.15	2.77	0.2	A	226	339
D - Laporte Road	0.03	2.30	0.0	A	55	83

Main Results for each time segment

06:45 - 07:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Air Products Access	0	0	102	1368	0.000	0	0.75	0.0	0.0	0.000	A
B - Hobson Way	285	71	18	2133	0.133	284	84	0.0	0.2	2.108	A
C - Kiln Lane	185	46	216	1912	0.097	185	86	0.0	0.1	2.527	A
D - Laporte Road	45	11	58	2192	0.021	45	342	0.0	0.0	2.254	A

07:00 - 07:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Air Products Access	0	0	122	1357	0.000	0	0.90	0.0	0.0	0.000	A
B - Hobson Way	340	85	22	2130	0.160	340	101	0.2	0.2	2.176	A
C - Kiln Lane	221	55	258	1884	0.117	221	103	0.1	0.2	2.625	A
D - Laporte Road	54	13	69	2184	0.025	54	410	0.0	0.0	2.271	A

07:15 - 07:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Air Products Access	0	0	150	1342	0.000	0	1	0.0	0.0	0.000	A
B - Hobson Way	416	104	26	2127	0.196	416	123	0.2	0.3	2.277	A
C - Kiln Lane	271	68	316	1844	0.147	271	127	0.2	0.2	2.773	A
D - Laporte Road	66	17	85	2173	0.030	66	502	0.0	0.0	2.296	A

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Air Products Access	0	0	150	1342	0.000	0	1	0.0	0.0	0.000	A
B - Hobson Way	416	104	26	2127	0.196	416	123	0.3	0.3	2.277	A
C - Kiln Lane	271	68	316	1844	0.147	271	127	0.2	0.2	2.774	A
D - Laporte Road	66	17	85	2173	0.030	66	502	0.0	0.0	2.296	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Air Products Access	0	0	122	1357	0.000	0	0.90	0.0	0.0	0.000	A
B - Hobson Way	340	85	22	2130	0.160	340	101	0.3	0.2	2.176	A
C - Kiln Lane	221	55	258	1883	0.117	221	103	0.2	0.2	2.628	A
D - Laporte Road	54	13	69	2184	0.025	54	410	0.0	0.0	2.273	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Air Products Access	0	0	102	1367	0.000	0	0.75	0.0	0.0	0.000	A
B - Hobson Way	285	71	18	2133	0.133	285	84	0.2	0.2	2.108	A
C - Kiln Lane	185	46	216	1912	0.097	185	87	0.2	0.1	2.528	A
D - Laporte Road	45	11	58	2192	0.021	45	344	0.0	0.0	2.254	A

2021 Base, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	B - Hobson Way - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	C - Kiln Lane - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	D - Laporte Road - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D	2.41	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.41	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2021 Base	PM	ONE HOUR	15:45	17:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - Air Products Access		ONE HOUR	✓	4	100.000
B - Hobson Way		ONE HOUR	✓	174	100.000
C - Kiln Lane		ONE HOUR	✓	130	100.000
D - Laporte Road		ONE HOUR	✓	458	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - Air Products Access	B - Hobson Way	C - Kiln Lane	D - Laporte Road
From	A - Air Products Access	0	0	4	0
	B - Hobson Way	0	0	109	65
	C - Kiln Lane	0	94	4	32
	D - Laporte Road	0	275	183	0

Vehicle Mix

HV %s

		To			
		A - Air Products Access	B - Hobson Way	C - Kiln Lane	D - Laporte Road
From	A - Air Products Access	0	0	0	0
	B - Hobson Way	0	0	24	11
	C - Kiln Lane	0	16	25	72
	D - Laporte Road	0	5	22	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - Air Products Access	0.00	0.00	0.0	A	0	0
B - Hobson Way	0.10	2.37	0.1	A	160	239
C - Kiln Lane	0.07	2.44	0.1	A	119	179
D - Laporte Road	0.23	2.42	0.3	A	420	630

Main Results for each time segment

15:45 - 16:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Air Products Access	0	0	418	1200	0.000	0	0	0.0	0.0	0.000	A
B - Hobson Way	131	33	140	2045	0.064	131	277	0.0	0.1	2.233	A
C - Kiln Lane	98	24	49	2024	0.048	98	222	0.0	0.1	2.361	A
D - Laporte Road	345	86	74	2181	0.158	344	73	0.0	0.2	2.178	A

16:00 - 16:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Air Products Access	0	0	500	1156	0.000	0	0	0.0	0.0	0.000	A
B - Hobson Way	156	39	168	2026	0.077	156	332	0.1	0.1	2.287	A
C - Kiln Lane	117	29	58	2018	0.058	117	266	0.1	0.1	2.393	A
D - Laporte Road	412	103	88	2171	0.190	412	87	0.2	0.3	2.275	A

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Air Products Access	0	0	612	1097	0.000	0	0	0.0	0.0	0.000	A
B - Hobson Way	192	48	206	1999	0.096	191	406	0.1	0.1	2.366	A
C - Kiln Lane	143	36	72	2009	0.071	143	326	0.1	0.1	2.438	A
D - Laporte Road	504	126	108	2157	0.234	504	107	0.3	0.3	2.421	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Air Products Access	0	0	612	1096	0.000	0	0	0.0	0.0	0.000	A
B - Hobson Way	192	48	206	1999	0.096	192	406	0.1	0.1	2.366	A
C - Kiln Lane	143	36	72	2009	0.071	143	326	0.1	0.1	2.438	A
D - Laporte Road	504	126	108	2157	0.234	504	107	0.3	0.3	2.422	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Air Products Access	0	0	500	1156	0.000	0	0	0.0	0.0	0.000	A
B - Hobson Way	156	39	168	2026	0.077	157	332	0.1	0.1	2.288	A
C - Kiln Lane	117	29	58	2018	0.058	117	266	0.1	0.1	2.395	A
D - Laporte Road	412	103	88	2170	0.190	412	87	0.3	0.3	2.278	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Air Products Access	0	0	419	1199	0.000	0	0	0.0	0.0	0.000	A
B - Hobson Way	131	33	141	2045	0.064	131	278	0.1	0.1	2.234	A
C - Kiln Lane	98	24	49	2024	0.048	98	223	0.1	0.1	2.362	A
D - Laporte Road	345	86	74	2181	0.158	345	73	0.3	0.2	2.182	A

2025 Base, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	B - Hobson Way - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	C - Kiln Lane - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	D - Laporte Road - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D	2.48	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.48	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2025 Base	AM	ONE HOUR	06:45	08:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - Air Products Access		ONE HOUR	✓	2	100.000
B - Hobson Way		ONE HOUR	✓	388	100.000
C - Kiln Lane		ONE HOUR	✓	253	100.000
D - Laporte Road		ONE HOUR	✓	62	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - Air Products Access	B - Hobson Way	C - Kiln Lane	D - Laporte Road
From	A - Air Products Access	0	1	1	0
	B - Hobson Way	0	0	93	295
	C - Kiln Lane	1	76	2	174
	D - Laporte Road	0	39	23	0

Vehicle Mix

HV %s

		To			
		A - Air Products Access	B - Hobson Way	C - Kiln Lane	D - Laporte Road
From	A - Air Products Access	0	0	0	0
	B - Hobson Way	0	0	16	6
	C - Kiln Lane	0	23	0	21
	D - Laporte Road	0	18	77	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - Air Products Access	0.00	0.00	0.0	A	0	0
B - Hobson Way	0.20	2.29	0.3	A	356	534
C - Kiln Lane	0.15	2.80	0.2	A	232	348
D - Laporte Road	0.03	2.30	0.0	A	57	85

Main Results for each time segment

06:45 - 07:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Air Products Access	0	0	105	1366	0.000	0	0.75	0.0	0.0	0.000	A
B - Hobson Way	292	73	19	2132	0.137	291	86	0.0	0.2	2.117	A
C - Kiln Lane	190	48	222	1908	0.100	190	89	0.0	0.1	2.541	A
D - Laporte Road	47	12	59	2191	0.021	47	352	0.0	0.0	2.260	A

07:00 - 07:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Air Products Access	0	0	126	1355	0.000	0	0.90	0.0	0.0	0.000	A
B - Hobson Way	349	87	22	2130	0.164	349	103	0.2	0.2	2.187	A
C - Kiln Lane	227	57	265	1879	0.121	227	106	0.1	0.2	2.643	A
D - Laporte Road	56	14	71	2182	0.026	56	421	0.0	0.0	2.278	A

07:15 - 07:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Air Products Access	0	0	154	1340	0.000	0	1	0.0	0.0	0.000	A
B - Hobson Way	427	107	28	2126	0.201	427	127	0.2	0.3	2.293	A
C - Kiln Lane	279	70	325	1839	0.152	278	130	0.2	0.2	2.798	A
D - Laporte Road	68	17	87	2171	0.031	68	516	0.0	0.0	2.304	A

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Air Products Access	0	0	154	1340	0.000	0	1	0.0	0.0	0.000	A
B - Hobson Way	427	107	28	2126	0.201	427	127	0.3	0.3	2.293	A
C - Kiln Lane	279	70	325	1838	0.152	279	130	0.2	0.2	2.798	A
D - Laporte Road	68	17	87	2171	0.031	68	516	0.0	0.0	2.304	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Air Products Access	0	0	126	1355	0.000	0	0.90	0.0	0.0	0.000	A
B - Hobson Way	349	87	22	2129	0.164	349	103	0.3	0.2	2.188	A
C - Kiln Lane	227	57	265	1878	0.121	228	106	0.2	0.2	2.644	A
D - Laporte Road	56	14	71	2182	0.026	56	422	0.0	0.0	2.280	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Air Products Access	0	0	105	1366	0.000	0	0.75	0.0	0.0	0.000	A
B - Hobson Way	292	73	19	2132	0.137	292	87	0.2	0.2	2.117	A
C - Kiln Lane	190	48	222	1908	0.100	191	89	0.2	0.1	2.544	A
D - Laporte Road	47	12	60	2191	0.021	47	353	0.0	0.0	2.262	A

2025 Base, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	B - Hobson Way - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	C - Kiln Lane - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	D - Laporte Road - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D	2.43	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.43	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2025 Base	PM	ONE HOUR	15:45	17:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - Air Products Access		ONE HOUR	✓	4	100.000
B - Hobson Way		ONE HOUR	✓	179	100.000
C - Kiln Lane		ONE HOUR	✓	133	100.000
D - Laporte Road		ONE HOUR	✓	470	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - Air Products Access	B - Hobson Way	C - Kiln Lane	D - Laporte Road
From	A - Air Products Access	0	0	4	0
	B - Hobson Way	0	0	112	67
	C - Kiln Lane	0	96	4	33
	D - Laporte Road	0	282	188	0

Vehicle Mix

HV %s

		To			
		A - Air Products Access	B - Hobson Way	C - Kiln Lane	D - Laporte Road
From	A - Air Products Access	0	0	0	0
	B - Hobson Way	0	0	24	11
	C - Kiln Lane	0	16	25	72
	D - Laporte Road	0	5	22	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - Air Products Access	0.00	0.00	0.0	A	0	0
B - Hobson Way	0.10	2.38	0.1	A	164	246
C - Kiln Lane	0.07	2.45	0.1	A	122	183
D - Laporte Road	0.24	2.44	0.4	A	431	647

Main Results for each time segment

15:45 - 16:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Air Products Access	0	0	428	1194	0.000	0	0	0.0	0.0	0.000	A
B - Hobson Way	135	34	144	2043	0.066	134	284	0.0	0.1	2.241	A
C - Kiln Lane	100	25	50	2023	0.049	100	228	0.0	0.1	2.367	A
D - Laporte Road	354	88	75	2180	0.162	353	75	0.0	0.2	2.190	A

16:00 - 16:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Air Products Access	0	0	512	1150	0.000	0	0	0.0	0.0	0.000	A
B - Hobson Way	161	40	173	2023	0.080	161	340	0.1	0.1	2.296	A
C - Kiln Lane	120	30	60	2017	0.059	120	273	0.1	0.1	2.399	A
D - Laporte Road	423	106	90	2169	0.195	422	90	0.2	0.3	2.291	A

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Air Products Access	0	0	627	1088	0.000	0	0	0.0	0.0	0.000	A
B - Hobson Way	197	49	211	1995	0.099	197	416	0.1	0.1	2.378	A
C - Kiln Lane	146	37	74	2008	0.073	146	335	0.1	0.1	2.446	A
D - Laporte Road	517	129	110	2155	0.240	517	110	0.3	0.4	2.443	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Air Products Access	0	0	628	1088	0.000	0	0	0.0	0.0	0.000	A
B - Hobson Way	197	49	211	1995	0.099	197	416	0.1	0.1	2.378	A
C - Kiln Lane	146	37	74	2008	0.073	146	335	0.1	0.1	2.446	A
D - Laporte Road	517	129	110	2155	0.240	517	110	0.4	0.4	2.443	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Air Products Access	0	0	513	1149	0.000	0	0	0.0	0.0	0.000	A
B - Hobson Way	161	40	173	2022	0.080	161	340	0.1	0.1	2.299	A
C - Kiln Lane	120	30	60	2017	0.059	120	273	0.1	0.1	2.400	A
D - Laporte Road	423	106	90	2169	0.195	423	90	0.4	0.3	2.294	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Air Products Access	0	0	429	1194	0.000	0	0	0.0	0.0	0.000	A
B - Hobson Way	135	34	145	2042	0.066	135	285	0.1	0.1	2.241	A
C - Kiln Lane	100	25	50	2023	0.049	100	229	0.1	0.1	2.367	A
D - Laporte Road	354	88	75	2179	0.162	354	75	0.3	0.2	2.194	A

2025 Base + Committed, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	B - Hobson Way - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	C - Kiln Lane - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	D - Laporte Road - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D	2.73	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.73	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2025 Base + Committed	AM	ONE HOUR	06:45	08:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - Air Products Access		ONE HOUR	✓	2	100.000
B - Hobson Way		ONE HOUR	✓	432	100.000
C - Kiln Lane		ONE HOUR	✓	318	100.000
D - Laporte Road		ONE HOUR	✓	84	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - Air Products Access	B - Hobson Way	C - Kiln Lane	D - Laporte Road
From	A - Air Products Access	0	1	1	0
	B - Hobson Way	0	0	137	295
	C - Kiln Lane	1	132	2	183
	D - Laporte Road	0	39	45	0

Vehicle Mix

HV %s

		To			
		A - Air Products Access	B - Hobson Way	C - Kiln Lane	D - Laporte Road
From	A - Air Products Access	0	0	0	0
	B - Hobson Way	0	0	36	6
	C - Kiln Lane	0	41	0	24
	D - Laporte Road	0	18	45	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - Air Products Access	0.00	0.00	0.0	A	0	0
B - Hobson Way	0.23	2.51	0.3	A	396	595
C - Kiln Lane	0.19	3.15	0.3	A	292	438
D - Laporte Road	0.04	2.32	0.1	A	77	116

Main Results for each time segment

06:45 - 07:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Air Products Access	0	0	164	1335	0.000	0	0.75	0.0	0.0	0.000	A
B - Hobson Way	325	81	35	2120	0.153	324	128	0.0	0.2	2.283	A
C - Kiln Lane	239	60	222	1908	0.125	239	138	0.0	0.2	2.806	A
D - Laporte Road	63	16	101	2161	0.029	63	359	0.0	0.0	2.248	A

07:00 - 07:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Air Products Access	0	0	196	1318	0.000	0	0.90	0.0	0.0	0.000	A
B - Hobson Way	388	97	42	2115	0.184	388	154	0.2	0.3	2.375	A
C - Kiln Lane	286	71	265	1879	0.152	286	165	0.2	0.2	2.942	A
D - Laporte Road	76	19	121	2147	0.035	75	429	0.0	0.0	2.277	A

07:15 - 07:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Air Products Access	0	0	240	1294	0.000	0	1	0.0	0.0	0.000	A
B - Hobson Way	476	119	52	2109	0.226	475	188	0.3	0.3	2.512	A
C - Kiln Lane	350	88	325	1839	0.190	350	202	0.2	0.3	3.148	A
D - Laporte Road	92	23	149	2128	0.043	92	526	0.0	0.1	2.317	A

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Air Products Access	0	0	240	1294	0.000	0	1	0.0	0.0	0.000	A
B - Hobson Way	476	119	52	2109	0.226	476	188	0.3	0.3	2.512	A
C - Kiln Lane	350	88	325	1838	0.190	350	203	0.3	0.3	3.149	A
D - Laporte Road	92	23	149	2128	0.043	92	526	0.1	0.1	2.317	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Air Products Access	0	0	196	1318	0.000	0	0.90	0.0	0.0	0.000	A
B - Hobson Way	388	97	42	2115	0.184	389	154	0.3	0.3	2.376	A
C - Kiln Lane	286	71	265	1878	0.152	286	166	0.3	0.2	2.946	A
D - Laporte Road	76	19	121	2147	0.035	76	430	0.1	0.0	2.279	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Air Products Access	0	0	164	1335	0.000	0	0.75	0.0	0.0	0.000	A
B - Hobson Way	325	81	35	2120	0.153	325	129	0.3	0.2	2.287	A
C - Kiln Lane	239	60	222	1908	0.126	240	139	0.2	0.2	2.810	A
D - Laporte Road	63	16	102	2161	0.029	63	360	0.0	0.0	2.249	A

2025 Base + Committed, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	B - Hobson Way - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	C - Kiln Lane - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	D - Laporte Road - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D	2.47	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.47	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2025 Base + Committed	PM	ONE HOUR	15:45	17:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - Air Products Access		ONE HOUR	✓	4	100.000
B - Hobson Way		ONE HOUR	✓	202	100.000
C - Kiln Lane		ONE HOUR	✓	150	100.000
D - Laporte Road		ONE HOUR	✓	489	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - Air Products Access	B - Hobson Way	C - Kiln Lane	D - Laporte Road
From	A - Air Products Access	0	0	4	0
	B - Hobson Way	0	0	135	67
	C - Kiln Lane	0	111	4	35
	D - Laporte Road	0	282	207	0

Vehicle Mix

HV %s

		To			
		A - Air Products Access	B - Hobson Way	C - Kiln Lane	D - Laporte Road
From	A - Air Products Access	0	0	0	0
	B - Hobson Way	0	0	23	11
	C - Kiln Lane	0	17	25	68
	D - Laporte Road	0	5	20	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - Air Products Access	0.00	0.00	0.0	A	0	0
B - Hobson Way	0.11	2.43	0.2	A	185	278
C - Kiln Lane	0.08	2.46	0.1	A	138	206
D - Laporte Road	0.25	2.49	0.4	A	449	673

Main Results for each time segment

15:45 - 16:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Air Products Access	0	0	454	1181	0.000	0	0	0.0	0.0	0.000	A
B - Hobson Way	152	38	158	2033	0.075	152	295	0.0	0.1	2.272	A
C - Kiln Lane	113	28	50	2023	0.056	113	260	0.0	0.1	2.376	A
D - Laporte Road	368	92	86	2172	0.170	367	77	0.0	0.2	2.210	A

16:00 - 16:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Air Products Access	0	0	543	1133	0.000	0	0	0.0	0.0	0.000	A
B - Hobson Way	182	45	190	2010	0.090	182	353	0.1	0.1	2.337	A
C - Kiln Lane	135	34	60	2017	0.067	135	311	0.1	0.1	2.412	A
D - Laporte Road	440	110	103	2160	0.204	439	92	0.2	0.3	2.319	A

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Air Products Access	0	0	665	1068	0.000	0	0	0.0	0.0	0.000	A
B - Hobson Way	222	56	232	1980	0.112	222	432	0.1	0.1	2.431	A
C - Kiln Lane	165	41	74	2008	0.082	165	381	0.1	0.1	2.464	A
D - Laporte Road	538	135	127	2144	0.251	538	112	0.3	0.4	2.485	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Air Products Access	0	0	665	1068	0.000	0	0	0.0	0.0	0.000	A
B - Hobson Way	222	56	232	1980	0.112	222	433	0.1	0.2	2.431	A
C - Kiln Lane	165	41	74	2008	0.082	165	381	0.1	0.1	2.464	A
D - Laporte Road	538	135	127	2144	0.251	538	112	0.4	0.4	2.485	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Air Products Access	0	0	543	1133	0.000	0	0	0.0	0.0	0.000	A
B - Hobson Way	182	45	190	2010	0.090	182	354	0.2	0.1	2.337	A
C - Kiln Lane	135	34	60	2017	0.067	135	311	0.1	0.1	2.413	A
D - Laporte Road	440	110	103	2160	0.204	440	92	0.4	0.3	2.320	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Air Products Access	0	0	455	1180	0.000	0	0	0.0	0.0	0.000	A
B - Hobson Way	152	38	159	2032	0.075	152	296	0.1	0.1	2.273	A
C - Kiln Lane	113	28	50	2023	0.056	113	261	0.1	0.1	2.377	A
D - Laporte Road	368	92	87	2172	0.170	368	77	0.3	0.2	2.215	A

2025 Base + Committed + Development, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	B - Hobson Way - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	C - Kiln Lane - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	D - Laporte Road - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D	2.73	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.73	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2025 Base + Committed + Development	AM	ONE HOUR	06:45	08:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - Air Products Access		ONE HOUR	✓	2	100.000
B - Hobson Way		ONE HOUR	✓	458	100.000
C - Kiln Lane		ONE HOUR	✓	318	100.000
D - Laporte Road		ONE HOUR	✓	110	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - Air Products Access	B - Hobson Way	C - Kiln Lane	D - Laporte Road
From	A - Air Products Access	0	1	1	0
	B - Hobson Way	0	0	137	321
	C - Kiln Lane	1	132	2	183
	D - Laporte Road	0	65	45	0

Vehicle Mix

HV %s

		To			
		A - Air Products Access	B - Hobson Way	C - Kiln Lane	D - Laporte Road
From	A - Air Products Access	0	0	0	0
	B - Hobson Way	0	0	36	6
	C - Kiln Lane	0	41	0	24
	D - Laporte Road	0	11	45	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - Air Products Access	0.00	0.00	0.0	A	0	0
B - Hobson Way	0.24	2.55	0.4	A	420	630
C - Kiln Lane	0.19	3.19	0.3	A	292	438
D - Laporte Road	0.06	2.20	0.1	A	101	151

Main Results for each time segment

06:45 - 07:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Air Products Access	0	0	183	1325	0.000	0	0.75	0.0	0.0	0.000	A
B - Hobson Way	345	86	35	2120	0.163	344	148	0.0	0.2	2.298	A
C - Kiln Lane	239	60	241	1895	0.126	239	138	0.0	0.2	2.829	A
D - Laporte Road	83	21	101	2161	0.038	83	378	0.0	0.0	2.126	A

07:00 - 07:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Air Products Access	0	0	219	1305	0.000	0	0.90	0.0	0.0	0.000	A
B - Hobson Way	412	103	42	2115	0.195	412	177	0.2	0.3	2.397	A
C - Kiln Lane	286	71	288	1863	0.153	286	165	0.2	0.2	2.971	A
D - Laporte Road	99	25	121	2147	0.046	99	453	0.0	0.1	2.157	A

07:15 - 07:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Air Products Access	0	0	268	1279	0.000	0	1	0.0	0.0	0.000	A
B - Hobson Way	504	126	52	2109	0.239	504	217	0.3	0.4	2.546	A
C - Kiln Lane	350	88	353	1819	0.192	350	202	0.2	0.3	3.190	A
D - Laporte Road	121	30	149	2128	0.057	121	555	0.1	0.1	2.201	A

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Air Products Access	0	0	269	1279	0.000	0	1	0.0	0.0	0.000	A
B - Hobson Way	504	126	52	2109	0.239	504	217	0.4	0.4	2.546	A
C - Kiln Lane	350	88	353	1819	0.192	350	203	0.3	0.3	3.190	A
D - Laporte Road	121	30	149	2128	0.057	121	555	0.1	0.1	2.201	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Air Products Access	0	0	220	1305	0.000	0	0.90	0.0	0.0	0.000	A
B - Hobson Way	412	103	42	2115	0.195	412	177	0.4	0.3	2.398	A
C - Kiln Lane	286	71	289	1863	0.153	286	166	0.3	0.2	2.975	A
D - Laporte Road	99	25	121	2147	0.046	99	453	0.1	0.1	2.159	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Air Products Access	0	0	184	1324	0.000	0	0.75	0.0	0.0	0.000	A
B - Hobson Way	345	86	35	2120	0.163	345	148	0.3	0.2	2.301	A
C - Kiln Lane	239	60	242	1894	0.126	240	139	0.2	0.2	2.832	A
D - Laporte Road	83	21	102	2161	0.038	83	380	0.1	0.0	2.126	A

2025 Base + Committed + Development, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	B - Hobson Way - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	C - Kiln Lane - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	D - Laporte Road - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D	2.49	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.49	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2025 Base + Committed + Development	PM	ONE HOUR	15:45	17:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - Air Products Access		ONE HOUR	✓	4	100.000
B - Hobson Way		ONE HOUR	✓	229	100.000
C - Kiln Lane		ONE HOUR	✓	150	100.000
D - Laporte Road		ONE HOUR	✓	515	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - Air Products Access	B - Hobson Way	C - Kiln Lane	D - Laporte Road
From	A - Air Products Access	0	0	4	0
	B - Hobson Way	0	0	135	94
	C - Kiln Lane	0	111	4	35
	D - Laporte Road	0	308	207	0

Vehicle Mix

HV %s

		To			
		A - Air Products Access	B - Hobson Way	C - Kiln Lane	D - Laporte Road
From	A - Air Products Access	0	0	0	0
	B - Hobson Way	0	0	23	8
	C - Kiln Lane	0	17	25	68
	D - Laporte Road	0	5	20	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - Air Products Access	0.00	0.00	0.0	A	0	0
B - Hobson Way	0.13	2.42	0.2	A	210	315
C - Kiln Lane	0.08	2.49	0.1	A	138	206
D - Laporte Road	0.26	2.52	0.4	A	473	709

Main Results for each time segment

15:45 - 16:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Air Products Access	0	0	473	1170	0.000	0	0	0.0	0.0	0.000	A
B - Hobson Way	172	43	158	2033	0.085	172	315	0.0	0.1	2.251	A
C - Kiln Lane	113	28	71	2010	0.056	113	260	0.0	0.1	2.393	A
D - Laporte Road	388	97	86	2172	0.179	387	97	0.0	0.2	2.228	A

16:00 - 16:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Air Products Access	0	0	566	1121	0.000	0	0	0.0	0.0	0.000	A
B - Hobson Way	206	51	190	2010	0.102	206	376	0.1	0.1	2.321	A
C - Kiln Lane	135	34	84	2000	0.067	135	311	0.1	0.1	2.433	A
D - Laporte Road	463	116	103	2160	0.214	463	116	0.2	0.3	2.345	A

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Air Products Access	0	0	693	1053	0.000	0	0	0.0	0.0	0.000	A
B - Hobson Way	252	63	232	1980	0.127	252	461	0.1	0.2	2.424	A
C - Kiln Lane	165	41	103	1988	0.083	165	381	0.1	0.1	2.491	A
D - Laporte Road	567	142	127	2144	0.265	567	142	0.3	0.4	2.523	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Air Products Access	0	0	694	1053	0.000	0	0	0.0	0.0	0.000	A
B - Hobson Way	252	63	232	1980	0.127	252	461	0.2	0.2	2.424	A
C - Kiln Lane	165	41	103	1988	0.083	165	381	0.1	0.1	2.491	A
D - Laporte Road	567	142	127	2144	0.265	567	142	0.4	0.4	2.523	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Air Products Access	0	0	567	1120	0.000	0	0	0.0	0.0	0.000	A
B - Hobson Way	206	51	190	2010	0.102	206	377	0.2	0.1	2.323	A
C - Kiln Lane	135	34	85	2000	0.067	135	311	0.1	0.1	2.436	A
D - Laporte Road	463	116	103	2160	0.214	463	116	0.4	0.3	2.348	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Air Products Access	0	0	475	1170	0.000	0	0	0.0	0.0	0.000	A
B - Hobson Way	172	43	159	2032	0.085	173	316	0.1	0.1	2.252	A
C - Kiln Lane	113	28	71	2010	0.056	113	261	0.1	0.1	2.396	A
D - Laporte Road	388	97	87	2172	0.179	388	97	0.3	0.2	2.231	A

2032 Base, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	B - Hobson Way - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	C - Kiln Lane - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	D - Laporte Road - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D	2.50	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.50	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D9	2032 Base	AM	ONE HOUR	06:45	08:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - Air Products Access		ONE HOUR	✓	2	100.000
B - Hobson Way		ONE HOUR	✓	404	100.000
C - Kiln Lane		ONE HOUR	✓	263	100.000
D - Laporte Road		ONE HOUR	✓	65	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - Air Products Access	B - Hobson Way	C - Kiln Lane	D - Laporte Road
From	A - Air Products Access	0	1	1	0
	B - Hobson Way	0	0	97	307
	C - Kiln Lane	1	79	2	181
	D - Laporte Road	0	41	24	0

Vehicle Mix

HV %s

		To			
		A - Air Products Access	B - Hobson Way	C - Kiln Lane	D - Laporte Road
From	A - Air Products Access	0	0	0	0
	B - Hobson Way	0	0	16	6
	C - Kiln Lane	0	23	0	21
	D - Laporte Road	0	18	77	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - Air Products Access	0.00	0.00	0.0	A	0	0
B - Hobson Way	0.21	2.32	0.3	A	371	556
C - Kiln Lane	0.16	2.83	0.2	A	241	362
D - Laporte Road	0.03	2.31	0.0	A	60	89

Main Results for each time segment

06:45 - 07:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Air Products Access	0	0	110	1364	0.000	0	0.75	0.0	0.0	0.000	A
B - Hobson Way	304	76	20	2132	0.143	303	90	0.0	0.2	2.130	A
C - Kiln Lane	198	50	231	1902	0.104	197	92	0.0	0.1	2.562	A
D - Laporte Road	49	12	62	2189	0.022	49	366	0.0	0.0	2.263	A

07:00 - 07:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Air Products Access	0	0	131	1352	0.000	0	0.90	0.0	0.0	0.000	A
B - Hobson Way	363	91	23	2129	0.171	363	108	0.2	0.2	2.206	A
C - Kiln Lane	236	59	276	1871	0.126	236	111	0.1	0.2	2.670	A
D - Laporte Road	58	15	74	2181	0.027	58	438	0.0	0.0	2.282	A

07:15 - 07:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Air Products Access	0	0	161	1337	0.000	0	1	0.0	0.0	0.000	A
B - Hobson Way	445	111	29	2125	0.209	445	132	0.2	0.3	2.318	A
C - Kiln Lane	290	72	338	1830	0.158	289	135	0.2	0.2	2.834	A
D - Laporte Road	72	18	90	2169	0.033	72	537	0.0	0.0	2.309	A

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Air Products Access	0	0	161	1336	0.000	0	1	0.0	0.0	0.000	A
B - Hobson Way	445	111	29	2125	0.209	445	132	0.3	0.3	2.318	A
C - Kiln Lane	290	72	338	1830	0.158	290	135	0.2	0.2	2.835	A
D - Laporte Road	72	18	90	2169	0.033	72	537	0.0	0.0	2.309	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Air Products Access	0	0	131	1352	0.000	0	0.90	0.0	0.0	0.000	A
B - Hobson Way	363	91	23	2129	0.171	363	108	0.3	0.2	2.208	A
C - Kiln Lane	236	59	276	1871	0.126	237	111	0.2	0.2	2.671	A
D - Laporte Road	58	15	74	2181	0.027	58	439	0.0	0.0	2.282	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Air Products Access	0	0	110	1363	0.000	0	0.75	0.0	0.0	0.000	A
B - Hobson Way	304	76	20	2132	0.143	304	90	0.2	0.2	2.132	A
C - Kiln Lane	198	50	231	1901	0.104	198	93	0.2	0.1	2.563	A
D - Laporte Road	49	12	62	2189	0.022	49	368	0.0	0.0	2.265	A

2032 Base, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	B - Hobson Way - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	C - Kiln Lane - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	D - Laporte Road - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D	2.45	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.45	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D10	2032 Base	PM	ONE HOUR	15:45	17:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - Air Products Access		ONE HOUR	✓	4	100.000
B - Hobson Way		ONE HOUR	✓	185	100.000
C - Kiln Lane		ONE HOUR	✓	138	100.000
D - Laporte Road		ONE HOUR	✓	488	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - Air Products Access	B - Hobson Way	C - Kiln Lane	D - Laporte Road
From	A - Air Products Access	0	0	4	0
	B - Hobson Way	0	0	116	69
	C - Kiln Lane	0	100	4	34
	D - Laporte Road	0	293	195	0

Vehicle Mix

HV %s

		To			
		A - Air Products Access	B - Hobson Way	C - Kiln Lane	D - Laporte Road
From	A - Air Products Access	0	0	0	0
	B - Hobson Way	0	0	24	11
	C - Kiln Lane	0	16	25	72
	D - Laporte Road	0	5	22	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - Air Products Access	0.00	0.00	0.0	A	0	0
B - Hobson Way	0.10	2.39	0.1	A	170	255
C - Kiln Lane	0.08	2.45	0.1	A	127	190
D - Laporte Road	0.25	2.48	0.4	A	448	672

Main Results for each time segment

15:45 - 16:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Air Products Access	0	0	445	1185	0.000	0	0	0.0	0.0	0.000	A
B - Hobson Way	139	35	149	2039	0.068	139	295	0.0	0.1	2.251	A
C - Kiln Lane	104	26	52	2022	0.051	104	237	0.0	0.1	2.371	A
D - Laporte Road	367	92	78	2178	0.169	366	77	0.0	0.2	2.209	A

16:00 - 16:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Air Products Access	0	0	532	1139	0.000	0	0	0.0	0.0	0.000	A
B - Hobson Way	166	42	179	2018	0.082	166	353	0.1	0.1	2.309	A
C - Kiln Lane	124	31	62	2016	0.062	124	283	0.1	0.1	2.405	A
D - Laporte Road	439	110	93	2167	0.202	438	93	0.2	0.3	2.315	A

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Air Products Access	0	0	651	1076	0.000	0	0	0.0	0.0	0.000	A
B - Hobson Way	204	51	219	1989	0.102	204	432	0.1	0.1	2.394	A
C - Kiln Lane	152	38	76	2006	0.076	152	347	0.1	0.1	2.453	A
D - Laporte Road	537	134	114	2152	0.250	537	113	0.3	0.4	2.478	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Air Products Access	0	0	652	1075	0.000	0	0	0.0	0.0	0.000	A
B - Hobson Way	204	51	219	1989	0.102	204	433	0.1	0.1	2.394	A
C - Kiln Lane	152	38	76	2006	0.076	152	347	0.1	0.1	2.453	A
D - Laporte Road	537	134	115	2152	0.250	537	113	0.4	0.4	2.478	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Air Products Access	0	0	533	1139	0.000	0	0	0.0	0.0	0.000	A
B - Hobson Way	166	42	179	2018	0.082	166	354	0.1	0.1	2.309	A
C - Kiln Lane	124	31	62	2015	0.062	124	283	0.1	0.1	2.407	A
D - Laporte Road	439	110	94	2167	0.202	439	93	0.4	0.3	2.317	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Air Products Access	0	0	446	1185	0.000	0	0	0.0	0.0	0.000	A
B - Hobson Way	139	35	150	2039	0.068	139	296	0.1	0.1	2.251	A
C - Kiln Lane	104	26	52	2022	0.051	104	237	0.1	0.1	2.371	A
D - Laporte Road	367	92	78	2177	0.169	368	78	0.3	0.2	2.213	A

2032 Base + Committed, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	B - Hobson Way - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	C - Kiln Lane - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	D - Laporte Road - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D	2.76	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.76	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D11	2032 Base + Committed	AM	ONE HOUR	06:45	08:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - Air Products Access		ONE HOUR	✓	2	100.000
B - Hobson Way		ONE HOUR	✓	448	100.000
C - Kiln Lane		ONE HOUR	✓	328	100.000
D - Laporte Road		ONE HOUR	✓	87	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - Air Products Access	B - Hobson Way	C - Kiln Lane	D - Laporte Road
From	A - Air Products Access	0	1	1	0
	B - Hobson Way	0	0	141	307
	C - Kiln Lane	1	135	2	190
	D - Laporte Road	0	41	46	0

Vehicle Mix

HV %s

		To			
		A - Air Products Access	B - Hobson Way	C - Kiln Lane	D - Laporte Road
From	A - Air Products Access	0	0	0	0
	B - Hobson Way	0	0	36	6
	C - Kiln Lane	0	41	0	24
	D - Laporte Road	0	18	45	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - Air Products Access	0.00	0.00	0.0	A	0	0
B - Hobson Way	0.23	2.54	0.3	A	411	617
C - Kiln Lane	0.20	3.19	0.3	A	301	451
D - Laporte Road	0.05	2.32	0.1	A	80	120

Main Results for each time segment

06:45 - 07:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Air Products Access	0	0	168	1333	0.000	0	0.75	0.0	0.0	0.000	A
B - Hobson Way	337	84	36	2120	0.159	336	132	0.0	0.2	2.298	A
C - Kiln Lane	247	62	231	1902	0.130	246	142	0.0	0.2	2.828	A
D - Laporte Road	65	16	104	2160	0.030	65	373	0.0	0.0	2.249	A

07:00 - 07:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Air Products Access	0	0	201	1315	0.000	0	0.90	0.0	0.0	0.000	A
B - Hobson Way	403	101	43	2115	0.190	403	158	0.2	0.3	2.394	A
C - Kiln Lane	295	74	276	1871	0.158	295	170	0.2	0.2	2.971	A
D - Laporte Road	78	20	124	2145	0.036	78	447	0.0	0.0	2.278	A

07:15 - 07:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Air Products Access	0	0	246	1291	0.000	0	1	0.0	0.0	0.000	A
B - Hobson Way	493	123	53	2108	0.234	493	194	0.3	0.3	2.539	A
C - Kiln Lane	361	90	338	1830	0.197	361	208	0.2	0.3	3.190	A
D - Laporte Road	96	24	152	2126	0.045	96	547	0.0	0.1	2.320	A

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Air Products Access	0	0	247	1291	0.000	0	1	0.0	0.0	0.000	A
B - Hobson Way	493	123	53	2108	0.234	493	194	0.3	0.3	2.539	A
C - Kiln Lane	361	90	338	1830	0.197	361	208	0.3	0.3	3.190	A
D - Laporte Road	96	24	152	2126	0.045	96	547	0.1	0.1	2.320	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Air Products Access	0	0	202	1315	0.000	0	0.90	0.0	0.0	0.000	A
B - Hobson Way	403	101	43	2115	0.190	403	158	0.3	0.3	2.397	A
C - Kiln Lane	295	74	276	1871	0.158	295	170	0.3	0.2	2.973	A
D - Laporte Road	78	20	124	2145	0.036	78	447	0.1	0.0	2.281	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Air Products Access	0	0	169	1332	0.000	0	0.75	0.0	0.0	0.000	A
B - Hobson Way	337	84	36	2120	0.159	337	133	0.3	0.2	2.300	A
C - Kiln Lane	247	62	231	1901	0.130	247	142	0.2	0.2	2.834	A
D - Laporte Road	65	16	104	2159	0.030	66	374	0.0	0.0	2.251	A

2032 Base + Committed, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	B - Hobson Way - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	C - Kiln Lane - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	D - Laporte Road - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D	2.50	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.50	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D12	2032 Base + Committed	PM	ONE HOUR	15:45	17:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - Air Products Access		ONE HOUR	✓	4	100.000
B - Hobson Way		ONE HOUR	✓	209	100.000
C - Kiln Lane		ONE HOUR	✓	155	100.000
D - Laporte Road		ONE HOUR	✓	507	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - Air Products Access	B - Hobson Way	C - Kiln Lane	D - Laporte Road
From	A - Air Products Access	0	0	4	0
	B - Hobson Way	0	0	140	69
	C - Kiln Lane	0	115	4	36
	D - Laporte Road	0	293	214	0

Vehicle Mix

HV %s

		To			
		A - Air Products Access	B - Hobson Way	C - Kiln Lane	D - Laporte Road
From	A - Air Products Access	0	0	0	0
	B - Hobson Way	0	0	23	11
	C - Kiln Lane	0	17	25	68
	D - Laporte Road	0	5	20	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - Air Products Access	0.00	0.00	0.0	A	0	0
B - Hobson Way	0.12	2.45	0.2	A	192	288
C - Kiln Lane	0.09	2.47	0.1	A	142	213
D - Laporte Road	0.26	2.52	0.4	A	465	698

Main Results for each time segment

15:45 - 16:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Air Products Access	0	0	470	1172	0.000	0	0	0.0	0.0	0.000	A
B - Hobson Way	157	39	164	2029	0.078	157	306	0.0	0.1	2.284	A
C - Kiln Lane	117	29	52	2022	0.058	116	269	0.0	0.1	2.381	A
D - Laporte Road	382	95	89	2170	0.176	381	79	0.0	0.2	2.229	A

16:00 - 16:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Air Products Access	0	0	562	1123	0.000	0	0	0.0	0.0	0.000	A
B - Hobson Way	188	47	196	2006	0.094	188	367	0.1	0.1	2.351	A
C - Kiln Lane	139	35	62	2016	0.069	139	322	0.1	0.1	2.419	A
D - Laporte Road	456	114	107	2157	0.211	456	94	0.2	0.3	2.344	A

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Air Products Access	0	0	689	1056	0.000	0	0	0.0	0.0	0.000	A
B - Hobson Way	230	58	240	1975	0.117	230	449	0.1	0.2	2.450	A
C - Kiln Lane	171	43	76	2006	0.085	171	394	0.1	0.1	2.472	A
D - Laporte Road	558	140	131	2141	0.261	558	116	0.3	0.4	2.521	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Air Products Access	0	0	689	1055	0.000	0	0	0.0	0.0	0.000	A
B - Hobson Way	230	58	240	1974	0.117	230	449	0.2	0.2	2.450	A
C - Kiln Lane	171	43	76	2006	0.085	171	394	0.1	0.1	2.472	A
D - Laporte Road	558	140	131	2141	0.261	558	116	0.4	0.4	2.521	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Air Products Access	0	0	563	1122	0.000	0	0	0.0	0.0	0.000	A
B - Hobson Way	188	47	196	2006	0.094	188	367	0.2	0.1	2.353	A
C - Kiln Lane	139	35	62	2015	0.069	139	322	0.1	0.1	2.421	A
D - Laporte Road	456	114	107	2157	0.211	456	94	0.4	0.3	2.345	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Air Products Access	0	0	472	1171	0.000	0	0	0.0	0.0	0.000	A
B - Hobson Way	157	39	164	2028	0.078	157	307	0.1	0.1	2.286	A
C - Kiln Lane	117	29	52	2022	0.058	117	270	0.1	0.1	2.381	A
D - Laporte Road	382	95	90	2169	0.176	382	79	0.3	0.2	2.234	A

2032 Base + Committed + Development, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	B - Hobson Way - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	C - Kiln Lane - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	D - Laporte Road - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D	2.76	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.76	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D13	2032 Base + Committed + Development	AM	ONE HOUR	06:45	08:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - Air Products Access		ONE HOUR	✓	2	100.000
B - Hobson Way		ONE HOUR	✓	474	100.000
C - Kiln Lane		ONE HOUR	✓	328	100.000
D - Laporte Road		ONE HOUR	✓	113	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - Air Products Access	B - Hobson Way	C - Kiln Lane	D - Laporte Road
From	A - Air Products Access	0	1	1	0
	B - Hobson Way	0	0	141	333
	C - Kiln Lane	1	135	2	190
	D - Laporte Road	0	67	46	0

Vehicle Mix

HV %s

		To			
		A - Air Products Access	B - Hobson Way	C - Kiln Lane	D - Laporte Road
From	A - Air Products Access	0	0	0	0
	B - Hobson Way	0	0	36	6
	C - Kiln Lane	0	41	0	24
	D - Laporte Road	0	11	45	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - Air Products Access	0.00	0.00	0.0	A	0	0
B - Hobson Way	0.25	2.57	0.4	A	435	652
C - Kiln Lane	0.20	3.23	0.3	A	301	451
D - Laporte Road	0.06	2.21	0.1	A	104	156

Main Results for each time segment

06:45 - 07:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Air Products Access	0	0	188	1322	0.000	0	0.75	0.0	0.0	0.000	A
B - Hobson Way	357	89	36	2120	0.168	356	152	0.0	0.2	2.314	A
C - Kiln Lane	247	62	250	1889	0.131	246	142	0.0	0.2	2.851	A
D - Laporte Road	85	21	104	2160	0.039	85	393	0.0	0.1	2.129	A

07:00 - 07:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Air Products Access	0	0	225	1302	0.000	0	0.90	0.0	0.0	0.000	A
B - Hobson Way	426	107	43	2115	0.201	426	181	0.2	0.3	2.418	A
C - Kiln Lane	295	74	299	1856	0.159	295	170	0.2	0.2	3.001	A
D - Laporte Road	102	25	124	2145	0.047	102	470	0.1	0.1	2.161	A

07:15 - 07:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Air Products Access	0	0	275	1276	0.000	0	1	0.0	0.0	0.000	A
B - Hobson Way	522	130	53	2108	0.248	522	222	0.3	0.4	2.574	A
C - Kiln Lane	361	90	366	1810	0.199	361	208	0.2	0.3	3.232	A
D - Laporte Road	124	31	152	2126	0.059	124	575	0.1	0.1	2.206	A

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Air Products Access	0	0	275	1276	0.000	0	1	0.0	0.0	0.000	A
B - Hobson Way	522	130	53	2108	0.248	522	222	0.4	0.4	2.574	A
C - Kiln Lane	361	90	367	1810	0.199	361	208	0.3	0.3	3.233	A
D - Laporte Road	124	31	152	2126	0.059	124	576	0.1	0.1	2.206	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Air Products Access	0	0	225	1302	0.000	0	0.90	0.0	0.0	0.000	A
B - Hobson Way	426	107	43	2115	0.202	426	182	0.4	0.3	2.420	A
C - Kiln Lane	295	74	300	1855	0.159	295	170	0.3	0.2	3.005	A
D - Laporte Road	102	25	124	2145	0.047	102	471	0.1	0.1	2.163	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Air Products Access	0	0	188	1322	0.000	0	0.75	0.0	0.0	0.000	A
B - Hobson Way	357	89	36	2120	0.168	357	152	0.3	0.2	2.316	A
C - Kiln Lane	247	62	251	1888	0.131	247	142	0.2	0.2	2.857	A
D - Laporte Road	85	21	104	2159	0.039	85	394	0.1	0.1	2.131	A

2032 Base + Committed + Development, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	B - Hobson Way - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	C - Kiln Lane - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	D - Laporte Road - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D	2.52	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.52	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D14	2032 Base + Committed + Development	PM	ONE HOUR	15:45	17:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - Air Products Access		ONE HOUR	✓	4	100.000
B - Hobson Way		ONE HOUR	✓	236	100.000
C - Kiln Lane		ONE HOUR	✓	155	100.000
D - Laporte Road		ONE HOUR	✓	533	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - Air Products Access	B - Hobson Way	C - Kiln Lane	D - Laporte Road
From	A - Air Products Access	0	0	4	0
	B - Hobson Way	0	0	140	96
	C - Kiln Lane	0	115	4	36
	D - Laporte Road	0	319	214	0

Vehicle Mix

HV %s

		To			
		A - Air Products Access	B - Hobson Way	C - Kiln Lane	D - Laporte Road
From	A - Air Products Access	0	0	0	0
	B - Hobson Way	0	0	23	8
	C - Kiln Lane	0	17	25	68
	D - Laporte Road	0	5	20	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - Air Products Access	0.00	0.00	0.0	A	0	0
B - Hobson Way	0.13	2.44	0.2	A	217	325
C - Kiln Lane	0.09	2.50	0.1	A	142	213
D - Laporte Road	0.27	2.56	0.4	A	489	734

Main Results for each time segment

15:45 - 16:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Air Products Access	0	0	490	1162	0.000	0	0	0.0	0.0	0.000	A
B - Hobson Way	178	44	164	2029	0.088	177	326	0.0	0.1	2.263	A
C - Kiln Lane	117	29	72	2009	0.058	116	269	0.0	0.1	2.398	A
D - Laporte Road	401	100	89	2170	0.185	400	99	0.0	0.3	2.248	A

16:00 - 16:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Air Products Access	0	0	586	1110	0.000	0	0	0.0	0.0	0.000	A
B - Hobson Way	212	53	196	2006	0.106	212	390	0.1	0.1	2.336	A
C - Kiln Lane	139	35	86	1999	0.070	139	322	0.1	0.1	2.440	A
D - Laporte Road	479	120	107	2157	0.222	479	119	0.3	0.3	2.371	A

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Air Products Access	0	0	717	1040	0.000	0	0	0.0	0.0	0.000	A
B - Hobson Way	260	65	240	1975	0.132	260	478	0.1	0.2	2.443	A
C - Kiln Lane	171	43	106	1986	0.086	171	394	0.1	0.1	2.500	A
D - Laporte Road	587	147	131	2141	0.274	586	145	0.3	0.4	2.560	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Air Products Access	0	0	718	1040	0.000	0	0	0.0	0.0	0.000	A
B - Hobson Way	260	65	240	1974	0.132	260	478	0.2	0.2	2.444	A
C - Kiln Lane	171	43	106	1986	0.086	171	394	0.1	0.1	2.500	A
D - Laporte Road	587	147	131	2141	0.274	587	145	0.4	0.4	2.561	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Air Products Access	0	0	587	1110	0.000	0	0	0.0	0.0	0.000	A
B - Hobson Way	212	53	196	2006	0.106	212	390	0.2	0.1	2.338	A
C - Kiln Lane	139	35	86	1999	0.070	139	322	0.1	0.1	2.442	A
D - Laporte Road	479	120	107	2157	0.222	480	119	0.4	0.3	2.374	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Air Products Access	0	0	491	1161	0.000	0	0	0.0	0.0	0.000	A
B - Hobson Way	178	44	164	2028	0.088	178	327	0.1	0.1	2.266	A
C - Kiln Lane	117	29	72	2009	0.058	117	270	0.1	0.1	2.399	A
D - Laporte Road	401	100	90	2169	0.185	402	99	0.3	0.3	2.251	A

Annex TN2 C

Kings Road/ A1173 Roundabout

Junctions 10

ARCADY 10 - Roundabout Module

Version: 10.0.4.1693
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Filename: Kings Road-A1173 RevC.j10
Path: P:\23000's\23325\Junction Assessment\Kings Road-A1173 RevC_Junctions 10 Report
Report generation date: 05/08/2022 10:01:34

»2021 Base, AM
»2021 Base, PM
»2025 Base, AM
»2025 Base, PM
»2025 Base + Committed, AM
»2025 Base + Committed, PM
»2025 Base + Committed + Development, AM
»2025 Base + Committed + Development, PM
»2032 Base, AM
»2032 Base, PM
»2032 Base + Committed, AM
»2032 Base + Committed, PM
»2032 Base + Committed + Development, AM
»2032 Base + Committed + Development, PM

Summary of junction performance

	AM			PM		
	Q (PCU)	Delay (s)	RFC	Q (PCU)	Delay (s)	RFC
	2021 Base					
A - Kings Road NE	0.2	2.94	0.17	0.6	3.75	0.35
B - A1173	0.8	4.17	0.42	0.2	3.02	0.16
C - Kings Road NW	0.1	3.88	0.07	0.3	3.25	0.21
	2025 Base					
A - Kings Road NE	0.2	2.96	0.17	0.6	3.82	0.36
B - A1173	0.9	4.27	0.43	0.2	3.04	0.17
C - Kings Road NW	0.1	3.91	0.07	0.3	3.28	0.22
	2025 Base + Committed					
A - Kings Road NE	0.2	3.01	0.18	0.6	3.97	0.37
B - A1173	1.0	4.61	0.48	0.3	3.13	0.19
C - Kings Road NW	0.1	3.83	0.10	0.4	3.45	0.25
	2025 Base + Committed + Development					
A - Kings Road NE	0.4	3.28	0.24	1.0	4.96	0.47
B - A1173	1.6	6.05	0.58	0.6	4.03	0.33
C - Kings Road NW	0.1	3.62	0.05	0.5	4.03	0.29
	2032 Base					
A - Kings Road NE	0.3	3.05	0.18	0.7	3.94	0.38
B - A1173	1.2	4.96	0.51	0.3	3.07	0.18
C - Kings Road NW	0.2	4.33	0.11	0.3	3.35	0.23
	2032 Base + Committed					
A - Kings Road NE	0.3	3.10	0.19	0.7	4.10	0.39
B - A1173	1.3	5.27	0.54	0.3	3.16	0.20
C - Kings Road NW	0.2	4.06	0.13	0.4	3.52	0.26
	2032 Base + Committed + Development					
A - Kings Road NE	0.4	3.49	0.25	1.1	5.04	0.48
B - A1173	2.1	6.96	0.64	0.6	4.03	0.33
C - Kings Road NW	0.2	4.47	0.14	0.5	4.06	0.29

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

File summary

File Description

Title	
Location	
Site number	
Date	18/02/2022
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	DTA\Arcady
Description	

Units

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

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2021 Base	AM	ONE HOUR	06:45	08:15	15	✓
D2	2021 Base	PM	ONE HOUR	15:45	17:15	15	✓
D3	2025 Base	AM	ONE HOUR	06:45	08:15	15	✓
D4	2025 Base	PM	ONE HOUR	15:45	17:15	15	✓
D5	2025 Base + Committed	AM	ONE HOUR	06:45	08:15	15	✓
D6	2025 Base + Committed	PM	ONE HOUR	15:45	17:15	15	✓
D7	2025 Base + Committed + Development	AM	ONE HOUR	06:45	08:15	15	✓
D8	2025 Base + Committed + Development	PM	ONE HOUR	15:45	17:15	15	✓
D9	2032 Base	AM	ONE HOUR	06:45	08:15	15	✓
D10	2032 Base	PM	ONE HOUR	15:45	17:15	15	✓
D11	2032 Base + Committed	AM	ONE HOUR	06:45	08:15	15	✓
D12	2032 Base + Committed	PM	ONE HOUR	15:45	17:15	15	✓
D13	2032 Base + Committed + Development	AM	ONE HOUR	06:45	08:15	15	✓
D14	2032 Base + Committed + Development	PM	ONE HOUR	15:45	17:15	15	✓

Analysis Set Details

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

2021 Base, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C	3.82	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.82	A

Arms

Arms

Arm	Name	Description	No give-way line
A	Kings Road NE		
B	A1173		
C	Kings Road NW		

Roundabout Geometry

Arm	V (m)	E (m)	I' (m)	R (m)	D (m)	PHI (deg)	Entry only	Exit only
A - Kings Road NE	3.59	6.99	11.2	32.5	45.1	9.0		
B - A1173	3.55	7.66	13.2	26.2	45.1	19.0		
C - Kings Road NW	3.63	7.01	10.5	28.3	45.1	12.0		

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
A - Kings Road NE	0.666	1758
B - A1173	0.659	1784
C - Kings Road NW	0.656	1727

The slope and intercept shown above include any corrections and adjustments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2021 Base	AM	ONE HOUR	06:45	08:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - Kings Road NE		ONE HOUR	✓	264	100.000
B - A1173		ONE HOUR	✓	653	100.000
C - Kings Road NW		ONE HOUR	✓	88	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Kings Road NE	B - A1173	C - Kings Road NW
From	A - Kings Road NE	1	153	110
	B - A1173	438	1	214
	C - Kings Road NW	51	37	0

Vehicle Mix

HV %s

		To		
		A - Kings Road NE	B - A1173	C - Kings Road NW
From	A - Kings Road NE	0	24	10
	B - A1173	15	0	12
	C - Kings Road NW	25	73	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - Kings Road NE	0.17	2.94	0.2	A	242	363
B - A1173	0.42	4.17	0.8	A	599	899
C - Kings Road NW	0.07	3.88	0.1	A	81	121

Main Results for each time segment

06:45 - 07:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kings Road NE	199	50	28	1739	0.114	198	368	0.0	0.2	2.747	A
B - A1173	492	123	83	1729	0.284	490	143	0.0	0.5	3.307	A
C - Kings Road NW	66	17	330	1511	0.044	66	243	0.0	0.1	3.525	A

07:00 - 07:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kings Road NE	237	59	34	1735	0.137	237	440	0.2	0.2	2.827	A
B - A1173	587	147	100	1718	0.342	586	172	0.5	0.6	3.623	A
C - Kings Road NW	79	20	395	1468	0.054	79	291	0.1	0.1	3.667	A

07:15 - 07:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kings Road NE	291	73	42	1730	0.168	290	539	0.2	0.2	2.941	A
B - A1173	719	180	122	1703	0.422	718	210	0.6	0.8	4.160	A
C - Kings Road NW	97	24	484	1410	0.069	97	356	0.1	0.1	3.879	A

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kings Road NE	291	73	42	1730	0.168	291	539	0.2	0.2	2.941	A
B - A1173	719	180	122	1703	0.422	719	210	0.8	0.8	4.167	A
C - Kings Road NW	97	24	484	1409	0.069	97	357	0.1	0.1	3.880	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kings Road NE	237	59	34	1735	0.137	238	441	0.2	0.2	2.830	A
B - A1173	587	147	100	1718	0.342	588	172	0.8	0.6	3.632	A
C - Kings Road NW	79	20	396	1467	0.054	79	292	0.1	0.1	3.672	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kings Road NE	199	50	29	1739	0.114	199	369	0.2	0.2	2.750	A
B - A1173	492	123	84	1729	0.284	492	144	0.6	0.5	3.318	A
C - Kings Road NW	66	17	332	1510	0.044	66	244	0.1	0.1	3.531	A

2021 Base, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C	3.44	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.44	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2021 Base	PM	ONE HOUR	15:45	17:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - Kings Road NE		ONE HOUR	✓	521	100.000
B - A1173		ONE HOUR	✓	259	100.000
C - Kings Road NW		ONE HOUR	✓	296	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Kings Road NE	B - A1173	C - Kings Road NW
From	A - Kings Road NE	1	470	50
	B - A1173	232	0	27
	C - Kings Road NW	147	149	0

Vehicle Mix

HV %s

		To		
		A - Kings Road NE	B - A1173	C - Kings Road NW
From	A - Kings Road NE	0	11	24
	B - A1173	20	0	52
	C - Kings Road NW	6	17	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - Kings Road NE	0.35	3.75	0.6	A	478	717
B - A1173	0.16	3.02	0.2	A	238	356
C - Kings Road NW	0.21	3.25	0.3	A	272	407

Main Results for each time segment

15:45 - 16:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kings Road NE	392	98	112	1683	0.233	391	285	0.0	0.3	3.119	A
B - A1173	195	49	38	1759	0.111	194	464	0.0	0.2	2.824	A
C - Kings Road NW	223	56	175	1612	0.138	222	58	0.0	0.2	2.879	A

16:00 - 16:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kings Road NE	468	117	134	1669	0.281	468	341	0.3	0.4	3.361	A
B - A1173	233	58	46	1754	0.133	233	556	0.2	0.2	2.903	A
C - Kings Road NW	266	67	209	1590	0.167	266	69	0.2	0.2	3.025	A

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kings Road NE	574	143	164	1649	0.348	573	418	0.4	0.6	3.749	A
B - A1173	285	71	56	1747	0.163	285	681	0.2	0.2	3.020	A
C - Kings Road NW	326	81	256	1559	0.209	326	85	0.2	0.3	3.247	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kings Road NE	574	143	164	1649	0.348	574	418	0.6	0.6	3.753	A
B - A1173	285	71	56	1747	0.163	285	682	0.2	0.2	3.021	A
C - Kings Road NW	326	81	257	1559	0.209	326	85	0.3	0.3	3.247	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kings Road NE	468	117	134	1669	0.281	469	342	0.6	0.4	3.365	A
B - A1173	233	58	46	1754	0.133	233	557	0.2	0.2	2.904	A
C - Kings Road NW	266	67	210	1590	0.167	266	69	0.3	0.2	3.029	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kings Road NE	392	98	112	1683	0.233	393	286	0.4	0.3	3.129	A
B - A1173	195	49	38	1759	0.111	195	466	0.2	0.2	2.826	A
C - Kings Road NW	223	56	176	1612	0.138	223	58	0.2	0.2	2.885	A

2025 Base, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C	3.89	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.89	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2025 Base	AM	ONE HOUR	06:45	08:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - Kings Road NE		ONE HOUR	✓	272	100.000
B - A1173		ONE HOUR	✓	672	100.000
C - Kings Road NW		ONE HOUR	✓	91	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Kings Road NE	B - A1173	C - Kings Road NW
From	A - Kings Road NE	1	158	113
	B - A1173	451	1	220
	C - Kings Road NW	53	38	0

Vehicle Mix

HV %s

		To		
		A - Kings Road NE	B - A1173	C - Kings Road NW
From	A - Kings Road NE	0	24	10
	B - A1173	15	0	12
	C - Kings Road NW	25	73	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - Kings Road NE	0.17	2.96	0.2	A	250	374
B - A1173	0.43	4.27	0.9	A	617	925
C - Kings Road NW	0.07	3.91	0.1	A	84	125

Main Results for each time segment

06:45 - 07:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kings Road NE	205	51	29	1738	0.118	204	379	0.0	0.2	2.759	A
B - A1173	506	126	86	1728	0.293	504	148	0.0	0.5	3.350	A
C - Kings Road NW	69	17	340	1504	0.046	68	250	0.0	0.1	3.543	A

07:00 - 07:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kings Road NE	245	61	35	1735	0.141	244	454	0.2	0.2	2.842	A
B - A1173	604	151	102	1716	0.352	604	177	0.5	0.6	3.684	A
C - Kings Road NW	82	20	407	1460	0.056	82	299	0.1	0.1	3.691	A

07:15 - 07:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kings Road NE	299	75	43	1729	0.173	299	555	0.2	0.2	2.961	A
B - A1173	740	185	125	1701	0.435	739	217	0.6	0.9	4.259	A
C - Kings Road NW	100	25	498	1401	0.072	100	366	0.1	0.1	3.913	A

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kings Road NE	299	75	43	1729	0.173	299	556	0.2	0.2	2.962	A
B - A1173	740	185	126	1701	0.435	740	217	0.9	0.9	4.267	A
C - Kings Road NW	100	25	499	1400	0.072	100	367	0.1	0.1	3.915	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kings Road NE	245	61	35	1735	0.141	245	455	0.2	0.2	2.845	A
B - A1173	604	151	103	1716	0.352	605	177	0.9	0.6	3.694	A
C - Kings Road NW	82	20	408	1460	0.056	82	300	0.1	0.1	3.693	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kings Road NE	205	51	29	1738	0.118	205	381	0.2	0.2	2.762	A
B - A1173	506	126	86	1727	0.293	507	148	0.6	0.5	3.361	A
C - Kings Road NW	69	17	341	1503	0.046	69	251	0.1	0.1	3.549	A

2025 Base, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C	3.49	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.49	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2025 Base	PM	ONE HOUR	15:45	17:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - Kings Road NE		ONE HOUR	✓	536	100.000
B - A1173		ONE HOUR	✓	267	100.000
C - Kings Road NW		ONE HOUR	✓	304	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Kings Road NE	B - A1173	C - Kings Road NW
From	A - Kings Road NE	1	484	51
	B - A1173	239	0	28
	C - Kings Road NW	151	153	0

Vehicle Mix

HV %s

		To		
		A - Kings Road NE	B - A1173	C - Kings Road NW
From	A - Kings Road NE	0	11	24
	B - A1173	20	0	52
	C - Kings Road NW	6	17	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - Kings Road NE	0.36	3.82	0.6	A	492	738
B - A1173	0.17	3.04	0.2	A	245	368
C - Kings Road NW	0.22	3.28	0.3	A	279	418

Main Results for each time segment

15:45 - 16:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kings Road NE	404	101	115	1681	0.240	402	293	0.0	0.4	3.152	A
B - A1173	201	50	39	1758	0.114	200	478	0.0	0.2	2.834	A
C - Kings Road NW	229	57	180	1609	0.142	228	59	0.0	0.2	2.899	A

16:00 - 16:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kings Road NE	482	120	137	1666	0.289	481	351	0.4	0.5	3.405	A
B - A1173	240	60	47	1753	0.137	240	572	0.2	0.2	2.918	A
C - Kings Road NW	273	68	216	1586	0.172	273	71	0.2	0.2	3.051	A

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kings Road NE	590	148	168	1646	0.359	589	430	0.5	0.6	3.818	A
B - A1173	294	73	57	1746	0.168	294	701	0.2	0.2	3.041	A
C - Kings Road NW	335	84	264	1554	0.215	334	87	0.2	0.3	3.284	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kings Road NE	590	148	168	1646	0.359	590	430	0.6	0.6	3.821	A
B - A1173	294	73	57	1746	0.168	294	701	0.2	0.2	3.041	A
C - Kings Road NW	335	84	264	1554	0.215	335	87	0.3	0.3	3.284	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kings Road NE	482	120	138	1666	0.289	483	352	0.6	0.5	3.412	A
B - A1173	240	60	47	1753	0.137	240	573	0.2	0.2	2.922	A
C - Kings Road NW	273	68	216	1585	0.172	274	71	0.3	0.2	3.053	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kings Road NE	404	101	115	1681	0.240	404	295	0.5	0.4	3.162	A
B - A1173	201	50	39	1758	0.114	201	480	0.2	0.2	2.839	A
C - Kings Road NW	229	57	181	1609	0.142	229	60	0.2	0.2	2.905	A

2025 Base + Committed, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C	4.14	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.14	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2025 Base + Committed	AM	ONE HOUR	06:45	08:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - Kings Road NE		ONE HOUR	✓	272	100.000
B - A1173		ONE HOUR	✓	734	100.000
C - Kings Road NW		ONE HOUR	✓	122	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Kings Road NE	B - A1173	C - Kings Road NW
From	A - Kings Road NE	1	158	113
	B - A1173	452	1	281
	C - Kings Road NW	53	69	0

Vehicle Mix

HV %s

		To		
		A - Kings Road NE	B - A1173	C - Kings Road NW
From	A - Kings Road NE	0	24	10
	B - A1173	16	0	12
	C - Kings Road NW	25	43	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - Kings Road NE	0.18	3.01	0.2	A	250	374
B - A1173	0.48	4.61	1.0	A	674	1010
C - Kings Road NW	0.10	3.83	0.1	A	112	168

Main Results for each time segment

06:45 - 07:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kings Road NE	205	51	52	1723	0.119	204	379	0.0	0.2	2.787	A
B - A1173	553	138	86	1728	0.320	550	171	0.0	0.5	3.493	A
C - Kings Road NW	92	23	340	1504	0.061	91	296	0.0	0.1	3.430	A

07:00 - 07:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kings Road NE	245	61	63	1716	0.142	244	454	0.2	0.2	2.878	A
B - A1173	660	165	102	1716	0.384	659	205	0.5	0.7	3.893	A
C - Kings Road NW	110	27	408	1460	0.075	110	354	0.1	0.1	3.587	A

07:15 - 07:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kings Road NE	299	75	77	1707	0.175	299	556	0.2	0.2	3.009	A
B - A1173	808	202	125	1701	0.475	807	251	0.7	1.0	4.598	A
C - Kings Road NW	134	34	499	1400	0.096	134	433	0.1	0.1	3.827	A

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kings Road NE	299	75	77	1707	0.175	299	557	0.2	0.2	3.009	A
B - A1173	808	202	126	1701	0.475	808	251	1.0	1.0	4.611	A
C - Kings Road NW	134	34	500	1399	0.096	134	434	0.1	0.1	3.828	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kings Road NE	245	61	63	1716	0.143	245	456	0.2	0.2	2.881	A
B - A1173	660	165	103	1716	0.384	661	205	1.0	0.7	3.907	A
C - Kings Road NW	110	27	409	1459	0.075	110	355	0.1	0.1	3.593	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kings Road NE	205	51	53	1723	0.119	205	381	0.2	0.2	2.792	A
B - A1173	553	138	86	1727	0.320	553	172	0.7	0.5	3.512	A
C - Kings Road NW	92	23	342	1503	0.061	92	297	0.1	0.1	3.433	A

2025 Base + Committed, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C	3.60	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.60	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2025 Base + Committed	PM	ONE HOUR	15:45	17:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - Kings Road NE		ONE HOUR	✓	536	100.000
B - A1173		ONE HOUR	✓	300	100.000
C - Kings Road NW		ONE HOUR	✓	358	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Kings Road NE	B - A1173	C - Kings Road NW
From	A - Kings Road NE	1	484	51
	B - A1173	240	0	60
	C - Kings Road NW	151	207	0

Vehicle Mix

HV %s

		To		
		A - Kings Road NE	B - A1173	C - Kings Road NW
From	A - Kings Road NE	0	11	24
	B - A1173	21	0	33
	C - Kings Road NW	6	15	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - Kings Road NE	0.37	3.97	0.6	A	492	738
B - A1173	0.19	3.13	0.3	A	275	413
C - Kings Road NW	0.25	3.45	0.4	A	329	493

Main Results for each time segment

15:45 - 16:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kings Road NE	404	101	155	1654	0.244	402	294	0.0	0.4	3.220	A
B - A1173	226	56	39	1758	0.128	225	518	0.0	0.2	2.892	A
C - Kings Road NW	270	67	181	1608	0.168	269	83	0.0	0.2	2.982	A

16:00 - 16:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kings Road NE	482	120	186	1634	0.295	481	352	0.4	0.5	3.501	A
B - A1173	270	67	47	1753	0.154	270	621	0.2	0.2	2.989	A
C - Kings Road NW	322	80	217	1585	0.203	322	100	0.2	0.3	3.163	A

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kings Road NE	590	148	228	1606	0.367	589	431	0.5	0.6	3.966	A
B - A1173	330	83	57	1746	0.189	330	760	0.2	0.3	3.132	A
C - Kings Road NW	394	99	265	1553	0.254	394	122	0.3	0.4	3.447	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kings Road NE	590	148	228	1606	0.367	590	432	0.6	0.6	3.971	A
B - A1173	330	83	57	1746	0.189	330	761	0.3	0.3	3.132	A
C - Kings Road NW	394	99	265	1553	0.254	394	122	0.4	0.4	3.447	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kings Road NE	482	120	186	1634	0.295	483	353	0.6	0.5	3.506	A
B - A1173	270	67	47	1753	0.154	270	622	0.3	0.2	2.993	A
C - Kings Road NW	322	80	217	1585	0.203	322	100	0.4	0.3	3.165	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kings Road NE	404	101	156	1654	0.244	404	295	0.5	0.4	3.230	A
B - A1173	226	56	39	1758	0.128	226	521	0.2	0.2	2.895	A
C - Kings Road NW	270	67	182	1608	0.168	270	84	0.3	0.2	2.986	A

2025 Base + Committed + Development, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C	5.15	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.15	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2025 Base + Committed + Development	AM	ONE HOUR	06:45	08:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - Kings Road NE		ONE HOUR	✓	380	100.000
B - A1173		ONE HOUR	✓	898	100.000
C - Kings Road NW		ONE HOUR	✓	63	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Kings Road NE	B - A1173	C - Kings Road NW
From	A - Kings Road NE	1	258	121
	B - A1173	613	1	284
	C - Kings Road NW	60	2	1

Vehicle Mix

HV %s

		To		
		A - Kings Road NE	B - A1173	C - Kings Road NW
From	A - Kings Road NE	0	29	9
	B - A1173	22	0	12
	C - Kings Road NW	22	41	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - Kings Road NE	0.24	3.28	0.4	A	349	523
B - A1173	0.58	6.05	1.6	A	824	1236
C - Kings Road NW	0.05	3.62	0.1	A	58	87

Main Results for each time segment

06:45 - 07:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kings Road NE	286	72	3	1756	0.163	285	505	0.0	0.2	2.979	A
B - A1173	676	169	92	1723	0.392	673	196	0.0	0.8	4.055	A
C - Kings Road NW	47	12	461	1425	0.033	47	304	0.0	0.0	3.190	A

07:00 - 07:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kings Road NE	342	85	4	1756	0.195	341	605	0.2	0.3	3.100	A
B - A1173	807	202	111	1711	0.472	806	234	0.8	1.0	4.713	A
C - Kings Road NW	57	14	552	1365	0.041	57	365	0.0	0.1	3.358	A

07:15 - 07:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kings Road NE	418	105	4	1755	0.238	418	740	0.3	0.4	3.279	A
B - A1173	989	247	135	1695	0.583	986	287	1.0	1.6	6.007	A
C - Kings Road NW	69	17	676	1284	0.054	69	446	0.1	0.1	3.617	A

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kings Road NE	418	105	4	1755	0.238	418	742	0.4	0.4	3.279	A
B - A1173	989	247	135	1695	0.583	989	287	1.6	1.6	6.048	A
C - Kings Road NW	69	17	677	1283	0.054	69	447	0.1	0.1	3.620	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kings Road NE	342	85	4	1756	0.195	342	608	0.4	0.3	3.104	A
B - A1173	807	202	111	1711	0.472	810	235	1.6	1.1	4.749	A
C - Kings Road NW	57	14	554	1364	0.042	57	366	0.1	0.1	3.365	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kings Road NE	286	72	3	1756	0.163	286	508	0.3	0.2	2.985	A
B - A1173	676	169	93	1723	0.392	677	197	1.1	0.8	4.090	A
C - Kings Road NW	47	12	464	1423	0.033	47	306	0.1	0.0	3.197	A

2025 Base + Committed + Development, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C	4.43	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.43	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2025 Base + Committed + Development	PM	ONE HOUR	15:45	17:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - Kings Road NE		ONE HOUR	✓	683	100.000
B - A1173		ONE HOUR	✓	519	100.000
C - Kings Road NW		ONE HOUR	✓	369	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Kings Road NE	B - A1173	C - Kings Road NW
From	A - Kings Road NE	1	623	59
	B - A1173	456	0	63
	C - Kings Road NW	159	210	0

Vehicle Mix

HV %s

		To		
		A - Kings Road NE	B - A1173	C - Kings Road NW
From	A - Kings Road NE	0	17	21
	B - A1173	31	0	31
	C - Kings Road NW	6	15	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - Kings Road NE	0.47	4.96	1.0	A	627	940
B - A1173	0.33	4.03	0.6	A	476	714
C - Kings Road NW	0.29	4.03	0.5	A	339	508

Main Results for each time segment

15:45 - 16:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kings Road NE	514	129	158	1653	0.311	512	462	0.0	0.5	3.695	A
B - A1173	391	98	45	1754	0.223	389	625	0.0	0.4	3.452	A
C - Kings Road NW	278	69	343	1502	0.185	277	91	0.0	0.3	3.255	A

16:00 - 16:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kings Road NE	614	154	189	1632	0.376	613	553	0.5	0.7	4.141	A
B - A1173	467	117	54	1748	0.267	466	748	0.4	0.5	3.678	A
C - Kings Road NW	332	83	410	1458	0.228	331	110	0.3	0.3	3.545	A

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kings Road NE	752	188	231	1604	0.469	751	677	0.7	1.0	4.941	A
B - A1173	571	143	66	1740	0.328	571	916	0.5	0.6	4.030	A
C - Kings Road NW	406	102	503	1398	0.291	406	134	0.3	0.5	4.025	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kings Road NE	752	188	231	1604	0.469	752	678	1.0	1.0	4.956	A
B - A1173	571	143	66	1740	0.328	571	917	0.6	0.6	4.034	A
C - Kings Road NW	406	102	503	1397	0.291	406	134	0.5	0.5	4.030	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kings Road NE	614	154	189	1632	0.376	615	555	1.0	0.7	4.158	A
B - A1173	467	117	54	1748	0.267	467	750	0.6	0.5	3.682	A
C - Kings Road NW	332	83	411	1457	0.228	332	110	0.5	0.3	3.553	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kings Road NE	514	129	158	1653	0.311	515	464	0.7	0.5	3.716	A
B - A1173	391	98	45	1754	0.223	391	628	0.5	0.4	3.460	A
C - Kings Road NW	278	69	344	1501	0.185	278	92	0.3	0.3	3.267	A

2032 Base, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C	4.44	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.44	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D9	2032 Base	AM	ONE HOUR	06:45	08:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - Kings Road NE		ONE HOUR	✓	285	100.000
B - A1173		ONE HOUR	✓	791	100.000
C - Kings Road NW		ONE HOUR	✓	132	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Kings Road NE	B - A1173	C - Kings Road NW
From	A - Kings Road NE	1	165	119
	B - A1173	473	1	317
	C - Kings Road NW	55	77	0

Vehicle Mix

HV %s

		To		
		A - Kings Road NE	B - A1173	C - Kings Road NW
From	A - Kings Road NE	0	24	10
	B - A1173	15	0	12
	C - Kings Road NW	25	73	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - Kings Road NE	0.18	3.05	0.3	A	262	392
B - A1173	0.51	4.96	1.2	A	726	1089
C - Kings Road NW	0.11	4.33	0.2	A	121	182

Main Results for each time segment

06:45 - 07:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kings Road NE	215	54	58	1719	0.125	214	397	0.0	0.2	2.812	A
B - A1173	596	149	90	1725	0.345	593	182	0.0	0.6	3.612	A
C - Kings Road NW	99	25	356	1494	0.067	99	327	0.0	0.1	3.849	A

07:00 - 07:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kings Road NE	256	64	70	1711	0.150	256	475	0.2	0.2	2.910	A
B - A1173	711	178	108	1713	0.415	710	218	0.6	0.8	4.081	A
C - Kings Road NW	119	30	427	1447	0.082	119	392	0.1	0.1	4.040	A

07:15 - 07:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kings Road NE	314	78	86	1701	0.184	314	581	0.2	0.3	3.052	A
B - A1173	871	218	132	1697	0.513	869	267	0.8	1.2	4.939	A
C - Kings Road NW	145	36	522	1385	0.105	145	479	0.1	0.2	4.331	A

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kings Road NE	314	78	86	1701	0.185	314	582	0.3	0.3	3.053	A
B - A1173	871	218	132	1697	0.513	871	268	1.2	1.2	4.957	A
C - Kings Road NW	145	36	523	1384	0.105	145	480	0.2	0.2	4.333	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kings Road NE	256	64	70	1711	0.150	256	477	0.3	0.2	2.913	A
B - A1173	711	178	108	1713	0.415	713	219	1.2	0.8	4.100	A
C - Kings Road NW	119	30	428	1447	0.082	119	393	0.2	0.1	4.044	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kings Road NE	215	54	59	1719	0.125	215	399	0.2	0.2	2.817	A
B - A1173	596	149	90	1724	0.345	596	183	0.8	0.6	3.635	A
C - Kings Road NW	99	25	358	1492	0.067	99	329	0.1	0.1	3.856	A

2032 Base, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C	3.57	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.57	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D10	2032 Base	PM	ONE HOUR	15:45	17:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - Kings Road NE		ONE HOUR	✓	560	100.000
B - A1173		ONE HOUR	✓	278	100.000
C - Kings Road NW		ONE HOUR	✓	318	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Kings Road NE	B - A1173	C - Kings Road NW
From	A - Kings Road NE	1	505	54
	B - A1173	249	0	29
	C - Kings Road NW	158	160	0

Vehicle Mix

HV %s

		To		
		A - Kings Road NE	B - A1173	C - Kings Road NW
From	A - Kings Road NE	0	11	24
	B - A1173	20	0	52
	C - Kings Road NW	6	17	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - Kings Road NE	0.38	3.94	0.7	A	514	771
B - A1173	0.18	3.07	0.3	A	255	383
C - Kings Road NW	0.23	3.35	0.3	A	292	438

Main Results for each time segment

15:45 - 16:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kings Road NE	422	105	120	1678	0.251	420	306	0.0	0.4	3.204	A
B - A1173	209	52	41	1757	0.119	209	499	0.0	0.2	2.851	A
C - Kings Road NW	239	60	188	1604	0.149	239	62	0.0	0.2	2.932	A

16:00 - 16:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kings Road NE	503	126	144	1662	0.303	503	367	0.4	0.5	3.482	A
B - A1173	250	62	49	1751	0.143	250	597	0.2	0.2	2.941	A
C - Kings Road NW	286	71	225	1580	0.181	286	75	0.2	0.2	3.094	A

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kings Road NE	617	154	176	1641	0.376	616	449	0.5	0.7	3.935	A
B - A1173	306	77	60	1744	0.176	306	731	0.2	0.3	3.071	A
C - Kings Road NW	350	88	275	1547	0.226	350	91	0.2	0.3	3.346	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kings Road NE	617	154	176	1641	0.376	617	449	0.7	0.7	3.940	A
B - A1173	306	77	61	1744	0.176	306	732	0.3	0.3	3.071	A
C - Kings Road NW	350	88	275	1547	0.226	350	91	0.3	0.3	3.346	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kings Road NE	503	126	144	1662	0.303	504	367	0.7	0.5	3.489	A
B - A1173	250	62	50	1751	0.143	250	599	0.3	0.2	2.942	A
C - Kings Road NW	286	71	225	1580	0.181	286	75	0.3	0.2	3.096	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kings Road NE	422	105	121	1678	0.251	422	307	0.5	0.4	3.217	A
B - A1173	209	52	41	1757	0.119	209	501	0.2	0.2	2.854	A
C - Kings Road NW	239	60	188	1604	0.149	240	63	0.2	0.2	2.936	A

2032 Base + Committed, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C	4.63	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.63	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D11	2032 Base + Committed	AM	ONE HOUR	06:45	08:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - Kings Road NE		ONE HOUR	✓	285	100.000
B - A1173		ONE HOUR	✓	832	100.000
C - Kings Road NW		ONE HOUR	✓	159	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Kings Road NE	B - A1173	C - Kings Road NW
From	A - Kings Road NE	1	165	119
	B - A1173	474	1	357
	C - Kings Road NW	55	104	0

Vehicle Mix

HV %s

		To		
		A - Kings Road NE	B - A1173	C - Kings Road NW
From	A - Kings Road NE	0	24	10
	B - A1173	16	0	12
	C - Kings Road NW	25	43	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - Kings Road NE	0.19	3.10	0.3	A	262	392
B - A1173	0.54	5.27	1.3	A	763	1145
C - Kings Road NW	0.13	4.06	0.2	A	146	219

Main Results for each time segment

06:45 - 07:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kings Road NE	215	54	79	1706	0.126	214	397	0.0	0.2	2.837	A
B - A1173	626	157	90	1725	0.363	624	203	0.0	0.6	3.728	A
C - Kings Road NW	120	30	357	1493	0.080	119	357	0.0	0.1	3.569	A

07:00 - 07:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kings Road NE	256	64	94	1695	0.151	256	476	0.2	0.2	2.942	A
B - A1173	748	187	108	1713	0.437	747	243	0.6	0.9	4.254	A
C - Kings Road NW	143	36	427	1447	0.099	143	427	0.1	0.1	3.759	A

07:15 - 07:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kings Road NE	314	78	115	1681	0.187	314	582	0.2	0.3	3.097	A
B - A1173	916	229	132	1697	0.540	914	297	0.9	1.3	5.242	A
C - Kings Road NW	175	44	523	1384	0.126	175	523	0.1	0.2	4.055	A

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kings Road NE	314	78	116	1681	0.187	314	584	0.3	0.3	3.097	A
B - A1173	916	229	132	1697	0.540	916	297	1.3	1.3	5.266	A
C - Kings Road NW	175	44	524	1383	0.127	175	524	0.2	0.2	4.057	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kings Road NE	256	64	95	1695	0.151	256	478	0.3	0.2	2.946	A
B - A1173	748	187	108	1713	0.437	750	243	1.3	0.9	4.279	A
C - Kings Road NW	143	36	429	1446	0.099	143	429	0.2	0.2	3.763	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kings Road NE	215	54	79	1705	0.126	215	400	0.2	0.2	2.841	A
B - A1173	626	157	90	1724	0.363	627	203	0.9	0.7	3.753	A
C - Kings Road NW	120	30	359	1492	0.080	120	359	0.2	0.1	3.576	A

2032 Base + Committed, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C	3.69	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.69	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D12	2032 Base + Committed	PM	ONE HOUR	15:45	17:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - Kings Road NE		ONE HOUR	✓	560	100.000
B - A1173		ONE HOUR	✓	311	100.000
C - Kings Road NW		ONE HOUR	✓	372	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Kings Road NE	B - A1173	C - Kings Road NW
From	A - Kings Road NE	1	505	54
	B - A1173	250	0	61
	C - Kings Road NW	158	214	0

Vehicle Mix

HV %s

		To		
		A - Kings Road NE	B - A1173	C - Kings Road NW
From	A - Kings Road NE	0	11	24
	B - A1173	21	0	33
	C - Kings Road NW	6	15	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - Kings Road NE	0.39	4.10	0.7	A	514	771
B - A1173	0.20	3.16	0.3	A	285	428
C - Kings Road NW	0.26	3.52	0.4	A	341	512

Main Results for each time segment

15:45 - 16:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kings Road NE	422	105	161	1651	0.255	420	307	0.0	0.4	3.274	A
B - A1173	234	59	41	1757	0.133	233	539	0.0	0.2	2.909	A
C - Kings Road NW	280	70	188	1604	0.175	279	86	0.0	0.2	3.016	A

16:00 - 16:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kings Road NE	503	126	192	1630	0.309	503	367	0.4	0.5	3.579	A
B - A1173	280	70	49	1751	0.160	279	646	0.2	0.2	3.012	A
C - Kings Road NW	334	84	226	1579	0.212	334	103	0.2	0.3	3.209	A

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kings Road NE	617	154	235	1601	0.385	616	450	0.5	0.7	4.092	A
B - A1173	342	86	60	1744	0.196	342	791	0.2	0.3	3.163	A
C - Kings Road NW	410	102	276	1546	0.265	409	126	0.3	0.4	3.515	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kings Road NE	617	154	236	1601	0.385	617	450	0.7	0.7	4.099	A
B - A1173	342	86	61	1744	0.196	342	792	0.3	0.3	3.163	A
C - Kings Road NW	410	102	276	1546	0.265	410	127	0.4	0.4	3.515	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kings Road NE	503	126	193	1630	0.309	504	368	0.7	0.5	3.587	A
B - A1173	280	70	50	1751	0.160	280	647	0.3	0.2	3.015	A
C - Kings Road NW	334	84	226	1579	0.212	335	104	0.4	0.3	3.214	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kings Road NE	422	105	161	1651	0.255	422	308	0.5	0.4	3.288	A
B - A1173	234	59	41	1757	0.133	234	542	0.2	0.2	2.912	A
C - Kings Road NW	280	70	189	1603	0.175	280	87	0.3	0.2	3.020	A

2032 Base + Committed + Development, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C	5.84	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.84	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D13	2032 Base + Committed + Development	AM	ONE HOUR	06:45	08:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - Kings Road NE		ONE HOUR	✓	376	100.000
B - A1173		ONE HOUR	✓	984	100.000
C - Kings Road NW		ONE HOUR	✓	161	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Kings Road NE	B - A1173	C - Kings Road NW
From	A - Kings Road NE	1	256	119
	B - A1173	626	1	357
	C - Kings Road NW	56	105	0

Vehicle Mix

HV %s

		To		
		A - Kings Road NE	B - A1173	C - Kings Road NW
From	A - Kings Road NE	0	30	10
	B - A1173	23	0	12
	C - Kings Road NW	25	43	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - Kings Road NE	0.25	3.49	0.4	A	345	518
B - A1173	0.64	6.96	2.1	A	903	1354
C - Kings Road NW	0.14	4.47	0.2	A	148	222

Main Results for each time segment

06:45 - 07:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kings Road NE	283	71	79	1705	0.166	282	512	0.0	0.2	3.106	A
B - A1173	741	185	90	1725	0.430	737	272	0.0	0.9	4.314	A
C - Kings Road NW	121	30	471	1419	0.085	121	357	0.0	0.1	3.777	A

07:00 - 07:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kings Road NE	338	85	95	1695	0.199	338	613	0.2	0.3	3.259	A
B - A1173	885	221	108	1713	0.516	883	325	0.9	1.3	5.142	A
C - Kings Road NW	145	36	564	1358	0.107	145	427	0.1	0.2	4.041	A

07:15 - 07:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kings Road NE	414	103	117	1680	0.246	414	750	0.3	0.4	3.491	A
B - A1173	1083	271	132	1697	0.638	1080	398	1.3	2.1	6.895	A
C - Kings Road NW	177	44	689	1275	0.139	177	523	0.2	0.2	4.463	A

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kings Road NE	414	103	117	1680	0.246	414	752	0.4	0.4	3.491	A
B - A1173	1083	271	132	1697	0.638	1083	399	2.1	2.1	6.964	A
C - Kings Road NW	177	44	691	1274	0.139	177	524	0.2	0.2	4.470	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kings Road NE	338	85	95	1694	0.199	338	616	0.4	0.3	3.261	A
B - A1173	885	221	108	1713	0.516	888	326	2.1	1.3	5.202	A
C - Kings Road NW	145	36	567	1356	0.107	145	429	0.2	0.2	4.049	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kings Road NE	283	71	80	1705	0.166	283	515	0.3	0.2	3.113	A
B - A1173	741	185	90	1724	0.430	742	273	1.3	0.9	4.359	A
C - Kings Road NW	121	30	474	1416	0.086	121	359	0.2	0.1	3.787	A

2032 Base + Committed + Development, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C	4.48	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.48	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D14	2032 Base + Committed + Development	PM	ONE HOUR	15:45	17:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - Kings Road NE		ONE HOUR	✓	692	100.000
B - A1173		ONE HOUR	✓	519	100.000
C - Kings Road NW		ONE HOUR	✓	373	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Kings Road NE	B - A1173	C - Kings Road NW
From	A - Kings Road NE	1	636	55
	B - A1173	458	0	61
	C - Kings Road NW	159	214	0

Vehicle Mix

HV %s

		To		
		A - Kings Road NE	B - A1173	C - Kings Road NW
From	A - Kings Road NE	0	17	24
	B - A1173	31	0	33
	C - Kings Road NW	6	15	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - Kings Road NE	0.48	5.04	1.1	A	635	952
B - A1173	0.33	4.03	0.6	A	476	714
C - Kings Road NW	0.29	4.06	0.5	A	342	513

Main Results for each time segment

15:45 - 16:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kings Road NE	521	130	161	1651	0.316	519	464	0.0	0.5	3.730	A
B - A1173	391	98	42	1756	0.222	389	637	0.0	0.4	3.453	A
C - Kings Road NW	281	70	344	1501	0.187	280	87	0.0	0.3	3.267	A

16:00 - 16:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kings Road NE	622	156	192	1630	0.382	621	555	0.5	0.7	4.191	A
B - A1173	467	117	50	1751	0.266	466	763	0.4	0.5	3.677	A
C - Kings Road NW	335	84	412	1457	0.230	335	104	0.3	0.3	3.561	A

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kings Road NE	762	190	235	1601	0.476	761	680	0.7	1.1	5.023	A
B - A1173	571	143	62	1743	0.328	571	934	0.5	0.6	4.027	A
C - Kings Road NW	411	103	505	1396	0.294	410	128	0.3	0.5	4.050	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kings Road NE	762	190	236	1601	0.476	762	680	1.1	1.1	5.040	A
B - A1173	571	143	62	1743	0.328	571	936	0.6	0.6	4.031	A
C - Kings Road NW	411	103	505	1396	0.294	411	128	0.5	0.5	4.055	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kings Road NE	622	156	193	1630	0.382	623	556	1.1	0.7	4.210	A
B - A1173	467	117	50	1751	0.267	467	766	0.6	0.5	3.684	A
C - Kings Road NW	335	84	413	1456	0.230	336	104	0.5	0.3	3.566	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kings Road NE	521	130	161	1651	0.316	522	466	0.7	0.5	3.748	A
B - A1173	391	98	42	1756	0.223	391	641	0.5	0.4	3.461	A
C - Kings Road NW	281	70	346	1500	0.187	281	87	0.3	0.3	3.277	A

Annex TN2 D

A1173/ Kiln Lane Roundabout

Junctions 10

ARCADY 10 - Roundabout Module

Version: 10.0.4.1693
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Filename: A1173-Kiln Lane RevC.j10
Path: P:\23000's\23325\Junction Assessment\A1173-Kiln Lane RevC_Junctions 10 Report
Report generation date: 05/08/2022 10:04:51

»2021 Base, AM
»2021 Base, PM
»2025 Base, AM
»2025 Base, PM
»2025 Base + Committed, AM
»2025 Base + Committed, PM
»2025 Base + Committed + Development, AM
»2025 Base + Committed + Development, PM
»2032 Base, AM
»2032 Base, PM
»2032 Base + Committed, AM
»2032 Base + Committed, PM
»2032 Base + Committed + Development, AM
»2032 Base + Committed + Development, PM

Summary of junction performance

	AM			PM		
	Q (PCU)	Delay (s)	RFC	Q (PCU)	Delay (s)	RFC
	2021 Base					
A - Kiln Lane	0.2	3.22	0.09	0.7	4.24	0.39
B - Access	0.0	0.00	0.00	0.0	0.00	0.00
C - A1173 W	1.5	4.94	0.57	0.2	2.90	0.15
D - A1173 N	0.2	3.59	0.13	0.7	3.68	0.38
	2025 Base					
A - Kiln Lane	0.2	3.24	0.10	0.7	4.35	0.40
B - Access	0.0	0.00	0.00	0.0	0.00	0.00
C - A1173 W	1.6	5.13	0.59	0.2	2.92	0.16
D - A1173 N	0.2	3.62	0.13	0.7	3.75	0.39
	2025 Base + Committed					
A - Kiln Lane	0.2	3.50	0.13	0.9	5.37	0.46
B - Access	0.0	2.96	0.04	0.1	6.15	0.08
C - A1173 W	3.0	7.96	0.73	0.3	2.94	0.17
D - A1173 N	0.2	3.75	0.15	1.1	4.53	0.51
	2025 Base + Committed + Development					
A - Kiln Lane	0.2	3.66	0.13	1.1	6.17	0.50
B - Access	0.0	3.12	0.04	0.1	7.20	0.09
C - A1173 W	5.3	12.71	0.83	0.6	3.71	0.30
D - A1173 N	0.4	4.15	0.22	1.6	5.71	0.59
	2032 Base					
A - Kiln Lane	0.2	3.26	0.10	0.8	4.55	0.42
B - Access	0.0	0.00	0.00	0.0	0.00	0.00
C - A1173 W	1.7	5.46	0.61	0.2	2.94	0.16
D - A1173 N	0.2	3.68	0.14	0.8	3.85	0.40
	2032 Base + Committed					
A - Kiln Lane	0.2	3.52	0.13	1.0	5.64	0.48
B - Access	0.0	2.97	0.04	0.1	6.43	0.08
C - A1173 W	3.4	8.76	0.75	0.3	2.97	0.18
D - A1173 N	0.2	3.81	0.16	1.2	4.69	0.52
	2032 Base + Committed + Development					
A - Kiln Lane	0.2	3.69	0.14	1.2	6.55	0.52
B - Access	0.0	3.14	0.04	0.1	7.60	0.09
C - A1173 W	6.3	14.75	0.85	0.6	3.75	0.31
D - A1173 N	0.4	4.23	0.23	1.7	5.96	0.61

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

File summary

File Description

Title	
Location	
Site number	
Date	18/02/2022
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	DTA\Arcady
Description	

Units

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

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2021 Base	AM	ONE HOUR	06:45	08:15	15	✓
D2	2021 Base	PM	ONE HOUR	15:45	17:15	15	✓
D3	2025 Base	AM	ONE HOUR	06:45	08:15	15	✓
D4	2025 Base	PM	ONE HOUR	15:45	17:15	15	✓
D5	2025 Base + Committed	AM	ONE HOUR	06:45	08:15	15	✓
D6	2025 Base + Committed	PM	ONE HOUR	15:45	17:15	15	✓
D7	2025 Base + Committed + Development	AM	ONE HOUR	06:45	08:15	15	✓
D8	2025 Base + Committed + Development	PM	ONE HOUR	15:45	17:15	15	✓
D9	2032 Base	AM	ONE HOUR	06:45	08:15	15	✓
D10	2032 Base	PM	ONE HOUR	15:45	17:15	15	✓
D11	2032 Base + Committed	AM	ONE HOUR	06:45	08:15	15	✓
D12	2032 Base + Committed	PM	ONE HOUR	15:45	17:15	15	✓
D13	2032 Base + Committed + Development	AM	ONE HOUR	06:45	08:15	15	✓
D14	2032 Base + Committed + Development	PM	ONE HOUR	15:45	17:15	15	✓

Analysis Set Details

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

2021 Base, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D	4.55	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.55	A

Arms

Arms

Arm	Name	Description	No give-way line
A	Kiln Lane		
B	Access		
C	A1173 W		
D	A1173 N		

Roundabout Geometry

Arm	V (m)	E (m)	l' (m)	R (m)	D (m)	PHI (deg)	Entry only	Exit only
A - Kiln Lane	4.56	7.01	20.3	16.5	45.1	26.0		
B - Access	4.03	5.31	5.9	23.3	45.1	25.0		
C - A1173 W	3.64	8.44	14.1	38.1	45.1	16.0		
D - A1173 N	3.68	8.15	11.9	37.7	45.1	17.0		

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
A - Kiln Lane	0.672	1924
B - Access	0.593	1486
C - A1173 W	0.693	1928
D - A1173 N	0.676	1847

The slope and intercept shown above include any corrections and adjustments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2021 Base	AM	ONE HOUR	06:45	08:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - Kiln Lane		ONE HOUR	✓	155	100.000
B - Access		ONE HOUR	✓	0	100.000
C - A1173 W		ONE HOUR	✓	969	100.000
D - A1173 N		ONE HOUR	✓	183	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - Kiln Lane	B - Access	C - A1173 W	D - A1173 N
From	A - Kiln Lane	0	0	81	74
	B - Access	0	0	0	0
	C - A1173 W	407	2	0	560
	D - A1173 N	70	0	113	0

Vehicle Mix

HV %s

		To			
		A - Kiln Lane	B - Access	C - A1173 W	D - A1173 N
From	A - Kiln Lane	0	0	49	50
	B - Access	0	0	0	0
	C - A1173 W	11	0	0	10
	D - A1173 N	26	0	39	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - Kiln Lane	0.09	3.22	0.2	A	142	213
B - Access	0.00	0.00	0.0	A	0	0
C - A1173 W	0.57	4.94	1.5	A	889	1334
D - A1173 N	0.13	3.59	0.2	A	168	252

Main Results for each time segment

06:45 - 07:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kiln Lane	117	29	86	1866	0.063	116	358	0.0	0.1	3.075	A
B - Access	0	0	201	1367	0.000	0	2	0.0	0.0	0.000	A
C - A1173 W	730	182	56	1889	0.386	727	146	0.0	0.7	3.409	A
D - A1173 N	138	34	307	1640	0.084	137	476	0.0	0.1	3.204	A

07:00 - 07:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kiln Lane	139	35	103	1854	0.075	139	428	0.1	0.1	3.136	A
B - Access	0	0	241	1344	0.000	0	2	0.0	0.0	0.000	A
C - A1173 W	871	218	66	1882	0.463	870	174	0.7	0.9	3.924	A
D - A1173 N	165	41	367	1599	0.103	164	569	0.1	0.2	3.355	A

07:15 - 07:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kiln Lane	171	43	126	1839	0.093	171	524	0.1	0.2	3.224	A
B - Access	0	0	295	1312	0.000	0	2	0.0	0.0	0.000	A
C - A1173 W	1067	267	81	1871	0.570	1065	213	0.9	1.4	4.916	A
D - A1173 N	201	50	449	1543	0.131	201	697	0.2	0.2	3.586	A

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kiln Lane	171	43	127	1839	0.093	171	525	0.2	0.2	3.225	A
B - Access	0	0	295	1311	0.000	0	2	0.0	0.0	0.000	A
C - A1173 W	1067	267	81	1871	0.570	1067	214	1.4	1.5	4.940	A
D - A1173 N	201	50	450	1543	0.131	201	698	0.2	0.2	3.588	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kiln Lane	139	35	104	1854	0.075	139	430	0.2	0.1	3.139	A
B - Access	0	0	241	1343	0.000	0	2	0.0	0.0	0.000	A
C - A1173 W	871	218	67	1882	0.463	873	175	1.5	1.0	3.949	A
D - A1173 N	165	41	369	1598	0.103	165	571	0.2	0.2	3.358	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kiln Lane	117	29	87	1866	0.063	117	360	0.1	0.1	3.078	A
B - Access	0	0	202	1367	0.000	0	2	0.0	0.0	0.000	A
C - A1173 W	730	182	56	1889	0.386	731	146	1.0	0.7	3.435	A
D - A1173 N	138	34	308	1639	0.084	138	478	0.2	0.1	3.207	A

2021 Base, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D	3.75	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.75	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2021 Base	PM	ONE HOUR	15:45	17:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - Kiln Lane		ONE HOUR	✓	538	100.000
B - Access		ONE HOUR	✓	2	100.000
C - A1173 W		ONE HOUR	✓	261	100.000
D - A1173 N		ONE HOUR	✓	605	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - Kiln Lane	B - Access	C - A1173 W	D - A1173 N
From	A - Kiln Lane	0	4	445	89
	B - Access	0	0	2	0
	C - A1173 W	112	0	0	149
	D - A1173 N	74	0	531	0

Vehicle Mix

HV %s

		To			
		A - Kiln Lane	B - Access	C - A1173 W	D - A1173 N
From	A - Kiln Lane	0	0	8	26
	B - Access	0	0	0	0
	C - A1173 W	56	0	0	11
	D - A1173 N	42	0	9	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - Kiln Lane	0.39	4.24	0.7	A	494	741
B - Access	0.00	0.00	0.0	A	0	0
C - A1173 W	0.15	2.90	0.2	A	239	359
D - A1173 N	0.38	3.68	0.7	A	555	833

Main Results for each time segment

15:45 - 16:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kiln Lane	405	101	398	1656	0.245	404	140	0.0	0.4	3.175	A
B - Access	0	0	799	1013	0.000	0	3	0.0	0.0	0.000	A
C - A1173 W	196	49	67	1881	0.104	196	732	0.0	0.1	2.706	A
D - A1173 N	455	114	84	1790	0.254	454	179	0.0	0.4	3.020	A

16:00 - 16:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kiln Lane	484	121	477	1603	0.302	483	167	0.4	0.5	3.550	A
B - Access	0	0	957	919	0.000	0	4	0.0	0.0	0.000	A
C - A1173 W	235	59	80	1872	0.125	234	877	0.1	0.2	2.784	A
D - A1173 N	544	136	101	1779	0.306	543	214	0.4	0.5	3.268	A

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kiln Lane	592	148	584	1531	0.387	591	205	0.5	0.7	4.231	A
B - Access	0	0	1171	792	0.000	0	4	0.0	0.0	0.000	A
C - A1173 W	287	72	98	1860	0.155	287	1073	0.2	0.2	2.899	A
D - A1173 N	666	167	123	1764	0.378	665	262	0.5	0.7	3.675	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kiln Lane	592	148	585	1531	0.387	592	205	0.7	0.7	4.239	A
B - Access	0	0	1173	791	0.000	0	4	0.0	0.0	0.000	A
C - A1173 W	287	72	98	1860	0.155	287	1075	0.2	0.2	2.899	A
D - A1173 N	666	167	123	1764	0.378	666	262	0.7	0.7	3.678	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kiln Lane	484	121	478	1603	0.302	485	167	0.7	0.5	3.563	A
B - Access	0	0	959	918	0.000	0	4	0.0	0.0	0.000	A
C - A1173 W	235	59	80	1872	0.125	235	879	0.2	0.2	2.785	A
D - A1173 N	544	136	101	1779	0.306	545	214	0.7	0.5	3.273	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kiln Lane	405	101	400	1655	0.245	406	140	0.5	0.4	3.188	A
B - Access	0	0	803	1010	0.000	0	3	0.0	0.0	0.000	A
C - A1173 W	196	49	67	1881	0.104	197	736	0.2	0.1	2.708	A
D - A1173 N	455	114	84	1790	0.254	456	179	0.5	0.4	3.027	A

2025 Base, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D	4.70	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.70	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2025 Base	AM	ONE HOUR	06:45	08:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - Kiln Lane		ONE HOUR	✓	159	100.000
B - Access		ONE HOUR	✓	0	100.000
C - A1173 W		ONE HOUR	✓	995	100.000
D - A1173 N		ONE HOUR	✓	188	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - Kiln Lane	B - Access	C - A1173 W	D - A1173 N
From	A - Kiln Lane	0	0	83	76
	B - Access	0	0	0	0
	C - A1173 W	418	2	0	575
	D - A1173 N	72	0	116	0

Vehicle Mix

HV %s

		To			
		A - Kiln Lane	B - Access	C - A1173 W	D - A1173 N
From	A - Kiln Lane	0	0	49	50
	B - Access	0	0	0	0
	C - A1173 W	11	0	0	10
	D - A1173 N	26	0	39	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - Kiln Lane	0.10	3.24	0.2	A	146	219
B - Access	0.00	0.00	0.0	A	0	0
C - A1173 W	0.59	5.13	1.6	A	913	1370
D - A1173 N	0.13	3.62	0.2	A	173	259

Main Results for each time segment

06:45 - 07:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kiln Lane	120	30	89	1864	0.064	119	367	0.0	0.1	3.083	A
B - Access	0	0	206	1364	0.000	0	1	0.0	0.0	0.000	A
C - A1173 W	749	187	57	1888	0.397	746	149	0.0	0.7	3.471	A
D - A1173 N	142	35	315	1634	0.087	141	488	0.0	0.1	3.224	A

07:00 - 07:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kiln Lane	143	36	106	1853	0.077	143	440	0.1	0.1	3.146	A
B - Access	0	0	247	1340	0.000	0	2	0.0	0.0	0.000	A
C - A1173 W	894	224	68	1880	0.476	893	179	0.7	1.0	4.022	A
D - A1173 N	169	42	377	1592	0.106	169	585	0.1	0.2	3.381	A

07:15 - 07:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kiln Lane	175	44	130	1837	0.095	175	539	0.1	0.2	3.237	A
B - Access	0	0	303	1307	0.000	0	2	0.0	0.0	0.000	A
C - A1173 W	1096	274	84	1870	0.586	1093	219	1.0	1.5	5.104	A
D - A1173 N	207	52	462	1535	0.135	207	715	0.2	0.2	3.623	A

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kiln Lane	175	44	130	1837	0.095	175	539	0.2	0.2	3.237	A
B - Access	0	0	303	1307	0.000	0	2	0.0	0.0	0.000	A
C - A1173 W	1096	274	84	1870	0.586	1095	219	1.5	1.6	5.132	A
D - A1173 N	207	52	462	1534	0.135	207	717	0.2	0.2	3.625	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kiln Lane	143	36	106	1852	0.077	143	441	0.2	0.1	3.149	A
B - Access	0	0	247	1340	0.000	0	2	0.0	0.0	0.000	A
C - A1173 W	894	224	68	1880	0.476	897	179	1.6	1.0	4.050	A
D - A1173 N	169	42	378	1591	0.106	169	587	0.2	0.2	3.387	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kiln Lane	120	30	89	1864	0.064	120	369	0.1	0.1	3.084	A
B - Access	0	0	207	1363	0.000	0	2	0.0	0.0	0.000	A
C - A1173 W	749	187	57	1888	0.397	750	150	1.0	0.7	3.495	A
D - A1173 N	142	35	317	1633	0.087	142	491	0.2	0.1	3.227	A

2025 Base, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D	3.82	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.82	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2025 Base	PM	ONE HOUR	15:45	17:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - Kiln Lane		ONE HOUR	✓	551	100.000
B - Access		ONE HOUR	✓	2	100.000
C - A1173 W		ONE HOUR	✓	268	100.000
D - A1173 N		ONE HOUR	✓	621	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - Kiln Lane	B - Access	C - A1173 W	D - A1173 N
From	A - Kiln Lane	0	4	456	91
	B - Access	0	0	2	0
	C - A1173 W	115	0	0	153
	D - A1173 N	76	0	545	0

Vehicle Mix

HV %s

		To			
		A - Kiln Lane	B - Access	C - A1173 W	D - A1173 N
From	A - Kiln Lane	0	0	8	26
	B - Access	0	0	0	0
	C - A1173 W	56	0	0	11
	D - A1173 N	42	0	9	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - Kiln Lane	0.40	4.35	0.7	A	506	758
B - Access	0.00	0.00	0.0	A	0	0
C - A1173 W	0.16	2.92	0.2	A	246	369
D - A1173 N	0.39	3.75	0.7	A	570	855

Main Results for each time segment

15:45 - 16:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kiln Lane	415	104	409	1649	0.252	413	143	0.0	0.4	3.216	A
B - Access	0	0	819	1001	0.000	0	3	0.0	0.0	0.000	A
C - A1173 W	202	50	68	1880	0.107	201	751	0.0	0.2	2.716	A
D - A1173 N	468	117	86	1789	0.261	466	183	0.0	0.4	3.048	A

16:00 - 16:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kiln Lane	495	124	490	1595	0.311	495	172	0.4	0.5	3.615	A
B - Access	0	0	981	905	0.000	0	4	0.0	0.0	0.000	A
C - A1173 W	241	60	82	1871	0.129	241	899	0.2	0.2	2.796	A
D - A1173 N	558	140	103	1777	0.314	558	219	0.4	0.5	3.312	A

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kiln Lane	607	152	599	1521	0.399	606	210	0.5	0.7	4.343	A
B - Access	0	0	1201	774	0.000	0	4	0.0	0.0	0.000	A
C - A1173 W	295	74	100	1858	0.159	295	1101	0.2	0.2	2.916	A
D - A1173 N	684	171	127	1762	0.388	683	268	0.5	0.7	3.743	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kiln Lane	607	152	600	1521	0.399	607	210	0.7	0.7	4.354	A
B - Access	0	0	1202	774	0.000	0	4	0.0	0.0	0.000	A
C - A1173 W	295	74	100	1858	0.159	295	1102	0.2	0.2	2.916	A
D - A1173 N	684	171	127	1762	0.388	684	269	0.7	0.7	3.746	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kiln Lane	495	124	491	1594	0.311	496	172	0.7	0.5	3.626	A
B - Access	0	0	983	903	0.000	0	4	0.0	0.0	0.000	A
C - A1173 W	241	60	82	1871	0.129	241	901	0.2	0.2	2.797	A
D - A1173 N	558	140	103	1777	0.314	559	220	0.7	0.5	3.319	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kiln Lane	415	104	411	1648	0.252	415	144	0.5	0.4	3.229	A
B - Access	0	0	823	998	0.000	0	3	0.0	0.0	0.000	A
C - A1173 W	202	50	69	1880	0.107	202	754	0.2	0.2	2.716	A
D - A1173 N	468	117	87	1789	0.261	468	184	0.5	0.4	3.061	A

2025 Base + Committed, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D	6.78	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	6.78	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2025 Base + Committed	AM	ONE HOUR	06:45	08:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - Kiln Lane		ONE HOUR	✓	210	100.000
B - Access		ONE HOUR	✓	43	100.000
C - A1173 W		ONE HOUR	✓	1240	100.000
D - A1173 N		ONE HOUR	✓	202	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - Kiln Lane	B - Access	C - A1173 W	D - A1173 N
From	A - Kiln Lane	0	0	134	76
	B - Access	0	0	43	0
	C - A1173 W	485	2	0	753
	D - A1173 N	72	0	130	0

Vehicle Mix

HV %s

		To			
		A - Kiln Lane	B - Access	C - A1173 W	D - A1173 N
From	A - Kiln Lane	0	0	58	50
	B - Access	0	0	0	0
	C - A1173 W	18	0	0	8
	D - A1173 N	26	0	35	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - Kiln Lane	0.13	3.50	0.2	A	193	289
B - Access	0.04	2.96	0.0	A	39	59
C - A1173 W	0.73	7.96	3.0	A	1138	1707
D - A1173 N	0.15	3.75	0.2	A	185	278

Main Results for each time segment

06:45 - 07:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kiln Lane	158	40	99	1857	0.085	158	417	0.0	0.1	3.283	A
B - Access	32	8	255	1335	0.024	32	1	0.0	0.0	2.762	A
C - A1173 W	934	233	57	1888	0.494	929	230	0.0	1.1	4.175	A
D - A1173 N	152	38	365	1600	0.095	152	621	0.0	0.1	3.271	A

07:00 - 07:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kiln Lane	189	47	119	1844	0.102	189	500	0.1	0.2	3.370	A
B - Access	39	10	305	1305	0.030	39	2	0.0	0.0	2.841	A
C - A1173 W	1115	279	68	1880	0.593	1113	276	1.1	1.6	5.221	A
D - A1173 N	182	45	437	1552	0.117	181	744	0.1	0.2	3.458	A

07:15 - 07:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kiln Lane	231	58	145	1826	0.127	231	611	0.2	0.2	3.497	A
B - Access	47	12	374	1265	0.037	47	2	0.0	0.0	2.956	A
C - A1173 W	1365	341	84	1870	0.730	1360	338	1.6	2.9	7.805	A
D - A1173 N	222	56	534	1486	0.150	222	909	0.2	0.2	3.749	A

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kiln Lane	231	58	145	1826	0.127	231	613	0.2	0.2	3.497	A
B - Access	47	12	374	1264	0.037	47	2	0.0	0.0	2.957	A
C - A1173 W	1365	341	84	1870	0.730	1365	338	2.9	3.0	7.958	A
D - A1173 N	222	56	536	1485	0.150	222	913	0.2	0.2	3.753	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kiln Lane	189	47	119	1844	0.102	189	503	0.2	0.2	3.371	A
B - Access	39	10	306	1305	0.030	39	2	0.0	0.0	2.844	A
C - A1173 W	1115	279	68	1880	0.593	1120	276	3.0	1.6	5.324	A
D - A1173 N	182	45	440	1550	0.117	182	749	0.2	0.2	3.464	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kiln Lane	158	40	99	1857	0.085	158	420	0.2	0.1	3.284	A
B - Access	32	8	256	1334	0.024	32	2	0.0	0.0	2.766	A
C - A1173 W	934	233	57	1888	0.494	936	231	1.6	1.1	4.231	A
D - A1173 N	152	38	367	1599	0.095	152	625	0.2	0.1	3.278	A

2025 Base + Committed, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D	4.59	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.59	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2025 Base + Committed	PM	ONE HOUR	15:45	17:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - Kiln Lane		ONE HOUR	✓	580	100.000
B - Access		ONE HOUR	✓	45	100.000
C - A1173 W		ONE HOUR	✓	291	100.000
D - A1173 N		ONE HOUR	✓	804	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - Kiln Lane	B - Access	C - A1173 W	D - A1173 N
From	A - Kiln Lane	0	4	484	92
	B - Access	0	0	45	0
	C - A1173 W	134	0	0	157
	D - A1173 N	76	0	728	0

Vehicle Mix

HV %s

		To			
		A - Kiln Lane	B - Access	C - A1173 W	D - A1173 N
From	A - Kiln Lane	0	0	9	26
	B - Access	0	0	0	0
	C - A1173 W	51	0	0	10
	D - A1173 N	42	0	6	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - Kiln Lane	0.46	5.37	0.9	A	532	798
B - Access	0.08	6.15	0.1	A	41	62
C - A1173 W	0.17	2.94	0.3	A	267	401
D - A1173 N	0.51	4.53	1.1	A	738	1107

Main Results for each time segment

15:45 - 16:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kiln Lane	437	109	546	1557	0.280	435	158	0.0	0.4	3.567	A
B - Access	34	8	978	907	0.037	34	3	0.0	0.0	4.125	A
C - A1173 W	219	55	69	1880	0.117	218	943	0.0	0.2	2.722	A
D - A1173 N	605	151	101	1779	0.340	603	187	0.0	0.6	3.319	A

16:00 - 16:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kiln Lane	521	130	654	1484	0.351	521	189	0.4	0.6	4.155	A
B - Access	40	10	1171	792	0.051	40	4	0.0	0.1	4.788	A
C - A1173 W	262	65	83	1871	0.140	261	1129	0.2	0.2	2.812	A
D - A1173 N	723	181	120	1766	0.409	722	224	0.6	0.7	3.744	A

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kiln Lane	639	160	800	1386	0.461	637	231	0.6	0.9	5.341	A
B - Access	50	12	1433	637	0.078	49	4	0.1	0.1	6.128	A
C - A1173 W	320	80	101	1858	0.172	320	1381	0.2	0.3	2.943	A
D - A1173 N	885	221	147	1747	0.507	884	274	0.7	1.1	4.519	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kiln Lane	639	160	802	1385	0.461	639	231	0.9	0.9	5.366	A
B - Access	50	12	1436	635	0.078	50	4	0.1	0.1	6.146	A
C - A1173 W	320	80	101	1858	0.172	320	1384	0.3	0.3	2.943	A
D - A1173 N	885	221	148	1747	0.507	885	274	1.1	1.1	4.534	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kiln Lane	521	130	656	1483	0.352	523	189	0.9	0.6	4.179	A
B - Access	40	10	1175	790	0.051	41	4	0.1	0.1	4.805	A
C - A1173 W	262	65	83	1870	0.140	262	1133	0.3	0.2	2.813	A
D - A1173 N	723	181	121	1766	0.409	724	224	1.1	0.8	3.761	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kiln Lane	437	109	549	1555	0.281	437	158	0.6	0.4	3.589	A
B - Access	34	8	983	903	0.038	34	3	0.1	0.0	4.140	A
C - A1173 W	219	55	69	1880	0.117	219	948	0.2	0.2	2.727	A
D - A1173 N	605	151	101	1779	0.340	606	188	0.8	0.6	3.334	A

2025 Base + Committed + Development, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D	10.22	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	10.22	B

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2025 Base + Committed + Development	AM	ONE HOUR	06:45	08:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - Kiln Lane		ONE HOUR	✓	210	100.000
B - Access		ONE HOUR	✓	43	100.000
C - A1173 W		ONE HOUR	✓	1404	100.000
D - A1173 N		ONE HOUR	✓	298	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - Kiln Lane	B - Access	C - A1173 W	D - A1173 N
From	A - Kiln Lane	0	0	134	76
	B - Access	0	0	43	0
	C - A1173 W	485	2	0	917
	D - A1173 N	72	0	226	0

Vehicle Mix

HV %s

		To			
		A - Kiln Lane	B - Access	C - A1173 W	D - A1173 N
From	A - Kiln Lane	0	0	58	50
	B - Access	0	0	0	0
	C - A1173 W	18	0	0	14
	D - A1173 N	26	0	36	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - Kiln Lane	0.13	3.66	0.2	A	193	289
B - Access	0.04	3.12	0.0	A	39	59
C - A1173 W	0.83	12.71	5.3	B	1288	1933
D - A1173 N	0.22	4.15	0.4	A	273	410

Main Results for each time segment

06:45 - 07:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kiln Lane	158	40	171	1809	0.087	158	417	0.0	0.1	3.379	A
B - Access	32	8	327	1292	0.025	32	1	0.0	0.0	2.856	A
C - A1173 W	1057	264	57	1888	0.560	1051	302	0.0	1.4	4.927	A
D - A1173 N	224	56	365	1601	0.140	223	744	0.0	0.2	3.486	A

07:00 - 07:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kiln Lane	189	47	205	1786	0.106	189	499	0.1	0.2	3.492	A
B - Access	39	10	392	1254	0.031	39	2	0.0	0.0	2.961	A
C - A1173 W	1262	316	68	1880	0.671	1259	362	1.4	2.3	6.640	A
D - A1173 N	268	67	437	1552	0.173	268	890	0.2	0.3	3.740	A

07:15 - 07:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kiln Lane	231	58	251	1755	0.132	231	609	0.2	0.2	3.660	A
B - Access	47	12	480	1202	0.039	47	2	0.0	0.0	3.117	A
C - A1173 W	1546	386	84	1870	0.827	1535	443	2.3	5.1	11.993	B
D - A1173 N	328	82	532	1487	0.221	328	1086	0.3	0.4	4.142	A

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kiln Lane	231	58	251	1755	0.132	231	613	0.2	0.2	3.660	A
B - Access	47	12	480	1202	0.039	47	2	0.0	0.0	3.117	A
C - A1173 W	1546	386	84	1870	0.827	1545	444	5.1	5.3	12.713	B
D - A1173 N	328	82	536	1485	0.221	328	1093	0.4	0.4	4.152	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kiln Lane	189	47	205	1786	0.106	189	505	0.2	0.2	3.493	A
B - Access	39	10	392	1254	0.031	39	2	0.0	0.0	2.964	A
C - A1173 W	1262	316	68	1880	0.671	1274	363	5.3	2.4	6.971	A
D - A1173 N	268	67	442	1548	0.173	268	900	0.4	0.3	3.755	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kiln Lane	158	40	172	1808	0.087	158	421	0.2	0.1	3.383	A
B - Access	32	8	329	1292	0.025	32	2	0.0	0.0	2.858	A
C - A1173 W	1057	264	57	1888	0.560	1061	304	2.4	1.5	5.039	A
D - A1173 N	224	56	368	1598	0.140	225	750	0.3	0.2	3.496	A

2025 Base + Committed + Development, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D	5.38	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.38	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2025 Base + Committed + Development	PM	ONE HOUR	15:45	17:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - Kiln Lane		ONE HOUR	✓	580	100.000
B - Access		ONE HOUR	✓	45	100.000
C - A1173 W		ONE HOUR	✓	511	100.000
D - A1173 N		ONE HOUR	✓	935	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - Kiln Lane	B - Access	C - A1173 W	D - A1173 N
From	A - Kiln Lane	0	4	484	92
	B - Access	0	0	45	0
	C - A1173 W	134	0	0	377
	D - A1173 N	76	0	859	0

Vehicle Mix

HV %s

		To			
		A - Kiln Lane	B - Access	C - A1173 W	D - A1173 N
From	A - Kiln Lane	0	0	9	26
	B - Access	0	0	0	0
	C - A1173 W	51	0	0	28
	D - A1173 N	42	0	12	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - Kiln Lane	0.50	6.17	1.1	A	532	798
B - Access	0.09	7.20	0.1	A	41	62
C - A1173 W	0.30	3.71	0.6	A	469	703
D - A1173 N	0.59	5.71	1.6	A	858	1287

Main Results for each time segment

15:45 - 16:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kiln Lane	437	109	644	1491	0.293	435	157	0.0	0.5	3.787	A
B - Access	34	8	1076	849	0.040	34	3	0.0	0.0	4.417	A
C - A1173 W	385	96	69	1880	0.205	383	1041	0.0	0.3	3.204	A
D - A1173 N	704	176	101	1779	0.396	701	352	0.0	0.7	3.796	A

16:00 - 16:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kiln Lane	521	130	771	1406	0.371	521	189	0.5	0.7	4.524	A
B - Access	40	10	1288	723	0.056	40	4	0.0	0.1	5.277	A
C - A1173 W	459	115	83	1871	0.246	459	1246	0.3	0.4	3.400	A
D - A1173 N	841	210	120	1766	0.476	839	421	0.7	1.0	4.423	A

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kiln Lane	639	160	944	1290	0.495	637	231	0.7	1.1	6.122	A
B - Access	50	12	1576	552	0.090	49	4	0.1	0.1	7.162	A
C - A1173 W	563	141	101	1858	0.303	562	1524	0.4	0.6	3.702	A
D - A1173 N	1029	257	147	1748	0.589	1027	516	1.0	1.6	5.677	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kiln Lane	639	160	946	1288	0.496	639	231	1.1	1.1	6.167	A
B - Access	50	12	1580	550	0.090	50	4	0.1	0.1	7.197	A
C - A1173 W	563	141	101	1858	0.303	563	1528	0.6	0.6	3.705	A
D - A1173 N	1029	257	148	1747	0.589	1029	516	1.6	1.6	5.713	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kiln Lane	521	130	774	1403	0.372	523	189	1.1	0.7	4.562	A
B - Access	40	10	1294	719	0.056	41	4	0.1	0.1	5.305	A
C - A1173 W	459	115	83	1870	0.246	460	1251	0.6	0.4	3.403	A
D - A1173 N	841	210	121	1766	0.476	843	422	1.6	1.0	4.458	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kiln Lane	437	109	648	1489	0.293	437	158	0.7	0.5	3.817	A
B - Access	34	8	1082	845	0.040	34	3	0.1	0.0	4.440	A
C - A1173 W	385	96	69	1880	0.205	385	1047	0.4	0.3	3.211	A
D - A1173 N	704	176	101	1779	0.396	705	353	1.0	0.8	3.823	A

2032 Base, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D	4.95	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.95	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D9	2032 Base	AM	ONE HOUR	06:45	08:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - Kiln Lane		ONE HOUR	✓	166	100.000
B - Access		ONE HOUR	✓	0	100.000
C - A1173 W		ONE HOUR	✓	1035	100.000
D - A1173 N		ONE HOUR	✓	196	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - Kiln Lane	B - Access	C - A1173 W	D - A1173 N
From	A - Kiln Lane	0	0	87	79
	B - Access	0	0	0	0
	C - A1173 W	435	2	0	598
	D - A1173 N	75	0	121	0

Vehicle Mix

HV %s

		To			
		A - Kiln Lane	B - Access	C - A1173 W	D - A1173 N
From	A - Kiln Lane	0	0	49	50
	B - Access	0	0	0	0
	C - A1173 W	11	0	0	10
	D - A1173 N	26	0	39	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - Kiln Lane	0.10	3.26	0.2	A	152	228
B - Access	0.00	0.00	0.0	A	0	0
C - A1173 W	0.61	5.46	1.7	A	950	1425
D - A1173 N	0.14	3.68	0.2	A	180	270

Main Results for each time segment

06:45 - 07:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kiln Lane	125	31	92	1862	0.067	125	382	0.0	0.1	3.097	A
B - Access	0	0	215	1359	0.000	0	1	0.0	0.0	0.000	A
C - A1173 W	779	195	59	1887	0.413	776	156	0.0	0.8	3.568	A
D - A1173 N	148	37	328	1626	0.091	147	508	0.0	0.1	3.256	A

07:00 - 07:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kiln Lane	149	37	110	1850	0.081	149	458	0.1	0.1	3.163	A
B - Access	0	0	258	1333	0.000	0	2	0.0	0.0	0.000	A
C - A1173 W	930	233	71	1879	0.495	929	187	0.8	1.1	4.181	A
D - A1173 N	176	44	392	1582	0.111	176	608	0.1	0.2	3.423	A

07:15 - 07:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kiln Lane	183	46	135	1833	0.100	183	560	0.1	0.2	3.260	A
B - Access	0	0	316	1299	0.000	0	2	0.0	0.0	0.000	A
C - A1173 W	1140	285	87	1868	0.610	1137	229	1.1	1.7	5.422	A
D - A1173 N	216	54	480	1523	0.142	216	744	0.2	0.2	3.683	A

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kiln Lane	183	46	135	1833	0.100	183	561	0.2	0.2	3.260	A
B - Access	0	0	316	1299	0.000	0	2	0.0	0.0	0.000	A
C - A1173 W	1140	285	87	1867	0.610	1140	229	1.7	1.7	5.459	A
D - A1173 N	216	54	481	1522	0.142	216	745	0.2	0.2	3.684	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kiln Lane	149	37	111	1849	0.081	149	460	0.2	0.1	3.167	A
B - Access	0	0	258	1333	0.000	0	2	0.0	0.0	0.000	A
C - A1173 W	930	233	71	1878	0.495	933	187	1.7	1.1	4.215	A
D - A1173 N	176	44	394	1581	0.111	176	610	0.2	0.2	3.427	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kiln Lane	125	31	93	1862	0.067	125	385	0.1	0.1	3.098	A
B - Access	0	0	216	1358	0.000	0	2	0.0	0.0	0.000	A
C - A1173 W	779	195	60	1886	0.413	780	157	1.1	0.8	3.599	A
D - A1173 N	148	37	330	1624	0.091	148	510	0.2	0.1	3.262	A

2032 Base, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D	3.95	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.95	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D10	2032 Base	PM	ONE HOUR	15:45	17:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - Kiln Lane		ONE HOUR	✓	573	100.000
B - Access		ONE HOUR	✓	2	100.000
C - A1173 W		ONE HOUR	✓	278	100.000
D - A1173 N		ONE HOUR	✓	644	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - Kiln Lane	B - Access	C - A1173 W	D - A1173 N
From	A - Kiln Lane	0	4	474	95
	B - Access	0	0	2	0
	C - A1173 W	119	0	0	159
	D - A1173 N	79	0	565	0

Vehicle Mix

HV %s

		To			
		A - Kiln Lane	B - Access	C - A1173 W	D - A1173 N
From	A - Kiln Lane	0	0	8	26
	B - Access	0	0	0	0
	C - A1173 W	56	0	0	11
	D - A1173 N	42	0	9	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - Kiln Lane	0.42	4.55	0.8	A	526	789
B - Access	0.00	0.00	0.0	A	0	0
C - A1173 W	0.16	2.94	0.2	A	255	383
D - A1173 N	0.40	3.85	0.8	A	591	886

Main Results for each time segment

15:45 - 16:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kiln Lane	431	108	424	1639	0.263	430	149	0.0	0.4	3.287	A
B - Access	0	0	851	982	0.000	0	3	0.0	0.0	0.000	A
C - A1173 W	209	52	71	1878	0.111	209	779	0.0	0.2	2.730	A
D - A1173 N	485	121	89	1787	0.271	483	191	0.0	0.4	3.094	A

16:00 - 16:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kiln Lane	515	129	507	1583	0.325	515	178	0.4	0.5	3.723	A
B - Access	0	0	1018	883	0.000	0	4	0.0	0.0	0.000	A
C - A1173 W	250	62	85	1869	0.134	250	933	0.2	0.2	2.815	A
D - A1173 N	579	145	107	1775	0.326	578	228	0.4	0.5	3.373	A

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kiln Lane	631	158	621	1506	0.419	630	218	0.5	0.8	4.535	A
B - Access	0	0	1247	747	0.000	0	4	0.0	0.0	0.000	A
C - A1173 W	306	77	104	1855	0.165	306	1142	0.2	0.2	2.941	A
D - A1173 N	709	177	131	1759	0.403	708	279	0.5	0.8	3.842	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kiln Lane	631	158	622	1506	0.419	631	218	0.8	0.8	4.548	A
B - Access	0	0	1249	746	0.000	0	4	0.0	0.0	0.000	A
C - A1173 W	306	77	105	1855	0.165	306	1144	0.2	0.2	2.942	A
D - A1173 N	709	177	131	1759	0.403	709	280	0.8	0.8	3.848	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kiln Lane	515	129	509	1582	0.326	516	178	0.8	0.5	3.736	A
B - Access	0	0	1021	881	0.000	0	4	0.0	0.0	0.000	A
C - A1173 W	250	62	86	1868	0.134	250	936	0.2	0.2	2.816	A
D - A1173 N	579	145	107	1775	0.326	580	229	0.8	0.5	3.381	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kiln Lane	431	108	426	1638	0.263	432	149	0.5	0.4	3.301	A
B - Access	0	0	855	980	0.000	0	3	0.0	0.0	0.000	A
C - A1173 W	209	52	72	1878	0.111	209	783	0.2	0.2	2.733	A
D - A1173 N	485	121	90	1787	0.271	485	191	0.5	0.4	3.104	A

2032 Base + Committed, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D	7.38	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	7.38	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D11	2032 Base + Committed	AM	ONE HOUR	06:45	08:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - Kiln Lane		ONE HOUR	✓	217	100.000
B - Access		ONE HOUR	✓	43	100.000
C - A1173 W		ONE HOUR	✓	1280	100.000
D - A1173 N		ONE HOUR	✓	209	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - Kiln Lane	B - Access	C - A1173 W	D - A1173 N
From	A - Kiln Lane	0	0	138	79
	B - Access	0	0	43	0
	C - A1173 W	502	2	0	776
	D - A1173 N	75	0	134	0

Vehicle Mix

HV %s

		To			
		A - Kiln Lane	B - Access	C - A1173 W	D - A1173 N
From	A - Kiln Lane	0	0	58	50
	B - Access	0	0	0	0
	C - A1173 W	18	0	0	8
	D - A1173 N	26	0	35	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - Kiln Lane	0.13	3.52	0.2	A	199	299
B - Access	0.04	2.97	0.0	A	39	59
C - A1173 W	0.75	8.76	3.4	A	1175	1762
D - A1173 N	0.16	3.81	0.2	A	192	288

Main Results for each time segment

06:45 - 07:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kiln Lane	163	41	102	1855	0.088	163	432	0.0	0.1	3.296	A
B - Access	32	8	263	1330	0.024	32	1	0.0	0.0	2.773	A
C - A1173 W	964	241	59	1887	0.511	959	236	0.0	1.2	4.313	A
D - A1173 N	157	39	378	1592	0.099	157	641	0.0	0.1	3.299	A

07:00 - 07:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kiln Lane	195	49	122	1842	0.106	195	518	0.1	0.2	3.387	A
B - Access	39	10	315	1299	0.030	39	2	0.0	0.0	2.854	A
C - A1173 W	1151	288	71	1879	0.613	1148	283	1.2	1.7	5.489	A
D - A1173 N	188	47	452	1541	0.122	188	767	0.1	0.2	3.500	A

07:15 - 07:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kiln Lane	239	60	150	1823	0.131	239	633	0.2	0.2	3.520	A
B - Access	47	12	386	1257	0.038	47	2	0.0	0.0	2.974	A
C - A1173 W	1409	352	87	1868	0.755	1403	347	1.7	3.3	8.542	A
D - A1173 N	230	58	552	1474	0.156	230	937	0.2	0.2	3.809	A

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kiln Lane	239	60	150	1823	0.131	239	635	0.2	0.2	3.520	A
B - Access	47	12	386	1257	0.038	47	2	0.0	0.0	2.974	A
C - A1173 W	1409	352	87	1867	0.755	1409	347	3.3	3.4	8.759	A
D - A1173 N	230	58	555	1472	0.156	230	941	0.2	0.2	3.814	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kiln Lane	195	49	122	1842	0.106	195	521	0.2	0.2	3.391	A
B - Access	39	10	316	1299	0.030	39	2	0.0	0.0	2.858	A
C - A1173 W	1151	288	71	1878	0.613	1157	283	3.4	1.8	5.622	A
D - A1173 N	188	47	456	1539	0.122	188	773	0.2	0.2	3.507	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kiln Lane	163	41	102	1855	0.088	164	435	0.2	0.2	3.300	A
B - Access	32	8	264	1330	0.024	32	2	0.0	0.0	2.777	A
C - A1173 W	964	241	60	1886	0.511	966	237	1.8	1.2	4.380	A
D - A1173 N	157	39	380	1590	0.099	158	645	0.2	0.1	3.310	A

2032 Base + Committed, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D	4.76	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.76	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D12	2032 Base + Committed	PM	ONE HOUR	15:45	17:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - Kiln Lane		ONE HOUR	✓	600	100.000
B - Access		ONE HOUR	✓	45	100.000
C - A1173 W		ONE HOUR	✓	301	100.000
D - A1173 N		ONE HOUR	✓	827	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - Kiln Lane	B - Access	C - A1173 W	D - A1173 N
From	A - Kiln Lane	0	4	501	95
	B - Access	0	0	45	0
	C - A1173 W	138	0	0	163
	D - A1173 N	79	0	748	0

Vehicle Mix

HV %s

		To			
		A - Kiln Lane	B - Access	C - A1173 W	D - A1173 N
From	A - Kiln Lane	0	0	9	26
	B - Access	0	0	0	0
	C - A1173 W	51	0	0	10
	D - A1173 N	42	0	6	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - Kiln Lane	0.48	5.64	1.0	A	551	826
B - Access	0.08	6.43	0.1	A	41	62
C - A1173 W	0.18	2.97	0.3	A	276	414
D - A1173 N	0.52	4.69	1.2	A	759	1138

Main Results for each time segment

15:45 - 16:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kiln Lane	452	113	561	1547	0.292	450	163	0.0	0.5	3.646	A
B - Access	34	8	1008	889	0.038	34	3	0.0	0.0	4.210	A
C - A1173 W	227	57	71	1878	0.121	226	970	0.0	0.2	2.735	A
D - A1173 N	623	156	104	1777	0.350	620	194	0.0	0.6	3.373	A

16:00 - 16:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kiln Lane	539	135	672	1472	0.366	539	195	0.5	0.6	4.287	A
B - Access	40	10	1207	771	0.052	40	4	0.0	0.1	4.928	A
C - A1173 W	271	68	85	1869	0.145	270	1162	0.2	0.2	2.829	A
D - A1173 N	743	186	124	1763	0.422	743	232	0.6	0.8	3.827	A

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kiln Lane	661	165	822	1371	0.482	659	239	0.6	1.0	5.613	A
B - Access	50	12	1477	611	0.081	49	4	0.1	0.1	6.411	A
C - A1173 W	331	83	104	1855	0.179	331	1422	0.2	0.3	2.967	A
D - A1173 N	911	228	152	1744	0.522	909	284	0.8	1.2	4.672	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kiln Lane	661	165	824	1370	0.482	661	239	1.0	1.0	5.645	A
B - Access	50	12	1480	609	0.081	50	4	0.1	0.1	6.433	A
C - A1173 W	331	83	105	1855	0.179	331	1425	0.3	0.3	2.967	A
D - A1173 N	911	228	152	1744	0.522	911	284	1.2	1.2	4.689	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kiln Lane	539	135	674	1471	0.367	541	195	1.0	0.6	4.316	A
B - Access	40	10	1211	768	0.053	41	4	0.1	0.1	4.947	A
C - A1173 W	271	68	86	1868	0.145	271	1166	0.3	0.2	2.833	A
D - A1173 N	743	186	124	1763	0.422	745	232	1.2	0.8	3.846	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kiln Lane	452	113	564	1545	0.292	452	164	0.6	0.5	3.672	A
B - Access	34	8	1013	886	0.038	34	3	0.1	0.0	4.227	A
C - A1173 W	227	57	72	1878	0.121	227	976	0.2	0.2	2.738	A
D - A1173 N	623	156	104	1777	0.350	623	194	0.8	0.6	3.392	A

2032 Base + Committed + Development, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D	11.71	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	11.71	B

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D13	2032 Base + Committed + Development	AM	ONE HOUR	06:45	08:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - Kiln Lane		ONE HOUR	✓	217	100.000
B - Access		ONE HOUR	✓	43	100.000
C - A1173 W		ONE HOUR	✓	1444	100.000
D - A1173 N		ONE HOUR	✓	305	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - Kiln Lane	B - Access	C - A1173 W	D - A1173 N
From	A - Kiln Lane	0	0	138	79
	B - Access	0	0	43	0
	C - A1173 W	502	2	0	940
	D - A1173 N	75	0	230	0

Vehicle Mix

HV %s

		To			
		A - Kiln Lane	B - Access	C - A1173 W	D - A1173 N
From	A - Kiln Lane	0	0	58	50
	B - Access	0	0	0	0
	C - A1173 W	18	0	0	14
	D - A1173 N	26	0	36	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - Kiln Lane	0.14	3.69	0.2	A	199	299
B - Access	0.04	3.14	0.0	A	39	59
C - A1173 W	0.85	14.75	6.3	B	1325	1988
D - A1173 N	0.23	4.23	0.4	A	280	420

Main Results for each time segment

06:45 - 07:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kiln Lane	163	41	174	1807	0.090	163	432	0.0	0.2	3.394	A
B - Access	32	8	335	1288	0.025	32	1	0.0	0.0	2.867	A
C - A1173 W	1087	272	59	1887	0.576	1081	308	0.0	1.5	5.115	A
D - A1173 N	230	57	377	1592	0.144	229	763	0.0	0.2	3.521	A

07:00 - 07:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kiln Lane	195	49	208	1784	0.109	195	517	0.2	0.2	3.511	A
B - Access	39	10	402	1248	0.031	39	2	0.0	0.0	2.975	A
C - A1173 W	1298	325	71	1879	0.691	1294	369	1.5	2.5	7.057	A
D - A1173 N	274	69	452	1542	0.178	274	913	0.2	0.3	3.787	A

07:15 - 07:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kiln Lane	239	60	255	1752	0.136	239	630	0.2	0.2	3.685	A
B - Access	47	12	492	1195	0.040	47	2	0.0	0.0	3.136	A
C - A1173 W	1590	397	87	1868	0.851	1576	452	2.5	6.0	13.621	B
D - A1173 N	336	84	550	1475	0.228	335	1113	0.3	0.4	4.212	A

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kiln Lane	239	60	255	1752	0.136	239	635	0.2	0.2	3.686	A
B - Access	47	12	492	1195	0.040	47	2	0.0	0.0	3.137	A
C - A1173 W	1590	397	87	1867	0.851	1589	453	6.0	6.3	14.749	B
D - A1173 N	336	84	555	1472	0.228	336	1121	0.4	0.4	4.225	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kiln Lane	195	49	209	1783	0.109	195	524	0.2	0.2	3.515	A
B - Access	39	10	402	1248	0.031	39	2	0.0	0.0	2.976	A
C - A1173 W	1298	325	71	1878	0.691	1313	370	6.3	2.6	7.519	A
D - A1173 N	274	69	458	1537	0.178	275	926	0.4	0.3	3.806	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kiln Lane	163	41	175	1806	0.090	164	436	0.2	0.2	3.398	A
B - Access	32	8	337	1287	0.025	32	2	0.0	0.0	2.872	A
C - A1173 W	1087	272	60	1886	0.576	1091	310	2.6	1.6	5.250	A
D - A1173 N	230	57	381	1590	0.144	230	770	0.3	0.2	3.531	A

2032 Base + Committed + Development, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D	5.62	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.62	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D14	2032 Base + Committed + Development	PM	ONE HOUR	15:45	17:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - Kiln Lane		ONE HOUR	✓	600	100.000
B - Access		ONE HOUR	✓	45	100.000
C - A1173 W		ONE HOUR	✓	521	100.000
D - A1173 N		ONE HOUR	✓	959	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - Kiln Lane	B - Access	C - A1173 W	D - A1173 N
From	A - Kiln Lane	0	4	501	95
	B - Access	0	0	45	0
	C - A1173 W	138	0	0	383
	D - A1173 N	79	0	880	0

Vehicle Mix

HV %s

		To			
		A - Kiln Lane	B - Access	C - A1173 W	D - A1173 N
From	A - Kiln Lane	0	0	9	26
	B - Access	0	0	0	0
	C - A1173 W	51	0	0	28
	D - A1173 N	42	0	12	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - Kiln Lane	0.52	6.55	1.2	A	551	826
B - Access	0.09	7.60	0.1	A	41	62
C - A1173 W	0.31	3.75	0.6	A	478	717
D - A1173 N	0.61	5.96	1.7	A	880	1320

Main Results for each time segment

15:45 - 16:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kiln Lane	452	113	660	1481	0.305	450	163	0.0	0.5	3.881	A
B - Access	34	8	1106	830	0.041	34	3	0.0	0.0	4.517	A
C - A1173 W	392	98	71	1878	0.209	391	1069	0.0	0.4	3.225	A
D - A1173 N	722	180	104	1777	0.406	719	359	0.0	0.8	3.867	A

16:00 - 16:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kiln Lane	539	135	790	1393	0.387	539	195	0.5	0.7	4.685	A
B - Access	40	10	1325	701	0.058	40	4	0.0	0.1	5.450	A
C - A1173 W	468	117	85	1869	0.251	468	1280	0.4	0.4	3.428	A
D - A1173 N	862	216	124	1763	0.489	861	429	0.8	1.1	4.540	A

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kiln Lane	661	165	967	1274	0.518	659	239	0.7	1.2	6.488	A
B - Access	50	12	1621	525	0.094	49	4	0.1	0.1	7.561	A
C - A1173 W	574	143	104	1855	0.309	573	1566	0.4	0.6	3.742	A
D - A1173 N	1056	264	152	1745	0.605	1053	526	1.1	1.7	5.913	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kiln Lane	661	165	969	1273	0.519	661	239	1.2	1.2	6.545	A
B - Access	50	12	1625	523	0.095	50	4	0.1	0.1	7.603	A
C - A1173 W	574	143	105	1855	0.309	574	1570	0.6	0.6	3.745	A
D - A1173 N	1056	264	152	1744	0.605	1056	526	1.7	1.7	5.958	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kiln Lane	539	135	793	1391	0.388	541	195	1.2	0.7	4.728	A
B - Access	40	10	1331	697	0.058	41	4	0.1	0.1	5.486	A
C - A1173 W	468	117	86	1868	0.251	469	1286	0.6	0.4	3.434	A
D - A1173 N	862	216	124	1763	0.489	865	430	1.7	1.1	4.579	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Kiln Lane	452	113	664	1478	0.306	453	164	0.7	0.5	3.913	A
B - Access	34	8	1113	826	0.041	34	3	0.1	0.0	4.545	A
C - A1173 W	392	98	72	1878	0.209	393	1076	0.4	0.4	3.235	A
D - A1173 N	722	180	104	1777	0.406	723	360	1.1	0.8	3.899	A

Annex TN2 E

A1173/ SHIIP Roundabout

Junctions 10

ARCADY 10 - Roundabout Module

Version: 10.0.4.1693
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Filename: A1173-SHIIP.j10
Path: P:\23000's\23325\Junction Assessment\A1173-SHIIP_Junctions 10 Report
Report generation date: 05/08/2022 10:09:20

»2021 Baseline, AM
»2021 Baseline, PM
»2025 Baseline, AM
»2025 Baseline, PM
»2025 Baseline + Committed, AM
»2025 Baseline + Committed, PM
»2025 Baseline + Committed + Development, AM
»2025 Baseline + Committed + Development, PM
»2032 Baseline, AM
»2032 Baseline, PM
»2032 Baseline + Committed, AM
»2032 Baseline + Committed, PM
»2032 Baseline + Committed + Development, AM
»2032 Baseline + Committed + Development, PM

Summary of junction performance

	AM			PM		
	Q (PCU)	Delay (s)	RFC	Q (PCU)	Delay (s)	RFC
	2021 Baseline					
SHIIP Access S	0.1	4.30	0.10	0.1	2.67	0.12
A1173 W	0.2	1.77	0.14	0.8	2.38	0.43
SHIIP Access N	0.0	2.95	0.02	0.0	4.29	0.04
A1173 E	0.7	2.40	0.40	0.2	1.98	0.13
	2025 Baseline					
SHIIP Access S	0.1	4.40	0.10	0.2	2.70	0.12
A1173 W	0.2	1.78	0.15	0.9	2.43	0.44
SHIIP Access N	0.0	2.96	0.02	0.0	4.40	0.04
A1173 E	0.8	2.45	0.41	0.2	1.99	0.13
	2025 Baseline + Committed					
SHIIP Access S	0.1	4.61	0.11	0.2	2.76	0.12
A1173 W	0.3	1.94	0.17	0.9	2.50	0.45
SHIIP Access N	0.0	3.07	0.02	0.0	4.47	0.04
A1173 E	0.9	2.62	0.44	0.2	2.03	0.15
	2025 Baseline + Committed + Development					
SHIIP Access S	0.2	4.99	0.12	0.2	2.97	0.13
A1173 W	0.4	2.13	0.23	1.3	3.06	0.53
SHIIP Access N	0.0	3.34	0.02	0.1	5.46	0.05
A1173 E	1.0	2.85	0.48	0.3	2.18	0.20
	2032 Baseline					
SHIIP Access S	0.2	4.56	0.11	0.2	2.73	0.13
A1173 W	0.2	1.80	0.15	0.9	2.51	0.46
SHIIP Access N	0.0	2.99	0.02	0.1	4.57	0.04
A1173 E	0.8	2.53	0.43	0.2	2.00	0.13
	2032 Baseline + Committed					
SHIIP Access S	0.2	4.79	0.11	0.2	2.79	0.13
A1173 W	0.3	1.95	0.18	1.0	2.59	0.46
SHIIP Access N	0.0	3.09	0.02	0.1	4.64	0.04
A1173 E	0.9	2.71	0.46	0.2	2.05	0.15
	2032 Baseline + Committed + Development					
SHIIP Access S	0.2	5.20	0.12	0.2	3.01	0.14
A1173 W	0.4	2.15	0.24	1.4	3.18	0.55
SHIIP Access N	0.0	3.37	0.02	0.1	5.72	0.05
A1173 E	1.1	2.96	0.49	0.3	2.20	0.20

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

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

File summary

File Description

Title	
Location	
Site number	
Date	02/08/2022
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	DTA\arcady
Description	

Units

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

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2021 Baseline	AM	ONE HOUR	06:45	08:15	15	✓
D2	2021 Baseline	PM	ONE HOUR	15:45	17:15	15	✓
D3	2025 Baseline	AM	ONE HOUR	06:45	08:15	15	✓
D4	2025 Baseline	PM	ONE HOUR	15:45	17:15	15	✓
D5	2025 Baseline + Committed	AM	ONE HOUR	06:45	08:15	15	✓
D6	2025 Baseline + Committed	PM	ONE HOUR	15:45	17:15	15	✓
D7	2025 Baseline + Committed + Development	AM	ONE HOUR	06:45	08:15	15	✓
D8	2025 Baseline + Committed + Development	PM	ONE HOUR	15:45	17:15	15	✓
D9	2032 Baseline	AM	ONE HOUR	06:45	08:15	15	✓
D10	2032 Baseline	PM	ONE HOUR	15:45	17:15	15	✓
D11	2032 Baseline + Committed	AM	ONE HOUR	06:45	08:15	15	✓
D12	2032 Baseline + Committed	PM	ONE HOUR	15:45	17:15	15	✓
D13	2032 Baseline + Committed + Development	AM	ONE HOUR	06:45	08:15	15	✓
D14	2032 Baseline + Committed + Development	PM	ONE HOUR	15:45	17:15	15	✓

Analysis Set Details

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

2021 Baseline, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	A1173 W - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	A1173 E - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	2.38	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.38	A

Arms

Arms

Arm	Name	Description	No give-way line
1	SHIIP Access S		
2	A1173 W		
3	SHIIP Access N		
4	A1173 E		

Roundabout Geometry

Arm	V (m)	E (m)	I' (m)	R (m)	D (m)	PHI (deg)	Entry only	Exit only
SHIIP Access S	3.65	7.14	24.4	20.0	40.1	15.5		
A1173 W	4.92	10.00	92.2	20.0	40.1	13.2		
SHIIP Access N	3.64	7.11	20.7	20.0	40.1	17.3		
A1173 E	4.93	10.00	88.5	20.0	40.1	14.4		

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
SHIIP Access S	0.702	1924
A1173 W	0.911	2962
SHIIP Access N	0.688	1866
A1173 E	0.906	2943

The slope and intercept shown above include any corrections and adjustments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2021 Baseline	AM	ONE HOUR	06:45	08:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
SHIIP Access S		ONE HOUR	✓	102	100.000
A1173 W		ONE HOUR	✓	381	100.000
SHIIP Access N		ONE HOUR	✓	22	100.000
A1173 E		ONE HOUR	✓	1021	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		SHIIP Access S	A1173 W	SHIIP Access N	A1173 E
From	SHIIP Access S	0	75	0	27
	A1173 W	138	0	25	218
	SHIIP Access N	0	16	0	6
	A1173 E	28	988	5	0

Vehicle Mix

HV %s

		To			
		SHIIP Access S	A1173 W	SHIIP Access N	A1173 E
From	SHIIP Access S	0	20	0	33
	A1173 W	7	0	8	40
	SHIIP Access N	0	25	0	33
	A1173 E	11	11	20	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
SHIIP Access S	0.10	4.30	0.1	A	94	140
A1173 W	0.14	1.77	0.2	A	350	524
SHIIP Access N	0.02	2.95	0.0	A	20	30
A1173 E	0.40	2.40	0.7	A	937	1405

Main Results for each time segment

06:45 - 07:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
SHIIP Access S	77	19	758	1392	0.055	77	125	0.0	0.1	3.371	A
A1173 W	287	72	24	2941	0.098	286	810	0.0	0.1	1.678	A
SHIIP Access N	17	4	288	1668	0.010	17	23	0.0	0.0	2.769	A
A1173 E	769	192	116	2838	0.271	767	189	0.0	0.4	1.928	A

07:00 - 07:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
SHIIP Access S	92	23	907	1288	0.071	92	149	0.1	0.1	3.707	A
A1173 W	343	86	29	2936	0.117	342	969	0.1	0.2	1.716	A
SHIIP Access N	20	5	344	1629	0.012	20	27	0.0	0.0	2.842	A
A1173 E	918	229	138	2818	0.326	917	226	0.4	0.5	2.103	A

07:15 - 07:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
SHIIP Access S	112	28	1110	1145	0.098	112	183	0.1	0.1	4.294	A
A1173 W	419	105	35	2930	0.143	419	1187	0.2	0.2	1.773	A
SHIIP Access N	24	6	421	1576	0.015	24	33	0.0	0.0	2.947	A
A1173 E	1124	281	169	2790	0.403	1123	276	0.5	0.7	2.397	A

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
SHIIP Access S	112	28	1111	1144	0.098	112	183	0.1	0.1	4.297	A
A1173 W	419	105	35	2930	0.143	419	1188	0.2	0.2	1.773	A
SHIIP Access N	24	6	422	1576	0.015	24	33	0.0	0.0	2.947	A
A1173 E	1124	281	170	2790	0.403	1124	276	0.7	0.7	2.399	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
SHIIP Access S	92	23	908	1287	0.071	92	149	0.1	0.1	3.711	A
A1173 W	343	86	29	2936	0.117	343	971	0.2	0.2	1.717	A
SHIIP Access N	20	5	345	1629	0.012	20	27	0.0	0.0	2.842	A
A1173 E	918	229	139	2818	0.326	919	226	0.7	0.5	2.107	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
SHIIP Access S	77	19	760	1390	0.055	77	125	0.1	0.1	3.375	A
A1173 W	287	72	24	2940	0.098	287	813	0.2	0.1	1.681	A
SHIIP Access N	17	4	288	1667	0.010	17	23	0.0	0.0	2.772	A
A1173 E	769	192	116	2838	0.271	769	189	0.5	0.4	1.932	A

2021 Baseline, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	A1173 W - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	A1173 E - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	2.38	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.38	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2021 Baseline	PM	ONE HOUR	15:45	17:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
SHIIP Access S		ONE HOUR	✓	180	100.000
A1173 W		ONE HOUR	✓	1136	100.000
SHIIP Access N		ONE HOUR	✓	35	100.000
A1173 E		ONE HOUR	✓	320	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		SHIIP Access S	A1173 W	SHIIP Access N	A1173 E
From	SHIIP Access S	0	143	0	37
	A1173 W	102	0	24	1010
	SHIIP Access N	0	28	0	7
	A1173 E	23	292	5	0

Vehicle Mix

HV %s

		To			
		SHIIP Access S	A1173 W	SHIIP Access N	A1173 E
From	SHIIP Access S	0	8	0	16
	A1173 W	25	0	25	9
	SHIIP Access N	0	11	0	29
	A1173 E	26	36	40	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
SHIIP Access S	0.12	2.67	0.1	A	165	248
A1173 W	0.43	2.38	0.8	A	1042	1564
SHIIP Access N	0.04	4.29	0.0	A	32	48
A1173 E	0.13	1.98	0.2	A	294	440

Main Results for each time segment

15:45 - 16:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
SHIIP Access S	136	34	244	1752	0.077	135	94	0.0	0.1	2.438	A
A1173 W	855	214	32	2934	0.292	853	348	0.0	0.5	1.911	A
SHIIP Access N	26	7	863	1272	0.021	26	22	0.0	0.0	3.299	A
A1173 E	241	60	98	2855	0.084	240	792	0.0	0.1	1.862	A

16:00 - 16:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
SHIIP Access S	162	40	292	1719	0.094	162	112	0.1	0.1	2.532	A
A1173 W	1021	255	38	2928	0.349	1021	416	0.5	0.6	2.087	A
SHIIP Access N	31	8	1032	1156	0.027	31	26	0.0	0.0	3.655	A
A1173 E	288	72	117	2837	0.101	288	947	0.1	0.2	1.909	A

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
SHIIP Access S	198	50	358	1673	0.118	198	138	0.1	0.1	2.674	A
A1173 W	1251	313	46	2920	0.428	1250	509	0.6	0.8	2.381	A
SHIIP Access N	39	10	1264	996	0.039	38	32	0.0	0.0	4.292	A
A1173 E	352	88	143	2814	0.125	352	1160	0.2	0.2	1.978	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
SHIIP Access S	198	50	358	1673	0.118	198	138	0.1	0.1	2.674	A
A1173 W	1251	313	46	2920	0.428	1251	510	0.8	0.8	2.383	A
SHIIP Access N	39	10	1265	995	0.039	39	32	0.0	0.0	4.295	A
A1173 E	352	88	143	2813	0.125	352	1160	0.2	0.2	1.978	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
SHIIP Access S	162	40	292	1718	0.094	162	112	0.1	0.1	2.535	A
A1173 W	1021	255	38	2928	0.349	1022	417	0.8	0.6	2.089	A
SHIIP Access N	31	8	1034	1155	0.027	32	26	0.0	0.0	3.662	A
A1173 E	288	72	117	2837	0.101	288	948	0.2	0.2	1.912	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
SHIIP Access S	136	34	245	1752	0.077	136	94	0.1	0.1	2.439	A
A1173 W	855	214	32	2934	0.292	856	349	0.6	0.5	1.918	A
SHIIP Access N	26	7	866	1270	0.021	26	22	0.0	0.0	3.303	A
A1173 E	241	60	98	2854	0.084	241	794	0.2	0.1	1.862	A

2025 Baseline, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	A1173 W - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	A1173 E - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	2.42	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.42	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2025 Baseline	AM	ONE HOUR	06:45	08:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
SHIIP Access S		ONE HOUR	✓	105	100.000
A1173 W		ONE HOUR	✓	392	100.000
SHIIP Access N		ONE HOUR	✓	22	100.000
A1173 E		ONE HOUR	✓	1049	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		SHIIP Access S	A1173 W	SHIIP Access N	A1173 E
From	SHIIP Access S	0	77	0	28
	A1173 W	142	0	26	224
	SHIIP Access N	0	16	0	6
	A1173 E	29	1015	5	0

Vehicle Mix

HV %s

		To			
		SHIIP Access S	A1173 W	SHIIP Access N	A1173 E
From	SHIIP Access S	0	20	0	33
	A1173 W	7	0	8	40
	SHIIP Access N	0	25	0	33
	A1173 E	11	11	20	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
SHIIP Access S	0.10	4.40	0.1	A	96	145
A1173 W	0.15	1.78	0.2	A	360	540
SHIIP Access N	0.02	2.96	0.0	A	20	30
A1173 E	0.41	2.45	0.8	A	963	1444

Main Results for each time segment

06:45 - 07:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
SHIIP Access S	79	20	778	1378	0.057	79	128	0.0	0.1	3.415	A
A1173 W	295	74	25	2940	0.100	295	832	0.0	0.1	1.683	A
SHIIP Access N	17	4	296	1662	0.010	17	23	0.0	0.0	2.779	A
A1173 E	790	197	119	2836	0.279	788	194	0.0	0.4	1.950	A

07:00 - 07:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
SHIIP Access S	94	24	931	1271	0.074	94	154	0.1	0.1	3.770	A
A1173 W	352	88	30	2935	0.120	352	995	0.1	0.2	1.723	A
SHIIP Access N	20	5	354	1622	0.012	20	28	0.0	0.0	2.854	A
A1173 E	943	236	142	2814	0.335	943	232	0.4	0.6	2.135	A

07:15 - 07:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
SHIIP Access S	116	29	1140	1124	0.103	115	188	0.1	0.1	4.398	A
A1173 W	432	108	36	2929	0.147	431	1219	0.2	0.2	1.782	A
SHIIP Access N	24	6	434	1568	0.015	24	34	0.0	0.0	2.963	A
A1173 E	1155	289	174	2786	0.415	1154	284	0.6	0.8	2.449	A

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
SHIIP Access S	116	29	1141	1123	0.103	116	188	0.1	0.1	4.401	A
A1173 W	432	108	36	2929	0.147	432	1220	0.2	0.2	1.782	A
SHIIP Access N	24	6	434	1567	0.015	24	34	0.0	0.0	2.963	A
A1173 E	1155	289	174	2786	0.415	1155	284	0.8	0.8	2.451	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
SHIIP Access S	94	24	932	1270	0.074	95	154	0.1	0.1	3.774	A
A1173 W	352	88	30	2935	0.120	353	997	0.2	0.2	1.724	A
SHIIP Access N	20	5	354	1622	0.012	20	28	0.0	0.0	2.856	A
A1173 E	943	236	142	2814	0.335	944	232	0.8	0.6	2.139	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
SHIIP Access S	79	20	780	1376	0.057	79	129	0.1	0.1	3.419	A
A1173 W	295	74	25	2940	0.100	295	835	0.2	0.1	1.686	A
SHIIP Access N	17	4	297	1662	0.010	17	23	0.0	0.0	2.780	A
A1173 E	790	197	119	2835	0.279	790	194	0.6	0.4	1.954	A

2025 Baseline, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	A1173 W - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	A1173 E - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	2.42	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.42	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2025 Baseline	PM	ONE HOUR	15:45	17:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
SHIIP Access S		ONE HOUR	✓	185	100.000
A1173 W		ONE HOUR	✓	1166	100.000
SHIIP Access N		ONE HOUR	✓	36	100.000
A1173 E		ONE HOUR	✓	328	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		SHIIP Access S	A1173 W	SHIIP Access N	A1173 E
From	SHIIP Access S	0	147	0	38
	A1173 W	105	0	25	1036
	SHIIP Access N	0	29	0	7
	A1173 E	24	299	5	0

Vehicle Mix

HV %s

		To			
		SHIIP Access S	A1173 W	SHIIP Access N	A1173 E
From	SHIIP Access S	0	8	0	16
	A1173 W	25	0	25	9
	SHIIP Access N	0	11	0	29
	A1173 E	26	36	40	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
SHIIP Access S	0.12	2.70	0.2	A	170	255
A1173 W	0.44	2.43	0.9	A	1070	1605
SHIIP Access N	0.04	4.40	0.0	A	33	50
A1173 E	0.13	1.99	0.2	A	301	451

Main Results for each time segment

15:45 - 16:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
SHIIP Access S	139	35	250	1748	0.080	139	97	0.0	0.1	2.451	A
A1173 W	878	219	32	2933	0.299	876	357	0.0	0.5	1.933	A
SHIIP Access N	27	7	886	1257	0.022	27	23	0.0	0.0	3.340	A
A1173 E	247	62	101	2852	0.087	246	812	0.0	0.1	1.868	A

16:00 - 16:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
SHIIP Access S	166	42	299	1714	0.097	166	116	0.1	0.1	2.548	A
A1173 W	1048	262	39	2927	0.358	1048	427	0.5	0.6	2.118	A
SHIIP Access N	32	8	1059	1137	0.028	32	27	0.0	0.0	3.717	A
A1173 E	295	74	120	2834	0.104	295	971	0.1	0.2	1.916	A

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
SHIIP Access S	204	51	366	1666	0.122	204	142	0.1	0.2	2.695	A
A1173 W	1284	321	47	2919	0.440	1283	523	0.6	0.9	2.431	A
SHIIP Access N	40	10	1297	973	0.041	40	33	0.0	0.0	4.398	A
A1173 E	361	90	147	2810	0.129	361	1189	0.2	0.2	1.988	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
SHIIP Access S	204	51	367	1666	0.122	204	142	0.2	0.2	2.695	A
A1173 W	1284	321	47	2919	0.440	1284	523	0.9	0.9	2.433	A
SHIIP Access N	40	10	1298	973	0.041	40	33	0.0	0.0	4.401	A
A1173 E	361	90	148	2809	0.129	361	1190	0.2	0.2	1.988	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
SHIIP Access S	166	42	300	1713	0.097	166	116	0.2	0.1	2.551	A
A1173 W	1048	262	39	2927	0.358	1049	427	0.9	0.6	2.120	A
SHIIP Access N	32	8	1061	1136	0.028	32	27	0.0	0.0	3.724	A
A1173 E	295	74	121	2834	0.104	295	973	0.2	0.2	1.920	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
SHIIP Access S	139	35	251	1748	0.080	139	97	0.1	0.1	2.452	A
A1173 W	878	219	32	2933	0.299	878	358	0.6	0.5	1.937	A
SHIIP Access N	27	7	888	1255	0.022	27	23	0.0	0.0	3.347	A
A1173 E	247	62	101	2852	0.087	247	814	0.2	0.1	1.868	A

2025 Baseline + Committed, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	A1173 W - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	A1173 E - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	2.56	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.56	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2025 Baseline + Committed	AM	ONE HOUR	06:45	08:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
SHIIP Access S		ONE HOUR	✓	105	100.000
A1173 W		ONE HOUR	✓	460	100.000
SHIIP Access N		ONE HOUR	✓	22	100.000
A1173 E		ONE HOUR	✓	1108	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		SHIIP Access S	A1173 W	SHIIP Access N	A1173 E
From	SHIIP Access S	0	77	0	28
	A1173 W	142	0	26	292
	SHIIP Access N	0	16	0	6
	A1173 E	29	1074	5	0

Vehicle Mix

HV %s

		To			
		SHIIP Access S	A1173 W	SHIIP Access N	A1173 E
From	SHIIP Access S	0	20	0	33
	A1173 W	7	0	8	49
	SHIIP Access N	0	25	0	33
	A1173 E	11	14	20	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
SHIIP Access S	0.11	4.61	0.1	A	96	145
A1173 W	0.17	1.94	0.3	A	422	633
SHIIP Access N	0.02	3.07	0.0	A	20	30
A1173 E	0.44	2.62	0.9	A	1017	1525

Main Results for each time segment

06:45 - 07:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
SHIIP Access S	79	20	822	1347	0.059	79	128	0.0	0.1	3.498	A
A1173 W	346	87	25	2940	0.118	346	876	0.0	0.2	1.809	A
SHIIP Access N	17	4	347	1627	0.010	17	23	0.0	0.0	2.839	A
A1173 E	834	209	119	2836	0.294	832	245	0.0	0.5	2.046	A

07:00 - 07:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
SHIIP Access S	94	24	984	1233	0.077	94	154	0.1	0.1	3.894	A
A1173 W	414	103	30	2935	0.141	413	1048	0.2	0.2	1.860	A
SHIIP Access N	20	5	415	1580	0.013	20	28	0.0	0.0	2.931	A
A1173 E	996	249	142	2814	0.354	995	293	0.5	0.6	2.255	A

07:15 - 07:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
SHIIP Access S	116	29	1205	1079	0.107	115	188	0.1	0.1	4.606	A
A1173 W	506	127	36	2929	0.173	506	1284	0.2	0.3	1.937	A
SHIIP Access N	24	6	508	1516	0.016	24	34	0.0	0.0	3.065	A
A1173 E	1220	305	174	2786	0.438	1219	359	0.6	0.9	2.617	A

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
SHIIP Access S	116	29	1206	1078	0.107	116	188	0.1	0.1	4.609	A
A1173 W	506	127	36	2929	0.173	506	1285	0.3	0.3	1.937	A
SHIIP Access N	24	6	509	1516	0.016	24	34	0.0	0.0	3.066	A
A1173 E	1220	305	174	2786	0.438	1220	359	0.9	0.9	2.619	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
SHIIP Access S	94	24	985	1232	0.077	95	154	0.1	0.1	3.900	A
A1173 W	414	103	30	2935	0.141	414	1050	0.3	0.2	1.863	A
SHIIP Access N	20	5	416	1580	0.013	20	28	0.0	0.0	2.931	A
A1173 E	996	249	142	2814	0.354	997	293	0.9	0.6	2.259	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
SHIIP Access S	79	20	825	1345	0.059	79	129	0.1	0.1	3.506	A
A1173 W	346	87	25	2940	0.118	346	879	0.2	0.2	1.809	A
SHIIP Access N	17	4	348	1627	0.010	17	23	0.0	0.0	2.841	A
A1173 E	834	209	119	2835	0.294	835	246	0.6	0.5	2.052	A

2025 Baseline + Committed, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	A1173 W - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	A1173 E - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	2.47	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.47	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2025 Baseline + Committed	PM	ONE HOUR	15:45	17:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
SHIIP Access S		ONE HOUR	✓	185	100.000
A1173 W		ONE HOUR	✓	1185	100.000
SHIIP Access N		ONE HOUR	✓	36	100.000
A1173 E		ONE HOUR	✓	373	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		SHIIP Access S	A1173 W	SHIIP Access N	A1173 E
From	SHIIP Access S	0	147	0	38
	A1173 W	105	0	25	1055
	SHIIP Access N	0	29	0	7
	A1173 E	24	344	5	0

Vehicle Mix

HV %s

		To			
		SHIIP Access S	A1173 W	SHIIP Access N	A1173 E
From	SHIIP Access S	0	8	0	16
	A1173 W	25	0	25	11
	SHIIP Access N	0	11	0	29
	A1173 E	26	36	40	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
SHIIP Access S	0.12	2.76	0.2	A	170	255
A1173 W	0.45	2.50	0.9	A	1087	1631
SHIIP Access N	0.04	4.47	0.0	A	33	50
A1173 E	0.15	2.03	0.2	A	342	513

Main Results for each time segment

15:45 - 16:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
SHIIP Access S	139	35	284	1724	0.081	139	97	0.0	0.1	2.487	A
A1173 W	892	223	32	2933	0.304	890	391	0.0	0.5	1.978	A
SHIIP Access N	27	7	900	1247	0.022	27	23	0.0	0.0	3.366	A
A1173 E	281	70	101	2852	0.098	280	826	0.0	0.1	1.894	A

16:00 - 16:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
SHIIP Access S	166	42	340	1685	0.099	166	116	0.1	0.1	2.595	A
A1173 W	1065	266	39	2927	0.364	1065	467	0.5	0.6	2.172	A
SHIIP Access N	32	8	1076	1125	0.029	32	27	0.0	0.0	3.757	A
A1173 E	335	84	120	2834	0.118	335	988	0.1	0.2	1.949	A

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
SHIIP Access S	204	51	416	1632	0.125	204	142	0.1	0.2	2.761	A
A1173 W	1305	326	47	2919	0.447	1304	572	0.6	0.9	2.503	A
SHIIP Access N	40	10	1318	959	0.041	40	33	0.0	0.0	4.466	A
A1173 E	411	103	147	2810	0.146	410	1210	0.2	0.2	2.031	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
SHIIP Access S	204	51	416	1632	0.125	204	142	0.2	0.2	2.761	A
A1173 W	1305	326	47	2919	0.447	1305	573	0.9	0.9	2.505	A
SHIIP Access N	40	10	1319	958	0.041	40	33	0.0	0.0	4.470	A
A1173 E	411	103	148	2809	0.146	411	1211	0.2	0.2	2.031	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
SHIIP Access S	166	42	340	1685	0.099	166	116	0.2	0.1	2.598	A
A1173 W	1065	266	39	2927	0.364	1066	468	0.9	0.6	2.174	A
SHIIP Access N	32	8	1078	1124	0.029	32	27	0.0	0.0	3.761	A
A1173 E	335	84	121	2834	0.118	336	990	0.2	0.2	1.950	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
SHIIP Access S	139	35	285	1724	0.081	139	97	0.1	0.1	2.488	A
A1173 W	892	223	32	2933	0.304	893	392	0.6	0.5	1.983	A
SHIIP Access N	27	7	903	1245	0.022	27	23	0.0	0.0	3.372	A
A1173 E	281	70	101	2852	0.098	281	829	0.2	0.1	1.894	A

2025 Baseline + Committed + Development, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	A1173 W - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	A1173 E - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	2.74	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.74	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2025 Baseline + Committed + Development	AM	ONE HOUR	06:45	08:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
SHIIP Access S		ONE HOUR	✓	105	100.000
A1173 W		ONE HOUR	✓	623	100.000
SHIIP Access N		ONE HOUR	✓	22	100.000
A1173 E		ONE HOUR	✓	1203	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		SHIIP Access S	A1173 W	SHIIP Access N	A1173 E
From	SHIIP Access S	0	77	0	28
	A1173 W	142	0	26	455
	SHIIP Access N	0	16	0	6
	A1173 E	29	1169	5	0

Vehicle Mix

HV %s

		To			
		SHIIP Access S	A1173 W	SHIIP Access N	A1173 E
From	SHIIP Access S	0	20	0	33
	A1173 W	7	0	8	46
	SHIIP Access N	0	25	0	33
	A1173 E	11	16	20	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
SHIIP Access S	0.12	4.99	0.2	A	96	145
A1173 W	0.23	2.13	0.4	A	572	858
SHIIP Access N	0.02	3.34	0.0	A	20	30
A1173 E	0.48	2.85	1.0	A	1104	1656

Main Results for each time segment

06:45 - 07:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
SHIIP Access S	79	20	894	1297	0.061	79	128	0.0	0.1	3.642	A
A1173 W	469	117	25	2940	0.160	468	948	0.0	0.3	1.935	A
SHIIP Access N	17	4	469	1543	0.011	17	23	0.0	0.0	2.996	A
A1173 E	906	226	119	2836	0.319	904	367	0.0	0.5	2.158	A

07:00 - 07:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
SHIIP Access S	94	24	1069	1174	0.080	94	154	0.1	0.1	4.109	A
A1173 W	560	140	30	2935	0.191	560	1134	0.3	0.3	2.015	A
SHIIP Access N	20	5	562	1480	0.013	20	28	0.0	0.0	3.133	A
A1173 E	1081	270	142	2814	0.384	1081	439	0.5	0.7	2.405	A

07:15 - 07:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
SHIIP Access S	116	29	1309	1005	0.115	115	188	0.1	0.2	4.983	A
A1173 W	686	171	36	2929	0.234	686	1388	0.3	0.4	2.133	A
SHIIP Access N	24	6	688	1393	0.017	24	34	0.0	0.0	3.342	A
A1173 E	1325	331	174	2786	0.475	1323	538	0.7	1.0	2.850	A

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
SHIIP Access S	116	29	1310	1004	0.115	116	188	0.2	0.2	4.989	A
A1173 W	686	171	36	2929	0.234	686	1389	0.4	0.4	2.133	A
SHIIP Access N	24	6	688	1392	0.017	24	34	0.0	0.0	3.342	A
A1173 E	1325	331	174	2786	0.476	1325	538	1.0	1.0	2.855	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
SHIIP Access S	94	24	1071	1172	0.081	95	154	0.2	0.1	4.118	A
A1173 W	560	140	30	2935	0.191	560	1136	0.4	0.3	2.016	A
SHIIP Access N	20	5	562	1479	0.013	20	28	0.0	0.0	3.134	A
A1173 E	1081	270	142	2814	0.384	1083	440	1.0	0.7	2.412	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
SHIIP Access S	79	20	897	1295	0.061	79	129	0.1	0.1	3.648	A
A1173 W	469	117	25	2940	0.160	469	951	0.3	0.3	1.937	A
SHIIP Access N	17	4	471	1542	0.011	17	23	0.0	0.0	2.998	A
A1173 E	906	226	119	2835	0.319	906	368	0.7	0.5	2.163	A

2025 Baseline + Committed + Development, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	A1173 W - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	A1173 E - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	2.88	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.88	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2025 Baseline + Committed + Development	PM	ONE HOUR	15:45	17:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
SHIIP Access S		ONE HOUR	✓	185	100.000
A1173 W		ONE HOUR	✓	1404	100.000
SHIIP Access N		ONE HOUR	✓	36	100.000
A1173 E		ONE HOUR	✓	505	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		SHIIP Access S	A1173 W	SHIIP Access N	A1173 E
From	SHIIP Access S	0	147	0	38
	A1173 W	105	0	25	1274
	SHIIP Access N	0	29	0	7
	A1173 E	24	476	5	0

Vehicle Mix

HV %s

		To			
		SHIIP Access S	A1173 W	SHIIP Access N	A1173 E
From	SHIIP Access S	0	8	0	16
	A1173 W	25	0	25	16
	SHIIP Access N	0	11	0	29
	A1173 E	26	37	40	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
SHIIP Access S	0.13	2.97	0.2	A	170	255
A1173 W	0.53	3.06	1.3	A	1288	1933
SHIIP Access N	0.05	5.46	0.1	A	33	50
A1173 E	0.20	2.18	0.3	A	463	695

Main Results for each time segment

15:45 - 16:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
SHIIP Access S	139	35	383	1655	0.084	139	97	0.0	0.1	2.601	A
A1173 W	1057	264	32	2933	0.360	1054	490	0.0	0.7	2.235	A
SHIIP Access N	27	7	1064	1134	0.024	27	23	0.0	0.0	3.710	A
A1173 E	380	95	101	2852	0.133	379	991	0.0	0.2	1.987	A

16:00 - 16:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
SHIIP Access S	166	42	458	1602	0.104	166	116	0.1	0.1	2.746	A
A1173 W	1262	316	39	2927	0.431	1261	586	0.7	0.9	2.522	A
SHIIP Access N	32	8	1273	990	0.033	32	27	0.0	0.0	4.288	A
A1173 E	454	113	120	2834	0.160	454	1185	0.2	0.3	2.063	A

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
SHIIP Access S	204	51	561	1530	0.133	204	142	0.1	0.2	2.973	A
A1173 W	1546	386	47	2919	0.530	1544	717	0.9	1.3	3.052	A
SHIIP Access N	40	10	1558	794	0.050	40	33	0.0	0.1	5.447	A
A1173 E	556	139	147	2810	0.198	556	1451	0.3	0.3	2.179	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
SHIIP Access S	204	51	562	1530	0.133	204	142	0.2	0.2	2.973	A
A1173 W	1546	386	47	2919	0.530	1546	718	1.3	1.3	3.060	A
SHIIP Access N	40	10	1560	792	0.050	40	33	0.1	0.1	5.455	A
A1173 E	556	139	148	2809	0.198	556	1452	0.3	0.3	2.179	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
SHIIP Access S	166	42	459	1602	0.104	166	116	0.2	0.1	2.747	A
A1173 W	1262	316	39	2927	0.431	1264	587	1.3	0.9	2.529	A
SHIIP Access N	32	8	1276	988	0.033	32	27	0.1	0.0	4.297	A
A1173 E	454	113	121	2834	0.160	454	1187	0.3	0.3	2.064	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
SHIIP Access S	139	35	384	1654	0.084	139	97	0.1	0.1	2.603	A
A1173 W	1057	264	32	2933	0.360	1058	491	0.9	0.7	2.244	A
SHIIP Access N	27	7	1068	1131	0.024	27	23	0.0	0.0	3.719	A
A1173 E	380	95	101	2852	0.133	380	994	0.3	0.2	1.989	A

2032 Baseline, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	A1173 W - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	A1173 E - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	2.49	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.49	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D9	2032 Baseline	AM	ONE HOUR	06:45	08:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
SHIIP Access S		ONE HOUR	✓	109	100.000
A1173 W		ONE HOUR	✓	407	100.000
SHIIP Access N		ONE HOUR	✓	23	100.000
A1173 E		ONE HOUR	✓	1090	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		SHIIP Access S	A1173 W	SHIIP Access N	A1173 E
From	SHIIP Access S	0	80	0	29
	A1173 W	147	0	27	233
	SHIIP Access N	0	17	0	6
	A1173 E	30	1055	5	0

Vehicle Mix

HV %s

		To			
		SHIIP Access S	A1173 W	SHIIP Access N	A1173 E
From	SHIIP Access S	0	20	0	33
	A1173 W	7	0	8	40
	SHIIP Access N	0	25	0	33
	A1173 E	11	11	20	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
SHIIP Access S	0.11	4.56	0.2	A	100	150
A1173 W	0.15	1.80	0.2	A	373	560
SHIIP Access N	0.02	2.99	0.0	A	21	32
A1173 E	0.43	2.53	0.8	A	1000	1500

Main Results for each time segment

06:45 - 07:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
SHIIP Access S	82	21	809	1356	0.061	82	133	0.0	0.1	3.480	A
A1173 W	306	77	26	2939	0.104	306	865	0.0	0.1	1.691	A
SHIIP Access N	17	4	307	1655	0.010	17	24	0.0	0.0	2.791	A
A1173 E	821	205	123	2831	0.290	819	201	0.0	0.5	1.984	A

07:00 - 07:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
SHIIP Access S	98	24	968	1245	0.079	98	159	0.1	0.1	3.867	A
A1173 W	366	91	31	2935	0.125	366	1035	0.1	0.2	1.733	A
SHIIP Access N	21	5	368	1613	0.013	21	29	0.0	0.0	2.870	A
A1173 E	980	245	147	2810	0.349	979	241	0.5	0.6	2.184	A

07:15 - 07:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
SHIIP Access S	120	30	1185	1092	0.110	120	195	0.1	0.2	4.561	A
A1173 W	448	112	37	2928	0.153	448	1267	0.2	0.2	1.795	A
SHIIP Access N	25	6	450	1556	0.016	25	35	0.0	0.0	2.985	A
A1173 E	1200	300	180	2780	0.432	1199	295	0.6	0.8	2.528	A

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
SHIIP Access S	120	30	1186	1092	0.110	120	195	0.2	0.2	4.564	A
A1173 W	448	112	37	2928	0.153	448	1268	0.2	0.2	1.795	A
SHIIP Access N	25	6	450	1556	0.016	25	35	0.0	0.0	2.985	A
A1173 E	1200	300	181	2780	0.432	1200	295	0.8	0.8	2.530	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
SHIIP Access S	98	24	969	1244	0.079	98	159	0.2	0.1	3.872	A
A1173 W	366	91	31	2935	0.125	366	1037	0.2	0.2	1.734	A
SHIIP Access N	21	5	368	1613	0.013	21	29	0.0	0.0	2.870	A
A1173 E	980	245	148	2809	0.349	981	241	0.8	0.6	2.188	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
SHIIP Access S	82	21	811	1354	0.061	82	133	0.1	0.1	3.485	A
A1173 W	306	77	26	2939	0.104	307	868	0.2	0.1	1.691	A
SHIIP Access N	17	4	308	1654	0.010	17	24	0.0	0.0	2.794	A
A1173 E	821	205	124	2831	0.290	821	202	0.6	0.5	1.990	A

2032 Baseline, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	A1173 W - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	A1173 E - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	2.48	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.48	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D10	2032 Baseline	PM	ONE HOUR	15:45	17:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
SHIIP Access S		ONE HOUR	✓	191	100.000
A1173 W		ONE HOUR	✓	1211	100.000
SHIIP Access N		ONE HOUR	✓	37	100.000
A1173 E		ONE HOUR	✓	340	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		SHIIP Access S	A1173 W	SHIIP Access N	A1173 E
From	SHIIP Access S	0	152	0	39
	A1173 W	109	0	26	1076
	SHIIP Access N	0	30	0	7
	A1173 E	24	311	5	0

Vehicle Mix

HV %s

		To			
		SHIIP Access S	A1173 W	SHIIP Access N	A1173 E
From	SHIIP Access S	0	8	0	16
	A1173 W	25	0	25	9
	SHIIP Access N	0	11	0	29
	A1173 E	26	36	40	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
SHIIP Access S	0.13	2.73	0.2	A	175	263
A1173 W	0.46	2.51	0.9	A	1111	1667
SHIIP Access N	0.04	4.57	0.1	A	34	51
A1173 E	0.13	2.00	0.2	A	312	468

Main Results for each time segment

15:45 - 16:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
SHIIP Access S	144	36	260	1741	0.083	143	100	0.0	0.1	2.468	A
A1173 W	912	228	33	2932	0.311	910	370	0.0	0.5	1.966	A
SHIIP Access N	28	7	919	1233	0.023	28	23	0.0	0.0	3.404	A
A1173 E	256	64	104	2849	0.090	255	843	0.0	0.1	1.877	A

16:00 - 16:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
SHIIP Access S	172	43	311	1705	0.101	172	119	0.1	0.1	2.570	A
A1173 W	1089	272	40	2926	0.372	1088	443	0.5	0.7	2.165	A
SHIIP Access N	33	8	1100	1109	0.030	33	28	0.0	0.0	3.813	A
A1173 E	306	76	125	2830	0.108	306	1008	0.1	0.2	1.929	A

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
SHIIP Access S	210	53	381	1656	0.127	210	146	0.1	0.2	2.726	A
A1173 W	1333	333	48	2918	0.457	1332	542	0.7	0.9	2.509	A
SHIIP Access N	41	10	1347	939	0.043	41	34	0.0	0.1	4.566	A
A1173 E	374	94	153	2805	0.133	374	1234	0.2	0.2	2.003	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
SHIIP Access S	210	53	381	1656	0.127	210	146	0.2	0.2	2.726	A
A1173 W	1333	333	48	2918	0.457	1333	543	0.9	0.9	2.511	A
SHIIP Access N	41	10	1348	939	0.043	41	34	0.1	0.1	4.570	A
A1173 E	374	94	153	2804	0.133	374	1235	0.2	0.2	2.004	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
SHIIP Access S	172	43	311	1705	0.101	172	120	0.2	0.1	2.571	A
A1173 W	1089	272	40	2926	0.372	1090	444	0.9	0.7	2.170	A
SHIIP Access N	33	8	1101	1108	0.030	33	28	0.1	0.0	3.818	A
A1173 E	306	76	125	2830	0.108	306	1010	0.2	0.2	1.929	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
SHIIP Access S	144	36	261	1741	0.083	144	100	0.1	0.1	2.471	A
A1173 W	912	228	33	2932	0.311	912	371	0.7	0.5	1.971	A
SHIIP Access N	28	7	922	1231	0.023	28	23	0.0	0.0	3.412	A
A1173 E	256	64	105	2848	0.090	256	845	0.2	0.1	1.881	A

2032 Baseline + Committed, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	A1173 W - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	A1173 E - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	2.64	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.64	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D11	2032 Baseline + Committed	AM	ONE HOUR	06:45	08:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
SHIIP Access S		ONE HOUR	✓	109	100.000
A1173 W		ONE HOUR	✓	475	100.000
SHIIP Access N		ONE HOUR	✓	23	100.000
A1173 E		ONE HOUR	✓	1149	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		SHIIP Access S	A1173 W	SHIIP Access N	A1173 E
From	SHIIP Access S	0	80	0	29
	A1173 W	147	0	27	301
	SHIIP Access N	0	17	0	6
	A1173 E	30	1114	5	0

Vehicle Mix

HV %s

		To			
		SHIIP Access S	A1173 W	SHIIP Access N	A1173 E
From	SHIIP Access S	0	20	0	33
	A1173 W	7	0	8	49
	SHIIP Access N	0	25	0	33
	A1173 E	11	14	20	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
SHIIP Access S	0.11	4.79	0.2	A	100	150
A1173 W	0.18	1.95	0.3	A	436	654
SHIIP Access N	0.02	3.09	0.0	A	21	32
A1173 E	0.46	2.71	0.9	A	1054	1582

Main Results for each time segment

06:45 - 07:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
SHIIP Access S	82	21	853	1325	0.062	82	133	0.0	0.1	3.567	A
A1173 W	358	89	26	2939	0.122	357	909	0.0	0.2	1.816	A
SHIIP Access N	17	4	358	1619	0.011	17	24	0.0	0.0	2.852	A
A1173 E	865	216	123	2832	0.306	863	252	0.0	0.5	2.082	A

07:00 - 07:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
SHIIP Access S	98	24	1021	1208	0.081	98	159	0.1	0.1	3.997	A
A1173 W	427	107	31	2935	0.146	427	1088	0.2	0.2	1.870	A
SHIIP Access N	21	5	429	1571	0.013	21	29	0.0	0.0	2.948	A
A1173 E	1033	258	147	2810	0.368	1032	302	0.5	0.7	2.308	A

07:15 - 07:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
SHIIP Access S	120	30	1250	1047	0.115	120	195	0.1	0.2	4.782	A
A1173 W	523	131	37	2928	0.179	523	1332	0.2	0.3	1.950	A
SHIIP Access N	25	6	525	1505	0.017	25	35	0.0	0.0	3.089	A
A1173 E	1265	316	180	2780	0.455	1264	370	0.7	0.9	2.705	A

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
SHIIP Access S	120	30	1251	1046	0.115	120	195	0.2	0.2	4.788	A
A1173 W	523	131	37	2928	0.179	523	1333	0.3	0.3	1.950	A
SHIIP Access N	25	6	525	1505	0.017	25	35	0.0	0.0	3.089	A
A1173 E	1265	316	181	2780	0.455	1265	370	0.9	0.9	2.708	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
SHIIP Access S	98	24	1022	1206	0.081	98	159	0.2	0.1	4.002	A
A1173 W	427	107	31	2935	0.146	427	1090	0.3	0.2	1.870	A
SHIIP Access N	21	5	429	1571	0.013	21	29	0.0	0.0	2.948	A
A1173 E	1033	258	148	2809	0.368	1034	302	0.9	0.7	2.313	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
SHIIP Access S	82	21	856	1323	0.062	82	133	0.1	0.1	3.573	A
A1173 W	358	89	26	2939	0.122	358	912	0.2	0.2	1.817	A
SHIIP Access N	17	4	359	1619	0.011	17	24	0.0	0.0	2.856	A
A1173 E	865	216	124	2831	0.306	866	253	0.7	0.5	2.088	A

2032 Baseline + Committed, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	A1173 W - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	A1173 E - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	2.54	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.54	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D12	2032 Baseline + Committed	PM	ONE HOUR	15:45	17:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
SHIIP Access S		ONE HOUR	✓	191	100.000
A1173 W		ONE HOUR	✓	1230	100.000
SHIIP Access N		ONE HOUR	✓	37	100.000
A1173 E		ONE HOUR	✓	384	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		SHIIP Access S	A1173 W	SHIIP Access N	A1173 E
From	SHIIP Access S	0	152	0	39
	A1173 W	109	0	26	1095
	SHIIP Access N	0	30	0	7
	A1173 E	24	355	5	0

Vehicle Mix

HV %s

		To			
		SHIIP Access S	A1173 W	SHIIP Access N	A1173 E
From	SHIIP Access S	0	8	0	16
	A1173 W	25	0	25	11
	SHIIP Access N	0	11	0	29
	A1173 E	26	36	40	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
SHIIP Access S	0.13	2.79	0.2	A	175	263
A1173 W	0.46	2.59	1.0	A	1129	1693
SHIIP Access N	0.04	4.64	0.1	A	34	51
A1173 E	0.15	2.05	0.2	A	352	529

Main Results for each time segment

15:45 - 16:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
SHIIP Access S	144	36	293	1718	0.084	143	100	0.0	0.1	2.504	A
A1173 W	926	232	33	2932	0.316	924	403	0.0	0.5	2.013	A
SHIIP Access N	28	7	934	1224	0.023	28	23	0.0	0.0	3.431	A
A1173 E	289	72	104	2849	0.101	288	857	0.0	0.2	1.903	A

16:00 - 16:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
SHIIP Access S	172	43	350	1678	0.102	172	119	0.1	0.1	2.618	A
A1173 W	1106	276	40	2926	0.378	1105	483	0.5	0.7	2.221	A
SHIIP Access N	33	8	1117	1098	0.030	33	28	0.0	0.0	3.856	A
A1173 E	345	86	125	2830	0.122	345	1025	0.2	0.2	1.961	A

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
SHIIP Access S	210	53	429	1622	0.130	210	146	0.1	0.2	2.791	A
A1173 W	1354	339	48	2918	0.464	1353	591	0.7	1.0	2.584	A
SHIIP Access N	41	10	1367	925	0.044	41	34	0.0	0.1	4.640	A
A1173 E	423	106	153	2805	0.151	423	1255	0.2	0.2	2.045	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
SHIIP Access S	210	53	429	1622	0.130	210	146	0.2	0.2	2.792	A
A1173 W	1354	339	48	2918	0.464	1354	591	1.0	1.0	2.586	A
SHIIP Access N	41	10	1369	924	0.044	41	34	0.1	0.1	4.645	A
A1173 E	423	106	153	2804	0.151	423	1256	0.2	0.2	2.046	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
SHIIP Access S	172	43	351	1677	0.102	172	120	0.2	0.1	2.619	A
A1173 W	1106	276	40	2926	0.378	1107	483	1.0	0.7	2.226	A
SHIIP Access N	33	8	1119	1096	0.030	33	28	0.1	0.0	3.861	A
A1173 E	345	86	125	2830	0.122	345	1027	0.2	0.2	1.961	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
SHIIP Access S	144	36	294	1717	0.084	144	100	0.1	0.1	2.505	A
A1173 W	926	232	33	2932	0.316	927	405	0.7	0.5	2.019	A
SHIIP Access N	28	7	936	1222	0.023	28	23	0.0	0.0	3.440	A
A1173 E	289	72	105	2848	0.102	289	860	0.2	0.2	1.903	A

2032 Baseline + Committed + Development, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	A1173 W - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	A1173 E - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	2.83	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.83	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D13	2032 Baseline + Committed + Development	AM	ONE HOUR	06:45	08:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
SHIIP Access S		ONE HOUR	✓	109	100.000
A1173 W		ONE HOUR	✓	638	100.000
SHIIP Access N		ONE HOUR	✓	23	100.000
A1173 E		ONE HOUR	✓	1245	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		SHIIP Access S	A1173 W	SHIIP Access N	A1173 E
From	SHIIP Access S	0	80	0	29
	A1173 W	147	0	27	464
	SHIIP Access N	0	17	0	6
	A1173 E	30	1210	5	0

Vehicle Mix

HV %s

		To			
		SHIIP Access S	A1173 W	SHIIP Access N	A1173 E
From	SHIIP Access S	0	20	0	33
	A1173 W	7	0	8	46
	SHIIP Access N	0	25	0	33
	A1173 E	11	16	20	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
SHIIP Access S	0.12	5.20	0.2	A	100	150
A1173 W	0.24	2.15	0.4	A	585	878
SHIIP Access N	0.02	3.37	0.0	A	21	32
A1173 E	0.49	2.96	1.1	A	1142	1714

Main Results for each time segment

06:45 - 07:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
SHIIP Access S	82	21	925	1274	0.064	82	133	0.0	0.1	3.718	A
A1173 W	480	120	25	2939	0.163	479	981	0.0	0.3	1.943	A
SHIIP Access N	17	4	481	1535	0.011	17	24	0.0	0.0	3.011	A
A1173 E	937	234	123	2832	0.331	935	375	0.0	0.6	2.196	A

07:00 - 07:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
SHIIP Access S	98	24	1107	1147	0.085	98	159	0.1	0.1	4.227	A
A1173 W	574	143	31	2935	0.195	573	1174	0.3	0.3	2.025	A
SHIIP Access N	21	5	575	1470	0.014	21	29	0.0	0.0	3.153	A
A1173 E	1119	280	147	2810	0.398	1118	448	0.6	0.8	2.465	A

07:15 - 07:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
SHIIP Access S	120	30	1355	973	0.123	120	195	0.1	0.2	5.197	A
A1173 W	702	176	37	2928	0.240	702	1437	0.3	0.4	2.148	A
SHIIP Access N	25	6	704	1381	0.018	25	35	0.0	0.0	3.370	A
A1173 E	1371	343	180	2780	0.493	1369	549	0.8	1.1	2.956	A

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
SHIIP Access S	120	30	1356	972	0.123	120	195	0.2	0.2	5.205	A
A1173 W	702	176	37	2928	0.240	702	1439	0.4	0.4	2.148	A
SHIIP Access N	25	6	705	1381	0.018	25	35	0.0	0.0	3.371	A
A1173 E	1371	343	181	2780	0.493	1371	549	1.1	1.1	2.960	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
SHIIP Access S	98	24	1109	1146	0.086	98	159	0.2	0.1	4.235	A
A1173 W	574	143	31	2935	0.195	574	1177	0.4	0.3	2.027	A
SHIIP Access N	21	5	576	1470	0.014	21	29	0.0	0.0	3.154	A
A1173 E	1119	280	148	2809	0.398	1121	449	1.1	0.8	2.472	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
SHIIP Access S	82	21	928	1272	0.065	82	133	0.1	0.1	3.726	A
A1173 W	480	120	26	2939	0.163	481	985	0.3	0.3	1.946	A
SHIIP Access N	17	4	482	1534	0.011	17	24	0.0	0.0	3.013	A
A1173 E	937	234	124	2831	0.331	938	376	0.8	0.6	2.206	A

2032 Baseline + Committed + Development, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	A1173 W - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	A1173 E - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	2.97	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.97	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D14	2032 Baseline + Committed + Development	PM	ONE HOUR	15:45	17:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
SHIIP Access S		ONE HOUR	✓	191	100.000
A1173 W		ONE HOUR	✓	1449	100.000
SHIIP Access N		ONE HOUR	✓	37	100.000
A1173 E		ONE HOUR	✓	516	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		SHIIP Access S	A1173 W	SHIIP Access N	A1173 E
From	SHIIP Access S	0	152	0	39
	A1173 W	109	0	26	1314
	SHIIP Access N	0	30	0	7
	A1173 E	24	487	5	0

Vehicle Mix

HV %s

		To			
		SHIIP Access S	A1173 W	SHIIP Access N	A1173 E
From	SHIIP Access S	0	8	0	16
	A1173 W	25	0	25	16
	SHIIP Access N	0	11	0	29
	A1173 E	26	37	40	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
SHIIP Access S	0.14	3.01	0.2	A	175	263
A1173 W	0.55	3.18	1.4	A	1330	1994
SHIIP Access N	0.05	5.72	0.1	A	34	51
A1173 E	0.20	2.20	0.3	A	473	710

Main Results for each time segment

15:45 - 16:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
SHIIP Access S	144	36	392	1648	0.087	143	100	0.0	0.1	2.620	A
A1173 W	1091	273	33	2932	0.372	1088	502	0.0	0.7	2.277	A
SHIIP Access N	28	7	1098	1111	0.025	28	23	0.0	0.0	3.789	A
A1173 E	388	97	104	2849	0.136	388	1021	0.0	0.2	1.996	A

16:00 - 16:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
SHIIP Access S	172	43	469	1595	0.108	172	119	0.1	0.1	2.771	A
A1173 W	1303	326	40	2926	0.445	1302	601	0.7	0.9	2.586	A
SHIIP Access N	33	8	1313	962	0.035	33	28	0.0	0.0	4.417	A
A1173 E	464	116	125	2830	0.164	464	1222	0.2	0.3	2.076	A

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
SHIIP Access S	210	53	574	1521	0.138	210	146	0.1	0.2	3.008	A
A1173 W	1595	399	48	2918	0.547	1594	736	0.9	1.4	3.169	A
SHIIP Access N	41	10	1608	760	0.054	41	34	0.0	0.1	5.708	A
A1173 E	568	142	153	2805	0.203	568	1496	0.3	0.3	2.196	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
SHIIP Access S	210	53	575	1520	0.138	210	146	0.2	0.2	3.009	A
A1173 W	1595	399	48	2918	0.547	1595	737	1.4	1.4	3.177	A
SHIIP Access N	41	10	1610	758	0.054	41	34	0.1	0.1	5.718	A
A1173 E	568	142	153	2804	0.203	568	1497	0.3	0.3	2.196	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
SHIIP Access S	172	43	470	1594	0.108	172	120	0.2	0.1	2.772	A
A1173 W	1303	326	40	2926	0.445	1304	602	1.4	0.9	2.596	A
SHIIP Access N	33	8	1316	960	0.035	33	28	0.1	0.0	4.427	A
A1173 E	464	116	125	2830	0.164	464	1224	0.3	0.3	2.076	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
SHIIP Access S	144	36	393	1648	0.087	144	100	0.1	0.1	2.624	A
A1173 W	1091	273	33	2932	0.372	1092	504	0.9	0.7	2.285	A
SHIIP Access N	28	7	1102	1108	0.025	28	23	0.0	0.0	3.802	A
A1173 E	388	97	105	2848	0.136	389	1025	0.3	0.2	1.999	A

Annex TN2 F

A160/ Humber Road/ Manby Road Roundabout

Junctions 10

ARCADY 10 - Roundabout Module

Version: 10.0.4.1693
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Filename: A160-Humber Road-Manby Road RevC.j10
Path: P:\23000's\23325\Junction Assessment\A160-Humber Road-Manby Road RevC_Junctions 10 Report
Report generation date: 05/08/2022 10:13:40

»2021 Base, AM
»2021 Base, PM
»2025 Base, AM
»2025 Base, PM
»2025 Base + Committed, AM
»2025 Base + Committed, PM
»2025 Base + Committed + Development, AM
»2025 Base + Committed + Development, PM
»2032 Base, AM
»2032 Base, PM
»2032 Base + Committed, AM
»2032 Base + Committed, PM
»2032 Base + Committed + Development, AM
»2032 Base + Committed + Development, PM

Summary of junction performance

	AM			PM		
	Q (PCU)	Delay (s)	RFC	Q (PCU)	Delay (s)	RFC
	2021 Base					
A - Humber Road	0.3	2.91	0.16	0.7	2.95	0.33
B - Manby Road	0.3	1.94	0.22	0.2	1.92	0.14
C - Port Service Access	0.0	4.41	0.01	0.0	4.43	0.01
D - A160	0.5	2.81	0.26	0.4	2.57	0.20
E - Conco Access	0.0	0.00	0.00	0.0	0.00	0.00
	2025 Base					
A - Humber Road	0.4	2.95	0.17	0.7	3.04	0.34
B - Manby Road	0.4	1.98	0.23	0.2	1.96	0.15
C - Port Service Access	0.0	4.53	0.01	0.0	4.53	0.01
D - A160	0.5	2.89	0.27	0.4	2.61	0.21
E - Conco Access	0.0	0.00	0.00	0.0	0.00	0.00
	2025 Base + Committed					
A - Humber Road	0.4	2.89	0.18	1.4	3.80	0.52
B - Manby Road	0.5	2.08	0.29	0.3	2.41	0.18
C - Port Service Access	0.0	6.88	0.01	0.0	5.80	0.01
D - A160	1.0	3.71	0.45	0.4	2.64	0.22
E - Conco Access	0.0	0.00	0.00	0.0	0.00	0.00
	2025 Base + Committed + Development					
A - Humber Road	0.4	2.89	0.19	1.4	3.89	0.53
B - Manby Road	0.5	2.11	0.29	0.3	2.46	0.19
C - Port Service Access	0.0	7.01	0.01	0.0	5.94	0.01
D - A160	1.1	3.85	0.47	0.5	2.71	0.24
E - Conco Access	0.0	0.00	0.00	0.0	0.00	0.00
	2032 Base					
A - Humber Road	0.4	3.01	0.18	0.8	3.19	0.37
B - Manby Road	0.4	2.05	0.24	0.2	2.02	0.16
C - Port Service Access	0.0	4.73	0.01	0.0	4.72	0.01
D - A160	0.6	3.01	0.29	0.4	2.67	0.23
E - Conco Access	0.0	0.00	0.00	0.0	0.00	0.00
	2032 Base + Committed					
A - Humber Road	0.4	2.96	0.19	1.5	4.06	0.55
B - Manby Road	0.5	2.16	0.31	0.3	2.50	0.20
C - Port Service Access	0.0	7.24	0.01	0.0	6.11	0.01
D - A160	1.1	3.93	0.47	0.5	2.71	0.24
E - Conco Access	0.0	0.00	0.00	0.0	0.00	0.00
	2032 Base + Committed + Development					
A - Humber Road	0.4	2.96	0.20	1.6	4.17	0.56
B - Manby Road	0.5	2.19	0.31	0.3	2.56	0.20
C - Port Service Access	0.0	7.37	0.01	0.0	6.27	0.01
D - A160	1.2	4.09	0.49	0.5	2.78	0.26
E - Conco Access	0.0	0.00	0.00	0.0	0.00	0.00

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

File summary

File Description

Title	
Location	
Site number	
Date	18/02/2022
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	DTA\Arcady
Description	

Units

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

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2021 Base	AM	ONE HOUR	06:45	08:15	15	✓
D2	2021 Base	PM	ONE HOUR	15:45	17:15	15	✓
D3	2025 Base	AM	ONE HOUR	06:45	08:15	15	✓
D4	2025 Base	PM	ONE HOUR	15:45	17:15	15	✓
D5	2025 Base + Committed	AM	ONE HOUR	06:45	08:15	15	✓
D6	2025 Base + Committed	PM	ONE HOUR	15:45	17:15	15	✓
D7	2025 Base + Committed + Development	AM	ONE HOUR	06:45	08:15	15	✓
D8	2025 Base + Committed + Development	PM	ONE HOUR	15:45	17:15	15	✓
D9	2032 Base	AM	ONE HOUR	06:45	08:15	15	✓
D10	2032 Base	PM	ONE HOUR	15:45	17:15	15	✓
D11	2032 Base + Committed	AM	ONE HOUR	06:45	08:15	15	✓
D12	2032 Base + Committed	PM	ONE HOUR	15:45	17:15	15	✓
D13	2032 Base + Committed + Development	AM	ONE HOUR	06:45	08:15	15	✓
D14	2032 Base + Committed + Development	PM	ONE HOUR	15:45	17:15	15	✓

Analysis Set Details

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

2021 Base, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Large Roundabout		A, B, C, D, E	2.52	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.52	A

Arms

Arms

Arm	Name	Description	No give-way line
A	Humber Road		
B	Manby Road		
C	Port Service Access		
D	A160		
E	Conco Access		

Roundabout Geometry

Arm	V (m)	E (m)	I' (m)	R (m)	D (m)	PHI (deg)	Entry only	Exit only
A - Humber Road	7.00	7.00	0.0	35.0	86.0	36.0		
B - Manby Road	8.00	8.30	5.0	57.0	86.0	30.0		
C - Port Service Access	3.00	8.10	4.5	17.2	87.0	33.0		
D - A160	7.00	7.00	0.0	20.0	87.0	41.0		
E - Conco Access	7.80	9.70	15.0	10.0	87.0	52.0		

Large Roundabout Data

Arm	Circulating flow (PCU/hr)	Has entry-to-exit separation	Entry-to-exit separation (m)
A - Humber Road	100	✓	44.23
B - Manby Road	145	✓	32.42
C - Port Service Access	451		0.00
D - A160	191	✓	40.56
E - Conco Access	476		0.00

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
A - Humber Road	1.096	2872
B - Manby Road	1.238	3347
C - Port Service Access	0.761	1981
D - A160	1.033	2777
E - Conco Access	1.050	3186

The slope and intercept shown above include any corrections and adjustments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2021 Base	AM	ONE HOUR	06:45	08:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - Humber Road		ONE HOUR	✓	381	100.000
B - Manby Road		ONE HOUR	✓	565	100.000
C - Port Service Access		ONE HOUR	✓	6	100.000
D - A160		ONE HOUR	✓	561	100.000
E - Conco Access		ONE HOUR	✓	0	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		A - Humber Road	B - Manby Road	C - Port Service Access	D - A160	E - Conco Access
From	A - Humber Road	12	58	1	310	0
	B - Manby Road	330	3	1	231	0
	C - Port Service Access	4	0	0	2	0
	D - A160	367	180	3	9	2
	E - Conco Access	0	0	0	0	0

Vehicle Mix

HV %s

		To				
		A - Humber Road	B - Manby Road	C - Port Service Access	D - A160	E - Conco Access
From	A - Humber Road	42	38	100	92	0
	B - Manby Road	22	67	100	22	0
	C - Port Service Access	100	0	0	0	0
	D - A160	48	19	100	67	100
	E - Conco Access	0	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - Humber Road	0.16	2.91	0.3	A	350	524
B - Manby Road	0.22	1.94	0.3	A	518	778
C - Port Service Access	0.01	4.41	0.0	A	6	8
D - A160	0.26	2.81	0.5	A	515	772
E - Conco Access	0.00	0.00	0.0	A	0	0

Main Results for each time segment

06:45 - 07:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Humber Road	287	72	146	2712	0.106	286	536	0.0	0.2	2.662	A
B - Manby Road	425	106	251	3036	0.140	425	181	0.0	0.2	1.685	A
C - Port Service Access	5	1	672	1470	0.003	4	4	0.0	0.0	3.685	A
D - A160	422	106	262	2506	0.169	421	415	0.0	0.3	2.378	A
E - Conco Access	0	0	682	2470	0.000	0	2	0.0	0.0	0.000	A

07:00 - 07:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Humber Road	343	86	175	2680	0.128	342	641	0.2	0.3	2.761	A
B - Manby Road	508	127	301	2975	0.171	508	217	0.2	0.3	1.783	A
C - Port Service Access	5	1	804	1369	0.004	5	4	0.0	0.0	3.959	A
D - A160	504	126	314	2453	0.206	504	496	0.3	0.4	2.544	A
E - Conco Access	0	0	816	2330	0.000	0	2	0.0	0.0	0.000	A

07:15 - 07:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Humber Road	419	105	215	2637	0.159	419	784	0.3	0.3	2.911	A
B - Manby Road	622	156	369	2891	0.215	622	265	0.3	0.3	1.939	A
C - Port Service Access	7	2	985	1232	0.005	7	6	0.0	0.0	4.408	A
D - A160	618	154	384	2380	0.259	617	607	0.4	0.5	2.813	A
E - Conco Access	0	0	999	2137	0.000	0	2	0.0	0.0	0.000	A

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Humber Road	419	105	215	2637	0.159	419	785	0.3	0.3	2.911	A
B - Manby Road	622	156	369	2891	0.215	622	265	0.3	0.3	1.939	A
C - Port Service Access	7	2	985	1231	0.005	7	6	0.0	0.0	4.409	A
D - A160	618	154	384	2380	0.260	618	608	0.5	0.5	2.813	A
E - Conco Access	0	0	1000	2136	0.000	0	2	0.0	0.0	0.000	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Humber Road	343	86	175	2680	0.128	343	642	0.3	0.3	2.764	A
B - Manby Road	508	127	301	2974	0.171	508	217	0.3	0.3	1.787	A
C - Port Service Access	5	1	805	1368	0.004	5	4	0.0	0.0	3.961	A
D - A160	504	126	314	2453	0.206	505	497	0.5	0.4	2.546	A
E - Conco Access	0	0	817	2328	0.000	0	2	0.0	0.0	0.000	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Humber Road	287	72	147	2711	0.106	287	537	0.3	0.2	2.665	A
B - Manby Road	425	106	252	3035	0.140	426	182	0.3	0.2	1.688	A
C - Port Service Access	5	1	674	1468	0.003	5	4	0.0	0.0	3.691	A
D - A160	422	106	263	2506	0.169	423	416	0.4	0.3	2.381	A
E - Conco Access	0	0	684	2468	0.000	0	2	0.0	0.0	0.000	A

2021 Base, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Large Roundabout		A, B, C, D, E	2.62	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.62	A

Arms

Arms

[same as above]

Roundabout Geometry

[same as above]

Large Roundabout Data

Arm	Circulating flow (PCU/hr)	Has entry-to-exit separation	Entry-to-exit separation (m)
A - Humber Road	100	✓	44.23
B - Manby Road	145	✓	32.42
C - Port Service Access	451		0.00
D - A160	191	✓	40.56
E - Conco Access	476		0.00

Slope / Intercept / Capacity

[same as above]

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2021 Base	PM	ONE HOUR	15:45	17:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - Humber Road		ONE HOUR	✓	759	100.000
B - Manby Road		ONE HOUR	✓	341	100.000
C - Port Service Access		ONE HOUR	✓	10	100.000
D - A160		ONE HOUR	✓	474	100.000
E - Conco Access		ONE HOUR	✓	3	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		A - Humber Road	B - Manby Road	C - Port Service Access	D - A160	E - Conco Access
From	A - Humber Road	49	303	0	407	0
	B - Manby Road	115	11	1	214	0
	C - Port Service Access	0	4	0	6	0
	D - A160	223	240	4	5	2
	E - Conco Access	0	2	0	1	0

Vehicle Mix

HV %s

		To				
		A - Humber Road	B - Manby Road	C - Port Service Access	D - A160	E - Conco Access
From	A - Humber Road	37	21	0	61	0
	B - Manby Road	37	9	100	20	0
	C - Port Service Access	0	50	0	67	0
	D - A160	91	20	75	40	100
	E - Conco Access	0	0	0	100	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - Humber Road	0.33	2.95	0.7	A	696	1045
B - Manby Road	0.14	1.92	0.2	A	313	469
C - Port Service Access	0.01	4.43	0.0	A	9	14
D - A160	0.20	2.57	0.4	A	435	652
E - Conco Access	0.00	0.00	0.0	A	0	0

Main Results for each time segment

15:45 - 16:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Humber Road	571	143	198	2655	0.215	570	291	0.0	0.4	2.431	A
B - Manby Road	257	64	349	2915	0.088	256	419	0.0	0.1	1.691	A
C - Port Service Access	8	2	602	1523	0.005	7	4	0.0	0.0	3.793	A
D - A160	357	89	134	2638	0.135	356	475	0.0	0.2	2.309	A
E - Conco Access	0	0	489	2673	0.000	0	2	0.0	0.0	0.000	A

16:00 - 16:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Humber Road	682	171	237	2612	0.261	682	348	0.4	0.5	2.626	A
B - Manby Road	307	77	418	2830	0.108	306	501	0.1	0.2	1.781	A
C - Port Service Access	9	2	720	1433	0.006	9	4	0.0	0.0	4.037	A
D - A160	426	107	161	2611	0.163	426	568	0.2	0.3	2.412	A
E - Conco Access	0	0	585	2572	0.000	0	2	0.0	0.0	0.000	A

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Humber Road	836	209	290	2554	0.327	835	426	0.5	0.7	2.947	A
B - Manby Road	375	94	512	2714	0.138	375	614	0.2	0.2	1.923	A
C - Port Service Access	11	3	881	1310	0.008	11	6	0.0	0.0	4.425	A
D - A160	522	130	197	2574	0.203	522	695	0.3	0.4	2.569	A
E - Conco Access	0	0	716	2434	0.000	0	2	0.0	0.0	0.000	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Humber Road	836	209	291	2553	0.327	836	426	0.7	0.7	2.950	A
B - Manby Road	375	94	512	2713	0.138	375	614	0.2	0.2	1.924	A
C - Port Service Access	11	3	882	1310	0.008	11	6	0.0	0.0	4.427	A
D - A160	522	130	197	2574	0.203	522	696	0.4	0.4	2.569	A
E - Conco Access	0	0	717	2434	0.000	0	2	0.0	0.0	0.000	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Humber Road	682	171	238	2612	0.261	683	348	0.7	0.5	2.629	A
B - Manby Road	307	77	418	2829	0.108	307	502	0.2	0.2	1.785	A
C - Port Service Access	9	2	721	1433	0.006	9	4	0.0	0.0	4.041	A
D - A160	426	107	161	2611	0.163	426	569	0.4	0.3	2.415	A
E - Conco Access	0	0	586	2571	0.000	0	2	0.0	0.0	0.000	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Humber Road	571	143	199	2654	0.215	572	292	0.5	0.4	2.436	A
B - Manby Road	257	64	350	2913	0.088	257	420	0.2	0.1	1.692	A
C - Port Service Access	8	2	603	1522	0.005	8	4	0.0	0.0	3.799	A
D - A160	357	89	135	2638	0.135	357	476	0.3	0.2	2.313	A
E - Conco Access	0	0	490	2671	0.000	0	2	0.0	0.0	0.000	A

2025 Base, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Large Roundabout		A, B, C, D, E	2.57	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.57	A

Arms

Arms

[same as above]

Roundabout Geometry

[same as above]

Large Roundabout Data

Arm	Circulating flow (PCU/hr)	Has entry-to-exit separation	Entry-to-exit separation (m)
A - Humber Road	100	✓	44.23
B - Manby Road	145	✓	32.42
C - Port Service Access	451		0.00
D - A160	191	✓	40.56
E - Conco Access	476		0.00

Slope / Intercept / Capacity

[same as above]

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2025 Base	AM	ONE HOUR	06:45	08:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - Humber Road		ONE HOUR	✓	399	100.000
B - Manby Road		ONE HOUR	✓	590	100.000
C - Port Service Access		ONE HOUR	✓	6	100.000
D - A160		ONE HOUR	✓	585	100.000
E - Conco Access		ONE HOUR	✓	0	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		A - Humber Road	B - Manby Road	C - Port Service Access	D - A160	E - Conco Access
From	A - Humber Road	13	61	1	324	0
	B - Manby Road	345	3	1	241	0
	C - Port Service Access	4	0	0	2	0
	D - A160	383	188	3	9	2
	E - Conco Access	0	0	0	0	0

Vehicle Mix

HV %s

		To				
		A - Humber Road	B - Manby Road	C - Port Service Access	D - A160	E - Conco Access
From	A - Humber Road	42	38	100	92	0
	B - Manby Road	22	67	100	22	0
	C - Port Service Access	100	0	0	0	0
	D - A160	48	19	100	67	100
	E - Conco Access	0	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - Humber Road	0.17	2.95	0.4	A	366	549
B - Manby Road	0.23	1.98	0.4	A	541	812
C - Port Service Access	0.01	4.53	0.0	A	6	8
D - A160	0.27	2.89	0.5	A	537	805
E - Conco Access	0.00	0.00	0.0	A	0	0

Main Results for each time segment

06:45 - 07:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Humber Road	300	75	152	2705	0.111	299	560	0.0	0.2	2.682	A
B - Manby Road	444	111	263	3022	0.147	443	189	0.0	0.2	1.706	A
C - Port Service Access	5	1	702	1447	0.003	4	4	0.0	0.0	3.743	A
D - A160	440	110	274	2494	0.177	439	433	0.0	0.3	2.412	A
E - Conco Access	0	0	712	2439	0.000	0	2	0.0	0.0	0.000	A

07:00 - 07:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Humber Road	359	90	182	2672	0.134	358	669	0.2	0.3	2.788	A
B - Manby Road	530	133	314	2958	0.179	530	226	0.2	0.3	1.812	A
C - Port Service Access	5	1	840	1342	0.004	5	4	0.0	0.0	4.040	A
D - A160	526	131	328	2438	0.216	526	518	0.3	0.4	2.592	A
E - Conco Access	0	0	852	2292	0.000	0	2	0.0	0.0	0.000	A

07:15 - 07:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Humber Road	439	110	223	2627	0.167	439	820	0.3	0.4	2.948	A
B - Manby Road	650	162	385	2870	0.226	649	277	0.3	0.4	1.981	A
C - Port Service Access	7	2	1029	1198	0.006	7	6	0.0	0.0	4.532	A
D - A160	644	161	402	2362	0.273	644	634	0.4	0.5	2.885	A
E - Conco Access	0	0	1043	2091	0.000	0	2	0.0	0.0	0.000	A

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Humber Road	439	110	224	2627	0.167	439	820	0.4	0.4	2.948	A
B - Manby Road	650	162	385	2870	0.226	650	277	0.4	0.4	1.981	A
C - Port Service Access	7	2	1029	1198	0.006	7	6	0.0	0.0	4.533	A
D - A160	644	161	402	2362	0.273	644	634	0.5	0.5	2.886	A
E - Conco Access	0	0	1044	2090	0.000	0	2	0.0	0.0	0.000	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Humber Road	359	90	183	2672	0.134	359	670	0.4	0.3	2.789	A
B - Manby Road	530	133	315	2957	0.179	531	227	0.4	0.3	1.815	A
C - Port Service Access	5	1	841	1341	0.004	5	4	0.0	0.0	4.043	A
D - A160	526	131	328	2438	0.216	526	518	0.5	0.4	2.596	A
E - Conco Access	0	0	853	2291	0.000	0	2	0.0	0.0	0.000	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Humber Road	300	75	153	2704	0.111	301	561	0.3	0.2	2.684	A
B - Manby Road	444	111	264	3021	0.147	444	190	0.3	0.2	1.707	A
C - Port Service Access	5	1	704	1445	0.003	5	4	0.0	0.0	3.750	A
D - A160	440	110	275	2493	0.177	441	434	0.4	0.3	2.416	A
E - Conco Access	0	0	714	2436	0.000	0	2	0.0	0.0	0.000	A

2025 Base, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Large Roundabout		A, B, C, D, E	2.69	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.69	A

Arms

Arms

[same as above]

Roundabout Geometry

[same as above]

Large Roundabout Data

Arm	Circulating flow (PCU/hr)	Has entry-to-exit separation	Entry-to-exit separation (m)
A - Humber Road	100	✓	44.23
B - Manby Road	145	✓	32.42
C - Port Service Access	451		0.00
D - A160	191	✓	40.56
E - Conco Access	476		0.00

Slope / Intercept / Capacity

[same as above]

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2025 Base	PM	ONE HOUR	15:45	17:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - Humber Road		ONE HOUR	✓	792	100.000
B - Manby Road		ONE HOUR	✓	355	100.000
C - Port Service Access		ONE HOUR	✓	10	100.000
D - A160		ONE HOUR	✓	494	100.000
E - Conco Access		ONE HOUR	✓	3	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		A - Humber Road	B - Manby Road	C - Port Service Access	D - A160	E - Conco Access
From	A - Humber Road	51	316	0	425	0
	B - Manby Road	120	11	1	223	0
	C - Port Service Access	0	4	0	6	0
	D - A160	233	250	4	5	2
	E - Conco Access	0	2	0	1	0

Vehicle Mix

HV %s

		To				
		A - Humber Road	B - Manby Road	C - Port Service Access	D - A160	E - Conco Access
From	A - Humber Road	37	21	0	61	0
	B - Manby Road	37	9	100	20	0
	C - Port Service Access	0	50	0	67	0
	D - A160	91	20	75	40	100
	E - Conco Access	0	0	0	100	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - Humber Road	0.34	3.04	0.7	A	727	1090
B - Manby Road	0.15	1.96	0.2	A	326	489
C - Port Service Access	0.01	4.53	0.0	A	9	14
D - A160	0.21	2.61	0.4	A	453	680
E - Conco Access	0.00	0.00	0.0	A	0	0

Main Results for each time segment

15:45 - 16:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Humber Road	596	149	206	2647	0.225	595	303	0.0	0.4	2.468	A
B - Manby Road	267	67	364	2896	0.092	267	436	0.0	0.1	1.710	A
C - Port Service Access	8	2	627	1504	0.005	7	4	0.0	0.0	3.843	A
D - A160	372	93	140	2633	0.141	371	495	0.0	0.2	2.330	A
E - Conco Access	0	0	509	2651	0.000	0	2	0.0	0.0	0.000	A

16:00 - 16:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Humber Road	712	178	246	2602	0.274	712	363	0.4	0.5	2.681	A
B - Manby Road	319	80	436	2808	0.114	319	522	0.1	0.2	1.807	A
C - Port Service Access	9	2	750	1410	0.006	9	4	0.0	0.0	4.104	A
D - A160	444	111	167	2605	0.171	444	592	0.2	0.3	2.440	A
E - Conco Access	0	0	609	2546	0.000	0	2	0.0	0.0	0.000	A

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Humber Road	872	218	301	2542	0.343	871	445	0.5	0.7	3.033	A
B - Manby Road	391	98	533	2687	0.145	391	639	0.2	0.2	1.959	A
C - Port Service Access	11	3	919	1282	0.009	11	6	0.0	0.0	4.524	A
D - A160	544	136	205	2566	0.212	544	725	0.3	0.4	2.608	A
E - Conco Access	0	0	746	2403	0.000	0	2	0.0	0.0	0.000	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Humber Road	872	218	302	2541	0.343	872	445	0.7	0.7	3.036	A
B - Manby Road	391	98	534	2686	0.146	391	640	0.2	0.2	1.960	A
C - Port Service Access	11	3	919	1281	0.009	11	6	0.0	0.0	4.526	A
D - A160	544	136	205	2566	0.212	544	726	0.4	0.4	2.608	A
E - Conco Access	0	0	746	2402	0.000	0	2	0.0	0.0	0.000	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Humber Road	712	178	247	2602	0.274	713	363	0.7	0.5	2.686	A
B - Manby Road	319	80	436	2807	0.114	319	523	0.2	0.2	1.808	A
C - Port Service Access	9	2	751	1409	0.006	9	4	0.0	0.0	4.106	A
D - A160	444	111	167	2604	0.171	444	593	0.4	0.3	2.443	A
E - Conco Access	0	0	610	2546	0.000	0	2	0.0	0.0	0.000	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Humber Road	596	149	206	2646	0.225	597	304	0.5	0.4	2.476	A
B - Manby Road	267	67	365	2895	0.092	267	438	0.2	0.1	1.714	A
C - Port Service Access	8	2	629	1502	0.005	8	4	0.0	0.0	3.848	A
D - A160	372	93	140	2632	0.141	372	496	0.3	0.2	2.333	A
E - Conco Access	0	0	511	2650	0.000	0	2	0.0	0.0	0.000	A

2025 Base + Committed, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Large Roundabout		A, B, C, D, E	2.96	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.96	A

Arms

Arms

[same as above]

Roundabout Geometry

[same as above]

Large Roundabout Data

Arm	Circulating flow (PCU/hr)	Has entry-to-exit separation	Entry-to-exit separation (m)
A - Humber Road	100	✓	44.23
B - Manby Road	145	✓	32.42
C - Port Service Access	451		0.00
D - A160	191	✓	40.56
E - Conco Access	476		0.00

Slope / Intercept / Capacity

[same as above]

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2025 Base + Committed	AM	ONE HOUR	06:45	08:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - Humber Road		ONE HOUR	✓	431	100.000
B - Manby Road		ONE HOUR	✓	753	100.000
C - Port Service Access		ONE HOUR	✓	6	100.000
D - A160		ONE HOUR	✓	906	100.000
E - Conco Access		ONE HOUR	✓	0	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		A - Humber Road	B - Manby Road	C - Port Service Access	D - A160	E - Conco Access
From	A - Humber Road	14	84	1	332	0
	B - Manby Road	473	3	1	276	0
	C - Port Service Access	4	0	0	2	0
	D - A160	693	199	3	9	2
	E - Conco Access	0	0	0	0	0

Vehicle Mix

HV %s

		To				
		A - Humber Road	B - Manby Road	C - Port Service Access	D - A160	E - Conco Access
From	A - Humber Road	36	27	100	91	0
	B - Manby Road	16	67	100	19	0
	C - Port Service Access	100	0	0	100	0
	D - A160	27	18	100	67	100
	E - Conco Access	0	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - Humber Road	0.18	2.89	0.4	A	395	593
B - Manby Road	0.29	2.08	0.5	A	691	1036
C - Port Service Access	0.01	6.88	0.0	A	6	8
D - A160	0.45	3.71	1.0	A	831	1247
E - Conco Access	0.00	0.00	0.0	A	0	0

Main Results for each time segment

06:45 - 07:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Humber Road	324	81	161	2696	0.120	324	889	0.0	0.2	2.606	A
B - Manby Road	567	142	269	3014	0.188	566	215	0.0	0.3	1.724	A
C - Port Service Access	5	1	832	1348	0.003	4	4	0.0	0.0	5.357	A
D - A160	682	171	371	2394	0.285	680	465	0.0	0.5	2.633	A
E - Conco Access	0	0	1050	2084	0.000	0	2	0.0	0.0	0.000	A

07:00 - 07:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Humber Road	387	97	192	2661	0.146	387	1064	0.2	0.3	2.720	A
B - Manby Road	677	169	323	2948	0.230	677	257	0.3	0.3	1.858	A
C - Port Service Access	5	1	995	1224	0.004	5	4	0.0	0.0	5.907	A
D - A160	814	204	444	2319	0.351	814	556	0.5	0.7	2.999	A
E - Conco Access	0	0	1256	1868	0.000	0	2	0.0	0.0	0.000	A

07:15 - 07:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Humber Road	475	119	235	2614	0.182	474	1302	0.3	0.4	2.891	A
B - Manby Road	829	207	395	2858	0.290	829	315	0.3	0.5	2.080	A
C - Port Service Access	7	2	1218	1054	0.006	7	5	0.0	0.0	6.873	A
D - A160	998	249	544	2216	0.450	996	681	0.7	1.0	3.701	A
E - Conco Access	0	0	1538	1572	0.000	0	2	0.0	0.0	0.000	A

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Humber Road	475	119	236	2614	0.182	475	1304	0.4	0.4	2.891	A
B - Manby Road	829	207	395	2858	0.290	829	315	0.5	0.5	2.081	A
C - Port Service Access	7	2	1219	1053	0.006	7	6	0.0	0.0	6.877	A
D - A160	998	249	544	2215	0.450	998	682	1.0	1.0	3.707	A
E - Conco Access	0	0	1539	1570	0.000	0	2	0.0	0.0	0.000	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Humber Road	387	97	193	2661	0.146	388	1066	0.4	0.3	2.722	A
B - Manby Road	677	169	323	2947	0.230	677	257	0.5	0.4	1.859	A
C - Port Service Access	5	1	996	1223	0.004	5	5	0.0	0.0	5.914	A
D - A160	814	204	444	2318	0.351	816	557	1.0	0.7	3.008	A
E - Conco Access	0	0	1258	1865	0.000	0	2	0.0	0.0	0.000	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Humber Road	324	81	161	2695	0.120	325	892	0.3	0.2	2.611	A
B - Manby Road	567	142	270	3012	0.188	567	216	0.4	0.3	1.726	A
C - Port Service Access	5	1	834	1346	0.003	5	4	0.0	0.0	5.365	A
D - A160	682	171	372	2393	0.285	683	466	0.7	0.5	2.641	A
E - Conco Access	0	0	1053	2080	0.000	0	2	0.0	0.0	0.000	A

2025 Base + Committed, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Large Roundabout		A, B, C, D, E	3.27	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.27	A

Arms

Arms

[same as above]

Roundabout Geometry

[same as above]

Large Roundabout Data

Arm	Circulating flow (PCU/hr)	Has entry-to-exit separation	Entry-to-exit separation (m)
A - Humber Road	100	✓	44.23
B - Manby Road	145	✓	32.42
C - Port Service Access	451		0.00
D - A160	191	✓	40.56
E - Conco Access	476		0.00

Slope / Intercept / Capacity

[same as above]

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2025 Base + Committed	PM	ONE HOUR	15:45	17:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - Humber Road		ONE HOUR	✓	1189	100.000
B - Manby Road		ONE HOUR	✓	379	100.000
C - Port Service Access		ONE HOUR	✓	10	100.000
D - A160		ONE HOUR	✓	513	100.000
E - Conco Access		ONE HOUR	✓	3	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		A - Humber Road	B - Manby Road	C - Port Service Access	D - A160	E - Conco Access
From	A - Humber Road	61	405	0	723	0
	B - Manby Road	138	11	1	229	0
	C - Port Service Access	0	4	0	6	0
	D - A160	236	266	4	5	2
	E - Conco Access	0	2	0	1	0

Vehicle Mix

HV %s

		To				
		A - Humber Road	B - Manby Road	C - Port Service Access	D - A160	E - Conco Access
From	A - Humber Road	31	17	0	35	0
	B - Manby Road	32	9	100	20	0
	C - Port Service Access	0	50	0	67	0
	D - A160	89	19	75	40	100
	E - Conco Access	0	0	0	100	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - Humber Road	0.52	3.80	1.4	A	1091	1637
B - Manby Road	0.18	2.41	0.3	A	348	522
C - Port Service Access	0.01	5.80	0.0	A	9	14
D - A160	0.22	2.64	0.4	A	471	706
E - Conco Access	0.00	0.00	0.0	A	0	0

Main Results for each time segment

15:45 - 16:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Humber Road	895	224	218	2633	0.340	893	327	0.0	0.7	2.646	A
B - Manby Road	285	71	595	2610	0.109	285	515	0.0	0.2	1.917	A
C - Port Service Access	8	2	876	1314	0.006	7	4	0.0	0.0	4.401	A
D - A160	386	97	161	2611	0.148	385	723	0.0	0.2	2.334	A
E - Conco Access	0	0	544	2614	0.000	0	2	0.0	0.0	0.000	A

16:00 - 16:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Humber Road	1069	267	261	2586	0.413	1068	391	0.7	0.9	3.035	A
B - Manby Road	341	85	712	2465	0.138	341	616	0.2	0.2	2.098	A
C - Port Service Access	9	2	1048	1183	0.008	9	4	0.0	0.0	4.897	A
D - A160	461	115	192	2579	0.179	461	865	0.2	0.3	2.454	A
E - Conco Access	0	0	651	2502	0.000	0	2	0.0	0.0	0.000	A

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Humber Road	1309	327	319	2522	0.519	1307	479	0.9	1.4	3.783	A
B - Manby Road	417	104	872	2268	0.184	417	754	0.2	0.3	2.409	A
C - Port Service Access	11	3	1283	1004	0.011	11	6	0.0	0.0	5.789	A
D - A160	565	141	235	2534	0.223	564	1059	0.3	0.4	2.639	A
E - Conco Access	0	0	798	2349	0.000	0	2	0.0	0.0	0.000	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Humber Road	1309	327	319	2522	0.519	1309	479	1.4	1.4	3.800	A
B - Manby Road	417	104	873	2266	0.184	417	755	0.3	0.3	2.411	A
C - Port Service Access	11	3	1285	1003	0.011	11	6	0.0	0.0	5.796	A
D - A160	565	141	236	2534	0.223	565	1060	0.4	0.4	2.639	A
E - Conco Access	0	0	798	2348	0.000	0	2	0.0	0.0	0.000	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Humber Road	1069	267	261	2586	0.413	1071	391	1.4	0.9	3.046	A
B - Manby Road	341	85	714	2463	0.138	341	618	0.3	0.2	2.101	A
C - Port Service Access	9	2	1051	1181	0.008	9	4	0.0	0.0	4.905	A
D - A160	461	115	193	2578	0.179	462	867	0.4	0.3	2.457	A
E - Conco Access	0	0	652	2501	0.000	0	2	0.0	0.0	0.000	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Humber Road	895	224	218	2633	0.340	896	328	0.9	0.7	2.656	A
B - Manby Road	285	71	598	2607	0.109	286	517	0.2	0.2	1.920	A
C - Port Service Access	8	2	879	1312	0.006	8	4	0.0	0.0	4.411	A
D - A160	386	97	161	2611	0.148	386	726	0.3	0.3	2.337	A
E - Conco Access	0	0	546	2613	0.000	0	2	0.0	0.0	0.000	A

2025 Base + Committed + Development, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Large Roundabout		A, B, C, D, E	3.05	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.05	A

Arms

Arms

[same as above]

Roundabout Geometry

[same as above]

Large Roundabout Data

Arm	Circulating flow (PCU/hr)	Has entry-to-exit separation	Entry-to-exit separation (m)
A - Humber Road	100	✓	44.23
B - Manby Road	145	✓	32.42
C - Port Service Access	451		0.00
D - A160	191	✓	40.56
E - Conco Access	476		0.00

Slope / Intercept / Capacity

[same as above]

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2025 Base + Committed + Development	AM	ONE HOUR	06:45	08:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - Humber Road		ONE HOUR	✓	454	100.000
B - Manby Road		ONE HOUR	✓	757	100.000
C - Port Service Access		ONE HOUR	✓	6	100.000
D - A160		ONE HOUR	✓	936	100.000
E - Conco Access		ONE HOUR	✓	0	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		A - Humber Road	B - Manby Road	C - Port Service Access	D - A160	E - Conco Access
From	A - Humber Road	14	88	1	351	0
	B - Manby Road	477	3	1	276	0
	C - Port Service Access	4	0	0	2	0
	D - A160	723	199	3	9	2
	E - Conco Access	0	0	0	0	0

Vehicle Mix

HV %s

		To				
		A - Humber Road	B - Manby Road	C - Port Service Access	D - A160	E - Conco Access
From	A - Humber Road	36	26	100	88	0
	B - Manby Road	16	67	100	19	0
	C - Port Service Access	100	0	0	100	0
	D - A160	28	18	100	67	100
	E - Conco Access	0	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - Humber Road	0.19	2.89	0.4	A	417	625
B - Manby Road	0.29	2.11	0.5	A	695	1042
C - Port Service Access	0.01	7.01	0.0	A	6	8
D - A160	0.47	3.85	1.1	A	859	1288
E - Conco Access	0.00	0.00	0.0	A	0	0

Main Results for each time segment

06:45 - 07:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Humber Road	342	85	161	2696	0.127	341	915	0.0	0.2	2.594	A
B - Manby Road	570	142	284	2996	0.190	569	218	0.0	0.3	1.739	A
C - Port Service Access	5	1	849	1335	0.003	4	4	0.0	0.0	5.410	A
D - A160	705	176	374	2391	0.295	703	479	0.0	0.5	2.689	A
E - Conco Access	0	0	1075	2057	0.000	0	2	0.0	0.0	0.000	A

07:00 - 07:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Humber Road	408	102	192	2661	0.153	408	1094	0.2	0.3	2.712	A
B - Manby Road	681	170	340	2927	0.233	680	260	0.3	0.4	1.878	A
C - Port Service Access	5	1	1015	1208	0.004	5	4	0.0	0.0	5.984	A
D - A160	841	210	447	2315	0.364	841	573	0.5	0.7	3.081	A
E - Conco Access	0	0	1286	1836	0.000	0	2	0.0	0.0	0.000	A

07:15 - 07:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Humber Road	500	125	235	2614	0.191	499	1340	0.3	0.4	2.890	A
B - Manby Road	833	208	416	2832	0.294	833	319	0.4	0.5	2.112	A
C - Port Service Access	7	2	1243	1035	0.006	7	5	0.0	0.0	7.002	A
D - A160	1031	258	548	2211	0.466	1029	702	0.7	1.1	3.841	A
E - Conco Access	0	0	1575	1533	0.000	0	2	0.0	0.0	0.000	A

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Humber Road	500	125	236	2614	0.191	500	1341	0.4	0.4	2.891	A
B - Manby Road	833	208	416	2832	0.294	833	319	0.5	0.5	2.112	A
C - Port Service Access	7	2	1244	1034	0.006	7	6	0.0	0.0	7.006	A
D - A160	1031	258	548	2211	0.466	1031	702	1.1	1.1	3.851	A
E - Conco Access	0	0	1577	1531	0.000	0	2	0.0	0.0	0.000	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Humber Road	408	102	193	2661	0.153	409	1096	0.4	0.3	2.714	A
B - Manby Road	681	170	340	2926	0.233	681	261	0.5	0.4	1.880	A
C - Port Service Access	5	1	1017	1207	0.004	5	5	0.0	0.0	5.992	A
D - A160	841	210	448	2314	0.364	843	574	1.1	0.7	3.091	A
E - Conco Access	0	0	1289	1833	0.000	0	2	0.0	0.0	0.000	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Humber Road	342	85	161	2695	0.127	342	918	0.3	0.2	2.597	A
B - Manby Road	570	142	285	2995	0.190	570	219	0.4	0.3	1.740	A
C - Port Service Access	5	1	851	1333	0.003	5	4	0.0	0.0	5.418	A
D - A160	705	176	375	2390	0.295	705	481	0.7	0.5	2.699	A
E - Conco Access	0	0	1079	2053	0.000	0	2	0.0	0.0	0.000	A

2025 Base + Committed + Development, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Large Roundabout		A, B, C, D, E	3.34	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.34	A

Arms

Arms

[same as above]

Roundabout Geometry

[same as above]

Large Roundabout Data

Arm	Circulating flow (PCU/hr)	Has entry-to-exit separation	Entry-to-exit separation (m)
A - Humber Road	100	✓	44.23
B - Manby Road	145	✓	32.42
C - Port Service Access	451		0.00
D - A160	191	✓	40.56
E - Conco Access	476		0.00

Slope / Intercept / Capacity

[same as above]

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2025 Base + Committed + Development	PM	ONE HOUR	15:45	17:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - Humber Road		ONE HOUR	✓	1217	100.000
B - Manby Road		ONE HOUR	✓	383	100.000
C - Port Service Access		ONE HOUR	✓	10	100.000
D - A160		ONE HOUR	✓	553	100.000
E - Conco Access		ONE HOUR	✓	3	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		A - Humber Road	B - Manby Road	C - Port Service Access	D - A160	E - Conco Access
From	A - Humber Road	61	409	0	747	0
	B - Manby Road	142	11	1	229	0
	C - Port Service Access	0	4	0	6	0
	D - A160	276	266	4	5	2
	E - Conco Access	0	2	0	1	0

Vehicle Mix

HV %s

		To				
		A - Humber Road	B - Manby Road	C - Port Service Access	D - A160	E - Conco Access
From	A - Humber Road	31	16	0	35	0
	B - Manby Road	31	9	100	20	0
	C - Port Service Access	0	50	0	67	0
	D - A160	82	19	75	40	100
	E - Conco Access	0	0	0	100	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - Humber Road	0.53	3.89	1.4	A	1117	1675
B - Manby Road	0.19	2.46	0.3	A	351	527
C - Port Service Access	0.01	5.94	0.0	A	9	14
D - A160	0.24	2.71	0.5	A	507	761
E - Conco Access	0.00	0.00	0.0	A	0	0

Main Results for each time segment

15:45 - 16:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Humber Road	916	229	218	2633	0.348	914	360	0.0	0.7	2.666	A
B - Manby Road	288	72	613	2588	0.111	288	518	0.0	0.2	1.935	A
C - Port Service Access	8	2	897	1298	0.006	7	4	0.0	0.0	4.455	A
D - A160	416	104	164	2608	0.160	415	741	0.0	0.3	2.375	A
E - Conco Access	0	0	577	2580	0.000	0	2	0.0	0.0	0.000	A

16:00 - 16:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Humber Road	1094	274	261	2586	0.423	1093	430	0.7	0.9	3.078	A
B - Manby Road	344	86	734	2439	0.141	344	620	0.2	0.2	2.124	A
C - Port Service Access	9	2	1073	1164	0.008	9	4	0.0	0.0	4.978	A
D - A160	497	124	196	2575	0.193	497	887	0.3	0.3	2.507	A
E - Conco Access	0	0	691	2461	0.000	0	2	0.0	0.0	0.000	A

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Humber Road	1340	335	319	2522	0.531	1338	527	0.9	1.4	3.877	A
B - Manby Road	422	105	898	2235	0.189	421	759	0.2	0.3	2.453	A
C - Port Service Access	11	3	1314	981	0.011	11	6	0.0	0.0	5.929	A
D - A160	609	152	240	2529	0.241	608	1085	0.3	0.5	2.712	A
E - Conco Access	0	0	846	2298	0.000	0	2	0.0	0.0	0.000	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Humber Road	1340	335	319	2522	0.531	1340	527	1.4	1.4	3.890	A
B - Manby Road	422	105	900	2233	0.189	422	760	0.3	0.3	2.455	A
C - Port Service Access	11	3	1316	980	0.011	11	6	0.0	0.0	5.937	A
D - A160	609	152	240	2529	0.241	609	1087	0.5	0.5	2.713	A
E - Conco Access	0	0	847	2297	0.000	0	2	0.0	0.0	0.000	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Humber Road	1094	274	261	2586	0.423	1096	431	1.4	0.9	3.090	A
B - Manby Road	344	86	736	2436	0.141	345	621	0.3	0.2	2.127	A
C - Port Service Access	9	2	1076	1162	0.008	9	4	0.0	0.0	4.989	A
D - A160	497	124	196	2574	0.193	498	889	0.5	0.3	2.511	A
E - Conco Access	0	0	692	2460	0.000	0	2	0.0	0.0	0.000	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Humber Road	916	229	218	2633	0.348	917	361	0.9	0.7	2.682	A
B - Manby Road	288	72	616	2585	0.112	289	520	0.2	0.2	1.938	A
C - Port Service Access	8	2	901	1296	0.006	8	4	0.0	0.0	4.464	A
D - A160	416	104	164	2608	0.160	417	744	0.3	0.3	2.380	A
E - Conco Access	0	0	579	2578	0.000	0	2	0.0	0.0	0.000	A

2032 Base, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Large Roundabout		A, B, C, D, E	2.65	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.65	A

Arms

Arms

[same as above]

Roundabout Geometry

[same as above]

Large Roundabout Data

Arm	Circulating flow (PCU/hr)	Has entry-to-exit separation	Entry-to-exit separation (m)
A - Humber Road	100	✓	44.23
B - Manby Road	145	✓	32.42
C - Port Service Access	451		0.00
D - A160	191	✓	40.56
E - Conco Access	476		0.00

Slope / Intercept / Capacity

[same as above]

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D9	2032 Base	AM	ONE HOUR	06:45	08:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - Humber Road		ONE HOUR	✓	424	100.000
B - Manby Road		ONE HOUR	✓	628	100.000
C - Port Service Access		ONE HOUR	✓	6	100.000
D - A160		ONE HOUR	✓	624	100.000
E - Conco Access		ONE HOUR	✓	0	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		A - Humber Road	B - Manby Road	C - Port Service Access	D - A160	E - Conco Access
From	A - Humber Road	13	65	1	345	0
	B - Manby Road	367	3	1	257	0
	C - Port Service Access	4	0	0	2	0
	D - A160	409	200	3	10	2
	E - Conco Access	0	0	0	0	0

Vehicle Mix

HV %s

		To				
		A - Humber Road	B - Manby Road	C - Port Service Access	D - A160	E - Conco Access
From	A - Humber Road	42	38	100	92	0
	B - Manby Road	22	67	100	22	0
	C - Port Service Access	100	0	0	0	0
	D - A160	48	19	100	67	100
	E - Conco Access	0	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - Humber Road	0.18	3.01	0.4	A	389	584
B - Manby Road	0.24	2.05	0.4	A	576	864
C - Port Service Access	0.01	4.73	0.0	A	6	8
D - A160	0.29	3.01	0.6	A	573	859
E - Conco Access	0.00	0.00	0.0	A	0	0

Main Results for each time segment

06:45 - 07:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Humber Road	319	80	162	2694	0.118	318	596	0.0	0.2	2.715	A
B - Manby Road	473	118	279	3002	0.158	472	201	0.0	0.2	1.739	A
C - Port Service Access	5	1	747	1412	0.003	4	4	0.0	0.0	3.834	A
D - A160	470	117	291	2477	0.190	468	461	0.0	0.3	2.468	A
E - Conco Access	0	0	758	2390	0.000	0	2	0.0	0.0	0.000	A

07:00 - 07:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Humber Road	381	95	194	2659	0.143	381	712	0.2	0.3	2.833	A
B - Manby Road	565	141	334	2933	0.192	564	241	0.2	0.3	1.856	A
C - Port Service Access	5	1	894	1301	0.004	5	4	0.0	0.0	4.168	A
D - A160	561	140	348	2418	0.232	561	552	0.3	0.4	2.670	A
E - Conco Access	0	0	907	2234	0.000	0	2	0.0	0.0	0.000	A

07:15 - 07:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Humber Road	467	117	238	2612	0.179	466	872	0.3	0.4	3.009	A
B - Manby Road	691	173	409	2840	0.243	691	295	0.3	0.4	2.047	A
C - Port Service Access	7	2	1095	1148	0.006	7	6	0.0	0.0	4.731	A
D - A160	687	172	426	2337	0.294	686	676	0.4	0.6	3.005	A
E - Conco Access	0	0	1110	2021	0.000	0	2	0.0	0.0	0.000	A

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Humber Road	467	117	238	2611	0.179	467	873	0.4	0.4	3.009	A
B - Manby Road	691	173	410	2840	0.243	691	295	0.4	0.4	2.047	A
C - Port Service Access	7	2	1096	1147	0.006	7	6	0.0	0.0	4.733	A
D - A160	687	172	426	2337	0.294	687	676	0.6	0.6	3.005	A
E - Conco Access	0	0	1111	2020	0.000	0	2	0.0	0.0	0.000	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Humber Road	381	95	194	2659	0.143	382	714	0.4	0.3	2.836	A
B - Manby Road	565	141	335	2933	0.193	565	241	0.4	0.3	1.860	A
C - Port Service Access	5	1	895	1300	0.004	5	4	0.0	0.0	4.171	A
D - A160	561	140	348	2417	0.232	562	552	0.6	0.4	2.672	A
E - Conco Access	0	0	908	2233	0.000	0	2	0.0	0.0	0.000	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Humber Road	319	80	163	2694	0.119	319	597	0.3	0.2	2.718	A
B - Manby Road	473	118	280	3000	0.158	473	202	0.3	0.2	1.740	A
C - Port Service Access	5	1	750	1411	0.003	5	4	0.0	0.0	3.841	A
D - A160	470	117	292	2476	0.190	470	463	0.4	0.3	2.472	A
E - Conco Access	0	0	760	2388	0.000	0	2	0.0	0.0	0.000	A

2032 Base, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Large Roundabout		A, B, C, D, E	2.79	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.79	A

Arms

Arms

[same as above]

Roundabout Geometry

[same as above]

Large Roundabout Data

Arm	Circulating flow (PCU/hr)	Has entry-to-exit separation	Entry-to-exit separation (m)
A - Humber Road	100	✓	44.23
B - Manby Road	145	✓	32.42
C - Port Service Access	451		0.00
D - A160	191	✓	40.56
E - Conco Access	476		0.00

Slope / Intercept / Capacity

[same as above]

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D10	2032 Base	PM	ONE HOUR	15:45	17:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - Humber Road		ONE HOUR	✓	843	100.000
B - Manby Road		ONE HOUR	✓	379	100.000
C - Port Service Access		ONE HOUR	✓	11	100.000
D - A160		ONE HOUR	✓	527	100.000
E - Conco Access		ONE HOUR	✓	3	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		A - Humber Road	B - Manby Road	C - Port Service Access	D - A160	E - Conco Access
From	A - Humber Road	54	337	0	452	0
	B - Manby Road	128	12	1	238	0
	C - Port Service Access	0	4	0	7	0
	D - A160	248	267	4	6	2
	E - Conco Access	0	2	0	1	0

Vehicle Mix

HV %s

		To				
		A - Humber Road	B - Manby Road	C - Port Service Access	D - A160	E - Conco Access
From	A - Humber Road	37	21	0	61	0
	B - Manby Road	37	9	100	20	0
	C - Port Service Access	0	50	0	67	0
	D - A160	91	20	75	40	100
	E - Conco Access	0	0	0	100	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - Humber Road	0.37	3.19	0.8	A	774	1160
B - Manby Road	0.16	2.02	0.2	A	348	522
C - Port Service Access	0.01	4.72	0.0	A	10	15
D - A160	0.23	2.67	0.4	A	484	725
E - Conco Access	0.00	0.00	0.0	A	0	0

Main Results for each time segment

15:45 - 16:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Humber Road	635	159	220	2631	0.241	633	323	0.0	0.4	2.534	A
B - Manby Road	285	71	387	2868	0.100	285	465	0.0	0.1	1.741	A
C - Port Service Access	8	2	668	1472	0.006	8	4	0.0	0.0	3.943	A
D - A160	397	99	149	2624	0.151	396	528	0.0	0.3	2.364	A
E - Conco Access	0	0	543	2616	0.000	0	2	0.0	0.0	0.000	A

16:00 - 16:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Humber Road	758	189	263	2584	0.293	757	386	0.4	0.6	2.776	A
B - Manby Road	341	85	464	2773	0.123	341	557	0.1	0.2	1.848	A
C - Port Service Access	10	2	800	1373	0.007	10	4	0.0	0.0	4.237	A
D - A160	474	118	178	2593	0.183	473	632	0.3	0.3	2.486	A
E - Conco Access	0	0	650	2504	0.000	0	2	0.0	0.0	0.000	A

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Humber Road	928	232	322	2519	0.369	927	473	0.6	0.8	3.183	A
B - Manby Road	417	104	568	2644	0.158	417	682	0.2	0.2	2.019	A
C - Port Service Access	12	3	979	1236	0.010	12	6	0.0	0.0	4.717	A
D - A160	580	145	218	2552	0.227	580	773	0.3	0.4	2.672	A
E - Conco Access	0	0	795	2351	0.000	0	2	0.0	0.0	0.000	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Humber Road	928	232	323	2518	0.369	928	473	0.8	0.8	3.186	A
B - Manby Road	417	104	568	2644	0.158	417	683	0.2	0.2	2.020	A
C - Port Service Access	12	3	980	1235	0.010	12	6	0.0	0.0	4.720	A
D - A160	580	145	218	2552	0.227	580	774	0.4	0.4	2.672	A
E - Conco Access	0	0	796	2350	0.000	0	2	0.0	0.0	0.000	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Humber Road	758	189	264	2583	0.293	759	387	0.8	0.6	2.781	A
B - Manby Road	341	85	464	2772	0.123	341	558	0.2	0.2	1.849	A
C - Port Service Access	10	2	801	1372	0.007	10	4	0.0	0.0	4.240	A
D - A160	474	118	178	2593	0.183	474	633	0.4	0.3	2.489	A
E - Conco Access	0	0	651	2503	0.000	0	2	0.0	0.0	0.000	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Humber Road	635	159	221	2630	0.241	635	324	0.6	0.4	2.541	A
B - Manby Road	285	71	389	2866	0.100	285	467	0.2	0.1	1.742	A
C - Port Service Access	8	2	671	1471	0.006	8	4	0.0	0.0	3.947	A
D - A160	397	99	149	2623	0.151	397	530	0.3	0.3	2.369	A
E - Conco Access	0	0	545	2614	0.000	0	2	0.0	0.0	0.000	A

2032 Base + Committed, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Large Roundabout		A, B, C, D, E	3.10	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.10	A

Arms

Arms

[same as above]

Roundabout Geometry

[same as above]

Large Roundabout Data

Arm	Circulating flow (PCU/hr)	Has entry-to-exit separation	Entry-to-exit separation (m)
A - Humber Road	100	✓	44.23
B - Manby Road	145	✓	32.42
C - Port Service Access	451		0.00
D - A160	191	✓	40.56
E - Conco Access	476		0.00

Slope / Intercept / Capacity

[same as above]

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D11	2032 Base + Committed	AM	ONE HOUR	06:45	08:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - Humber Road		ONE HOUR	✓	458	100.000
B - Manby Road		ONE HOUR	✓	791	100.000
C - Port Service Access		ONE HOUR	✓	6	100.000
D - A160		ONE HOUR	✓	944	100.000
E - Conco Access		ONE HOUR	✓	0	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		A - Humber Road	B - Manby Road	C - Port Service Access	D - A160	E - Conco Access
From	A - Humber Road	15	88	1	354	0
	B - Manby Road	495	3	1	292	0
	C - Port Service Access	4	0	0	2	0
	D - A160	718	211	3	10	2
	E - Conco Access	0	0	0	0	0

Vehicle Mix

HV %s

		To				
		A - Humber Road	B - Manby Road	C - Port Service Access	D - A160	E - Conco Access
From	A - Humber Road	36	27	100	91	0
	B - Manby Road	16	67	100	19	0
	C - Port Service Access	100	0	0	100	0
	D - A160	27	18	100	67	100
	E - Conco Access	0	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - Humber Road	0.19	2.96	0.4	A	420	630
B - Manby Road	0.31	2.16	0.5	A	726	1089
C - Port Service Access	0.01	7.24	0.0	A	6	8
D - A160	0.47	3.93	1.1	A	866	1299
E - Conco Access	0.00	0.00	0.0	A	0	0

Main Results for each time segment

06:45 - 07:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Humber Road	345	86	170	2685	0.128	344	925	0.0	0.3	2.644	A
B - Manby Road	596	149	287	2991	0.199	594	227	0.0	0.3	1.761	A
C - Port Service Access	5	1	878	1313	0.003	4	4	0.0	0.0	5.502	A
D - A160	711	178	388	2376	0.299	709	494	0.0	0.5	2.704	A
E - Conco Access	0	0	1096	2036	0.000	0	2	0.0	0.0	0.000	A

07:00 - 07:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Humber Road	412	103	204	2649	0.155	411	1107	0.3	0.3	2.768	A
B - Manby Road	711	178	344	2921	0.243	711	271	0.3	0.4	1.909	A
C - Port Service Access	5	1	1050	1182	0.005	5	4	0.0	0.0	6.120	A
D - A160	849	212	465	2297	0.369	848	591	0.5	0.7	3.113	A
E - Conco Access	0	0	1311	1810	0.000	0	2	0.0	0.0	0.000	A

07:15 - 07:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Humber Road	504	126	250	2599	0.194	504	1355	0.3	0.4	2.957	A
B - Manby Road	871	218	421	2825	0.308	870	332	0.4	0.5	2.159	A
C - Port Service Access	7	2	1286	1002	0.007	7	5	0.0	0.0	7.232	A
D - A160	1039	260	569	2189	0.475	1038	724	0.7	1.1	3.915	A
E - Conco Access	0	0	1604	1502	0.000	0	2	0.0	0.0	0.000	A

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Humber Road	504	126	250	2598	0.194	504	1356	0.4	0.4	2.957	A
B - Manby Road	871	218	422	2825	0.308	871	333	0.5	0.5	2.160	A
C - Port Service Access	7	2	1287	1001	0.007	7	6	0.0	0.0	7.237	A
D - A160	1039	260	569	2189	0.475	1039	724	1.1	1.1	3.927	A
E - Conco Access	0	0	1606	1500	0.000	0	2	0.0	0.0	0.000	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Humber Road	412	103	204	2648	0.155	412	1109	0.4	0.3	2.770	A
B - Manby Road	711	178	345	2920	0.243	712	272	0.5	0.4	1.914	A
C - Port Service Access	5	1	1052	1181	0.005	5	5	0.0	0.0	6.128	A
D - A160	849	212	465	2297	0.370	850	592	1.1	0.7	3.126	A
E - Conco Access	0	0	1314	1807	0.000	0	2	0.0	0.0	0.000	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Humber Road	345	86	171	2685	0.128	345	928	0.3	0.3	2.649	A
B - Manby Road	596	149	289	2990	0.199	596	228	0.4	0.3	1.765	A
C - Port Service Access	5	1	881	1311	0.003	5	4	0.0	0.0	5.513	A
D - A160	711	178	389	2375	0.299	711	496	0.7	0.5	2.715	A
E - Conco Access	0	0	1099	2032	0.000	0	2	0.0	0.0	0.000	A

2032 Base + Committed, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Large Roundabout		A, B, C, D, E	3.45	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.45	A

Arms

Arms

[same as above]

Roundabout Geometry

[same as above]

Large Roundabout Data

Arm	Circulating flow (PCU/hr)	Has entry-to-exit separation	Entry-to-exit separation (m)
A - Humber Road	100	✓	44.23
B - Manby Road	145	✓	32.42
C - Port Service Access	451		0.00
D - A160	191	✓	40.56
E - Conco Access	476		0.00

Slope / Intercept / Capacity

[same as above]

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D12	2032 Base + Committed	PM	ONE HOUR	15:45	17:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - Humber Road		ONE HOUR	✓	1239	100.000
B - Manby Road		ONE HOUR	✓	403	100.000
C - Port Service Access		ONE HOUR	✓	11	100.000
D - A160		ONE HOUR	✓	546	100.000
E - Conco Access		ONE HOUR	✓	3	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		A - Humber Road	B - Manby Road	C - Port Service Access	D - A160	E - Conco Access
From	A - Humber Road	64	425	0	750	0
	B - Manby Road	146	12	1	244	0
	C - Port Service Access	0	4	0	7	0
	D - A160	251	283	4	6	2
	E - Conco Access	0	2	0	1	0

Vehicle Mix

HV %s

		To				
		A - Humber Road	B - Manby Road	C - Port Service Access	D - A160	E - Conco Access
From	A - Humber Road	31	17	0	35	0
	B - Manby Road	32	9	100	20	0
	C - Port Service Access	0	50	0	67	0
	D - A160	89	19	75	40	100
	E - Conco Access	0	0	0	100	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - Humber Road	0.55	4.06	1.5	A	1137	1705
B - Manby Road	0.20	2.50	0.3	A	370	555
C - Port Service Access	0.01	6.11	0.0	A	10	15
D - A160	0.24	2.71	0.5	A	501	752
E - Conco Access	0.00	0.00	0.0	A	0	0

Main Results for each time segment

15:45 - 16:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Humber Road	933	233	232	2618	0.356	930	346	0.0	0.7	2.726	A
B - Manby Road	303	76	618	2581	0.118	303	544	0.0	0.2	1.956	A
C - Port Service Access	8	2	917	1283	0.006	8	4	0.0	0.0	4.529	A
D - A160	411	103	170	2602	0.158	410	756	0.0	0.3	2.370	A
E - Conco Access	0	0	578	2579	0.000	0	2	0.0	0.0	0.000	A

16:00 - 16:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Humber Road	1114	278	278	2568	0.434	1113	414	0.7	1.0	3.167	A
B - Manby Road	362	91	740	2431	0.149	362	650	0.2	0.2	2.154	A
C - Port Service Access	10	2	1098	1146	0.009	10	4	0.0	0.0	5.083	A
D - A160	491	123	203	2567	0.191	491	904	0.3	0.3	2.502	A
E - Conco Access	0	0	692	2460	0.000	0	2	0.0	0.0	0.000	A

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Humber Road	1364	341	340	2499	0.546	1362	507	1.0	1.5	4.045	A
B - Manby Road	444	111	906	2226	0.199	443	796	0.2	0.3	2.501	A
C - Port Service Access	12	3	1344	958	0.013	12	6	0.0	0.0	6.101	A
D - A160	601	150	249	2520	0.239	601	1107	0.3	0.5	2.707	A
E - Conco Access	0	0	847	2297	0.000	0	2	0.0	0.0	0.000	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Humber Road	1364	341	340	2499	0.546	1364	508	1.5	1.5	4.060	A
B - Manby Road	444	111	907	2224	0.200	444	797	0.3	0.3	2.503	A
C - Port Service Access	12	3	1345	957	0.013	12	6	0.0	0.0	6.110	A
D - A160	601	150	249	2520	0.239	601	1109	0.5	0.5	2.707	A
E - Conco Access	0	0	848	2296	0.000	0	2	0.0	0.0	0.000	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Humber Road	1114	278	278	2567	0.434	1116	415	1.5	1.0	3.180	A
B - Manby Road	362	91	742	2428	0.149	363	652	0.3	0.2	2.158	A
C - Port Service Access	10	2	1100	1144	0.009	10	4	0.0	0.0	5.092	A
D - A160	491	123	203	2567	0.191	491	907	0.5	0.3	2.503	A
E - Conco Access	0	0	693	2459	0.000	0	2	0.0	0.0	0.000	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Humber Road	933	233	233	2617	0.356	934	347	1.0	0.7	2.742	A
B - Manby Road	303	76	621	2578	0.118	304	546	0.2	0.2	1.961	A
C - Port Service Access	8	2	921	1280	0.006	8	4	0.0	0.0	4.539	A
D - A160	411	103	170	2601	0.158	411	759	0.3	0.3	2.375	A
E - Conco Access	0	0	580	2577	0.000	0	2	0.0	0.0	0.000	A

2032 Base + Committed + Development, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Large Roundabout		A, B, C, D, E	3.19	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.19	A

Arms

Arms

[same as above]

Roundabout Geometry

[same as above]

Large Roundabout Data

Arm	Circulating flow (PCU/hr)	Has entry-to-exit separation	Entry-to-exit separation (m)
A - Humber Road	100	✓	44.23
B - Manby Road	145	✓	32.42
C - Port Service Access	451		0.00
D - A160	191	✓	40.56
E - Conco Access	476		0.00

Slope / Intercept / Capacity

[same as above]

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D13	2032 Base + Committed + Development	AM	ONE HOUR	06:45	08:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - Humber Road		ONE HOUR	✓	480	100.000
B - Manby Road		ONE HOUR	✓	795	100.000
C - Port Service Access		ONE HOUR	✓	6	100.000
D - A160		ONE HOUR	✓	975	100.000
E - Conco Access		ONE HOUR	✓	0	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		A - Humber Road	B - Manby Road	C - Port Service Access	D - A160	E - Conco Access
From	A - Humber Road	15	92	1	372	0
	B - Manby Road	499	3	1	292	0
	C - Port Service Access	4	0	0	2	0
	D - A160	749	211	3	10	2
	E - Conco Access	0	0	0	0	0

Vehicle Mix

HV %s

		To				
		A - Humber Road	B - Manby Road	C - Port Service Access	D - A160	E - Conco Access
From	A - Humber Road	36	26	100	88	0
	B - Manby Road	16	67	100	19	0
	C - Port Service Access	100	0	0	100	0
	D - A160	28	18	100	67	100
	E - Conco Access	0	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - Humber Road	0.20	2.96	0.4	A	440	661
B - Manby Road	0.31	2.19	0.5	A	730	1094
C - Port Service Access	0.01	7.37	0.0	A	6	8
D - A160	0.49	4.09	1.2	A	895	1342
E - Conco Access	0.00	0.00	0.0	A	0	0

Main Results for each time segment

06:45 - 07:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Humber Road	361	90	170	2685	0.135	360	951	0.0	0.3	2.630	A
B - Manby Road	599	150	301	2975	0.201	597	230	0.0	0.3	1.776	A
C - Port Service Access	5	1	895	1300	0.003	4	4	0.0	0.0	5.556	A
D - A160	734	184	391	2373	0.309	732	508	0.0	0.6	2.765	A
E - Conco Access	0	0	1122	2008	0.000	0	2	0.0	0.0	0.000	A

07:00 - 07:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Humber Road	432	108	204	2649	0.163	431	1138	0.3	0.3	2.759	A
B - Manby Road	715	179	360	2901	0.246	714	275	0.3	0.4	1.930	A
C - Port Service Access	5	1	1070	1167	0.005	5	4	0.0	0.0	6.199	A
D - A160	877	219	468	2293	0.382	876	607	0.6	0.8	3.203	A
E - Conco Access	0	0	1342	1777	0.000	0	2	0.0	0.0	0.000	A

07:15 - 07:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Humber Road	528	132	250	2599	0.203	528	1393	0.3	0.4	2.955	A
B - Manby Road	875	219	441	2801	0.313	875	336	0.4	0.5	2.192	A
C - Port Service Access	7	2	1310	984	0.007	7	5	0.0	0.0	7.368	A
D - A160	1073	268	573	2185	0.491	1072	744	0.8	1.2	4.082	A
E - Conco Access	0	0	1643	1461	0.000	0	2	0.0	0.0	0.000	A

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Humber Road	528	132	250	2598	0.203	528	1395	0.4	0.4	2.955	A
B - Manby Road	875	219	442	2801	0.313	875	337	0.5	0.5	2.192	A
C - Port Service Access	7	2	1311	983	0.007	7	6	0.0	0.0	7.373	A
D - A160	1073	268	574	2184	0.491	1073	744	1.2	1.2	4.089	A
E - Conco Access	0	0	1645	1459	0.000	0	2	0.0	0.0	0.000	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Humber Road	432	108	204	2648	0.163	432	1141	0.4	0.3	2.763	A
B - Manby Road	715	179	361	2900	0.246	715	276	0.5	0.4	1.932	A
C - Port Service Access	5	1	1072	1165	0.005	5	5	0.0	0.0	6.208	A
D - A160	877	219	469	2293	0.382	878	608	1.2	0.8	3.215	A
E - Conco Access	0	0	1345	1774	0.000	0	2	0.0	0.0	0.000	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Humber Road	361	90	171	2685	0.135	362	955	0.3	0.3	2.635	A
B - Manby Road	599	150	302	2973	0.201	599	231	0.4	0.3	1.777	A
C - Port Service Access	5	1	897	1298	0.003	5	4	0.0	0.0	5.564	A
D - A160	734	184	392	2372	0.310	735	509	0.8	0.6	2.779	A
E - Conco Access	0	0	1126	2004	0.000	0	2	0.0	0.0	0.000	A

2032 Base + Committed + Development, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Large Roundabout		A, B, C, D, E	3.53	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.53	A

Arms

Arms

[same as above]

Roundabout Geometry

[same as above]

Large Roundabout Data

Arm	Circulating flow (PCU/hr)	Has entry-to-exit separation	Entry-to-exit separation (m)
A - Humber Road	100	✓	44.23
B - Manby Road	145	✓	32.42
C - Port Service Access	451		0.00
D - A160	191	✓	40.56
E - Conco Access	476		0.00

Slope / Intercept / Capacity

[same as above]

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D14	2032 Base + Committed + Development	PM	ONE HOUR	15:45	17:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - Humber Road		ONE HOUR	✓	1268	100.000
B - Manby Road		ONE HOUR	✓	407	100.000
C - Port Service Access		ONE HOUR	✓	11	100.000
D - A160		ONE HOUR	✓	586	100.000
E - Conco Access		ONE HOUR	✓	3	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		A - Humber Road	B - Manby Road	C - Port Service Access	D - A160	E - Conco Access
From	A - Humber Road	64	429	0	775	0
	B - Manby Road	150	12	1	244	0
	C - Port Service Access	0	4	0	7	0
	D - A160	291	283	4	6	2
	E - Conco Access	0	2	0	1	0

Vehicle Mix

HV %s

		To				
		A - Humber Road	B - Manby Road	C - Port Service Access	D - A160	E - Conco Access
From	A - Humber Road	31	16	0	35	0
	B - Manby Road	32	9	100	20	0
	C - Port Service Access	0	50	0	67	0
	D - A160	82	19	75	40	100
	E - Conco Access	0	0	0	100	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - Humber Road	0.56	4.17	1.6	A	1164	1745
B - Manby Road	0.20	2.56	0.3	A	373	560
C - Port Service Access	0.01	6.27	0.0	A	10	15
D - A160	0.26	2.78	0.5	A	538	807
E - Conco Access	0.00	0.00	0.0	A	0	0

Main Results for each time segment

15:45 - 16:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Humber Road	955	239	232	2618	0.365	952	379	0.0	0.7	2.755	A
B - Manby Road	306	77	637	2558	0.120	306	546	0.0	0.2	1.980	A
C - Port Service Access	8	2	939	1266	0.007	8	4	0.0	0.0	4.589	A
D - A160	441	110	173	2599	0.170	440	775	0.0	0.3	2.410	A
E - Conco Access	0	0	611	2544	0.000	0	2	0.0	0.0	0.000	A

16:00 - 16:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Humber Road	1140	285	278	2568	0.444	1139	454	0.7	1.0	3.214	A
B - Manby Road	366	91	762	2403	0.152	366	654	0.2	0.2	2.189	A
C - Port Service Access	10	2	1124	1126	0.009	10	4	0.0	0.0	5.173	A
D - A160	527	132	207	2564	0.205	526	927	0.3	0.4	2.554	A
E - Conco Access	0	0	731	2418	0.000	0	2	0.0	0.0	0.000	A

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Humber Road	1396	349	340	2499	0.559	1394	556	1.0	1.6	4.150	A
B - Manby Road	448	112	933	2192	0.204	448	800	0.2	0.3	2.557	A
C - Port Service Access	12	3	1375	934	0.013	12	6	0.0	0.0	6.261	A
D - A160	645	161	253	2516	0.256	645	1135	0.4	0.5	2.782	A
E - Conco Access	0	0	895	2246	0.000	0	2	0.0	0.0	0.000	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Humber Road	1396	349	340	2499	0.559	1396	556	1.6	1.6	4.168	A
B - Manby Road	448	112	935	2190	0.205	448	802	0.3	0.3	2.560	A
C - Port Service Access	12	3	1377	933	0.013	12	6	0.0	0.0	6.271	A
D - A160	645	161	253	2516	0.256	645	1136	0.5	0.5	2.782	A
E - Conco Access	0	0	896	2245	0.000	0	2	0.0	0.0	0.000	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Humber Road	1140	285	278	2567	0.444	1142	454	1.6	1.0	3.233	A
B - Manby Road	366	91	765	2400	0.152	366	656	0.3	0.2	2.193	A
C - Port Service Access	10	2	1127	1124	0.009	10	4	0.0	0.0	5.184	A
D - A160	527	132	207	2563	0.206	527	929	0.5	0.4	2.558	A
E - Conco Access	0	0	733	2417	0.000	0	2	0.0	0.0	0.000	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Humber Road	955	239	233	2617	0.365	956	380	1.0	0.7	2.771	A
B - Manby Road	306	77	640	2555	0.120	307	549	0.2	0.2	1.985	A
C - Port Service Access	8	2	943	1264	0.007	8	4	0.0	0.0	4.601	A
D - A160	441	110	173	2598	0.170	441	778	0.4	0.3	2.415	A
E - Conco Access	0	0	613	2542	0.000	0	2	0.0	0.0	0.000	A

Annex TN2 G

A160/ Ulceby Road/ Habrough Road/ East Halton Road Roundabout

Junctions 10

ARCADY 10 - Roundabout Module

Version: 10.0.4.1693
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Filename: A160-Habrough Road-Ulceby Road-E Halton Road RevC.j10
Path: P:\23000's\23325\Junction Assessment\A160-Habrough Road-Ulceby Road-E Halton Road RevC_Junctions 10 Report
Report generation date: 05/08/2022 10:17:21

»2021 Base, AM
»2021 Base, PM
»2025 Base, AM
»2025 Base, PM
»2025 Base + Committed, AM
»2025 Base + Committed, PM
»2025 Base + Committed + Development, AM
»2025 Base + Committed + Development, PM
»2032 Base, AM
»2032 Base, PM
»2032 Base + Committed, AM
»2032 Base + Committed, PM
»2032 Base + Committed + Development, AM
»2032 Base + Committed + Development, PM

Summary of junction performance

	AM			PM		
	Q (PCU)	Delay (s)	RFC	Q (PCU)	Delay (s)	RFC
	2021 Base					
A - A160 E	0.4	2.52	0.18	0.9	2.70	0.41
B - Habrough Road	0.3	2.75	0.20	0.1	3.34	0.10
C - A160 W	1.0	2.63	0.46	0.4	2.27	0.22
D - Ulceby Road	0.3	5.88	0.20	0.1	3.18	0.07
E - E Halton Road	0.4	4.93	0.22	0.3	2.72	0.22
	2025 Base					
A - A160 E	0.4	2.56	0.19	1.0	2.83	0.43
B - Habrough Road	0.3	2.84	0.21	0.1	3.52	0.11
C - A160 W	1.1	2.77	0.48	0.5	2.32	0.23
D - Ulceby Road	0.4	6.44	0.22	0.1	3.25	0.07
E - E Halton Road	0.4	5.28	0.24	0.3	2.80	0.23
	2025 Base + Committed					
A - A160 E	0.6	2.48	0.31	1.2	3.06	0.48
B - Habrough Road	0.4	3.70	0.27	0.1	4.00	0.13
C - A160 W	1.5	3.27	0.57	0.7	2.45	0.34
D - Ulceby Road	0.5	9.26	0.28	0.1	3.98	0.09
E - E Halton Road	0.5	7.08	0.30	0.4	3.49	0.27
	2025 Base + Committed + Development					
A - A160 E	0.7	2.50	0.31	1.2	3.11	0.49
B - Habrough Road	0.4	3.76	0.27	0.2	4.10	0.13
C - A160 W	1.6	3.37	0.58	0.8	2.51	0.36
D - Ulceby Road	0.5	9.75	0.30	0.1	4.09	0.09
E - E Halton Road	0.6	7.37	0.31	0.4	3.60	0.28
	2032 Base					
A - A160 E	0.5	2.63	0.20	1.1	3.05	0.46
B - Habrough Road	0.3	3.00	0.24	0.2	3.82	0.13
C - A160 W	1.3	3.01	0.52	0.5	2.39	0.25
D - Ulceby Road	0.4	7.59	0.26	0.1	3.36	0.08
E - E Halton Road	0.5	5.96	0.28	0.4	2.92	0.25
	2032 Base + Committed					
A - A160 E	0.7	2.56	0.32	1.4	3.32	0.52
B - Habrough Road	0.4	3.97	0.29	0.2	4.39	0.15
C - A160 W	1.8	3.62	0.61	0.8	2.54	0.36
D - Ulceby Road	0.7	11.83	0.35	0.1	4.14	0.10
E - E Halton Road	0.7	8.36	0.35	0.5	3.67	0.29
	2032 Base + Committed + Development					
A - A160 E	0.7	2.58	0.33	1.4	3.39	0.53
B - Habrough Road	0.4	4.04	0.30	0.2	4.51	0.15
C - A160 W	1.9	3.75	0.62	0.8	2.60	0.38
D - Ulceby Road	0.7	12.64	0.37	0.2	4.26	0.10
E - E Halton Road	0.7	8.77	0.36	0.5	3.80	0.30

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

File summary

File Description

Title	
Location	
Site number	
Date	18/02/2022
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	DTA\Arcady
Description	

Units

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

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2021 Base	AM	ONE HOUR	06:45	08:15	15	✓
D2	2021 Base	PM	ONE HOUR	15:45	17:15	15	✓
D3	2025 Base	AM	ONE HOUR	06:45	08:15	15	✓
D4	2025 Base	PM	ONE HOUR	15:45	17:15	15	✓
D5	2025 Base + Committed	AM	ONE HOUR	06:45	08:15	15	✓
D6	2025 Base + Committed	PM	ONE HOUR	15:45	17:15	15	✓
D7	2025 Base + Committed + Development	AM	ONE HOUR	06:45	08:15	15	✓
D8	2025 Base + Committed + Development	PM	ONE HOUR	15:45	17:15	15	✓
D9	2032 Base	AM	ONE HOUR	06:45	08:15	15	✓
D10	2032 Base	PM	ONE HOUR	15:45	17:15	15	✓
D11	2032 Base + Committed	AM	ONE HOUR	06:45	08:15	15	✓
D12	2032 Base + Committed	PM	ONE HOUR	15:45	17:15	15	✓
D13	2032 Base + Committed + Development	AM	ONE HOUR	06:45	08:15	15	✓
D14	2032 Base + Committed + Development	PM	ONE HOUR	15:45	17:15	15	✓

Analysis Set Details

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

2021 Base, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Large Roundabout		A, B, C, D, E	3.07	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.07	A

Arms

Arms

Arm	Name	Description	No give-way line
A	A160 E		
B	Habrough Road		
C	A160 W		
D	Ulceby Road		
E	E Halton Road		

Roundabout Geometry

Arm	V (m)	E (m)	l' (m)	R (m)	D (m)	PHI (deg)	Entry only	Exit only
A - A160 E	8.00	9.20	20.0	50.0	100.0	35.0		
B - Habrough Road	3.80	6.90	13.7	15.0	100.0	51.0		
C - A160 W	8.00	9.40	15.0	36.0	100.0	38.0		
D - Ulceby Road	3.90	6.90	10.2	33.0	100.0	35.0		
E - E Halton Road	3.60	7.50	12.5	27.0	100.0	38.0		

Large Roundabout Data

Arm	Circulating flow (PCU/hr)	Has entry-to-exit separation	Entry-to-exit separation (m)
A - A160 E	154	✓	32.18
B - Habrough Road	329		0.00
C - A160 W	163	✓	37.87
D - Ulceby Road	791		0.00
E - E Halton Road	687		0.00

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
A - A160 E	1.250	3529
B - Habrough Road	0.824	2336
C - A160 W	1.232	3486
D - Ulceby Road	0.815	2337
E - E Halton Road	0.826	2365

The slope and intercept shown above include any corrections and adjustments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2021 Base	AM	ONE HOUR	06:45	08:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - A160 E		ONE HOUR	✓	507	100.000
B - Habrough Road		ONE HOUR	✓	311	100.000
C - A160 W		ONE HOUR	✓	1263	100.000
D - Ulceby Road		ONE HOUR	✓	173	100.000
E - E Halton Road		ONE HOUR	✓	242	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		A - A160 E	B - Habrough Road	C - A160 W	D - Ulceby Road	E - E Halton Road
From	A - A160 E	1	16	420	37	33
	B - Habrough Road	145	0	51	3	112
	C - A160 W	944	38	0	35	246
	D - Ulceby Road	79	8	67	0	19
	E - E Halton Road	46	42	145	9	0

Vehicle Mix

HV %s

		To				
		A - A160 E	B - Habrough Road	C - A160 W	D - Ulceby Road	E - E Halton Road
From	A - A160 E	100	69	82	62	55
	B - Habrough Road	1	0	6	33	4
	C - A160 W	21	3	0	49	13
	D - Ulceby Road	35	13	22	0	32
	E - E Halton Road	39	7	32	22	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - A160 E	0.18	2.52	0.4	A	465	698
B - Habrough Road	0.20	2.75	0.3	A	285	428
C - A160 W	0.46	2.63	1.0	A	1159	1738
D - Ulceby Road	0.20	5.88	0.3	A	159	238
E - E Halton Road	0.22	4.93	0.4	A	222	333

Main Results for each time segment

06:45 - 07:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	382	95	232	3239	0.118	381	913	0.0	0.2	2.242	A
B - Habrough Road	234	59	534	1895	0.124	234	78	0.0	0.1	2.233	A
C - A160 W	951	238	255	3172	0.300	949	513	0.0	0.5	1.931	A
D - Ulceby Road	130	33	1141	1408	0.093	130	63	0.0	0.1	3.610	A
E - E Halton Road	182	46	963	1569	0.116	182	308	0.0	0.2	3.309	A

07:00 - 07:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	456	114	277	3182	0.143	456	1092	0.2	0.3	2.350	A
B - Habrough Road	280	70	640	1809	0.155	279	93	0.1	0.2	2.426	A
C - A160 W	1135	284	305	3110	0.365	1135	614	0.5	0.7	2.175	A
D - Ulceby Road	156	39	1365	1226	0.127	155	75	0.1	0.2	4.312	A
E - E Halton Road	218	54	1152	1413	0.154	217	368	0.2	0.2	3.842	A

07:15 - 07:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	558	140	340	3104	0.180	558	1336	0.3	0.4	2.516	A
B - Habrough Road	342	86	783	1691	0.203	342	114	0.2	0.3	2.752	A
C - A160 W	1391	348	374	3026	0.460	1389	751	0.7	1.0	2.623	A
D - Ulceby Road	190	48	1671	976	0.195	190	92	0.2	0.3	5.868	A
E - E Halton Road	266	67	1410	1200	0.222	266	451	0.2	0.4	4.919	A

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	558	140	340	3103	0.180	558	1338	0.4	0.4	2.517	A
B - Habrough Road	342	86	784	1690	0.203	342	115	0.3	0.3	2.753	A
C - A160 W	1391	348	374	3025	0.460	1391	752	1.0	1.0	2.627	A
D - Ulceby Road	190	48	1672	975	0.195	190	92	0.3	0.3	5.884	A
E - E Halton Road	266	67	1411	1198	0.222	266	451	0.4	0.4	4.930	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	456	114	278	3180	0.143	456	1094	0.4	0.3	2.353	A
B - Habrough Road	280	70	641	1808	0.155	280	94	0.3	0.2	2.431	A
C - A160 W	1135	284	306	3109	0.365	1137	615	1.0	0.7	2.179	A
D - Ulceby Road	156	39	1367	1224	0.127	156	76	0.3	0.2	4.327	A
E - E Halton Road	218	54	1154	1411	0.154	218	369	0.4	0.2	3.854	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	382	95	233	3237	0.118	382	915	0.3	0.2	2.243	A
B - Habrough Road	234	59	537	1894	0.124	234	78	0.2	0.1	2.238	A
C - A160 W	951	238	256	3171	0.300	952	515	0.7	0.5	1.937	A
D - Ulceby Road	130	33	1144	1405	0.093	130	63	0.2	0.1	3.621	A
E - E Halton Road	182	46	966	1567	0.116	182	309	0.2	0.2	3.322	A

2021 Base, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Large Roundabout		A, B, C, D, E	2.64	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.64	A

Arms

Arms

[same as above]

Roundabout Geometry

[same as above]

Large Roundabout Data

Arm	Circulating flow (PCU/hr)	Has entry-to-exit separation	Entry-to-exit separation (m)
A - A160 E	154	✓	32.18
B - Habrough Road	329		0.00
C - A160 W	163	✓	37.87
D - Ulceby Road	791		0.00
E - E Halton Road	687		0.00

Slope / Intercept / Capacity

[same as above]

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2021 Base	PM	ONE HOUR	15:45	17:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - A160 E		ONE HOUR	✓	1076	100.000
B - Habrough Road		ONE HOUR	✓	116	100.000
C - A160 W		ONE HOUR	✓	621	100.000
D - Ulceby Road		ONE HOUR	✓	106	100.000
E - E Halton Road		ONE HOUR	✓	374	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		A - A160 E	B - Habrough Road	C - A160 W	D - Ulceby Road	E - E Halton Road
From	A - A160 E	10	114	777	66	109
	B - Habrough Road	17	0	39	18	42
	C - A160 W	356	59	0	72	134
	D - Ulceby Road	31	14	39	0	22
	E - E Halton Road	38	109	198	29	0

Vehicle Mix

HV %s

		To				
		A - A160 E	B - Habrough Road	C - A160 W	D - Ulceby Road	E - E Halton Road
From	A - A160 E	100	1	30	42	59
	B - Habrough Road	6	0	0	0	2
	C - A160 W	78	5	0	32	37
	D - Ulceby Road	52	7	38	0	50
	E - E Halton Road	42	1	13	14	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - A160 E	0.41	2.70	0.9	A	987	1481
B - Habrough Road	0.10	3.34	0.1	A	106	160
C - A160 W	0.22	2.27	0.4	A	570	855
D - Ulceby Road	0.07	3.18	0.1	A	97	146
E - E Halton Road	0.22	2.72	0.3	A	343	515

Main Results for each time segment

15:45 - 16:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	810	203	336	3108	0.261	808	340	0.0	0.5	2.025	A
B - Habrough Road	87	22	922	1576	0.055	87	222	0.0	0.1	2.455	A
C - A160 W	468	117	219	3217	0.145	466	791	0.0	0.3	1.989	A
D - Ulceby Road	80	20	546	1892	0.042	80	139	0.0	0.1	2.754	A
E - E Halton Road	282	70	395	2038	0.138	281	231	0.0	0.2	2.283	A

16:00 - 16:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	967	242	403	3025	0.320	967	406	0.5	0.6	2.265	A
B - Habrough Road	104	26	1103	1427	0.073	104	266	0.1	0.1	2.763	A
C - A160 W	558	140	261	3164	0.176	558	946	0.3	0.3	2.099	A
D - Ulceby Road	95	24	653	1805	0.053	95	166	0.1	0.1	2.920	A
E - E Halton Road	336	84	473	1974	0.170	336	276	0.2	0.2	2.450	A

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	1185	296	493	2912	0.407	1184	497	0.6	0.9	2.696	A
B - Habrough Road	128	32	1351	1223	0.104	128	326	0.1	0.1	3.337	A
C - A160 W	684	171	320	3092	0.221	683	1158	0.3	0.4	2.271	A
D - Ulceby Road	117	29	800	1686	0.069	117	204	0.1	0.1	3.182	A
E - E Halton Road	412	103	579	1887	0.218	411	338	0.2	0.3	2.721	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	1185	296	493	2912	0.407	1185	498	0.9	0.9	2.699	A
B - Habrough Road	128	32	1352	1222	0.105	128	326	0.1	0.1	3.340	A
C - A160 W	684	171	320	3092	0.221	684	1159	0.4	0.4	2.272	A
D - Ulceby Road	117	29	800	1685	0.069	117	204	0.1	0.1	3.183	A
E - E Halton Road	412	103	579	1886	0.218	412	338	0.3	0.3	2.722	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	967	242	403	3025	0.320	968	407	0.9	0.6	2.270	A
B - Habrough Road	104	26	1105	1425	0.073	104	266	0.1	0.1	2.767	A
C - A160 W	558	140	262	3164	0.176	559	948	0.4	0.3	2.102	A
D - Ulceby Road	95	24	654	1804	0.053	95	166	0.1	0.1	2.921	A
E - E Halton Road	336	84	473	1974	0.170	337	276	0.3	0.2	2.454	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	810	203	338	3107	0.261	811	341	0.6	0.5	2.033	A
B - Habrough Road	87	22	925	1574	0.056	87	223	0.1	0.1	2.459	A
C - A160 W	468	117	219	3216	0.145	468	793	0.3	0.3	1.992	A
D - Ulceby Road	80	20	548	1891	0.042	80	139	0.1	0.1	2.759	A
E - E Halton Road	282	70	396	2037	0.138	282	231	0.2	0.2	2.288	A

2025 Base, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Large Roundabout		A, B, C, D, E	3.23	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.23	A

Arms

Arms

[same as above]

Roundabout Geometry

[same as above]

Large Roundabout Data

Arm	Circulating flow (PCU/hr)	Has entry-to-exit separation	Entry-to-exit separation (m)
A - A160 E	154	✓	32.18
B - Habrough Road	329		0.00
C - A160 W	163	✓	37.87
D - Ulceby Road	791		0.00
E - E Halton Road	687		0.00

Slope / Intercept / Capacity

[same as above]

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2025 Base	AM	ONE HOUR	06:45	08:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - A160 E		ONE HOUR	✓	530	100.000
B - Habrough Road		ONE HOUR	✓	324	100.000
C - A160 W		ONE HOUR	✓	1320	100.000
D - Ulceby Road		ONE HOUR	✓	180	100.000
E - E Halton Road		ONE HOUR	✓	252	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		A - A160 E	B - Habrough Road	C - A160 W	D - Ulceby Road	E - E Halton Road
From	A - A160 E	1	17	439	39	34
	B - Habrough Road	151	0	53	3	117
	C - A160 W	986	40	0	37	257
	D - Ulceby Road	82	8	70	0	20
	E - E Halton Road	48	44	151	9	0

Vehicle Mix

HV %s

		To				
		A - A160 E	B - Habrough Road	C - A160 W	D - Ulceby Road	E - E Halton Road
From	A - A160 E	100	69	82	62	55
	B - Habrough Road	1	0	6	33	4
	C - A160 W	21	3	0	49	13
	D - Ulceby Road	35	13	22	0	32
	E - E Halton Road	39	7	32	22	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - A160 E	0.19	2.56	0.4	A	486	730
B - Habrough Road	0.21	2.84	0.3	A	297	446
C - A160 W	0.48	2.77	1.1	A	1211	1817
D - Ulceby Road	0.22	6.44	0.4	A	165	248
E - E Halton Road	0.24	5.28	0.4	A	231	347

Main Results for each time segment

06:45 - 07:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	399	100	242	3227	0.124	398	952	0.0	0.3	2.265	A
B - Habrough Road	244	61	558	1876	0.130	243	82	0.0	0.2	2.273	A
C - A160 W	994	248	266	3159	0.315	992	535	0.0	0.5	1.981	A
D - Ulceby Road	136	34	1191	1367	0.099	135	66	0.0	0.1	3.746	A
E - E Halton Road	190	47	1005	1535	0.124	189	321	0.0	0.2	3.413	A

07:00 - 07:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	476	119	289	3167	0.150	476	1139	0.3	0.3	2.380	A
B - Habrough Road	291	73	667	1786	0.163	291	98	0.2	0.2	2.482	A
C - A160 W	1187	297	318	3095	0.383	1186	640	0.5	0.7	2.249	A
D - Ulceby Road	162	40	1425	1177	0.138	162	79	0.1	0.2	4.548	A
E - E Halton Road	227	57	1202	1372	0.165	226	385	0.2	0.3	4.011	A

07:15 - 07:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	584	146	354	3086	0.189	583	1394	0.3	0.4	2.559	A
B - Habrough Road	357	89	817	1663	0.215	356	120	0.2	0.3	2.841	A
C - A160 W	1453	363	389	3007	0.483	1452	784	0.7	1.1	2.761	A
D - Ulceby Road	198	50	1744	916	0.216	198	97	0.2	0.4	6.420	A
E - E Halton Road	277	69	1471	1149	0.241	277	471	0.3	0.4	5.266	A

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	584	146	355	3085	0.189	584	1396	0.4	0.4	2.560	A
B - Habrough Road	357	89	818	1662	0.215	357	120	0.3	0.3	2.843	A
C - A160 W	1453	363	390	3006	0.483	1453	785	1.1	1.1	2.766	A
D - Ulceby Road	198	50	1746	915	0.217	198	97	0.4	0.4	6.442	A
E - E Halton Road	277	69	1473	1147	0.242	277	471	0.4	0.4	5.281	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	476	119	290	3166	0.151	477	1142	0.4	0.3	2.382	A
B - Habrough Road	291	73	669	1785	0.163	292	98	0.3	0.2	2.487	A
C - A160 W	1187	297	319	3094	0.384	1188	642	1.1	0.7	2.257	A
D - Ulceby Road	162	40	1428	1174	0.138	162	79	0.4	0.2	4.564	A
E - E Halton Road	227	57	1205	1369	0.165	227	385	0.4	0.3	4.024	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	399	100	243	3225	0.124	399	955	0.3	0.3	2.267	A
B - Habrough Road	244	61	560	1875	0.130	244	82	0.2	0.2	2.278	A
C - A160 W	994	248	267	3158	0.315	995	537	0.7	0.5	1.988	A
D - Ulceby Road	136	34	1195	1364	0.099	136	66	0.2	0.1	3.759	A
E - E Halton Road	190	47	1008	1532	0.124	190	322	0.3	0.2	3.427	A

2025 Base, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Large Roundabout		A, B, C, D, E	2.74	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.74	A

Arms

Arms

[same as above]

Roundabout Geometry

[same as above]

Large Roundabout Data

Arm	Circulating flow (PCU/hr)	Has entry-to-exit separation	Entry-to-exit separation (m)
A - A160 E	154	✓	32.18
B - Habrough Road	329		0.00
C - A160 W	163	✓	37.87
D - Ulceby Road	791		0.00
E - E Halton Road	687		0.00

Slope / Intercept / Capacity

[same as above]

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2025 Base	PM	ONE HOUR	15:45	17:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - A160 E		ONE HOUR	✓	1123	100.000
B - Habrough Road		ONE HOUR	✓	122	100.000
C - A160 W		ONE HOUR	✓	648	100.000
D - Ulceby Road		ONE HOUR	✓	111	100.000
E - E Halton Road		ONE HOUR	✓	391	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		A - A160 E	B - Habrough Road	C - A160 W	D - Ulceby Road	E - E Halton Road
From	A - A160 E	10	119	811	69	114
	B - Habrough Road	18	0	41	19	44
	C - A160 W	371	62	0	75	140
	D - Ulceby Road	32	15	41	0	23
	E - E Halton Road	40	114	207	30	0

Vehicle Mix

HV %s

		To				
		A - A160 E	B - Habrough Road	C - A160 W	D - Ulceby Road	E - E Halton Road
From	A - A160 E	100	1	30	42	59
	B - Habrough Road	6	0	0	0	2
	C - A160 W	78	5	0	32	37
	D - Ulceby Road	52	8	38	0	50
	E - E Halton Road	42	1	13	14	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - A160 E	0.43	2.83	1.0	A	1030	1546
B - Habrough Road	0.11	3.52	0.1	A	112	168
C - A160 W	0.23	2.32	0.5	A	595	892
D - Ulceby Road	0.07	3.25	0.1	A	102	153
E - E Halton Road	0.23	2.80	0.3	A	359	538

Main Results for each time segment

15:45 - 16:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	845	211	352	3088	0.274	844	354	0.0	0.5	2.075	A
B - Habrough Road	92	23	963	1543	0.060	92	233	0.0	0.1	2.519	A
C - A160 W	488	122	228	3205	0.152	487	826	0.0	0.3	2.011	A
D - Ulceby Road	84	21	570	1873	0.045	83	145	0.0	0.1	2.791	A
E - E Halton Road	294	74	412	2024	0.145	294	241	0.0	0.2	2.319	A

16:00 - 16:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	1010	252	421	3002	0.336	1009	423	0.5	0.7	2.340	A
B - Habrough Road	110	27	1152	1387	0.079	110	279	0.1	0.1	2.861	A
C - A160 W	583	146	273	3150	0.185	582	988	0.3	0.3	2.130	A
D - Ulceby Road	100	25	682	1782	0.056	100	173	0.1	0.1	2.969	A
E - E Halton Road	352	88	493	1957	0.180	351	288	0.2	0.2	2.500	A

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	1236	309	516	2884	0.429	1235	518	0.7	1.0	2.828	A
B - Habrough Road	134	34	1410	1174	0.114	134	341	0.1	0.1	3.515	A
C - A160 W	713	178	334	3074	0.232	713	1210	0.3	0.5	2.316	A
D - Ulceby Road	122	31	835	1657	0.074	122	212	0.1	0.1	3.254	A
E - E Halton Road	430	108	604	1866	0.231	430	353	0.2	0.3	2.797	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	1236	309	516	2883	0.429	1236	519	1.0	1.0	2.831	A
B - Habrough Road	134	34	1411	1173	0.115	134	341	0.1	0.1	3.519	A
C - A160 W	713	178	335	3074	0.232	713	1211	0.5	0.5	2.316	A
D - Ulceby Road	122	31	836	1656	0.074	122	212	0.1	0.1	3.255	A
E - E Halton Road	430	108	604	1865	0.231	430	353	0.3	0.3	2.797	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	1010	252	422	3001	0.336	1011	424	1.0	0.7	2.344	A
B - Habrough Road	110	27	1154	1385	0.079	110	279	0.1	0.1	2.866	A
C - A160 W	583	146	274	3149	0.185	583	990	0.5	0.3	2.131	A
D - Ulceby Road	100	25	683	1781	0.056	100	174	0.1	0.1	2.971	A
E - E Halton Road	352	88	494	1957	0.180	352	289	0.3	0.2	2.504	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	845	211	353	3087	0.274	846	355	0.7	0.5	2.083	A
B - Habrough Road	92	23	966	1540	0.060	92	234	0.1	0.1	2.526	A
C - A160 W	488	122	229	3204	0.152	488	829	0.3	0.3	2.015	A
D - Ulceby Road	84	21	572	1871	0.045	84	145	0.1	0.1	2.793	A
E - E Halton Road	294	74	414	2023	0.146	295	242	0.2	0.2	2.324	A

2025 Base + Committed, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Large Roundabout		A, B, C, D, E	3.74	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.74	A

Arms

Arms

[same as above]

Roundabout Geometry

[same as above]

Large Roundabout Data

Arm	Circulating flow (PCU/hr)	Has entry-to-exit separation	Entry-to-exit separation (m)
A - A160 E	154	✓	32.18
B - Habrough Road	329		0.00
C - A160 W	163	✓	37.87
D - Ulceby Road	791		0.00
E - E Halton Road	687		0.00

Slope / Intercept / Capacity

[same as above]

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2025 Base + Committed	AM	ONE HOUR	06:45	08:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - A160 E		ONE HOUR	✓	857	100.000
B - Habrough Road		ONE HOUR	✓	330	100.000
C - A160 W		ONE HOUR	✓	1557	100.000
D - Ulceby Road		ONE HOUR	✓	180	100.000
E - E Halton Road		ONE HOUR	✓	252	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		A - A160 E	B - Habrough Road	C - A160 W	D - Ulceby Road	E - E Halton Road
From	A - A160 E	1	18	765	39	34
	B - Habrough Road	157	0	53	3	117
	C - A160 W	1223	40	0	37	257
	D - Ulceby Road	82	8	70	0	20
	E - E Halton Road	48	44	151	9	0

Vehicle Mix

HV %s

		To				
		A - A160 E	B - Habrough Road	C - A160 W	D - Ulceby Road	E - E Halton Road
From	A - A160 E	100	65	46	62	55
	B - Habrough Road	1	0	6	33	4
	C - A160 W	17	3	0	49	13
	D - Ulceby Road	35	13	22	0	32
	E - E Halton Road	39	7	32	22	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - A160 E	0.31	2.48	0.6	A	786	1180
B - Habrough Road	0.27	3.70	0.4	A	303	454
C - A160 W	0.57	3.27	1.5	A	1429	2143
D - Ulceby Road	0.28	9.26	0.5	A	165	248
E - E Halton Road	0.30	7.08	0.5	A	231	347

Main Results for each time segment

06:45 - 07:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	645	161	241	3227	0.200	644	1135	0.0	0.4	2.053	A
B - Habrough Road	248	62	803	1675	0.148	248	83	0.0	0.2	2.598	A
C - A160 W	1172	293	270	3153	0.372	1169	780	0.0	0.7	2.111	A
D - Ulceby Road	136	34	1374	1218	0.111	135	66	0.0	0.2	4.258	A
E - E Halton Road	190	47	1187	1384	0.137	189	321	0.0	0.2	3.843	A

07:00 - 07:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	770	193	289	3167	0.243	770	1357	0.4	0.5	2.213	A
B - Habrough Road	297	74	960	1545	0.192	296	99	0.2	0.2	2.972	A
C - A160 W	1400	350	323	3088	0.453	1399	933	0.7	1.0	2.481	A
D - Ulceby Road	162	40	1643	999	0.162	161	79	0.2	0.2	5.510	A
E - E Halton Road	227	57	1420	1191	0.190	226	384	0.2	0.3	4.758	A

07:15 - 07:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	944	236	353	3087	0.306	943	1661	0.5	0.6	2.475	A
B - Habrough Road	363	91	1175	1368	0.266	363	121	0.2	0.4	3.690	A
C - A160 W	1714	429	396	2999	0.572	1712	1142	1.0	1.5	3.254	A
D - Ulceby Road	198	50	2011	699	0.284	197	97	0.2	0.5	9.182	A
E - E Halton Road	277	69	1738	929	0.299	276	471	0.3	0.5	7.034	A

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	944	236	355	3085	0.306	944	1664	0.6	0.6	2.477	A
B - Habrough Road	363	91	1177	1366	0.266	363	121	0.4	0.4	3.698	A
C - A160 W	1714	429	396	2998	0.572	1714	1144	1.5	1.5	3.266	A
D - Ulceby Road	198	50	2014	697	0.284	198	97	0.5	0.5	9.259	A
E - E Halton Road	277	69	1741	926	0.300	277	471	0.5	0.5	7.080	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	770	193	291	3165	0.243	771	1361	0.6	0.5	2.216	A
B - Habrough Road	297	74	963	1543	0.192	297	99	0.4	0.2	2.979	A
C - A160 W	1400	350	324	3087	0.453	1402	936	1.5	1.0	2.492	A
D - Ulceby Road	162	40	1647	996	0.163	163	79	0.5	0.3	5.550	A
E - E Halton Road	227	57	1424	1188	0.191	228	385	0.5	0.3	4.789	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	645	161	243	3225	0.200	646	1139	0.5	0.4	2.059	A
B - Habrough Road	248	62	806	1672	0.149	249	83	0.2	0.2	2.608	A
C - A160 W	1172	293	271	3152	0.372	1173	783	1.0	0.7	2.122	A
D - Ulceby Road	136	34	1378	1214	0.112	136	66	0.3	0.2	4.281	A
E - E Halton Road	190	47	1192	1380	0.137	190	323	0.3	0.2	3.863	A

2025 Base + Committed, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Large Roundabout		A, B, C, D, E	2.99	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.99	A

Arms

Arms

[same as above]

Roundabout Geometry

[same as above]

Large Roundabout Data

Arm	Circulating flow (PCU/hr)	Has entry-to-exit separation	Entry-to-exit separation (m)
A - A160 E	154	✓	32.18
B - Habrough Road	329		0.00
C - A160 W	163	✓	37.87
D - Ulceby Road	791		0.00
E - E Halton Road	687		0.00

Slope / Intercept / Capacity

[same as above]

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2025 Base + Committed	PM	ONE HOUR	15:45	17:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - A160 E		ONE HOUR	✓	1266	100.000
B - Habrough Road		ONE HOUR	✓	122	100.000
C - A160 W		ONE HOUR	✓	960	100.000
D - Ulceby Road		ONE HOUR	✓	111	100.000
E - E Halton Road		ONE HOUR	✓	391	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		A - A160 E	B - Habrough Road	C - A160 W	D - Ulceby Road	E - E Halton Road
From	A - A160 E	10	124	949	69	114
	B - Habrough Road	18	0	41	19	44
	C - A160 W	683	62	0	75	140
	D - Ulceby Road	32	15	41	0	23
	E - E Halton Road	40	114	207	30	0

Vehicle Mix

HV %s

		To				
		A - A160 E	B - Habrough Road	C - A160 W	D - Ulceby Road	E - E Halton Road
From	A - A160 E	100	1	26	42	59
	B - Habrough Road	6	0	0	0	2
	C - A160 W	42	5	0	32	37
	D - Ulceby Road	52	8	38	0	50
	E - E Halton Road	42	1	13	14	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - A160 E	0.48	3.06	1.2	A	1162	1743
B - Habrough Road	0.13	4.00	0.1	A	112	168
C - A160 W	0.34	2.45	0.7	A	881	1321
D - Ulceby Road	0.09	3.98	0.1	A	102	153
E - E Halton Road	0.27	3.49	0.4	A	359	538

Main Results for each time segment

15:45 - 16:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	953	238	352	3088	0.309	951	588	0.0	0.6	2.128	A
B - Habrough Road	92	23	1066	1457	0.063	92	237	0.0	0.1	2.677	A
C - A160 W	723	181	228	3205	0.225	721	930	0.0	0.4	1.989	A
D - Ulceby Road	84	21	804	1682	0.050	83	145	0.0	0.1	3.125	A
E - E Halton Road	294	74	647	1831	0.161	294	241	0.0	0.2	2.611	A

16:00 - 16:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	1138	285	421	3002	0.379	1137	703	0.6	0.8	2.439	A
B - Habrough Road	110	27	1276	1285	0.085	110	283	0.1	0.1	3.110	A
C - A160 W	863	216	273	3150	0.274	863	1112	0.4	0.5	2.161	A
D - Ulceby Road	100	25	962	1553	0.064	100	173	0.1	0.1	3.436	A
E - E Halton Road	352	88	774	1726	0.204	351	288	0.2	0.3	2.921	A

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	1394	348	516	2884	0.483	1392	861	0.8	1.2	3.049	A
B - Habrough Road	134	34	1562	1049	0.128	134	346	0.1	0.1	3.994	A
C - A160 W	1057	264	334	3075	0.344	1056	1361	0.5	0.7	2.448	A
D - Ulceby Road	122	31	1178	1377	0.089	122	212	0.1	0.1	3.979	A
E - E Halton Road	430	108	947	1582	0.272	430	353	0.3	0.4	3.483	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	1394	348	516	2883	0.483	1394	862	1.2	1.2	3.055	A
B - Habrough Road	134	34	1563	1048	0.128	134	347	0.1	0.1	4.002	A
C - A160 W	1057	264	335	3074	0.344	1057	1363	0.7	0.7	2.450	A
D - Ulceby Road	122	31	1179	1377	0.089	122	212	0.1	0.1	3.982	A
E - E Halton Road	430	108	948	1582	0.272	430	353	0.4	0.4	3.487	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	1138	285	422	3001	0.379	1140	705	1.2	0.8	2.449	A
B - Habrough Road	110	27	1278	1283	0.086	110	284	0.1	0.1	3.117	A
C - A160 W	863	216	274	3149	0.274	864	1115	0.7	0.5	2.163	A
D - Ulceby Road	100	25	964	1552	0.064	100	174	0.1	0.1	3.442	A
E - E Halton Road	352	88	775	1725	0.204	352	289	0.4	0.3	2.925	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	953	238	353	3087	0.309	954	590	0.8	0.6	2.134	A
B - Habrough Road	92	23	1070	1454	0.063	92	237	0.1	0.1	2.685	A
C - A160 W	723	181	229	3204	0.226	723	933	0.5	0.4	1.994	A
D - Ulceby Road	84	21	807	1680	0.050	84	145	0.1	0.1	3.131	A
E - E Halton Road	294	74	649	1829	0.161	295	242	0.3	0.2	2.619	A

2025 Base + Committed + Development, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Large Roundabout		A, B, C, D, E	3.84	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.84	A

Arms

Arms

[same as above]

Roundabout Geometry

[same as above]

Large Roundabout Data

Arm	Circulating flow (PCU/hr)	Has entry-to-exit separation	Entry-to-exit separation (m)
A - A160 E	154	✓	32.18
B - Habrough Road	329		0.00
C - A160 W	163	✓	37.87
D - Ulceby Road	791		0.00
E - E Halton Road	687		0.00

Slope / Intercept / Capacity

[same as above]

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2025 Base + Committed + Development	AM	ONE HOUR	06:45	08:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - A160 E		ONE HOUR	✓	875	100.000
B - Habrough Road		ONE HOUR	✓	330	100.000
C - A160 W		ONE HOUR	✓	1585	100.000
D - Ulceby Road		ONE HOUR	✓	180	100.000
E - E Halton Road		ONE HOUR	✓	252	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		A - A160 E	B - Habrough Road	C - A160 W	D - Ulceby Road	E - E Halton Road
From	A - A160 E	1	19	782	39	34
	B - Habrough Road	157	0	53	3	117
	C - A160 W	1251	40	0	37	257
	D - Ulceby Road	82	8	70	0	20
	E - E Halton Road	48	44	151	9	0

Vehicle Mix

HV %s

		To				
		A - A160 E	B - Habrough Road	C - A160 W	D - Ulceby Road	E - E Halton Road
From	A - A160 E	100	59	46	62	55
	B - Habrough Road	1	0	6	33	4
	C - A160 W	18	3	0	49	13
	D - Ulceby Road	35	13	22	0	32
	E - E Halton Road	39	7	32	22	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - A160 E	0.31	2.50	0.7	A	803	1204
B - Habrough Road	0.27	3.76	0.4	A	303	454
C - A160 W	0.58	3.37	1.6	A	1454	2182
D - Ulceby Road	0.30	9.75	0.5	A	165	248
E - E Halton Road	0.31	7.37	0.6	A	231	347

Main Results for each time segment

06:45 - 07:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	659	165	241	3227	0.204	657	1156	0.0	0.4	2.062	A
B - Habrough Road	248	62	815	1664	0.149	248	83	0.0	0.2	2.618	A
C - A160 W	1193	298	270	3153	0.378	1190	793	0.0	0.7	2.148	A
D - Ulceby Road	136	34	1395	1201	0.113	135	66	0.0	0.2	4.327	A
E - E Halton Road	190	47	1208	1367	0.139	189	321	0.0	0.2	3.899	A

07:00 - 07:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	787	197	289	3167	0.248	786	1382	0.4	0.5	2.226	A
B - Habrough Road	297	74	975	1532	0.194	296	100	0.2	0.2	3.002	A
C - A160 W	1425	356	323	3088	0.461	1424	949	0.7	1.0	2.536	A
D - Ulceby Road	162	40	1668	978	0.165	161	79	0.2	0.3	5.649	A
E - E Halton Road	227	57	1445	1171	0.194	226	384	0.2	0.3	4.862	A

07:15 - 07:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	963	241	353	3087	0.312	963	1692	0.5	0.7	2.496	A
B - Habrough Road	363	91	1194	1352	0.269	363	122	0.2	0.4	3.747	A
C - A160 W	1745	436	396	2999	0.582	1743	1161	1.0	1.6	3.354	A
D - Ulceby Road	198	50	2042	674	0.294	197	97	0.3	0.5	9.659	A
E - E Halton Road	277	69	1768	904	0.307	276	471	0.3	0.6	7.316	A

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	963	241	355	3085	0.312	963	1694	0.7	0.7	2.498	A
B - Habrough Road	363	91	1196	1351	0.269	363	122	0.4	0.4	3.756	A
C - A160 W	1745	436	396	2998	0.582	1745	1163	1.6	1.6	3.369	A
D - Ulceby Road	198	50	2045	672	0.295	198	97	0.5	0.5	9.750	A
E - E Halton Road	277	69	1771	901	0.308	277	471	0.6	0.6	7.369	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	787	197	291	3165	0.249	787	1386	0.7	0.5	2.230	A
B - Habrough Road	297	74	978	1530	0.194	297	100	0.4	0.2	3.009	A
C - A160 W	1425	356	324	3087	0.462	1427	951	1.6	1.0	2.549	A
D - Ulceby Road	162	40	1672	975	0.166	163	79	0.5	0.3	5.694	A
E - E Halton Road	227	57	1450	1167	0.194	228	385	0.6	0.3	4.898	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	659	165	243	3225	0.204	659	1160	0.5	0.4	2.066	A
B - Habrough Road	248	62	818	1662	0.150	249	84	0.2	0.2	2.625	A
C - A160 W	1193	298	271	3152	0.379	1194	796	1.0	0.7	2.159	A
D - Ulceby Road	136	34	1399	1197	0.113	136	66	0.3	0.2	4.351	A
E - E Halton Road	190	47	1213	1363	0.139	190	323	0.3	0.2	3.920	A

2025 Base + Committed + Development, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Large Roundabout		A, B, C, D, E	3.05	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.05	A

Arms

Arms

[same as above]

Roundabout Geometry

[same as above]

Large Roundabout Data

Arm	Circulating flow (PCU/hr)	Has entry-to-exit separation	Entry-to-exit separation (m)
A - A160 E	154	✓	32.18
B - Habrough Road	329		0.00
C - A160 W	163	✓	37.87
D - Ulceby Road	791		0.00
E - E Halton Road	687		0.00

Slope / Intercept / Capacity

[same as above]

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2025 Base + Committed + Development	PM	ONE HOUR	15:45	17:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - A160 E		ONE HOUR	✓	1291	100.000
B - Habrough Road		ONE HOUR	✓	122	100.000
C - A160 W		ONE HOUR	✓	999	100.000
D - Ulceby Road		ONE HOUR	✓	111	100.000
E - E Halton Road		ONE HOUR	✓	391	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		A - A160 E	B - Habrough Road	C - A160 W	D - Ulceby Road	E - E Halton Road
From	A - A160 E	10	126	972	69	114
	B - Habrough Road	18	0	41	19	44
	C - A160 W	722	62	0	75	140
	D - Ulceby Road	32	15	41	0	23
	E - E Halton Road	40	114	207	30	0

Vehicle Mix

HV %s

		To				
		A - A160 E	B - Habrough Road	C - A160 W	D - Ulceby Road	E - E Halton Road
From	A - A160 E	100	1	26	42	59
	B - Habrough Road	6	0	0	0	2
	C - A160 W	42	5	0	32	37
	D - Ulceby Road	52	7	38	0	50
	E - E Halton Road	42	1	13	14	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - A160 E	0.49	3.11	1.2	A	1185	1777
B - Habrough Road	0.13	4.10	0.2	A	112	168
C - A160 W	0.36	2.51	0.8	A	917	1375
D - Ulceby Road	0.09	4.09	0.1	A	102	153
E - E Halton Road	0.28	3.60	0.4	A	359	538

Main Results for each time segment

15:45 - 16:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	972	243	352	3088	0.315	970	617	0.0	0.6	2.145	A
B - Habrough Road	92	23	1084	1443	0.064	92	238	0.0	0.1	2.705	A
C - A160 W	752	188	228	3205	0.235	750	947	0.0	0.4	2.016	A
D - Ulceby Road	84	21	834	1658	0.050	83	145	0.0	0.1	3.167	A
E - E Halton Road	294	74	676	1806	0.163	293	241	0.0	0.2	2.653	A

16:00 - 16:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	1161	290	421	3002	0.387	1160	739	0.6	0.8	2.468	A
B - Habrough Road	110	27	1296	1268	0.087	110	285	0.1	0.1	3.156	A
C - A160 W	898	225	273	3150	0.285	898	1133	0.4	0.5	2.197	A
D - Ulceby Road	100	25	997	1525	0.065	100	173	0.1	0.1	3.499	A
E - E Halton Road	352	88	809	1697	0.207	351	288	0.2	0.3	2.984	A

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	1421	355	516	2884	0.493	1420	904	0.8	1.2	3.103	A
B - Habrough Road	134	34	1587	1029	0.131	134	349	0.1	0.2	4.087	A
C - A160 W	1100	275	334	3075	0.358	1099	1387	0.5	0.8	2.504	A
D - Ulceby Road	122	31	1221	1343	0.091	122	212	0.1	0.1	4.087	A
E - E Halton Road	430	108	990	1547	0.278	430	353	0.3	0.4	3.593	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	1421	355	516	2883	0.493	1421	905	1.2	1.2	3.112	A
B - Habrough Road	134	34	1589	1027	0.131	134	349	0.2	0.2	4.095	A
C - A160 W	1100	275	335	3074	0.358	1100	1388	0.8	0.8	2.507	A
D - Ulceby Road	122	31	1222	1342	0.091	122	212	0.1	0.1	4.089	A
E - E Halton Road	430	108	991	1546	0.278	430	353	0.4	0.4	3.598	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	1161	290	422	3001	0.387	1162	740	1.2	0.8	2.476	A
B - Habrough Road	110	27	1299	1266	0.087	110	285	0.2	0.1	3.163	A
C - A160 W	898	225	274	3149	0.285	899	1135	0.8	0.6	2.200	A
D - Ulceby Road	100	25	999	1523	0.066	100	174	0.1	0.1	3.506	A
E - E Halton Road	352	88	810	1696	0.207	352	289	0.4	0.3	2.989	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	972	243	353	3087	0.315	973	619	0.8	0.6	2.154	A
B - Habrough Road	92	23	1087	1440	0.064	92	239	0.1	0.1	2.712	A
C - A160 W	752	188	229	3204	0.235	753	950	0.6	0.4	2.019	A
D - Ulceby Road	84	21	836	1656	0.050	84	145	0.1	0.1	3.171	A
E - E Halton Road	294	74	678	1805	0.163	295	242	0.3	0.2	2.661	A

2032 Base, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Large Roundabout		A, B, C, D, E	3.54	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.54	A

Arms

Arms

[same as above]

Roundabout Geometry

[same as above]

Large Roundabout Data

Arm	Circulating flow (PCU/hr)	Has entry-to-exit separation	Entry-to-exit separation (m)
A - A160 E	154	✓	32.18
B - Habrough Road	329		0.00
C - A160 W	163	✓	37.87
D - Ulceby Road	791		0.00
E - E Halton Road	687		0.00

Slope / Intercept / Capacity

[same as above]

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D9	2032 Base	AM	ONE HOUR	06:45	08:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - A160 E		ONE HOUR	✓	565	100.000
B - Habrough Road		ONE HOUR	✓	346	100.000
C - A160 W		ONE HOUR	✓	1406	100.000
D - Ulceby Road		ONE HOUR	✓	193	100.000
E - E Halton Road		ONE HOUR	✓	269	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		A - A160 E	B - Habrough Road	C - A160 W	D - Ulceby Road	E - E Halton Road
From	A - A160 E	1	18	468	41	37
	B - Habrough Road	161	0	57	3	125
	C - A160 W	1051	42	0	39	274
	D - Ulceby Road	88	9	75	0	21
	E - E Halton Road	51	47	161	10	0

Vehicle Mix

HV %s

		To				
		A - A160 E	B - Habrough Road	C - A160 W	D - Ulceby Road	E - E Halton Road
From	A - A160 E	100	69	82	62	55
	B - Habrough Road	1	0	6	33	4
	C - A160 W	21	3	0	49	13
	D - Ulceby Road	35	13	22	0	32
	E - E Halton Road	39	7	32	22	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - A160 E	0.20	2.63	0.5	A	518	778
B - Habrough Road	0.24	3.00	0.3	A	317	476
C - A160 W	0.52	3.01	1.3	A	1290	1935
D - Ulceby Road	0.26	7.59	0.4	A	177	266
E - E Halton Road	0.28	5.96	0.5	A	247	370

Main Results for each time segment

06:45 - 07:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	425	106	258	3206	0.133	424	1015	0.0	0.3	2.303	A
B - Habrough Road	260	65	595	1845	0.141	260	87	0.0	0.2	2.339	A
C - A160 W	1059	265	284	3137	0.337	1056	571	0.0	0.6	2.063	A
D - Ulceby Road	145	36	1270	1303	0.112	145	70	0.0	0.2	3.984	A
E - E Halton Road	203	51	1072	1479	0.137	202	343	0.0	0.2	3.594	A

07:00 - 07:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	508	127	309	3143	0.162	508	1214	0.3	0.3	2.431	A
B - Habrough Road	311	78	712	1749	0.178	311	104	0.2	0.2	2.580	A
C - A160 W	1264	316	340	3068	0.412	1263	684	0.6	0.8	2.379	A
D - Ulceby Road	174	43	1519	1100	0.158	173	84	0.2	0.2	4.980	A
E - E Halton Road	242	60	1282	1306	0.185	241	411	0.2	0.3	4.316	A

07:15 - 07:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	622	156	378	3056	0.204	622	1487	0.3	0.5	2.631	A
B - Habrough Road	381	95	872	1618	0.236	381	127	0.2	0.3	3.000	A
C - A160 W	1548	387	416	2974	0.521	1546	837	0.8	1.3	3.005	A
D - Ulceby Road	212	53	1860	822	0.258	212	102	0.2	0.4	7.550	A
E - E Halton Road	296	74	1569	1068	0.277	295	503	0.3	0.5	5.937	A

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	622	156	379	3055	0.204	622	1489	0.5	0.5	2.632	A
B - Habrough Road	381	95	873	1617	0.236	381	128	0.3	0.3	3.002	A
C - A160 W	1548	387	416	2974	0.521	1548	838	1.3	1.3	3.013	A
D - Ulceby Road	212	53	1862	821	0.259	212	102	0.4	0.4	7.589	A
E - E Halton Road	296	74	1571	1066	0.278	296	503	0.5	0.5	5.963	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	508	127	310	3141	0.162	508	1217	0.5	0.3	2.433	A
B - Habrough Road	311	78	714	1747	0.178	311	105	0.3	0.2	2.586	A
C - A160 W	1264	316	340	3067	0.412	1266	685	1.3	0.8	2.387	A
D - Ulceby Road	174	43	1522	1097	0.158	174	84	0.4	0.2	5.007	A
E - E Halton Road	242	60	1285	1303	0.186	243	411	0.5	0.3	4.337	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	425	106	259	3204	0.133	426	1019	0.3	0.3	2.305	A
B - Habrough Road	260	65	598	1843	0.141	261	87	0.2	0.2	2.346	A
C - A160 W	1059	265	285	3135	0.338	1059	574	0.8	0.6	2.070	A
D - Ulceby Road	145	36	1274	1299	0.112	146	70	0.2	0.2	4.003	A
E - E Halton Road	203	51	1075	1476	0.137	203	344	0.3	0.2	3.608	A

2032 Base, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Large Roundabout		A, B, C, D, E	2.90	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.90	A

Arms

Arms

[same as above]

Roundabout Geometry

[same as above]

Large Roundabout Data

Arm	Circulating flow (PCU/hr)	Has entry-to-exit separation	Entry-to-exit separation (m)
A - A160 E	154	✓	32.18
B - Habrough Road	329		0.00
C - A160 W	163	✓	37.87
D - Ulceby Road	791		0.00
E - E Halton Road	687		0.00

Slope / Intercept / Capacity

[same as above]

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D10	2032 Base	PM	ONE HOUR	15:45	17:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - A160 E		ONE HOUR	✓	1195	100.000
B - Habrough Road		ONE HOUR	✓	129	100.000
C - A160 W		ONE HOUR	✓	690	100.000
D - Ulceby Road		ONE HOUR	✓	117	100.000
E - E Halton Road		ONE HOUR	✓	415	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		A - A160 E	B - Habrough Road	C - A160 W	D - Ulceby Road	E - E Halton Road
From	A - A160 E	11	127	863	73	121
	B - Habrough Road	19	0	43	20	47
	C - A160 W	395	66	0	80	149
	D - Ulceby Road	34	16	43	0	24
	E - E Halton Road	42	121	220	32	0

Vehicle Mix

HV %s

		To				
		A - A160 E	B - Habrough Road	C - A160 W	D - Ulceby Road	E - E Halton Road
From	A - A160 E	100	1	30	42	59
	B - Habrough Road	6	0	0	0	2
	C - A160 W	78	5	0	32	37
	D - Ulceby Road	52	7	38	0	50
	E - E Halton Road	42	1	13	14	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - A160 E	0.46	3.05	1.1	A	1097	1645
B - Habrough Road	0.13	3.82	0.2	A	118	178
C - A160 W	0.25	2.39	0.5	A	633	950
D - Ulceby Road	0.08	3.36	0.1	A	107	161
E - E Halton Road	0.25	2.92	0.4	A	381	571

Main Results for each time segment

15:45 - 16:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	900	225	374	3061	0.294	898	376	0.0	0.5	2.153	A
B - Habrough Road	97	24	1024	1493	0.065	97	248	0.0	0.1	2.619	A
C - A160 W	519	130	243	3188	0.163	518	878	0.0	0.3	2.048	A
D - Ulceby Road	88	22	607	1843	0.048	88	154	0.0	0.1	2.840	A
E - E Halton Road	312	78	439	2003	0.156	312	256	0.0	0.2	2.373	A

16:00 - 16:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	1074	269	447	2969	0.362	1074	450	0.5	0.7	2.458	A
B - Habrough Road	116	29	1224	1327	0.087	116	296	0.1	0.1	3.018	A
C - A160 W	620	155	290	3129	0.198	620	1050	0.3	0.4	2.180	A
D - Ulceby Road	105	26	726	1746	0.060	105	184	0.1	0.1	3.038	A
E - E Halton Road	373	93	525	1931	0.193	373	306	0.2	0.3	2.575	A

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	1316	329	548	2844	0.463	1314	551	0.7	1.1	3.046	A
B - Habrough Road	142	36	1499	1101	0.129	142	363	0.1	0.1	3.812	A
C - A160 W	760	190	355	3049	0.249	759	1286	0.4	0.5	2.389	A
D - Ulceby Road	129	32	889	1613	0.080	129	225	0.1	0.1	3.358	A
E - E Halton Road	457	114	643	1834	0.249	457	375	0.3	0.4	2.914	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	1316	329	548	2843	0.463	1316	552	1.1	1.1	3.052	A
B - Habrough Road	142	36	1501	1100	0.129	142	363	0.1	0.2	3.818	A
C - A160 W	760	190	356	3048	0.249	760	1287	0.5	0.5	2.389	A
D - Ulceby Road	129	32	890	1613	0.080	129	226	0.1	0.1	3.359	A
E - E Halton Road	457	114	643	1834	0.249	457	375	0.4	0.4	2.915	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	1074	269	448	2968	0.362	1076	451	1.1	0.7	2.465	A
B - Habrough Road	116	29	1227	1325	0.088	116	297	0.2	0.1	3.024	A
C - A160 W	620	155	291	3128	0.198	621	1052	0.5	0.4	2.183	A
D - Ulceby Road	105	26	727	1745	0.060	105	185	0.1	0.1	3.040	A
E - E Halton Road	373	93	525	1931	0.193	373	307	0.4	0.3	2.580	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	900	225	375	3060	0.294	900	377	0.7	0.5	2.160	A
B - Habrough Road	97	24	1027	1490	0.065	97	249	0.1	0.1	2.627	A
C - A160 W	519	130	243	3187	0.163	520	881	0.4	0.3	2.052	A
D - Ulceby Road	88	22	609	1841	0.048	88	154	0.1	0.1	2.843	A
E - E Halton Road	312	78	440	2001	0.156	313	257	0.3	0.2	2.379	A

2032 Base + Committed, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Large Roundabout		A, B, C, D, E	4.23	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.23	A

Arms

Arms

[same as above]

Roundabout Geometry

[same as above]

Large Roundabout Data

Arm	Circulating flow (PCU/hr)	Has entry-to-exit separation	Entry-to-exit separation (m)
A - A160 E	154	✓	32.18
B - Habrough Road	329		0.00
C - A160 W	163	✓	37.87
D - Ulceby Road	791		0.00
E - E Halton Road	687		0.00

Slope / Intercept / Capacity

[same as above]

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D11	2032 Base + Committed	AM	ONE HOUR	06:45	08:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - A160 E		ONE HOUR	✓	892	100.000
B - Habrough Road		ONE HOUR	✓	352	100.000
C - A160 W		ONE HOUR	✓	1643	100.000
D - Ulceby Road		ONE HOUR	✓	193	100.000
E - E Halton Road		ONE HOUR	✓	269	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		A - A160 E	B - Habrough Road	C - A160 W	D - Ulceby Road	E - E Halton Road
From	A - A160 E	1	19	794	41	37
	B - Habrough Road	167	0	57	3	125
	C - A160 W	1288	42	0	39	274
	D - Ulceby Road	88	9	75	0	21
	E - E Halton Road	51	47	161	10	0

Vehicle Mix

HV %s

		To				
		A - A160 E	B - Habrough Road	C - A160 W	D - Ulceby Road	E - E Halton Road
From	A - A160 E	100	65	46	62	55
	B - Habrough Road	1	0	6	33	4
	C - A160 W	17	3	0	49	13
	D - Ulceby Road	35	13	22	0	32
	E - E Halton Road	39	7	32	22	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - A160 E	0.32	2.56	0.7	A	819	1228
B - Habrough Road	0.29	3.97	0.4	A	323	485
C - A160 W	0.61	3.62	1.8	A	1508	2261
D - Ulceby Road	0.35	11.83	0.7	B	177	266
E - E Halton Road	0.35	8.36	0.7	A	247	370

Main Results for each time segment

06:45 - 07:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	672	168	258	3206	0.209	670	1198	0.0	0.4	2.091	A
B - Habrough Road	265	66	840	1644	0.161	264	88	0.0	0.2	2.688	A
C - A160 W	1237	309	288	3131	0.395	1234	816	0.0	0.8	2.206	A
D - Ulceby Road	145	36	1452	1154	0.126	145	70	0.0	0.2	4.569	A
E - E Halton Road	203	51	1254	1329	0.152	202	343	0.0	0.2	4.072	A

07:00 - 07:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	802	200	309	3143	0.255	801	1432	0.4	0.5	2.266	A
B - Habrough Road	316	79	1005	1508	0.210	316	105	0.2	0.3	3.113	A
C - A160 W	1477	369	345	3061	0.482	1476	976	0.8	1.1	2.642	A
D - Ulceby Road	174	43	1737	922	0.188	173	84	0.2	0.3	6.157	A
E - E Halton Road	242	60	1500	1125	0.215	241	410	0.2	0.3	5.194	A

07:15 - 07:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	982	246	377	3057	0.321	981	1753	0.5	0.7	2.557	A
B - Habrough Road	388	97	1230	1323	0.293	387	128	0.3	0.4	3.962	A
C - A160 W	1809	452	422	2966	0.610	1806	1195	1.1	1.8	3.606	A
D - Ulceby Road	212	53	2126	605	0.351	211	102	0.3	0.7	11.659	B
E - E Halton Road	296	74	1835	849	0.349	295	502	0.3	0.7	8.276	A

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	982	246	379	3055	0.321	982	1756	0.7	0.7	2.559	A
B - Habrough Road	388	97	1232	1321	0.293	388	129	0.4	0.4	3.974	A
C - A160 W	1809	452	423	2966	0.610	1809	1197	1.8	1.8	3.625	A
D - Ulceby Road	212	53	2129	603	0.353	212	102	0.7	0.7	11.827	B
E - E Halton Road	296	74	1839	845	0.350	296	503	0.7	0.7	8.364	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	802	200	311	3140	0.255	803	1437	0.7	0.5	2.273	A
B - Habrough Road	316	79	1008	1505	0.210	317	106	0.4	0.3	3.125	A
C - A160 W	1477	369	346	3060	0.483	1480	979	1.8	1.1	2.660	A
D - Ulceby Road	174	43	1742	918	0.189	175	84	0.7	0.3	6.225	A
E - E Halton Road	242	60	1505	1121	0.216	243	412	0.7	0.4	5.243	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	672	168	260	3204	0.210	672	1202	0.5	0.4	2.096	A
B - Habrough Road	265	66	843	1641	0.161	265	88	0.3	0.2	2.698	A
C - A160 W	1237	309	289	3130	0.395	1238	819	1.1	0.8	2.220	A
D - Ulceby Road	145	36	1458	1150	0.126	146	70	0.3	0.2	4.598	A
E - E Halton Road	203	51	1259	1325	0.153	203	344	0.4	0.2	4.099	A

2032 Base + Committed, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Large Roundabout		A, B, C, D, E	3.19	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.19	A

Arms

Arms

[same as above]

Roundabout Geometry

[same as above]

Large Roundabout Data

Arm	Circulating flow (PCU/hr)	Has entry-to-exit separation	Entry-to-exit separation (m)
A - A160 E	154	✓	32.18
B - Habrough Road	329		0.00
C - A160 W	163	✓	37.87
D - Ulceby Road	791		0.00
E - E Halton Road	687		0.00

Slope / Intercept / Capacity

[same as above]

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D12	2032 Base + Committed	PM	ONE HOUR	15:45	17:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - A160 E		ONE HOUR	✓	1338	100.000
B - Habrough Road		ONE HOUR	✓	129	100.000
C - A160 W		ONE HOUR	✓	1002	100.000
D - Ulceby Road		ONE HOUR	✓	117	100.000
E - E Halton Road		ONE HOUR	✓	415	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		A - A160 E	B - Habrough Road	C - A160 W	D - Ulceby Road	E - E Halton Road
From	A - A160 E	11	132	1001	73	121
	B - Habrough Road	19	0	43	20	47
	C - A160 W	707	66	0	80	149
	D - Ulceby Road	34	16	43	0	24
	E - E Halton Road	42	121	220	32	0

Vehicle Mix

HV %s

		To				
		A - A160 E	B - Habrough Road	C - A160 W	D - Ulceby Road	E - E Halton Road
From	A - A160 E	100	1	26	42	59
	B - Habrough Road	6	0	0	0	2
	C - A160 W	42	5	0	32	37
	D - Ulceby Road	52	7	38	0	50
	E - E Halton Road	42	1	13	14	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - A160 E	0.52	3.32	1.4	A	1228	1842
B - Habrough Road	0.15	4.39	0.2	A	118	178
C - A160 W	0.36	2.54	0.8	A	919	1379
D - Ulceby Road	0.10	4.14	0.1	A	107	161
E - E Halton Road	0.29	3.67	0.5	A	381	571

Main Results for each time segment

15:45 - 16:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	1007	252	374	3061	0.329	1005	611	0.0	0.6	2.210	A
B - Habrough Road	97	24	1127	1407	0.069	97	252	0.0	0.1	2.790	A
C - A160 W	754	189	243	3188	0.237	753	981	0.0	0.4	2.028	A
D - Ulceby Road	88	22	841	1652	0.053	88	154	0.0	0.1	3.187	A
E - E Halton Road	312	78	673	1809	0.173	312	256	0.0	0.2	2.680	A

16:00 - 16:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	1203	301	447	2969	0.405	1202	730	0.6	0.9	2.574	A
B - Habrough Road	116	29	1348	1225	0.095	116	301	0.1	0.1	3.296	A
C - A160 W	901	225	290	3129	0.288	900	1174	0.4	0.6	2.216	A
D - Ulceby Road	105	26	1006	1518	0.069	105	184	0.1	0.1	3.529	A
E - E Halton Road	373	93	805	1700	0.220	373	306	0.2	0.3	3.025	A

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	1473	368	548	2844	0.518	1471	894	0.9	1.3	3.312	A
B - Habrough Road	142	36	1650	976	0.146	142	368	0.1	0.2	4.381	A
C - A160 W	1103	276	355	3049	0.362	1102	1437	0.6	0.8	2.536	A
D - Ulceby Road	129	32	1232	1334	0.097	129	225	0.1	0.1	4.137	A
E - E Halton Road	457	114	986	1550	0.295	456	375	0.3	0.5	3.667	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	1473	368	548	2843	0.518	1473	895	1.3	1.4	3.321	A
B - Habrough Road	142	36	1653	974	0.146	142	369	0.2	0.2	4.392	A
C - A160 W	1103	276	356	3048	0.362	1103	1439	0.8	0.8	2.539	A
D - Ulceby Road	129	32	1233	1333	0.097	129	226	0.1	0.1	4.141	A
E - E Halton Road	457	114	987	1550	0.295	457	375	0.5	0.5	3.672	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	1203	301	448	2968	0.405	1205	732	1.4	0.9	2.585	A
B - Habrough Road	116	29	1352	1222	0.095	116	302	0.2	0.1	3.308	A
C - A160 W	901	225	291	3128	0.288	902	1177	0.8	0.6	2.219	A
D - Ulceby Road	105	26	1008	1516	0.069	105	185	0.1	0.1	3.536	A
E - E Halton Road	373	93	806	1699	0.220	374	307	0.5	0.3	3.033	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	1007	252	375	3059	0.329	1008	613	0.9	0.6	2.219	A
B - Habrough Road	97	24	1131	1404	0.069	97	252	0.1	0.1	2.800	A
C - A160 W	754	189	243	3186	0.237	755	985	0.6	0.4	2.031	A
D - Ulceby Road	88	22	844	1650	0.053	88	154	0.1	0.1	3.192	A
E - E Halton Road	312	78	675	1807	0.173	313	257	0.3	0.2	2.686	A

2032 Base + Committed + Development, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Large Roundabout		A, B, C, D, E	4.37	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.37	A

Arms

Arms

[same as above]

Roundabout Geometry

[same as above]

Large Roundabout Data

Arm	Circulating flow (PCU/hr)	Has entry-to-exit separation	Entry-to-exit separation (m)
A - A160 E	154	✓	32.18
B - Habrough Road	329		0.00
C - A160 W	163	✓	37.87
D - Ulceby Road	791		0.00
E - E Halton Road	687		0.00

Slope / Intercept / Capacity

[same as above]

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D13	2032 Base + Committed + Development	AM	ONE HOUR	06:45	08:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - A160 E		ONE HOUR	✓	910	100.000
B - Habrough Road		ONE HOUR	✓	352	100.000
C - A160 W		ONE HOUR	✓	1671	100.000
D - Ulceby Road		ONE HOUR	✓	193	100.000
E - E Halton Road		ONE HOUR	✓	269	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		A - A160 E	B - Habrough Road	C - A160 W	D - Ulceby Road	E - E Halton Road
From	A - A160 E	1	21	810	41	37
	B - Habrough Road	167	0	57	3	125
	C - A160 W	1316	42	0	39	274
	D - Ulceby Road	88	9	75	0	21
	E - E Halton Road	51	47	161	10	0

Vehicle Mix

HV %s

		To				
		A - A160 E	B - Habrough Road	C - A160 W	D - Ulceby Road	E - E Halton Road
From	A - A160 E	100	59	46	62	55
	B - Habrough Road	1	0	6	33	4
	C - A160 W	18	3	0	49	13
	D - Ulceby Road	35	13	22	0	32
	E - E Halton Road	39	7	32	22	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - A160 E	0.33	2.58	0.7	A	835	1253
B - Habrough Road	0.30	4.04	0.4	A	323	485
C - A160 W	0.62	3.75	1.9	A	1533	2300
D - Ulceby Road	0.37	12.64	0.7	B	177	266
E - E Halton Road	0.36	8.77	0.7	A	247	370

Main Results for each time segment

06:45 - 07:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	685	171	258	3206	0.214	683	1219	0.0	0.4	2.101	A
B - Habrough Road	265	66	852	1634	0.162	264	89	0.0	0.2	2.707	A
C - A160 W	1258	315	288	3131	0.402	1255	828	0.0	0.8	2.246	A
D - Ulceby Road	145	36	1473	1137	0.128	145	70	0.0	0.2	4.648	A
E - E Halton Road	203	51	1275	1311	0.154	202	343	0.0	0.2	4.136	A

07:00 - 07:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	818	205	309	3143	0.260	818	1458	0.4	0.5	2.281	A
B - Habrough Road	316	79	1019	1496	0.212	316	107	0.2	0.3	3.144	A
C - A160 W	1502	376	345	3061	0.491	1501	991	0.8	1.1	2.703	A
D - Ulceby Road	174	43	1762	902	0.192	173	84	0.2	0.3	6.330	A
E - E Halton Road	242	60	1525	1105	0.219	241	410	0.2	0.4	5.319	A

07:15 - 07:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	1002	250	377	3058	0.328	1001	1783	0.5	0.7	2.579	A
B - Habrough Road	388	97	1247	1308	0.296	387	131	0.3	0.4	4.024	A
C - A160 W	1840	460	422	2966	0.620	1837	1212	1.1	1.9	3.726	A
D - Ulceby Road	212	53	2157	580	0.366	211	102	0.3	0.7	12.432	B
E - E Halton Road	296	74	1865	823	0.360	295	502	0.4	0.7	8.667	A

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	1002	250	379	3055	0.328	1002	1787	0.7	0.7	2.582	A
B - Habrough Road	388	97	1250	1306	0.297	388	131	0.4	0.4	4.037	A
C - A160 W	1840	460	423	2966	0.620	1840	1214	1.9	1.9	3.749	A
D - Ulceby Road	212	53	2160	578	0.368	212	102	0.7	0.7	12.638	B
E - E Halton Road	296	74	1869	820	0.361	296	503	0.7	0.7	8.770	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	818	205	311	3140	0.261	819	1463	0.7	0.5	2.285	A
B - Habrough Road	316	79	1023	1493	0.212	317	107	0.4	0.3	3.154	A
C - A160 W	1502	376	346	3060	0.491	1505	994	1.9	1.1	2.720	A
D - Ulceby Road	174	43	1767	898	0.193	175	84	0.7	0.3	6.406	A
E - E Halton Road	242	60	1531	1100	0.220	243	412	0.7	0.4	5.373	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	685	171	260	3204	0.214	686	1223	0.5	0.4	2.107	A
B - Habrough Road	265	66	855	1631	0.162	265	90	0.3	0.2	2.718	A
C - A160 W	1258	315	289	3130	0.402	1259	831	1.1	0.8	2.260	A
D - Ulceby Road	145	36	1479	1133	0.128	146	70	0.3	0.2	4.680	A
E - E Halton Road	203	51	1280	1307	0.155	203	344	0.4	0.2	4.164	A

2032 Base + Committed + Development, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Large Roundabout		A, B, C, D, E	3.25	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.25	A

Arms

Arms

[same as above]

Roundabout Geometry

[same as above]

Large Roundabout Data

Arm	Circulating flow (PCU/hr)	Has entry-to-exit separation	Entry-to-exit separation (m)
A - A160 E	154	✓	32.18
B - Habrough Road	329		0.00
C - A160 W	163	✓	37.87
D - Ulceby Road	791		0.00
E - E Halton Road	687		0.00

Slope / Intercept / Capacity

[same as above]

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D14	2032 Base + Committed + Development	PM	ONE HOUR	15:45	17:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - A160 E		ONE HOUR	✓	1362	100.000
B - Habrough Road		ONE HOUR	✓	129	100.000
C - A160 W		ONE HOUR	✓	1041	100.000
D - Ulceby Road		ONE HOUR	✓	117	100.000
E - E Halton Road		ONE HOUR	✓	415	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		A - A160 E	B - Habrough Road	C - A160 W	D - Ulceby Road	E - E Halton Road
From	A - A160 E	11	133	1024	73	121
	B - Habrough Road	19	0	43	20	47
	C - A160 W	746	66	0	80	149
	D - Ulceby Road	34	16	43	0	24
	E - E Halton Road	42	121	220	32	0

Vehicle Mix

HV %s

		To				
		A - A160 E	B - Habrough Road	C - A160 W	D - Ulceby Road	E - E Halton Road
From	A - A160 E	100	1	26	42	59
	B - Habrough Road	6	0	0	0	2
	C - A160 W	42	5	0	32	37
	D - Ulceby Road	52	7	38	0	50
	E - E Halton Road	42	1	13	14	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - A160 E	0.53	3.39	1.4	A	1250	1875
B - Habrough Road	0.15	4.51	0.2	A	118	178
C - A160 W	0.38	2.60	0.8	A	955	1433
D - Ulceby Road	0.10	4.26	0.2	A	107	161
E - E Halton Road	0.30	3.80	0.5	A	381	571

Main Results for each time segment

15:45 - 16:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	1025	256	374	3061	0.335	1023	640	0.0	0.6	2.229	A
B - Habrough Road	97	24	1144	1393	0.070	97	252	0.0	0.1	2.821	A
C - A160 W	784	196	243	3188	0.246	782	999	0.0	0.4	2.055	A
D - Ulceby Road	88	22	871	1628	0.054	88	154	0.0	0.1	3.236	A
E - E Halton Road	312	78	702	1785	0.175	311	256	0.0	0.2	2.724	A

16:00 - 16:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	1224	306	447	2969	0.412	1223	765	0.6	0.9	2.605	A
B - Habrough Road	116	29	1369	1208	0.096	116	302	0.1	0.1	3.347	A
C - A160 W	936	234	290	3129	0.299	935	1195	0.4	0.6	2.255	A
D - Ulceby Road	105	26	1041	1489	0.071	105	184	0.1	0.1	3.601	A
E - E Halton Road	373	93	840	1671	0.223	373	306	0.2	0.3	3.093	A

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	1500	375	548	2844	0.527	1498	937	0.9	1.4	3.376	A
B - Habrough Road	142	36	1676	955	0.149	142	369	0.1	0.2	4.493	A
C - A160 W	1146	287	355	3049	0.376	1145	1462	0.6	0.8	2.597	A
D - Ulceby Road	129	32	1275	1299	0.099	129	225	0.1	0.2	4.261	A
E - E Halton Road	457	114	1029	1515	0.302	456	375	0.3	0.5	3.790	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	1500	375	548	2843	0.527	1500	938	1.4	1.4	3.386	A
B - Habrough Road	142	36	1678	953	0.149	142	370	0.2	0.2	4.505	A
C - A160 W	1146	287	356	3048	0.376	1146	1464	0.8	0.8	2.600	A
D - Ulceby Road	129	32	1276	1298	0.099	129	226	0.2	0.2	4.264	A
E - E Halton Road	457	114	1029	1514	0.302	457	375	0.5	0.5	3.796	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	1224	306	448	2968	0.413	1226	767	1.4	0.9	2.615	A
B - Habrough Road	116	29	1372	1205	0.096	116	303	0.2	0.1	3.357	A
C - A160 W	936	234	291	3128	0.299	937	1198	0.8	0.6	2.259	A
D - Ulceby Road	105	26	1043	1487	0.071	105	185	0.2	0.1	3.609	A
E - E Halton Road	373	93	841	1670	0.223	374	307	0.5	0.3	3.098	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160 E	1025	256	375	3059	0.335	1026	642	0.9	0.6	2.239	A
B - Habrough Road	97	24	1149	1390	0.070	97	253	0.1	0.1	2.831	A
C - A160 W	784	196	243	3186	0.246	784	1002	0.6	0.4	2.061	A
D - Ulceby Road	88	22	873	1626	0.054	88	154	0.1	0.1	3.244	A
E - E Halton Road	312	78	704	1783	0.175	313	257	0.3	0.2	2.731	A

Annex TN2 H

A180/ A1173 Roundabout

Junctions 10

ARCADY 10 - Roundabout Module

Version: 10.0.4.1693
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Filename: A180-A1173 RevD.j10
Path: P:\23000's\23325\Junction Assessment
Report generation date: 11/08/2022 12:11:23

»2021 Base, AM
»2021 Base, PM
»2025 Base, AM
»2025 Base, PM
»2025 Base + Committed, AM
»2025 Base + Committed, PM
»2025 Base + Committed + Development, AM
»2025 Base + Committed + Development, PM
»2032 Base, AM
»2032 Base, PM
»2032 Base + Committed, AM
»2032 Base + Committed, PM
»2032 Base + Committed + Development, AM
»2032 Base + Committed + Development, PM

Summary of junction performance

	AM			PM		
	Q (PCU)	Delay (s)	RFC	Q (PCU)	Delay (s)	RFC
	2021 Base					
A - A1173 N	0.1	1.84	0.07	0.6	2.15	0.38
B - A180 E	0.4	1.75	0.26	0.2	1.93	0.16
C - A1173 S	0.3	2.55	0.22	0.1	1.92	0.09
D - A180 W	0.3	2.83	0.17	0.1	2.04	0.06
	2025 Base					
A - A1173 N	0.1	1.85	0.08	0.7	2.19	0.39
B - A180 E	0.4	1.77	0.27	0.2	1.95	0.17
C - A1173 S	0.3	2.60	0.23	0.1	1.94	0.09
D - A180 W	0.3	2.89	0.18	0.1	2.05	0.07
	2025 Base + Committed					
A - A1173 N	0.3	2.09	0.19	1.3	3.07	0.54
B - A180 E	0.7	2.39	0.38	0.4	2.51	0.26
C - A1173 S	0.6	3.98	0.37	0.2	2.35	0.14
D - A180 W	0.7	4.22	0.35	0.2	2.24	0.11
	2025 Base + Committed + Development					
A - A1173 N	0.4	2.22	0.23	1.6	3.55	0.60
B - A180 E	0.7	2.61	0.40	0.4	2.80	0.28
C - A1173 S	0.7	4.41	0.40	0.2	2.60	0.16
D - A180 W	1.1	5.26	0.46	0.4	2.56	0.21
	2032 Base					
A - A1173 N	0.1	1.86	0.08	0.7	2.26	0.40
B - A180 E	0.4	1.80	0.28	0.2	1.99	0.18
C - A1173 S	0.3	2.69	0.24	0.1	1.97	0.09
D - A180 W	0.3	3.00	0.19	0.1	2.07	0.07
	2032 Base + Committed					
A - A1173 N	0.3	2.11	0.19	1.4	3.21	0.56
B - A180 E	0.7	2.45	0.39	0.4	2.57	0.27
C - A1173 S	0.7	4.16	0.39	0.2	2.39	0.15
D - A180 W	0.7	4.43	0.37	0.2	2.27	0.12
	2032 Base + Committed + Development					
A - A1173 N	0.4	2.24	0.23	1.7	3.72	0.61
B - A180 E	0.8	2.68	0.41	0.4	2.87	0.29
C - A1173 S	0.7	4.64	0.42	0.2	2.64	0.16
D - A180 W	1.1	5.58	0.48	0.4	2.60	0.21

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

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

File summary

File Description

Title	
Location	
Site number	
Date	18/02/2022
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	DTA\Arcady
Description	

Units

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

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2021 Base	AM	ONE HOUR	06:45	08:15	15	✓
D2	2021 Base	PM	ONE HOUR	15:45	17:15	15	✓
D3	2025 Base	AM	ONE HOUR	06:45	08:15	15	✓
D4	2025 Base	PM	ONE HOUR	15:45	17:15	15	✓
D5	2025 Base + Committed	AM	ONE HOUR	06:45	08:15	15	✓
D6	2025 Base + Committed	PM	ONE HOUR	15:45	17:15	15	✓
D7	2025 Base + Committed + Development	AM	ONE HOUR	06:45	08:15	15	✓
D8	2025 Base + Committed + Development	PM	ONE HOUR	15:45	17:15	15	✓
D9	2032 Base	AM	ONE HOUR	06:45	08:15	15	✓
D10	2032 Base	PM	ONE HOUR	15:45	17:15	15	✓
D11	2032 Base + Committed	AM	ONE HOUR	06:45	08:15	15	✓
D12	2032 Base + Committed	PM	ONE HOUR	15:45	17:15	15	✓
D13	2032 Base + Committed + Development	AM	ONE HOUR	06:45	08:15	15	✓
D14	2032 Base + Committed + Development	PM	ONE HOUR	15:45	17:15	15	✓

Analysis Set Details

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

2021 Base, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	A - A1173 N - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Large Roundabout		A, B, C, D	2.16	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.16	A

Arms

Arms

Arm	Name	Description	No give-way line
A	A1173 N		
B	A180 E		
C	A1173 S		
D	A180 W		

Roundabout Geometry

Arm	V (m)	E (m)	l' (m)	R (m)	D (m)	PHI (deg)	Entry only	Exit only
A - A1173 N	3.65	8.60	49.0	42.5	100.0	16.0		
B - A180 E	6.70	7.40	15.0	47.0	100.0	11.0		
C - A1173 S	3.65	8.50	21.0	22.0	100.0	43.0		
D - A180 W	6.80	8.00	10.0	31.0	100.0	15.0		

Large Roundabout Data

Arm	Circulating flow (PCU/hr)	Has entry-to-exit separation	Entry-to-exit separation (m)
A - A1173 N	205	✓	47.00
B - A180 E	108	✓	105.00
C - A1173 S	735	✓	34.00
D - A180 W	976	✓	113.00

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
A - A1173 N	1.163	3128
B - A180 E	1.198	3042
C - A1173 S	0.864	2496
D - A180 W	1.014	2885

The slope and intercept shown above include any corrections and adjustments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2021 Base	AM	ONE HOUR	06:45	08:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - A1173 N		ONE HOUR	✓	192	100.000
B - A180 E		ONE HOUR	✓	685	100.000
C - A1173 S		ONE HOUR	✓	374	100.000
D - A180 W		ONE HOUR	✓	292	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - A1173 N	B - A180 E	C - A1173 S	D - A180 W
From	A - A1173 N	0	105	18	69
	B - A180 E	597	0	86	2
	C - A1173 S	114	175	0	85
	D - A180 W	281	0	11	0

Vehicle Mix

HV %s

		To			
		A - A1173 N	B - A180 E	C - A1173 S	D - A180 W
From	A - A1173 N	0	20	44	72
	B - A180 E	5	0	5	0
	C - A1173 S	4	1	0	4
	D - A180 W	24	0	18	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - A1173 N	0.07	1.84	0.1	A	176	264
B - A180 E	0.26	1.75	0.4	A	629	943
C - A1173 S	0.22	2.55	0.3	A	343	515
D - A180 W	0.17	2.83	0.3	A	268	402

Main Results for each time segment

06:45 - 07:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A1173 N	145	36	140	2965	0.049	144	745	0.0	0.1	1.748	A
B - A180 E	516	129	74	2954	0.175	515	210	0.0	0.2	1.549	A
C - A1173 S	282	70	502	2062	0.137	281	86	0.0	0.2	2.073	A
D - A180 W	220	55	666	2210	0.099	219	117	0.0	0.1	2.238	A

07:00 - 07:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A1173 N	173	43	167	2933	0.059	173	891	0.1	0.1	1.785	A
B - A180 E	616	154	88	2936	0.210	616	252	0.2	0.3	1.627	A
C - A1173 S	336	84	600	1977	0.170	336	103	0.2	0.2	2.249	A
D - A180 W	263	66	796	2078	0.126	262	140	0.1	0.2	2.454	A

07:15 - 07:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A1173 N	211	53	205	2890	0.073	211	1092	0.1	0.1	1.840	A
B - A180 E	754	189	108	2913	0.259	754	308	0.3	0.4	1.750	A
C - A1173 S	412	103	735	1861	0.221	411	127	0.2	0.3	2.547	A
D - A180 W	321	80	975	1896	0.170	321	172	0.2	0.3	2.828	A

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A1173 N	211	53	205	2890	0.073	211	1092	0.1	0.1	1.841	A
B - A180 E	754	189	108	2912	0.259	754	308	0.4	0.4	1.750	A
C - A1173 S	412	103	735	1861	0.221	412	127	0.3	0.3	2.548	A
D - A180 W	321	80	976	1896	0.170	321	172	0.3	0.3	2.829	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A1173 N	173	43	167	2933	0.059	173	892	0.1	0.1	1.789	A
B - A180 E	616	154	88	2936	0.210	616	252	0.4	0.3	1.631	A
C - A1173 S	336	84	601	1977	0.170	337	103	0.3	0.2	2.252	A
D - A180 W	263	66	797	2077	0.126	263	140	0.3	0.2	2.456	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A1173 N	145	36	140	2965	0.049	145	747	0.1	0.1	1.748	A
B - A180 E	516	129	74	2953	0.175	516	211	0.3	0.2	1.550	A
C - A1173 S	282	70	503	2061	0.137	282	87	0.2	0.2	2.076	A
D - A180 W	220	55	667	2208	0.100	220	118	0.2	0.1	2.240	A

2021 Base, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	A - A1173 N - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Large Roundabout		A, B, C, D	2.07	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.07	A

Arms

Arms

[same as above]

Roundabout Geometry

[same as above]

Large Roundabout Data

Arm	Circulating flow (PCU/hr)	Has entry-to-exit separation	Entry-to-exit separation (m)
A - A1173 N	206	✓	47.00
B - A180 E	510	✓	105.00
C - A1173 S	447	✓	34.00
D - A180 W	326	✓	113.00

Slope / Intercept / Capacity

[same as above]

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2021 Base	PM	ONE HOUR	15:45	17:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - A1173 N		ONE HOUR	✓	985	100.000
B - A180 E		ONE HOUR	✓	355	100.000
C - A1173 S		ONE HOUR	✓	170	100.000
D - A180 W		ONE HOUR	✓	156	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - A1173 N	B - A180 E	C - A1173 S	D - A180 W
From	A - A1173 N	0	584	146	255
	B - A180 E	151	0	204	0
	C - A1173 S	21	124	0	25
	D - A180 W	93	1	62	0

Vehicle Mix

HV %s

		To			
		A - A1173 N	B - A180 E	C - A1173 S	D - A180 W
From	A - A1173 N	0	2	6	25
	B - A180 E	12	0	3	0
	C - A1173 S	33	1	0	8
	D - A180 W	78	0	8	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - A1173 N	0.38	2.15	0.6	A	904	1356
B - A180 E	0.16	1.93	0.2	A	326	489
C - A1173 S	0.09	1.92	0.1	A	156	234
D - A180 W	0.06	2.04	0.1	A	143	215

Main Results for each time segment

15:45 - 16:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A1173 N	742	185	141	2964	0.250	740	199	0.0	0.4	1.744	A
B - A180 E	267	67	348	2562	0.104	267	533	0.0	0.1	1.671	A
C - A1173 S	128	32	305	2284	0.056	128	310	0.0	0.1	1.754	A
D - A180 W	117	29	222	2778	0.042	117	210	0.0	0.1	1.906	A

16:00 - 16:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A1173 N	885	221	168	2932	0.302	885	238	0.4	0.5	1.894	A
B - A180 E	319	80	416	2487	0.128	319	637	0.1	0.2	1.770	A
C - A1173 S	153	38	365	2229	0.069	153	370	0.1	0.1	1.821	A
D - A180 W	140	35	266	2728	0.051	140	252	0.1	0.1	1.961	A

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A1173 N	1085	271	206	2888	0.376	1084	292	0.5	0.6	2.148	A
B - A180 E	391	98	509	2383	0.164	391	780	0.2	0.2	1.926	A
C - A1173 S	187	47	447	2154	0.087	187	453	0.1	0.1	1.923	A
D - A180 W	172	43	326	2659	0.065	172	308	0.1	0.1	2.040	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A1173 N	1085	271	206	2888	0.376	1085	292	0.6	0.6	2.150	A
B - A180 E	391	98	510	2383	0.164	391	781	0.2	0.2	1.927	A
C - A1173 S	187	47	447	2154	0.087	187	454	0.1	0.1	1.924	A
D - A180 W	172	43	326	2659	0.065	172	308	0.1	0.1	2.040	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A1173 N	885	221	168	2932	0.302	886	238	0.6	0.5	1.898	A
B - A180 E	319	80	417	2486	0.128	319	638	0.2	0.2	1.773	A
C - A1173 S	153	38	365	2229	0.069	153	371	0.1	0.1	1.822	A
D - A180 W	140	35	266	2728	0.051	140	252	0.1	0.1	1.961	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A1173 N	742	185	141	2964	0.250	742	200	0.5	0.4	1.747	A
B - A180 E	267	67	349	2561	0.104	267	534	0.2	0.1	1.675	A
C - A1173 S	128	32	306	2283	0.056	128	310	0.1	0.1	1.755	A
D - A180 W	117	29	223	2778	0.042	118	211	0.1	0.1	1.909	A

2025 Base, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	A - A1173 N - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Large Roundabout		A, B, C, D	2.19	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.19	A

Arms

Arms

[same as above]

Roundabout Geometry

[same as above]

Large Roundabout Data

Arm	Circulating flow (PCU/hr)	Has entry-to-exit separation	Entry-to-exit separation (m)
A - A1173 N	210	✓	47.00
B - A180 E	110	✓	105.00
C - A1173 S	755	✓	34.00
D - A180 W	1002	✓	113.00

Slope / Intercept / Capacity

[same as above]

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2025 Base	AM	ONE HOUR	06:45	08:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - A1173 N		ONE HOUR	✓	197	100.000
B - A180 E		ONE HOUR	✓	703	100.000
C - A1173 S		ONE HOUR	✓	384	100.000
D - A180 W		ONE HOUR	✓	300	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - A1173 N	B - A180 E	C - A1173 S	D - A180 W
From	A - A1173 N	0	108	18	71
	B - A180 E	613	0	88	2
	C - A1173 S	117	180	0	87
	D - A180 W	289	0	11	0

Vehicle Mix

HV %s

		To			
		A - A1173 N	B - A180 E	C - A1173 S	D - A180 W
From	A - A1173 N	0	20	44	72
	B - A180 E	5	0	5	0
	C - A1173 S	4	1	0	4
	D - A180 W	24	0	18	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - A1173 N	0.08	1.85	0.1	A	181	271
B - A180 E	0.27	1.77	0.4	A	645	968
C - A1173 S	0.23	2.60	0.3	A	352	529
D - A180 W	0.18	2.89	0.3	A	275	413

Main Results for each time segment

06:45 - 07:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A1173 N	148	37	143	2960	0.050	148	766	0.0	0.1	1.753	A
B - A180 E	529	132	75	2951	0.179	528	216	0.0	0.2	1.559	A
C - A1173 S	289	72	516	2048	0.141	288	88	0.0	0.2	2.099	A
D - A180 W	226	56	684	2190	0.103	225	120	0.0	0.1	2.268	A

07:00 - 07:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A1173 N	177	44	172	2927	0.061	177	916	0.1	0.1	1.792	A
B - A180 E	632	158	90	2934	0.215	632	259	0.2	0.3	1.641	A
C - A1173 S	345	86	616	1961	0.176	345	105	0.2	0.2	2.284	A
D - A180 W	270	67	818	2055	0.131	270	144	0.1	0.2	2.495	A

07:15 - 07:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A1173 N	217	54	210	2882	0.075	217	1121	0.1	0.1	1.849	A
B - A180 E	774	194	110	2909	0.266	774	317	0.3	0.4	1.768	A
C - A1173 S	423	106	755	1842	0.230	422	129	0.2	0.3	2.601	A
D - A180 W	330	83	1001	1869	0.177	330	176	0.2	0.3	2.894	A

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A1173 N	217	54	210	2882	0.075	217	1122	0.1	0.1	1.849	A
B - A180 E	774	194	110	2909	0.266	774	317	0.4	0.4	1.769	A
C - A1173 S	423	106	755	1841	0.230	423	129	0.3	0.3	2.602	A
D - A180 W	330	83	1002	1869	0.177	330	176	0.3	0.3	2.895	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A1173 N	177	44	172	2927	0.061	177	917	0.1	0.1	1.793	A
B - A180 E	632	158	90	2934	0.215	632	259	0.4	0.3	1.644	A
C - A1173 S	345	86	617	1960	0.176	346	105	0.3	0.2	2.288	A
D - A180 W	270	67	819	2054	0.131	270	144	0.3	0.2	2.500	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A1173 N	148	37	144	2959	0.050	148	768	0.1	0.1	1.756	A
B - A180 E	529	132	75	2951	0.179	529	217	0.3	0.2	1.562	A
C - A1173 S	289	72	517	2047	0.141	289	88	0.2	0.2	2.100	A
D - A180 W	226	56	685	2188	0.103	226	121	0.2	0.1	2.271	A

2025 Base, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	A - A1173 N - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Large Roundabout		A, B, C, D	2.10	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.10	A

Arms

Arms

[same as above]

Roundabout Geometry

[same as above]

Large Roundabout Data

Arm	Circulating flow (PCU/hr)	Has entry-to-exit separation	Entry-to-exit separation (m)
A - A1173 N	211	✓	47.00
B - A180 E	524	✓	105.00
C - A1173 S	459	✓	34.00
D - A180 W	335	✓	113.00

Slope / Intercept / Capacity

[same as above]

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2025 Base	PM	ONE HOUR	15:45	17:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - A1173 N		ONE HOUR	✓	1011	100.000
B - A180 E		ONE HOUR	✓	364	100.000
C - A1173 S		ONE HOUR	✓	175	100.000
D - A180 W		ONE HOUR	✓	160	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - A1173 N	B - A180 E	C - A1173 S	D - A180 W
From	A - A1173 N	0	599	150	262
	B - A180 E	155	0	209	0
	C - A1173 S	22	127	0	26
	D - A180 W	95	1	64	0

Vehicle Mix

HV %s

		To			
		A - A1173 N	B - A180 E	C - A1173 S	D - A180 W
From	A - A1173 N	0	2	6	25
	B - A180 E	12	0	3	0
	C - A1173 S	33	1	0	8
	D - A180 W	78	0	8	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - A1173 N	0.39	2.19	0.7	A	928	1392
B - A180 E	0.17	1.95	0.2	A	334	501
C - A1173 S	0.09	1.94	0.1	A	161	241
D - A180 W	0.07	2.05	0.1	A	147	220

Main Results for each time segment

15:45 - 16:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A1173 N	761	190	144	2959	0.257	760	204	0.0	0.4	1.764	A
B - A180 E	274	69	358	2549	0.107	274	546	0.0	0.1	1.686	A
C - A1173 S	132	33	313	2274	0.058	131	318	0.0	0.1	1.766	A
D - A180 W	120	30	228	2770	0.043	120	216	0.0	0.1	1.912	A

16:00 - 16:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A1173 N	909	227	173	2926	0.311	908	244	0.4	0.5	1.922	A
B - A180 E	327	82	428	2472	0.132	327	653	0.1	0.2	1.789	A
C - A1173 S	157	39	375	2218	0.071	157	380	0.1	0.1	1.836	A
D - A180 W	144	36	273	2718	0.053	144	259	0.1	0.1	1.968	A

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A1173 N	1113	278	211	2881	0.386	1112	299	0.5	0.7	2.192	A
B - A180 E	401	100	524	2366	0.169	401	800	0.2	0.2	1.953	A
C - A1173 S	193	48	459	2141	0.090	193	465	0.1	0.1	1.943	A
D - A180 W	176	44	335	2647	0.067	176	317	0.1	0.1	2.051	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A1173 N	1113	278	211	2881	0.386	1113	299	0.7	0.7	2.194	A
B - A180 E	401	100	524	2365	0.169	401	800	0.2	0.2	1.954	A
C - A1173 S	193	48	459	2141	0.090	193	466	0.1	0.1	1.943	A
D - A180 W	176	44	335	2647	0.067	176	317	0.1	0.1	2.051	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A1173 N	909	227	173	2926	0.311	910	245	0.7	0.5	1.925	A
B - A180 E	327	82	428	2471	0.132	327	654	0.2	0.2	1.790	A
C - A1173 S	157	39	375	2218	0.071	157	381	0.1	0.1	1.840	A
D - A180 W	144	36	273	2718	0.053	144	259	0.1	0.1	1.970	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A1173 N	761	190	145	2958	0.257	762	205	0.5	0.4	1.765	A
B - A180 E	274	69	359	2548	0.108	274	548	0.2	0.1	1.690	A
C - A1173 S	132	33	314	2273	0.058	132	319	0.1	0.1	1.767	A
D - A180 W	120	30	229	2769	0.044	121	217	0.1	0.1	1.912	A

2025 Base + Committed, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	A - A1173 N - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Large Roundabout		A, B, C, D	3.06	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.06	A

Arms

Arms

[same as above]

Roundabout Geometry

[same as above]

Large Roundabout Data

Arm	Circulating flow (PCU/hr)	Has entry-to-exit separation	Entry-to-exit separation (m)
A - A1173 N	295	✓	47.00
B - A180 E	351	✓	105.00
C - A1173 S	1165	✓	34.00
D - A180 W	1285	✓	113.00

Slope / Intercept / Capacity

[same as above]

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2025 Base + Committed	AM	ONE HOUR	06:45	08:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - A1173 N		ONE HOUR	✓	478	100.000
B - A180 E		ONE HOUR	✓	890	100.000
C - A1173 S		ONE HOUR	✓	503	100.000
D - A180 W		ONE HOUR	✓	509	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - A1173 N	B - A180 E	C - A1173 S	D - A180 W
From	A - A1173 N	0	178	27	273
	B - A180 E	783	0	105	2
	C - A1173 S	135	249	0	119
	D - A180 W	490	0	19	0

Vehicle Mix

HV %s

		To			
		A - A1173 N	B - A180 E	C - A1173 S	D - A180 W
From	A - A1173 N	0	25	38	33
	B - A180 E	7	0	4	0
	C - A1173 S	4	1	0	3
	D - A180 W	22	0	11	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - A1173 N	0.19	2.09	0.3	A	439	658
B - A180 E	0.38	2.39	0.7	A	817	1225
C - A1173 S	0.37	3.98	0.6	A	462	692
D - A180 W	0.35	4.22	0.7	A	467	701

Main Results for each time segment

06:45 - 07:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A1173 N	360	90	201	2877	0.125	359	1057	0.0	0.2	1.860	A
B - A180 E	670	168	240	2711	0.247	669	321	0.0	0.3	1.879	A
C - A1173 S	379	95	795	1770	0.214	378	113	0.0	0.3	2.640	A
D - A180 W	383	96	877	1984	0.193	382	296	0.0	0.3	2.730	A

07:00 - 07:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A1173 N	430	107	241	2832	0.152	430	1265	0.2	0.2	1.950	A
B - A180 E	800	200	287	2657	0.301	800	384	0.3	0.5	2.066	A
C - A1173 S	452	113	951	1648	0.274	452	136	0.3	0.4	3.078	A
D - A180 W	458	114	1048	1822	0.251	457	354	0.3	0.4	3.207	A

07:15 - 07:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A1173 N	526	132	295	2770	0.190	526	1548	0.2	0.3	2.088	A
B - A180 E	980	245	351	2584	0.379	979	470	0.5	0.6	2.391	A
C - A1173 S	554	138	1164	1480	0.374	553	166	0.4	0.6	3.969	A
D - A180 W	560	140	1284	1599	0.350	559	433	0.4	0.7	4.205	A

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A1173 N	526	132	295	2769	0.190	526	1550	0.3	0.3	2.088	A
B - A180 E	980	245	351	2583	0.379	980	470	0.6	0.7	2.393	A
C - A1173 S	554	138	1165	1479	0.374	554	166	0.6	0.6	3.978	A
D - A180 W	560	140	1285	1598	0.351	560	434	0.7	0.7	4.217	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A1173 N	430	107	241	2831	0.152	430	1268	0.3	0.2	1.953	A
B - A180 E	800	200	287	2657	0.301	801	384	0.7	0.5	2.068	A
C - A1173 S	452	113	952	1647	0.275	453	136	0.6	0.4	3.085	A
D - A180 W	458	114	1050	1820	0.251	459	355	0.7	0.4	3.218	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A1173 N	360	90	202	2876	0.125	360	1061	0.2	0.2	1.864	A
B - A180 E	670	168	240	2710	0.247	670	322	0.5	0.4	1.884	A
C - A1173 S	379	95	797	1769	0.214	379	114	0.4	0.3	2.649	A
D - A180 W	383	96	879	1982	0.193	384	297	0.4	0.3	2.740	A

2025 Base + Committed, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	A - A1173 N - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Large Roundabout		A, B, C, D	2.79	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.79	A

Arms

Arms

[same as above]

Roundabout Geometry

[same as above]

Large Roundabout Data

Arm	Circulating flow (PCU/hr)	Has entry-to-exit separation	Entry-to-exit separation (m)
A - A1173 N	290	✓	47.00
B - A180 E	780	✓	105.00
C - A1173 S	718	✓	34.00
D - A180 W	448	✓	113.00

Slope / Intercept / Capacity

[same as above]

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2025 Base + Committed	PM	ONE HOUR	15:45	17:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - A1173 N		ONE HOUR	✓	1373	100.000
B - A180 E		ONE HOUR	✓	484	100.000
C - A1173 S		ONE HOUR	✓	243	100.000
D - A180 W		ONE HOUR	✓	256	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - A1173 N	B - A180 E	C - A1173 S	D - A180 W
From	A - A1173 N	0	760	169	444
	B - A180 E	208	0	276	0
	C - A1173 S	32	167	0	44
	D - A180 W	160	1	95	0

Vehicle Mix

HV %s

		To			
		A - A1173 N	B - A180 E	C - A1173 S	D - A180 W
From	A - A1173 N	0	3	6	19
	B - A180 E	13	0	3	0
	C - A1173 S	34	1	0	5
	D - A180 W	71	0	5	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - A1173 N	0.54	3.07	1.3	A	1260	1890
B - A180 E	0.26	2.51	0.4	A	444	666
C - A1173 S	0.14	2.35	0.2	A	223	334
D - A180 W	0.11	2.24	0.2	A	235	352

Main Results for each time segment

15:45 - 16:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A1173 N	1034	258	198	2882	0.359	1031	300	0.0	0.6	2.099	A
B - A180 E	364	91	532	2327	0.157	364	697	0.0	0.2	1.962	A
C - A1173 S	183	46	490	2075	0.088	183	406	0.0	0.1	1.999	A
D - A180 W	193	48	306	2662	0.072	192	367	0.0	0.1	2.016	A

16:00 - 16:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A1173 N	1234	309	236	2838	0.435	1233	359	0.6	0.8	2.424	A
B - A180 E	435	109	636	2218	0.196	435	834	0.2	0.3	2.162	A
C - A1173 S	218	55	586	1992	0.110	218	485	0.1	0.1	2.133	A
D - A180 W	230	58	366	2594	0.089	230	438	0.1	0.1	2.106	A

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A1173 N	1512	378	289	2777	0.544	1510	440	0.8	1.3	3.067	A
B - A180 E	533	133	779	2068	0.258	532	1021	0.3	0.4	2.510	A
C - A1173 S	268	67	717	1878	0.142	267	594	0.1	0.2	2.349	A
D - A180 W	282	70	448	2501	0.113	282	537	0.1	0.2	2.243	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A1173 N	1512	378	290	2777	0.544	1512	440	1.3	1.3	3.075	A
B - A180 E	533	133	780	2067	0.258	533	1022	0.4	0.4	2.512	A
C - A1173 S	268	67	718	1878	0.142	268	595	0.2	0.2	2.350	A
D - A180 W	282	70	448	2501	0.113	282	537	0.2	0.2	2.244	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A1173 N	1234	309	237	2837	0.435	1236	360	1.3	0.8	2.434	A
B - A180 E	435	109	637	2216	0.196	436	835	0.4	0.3	2.166	A
C - A1173 S	218	55	587	1991	0.110	219	486	0.2	0.1	2.135	A
D - A180 W	230	58	366	2593	0.089	230	439	0.2	0.1	2.109	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A1173 N	1034	258	198	2881	0.359	1035	301	0.8	0.6	2.107	A
B - A180 E	364	91	533	2325	0.157	365	699	0.3	0.2	1.965	A
C - A1173 S	183	46	491	2074	0.088	183	407	0.1	0.1	2.001	A
D - A180 W	193	48	307	2661	0.072	193	368	0.1	0.1	2.017	A

2025 Base + Committed + Development, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	A - A1173 N - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Large Roundabout		A, B, C, D	3.54	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.54	A

Arms

Arms

[same as above]

Roundabout Geometry

[same as above]

Large Roundabout Data

Arm	Circulating flow (PCU/hr)	Has entry-to-exit separation	Entry-to-exit separation (m)
A - A1173 N	295	✓	47.00
B - A180 E	453	✓	105.00
C - A1173 S	1266	✓	34.00
D - A180 W	1295	✓	113.00

Slope / Intercept / Capacity

[same as above]

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2025 Base + Committed + Development	AM	ONE HOUR	06:45	08:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - A1173 N		ONE HOUR	✓	573	100.000
B - A180 E		ONE HOUR	✓	893	100.000
C - A1173 S		ONE HOUR	✓	509	100.000
D - A180 W		ONE HOUR	✓	663	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - A1173 N	B - A180 E	C - A1173 S	D - A180 W
From	A - A1173 N	0	181	30	362
	B - A180 E	786	0	105	2
	C - A1173 S	141	249	0	119
	D - A180 W	644	0	19	0

Vehicle Mix

HV %s

		To			
		A - A1173 N	B - A180 E	C - A1173 S	D - A180 W
From	A - A1173 N	0	25	39	35
	B - A180 E	7	0	4	0
	C - A1173 S	6	1	0	3
	D - A180 W	26	0	11	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - A1173 N	0.23	2.22	0.4	A	526	789
B - A180 E	0.40	2.61	0.7	A	819	1229
C - A1173 S	0.40	4.41	0.7	A	467	701
D - A180 W	0.46	5.26	1.1	A	608	913

Main Results for each time segment

06:45 - 07:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A1173 N	431	108	201	2877	0.150	430	1179	0.0	0.2	1.941	A
B - A180 E	672	168	309	2615	0.257	671	323	0.0	0.4	1.973	A
C - A1173 S	383	96	864	1708	0.224	382	116	0.0	0.3	2.788	A
D - A180 W	499	125	883	1978	0.252	497	363	0.0	0.4	3.050	A

07:00 - 07:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A1173 N	515	129	241	2832	0.182	515	1411	0.2	0.3	2.049	A
B - A180 E	803	201	369	2547	0.315	802	386	0.4	0.5	2.199	A
C - A1173 S	458	114	1033	1578	0.290	457	138	0.3	0.4	3.300	A
D - A180 W	596	149	1056	1814	0.329	595	434	0.4	0.6	3.705	A

07:15 - 07:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A1173 N	631	158	295	2770	0.228	631	1727	0.3	0.4	2.218	A
B - A180 E	983	246	452	2454	0.401	982	473	0.5	0.7	2.606	A
C - A1173 S	560	140	1265	1399	0.400	559	169	0.4	0.7	4.400	A
D - A180 W	730	182	1293	1591	0.459	728	531	0.6	1.1	5.229	A

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A1173 N	631	158	295	2769	0.228	631	1730	0.4	0.4	2.219	A
B - A180 E	983	246	453	2454	0.401	983	473	0.7	0.7	2.609	A
C - A1173 S	560	140	1266	1399	0.401	560	170	0.7	0.7	4.415	A
D - A180 W	730	182	1295	1589	0.459	730	532	1.1	1.1	5.258	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A1173 N	515	129	241	2831	0.182	515	1415	0.4	0.3	2.050	A
B - A180 E	803	201	370	2547	0.315	804	387	0.7	0.5	2.204	A
C - A1173 S	458	114	1035	1577	0.290	459	139	0.7	0.4	3.312	A
D - A180 W	596	149	1059	1812	0.329	598	435	1.1	0.6	3.729	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A1173 N	431	108	202	2876	0.150	432	1184	0.3	0.2	1.943	A
B - A180 E	672	168	310	2614	0.257	673	324	0.5	0.4	1.978	A
C - A1173 S	383	96	866	1706	0.225	384	116	0.4	0.3	2.798	A
D - A180 W	499	125	886	1975	0.253	500	364	0.6	0.4	3.067	A

2025 Base + Committed + Development, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	A - A1173 N - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Large Roundabout		A, B, C, D	3.16	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.16	A

Arms

Arms

[same as above]

Roundabout Geometry

[same as above]

Large Roundabout Data

Arm	Circulating flow (PCU/hr)	Has entry-to-exit separation	Entry-to-exit separation (m)
A - A1173 N	290	✓	47.00
B - A180 E	922	✓	105.00
C - A1173 S	857	✓	34.00
D - A180 W	461	✓	113.00

Slope / Intercept / Capacity

[same as above]

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2025 Base + Committed + Development	PM	ONE HOUR	15:45	17:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - A1173 N		ONE HOUR	✓	1505	100.000
B - A180 E		ONE HOUR	✓	487	100.000
C - A1173 S		ONE HOUR	✓	252	100.000
D - A180 W		ONE HOUR	✓	463	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - A1173 N	B - A180 E	C - A1173 S	D - A180 W
From	A - A1173 N	0	763	175	567
	B - A180 E	211	0	276	0
	C - A1173 S	41	167	0	44
	D - A180 W	367	1	95	0

Vehicle Mix

HV %s

		To			
		A - A1173 N	B - A180 E	C - A1173 S	D - A180 W
From	A - A1173 N	0	3	8	23
	B - A180 E	13	0	3	0
	C - A1173 S	36	1	0	5
	D - A180 W	54	0	5	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - A1173 N	0.60	3.55	1.6	A	1381	2072
B - A180 E	0.28	2.80	0.4	A	447	670
C - A1173 S	0.16	2.60	0.2	A	231	347
D - A180 W	0.21	2.56	0.4	A	425	637

Main Results for each time segment

15:45 - 16:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A1173 N	1133	283	198	2882	0.393	1130	465	0.0	0.7	2.264	A
B - A180 E	367	92	629	2212	0.166	366	699	0.0	0.2	2.087	A
C - A1173 S	190	47	584	1976	0.096	189	410	0.0	0.1	2.139	A
D - A180 W	349	87	315	2650	0.132	348	459	0.0	0.2	2.196	A

16:00 - 16:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A1173 N	1353	338	236	2838	0.477	1352	556	0.7	1.0	2.674	A
B - A180 E	438	109	752	2086	0.210	438	836	0.2	0.3	2.338	A
C - A1173 S	227	57	699	1879	0.121	226	491	0.1	0.1	2.311	A
D - A180 W	416	104	376	2580	0.161	416	549	0.2	0.3	2.335	A

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A1173 N	1657	414	289	2777	0.597	1655	681	1.0	1.6	3.532	A
B - A180 E	536	134	920	1915	0.280	536	1024	0.3	0.4	2.796	A
C - A1173 S	277	69	855	1747	0.159	277	600	0.1	0.2	2.599	A
D - A180 W	510	127	461	2485	0.205	509	672	0.3	0.4	2.558	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A1173 N	1657	414	290	2777	0.597	1657	682	1.6	1.6	3.547	A
B - A180 E	536	134	922	1913	0.280	536	1025	0.4	0.4	2.799	A
C - A1173 S	277	69	857	1746	0.159	277	601	0.2	0.2	2.601	A
D - A180 W	510	127	461	2484	0.205	510	673	0.4	0.4	2.559	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A1173 N	1353	338	237	2837	0.477	1355	557	1.6	1.0	2.684	A
B - A180 E	438	109	754	2084	0.210	438	838	0.4	0.3	2.342	A
C - A1173 S	227	57	701	1878	0.121	227	491	0.2	0.1	2.316	A
D - A180 W	416	104	377	2579	0.161	417	550	0.4	0.3	2.338	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A1173 N	1133	283	198	2881	0.393	1134	466	1.0	0.7	2.276	A
B - A180 E	367	92	631	2210	0.166	367	702	0.3	0.2	2.092	A
C - A1173 S	190	47	586	1974	0.096	190	411	0.1	0.1	2.143	A
D - A180 W	349	87	316	2648	0.132	349	460	0.3	0.2	2.197	A

2032 Base, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	A - A1173 N - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Large Roundabout		A, B, C, D	2.25	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.25	A

Arms

Arms

[same as above]

Roundabout Geometry

[same as above]

Large Roundabout Data

Arm	Circulating flow (PCU/hr)	Has entry-to-exit separation	Entry-to-exit separation (m)
A - A1173 N	219	✓	47.00
B - A180 E	116	✓	105.00
C - A1173 S	786	✓	34.00
D - A180 W	1043	✓	113.00

Slope / Intercept / Capacity

[same as above]

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D9	2032 Base	AM	ONE HOUR	06:45	08:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - A1173 N		ONE HOUR	✓	205	100.000
B - A180 E		ONE HOUR	✓	732	100.000
C - A1173 S		ONE HOUR	✓	400	100.000
D - A180 W		ONE HOUR	✓	312	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - A1173 N	B - A180 E	C - A1173 S	D - A180 W
From	A - A1173 N	0	112	19	74
	B - A180 E	638	0	92	2
	C - A1173 S	122	187	0	91
	D - A180 W	300	0	12	0

Vehicle Mix

HV %s

		To			
		A - A1173 N	B - A180 E	C - A1173 S	D - A180 W
From	A - A1173 N	0	20	44	72
	B - A180 E	5	0	5	0
	C - A1173 S	4	1	0	4
	D - A180 W	24	0	18	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - A1173 N	0.08	1.86	0.1	A	188	282
B - A180 E	0.28	1.80	0.4	A	672	1008
C - A1173 S	0.24	2.69	0.3	A	367	551
D - A180 W	0.19	3.00	0.3	A	286	429

Main Results for each time segment

06:45 - 07:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A1173 N	154	39	149	2951	0.052	154	796	0.0	0.1	1.763	A
B - A180 E	551	138	79	2946	0.187	550	225	0.0	0.2	1.577	A
C - A1173 S	301	75	537	2026	0.149	300	92	0.0	0.2	2.139	A
D - A180 W	235	59	712	2158	0.109	234	125	0.0	0.2	2.315	A

07:00 - 07:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A1173 N	184	46	179	2917	0.063	184	952	0.1	0.1	1.804	A
B - A180 E	658	165	94	2927	0.225	658	269	0.2	0.3	1.664	A
C - A1173 S	360	90	642	1936	0.186	359	111	0.2	0.2	2.342	A
D - A180 W	280	70	851	2019	0.139	280	150	0.2	0.2	2.561	A

07:15 - 07:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A1173 N	226	56	219	2870	0.079	226	1166	0.1	0.1	1.864	A
B - A180 E	806	201	116	2902	0.278	806	329	0.3	0.4	1.802	A
C - A1173 S	440	110	786	1812	0.243	440	135	0.2	0.3	2.690	A
D - A180 W	344	86	1042	1828	0.188	343	184	0.2	0.3	3.000	A

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A1173 N	226	56	219	2870	0.079	226	1167	0.1	0.1	1.865	A
B - A180 E	806	201	116	2902	0.278	806	329	0.4	0.4	1.802	A
C - A1173 S	440	110	786	1812	0.243	440	135	0.3	0.3	2.691	A
D - A180 W	344	86	1043	1828	0.188	344	184	0.3	0.3	3.001	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A1173 N	184	46	179	2917	0.063	184	954	0.1	0.1	1.805	A
B - A180 E	658	165	94	2927	0.225	658	269	0.4	0.3	1.668	A
C - A1173 S	360	90	642	1935	0.186	360	111	0.3	0.2	2.344	A
D - A180 W	280	70	852	2018	0.139	281	150	0.3	0.2	2.566	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A1173 N	154	39	150	2951	0.052	154	798	0.1	0.1	1.764	A
B - A180 E	551	138	79	2945	0.187	551	225	0.3	0.2	1.578	A
C - A1173 S	301	75	538	2024	0.149	301	93	0.2	0.2	2.144	A
D - A180 W	235	59	713	2157	0.109	235	126	0.2	0.2	2.320	A

2032 Base, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	A - A1173 N - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Large Roundabout		A, B, C, D	2.16	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.16	A

Arms

Arms

[same as above]

Roundabout Geometry

[same as above]

Large Roundabout Data

Arm	Circulating flow (PCU/hr)	Has entry-to-exit separation	Entry-to-exit separation (m)
A - A1173 N	219	✓	47.00
B - A180 E	543	✓	105.00
C - A1173 S	477	✓	34.00
D - A180 W	347	✓	113.00

Slope / Intercept / Capacity

[same as above]

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D10	2032 Base	PM	ONE HOUR	15:45	17:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - A1173 N		ONE HOUR	✓	1049	100.000
B - A180 E		ONE HOUR	✓	378	100.000
C - A1173 S		ONE HOUR	✓	181	100.000
D - A180 W		ONE HOUR	✓	166	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - A1173 N	B - A180 E	C - A1173 S	D - A180 W
From	A - A1173 N	0	622	155	272
	B - A180 E	161	0	217	0
	C - A1173 S	22	132	0	27
	D - A180 W	99	1	66	0

Vehicle Mix

HV %s

		To			
		A - A1173 N	B - A180 E	C - A1173 S	D - A180 W
From	A - A1173 N	0	2	6	25
	B - A180 E	12	0	3	0
	C - A1173 S	33	1	0	8
	D - A180 W	78	0	8	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - A1173 N	0.40	2.26	0.7	A	963	1444
B - A180 E	0.18	1.99	0.2	A	347	520
C - A1173 S	0.09	1.97	0.1	A	166	249
D - A180 W	0.07	2.07	0.1	A	152	228

Main Results for each time segment

15:45 - 16:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A1173 N	790	197	150	2951	0.268	788	212	0.0	0.4	1.793	A
B - A180 E	285	71	370	2532	0.112	284	567	0.0	0.1	1.707	A
C - A1173 S	136	34	325	2260	0.060	136	329	0.0	0.1	1.780	A
D - A180 W	125	31	237	2758	0.045	125	225	0.0	0.1	1.927	A

16:00 - 16:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A1173 N	943	236	179	2917	0.323	943	253	0.4	0.5	1.964	A
B - A180 E	340	85	443	2452	0.139	340	678	0.1	0.2	1.816	A
C - A1173 S	163	41	389	2202	0.074	163	394	0.1	0.1	1.854	A
D - A180 W	149	37	283	2705	0.055	149	269	0.1	0.1	1.986	A

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A1173 N	1155	289	219	2870	0.402	1154	310	0.5	0.7	2.258	A
B - A180 E	416	104	542	2343	0.178	416	831	0.2	0.2	1.992	A
C - A1173 S	199	50	476	2122	0.094	199	482	0.1	0.1	1.966	A
D - A180 W	183	46	347	2631	0.069	183	329	0.1	0.1	2.072	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A1173 N	1155	289	219	2870	0.402	1155	310	0.7	0.7	2.260	A
B - A180 E	416	104	543	2342	0.178	416	831	0.2	0.2	1.992	A
C - A1173 S	199	50	477	2122	0.094	199	482	0.1	0.1	1.967	A
D - A180 W	183	46	347	2631	0.069	183	329	0.1	0.1	2.072	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A1173 N	943	236	179	2917	0.323	944	254	0.7	0.5	1.966	A
B - A180 E	340	85	444	2452	0.139	340	679	0.2	0.2	1.817	A
C - A1173 S	163	41	390	2201	0.074	163	394	0.1	0.1	1.854	A
D - A180 W	149	37	283	2704	0.055	149	269	0.1	0.1	1.986	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A1173 N	790	197	150	2951	0.268	790	212	0.5	0.4	1.794	A
B - A180 E	285	71	371	2531	0.112	285	569	0.2	0.1	1.710	A
C - A1173 S	136	34	326	2259	0.060	136	330	0.1	0.1	1.781	A
D - A180 W	125	31	237	2757	0.045	125	225	0.1	0.1	1.929	A

2032 Base + Committed, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	A - A1173 N - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Large Roundabout		A, B, C, D	3.17	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.17	A

Arms

Arms

[same as above]

Roundabout Geometry

[same as above]

Large Roundabout Data

Arm	Circulating flow (PCU/hr)	Has entry-to-exit separation	Entry-to-exit separation (m)
A - A1173 N	304	✓	47.00
B - A180 E	356	✓	105.00
C - A1173 S	1196	✓	34.00
D - A180 W	1325	✓	113.00

Slope / Intercept / Capacity

[same as above]

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D11	2032 Base + Committed	AM	ONE HOUR	06:45	08:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - A1173 N		ONE HOUR	✓	485	100.000
B - A180 E		ONE HOUR	✓	919	100.000
C - A1173 S		ONE HOUR	✓	518	100.000
D - A180 W		ONE HOUR	✓	522	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - A1173 N	B - A180 E	C - A1173 S	D - A180 W
From	A - A1173 N	0	182	27	276
	B - A180 E	808	0	109	2
	C - A1173 S	139	256	0	123
	D - A180 W	502	0	20	0

Vehicle Mix

HV %s

		To			
		A - A1173 N	B - A180 E	C - A1173 S	D - A180 W
From	A - A1173 N	0	25	38	33
	B - A180 E	7	0	4	0
	C - A1173 S	4	1	0	3
	D - A180 W	22	0	11	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - A1173 N	0.19	2.11	0.3	A	445	668
B - A180 E	0.39	2.45	0.7	A	843	1265
C - A1173 S	0.39	4.16	0.7	A	475	713
D - A180 W	0.37	4.43	0.7	A	479	718

Main Results for each time segment

06:45 - 07:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A1173 N	365	91	207	2868	0.127	364	1088	0.0	0.2	1.870	A
B - A180 E	692	173	243	2707	0.256	690	329	0.0	0.4	1.903	A
C - A1173 S	390	97	816	1751	0.223	389	117	0.0	0.3	2.699	A
D - A180 W	393	98	904	1957	0.201	392	301	0.0	0.3	2.795	A

07:00 - 07:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A1173 N	436	109	248	2822	0.155	436	1302	0.2	0.2	1.963	A
B - A180 E	826	207	290	2652	0.311	826	393	0.4	0.5	2.101	A
C - A1173 S	466	116	976	1626	0.286	465	140	0.3	0.4	3.169	A
D - A180 W	469	117	1081	1791	0.262	469	360	0.3	0.4	3.308	A

07:15 - 07:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A1173 N	534	133	303	2758	0.194	534	1593	0.2	0.3	2.105	A
B - A180 E	1012	253	355	2578	0.393	1011	482	0.5	0.7	2.448	A
C - A1173 S	570	143	1195	1455	0.392	569	172	0.4	0.7	4.153	A
D - A180 W	575	144	1323	1564	0.367	574	441	0.4	0.7	4.412	A

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A1173 N	534	133	304	2758	0.194	534	1595	0.3	0.3	2.106	A
B - A180 E	1012	253	356	2578	0.393	1012	482	0.7	0.7	2.450	A
C - A1173 S	570	143	1196	1454	0.392	570	172	0.7	0.7	4.164	A
D - A180 W	575	144	1325	1563	0.368	575	442	0.7	0.7	4.427	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A1173 N	436	109	249	2821	0.155	436	1305	0.3	0.2	1.966	A
B - A180 E	826	207	291	2652	0.312	827	394	0.7	0.5	2.103	A
C - A1173 S	466	116	977	1625	0.287	467	140	0.7	0.4	3.182	A
D - A180 W	469	117	1083	1789	0.262	470	361	0.7	0.4	3.319	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A1173 N	365	91	208	2867	0.127	365	1092	0.2	0.2	1.871	A
B - A180 E	692	173	243	2706	0.256	692	330	0.5	0.4	1.905	A
C - A1173 S	390	97	818	1749	0.223	390	118	0.4	0.3	2.709	A
D - A180 W	393	98	906	1955	0.201	393	302	0.4	0.3	2.803	A

2032 Base + Committed, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	A - A1173 N - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Large Roundabout		A, B, C, D	2.89	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.89	A

Arms

Arms

[same as above]

Roundabout Geometry

[same as above]

Large Roundabout Data

Arm	Circulating flow (PCU/hr)	Has entry-to-exit separation	Entry-to-exit separation (m)
A - A1173 N	297	✓	47.00
B - A180 E	799	✓	105.00
C - A1173 S	735	✓	34.00
D - A180 W	461	✓	113.00

Slope / Intercept / Capacity

[same as above]

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D12	2032 Base + Committed	PM	ONE HOUR	15:45	17:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - A1173 N		ONE HOUR	✓	1412	100.000
B - A180 E		ONE HOUR	✓	498	100.000
C - A1173 S		ONE HOUR	✓	250	100.000
D - A180 W		ONE HOUR	✓	261	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - A1173 N	B - A180 E	C - A1173 S	D - A180 W
From	A - A1173 N	0	783	175	454
	B - A180 E	214	0	284	0
	C - A1173 S	33	172	0	45
	D - A180 W	163	1	97	0

Vehicle Mix

HV %s

		To			
		A - A1173 N	B - A180 E	C - A1173 S	D - A180 W
From	A - A1173 N	0	3	6	19
	B - A180 E	13	0	3	0
	C - A1173 S	34	1	0	5
	D - A180 W	71	0	5	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - A1173 N	0.56	3.21	1.4	A	1296	1944
B - A180 E	0.27	2.57	0.4	A	457	685
C - A1173 S	0.15	2.39	0.2	A	229	344
D - A180 W	0.12	2.27	0.2	A	239	359

Main Results for each time segment

15:45 - 16:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A1173 N	1063	266	203	2874	0.370	1061	308	0.0	0.6	2.141	A
B - A180 E	375	94	545	2311	0.162	374	718	0.0	0.2	1.989	A
C - A1173 S	188	47	502	2063	0.091	188	418	0.0	0.1	2.019	A
D - A180 W	196	49	315	2649	0.074	196	375	0.0	0.1	2.029	A

16:00 - 16:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A1173 N	1269	317	243	2829	0.449	1268	368	0.6	0.9	2.491	A
B - A180 E	448	112	652	2199	0.204	447	859	0.2	0.3	2.200	A
C - A1173 S	225	56	600	1978	0.114	225	500	0.1	0.1	2.159	A
D - A180 W	235	59	376	2580	0.091	235	448	0.1	0.1	2.122	A

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A1173 N	1555	389	297	2767	0.562	1553	451	0.9	1.4	3.198	A
B - A180 E	548	137	798	2046	0.268	548	1051	0.3	0.4	2.573	A
C - A1173 S	275	69	735	1861	0.148	275	612	0.1	0.2	2.386	A
D - A180 W	287	72	461	2485	0.116	287	549	0.1	0.2	2.265	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A1173 N	1555	389	297	2766	0.562	1555	451	1.4	1.4	3.209	A
B - A180 E	548	137	799	2045	0.268	548	1053	0.4	0.4	2.575	A
C - A1173 S	275	69	735	1861	0.148	275	612	0.2	0.2	2.387	A
D - A180 W	287	72	461	2484	0.116	287	549	0.2	0.2	2.266	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A1173 N	1269	317	243	2829	0.449	1271	369	1.4	0.9	2.502	A
B - A180 E	448	112	654	2197	0.204	448	861	0.4	0.3	2.205	A
C - A1173 S	225	56	601	1976	0.114	225	500	0.2	0.1	2.160	A
D - A180 W	235	59	377	2579	0.091	235	449	0.2	0.1	2.123	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A1173 N	1063	266	203	2874	0.370	1064	309	0.9	0.6	2.151	A
B - A180 E	375	94	547	2309	0.162	375	720	0.3	0.2	1.994	A
C - A1173 S	188	47	503	2061	0.091	188	419	0.1	0.1	2.020	A
D - A180 W	196	49	316	2648	0.074	197	376	0.1	0.1	2.030	A

2032 Base + Committed + Development, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	A - A1173 N - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Large Roundabout		A, B, C, D	3.69	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.69	A

Arms

Arms

[same as above]

Roundabout Geometry

[same as above]

Large Roundabout Data

Arm	Circulating flow (PCU/hr)	Has entry-to-exit separation	Entry-to-exit separation (m)
A - A1173 N	304	✓	47.00
B - A180 E	458	✓	105.00
C - A1173 S	1297	✓	34.00
D - A180 W	1336	✓	113.00

Slope / Intercept / Capacity

[same as above]

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D13	2032 Base + Committed + Development	AM	ONE HOUR	06:45	08:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - A1173 N		ONE HOUR	✓	581	100.000
B - A180 E		ONE HOUR	✓	922	100.000
C - A1173 S		ONE HOUR	✓	525	100.000
D - A180 W		ONE HOUR	✓	676	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - A1173 N	B - A180 E	C - A1173 S	D - A180 W
From	A - A1173 N	0	185	31	365
	B - A180 E	811	0	109	2
	C - A1173 S	146	256	0	123
	D - A180 W	656	0	20	0

Vehicle Mix

HV %s

		To			
		A - A1173 N	B - A180 E	C - A1173 S	D - A180 W
From	A - A1173 N	0	25	39	35
	B - A180 E	7	0	4	0
	C - A1173 S	6	1	0	3
	D - A180 W	26	0	11	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - A1173 N	0.23	2.24	0.4	A	533	800
B - A180 E	0.41	2.68	0.8	A	846	1269
C - A1173 S	0.42	4.64	0.7	A	482	723
D - A180 W	0.48	5.58	1.1	A	620	930

Main Results for each time segment

06:45 - 07:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A1173 N	437	109	207	2868	0.153	436	1211	0.0	0.2	1.952	A
B - A180 E	694	174	312	2610	0.266	693	331	0.0	0.4	1.999	A
C - A1173 S	395	99	885	1690	0.234	394	120	0.0	0.3	2.854	A
D - A180 W	509	127	911	1950	0.261	507	368	0.0	0.4	3.126	A

07:00 - 07:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A1173 N	522	131	248	2822	0.185	522	1449	0.2	0.3	2.063	A
B - A180 E	829	207	374	2541	0.326	828	396	0.4	0.5	2.240	A
C - A1173 S	472	118	1058	1557	0.303	471	144	0.3	0.4	3.407	A
D - A180 W	608	152	1090	1783	0.341	607	440	0.4	0.6	3.839	A

07:15 - 07:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A1173 N	640	160	303	2759	0.232	639	1773	0.3	0.4	2.239	A
B - A180 E	1015	254	458	2447	0.415	1014	485	0.5	0.8	2.677	A
C - A1173 S	578	145	1296	1376	0.420	577	176	0.4	0.7	4.627	A
D - A180 W	744	186	1334	1555	0.479	742	539	0.6	1.1	5.547	A

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A1173 N	640	160	304	2758	0.232	640	1776	0.4	0.4	2.240	A
B - A180 E	1015	254	458	2447	0.415	1015	486	0.8	0.8	2.680	A
C - A1173 S	578	145	1297	1375	0.420	578	176	0.7	0.7	4.644	A
D - A180 W	744	186	1336	1553	0.479	744	539	1.1	1.1	5.584	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A1173 N	522	131	249	2821	0.185	523	1453	0.4	0.3	2.067	A
B - A180 E	829	207	374	2541	0.326	830	397	0.8	0.5	2.244	A
C - A1173 S	472	118	1060	1556	0.303	473	144	0.7	0.5	3.421	A
D - A180 W	608	152	1092	1781	0.341	610	441	1.1	0.7	3.864	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A1173 N	437	109	208	2867	0.153	438	1216	0.3	0.2	1.953	A
B - A180 E	694	174	313	2609	0.266	695	332	0.5	0.4	2.005	A
C - A1173 S	395	99	887	1688	0.234	396	121	0.5	0.3	2.867	A
D - A180 W	509	127	914	1947	0.261	510	369	0.7	0.4	3.146	A

2032 Base + Committed + Development, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	A - A1173 N - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Large Roundabout		A, B, C, D	3.28	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.28	A

Arms

Arms

[same as above]

Roundabout Geometry

[same as above]

Large Roundabout Data

Arm	Circulating flow (PCU/hr)	Has entry-to-exit separation	Entry-to-exit separation (m)
A - A1173 N	297	✓	47.00
B - A180 E	940	✓	105.00
C - A1173 S	874	✓	34.00
D - A180 W	475	✓	113.00

Slope / Intercept / Capacity

[same as above]

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D14	2032 Base + Committed + Development	PM	ONE HOUR	15:45	17:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - A1173 N		ONE HOUR	✓	1543	100.000
B - A180 E		ONE HOUR	✓	501	100.000
C - A1173 S		ONE HOUR	✓	259	100.000
D - A180 W		ONE HOUR	✓	468	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - A1173 N	B - A180 E	C - A1173 S	D - A180 W
From	A - A1173 N	0	786	180	577
	B - A180 E	217	0	284	0
	C - A1173 S	42	172	0	45
	D - A180 W	370	1	97	0

Vehicle Mix

HV %s

		To			
		A - A1173 N	B - A180 E	C - A1173 S	D - A180 W
From	A - A1173 N	0	3	8	23
	B - A180 E	13	0	3	0
	C - A1173 S	36	1	0	5
	D - A180 W	55	0	5	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - A1173 N	0.61	3.72	1.7	A	1416	2124
B - A180 E	0.29	2.87	0.4	A	460	690
C - A1173 S	0.16	2.64	0.2	A	238	356
D - A180 W	0.21	2.60	0.4	A	429	644

Main Results for each time segment

15:45 - 16:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A1173 N	1162	290	203	2875	0.404	1159	472	0.0	0.7	2.310	A
B - A180 E	377	94	641	2197	0.172	376	720	0.0	0.2	2.116	A
C - A1173 S	195	49	596	1963	0.099	195	421	0.0	0.1	2.160	A
D - A180 W	352	88	324	2637	0.134	351	467	0.0	0.2	2.219	A

16:00 - 16:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A1173 N	1387	347	243	2829	0.490	1386	565	0.7	1.1	2.749	A
B - A180 E	450	113	767	2070	0.218	450	861	0.2	0.3	2.380	A
C - A1173 S	233	58	713	1865	0.125	233	504	0.1	0.2	2.340	A
D - A180 W	421	105	387	2566	0.164	420	559	0.2	0.3	2.364	A

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A1173 N	1699	425	297	2767	0.614	1696	692	1.1	1.7	3.700	A
B - A180 E	552	138	939	1895	0.291	551	1054	0.3	0.4	2.867	A
C - A1173 S	285	71	873	1731	0.165	285	617	0.2	0.2	2.641	A
D - A180 W	515	129	474	2468	0.209	515	684	0.3	0.4	2.597	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A1173 N	1699	425	297	2766	0.614	1699	693	1.7	1.7	3.718	A
B - A180 E	552	138	940	1894	0.291	552	1056	0.4	0.4	2.872	A
C - A1173 S	285	71	874	1730	0.165	285	618	0.2	0.2	2.643	A
D - A180 W	515	129	475	2468	0.209	515	685	0.4	0.4	2.597	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A1173 N	1387	347	243	2829	0.490	1390	566	1.7	1.1	2.766	A
B - A180 E	450	113	769	2068	0.218	451	864	0.4	0.3	2.387	A
C - A1173 S	233	58	715	1864	0.125	233	505	0.2	0.2	2.343	A
D - A180 W	421	105	388	2565	0.164	421	560	0.4	0.3	2.366	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A1173 N	1162	290	203	2874	0.404	1163	474	1.1	0.8	2.324	A
B - A180 E	377	94	644	2195	0.172	377	723	0.3	0.2	2.123	A
C - A1173 S	195	49	598	1962	0.099	195	423	0.2	0.1	2.164	A
D - A180 W	352	88	325	2636	0.134	353	469	0.3	0.2	2.221	A

Annex TN2 I

A160/ A180 Roundabout (Brocklesby Interchange)

Junctions 10

ARCADY 10 - Roundabout Module

Version: 10.0.4.1693
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Filename: A160-A180 RevD.j10
Path: P:\23000's\23325\Junction Assessment
Report generation date: 11/08/2022 12:08:38

»2021 Base, AM
»2021 Base, PM
»2025 Base, AM
»2025 Base, PM
»2025 Base + Committed, AM
»2025 Base + Committed, PM
»2025 Base + Committed + Development, AM
»2025 Base + Committed + Development, PM
»2032 Base, AM
»2032 Base, PM
»2032 Base + Committed, AM
»2032 Base + Committed, PM
»2032 Base + Committed + Development, AM
»2032 Base + Committed + Development, PM

Summary of junction performance

	AM			PM		
	Q (PCU)	Delay (s)	RFC	Q (PCU)	Delay (s)	RFC
	2021 Base					
A - A160	0.4	1.70	0.25	0.7	2.22	0.37
B - A180 E	0.8	6.22	0.45	0.2	4.41	0.15
C - A180 W	0.0	1.84	0.00	0.0	0.00	0.00
	2025 Base					
A - A160	0.5	2.48	0.25	0.7	2.26	0.38
B - A180 E	0.9	6.56	0.47	0.2	4.53	0.16
C - A180 W	0.0	1.85	0.00	0.0	0.00	0.00
	2025 Base + Committed					
A - A160	0.6	2.63	0.28	1.0	2.61	0.45
B - A180 E	0.9	6.06	0.48	0.2	5.02	0.18
C - A180 W	0.0	1.90	0.00	0.0	0.00	0.00
	2025 Base + Committed + Development					
A - A160	0.6	2.67	0.29	1.0	2.71	0.46
B - A180 E	1.1	6.59	0.51	0.3	5.65	0.22
C - A180 W	0.0	1.94	0.00	0.0	0.00	0.00
	2032 Base					
A - A160	0.6	2.60	0.27	0.8	2.33	0.39
B - A180 E	0.8	5.71	0.45	0.2	4.73	0.17
C - A180 W	0.0	1.88	0.00	0.0	0.00	0.00
	2032 Base + Committed					
A - A160	0.6	2.68	0.30	1.0	2.70	0.46
B - A180 E	1.0	6.58	0.51	0.3	5.25	0.19
C - A180 W	0.0	1.93	0.00	0.0	0.00	0.00
	2032 Base + Committed + Development					
A - A160	0.7	2.73	0.30	1.1	2.82	0.48
B - A180 E	1.2	7.16	0.54	0.4	5.92	0.24
C - A180 W	0.0	1.96	0.00	0.0	0.00	0.00

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

File summary

File Description

Title	
Location	
Site number	
Date	18/02/2022
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	DTA\Arcady
Description	

Units

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

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2021 Base	AM	ONE HOUR	06:45	08:15	15	✓
D2	2021 Base	PM	ONE HOUR	15:45	17:15	15	✓
D3	2025 Base	AM	ONE HOUR	06:45	08:15	15	✓
D4	2025 Base	PM	ONE HOUR	15:45	17:15	15	✓
D5	2025 Base + Committed	AM	ONE HOUR	06:45	08:15	15	✓
D6	2025 Base + Committed	PM	ONE HOUR	15:45	17:15	15	✓
D7	2025 Base + Committed + Development	AM	ONE HOUR	06:45	08:15	15	✓
D8	2025 Base + Committed + Development	PM	ONE HOUR	15:45	17:15	15	✓
D9	2032 Base	AM	ONE HOUR	06:45	08:15	15	✓
D10	2032 Base	PM	ONE HOUR	15:45	17:15	15	✓
D11	2032 Base + Committed	AM	ONE HOUR	06:45	08:15	15	✓
D12	2032 Base + Committed	PM	ONE HOUR	15:45	17:15	15	✓
D13	2032 Base + Committed + Development	AM	ONE HOUR	06:45	08:15	15	✓
D14	2032 Base + Committed + Development	PM	ONE HOUR	15:45	17:15	15	✓

Analysis Set Details

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

2021 Base, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Large Roundabout		A, B, C	2.80	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.80	A

Arms

Arms

Arm	Name	Description	No give-way line
A	A160		
B	A180 E		
C	A180 W		

Roundabout Geometry

Arm	V (m)	E (m)	l' (m)	R (m)	D (m)	PHI (deg)	Entry only	Exit only
A - A160	7.30	9.00	5.0	37.0	102.0	36.0		
B - A180 E	3.65	4.50	5.0	25.0	102.0	44.0		
C - A180 W	3.65	8.20	30.0	25.0	102.0	30.0		

Large Roundabout Data

Arm	Circulating flow (PCU/hr)	Has entry-to-exit separation	Entry-to-exit separation (m)
A - A160	901	✓	38.00
B - A180 E	1493	✓	142.00
C - A180 W	492	✓	170.00

Bypass

Arm	Arm has bypass	Bypass Util (%)
A - A160		
B - A180 E		
C - A180 W	✓	100

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
A - A160	0.997	3042
B - A180 E	0.587	1436
C - A180 W	0.977	2442

The slope and intercept shown above include any corrections and adjustments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2021 Base	AM	ONE HOUR	06:45	08:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - A160		ONE HOUR	✓	678	100.000
B - A180 E		ONE HOUR	✓	447	100.000
C - A180 W		ONE HOUR	✓	818	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - A160	B - A180 E	C - A180 W
From	A - A160	0	140	538
	B - A180 E	447	0	0
	C - A180 W	817	0	1

Vehicle Mix

HV %s

		To		
		A - A160	B - A180 E	C - A180 W
From	A - A160	0	14	7
	B - A180 E	3	0	0
	C - A180 W	29	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - A160	0.25	1.70	0.4	A	622	933
B - A180 E	0.45	6.22	0.8	A	410	615
C - A180 W	0.00	1.84	0.0	A	751	1

Main Results for each time segment

06:45 - 07:00

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	510	510	128	0	615	0.75	3042	0.168	510	335	0.0	0.2	1.540	A
B - A180 E	337	337	84	0	0	405	1199	0.281	335	105	0.0	0.4	4.286	A
C - A180 W	616	0.75	0.19	615	0	335	2115	0.000	0.75	405	0.0	0.0	1.702	A

07:00 - 07:15

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	610	610	152	0	734	0.90	3042	0.200	609	401	0.2	0.3	1.603	A
B - A180 E	402	402	100	0	0	484	1152	0.349	401	126	0.4	0.5	4.934	A
C - A180 W	735	0.90	0.22	734	0	401	2050	0.000	0.90	484	0.0	0.0	1.755	A

07:15 - 07:30

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	746	746	187	0	900	1	3041	0.245	746	491	0.3	0.4	1.699	A
B - A180 E	492	492	123	0	0	593	1088	0.452	491	154	0.5	0.8	6.195	A
C - A180 W	901	1	0.28	900	0	491	1962	0.001	1	593	0.0	0.0	1.834	A

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	746	746	187	0	900	1	3041	0.245	746	492	0.4	0.4	1.699	A
B - A180 E	492	492	123	0	0	593	1088	0.452	492	154	0.8	0.8	6.221	A
C - A180 W	901	1	0.28	900	0	492	1961	0.001	1	593	0.0	0.0	1.835	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	610	610	152	0	734	0.90	3042	0.200	610	403	0.4	0.3	1.603	A
B - A180 E	402	402	100	0	0	485	1152	0.349	403	126	0.8	0.6	4.961	A
C - A180 W	735	0.90	0.22	734	0	403	2048	0.000	0.90	485	0.0	0.0	1.757	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	510	510	128	0	615	0.75	3042	0.168	511	337	0.3	0.2	1.543	A
B - A180 E	337	337	84	0	0	406	1198	0.281	337	105	0.6	0.4	4.311	A
C - A180 W	616	0.75	0.19	615	0	337	2113	0.000	0.75	406	0.0	0.0	1.706	A

2021 Base, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Large Roundabout		A, B, C	1.76	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.76	A

Arms

Arms

[same as above]

Roundabout Geometry

[same as above]

Large Roundabout Data

Arm	Circulating flow (PCU/hr)	Has entry-to-exit separation	Entry-to-exit separation (m)
A - A160	360	✓	38.00
B - A180 E	958	✓	142.00
C - A180 W	156	✓	170.00

Bypass

[same as above]

Slope / Intercept / Capacity

[same as above]

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2021 Base	PM	ONE HOUR	15:45	17:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - A160		ONE HOUR	✓	1053	100.000
B - A180 E		ONE HOUR	✓	142	100.000
C - A180 W		ONE HOUR	✓	488	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - A160	B - A180 E	C - A180 W
From	A - A160	0	346	707
	B - A180 E	140	2	0
	C - A180 W	488	0	0

Vehicle Mix

HV %s

		To		
		A - A160	B - A180 E	C - A180 W
From	A - A160	0	3	37
	B - A180 E	9	0	0
	C - A180 W	70	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - A160	0.37	2.22	0.7	A	966	1449
B - A180 E	0.15	4.41	0.2	A	130	195
C - A180 W	0.00	0.00	0.0	A	448	0

Main Results for each time segment

15:45 - 16:00

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	793	793	198	0	367	1	3166	0.250	791	105	0.0	0.4	1.873	A
B - A180 E	107	107	27	0	0	531	1208	0.088	106	261	0.0	0.1	3.558	A
C - A180 W	367	0	0	367	0	106	2409	0.000	0	531	0.0	0.0	0.000	A

16:00 - 16:15

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	947	947	237	0	439	2	3166	0.299	946	126	0.4	0.5	2.004	A
B - A180 E	128	128	32	0	0	635	1139	0.112	128	313	0.1	0.1	3.874	A
C - A180 W	439	0	0	439	0	128	2387	0.000	0	635	0.0	0.0	0.000	A

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	1159	1159	290	0	537	2	3165	0.366	1159	154	0.5	0.7	2.217	A
B - A180 E	156	156	39	0	0	778	1044	0.150	156	383	0.1	0.2	4.411	A
C - A180 W	537	0	0	537	0	156	2357	0.000	0	778	0.0	0.0	0.000	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	1159	1159	290	0	537	2	3165	0.366	1159	154	0.7	0.7	2.217	A
B - A180 E	156	156	39	0	0	778	1044	0.150	156	383	0.2	0.2	4.414	A
C - A180 W	537	0	0	537	0	156	2357	0.000	0	778	0.0	0.0	0.000	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	947	947	237	0	439	2	3166	0.299	947	126	0.7	0.5	2.007	A
B - A180 E	128	128	32	0	0	636	1138	0.112	128	313	0.2	0.1	3.880	A
C - A180 W	439	0	0	439	0	128	2387	0.000	0	636	0.0	0.0	0.000	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	793	793	198	0	367	2	3166	0.250	793	106	0.5	0.4	1.874	A
B - A180 E	107	107	27	0	0	533	1207	0.089	107	262	0.1	0.1	3.562	A
C - A180 W	367	0	0	367	0	107	2408	0.000	0	533	0.0	0.0	0.000	A

2025 Base, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Large Roundabout		A, B, C	3.15	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.15	A

Arms

Arms

[same as above]

Roundabout Geometry

[same as above]

Large Roundabout Data

Arm	Circulating flow (PCU/hr)	Has entry-to-exit separation	Entry-to-exit separation (m)
A - A160	927	✓	38.00
B - A180 E	1537	✓	142.00
C - A180 W	506	✓	170.00

Bypass

[same as above]

Slope / Intercept / Capacity

[same as above]

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2025 Base	AM	ONE HOUR	06:45	08:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - A160		ONE HOUR	✓	698	100.000
B - A180 E		ONE HOUR	✓	460	100.000
C - A180 W		ONE HOUR	✓	842	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - A160	B - A180 E	C - A180 W
From	A - A160	0	144	554
	B - A180 E	460	0	0
	C - A180 W	841	0	1

Vehicle Mix

HV %s

		To		
		A - A160	B - A180 E	C - A180 W
From	A - A160	0	14	73
	B - A180 E	3	0	0
	C - A180 W	29	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - A160	0.25	2.48	0.5	A	640	961
B - A180 E	0.47	6.56	0.9	A	422	633
C - A180 W	0.00	1.85	0.0	A	773	1

Main Results for each time segment

06:45 - 07:00

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	525	525	131	0	633	0.75	3036	0.173	524	345	0.0	0.3	2.239	A
B - A180 E	346	346	87	0	0	417	1184	0.292	345	108	0.0	0.4	4.408	A
C - A180 W	634	0.75	0.19	633	0	345	2103	0.000	0.75	417	0.0	0.0	1.711	A

07:00 - 07:15

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	627	627	157	0	756	0.90	3035	0.207	627	413	0.3	0.4	2.336	A
B - A180 E	414	414	103	0	0	499	1137	0.364	413	129	0.4	0.6	5.119	A
C - A180 W	757	0.90	0.22	756	0	413	2036	0.000	0.90	499	0.0	0.0	1.767	A

07:15 - 07:30

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	769	769	192	0	926	1	3035	0.253	768	505	0.4	0.5	2.482	A
B - A180 E	506	506	127	0	0	611	1072	0.473	505	158	0.6	0.9	6.532	A
C - A180 W	927	1	0.28	926	0	505	1947	0.001	1	611	0.0	0.0	1.849	A

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	769	769	192	0	926	1	3035	0.253	769	506	0.5	0.5	2.482	A
B - A180 E	506	506	127	0	0	611	1071	0.473	506	159	0.9	0.9	6.563	A
C - A180 W	927	1	0.28	926	0	506	1945	0.001	1	611	0.0	0.0	1.850	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	627	627	157	0	756	0.90	3035	0.207	628	415	0.5	0.4	2.339	A
B - A180 E	414	414	103	0	0	499	1136	0.364	415	130	0.9	0.6	5.150	A
C - A180 W	757	0.90	0.22	756	0	415	2035	0.000	0.90	499	0.0	0.0	1.769	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	525	525	131	0	633	0.75	3036	0.173	526	347	0.4	0.3	2.243	A
B - A180 E	346	346	87	0	0	418	1183	0.293	347	108	0.6	0.4	4.438	A
C - A180 W	634	0.75	0.19	633	0	347	2101	0.000	0.75	418	0.0	0.0	1.716	A

2025 Base, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Large Roundabout		A, B, C	1.80	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.80	A

Arms

Arms

[same as above]

Roundabout Geometry

[same as above]

Large Roundabout Data

Arm	Circulating flow (PCU/hr)	Has entry-to-exit separation	Entry-to-exit separation (m)
A - A160	371	✓	38.00
B - A180 E	986	✓	142.00
C - A180 W	161	✓	170.00

Bypass

[same as above]

Slope / Intercept / Capacity

[same as above]

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2025 Base	PM	ONE HOUR	15:45	17:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - A160		ONE HOUR	✓	1084	100.000
B - A180 E		ONE HOUR	✓	146	100.000
C - A180 W		ONE HOUR	✓	502	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - A160	B - A180 E	C - A180 W
From	A - A160	0	356	728
	B - A180 E	144	2	0
	C - A180 W	502	0	0

Vehicle Mix

HV %s

		To		
		A - A160	B - A180 E	C - A180 W
From	A - A160	0	3	37
	B - A180 E	9	0	0
	C - A180 W	70	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - A160	0.38	2.26	0.7	A	995	1492
B - A180 E	0.16	4.53	0.2	A	134	201
C - A180 W	0.00	0.00	0.0	A	461	0

Main Results for each time segment

15:45 - 16:00

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	816	816	204	0	378	1	3164	0.258	814	108	0.0	0.4	1.894	A
B - A180 E	110	110	27	0	0	547	1193	0.092	109	269	0.0	0.1	3.614	A
C - A180 W	378	0	0	378	0	109	2405	0.000	0	547	0.0	0.0	0.000	A

16:00 - 16:15

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	974	974	244	0	451	2	3163	0.308	974	129	0.4	0.5	2.032	A
B - A180 E	131	131	33	0	0	654	1123	0.117	131	322	0.1	0.1	3.953	A
C - A180 W	451	0	0	451	0	131	2382	0.000	0	654	0.0	0.0	0.000	A

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	1194	1194	298	0	553	2	3163	0.377	1193	158	0.5	0.7	2.257	A
B - A180 E	161	161	40	0	0	801	1026	0.157	161	394	0.1	0.2	4.528	A
C - A180 W	553	0	0	553	0	161	2352	0.000	0	801	0.0	0.0	0.000	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	1194	1194	298	0	553	2	3163	0.377	1194	159	0.7	0.7	2.258	A
B - A180 E	161	161	40	0	0	802	1025	0.157	161	394	0.2	0.2	4.532	A
C - A180 W	553	0	0	553	0	161	2352	0.000	0	802	0.0	0.0	0.000	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	974	974	244	0	451	2	3163	0.308	975	130	0.7	0.6	2.035	A
B - A180 E	131	131	33	0	0	655	1122	0.117	131	322	0.2	0.1	3.958	A
C - A180 W	451	0	0	451	0	131	2382	0.000	0	655	0.0	0.0	0.000	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	816	816	204	0	378	2	3164	0.258	817	109	0.6	0.4	1.895	A
B - A180 E	110	110	27	0	0	548	1192	0.092	110	270	0.1	0.1	3.620	A
C - A180 W	378	0	0	378	0	110	2404	0.000	0	548	0.0	0.0	0.000	A

2025 Base + Committed, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Large Roundabout		A, B, C	3.05	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.05	A

Arms

Arms

[same as above]

Roundabout Geometry

[same as above]

Large Roundabout Data

Arm	Circulating flow (PCU/hr)	Has entry-to-exit separation	Entry-to-exit separation (m)
A - A160	1372	✓	38.00
B - A180 E	669	✓	142.00
C - A180 W	554	✓	170.00

Bypass

[same as above]

Slope / Intercept / Capacity

[same as above]

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2025 Base + Committed	AM	ONE HOUR	06:45	08:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - A160		ONE HOUR	✓	754	100.000
B - A180 E		ONE HOUR	✓	503	100.000
C - A180 W		ONE HOUR	✓	1036	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - A160	B - A180 E	C - A180 W
From	A - A160	0	152	602
	B - A180 E	503	0	0
	C - A180 W	1035	0	1

Vehicle Mix

HV %s

		To		
		A - A160	B - A180 E	C - A180 W
From	A - A160	0	14	68
	B - A180 E	2	0	0
	C - A180 W	24	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - A160	0.28	2.63	0.6	A	692	1038
B - A180 E	0.48	6.06	0.9	A	462	692
C - A180 W	0.00	1.90	0.0	A	951	1

Main Results for each time segment

06:45 - 07:00

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	568	568	142	0	779	0.75	2932	0.194	566	377	0.0	0.4	2.332	A
B - A180 E	379	379	95	0	0	453	1308	0.289	377	114	0.0	0.4	3.936	A
C - A180 W	780	0.75	0.19	779	0	377	2064	0.000	0.75	453	0.0	0.0	1.744	A

07:00 - 07:15

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	678	678	169	0	930	0.90	2932	0.231	677	452	0.4	0.5	2.448	A
B - A180 E	452	452	113	0	0	542	1245	0.363	452	137	0.4	0.6	4.621	A
C - A180 W	931	0.90	0.22	930	0	452	1992	0.000	0.90	542	0.0	0.0	1.807	A

07:15 - 07:30

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	830	830	208	0	1140	1	2932	0.283	830	552	0.5	0.6	2.625	A
B - A180 E	554	554	138	0	0	663	1160	0.478	552	167	0.6	0.9	6.033	A
C - A180 W	1141	1	0.28	1140	0	552	1895	0.001	1	663	0.0	0.0	1.900	A

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	830	830	208	0	1140	1	2932	0.283	830	554	0.6	0.6	2.625	A
B - A180 E	554	554	138	0	0	664	1159	0.478	554	167	0.9	0.9	6.062	A
C - A180 W	1141	1	0.28	1140	0	554	1893	0.001	1	664	0.0	0.0	1.901	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	678	678	169	0	930	0.90	2932	0.231	678	454	0.6	0.5	2.451	A
B - A180 E	452	452	113	0	0	543	1245	0.363	454	137	0.9	0.6	4.649	A
C - A180 W	931	0.90	0.22	930	0	454	1990	0.000	0.90	543	0.0	0.0	1.811	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	568	568	142	0	779	0.75	2932	0.194	568	379	0.5	0.4	2.336	A
B - A180 E	379	379	95	0	0	454	1307	0.290	379	115	0.6	0.4	3.960	A
C - A180 W	780	0.75	0.19	779	0	379	2062	0.000	0.75	454	0.0	0.0	1.748	A

2025 Base + Committed, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Large Roundabout		A, B, C	2.07	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.07	A

Arms

Arms

[same as above]

Roundabout Geometry

[same as above]

Large Roundabout Data

Arm	Circulating flow (PCU/hr)	Has entry-to-exit separation	Entry-to-exit separation (m)
A - A160	995	✓	38.00
B - A180 E	926	✓	142.00
C - A180 W	168	✓	170.00

Bypass

[same as above]

Slope / Intercept / Capacity

[same as above]

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2025 Base + Committed	PM	ONE HOUR	15:45	17:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - A160		ONE HOUR	✓	1222	100.000
B - A180 E		ONE HOUR	✓	153	100.000
C - A180 W		ONE HOUR	✓	536	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - A160	B - A180 E	C - A180 W
From	A - A160	0	381	841
	B - A180 E	151	2	0
	C - A180 W	536	0	0

Vehicle Mix

HV %s

		To		
		A - A160	B - A180 E	C - A180 W
From	A - A160	0	3	32
	B - A180 E	9	0	0
	C - A180 W	65	11	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - A160	0.45	2.61	1.0	A	1121	1682
B - A180 E	0.18	5.02	0.2	A	140	211
C - A180 W	0.00	0.00	0.0	A	492	0

Main Results for each time segment

15:45 - 16:00

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	920	920	230	0	404	1	3019	0.305	918	113	0.0	0.5	2.077	A
B - A180 E	115	115	29	0	0	632	1146	0.101	115	288	0.0	0.1	3.798	A
C - A180 W	404	0	0	404	0	115	2398	0.000	0	632	0.0	0.0	0.000	A

16:00 - 16:15

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	1099	1099	275	0	482	2	3019	0.364	1098	136	0.5	0.7	2.274	A
B - A180 E	138	138	34	0	0	756	1063	0.129	137	344	0.1	0.2	4.234	A
C - A180 W	482	0	0	482	0	137	2374	0.000	0	756	0.0	0.0	0.000	A

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	1345	1345	336	0	590	2	3018	0.446	1344	166	0.7	1.0	2.608	A
B - A180 E	168	168	42	0	0	925	950	0.177	168	421	0.2	0.2	5.013	A
C - A180 W	590	0	0	590	0	168	2342	0.000	0	925	0.0	0.0	0.000	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	1345	1345	336	0	590	2	3018	0.446	1345	166	1.0	1.0	2.610	A
B - A180 E	168	168	42	0	0	926	949	0.177	168	422	0.2	0.2	5.019	A
C - A180 W	590	0	0	590	0	168	2342	0.000	0	926	0.0	0.0	0.000	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	1099	1099	275	0	482	2	3019	0.364	1100	136	1.0	0.7	2.277	A
B - A180 E	138	138	34	0	0	757	1062	0.129	138	345	0.2	0.2	4.240	A
C - A180 W	482	0	0	482	0	138	2374	0.000	0	757	0.0	0.0	0.000	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	920	920	230	0	404	2	3019	0.305	921	114	0.7	0.5	2.082	A
B - A180 E	115	115	29	0	0	634	1145	0.101	115	289	0.2	0.1	3.810	A
C - A180 W	404	0	0	404	0	115	2397	0.000	0	634	0.0	0.0	0.000	A

2025 Base + Committed + Development, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Large Roundabout		A, B, C	3.24	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.24	A

Arms

Arms

[same as above]

Roundabout Geometry

[same as above]

Large Roundabout Data

Arm	Circulating flow (PCU/hr)	Has entry-to-exit separation	Entry-to-exit separation (m)
A - A160	1470	✓	38.00
B - A180 E	668	✓	142.00
C - A180 W	586	✓	170.00

Bypass

[same as above]

Slope / Intercept / Capacity

[same as above]

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2025 Base + Committed + Development	AM	ONE HOUR	06:45	08:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - A160		ONE HOUR	✓	771	100.000
B - A180 E		ONE HOUR	✓	532	100.000
C - A180 W		ONE HOUR	✓	1036	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - A160	B - A180 E	C - A180 W
From	A - A160	0	169	602
	B - A180 E	532	0	0
	C - A180 W	1035	0	1

Vehicle Mix

HV %s

		To		
		A - A160	B - A180 E	C - A180 W
From	A - A160	0	16	68
	B - A180 E	5	0	0
	C - A180 W	24	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - A160	0.29	2.67	0.6	A	707	1061
B - A180 E	0.51	6.59	1.1	A	488	732
C - A180 W	0.00	1.94	0.0	A	951	1

Main Results for each time segment

06:45 - 07:00

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	580	580	145	0	779	0.75	2910	0.199	579	399	0.0	0.4	2.361	A
B - A180 E	401	401	100	0	0	453	1308	0.306	399	127	0.0	0.5	4.146	A
C - A180 W	780	0.75	0.19	779	0	399	2038	0.000	0.75	453	0.0	0.0	1.766	A

07:00 - 07:15

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	693	693	173	0	930	0.90	2910	0.238	693	478	0.4	0.5	2.484	A
B - A180 E	478	478	120	0	0	542	1246	0.384	478	152	0.5	0.6	4.915	A
C - A180 W	931	0.90	0.22	930	0	478	1962	0.000	0.90	542	0.0	0.0	1.834	A

07:15 - 07:30

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	849	849	212	0	1140	1	2909	0.292	848	584	0.5	0.6	2.671	A
B - A180 E	586	586	146	0	0	663	1160	0.505	584	186	0.6	1.1	6.546	A
C - A180 W	1141	1	0.28	1140	0	584	1860	0.001	1	663	0.0	0.0	1.936	A

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	849	849	212	0	1140	1	2909	0.292	849	586	0.6	0.6	2.671	A
B - A180 E	586	586	146	0	0	664	1160	0.505	586	186	1.1	1.1	6.586	A
C - A180 W	1141	1	0.28	1140	0	586	1859	0.001	1	664	0.0	0.0	1.937	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	693	693	173	0	930	0.90	2910	0.238	694	480	0.6	0.5	2.485	A
B - A180 E	478	478	120	0	0	543	1245	0.384	480	152	1.1	0.7	4.949	A
C - A180 W	931	0.90	0.22	930	0	480	1960	0.000	0.90	543	0.0	0.0	1.836	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	580	580	145	0	779	0.75	2910	0.199	581	401	0.5	0.4	2.366	A
B - A180 E	401	401	100	0	0	454	1307	0.306	401	127	0.7	0.5	4.175	A
C - A180 W	780	0.75	0.19	779	0	401	2035	0.000	0.75	454	0.0	0.0	1.771	A

2025 Base + Committed + Development, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Large Roundabout		A, B, C	2.26	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.26	A

Arms

Arms

[same as above]

Roundabout Geometry

[same as above]

Large Roundabout Data

Arm	Circulating flow (PCU/hr)	Has entry-to-exit separation	Entry-to-exit separation (m)
A - A160	1132	✓	38.00
B - A180 E	926	✓	142.00
C - A180 W	211	✓	170.00

Bypass

[same as above]

Slope / Intercept / Capacity

[same as above]

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2025 Base + Committed + Development	PM	ONE HOUR	15:45	17:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - A160		ONE HOUR	✓	1245	100.000
B - A180 E		ONE HOUR	✓	192	100.000
C - A180 W		ONE HOUR	✓	536	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - A160	B - A180 E	C - A180 W
From	A - A160	0	404	841
	B - A180 E	190	2	0
	C - A180 W	536	0	0

Vehicle Mix

HV %s

		To		
		A - A160	B - A180 E	C - A180 W
From	A - A160	0	5	32
	B - A180 E	16	0	0
	C - A180 W	65	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - A160	0.46	2.71	1.0	A	1142	1714
B - A180 E	0.22	5.65	0.3	A	176	264
C - A180 W	0.00	0.00	0.0	A	492	0

Main Results for each time segment

15:45 - 16:00

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	937	937	234	0	404	1	2987	0.314	935	142	0.0	0.6	2.135	A
B - A180 E	145	145	36	0	0	632	1146	0.126	144	305	0.0	0.2	4.158	A
C - A180 W	404	0	0	404	0	144	2359	0.000	0	632	0.0	0.0	0.000	A

16:00 - 16:15

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	1119	1119	280	0	482	2	2987	0.375	1119	171	0.6	0.7	2.347	A
B - A180 E	173	173	43	0	0	756	1063	0.162	172	365	0.2	0.2	4.679	A
C - A180 W	482	0	0	482	0	172	2329	0.000	0	756	0.0	0.0	0.000	A

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	1371	1371	343	0	590	2	2987	0.459	1370	209	0.7	1.0	2.711	A
B - A180 E	211	211	53	0	0	925	950	0.223	211	447	0.2	0.3	5.641	A
C - A180 W	590	0	0	590	0	211	2290	0.000	0	925	0.0	0.0	0.000	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	1371	1371	343	0	590	2	2987	0.459	1371	209	1.0	1.0	2.713	A
B - A180 E	211	211	53	0	0	926	949	0.223	211	447	0.3	0.3	5.649	A
C - A180 W	590	0	0	590	0	211	2289	0.000	0	926	0.0	0.0	0.000	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	1119	1119	280	0	482	2	2987	0.375	1120	171	1.0	0.7	2.350	A
B - A180 E	173	173	43	0	0	757	1062	0.162	173	365	0.3	0.2	4.692	A
C - A180 W	482	0	0	482	0	173	2329	0.000	0	757	0.0	0.0	0.000	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	937	937	234	0	404	2	2987	0.314	938	143	0.7	0.6	2.142	A
B - A180 E	145	145	36	0	0	634	1145	0.126	145	306	0.2	0.2	4.170	A
C - A180 W	404	0	0	404	0	145	2358	0.000	0	634	0.0	0.0	0.000	A

2032 Base, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Large Roundabout		A, B, C	3.01	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.01	A

Arms

Arms

[same as above]

Roundabout Geometry

[same as above]

Large Roundabout Data

Arm	Circulating flow (PCU/hr)	Has entry-to-exit separation	Entry-to-exit separation (m)
A - A160	1209	✓	38.00
B - A180 E	644	✓	142.00
C - A180 W	531	✓	170.00

Bypass

[same as above]

Slope / Intercept / Capacity

[same as above]

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D9	2032 Base	AM	ONE HOUR	06:45	08:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - A160		ONE HOUR	✓	731	100.000
B - A180 E		ONE HOUR	✓	482	100.000
C - A180 W		ONE HOUR	✓	881	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - A160	B - A180 E	C - A180 W
From	A - A160	0	151	580
	B - A180 E	482	0	0
	C - A180 W	880	0	1

Vehicle Mix

HV %s

		To		
		A - A160	B - A180 E	C - A180 W
From	A - A160	0	14	73
	B - A180 E	3	0	0
	C - A180 W	29	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - A160	0.27	2.60	0.6	A	671	1006
B - A180 E	0.45	5.71	0.8	A	442	663
C - A180 W	0.00	1.88	0.0	A	808	1

Main Results for each time segment

06:45 - 07:00

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	550	550	138	0	663	0.75	2970	0.185	549	361	0.0	0.4	2.322	A
B - A180 E	363	363	91	0	0	436	1324	0.274	361	113	0.0	0.4	3.845	A
C - A180 W	663	0.75	0.19	663	0	361	2083	0.000	0.75	436	0.0	0.0	1.728	A

07:00 - 07:15

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	657	657	164	0	791	0.90	2970	0.221	657	433	0.4	0.4	2.432	A
B - A180 E	433	433	108	0	0	522	1263	0.343	433	136	0.4	0.5	4.461	A
C - A180 W	792	0.90	0.22	791	0	433	2014	0.000	0.90	522	0.0	0.0	1.787	A

07:15 - 07:30

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	805	805	201	0	969	1	2970	0.271	804	529	0.4	0.6	2.598	A
B - A180 E	531	531	133	0	0	639	1180	0.450	529	166	0.5	0.8	5.687	A
C - A180 W	970	1	0.28	969	0	529	1920	0.001	1	639	0.0	0.0	1.875	A

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	805	805	201	0	969	1	2970	0.271	805	531	0.6	0.6	2.598	A
B - A180 E	531	531	133	0	0	640	1180	0.450	531	166	0.8	0.8	5.710	A
C - A180 W	970	1	0.28	969	0	531	1919	0.001	1	640	0.0	0.0	1.876	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	657	657	164	0	791	0.90	2970	0.221	658	434	0.6	0.4	2.435	A
B - A180 E	433	433	108	0	0	523	1263	0.343	434	136	0.8	0.5	4.484	A
C - A180 W	792	0.90	0.22	791	0	434	2012	0.000	0.90	523	0.0	0.0	1.792	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	550	550	138	0	663	0.75	2970	0.185	551	363	0.4	0.4	2.325	A
B - A180 E	363	363	91	0	0	438	1323	0.274	363	114	0.5	0.4	3.867	A
C - A180 W	663	0.75	0.19	663	0	363	2081	0.000	0.75	438	0.0	0.0	1.732	A

2032 Base, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Large Roundabout		A, B, C	1.85	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.85	A

Arms

Arms

[same as above]

Roundabout Geometry

[same as above]

Large Roundabout Data

Arm	Circulating flow (PCU/hr)	Has entry-to-exit separation	Entry-to-exit separation (m)
A - A160	388	✓	38.00
B - A180 E	1029	✓	142.00
C - A180 W	168	✓	170.00

Bypass

[same as above]

Slope / Intercept / Capacity

[same as above]

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D10	2032 Base	PM	ONE HOUR	15:45	17:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - A160		ONE HOUR	✓	1132	100.000
B - A180 E		ONE HOUR	✓	153	100.000
C - A180 W		ONE HOUR	✓	525	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - A160	B - A180 E	C - A180 W
From	A - A160	0	372	760
	B - A180 E	151	2	0
	C - A180 W	525	0	0

Vehicle Mix

HV %s

		To		
		A - A160	B - A180 E	C - A180 W
From	A - A160	0	3	37
	B - A180 E	9	0	0
	C - A180 W	70	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - A160	0.39	2.33	0.8	A	1039	1558
B - A180 E	0.17	4.73	0.2	A	140	211
C - A180 W	0.00	0.00	0.0	A	482	0

Main Results for each time segment

15:45 - 16:00

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	852	852	213	0	395	1	3160	0.270	850	113	0.0	0.5	1.924	A
B - A180 E	115	115	29	0	0	571	1171	0.098	115	281	0.0	0.1	3.708	A
C - A180 W	395	0	0	395	0	115	2398	0.000	0	571	0.0	0.0	0.000	A

16:00 - 16:15

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	1018	1018	254	0	472	2	3160	0.322	1017	136	0.5	0.6	2.077	A
B - A180 E	138	138	34	0	0	683	1098	0.125	137	336	0.1	0.2	4.081	A
C - A180 W	472	0	0	472	0	137	2374	0.000	0	683	0.0	0.0	0.000	A

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	1246	1246	312	0	578	2	3159	0.395	1245	166	0.6	0.8	2.323	A
B - A180 E	168	168	42	0	0	836	998	0.169	168	411	0.2	0.2	4.724	A
C - A180 W	578	0	0	578	0	168	2342	0.000	0	836	0.0	0.0	0.000	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	1246	1246	312	0	578	2	3159	0.395	1246	166	0.8	0.8	2.325	A
B - A180 E	168	168	42	0	0	837	997	0.169	168	412	0.2	0.2	4.728	A
C - A180 W	578	0	0	578	0	168	2342	0.000	0	837	0.0	0.0	0.000	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	1018	1018	254	0	472	2	3160	0.322	1019	136	0.8	0.6	2.080	A
B - A180 E	138	138	34	0	0	684	1097	0.125	138	337	0.2	0.2	4.086	A
C - A180 W	472	0	0	472	0	138	2374	0.000	0	684	0.0	0.0	0.000	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	852	852	213	0	395	2	3160	0.270	853	114	0.6	0.5	1.930	A
B - A180 E	115	115	29	0	0	573	1170	0.098	115	282	0.2	0.1	3.716	A
C - A180 W	395	0	0	395	0	115	2397	0.000	0	573	0.0	0.0	0.000	A

2032 Base + Committed, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Large Roundabout		A, B, C	3.20	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.20	A

Arms

Arms

[same as above]

Roundabout Geometry

[same as above]

Large Roundabout Data

Arm	Circulating flow (PCU/hr)	Has entry-to-exit separation	Entry-to-exit separation (m)
A - A160	1415	✓	38.00
B - A180 E	697	✓	142.00
C - A180 W	578	✓	170.00

Bypass

[same as above]

Slope / Intercept / Capacity

[same as above]

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D11	2032 Base + Committed	AM	ONE HOUR	06:45	08:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - A160		ONE HOUR	✓	786	100.000
B - A180 E		ONE HOUR	✓	525	100.000
C - A180 W		ONE HOUR	✓	1075	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - A160	B - A180 E	C - A180 W
From	A - A160	0	159	627
	B - A180 E	525	0	0
	C - A180 W	1074	0	1

Vehicle Mix

HV %s

		To		
		A - A160	B - A180 E	C - A180 W
From	A - A160	0	14	68
	B - A180 E	2	0	0
	C - A180 W	24	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - A160	0.30	2.68	0.6	A	721	1082
B - A180 E	0.51	6.58	1.0	A	482	723
C - A180 W	0.00	1.93	0.0	A	986	1

Main Results for each time segment

06:45 - 07:00

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	592	592	148	0	809	0.75	2923	0.202	590	393	0.0	0.4	2.365	A
B - A180 E	395	395	99	0	0	472	1290	0.306	393	119	0.0	0.4	4.085	A
C - A180 W	809	0.75	0.19	809	0	393	2044	0.000	0.75	472	0.0	0.0	1.760	A

07:00 - 07:15

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	707	707	177	0	966	0.90	2922	0.242	706	471	0.4	0.5	2.490	A
B - A180 E	472	472	118	0	0	564	1225	0.385	471	143	0.4	0.6	4.863	A
C - A180 W	966	0.90	0.22	966	0	471	1970	0.000	0.90	564	0.0	0.0	1.827	A

07:15 - 07:30

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	865	865	216	0	1182	1	2922	0.296	865	576	0.5	0.6	2.682	A
B - A180 E	578	578	145	0	0	691	1137	0.509	576	175	0.6	1.0	6.536	A
C - A180 W	1184	1	0.28	1182	0	576	1869	0.001	1	691	0.0	0.0	1.927	A

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	865	865	216	0	1182	1	2922	0.296	865	578	0.6	0.6	2.682	A
B - A180 E	578	578	145	0	0	691	1136	0.509	578	175	1.0	1.0	6.576	A
C - A180 W	1184	1	0.28	1182	0	578	1867	0.001	1	691	0.0	0.0	1.929	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	707	707	177	0	966	0.90	2922	0.242	707	474	0.6	0.5	2.493	A
B - A180 E	472	472	118	0	0	565	1225	0.385	474	143	1.0	0.6	4.897	A
C - A180 W	966	0.90	0.22	966	0	474	1967	0.000	0.90	565	0.0	0.0	1.832	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	592	592	148	0	809	0.75	2923	0.202	592	396	0.5	0.4	2.370	A
B - A180 E	395	395	99	0	0	473	1289	0.307	396	120	0.6	0.5	4.113	A
C - A180 W	809	0.75	0.19	809	0	396	2042	0.000	0.75	473	0.0	0.0	1.765	A

2032 Base + Committed, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Large Roundabout		A, B, C	2.15	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.15	A

Arms

Arms

[same as above]

Roundabout Geometry

[same as above]

Large Roundabout Data

Arm	Circulating flow (PCU/hr)	Has entry-to-exit separation	Entry-to-exit separation (m)
A - A160	1021	✓	38.00
B - A180 E	961	✓	142.00
C - A180 W	176	✓	170.00

Bypass

[same as above]

Slope / Intercept / Capacity

[same as above]

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D12	2032 Base + Committed	PM	ONE HOUR	15:45	17:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - A160		ONE HOUR	✓	1270	100.000
B - A180 E		ONE HOUR	✓	160	100.000
C - A180 W		ONE HOUR	✓	559	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - A160	B - A180 E	C - A180 W
From	A - A160	0	397	873
	B - A180 E	158	2	0
	C - A180 W	559	0	0

Vehicle Mix

HV %s

		To		
		A - A160	B - A180 E	C - A180 W
From	A - A160	0	3	32
	B - A180 E	9	0	0
	C - A180 W	65	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - A160	0.46	2.70	1.0	A	1165	1748
B - A180 E	0.19	5.25	0.3	A	147	220
C - A180 W	0.00	0.00	0.0	A	513	0

Main Results for each time segment

15:45 - 16:00

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	956	956	239	0	421	1	3013	0.317	954	118	0.0	0.6	2.119	A
B - A180 E	120	120	30	0	0	656	1125	0.107	120	300	0.0	0.1	3.898	A
C - A180 W	421	0	0	421	0	120	2391	0.000	0	656	0.0	0.0	0.000	A

16:00 - 16:15

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	1142	1142	285	0	503	2	3013	0.379	1141	142	0.6	0.7	2.333	A
B - A180 E	144	144	36	0	0	784	1040	0.138	144	358	0.1	0.2	4.373	A
C - A180 W	503	0	0	503	0	144	2366	0.000	0	784	0.0	0.0	0.000	A

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	1398	1398	350	0	615	2	3012	0.464	1397	174	0.7	1.0	2.703	A
B - A180 E	176	176	44	0	0	960	923	0.191	176	439	0.2	0.3	5.243	A
C - A180 W	615	0	0	615	0	176	2333	0.000	0	960	0.0	0.0	0.000	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	1398	1398	350	0	615	2	3012	0.464	1398	174	1.0	1.0	2.705	A
B - A180 E	176	176	44	0	0	961	922	0.191	176	439	0.3	0.3	5.251	A
C - A180 W	615	0	0	615	0	176	2332	0.000	0	961	0.0	0.0	0.000	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	1142	1142	285	0	503	2	3013	0.379	1143	142	1.0	0.7	2.338	A
B - A180 E	144	144	36	0	0	786	1039	0.138	144	359	0.3	0.2	4.384	A
C - A180 W	503	0	0	503	0	144	2366	0.000	0	786	0.0	0.0	0.000	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	956	956	239	0	421	2	3013	0.317	957	119	0.7	0.6	2.126	A
B - A180 E	120	120	30	0	0	658	1124	0.107	121	301	0.2	0.1	3.908	A
C - A180 W	421	0	0	421	0	121	2390	0.000	0	658	0.0	0.0	0.000	A

2032 Base + Committed + Development, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Large Roundabout		A, B, C	3.40	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.40	A

Arms

Arms

[same as above]

Roundabout Geometry

[same as above]

Large Roundabout Data

Arm	Circulating flow (PCU/hr)	Has entry-to-exit separation	Entry-to-exit separation (m)
A - A160	1513	✓	38.00
B - A180 E	695	✓	142.00
C - A180 W	609	✓	170.00

Bypass

[same as above]

Slope / Intercept / Capacity

[same as above]

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D13	2032 Base + Committed + Development	AM	ONE HOUR	06:45	08:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - A160		ONE HOUR	✓	802	100.000
B - A180 E		ONE HOUR	✓	553	100.000
C - A180 W		ONE HOUR	✓	1075	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - A160	B - A180 E	C - A180 W
From	A - A160	0	175	627
	B - A180 E	553	0	0
	C - A180 W	1074	0	1

Vehicle Mix

HV %s

		To		
		A - A160	B - A180 E	C - A180 W
From	A - A160	0	16	68
	B - A180 E	5	0	0
	C - A180 W	24	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - A160	0.30	2.73	0.7	A	736	1104
B - A180 E	0.54	7.16	1.2	A	507	761
C - A180 W	0.00	1.96	0.0	A	986	1

Main Results for each time segment

06:45 - 07:00

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	604	604	151	0	809	0.75	2900	0.208	602	414	0.0	0.4	2.397	A
B - A180 E	416	416	104	0	0	472	1291	0.323	414	131	0.0	0.5	4.304	A
C - A180 W	809	0.75	0.19	809	0	414	2019	0.000	0.75	472	0.0	0.0	1.782	A

07:00 - 07:15

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	721	721	180	0	966	0.90	2900	0.249	721	496	0.4	0.5	2.528	A
B - A180 E	497	497	124	0	0	564	1226	0.406	496	157	0.5	0.7	5.175	A
C - A180 W	966	0.90	0.22	966	0	496	1941	0.000	0.90	564	0.0	0.0	1.854	A

07:15 - 07:30

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	883	883	221	0	1182	1	2899	0.305	882	607	0.5	0.7	2.731	A
B - A180 E	609	609	152	0	0	691	1137	0.536	607	193	0.7	1.2	7.107	A
C - A180 W	1184	1	0.28	1182	0	607	1836	0.001	1	691	0.0	0.0	1.962	A

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	883	883	221	0	1182	1	2899	0.305	883	609	0.7	0.7	2.731	A
B - A180 E	609	609	152	0	0	691	1137	0.536	609	193	1.2	1.2	7.162	A
C - A180 W	1184	1	0.28	1182	0	609	1834	0.001	1	691	0.0	0.0	1.963	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	721	721	180	0	966	0.90	2900	0.249	722	499	0.7	0.5	2.529	A
B - A180 E	497	497	124	0	0	565	1225	0.406	499	157	1.2	0.7	5.219	A
C - A180 W	966	0.90	0.22	966	0	499	1939	0.000	0.90	565	0.0	0.0	1.856	A

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	604	604	151	0	809	0.75	2900	0.208	604	417	0.5	0.4	2.399	A
B - A180 E	416	416	104	0	0	473	1290	0.323	417	132	0.7	0.5	4.338	A
C - A180 W	809	0.75	0.19	809	0	417	2017	0.000	0.75	473	0.0	0.0	1.784	A

2032 Base + Committed + Development, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Large Roundabout		A, B, C	2.35	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.35	A

Arms

Arms

[same as above]

Roundabout Geometry

[same as above]

Large Roundabout Data

Arm	Circulating flow (PCU/hr)	Has entry-to-exit separation	Entry-to-exit separation (m)
A - A160	1157	✓	38.00
B - A180 E	961	✓	142.00
C - A180 W	218	✓	170.00

Bypass

[same as above]

Slope / Intercept / Capacity

[same as above]

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D14	2032 Base + Committed + Development	PM	ONE HOUR	15:45	17:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - A160		ONE HOUR	✓	1293	100.000
B - A180 E		ONE HOUR	✓	198	100.000
C - A180 W		ONE HOUR	✓	559	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - A160	B - A180 E	C - A180 W
From	A - A160	0	420	873
	B - A180 E	196	2	0
	C - A180 W	559	0	0

Vehicle Mix

HV %s

		To		
		A - A160	B - A180 E	C - A180 W
From	A - A160	0	5	32
	B - A180 E	16	0	0
	C - A180 W	65	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - A160	0.48	2.82	1.1	A	1186	1780
B - A180 E	0.24	5.92	0.4	A	182	273
C - A180 W	0.00	0.00	0.0	A	513	0

Main Results for each time segment

15:45 - 16:00

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	973	973	243	0	421	1	2982	0.326	971	147	0.0	0.6	2.180	A
B - A180 E	149	149	37	0	0	656	1125	0.133	148	317	0.0	0.2	4.266	A
C - A180 W	421	0	0	421	0	148	2353	0.000	0	656	0.0	0.0	0.000	A

16:00 - 16:15

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	1162	1162	291	0	503	2	2981	0.390	1162	176	0.6	0.8	2.408	A
B - A180 E	178	178	44	0	0	784	1040	0.171	178	379	0.2	0.2	4.836	A
C - A180 W	503	0	0	503	0	178	2323	0.000	0	784	0.0	0.0	0.000	A

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	1424	1424	356	0	615	2	2981	0.478	1422	215	0.8	1.1	2.811	A
B - A180 E	218	218	55	0	0	960	923	0.236	218	464	0.2	0.4	5.906	A
C - A180 W	615	0	0	615	0	218	2282	0.000	0	960	0.0	0.0	0.000	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	1424	1424	356	0	615	2	2981	0.478	1424	216	1.1	1.1	2.815	A
B - A180 E	218	218	55	0	0	961	922	0.236	218	465	0.4	0.4	5.918	A
C - A180 W	615	0	0	615	0	218	2281	0.000	0	961	0.0	0.0	0.000	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	1162	1162	291	0	503	2	2981	0.390	1164	177	1.1	0.8	2.416	A
B - A180 E	178	178	44	0	0	786	1039	0.171	178	380	0.4	0.2	4.848	A
C - A180 W	503	0	0	503	0	178	2322	0.000	0	786	0.0	0.0	0.000	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A160	973	973	243	0	421	2	2982	0.326	974	148	0.8	0.6	2.187	A
B - A180 E	149	149	37	0	0	658	1124	0.133	149	318	0.2	0.2	4.281	A
C - A180 W	421	0	0	421	0	149	2352	0.000	0	658	0.0	0.0	0.000	A

Annex L

1.0 Introduction

1.1 This Technical Note has been produced by DTA to summarise the results of the merge diverge assessments carried out as part of the Transport Assessment.

1.2 Merge / diverge assessments on the A180/ A1173 Interchange and the A160/ A180 Interchange (Brocklesby Interchange) have been undertaken in accordance with the guidance within Design Manual for Roads and Bridges (DMRB) CD122 'Geometric design of grade separated junctions'. This considers the configuration of the slip road merge and diverge arrangements for a given combination of mainline and slip road flows against a number of different standard layouts.

1.3 For context, the development flows for the slip roads are provided at Figure 5 and Figure 7 of the TA. The numbers have been recreated in **Table 1** below. The mainline flows are at point within the junction downstream of the diverge and upstream of the merge. To put these flows into context the practical capacity of a single lane of an all-purpose road is taken (in CD122) as 1600 vehicles per hour and the equivalent single lane on a connector road as 1350 vehicles per hour.

Table 1 - Slip Road Development Flows (vehicles)

Junction	Direction of Movement	Existing (2025)		Light Vehicle Movements		HGV Movements		Total Movements	
		AM	PM	AM	PM	AM	PM	AM	PM
A1173/ A180	Eastbound Mainline	1085	1092	0	0	0	0	0	0
	Westbound Mainline	1201	1069	0	0	0	0	0	0
	Eastbound Diverge	780	251	9	9	63	86	72	95
	Eastbound Merge	369	1209	3	3	0	0	3	3
	Westbound Diverge	1179	442	3	3	0	0	3	3
	Westbound Merge	228	762	9	9	35	50	44	59
A160/ A180	Eastbound Mainline	1726	1799	9	9	63	86	72	95
	Westbound Mainline	962	1688	9	9	35	50	44	59
	Eastbound Diverge	1145	791	2	2	12	16	14	18
	Eastbound Merge	150	371	0	0	0	0	0	0
	Westbound Diverge	782	425	0	0	0	0	0	0
	Westbound Merge	584	777	2	2	6	9	8	11

1.4 As can be seen above, the total number of vehicles in any one direction of movement are low. The only links were flows exceed 30 movements per hour are the A1173/ A180 west facing slips and the A180 mainline under the A160/ A180 interchange.

1.5 At present, all the slip roads at both junctions are Layout A with two lanes up and downstream on the mainline. The A180/ A1173 Stallingborough Interchange has two lanes on the connector road. The eastbound merge and westbound diverge on the A160/ A180 Interchange (Brocklesby Interchange) have one lane connector roads with the eastbound diverge and westbound merge having two lane connector roads.

1.6 The Department for Transport (DfT) Circular 02/2013 states that *"Where the overall forecast demand at the time of opening of the development can be accommodated by the existing infrastructure, further capacity mitigation will not be sought. […] The overall forecast demand should be compared to the ability of the existing network to accommodate traffic over a period up to ten years after the date of registration of planning application."* For this reason, the A180/ A1173 Interchange and the A160/ A180 Interchange (Brocklesby Interchange) slip roads have been assessed for the 2025 opening year and 2032 future year. The scenarios tested are 'Base + Committed' and 'Base + Committed + Development' in the AM (07:00-08:00) and PM (16:00-17:00) peak periods.

1.7 All the merge/ diverge plots for the A180/ A1173 Stallingborough Interchange are attached in **Annex TN5 A** with the plots for the A160/ A180 Brocklesby Interchange attached in **Annex TN5 B**.

2.0 A180 / A1173 Stallingborough Interchange

Diverge Slip Roads

2.1 To calculate the lane requirements at the diverges the demand flows summarised in **Table 1** have been divided by the practical lane capacities (para. 1.3). The larger ratio of demand to capacity from the two peak periods has been rounded up to the nearest whole number to give the worst lane requirement and this is compared to the existing provision. These are summarised in **Table 2**.

2.2 All scenarios for both the eastbound and westbound diverges require 1 lane downstream, 2 lanes upstream and 1 lane on the slip road. In practice two lanes are carried through the junction, i.e., there are two downstream lanes also.

2.3 All the demand flows fall into the bottom left quadrant of the CD122 graph. At this level of traffic, the no specific layout required given the very low levels of demand.

2.4 This demand would therefore allow for a lane drop as the downstream demand is well within the capacity of a single lane. In practice, two lanes are carried all the way through the junction in both directions and there are no benefits from dropping a lane.

2.5 Both diverges are Layout A arrangements i.e., a direct taper. This is appropriate for the forecast level of mainline and diverging demand. In both cases the development related demand is not a material consideration.

Merge Slip Roads

2.6 The merges similarly indicate that there is inherently more capacity within the current layout than the demand necessarily warrants. As such the summary of demand scenarios in **Table 3** shows that the upstream mainline demand could be accommodated within a single lane but that with existing and proposed slip road demands there is a case for the second mainline lane downstream. This would require a lane gain if there were only a single upstream lane but there are currently two lanes upstream and downstream of the junction in both directions. There are no benefits from adding a further lane.

2.7 Both merges are Layout A arrangements i.e., a direct taper without auxiliary lane. This is appropriate for the forecast level of mainline and merging demand. In both cases the development related demand is not a material consideration.

Table 2 - Diverges for the A180 / A1173 (Stallingborough Interchange)

		Eastbound							Westbound						
		Current Lanes	Comm Dev	Baseline		Dev	Design		Current Lanes	Comm Dev	Baseline		Dev	Design	
				2025	2032		2025	2032			2025	2025		2025	2032
A180 upstream mainline [A]	AM (vph)		470	1865	1943	72	1937	2015		453	2380	2489	3	2383	2492
	PM (vph)		85	1343	1414	95	1438	1509		65	1511	1592	3	1514	1980
	Lanes Required	2		2	2		2	2	2		2	2		2	2
A180 downstream mainline [B]	AM (vph)		0	1085	1146	0	1085	1146		0	1201	1269	0	1201	1269
	PM (vph)		0	1092	1154	0	1092	1154		0	1069	1129	0	1069	1129
	Lanes Required	2		1	1		1	1	2		1	1		1	1
Slip Roads [C]	AM (vph)		470	780	797	72	852	924		453	1179	1220	3	1182	1223
	PM (vph)		85	251	260	95	346	355		65	442	463	3	445	466
	Lanes Required	2		1	1		1	1	2		1	1		1	1

Table 3 - Merges for the A180 / A1173 (Stallingborough Interchange)

		Eastbound							Westbound						
		Current Lanes	Comm Dev	Baseline		Dev	Design		Current Lanes	Comm Dev	Baseline		Dev	Design	
				2025	2032		2025	2032			2025	2025		2025	2032
A180 upstream mainline [A]	AM (vph)		0	1085	1146	0	1085	1146		0	1201	1269	0	1201	1269
	PM (vph)		0	1092	1154	0	1092	1154		0	1069	1129	0	1069	1129
	Lanes Required	2		1	1		1	1	2		1	1		1	1
A180 downstream mainline [B]	AM (vph)		73	1454	1532	3	1457	1460		62	1429	1506	44	1473	1550
	PM (vph)		457	2301	2405	3	2304	2307		465	1831	1908	59	1890	1967
	Lanes Required	2		2	2		2	2	2		2	2		2	2
Slip Roads [C]	AM (vph)		73	369	386	3	372	389		62	228	237	44	272	281
	PM (vph)		457	1209	1251	3	1212	1254		465	762	779	59	821	838
	Lanes Required	2		1	1		1	2	2		1	1		1	1

3.0 A160 / A180 Brocklesby Interchange

Diverge Slip Roads

3.1 As summarised in **Table 4**, all scenarios for both the eastbound and westbound diverges require 2 lanes downstream, 2 lanes upstream and 1 lane on the slip road.

3.2 Both diverges are Layout A arrangements i.e., a direct taper. This is appropriate for the forecast level of mainline and diverging demand. In both cases the development related demand is not a material consideration.

Merge Slip Roads

3.3 The merges indicate that there is inherently more capacity within the current layout than the demand necessarily warrants. A summary of demand scenarios is set out in **Table 5**.

3.4 Both merges are Layout A arrangements i.e., a direct taper without auxiliary lane. This is appropriate for the forecast level of mainline and merging demand. In both cases the development related demand is not a material consideration.

Table 4 - Diverges for the A160/ A180 Interchange (Brocklesby Interchange)

		Eastbound							Westbound						
		Current Lanes	Comm Dev	Baseline		Dev	Design		Current Lanes	Comm Dev	Baseline		Dev	Design	
				2025	2032		2025	2032			2025	2025		2025	2032
A180 upstream mainline [A]	AM (vph)		741	2871	3005	86	2957	3091		389	844	1774	1018	826	1818
	PM (vph)		356	1771	1857	113	1884	1970		739	2113	2196	59	2172	2255
	Lanes Required	2		2	2		2	2	2		2	2		2	2
A180 downstream mainline [B]	AM (vph)		470	1726	1805	72	1798	1877		85	62	962	1018	44	1006
	PM (vph)		85	980	1034	95	1075	1129		465	1688	1762	59	1747	1821
	Lanes Required	2		2	2		2	2	2		2	2		2	2
Slip Roads [C]	AM (vph)		271	1145	1200	14	1159	1214		304	782	812	0	782	812
	PM (vph)		271	791	823	18	809	841		274	425	434	0	425	434
	Lanes Required	2		1	1		1	1	2		1	1		1	1

Table 5 - Merges for the A160/ A180 Interchange (Brocklesby Interchange)

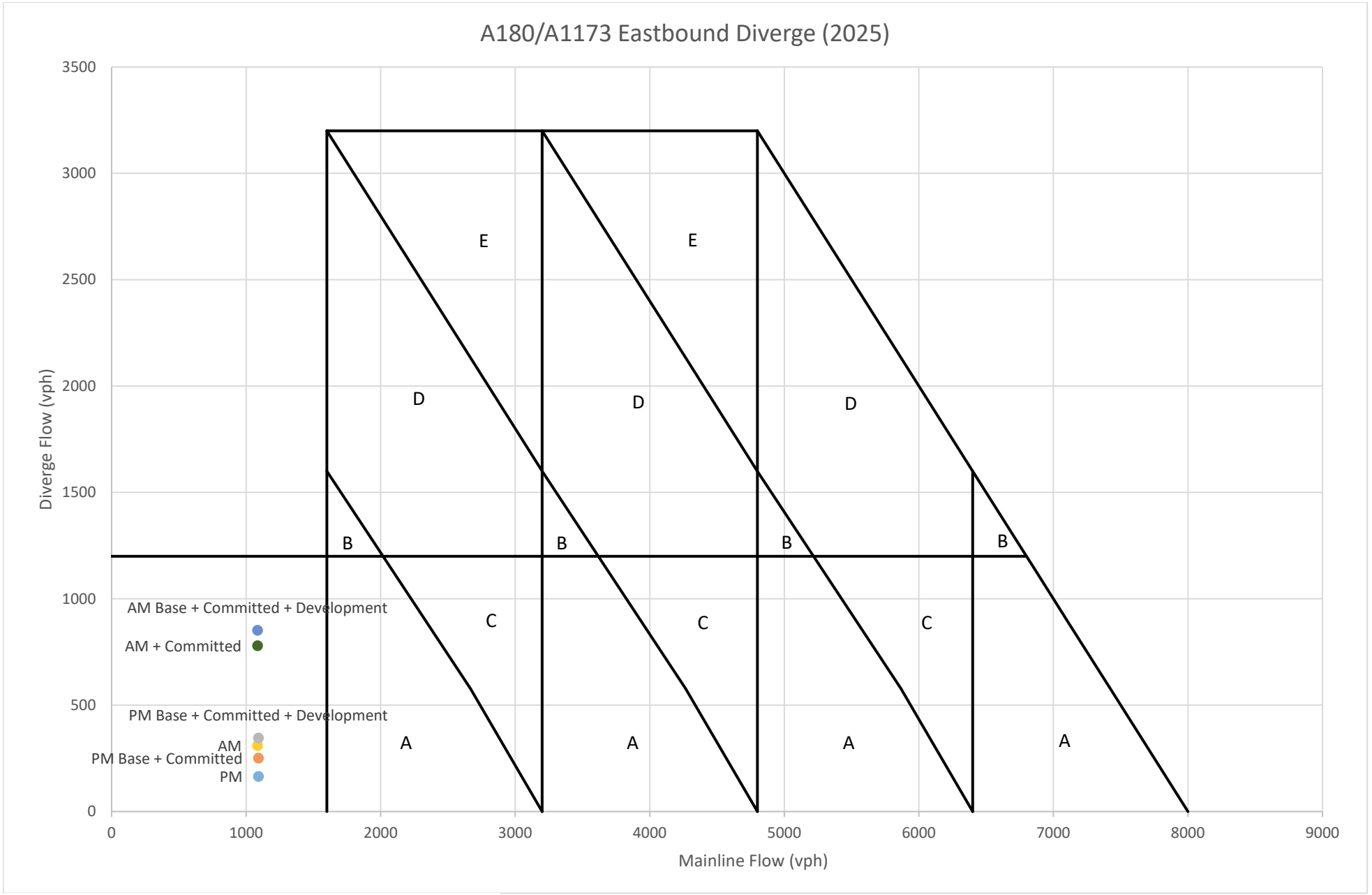
		Eastbound							Westbound						
		Current Lanes	Comm Dev	Baseline		Dev	Design		Current Lanes	Comm Dev	Baseline		Dev	Design	
				2025	2032		2025	2032			2025	2025		2025	2032
A180 upstream mainline [A]	AM (vph)		470	1726	1805	72	1798	1877		62	962	1018	44	1006	1062
	PM (vph)		85	980	1034	95	1075	1129		465	1688	1762	59	1747	1821
	Lanes Required	2		2	2		2	2	2		2	2		2	2
A180 downstream mainline [B]	AM (vph)		470	1876	1964	72	1948	2036		70	1546	1638	52	1598	1690
	PM (vph)		85	1351	1428	95	1446	1523		487	2465	2584	70	2535	2654
	Lanes Required	2		2	2		2	2	2		2	2		2	2
Slip Roads [C]	AM (vph)		0	150	159	0	150	159		8	584	620	8	592	628
	PM (vph)		0	371	394	0	371	394		22	777	822	11	788	833
	Lanes Required	2		1	1		1	1	2		1	1		1	1

4.0 Conclusions

4.1 Therefore, it can be concluded that the current merge and diverge layouts are appropriate (or over provision) for the existing and forecast level of demand. The demand from the development is not material in the context of the overall follows and no alterations are required at the A180/ A1173 Interchange or the A160/ A180 Interchange (Brocklesby Interchange) because of the proposals.

Annex TN5 A

A180/ A1173 Slip Roads Assessment



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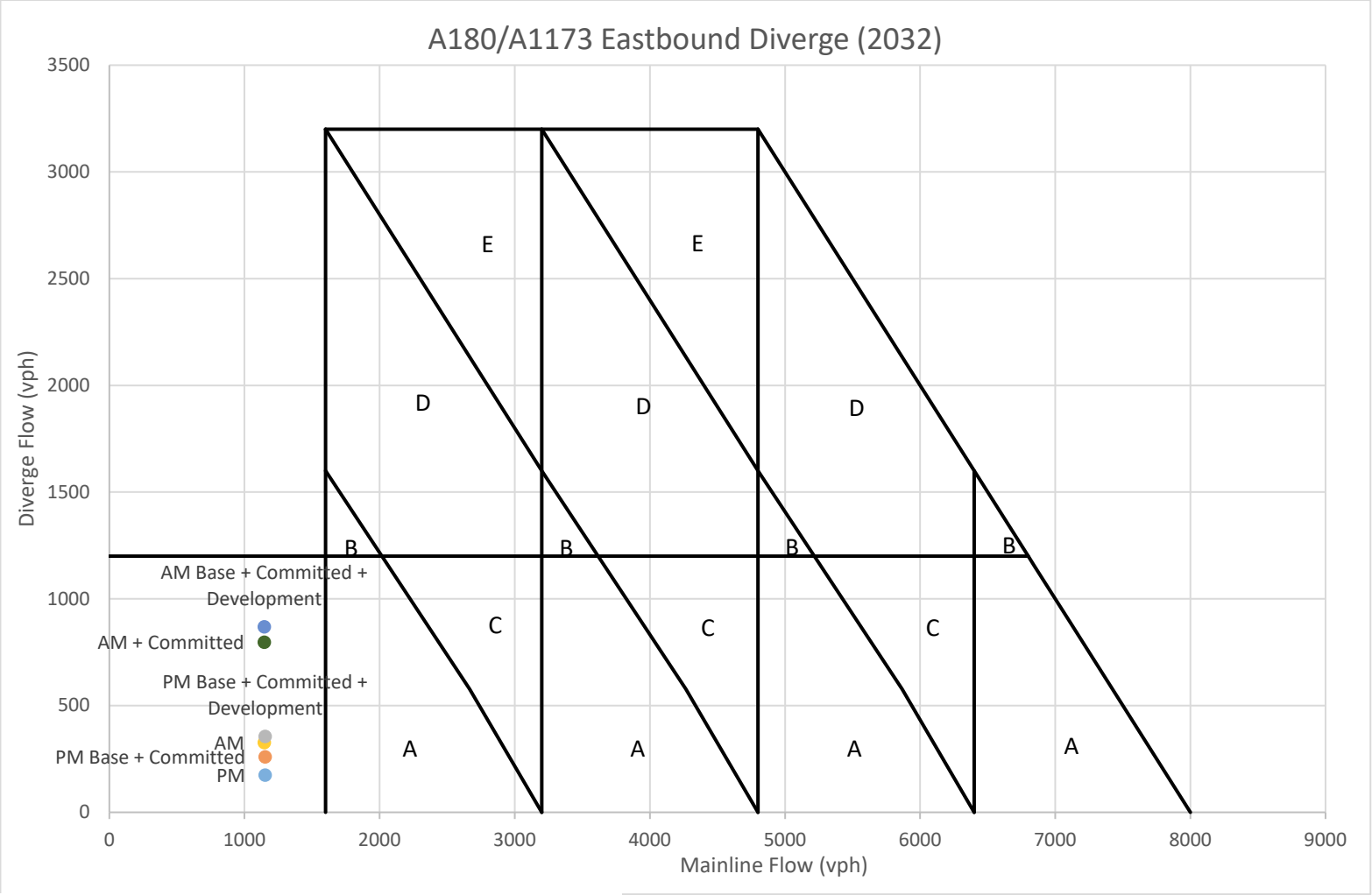

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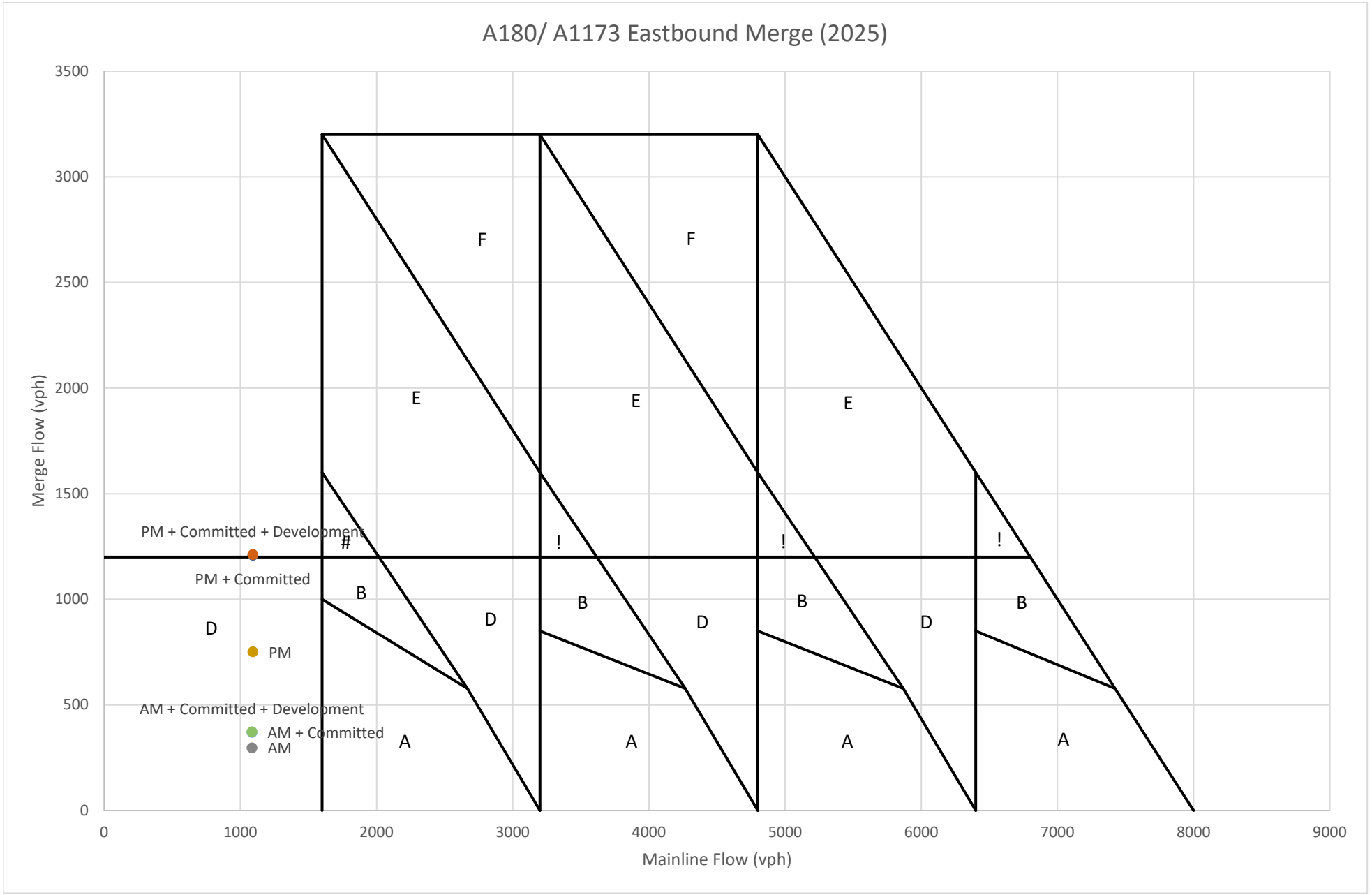
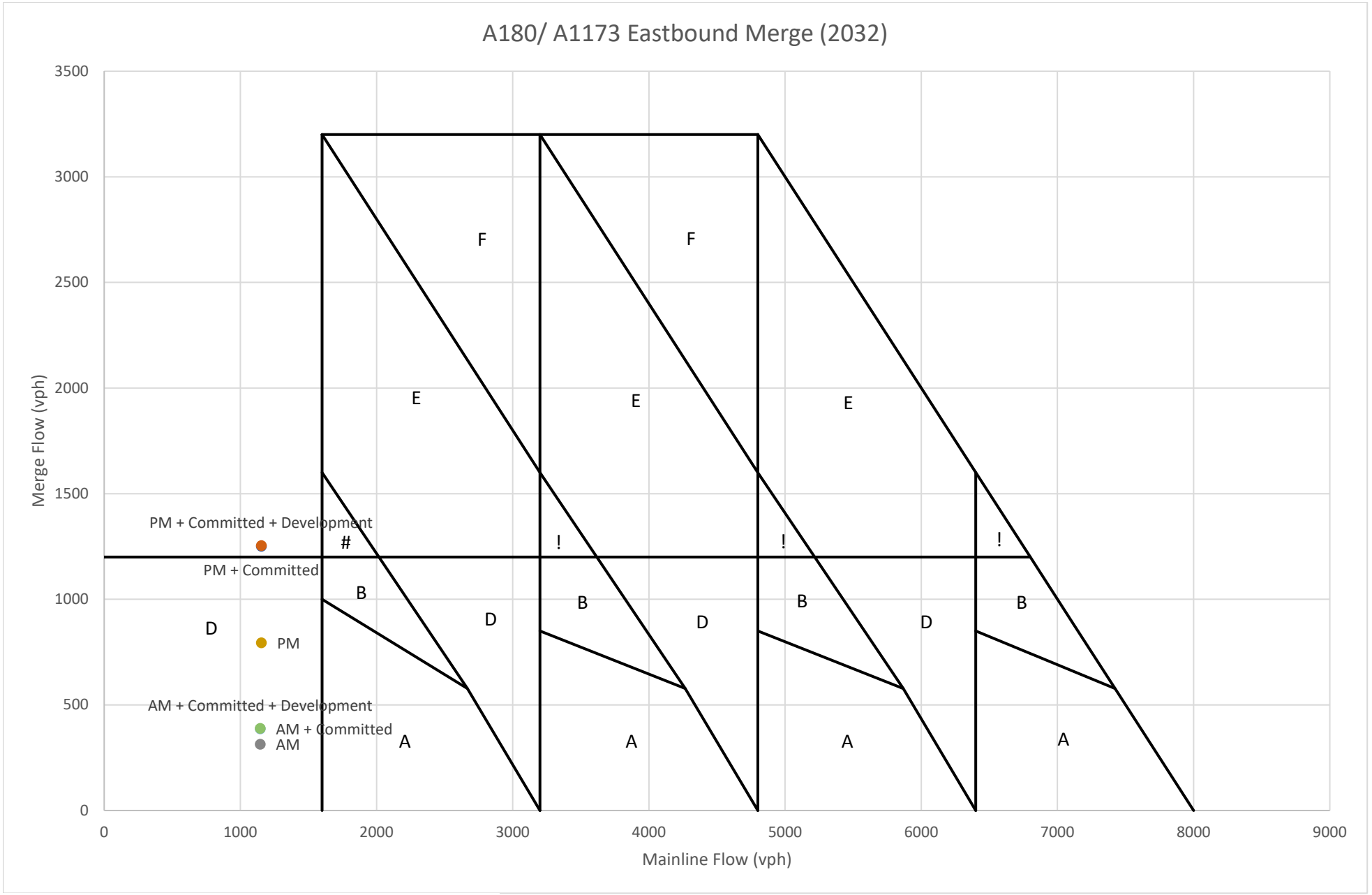

A180/ A1173 Eastbound Merge (2025)
Merge Flow (vph)
Mainline Flow (vph)
3500
3000
2500
2000
1500
1000
500
0
0
1000
2000
3000
4000
5000
6000
7000
8000
9000
F
E
D
B
A
#
!
PM + Committed + Development
PM + Committed
PM
AM + Committed + Development
AM + Committed
AM



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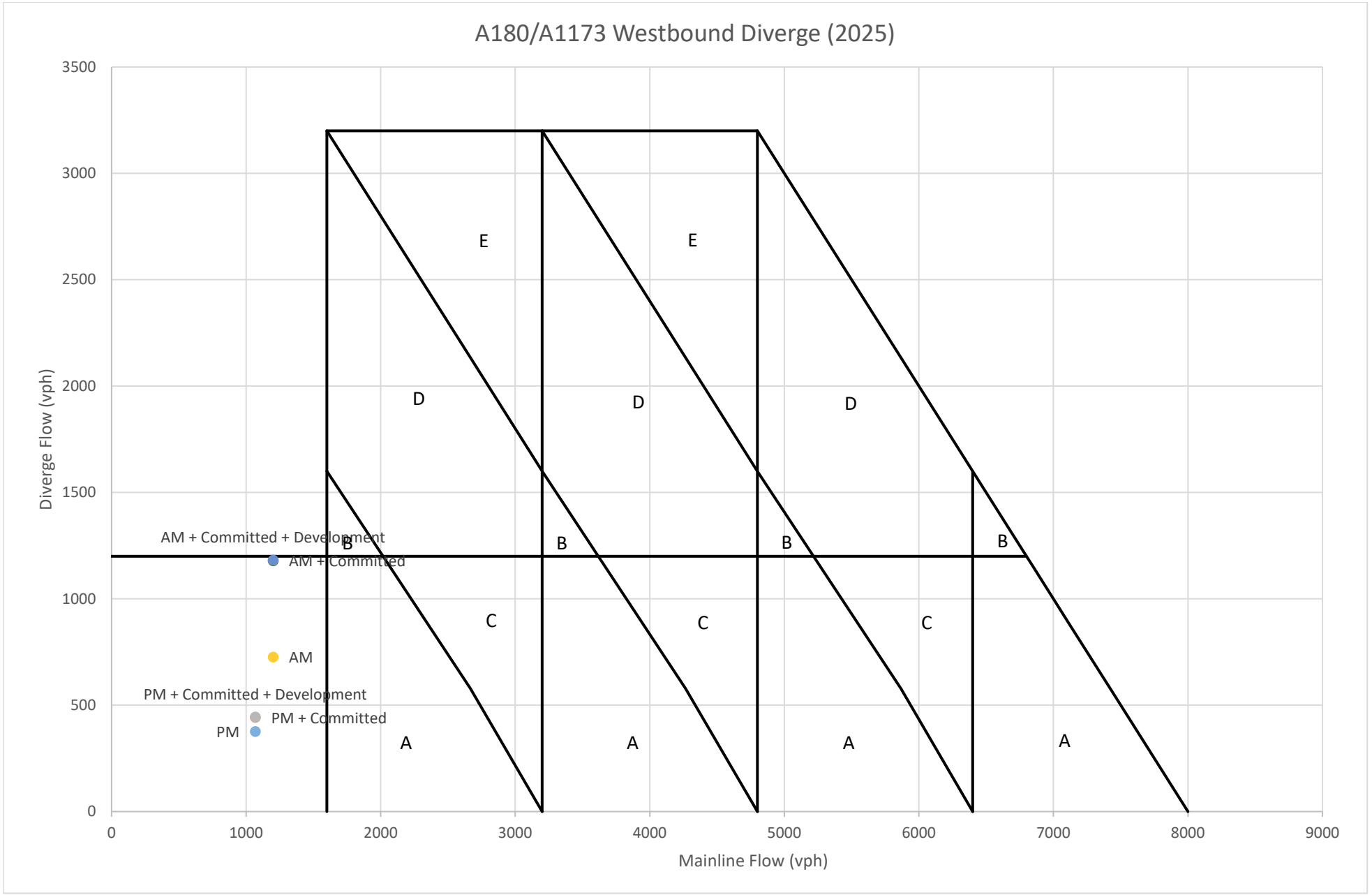
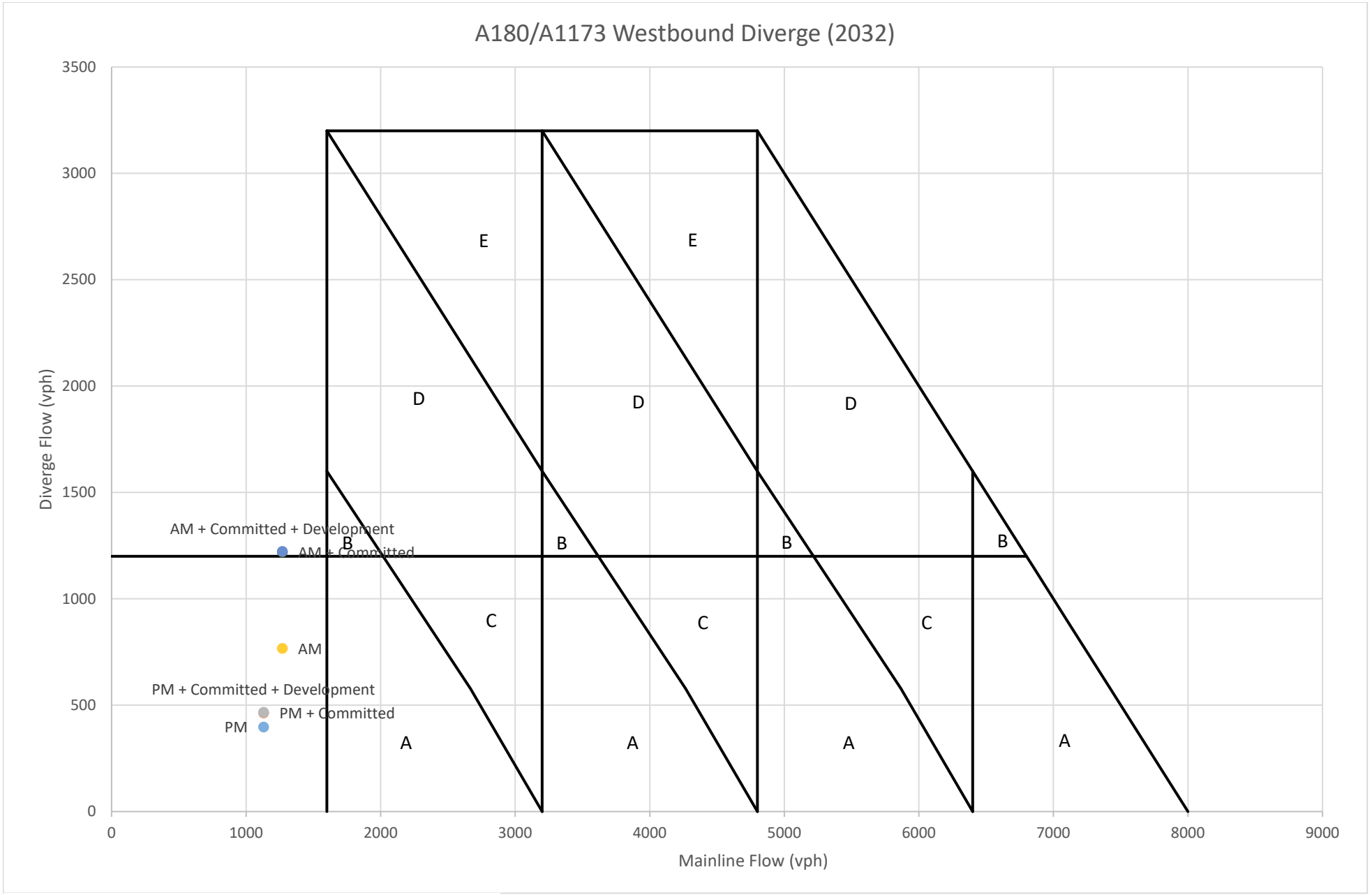

A180/A1173 Westbound Diverge (2025)
Diverge Flow (vph)
Mainline Flow (vph)
3500
3000
2500
2000
1500
1000
500
0
0
1000
2000
3000
4000
5000
6000
7000
8000
9000
E
E
D
D
D
B
B
B
B
C
C
C
A
A
A
A
AM + Committed + Development
AM + Committed
AM
PM + Committed + Development
PM + Committed
PM



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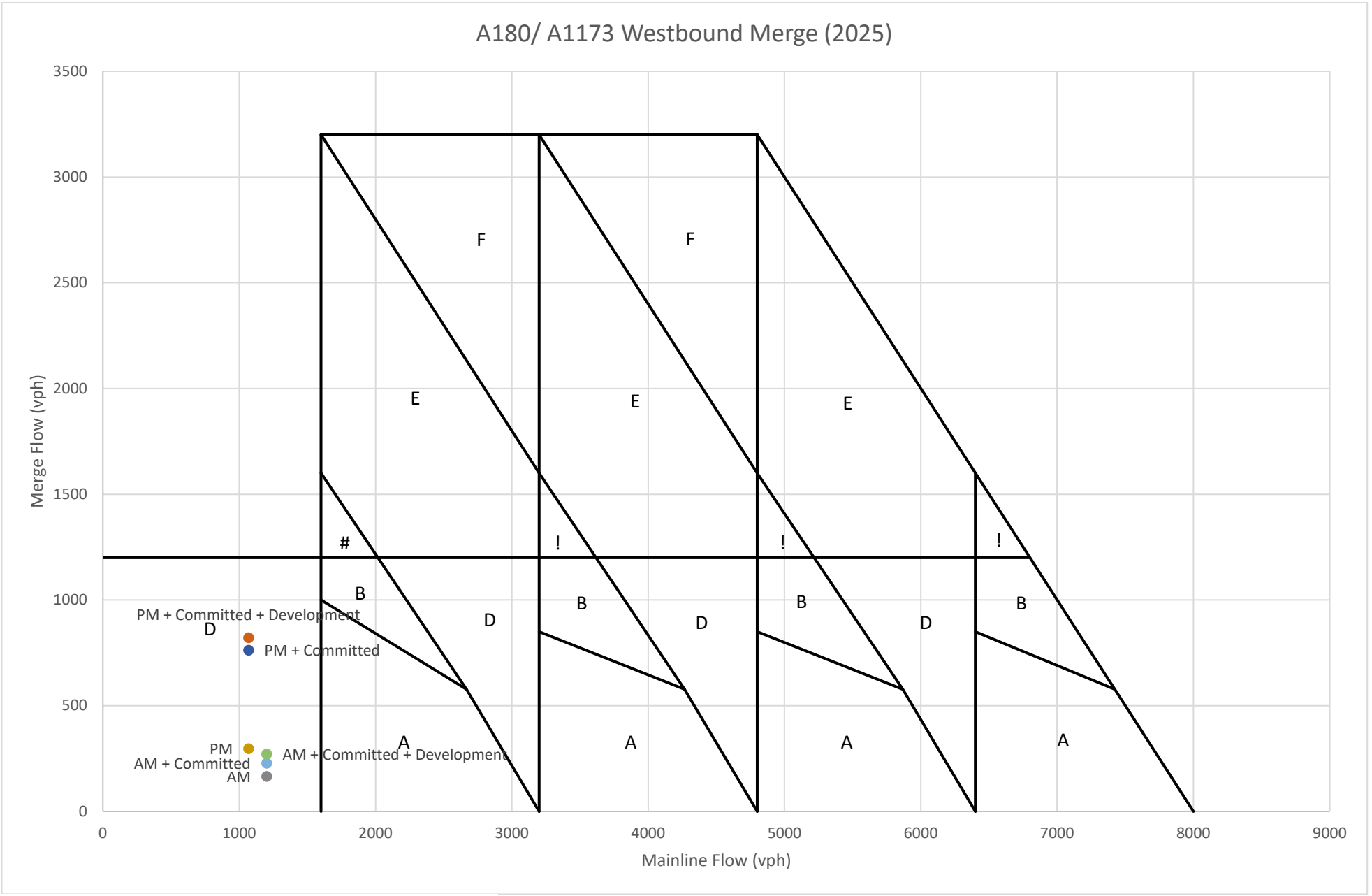

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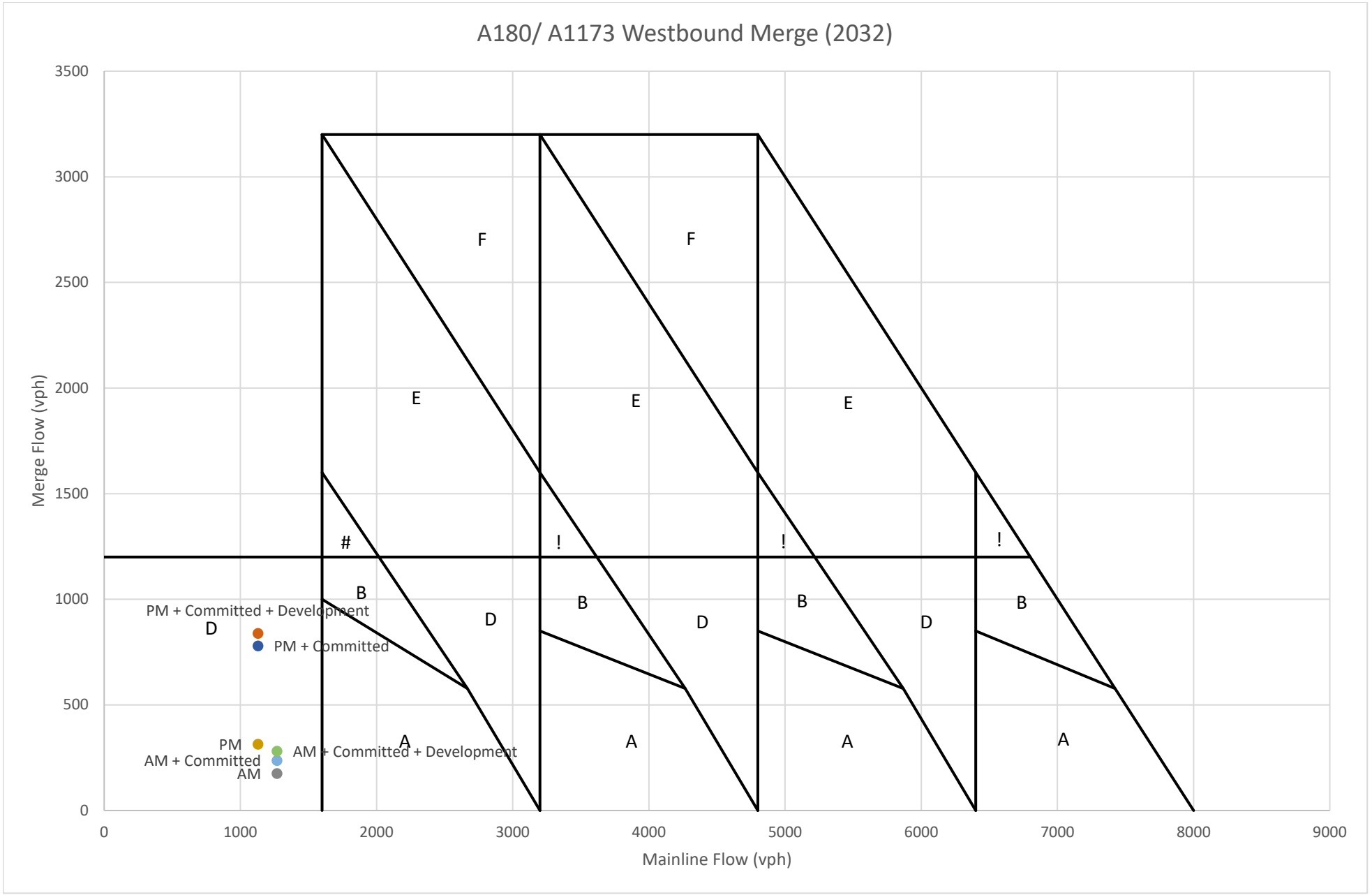
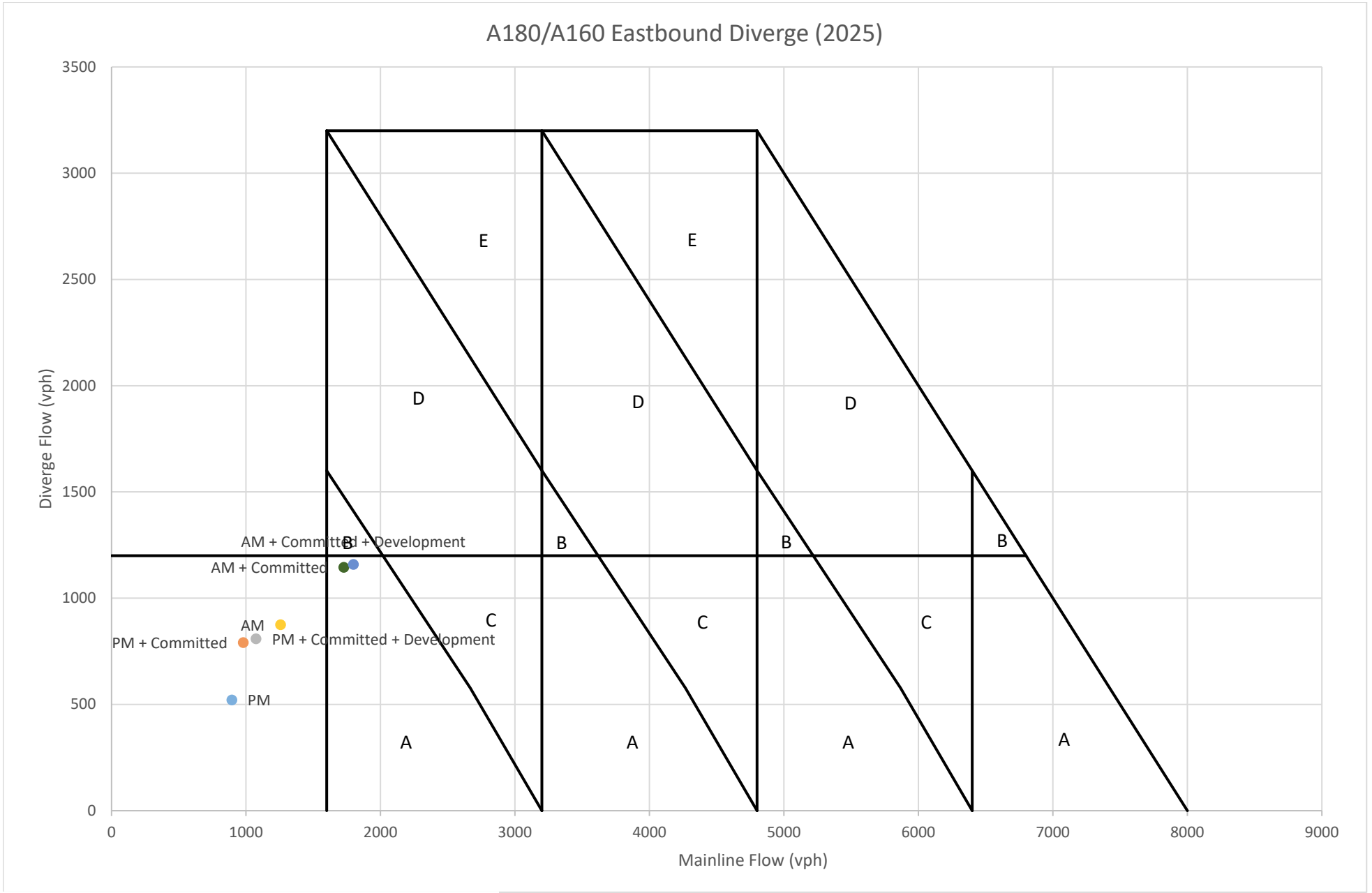

A180/ A1173 Westbound Merge (2032)
Merge Flow (vph)
Mainline Flow (vph)
0
500
1000
1500
2000
2500
3000
3500
0
1000
2000
3000
4000
5000
6000
7000
8000
9000
A
B
D
E
F
#
!
PM + Committed + Development
PM + Committed
PM
AM + Committed
AM + Committed + Development
AM

Annex TN5 B

A160/ A180 Slip Roads Assessment



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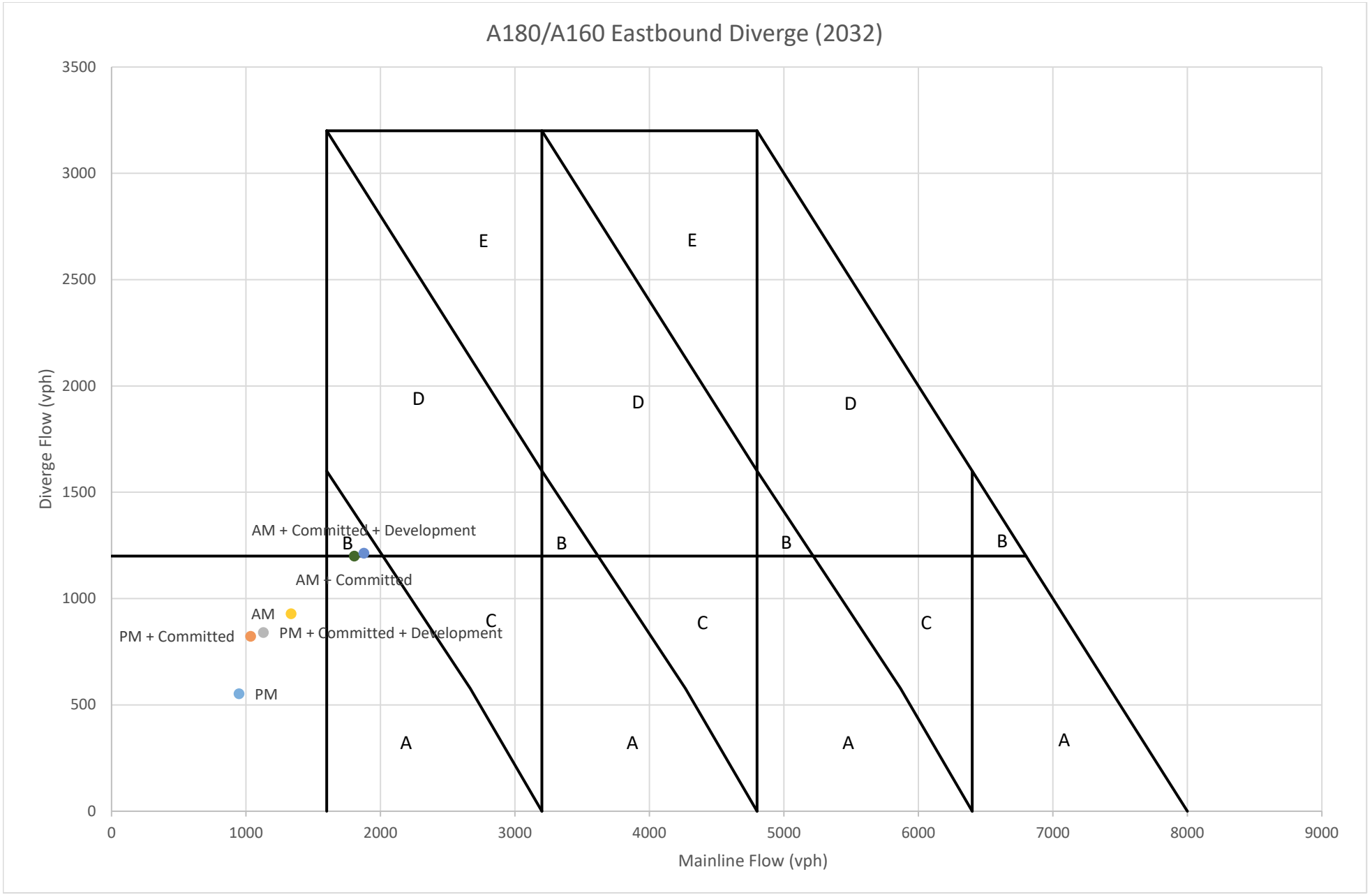

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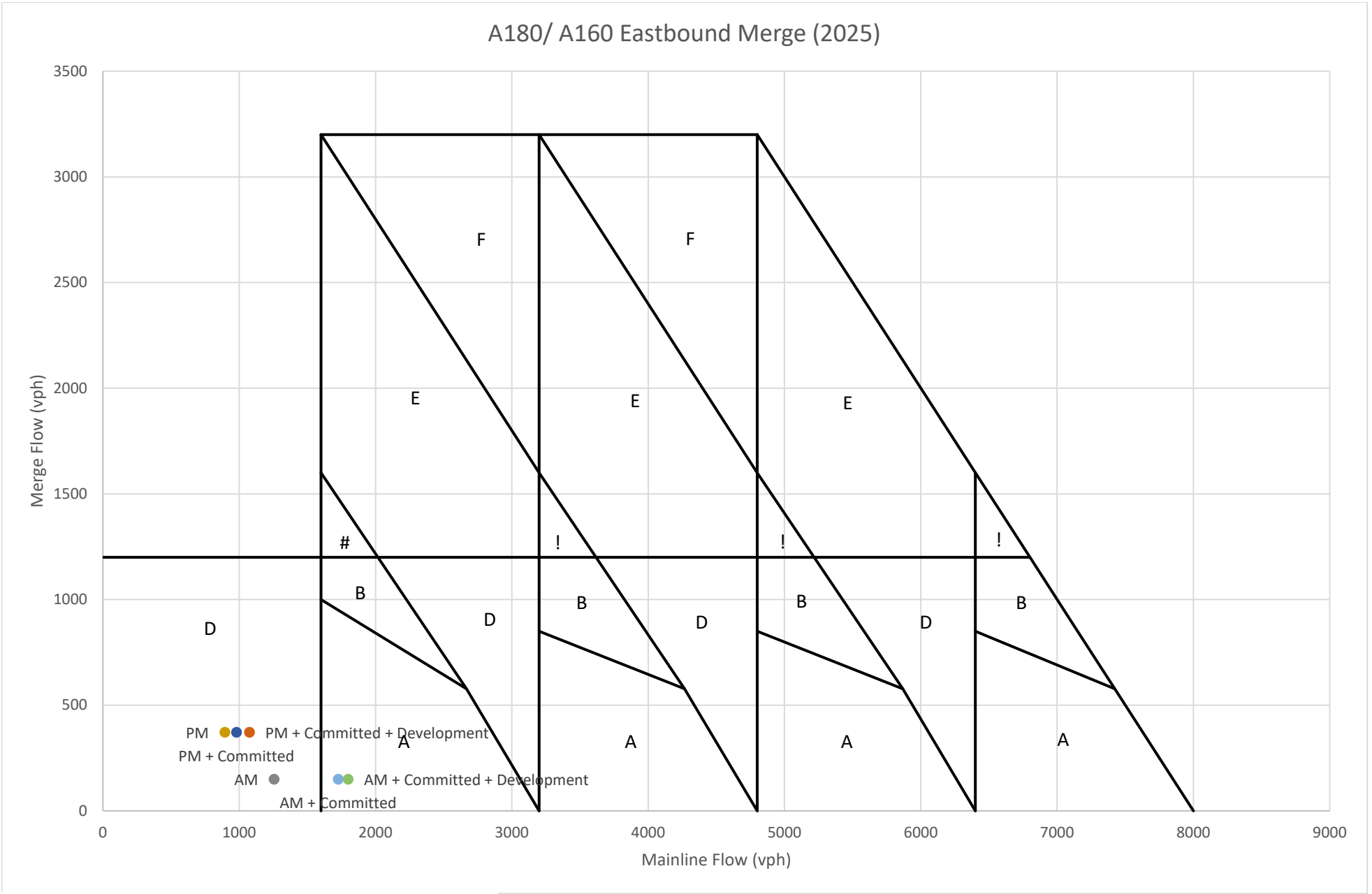

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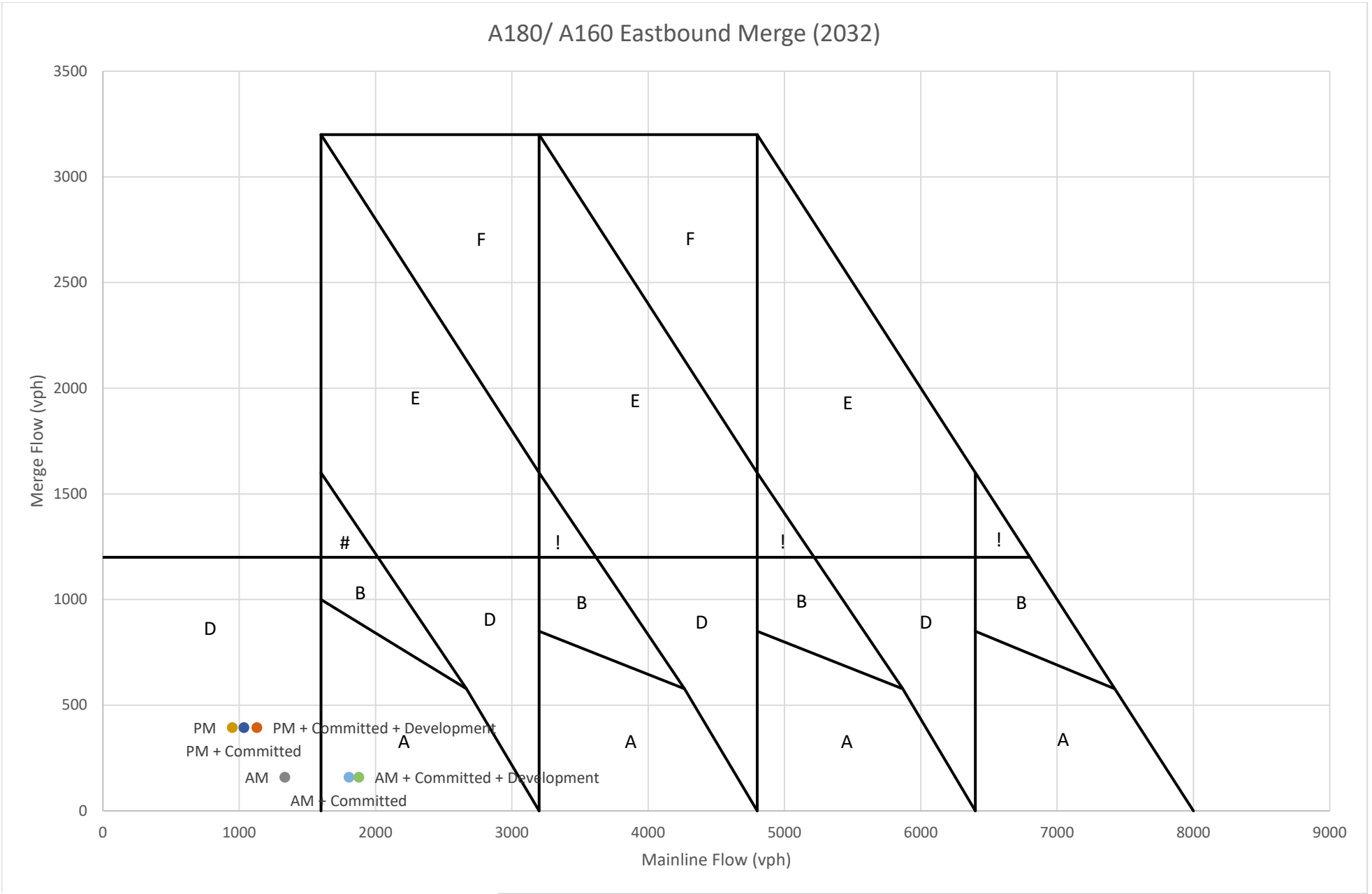

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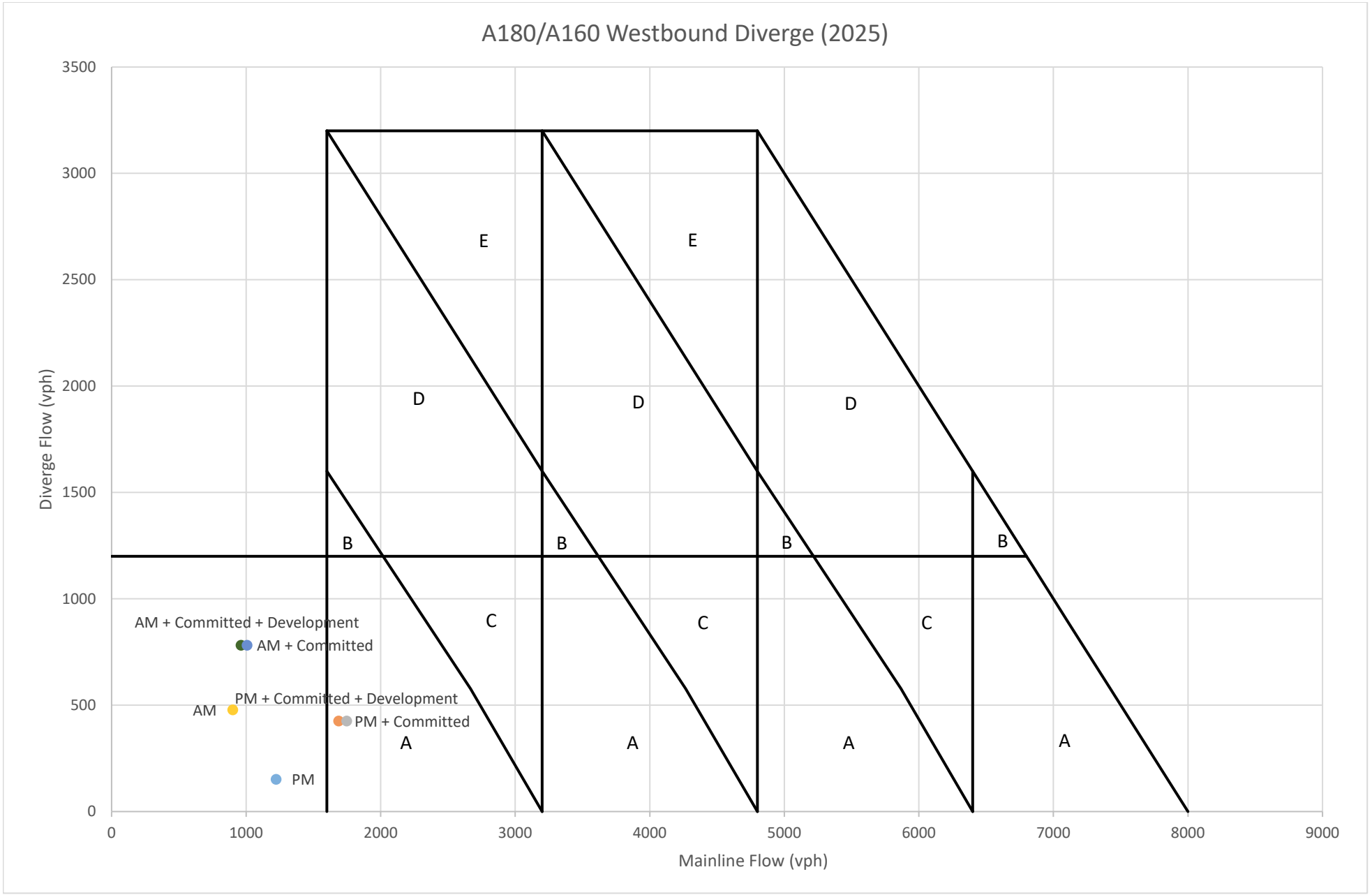
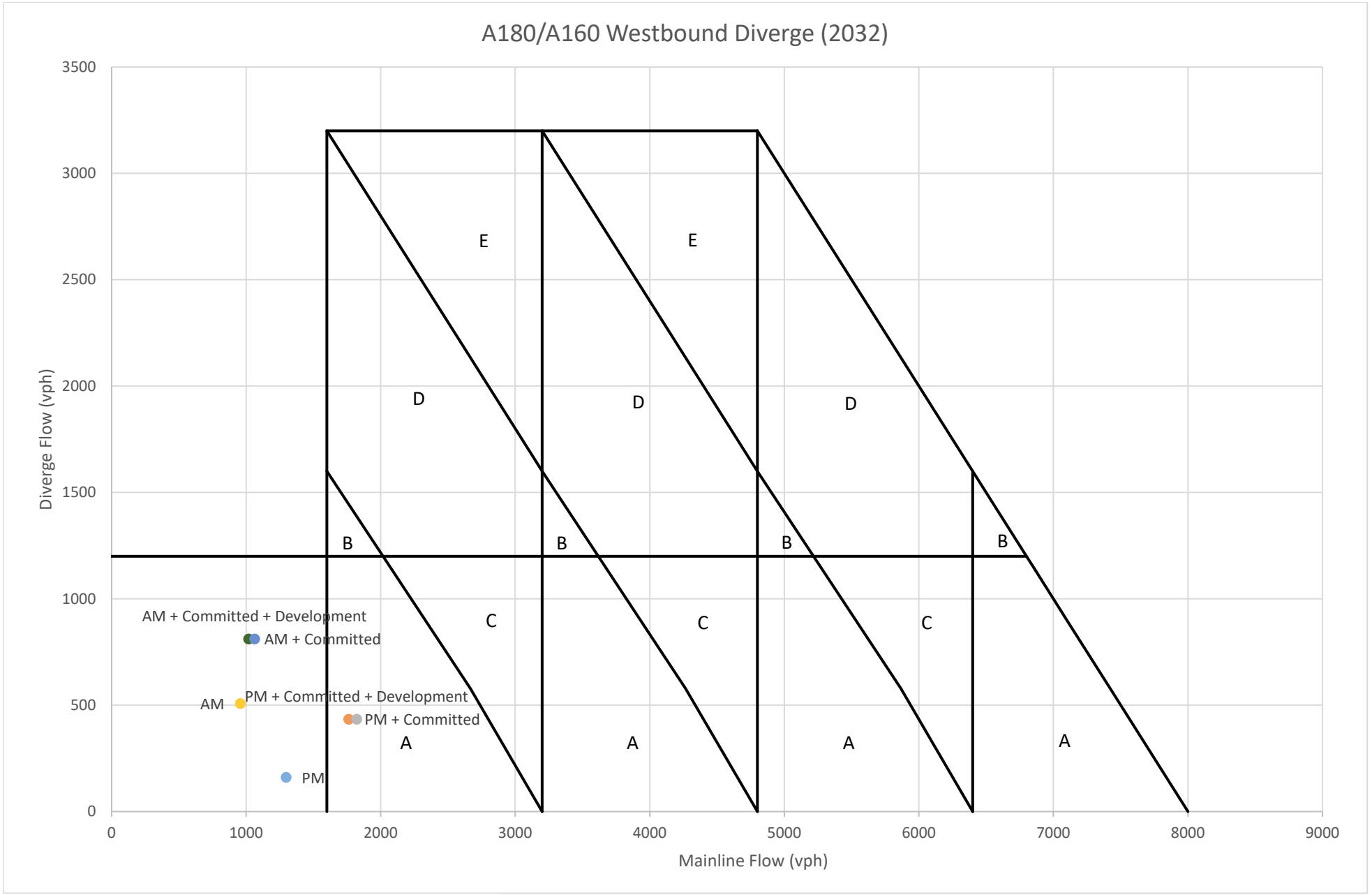

A180/A160 Westbound Diverge (2025)
Diverge Flow (vph)
Mainline Flow (vph)
0
500
1000
1500
2000
2500
3000
3500
0
1000
2000
3000
4000
5000
6000
7000
8000
9000
A
B
C
D
E
AM + Committed + Development
AM + Committed
PM + Committed + Development
AM
PM + Committed
PM



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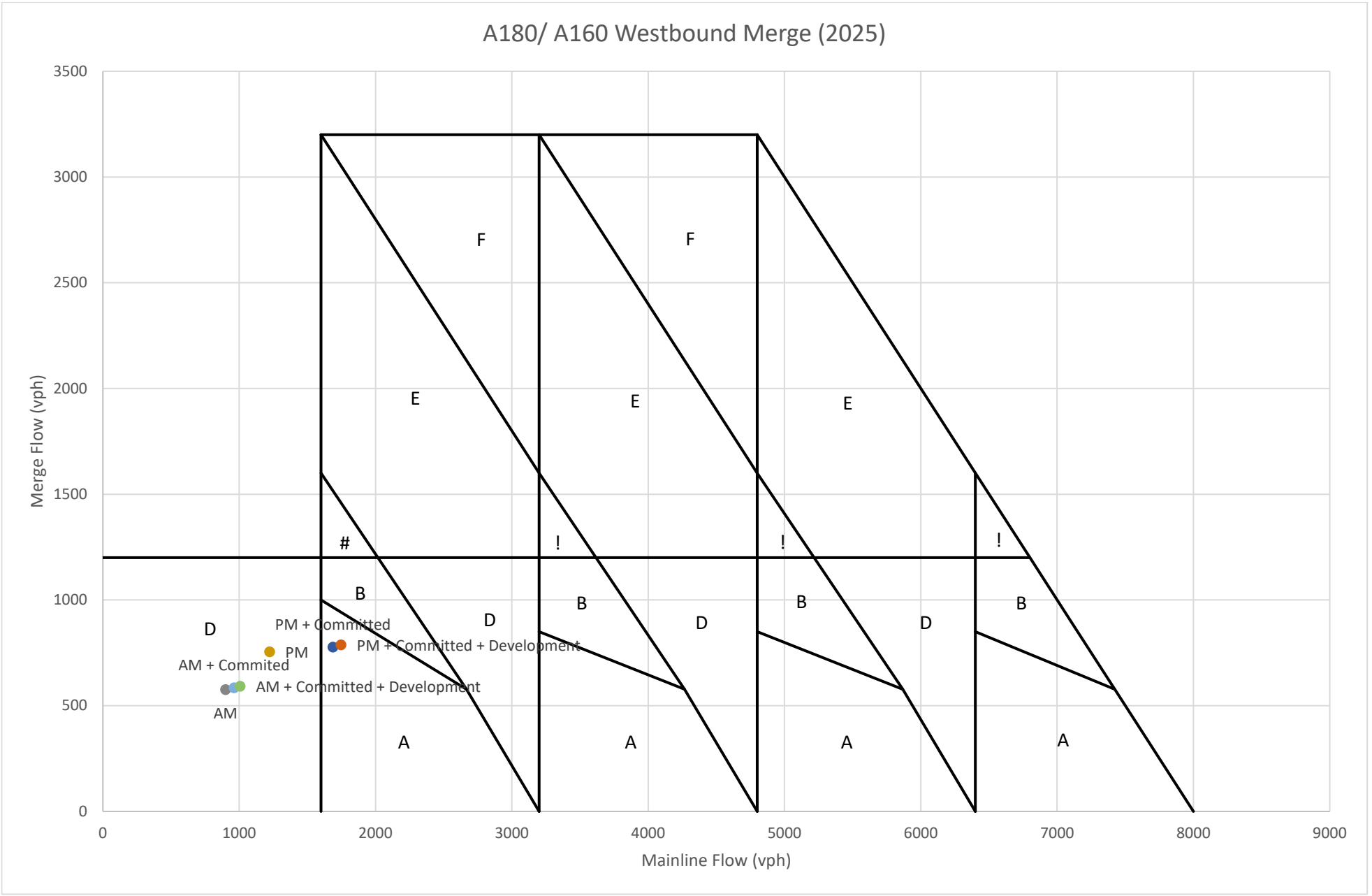

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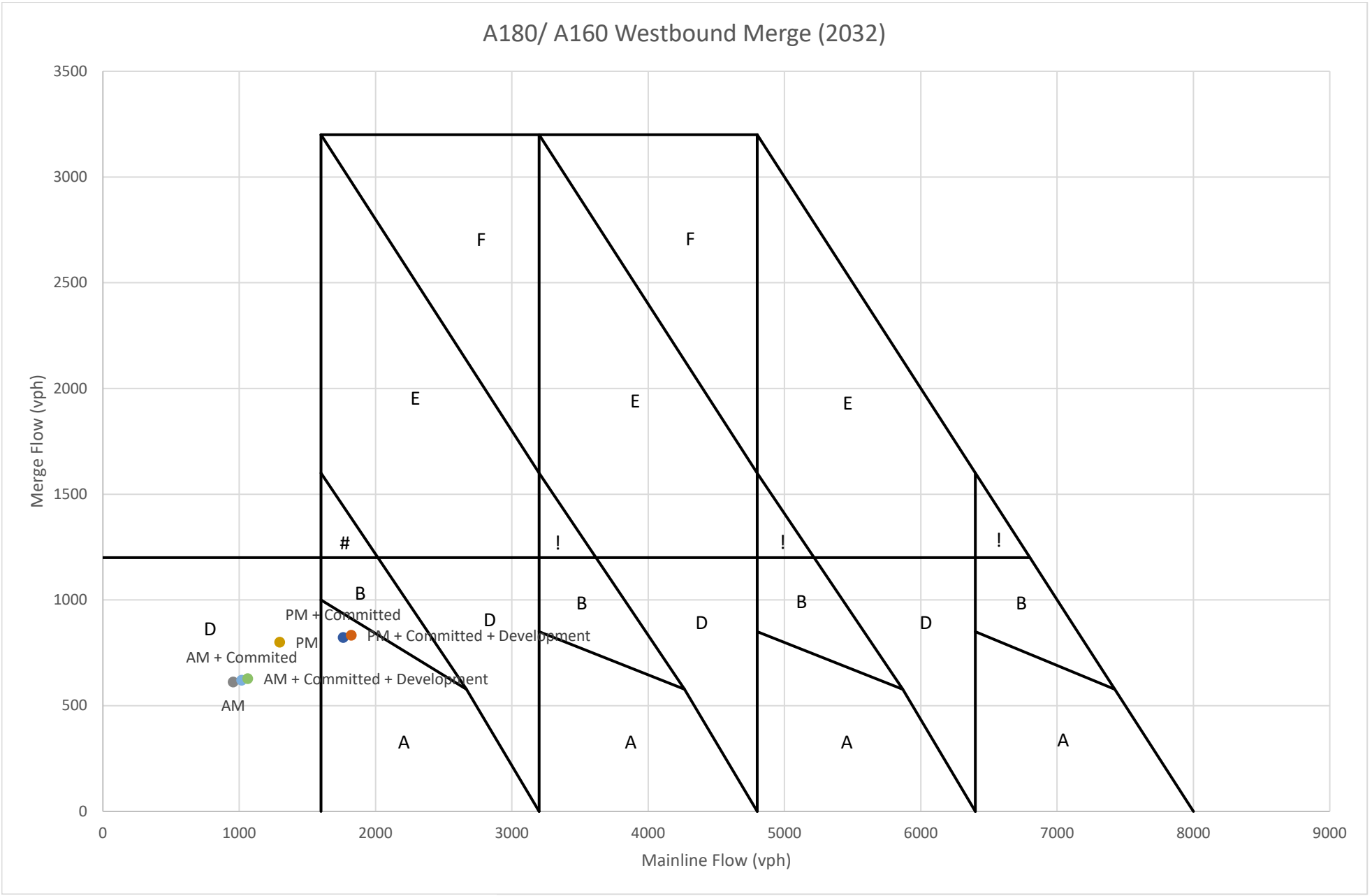


*where only 2 points can be seen, this is due to the data points stacking

Annex M

1.1 This Technical Note has been produced by DTA to summarise the results of the Internal Junction Capacity Assessments carried out for the Transport Assessment.

1.2 The details of the internal junction improvements can be found in Schedule 1 of the DCO application and are shown in Annex A of the TA.

1.3 Turning counts were undertaken on Wednesday 20th April 2022 at the following internal junctions:

- Robinson Road/ Crescent Access Road Junction
- East Riverside/ East Dock Road
- Robinson Road/ East Dock Road
- Robinson Road/ Gresley Way
- Robinson Road/ East Riverside
- Robinson Road/ IOT Access Road

1.4 A plan of the internal road names can be seen attached at **Annex TN4 A**.

1.5 The development traffic is derived as is described in Section 5 of the Transport Assessment. The same assumptions about the distribution have also been used in this assessment (85% of traffic using East Gate and 15% using West Gate).

1.6 Assumptions have been made about traffic which will be diverted following the closure of the section of East Riverside to the East of the East Riverside/ East Dock Road junction. These are as follows:

- All East Riverside East to East Dock Road movements will be diverted to the Robinson Road/ East Riverside junction;
- All East Riverside East to East Riverside West movements will be diverted

through all the junctions listed above to make the East Dock Road to East Riverside West movement;

- All East Dock Road to East Riverside East movements will be diverted to make the East Dock Road to Robinson Road S movement and then move straight through the other junctions to exit the Port; and
- All East Riverside West to East Riverside East movements will be diverted down East Dock Road and then move straight through the other junctions to exit the Port.

1.7 The assessments have taken into account growth (TN 1) and operation of the individual junctions has been tested using the industry standard modelling tool of TRL Junctions. The junctions have been assessed for the opening year of 2025 and future year of 2032. The junctions have been assessed as they are at present as the change in geometry at relevant junctions will increase the capacity of the junction.

1.8 The junction model considers the performance of priority junctions and roundabouts in isolation from other junctions within the network. The arrival pattern is normally profiled using the ODTAB to replicate unconstrained demand although in practice where the individual junctions are within an urban network external constraints may make this unrealistic.

1.9 There are three key performance metrics which are outputs from the modelling. These are the forecast queue length (in vehicles), the average delay (in seconds) and the ratio of flow to capacity (RFC). Convention is that the modelled period is sub-divided into 15-minute time segments and the highest (worst) results during the modelled period are reported.

1.10 A junction is considered to be operating at capacity when the Ratio of Flow to Capacity (RFC) is 1. However, generally once the RFC is above 0.85 the junction operational results become less stable due to an exponential relationship within the modelling formula inherent in the modelling software.

Therefore, if an RFC above 0.85 is forecast closer scrutiny and consideration is required.

Robinson Road/ Crescent Access Road Priority Junction

1.11 The Robinson Road/ Crescent Access Road Priority Junction has been assessed using the PICADY module of Junctions 10. A summary of the results can be seen in **Table 1** below with the full output attached in **Annex TN4 B**.

Table 1 - Robinson Road/ Crescent Access Road Junction Assessment Summary

	AM			PM		
	Q (PCU)	Delay (s)	RFC	Q (PCU)	Delay (s)	RFC
2021 Base						
Stream B-AC	0.0	9.17	0.01	0.1	8.22	0.03
Stream C-AB	0.1	10.68	0.02	0.1	7.60	0.04
2025 Base						
Stream B-AC	0.0	9.21	0.01	0.1	8.25	0.04
Stream C-AB	0.1	10.69	0.02	0.1	7.55	0.04
2025 Base + Development						
Stream B-AC	0.2	11.23	0.08	0.3	11.02	0.14
Stream C-AB	0.1	11.11	0.05	0.2	7.78	0.08
2032 Base						
Stream B-AC	0.0	9.27	0.02	0.1	8.28	0.04
Stream C-AB	0.1	10.73	0.02	0.1	7.47	0.05
2032 Base + Development						
Stream B-AC	0.2	11.34	0.08	0.3	11.05	0.14
Stream C-AB	0.1	11.13	0.05	0.2	7.70	0.08
NB: A – Robinson Road E; B – Crescent Access Road; C – Robinson Road N						

1.12 As can be seen above, the maximum RFC of 0.14 is reached during the 2032 Base + Development in the PM peak period for traffic movements from Crescent Access Road to Robinson Road. This indicates that the development traffic will not have a severe impact on the Robinson Road/ Crescent Access Road Priority Junction.

East Riverside/ East Dock Road

1.13 The East Riverside/ East Dock Road Priority Junction has been assessed using the PICADY module of Junctions 10. A summary of the results can be seen in **Table 2** below with the full output attached in **Annex TN4 C**.

Table 2 - Robinson Road/ Crescent Access Road Junction Assessment Summary

	AM			PM		
	Q (PCU)	Delay (s)	RFC	Q (PCU)	Delay (s)	RFC
2021 Base						
Stream B-C	0.0	0.00	0.00	0.0	9.11	0.01
Stream B-A	0.0	0.00	0.00	0.0	10.10	0.00
Stream C-AB	0.0	0.00	0.00	0.0	0.00	0.00
2025 Base						
Stream B-C	0.0	0.00	0.00	0.0	9.11	0.01
Stream B-A	0.0	0.00	0.00	0.0	10.10	0.00
Stream C-AB	0.0	0.00	0.00	0.0	0.00	0.00
2025 Base + Development						
Stream B-C	0.0	9.90	0.01	0.0	9.83	0.01
Stream B-A	0.0	0.00	0.00	0.0	0.00	0.00
Stream C-AB	0.0	0.00	0.00	0.0	0.00	0.00
2032 Base						
Stream B-C	0.0	0.00	0.00	0.0	9.11	0.01
Stream B-A	0.0	0.00	0.00	0.0	10.10	0.00
Stream C-AB	0.0	0.00	0.00	0.0	0.00	0.00
2032 Base + Development						
Stream B-C	0.0	9.92	0.02	0.0	9.85	0.01
Stream B-A	0.0	0.00	0.00	0.0	0.00	0.00
Stream C-AB	0.0	0.00	0.00	0.0	0.00	0.00
NB: A – East Riverside E; B – East Dock Road; C – East Riverside N						

1.14 As can be seen above, the maximum RFC of 0.02 is reached during the 2032 Base + Development in the AM peak period for traffic movements from East Dock Road to East Riverside N. This indicates that the development traffic will not have a severe impact on the East Riverside/ East Dock Road Priority Junction.

Robinson Road/ East Dock Road Priority Junction

1.15 The Robinson Road/ East Dock Road Priority Junction has been assessed using the PICADY module of Junctions 10. A summary of the results can be seen in **Table 3** below with the full output attached in **Annex TN4 D**.

Table 3 - Robinson Road/ East Dock Road Junction Assessment Summary

	AM			PM		
	Q (PCU)	Delay (s)	RFC	Q (PCU)	Delay (s)	RFC
2021 Base						
Stream B-C	0.0	8.95	0.02	0.1	9.14	0.03
Stream B-A	0.0	10.35	0.02	0.0	13.08	0.02
Stream C-AB	0.0	6.45	0.02	0.0	10.81	0.02
2025 Base						
Stream B-C	0.0	8.96	0.02	0.1	9.18	0.03
Stream B-A	0.0	10.39	0.02	0.0	13.17	0.02
Stream C-AB	0.0	6.42	0.02	0.0	10.81	0.02
2025 Base + Development						
Stream B-C	0.0	8.49	0.03	0.1	9.50	0.04
Stream B-A	0.0	10.61	0.02	0.0	13.45	0.02
Stream C-AB	0.1	7.03	0.03	0.1	10.84	0.03
2032 Base						
Stream B-C	0.0	9.00	0.02	0.1	9.27	0.04
Stream B-A	0.0	10.46	0.02	0.0	13.30	0.02
Stream C-AB	0.0	6.36	0.02	0.0	10.82	0.02
2032 Base + Development						
Stream B-C	0.0	8.53	0.03	0.1	9.60	0.04
Stream B-A	0.0	10.66	0.02	0.0	13.59	0.02
Stream C-AB	0.1	6.97	0.04	0.1	10.60	0.03
NB: A – Robinson Road N; B – East Dock Road; C – Robinson Road S						

1.16 As can be seen above, the maximum RFC of 0.04 is reached during the 2032 Base + Development in the AM peak period for traffic movements from Robinson Road S to Robinson Road N and East Dock Road and in the PM peak period for traffic movements from East Dock Road to Robinson Road S. This indicates that the development traffic will not have a severe impact on the Robinson Road/ East Dock Road Priority Junction.

Robinson Road/ East Riverside Priority Junction

1.17 The Robinson Road/ East Riverside Priority Junction has been assessed using the PICADY module of Junctions 10. A summary of the results can be seen in **Table 4** below with the full output attached in **Annex TN4 E**.

Table 4 - Robinson Road/ East Riverside Junction Assessment Summary

	AM			PM		
	Q (PCU)	Delay (s)	RFC	Q (PCU)	Delay (s)	RFC
2021 Base						
Stream B-C	0.0	5.32	0.01	0.0	5.31	0.04
Stream B-A	0.0	9.37	0.03	0.0	12.16	0.01
Stream C-AB	0.1	5.38	0.05	0.0	10.47	0.01
2025 Base						
Stream B-C	0.0	5.33	0.01	0.0	5.34	0.04
Stream B-A	0.0	9.41	0.03	0.0	12.22	0.01
Stream C-AB	0.1	5.45	0.05	0.0	10.49	0.01
2025 Base + Development						
Stream B-C	0.0	5.66	0.01	0.0	5.09	0.04
Stream B-A	0.0	9.78	0.03	0.0	13.01	0.01
Stream C-AB	0.1	5.42	0.06	0.0	9.83	0.01
2032 Base						
Stream B-C	0.0	9.77	0.02	0.1	5.38	0.05
Stream B-A	0.0	0.00	0.00	0.0	12.31	0.01
Stream C-AB	0.1	10.55	0.02	0.0	10.49	0.01
2032 Base + Development						
Stream B-C	0.0	5.66	0.01	0.0	5.13	0.04
Stream B-A	0.1	9.88	0.03	0.0	13.12	0.01
Stream C-AB	0.1	5.38	0.06	0.0	9.84	0.01
NB: A – Robinson Road W; B – East Riverside; C – Robinson Road E						

1.18 As can be seen above, the maximum RFC of 0.06 is reached during the 2032 Base + Development in the AM peak period for traffic movements from Robinson Road E to Robinson Road W and East Riverside. This indicates that the development traffic will not have a severe impact on the Robinson Road/ East Riverside Priority Junction.

Robinson Road/ Gresley Way Priority Junction

1.19 The Robinson Road/ Gresley Way Priority Junction has been assessed using the PICADY module of Junctions 10. A summary of the results can be seen in **Table 5** below with the full output attached in **Annex TN4 F**.

Table 5 - Robinson Road/ Gresley Way Junction Assessment Summary

	AM			PM		
	Q (PCU)	Delay (s)	RFC	Q (PCU)	Delay (s)	RFC
2021 Base						
Stream B-C	0.0	9.28	0.01	0.0	10.48	0.02
Stream B-A	0.0	12.14	0.02	0.1	9.08	0.04
Stream C-AB	0.0	6.34	0.01	0.0	7.29	0.01
2025 Base						
Stream B-C	0.0	9.31	0.01	0.0	10.55	0.02
Stream B-A	0.0	12.21	0.02	0.1	9.10	0.04
Stream C-AB	0.0	6.36	0.01	0.0	7.24	0.01
2025 Base + Development						
Stream B-C	0.0	9.38	0.01	0.2	8.75	0.09
Stream B-A	0.0	12.38	0.02	0.1	11.19	0.05
Stream C-AB	0.0	6.36	0.01	0.0	7.21	0.01
2032 Base						
Stream B-C	0.0	9.47	0.01	0.0	9.47	0.01
Stream B-A	0.0	12.24	0.02	0.0	12.24	0.02
Stream C-AB	0.0	6.38	0.01	0.0	6.38	0.01
2032 Base + Development						
Stream B-C	0.0	9.54	0.01	0.2	8.82	0.10
Stream B-A	0.0	12.41	0.02	0.1	11.30	0.05
Stream C-AB	0.0	6.39	0.01	0.0	7.13	0.01
NB: A – Robinson Road S; B – Gresley Way; C – Robinson Road N						

1.20 As can be seen above, the maximum RFC of 0.10 is reached during the 2032 Base + Development in the PM peak period for traffic movements from Gresley Way to Robinson Road N. This indicates that the development traffic will not have a severe impact on the Robinson Road/ Gresley Way Priority Junction.

Robinson Road/ IOT Access Road Priority Junction

1.21 The Robinson Road/ IOT Access Road Priority Junction has been assessed using the PICADY module of Junctions 10. A summary of the results can be seen in **Table 6** below with the full output attached in **Annex TN4 G**.

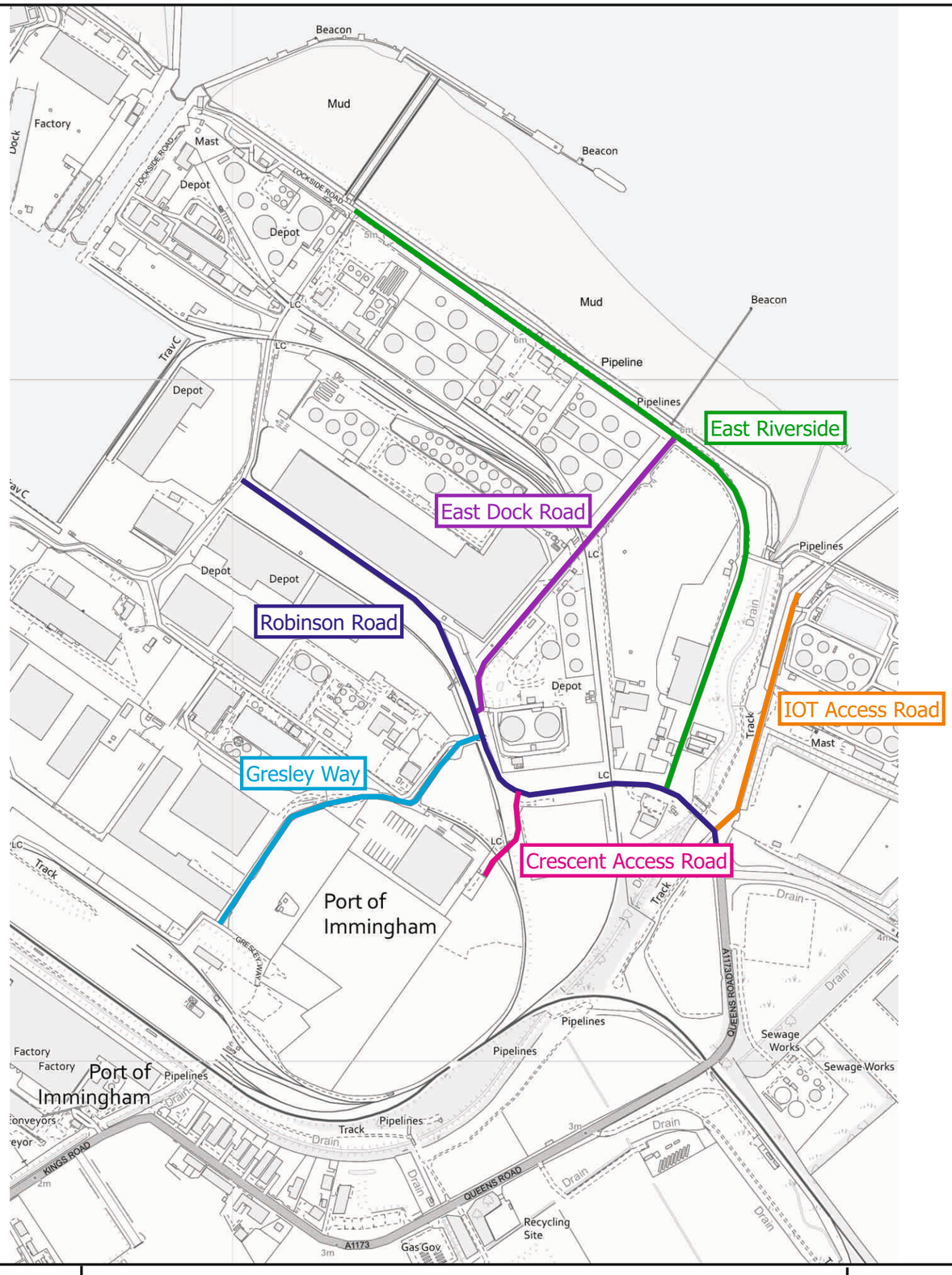
Table 6 - Robinson Road/ IOT Access Road Junction Assessment Summary

	AM			PM		
	Q (PCU)	Delay (s)	RFC	Q (PCU)	Delay (s)	RFC
2021 Base						
Stream B-C	0.0	6.47	0.01	0.1	5.17	0.07
Stream B-A	0.0	14.49	0.00	0.0	7.41	0.00
Stream C-AB	0.3	5.47	0.13	0.0	6.83	0.02
2025 Base						
Stream B-C	0.0	6.47	0.01	0.1	5.20	0.08
Stream B-A	0.0	14.55	0.00	0.0	7.44	0.00
Stream C-AB	0.3	5.47	0.13	0.0	6.85	0.02
2025 Base + Development						
Stream B-C	0.0	6.56	0.01	0.1	5.32	0.08
Stream B-A	0.0	15.13	0.00	0.0	7.85	0.00
Stream C-AB	0.3	5.54	0.014	0.0	6.70	0.02
2032 Base						
Stream B-C	0.0	6.48	0.01	0.1	5.25	0.08
Stream B-A	0.0	14.65	0.00	0.0	7.50	0.00
Stream C-AB	0.3	5.45	0.14	0.0	6.88	0.02
2032 Base + Development						
Stream B-C	0.0	6.57	0.01	0.1	5.37	0.08
Stream B-A	0.0	15.24	0.00	0.0	7.91	0.00
Stream C-AB	0.4	5.52	0.15	0.0	6.73	0.03
NB: A – Robinson Road N; B – IOT Access Road; C – Robinson Road S						

1.22 As can be seen above, the maximum RFC of 0.15 is reached during the 2032 Base + Development in the AM peak period for traffic movements from the Robinson Road S to Robinson N and IOT Access Road. This indicates that the development traffic will not have a severe impact on the Robinson Road/ IOT Access Road Priority Junction.

Annex TN4 A

Internal Road Names Plan



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Notes:

Figure 9
Drawing Title Internal Road Names Plan
Job Title Project Sugar, Port of Immingham
Client ABP

Scale : NTS

NORTH

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Annex TN4 B

Robinson Road/ Crescent Access Road Priority Junction Assessment

Junctions 10

PICADY 10 - Priority Intersection Module

Version: 10.0.4.1693
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Filename: Robinson Road-Crescent Access Road.j10
Path: P:\23000's\23325\Junction Assessment\Internal Junctions
Report generation date: 08/08/2022 16:12:02

»2022 Base, AM
»2022 Base, PM
»2025 Base, AM
»2025 Base, PM
»2025 + Development, AM
»2025 + Development, PM
»2032 Base, AM
»2032 Base, PM
»2032 + Development, AM
»2032 + Development, PM

Summary of junction performance

	AM			PM		
	Q (PCU)	Delay (s)	RFC	Q (PCU)	Delay (s)	RFC
	2022 Base					
Stream B-AC	0.0	9.17	0.01	0.1	8.22	0.03
Stream C-AB	0.1	10.68	0.02	0.1	7.60	0.04
	2025 Base					
Stream B-AC	0.0	9.21	0.01	0.1	8.25	0.04
Stream C-AB	0.1	10.69	0.02	0.1	7.55	0.04
	2025 + Development					
Stream B-AC	0.2	11.23	0.08	0.3	11.02	0.14
Stream C-AB	0.1	11.11	0.05	0.2	7.78	0.08
	2032 Base					
Stream B-AC	0.0	9.27	0.02	0.1	8.28	0.04
Stream C-AB	0.1	10.73	0.02	0.1	7.47	0.05
	2032 + Development					
Stream B-AC	0.2	11.34	0.08	0.3	11.05	0.14
Stream C-AB	0.1	11.13	0.05	0.2	7.70	0.08

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

File summary

File Description

Title	
Location	
Site number	
Date	18/05/2022
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	DTA\arcady
Description	

Units

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

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2022 Base	AM	ONE HOUR	06:45	08:15	15	✓
D2	2022 Base	PM	ONE HOUR	15:45	17:15	15	✓
D3	2025 Base	AM	ONE HOUR	06:45	08:15	15	✓
D4	2025 Base	PM	ONE HOUR	15:45	17:15	15	✓
D5	2025 + Development	AM	ONE HOUR	06:45	08:15	15	✓
D6	2025 + Development	PM	ONE HOUR	15:45	17:15	15	✓
D7	2032 Base	AM	ONE HOUR	06:45	08:15	15	✓
D8	2032 Base	PM	ONE HOUR	15:45	17:15	15	✓
D9	2032 + Development	AM	ONE HOUR	06:45	08:15	15	✓
D10	2032 + Development	PM	ONE HOUR	15:45	17:15	15	✓

Analysis Set Details

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

2022 Base, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.59	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.59	A

Arms

Arms

Arm	Name	Description	Arm type
A	Robinson Road E		Major
B	Crescent Access Road		Minor
C	Robinson Road N		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
Robinson Road N	8.95			230.4	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
Crescent Access Road	One lane	5.00	250	194

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	799	0.128	0.324	0.204	0.464
B-C	895	0.118	0.299	-	-
C-B	707	0.239	0.239	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2022 Base	AM	ONE HOUR	06:45	08:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
Robinson Road E		ONE HOUR	✓	303	100.000
Crescent Access Road		ONE HOUR	✓	10	100.000
Robinson Road N		ONE HOUR	✓	81	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		Robinson Road E	Crescent Access Road	Robinson Road N
From	Robinson Road E	0	1	302
	Crescent Access Road	0	0	10
	Robinson Road N	69	12	0

Vehicle Mix

HV %s

		To		
		Robinson Road E	Crescent Access Road	Robinson Road N
From	Robinson Road E	0	0	21
	Crescent Access Road	0	0	100
	Robinson Road N	71	100	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.01	9.17	0.0	A	9	14
C-AB	0.02	10.68	0.1	B	12	18
C-A					62	93
A-B					0.92	1
A-C					277	416

Main Results for each time segment

06:45 - 07:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	8	2	827	0.009	7	0.0	0.0	8.781	A
C-AB	10	2	686	0.014	10	0.0	0.0	10.509	B
C-A	51	13			51				
A-B	0.75	0.19			0.75				
A-C	227	57			227				

07:00 - 07:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	9	2	814	0.011	9	0.0	0.0	8.940	A
C-AB	12	3	682	0.017	12	0.0	0.0	10.588	B
C-A	61	15			61				
A-B	0.90	0.22			0.90				
A-C	271	68			271				

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	11	3	796	0.014	11	0.0	0.0	9.171	A
C-AB	15	4	677	0.022	15	0.0	0.1	10.683	B
C-A	74	19			74				
A-B	1	0.28			1				
A-C	333	83			333				

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	11	3	796	0.014	11	0.0	0.0	9.171	A
C-AB	15	4	677	0.022	15	0.1	0.1	10.668	B
C-A	74	19			74				
A-B	1	0.28			1				
A-C	333	83			333				

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	9	2	814	0.011	9	0.0	0.0	8.941	A
C-AB	12	3	682	0.017	12	0.1	0.0	10.557	B
C-A	61	15			61				
A-B	0.90	0.22			0.90				
A-C	271	68			271				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	8	2	827	0.009	8	0.0	0.0	8.783	A
C-AB	10	2	686	0.014	10	0.0	0.0	10.498	B
C-A	51	13			51				
A-B	0.75	0.19			0.75				
A-C	227	57			227				

2022 Base, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		1.12	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.12	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2022 Base	PM	ONE HOUR	15:45	17:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
Robinson Road E		ONE HOUR	✓	56	100.000
Crescent Access Road		ONE HOUR	✓	26	100.000
Robinson Road N		ONE HOUR	✓	319	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		Robinson Road E	Crescent Access Road	Robinson Road N
From	Robinson Road E	0	0	56
	Crescent Access Road	4	0	22
	Robinson Road N	298	21	0

Vehicle Mix

HV %s

		To		
		Robinson Road E	Crescent Access Road	Robinson Road N
From	Robinson Road E	0	0	55
	Crescent Access Road	50	0	95
	Robinson Road N	24	100	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.03	8.22	0.1	A	24	36
C-AB	0.04	7.60	0.1	A	29	43
C-A					264	396
A-B					0	0
A-C					51	77

Main Results for each time segment

15:45 - 16:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	20	5	856	0.023	19	0.0	0.0	8.020	A
C-AB	22	5	835	0.026	21	0.0	0.1	7.598	A
C-A	219	55			219				
A-B	0	0			0				
A-C	42	11			42				

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	23	6	851	0.027	23	0.0	0.1	8.107	A
C-AB	27	7	860	0.032	27	0.1	0.1	7.332	A
C-A	259	65			259				
A-B	0	0			0				
A-C	50	13			50				

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	29	7	844	0.034	29	0.1	0.1	8.225	A
C-AB	37	9	895	0.041	37	0.1	0.1	6.929	A
C-A	315	79			315				
A-B	0	0			0				
A-C	62	15			62				

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	29	7	844	0.034	29	0.1	0.1	8.225	A
C-AB	37	9	895	0.041	37	0.1	0.1	6.847	A
C-A	315	79			315				
A-B	0	0			0				
A-C	62	15			62				

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	23	6	851	0.027	23	0.1	0.1	8.108	A
C-AB	28	7	860	0.032	28	0.1	0.1	7.136	A
C-A	259	65			259				
A-B	0	0			0				
A-C	50	13			50				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	20	5	856	0.023	20	0.1	0.0	8.027	A
C-AB	22	5	835	0.026	22	0.1	0.1	7.499	A
C-A	218	55			218				
A-B	0	0			0				
A-C	42	11			42				

2025 Base, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.58	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.58	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2025 Base	AM	ONE HOUR	06:45	08:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
Robinson Road E		ONE HOUR	✓	312	100.000
Crescent Access Road		ONE HOUR	✓	10	100.000
Robinson Road N		ONE HOUR	✓	83	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		Robinson Road E	Crescent Access Road	Robinson Road N
From	Robinson Road E	0	1	311
	Crescent Access Road	0	0	10
	Robinson Road N	71	12	0

Vehicle Mix

HV %s

		To		
		Robinson Road E	Crescent Access Road	Robinson Road N
From	Robinson Road E	0	0	21
	Crescent Access Road	0	0	100
	Robinson Road N	71	100	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.01	9.21	0.0	A	9	14
C-AB	0.02	10.69	0.1	B	12	18
C-A					64	96
A-B					0.92	1
A-C					285	428

Main Results for each time segment

06:45 - 07:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	8	2	825	0.009	7	0.0	0.0	8.802	A
C-AB	10	2	685	0.014	10	0.0	0.0	10.515	B
C-A	53	13			53				
A-B	0.75	0.19			0.75				
A-C	234	59			234				

07:00 - 07:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	9	2	812	0.011	9	0.0	0.0	8.967	A
C-AB	12	3	682	0.017	12	0.0	0.0	10.596	B
C-A	63	16			63				
A-B	0.90	0.22			0.90				
A-C	280	70			280				

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	11	3	793	0.014	11	0.0	0.0	9.206	A
C-AB	15	4	676	0.022	15	0.0	0.1	10.692	B
C-A	76	19			76				
A-B	1	0.28			1				
A-C	342	86			342				

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	11	3	793	0.014	11	0.0	0.0	9.206	A
C-AB	15	4	676	0.022	15	0.1	0.1	10.677	B
C-A	76	19			76				
A-B	1	0.28			1				
A-C	342	86			342				

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	9	2	812	0.011	9	0.0	0.0	8.968	A
C-AB	12	3	682	0.017	12	0.1	0.0	10.563	B
C-A	63	16			63				
A-B	0.90	0.22			0.90				
A-C	280	70			280				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	8	2	825	0.009	8	0.0	0.0	8.804	A
C-AB	10	2	685	0.014	10	0.0	0.0	10.503	B
C-A	53	13			53				
A-B	0.75	0.19			0.75				
A-C	234	59			234				

2025 Base, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		1.14	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.14	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2025 Base	PM	ONE HOUR	15:45	17:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
Robinson Road E		ONE HOUR	✓	58	100.000
Crescent Access Road		ONE HOUR	✓	27	100.000
Robinson Road N		ONE HOUR	✓	329	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		Robinson Road E	Crescent Access Road	Robinson Road N
From	Robinson Road E	0	0	58
	Crescent Access Road	4	0	23
	Robinson Road N	307	22	0

Vehicle Mix

HV %s

		To		
		Robinson Road E	Crescent Access Road	Robinson Road N
From	Robinson Road E	0	0	55
	Crescent Access Road	50	0	95
	Robinson Road N	24	100	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.04	8.25	0.1	A	25	37
C-AB	0.04	7.55	0.1	A	30	45
C-A					272	407
A-B					0	0
A-C					53	80

Main Results for each time segment

15:45 - 16:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	20	5	856	0.024	20	0.0	0.0	8.040	A
C-AB	23	6	839	0.027	23	0.0	0.1	7.547	A
C-A	225	56			225				
A-B	0	0			0				
A-C	44	11			44				

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	24	6	851	0.029	24	0.0	0.1	8.128	A
C-AB	29	7	864	0.034	29	0.1	0.1	7.278	A
C-A	267	67			267				
A-B	0	0			0				
A-C	52	13			52				

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	30	7	844	0.035	30	0.1	0.1	8.250	A
C-AB	39	10	900	0.043	39	0.1	0.1	6.873	A
C-A	323	81			323				
A-B	0	0			0				
A-C	64	16			64				

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	30	7	844	0.035	30	0.1	0.1	8.250	A
C-AB	39	10	900	0.043	39	0.1	0.1	6.788	A
C-A	323	81			323				
A-B	0	0			0				
A-C	64	16			64				

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	24	6	851	0.029	24	0.1	0.1	8.129	A
C-AB	29	7	864	0.034	29	0.1	0.1	7.081	A
C-A	267	67			267				
A-B	0	0			0				
A-C	52	13			52				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	20	5	856	0.024	20	0.1	0.0	8.044	A
C-AB	23	6	839	0.027	23	0.1	0.1	7.443	A
C-A	225	56			225				
A-B	0	0			0				
A-C	44	11			44				

2025 + Development, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		1.58	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.58	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2025 + Development	AM	ONE HOUR	06:45	08:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
Robinson Road E		ONE HOUR	✓	391	100.000
Crescent Access Road		ONE HOUR	✓	48	100.000
Robinson Road N		ONE HOUR	✓	98	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		Robinson Road E	Crescent Access Road	Robinson Road N
From	Robinson Road E	0	72	319
	Crescent Access Road	41	0	7
	Robinson Road N	73	25	0

Vehicle Mix

HV %s

		To		
		Robinson Road E	Crescent Access Road	Robinson Road N
From	Robinson Road E	0	93	23
	Crescent Access Road	90	0	90
	Robinson Road N	69	97	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.08	11.23	0.2	B	44	66
C-AB	0.05	11.11	0.1	B	26	38
C-A					64	96
A-B					66	99
A-C					293	439

Main Results for each time segment

06:45 - 07:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	36	9	710	0.051	36	0.0	0.1	10.142	B
C-AB	20	5	673	0.030	20	0.0	0.1	10.723	B
C-A	53	13			53				
A-B	54	14			54				
A-C	240	60			240				

07:00 - 07:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	43	11	690	0.063	43	0.1	0.1	10.577	B
C-AB	25	6	666	0.037	25	0.1	0.1	10.892	B
C-A	63	16			63				
A-B	65	16			65				
A-C	287	72			287				

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	53	13	662	0.080	53	0.1	0.2	11.220	B
C-AB	31	8	658	0.048	31	0.1	0.1	11.111	B
C-A	76	19			76				
A-B	79	20			79				
A-C	351	88			351				

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	53	13	662	0.080	53	0.2	0.2	11.225	B
C-AB	31	8	658	0.048	31	0.1	0.1	11.094	B
C-A	76	19			76				
A-B	79	20			79				
A-C	351	88			351				

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	43	11	690	0.063	43	0.2	0.1	10.585	B
C-AB	25	6	666	0.037	25	0.1	0.1	10.859	B
C-A	63	16			63				
A-B	65	16			65				
A-C	287	72			287				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	36	9	709	0.051	36	0.1	0.1	10.162	B
C-AB	21	5	673	0.031	21	0.1	0.1	10.714	B
C-A	53	13			53				
A-B	54	14			54				
A-C	240	60			240				

2025 + Development, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		2.48	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.48	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2025 + Development	PM	ONE HOUR	15:45	17:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
Robinson Road E		ONE HOUR	✓	157	100.000
Crescent Access Road		ONE HOUR	✓	94	100.000
Robinson Road N		ONE HOUR	✓	349	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		Robinson Road E	Crescent Access Road	Robinson Road N
From	Robinson Road E	0	95	62
	Crescent Access Road	61	0	33
	Robinson Road N	311	38	0

Vehicle Mix

HV %s

		To		
		Robinson Road E	Crescent Access Road	Robinson Road N
From	Robinson Road E	0	96	58
	Crescent Access Road	90	0	95
	Robinson Road N	25	98	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.14	11.02	0.3	B	86	129
C-AB	0.08	7.78	0.2	A	53	80
C-A					267	400
A-B					87	131
A-C					57	85

Main Results for each time segment

15:45 - 16:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	71	18	762	0.093	70	0.0	0.2	9.957	A
C-AB	40	10	825	0.048	39	0.0	0.1	7.782	A
C-A	223	56			223				
A-B	72	18			72				
A-C	47	12			47				

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	85	21	749	0.113	84	0.2	0.2	10.384	B
C-AB	51	13	849	0.060	51	0.1	0.2	7.572	A
C-A	263	66			263				
A-B	85	21			85				
A-C	56	14			56				

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	103	26	730	0.142	103	0.2	0.3	11.010	B
C-AB	69	17	882	0.078	68	0.2	0.2	7.230	A
C-A	316	79			316				
A-B	105	26			105				
A-C	68	17			68				

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	103	26	730	0.142	103	0.3	0.3	11.020	B
C-AB	69	17	882	0.078	69	0.2	0.2	7.140	A
C-A	315	79			315				
A-B	105	26			105				
A-C	68	17			68				

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	85	21	749	0.113	85	0.3	0.2	10.400	B
C-AB	51	13	849	0.060	51	0.2	0.2	7.364	A
C-A	263	66			263				
A-B	85	21			85				
A-C	56	14			56				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	71	18	762	0.093	71	0.2	0.2	9.989	A
C-AB	40	10	825	0.049	40	0.2	0.1	7.678	A
C-A	223	56			223				
A-B	72	18			72				
A-C	47	12			47				

2032 Base, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.61	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.61	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2032 Base	AM	ONE HOUR	06:45	08:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
Robinson Road E		ONE HOUR	✓	326	100.000
Crescent Access Road		ONE HOUR	✓	11	100.000
Robinson Road N		ONE HOUR	✓	87	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		Robinson Road E	Crescent Access Road	Robinson Road N
From	Robinson Road E	0	1	325
	Crescent Access Road	0	0	11
	Robinson Road N	74	13	0

Vehicle Mix

HV %s

		To		
		Robinson Road E	Crescent Access Road	Robinson Road N
From	Robinson Road E	0	0	21
	Crescent Access Road	0	0	100
	Robinson Road N	71	100	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.02	9.27	0.0	A	10	15
C-AB	0.02	10.73	0.1	B	13	20
C-A					67	100
A-B					0.92	1
A-C					298	447

Main Results for each time segment

06:45 - 07:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	8	2	822	0.010	8	0.0	0.0	8.843	A
C-AB	11	3	684	0.016	11	0.0	0.0	10.538	B
C-A	55	14			55				
A-B	0.75	0.19			0.75				
A-C	245	61			245				

07:00 - 07:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	10	2	808	0.012	10	0.0	0.0	9.020	A
C-AB	13	3	680	0.019	13	0.0	0.0	10.624	B
C-A	65	16			65				
A-B	0.90	0.22			0.90				
A-C	292	73			292				

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	12	3	788	0.015	12	0.0	0.0	9.274	A
C-AB	16	4	675	0.024	16	0.0	0.1	10.727	B
C-A	79	20			79				
A-B	1	0.28			1				
A-C	358	89			358				

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	12	3	788	0.015	12	0.0	0.0	9.274	A
C-AB	16	4	675	0.024	16	0.1	0.1	10.709	B
C-A	79	20			79				
A-B	1	0.28			1				
A-C	358	89			358				

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	10	2	808	0.012	10	0.0	0.0	9.022	A
C-AB	13	3	680	0.019	13	0.1	0.0	10.590	B
C-A	65	16			65				
A-B	0.90	0.22			0.90				
A-C	292	73			292				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	8	2	822	0.010	8	0.0	0.0	8.845	A
C-AB	11	3	684	0.016	11	0.0	0.0	10.523	B
C-A	55	14			55				
A-B	0.75	0.19			0.75				
A-C	245	61			245				

2032 Base, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		1.15	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.15	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2032 Base	PM	ONE HOUR	15:45	17:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
Robinson Road E		ONE HOUR	✓	60	100.000
Crescent Access Road		ONE HOUR	✓	28	100.000
Robinson Road N		ONE HOUR	✓	343	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		Robinson Road E	Crescent Access Road	Robinson Road N
From	Robinson Road E	0	0	60
	Crescent Access Road	4	0	24
	Robinson Road N	320	23	0

Vehicle Mix

HV %s

		To		
		Robinson Road E	Crescent Access Road	Robinson Road N
From	Robinson Road E	0	0	55
	Crescent Access Road	50	0	95
	Robinson Road N	24	100	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.04	8.28	0.1	A	26	39
C-AB	0.05	7.47	0.1	A	32	48
C-A					282	424
A-B					0	0
A-C					55	83

Main Results for each time segment

15:45 - 16:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	21	5	856	0.025	21	0.0	0.0	8.060	A
C-AB	24	6	844	0.029	24	0.0	0.1	7.469	A
C-A	234	58			234				
A-B	0	0			0				
A-C	45	11			45				

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	25	6	851	0.030	25	0.0	0.1	8.151	A
C-AB	31	8	871	0.036	31	0.1	0.1	7.196	A
C-A	277	69			277				
A-B	0	0			0				
A-C	54	13			54				

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	31	8	844	0.037	31	0.1	0.1	8.277	A
C-AB	42	10	909	0.046	41	0.1	0.1	6.787	A
C-A	336	84			336				
A-B	0	0			0				
A-C	66	17			66				

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	31	8	844	0.037	31	0.1	0.1	8.277	A
C-AB	42	10	909	0.046	42	0.1	0.1	6.702	A
C-A	336	84			336				
A-B	0	0			0				
A-C	66	17			66				

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	25	6	851	0.030	25	0.1	0.1	8.152	A
C-AB	31	8	871	0.036	31	0.1	0.1	6.997	A
C-A	277	69			277				
A-B	0	0			0				
A-C	54	13			54				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	21	5	856	0.025	21	0.1	0.0	8.065	A
C-AB	24	6	844	0.029	24	0.1	0.1	7.367	A
C-A	234	58			234				
A-B	0	0			0				
A-C	45	11			45				

2032 + Development, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		1.54	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.54	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D9	2032 + Development	AM	ONE HOUR	06:45	08:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
Robinson Road E		ONE HOUR	✓	406	100.000
Crescent Access Road		ONE HOUR	✓	48	100.000
Robinson Road N		ONE HOUR	✓	101	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		Robinson Road E	Crescent Access Road	Robinson Road N
From	Robinson Road E	0	72	334
	Crescent Access Road	41	0	7
	Robinson Road N	76	25	0

Vehicle Mix

HV %s

		To		
		Robinson Road E	Crescent Access Road	Robinson Road N
From	Robinson Road E	0	93	23
	Crescent Access Road	90	0	90
	Robinson Road N	69	97	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.08	11.34	0.2	B	44	66
C-AB	0.05	11.13	0.1	B	26	39
C-A					67	100
A-B					66	99
A-C					306	460

Main Results for each time segment

06:45 - 07:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	36	9	706	0.051	36	0.0	0.1	10.205	B
C-AB	21	5	671	0.031	20	0.0	0.1	10.738	B
C-A	55	14			55				
A-B	54	14			54				
A-C	251	63			251				

07:00 - 07:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	43	11	685	0.063	43	0.1	0.1	10.657	B
C-AB	25	6	665	0.038	25	0.1	0.1	10.910	B
C-A	66	16			66				
A-B	65	16			65				
A-C	300	75			300				

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	53	13	656	0.081	53	0.1	0.2	11.331	B
C-AB	32	8	656	0.048	31	0.1	0.1	11.134	B
C-A	80	20			80				
A-B	79	20			79				
A-C	368	92			368				

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	53	13	656	0.081	53	0.2	0.2	11.336	B
C-AB	32	8	656	0.048	32	0.1	0.1	11.118	B
C-A	80	20			80				
A-B	79	20			79				
A-C	368	92			368				

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	43	11	685	0.063	43	0.2	0.1	10.667	B
C-AB	25	6	665	0.038	25	0.1	0.1	10.876	B
C-A	66	16			66				
A-B	65	16			65				
A-C	300	75			300				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	36	9	705	0.051	36	0.1	0.1	10.224	B
C-AB	21	5	671	0.031	21	0.1	0.1	10.730	B
C-A	55	14			55				
A-B	54	14			54				
A-C	251	63			251				

2032 + Development, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		2.45	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.45	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D10	2032 + Development	PM	ONE HOUR	15:45	17:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
Robinson Road E		ONE HOUR	✓	160	100.000
Crescent Access Road		ONE HOUR	✓	95	100.000
Robinson Road N		ONE HOUR	✓	364	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		Robinson Road E	Crescent Access Road	Robinson Road N
From	Robinson Road E	0	95	65
	Crescent Access Road	61	0	34
	Robinson Road N	325	39	0

Vehicle Mix

HV %s

		To		
		Robinson Road E	Crescent Access Road	Robinson Road N
From	Robinson Road E	0	96	58
	Crescent Access Road	89	0	95
	Robinson Road N	25	98	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.14	11.05	0.3	B	87	131
C-AB	0.08	7.70	0.2	A	56	84
C-A					278	417
A-B					87	131
A-C					60	89

Main Results for each time segment

15:45 - 16:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	72	18	761	0.094	71	0.0	0.2	9.958	A
C-AB	42	10	831	0.050	41	0.0	0.1	7.698	A
C-A	232	58			232				
A-B	72	18			72				
A-C	49	12			49				

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	85	21	747	0.114	85	0.2	0.2	10.396	B
C-AB	53	13	856	0.062	53	0.1	0.2	7.480	A
C-A	274	68			274				
A-B	85	21			85				
A-C	58	15			58				

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	105	26	727	0.144	104	0.2	0.3	11.040	B
C-AB	72	18	891	0.081	72	0.2	0.2	7.139	A
C-A	329	82			329				
A-B	105	26			105				
A-C	72	18			72				

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	105	26	727	0.144	105	0.3	0.3	11.050	B
C-AB	72	18	891	0.081	72	0.2	0.2	7.049	A
C-A	329	82			329				
A-B	105	26			105				
A-C	72	18			72				

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	85	21	747	0.114	86	0.3	0.2	10.414	B
C-AB	54	13	856	0.063	54	0.2	0.2	7.273	A
C-A	274	68			274				
A-B	85	21			85				
A-C	58	15			58				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	72	18	761	0.094	72	0.2	0.2	9.990	A
C-AB	42	10	831	0.050	42	0.2	0.1	7.595	A
C-A	232	58			232				
A-B	72	18			72				
A-C	49	12			49				

Annex TN4 C

East Riverside/ East Dock Road Priority Junction Assessment

Junctions 10

PICADY 10 - Priority Intersection Module

Version: 10.0.4.1693
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Filename: East Riverside-East Dock Road.j10
Path: P:\23000's\23325\Junction Assessment\Internal Junctions
Report generation date: 08/08/2022 16:08:59

»2022 Base, AM
»2022 Base, PM
»2025 Base, AM
»2025 Base, PM
»2025 + Development, AM
»2025 + Development, PM
»2032 Base, AM
»2032 Base, PM
»2032 + Development, AM
»2032 + Development, PM

Summary of junction performance

	AM			PM		
	Q (PCU)	Delay (s)	RFC	Q (PCU)	Delay (s)	RFC
	2022 Base					
Stream B-C	0.0	0.00	0.00	0.0	9.11	0.01
Stream B-A	0.0	0.00	0.00	0.0	10.10	0.00
Stream C-AB	0.0	0.00	0.00	0.0	0.00	0.00
	2025 Base					
Stream B-C	0.0	0.00	0.00	0.0	9.11	0.01
Stream B-A	0.0	0.00	0.00	0.0	10.10	0.00
Stream C-AB	0.0	0.00	0.00	0.0	0.00	0.00
	2025 + Development					
Stream B-C	0.0	9.90	0.01	0.0	9.83	0.01
Stream B-A	0.0	0.00	0.00	0.0	0.00	0.00
Stream C-AB	0.0	0.00	0.00	0.0	0.00	0.00
	2032 Base					
Stream B-C	0.0	0.00	0.00	0.0	9.11	0.01
Stream B-A	0.0	0.00	0.00	0.0	10.10	0.00
Stream C-AB	0.0	0.00	0.00	0.0	0.00	0.00
	2032 + Development					
Stream B-C	0.0	9.92	0.02	0.0	9.85	0.01
Stream B-A	0.0	0.00	0.00	0.0	0.00	0.00
Stream C-AB	0.0	0.00	0.00	0.0	0.00	0.00

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

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

File summary

File Description

Title	
Location	
Site number	
Date	18/05/2022
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	DTA\arcady
Description	

Units

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

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2022 Base	AM	ONE HOUR	06:45	08:15	15	✓
D2	2022 Base	PM	ONE HOUR	15:45	17:15	15	✓
D3	2025 Base	AM	ONE HOUR	06:45	08:15	15	✓
D4	2025 Base	PM	ONE HOUR	15:45	17:15	15	✓
D5	2025 + Development	AM	ONE HOUR	06:45	08:15	15	✓
D6	2025 + Development	PM	ONE HOUR	15:45	17:15	15	✓
D7	2032 Base	AM	ONE HOUR	06:45	08:15	15	✓
D8	2032 Base	PM	ONE HOUR	15:45	17:15	15	✓
D9	2032 + Development	AM	ONE HOUR	06:45	08:15	15	✓
D10	2032 + Development	PM	ONE HOUR	15:45	17:15	15	✓

Analysis Set Details

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

2022 Base, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	East Dock Road - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Major arm width	East Riverside W - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.00	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.00	A

Arms

Arms

Arm	Name	Description	Arm type
A	East Riverside E		Major
B	East Dock Road		Minor
C	East Riverside W		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
East Riverside W	5.87			130.7	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
East Dock Road	One lane plus flare	10.00	3.91	2.83	2.69	2.68	✓	1.00	250	71

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	622	0.114	0.288	0.181	0.411
B-C	802	0.124	0.313	-	-
C-B	650	0.253	0.253	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2022 Base	AM	ONE HOUR	06:45	08:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
East Riverside E		ONE HOUR	✓	8	100.000
East Dock Road		ONE HOUR	✓	2	100.000
East Riverside W		ONE HOUR	✓	3	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		East Riverside E	East Dock Road	East Riverside W
From	East Riverside E	0	1	7
	East Dock Road	0	0	2
	East Riverside W	2	1	0

Vehicle Mix

HV %s

		To		
		East Riverside E	East Dock Road	East Riverside W
From	East Riverside E	0	100	86
	East Dock Road	0	0	100
	East Riverside W	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.00	0.00	0.0	A	0	0
B-A	0.00	0.00	0.0	A	0	0
C-AB	0.00	0.00	0.0	A	0	0
C-A					0	0
A-B					0.92	1
A-C					6	10

Main Results for each time segment

06:45 - 07:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	801	0.000	0	0.0	0.0	0.000	A
B-A	0	0	620	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	648	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	0.75	0.19			0.75				
A-C	5	1			5				

07:00 - 07:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	800	0.000	0	0.0	0.0	0.000	A
B-A	0	0	620	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	648	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	0.90	0.22			0.90				
A-C	6	2			6				

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	800	0.000	0	0.0	0.0	0.000	A
B-A	0	0	619	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	647	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	1	0.28			1				
A-C	8	2			8				

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	800	0.000	0	0.0	0.0	0.000	A
B-A	0	0	619	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	647	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	1	0.28			1				
A-C	8	2			8				

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	800	0.000	0	0.0	0.0	0.000	A
B-A	0	0	620	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	648	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	0.90	0.22			0.90				
A-C	6	2			6				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	801	0.000	0	0.0	0.0	0.000	A
B-A	0	0	620	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	648	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	0.75	0.19			0.75				
A-C	5	1			5				

2022 Base, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	East Dock Road - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Major arm width	East Riverside W - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		9.53	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	9.53	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2022 Base	PM	ONE HOUR	15:45	17:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
East Riverside E		ONE HOUR	✓	4	100.000
East Dock Road		ONE HOUR	✓	7	100.000
East Riverside W		ONE HOUR	✓	3	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		East Riverside E	East Dock Road	East Riverside W
From	East Riverside E	0	0	4
	East Dock Road	3	0	4
	East Riverside W	1	2	0

Vehicle Mix

HV %s

		To		
		East Riverside E	East Dock Road	East Riverside W
From	East Riverside E	0	0	100
	East Dock Road	100	0	75
	East Riverside W	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.01	9.11	0.0	A	4	6
B-A	0.00	10.10	0.0	B	3	4
C-AB	0.00	0.00	0.0	A	0	0
C-A					0	0
A-B					0	0
A-C					0	0

Main Results for each time segment

15:45 - 16:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	3	0.75	696	0.004	3	0.0	0.0	9.085	A
B-A	2	0.56	716	0.003	2	0.0	0.0	10.089	B
C-AB	0	0	650	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	0	0			0				
A-C	0	0			0				

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	4	0.90	696	0.005	4	0.0	0.0	9.094	A
B-A	3	0.67	716	0.004	3	0.0	0.0	10.096	B
C-AB	0	0	650	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	0	0			0				
A-C	0	0			0				

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	4	1	696	0.006	4	0.0	0.0	9.107	A
B-A	3	0.83	716	0.005	3	0.0	0.0	10.104	B
C-AB	0	0	650	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	0	0			0				
A-C	0	0			0				

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	4	1	696	0.006	4	0.0	0.0	9.107	A
B-A	3	0.83	716	0.005	3	0.0	0.0	10.104	B
C-AB	0	0	650	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	0	0			0				
A-C	0	0			0				

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	4	0.90	696	0.005	4	0.0	0.0	9.096	A
B-A	3	0.67	716	0.004	3	0.0	0.0	10.098	B
C-AB	0	0	650	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	0	0			0				
A-C	0	0			0				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	3	0.75	696	0.004	3	0.0	0.0	9.087	A
B-A	2	0.56	716	0.003	2	0.0	0.0	10.091	B
C-AB	0	0	650	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	0	0			0				
A-C	0	0			0				

2025 Base, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	East Dock Road - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Major arm width	East Riverside W - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.00	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.00	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2025 Base	AM	ONE HOUR	06:45	08:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
East Riverside E		ONE HOUR	✓	8	100.000
East Dock Road		ONE HOUR	✓	2	100.000
East Riverside W		ONE HOUR	✓	3	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		East Riverside E	East Dock Road	East Riverside W
From	East Riverside E	0	1	7
	East Dock Road	0	0	2
	East Riverside W	2	1	0

Vehicle Mix

HV %s

		To		
		East Riverside E	East Dock Road	East Riverside W
From	East Riverside E	0	100	86
	East Dock Road	0	0	100
	East Riverside W	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.00	0.00	0.0	A	0	0
B-A	0.00	0.00	0.0	A	0	0
C-AB	0.00	0.00	0.0	A	0	0
C-A					0	0
A-B					0.92	1
A-C					6	10

Main Results for each time segment

06:45 - 07:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	801	0.000	0	0.0	0.0	0.000	A
B-A	0	0	620	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	648	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	0.75	0.19			0.75				
A-C	5	1			5				

07:00 - 07:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	800	0.000	0	0.0	0.0	0.000	A
B-A	0	0	620	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	648	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	0.90	0.22			0.90				
A-C	6	2			6				

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	800	0.000	0	0.0	0.0	0.000	A
B-A	0	0	619	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	647	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	1	0.28			1				
A-C	8	2			8				

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	800	0.000	0	0.0	0.0	0.000	A
B-A	0	0	619	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	647	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	1	0.28			1				
A-C	8	2			8				

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	800	0.000	0	0.0	0.0	0.000	A
B-A	0	0	620	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	648	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	0.90	0.22			0.90				
A-C	6	2			6				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	801	0.000	0	0.0	0.0	0.000	A
B-A	0	0	620	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	648	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	0.75	0.19			0.75				
A-C	5	1			5				

2025 Base, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	East Dock Road - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Major arm width	East Riverside W - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		9.53	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	9.53	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2025 Base	PM	ONE HOUR	15:45	17:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
East Riverside E		ONE HOUR	✓	4	100.000
East Dock Road		ONE HOUR	✓	7	100.000
East Riverside W		ONE HOUR	✓	3	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		East Riverside E	East Dock Road	East Riverside W
From	East Riverside E	0	0	4
	East Dock Road	3	0	4
	East Riverside W	1	2	0

Vehicle Mix

HV %s

		To		
		East Riverside E	East Dock Road	East Riverside W
From	East Riverside E	0	0	100
	East Dock Road	100	0	75
	East Riverside W	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.01	9.11	0.0	A	4	6
B-A	0.00	10.10	0.0	B	3	4
C-AB	0.00	0.00	0.0	A	0	0
C-A					0	0
A-B					0	0
A-C					0	0

Main Results for each time segment

15:45 - 16:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	3	0.75	696	0.004	3	0.0	0.0	9.085	A
B-A	2	0.56	716	0.003	2	0.0	0.0	10.089	B
C-AB	0	0	650	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	0	0			0				
A-C	0	0			0				

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	4	0.90	696	0.005	4	0.0	0.0	9.094	A
B-A	3	0.67	716	0.004	3	0.0	0.0	10.096	B
C-AB	0	0	650	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	0	0			0				
A-C	0	0			0				

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	4	1	696	0.006	4	0.0	0.0	9.107	A
B-A	3	0.83	716	0.005	3	0.0	0.0	10.104	B
C-AB	0	0	650	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	0	0			0				
A-C	0	0			0				

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	4	1	696	0.006	4	0.0	0.0	9.107	A
B-A	3	0.83	716	0.005	3	0.0	0.0	10.104	B
C-AB	0	0	650	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	0	0			0				
A-C	0	0			0				

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	4	0.90	696	0.005	4	0.0	0.0	9.096	A
B-A	3	0.67	716	0.004	3	0.0	0.0	10.098	B
C-AB	0	0	650	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	0	0			0				
A-C	0	0			0				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	3	0.75	696	0.004	3	0.0	0.0	9.087	A
B-A	2	0.56	716	0.003	2	0.0	0.0	10.091	B
C-AB	0	0	650	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	0	0			0				
A-C	0	0			0				

2025 + Development, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	East Dock Road - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Major arm width	East Riverside W - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		9.90	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	9.90	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2025 + Development	AM	ONE HOUR	06:45	08:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
East Riverside E		ONE HOUR	✓	0	100.000
East Dock Road		ONE HOUR	✓	9	100.000
East Riverside W		ONE HOUR	✓	3	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		East Riverside E	East Dock Road	East Riverside W
From	East Riverside E	0	0	0
	East Dock Road	0	0	9
	East Riverside W	0	3	0

Vehicle Mix

HV %s

		To		
		East Riverside E	East Dock Road	East Riverside W
From	East Riverside E	0	0	0
	East Dock Road	0	0	89
	East Riverside W	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.01	9.90	0.0	A	8	12
B-A	0.00	0.00	0.0	A	0	0
C-AB	0.00	0.00	0.0	A	0	0
C-A					0	0
A-B					0	0
A-C					0	0

Main Results for each time segment

06:45 - 07:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	7	2	697	0.010	7	0.0	0.0	9.856	A
B-A	0	0	716	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	650	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	0	0			0				
A-C	0	0			0				

07:00 - 07:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	8	2	697	0.012	8	0.0	0.0	9.877	A
B-A	0	0	716	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	650	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	0	0			0				
A-C	0	0			0				

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	10	2	697	0.014	10	0.0	0.0	9.903	A
B-A	0	0	716	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	650	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	0	0			0				
A-C	0	0			0				

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	10	2	697	0.014	10	0.0	0.0	9.903	A
B-A	0	0	716	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	650	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	0	0			0				
A-C	0	0			0				

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	8	2	697	0.012	8	0.0	0.0	9.879	A
B-A	0	0	716	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	650	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	0	0			0				
A-C	0	0			0				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	7	2	697	0.010	7	0.0	0.0	9.858	A
B-A	0	0	716	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	650	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	0	0			0				
A-C	0	0			0				

2025 + Development, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	East Dock Road - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Major arm width	East Riverside W - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		9.83	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	9.83	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2025 + Development	PM	ONE HOUR	15:45	17:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
East Riverside E		ONE HOUR	✓	0	100.000
East Dock Road		ONE HOUR	✓	8	100.000
East Riverside W		ONE HOUR	✓	3	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		East Riverside E	East Dock Road	East Riverside W
From	East Riverside E	0	0	0
	East Dock Road	0	0	8
	East Riverside W	0	3	0

Vehicle Mix

HV %s

		To		
		East Riverside E	East Dock Road	East Riverside W
From	East Riverside E	0	0	0
	East Dock Road	0	0	88
	East Riverside W	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.01	9.83	0.0	A	7	11
B-A	0.00	0.00	0.0	A	0	0
C-AB	0.00	0.00	0.0	A	0	0
C-A					0	0
A-B					0	0
A-C					0	0

Main Results for each time segment

15:45 - 16:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	6	2	697	0.009	6	0.0	0.0	9.795	A
B-A	0	0	716	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	650	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	0	0			0				
A-C	0	0			0				

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	7	2	697	0.010	7	0.0	0.0	9.812	A
B-A	0	0	716	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	650	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	0	0			0				
A-C	0	0			0				

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	9	2	697	0.013	9	0.0	0.0	9.835	A
B-A	0	0	716	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	650	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	0	0			0				
A-C	0	0			0				

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	9	2	697	0.013	9	0.0	0.0	9.835	A
B-A	0	0	716	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	650	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	0	0			0				
A-C	0	0			0				

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	7	2	697	0.010	7	0.0	0.0	9.812	A
B-A	0	0	716	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	650	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	0	0			0				
A-C	0	0			0				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	6	2	697	0.009	6	0.0	0.0	9.795	A
B-A	0	0	716	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	650	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	0	0			0				
A-C	0	0			0				

2032 Base, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	East Dock Road - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Major arm width	East Riverside W - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.00	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.00	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2032 Base	AM	ONE HOUR	06:45	08:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
East Riverside E		ONE HOUR	✓	9	100.000
East Dock Road		ONE HOUR	✓	2	100.000
East Riverside W		ONE HOUR	✓	3	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		East Riverside E	East Dock Road	East Riverside W
From	East Riverside E	0	1	8
	East Dock Road	0	0	2
	East Riverside W	2	1	0

Vehicle Mix

HV %s

		To		
		East Riverside E	East Dock Road	East Riverside W
From	East Riverside E	0	100	86
	East Dock Road	0	0	100
	East Riverside W	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.00	0.00	0.0	A	0	0
B-A	0.00	0.00	0.0	A	0	0
C-AB	0.00	0.00	0.0	A	0	0
C-A					0	0
A-B					0.92	1
A-C					7	11

Main Results for each time segment

06:45 - 07:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	800	0.000	0	0.0	0.0	0.000	A
B-A	0	0	620	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	648	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	0.75	0.19			0.75				
A-C	6	2			6				

07:00 - 07:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	800	0.000	0	0.0	0.0	0.000	A
B-A	0	0	620	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	648	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	0.90	0.22			0.90				
A-C	7	2			7				

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	800	0.000	0	0.0	0.0	0.000	A
B-A	0	0	619	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	647	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	1	0.28			1				
A-C	9	2			9				

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	800	0.000	0	0.0	0.0	0.000	A
B-A	0	0	619	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	647	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	1	0.28			1				
A-C	9	2			9				

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	800	0.000	0	0.0	0.0	0.000	A
B-A	0	0	620	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	648	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	0.90	0.22			0.90				
A-C	7	2			7				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	800	0.000	0	0.0	0.0	0.000	A
B-A	0	0	620	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	648	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	0.75	0.19			0.75				
A-C	6	2			6				

2032 Base, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	East Dock Road - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Major arm width	East Riverside W - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		9.53	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	9.53	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2032 Base	PM	ONE HOUR	15:45	17:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
East Riverside E		ONE HOUR	✓	4	100.000
East Dock Road		ONE HOUR	✓	7	100.000
East Riverside W		ONE HOUR	✓	3	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		East Riverside E	East Dock Road	East Riverside W
From	East Riverside E	0	0	4
	East Dock Road	3	0	4
	East Riverside W	1	2	0

Vehicle Mix

HV %s

		To		
		East Riverside E	East Dock Road	East Riverside W
From	East Riverside E	0	0	100
	East Dock Road	100	0	75
	East Riverside W	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.01	9.11	0.0	A	4	6
B-A	0.00	10.10	0.0	B	3	4
C-AB	0.00	0.00	0.0	A	0	0
C-A					0	0
A-B					0	0
A-C					0	0

Main Results for each time segment

15:45 - 16:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	3	0.75	696	0.004	3	0.0	0.0	9.085	A
B-A	2	0.56	716	0.003	2	0.0	0.0	10.089	B
C-AB	0	0	650	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	0	0			0				
A-C	0	0			0				

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	4	0.90	696	0.005	4	0.0	0.0	9.094	A
B-A	3	0.67	716	0.004	3	0.0	0.0	10.096	B
C-AB	0	0	650	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	0	0			0				
A-C	0	0			0				

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	4	1	696	0.006	4	0.0	0.0	9.107	A
B-A	3	0.83	716	0.005	3	0.0	0.0	10.104	B
C-AB	0	0	650	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	0	0			0				
A-C	0	0			0				

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	4	1	696	0.006	4	0.0	0.0	9.107	A
B-A	3	0.83	716	0.005	3	0.0	0.0	10.104	B
C-AB	0	0	650	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	0	0			0				
A-C	0	0			0				

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	4	0.90	696	0.005	4	0.0	0.0	9.096	A
B-A	3	0.67	716	0.004	3	0.0	0.0	10.098	B
C-AB	0	0	650	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	0	0			0				
A-C	0	0			0				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	3	0.75	696	0.004	3	0.0	0.0	9.087	A
B-A	2	0.56	716	0.003	2	0.0	0.0	10.091	B
C-AB	0	0	650	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	0	0			0				
A-C	0	0			0				

2032 + Development, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	East Dock Road - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Major arm width	East Riverside W - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		9.92	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	9.92	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D9	2032 + Development	AM	ONE HOUR	06:45	08:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
East Riverside E		ONE HOUR	✓	0	100.000
East Dock Road		ONE HOUR	✓	10	100.000
East Riverside W		ONE HOUR	✓	3	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		East Riverside E	East Dock Road	East Riverside W
From	East Riverside E	0	0	0
	East Dock Road	0	0	10
	East Riverside W	0	3	0

Vehicle Mix

HV %s

		To		
		East Riverside E	East Dock Road	East Riverside W
From	East Riverside E	0	0	0
	East Dock Road	0	0	89
	East Riverside W	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.02	9.92	0.0	A	9	14
B-A	0.00	0.00	0.0	A	0	0
C-AB	0.00	0.00	0.0	A	0	0
C-A					0	0
A-B					0	0
A-C					0	0

Main Results for each time segment

06:45 - 07:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	8	2	697	0.011	7	0.0	0.0	9.867	A
B-A	0	0	716	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	650	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	0	0			0				
A-C	0	0			0				

07:00 - 07:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	9	2	697	0.013	9	0.0	0.0	9.890	A
B-A	0	0	716	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	650	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	0	0			0				
A-C	0	0			0				

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	11	3	697	0.016	11	0.0	0.0	9.919	A
B-A	0	0	716	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	650	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	0	0			0				
A-C	0	0			0				

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	11	3	697	0.016	11	0.0	0.0	9.919	A
B-A	0	0	716	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	650	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	0	0			0				
A-C	0	0			0				

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	9	2	697	0.013	9	0.0	0.0	9.892	A
B-A	0	0	716	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	650	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	0	0			0				
A-C	0	0			0				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	8	2	697	0.011	8	0.0	0.0	9.869	A
B-A	0	0	716	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	650	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	0	0			0				
A-C	0	0			0				

2032 + Development, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	East Dock Road - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Major arm width	East Riverside W - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		9.85	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	9.85	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D10	2032 + Development	PM	ONE HOUR	15:45	17:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
East Riverside E		ONE HOUR	✓	0	100.000
East Dock Road		ONE HOUR	✓	9	100.000
East Riverside W		ONE HOUR	✓	3	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		East Riverside E	East Dock Road	East Riverside W
From	East Riverside E	0	0	0
	East Dock Road	0	0	9
	East Riverside W	0	3	0

Vehicle Mix

HV %s

		To		
		East Riverside E	East Dock Road	East Riverside W
From	East Riverside E	0	0	0
	East Dock Road	0	0	88
	East Riverside W	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.01	9.85	0.0	A	8	12
B-A	0.00	0.00	0.0	A	0	0
C-AB	0.00	0.00	0.0	A	0	0
C-A					0	0
A-B					0	0
A-C					0	0

Main Results for each time segment

15:45 - 16:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	7	2	697	0.010	7	0.0	0.0	9.804	A
B-A	0	0	716	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	650	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	0	0			0				
A-C	0	0			0				

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	8	2	697	0.012	8	0.0	0.0	9.824	A
B-A	0	0	716	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	650	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	0	0			0				
A-C	0	0			0				

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	10	2	697	0.014	10	0.0	0.0	9.850	A
B-A	0	0	716	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	650	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	0	0			0				
A-C	0	0			0				

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	10	2	697	0.014	10	0.0	0.0	9.850	A
B-A	0	0	716	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	650	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	0	0			0				
A-C	0	0			0				

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	8	2	697	0.012	8	0.0	0.0	9.825	A
B-A	0	0	716	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	650	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	0	0			0				
A-C	0	0			0				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	7	2	697	0.010	7	0.0	0.0	9.806	A
B-A	0	0	716	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	650	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	0	0			0				
A-C	0	0			0				

Annex TN4 D

Robinson Road/ East Dock Road Priority Junction Assessment

Junctions 10

PICADY 10 - Priority Intersection Module

Version: 10.0.4.1693
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Filename: Robinson Road-East Dock Road.j10
Path: P:\23000's\23325\Junction Assessment\Internal Junctions
Report generation date: 08/08/2022 16:16:06

»2022 Base, AM
»2022 Base, PM
»2025 Base, AM
»2025 Base, PM
»2025 + Development, AM
»2025 + Development, PM
»2032 Base, AM
»2032 Base, PM
»2032 + Development, AM
»2032 + Development, PM

Summary of junction performance

	AM			PM		
	Q (PCU)	Delay (s)	RFC	Q (PCU)	Delay (s)	RFC
	2022 Base					
Stream B-C	0.0	8.95	0.02	0.1	9.14	0.03
Stream B-A	0.0	10.35	0.02	0.0	13.08	0.02
Stream C-AB	0.0	6.45	0.02	0.0	10.81	0.02
	2025 Base					
Stream B-C	0.0	8.96	0.02	0.1	9.18	0.03
Stream B-A	0.0	10.39	0.02	0.0	13.17	0.02
Stream C-AB	0.0	6.42	0.02	0.0	10.81	0.02
	2025 + Development					
Stream B-C	0.0	8.49	0.03	0.1	9.50	0.04
Stream B-A	0.0	10.61	0.02	0.0	13.45	0.02
Stream C-AB	0.1	7.03	0.03	0.1	10.84	0.03
	2032 Base					
Stream B-C	0.0	9.00	0.02	0.1	9.27	0.04
Stream B-A	0.0	10.46	0.02	0.0	13.30	0.02
Stream C-AB	0.0	6.36	0.02	0.0	10.82	0.02
	2032 + Development					
Stream B-C	0.0	8.53	0.03	0.1	9.60	0.04
Stream B-A	0.0	10.66	0.02	0.0	13.59	0.02
Stream C-AB	0.1	6.97	0.04	0.1	10.60	0.03

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

File summary

File Description

Title	
Location	
Site number	
Date	18/05/2022
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	DTA\arcady
Description	

Units

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

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2022 Base	AM	ONE HOUR	06:45	08:15	15	✓
D2	2022 Base	PM	ONE HOUR	15:45	17:15	15	✓
D3	2025 Base	AM	ONE HOUR	06:45	08:15	15	✓
D4	2025 Base	PM	ONE HOUR	15:45	17:15	15	✓
D5	2025 + Development	AM	ONE HOUR	06:45	08:15	15	✓
D6	2025 + Development	PM	ONE HOUR	15:45	17:15	15	✓
D7	2032 Base	AM	ONE HOUR	06:45	08:15	15	✓
D8	2032 Base	PM	ONE HOUR	15:45	17:15	15	✓
D9	2032 + Development	AM	ONE HOUR	06:45	08:15	15	✓
D10	2032 + Development	PM	ONE HOUR	15:45	17:15	15	✓

Analysis Set Details

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

2022 Base, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.85	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.85	A

Arms

Arms

Arm	Name	Description	Arm type
A	Robinson Road N		Major
B	East Dock Road		Minor
C	Robinson Road S		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
Robinson Road S	8.51			169.2	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
East Dock Road	One lane plus flare	10.00	10.00	5.22	3.79	3.74	✓	2.00	132	186

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	679	0.110	0.278	0.175	0.397
B-C	845	0.116	0.292	-	-
C-B	672	0.232	0.232	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2022 Base	AM	ONE HOUR	06:45	08:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
Robinson Road N		ONE HOUR	✓	63	100.000
East Dock Road		ONE HOUR	✓	26	100.000
Robinson Road S		ONE HOUR	✓	292	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		Robinson Road N	East Dock Road	Robinson Road S
From	Robinson Road N	0	4	59
	East Dock Road	10	0	16
	Robinson Road S	284	8	0

Vehicle Mix

HV %s

		To		
		Robinson Road N	East Dock Road	Robinson Road S
From	Robinson Road N	0	100	64
	East Dock Road	70	0	100
	Robinson Road S	22	50	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.02	8.95	0.0	A	15	22
B-A	0.02	10.35	0.0	B	9	14
C-AB	0.02	6.45	0.0	A	11	16
C-A					257	386
A-B					4	6
A-C					54	81

Main Results for each time segment

06:45 - 07:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	12	3	829	0.015	12	0.0	0.0	8.807	A
B-A	8	2	627	0.012	7	0.0	0.0	9.883	A
C-AB	8	2	796	0.010	8	0.0	0.0	6.454	A
C-A	212	53			212				
A-B	3	0.75			3				
A-C	44	11			44				

07:00 - 07:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	14	4	826	0.017	14	0.0	0.0	8.868	A
B-A	9	2	616	0.015	9	0.0	0.0	10.074	B
C-AB	10	3	821	0.013	10	0.0	0.0	6.244	A
C-A	252	63			252				
A-B	4	0.90			4				
A-C	53	13			53				

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	18	4	822	0.021	18	0.0	0.0	8.952	A
B-A	11	3	602	0.018	11	0.0	0.0	10.349	B
C-AB	14	3	855	0.016	14	0.0	0.0	5.953	A
C-A	308	77			308				
A-B	4	1			4				
A-C	65	16			65				

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	18	4	822	0.021	18	0.0	0.0	8.952	A
B-A	11	3	602	0.018	11	0.0	0.0	10.349	B
C-AB	14	3	855	0.016	14	0.0	0.0	5.925	A
C-A	308	77			308				
A-B	4	1			4				
A-C	65	16			65				

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	14	4	826	0.017	14	0.0	0.0	8.869	A
B-A	9	2	616	0.015	9	0.0	0.0	10.075	B
C-AB	10	3	821	0.013	10	0.0	0.0	6.178	A
C-A	252	63			252				
A-B	4	0.90			4				
A-C	53	13			53				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	12	3	829	0.015	12	0.0	0.0	8.810	A
B-A	8	2	627	0.012	8	0.0	0.0	9.885	A
C-AB	8	2	796	0.010	8	0.0	0.0	6.418	A
C-A	212	53			212				
A-B	3	0.75			3				
A-C	44	11			44				

2022 Base, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		1.02	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.02	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2022 Base	PM	ONE HOUR	15:45	17:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
Robinson Road N		ONE HOUR	✓	301	100.000
East Dock Road		ONE HOUR	✓	31	100.000
Robinson Road S		ONE HOUR	✓	88	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		Robinson Road N	East Dock Road	Robinson Road S
From	Robinson Road N	0	5	296
	East Dock Road	9	0	22
	Robinson Road S	79	9	0

Vehicle Mix

HV %s

		To		
		Robinson Road N	East Dock Road	Robinson Road S
From	Robinson Road N	0	60	22
	East Dock Road	100	0	86
	Robinson Road S	53	100	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.03	9.14	0.1	A	20	30
B-A	0.02	13.08	0.0	B	8	12
C-AB	0.02	10.81	0.0	B	9	14
C-A					71	107
A-B					5	7
A-C					272	407

Main Results for each time segment

15:45 - 16:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	17	4	789	0.021	16	0.0	0.0	8.669	A
B-A	7	2	595	0.011	7	0.0	0.0	12.245	B
C-AB	7	2	658	0.011	7	0.0	0.0	10.759	B
C-A	59	15			59				
A-B	4	0.94			4				
A-C	223	56			223				

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	20	5	775	0.026	20	0.0	0.0	8.865	A
B-A	8	2	580	0.014	8	0.0	0.0	12.584	B
C-AB	9	2	656	0.014	9	0.0	0.0	10.792	B
C-A	70	18			70				
A-B	4	1			4				
A-C	266	67			266				

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	24	6	757	0.032	24	0.0	0.1	9.143	A
B-A	10	2	560	0.018	10	0.0	0.0	13.081	B
C-AB	11	3	653	0.018	11	0.0	0.0	10.808	B
C-A	85	21			85				
A-B	6	1			6				
A-C	326	81			326				

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	24	6	757	0.032	24	0.1	0.1	9.143	A
B-A	10	2	560	0.018	10	0.0	0.0	13.081	B
C-AB	11	3	653	0.018	11	0.0	0.0	10.772	B
C-A	85	21			85				
A-B	6	1			6				
A-C	326	81			326				

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	20	5	775	0.026	20	0.1	0.0	8.866	A
B-A	8	2	580	0.014	8	0.0	0.0	12.587	B
C-AB	9	2	656	0.014	9	0.0	0.0	10.722	B
C-A	70	18			70				
A-B	4	1			4				
A-C	266	67			266				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	17	4	788	0.021	17	0.0	0.0	8.675	A
B-A	7	2	595	0.011	7	0.0	0.0	12.247	B
C-AB	7	2	658	0.011	7	0.0	0.0	10.726	B
C-A	59	15			59				
A-B	4	0.94			4				
A-C	223	56			223				

2025 Base, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.83	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.83	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2025 Base	AM	ONE HOUR	06:45	08:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
Robinson Road N		ONE HOUR	✓	65	100.000
East Dock Road		ONE HOUR	✓	26	100.000
Robinson Road S		ONE HOUR	✓	300	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		Robinson Road N	East Dock Road	Robinson Road S
From	Robinson Road N	0	4	61
	East Dock Road	10	0	16
	Robinson Road S	292	8	0

Vehicle Mix

HV %s

		To		
		Robinson Road N	East Dock Road	Robinson Road S
From	Robinson Road N	0	100	64
	East Dock Road	70	0	100
	Robinson Road S	22	50	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.02	8.96	0.0	A	15	22
B-A	0.02	10.39	0.0	B	9	14
C-AB	0.02	6.42	0.0	A	11	16
C-A					264	396
A-B					4	6
A-C					56	84

Main Results for each time segment

06:45 - 07:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	12	3	829	0.015	12	0.0	0.0	8.811	A
B-A	8	2	625	0.012	7	0.0	0.0	9.907	A
C-AB	8	2	800	0.010	8	0.0	0.0	6.417	A
C-A	218	54			218				
A-B	3	0.75			3				
A-C	46	11			46				

07:00 - 07:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	14	4	826	0.017	14	0.0	0.0	8.874	A
B-A	9	2	615	0.015	9	0.0	0.0	10.104	B
C-AB	11	3	825	0.013	11	0.0	0.0	6.203	A
C-A	259	65			259				
A-B	4	0.90			4				
A-C	55	14			55				

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	18	4	821	0.021	18	0.0	0.0	8.959	A
B-A	11	3	600	0.018	11	0.0	0.0	10.386	B
C-AB	14	4	860	0.016	14	0.0	0.0	5.908	A
C-A	316	79			316				
A-B	4	1			4				
A-C	67	17			67				

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	18	4	821	0.021	18	0.0	0.0	8.959	A
B-A	11	3	600	0.018	11	0.0	0.0	10.386	B
C-AB	14	4	860	0.016	14	0.0	0.0	5.878	A
C-A	316	79			316				
A-B	4	1			4				
A-C	67	17			67				

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	14	4	826	0.017	14	0.0	0.0	8.877	A
B-A	9	2	615	0.015	9	0.0	0.0	10.106	B
C-AB	11	3	825	0.013	11	0.0	0.0	6.137	A
C-A	259	65			259				
A-B	4	0.90			4				
A-C	55	14			55				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	12	3	829	0.015	12	0.0	0.0	8.816	A
B-A	8	2	625	0.012	8	0.0	0.0	9.909	A
C-AB	8	2	800	0.010	8	0.0	0.0	6.381	A
C-A	218	54			218				
A-B	3	0.75			3				
A-C	46	11			46				

2025 Base, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		1.02	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.02	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2025 Base	PM	ONE HOUR	15:45	17:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
Robinson Road N		ONE HOUR	✓	310	100.000
East Dock Road		ONE HOUR	✓	32	100.000
Robinson Road S		ONE HOUR	✓	90	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		Robinson Road N	East Dock Road	Robinson Road S
From	Robinson Road N	0	5	305
	East Dock Road	9	0	23
	Robinson Road S	81	9	0

Vehicle Mix

HV %s

		To		
		Robinson Road N	East Dock Road	Robinson Road S
From	Robinson Road N	0	60	22
	East Dock Road	100	0	86
	Robinson Road S	53	100	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.03	9.18	0.1	A	21	32
B-A	0.02	13.17	0.0	B	8	12
C-AB	0.02	10.81	0.0	B	9	14
C-A					73	110
A-B					5	7
A-C					280	420

Main Results for each time segment

15:45 - 16:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	17	4	788	0.022	17	0.0	0.0	8.688	A
B-A	7	2	592	0.011	7	0.0	0.0	12.307	B
C-AB	7	2	658	0.011	7	0.0	0.0	10.761	B
C-A	60	15			60				
A-B	4	0.94			4				
A-C	230	57			230				

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	21	5	774	0.027	21	0.0	0.1	8.891	A
B-A	8	2	577	0.014	8	0.0	0.0	12.658	B
C-AB	9	2	656	0.014	9	0.0	0.0	10.794	B
C-A	72	18			72				
A-B	4	1			4				
A-C	274	69			274				

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	25	6	755	0.034	25	0.1	0.1	9.180	A
B-A	10	2	556	0.018	10	0.0	0.0	13.175	B
C-AB	11	3	653	0.018	11	0.0	0.0	10.810	B
C-A	88	22			88				
A-B	6	1			6				
A-C	336	84			336				

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	25	6	755	0.034	25	0.1	0.1	9.181	A
B-A	10	2	556	0.018	10	0.0	0.0	13.175	B
C-AB	11	3	653	0.018	11	0.0	0.0	10.775	B
C-A	88	22			88				
A-B	6	1			6				
A-C	336	84			336				

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	21	5	774	0.027	21	0.1	0.1	8.893	A
B-A	8	2	577	0.014	8	0.0	0.0	12.662	B
C-AB	9	2	656	0.014	9	0.0	0.0	10.720	B
C-A	72	18			72				
A-B	4	1			4				
A-C	274	69			274				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	17	4	787	0.022	17	0.1	0.0	8.696	A
B-A	7	2	592	0.011	7	0.0	0.0	12.312	B
C-AB	7	2	658	0.011	8	0.0	0.0	10.726	B
C-A	60	15			60				
A-B	4	0.94			4				
A-C	230	57			230				

2025 + Development, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		1.04	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.04	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2025 + Development	AM	ONE HOUR	06:45	08:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
Robinson Road N		ONE HOUR	✓	77	100.000
East Dock Road		ONE HOUR	✓	29	100.000
Robinson Road S		ONE HOUR	✓	316	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		Robinson Road N	East Dock Road	Robinson Road S
From	Robinson Road N	0	4	73
	East Dock Road	10	0	19
	Robinson Road S	300	16	0

Vehicle Mix

HV %s

		To		
		Robinson Road N	East Dock Road	Robinson Road S
From	Robinson Road N	0	100	69
	East Dock Road	70	0	89
	Robinson Road S	24	69	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.03	8.49	0.0	A	17	26
B-A	0.02	10.61	0.0	B	9	14
C-AB	0.03	7.03	0.1	A	22	33
C-A					268	402
A-B					4	6
A-C					67	100

Main Results for each time segment

06:45 - 07:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	14	4	831	0.017	14	0.0	0.0	8.326	A
B-A	8	2	615	0.012	7	0.0	0.0	10.067	B
C-AB	17	4	802	0.021	17	0.0	0.0	7.031	A
C-A	221	55			221				
A-B	3	0.75			3				
A-C	55	14			55				

07:00 - 07:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	17	4	827	0.021	17	0.0	0.0	8.395	A
B-A	9	2	604	0.015	9	0.0	0.0	10.290	B
C-AB	21	5	827	0.026	21	0.0	0.0	6.791	A
C-A	263	66			263				
A-B	4	0.90			4				
A-C	66	16			66				

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	21	5	822	0.025	21	0.0	0.0	8.490	A
B-A	11	3	588	0.019	11	0.0	0.0	10.611	B
C-AB	29	7	863	0.033	29	0.0	0.1	6.450	A
C-A	319	80			319				
A-B	4	1			4				
A-C	80	20			80				

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	21	5	822	0.025	21	0.0	0.0	8.491	A
B-A	11	3	588	0.019	11	0.0	0.0	10.611	B
C-AB	29	7	863	0.033	29	0.1	0.1	6.401	A
C-A	319	80			319				
A-B	4	1			4				
A-C	80	20			80				

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	17	4	827	0.021	17	0.0	0.0	8.398	A
B-A	9	2	604	0.015	9	0.0	0.0	10.291	B
C-AB	21	5	827	0.026	21	0.1	0.0	6.676	A
C-A	263	66			263				
A-B	4	0.90			4				
A-C	66	16			66				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	14	4	831	0.017	14	0.0	0.0	8.329	A
B-A	8	2	615	0.012	8	0.0	0.0	10.072	B
C-AB	17	4	802	0.021	17	0.0	0.0	6.968	A
C-A	221	55			221				
A-B	3	0.75			3				
A-C	55	14			55				

2025 + Development, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		1.16	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.16	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2025 + Development	PM	ONE HOUR	15:45	17:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
Robinson Road N		ONE HOUR	✓	326	100.000
East Dock Road		ONE HOUR	✓	36	100.000
Robinson Road S		ONE HOUR	✓	104	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		Robinson Road N	East Dock Road	Robinson Road S
From	Robinson Road N	0	5	321
	East Dock Road	9	0	27
	Robinson Road S	91	13	0

Vehicle Mix

HV %s

		To		
		Robinson Road N	East Dock Road	Robinson Road S
From	Robinson Road N	0	60	26
	East Dock Road	100	0	85
	Robinson Road S	57	100	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.04	9.50	0.1	A	25	37
B-A	0.02	13.45	0.0	B	8	12
C-AB	0.03	10.84	0.1	B	14	21
C-A					82	123
A-B					5	7
A-C					295	442

Main Results for each time segment

15:45 - 16:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	20	5	764	0.027	20	0.0	0.1	8.950	A
B-A	7	2	583	0.012	7	0.0	0.0	12.493	B
C-AB	11	3	660	0.017	11	0.0	0.0	10.778	B
C-A	67	17			67				
A-B	4	0.94			4				
A-C	242	60			242				

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	24	6	750	0.032	24	0.0	0.1	9.177	A
B-A	8	2	567	0.014	8	0.0	0.0	12.880	B
C-AB	13	3	658	0.020	13	0.0	0.0	10.820	B
C-A	80	20			80				
A-B	4	1			4				
A-C	289	72			289				

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	30	7	730	0.041	30	0.1	0.1	9.505	A
B-A	10	2	545	0.018	10	0.0	0.0	13.451	B
C-AB	17	4	656	0.026	17	0.0	0.1	10.844	B
C-A	98	24			98				
A-B	6	1			6				
A-C	353	88			353				

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	30	7	730	0.041	30	0.1	0.1	9.505	A
B-A	10	2	545	0.018	10	0.0	0.0	13.451	B
C-AB	17	4	656	0.026	17	0.1	0.1	10.808	B
C-A	98	24			98				
A-B	6	1			6				
A-C	353	88			353				

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	24	6	750	0.032	24	0.1	0.1	9.179	A
B-A	8	2	567	0.014	8	0.0	0.0	12.883	B
C-AB	13	3	658	0.020	13	0.1	0.0	10.748	B
C-A	80	20			80				
A-B	4	1			4				
A-C	289	72			289				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	20	5	764	0.027	20	0.1	0.1	8.956	A
B-A	7	2	583	0.012	7	0.0	0.0	12.496	B
C-AB	11	3	660	0.017	11	0.0	0.0	10.749	B
C-A	67	17			67				
A-B	4	0.94			4				
A-C	242	60			242				

2032 Base, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.87	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.87	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2032 Base	AM	ONE HOUR	06:45	08:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
Robinson Road N		ONE HOUR	✓	68	100.000
East Dock Road		ONE HOUR	✓	28	100.000
Robinson Road S		ONE HOUR	✓	315	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		Robinson Road N	East Dock Road	Robinson Road S
From	Robinson Road N	0	4	64
	East Dock Road	11	0	17
	Robinson Road S	306	9	0

Vehicle Mix

HV %s

		To		
		Robinson Road N	East Dock Road	Robinson Road S
From	Robinson Road N	0	100	64
	East Dock Road	70	0	100
	Robinson Road S	22	50	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.02	9.00	0.0	A	16	23
B-A	0.02	10.46	0.0	B	10	15
C-AB	0.02	6.36	0.0	A	13	19
C-A					276	415
A-B					4	6
A-C					59	88

Main Results for each time segment

06:45 - 07:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	13	3	827	0.015	13	0.0	0.0	8.841	A
B-A	8	2	623	0.013	8	0.0	0.0	9.950	A
C-AB	9	2	806	0.012	9	0.0	0.0	6.361	A
C-A	228	57			228				
A-B	3	0.75			3				
A-C	48	12			48				

07:00 - 07:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	15	4	824	0.019	15	0.0	0.0	8.907	A
B-A	10	2	612	0.016	10	0.0	0.0	10.161	B
C-AB	12	3	832	0.015	12	0.0	0.0	6.143	A
C-A	271	68			271				
A-B	4	0.90			4				
A-C	58	14			58				

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	19	5	819	0.023	19	0.0	0.0	8.998	A
B-A	12	3	597	0.020	12	0.0	0.0	10.464	B
C-AB	16	4	869	0.019	16	0.0	0.0	5.843	A
C-A	331	83			331				
A-B	4	1			4				
A-C	70	18			70				

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	19	5	819	0.023	19	0.0	0.0	8.999	A
B-A	12	3	597	0.020	12	0.0	0.0	10.464	B
C-AB	16	4	869	0.019	16	0.0	0.0	5.812	A
C-A	331	83			331				
A-B	4	1			4				
A-C	70	18			70				

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	15	4	823	0.019	15	0.0	0.0	8.909	A
B-A	10	2	612	0.016	10	0.0	0.0	10.162	B
C-AB	12	3	832	0.015	12	0.0	0.0	6.076	A
C-A	271	68			271				
A-B	4	0.90			4				
A-C	58	14			58				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	13	3	827	0.015	13	0.0	0.0	8.844	A
B-A	8	2	623	0.013	8	0.0	0.0	9.955	A
C-AB	10	2	806	0.012	10	0.0	0.0	6.325	A
C-A	228	57			228				
A-B	3	0.75			3				
A-C	48	12			48				

2032 Base, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		1.06	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.06	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2032 Base	PM	ONE HOUR	15:45	17:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
Robinson Road N		ONE HOUR	✓	323	100.000
East Dock Road		ONE HOUR	✓	34	100.000
Robinson Road S		ONE HOUR	✓	95	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		Robinson Road N	East Dock Road	Robinson Road S
From	Robinson Road N	0	5	318
	East Dock Road	10	0	24
	Robinson Road S	85	10	0

Vehicle Mix

HV %s

		To		
		Robinson Road N	East Dock Road	Robinson Road S
From	Robinson Road N	0	60	22
	East Dock Road	100	0	86
	Robinson Road S	53	100	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.04	9.27	0.1	A	22	33
B-A	0.02	13.30	0.0	B	9	14
C-AB	0.02	10.82	0.0	B	10	16
C-A					77	115
A-B					5	7
A-C					292	438

Main Results for each time segment

15:45 - 16:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	18	5	783	0.023	18	0.0	0.0	8.750	A
B-A	8	2	589	0.013	7	0.0	0.0	12.371	B
C-AB	8	2	658	0.013	8	0.0	0.0	10.764	B
C-A	63	16			63				
A-B	4	0.94			4				
A-C	239	60			239				

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	22	5	768	0.028	22	0.0	0.1	8.964	A
B-A	9	2	574	0.016	9	0.0	0.0	12.745	B
C-AB	10	3	655	0.016	10	0.0	0.0	10.800	B
C-A	75	19			75				
A-B	4	1			4				
A-C	286	71			286				

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	26	7	749	0.035	26	0.1	0.1	9.272	A
B-A	11	3	552	0.020	11	0.0	0.0	13.298	B
C-AB	13	3	652	0.020	13	0.0	0.0	10.817	B
C-A	92	23			92				
A-B	6	1			6				
A-C	350	88			350				

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	26	7	749	0.035	26	0.1	0.1	9.272	A
B-A	11	3	552	0.020	11	0.0	0.0	13.298	B
C-AB	13	3	652	0.020	13	0.0	0.0	10.778	B
C-A	92	23			92				
A-B	6	1			6				
A-C	350	88			350				

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	22	5	768	0.028	22	0.1	0.1	8.967	A
B-A	9	2	574	0.016	9	0.0	0.0	12.746	B
C-AB	10	3	655	0.016	10	0.0	0.0	10.721	B
C-A	75	19			75				
A-B	4	1			4				
A-C	286	71			286				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	18	5	783	0.023	18	0.1	0.0	8.756	A
B-A	8	2	589	0.013	8	0.0	0.0	12.376	B
C-AB	8	2	658	0.013	8	0.0	0.0	10.730	B
C-A	63	16			63				
A-B	4	0.94			4				
A-C	239	60			239				

2032 + Development, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		1.05	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.05	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D9	2032 + Development	AM	ONE HOUR	06:45	08:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
Robinson Road N		ONE HOUR	✓	80	100.000
East Dock Road		ONE HOUR	✓	30	100.000
Robinson Road S		ONE HOUR	✓	330	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		Robinson Road N	East Dock Road	Robinson Road S
From	Robinson Road N	0	4	76
	East Dock Road	11	0	19
	Robinson Road S	313	17	0

Vehicle Mix

HV %s

		To		
		Robinson Road N	East Dock Road	Robinson Road S
From	Robinson Road N	0	100	69
	East Dock Road	70	0	89
	Robinson Road S	24	69	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.03	8.53	0.0	A	17	26
B-A	0.02	10.66	0.0	B	10	15
C-AB	0.04	6.97	0.1	A	24	36
C-A					279	418
A-B					4	6
A-C					70	105

Main Results for each time segment

06:45 - 07:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	14	4	828	0.017	14	0.0	0.0	8.364	A
B-A	8	2	615	0.013	8	0.0	0.0	10.088	B
C-AB	18	5	807	0.022	18	0.0	0.0	6.968	A
C-A	230	58			230				
A-B	3	0.75			3				
A-C	57	14			57				

07:00 - 07:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	17	4	824	0.021	17	0.0	0.0	8.435	A
B-A	10	2	603	0.016	10	0.0	0.0	10.323	B
C-AB	23	6	834	0.028	23	0.0	0.1	6.724	A
C-A	274	68			274				
A-B	4	0.90			4				
A-C	68	17			68				

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	21	5	818	0.026	21	0.0	0.0	8.534	A
B-A	12	3	586	0.021	12	0.0	0.0	10.665	B
C-AB	31	8	871	0.036	31	0.1	0.1	6.378	A
C-A	332	83			332				
A-B	4	1			4				
A-C	84	21			84				

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	21	5	818	0.026	21	0.0	0.0	8.534	A
B-A	12	3	586	0.021	12	0.0	0.0	10.665	B
C-AB	31	8	871	0.036	31	0.1	0.1	6.327	A
C-A	332	83			332				
A-B	4	1			4				
A-C	84	21			84				

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	17	4	824	0.021	17	0.0	0.0	8.438	A
B-A	10	2	603	0.016	10	0.0	0.0	10.325	B
C-AB	23	6	834	0.028	23	0.1	0.1	6.605	A
C-A	274	68			274				
A-B	4	0.90			4				
A-C	68	17			68				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	14	4	827	0.017	14	0.0	0.0	8.369	A
B-A	8	2	615	0.013	8	0.0	0.0	10.091	B
C-AB	18	5	808	0.022	18	0.1	0.0	6.907	A
C-A	230	58			230				
A-B	3	0.75			3				
A-C	57	14			57				

2032 + Development, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		1.18	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.18	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D10	2032 + Development	PM	ONE HOUR	15:45	17:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
Robinson Road N		ONE HOUR	✓	340	100.000
East Dock Road		ONE HOUR	✓	38	100.000
Robinson Road S		ONE HOUR	✓	109	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		Robinson Road N	East Dock Road	Robinson Road S
From	Robinson Road N	0	5	335
	East Dock Road	10	0	28
	Robinson Road S	95	14	0

Vehicle Mix

HV %s

		To		
		Robinson Road N	East Dock Road	Robinson Road S
From	Robinson Road N	0	60	26
	East Dock Road	100	0	85
	Robinson Road S	37	100	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.04	9.60	0.1	A	26	39
B-A	0.02	13.59	0.0	B	9	14
C-AB	0.03	10.60	0.1	B	15	22
C-A					85	128
A-B					5	7
A-C					307	461

Main Results for each time segment

15:45 - 16:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	21	5	760	0.028	21	0.0	0.1	9.010	A
B-A	8	2	580	0.013	7	0.0	0.0	12.563	B
C-AB	12	3	660	0.018	12	0.0	0.0	10.580	B
C-A	70	18			70				
A-B	4	0.94			4				
A-C	252	63			252				

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	25	6	745	0.034	25	0.1	0.1	9.250	A
B-A	9	2	564	0.016	9	0.0	0.0	12.975	B
C-AB	14	4	658	0.022	14	0.0	0.1	10.600	B
C-A	84	21			84				
A-B	4	1			4				
A-C	301	75			301				

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	31	8	725	0.043	31	0.1	0.1	9.596	A
B-A	11	3	541	0.020	11	0.0	0.0	13.587	B
C-AB	18	5	656	0.028	18	0.1	0.1	10.578	B
C-A	102	25			102				
A-B	6	1			6				
A-C	369	92			369				

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	31	8	725	0.043	31	0.1	0.1	9.599	A
B-A	11	3	541	0.020	11	0.0	0.0	13.587	B
C-AB	18	5	656	0.028	18	0.1	0.1	10.518	B
C-A	102	25			102				
A-B	6	1			6				
A-C	369	92			369				

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	25	6	745	0.034	25	0.1	0.1	9.253	A
B-A	9	2	564	0.016	9	0.0	0.0	12.976	B
C-AB	14	4	658	0.022	15	0.1	0.1	10.477	B
C-A	83	21			83				
A-B	4	1			4				
A-C	301	75			301				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	21	5	760	0.028	21	0.1	0.1	9.018	A
B-A	8	2	580	0.013	8	0.0	0.0	12.569	B
C-AB	12	3	660	0.018	12	0.1	0.0	10.522	B
C-A	70	18			70				
A-B	4	0.94			4				
A-C	252	63			252				

Annex TN4 E

Robinson Road/ East Riverside Priority Junction Assessment

Junctions 10

PICADY 10 - Priority Intersection Module

Version: 10.0.4.1693
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Filename: Robinson Road-East Riverside.j10
Path: P:\23000's\23325\Junction Assessment\Internal Junctions
Report generation date: 08/08/2022 16:20:39

»2022 Base, AM
»2022 Base, PM
»2025 Base, AM
»2025 Base, PM
»2025 + Development, AM
»2025 + Development, PM
»2032 Base, AM
»2032 Base, PM
»2032 + Development, AM
»2032 + Development, PM

Summary of junction performance

	AM			PM		
	Q (PCU)	Delay (s)	RFC	Q (PCU)	Delay (s)	RFC
	2022 Base					
Stream B-C	0.0	5.32	0.01	0.0	5.31	0.04
Stream B-A	0.0	9.37	0.03	0.0	12.16	0.01
Stream C-AB	0.1	5.38	0.05	0.0	10.47	0.01
	2025 Base					
Stream B-C	0.0	5.33	0.01	0.0	5.34	0.04
Stream B-A	0.0	9.41	0.03	0.0	12.22	0.01
Stream C-AB	0.1	5.45	0.05	0.0	10.49	0.01
	2025 + Development					
Stream B-C	0.0	5.66	0.01	0.0	5.09	0.04
Stream B-A	0.0	9.78	0.03	0.0	13.01	0.01
Stream C-AB	0.1	5.42	0.06	0.0	9.83	0.01
	2032 Base					
Stream B-C	0.0	9.77	0.02	0.1	5.38	0.05
Stream B-A	0.0	0.00	0.00	0.0	12.31	0.01
Stream C-AB	0.1	10.55	0.02	0.0	10.49	0.01
	2032 + Development					
Stream B-C	0.0	5.66	0.01	0.0	5.13	0.04
Stream B-A	0.1	9.88	0.03	0.0	13.12	0.01
Stream C-AB	0.1	5.38	0.06	0.0	9.84	0.01

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

File summary

File Description

Title	
Location	
Site number	
Date	18/05/2022
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	DTA\arcady
Description	

Units

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

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2022 Base	AM	ONE HOUR	06:45	08:15	15	✓
D2	2022 Base	PM	ONE HOUR	15:45	17:15	15	✓
D3	2025 Base	AM	ONE HOUR	06:45	08:15	15	✓
D4	2025 Base	PM	ONE HOUR	15:45	17:15	15	✓
D5	2025 + Development	AM	ONE HOUR	06:45	08:15	15	✓
D6	2025 + Development	PM	ONE HOUR	15:45	17:15	15	✓
D7	2032 Base	AM	ONE HOUR	06:45	08:15	15	✓
D8	2032 Base	PM	ONE HOUR	15:45	17:15	15	✓
D9	2032 + Development	AM	ONE HOUR	06:45	08:15	15	✓
D10	2032 + Development	PM	ONE HOUR	15:45	17:15	15	✓

Analysis Set Details

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

2022 Base, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		1.02	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.02	A

Arms

Arms

Arm	Name	Description	Arm type
A	Robinson Road W		Major
B	East Riverside		Minor
C	Robinson Road E		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
Robinson Road E	9.29			250.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
East Riverside	One lane plus flare	10.00	6.19	3.52	3.23	3.04	✓	1.00	96	242

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	676	0.105	0.265	0.166	0.378
B-C	835	0.111	0.280	-	-
C-B	719	0.239	0.239	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2022 Base	AM	ONE HOUR	06:45	08:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
Robinson Road W		ONE HOUR	✓	69	100.000
East Riverside		ONE HOUR	✓	27	100.000
Robinson Road E		ONE HOUR	✓	316	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		Robinson Road W	East Riverside	Robinson Road E
From	Robinson Road W	0	12	57
	East Riverside	16	0	11
	Robinson Road E	289	27	0

Vehicle Mix

HV %s

		To		
		Robinson Road W	East Riverside	Robinson Road E
From	Robinson Road W	0	58	74
	East Riverside	50	0	18
	Robinson Road E	19	22	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.01	5.32	0.0	A	10	15
B-A	0.03	9.37	0.0	A	15	22
C-AB	0.05	5.38	0.1	A	36	54
C-A					254	381
A-B					11	17
A-C					52	78

Main Results for each time segment

06:45 - 07:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	8	2	818	0.010	8	0.0	0.0	5.243	A
B-A	12	3	620	0.019	12	0.0	0.0	8.882	A
C-AB	27	7	839	0.033	27	0.0	0.1	5.377	A
C-A	210	53			210				
A-B	9	2			9				
A-C	43	11			43				

07:00 - 07:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	10	2	815	0.012	10	0.0	0.0	5.277	A
B-A	14	4	609	0.024	14	0.0	0.0	9.081	A
C-AB	35	9	862	0.040	35	0.1	0.1	5.270	A
C-A	249	62			249				
A-B	11	3			11				
A-C	51	13			51				

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	12	3	810	0.015	12	0.0	0.0	5.322	A
B-A	18	4	594	0.030	18	0.0	0.0	9.370	A
C-AB	46	12	895	0.052	46	0.1	0.1	5.133	A
C-A	302	75			302				
A-B	13	3			13				
A-C	63	16			63				

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	12	3	810	0.015	12	0.0	0.0	5.323	A
B-A	18	4	594	0.030	18	0.0	0.0	9.370	A
C-AB	46	12	895	0.052	46	0.1	0.1	5.129	A
C-A	302	75			302				
A-B	13	3			13				
A-C	63	16			63				

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	10	2	815	0.012	10	0.0	0.0	5.280	A
B-A	14	4	609	0.024	14	0.0	0.0	9.082	A
C-AB	35	9	862	0.040	35	0.1	0.1	5.267	A
C-A	249	62			249				
A-B	11	3			11				
A-C	51	13			51				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	8	2	818	0.010	8	0.0	0.0	5.245	A
B-A	12	3	620	0.019	12	0.0	0.0	8.885	A
C-AB	28	7	839	0.033	28	0.1	0.1	5.379	A
C-A	210	53			210				
A-B	9	2			9				
A-C	43	11			43				

2022 Base, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.67	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.67	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2022 Base	PM	ONE HOUR	15:45	17:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
Robinson Road W		ONE HOUR	✓	301	100.000
East Riverside		ONE HOUR	✓	35	100.000
Robinson Road E		ONE HOUR	✓	53	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		Robinson Road W	East Riverside	Robinson Road E
From	Robinson Road W	0	15	286
	East Riverside	6	0	29
	Robinson Road E	50	3	0

Vehicle Mix

HV %s

		To		
		Robinson Road W	East Riverside	Robinson Road E
From	Robinson Road W	0	60	23
	East Riverside	83	0	7
	Robinson Road E	52	100	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.04	5.31	0.0	A	27	40
B-A	0.01	12.16	0.0	B	6	8
C-AB	0.01	10.47	0.0	B	3	4
C-A					46	69
A-B					14	21
A-C					262	394

Main Results for each time segment

15:45 - 16:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	22	5	787	0.028	22	0.0	0.0	5.036	A
B-A	5	1	577	0.008	4	0.0	0.0	11.511	B
C-AB	2	0.60	688	0.003	2	0.0	0.0	10.316	B
C-A	38	9			38				
A-B	11	3			11				
A-C	215	54			215				

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	26	7	774	0.034	26	0.0	0.0	5.148	A
B-A	5	1	565	0.010	5	0.0	0.0	11.778	B
C-AB	3	0.72	683	0.004	3	0.0	0.0	10.389	B
C-A	45	11			45				
A-B	13	3			13				
A-C	257	64			257				

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	32	8	757	0.042	32	0.0	0.0	5.312	A
B-A	7	2	548	0.012	7	0.0	0.0	12.165	B
C-AB	4	0.90	675	0.005	4	0.0	0.0	10.472	B
C-A	55	14			55				
A-B	17	4			17				
A-C	315	79			315				

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	32	8	757	0.042	32	0.0	0.0	5.312	A
B-A	7	2	548	0.012	7	0.0	0.0	12.165	B
C-AB	4	0.90	675	0.005	4	0.0	0.0	10.449	B
C-A	55	14			55				
A-B	17	4			17				
A-C	315	79			315				

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	26	7	774	0.034	26	0.0	0.0	5.151	A
B-A	5	1	565	0.010	5	0.0	0.0	11.779	B
C-AB	3	0.72	683	0.004	3	0.0	0.0	10.343	B
C-A	45	11			45				
A-B	13	3			13				
A-C	257	64			257				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	22	5	787	0.028	22	0.0	0.0	5.038	A
B-A	5	1	577	0.008	5	0.0	0.0	11.514	B
C-AB	2	0.60	688	0.003	2	0.0	0.0	10.296	B
C-A	38	9			38				
A-B	11	3			11				
A-C	215	54			215				

2025 Base, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		1.03	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.03	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2025 Base	AM	ONE HOUR	06:45	08:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
Robinson Road W		ONE HOUR	✓	71	100.000
East Riverside		ONE HOUR	✓	27	100.000
Robinson Road E		ONE HOUR	✓	326	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		Robinson Road W	East Riverside	Robinson Road E
From	Robinson Road W	0	12	59
	East Riverside	16	0	11
	Robinson Road E	298	28	0

Vehicle Mix

HV %s

		To		
		Robinson Road W	East Riverside	Robinson Road E
From	Robinson Road W	0	58	74
	East Riverside	50	0	18
	Robinson Road E	19	25	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.01	5.33	0.0	A	10	15
B-A	0.03	9.41	0.0	A	15	22
C-AB	0.05	5.45	0.1	A	38	57
C-A					261	392
A-B					11	17
A-C					54	81

Main Results for each time segment

06:45 - 07:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	8	2	818	0.010	8	0.0	0.0	5.245	A
B-A	12	3	618	0.019	12	0.0	0.0	8.909	A
C-AB	29	7	842	0.034	29	0.0	0.1	5.454	A
C-A	217	54			217				
A-B	9	2			9				
A-C	44	11			44				

07:00 - 07:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	10	2	814	0.012	10	0.0	0.0	5.280	A
B-A	14	4	607	0.024	14	0.0	0.0	9.114	A
C-AB	37	9	867	0.042	36	0.1	0.1	5.343	A
C-A	257	64			257				
A-B	11	3			11				
A-C	53	13			53				

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	12	3	809	0.015	12	0.0	0.0	5.327	A
B-A	18	4	591	0.030	18	0.0	0.0	9.413	A
C-AB	49	12	901	0.054	48	0.1	0.1	5.192	A
C-A	310	78			310				
A-B	13	3			13				
A-C	65	16			65				

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	12	3	809	0.015	12	0.0	0.0	5.327	A
B-A	18	4	591	0.030	18	0.0	0.0	9.414	A
C-AB	49	12	901	0.054	49	0.1	0.1	5.186	A
C-A	310	78			310				
A-B	13	3			13				
A-C	65	16			65				

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	10	2	814	0.012	10	0.0	0.0	5.281	A
B-A	14	4	607	0.024	14	0.0	0.0	9.116	A
C-AB	37	9	867	0.042	37	0.1	0.1	5.331	A
C-A	257	64			257				
A-B	11	3			11				
A-C	53	13			53				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	8	2	818	0.010	8	0.0	0.0	5.248	A
B-A	12	3	618	0.019	12	0.0	0.0	8.912	A
C-AB	29	7	842	0.034	29	0.1	0.1	5.453	A
C-A	217	54			217				
A-B	9	2			9				
A-C	44	11			44				

2025 Base, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.67	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.67	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2025 Base	PM	ONE HOUR	15:45	17:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
Robinson Road W		ONE HOUR	✓	309	100.000
East Riverside		ONE HOUR	✓	36	100.000
Robinson Road E		ONE HOUR	✓	54	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		Robinson Road W	East Riverside	Robinson Road E
From	Robinson Road W	0	15	294
	East Riverside	6	0	30
	Robinson Road E	51	3	0

Vehicle Mix

HV %s

		To		
		Robinson Road W	East Riverside	Robinson Road E
From	Robinson Road W	0	60	23
	East Riverside	83	0	7
	Robinson Road E	52	100	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.04	5.34	0.0	A	28	41
B-A	0.01	12.22	0.0	B	6	8
C-AB	0.01	10.49	0.0	B	3	4
C-A					47	70
A-B					14	21
A-C					270	405

Main Results for each time segment

15:45 - 16:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	23	6	785	0.029	22	0.0	0.0	5.052	A
B-A	5	1	575	0.008	4	0.0	0.0	11.544	B
C-AB	2	0.60	687	0.003	2	0.0	0.0	10.327	B
C-A	38	10			38				
A-B	11	3			11				
A-C	221	55			221				

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	27	7	772	0.035	27	0.0	0.0	5.169	A
B-A	5	1	563	0.010	5	0.0	0.0	11.819	B
C-AB	3	0.72	682	0.004	3	0.0	0.0	10.401	B
C-A	46	11			46				
A-B	13	3			13				
A-C	264	66			264				

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	33	8	754	0.044	33	0.0	0.0	5.339	A
B-A	7	2	546	0.012	7	0.0	0.0	12.218	B
C-AB	4	0.90	674	0.005	4	0.0	0.0	10.487	B
C-A	56	14			56				
A-B	17	4			17				
A-C	324	81			324				

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	33	8	754	0.044	33	0.0	0.0	5.339	A
B-A	7	2	546	0.012	7	0.0	0.0	12.218	B
C-AB	4	0.90	674	0.005	4	0.0	0.0	10.464	B
C-A	56	14			56				
A-B	17	4			17				
A-C	324	81			324				

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	27	7	772	0.035	27	0.0	0.0	5.171	A
B-A	5	1	563	0.010	5	0.0	0.0	11.820	B
C-AB	3	0.72	682	0.004	3	0.0	0.0	10.356	B
C-A	46	11			46				
A-B	13	3			13				
A-C	264	66			264				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	23	6	785	0.029	23	0.0	0.0	5.053	A
B-A	5	1	575	0.008	5	0.0	0.0	11.547	B
C-AB	2	0.60	687	0.003	2	0.0	0.0	10.306	B
C-A	38	10			38				
A-B	11	3			11				
A-C	221	55			221				

2025 + Development, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.85	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.85	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2025 + Development	AM	ONE HOUR	06:45	08:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
Robinson Road W		ONE HOUR	✓	111	100.000
East Riverside		ONE HOUR	✓	25	100.000
Robinson Road E		ONE HOUR	✓	397	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		Robinson Road W	East Riverside	Robinson Road E
From	Robinson Road W	0	12	99
	East Riverside	16	0	9
	Robinson Road E	369	28	0

Vehicle Mix

HV %s

		To		
		Robinson Road W	East Riverside	Robinson Road E
From	Robinson Road W	0	58	80
	East Riverside	50	0	22
	Robinson Road E	34	22	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.01	5.66	0.0	A	8	12
B-A	0.03	9.78	0.0	A	15	22
C-AB	0.06	5.42	0.1	A	42	63
C-A					322	484
A-B					11	17
A-C					91	136

Main Results for each time segment

06:45 - 07:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	7	2	798	0.008	7	0.0	0.0	5.547	A
B-A	12	3	605	0.020	12	0.0	0.0	9.109	A
C-AB	31	8	869	0.036	31	0.0	0.1	5.394	A
C-A	268	67			268				
A-B	9	2			9				
A-C	75	19			75				

07:00 - 07:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	8	2	793	0.010	8	0.0	0.0	5.593	A
B-A	14	4	590	0.024	14	0.0	0.0	9.382	A
C-AB	40	10	899	0.045	40	0.1	0.1	5.281	A
C-A	317	79			317				
A-B	11	3			11				
A-C	89	22			89				

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	10	2	786	0.013	10	0.0	0.0	5.657	A
B-A	18	4	570	0.031	18	0.0	0.0	9.781	A
C-AB	54	14	940	0.058	54	0.1	0.1	5.146	A
C-A	383	96			383				
A-B	13	3			13				
A-C	109	27			109				

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	10	2	786	0.013	10	0.0	0.0	5.658	A
B-A	18	4	570	0.031	18	0.0	0.0	9.781	A
C-AB	54	14	940	0.058	54	0.1	0.1	5.161	A
C-A	383	96			383				
A-B	13	3			13				
A-C	109	27			109				

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	8	2	793	0.010	8	0.0	0.0	5.594	A
B-A	14	4	590	0.024	14	0.0	0.0	9.386	A
C-AB	40	10	899	0.045	40	0.1	0.1	5.312	A
C-A	317	79			317				
A-B	11	3			11				
A-C	89	22			89				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	7	2	798	0.008	7	0.0	0.0	5.549	A
B-A	12	3	605	0.020	12	0.0	0.0	9.115	A
C-AB	31	8	869	0.036	31	0.1	0.1	5.416	A
C-A	268	67			268				
A-B	9	2			9				
A-C	75	19			75				

2025 + Development, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.45	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.45	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2025 + Development	PM	ONE HOUR	15:45	17:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
Robinson Road W		ONE HOUR	✓	369	100.000
East Riverside		ONE HOUR	✓	32	100.000
Robinson Road E		ONE HOUR	✓	149	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		Robinson Road W	East Riverside	Robinson Road E
From	Robinson Road W	0	15	354
	East Riverside	6	0	26
	Robinson Road E	146	3	0

Vehicle Mix

HV %s

		To		
		Robinson Road W	East Riverside	Robinson Road E
From	Robinson Road W	0	60	35
	East Riverside	83	0	0
	Robinson Road E	80	100	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.04	5.09	0.0	A	24	36
B-A	0.01	13.01	0.0	B	6	8
C-AB	0.01	9.83	0.0	A	3	5
C-A					133	200
A-B					14	21
A-C					325	487

Main Results for each time segment

15:45 - 16:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	20	5	772	0.025	19	0.0	0.0	4.784	A
B-A	5	1	553	0.008	4	0.0	0.0	12.018	B
C-AB	3	0.67	723	0.004	3	0.0	0.0	9.835	A
C-A	110	27			110				
A-B	11	3			11				
A-C	267	67			267				

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	23	6	757	0.031	23	0.0	0.0	4.908	A
B-A	5	1	536	0.010	5	0.0	0.0	12.418	B
C-AB	3	0.82	724	0.005	3	0.0	0.0	9.803	A
C-A	131	33			131				
A-B	13	3			13				
A-C	318	80			318				

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	29	7	735	0.039	29	0.0	0.0	5.092	A
B-A	7	2	513	0.013	7	0.0	0.0	13.013	B
C-AB	4	1	727	0.006	4	0.0	0.0	9.739	A
C-A	160	40			160				
A-B	17	4			17				
A-C	390	97			390				

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	29	7	735	0.039	29	0.0	0.0	5.092	A
B-A	7	2	513	0.013	7	0.0	0.0	13.013	B
C-AB	4	1	727	0.006	4	0.0	0.0	9.722	A
C-A	160	40			160				
A-B	17	4			17				
A-C	390	97			390				

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	23	6	757	0.031	23	0.0	0.0	4.911	A
B-A	5	1	536	0.010	5	0.0	0.0	12.422	B
C-AB	3	0.83	724	0.005	3	0.0	0.0	9.764	A
C-A	131	33			131				
A-B	13	3			13				
A-C	318	80			318				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	20	5	772	0.025	20	0.0	0.0	4.786	A
B-A	5	1	553	0.008	5	0.0	0.0	12.021	B
C-AB	3	0.67	723	0.004	3	0.0	0.0	9.818	A
C-A	110	27			110				
A-B	11	3			11				
A-C	267	67			267				

2032 Base, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.61	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.61	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2032 Base	AM	ONE HOUR	06:45	08:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
Robinson Road W		ONE HOUR	✓	326	100.000
East Riverside		ONE HOUR	✓	11	100.000
Robinson Road E		ONE HOUR	✓	87	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		Robinson Road W	East Riverside	Robinson Road E
From	Robinson Road W	0	1	325
	East Riverside	0	0	11
	Robinson Road E	74	13	0

Vehicle Mix

HV %s

		To		
		Robinson Road W	East Riverside	Robinson Road E
From	Robinson Road W	0	0	21
	East Riverside	0	0	100
	Robinson Road E	71	100	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.02	9.77	0.0	A	10	15
B-A	0.00	0.00	0.0	A	0	0
C-AB	0.02	10.55	0.1	B	13	20
C-A					67	100
A-B					0.92	1
A-C					298	447

Main Results for each time segment

06:45 - 07:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	8	2	781	0.011	8	0.0	0.0	9.315	A
B-A	0	0	565	0.000	0	0.0	0.0	0.000	A
C-AB	11	3	695	0.015	11	0.0	0.0	10.370	B
C-A	55	14			55				
A-B	0.75	0.19			0.75				
A-C	245	61			245				

07:00 - 07:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	10	2	767	0.013	10	0.0	0.0	9.503	A
B-A	0	0	551	0.000	0	0.0	0.0	0.000	A
C-AB	13	3	691	0.019	13	0.0	0.0	10.454	B
C-A	65	16			65				
A-B	0.90	0.22			0.90				
A-C	292	73			292				

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	12	3	749	0.016	12	0.0	0.0	9.773	A
B-A	0	0	531	0.000	0	0.0	0.0	0.000	A
C-AB	16	4	686	0.024	16	0.0	0.1	10.555	B
C-A	80	20			80				
A-B	1	0.28			1				
A-C	358	89			358				

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	12	3	749	0.016	12	0.0	0.0	9.773	A
B-A	0	0	531	0.000	0	0.0	0.0	0.000	A
C-AB	16	4	686	0.024	16	0.1	0.1	10.539	B
C-A	80	20			80				
A-B	1	0.28			1				
A-C	358	89			358				

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	10	2	767	0.013	10	0.0	0.0	9.506	A
B-A	0	0	551	0.000	0	0.0	0.0	0.000	A
C-AB	13	3	691	0.019	13	0.1	0.0	10.419	B
C-A	65	16			65				
A-B	0.90	0.22			0.90				
A-C	292	73			292				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	8	2	781	0.011	8	0.0	0.0	9.317	A
B-A	0	0	565	0.000	0	0.0	0.0	0.000	A
C-AB	11	3	695	0.015	11	0.0	0.0	10.356	B
C-A	55	14			55				
A-B	0.75	0.19			0.75				
A-C	245	61			245				

2032 Base, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.66	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.66	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2032 Base	PM	ONE HOUR	15:45	17:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
Robinson Road W		ONE HOUR	✓	323	100.000
East Riverside		ONE HOUR	✓	37	100.000
Robinson Road E		ONE HOUR	✓	57	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		Robinson Road W	East Riverside	Robinson Road E
From	Robinson Road W	0	16	307
	East Riverside	6	0	31
	Robinson Road E	54	3	0

Vehicle Mix

HV %s

		To		
		Robinson Road W	East Riverside	Robinson Road E
From	Robinson Road W	0	60	23
	East Riverside	83	0	7
	Robinson Road E	52	100	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.05	5.38	0.1	A	28	43
B-A	0.01	12.31	0.0	B	6	8
C-AB	0.01	10.49	0.0	B	3	4
C-A					49	74
A-B					15	22
A-C					282	423

Main Results for each time segment

15:45 - 16:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	23	6	782	0.030	23	0.0	0.0	5.076	A
B-A	5	1	572	0.008	4	0.0	0.0	11.602	B
C-AB	2	0.60	686	0.004	2	0.0	0.0	10.331	B
C-A	41	10			41				
A-B	12	3			12				
A-C	231	58			231				

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	28	7	769	0.036	28	0.0	0.0	5.199	A
B-A	5	1	559	0.010	5	0.0	0.0	11.892	B
C-AB	3	0.73	680	0.004	3	0.0	0.0	10.408	B
C-A	48	12			48				
A-B	14	4			14				
A-C	276	69			276				

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	34	9	750	0.046	34	0.0	0.1	5.378	A
B-A	7	2	542	0.012	7	0.0	0.0	12.314	B
C-AB	4	0.91	672	0.005	4	0.0	0.0	10.495	B
C-A	59	15			59				
A-B	18	4			18				
A-C	338	85			338				

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	34	9	750	0.046	34	0.1	0.1	5.378	A
B-A	7	2	542	0.012	7	0.0	0.0	12.315	B
C-AB	4	0.91	672	0.005	4	0.0	0.0	10.470	B
C-A	59	15			59				
A-B	18	4			18				
A-C	338	85			338				

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	28	7	769	0.036	28	0.1	0.0	5.199	A
B-A	5	1	559	0.010	5	0.0	0.0	11.896	B
C-AB	3	0.73	680	0.004	3	0.0	0.0	10.358	B
C-A	48	12			48				
A-B	14	4			14				
A-C	276	69			276				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	23	6	782	0.030	23	0.0	0.0	5.077	A
B-A	5	1	572	0.008	5	0.0	0.0	11.608	B
C-AB	2	0.60	686	0.004	2	0.0	0.0	10.310	B
C-A	41	10			41				
A-B	12	3			12				
A-C	231	58			231				

2032 + Development, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.87	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.87	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D9	2032 + Development	AM	ONE HOUR	06:45	08:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
Robinson Road W		ONE HOUR	✓	115	100.000
East Riverside		ONE HOUR	✓	27	100.000
Robinson Road E		ONE HOUR	✓	412	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		Robinson Road W	East Riverside	Robinson Road E
From	Robinson Road W	0	13	102
	East Riverside	17	0	10
	Robinson Road E	383	29	0

Vehicle Mix

HV %s

		To		
		Robinson Road W	East Riverside	Robinson Road E
From	Robinson Road W	0	58	80
	East Riverside	50	0	22
	Robinson Road E	33	22	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.01	5.66	0.0	A	9	14
B-A	0.03	9.88	0.1	A	16	23
C-AB	0.06	5.38	0.1	A	44	66
C-A					334	501
A-B					12	18
A-C					94	140

Main Results for each time segment

06:45 - 07:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	8	2	800	0.009	7	0.0	0.0	5.542	A
B-A	13	3	601	0.021	13	0.0	0.0	9.175	A
C-AB	33	8	875	0.037	32	0.0	0.1	5.359	A
C-A	278	69			278				
A-B	10	2			10				
A-C	77	19			77				

07:00 - 07:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	9	2	794	0.011	9	0.0	0.0	5.591	A
B-A	15	4	586	0.026	15	0.0	0.0	9.462	A
C-AB	42	11	906	0.047	42	0.1	0.1	5.243	A
C-A	328	82			328				
A-B	12	3			12				
A-C	92	23			92				

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	11	3	787	0.014	11	0.0	0.0	5.659	A
B-A	19	5	565	0.033	19	0.0	0.1	9.884	A
C-AB	58	14	949	0.061	57	0.1	0.1	5.103	A
C-A	396	99			396				
A-B	14	4			14				
A-C	112	28			112				

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	11	3	787	0.014	11	0.0	0.0	5.659	A
B-A	19	5	565	0.033	19	0.1	0.1	9.885	A
C-AB	58	14	949	0.061	58	0.1	0.1	5.117	A
C-A	396	99			396				
A-B	14	4			14				
A-C	112	28			112				

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	9	2	794	0.011	9	0.0	0.0	5.592	A
B-A	15	4	586	0.026	15	0.1	0.0	9.466	A
C-AB	42	11	906	0.047	42	0.1	0.1	5.274	A
C-A	328	82			328				
A-B	12	3			12				
A-C	92	23			92				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	8	2	800	0.009	8	0.0	0.0	5.544	A
B-A	13	3	601	0.021	13	0.0	0.0	9.180	A
C-AB	33	8	875	0.037	33	0.1	0.1	5.378	A
C-A	277	69			277				
A-B	10	2			10				
A-C	77	19			77				

2032 + Development, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.45	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.45	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D10	2032 + Development	PM	ONE HOUR	15:45	17:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
Robinson Road W		ONE HOUR	✓	383	100.000
East Riverside		ONE HOUR	✓	33	100.000
Robinson Road E		ONE HOUR	✓	152	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		Robinson Road W	East Riverside	Robinson Road E
From	Robinson Road W	0	16	367
	East Riverside	6	0	27
	Robinson Road E	149	3	0

Vehicle Mix

HV %s

		To		
		Robinson Road W	East Riverside	Robinson Road E
From	Robinson Road W	0	60	34
	East Riverside	83	0	0
	Robinson Road E	80	100	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.04	5.13	0.0	A	25	37
B-A	0.01	13.12	0.0	B	6	8
C-AB	0.01	9.84	0.0	A	3	5
C-A					136	204
A-B					15	22
A-C					337	505

Main Results for each time segment

15:45 - 16:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	20	5	769	0.026	20	0.0	0.0	4.807	A
B-A	5	1	550	0.008	4	0.0	0.0	12.082	B
C-AB	3	0.67	722	0.004	3	0.0	0.0	9.844	A
C-A	112	28			112				
A-B	12	3			12				
A-C	276	69			276				

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	24	6	753	0.032	24	0.0	0.0	4.937	A
B-A	5	1	532	0.010	5	0.0	0.0	12.499	B
C-AB	3	0.83	723	0.005	3	0.0	0.0	9.813	A
C-A	133	33			133				
A-B	14	4			14				
A-C	330	82			330				

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	30	7	731	0.041	30	0.0	0.0	5.130	A
B-A	7	2	509	0.013	7	0.0	0.0	13.122	B
C-AB	4	1	726	0.006	4	0.0	0.0	9.750	A
C-A	163	41			163				
A-B	18	4			18				
A-C	404	101			404				

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	30	7	731	0.041	30	0.0	0.0	5.130	A
B-A	7	2	509	0.013	7	0.0	0.0	13.122	B
C-AB	4	1	726	0.006	4	0.0	0.0	9.733	A
C-A	163	41			163				
A-B	18	4			18				
A-C	404	101			404				

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	24	6	753	0.032	24	0.0	0.0	4.938	A
B-A	5	1	532	0.010	5	0.0	0.0	12.502	B
C-AB	3	0.83	723	0.005	3	0.0	0.0	9.773	A
C-A	133	33			133				
A-B	14	4			14				
A-C	330	82			330				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	20	5	769	0.026	20	0.0	0.0	4.809	A
B-A	5	1	550	0.008	5	0.0	0.0	12.085	B
C-AB	3	0.67	722	0.004	3	0.0	0.0	9.824	A
C-A	112	28			112				
A-B	12	3			12				
A-C	276	69			276				

Annex TN4 F

Robinson Road/ Gresley Way Priority Junction Assessment

Junctions 10

PICADY 10 - Priority Intersection Module

Version: 10.0.4.1693
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Filename: Robinson Road-Gresley Way.j10
Path: P:\23000's\23325\Junction Assessment\Internal Junctions
Report generation date: 08/08/2022 16:31:08

»2022 Base, AM
»2022 Base, PM
»2025 Base, AM
»2025 Base, PM
»2025 + Development, AM
»2025 + Development, PM
»2032 Base, AM
»2032 Base, PM
»2032 + Development, AM
»2032 + Development, PM

Summary of junction performance

	AM			PM		
	Q (PCU)	Delay (s)	RFC	Q (PCU)	Delay (s)	RFC
	2022 Base					
Stream B-C	0.0	9.28	0.01	0.0	10.48	0.02
Stream B-A	0.0	12.14	0.02	0.1	9.08	0.04
Stream C-AB	0.0	6.34	0.01	0.0	7.29	0.01
	2025 Base					
Stream B-C	0.0	9.31	0.01	0.0	10.55	0.02
Stream B-A	0.0	12.21	0.02	0.1	9.10	0.04
Stream C-AB	0.0	6.36	0.01	0.0	7.24	0.01
	2025 + Development					
Stream B-C	0.0	9.38	0.01	0.2	8.75	0.09
Stream B-A	0.0	12.38	0.02	0.1	11.19	0.05
Stream C-AB	0.0	6.36	0.01	0.0	7.21	0.01
	2032 Base					
Stream B-C	0.0	9.47	0.01	0.0	9.47	0.01
Stream B-A	0.0	12.24	0.02	0.0	12.24	0.02
Stream C-AB	0.0	6.38	0.01	0.0	6.38	0.01
	2032 + Development					
Stream B-C	0.0	9.54	0.01	0.2	8.82	0.10
Stream B-A	0.0	12.41	0.02	0.1	11.30	0.05
Stream C-AB	0.0	6.39	0.01	0.0	7.13	0.01

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

File summary

File Description

Title	
Location	
Site number	
Date	18/05/2022
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	DTA\arcady
Description	

Units

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

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2022 Base	AM	ONE HOUR	06:45	08:15	15	✓
D2	2022 Base	PM	ONE HOUR	15:45	17:15	15	✓
D3	2025 Base	AM	ONE HOUR	06:45	08:15	15	✓
D4	2025 Base	PM	ONE HOUR	15:45	17:15	15	✓
D5	2025 + Development	AM	ONE HOUR	06:45	08:15	15	✓
D6	2025 + Development	PM	ONE HOUR	15:45	17:15	15	✓
D7	2032 Base	AM	ONE HOUR	06:45	08:15	15	✓
D8	2032 Base	PM	ONE HOUR	15:45	17:15	15	✓
D9	2032 + Development	AM	ONE HOUR	06:45	08:15	15	✓
D10	2032 + Development	PM	ONE HOUR	15:45	17:15	15	✓

Analysis Set Details

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

2022 Base, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.49	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.49	A

Arms

Arms

Arm	Name	Description	Arm type
A	Robinson Road S		Major
B	Gresley Way		Minor
C	Robinson Road N		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
Robinson Road N	8.26			88.6	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
Gresley Way	One lane plus flare	10.00	5.99	5.29	5.28	5.27	✓	3.00	214	108

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	649	0.108	0.273	0.172	0.390
B-C	667	0.091	0.230	-	-
C-B	625	0.218	0.218	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2022 Base	AM	ONE HOUR	06:45	08:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
Robinson Road S		ONE HOUR	✓	312	100.000
Gresley Way		ONE HOUR	✓	16	100.000
Robinson Road N		ONE HOUR	✓	75	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		Robinson Road S	Gresley Way	Robinson Road N
From	Robinson Road S	0	26	286
	Gresley Way	10	0	6
	Robinson Road N	72	3	0

Vehicle Mix

HV %s

		To		
		Robinson Road S	Gresley Way	Robinson Road N
From	Robinson Road S	0	38	22
	Gresley Way	80	0	50
	Robinson Road N	75	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.01	9.28	0.0	A	6	8
B-A	0.02	12.14	0.0	B	9	14
C-AB	0.01	6.34	0.0	A	3	5
C-A					66	99
A-B					24	36
A-C					262	394

Main Results for each time segment

06:45 - 07:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	5	1	614	0.007	4	0.0	0.0	8.866	A
B-A	8	2	578	0.013	7	0.0	0.0	11.365	B
C-AB	2	0.62	611	0.004	2	0.0	0.0	6.150	A
C-A	54	13			54				
A-B	20	5			20				
A-C	215	54			215				

07:00 - 07:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	5	1	603	0.009	5	0.0	0.0	9.035	A
B-A	9	2	564	0.016	9	0.0	0.0	11.677	B
C-AB	3	0.75	608	0.005	3	0.0	0.0	6.208	A
C-A	64	16			64				
A-B	23	6			23				
A-C	257	64			257				

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	7	2	589	0.011	7	0.0	0.0	9.276	A
B-A	11	3	545	0.020	11	0.0	0.0	12.139	B
C-AB	4	0.95	605	0.006	4	0.0	0.0	6.311	A
C-A	79	20			79				
A-B	29	7			29				
A-C	315	79			315				

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	7	2	589	0.011	7	0.0	0.0	9.277	A
B-A	11	3	545	0.020	11	0.0	0.0	12.138	B
C-AB	4	0.95	605	0.006	4	0.0	0.0	6.342	A
C-A	79	20			79				
A-B	29	7			29				
A-C	315	79			315				

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	5	1	603	0.009	5	0.0	0.0	9.038	A
B-A	9	2	564	0.016	9	0.0	0.0	11.679	B
C-AB	3	0.76	608	0.005	3	0.0	0.0	6.273	A
C-A	64	16			64				
A-B	23	6			23				
A-C	257	64			257				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	5	1	613	0.007	5	0.0	0.0	8.871	A
B-A	8	2	578	0.013	8	0.0	0.0	11.366	B
C-AB	2	0.62	611	0.004	2	0.0	0.0	6.182	A
C-A	54	13			54				
A-B	20	5			20				
A-C	215	54			215				

2022 Base, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.78	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.78	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2022 Base	PM	ONE HOUR	15:45	17:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
Robinson Road S		ONE HOUR	✓	80	100.000
Gresley Way		ONE HOUR	✓	30	100.000
Robinson Road N		ONE HOUR	✓	303	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		Robinson Road S	Gresley Way	Robinson Road N
From	Robinson Road S	0	5	75
	Gresley Way	20	0	10
	Robinson Road N	300	3	0

Vehicle Mix

HV %s

		To		
		Robinson Road S	Gresley Way	Robinson Road N
From	Robinson Road S	0	80	65
	Gresley Way	40	0	80
	Robinson Road N	29	67	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.02	10.48	0.0	B	9	14
B-A	0.04	9.08	0.1	A	18	28
C-AB	0.01	7.29	0.0	A	4	6
C-A					274	411
A-B					5	7
A-C					69	103

Main Results for each time segment

15:45 - 16:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	8	2	637	0.012	7	0.0	0.0	10.289	B
B-A	15	4	603	0.025	15	0.0	0.0	8.565	A
C-AB	3	0.80	761	0.004	3	0.0	0.0	7.293	A
C-A	225	56			225				
A-B	4	0.94			4				
A-C	56	14			56				

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	9	2	634	0.014	9	0.0	0.0	10.370	B
B-A	18	4	592	0.030	18	0.0	0.0	8.777	A
C-AB	4	1	788	0.005	4	0.0	0.0	7.002	A
C-A	268	67			268				
A-B	4	1			4				
A-C	67	17			67				

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	11	3	629	0.018	11	0.0	0.0	10.483	B
B-A	22	6	577	0.038	22	0.0	0.1	9.080	A
C-AB	6	1	825	0.007	6	0.0	0.0	6.601	A
C-A	328	82			328				
A-B	6	1			6				
A-C	83	21			83				

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	11	3	629	0.018	11	0.0	0.0	10.484	B
B-A	22	6	577	0.038	22	0.1	0.1	9.080	A
C-AB	6	1	825	0.007	6	0.0	0.0	6.560	A
C-A	328	82			328				
A-B	6	1			6				
A-C	83	21			83				

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	9	2	634	0.014	9	0.0	0.0	10.373	B
B-A	18	4	592	0.030	18	0.1	0.0	8.780	A
C-AB	4	1	788	0.005	4	0.0	0.0	6.904	A
C-A	268	67			268				
A-B	4	1			4				
A-C	67	17			67				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	8	2	637	0.012	8	0.0	0.0	10.292	B
B-A	15	4	603	0.025	15	0.0	0.0	8.571	A
C-AB	3	0.81	761	0.004	3	0.0	0.0	7.239	A
C-A	225	56			225				
A-B	4	0.94			4				
A-C	56	14			56				

2025 Base, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.48	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.48	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2025 Base	AM	ONE HOUR	06:45	08:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
Robinson Road S		ONE HOUR	✓	322	100.000
Gresley Way		ONE HOUR	✓	16	100.000
Robinson Road N		ONE HOUR	✓	77	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		Robinson Road S	Gresley Way	Robinson Road N
From	Robinson Road S	0	27	295
	Gresley Way	10	0	6
	Robinson Road N	74	3	0

Vehicle Mix

HV %s

		To		
		Robinson Road S	Gresley Way	Robinson Road N
From	Robinson Road S	0	38	22
	Gresley Way	80	0	50
	Robinson Road N	75	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.01	9.31	0.0	A	6	8
B-A	0.02	12.21	0.0	B	9	14
C-AB	0.01	6.36	0.0	A	3	5
C-A					68	101
A-B					25	37
A-C					271	406

Main Results for each time segment

06:45 - 07:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	5	1	612	0.007	4	0.0	0.0	8.889	A
B-A	8	2	575	0.013	7	0.0	0.0	11.408	B
C-AB	2	0.62	610	0.004	2	0.0	0.0	6.163	A
C-A	55	14			55				
A-B	20	5			20				
A-C	222	56			222				

07:00 - 07:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	5	1	601	0.009	5	0.0	0.0	9.064	A
B-A	9	2	561	0.016	9	0.0	0.0	11.733	B
C-AB	3	0.76	608	0.005	3	0.0	0.0	6.223	A
C-A	66	17			66				
A-B	24	6			24				
A-C	265	66			265				

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	7	2	586	0.011	7	0.0	0.0	9.314	A
B-A	11	3	542	0.020	11	0.0	0.0	12.212	B
C-AB	4	0.96	604	0.006	4	0.0	0.0	6.329	A
C-A	81	20			81				
A-B	30	7			30				
A-C	325	81			325				

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	7	2	586	0.011	7	0.0	0.0	9.315	A
B-A	11	3	542	0.020	11	0.0	0.0	12.211	B
C-AB	4	0.96	604	0.006	4	0.0	0.0	6.364	A
C-A	81	20			81				
A-B	30	7			30				
A-C	325	81			325				

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	5	1	601	0.009	5	0.0	0.0	9.068	A
B-A	9	2	561	0.016	9	0.0	0.0	11.732	B
C-AB	3	0.76	608	0.005	3	0.0	0.0	6.290	A
C-A	66	17			66				
A-B	24	6			24				
A-C	265	66			265				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	5	1	612	0.007	5	0.0	0.0	8.893	A
B-A	8	2	576	0.013	8	0.0	0.0	11.410	B
C-AB	2	0.62	610	0.004	2	0.0	0.0	6.195	A
C-A	55	14			55				
A-B	20	5			20				
A-C	222	56			222				

2025 Base, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.78	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.78	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2025 Base	PM	ONE HOUR	15:45	17:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
Robinson Road S		ONE HOUR	✓	82	100.000
Gresley Way		ONE HOUR	✓	31	100.000
Robinson Road N		ONE HOUR	✓	312	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		Robinson Road S	Gresley Way	Robinson Road N
From	Robinson Road S	0	5	77
	Gresley Way	21	0	10
	Robinson Road N	309	3	0

Vehicle Mix

HV %s

		To		
		Robinson Road S	Gresley Way	Robinson Road N
From	Robinson Road S	0	80	65
	Gresley Way	40	0	80
	Robinson Road N	29	67	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.02	10.55	0.0	B	9	14
B-A	0.04	9.10	0.1	A	19	29
C-AB	0.01	7.24	0.0	A	4	7
C-A					282	423
A-B					5	7
A-C					71	106

Main Results for each time segment

15:45 - 16:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	8	2	633	0.012	7	0.0	0.0	10.350	B
B-A	16	4	604	0.026	16	0.0	0.0	8.561	A
C-AB	3	0.81	765	0.004	3	0.0	0.0	7.239	A
C-A	232	58			232				
A-B	4	0.94			4				
A-C	58	14			58				

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	9	2	630	0.014	9	0.0	0.0	10.433	B
B-A	19	5	593	0.032	19	0.0	0.0	8.781	A
C-AB	4	1	793	0.005	4	0.0	0.0	6.944	A
C-A	276	69			276				
A-B	4	1			4				
A-C	69	17			69				

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	11	3	625	0.018	11	0.0	0.0	10.550	B
B-A	23	6	577	0.040	23	0.0	0.1	9.096	A
C-AB	6	1	831	0.007	6	0.0	0.0	6.537	A
C-A	338	84			338				
A-B	6	1			6				
A-C	85	21			85				

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	11	3	625	0.018	11	0.0	0.0	10.550	B
B-A	23	6	577	0.040	23	0.1	0.1	9.096	A
C-AB	6	1	831	0.007	6	0.0	0.0	6.494	A
C-A	338	84			338				
A-B	6	1			6				
A-C	85	21			85				

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	9	2	630	0.014	9	0.0	0.0	10.436	B
B-A	19	5	593	0.032	19	0.1	0.0	8.784	A
C-AB	4	1	793	0.005	4	0.0	0.0	6.842	A
C-A	276	69			276				
A-B	4	1			4				
A-C	69	17			69				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	8	2	634	0.012	8	0.0	0.0	10.353	B
B-A	16	4	604	0.026	16	0.0	0.0	8.568	A
C-AB	3	0.81	765	0.004	3	0.0	0.0	7.187	A
C-A	232	58			232				
A-B	4	0.94			4				
A-C	58	14			58				

2025 + Development, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.45	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.45	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2025 + Development	AM	ONE HOUR	06:45	08:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
Robinson Road S		ONE HOUR	✓	337	100.000
Gresley Way		ONE HOUR	✓	16	100.000
Robinson Road N		ONE HOUR	✓	92	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		Robinson Road S	Gresley Way	Robinson Road N
From	Robinson Road S	0	27	310
	Gresley Way	10	0	6
	Robinson Road N	89	3	0

Vehicle Mix

HV %s

		To		
		Robinson Road S	Gresley Way	Robinson Road N
From	Robinson Road S	0	38	26
	Gresley Way	80	0	50
	Robinson Road N	76	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.01	9.38	0.0	A	6	8
B-A	0.02	12.38	0.0	B	9	14
C-AB	0.01	6.36	0.0	A	3	5
C-A					81	122
A-B					25	37
A-C					284	427

Main Results for each time segment

06:45 - 07:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	5	1	609	0.007	4	0.0	0.0	8.928	A
B-A	8	2	570	0.013	7	0.0	0.0	11.510	B
C-AB	3	0.63	616	0.004	3	0.0	0.0	6.160	A
C-A	67	17			67				
A-B	20	5			20				
A-C	233	58			233				

07:00 - 07:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	5	1	598	0.009	5	0.0	0.0	9.112	A
B-A	9	2	555	0.016	9	0.0	0.0	11.861	B
C-AB	3	0.78	614	0.005	3	0.0	0.0	6.214	A
C-A	80	20			80				
A-B	24	6			24				
A-C	279	70			279				

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	7	2	583	0.011	7	0.0	0.0	9.376	A
B-A	11	3	534	0.021	11	0.0	0.0	12.384	B
C-AB	4	0.98	613	0.006	4	0.0	0.0	6.316	A
C-A	97	24			97				
A-B	30	7			30				
A-C	341	85			341				

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	7	2	582	0.011	7	0.0	0.0	9.377	A
B-A	11	3	534	0.021	11	0.0	0.0	12.383	B
C-AB	4	0.98	613	0.006	4	0.0	0.0	6.358	A
C-A	97	24			97				
A-B	30	7			30				
A-C	341	85			341				

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	5	1	598	0.009	5	0.0	0.0	9.114	A
B-A	9	2	555	0.016	9	0.0	0.0	11.861	B
C-AB	3	0.78	614	0.005	3	0.0	0.0	6.294	A
C-A	80	20			80				
A-B	24	6			24				
A-C	279	70			279				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	5	1	609	0.007	5	0.0	0.0	8.934	A
B-A	8	2	571	0.013	8	0.0	0.0	11.510	B
C-AB	3	0.63	616	0.004	3	0.0	0.0	6.199	A
C-A	67	17			67				
A-B	20	5			20				
A-C	233	58			233				

2025 + Development, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		1.57	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.57	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2025 + Development	PM	ONE HOUR	15:45	17:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
Robinson Road S		ONE HOUR	✓	96	100.000
Gresley Way		ONE HOUR	✓	82	100.000
Robinson Road N		ONE HOUR	✓	333	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		Robinson Road S	Gresley Way	Robinson Road N
From	Robinson Road S	0	5	91
	Gresley Way	21	0	61
	Robinson Road N	330	3	0

Vehicle Mix

HV %s

		To		
		Robinson Road S	Gresley Way	Robinson Road N
From	Robinson Road S	0	80	70
	Gresley Way	40	0	64
	Robinson Road N	33	67	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.09	8.75	0.2	A	56	84
B-A	0.05	11.19	0.1	B	19	29
C-AB	0.01	7.21	0.0	A	4	7
C-A					301	452
A-B					5	7
A-C					84	125

Main Results for each time segment

15:45 - 16:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	46	11	754	0.061	46	0.0	0.1	8.332	A
B-A	16	4	498	0.032	16	0.0	0.0	10.447	B
C-AB	3	0.83	774	0.004	3	0.0	0.0	7.210	A
C-A	247	62			247				
A-B	4	0.94			4				
A-C	69	17			69				

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	55	14	748	0.073	55	0.1	0.1	8.509	A
B-A	19	5	488	0.039	19	0.0	0.1	10.751	B
C-AB	4	1	803	0.005	4	0.0	0.0	6.908	A
C-A	295	74			295				
A-B	4	1			4				
A-C	82	20			82				

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	67	17	742	0.091	67	0.1	0.2	8.750	A
B-A	23	6	473	0.049	23	0.1	0.1	11.192	B
C-AB	6	1	844	0.007	6	0.0	0.0	6.497	A
C-A	361	90			361				
A-B	6	1			6				
A-C	100	25			100				

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	67	17	741	0.091	67	0.2	0.2	8.755	A
B-A	23	6	473	0.049	23	0.1	0.1	11.193	B
C-AB	6	1	844	0.007	6	0.0	0.0	6.458	A
C-A	361	90			361				
A-B	6	1			6				
A-C	100	25			100				

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	55	14	748	0.073	55	0.2	0.1	8.517	A
B-A	19	5	488	0.039	19	0.1	0.1	10.752	B
C-AB	4	1	803	0.005	4	0.0	0.0	6.819	A
C-A	295	74			295				
A-B	4	1			4				
A-C	82	20			82				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	46	11	753	0.061	46	0.1	0.1	8.348	A
B-A	16	4	498	0.032	16	0.1	0.0	10.454	B
C-AB	3	0.83	774	0.004	3	0.0	0.0	7.160	A
C-A	247	62			247				
A-B	4	0.94			4				
A-C	69	17			69				

2032 Base, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.49	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.49	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2032 Base	AM	ONE HOUR	06:45	08:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
Robinson Road S		ONE HOUR	✓	336	100.000
Gresley Way		ONE HOUR	✓	17	100.000
Robinson Road N		ONE HOUR	✓	81	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		Robinson Road S	Gresley Way	Robinson Road N
From	Robinson Road S	0	28	308
	Gresley Way	11	0	6
	Robinson Road N	78	3	0

Vehicle Mix

HV %s

		To		
		Robinson Road S	Gresley Way	Robinson Road N
From	Robinson Road S	0	38	22
	Gresley Way	80	0	50
	Robinson Road N	75	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.01	9.47	0.0	A	6	8
B-A	0.02	12.24	0.0	B	10	15
C-AB	0.01	6.38	0.0	A	3	5
C-A					71	107
A-B					26	39
A-C					283	424

Main Results for each time segment

06:45 - 07:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	5	1	603	0.007	4	0.0	0.0	9.017	A
B-A	8	2	577	0.014	8	0.0	0.0	11.386	B
C-AB	2	0.62	610	0.004	2	0.0	0.0	6.178	A
C-A	58	15			58				
A-B	21	5			21				
A-C	232	58			232				

07:00 - 07:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	5	1	592	0.009	5	0.0	0.0	9.203	A
B-A	10	2	562	0.018	10	0.0	0.0	11.729	B
C-AB	3	0.76	608	0.005	3	0.0	0.0	6.240	A
C-A	70	17			70				
A-B	25	6			25				
A-C	277	69			277				

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	7	2	577	0.011	7	0.0	0.0	9.469	A
B-A	12	3	542	0.022	12	0.0	0.0	12.237	B
C-AB	4	0.96	604	0.006	4	0.0	0.0	6.350	A
C-A	85	21			85				
A-B	31	8			31				
A-C	339	85			339				

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	7	2	577	0.011	7	0.0	0.0	9.470	A
B-A	12	3	542	0.022	12	0.0	0.0	12.236	B
C-AB	4	0.96	604	0.006	4	0.0	0.0	6.385	A
C-A	85	21			85				
A-B	31	8			31				
A-C	339	85			339				

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	5	1	592	0.009	5	0.0	0.0	9.205	A
B-A	10	2	562	0.018	10	0.0	0.0	11.731	B
C-AB	3	0.76	608	0.005	3	0.0	0.0	6.309	A
C-A	70	17			70				
A-B	25	6			25				
A-C	277	69			277				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	5	1	603	0.007	5	0.0	0.0	9.021	A
B-A	8	2	577	0.014	8	0.0	0.0	11.386	B
C-AB	3	0.63	610	0.004	3	0.0	0.0	6.210	A
C-A	58	15			58				
A-B	21	5			21				
A-C	232	58			232				

2032 Base, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.49	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.49	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2032 Base	PM	ONE HOUR	15:45	17:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
Robinson Road S		ONE HOUR	✓	336	100.000
Gresley Way		ONE HOUR	✓	17	100.000
Robinson Road N		ONE HOUR	✓	81	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		Robinson Road S	Gresley Way	Robinson Road N
From	Robinson Road S	0	28	308
	Gresley Way	11	0	6
	Robinson Road N	78	3	0

Vehicle Mix

HV %s

		To		
		Robinson Road S	Gresley Way	Robinson Road N
From	Robinson Road S	0	38	22
	Gresley Way	80	0	50
	Robinson Road N	75	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.01	9.47	0.0	A	6	8
B-A	0.02	12.24	0.0	B	10	15
C-AB	0.01	6.38	0.0	A	3	5
C-A					71	107
A-B					26	39
A-C					283	424

Main Results for each time segment

15:45 - 16:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	5	1	603	0.007	4	0.0	0.0	9.017	A
B-A	8	2	577	0.014	8	0.0	0.0	11.386	B
C-AB	2	0.62	610	0.004	2	0.0	0.0	6.178	A
C-A	58	15			58				
A-B	21	5			21				
A-C	232	58			232				

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	5	1	592	0.009	5	0.0	0.0	9.203	A
B-A	10	2	562	0.018	10	0.0	0.0	11.729	B
C-AB	3	0.76	608	0.005	3	0.0	0.0	6.240	A
C-A	70	17			70				
A-B	25	6			25				
A-C	277	69			277				

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	7	2	577	0.011	7	0.0	0.0	9.469	A
B-A	12	3	542	0.022	12	0.0	0.0	12.237	B
C-AB	4	0.96	604	0.006	4	0.0	0.0	6.350	A
C-A	85	21			85				
A-B	31	8			31				
A-C	339	85			339				

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	7	2	577	0.011	7	0.0	0.0	9.470	A
B-A	12	3	542	0.022	12	0.0	0.0	12.236	B
C-AB	4	0.96	604	0.006	4	0.0	0.0	6.385	A
C-A	85	21			85				
A-B	31	8			31				
A-C	339	85			339				

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	5	1	592	0.009	5	0.0	0.0	9.205	A
B-A	10	2	562	0.018	10	0.0	0.0	11.731	B
C-AB	3	0.76	608	0.005	3	0.0	0.0	6.309	A
C-A	70	17			70				
A-B	25	6			25				
A-C	277	69			277				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	5	1	603	0.007	5	0.0	0.0	9.021	A
B-A	8	2	577	0.014	8	0.0	0.0	11.386	B
C-AB	3	0.63	610	0.004	3	0.0	0.0	6.210	A
C-A	58	15			58				
A-B	21	5			21				
A-C	232	58			232				

2032 + Development, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.47	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.47	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D9	2032 + Development	AM	ONE HOUR	06:45	08:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
Robinson Road S		ONE HOUR	✓	352	100.000
Gresley Way		ONE HOUR	✓	17	100.000
Robinson Road N		ONE HOUR	✓	95	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		Robinson Road S	Gresley Way	Robinson Road N
From	Robinson Road S	0	28	324
	Gresley Way	11	0	6
	Robinson Road N	92	3	0

Vehicle Mix

HV %s

		To		
		Robinson Road S	Gresley Way	Robinson Road N
From	Robinson Road S	0	38	26
	Gresley Way	80	0	50
	Robinson Road N	76	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.01	9.54	0.0	A	6	8
B-A	0.02	12.41	0.0	B	10	15
C-AB	0.01	6.39	0.0	A	3	5
C-A					84	126
A-B					26	39
A-C					297	446

Main Results for each time segment

06:45 - 07:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	5	1	601	0.008	4	0.0	0.0	9.059	A
B-A	8	2	572	0.014	8	0.0	0.0	11.490	B
C-AB	3	0.64	615	0.004	3	0.0	0.0	6.179	A
C-A	69	17			69				
A-B	21	5			21				
A-C	244	61			244				

07:00 - 07:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	5	1	589	0.009	5	0.0	0.0	9.254	A
B-A	10	2	556	0.018	10	0.0	0.0	11.860	B
C-AB	3	0.78	613	0.005	3	0.0	0.0	6.236	A
C-A	82	21			82				
A-B	25	6			25				
A-C	291	73			291				

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	7	2	573	0.012	7	0.0	0.0	9.536	A
B-A	12	3	534	0.023	12	0.0	0.0	12.414	B
C-AB	4	0.99	611	0.006	4	0.0	0.0	6.343	A
C-A	101	25			101				
A-B	31	8			31				
A-C	357	89			357				

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	7	2	573	0.012	7	0.0	0.0	9.537	A
B-A	12	3	534	0.023	12	0.0	0.0	12.413	B
C-AB	4	0.99	611	0.006	4	0.0	0.0	6.386	A
C-A	101	25			101				
A-B	31	8			31				
A-C	357	89			357				

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	5	1	589	0.009	5	0.0	0.0	9.257	A
B-A	10	2	556	0.018	10	0.0	0.0	11.860	B
C-AB	3	0.78	613	0.005	3	0.0	0.0	6.319	A
C-A	82	21			82				
A-B	25	6			25				
A-C	291	73			291				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	5	1	600	0.008	5	0.0	0.0	9.063	A
B-A	8	2	572	0.014	8	0.0	0.0	11.492	B
C-AB	3	0.64	615	0.004	3	0.0	0.0	6.217	A
C-A	69	17			69				
A-B	21	5			21				
A-C	244	61			244				

2032 + Development, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		1.59	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.59	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D10	2032 + Development	PM	ONE HOUR	15:45	17:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
Robinson Road S		ONE HOUR	✓	100	100.000
Gresley Way		ONE HOUR	✓	86	100.000
Robinson Road N		ONE HOUR	✓	347	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		Robinson Road S	Gresley Way	Robinson Road N
From	Robinson Road S	0	5	95
	Gresley Way	22	0	64
	Robinson Road N	344	3	0

Vehicle Mix

HV %s

		To		
		Robinson Road S	Gresley Way	Robinson Road N
From	Robinson Road S	0	80	70
	Gresley Way	40	0	64
	Robinson Road N	33	67	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.10	8.82	0.2	A	59	88
B-A	0.05	11.30	0.1	B	20	30
C-AB	0.01	7.13	0.0	A	5	7
C-A					314	471
A-B					5	7
A-C					87	131

Main Results for each time segment

15:45 - 16:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	48	12	753	0.064	48	0.0	0.1	8.372	A
B-A	17	4	496	0.033	16	0.0	0.0	10.509	B
C-AB	3	0.85	780	0.004	3	0.0	0.0	7.133	A
C-A	258	64			258				
A-B	4	0.94			4				
A-C	72	18			72				

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	58	14	747	0.077	57	0.1	0.1	8.558	A
B-A	20	5	485	0.041	20	0.0	0.1	10.833	B
C-AB	4	1	811	0.005	4	0.0	0.0	6.824	A
C-A	308	77			308				
A-B	4	1			4				
A-C	85	21			85				

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	70	18	740	0.095	70	0.1	0.2	8.815	A
B-A	24	6	470	0.052	24	0.1	0.1	11.303	B
C-AB	6	1	853	0.007	6	0.0	0.0	6.407	A
C-A	376	94			376				
A-B	6	1			6				
A-C	105	26			105				

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	70	18	740	0.095	70	0.2	0.2	8.819	A
B-A	24	6	470	0.052	24	0.1	0.1	11.305	B
C-AB	6	1	853	0.007	6	0.0	0.0	6.370	A
C-A	376	94			376				
A-B	6	1			6				
A-C	105	26			105				

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	58	14	747	0.077	58	0.2	0.1	8.565	A
B-A	20	5	485	0.041	20	0.1	0.1	10.839	B
C-AB	4	1	811	0.005	4	0.0	0.0	6.732	A
C-A	308	77			308				
A-B	4	1			4				
A-C	85	21			85				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	48	12	752	0.064	48	0.1	0.1	8.387	A
B-A	17	4	496	0.033	17	0.1	0.0	10.519	B
C-AB	3	0.85	780	0.004	3	0.0	0.0	7.082	A
C-A	258	64			258				
A-B	4	0.94			4				
A-C	72	18			72				

Annex TN4 G

Robinson Road/ IOT Access Road Priority Junction Assessment

Junctions 10

PICADY 10 - Priority Intersection Module

Version: 10.0.4.1693
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Filename: Robinson Road-IOT Access Road.j10
Path: P:\23000's\23325\Junction Assessment\Internal Junctions
Report generation date: 08/08/2022 16:53:28

»2022 Base, AM
»2022 Base, PM
»2025 Base, AM
»2025 Base, PM
»2025 + Development, AM
»2025 + Development, PM
»2032 Base, AM
»2032 Base, PM
»2032 + Development, AM
»2032 + Development, PM

Summary of junction performance

	AM			PM		
	Q (PCU)	Delay (s)	RFC	Q (PCU)	Delay (s)	RFC
	2022 Base					
Stream B-C	0.0	6.47	0.01	0.1	5.17	0.07
Stream B-A	0.0	14.49	0.00	0.0	7.41	0.00
Stream C-AB	0.3	5.47	0.13	0.0	6.83	0.02
	2025 Base					
Stream B-C	0.0	6.47	0.01	0.1	5.20	0.08
Stream B-A	0.0	14.55	0.00	0.0	7.44	0.00
Stream C-AB	0.3	5.47	0.13	0.0	6.85	0.02
	2025 + Development					
Stream B-C	0.0	6.56	0.01	0.1	5.32	0.08
Stream B-A	0.0	15.13	0.00	0.0	7.85	0.00
Stream C-AB	0.3	5.54	0.14	0.0	6.70	0.02
	2032 Base					
Stream B-C	0.0	6.48	0.01	0.1	5.25	0.08
Stream B-A	0.0	14.65	0.00	0.0	7.50	0.00
Stream C-AB	0.3	5.45	0.14	0.0	6.88	0.02
	2032 + Development					
Stream B-C	0.0	6.57	0.01	0.1	5.37	0.08
Stream B-A	0.0	15.24	0.00	0.0	7.91	0.00
Stream C-AB	0.4	5.52	0.15	0.0	6.73	0.03

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

File summary

File Description

Title	
Location	
Site number	
Date	18/05/2022
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	DTA\arcady
Description	

Units

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

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2022 Base	AM	ONE HOUR	06:45	08:15	15	✓
D2	2022 Base	PM	ONE HOUR	15:45	17:15	15	✓
D3	2025 Base	AM	ONE HOUR	06:45	08:15	15	✓
D4	2025 Base	PM	ONE HOUR	15:45	17:15	15	✓
D5	2025 + Development	AM	ONE HOUR	06:45	08:15	15	✓
D6	2025 + Development	PM	ONE HOUR	15:45	17:15	15	✓
D7	2032 Base	AM	ONE HOUR	06:45	08:15	15	✓
D8	2032 Base	PM	ONE HOUR	15:45	17:15	15	✓
D9	2032 + Development	AM	ONE HOUR	06:45	08:15	15	✓
D10	2032 + Development	PM	ONE HOUR	15:45	17:15	15	✓

Analysis Set Details

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

2022 Base, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		1.22	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.22	A

Arms

Arms

Arm	Name	Description	Arm type
A	Robinson Road N		Major
B	IOT Access Road		Minor
C	Robinson Road S		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
Robinson Road S	11.65			98.6	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
IOT Access Road	One lane plus flare	10.00	7.04	5.75	5.74	5.27	✓	3.00	250	160

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	575	0.079	0.200	0.126	0.285
B-C	861	0.100	0.252	-	-
C-B	631	0.184	0.184	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2022 Base	AM	ONE HOUR	06:45	08:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
Robinson Road N		ONE HOUR	✓	69	100.000
IOT Access Road		ONE HOUR	✓	7	100.000
Robinson Road S		ONE HOUR	✓	373	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		Robinson Road N	IOT Access Road	Robinson Road S
From	Robinson Road N	0	2	67
	IOT Access Road	1	0	6
	Robinson Road S	316	57	0

Vehicle Mix

HV %s

		To		
		Robinson Road N	IOT Access Road	Robinson Road S
From	Robinson Road N	0	50	66
	IOT Access Road	100	0	50
	Robinson Road S	19	4	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.01	6.47	0.0	A	6	8
B-A	0.00	14.49	0.0	B	0.92	1
C-AB	0.13	5.47	0.3	A	83	124
C-A					259	389
A-B					2	3
A-C					61	92

Main Results for each time segment

06:45 - 07:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	5	1	848	0.005	4	0.0	0.0	6.403	A
B-A	0.75	0.19	522	0.001	0.74	0.0	0.0	13.803	B
C-AB	62	15	777	0.080	61	0.0	0.1	5.438	A
C-A	219	55			219				
A-B	2	0.38			2				
A-C	50	13			50				

07:00 - 07:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	5	1	845	0.006	5	0.0	0.0	6.431	A
B-A	0.90	0.22	512	0.002	0.90	0.0	0.0	14.081	B
C-AB	79	20	806	0.098	79	0.1	0.2	5.377	A
C-A	256	64			256				
A-B	2	0.45			2				
A-C	60	15			60				

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	7	2	841	0.008	7	0.0	0.0	6.468	A
B-A	1	0.28	498	0.002	1	0.0	0.0	14.485	B
C-AB	107	27	846	0.126	107	0.2	0.3	5.326	A
C-A	304	76			304				
A-B	2	0.55			2				
A-C	74	18			74				

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	7	2	841	0.008	7	0.0	0.0	6.468	A
B-A	1	0.28	498	0.002	1	0.0	0.0	14.485	B
C-AB	107	27	846	0.127	107	0.3	0.3	5.350	A
C-A	304	76			304				
A-B	2	0.55			2				
A-C	74	18			74				

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	5	1	845	0.006	5	0.0	0.0	6.435	A
B-A	0.90	0.22	512	0.002	0.90	0.0	0.0	14.081	B
C-AB	79	20	806	0.099	80	0.3	0.2	5.427	A
C-A	256	64			256				
A-B	2	0.45			2				
A-C	60	15			60				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	5	1	847	0.005	5	0.0	0.0	6.406	A
B-A	0.75	0.19	522	0.001	0.76	0.0	0.0	13.802	B
C-AB	62	16	777	0.080	62	0.2	0.1	5.473	A
C-A	219	55			219				
A-B	2	0.38			2				
A-C	50	13			50				

2022 Base, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.85	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.85	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2022 Base	PM	ONE HOUR	15:45	17:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
Robinson Road N		ONE HOUR	✓	315	100.000
IOT Access Road		ONE HOUR	✓	54	100.000
Robinson Road S		ONE HOUR	✓	61	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		Robinson Road N	IOT Access Road	Robinson Road S
From	Robinson Road N	0	2	313
	IOT Access Road	2	0	52
	Robinson Road S	50	11	0

Vehicle Mix

HV %s

		To		
		Robinson Road N	IOT Access Road	Robinson Road S
From	Robinson Road N	0	50	22
	IOT Access Road	0	0	4
	Robinson Road S	58	9	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.07	5.17	0.1	A	48	72
B-A	0.00	7.41	0.0	A	2	3
C-AB	0.02	6.83	0.0	A	11	16
C-A					45	68
A-B					2	3
A-C					287	431

Main Results for each time segment

15:45 - 16:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	39	10	809	0.048	39	0.0	0.1	4.858	A
B-A	2	0.38	513	0.003	1	0.0	0.0	7.038	A
C-AB	9	2	613	0.014	9	0.0	0.0	6.623	A
C-A	37	9			37				
A-B	2	0.38			2				
A-C	236	59			236				

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	47	12	798	0.059	47	0.1	0.1	4.986	A
B-A	2	0.45	503	0.004	2	0.0	0.0	7.188	A
C-AB	11	3	609	0.018	11	0.0	0.0	6.695	A
C-A	44	11			44				
A-B	2	0.45			2				
A-C	281	70			281				

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	57	14	781	0.073	57	0.1	0.1	5.170	A
B-A	2	0.55	488	0.005	2	0.0	0.0	7.406	A
C-AB	13	3	605	0.022	13	0.0	0.0	6.810	A
C-A	54	13			54				
A-B	2	0.55			2				
A-C	345	86			345				

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	57	14	781	0.073	57	0.1	0.1	5.170	A
B-A	2	0.55	488	0.005	2	0.0	0.0	7.406	A
C-AB	13	3	605	0.022	13	0.0	0.0	6.830	A
C-A	54	13			54				
A-B	2	0.55			2				
A-C	345	86			345				

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	47	12	798	0.059	47	0.1	0.1	4.986	A
B-A	2	0.45	503	0.004	2	0.0	0.0	7.188	A
C-AB	11	3	609	0.018	11	0.0	0.0	6.730	A
C-A	44	11			44				
A-B	2	0.45			2				
A-C	281	70			281				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	39	10	809	0.048	39	0.1	0.1	4.863	A
B-A	2	0.38	513	0.003	2	0.0	0.0	7.038	A
C-AB	9	2	613	0.014	9	0.0	0.0	6.640	A
C-A	37	9			37				
A-B	2	0.38			2				
A-C	236	59			236				

2025 Base, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		1.23	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.23	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2025 Base	AM	ONE HOUR	06:45	08:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
Robinson Road N		ONE HOUR	✓	71	100.000
IOT Access Road		ONE HOUR	✓	7	100.000
Robinson Road S		ONE HOUR	✓	384	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		Robinson Road N	IOT Access Road	Robinson Road S
From	Robinson Road N	0	2	69
	IOT Access Road	1	0	6
	Robinson Road S	325	59	0

Vehicle Mix

HV %s

		To		
		Robinson Road N	IOT Access Road	Robinson Road S
From	Robinson Road N	0	50	66
	IOT Access Road	100	0	50
	Robinson Road S	19	4	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.01	6.47	0.0	A	6	8
B-A	0.00	14.55	0.0	B	0.92	1
C-AB	0.13	5.47	0.3	A	87	130
C-A					266	398
A-B					2	3
A-C					63	95

Main Results for each time segment

06:45 - 07:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	5	1	847	0.005	4	0.0	0.0	6.406	A
B-A	0.75	0.19	521	0.001	0.74	0.0	0.0	13.845	B
C-AB	65	16	781	0.083	64	0.0	0.1	5.433	A
C-A	224	56			224				
A-B	2	0.38			2				
A-C	52	13			52				

07:00 - 07:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	5	1	844	0.006	5	0.0	0.0	6.435	A
B-A	0.90	0.22	510	0.002	0.90	0.0	0.0	14.133	B
C-AB	83	21	811	0.103	83	0.1	0.2	5.373	A
C-A	262	66			262				
A-B	2	0.45			2				
A-C	62	16			62				

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	7	2	841	0.008	7	0.0	0.0	6.472	A
B-A	1	0.28	496	0.002	1	0.0	0.0	14.553	B
C-AB	112	28	852	0.132	112	0.2	0.3	5.326	A
C-A	310	78			310				
A-B	2	0.55			2				
A-C	76	19			76				

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	7	2	841	0.008	7	0.0	0.0	6.473	A
B-A	1	0.28	496	0.002	1	0.0	0.0	14.553	B
C-AB	112	28	852	0.132	112	0.3	0.3	5.353	A
C-A	310	78			310				
A-B	2	0.55			2				
A-C	76	19			76				

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	5	1	844	0.006	5	0.0	0.0	6.438	A
B-A	0.90	0.22	510	0.002	0.90	0.0	0.0	14.136	B
C-AB	83	21	811	0.103	84	0.3	0.2	5.427	A
C-A	262	65			262				
A-B	2	0.45			2				
A-C	62	16			62				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	5	1	847	0.005	5	0.0	0.0	6.409	A
B-A	0.75	0.19	521	0.001	0.76	0.0	0.0	13.847	B
C-AB	65	16	782	0.083	65	0.2	0.2	5.466	A
C-A	224	56			224				
A-B	2	0.38			2				
A-C	52	13			52				

2025 Base, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.85	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.85	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2025 Base	PM	ONE HOUR	15:45	17:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
Robinson Road N		ONE HOUR	✓	324	100.000
IOT Access Road		ONE HOUR	✓	56	100.000
Robinson Road S		ONE HOUR	✓	62	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		Robinson Road N	IOT Access Road	Robinson Road S
From	Robinson Road N	0	2	322
	IOT Access Road	2	0	54
	Robinson Road S	51	11	0

Vehicle Mix

HV %s

		To		
		Robinson Road N	IOT Access Road	Robinson Road S
From	Robinson Road N	0	50	22
	IOT Access Road	0	0	4
	Robinson Road S	58	9	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.08	5.20	0.1	A	50	74
B-A	0.00	7.44	0.0	A	2	3
C-AB	0.02	6.85	0.0	A	11	16
C-A					46	69
A-B					2	3
A-C					295	443

Main Results for each time segment

15:45 - 16:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	41	10	808	0.050	40	0.0	0.1	4.879	A
B-A	2	0.38	511	0.003	1	0.0	0.0	7.058	A
C-AB	9	2	612	0.014	9	0.0	0.0	6.634	A
C-A	38	9			38				
A-B	2	0.38			2				
A-C	242	61			242				

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	49	12	796	0.061	48	0.1	0.1	5.011	A
B-A	2	0.45	501	0.004	2	0.0	0.0	7.213	A
C-AB	11	3	608	0.018	11	0.0	0.0	6.708	A
C-A	45	11			45				
A-B	2	0.45			2				
A-C	289	72			289				

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	59	15	779	0.076	59	0.1	0.1	5.204	A
B-A	2	0.55	486	0.005	2	0.0	0.0	7.438	A
C-AB	13	3	604	0.022	13	0.0	0.0	6.826	A
C-A	55	14			55				
A-B	2	0.55			2				
A-C	355	89			355				

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	59	15	779	0.076	59	0.1	0.1	5.204	A
B-A	2	0.55	486	0.005	2	0.0	0.0	7.438	A
C-AB	13	3	604	0.022	13	0.0	0.0	6.847	A
C-A	55	14			55				
A-B	2	0.55			2				
A-C	355	89			355				

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	49	12	796	0.061	49	0.1	0.1	5.012	A
B-A	2	0.45	501	0.004	2	0.0	0.0	7.216	A
C-AB	11	3	608	0.018	11	0.0	0.0	6.744	A
C-A	45	11			45				
A-B	2	0.45			2				
A-C	289	72			289				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	41	10	808	0.050	41	0.1	0.1	4.883	A
B-A	2	0.38	511	0.003	2	0.0	0.0	7.058	A
C-AB	9	2	612	0.014	9	0.0	0.0	6.651	A
C-A	38	9			38				
A-B	2	0.38			2				
A-C	242	61			242				

2025 + Development, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		1.11	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.11	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2025 + Development	AM	ONE HOUR	06:45	08:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
Robinson Road N		ONE HOUR	✓	112	100.000
IOT Access Road		ONE HOUR	✓	7	100.000
Robinson Road S		ONE HOUR	✓	455	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		Robinson Road N	IOT Access Road	Robinson Road S
From	Robinson Road N	0	2	110
	IOT Access Road	1	0	6
	Robinson Road S	396	59	0

Vehicle Mix

HV %s

		To		
		Robinson Road N	IOT Access Road	Robinson Road S
From	Robinson Road N	0	50	75
	IOT Access Road	100	0	50
	Robinson Road S	33	4	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.01	6.56	0.0	A	6	8
B-A	0.00	15.13	0.0	C	0.92	1
C-AB	0.14	5.54	0.3	A	96	145
C-A					321	482
A-B					2	3
A-C					101	151

Main Results for each time segment

06:45 - 07:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	5	1	840	0.005	4	0.0	0.0	6.466	A
B-A	0.75	0.19	508	0.001	0.74	0.0	0.0	14.197	B
C-AB	70	18	812	0.086	70	0.0	0.2	5.484	A
C-A	272	68			272				
A-B	2	0.38			2				
A-C	83	21			83				

07:00 - 07:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	5	1	835	0.006	5	0.0	0.0	6.507	A
B-A	0.90	0.22	495	0.002	0.90	0.0	0.0	14.573	B
C-AB	92	23	848	0.108	92	0.2	0.2	5.425	A
C-A	317	79			317				
A-B	2	0.45			2				
A-C	99	25			99				

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	7	2	829	0.008	7	0.0	0.0	6.562	A
B-A	1	0.28	477	0.002	1	0.0	0.0	15.129	C
C-AB	127	32	897	0.141	127	0.2	0.3	5.399	A
C-A	374	94			374				
A-B	2	0.55			2				
A-C	121	30			121				

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	7	2	829	0.008	7	0.0	0.0	6.562	A
B-A	1	0.28	477	0.002	1	0.0	0.0	15.130	C
C-AB	127	32	897	0.142	127	0.3	0.3	5.449	A
C-A	374	93			374				
A-B	2	0.55			2				
A-C	121	30			121				

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	5	1	835	0.006	5	0.0	0.0	6.510	A
B-A	0.90	0.22	495	0.002	0.90	0.0	0.0	14.574	B
C-AB	92	23	848	0.109	92	0.3	0.2	5.527	A
C-A	317	79			317				
A-B	2	0.45			2				
A-C	99	25			99				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	5	1	839	0.005	5	0.0	0.0	6.471	A
B-A	0.75	0.19	508	0.001	0.76	0.0	0.0	14.199	B
C-AB	71	18	812	0.087	71	0.2	0.2	5.544	A
C-A	272	68			272				
A-B	2	0.38			2				
A-C	83	21			83				

2025 + Development, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.67	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.67	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2025 + Development	PM	ONE HOUR	15:45	17:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
Robinson Road N		ONE HOUR	✓	381	100.000
IOT Access Road		ONE HOUR	✓	56	100.000
Robinson Road S		ONE HOUR	✓	157	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		Robinson Road N	IOT Access Road	Robinson Road S
From	Robinson Road N	0	2	379
	IOT Access Road	2	0	54
	Robinson Road S	146	11	0

Vehicle Mix

HV %s

		To		
		Robinson Road N	IOT Access Road	Robinson Road S
From	Robinson Road N	0	50	32
	IOT Access Road	0	0	4
	Robinson Road S	82	9	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.08	5.32	0.1	A	50	74
B-A	0.00	7.85	0.0	A	2	3
C-AB	0.02	6.70	0.0	A	13	19
C-A					131	197
A-B					2	3
A-C					348	522

Main Results for each time segment

15:45 - 16:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	41	10	797	0.051	40	0.0	0.1	4.949	A
B-A	2	0.38	494	0.003	1	0.0	0.0	7.305	A
C-AB	10	2	653	0.015	10	0.0	0.0	6.545	A
C-A	108	27			108				
A-B	2	0.38			2				
A-C	285	71			285				

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	49	12	782	0.062	48	0.1	0.1	5.100	A
B-A	2	0.45	480	0.004	2	0.0	0.0	7.524	A
C-AB	12	3	658	0.019	12	0.0	0.0	6.569	A
C-A	129	32			129				
A-B	2	0.45			2				
A-C	341	85			341				

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	59	15	763	0.078	59	0.1	0.1	5.322	A
B-A	2	0.55	461	0.005	2	0.0	0.0	7.849	A
C-AB	16	4	665	0.024	16	0.0	0.0	6.642	A
C-A	157	39			157				
A-B	2	0.55			2				
A-C	417	104			417				

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	59	15	763	0.078	59	0.1	0.1	5.322	A
B-A	2	0.55	461	0.005	2	0.0	0.0	7.849	A
C-AB	16	4	665	0.024	16	0.0	0.0	6.701	A
C-A	157	39			157				
A-B	2	0.55			2				
A-C	417	104			417				

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	49	12	782	0.062	49	0.1	0.1	5.103	A
B-A	2	0.45	480	0.004	2	0.0	0.0	7.524	A
C-AB	12	3	658	0.019	12	0.0	0.0	6.687	A
C-A	129	32			129				
A-B	2	0.45			2				
A-C	341	85			341				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	41	10	797	0.051	41	0.1	0.1	4.952	A
B-A	2	0.38	494	0.003	2	0.0	0.0	7.309	A
C-AB	10	2	653	0.015	10	0.0	0.0	6.600	A
C-A	108	27			108				
A-B	2	0.38			2				
A-C	285	71			285				

2032 Base, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		1.24	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.24	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2032 Base	AM	ONE HOUR	06:45	08:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
Robinson Road N		ONE HOUR	✓	74	100.000
IOT Access Road		ONE HOUR	✓	7	100.000
Robinson Road S		ONE HOUR	✓	401	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		Robinson Road N	IOT Access Road	Robinson Road S
From	Robinson Road N	0	2	72
	IOT Access Road	1	0	6
	Robinson Road S	340	61	0

Vehicle Mix

HV %s

		To		
		Robinson Road N	IOT Access Road	Robinson Road S
From	Robinson Road N	0	50	66
	IOT Access Road	100	0	50
	Robinson Road S	19	4	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.01	6.48	0.0	A	6	8
B-A	0.00	14.65	0.0	B	0.92	1
C-AB	0.14	5.45	0.3	A	92	138
C-A					276	414
A-B					2	3
A-C					66	99

Main Results for each time segment

06:45 - 07:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	5	1	847	0.005	4	0.0	0.0	6.411	A
B-A	0.75	0.19	518	0.001	0.74	0.0	0.0	13.907	B
C-AB	68	17	788	0.086	67	0.0	0.2	5.413	A
C-A	234	58			234				
A-B	2	0.38			2				
A-C	54	14			54				

07:00 - 07:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	5	1	844	0.006	5	0.0	0.0	6.440	A
B-A	0.90	0.22	508	0.002	0.90	0.0	0.0	14.210	B
C-AB	88	22	820	0.107	88	0.2	0.2	5.353	A
C-A	273	68			273				
A-B	2	0.45			2				
A-C	65	16			65				

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	7	2	840	0.008	7	0.0	0.0	6.479	A
B-A	1	0.28	492	0.002	1	0.0	0.0	14.653	B
C-AB	119	30	862	0.138	119	0.2	0.3	5.309	A
C-A	322	81			322				
A-B	2	0.55			2				
A-C	79	20			79				

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	7	2	840	0.008	7	0.0	0.0	6.479	A
B-A	1	0.28	492	0.002	1	0.0	0.0	14.653	B
C-AB	119	30	863	0.138	119	0.3	0.3	5.337	A
C-A	322	81			322				
A-B	2	0.55			2				
A-C	79	20			79				

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	5	1	844	0.006	5	0.0	0.0	6.443	A
B-A	0.90	0.22	508	0.002	0.90	0.0	0.0	14.210	B
C-AB	88	22	820	0.107	88	0.3	0.2	5.407	A
C-A	273	68			273				
A-B	2	0.45			2				
A-C	65	16			65				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	5	1	846	0.005	5	0.0	0.0	6.413	A
B-A	0.75	0.19	518	0.001	0.76	0.0	0.0	13.908	B
C-AB	68	17	789	0.087	68	0.2	0.2	5.450	A
C-A	234	58			234				
A-B	2	0.38			2				
A-C	54	14			54				

2032 Base, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.86	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.86	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2032 Base	PM	ONE HOUR	15:45	17:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
Robinson Road N		ONE HOUR	✓	338	100.000
IOT Access Road		ONE HOUR	✓	58	100.000
Robinson Road S		ONE HOUR	✓	66	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		Robinson Road N	IOT Access Road	Robinson Road S
From	Robinson Road N	0	2	336
	IOT Access Road	2	0	56
	Robinson Road S	54	12	0

Vehicle Mix

HV %s

		To		
		Robinson Road N	IOT Access Road	Robinson Road S
From	Robinson Road N	0	50	22
	IOT Access Road	0	0	4
	Robinson Road S	58	9	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.08	5.25	0.1	A	51	77
B-A	0.00	7.50	0.0	A	2	3
C-AB	0.02	6.88	0.0	A	12	18
C-A					49	73
A-B					2	3
A-C					308	462

Main Results for each time segment

15:45 - 16:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	42	11	805	0.052	42	0.0	0.1	4.905	A
B-A	2	0.38	509	0.003	1	0.0	0.0	7.093	A
C-AB	10	2	612	0.016	10	0.0	0.0	6.655	A
C-A	40	10			40				
A-B	2	0.38			2				
A-C	253	63			253				

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	50	13	792	0.064	50	0.1	0.1	5.045	A
B-A	2	0.45	498	0.004	2	0.0	0.0	7.257	A
C-AB	12	3	608	0.019	12	0.0	0.0	6.733	A
C-A	48	12			48				
A-B	2	0.45			2				
A-C	302	76			302				

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	62	15	775	0.080	62	0.1	0.1	5.249	A
B-A	2	0.55	482	0.005	2	0.0	0.0	7.496	A
C-AB	15	4	603	0.024	15	0.0	0.0	6.858	A
C-A	58	15			58				
A-B	2	0.55			2				
A-C	370	92			370				

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	62	15	775	0.080	62	0.1	0.1	5.249	A
B-A	2	0.55	482	0.005	2	0.0	0.0	7.497	A
C-AB	15	4	603	0.024	15	0.0	0.0	6.877	A
C-A	58	14			58				
A-B	2	0.55			2				
A-C	370	92			370				

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	50	13	792	0.064	50	0.1	0.1	5.048	A
B-A	2	0.45	498	0.004	2	0.0	0.0	7.258	A
C-AB	12	3	608	0.019	12	0.0	0.0	6.774	A
C-A	48	12			48				
A-B	2	0.45			2				
A-C	302	76			302				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	42	11	805	0.052	42	0.1	0.1	4.910	A
B-A	2	0.38	509	0.003	2	0.0	0.0	7.097	A
C-AB	10	2	612	0.016	10	0.0	0.0	6.676	A
C-A	40	10			40				
A-B	2	0.38			2				
A-C	253	63			253				

2032 + Development, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		1.12	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.12	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D9	2032 + Development	AM	ONE HOUR	06:45	08:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
Robinson Road N		ONE HOUR	✓	115	100.000
IOT Access Road		ONE HOUR	✓	7	100.000
Robinson Road S		ONE HOUR	✓	472	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		Robinson Road N	IOT Access Road	Robinson Road S
From	Robinson Road N	0	2	113
	IOT Access Road	1	0	6
	Robinson Road S	411	61	0

Vehicle Mix

HV %s

		To		
		Robinson Road N	IOT Access Road	Robinson Road S
From	Robinson Road N	0	50	74
	IOT Access Road	100	0	50
	Robinson Road S	32	4	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.01	6.57	0.0	A	6	8
B-A	0.00	15.24	0.0	C	0.92	1
C-AB	0.15	5.52	0.4	A	102	153
C-A					331	497
A-B					2	3
A-C					104	156

Main Results for each time segment

06:45 - 07:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	5	1	839	0.005	4	0.0	0.0	6.470	A
B-A	0.75	0.19	506	0.001	0.74	0.0	0.0	14.261	B
C-AB	74	18	819	0.090	73	0.0	0.2	5.456	A
C-A	282	70			282				
A-B	2	0.38			2				
A-C	85	21			85				

07:00 - 07:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	5	1	834	0.006	5	0.0	0.0	6.512	A
B-A	0.90	0.22	492	0.002	0.90	0.0	0.0	14.655	B
C-AB	97	24	856	0.113	97	0.2	0.2	5.398	A
C-A	327	82			327				
A-B	2	0.45			2				
A-C	102	25			102				

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	7	2	829	0.008	7	0.0	0.0	6.568	A
B-A	1	0.28	474	0.002	1	0.0	0.0	15.237	C
C-AB	135	34	908	0.148	134	0.2	0.4	5.380	A
C-A	385	96			385				
A-B	2	0.55			2				
A-C	124	31			124				

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	7	2	829	0.008	7	0.0	0.0	6.569	A
B-A	1	0.28	474	0.002	1	0.0	0.0	15.238	C
C-AB	135	34	908	0.148	135	0.4	0.4	5.426	A
C-A	385	96			385				
A-B	2	0.55			2				
A-C	124	31			124				

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	5	1	834	0.006	5	0.0	0.0	6.513	A
B-A	0.90	0.22	492	0.002	0.90	0.0	0.0	14.656	B
C-AB	97	24	856	0.113	97	0.4	0.3	5.500	A
C-A	327	82			327				
A-B	2	0.45			2				
A-C	102	25			102				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	5	1	839	0.005	5	0.0	0.0	6.473	A
B-A	0.75	0.19	506	0.001	0.76	0.0	0.0	14.261	B
C-AB	74	19	819	0.091	74	0.3	0.2	5.519	A
C-A	281	70			281				
A-B	2	0.38			2				
A-C	85	21			85				

2032 + Development, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.68	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.68	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D10	2032 + Development	PM	ONE HOUR	15:45	17:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
Robinson Road N		ONE HOUR	✓	395	100.000
IOT Access Road		ONE HOUR	✓	58	100.000
Robinson Road S		ONE HOUR	✓	161	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		Robinson Road N	IOT Access Road	Robinson Road S
From	Robinson Road N	0	2	393
	IOT Access Road	2	0	56
	Robinson Road S	149	12	0

Vehicle Mix

HV %s

		To		
		Robinson Road N	IOT Access Road	Robinson Road S
From	Robinson Road N	0	50	32
	IOT Access Road	0	0	4
	Robinson Road S	82	9	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.08	5.37	0.1	A	51	77
B-A	0.00	7.91	0.0	A	2	3
C-AB	0.03	6.73	0.0	A	14	21
C-A					134	201
A-B					2	3
A-C					361	541

Main Results for each time segment

15:45 - 16:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	42	11	794	0.053	42	0.0	0.1	4.977	A
B-A	2	0.38	492	0.003	1	0.0	0.0	7.344	A
C-AB	11	3	652	0.017	11	0.0	0.0	6.568	A
C-A	110	28			110				
A-B	2	0.38			2				
A-C	296	74			296				

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	50	13	779	0.065	50	0.1	0.1	5.135	A
B-A	2	0.45	477	0.004	2	0.0	0.0	7.572	A
C-AB	14	3	657	0.021	14	0.0	0.0	6.596	A
C-A	131	33			131				
A-B	2	0.45			2				
A-C	353	88			353				

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	62	15	759	0.081	62	0.1	0.1	5.369	A
B-A	2	0.55	457	0.005	2	0.0	0.0	7.914	A
C-AB	18	4	665	0.026	18	0.0	0.0	6.675	A
C-A	160	40			160				
A-B	2	0.55			2				
A-C	433	108			433				

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	62	15	759	0.081	62	0.1	0.1	5.369	A
B-A	2	0.55	457	0.005	2	0.0	0.0	7.914	A
C-AB	18	4	665	0.026	18	0.0	0.0	6.734	A
C-A	160	40			160				
A-B	2	0.55			2				
A-C	433	108			433				

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	50	13	779	0.065	50	0.1	0.1	5.138	A
B-A	2	0.45	477	0.004	2	0.0	0.0	7.573	A
C-AB	14	3	657	0.021	14	0.0	0.0	6.714	A
C-A	131	33			131				
A-B	2	0.45			2				
A-C	353	88			353				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	42	11	794	0.053	42	0.1	0.1	4.981	A
B-A	2	0.38	492	0.003	2	0.0	0.0	7.344	A
C-AB	11	3	652	0.017	11	0.0	0.0	6.625	A
C-A	110	28			110				
A-B	2	0.38			2				
A-C	296	74			296				

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Immingham Eastern Ro-Ro Terminal, Port of Immingham

Transport Assessment

Background Data Annexes

DTA

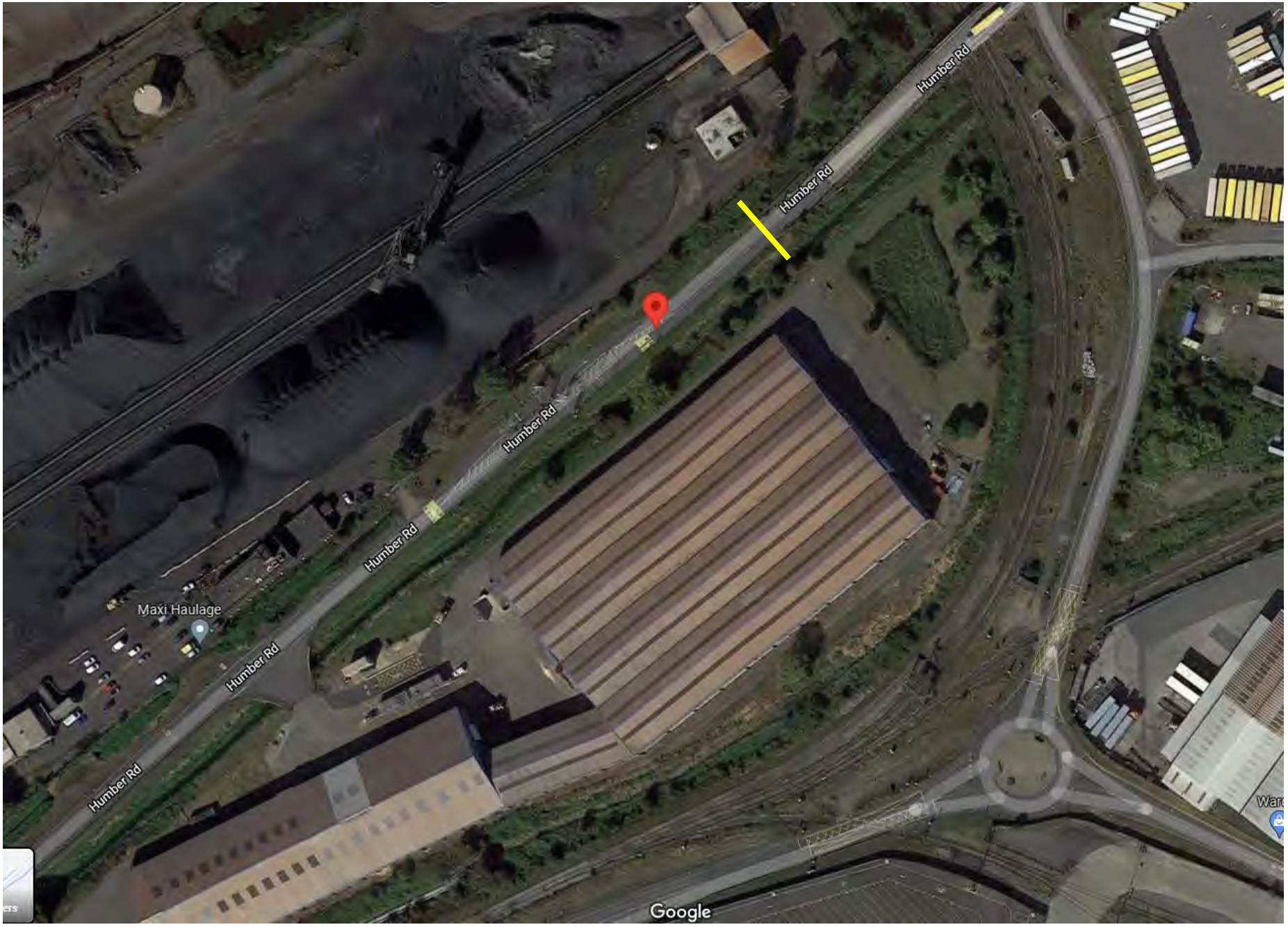
Transport Planning Consultants

942

Annex BD1
Automatic Traffic Count Data

Site 1 - 53.633552, -0.224857

Site 2 - 53.635310, -0.210043



Site 3 - 53.616129, -0.186832

Site 4 - 53.620320, -0.176395

1
2
3
4
Rosper Rd
A160
Manby Rd
DFDS
Immingham
IMMINGHAM DOCK
Manby Rd
Homestead Park
A1173
Pelham Rd
Kings Rd
Pelham Rd
Immingham
Queens Rd
Laporte Rd

10722		IMMINGHAM								
		SEPTEMBER 2021								
Site	Location	Direction	Start Date	End Date	Posted Speed Limit (PSL)	Total Vehicles	5 Day Ave.	7 Day Ave.	Average 85%ile Speed	Average Mean Speed
Site No: 10722004	Site 4 - Queens Rd, Immingham (East Gate inbound) 53.620320, -0.176395	Channel: Northbound	Mon 27-Sep-21	Sun 03-Oct-21	30	16752	3033	2393	17.5	13.2

Data produced by
Auto Surveys Ltd

10722		IMMINGHAM				Site No: 10722004			Location	Site 4 - Queens Rd, Immingham (East Gate inbound)					
Mon 27-Sep-21 to Sun 03-Oct-21						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
Mon 27-Sep-21															
00:00	**30**	0	27	1	0	0	1	0	0	0	1	0	0	0
01:00	**33**	1	24	5	0	0	1	0	0	0	1	1	0	0
02:00	**30**	1	25	3	0	0	1	0	0	0	0	0	0	0
03:00	**42**	1	31	7	0	0	3	0	0	0	0	0	0	0
04:00	**129**	0	62	44	1	0	17	0	0	1	0	4	0	0
05:00	**461**	13	286	89	7	1	26	5	3	2	5	24	0	0
06:00	**477**	10	276	90	11	2	46	7	8	1	10	16	0	0
07:00	**685**	15	420	106	5	2	54	8	12	1	20	42	0	0
08:00	**407**	5	284	55	2	4	22	2	8	3	13	9	0	0
09:00	**157**	4	98	27	2	3	11	3	1	0	4	4	0	0
10:00	**187**	8	120	32	0	0	8	3	1	0	5	10	0	0
11:00	**174**	10	81	44	1	1	21	2	5	0	1	8	0	0
12:00	**180**	3	98	35	0	2	20	0	6	0	3	13	0	0
13:00	**191**	6	115	34	0	2	18	0	5	0	5	6	0	0
14:00	**152**	5	78	28	1	0	24	2	2	1	3	8	0	0
15:00	**129**	3	68	29	1	1	14	1	4	0	4	4	0	0
16:00	**131**	7	66	26	1	0	22	0	3	0	3	3	0	0
17:00	**111**	2	86	7	0	2	7	0	1	1	1	4	0	0
18:00	**92**	2	62	9	0	0	10	0	1	0	4	4	0	0
19:00	**18**	0	14	3	0	0	1	0	0	0	0	0	0	0
20:00	**27**	0	24	1	0	0	2	0	0	0	0	0	0	0
21:00	**43**	0	38	2	0	0	3	0	0	0	0	0	0	0
22:00	**33**	1	22	1	0	0	8	1	0	0	0	0	0	0
23:00	**4**	0	1	1	0	0	2	0	0	0	0	0	0	0
12H,7-19	**2596**	**70**	**1576**	**432**	**13**	**17**	**231**	**21**	**49**	**6**	**66**	**115**	**0**	**0**
16H,6-22	**3161**	**80**	**1928**	**528**	**24**	**19**	**283**	**28**	**57**	**7**	**76**	**131**	**0**	**0**
18H,6-24	**3198**	**81**	**1951**	**530**	**24**	**19**	**293**	**29**	**57**	**7**	**76**	**131**	**0**	**0**
24H,0-24	**3923**	**97**	**2406**	**679**	**32**	**20**	**342**	**34**	**60**	**10**	**83**	**160**	**0**	**0**

10722		IMMINGHAM				Site No: 10722004			Location	Site 4 - Queens Rd, Immingham (East Gate inbound)					
Mon 27-Sep-21 to Sun 03-Oct-21						Channel: Northbound									
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Tue 28-Sep-21															
00:00	**6**	1	3	1	0	0	1	0	0	0	0	0	0	0
01:00	**4**	0	4	0	0	0	0	0	0	0	0	0	0	0
02:00	**12**	1	9	1	0	0	1	0	0	0	0	0	0	0
03:00	**25**	2	13	4	0	0	5	0	0	1	0	0	0	0
04:00	**71**	3	51	7	0	0	7	0	1	0	0	2	0	0
05:00	**266**	11	220	6	3	1	17	3	1	0	1	3	0	0
06:00	**317**	9	236	24	4	1	31	2	0	2	6	2	0	0
07:00	**443**	16	353	26	2	0	32	1	5	1	5	2	0	0
08:00	**295**	9	222	21	8	0	28	3	0	0	0	4	0	0
09:00	**206**	4	140	24	1	0	22	3	2	1	2	7	0	0
10:00	**144**	7	80	29	0	0	14	1	2	1	3	7	0	0
11:00	**185**	6	99	36	4	0	22	2	1	1	5	9	0	0
12:00	**169**	4	102	25	0	1	17	0	0	2	5	13	0	0
13:00	**191**	7	95	44	1	0	24	4	2	0	6	8	0	0
14:00	**149**	4	64	34	2	1	20	4	2	1	4	13	0	0
15:00	**134**	7	60	27	1	0	23	2	1	1	3	9	0	0
16:00	**94**	5	49	12	0	1	12	2	1	0	5	6	1	0
17:00	**112**	0	75	19	0	0	13	0	1	0	3	1	0	0
18:00	**80**	3	53	15	0	0	4	1	1	0	0	3	0	0
19:00	**22**	1	17	3	0	0	1	0	0	0	0	0	0	0
20:00	**29**	0	23	3	0	0	2	0	0	0	1	0	0	0
21:00	**38**	0	35	2	0	0	1	0	0	0	0	0	0	0
22:00	**33**	0	26	4	0	0	2	0	0	0	1	0	0	0
23:00	**18**	0	11	3	0	0	3	0	0	0	1	0	0	0
12H,7-19	**2202**	**72**	**1392**	**312**	**19**	**3**	**231**	**23**	**18**	**8**	**41**	**82**	**1**	**0**
16H,6-22	**2608**	**82**	**1703**	**344**	**23**	**4**	**266**	**25**	**18**	**10**	**48**	**84**	**1**	**0**
18H,6-24	**2659**	**82**	**1740**	**351**	**23**	**4**	**271**	**25**	**18**	**10**	**50**	**84**	**1**	**0**
24H,0-24	**3043**	**100**	**2040**	**370**	**26**	**5**	**302**	**28**	**20**	**11**	**51**	**89**	**1**	**0**

10722		IMMINGHAM				Site No: 10722004		Location	Site 4 - Queens Rd, Immingham (East Gate inbound)						
Mon 27-Sep-21 to Sun 03-Oct-21						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
Wed 29-Sep-21															
00:00	**12**	0	5	4	0	0	3	0	0	0	0	0	0	0
01:00	**12**	0	6	4	0	0	2	0	0	0	0	0	0	0
02:00	**9**	0	5	4	0	0	0	0	0	0	0	0	0	0
03:00	**28**	0	15	8	0	0	4	0	0	0	1	0	0	0
04:00	**46**	2	34	9	0	0	0	1	0	0	0	0	0	0
05:00	**238**	9	182	12	2	0	24	1	3	0	3	2	0	0
06:00	**270**	10	188	30	3	0	22	3	2	2	4	6	0	0
07:00	**411**	11	316	30	6	0	38	0	1	0	3	6	0	0
08:00	**264**	3	206	26	2	2	20	0	0	0	3	2	0	0
09:00	**176**	3	106	29	1	2	15	1	2	1	4	12	0	0
10:00	**138**	1	84	31	1	0	11	2	2	0	2	4	0	0
11:00	**148**	4	89	24	0	1	16	2	1	0	3	8	0	0
12:00	**157**	4	94	31	0	0	17	3	1	0	2	5	0	0
13:00	**177**	5	105	35	0	2	15	3	3	1	2	6	0	0
14:00	**169**	6	102	32	2	1	17	3	2	0	0	4	0	0
15:00	**143**	5	75	31	0	1	19	2	1	1	4	4	0	0
16:00	**110**	7	61	21	0	1	12	0	1	0	5	2	0	0
17:00	**115**	5	75	12	1	0	15	1	1	0	4	1	0	0
18:00	**70**	2	53	2	0	0	10	1	0	0	0	2	0	0
19:00	**25**	0	18	3	0	0	4	0	0	0	0	0	0	0
20:00	**23**	1	15	0	0	0	7	0	0	0	0	0	0	0
21:00	**40**	2	29	3	0	0	5	0	1	0	0	0	0	0
22:00	**23**	0	22	1	0	0	0	0	0	0	0	0	0	0
23:00	**8**	1	7	0	0	0	0	0	0	0	0	0	0	0
12H,7-19	**2078**	**56**	**1366**	**304**	**13**	**10**	**205**	**18**	**15**	**3**	**32**	**56**	**0**	**0**
16H,6-22	**2436**	**69**	**1616**	**340**	**16**	**10**	**243**	**21**	**18**	**5**	**36**	**62**	**0**	**0**
18H,6-24	**2467**	**70**	**1645**	**341**	**16**	**10**	**243**	**21**	**18**	**5**	**36**	**62**	**0**	**0**
24H,0-24	**2812**	**81**	**1892**	**382**	**18**	**10**	**276**	**23**	**21**	**5**	**40**	**64**	**0**	**0**

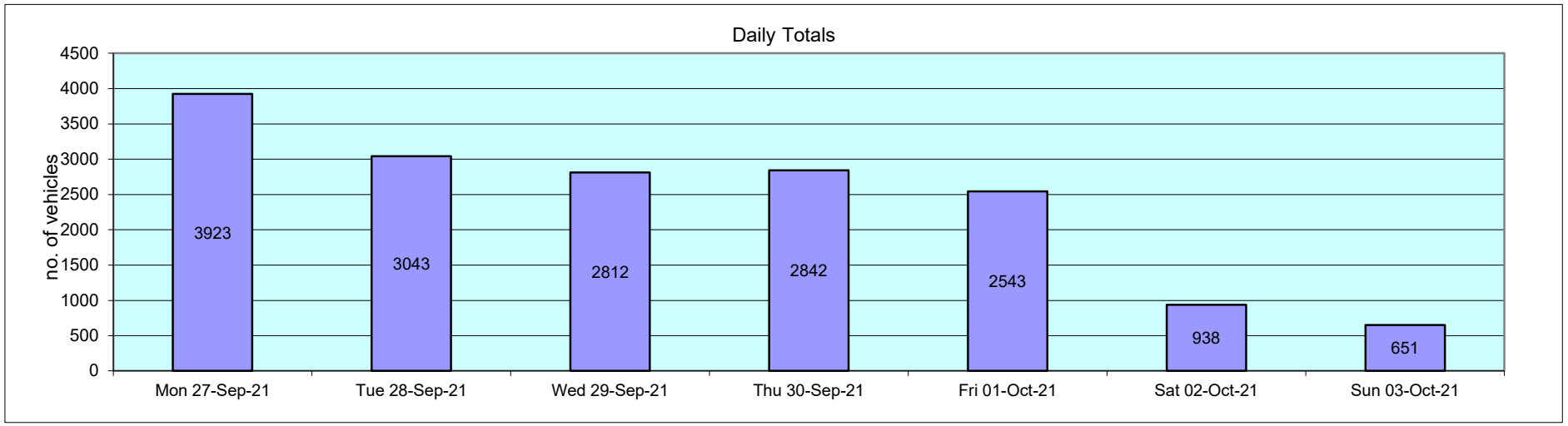
10722		IMMINGHAM				Site No: 10722004			Location	Site 4 - Queens Rd, Immingham (East Gate inbound)					
Mon 27-Sep-21 to Sun 03-Oct-21						Channel: Northbound									
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE 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
Thu 30-Sep-21															
00:00	**6**	0	4	0	0	0	2	0	0	0	0	0	0	0
01:00	**6**	0	4	1	0	0	1	0	0	0	0	0	0	0
02:00	**14**	1	11	0	0	0	1	1	0	0	0	0	0	0
03:00	**18**	5	9	1	0	0	3	0	0	0	0	0	0	0
04:00	**57**	8	38	4	1	0	2	0	1	0	3	0	0	0
05:00	**264**	14	221	6	1	0	15	2	0	1	2	2	0	0
06:00	**291**	21	218	18	1	0	21	4	1	0	1	6	0	0
07:00	**383**	13	305	18	5	2	29	3	3	0	2	3	0	0
08:00	**315**	5	253	20	1	0	32	0	0	0	1	3	0	0
09:00	**184**	5	126	21	0	1	19	0	3	1	1	7	0	0
10:00	**132**	8	79	15	1	0	15	1	2	0	5	6	0	0
11:00	**191**	5	122	26	0	2	22	0	2	0	8	4	0	0
12:00	**105**	1	60	15	0	0	16	1	3	0	2	7	0	0
13:00	**172**	2	103	22	0	1	28	3	3	0	1	9	0	0
14:00	**165**	4	86	29	1	1	27	1	3	0	4	9	0	0
15:00	**178**	2	108	29	0	2	20	1	1	0	6	9	0	0
16:00	**95**	5	65	9	0	2	9	1	1	0	0	3	0	0
17:00	**107**	7	72	12	1	0	10	1	0	1	2	1	0	0
18:00	**61**	2	51	3	0	0	5	0	0	0	0	0	0	0
19:00	**22**	1	14	6	0	0	0	0	0	0	1	0	0	0
20:00	**25**	0	19	1	0	0	4	0	0	0	0	1	0	0
21:00	**27**	0	19	4	0	0	3	1	0	0	0	0	0	0
22:00	**12**	0	10	2	0	0	0	0	0	0	0	0	0	0
23:00	**12**	0	7	2	0	0	3	0	0	0	0	0	0	0
12H,7-19	**2088**	**59**	**1430**	**219**	**9**	**11**	**232**	**12**	**21**	**2**	**32**	**61**	**0**	**0**
16H,6-22	**2453**	**81**	**1700**	**248**	**10**	**11**	**260**	**17**	**22**	**2**	**34**	**68**	**0**	**0**
18H,6-24	**2477**	**81**	**1717**	**252**	**10**	**11**	**263**	**17**	**22**	**2**	**34**	**68**	**0**	**0**
24H,0-24	**2842**	**109**	**2004**	**264**	**12**	**11**	**287**	**20**	**23**	**3**	**39**	**70**	**0**	**0**

10722			IMMINGHAM			Site No: 10722004			Location	Site 4 - Queens Rd, Immingham (East Gate inbound)					
Mon 27-Sep-21 to Sun 03-Oct-21						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
Fri 01-Oct-21														
00:00	**11**	0	7	3	0	0	0	0	0	0	1	0	0	0
01:00	**13**	2	8	2	0	0	1	0	0	0	0	0	0	0
02:00	**12**	0	6	5	0	0	1	0	0	0	0	0	0	0
03:00	**23**	1	9	9	0	0	4	0	0	0	0	0	0	0
04:00	**30**	0	23	3	0	0	3	0	0	0	0	1	0	0
05:00	**219**	5	169	22	2	1	13	2	2	0	2	1	0	0
06:00	**239**	3	168	33	1	0	22	2	3	0	1	6	0	0
07:00	**367**	7	296	37	0	0	14	0	2	0	5	6	0	0
08:00	**257**	9	186	29	3	0	18	1	3	1	3	4	0	0
09:00	**181**	3	103	42	0	0	12	0	4	0	7	10	0	0
10:00	**173**	2	88	42	0	1	20	1	3	0	3	13	0	0
11:00	**142**	4	80	27	0	1	20	0	4	0	2	4	0	0
12:00	**132**	5	67	21	1	1	21	1	4	0	4	7	0	0
13:00	**176**	1	107	27	0	0	22	2	3	1	3	10	0	0
14:00	**132**	3	73	20	1	2	14	1	8	1	3	6	0	0
15:00	**109**	4	46	28	0	1	20	0	1	1	2	6	0	0
16:00	**94**	4	56	12	0	0	13	1	1	0	3	4	0	0
17:00	**85**	5	59	8	3	0	6	0	0	0	3	1	0	0
18:00	**43**	0	41	1	0	0	1	0	0	0	0	0	0	0
19:00	**13**	0	10	0	0	0	3	0	0	0	0	0	0	0
20:00	**14**	0	13	1	0	0	0	0	0	0	0	0	0	0
21:00	**31**	2	24	0	0	0	5	0	0	0	0	0	0	0
22:00	**33**	1	26	0	0	0	6	0	0	0	0	0	0	0
23:00	**14**	0	10	2	0	0	2	0	0	0	0	0	0	0
12H,7-19	**1891**	**47**	**1202**	**294**	**8**	**6**	**181**	**7**	**33**	**4**	**38**	**71**	**0**	**0**
16H,6-22	**2188**	**52**	**1417**	**328**	**9**	**6**	**211**	**9**	**36**	**4**	**39**	**77**	**0**	**0**
18H,6-24	**2235**	**53**	**1453**	**330**	**9**	**6**	**219**	**9**	**36**	**4**	**39**	**77**	**0**	**0**
24H,0-24	**2543**	**61**	**1675**	**374**	**11**	**7**	**241**	**11**	**38**	**4**	**42**	**79**	**0**	**0**

10722		IMMINGHAM				Site No: 10722004			Location	Site 4 - Queens Rd, Immingham (East Gate inbound)					
Mon 27-Sep-21 to Sun 03-Oct-21						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
Sat 02-Oct-21															
00:00	**10**	0	7	2	0	0	1	0	0	0	0	0	0	0
01:00	**11**	0	7	1	0	0	3	0	0	0	0	0	0	0
02:00	**20**	0	17	1	0	0	2	0	0	0	0	0	0	0
03:00	**21**	0	19	1	0	0	1	0	0	0	0	0	0	0
04:00	**26**	2	21	1	0	0	2	0	0	0	0	0	0	0
05:00	**134**	7	105	4	3	0	14	0	0	0	0	1	0	0
06:00	**88**	1	76	4	0	0	6	0	1	0	0	0	0	0
07:00	**70**	4	54	2	0	0	6	1	0	0	1	2	0	0
08:00	**76**	3	57	8	0	0	5	0	0	0	2	1	0	0
09:00	**53**	2	38	7	0	0	4	1	0	0	1	0	0	0
10:00	**60**	1	33	11	0	0	9	2	1	0	1	2	0	0
11:00	**46**	4	23	7	0	0	9	0	1	0	2	0	0	0
12:00	**44**	0	31	4	0	0	4	1	1	1	1	1	0	0
13:00	**35**	2	22	6	0	0	5	0	0	0	0	0	0	0
14:00	**18**	1	15	0	0	0	2	0	0	0	0	0	0	0
15:00	**29**	4	15	4	0	0	5	0	0	0	0	1	0	0
16:00	**34**	4	25	2	0	0	2	0	1	0	0	0	0	0
17:00	**54**	3	44	3	0	0	3	0	0	0	0	1	0	0
18:00	**45**	0	42	0	0	0	2	0	0	0	0	1	0	0
19:00	**19**	1	16	1	0	0	0	0	0	0	0	1	0	0
20:00	**21**	2	13	3	0	0	2	0	0	0	0	1	0	0
21:00	**14**	1	8	3	0	0	1	1	0	0	0	0	0	0
22:00	**7**	0	5	0	0	0	1	0	0	0	0	1	0	0
23:00	**3**	0	2	0	0	0	0	0	0	0	0	1	0	0
12H,7-19	**564**	**28**	**399**	**54**	**0**	**0**	**56**	**5**	**4**	**1**	**8**	**9**	**0**	**0**
16H,6-22	**706**	**33**	**512**	**65**	**0**	**0**	**65**	**6**	**5**	**1**	**8**	**11**	**0**	**0**
18H,6-24	**716**	**33**	**519**	**65**	**0**	**0**	**66**	**6**	**5**	**1**	**8**	**13**	**0**	**0**
24H,0-24	**938**	**42**	**695**	**75**	**3**	**0**	**89**	**6**	**5**	**1**	**8**	**14**	**0**	**0**

10722			IMMINGHAM			Site No: 10722004			Location	Site 4 - Queens Rd, Immingham (East Gate inbound)					
Mon 27-Sep-21 to Sun 03-Oct-21						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
Sun 03-Oct-21														
00:00	**4**	0	2	1	0	0	1	0	0	0	0	0	0	0
01:00	**6**	0	4	1	0	0	1	0	0	0	0	0	0	0
02:00	**4**	0	3	1	0	0	0	0	0	0	0	0	0	0
03:00	**10**	0	6	1	0	0	1	0	0	0	1	1	0	0
04:00	**15**	0	12	1	0	0	2	0	0	0	0	0	0	0
05:00	**103**	3	88	4	0	0	7	1	0	0	0	0	0	0
06:00	**63**	3	51	4	1	0	4	0	0	0	0	0	0	0
07:00	**25**	1	20	1	0	0	3	0	0	0	0	0	0	0
08:00	**41**	2	28	4	1	0	6	0	0	0	0	0	0	0
09:00	**27**	0	24	1	0	0	2	0	0	0	0	0	0	0
10:00	**31**	1	23	4	0	0	3	0	0	0	0	0	0	0
11:00	**27**	1	15	5	0	0	6	0	0	0	0	0	0	0
12:00	**25**	1	13	5	0	0	6	0	0	0	0	0	0	0
13:00	**28**	0	21	5	0	0	2	0	0	0	0	0	0	0
14:00	**35**	1	24	5	0	0	5	0	0	0	0	0	0	0
15:00	**19**	0	12	4	0	0	2	0	0	0	1	0	0	0
16:00	**33**	2	28	3	0	0	0	0	0	0	0	0	0	0
17:00	**40**	2	36	0	0	0	2	0	0	0	0	0	0	0
18:00	**36**	0	32	0	0	0	4	0	0	0	0	0	0	0
19:00	**13**	0	8	0	0	0	4	0	0	0	0	1	0	0
20:00	**20**	0	16	1	0	0	3	0	0	0	0	0	0	0
21:00	**13**	0	10	0	0	0	3	0	0	0	0	0	0	0
22:00	**19**	2	12	1	0	0	3	0	0	0	0	1	0	0
23:00	**14**	0	10	2	0	0	2	0	0	0	0	0	0	0
12H,7-19	**367**	**11**	**276**	**37**	**1**	**0**	**41**	**0**	**0**	**0**	**1**	**0**	**0**	**0**
16H,6-22	**476**	**14**	**361**	**42**	**2**	**0**	**55**	**0**	**0**	**0**	**1**	**1**	**0**	**0**
18H,6-24	**509**	**16**	**383**	**45**	**2**	**0**	**60**	**0**	**0**	**0**	**1**	**2**	**0**	**0**
24H,0-24	**651**	**19**	**498**	**54**	**2**	**0**	**72**	**1**	**0**	**0**	**2**	**3**	**0**	**0**

10722		IMMINGHAM				Site No: 10722004			Location	Site 4 - Queens Rd, Immingham (East Gate inbound)					
Mon 27-Sep-21 to Sun 03-Oct-21						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 27-Sep-21	**3923**	97	2406	679	32	20	342	34	60	10	83	160	0	0
Tue 28-Sep-21	**3043**	100	2040	370	26	5	302	28	20	11	51	89	1	0
Wed 29-Sep-21	**2812**	81	1892	382	18	10	276	23	21	5	40	64	0	0
Thu 30-Sep-21	**2842**	109	2004	264	12	11	287	20	23	3	39	70	0	0
Fri 01-Oct-21	**2543**	61	1675	374	11	7	241	11	38	4	42	79	0	0
Sat 02-Oct-21	**938**	42	695	75	3	0	89	6	5	1	8	14	0	0
Sun 03-Oct-21	**651**	19	498	54	2	0	72	1	0	0	2	3	0	0
Total Vehicles															
[--]	**16752**	509	11210	2198	104	53	1609	123	167	34	265	479	1	0



Data produced by
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10722		IMMINGHAM		Site No: 10722004		Location		Site 4 - Queens Rd, Immingham (East Gate inbound)			
Mon 27-Sep-21 to Sun 03-Oct-21				Channel: Northbound							
TIME PERIOD	**TOTAL VEHICLES**	**MOTOR-CYCLES**	**MOTOR-CYCLES%**	**CARS**	**CARS %**	**LGV**	**LGV %**	**HGV**	**HGV %**	**BUS**	**BUS %**
Mon 27-Sep-21											
00:00	**30**	0	0.0	27	90.0	1	3.3	2	6.7	0	0.0
01:00	**33**	1	3.0	24	72.7	5	15.2	3	9.1	0	0.0
02:00	**30**	1	3.3	25	83.3	3	10.0	1	3.3	0	0.0
03:00	**42**	1	2.4	31	73.8	7	16.7	3	7.1	0	0.0
04:00	**129**	0	0.0	62	48.1	44	34.1	22	17.1	1	0.8
05:00	**461**	13	2.8	286	62.0	89	19.3	66	14.3	7	1.5
06:00	**477**	10	2.1	276	57.9	90	18.9	90	18.9	11	2.3
07:00	**685**	15	2.2	420	61.3	106	15.5	139	20.3	5	0.7
08:00	**407**	5	1.2	284	69.8	55	13.5	61	15.0	2	0.5
09:00	**157**	4	2.6	98	62.4	27	17.2	26	16.6	2	1.3
10:00	**187**	8	4.3	120	64.2	32	17.1	27	14.4	0	0.0
11:00	**174**	10	5.8	81	46.6	44	25.3	38	21.8	1	0.6
12:00	**180**	3	1.7	98	54.4	35	19.4	44	24.4	0	0.0
13:00	**191**	6	3.1	115	60.2	34	17.8	36	18.9	0	0.0
14:00	**152**	5	3.3	78	51.3	28	18.4	40	26.3	1	0.7
15:00	**129**	3	2.3	68	52.7	29	22.5	28	21.7	1	0.8
16:00	**131**	7	5.3	66	50.4	26	19.9	31	23.7	1	0.8
17:00	**111**	2	1.8	86	77.5	7	6.3	16	14.4	0	0.0
18:00	**92**	2	2.2	62	67.4	9	9.8	19	20.7	0	0.0
19:00	**18**	0	0.0	14	77.8	3	16.7	1	5.6	0	0.0
20:00	**27**	0	0.0	24	88.9	1	3.7	2	7.4	0	0.0
21:00	**43**	0	0.0	38	88.4	2	4.7	3	7.0	0	0.0
22:00	**33**	1	3.0	22	66.7	1	3.0	9	27.3	0	0.0
23:00	**4**	0	0.0	1	25.0	1	25.0	2	50.0	0	0.0
12H,7-19	**2596**	**70**	**2.7**	**1576**	**60.7**	**432**	**16.6**	**505**	**19.5**	**13**	**0.5**
16H,6-22	**3161**	**80**	**2.5**	**1928**	**61.0**	**528**	**16.7**	**601**	**19.0**	**24**	**0.8**
18H,6-24	**3198**	**81**	**2.5**	**1951**	**61.0**	**530**	**16.6**	**612**	**19.1**	**24**	**0.8**
24H,0-24	**3923**	**97**	**2.5**	**2406**	**61.3**	**679**	**17.3**	**709**	**18.1**	**32**	**0.8**

Data produced by
Auto Surveys Ltd

10722	IMMINGHAM	Site No: 10722004	Location	Site 4 - Queens Rd, Immingham (East Gate inbound)
Mon 27-Sep-21 to Sun 03-Oct-21		Channel: Northbound		

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Tue 28-Sep-21											
00:00	**6**	1	16.7	3	50.0	1	16.7	1	16.7	0	0.0
01:00	**4**	0	0.0	4	100.0	0	0.0	0	0.0	0	0.0
02:00	**12**	1	8.3	9	75.0	1	8.3	1	8.3	0	0.0
03:00	**25**	2	8.0	13	52.0	4	16.0	6	24.0	0	0.0
04:00	**71**	3	4.2	51	71.8	7	9.9	10	14.1	0	0.0
05:00	**266**	11	4.1	220	82.7	6	2.3	26	9.8	3	1.1
06:00	**317**	9	2.8	236	74.5	24	7.6	44	13.9	4	1.3
07:00	**443**	16	3.6	353	79.7	26	5.9	46	10.4	2	0.5
08:00	**295**	9	3.1	222	75.3	21	7.1	35	11.9	8	2.7
09:00	**206**	4	1.9	140	68.0	24	11.7	37	18.0	1	0.5
10:00	**144**	7	4.9	80	55.6	29	20.1	28	19.4	0	0.0
11:00	**185**	6	3.2	99	53.5	36	19.5	40	21.6	4	2.2
12:00	**169**	4	2.4	102	60.4	25	14.8	38	22.5	0	0.0
13:00	**191**	7	3.7	95	49.7	44	23.0	44	23.0	1	0.5
14:00	**149**	4	2.7	64	43.0	34	22.8	45	30.2	2	1.3
15:00	**134**	7	5.2	60	44.8	27	20.2	39	29.1	1	0.8
16:00	**94**	5	5.3	49	52.1	12	12.8	28	29.8	0	0.0
17:00	**112**	0	0.0	75	67.0	19	17.0	18	16.1	0	0.0
18:00	**80**	3	3.8	53	66.3	15	18.8	9	11.3	0	0.0
19:00	**22**	1	4.6	17	77.3	3	13.6	1	4.6	0	0.0
20:00	**29**	0	0.0	23	79.3	3	10.3	3	10.3	0	0.0
21:00	**38**	0	0.0	35	92.1	2	5.3	1	2.6	0	0.0
22:00	**33**	0	0.0	26	78.8	4	12.1	3	9.1	0	0.0
23:00	**18**	0	0.0	11	61.1	3	16.7	4	22.2	0	0.0
12H,7-19	**2202**	**72**	**3.3**	**1392**	**63.2**	**312**	**14.2**	**407**	**18.5**	**19**	**0.9**
16H,6-22	**2608**	**82**	**3.1**	**1703**	**65.3**	**344**	**13.2**	**456**	**17.5**	**23**	**0.9**
18H,6-24	**2659**	**82**	**3.1**	**1740**	**65.4**	**351**	**13.2**	**463**	**17.4**	**23**	**0.9**
24H,0-24	**3043**	**100**	**3.3**	**2040**	**67.0**	**370**	**12.2**	**507**	**16.7**	**26**	**0.9**

Data produced by
Auto Surveys Ltd

10722	IMMINGHAM	Site No: 10722004	Location	Site 4 - Queens Rd, Immingham (East Gate inbound)
Mon 27-Sep-21 to Sun 03-Oct-21		Channel: Northbound		

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Wed 29-Sep-21											
00:00	**12**	0	0.0	5	41.7	4	33.3	3	25.0	0	0.0
01:00	**12**	0	0.0	6	50.0	4	33.3	2	16.7	0	0.0
02:00	**9**	0	0.0	5	55.6	4	44.4	0	0.0	0	0.0
03:00	**28**	0	0.0	15	53.6	8	28.6	5	17.9	0	0.0
04:00	**46**	2	4.4	34	73.9	9	19.6	1	2.2	0	0.0
05:00	**238**	9	3.8	182	76.5	12	5.0	33	13.9	2	0.8
06:00	**270**	10	3.7	188	69.6	30	11.1	39	14.4	3	1.1
07:00	**411**	11	2.7	316	76.9	30	7.3	48	11.7	6	1.5
08:00	**264**	3	1.1	206	78.0	26	9.9	27	10.2	2	0.8
09:00	**176**	3	1.7	106	60.2	29	16.5	37	21.0	1	0.6
10:00	**138**	1	0.7	84	60.9	31	22.5	21	15.2	1	0.7
11:00	**148**	4	2.7	89	60.1	24	16.2	31	21.0	0	0.0
12:00	**157**	4	2.6	94	59.9	31	19.8	28	17.8	0	0.0
13:00	**177**	5	2.8	105	59.3	35	19.8	32	18.1	0	0.0
14:00	**169**	6	3.6	102	60.4	32	18.9	27	16.0	2	1.2
15:00	**143**	5	3.5	75	52.5	31	21.7	32	22.4	0	0.0
16:00	**110**	7	6.4	61	55.5	21	19.1	21	19.1	0	0.0
17:00	**115**	5	4.4	75	65.2	12	10.4	22	19.1	1	0.9
18:00	**70**	2	2.9	53	75.7	2	2.9	13	18.6	0	0.0
19:00	**25**	0	0.0	18	72.0	3	12.0	4	16.0	0	0.0
20:00	**23**	1	4.4	15	65.2	0	0.0	7	30.4	0	0.0
21:00	**40**	2	5.0	29	72.5	3	7.5	6	15.0	0	0.0
22:00	**23**	0	0.0	22	95.7	1	4.4	0	0.0	0	0.0
23:00	**8**	1	12.5	7	87.5	0	0.0	0	0.0	0	0.0
12H,7-19	**2078**	**56**	**2.7**	**1366**	**65.7**	**304**	**14.6**	**339**	**16.3**	**13**	**0.6**
16H,6-22	**2436**	**69**	**2.8**	**1616**	**66.3**	**340**	**14.0**	**395**	**16.2**	**16**	**0.7**
18H,6-24	**2467**	**70**	**2.8**	**1645**	**66.7**	**341**	**13.8**	**395**	**16.0**	**16**	**0.7**
24H,0-24	**2812**	**81**	**2.9**	**1892**	**67.3**	**382**	**13.6**	**439**	**15.6**	**18**	**0.6**

Data produced by
Auto Surveys Ltd

10722	IMMINGHAM	Site No: 10722004	Location	Site 4 - Queens Rd, Immingham (East Gate inbound)
Mon 27-Sep-21 to Sun 03-Oct-21		Channel: Northbound		

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Thu 30-Sep-21											
00:00	**6**	0	0.0	4	66.7	0	0.0	2	33.3	0	0.0
01:00	**6**	0	0.0	4	66.7	1	16.7	1	16.7	0	0.0
02:00	**14**	1	7.1	11	78.6	0	0.0	2	14.3	0	0.0
03:00	**18**	5	27.8	9	50.0	1	5.6	3	16.7	0	0.0
04:00	**57**	8	14.0	38	66.7	4	7.0	6	10.5	1	1.8
05:00	**264**	14	5.3	221	83.7	6	2.3	22	8.3	1	0.4
06:00	**291**	21	7.2	218	74.9	18	6.2	33	11.3	1	0.3
07:00	**383**	13	3.4	305	79.6	18	4.7	42	11.0	5	1.3
08:00	**315**	5	1.6	253	80.3	20	6.4	36	11.4	1	0.3
09:00	**184**	5	2.7	126	68.5	21	11.4	32	17.4	0	0.0
10:00	**132**	8	6.1	79	59.9	15	11.4	29	22.0	1	0.8
11:00	**191**	5	2.6	122	63.9	26	13.6	38	19.9	0	0.0
12:00	**105**	1	1.0	60	57.1	15	14.3	29	27.6	0	0.0
13:00	**172**	2	1.2	103	59.9	22	12.8	45	26.2	0	0.0
14:00	**165**	4	2.4	86	52.1	29	17.6	45	27.3	1	0.6
15:00	**178**	2	1.1	108	60.7	29	16.3	39	21.9	0	0.0
16:00	**95**	5	5.3	65	68.4	9	9.5	16	16.8	0	0.0
17:00	**107**	7	6.5	72	67.3	12	11.2	15	14.0	1	0.9
18:00	**61**	2	3.3	51	83.6	3	4.9	5	8.2	0	0.0
19:00	**22**	1	4.6	14	63.6	6	27.3	1	4.6	0	0.0
20:00	**25**	0	0.0	19	76.0	1	4.0	5	20.0	0	0.0
21:00	**27**	0	0.0	19	70.4	4	14.8	4	14.8	0	0.0
22:00	**12**	0	0.0	10	83.3	2	16.7	0	0.0	0	0.0
23:00	**12**	0	0.0	7	58.3	2	16.7	3	25.0	0	0.0
12H,7-19	**2088**	**59**	**2.8**	**1430**	**68.5**	**219**	**10.5**	**371**	**17.8**	**9**	**0.4**
16H,6-22	**2453**	**81**	**3.3**	**1700**	**69.3**	**248**	**10.1**	**414**	**16.9**	**10**	**0.4**
18H,6-24	**2477**	**81**	**3.3**	**1717**	**69.3**	**252**	**10.2**	**417**	**16.8**	**10**	**0.4**
24H,0-24	**2842**	**109**	**3.8**	**2004**	**70.5**	**264**	**9.3**	**453**	**15.9**	**12**	**0.4**

Data produced by
Auto Surveys Ltd

10722	IMMINGHAM	Site No: 10722004	Location	Site 4 - Queens Rd, Immingham (East Gate inbound)
Mon 27-Sep-21 to Sun 03-Oct-21		Channel: Northbound		

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Fri 01-Oct-21											
00:00	**11**	0	0.0	7	63.6	3	27.3	1	9.1	0	0.0
01:00	**13**	2	15.4	8	61.5	2	15.4	1	7.7	0	0.0
02:00	**12**	0	0.0	6	50.0	5	41.7	1	8.3	0	0.0
03:00	**23**	1	4.4	9	39.1	9	39.1	4	17.4	0	0.0
04:00	**30**	0	0.0	23	76.7	3	10.0	4	13.3	0	0.0
05:00	**219**	5	2.3	169	77.2	22	10.1	21	9.6	2	0.9
06:00	**239**	3	1.3	168	70.3	33	13.8	34	14.2	1	0.4
07:00	**367**	7	1.9	296	80.7	37	10.1	27	7.4	0	0.0
08:00	**257**	9	3.5	186	72.4	29	11.3	30	11.7	3	1.2
09:00	**181**	3	1.7	103	56.9	42	23.2	33	18.2	0	0.0
10:00	**173**	2	1.2	88	50.9	42	24.3	41	23.7	0	0.0
11:00	**142**	4	2.8	80	56.3	27	19.0	31	21.8	0	0.0
12:00	**132**	5	3.8	67	50.8	21	15.9	38	28.8	1	0.8
13:00	**176**	1	0.6	107	60.8	27	15.3	41	23.3	0	0.0
14:00	**132**	3	2.3	73	55.3	20	15.2	35	26.5	1	0.8
15:00	**109**	4	3.7	46	42.2	28	25.7	31	28.4	0	0.0
16:00	**94**	4	4.3	56	59.6	12	12.8	22	23.4	0	0.0
17:00	**85**	5	5.9	59	69.4	8	9.4	10	11.8	3	3.5
18:00	**43**	0	0.0	41	95.4	1	2.3	1	2.3	0	0.0
19:00	**13**	0	0.0	10	76.9	0	0.0	3	23.1	0	0.0
20:00	**14**	0	0.0	13	92.9	1	7.1	0	0.0	0	0.0
21:00	**31**	2	6.5	24	77.4	0	0.0	5	16.1	0	0.0
22:00	**33**	1	3.0	26	78.8	0	0.0	6	18.2	0	0.0
23:00	**14**	0	0.0	10	71.4	2	14.3	2	14.3	0	0.0
12H,7-19	**1891**	**47**	**2.5**	**1202**	**63.6**	**294**	**15.6**	**340**	**18.0**	**8**	**0.4**
16H,6-22	**2188**	**52**	**2.4**	**1417**	**64.8**	**328**	**15.0**	**382**	**17.5**	**9**	**0.4**
18H,6-24	**2235**	**53**	**2.4**	**1453**	**65.0**	**330**	**14.8**	**390**	**17.5**	**9**	**0.4**
24H,0-24	**2543**	**61**	**2.4**	**1675**	**65.9**	**374**	**14.7**	**422**	**16.6**	**11**	**0.4**

Data produced by
Auto Surveys Ltd

10722	IMMINGHAM	Site No: 10722004	Location	Site 4 - Queens Rd, Immingham (East Gate inbound)
Mon 27-Sep-21 to Sun 03-Oct-21		Channel: Northbound		

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Sat 02-Oct-21											
00:00	**10**	0	0.0	7	70.0	2	20.0	1	10.0	0	0.0
01:00	**11**	0	0.0	7	63.6	1	9.1	3	27.3	0	0.0
02:00	**20**	0	0.0	17	85.0	1	5.0	2	10.0	0	0.0
03:00	**21**	0	0.0	19	90.5	1	4.8	1	4.8	0	0.0
04:00	**26**	2	7.7	21	80.8	1	3.9	2	7.7	0	0.0
05:00	**134**	7	5.2	105	78.4	4	3.0	15	11.2	3	2.2
06:00	**88**	1	1.1	76	86.4	4	4.6	7	8.0	0	0.0
07:00	**70**	4	5.7	54	77.1	2	2.9	10	14.3	0	0.0
08:00	**76**	3	4.0	57	75.0	8	10.5	8	10.5	0	0.0
09:00	**53**	2	3.8	38	71.7	7	13.2	6	11.3	0	0.0
10:00	**60**	1	1.7	33	55.0	11	18.3	15	25.0	0	0.0
11:00	**46**	4	8.7	23	50.0	7	15.2	12	26.1	0	0.0
12:00	**44**	0	0.0	31	70.5	4	9.1	9	20.5	0	0.0
13:00	**35**	2	5.7	22	62.9	6	17.1	5	14.3	0	0.0
14:00	**18**	1	5.6	15	83.3	0	0.0	2	11.1	0	0.0
15:00	**29**	4	13.8	15	51.7	4	13.8	6	20.7	0	0.0
16:00	**34**	4	11.8	25	73.5	2	5.9	3	8.8	0	0.0
17:00	**54**	3	5.6	44	81.5	3	5.6	4	7.4	0	0.0
18:00	**45**	0	0.0	42	93.3	0	0.0	3	6.7	0	0.0
19:00	**19**	1	5.3	16	84.2	1	5.3	1	5.3	0	0.0
20:00	**21**	2	9.5	13	61.9	3	14.3	3	14.3	0	0.0
21:00	**14**	1	7.1	8	57.1	3	21.4	2	14.3	0	0.0
22:00	**7**	0	0.0	5	71.4	0	0.0	2	28.6	0	0.0
23:00	**3**	0	0.0	2	66.7	0	0.0	1	33.3	0	0.0
12H,7-19	**564**	**28**	**5.0**	**399**	**70.7**	**54**	**9.6**	**83**	**14.7**	**0**	**0.0**
16H,6-22	**706**	**33**	**4.7**	**512**	**72.5**	**65**	**9.2**	**96**	**13.6**	**0**	**0.0**
18H,6-24	**716**	**33**	**4.6**	**519**	**72.5**	**65**	**9.1**	**99**	**13.8**	**0**	**0.0**
24H,0-24	**938**	**42**	**4.5**	**695**	**74.1**	**75**	**8.0**	**123**	**13.1**	**3**	**0.3**

Data produced by
Auto Surveys Ltd

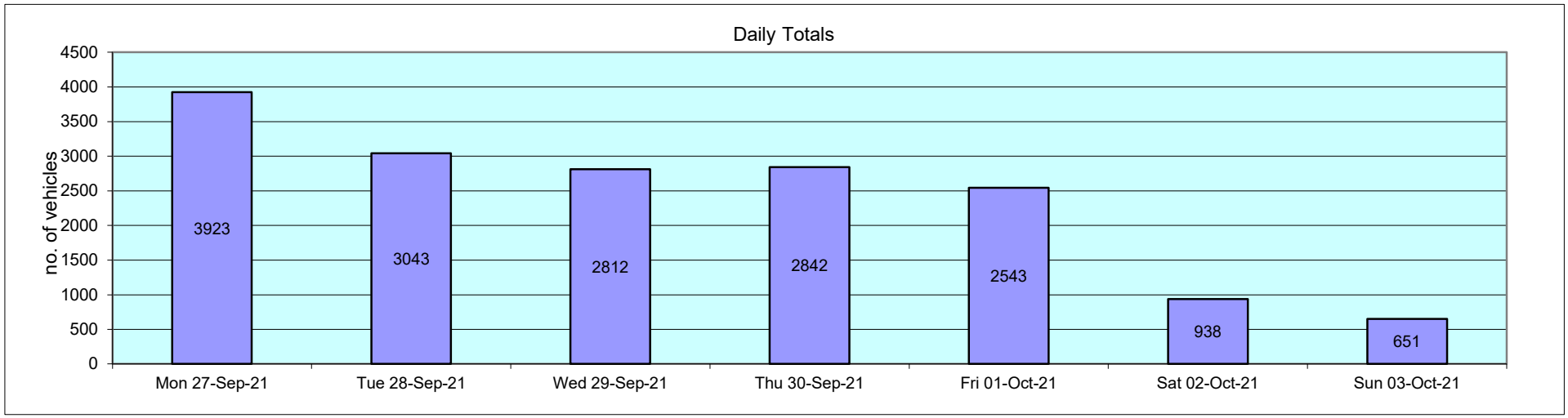
10722	IMMINGHAM	Site No: 10722004	Location	Site 4 - Queens Rd, Immingham (East Gate inbound)
Mon 27-Sep-21 to Sun 03-Oct-21		Channel: Northbound		

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Sun 03-Oct-21											
00:00	**4**	0	0.0	2	50.0	1	25.0	1	25.0	0	0.0
01:00	**6**	0	0.0	4	66.7	1	16.7	1	16.7	0	0.0
02:00	**4**	0	0.0	3	75.0	1	25.0	0	0.0	0	0.0
03:00	**10**	0	0.0	6	60.0	1	10.0	3	30.0	0	0.0
04:00	**15**	0	0.0	12	80.0	1	6.7	2	13.3	0	0.0
05:00	**103**	3	2.9	88	85.4	4	3.9	8	7.8	0	0.0
06:00	**63**	3	4.8	51	81.0	4	6.4	4	6.4	1	1.6
07:00	**25**	1	4.0	20	80.0	1	4.0	3	12.0	0	0.0
08:00	**41**	2	4.9	28	68.3	4	9.8	6	14.6	1	2.4
09:00	**27**	0	0.0	24	88.9	1	3.7	2	7.4	0	0.0
10:00	**31**	1	3.2	23	74.2	4	12.9	3	9.7	0	0.0
11:00	**27**	1	3.7	15	55.6	5	18.5	6	22.2	0	0.0
12:00	**25**	1	4.0	13	52.0	5	20.0	6	24.0	0	0.0
13:00	**28**	0	0.0	21	75.0	5	17.9	2	7.1	0	0.0
14:00	**35**	1	2.9	24	68.6	5	14.3	5	14.3	0	0.0
15:00	**19**	0	0.0	12	63.2	4	21.1	3	15.8	0	0.0
16:00	**33**	2	6.1	28	84.9	3	9.1	0	0.0	0	0.0
17:00	**40**	2	5.0	36	90.0	0	0.0	2	5.0	0	0.0
18:00	**36**	0	0.0	32	88.9	0	0.0	4	11.1	0	0.0
19:00	**13**	0	0.0	8	61.5	0	0.0	5	38.5	0	0.0
20:00	**20**	0	0.0	16	80.0	1	5.0	3	15.0	0	0.0
21:00	**13**	0	0.0	10	76.9	0	0.0	3	23.1	0	0.0
22:00	**19**	2	10.5	12	63.2	1	5.3	4	21.1	0	0.0
23:00	**14**	0	0.0	10	71.4	2	14.3	2	14.3	0	0.0
12H,7-19	**367**	**11**	**3.0**	**276**	**75.2**	**37**	**10.1**	**42**	**11.4**	**1**	**0.3**
16H,6-22	**476**	**14**	**2.9**	**361**	**75.8**	**42**	**8.8**	**57**	**12.0**	**2**	**0.4**
18H,6-24	**509**	**16**	**3.1**	**383**	**75.3**	**45**	**8.8**	**63**	**12.4**	**2**	**0.4**
24H,0-24	**651**	**19**	**2.9**	**498**	**76.5**	**54**	**8.3**	**78**	**12.0**	**2**	**0.3**

Data produced by
Auto Surveys Ltd

10722	IMMINGHAM	Site No: 10722004	Location	Site 4 - Queens Rd, Immingham (East Gate inbound)
Mon 27-Sep-21 to Sun 03-Oct-21		Channel: Northbound		

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Daily Totals											
Mon 27-Sep-21	**3923**	97	2.5	2406	61.3	679	17.3	709	18.1	32	0.8
Tue 28-Sep-21	**3043**	100	3.3	2040	67.0	370	12.2	507	16.7	26	0.9
Wed 29-Sep-21	**2812**	81	2.9	1892	67.3	382	13.6	439	15.6	18	0.6
Thu 30-Sep-21	**2842**	109	3.8	2004	70.5	264	9.3	453	15.9	12	0.4
Fri 01-Oct-21	**2543**	61	2.4	1675	65.9	374	14.7	422	16.6	11	0.4
Sat 02-Oct-21	**938**	42	4.5	695	74.1	75	8.0	123	13.1	3	0.3
Sun 03-Oct-21	**651**	19	2.9	498	76.5	54	8.3	78	12.0	2	0.3
Total Vehicles											
[--]	**16752**	509	3.2	11210	68.9	2198	11.9	2731	15.4	104	0.5



Data produced by
Auto Surveys Ltd

10722			IMMINGHAM				Site No: 10722004				Location	Site 4 - Queens Rd, Immingham (East Gate inbound)					
Mon 27-Sep-21 to Sun 03-Oct-21							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 27-Sep-21																
00:00	**30**	17.7	14	3.8	0	5	18	6	1	0	0	0	0	0	0	0
01:00	**33**	15.4	13.2	2.6	0	4	27	2	0	0	0	0	0	0	0	0
02:00	**30**	14.9	12.3	2.6	0	7	23	0	0	0	0	0	0	0	0	0
03:00	**42**	15.5	12	4.5	2	16	19	3	2	0	0	0	0	0	0	0
04:00	**129**	17.4	12.8	4.2	1	46	55	25	2	0	0	0	0	0	0	0
05:00	**461**	18.3	13.6	4.3	4	118	225	97	14	3	0	0	0	0	0	0
06:00	**477**	15.2	11.7	3.6	6	201	235	29	6	0	0	0	0	0	0	0
07:00	**685**	16.8	13.4	3.5	6	130	428	117	4	0	0	0	0	0	0	0
08:00	**407**	15.9	12.5	5.2	10	151	187	47	7	2	1	0	0	0	2	0
09:00	**157**	15.7	11.4	4.2	6	78	52	20	0	1	0	0	0	0	0	0
10:00	**187**	17.3	13.1	4.3	2	57	92	29	6	1	0	0	0	0	0	0
11:00	**174**	16.1	12.2	4.5	5	72	70	20	6	1	0	0	0	0	0	0
12:00	**180**	18.1	13.1	4.8	1	64	76	27	11	0	1	0	0	0	0	0
13:00	**191**	15.8	12.1	3.9	4	72	90	23	2	0	0	0	0	0	0	0
14:00	**152**	16.6	12.2	4.4	1	70	55	21	5	0	0	0	0	0	0	0
15:00	**129**	15.8	11.6	4.1	5	60	46	17	1	0	0	0	0	0	0	0
16:00	**131**	17.1	12.6	4.3	5	43	58	23	2	0	0	0	0	0	0	0
17:00	**111**	19.3	14.2	4.8	2	23	53	24	8	1	0	0	0	0	0	0
18:00	**92**	18	13.9	4.4	5	10	56	17	3	1	0	0	0	0	0	0
19:00	**18**	14.2	11	3	0	9	9	0	0	0	0	0	0	0	0	0
20:00	**27**	17.2	13.7	3.6	0	5	16	6	0	0	0	0	0	0	0	0
21:00	**43**	15.6	12.9	3.6	0	11	27	4	1	0	0	0	0	0	0	0
22:00	**33**	15.5	11.9	4	2	11	16	4	0	0	0	0	0	0	0	0
23:00	**4**	-	11	3.2	0	2	2	0	0	0	0	0	0	0	0	0
12H,7-19	**2596**	**16.8**	**12.8**	**4.4**	**52**	**830**	**1263**	**385**	**55**	**7**	**2**	**0**	**0**	**0**	**2**	**0**
16H,6-22	**3161**	**16.3**	**12.6**	**4.2**	**58**	**1056**	**1550**	**424**	**62**	**7**	**2**	**0**	**0**	**0**	**2**	**0**
18H,6-24	**3198**	**16.2**	**12.6**	**4.2**	**60**	**1069**	**1568**	**428**	**62**	**7**	**2**	**0**	**0**	**0**	**2**	**0**
24H,0-24	**3923**	**16.6**	**12.7**	**4.2**	**67**	**1265**	**1935**	**561**	**81**	**10**	**2**	**0**	**0**	**0**	**2**	**0**

10722			IMMINGHAM				Site No: 10722004				Location	Site 4 - Queens Rd, Immingham (East Gate inbound)					
Mon 27-Sep-21 to Sun 03-Oct-21							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 28-Sep-21																
00:00	6	-	11.8	3	0	2	4	0	0	0	0	0	0	0	0	0
01:00	4	-	8.5	1.6	0	4	0	0	0	0	0	0	0	0	0	0
02:00	12	14.7	12.3	2.7	0	3	9	0	0	0	0	0	0	0	0	0
03:00	25	14.1	10.6	3.1	1	13	11	0	0	0	0	0	0	0	0	0
04:00	71	17.7	12.4	4.8	0	35	20	14	1	1	0	0	0	0	0	0
05:00	266	17.5	13	4	4	79	126	55	2	0	0	0	0	0	0	0
06:00	317	18.5	13.2	4.9	11	99	130	58	17	1	1	0	0	0	0	0
07:00	443	18.9	13.8	4.5	7	112	191	113	19	1	0	0	0	0	0	0
08:00	295	17.5	13.4	4.5	3	78	155	46	11	0	2	0	0	0	0	0
09:00	206	15.7	11.8	4.1	5	92	82	24	3	0	0	0	0	0	0	0
10:00	144	17.9	12.7	5	2	60	52	21	8	0	1	0	0	0	0	0
11:00	185	17.8	13.4	4.7	4	50	91	32	4	4	0	0	0	0	0	0
12:00	169	18.8	13.4	5.3	7	52	66	32	7	5	0	0	0	0	0	0
13:00	191	15.9	12.4	3.9	5	62	96	26	2	0	0	0	0	0	0	0
14:00	149	15.6	11.8	4.2	8	56	68	15	1	1	0	0	0	0	0	0
15:00	134	17	12.8	4.3	5	39	65	23	1	1	0	0	0	0	0	0
16:00	94	16.8	12.6	4.1	3	29	45	16	1	0	0	0	0	0	0	0
17:00	112	17.1	13.2	4.2	0	33	58	17	3	1	0	0	0	0	0	0
18:00	80	18	12.9	4.7	3	27	31	16	3	0	0	0	0	0	0	0
19:00	22	13.7	10.3	3.2	0	15	6	1	0	0	0	0	0	0	0	0
20:00	29	15.2	12.8	2.6	0	5	23	1	0	0	0	0	0	0	0	0
21:00	38	17.3	14	3.5	0	5	25	7	1	0	0	0	0	0	0	0
22:00	33	14.9	12	3	0	11	21	1	0	0	0	0	0	0	0	0
23:00	18	15.2	12.5	3.3	1	3	13	1	0	0	0	0	0	0	0	0
12H,7-19	2202	17.7	13	4.5	52	690	1000	381	63	13	3	0	0	0	0	0
16H,6-22	2608	17.7	13	4.5	63	814	1184	448	81	14	4	0	0	0	0	0
18H,6-24	2659	17.7	13	4.5	64	828	1218	450	81	14	4	0	0	0	0	0
24H,0-24	3043	17.6	12.9	4.5	69	964	1388	519	84	15	4	0	0	0	0	0

Data produced by
Auto Surveys Ltd

10722			IMMINGHAM				Site No: 10722004				Location	Site 4 - Queens Rd, Immingham (East Gate inbound)					
Mon 27-Sep-21 to Sun 03-Oct-21							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 29-Sep-21																
00:00	**12**	13.1	9.9	3.2	1	7	4	0	0	0	0	0	0	0	0	0
01:00	**12**	18.1	13.5	4.5	0	4	4	4	0	0	0	0	0	0	0	0
02:00	**9**	-	14.1	4.2	0	2	4	3	0	0	0	0	0	0	0	0
03:00	**28**	14	10.5	3.1	1	15	12	0	0	0	0	0	0	0	0	0
04:00	**46**	17	12	4.6	2	20	15	8	1	0	0	0	0	0	0	0
05:00	**238**	17.3	13	4.5	10	62	121	35	9	1	0	0	0	0	0	0
06:00	**270**	15.7	12.1	4.2	8	101	128	27	4	2	0	0	0	0	0	0
07:00	**411**	20.2	15.1	5	5	68	179	115	37	6	1	0	0	0	0	0
08:00	**264**	17.2	13	4.2	6	73	134	44	7	0	0	0	0	0	0	0
09:00	**176**	20	14.1	5.8	8	51	55	44	14	3	0	1	0	0	0	0
10:00	**138**	15.4	11.5	4.2	5	65	53	12	2	1	0	0	0	0	0	0
11:00	**148**	19.4	13.9	4.8	0	47	52	39	10	0	0	0	0	0	0	0
12:00	**157**	18.1	12.8	5.2	6	58	60	21	9	3	0	0	0	0	0	0
13:00	**177**	16.7	13.1	4.3	1	51	95	20	10	0	0	0	0	0	0	0
14:00	**169**	15.3	11.5	4.2	8	76	68	13	3	1	0	0	0	0	0	0
15:00	**143**	16.3	12.4	4.5	4	54	62	18	4	1	0	0	0	0	0	0
16:00	**110**	18.8	14.1	4.3	1	22	56	25	6	0	0	0	0	0	0	0
17:00	**115**	19.9	14.8	4.7	1	20	55	27	12	0	0	0	0	0	0	0
18:00	**70**	18.5	13.4	5.3	1	24	28	12	4	0	1	0	0	0	0	0
19:00	**25**	14.1	10.4	3.3	2	12	11	0	0	0	0	0	0	0	0	0
20:00	**23**	14.5	10.9	3.5	1	11	10	1	0	0	0	0	0	0	0	0
21:00	**40**	14.9	11.5	3.3	0	18	20	2	0	0	0	0	0	0	0	0
22:00	**23**	15.1	12.6	2.8	0	5	17	1	0	0	0	0	0	0	0	0
23:00	**8**	-	12.9	3.5	0	2	5	1	0	0	0	0	0	0	0	0
12H,7-19	**2078**	**18.7**	**13.5**	**4.9**	**46**	**609**	**897**	**390**	**118**	**15**	**2**	**1**	**0**	**0**	**0**	**0**
16H,6-22	**2436**	**18.3**	**13.2**	**4.8**	**57**	**751**	**1066**	**420**	**122**	**17**	**2**	**1**	**0**	**0**	**0**	**0**
18H,6-24	**2467**	**18.3**	**13.2**	**4.8**	**57**	**758**	**1088**	**422**	**122**	**17**	**2**	**1**	**0**	**0**	**0**	**0**
24H,0-24	**2812**	**18.1**	**13.2**	**4.7**	**71**	**868**	**1248**	**472**	**132**	**18**	**2**	**1**	**0**	**0**	**0**	**0**

Data produced by
Auto Surveys Ltd

10722			IMMINGHAM				Site No: 10722004				Location	Site 4 - Queens Rd, Immingham (East Gate inbound)					
Mon 27-Sep-21 to Sun 03-Oct-21							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 30-Sep-21																
00:00	6	-	12.7	2.5	0	1	5	0	0	0	0	0	0	0	0	0
01:00	6	-	10.4	3.9	1	2	3	0	0	0	0	0	0	0	0	0
02:00	14	15.2	12.8	3	0	3	10	1	0	0	0	0	0	0	0	0
03:00	18	13.7	10.2	3.2	1	10	7	0	0	0	0	0	0	0	0	0
04:00	57	17.5	12.5	5	3	21	21	10	1	1	0	0	0	0	0	0
05:00	264	19.1	14.2	4.6	2	58	125	63	14	2	0	0	0	0	0	0
06:00	291	16.3	12.7	4.4	7	91	147	37	7	1	0	1	0	0	0	0
07:00	383	18.4	13.8	4.7	6	88	202	61	22	2	2	0	0	0	0	0
08:00	315	18.7	13.8	4.8	4	83	150	56	16	6	0	0	0	0	0	0
09:00	184	18.7	14.3	4.2	1	29	109	31	14	0	0	0	0	0	0	0
10:00	132	18.4	13.1	4.9	5	42	51	29	3	2	0	0	0	0	0	0
11:00	191	18.8	14	4.3	4	36	97	45	9	0	0	0	0	0	0	0
12:00	105	17.7	13.2	5	6	25	53	14	5	2	0	0	0	0	0	0
13:00	172	19.8	14.7	4.8	2	32	77	46	13	2	0	0	0	0	0	0
14:00	165	19.2	14	4.8	2	45	65	43	9	1	0	0	0	0	0	0
15:00	178	19.9	14.7	4.9	1	34	87	37	16	3	0	0	0	0	0	0
16:00	95	19.3	14.4	5.1	3	16	48	20	5	3	0	0	0	0	0	0
17:00	107	18.4	13.7	4.3	1	25	54	22	5	0	0	0	0	0	0	0
18:00	61	14.2	10.4	3.8	2	39	16	3	1	0	0	0	0	0	0	0
19:00	22	16.3	12.7	4.6	1	7	10	3	1	0	0	0	0	0	0	0
20:00	25	14.9	11.9	3.1	0	9	15	1	0	0	0	0	0	0	0	0
21:00	27	14.6	11.3	3.1	1	10	16	0	0	0	0	0	0	0	0	0
22:00	12	14.4	11.4	3	0	5	7	0	0	0	0	0	0	0	0	0
23:00	12	14.6	11.8	2.9	0	4	8	0	0	0	0	0	0	0	0	0
12H,7-19	2088	18.9	13.9	4.7	37	494	1009	407	118	21	2	0	0	0	0	0
16H,6-22	2453	18.6	13.7	4.7	46	611	1197	448	126	22	2	1	0	0	0	0
18H,6-24	2477	18.5	13.7	4.7	46	620	1212	448	126	22	2	1	0	0	0	0
24H,0-24	2842	18.5	13.6	4.7	53	715	1383	522	141	25	2	1	0	0	0	0

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10722			IMMINGHAM				Site No: 10722004				Location	Site 4 - Queens Rd, Immingham (East Gate inbound)					
Mon 27-Sep-21 to Sun 03-Oct-21							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 01-Oct-21																
00:00	**11**	15	12.6	4.6	0	4	6	0	1	0	0	0	0	0	0	0
01:00	**13**	16.9	11	5.1	2	6	2	3	0	0	0	0	0	0	0	0
02:00	**12**	12.2	9.8	2.7	0	9	3	0	0	0	0	0	0	0	0	0
03:00	**23**	13.8	10.5	2.9	0	14	9	0	0	0	0	0	0	0	0	0
04:00	**30**	15.2	11.8	4.1	0	14	13	2	1	0	0	0	0	0	0	0
05:00	**219**	15.8	13	3.6	0	57	133	25	4	0	0	0	0	0	0	0
06:00	**239**	15.8	12.7	3.8	7	62	138	28	4	0	0	0	0	0	0	0
07:00	**367**	18.3	13.8	4.3	2	84	193	71	14	3	0	0	0	0	0	0
08:00	**257**	18.5	13.5	4.6	4	74	111	58	8	2	0	0	0	0	0	0
09:00	**181**	19.2	14.3	4.8	4	35	86	44	9	3	0	0	0	0	0	0
10:00	**173**	18.8	13.5	5	2	57	70	31	11	2	0	0	0	0	0	0
11:00	**142**	18.4	13.4	4.8	3	42	62	28	5	2	0	0	0	0	0	0
12:00	**132**	20	14.4	5.4	2	36	46	35	10	3	0	0	0	0	0	0
13:00	**176**	19.4	14.3	4.8	3	39	74	48	10	2	0	0	0	0	0	0
14:00	**132**	17.7	12.6	4.4	2	51	50	26	3	0	0	0	0	0	0	0
15:00	**109**	18.8	13.6	4.9	3	29	48	22	6	1	0	0	0	0	0	0
16:00	**94**	19.3	13.7	5.4	1	33	33	19	5	3	0	0	0	0	0	0
17:00	**85**	20.3	15.4	5.3	1	13	38	23	7	2	1	0	0	0	0	0
18:00	**43**	17.7	14.3	3.9	0	5	28	9	0	1	0	0	0	0	0	0
19:00	**13**	14.9	12.7	2.4	0	2	11	0	0	0	0	0	0	0	0	0
20:00	**14**	17.8	13.5	4.2	0	4	6	4	0	0	0	0	0	0	0	0
21:00	**31**	19.7	15.3	4.8	0	4	16	8	2	1	0	0	0	0	0	0
22:00	**33**	16.6	13.8	3.6	0	5	22	5	1	0	0	0	0	0	0	0
23:00	**14**	14.9	12.8	2.3	0	2	12	0	0	0	0	0	0	0	0	0
12H,7-19	**1891**	**18.9**	**13.8**	**4.8**	**27**	**498**	**839**	**414**	**88**	**24**	**1**	**0**	**0**	**0**	**0**	**0**
16H,6-22	**2188**	**18.7**	**13.7**	**4.7**	**34**	**570**	**1010**	**454**	**94**	**25**	**1**	**0**	**0**	**0**	**0**	**0**
18H,6-24	**2235**	**18.7**	**13.7**	**4.7**	**34**	**577**	**1044**	**459**	**95**	**25**	**1**	**0**	**0**	**0**	**0**	**0**
24H,0-24	**2543**	**18.4**	**13.6**	**4.6**	**36**	**681**	**1210**	**489**	**101**	**25**	**1**	**0**	**0**	**0**	**0**	**0**

Data produced by
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10722			IMMINGHAM				Site No: 10722004				Location	Site 4 - Queens Rd, Immingham (East Gate inbound)					
Mon 27-Sep-21 to Sun 03-Oct-21							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 02-Oct-21																
00:00	10	15.4	13.5	2.7	0	1	8	1	0	0	0	0	0	0	0	0
01:00	11	15.3	13	3	0	2	8	1	0	0	0	0	0	0	0	0
02:00	20	15.5	13.5	2.7	0	2	16	2	0	0	0	0	0	0	0	0
03:00	21	16.4	11.8	4.2	0	11	6	4	0	0	0	0	0	0	0	0
04:00	26	18.9	14.8	3.9	0	3	14	8	1	0	0	0	0	0	0	0
05:00	134	18	13.6	4.2	1	32	71	24	6	0	0	0	0	0	0	0
06:00	88	16.1	13.3	3.5	0	18	56	13	1	0	0	0	0	0	0	0
07:00	70	15.4	12.8	4.8	1	20	43	3	2	0	0	1	0	0	0	0
08:00	76	15.4	12.1	3.9	4	23	42	6	1	0	0	0	0	0	0	0
09:00	53	19.2	14.3	4.7	3	7	25	15	3	0	0	0	0	0	0	0
10:00	60	19.8	14.2	6.1	3	14	26	10	5	0	2	0	0	0	0	0
11:00	46	15.3	11.5	4.3	0	25	16	3	2	0	0	0	0	0	0	0
12:00	44	19.5	14.1	5.3	0	13	19	7	4	1	0	0	0	0	0	0
13:00	35	17.6	12.2	5.4	3	14	11	4	3	0	0	0	0	0	0	0
14:00	18	15.7	13.2	3.5	0	4	11	3	0	0	0	0	0	0	0	0
15:00	29	15.7	12.2	4	2	8	15	4	0	0	0	0	0	0	0	0
16:00	34	15.6	12.9	3.7	0	9	21	3	1	0	0	0	0	0	0	0
17:00	54	17.2	14.1	3.9	0	7	37	6	4	0	0	0	0	0	0	0
18:00	45	19.6	15.6	4.3	0	5	19	19	1	1	0	0	0	0	0	0
19:00	19	15.4	14	2.7	0	1	15	3	0	0	0	0	0	0	0	0
20:00	21	15.5	13.5	2.7	0	2	17	2	0	0	0	0	0	0	0	0
21:00	14	15.6	12.5	4	1	3	8	2	0	0	0	0	0	0	0	0
22:00	7	-	12.1	2.9	0	2	5	0	0	0	0	0	0	0	0	0
23:00	3	-	11.8	3.1	0	1	2	0	0	0	0	0	0	0	0	0
12H,7-19	564	17.7	13.3	4.7	16	149	285	83	26	2	2	1	0	0	0	0
16H,6-22	706	17.4	13.3	4.5	17	173	381	103	27	2	2	1	0	0	0	0
18H,6-24	716	17.3	13.3	4.5	17	176	388	103	27	2	2	1	0	0	0	0
24H,0-24	938	17.4	13.3	4.3	18	227	511	143	34	2	2	1	0	0	0	0

Data produced by
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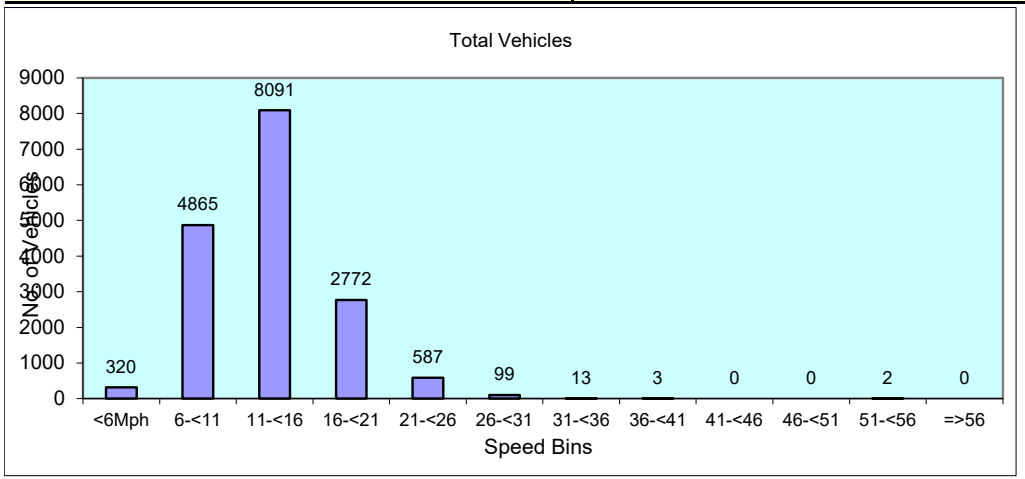
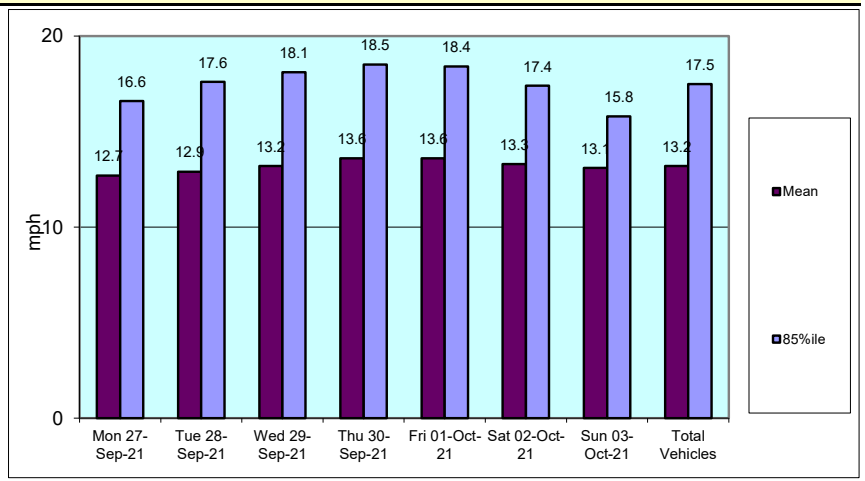
10722			IMMINGHAM				Site No: 10722004				Location	Site 4 - Queens Rd, Immingham (East Gate inbound)					
Mon 27-Sep-21 to Sun 03-Oct-21							Channel: Northbound										
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Sun 03-Oct-21																
00:00	4	-	12.3	4.9	0	2	1	1	0	0	0	0	0	0	0	0
01:00	6	-	11	3.1	0	3	3	0	0	0	0	0	0	0	0	0
02:00	4	-	13.5	1.6	0	0	4	0	0	0	0	0	0	0	0	0
03:00	10	15.4	14	2.1	0	0	9	1	0	0	0	0	0	0	0	0
04:00	15	14.9	12.5	2.5	0	3	12	0	0	0	0	0	0	0	0	0
05:00	103	16.4	13.4	4	1	22	63	12	5	0	0	0	0	0	0	0
06:00	63	15.9	13.3	3.5	1	11	42	8	1	0	0	0	0	0	0	0
07:00	25	15.4	13.7	4.9	0	6	15	2	1	1	0	0	0	0	0	0
08:00	41	18	13.7	4.6	1	9	22	6	3	0	0	0	0	0	0	0
09:00	27	16.6	14.6	3.8	0	1	21	4	0	1	0	0	0	0	0	0
10:00	31	15.6	13.5	2.7	0	3	25	3	0	0	0	0	0	0	0	0
11:00	27	15.5	12.8	3.9	0	8	16	2	1	0	0	0	0	0	0	0
12:00	25	16.8	11.4	4.6	2	12	6	5	0	0	0	0	0	0	0	0
13:00	28	15.3	12.8	3	0	6	20	2	0	0	0	0	0	0	0	0
14:00	35	15.7	11.7	4	1	16	13	5	0	0	0	0	0	0	0	0
15:00	19	14.8	11.7	3.3	0	8	10	1	0	0	0	0	0	0	0	0
16:00	33	15.5	13	3	0	6	24	3	0	0	0	0	0	0	0	0
17:00	40	18.9	15.1	4.7	0	3	27	6	2	2	0	0	0	0	0	0
18:00	36	15.2	13.2	2.2	0	3	32	1	0	0	0	0	0	0	0	0
19:00	13	14.9	13.1	3.5	0	3	8	2	0	0	0	0	0	0	0	0
20:00	20	15.5	13.5	3.5	0	3	15	1	1	0	0	0	0	0	0	0
21:00	13	15.3	13.1	2.8	0	2	10	1	0	0	0	0	0	0	0	0
22:00	19	14.1	10.9	3	0	10	9	0	0	0	0	0	0	0	0	0
23:00	14	14.6	11.7	2.9	0	5	9	0	0	0	0	0	0	0	0	0
12H,7-19	367	15.9	13.2	3.9	4	81	231	40	7	4	0	0	0	0	0	0
16H,6-22	476	15.9	13.2	3.8	5	100	306	52	9	4	0	0	0	0	0	0
18H,6-24	509	15.8	13.1	3.8	5	115	324	52	9	4	0	0	0	0	0	0
24H,0-24	651	15.8	13.1	3.8	6	145	416	66	14	4	0	0	0	0	0	0

10722	IMMINGHAM	Site No: 10722004	Location	Site 4 - Queens Rd, Immingham (East Gate inbound)
Mon 27-Sep-21 to Sun 03-Oct-21		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
Daily Totals																
Mon 27-Sep-21	**3923**	16.6	12.7	4.2	67	1265	1935	561	81	10	2	0	0	0	2	0
Tue 28-Sep-21	**3043**	17.6	12.9	4.5	69	964	1388	519	84	15	4	0	0	0	0	0
Wed 29-Sep-21	**2812**	18.1	13.2	4.7	71	868	1248	472	132	18	2	1	0	0	0	0
Thu 30-Sep-21	**2842**	18.5	13.6	4.7	53	715	1383	522	141	25	2	1	0	0	0	0
Fri 01-Oct-21	**2543**	18.4	13.6	4.6	36	681	1210	489	101	25	1	0	0	0	0	0
Sat 02-Oct-21	**938**	17.4	13.3	4.3	18	227	511	143	34	2	2	1	0	0	0	0
Sun 03-Oct-21	**651**	15.8	13.1	3.8	6	145	416	66	14	4	0	0	0	0	0	0
Total Vehicles																
[--]	**16752**	17.5	13.2	4.4	320	4865	8091	2772	587	99	13	3	0	0	2	0





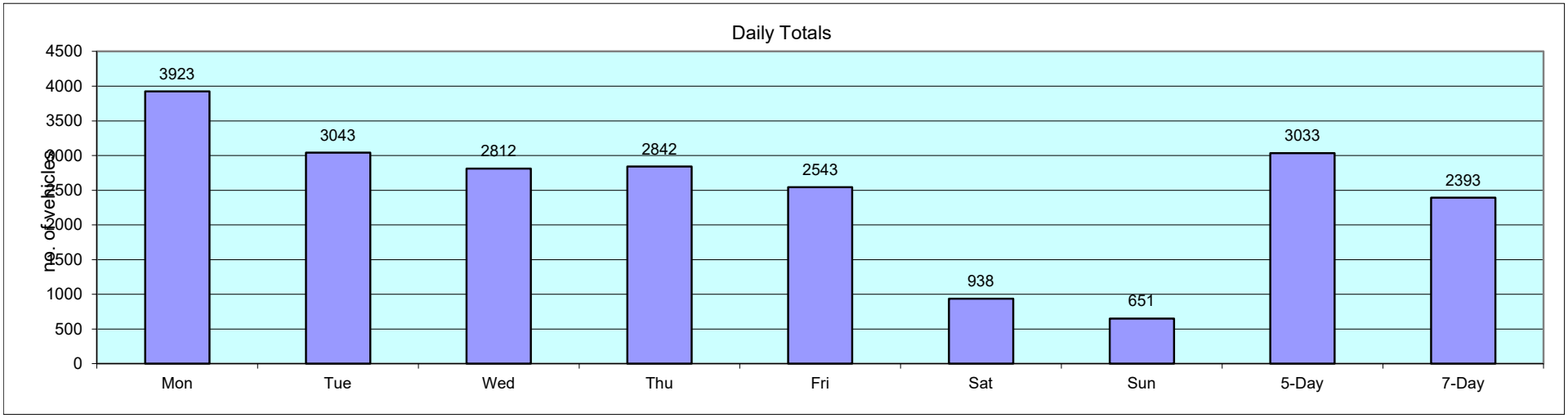
Data produced by
Auto Surveys Ltd

10722		IMMINGHAM		Site No: 10722004 Channel: Northbound		Location	Site 4 - Queens Rd, Immingham (East Gate inbound)		
TIME PERIOD	Mon 27/09/2021	Tue 28/09/2021	Wed 29/09/2021	Thu 30/09/2021	Fri 01/10/2021	Sat 02/10/2021	Sun 03/10/2021	5-Day Av	7-Day Av
Week Begin: 27-Sep-21									
00:00	**30**	6	12	6	11	10	4	13	11
01:00	**33**	4	12	6	13	11	6	14	12
02:00	**30**	12	9	14	12	20	4	15	14
03:00	**42**	25	28	18	23	21	10	27	24
04:00	**129**	71	46	57	30	26	15	67	53
05:00	**461**	266	238	264	219	134	103	290	241
06:00	**477**	317	270	291	239	88	63	319	249
07:00	**685**	443	411	383	367	70	25	458	341
08:00	**407**	295	264	315	257	76	41	308	236
09:00	**157**	206	176	184	181	53	27	181	141
10:00	**187**	144	138	132	173	60	31	155	124
11:00	**174**	185	148	191	142	46	27	168	130
12:00	**180**	169	157	105	132	44	25	149	116
13:00	**191**	191	177	172	176	35	28	181	139
14:00	**152**	149	169	165	132	18	35	153	117
15:00	**129**	134	143	178	109	29	19	139	106
16:00	**131**	94	110	95	94	34	33	105	84
17:00	**111**	112	115	107	85	54	40	106	89
18:00	**92**	80	70	61	43	45	36	69	61
19:00	**18**	22	25	22	13	19	13	20	19
20:00	**27**	29	23	25	14	21	20	24	23
21:00	**43**	38	40	27	31	14	13	36	29
22:00	**33**	33	23	12	33	7	19	27	23
23:00	**4**	18	8	12	14	3	14	11	10
12H,7-19	**2596**	**2202**	**2078**	**2088**	**1891**	**564**	**367**	**2171**	**1684**
16H,6-22	**3161**	**2608**	**2436**	**2453**	**2188**	**706**	**476**	**2569**	**2004**
18H,6-24	**3198**	**2659**	**2467**	**2477**	**2235**	**716**	**509**	**2607**	**2037**
24H,0-24	**3923**	**3043**	**2812**	**2842**	**2543**	**938**	**651**	**3033**	**2393**
Am	**07:00**	**07:00**	**07:00**	**07:00**	**07:00**	**05:00**	**05:00**		
Peak	**685**	**443**	**411**	**383**	**367**	**134**	**103**		
Pm	**13:00**	**13:00**	**13:00**	**15:00**	**13:00**	**17:00**	**17:00**		
Peak	**191**	**191**	**177**	**178**	**176**	**54**	**40**		

Data produced by
Auto Surveys Ltd

10722	IMMINGHAM	Site No: 10722004	Location	Site 4 - Queens Rd, Immingham (East Gate inbound)
		Channel: Northbound		

TIME PERIOD	Mon 27/09/2021	Tue 28/09/2021	Wed 29/09/2021	Thu 30/09/2021	Fri 01/10/2021	Sat 02/10/2021	Sun 03/10/2021	5-Day Av	7-Day Av



10722		IMMINGHAM SEPTEMBER 2021								
Site	Location	Direction	Start Date	End Date	Posted Speed Limit (PSL)	Total Vehicles	5 Day Ave.	7 Day Ave.	Average 85%ile Speed	Average Mean Speed
Site No: 10722044	Site 4 - Queens Rd, Immingham (East Gate outbound) 53.620320, -0.176395	Channel: Southbound	Mon 27-Sep-21	Sun 03-Oct-21	30	24084	4414	3441	27.3	23.1

Data produced by
Auto Surveys Ltd

10722			IMMINGHAM			Site No: 10722044			Location	Site 4 - Queens Rd, Immingham (East Gate outbound)					
Mon 27-Sep-21 to Sun 03-Oct-21						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
Mon 27-Sep-21														
00:00	**38**	1	33	0	0	0	1	3	0	0	0	0	0	0
01:00	**26**	0	20	0	0	0	0	3	0	0	2	1	0	0
02:00	**67**	0	57	1	0	0	0	3	0	0	4	2	0	0
03:00	**72**	0	50	3	0	1	3	3	0	0	7	5	0	0
04:00	**76**	0	39	3	0	0	5	3	0	0	21	5	0	0
05:00	**262**	5	186	5	0	0	8	7	3	0	35	13	0	0
06:00	**494**	1	363	18	0	0	29	8	4	1	54	16	0	0
07:00	**448**	1	283	24	1	0	35	9	7	1	67	20	0	0
08:00	**462**	3	309	35	1	1	19	12	6	3	60	13	0	0
09:00	**321**	1	217	44	1	1	11	4	6	0	29	7	0	0
10:00	**266**	0	177	40	0	2	15	3	5	1	17	6	0	0
11:00	**287**	1	202	34	0	1	12	4	1	0	27	5	0	0
12:00	**287**	2	209	26	1	2	12	4	1	1	26	3	0	0
13:00	**323**	1	221	42	1	1	11	3	2	2	33	6	0	0
14:00	**332**	1	214	47	2	1	20	1	3	0	34	9	0	0
15:00	**278**	3	200	30	1	0	12	2	3	1	20	6	0	0
16:00	**530**	7	457	28	0	0	8	3	0	1	18	8	0	0
17:00	**407**	6	357	20	0	0	8	2	1	0	8	5	0	0
18:00	**217**	5	182	13	1	2	0	2	0	1	6	5	0	0
19:00	**133**	0	113	5	0	0	2	4	0	0	8	1	0	0
20:00	**54**	1	50	1	0	0	1	1	0	0	0	0	0	0
21:00	**22**	0	21	1	0	0	0	0	0	0	0	0	0	0
22:00	**41**	0	37	2	0	0	0	2	0	0	0	0	0	0
23:00	**28**	0	26	0	0	0	1	0	0	0	1	0	0	0
12H,7-19	**4158**	**31**	**3028**	**383**	**9**	**11**	**163**	**49**	**35**	**11**	**345**	**93**	**0**	**0**
16H,6-22	**4861**	**33**	**3575**	**408**	**9**	**11**	**195**	**62**	**39**	**12**	**407**	**110**	**0**	**0**
18H,6-24	**4930**	**33**	**3638**	**410**	**9**	**11**	**196**	**64**	**39**	**12**	**408**	**110**	**0**	**0**
24H,0-24	**5471**	**39**	**4023**	**422**	**9**	**12**	**213**	**86**	**42**	**12**	**477**	**136**	**0**	**0**

10722		IMMINGHAM				Site No: 10722044		Location	Site 4 - Queens Rd, Immingham (East Gate outbound)						
Mon 27-Sep-21 to Sun 03-Oct-21						Channel: Southbound									
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Tue 28-Sep-21															
00:00	**21**	0	20	0	0	0	1	0	0	0	0	0	0	0
01:00	**15**	0	13	0	0	0	0	2	0	0	0	0	0	0
02:00	**24**	0	20	0	0	0	1	2	0	0	1	0	0	0
03:00	**14**	0	14	0	0	0	0	0	0	0	0	0	0	0
04:00	**49**	3	45	0	0	0	0	0	0	0	1	0	0	0
05:00	**104**	2	95	3	0	0	0	1	0	0	2	1	0	0
06:00	**163**	1	144	8	0	0	1	0	1	0	8	0	0	0
07:00	**233**	1	204	11	0	0	3	5	0	0	9	0	0	0
08:00	**302**	0	264	17	0	0	7	3	0	0	10	1	0	0
09:00	**324**	0	273	19	0	0	7	2	0	0	20	3	0	0
10:00	**312**	0	223	32	1	2	15	2	3	0	31	3	0	0
11:00	**277**	1	187	34	0	1	13	0	1	0	31	9	0	0
12:00	**278**	1	180	42	0	0	20	1	0	0	27	7	0	0
13:00	**220**	4	141	26	1	0	8	1	0	0	34	5	0	0
14:00	**330**	2	234	31	1	1	19	2	1	1	31	7	0	0
15:00	**357**	3	267	45	0	1	8	3	0	0	23	7	0	0
16:00	**543**	4	446	38	0	1	16	3	3	2	26	4	0	0
17:00	**430**	9	369	25	1	0	2	3	1	1	11	8	0	0
18:00	**257**	4	217	13	1	0	4	2	0	3	9	4	0	0
19:00	**172**	1	152	6	0	0	3	1	0	0	7	2	0	0
20:00	**85**	0	73	9	0	0	1	0	0	0	1	1	0	0
21:00	**123**	0	109	9	0	0	4	0	0	0	1	0	0	0
22:00	**115**	0	103	8	0	0	3	1	0	0	0	0	0	0
23:00	**88**	0	79	3	0	0	5	0	0	0	0	1	0	0
12H,7-19	**3863**	**29**	**3005**	**333**	**5**	**6**	**122**	**27**	**9**	**7**	**262**	**58**	**0**	**0**
16H,6-22	**4406**	**31**	**3483**	**365**	**5**	**6**	**131**	**28**	**10**	**7**	**279**	**61**	**0**	**0**
18H,6-24	**4609**	**31**	**3665**	**376**	**5**	**6**	**139**	**29**	**10**	**7**	**279**	**62**	**0**	**0**
24H,0-24	**4836**	**36**	**3872**	**379**	**5**	**6**	**141**	**34**	**10**	**7**	**283**	**63**	**0**	**0**

10722		IMMINGHAM				Site No: 10722044		Location	Site 4 - Queens Rd, Immingham (East Gate outbound)						
Mon 27-Sep-21 to Sun 03-Oct-21						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
Wed 29-Sep-21															
00:00	**67**	0	62	0	0	0	4	0	0	0	1	0	0	0
01:00	**84**	0	75	3	0	0	4	0	0	0	1	1	0	0
02:00	**63**	0	57	2	0	0	4	0	0	0	0	0	0	0
03:00	**99**	0	94	1	0	0	3	0	0	0	1	0	0	0
04:00	**92**	2	80	3	0	0	5	1	0	0	1	0	0	0
05:00	**126**	2	110	3	0	1	7	0	0	0	3	0	0	0
06:00	**163**	1	142	8	0	0	0	4	0	0	7	1	0	0
07:00	**183**	1	158	11	0	0	3	2	0	0	7	1	0	0
08:00	**284**	0	246	13	0	0	12	4	0	1	7	1	0	0
09:00	**288**	0	238	22	0	1	16	2	0	0	7	2	0	0
10:00	**225**	0	159	32	0	2	4	3	3	0	16	6	0	0
11:00	**302**	2	210	44	0	1	9	3	5	1	22	5	0	0
12:00	**241**	0	177	33	1	1	8	3	0	0	14	4	0	0
13:00	**260**	0	188	30	1	0	9	6	1	1	19	5	0	0
14:00	**305**	5	223	38	0	0	10	3	2	0	20	4	0	0
15:00	**383**	4	289	43	0	1	12	6	5	0	19	4	0	0
16:00	**617**	5	546	27	0	1	14	5	0	2	14	3	0	0
17:00	**448**	5	403	10	0	0	9	3	1	0	11	6	0	0
18:00	**191**	3	165	5	0	0	6	2	0	1	9	0	0	0
19:00	**134**	0	128	1	0	0	3	2	0	0	0	0	0	0
20:00	**105**	1	97	1	0	0	3	2	0	0	0	1	0	0
21:00	**29**	0	29	0	0	0	0	0	0	0	0	0	0	0
22:00	**42**	1	39	0	0	0	1	1	0	0	0	0	0	0
23:00	**24**	0	23	0	0	0	0	1	0	0	0	0	0	0
12H,7-19	**3727**	**25**	**3002**	**308**	**2**	**7**	**112**	**42**	**17**	**6**	**165**	**41**	**0**	**0**
16H,6-22	**4158**	**27**	**3398**	**318**	**2**	**7**	**118**	**50**	**17**	**6**	**172**	**43**	**0**	**0**
18H,6-24	**4224**	**28**	**3460**	**318**	**2**	**7**	**119**	**52**	**17**	**6**	**172**	**43**	**0**	**0**
24H,0-24	**4755**	**32**	**3938**	**330**	**2**	**8**	**146**	**53**	**17**	**6**	**179**	**44**	**0**	**0**

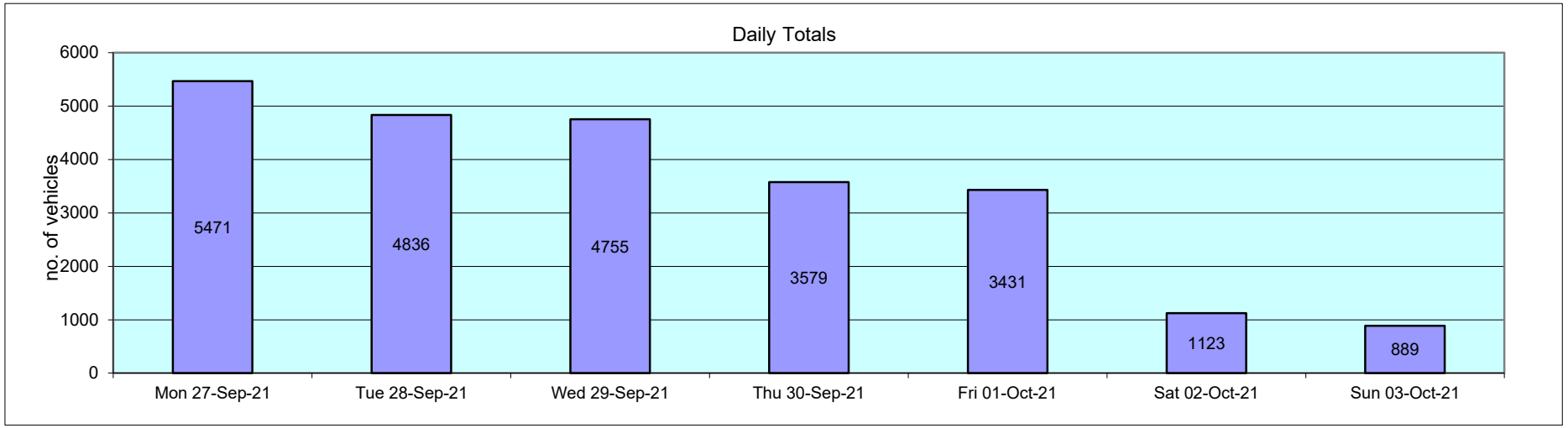
10722			IMMINGHAM			Site No: 10722044			Location	Site 4 - Queens Rd, Immingham (East Gate outbound)					
Mon 27-Sep-21 to Sun 03-Oct-21						Channel: Southbound									
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE 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
Thu 30-Sep-21														
00:00	**18**	0	16	0	0	0	1	1	0	0	0	0	0	0
01:00	**52**	0	50	0	0	0	1	1	0	0	0	0	0	0
02:00	**52**	0	52	0	0	0	0	0	0	0	0	0	0	0
03:00	**16**	0	14	0	0	0	1	1	0	0	0	0	0	0
04:00	**22**	2	18	0	0	0	1	1	0	0	0	0	0	0
05:00	**88**	3	77	1	0	0	5	0	0	0	2	0	0	0
06:00	**175**	1	155	2	1	0	6	6	0	0	3	1	0	0
07:00	**211**	1	186	10	0	0	2	4	2	0	6	0	0	0
08:00	**210**	0	182	13	0	1	4	2	0	0	8	0	0	0
09:00	**208**	0	165	21	0	0	4	4	0	1	10	3	0	0
10:00	**198**	0	148	26	0	0	3	2	0	2	13	4	0	0
11:00	**155**	2	107	15	0	0	12	2	1	0	14	2	0	0
12:00	**189**	1	128	21	0	1	7	4	1	1	22	3	0	0
13:00	**189**	0	135	20	0	1	6	2	1	0	15	9	0	0
14:00	**276**	3	219	22	1	0	5	1	0	0	22	3	0	0
15:00	**350**	3	276	29	0	1	12	4	2	1	18	4	0	0
16:00	**438**	8	367	30	0	0	9	2	1	1	14	6	0	0
17:00	**351**	6	293	18	0	0	6	4	1	0	19	4	0	0
18:00	**149**	2	132	3	0	0	3	1	0	1	5	2	0	0
19:00	**99**	1	89	4	0	0	0	3	0	0	2	0	0	0
20:00	**46**	0	41	3	0	0	0	1	0	0	0	1	0	0
21:00	**35**	0	32	2	0	0	0	0	0	1	0	0	0	0
22:00	**33**	1	29	1	0	0	2	0	0	0	0	0	0	0
23:00	**19**	0	17	0	0	0	1	1	0	0	0	0	0	0
12H,7-19	**2924**	**26**	**2338**	**228**	**1**	**4**	**73**	**32**	**9**	**7**	**166**	**40**	**0**	**0**
16H,6-22	**3279**	**28**	**2655**	**239**	**2**	**4**	**79**	**42**	**9**	**8**	**171**	**42**	**0**	**0**
18H,6-24	**3331**	**29**	**2701**	**240**	**2**	**4**	**82**	**43**	**9**	**8**	**171**	**42**	**0**	**0**
24H,0-24	**3579**	**34**	**2928**	**241**	**2**	**4**	**91**	**47**	**9**	**8**	**173**	**42**	**0**	**0**

10722		IMMINGHAM				Site No: 10722044		Location	Site 4 - Queens Rd, Immingham (East Gate outbound)					
Mon 27-Sep-21 to Sun 03-Oct-21						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 01-Oct-21														
00:00	**61**	0	61	0	0	0	0	0	0	0	0	0	0	0
01:00	**19**	0	16	0	0	0	1	1	0	0	0	1	0	0
02:00	**22**	0	21	0	0	0	1	0	0	0	0	0	0	0
03:00	**26**	0	21	1	1	0	0	2	0	0	1	0	0	0
04:00	**35**	1	28	2	0	0	2	1	0	0	1	0	0	0
05:00	**51**	2	43	1	0	0	3	1	0	0	1	0	0	0
06:00	**126**	4	111	4	0	0	0	1	0	0	6	0	0	0
07:00	**172**	0	127	15	0	0	2	6	0	1	18	3	0	0
08:00	**216**	0	152	29	0	2	7	7	2	0	13	4	0	0
09:00	**253**	0	177	40	0	1	3	3	0	1	23	5	0	0
10:00	**238**	0	169	28	0	1	10	2	2	2	18	6	0	0
11:00	**219**	2	154	25	0	1	9	2	0	0	25	1	0	0
12:00	**257**	3	163	40	2	3	13	3	1	0	20	9	0	0
13:00	**243**	1	159	37	1	1	8	6	5	0	17	8	0	0
14:00	**233**	5	150	28	0	0	6	4	1	0	30	8	1	0
15:00	**305**	3	250	23	1	2	8	2	3	0	13	0	0	0
16:00	**360**	1	325	12	0	0	0	4	1	1	13	3	0	0
17:00	**250**	4	226	8	0	0	6	1	1	0	3	1	0	0
18:00	**137**	2	125	1	1	0	5	1	0	1	1	0	0	0
19:00	**86**	3	81	0	0	0	2	0	0	0	0	0	0	0
20:00	**42**	0	37	1	0	0	3	0	0	0	1	0	0	0
21:00	**24**	1	23	0	0	0	0	0	0	0	0	0	0	0
22:00	**48**	0	45	0	0	0	1	2	0	0	0	0	0	0
23:00	**8**	0	8	0	0	0	0	0	0	0	0	0	0	0
12H,7-19	**2883**	**21**	**2177**	**286**	**5**	**11**	**77**	**41**	**16**	**6**	**194**	**48**	**1**	**0**
16H,6-22	**3161**	**29**	**2429**	**291**	**5**	**11**	**82**	**42**	**16**	**6**	**201**	**48**	**1**	**0**
18H,6-24	**3217**	**29**	**2482**	**291**	**5**	**11**	**83**	**44**	**16**	**6**	**201**	**48**	**1**	**0**
24H,0-24	**3431**	**32**	**2672**	**295**	**6**	**11**	**90**	**49**	**16**	**6**	**204**	**49**	**1**	**0**

10722			IMMINGHAM			Site No: 10722044			Location	Site 4 - Queens Rd, Immingham (East Gate outbound)					
Mon 27-Sep-21 to Sun 03-Oct-21						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
Sat 02-Oct-21															
00:00	**17**	1	14	1	0	0	1	0	0	0	0	0	0	0
01:00	**10**	0	10	0	0	0	0	0	0	0	0	0	0	0
02:00	**47**	1	43	0	0	0	2	1	0	0	0	0	0	0
03:00	**19**	1	16	0	0	0	2	0	0	0	0	0	0	0
04:00	**20**	1	16	0	0	0	3	0	0	0	0	0	0	0
05:00	**59**	3	48	1	0	0	6	0	0	0	1	0	0	0
06:00	**80**	2	73	0	0	0	2	1	1	0	1	0	0	0
07:00	**64**	0	56	5	0	0	1	2	0	0	0	0	0	0
08:00	**67**	0	62	3	0	0	2	0	0	0	0	0	0	0
09:00	**82**	1	64	10	0	0	2	1	0	1	1	2	0	0
10:00	**67**	0	54	7	0	0	1	0	0	0	5	0	0	0
11:00	**67**	0	51	6	1	0	2	0	0	0	6	1	0	0
12:00	**77**	2	71	2	0	0	0	0	0	0	2	0	0	0
13:00	**57**	0	54	2	0	0	0	0	0	0	1	0	0	0
14:00	**65**	1	59	1	0	0	1	1	0	0	1	1	0	0
15:00	**48**	0	41	4	0	0	0	0	0	0	3	0	0	0
16:00	**56**	0	43	5	0	0	3	1	0	0	4	0	0	0
17:00	**72**	3	62	3	1	0	0	0	0	0	3	0	0	0
18:00	**67**	2	61	3	0	0	0	0	0	0	1	0	0	0
19:00	**8**	0	5	0	0	0	0	0	0	0	3	0	0	0
20:00	**28**	0	24	0	0	0	1	0	0	0	3	0	0	0
21:00	**14**	0	13	1	0	0	0	0	0	0	0	0	0	0
22:00	**17**	0	17	0	0	0	0	0	0	0	0	0	0	0
23:00	**15**	0	14	1	0	0	0	0	0	0	0	0	0	0
12H,7-19	**789**	**9**	**678**	**51**	**2**	**0**	**12**	**5**	**0**	**1**	**27**	**4**	**0**	**0**
16H,6-22	**919**	**11**	**793**	**52**	**2**	**0**	**15**	**6**	**1**	**1**	**34**	**4**	**0**	**0**
18H,6-24	**951**	**11**	**824**	**53**	**2**	**0**	**15**	**6**	**1**	**1**	**34**	**4**	**0**	**0**
24H,0-24	**1123**	**18**	**971**	**55**	**2**	**0**	**29**	**7**	**1**	**1**	**35**	**4**	**0**	**0**

10722			IMMINGHAM			Site No: 10722044			Location	Site 4 - Queens Rd, Immingham (East Gate outbound)					
Mon 27-Sep-21 to Sun 03-Oct-21						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 03-Oct-21														
00:00	**4**	0	4	0	0	0	0	0	0	0	0	0	0	0
01:00	**26**	0	26	0	0	0	0	0	0	0	0	0	0	0
02:00	**12**	0	11	1	0	0	0	0	0	0	0	0	0	0
03:00	**10**	0	10	0	0	0	0	0	0	0	0	0	0	0
04:00	**11**	0	10	0	0	0	0	1	0	0	0	0	0	0
05:00	**36**	3	31	1	0	0	0	1	0	0	0	0	0	0
06:00	**53**	1	50	1	0	0	0	1	0	0	0	0	0	0
07:00	**43**	0	40	2	0	0	0	1	0	0	0	0	0	0
08:00	**30**	0	26	4	0	0	0	0	0	0	0	0	0	0
09:00	**44**	0	41	2	0	0	1	0	0	0	0	0	0	0
10:00	**57**	1	52	4	0	0	0	0	0	0	0	0	0	0
11:00	**46**	1	39	2	0	0	3	0	0	0	1	0	0	0
12:00	**39**	0	27	3	0	0	1	1	0	1	5	1	0	0
13:00	**32**	0	24	7	0	0	0	0	0	0	1	0	0	0
14:00	**35**	0	27	3	0	0	1	1	0	0	2	1	0	0
15:00	**66**	1	58	4	0	0	1	0	0	0	1	1	0	0
16:00	**49**	0	49	0	0	0	0	0	0	0	0	0	0	0
17:00	**98**	4	88	3	0	0	0	0	1	0	2	0	0	0
18:00	**91**	3	85	2	0	0	1	0	0	0	0	0	0	0
19:00	**24**	0	21	1	0	0	0	2	0	0	0	0	0	0
20:00	**28**	0	27	0	0	0	0	1	0	0	0	0	0	0
21:00	**9**	0	9	0	0	0	0	0	0	0	0	0	0	0
22:00	**19**	0	19	0	0	0	0	0	0	0	0	0	0	0
23:00	**27**	0	24	0	0	0	0	3	0	0	0	0	0	0
12H,7-19	**630**	**10**	**556**	**36**	**0**	**0**	**8**	**3**	**1**	**1**	**12**	**3**	**0**	**0**
16H,6-22	**744**	**11**	**663**	**38**	**0**	**0**	**8**	**7**	**1**	**1**	**12**	**3**	**0**	**0**
18H,6-24	**790**	**11**	**706**	**38**	**0**	**0**	**8**	**10**	**1**	**1**	**12**	**3**	**0**	**0**
24H,0-24	**889**	**14**	**798**	**40**	**0**	**0**	**8**	**12**	**1**	**1**	**12**	**3**	**0**	**0**

10722		IMMINGHAM				Site No: 10722044			Location	Site 4 - Queens Rd, Immingham (East Gate outbound)					
Mon 27-Sep-21 to Sun 03-Oct-21						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 27-Sep-21	**5471**	39	4023	422	9	12	213	86	42	12	477	136	0	0
Tue 28-Sep-21	**4836**	36	3872	379	5	6	141	34	10	7	283	63	0	0
Wed 29-Sep-21	**4755**	32	3938	330	2	8	146	53	17	6	179	44	0	0
Thu 30-Sep-21	**3579**	34	2928	241	2	4	91	47	9	8	173	42	0	0
Fri 01-Oct-21	**3431**	32	2672	295	6	11	90	49	16	6	204	49	1	0
Sat 02-Oct-21	**1123**	18	971	55	2	0	29	7	1	1	35	4	0	0
Sun 03-Oct-21	**889**	14	798	40	0	0	8	12	1	1	12	3	0	0
Total Vehicles															
[--]	**24084**	205	19202	1762	26	41	718	288	96	41	1363	341	1	0



10722	IMMINGHAM	Site No: 10722044	Location	Site 4 - Queens Rd, Immingham (East Gate outbound)
Mon 27-Sep-21 to Sun 03-Oct-21		Channel: Southbound		

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Mon 27-Sep-21											
00:00	**38**	1	2.6	33	86.8	0	0.0	4	10.5	0	0.0
01:00	**26**	0	0.0	20	76.9	0	0.0	6	23.1	0	0.0
02:00	**67**	0	0.0	57	85.1	1	1.5	9	13.4	0	0.0
03:00	**72**	0	0.0	50	69.4	3	4.2	19	26.4	0	0.0
04:00	**76**	0	0.0	39	51.3	3	4.0	34	44.7	0	0.0
05:00	**262**	5	1.9	186	71.0	5	1.9	66	25.2	0	0.0
06:00	**494**	1	0.2	363	73.5	18	3.6	112	22.7	0	0.0
07:00	**448**	1	0.2	283	63.2	24	5.4	139	31.0	1	0.2
08:00	**462**	3	0.7	309	66.9	35	7.6	114	24.7	1	0.2
09:00	**321**	1	0.3	217	67.6	44	13.7	58	18.1	1	0.3
10:00	**266**	0	0.0	177	66.5	40	15.0	49	18.4	0	0.0
11:00	**287**	1	0.4	202	70.4	34	11.9	50	17.4	0	0.0
12:00	**287**	2	0.7	209	72.8	26	9.1	49	17.1	1	0.4
13:00	**323**	1	0.3	221	68.4	42	13.0	58	18.0	1	0.3
14:00	**332**	1	0.3	214	64.5	47	14.2	68	20.5	2	0.6
15:00	**278**	3	1.1	200	71.9	30	10.8	44	15.8	1	0.4
16:00	**530**	7	1.3	457	86.2	28	5.3	38	7.2	0	0.0
17:00	**407**	6	1.5	357	87.7	20	4.9	24	5.9	0	0.0
18:00	**217**	5	2.3	182	83.9	13	6.0	16	7.4	1	0.5
19:00	**133**	0	0.0	113	85.0	5	3.8	15	11.3	0	0.0
20:00	**54**	1	1.9	50	92.6	1	1.9	2	3.7	0	0.0
21:00	**22**	0	0.0	21	95.5	1	4.6	0	0.0	0	0.0
22:00	**41**	0	0.0	37	90.2	2	4.9	2	4.9	0	0.0
23:00	**28**	0	0.0	26	92.9	0	0.0	2	7.1	0	0.0
12H,7-19	**4158**	**31**	**0.8**	**3028**	**72.8**	**383**	**9.2**	**707**	**17.0**	**9**	**0.2**
16H,6-22	**4861**	**33**	**0.7**	**3575**	**73.5**	**408**	**8.4**	**836**	**17.2**	**9**	**0.2**
18H,6-24	**4930**	**33**	**0.7**	**3638**	**73.8**	**410**	**8.3**	**840**	**17.0**	**9**	**0.2**
24H,0-24	**5471**	**39**	**0.7**	**4023**	**73.5**	**422**	**7.7**	**978**	**17.9**	**9**	**0.2**

Data produced by
Auto Surveys Ltd

10722	IMMINGHAM	Site No: 10722044	Location	Site 4 - Queens Rd, Immingham (East Gate outbound)
Mon 27-Sep-21 to Sun 03-Oct-21		Channel: Southbound		

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Tue 28-Sep-21											
00:00	**21**	0	0.0	20	95.2	0	0.0	1	4.8	0	0.0
01:00	**15**	0	0.0	13	86.7	0	0.0	2	13.3	0	0.0
02:00	**24**	0	0.0	20	83.3	0	0.0	4	16.7	0	0.0
03:00	**14**	0	0.0	14	100.0	0	0.0	0	0.0	0	0.0
04:00	**49**	3	6.1	45	91.8	0	0.0	1	2.0	0	0.0
05:00	**104**	2	1.9	95	91.4	3	2.9	4	3.9	0	0.0
06:00	**163**	1	0.6	144	88.3	8	4.9	10	6.1	0	0.0
07:00	**233**	1	0.4	204	87.6	11	4.7	17	7.3	0	0.0
08:00	**302**	0	0.0	264	87.4	17	5.6	21	7.0	0	0.0
09:00	**324**	0	0.0	273	84.3	19	5.9	32	9.9	0	0.0
10:00	**312**	0	0.0	223	71.5	32	10.3	56	18.0	1	0.3
11:00	**277**	1	0.4	187	67.5	34	12.3	55	19.9	0	0.0
12:00	**278**	1	0.4	180	64.8	42	15.1	55	19.8	0	0.0
13:00	**220**	4	1.8	141	64.1	26	11.8	48	21.8	1	0.5
14:00	**330**	2	0.6	234	70.9	31	9.4	62	18.8	1	0.3
15:00	**357**	3	0.8	267	74.8	45	12.6	42	11.8	0	0.0
16:00	**543**	4	0.7	446	82.1	38	7.0	55	10.1	0	0.0
17:00	**430**	9	2.1	369	85.8	25	5.8	26	6.1	1	0.2
18:00	**257**	4	1.6	217	84.4	13	5.1	22	8.6	1	0.4
19:00	**172**	1	0.6	152	88.4	6	3.5	13	7.6	0	0.0
20:00	**85**	0	0.0	73	85.9	9	10.6	3	3.5	0	0.0
21:00	**123**	0	0.0	109	88.6	9	7.3	5	4.1	0	0.0
22:00	**115**	0	0.0	103	89.6	8	7.0	4	3.5	0	0.0
23:00	**88**	0	0.0	79	89.8	3	3.4	6	6.8	0	0.0
12H,7-19	**3863**	**29**	**0.8**	**3005**	**77.8**	**333**	**8.6**	**491**	**12.7**	**5**	**0.1**
16H,6-22	**4406**	**31**	**0.7**	**3483**	**79.1**	**365**	**8.3**	**522**	**11.9**	**5**	**0.1**
18H,6-24	**4609**	**31**	**0.7**	**3665**	**79.5**	**376**	**8.2**	**532**	**11.5**	**5**	**0.1**
24H,0-24	**4836**	**36**	**0.7**	**3872**	**80.1**	**379**	**7.8**	**544**	**11.3**	**5**	**0.1**

10722	IMMINGHAM	Site No: 10722044	Location	Site 4 - Queens Rd, Immingham (East Gate outbound)
Mon 27-Sep-21 to Sun 03-Oct-21		Channel: Southbound		

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Wed 29-Sep-21											
00:00	**67**	0	0.0	62	92.5	0	0.0	5	7.5	0	0.0
01:00	**84**	0	0.0	75	89.3	3	3.6	6	7.1	0	0.0
02:00	**63**	0	0.0	57	90.5	2	3.2	4	6.4	0	0.0
03:00	**99**	0	0.0	94	95.0	1	1.0	4	4.0	0	0.0
04:00	**92**	2	2.2	80	87.0	3	3.3	7	7.6	0	0.0
05:00	**126**	2	1.6	110	87.3	3	2.4	11	8.7	0	0.0
06:00	**163**	1	0.6	142	87.1	8	4.9	12	7.4	0	0.0
07:00	**183**	1	0.6	158	86.3	11	6.0	13	7.1	0	0.0
08:00	**284**	0	0.0	246	86.6	13	4.6	25	8.8	0	0.0
09:00	**288**	0	0.0	238	82.6	22	7.6	28	9.7	0	0.0
10:00	**225**	0	0.0	159	70.7	32	14.2	34	15.1	0	0.0
11:00	**302**	2	0.7	210	69.5	44	14.6	46	15.2	0	0.0
12:00	**241**	0	0.0	177	73.4	33	13.7	30	12.5	1	0.4
13:00	**260**	0	0.0	188	72.3	30	11.5	41	15.8	1	0.4
14:00	**305**	5	1.6	223	73.1	38	12.5	39	12.8	0	0.0
15:00	**383**	4	1.0	289	75.5	43	11.2	47	12.3	0	0.0
16:00	**617**	5	0.8	546	88.5	27	4.4	39	6.3	0	0.0
17:00	**448**	5	1.1	403	90.0	10	2.2	30	6.7	0	0.0
18:00	**191**	3	1.6	165	86.4	5	2.6	18	9.4	0	0.0
19:00	**134**	0	0.0	128	95.5	1	0.8	5	3.7	0	0.0
20:00	**105**	1	1.0	97	92.4	1	1.0	6	5.7	0	0.0
21:00	**29**	0	0.0	29	100.0	0	0.0	0	0.0	0	0.0
22:00	**42**	1	2.4	39	92.9	0	0.0	2	4.8	0	0.0
23:00	**24**	0	0.0	23	95.8	0	0.0	1	4.2	0	0.0
12H,7-19	**3727**	**25**	**0.7**	**3002**	**80.6**	**308**	**8.3**	**390**	**10.5**	**2**	**0.1**
16H,6-22	**4158**	**27**	**0.7**	**3398**	**81.7**	**318**	**7.7**	**413**	**9.9**	**2**	**0.1**
18H,6-24	**4224**	**28**	**0.7**	**3460**	**81.9**	**318**	**7.5**	**416**	**9.9**	**2**	**0.1**
24H,0-24	**4755**	**32**	**0.7**	**3938**	**82.8**	**330**	**6.9**	**453**	**9.5**	**2**	**0.0**

10722	IMMINGHAM	Site No: 10722044	Location	Site 4 - Queens Rd, Immingham (East Gate outbound)
Mon 27-Sep-21 to Sun 03-Oct-21		Channel: Southbound		

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Thu 30-Sep-21											
00:00	**18**	0	0.0	16	88.9	0	0.0	2	11.1	0	0.0
01:00	**52**	0	0.0	50	96.2	0	0.0	2	3.9	0	0.0
02:00	**52**	0	0.0	52	100.0	0	0.0	0	0.0	0	0.0
03:00	**16**	0	0.0	14	87.5	0	0.0	2	12.5	0	0.0
04:00	**22**	2	9.1	18	81.8	0	0.0	2	9.1	0	0.0
05:00	**88**	3	3.4	77	87.5	1	1.1	7	8.0	0	0.0
06:00	**175**	1	0.6	155	88.6	2	1.1	16	9.1	1	0.6
07:00	**211**	1	0.5	186	88.2	10	4.7	14	6.6	0	0.0
08:00	**210**	0	0.0	182	86.7	13	6.2	15	7.1	0	0.0
09:00	**208**	0	0.0	165	79.3	21	10.1	22	10.6	0	0.0
10:00	**198**	0	0.0	148	74.8	26	13.1	24	12.1	0	0.0
11:00	**155**	2	1.3	107	69.0	15	9.7	31	20.0	0	0.0
12:00	**189**	1	0.5	128	67.7	21	11.1	39	20.6	0	0.0
13:00	**189**	0	0.0	135	71.4	20	10.6	34	18.0	0	0.0
14:00	**276**	3	1.1	219	79.4	22	8.0	31	11.2	1	0.4
15:00	**350**	3	0.9	276	78.9	29	8.3	42	12.0	0	0.0
16:00	**438**	8	1.8	367	83.8	30	6.9	33	7.5	0	0.0
17:00	**351**	6	1.7	293	83.5	18	5.1	34	9.7	0	0.0
18:00	**149**	2	1.3	132	88.6	3	2.0	12	8.1	0	0.0
19:00	**99**	1	1.0	89	89.9	4	4.0	5	5.1	0	0.0
20:00	**46**	0	0.0	41	89.1	3	6.5	2	4.4	0	0.0
21:00	**35**	0	0.0	32	91.4	2	5.7	1	2.9	0	0.0
22:00	**33**	1	3.0	29	87.9	1	3.0	2	6.1	0	0.0
23:00	**19**	0	0.0	17	89.5	0	0.0	2	10.5	0	0.0
12H,7-19	**2924**	**26**	**0.9**	**2338**	**80.0**	**228**	**7.8**	**331**	**11.3**	**1**	**0.0**
16H,6-22	**3279**	**28**	**0.9**	**2655**	**81.0**	**239**	**7.3**	**355**	**10.8**	**2**	**0.1**
18H,6-24	**3331**	**29**	**0.9**	**2701**	**81.1**	**240**	**7.2**	**359**	**10.8**	**2**	**0.1**
24H,0-24	**3579**	**34**	**1.0**	**2928**	**81.8**	**241**	**6.7**	**374**	**10.5**	**2**	**0.1**

Data produced by
Auto Surveys Ltd

10722	IMMINGHAM	Site No: 10722044	Location	Site 4 - Queens Rd, Immingham (East Gate outbound)
Mon 27-Sep-21 to Sun 03-Oct-21		Channel: Southbound		

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Fri 01-Oct-21											
00:00	**61**	0	0.0	61	100.0	0	0.0	0	0.0	0	0.0
01:00	**19**	0	0.0	16	84.2	0	0.0	3	15.8	0	0.0
02:00	**22**	0	0.0	21	95.5	0	0.0	1	4.6	0	0.0
03:00	**26**	0	0.0	21	80.8	1	3.9	3	11.5	1	3.9
04:00	**35**	1	2.9	28	80.0	2	5.7	4	11.4	0	0.0
05:00	**51**	2	3.9	43	84.3	1	2.0	5	9.8	0	0.0
06:00	**126**	4	3.2	111	88.1	4	3.2	7	5.6	0	0.0
07:00	**172**	0	0.0	127	73.8	15	8.7	30	17.4	0	0.0
08:00	**216**	0	0.0	152	70.4	29	13.4	35	16.2	0	0.0
09:00	**253**	0	0.0	177	70.0	40	15.8	36	14.2	0	0.0
10:00	**238**	0	0.0	169	71.0	28	11.8	41	17.2	0	0.0
11:00	**219**	2	0.9	154	70.3	25	11.4	38	17.4	0	0.0
12:00	**257**	3	1.2	163	63.4	40	15.6	49	19.1	2	0.8
13:00	**243**	1	0.4	159	65.4	37	15.2	45	18.5	1	0.4
14:00	**233**	5	2.2	150	64.4	28	12.0	50	21.5	0	0.0
15:00	**305**	3	1.0	250	82.0	23	7.5	28	9.2	1	0.3
16:00	**360**	1	0.3	325	90.3	12	3.3	22	6.1	0	0.0
17:00	**250**	4	1.6	226	90.4	8	3.2	12	4.8	0	0.0
18:00	**137**	2	1.5	125	91.2	1	0.7	8	5.8	1	0.7
19:00	**86**	3	3.5	81	94.2	0	0.0	2	2.3	0	0.0
20:00	**42**	0	0.0	37	88.1	1	2.4	4	9.5	0	0.0
21:00	**24**	1	4.2	23	95.8	0	0.0	0	0.0	0	0.0
22:00	**48**	0	0.0	45	93.8	0	0.0	3	6.3	0	0.0
23:00	**8**	0	0.0	8	100.0	0	0.0	0	0.0	0	0.0
12H,7-19	**2883**	**21**	**0.7**	**2177**	**75.5**	**286**	**9.9**	**394**	**13.7**	**5**	**0.2**
16H,6-22	**3161**	**29**	**0.9**	**2429**	**76.8**	**291**	**9.2**	**407**	**12.9**	**5**	**0.2**
18H,6-24	**3217**	**29**	**0.9**	**2482**	**77.2**	**291**	**9.1**	**410**	**12.7**	**5**	**0.2**
24H,0-24	**3431**	**32**	**0.9**	**2672**	**77.9**	**295**	**8.6**	**426**	**12.4**	**6**	**0.2**

Data produced by
Auto Surveys Ltd

10722	IMMINGHAM	Site No: 10722044	Location	Site 4 - Queens Rd, Immingham (East Gate outbound)
Mon 27-Sep-21 to Sun 03-Oct-21		Channel: Southbound		

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Sat 02-Oct-21											
00:00	**17**	1	5.9	14	82.4	1	5.9	1	5.9	0	0.0
01:00	**10**	0	0.0	10	100.0	0	0.0	0	0.0	0	0.0
02:00	**47**	1	2.1	43	91.5	0	0.0	3	6.4	0	0.0
03:00	**19**	1	5.3	16	84.2	0	0.0	2	10.5	0	0.0
04:00	**20**	1	5.0	16	80.0	0	0.0	3	15.0	0	0.0
05:00	**59**	3	5.1	48	81.4	1	1.7	7	11.9	0	0.0
06:00	**80**	2	2.5	73	91.3	0	0.0	5	6.3	0	0.0
07:00	**64**	0	0.0	56	87.5	5	7.8	3	4.7	0	0.0
08:00	**67**	0	0.0	62	92.5	3	4.5	2	3.0	0	0.0
09:00	**82**	1	1.2	64	78.1	10	12.2	7	8.5	0	0.0
10:00	**67**	0	0.0	54	80.6	7	10.5	6	9.0	0	0.0
11:00	**67**	0	0.0	51	76.1	6	9.0	9	13.4	1	1.5
12:00	**77**	2	2.6	71	92.2	2	2.6	2	2.6	0	0.0
13:00	**57**	0	0.0	54	94.7	2	3.5	1	1.8	0	0.0
14:00	**65**	1	1.5	59	90.8	1	1.5	4	6.2	0	0.0
15:00	**48**	0	0.0	41	85.4	4	8.3	3	6.3	0	0.0
16:00	**56**	0	0.0	43	76.8	5	8.9	8	14.3	0	0.0
17:00	**72**	3	4.2	62	86.1	3	4.2	3	4.2	1	1.4
18:00	**67**	2	3.0	61	91.0	3	4.5	1	1.5	0	0.0
19:00	**8**	0	0.0	5	62.5	0	0.0	3	37.5	0	0.0
20:00	**28**	0	0.0	24	85.7	0	0.0	4	14.3	0	0.0
21:00	**14**	0	0.0	13	92.9	1	7.1	0	0.0	0	0.0
22:00	**17**	0	0.0	17	100.0	0	0.0	0	0.0	0	0.0
23:00	**15**	0	0.0	14	93.3	1	6.7	0	0.0	0	0.0
12H,7-19	**789**	**9**	**1.1**	**678**	**85.9**	**51**	**6.5**	**49**	**6.2**	**2**	**0.3**
16H,6-22	**919**	**11**	**1.2**	**793**	**86.3**	**52**	**5.7**	**61**	**6.6**	**2**	**0.2**
18H,6-24	**951**	**11**	**1.2**	**824**	**86.7**	**53**	**5.6**	**61**	**6.4**	**2**	**0.2**
24H,0-24	**1123**	**18**	**1.6**	**971**	**86.5**	**55**	**4.9**	**77**	**6.9**	**2**	**0.2**

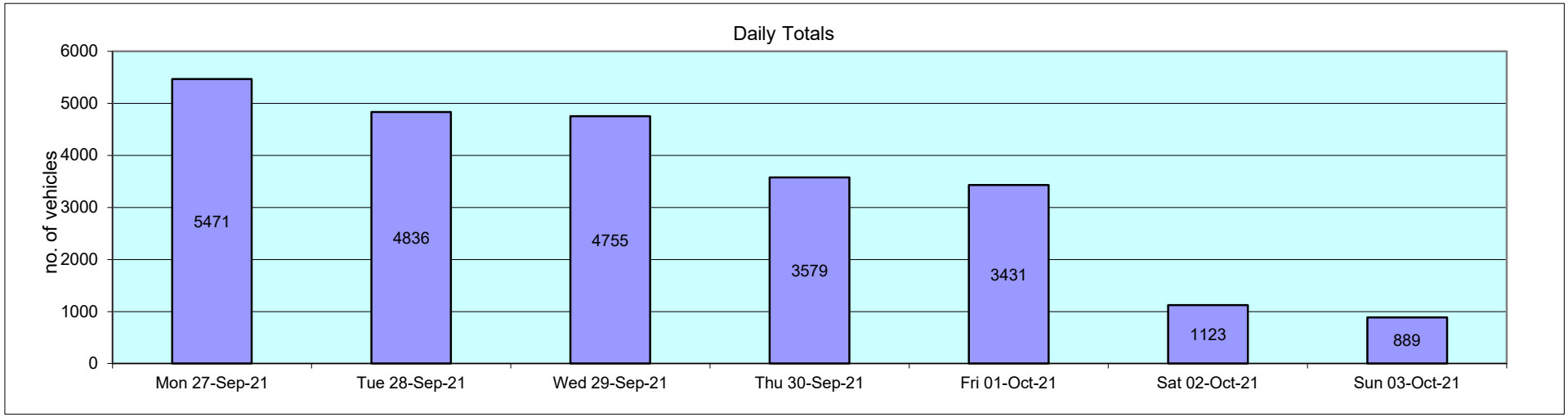
Data produced by
Auto Surveys Ltd

10722	IMMINGHAM	Site No: 10722044	Location	Site 4 - Queens Rd, Immingham (East Gate outbound)
Mon 27-Sep-21 to Sun 03-Oct-21		Channel: Southbound		

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Sun 03-Oct-21											
00:00	**4**	0	0.0	4	100.0	0	0.0	0	0.0	0	0.0
01:00	**26**	0	0.0	26	100.0	0	0.0	0	0.0	0	0.0
02:00	**12**	0	0.0	11	91.7	1	8.3	0	0.0	0	0.0
03:00	**10**	0	0.0	10	100.0	0	0.0	0	0.0	0	0.0
04:00	**11**	0	0.0	10	90.9	0	0.0	1	9.1	0	0.0
05:00	**36**	3	8.3	31	86.1	1	2.8	1	2.8	0	0.0
06:00	**53**	1	1.9	50	94.3	1	1.9	1	1.9	0	0.0
07:00	**43**	0	0.0	40	93.0	2	4.7	1	2.3	0	0.0
08:00	**30**	0	0.0	26	86.7	4	13.3	0	0.0	0	0.0
09:00	**44**	0	0.0	41	93.2	2	4.6	1	2.3	0	0.0
10:00	**57**	1	1.8	52	91.2	4	7.0	0	0.0	0	0.0
11:00	**46**	1	2.2	39	84.8	2	4.4	4	8.7	0	0.0
12:00	**39**	0	0.0	27	69.2	3	7.7	9	23.1	0	0.0
13:00	**32**	0	0.0	24	75.0	7	21.9	1	3.1	0	0.0
14:00	**35**	0	0.0	27	77.1	3	8.6	5	14.3	0	0.0
15:00	**66**	1	1.5	58	87.9	4	6.1	3	4.6	0	0.0
16:00	**49**	0	0.0	49	100.0	0	0.0	0	0.0	0	0.0
17:00	**98**	4	4.1	88	89.8	3	3.1	3	3.1	0	0.0
18:00	**91**	3	3.3	85	93.4	2	2.2	1	1.1	0	0.0
19:00	**24**	0	0.0	21	87.5	1	4.2	2	8.3	0	0.0
20:00	**28**	0	0.0	27	96.4	0	0.0	1	3.6	0	0.0
21:00	**9**	0	0.0	9	100.0	0	0.0	0	0.0	0	0.0
22:00	**19**	0	0.0	19	100.0	0	0.0	0	0.0	0	0.0
23:00	**27**	0	0.0	24	88.9	0	0.0	3	11.1	0	0.0
12H,7-19	**630**	**10**	**1.6**	**556**	**88.3**	**36**	**5.7**	**28**	**4.4**	**0**	**0.0**
16H,6-22	**744**	**11**	**1.5**	**663**	**89.1**	**38**	**5.1**	**32**	**4.3**	**0**	**0.0**
18H,6-24	**790**	**11**	**1.4**	**706**	**89.4**	**38**	**4.8**	**35**	**4.4**	**0**	**0.0**
24H,0-24	**889**	**14**	**1.6**	**798**	**89.8**	**40**	**4.5**	**37**	**4.2**	**0**	**0.0**

10722	IMMINGHAM	Site No: 10722044	Location	Site 4 - Queens Rd, Immingham (East Gate outbound)
Mon 27-Sep-21 to Sun 03-Oct-21		Channel: Southbound		

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Daily Totals											
Mon 27-Sep-21	**5471**	39	0.7	4023	73.5	422	7.7	978	17.9	9	0.2
Tue 28-Sep-21	**4836**	36	0.7	3872	80.1	379	7.8	544	11.3	5	0.1
Wed 29-Sep-21	**4755**	32	0.7	3938	82.8	330	6.9	453	9.5	2	0.0
Thu 30-Sep-21	**3579**	34	1.0	2928	81.8	241	6.7	374	10.5	2	0.1
Fri 01-Oct-21	**3431**	32	0.9	2672	77.9	295	8.6	426	12.4	6	0.2
Sat 02-Oct-21	**1123**	18	1.6	971	86.5	55	4.9	77	6.9	2	0.2
Sun 03-Oct-21	**889**	14	1.6	798	89.8	40	4.5	37	4.2	0	0.0
Total Vehicles											
[--]	**24084**	205	1.0	19202	81.8	1762	6.7	2889	10.4	26	0.1



10722			IMMINGHAM				Site No: 10722044				Location	Site 4 - Queens Rd, Immingham (East Gate outbound)					
Mon 27-Sep-21 to Sun 03-Oct-21							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 27-Sep-21																
00:00	38	25.5	20.3	5.6	0	1	7	13	12	4	1	0	0	0	0	0
01:00	26	24.8	19.8	4.8	0	0	5	12	6	3	0	0	0	0	0	0
02:00	67	27	23.4	3.8	0	0	1	13	40	12	1	0	0	0	0	0
03:00	72	24.5	20.1	4.3	0	1	8	34	25	4	0	0	0	0	0	0
04:00	76	27.6	22.4	4.8	0	0	3	29	28	13	3	0	0	0	0	0
05:00	262	25.5	21.8	4.1	0	0	12	98	124	26	1	1	0	0	0	0
06:00	494	24.9	20.6	4.3	1	4	54	194	216	22	3	0	0	0	0	0
07:00	448	24	19.5	4	0	4	66	219	151	8	0	0	0	0	0	0
08:00	462	24.4	20.2	3.9	0	0	41	254	142	23	2	0	0	0	0	0
09:00	321	25	20.7	4.2	0	0	32	140	125	23	1	0	0	0	0	0
10:00	266	26.6	21.8	4.9	0	3	20	94	103	44	1	0	1	0	0	0
11:00	287	25.2	21.2	4.3	0	0	29	100	135	21	2	0	0	0	0	0
12:00	287	26.5	22.3	4.7	0	1	25	70	143	42	6	0	0	0	0	0
13:00	323	25.9	21.9	4.6	0	0	26	107	144	38	8	0	0	0	0	0
14:00	332	25.6	21.5	4.8	0	4	26	117	146	33	3	3	0	0	0	0
15:00	278	26.2	22.3	4.8	0	1	22	71	140	37	5	1	1	0	0	0
16:00	530	28.8	23.9	4.6	0	0	12	110	268	108	29	2	1	0	0	0
17:00	407	29.9	24.5	5	0	1	6	79	187	94	35	5	0	0	0	0
18:00	217	29.9	25.1	4.8	0	0	4	24	115	53	16	5	0	0	0	0
19:00	133	29	24.3	4.6	0	0	5	19	67	36	5	1	0	0	0	0
20:00	54	33.3	25	6.9	0	0	4	10	23	2	14	0	1	0	0	0
21:00	22	25	21.9	3.5	0	0	1	6	14	1	0	0	0	0	0	0
22:00	41	25.8	21.9	5.4	0	0	2	19	14	3	2	1	0	0	0	0
23:00	28	24.8	20.6	4.2	0	0	3	12	11	2	0	0	0	0	0	0
12H,7-19	4158	26.3	22	4.8	0	14	309	1385	1799	524	108	16	3	0	0	0
16H,6-22	4861	26.1	22	4.8	1	18	373	1614	2119	585	130	17	4	0	0	0
18H,6-24	4930	26	21.9	4.8	1	18	378	1645	2144	590	132	18	4	0	0	0
24H,0-24	5471	26	21.9	4.8	1	20	414	1844	2379	652	138	19	4	0	0	0

10722			IMMINGHAM				Site No: 10722044				Location	Site 4 - Queens Rd, Immingham (East Gate outbound)					
Mon 27-Sep-21 to Sun 03-Oct-21							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 28-Sep-21																	
00:00	21	24.7	21.4	3.3	0	0	0	10	10	1	0	0	0	0	0	0
01:00	15	20.7	18.5	3	0	0	2	11	2	0	0	0	0	0	0	0
02:00	24	23.8	18.9	4.6	0	0	7	9	7	1	0	0	0	0	0	0
03:00	14	29.7	25.3	4.9	0	0	0	3	4	6	1	0	0	0	0	0
04:00	49	25.2	23.1	2.5	0	0	1	3	44	1	0	0	0	0	0	0
05:00	104	28.5	24.2	4.1	0	0	0	19	57	24	3	1	0	0	0	0
06:00	163	26	23.6	3.2	0	0	0	24	115	22	2	0	0	0	0	0
07:00	233	25.5	23	3	0	0	1	42	172	17	1	0	0	0	0	0
08:00	302	26.4	23.7	3.6	0	0	0	47	206	39	9	1	0	0	0	0
09:00	324	27.1	23.8	3.4	0	0	2	42	219	56	5	0	0	0	0	0
10:00	312	25.7	21.8	4.2	0	0	17	115	141	36	3	0	0	0	0	0
11:00	277	25.4	21.7	4.3	0	2	15	96	139	21	3	1	0	0	0	0
12:00	278	25.8	21.3	4.9	0	4	27	103	106	32	6	0	0	0	0	0
13:00	220	25.8	21.9	4.5	0	0	19	65	107	25	4	0	0	0	0	0
14:00	330	25.4	21.3	4.2	0	0	26	128	144	30	2	0	0	0	0	0
15:00	357	25.9	21.6	5.3	0	4	30	134	138	35	12	3	1	0	0	0
16:00	543	26.5	22.8	4.2	0	0	16	149	289	75	14	0	0	0	0	0
17:00	430	28.1	23.9	4.4	0	1	7	75	247	82	12	5	1	0	0	0
18:00	257	25.4	21.4	4.6	0	2	27	78	125	21	4	0	0	0	0	0
19:00	172	25.9	22.6	4.2	0	1	8	40	97	24	2	0	0	0	0	0
20:00	85	24.1	20.1	3.9	0	0	5	55	19	5	1	0	0	0	0	0
21:00	123	25.8	22.9	3.7	0	0	2	28	77	14	2	0	0	0	0	0
22:00	115	28.8	24.6	3.7	0	0	1	12	65	35	2	0	0	0	0	0
23:00	88	29.1	25	3.6	0	0	0	10	42	36	0	0	0	0	0	0
12H,7-19	3863	25.9	22.4	4.4	0	13	187	1074	2033	469	75	10	2	0	0	0
16H,6-22	4406	25.9	22.4	4.3	0	14	202	1221	2341	534	82	10	2	0	0	0
18H,6-24	4609	26.1	22.5	4.3	0	14	203	1243	2448	605	84	10	2	0	0	0
24H,0-24	4836	26.1	22.6	4.3	0	14	213	1298	2572	638	88	11	2	0	0	0

Data produced by
Auto Surveys Ltd

10722			IMMINGHAM				Site No: 10722044				Location	Site 4 - Queens Rd, Immingham (East Gate outbound)					
Mon 27-Sep-21 to Sun 03-Oct-21							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 29-Sep-21																
00:00	67	27	22.6	4.2	0	0	1	24	29	12	1	0	0	0	0	0
01:00	84	25.3	23	2.6	0	0	0	12	68	4	0	0	0	0	0	0
02:00	63	24.5	20.4	3.8	0	0	6	29	26	2	0	0	0	0	0	0
03:00	99	25.3	22.6	3	0	0	2	18	74	5	0	0	0	0	0	0
04:00	92	26.9	23.3	4	0	0	2	19	54	15	2	0	0	0	0	0
05:00	126	25.6	23	3.1	0	0	0	26	87	13	0	0	0	0	0	0
06:00	163	26	23	4	0	0	3	40	95	21	3	1	0	0	0	0
07:00	183	25.7	22.9	3.5	0	0	2	43	116	20	2	0	0	0	0	0
08:00	284	25.4	22.2	3.5	0	0	5	91	164	23	1	0	0	0	0	0
09:00	288	27.5	24.2	4.1	0	0	6	22	203	45	10	0	1	1	0	0
10:00	225	27.9	23.5	4.1	0	0	6	43	124	47	5	0	0	0	0	0
11:00	302	26.3	22.3	4.6	0	1	14	101	138	42	4	1	1	0	0	0
12:00	241	27	22.6	4.7	0	2	9	72	114	36	7	1	0	0	0	0
13:00	260	25.4	21.6	4.4	0	4	17	78	138	19	4	0	0	0	0	0
14:00	305	25.8	21.9	4.4	0	1	20	99	146	35	3	1	0	0	0	0
15:00	383	26.5	22.6	4.4	0	1	18	99	202	56	5	2	0	0	0	0
16:00	617	28.2	23.6	4.4	0	0	17	123	338	105	34	0	0	0	0	0
17:00	448	28.5	24.1	4.2	0	0	11	63	256	102	14	2	0	0	0	0
18:00	191	29.1	24.6	4.2	0	0	5	21	97	62	6	0	0	0	0	0
19:00	134	29.7	24.5	5.2	0	1	3	29	46	46	8	1	0	0	0	0
20:00	105	28.7	24.6	4	0	0	2	8	63	29	2	1	0	0	0	0
21:00	29	29.3	22.5	6.5	0	2	0	13	2	11	1	0	0	0	0	0
22:00	42	23.7	19.7	5	0	0	6	26	6	3	0	1	0	0	0	0
23:00	24	20.1	18.3	1.8	0	0	1	23	0	0	0	0	0	0	0	0
12H,7-19	3727	27.2	23.1	4.4	0	9	130	855	2036	592	95	7	2	1	0	0
16H,6-22	4158	27.4	23.1	4.4	0	12	138	945	2242	699	109	10	2	1	0	0
18H,6-24	4224	27.4	23.1	4.4	0	12	145	994	2248	702	109	11	2	1	0	0
24H,0-24	4755	27.1	23	4.3	0	12	156	1122	2586	753	112	11	2	1	0	0

10722			IMMINGHAM				Site No: 10722044				Location	Site 4 - Queens Rd, Immingham (East Gate outbound)					
Mon 27-Sep-21 to Sun 03-Oct-21							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 30-Sep-21																
00:00	18	33.3	25.4	7.4	0	0	2	3	5	3	4	1	0	0	0	0
01:00	52	25.8	19.4	5.9	0	0	22	7	15	8	0	0	0	0	0	0
02:00	52	28.6	22.3	5	0	0	2	25	8	17	0	0	0	0	0	0
03:00	16	20	17.9	2.2	0	0	2	14	0	0	0	0	0	0	0	0
04:00	22	26.5	20.8	7	0	0	6	7	5	2	1	1	0	0	0	0
05:00	88	26.4	23	3.8	0	0	2	20	51	15	0	0	0	0	0	0
06:00	175	25.7	22.5	3.6	0	0	1	56	97	20	1	0	0	0	0	0
07:00	211	25.7	23.5	2.9	0	0	1	22	165	22	1	0	0	0	0	0
08:00	210	25.9	22.9	3.7	0	0	4	49	127	28	2	0	0	0	0	0
09:00	208	25.6	22.7	3.4	0	0	2	51	135	19	1	0	0	0	0	0
10:00	198	25	20.2	4.5	0	0	30	92	57	18	1	0	0	0	0	0
11:00	155	24.7	20.6	4	0	1	9	80	56	8	1	0	0	0	0	0
12:00	189	25.3	21.2	4.1	0	1	11	78	82	17	0	0	0	0	0	0
13:00	189	25.5	21.4	4.6	1	1	13	71	82	17	4	0	0	0	0	0
14:00	276	25.8	22.1	4.4	0	1	9	101	127	33	3	2	0	0	0	0
15:00	350	25.6	22.2	4.3	0	0	15	112	185	24	14	0	0	0	0	0
16:00	438	28.7	23.6	4.6	0	2	9	104	205	97	21	0	0	0	0	0
17:00	351	26.9	23	4.2	0	0	8	93	188	51	11	0	0	0	0	0
18:00	149	28.2	23.4	4.3	0	0	3	39	68	37	2	0	0	0	0	0
19:00	99	25.6	20.9	5.1	0	2	13	33	39	10	2	0	0	0	0	0
20:00	46	25.7	23.2	4	0	0	2	7	30	6	1	0	0	0	0	0
21:00	35	27.6	23.8	4.4	0	0	3	1	23	7	1	0	0	0	0	0
22:00	33	32.8	23.5	6.8	0	0	1	15	9	0	7	1	0	0	0	0
23:00	19	24.7	21.1	3.8	0	0	1	8	9	1	0	0	0	0	0	0
12H,7-19	2924	26	22.4	4.3	1	6	114	892	1477	371	61	2	0	0	0	0
16H,6-22	3279	26	22.4	4.3	1	8	133	989	1666	414	66	2	0	0	0	0
18H,6-24	3331	26	22.4	4.3	1	8	135	1012	1684	415	73	3	0	0	0	0
24H,0-24	3579	26.1	22.3	4.4	1	8	171	1088	1768	460	78	5	0	0	0	0

10722			IMMINGHAM				Site No: 10722044				Location	Site 4 - Queens Rd, Immingham (East Gate outbound)					
Mon 27-Sep-21 to Sun 03-Oct-21							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 01-Oct-21																	
00:00	**61**	30.4	25.9	4.2	0	0	0	1	39	13	7	1	0	0	0	0
01:00	**19**	28.7	24.6	4.5	0	0	1	1	11	5	1	0	0	0	0	0
02:00	**22**	25.5	23.3	2.8	0	0	0	3	17	2	0	0	0	0	0	0
03:00	**26**	21.8	19.7	2.9	0	0	0	21	4	1	0	0	0	0	0	0
04:00	**35**	24.7	20.6	4.6	0	1	2	16	14	1	1	0	0	0	0	0
05:00	**51**	24.4	20.5	3.6	0	0	2	30	16	3	0	0	0	0	0	0
06:00	**126**	25.3	21.7	4.2	0	0	8	43	64	8	3	0	0	0	0	0
07:00	**172**	25.1	21.2	3.9	0	0	9	74	76	12	1	0	0	0	0	0
08:00	**216**	25.3	20.9	4.5	0	0	32	69	96	19	0	0	0	0	0	0
09:00	**253**	25.9	22.5	4.3	0	1	9	73	132	31	7	0	0	0	0	0
10:00	**238**	26.1	21.7	4.9	0	1	30	64	106	33	4	0	0	0	0	0
11:00	**219**	25.7	22.1	4.2	0	0	11	72	109	24	2	1	0	0	0	0
12:00	**257**	27.7	23	4.4	0	0	8	75	118	49	7	0	0	0	0	0
13:00	**243**	26.4	22.6	4.4	0	0	12	68	123	34	6	0	0	0	0	0
14:00	**233**	27.4	22.7	4.6	0	0	9	75	103	38	7	1	0	0	0	0
15:00	**305**	27.4	22.4	5	0	2	15	106	122	48	9	3	0	0	0	0
16:00	**360**	29.6	25	4.4	0	0	4	45	176	111	22	2	0	0	0	0
17:00	**250**	29.5	24.4	4.9	0	0	11	31	137	47	22	2	0	0	0	0
18:00	**137**	27.5	23.1	4.8	0	0	6	34	71	17	8	1	0	0	0	0
19:00	**86**	25.5	22.5	4.6	0	1	2	23	52	5	1	2	0	0	0	0
20:00	**42**	25.6	23.6	3	0	0	0	4	34	3	1	0	0	0	0	0
21:00	**24**	28.1	23.9	4.1	0	0	1	3	13	7	0	0	0	0	0	0
22:00	**48**	30.1	24.4	5.3	0	0	2	6	29	4	6	1	0	0	0	0
23:00	**8**	-	26	7.7	0	0	0	1	5	1	0	0	1	0	0	0
12H,7-19	**2883**	**27.5**	**22.8**	**4.7**	**0**	**4**	**156**	**786**	**1369**	**463**	**95**	**10**	**0**	**0**	**0**	**0**
16H,6-22	**3161**	**27.3**	**22.7**	**4.7**	**0**	**5**	**167**	**859**	**1532**	**486**	**100**	**12**	**0**	**0**	**0**	**0**
18H,6-24	**3217**	**27.3**	**22.8**	**4.7**	**0**	**5**	**169**	**866**	**1566**	**491**	**106**	**13**	**1**	**0**	**0**	**0**
24H,0-24	**3431**	**27.3**	**22.8**	**4.7**	**0**	**6**	**174**	**938**	**1667**	**516**	**115**	**14**	**1**	**0**	**0**	**0**

Data produced by
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10722			IMMINGHAM				Site No: 10722044				Location	Site 4 - Queens Rd, Immingham (East Gate outbound)					
Mon 27-Sep-21 to Sun 03-Oct-21							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 02-Oct-21																
00:00	17	28.8	24.1	4.5	0	0	0	5	5	7	0	0	0	0	0	0
01:00	10	23.5	20.5	3	0	0	0	6	4	0	0	0	0	0	0	0
02:00	47	28.5	24.7	4.3	0	0	1	3	31	9	2	1	0	0	0	0
03:00	19	25.4	22.4	3.5	0	0	0	6	11	2	0	0	0	0	0	0
04:00	20	25.5	23.5	2.7	0	0	0	2	16	2	0	0	0	0	0	0
05:00	59	27.3	23.9	3.7	0	0	0	9	38	10	2	0	0	0	0	0
06:00	80	29.1	24.6	4.6	0	0	1	12	41	22	2	2	0	0	0	0
07:00	64	29.1	24.8	3.9	0	0	0	9	30	24	1	0	0	0	0	0
08:00	67	29.3	24.8	4.1	0	0	0	10	32	22	3	0	0	0	0	0
09:00	82	29.6	25.3	5	0	1	3	5	34	36	2	0	1	0	0	0
10:00	67	28.5	23.7	4.9	0	0	2	15	34	11	4	1	0	0	0	0
11:00	67	30.4	26	4.8	0	0	0	7	29	23	6	2	0	0	0	0
12:00	77	30	24.1	6	0	1	3	19	26	20	7	0	1	0	0	0
13:00	57	30.4	26.2	4.6	0	0	0	8	16	27	6	0	0	0	0	0
14:00	65	29.6	24.5	4.7	0	0	1	11	34	12	7	0	0	0	0	0
15:00	48	31.8	27.1	4.3	0	0	0	0	23	16	8	1	0	0	0	0
16:00	56	29.6	25.1	4.8	0	0	2	6	24	21	2	1	0	0	0	0
17:00	72	27.7	23.6	4.4	0	0	3	11	43	11	4	0	0	0	0	0
18:00	67	29.8	25.1	4.8	0	0	2	5	38	15	6	1	0	0	0	0
19:00	8	-	22.9	2.3	0	0	0	1	7	0	0	0	0	0	0	0
20:00	28	27.3	23	5.2	0	0	4	2	16	5	1	0	0	0	0	0
21:00	14	30.3	25.3	5.2	0	0	0	3	5	4	2	0	0	0	0	0
22:00	17	29.3	23.8	6.9	0	0	3	1	8	3	1	1	0	0	0	0
23:00	15	24.9	22.5	2.5	0	0	0	3	12	0	0	0	0	0	0	0
12H,7-19	789	29.8	25	4.8	0	2	16	106	363	238	56	6	2	0	0	0
16H,6-22	919	29.7	24.9	4.8	0	2	21	124	432	269	61	8	2	0	0	0
18H,6-24	951	29.7	24.8	4.8	0	2	24	128	452	272	62	9	2	0	0	0
24H,0-24	1123	29.5	24.6	4.7	0	2	25	159	557	302	66	10	2	0	0	0

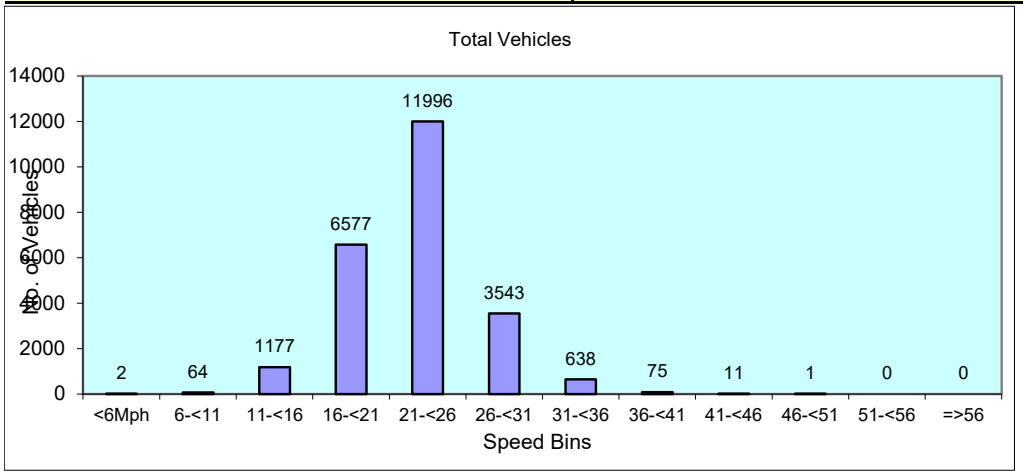
Data produced by
Auto Surveys Ltd

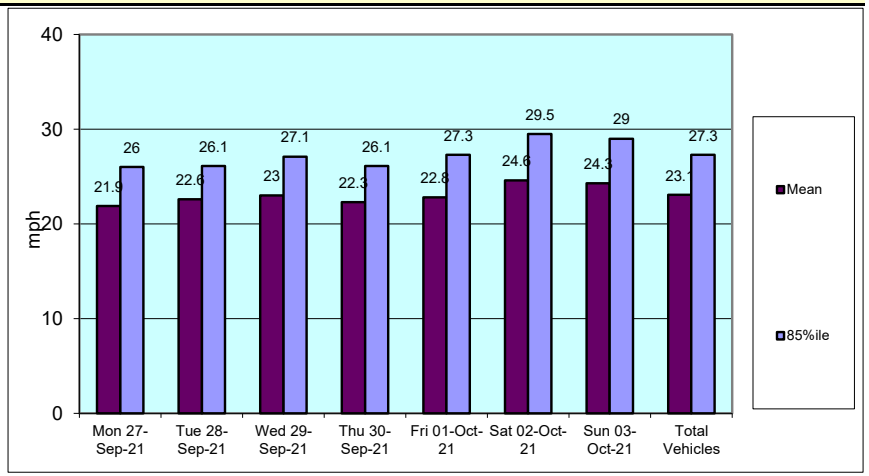
10722			IMMINGHAM				Site No: 10722044				Location	Site 4 - Queens Rd, Immingham (East Gate outbound)					
Mon 27-Sep-21 to Sun 03-Oct-21							Channel: Southbound										
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Sun 03-Oct-21																
00:00	4	-	26	5.2	0	0	0	0	3	0	1	0	0	0	0	0
01:00	26	30.5	27.7	3.9	0	0	0	1	6	15	4	0	0	0	0	0
02:00	12	25.3	23.1	2.9	0	0	0	2	9	1	0	0	0	0	0	0
03:00	10	31	30	3.6	0	0	0	0	0	8	1	1	0	0	0	0
04:00	11	28.3	22.6	6	0	0	2	2	3	4	0	0	0	0	0	0
05:00	36	25.8	22.8	3.7	0	0	1	8	22	5	0	0	0	0	0	0
06:00	53	28.1	23	5.6	0	0	7	7	28	6	5	0	0	0	0	0
07:00	43	26	24	2.8	0	0	0	3	33	7	0	0	0	0	0	0
08:00	30	29.5	25.3	4.1	0	0	0	3	15	10	2	0	0	0	0	0
09:00	44	27.1	24.4	2.7	0	0	0	1	34	9	0	0	0	0	0	0
10:00	57	28.9	24.7	4.1	0	1	0	5	29	22	0	0	0	0	0	0
11:00	46	25.7	22.1	5.1	0	1	7	3	28	7	0	0	0	0	0	0
12:00	39	26.5	21.2	4.9	0	0	3	20	9	6	1	0	0	0	0	0
13:00	32	29.7	25.2	4.4	0	0	0	4	16	9	3	0	0	0	0	0
14:00	35	29	23.1	5.5	0	0	2	12	11	7	3	0	0	0	0	0
15:00	66	27.4	23.6	4	0	0	0	15	37	13	0	1	0	0	0	0
16:00	49	28.6	24.7	3.6	0	0	0	4	31	12	2	0	0	0	0	0
17:00	98	29.6	25.1	4.3	0	0	0	10	57	22	8	1	0	0	0	0
18:00	91	29	24.6	4.1	0	0	1	12	48	26	4	0	0	0	0	0
19:00	24	29.1	25	4	0	0	0	3	12	8	1	0	0	0	0	0
20:00	28	25.8	23.1	4.3	0	0	0	8	16	2	2	0	0	0	0	0
21:00	9	-	24.6	2.7	0	0	0	0	7	2	0	0	0	0	0	0
22:00	19	34.3	30.3	4.1	0	0	0	0	1	12	4	2	0	0	0	0
23:00	27	28.5	23.9	4.4	0	0	1	5	12	9	0	0	0	0	0	0
12H,7-19	630	28.7	24.1	4.3	0	2	13	92	348	150	23	2	0	0	0	0
16H,6-22	744	28.6	24	4.4	0	2	20	110	411	168	31	2	0	0	0	0
18H,6-24	790	28.9	24.2	4.5	0	2	21	115	424	189	35	4	0	0	0	0
24H,0-24	889	29	24.3	4.5	0	2	24	128	467	222	41	5	0	0	0	0

Data produced by
Auto Surveys Ltd

10722	IMMINGHAM	Site No: 10722044	Location	Site 4 - Queens Rd, Immingham (East Gate outbound)
Mon 27-Sep-21 to Sun 03-Oct-21		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
Daily Totals																
Mon 27-Sep-21	**5471**	26	21.9	4.8	1	20	414	1844	2379	652	138	19	4	0	0	0
Tue 28-Sep-21	**4836**	26.1	22.6	4.3	0	14	213	1298	2572	638	88	11	2	0	0	0
Wed 29-Sep-21	**4755**	27.1	23	4.3	0	12	156	1122	2586	753	112	11	2	1	0	0
Thu 30-Sep-21	**3579**	26.1	22.3	4.4	1	8	171	1088	1768	460	78	5	0	0	0	0
Fri 01-Oct-21	**3431**	27.3	22.8	4.7	0	6	174	938	1667	516	115	14	1	0	0	0
Sat 02-Oct-21	**1123**	29.5	24.6	4.7	0	2	25	159	557	302	66	10	2	0	0	0
Sun 03-Oct-21	**889**	29	24.3	4.5	0	2	24	128	467	222	41	5	0	0	0	0
Total Vehicles																
[--]	**24084**	27.3	23.1	4.5	2	64	1177	6577	11996	3543	638	75	11	1	0	0

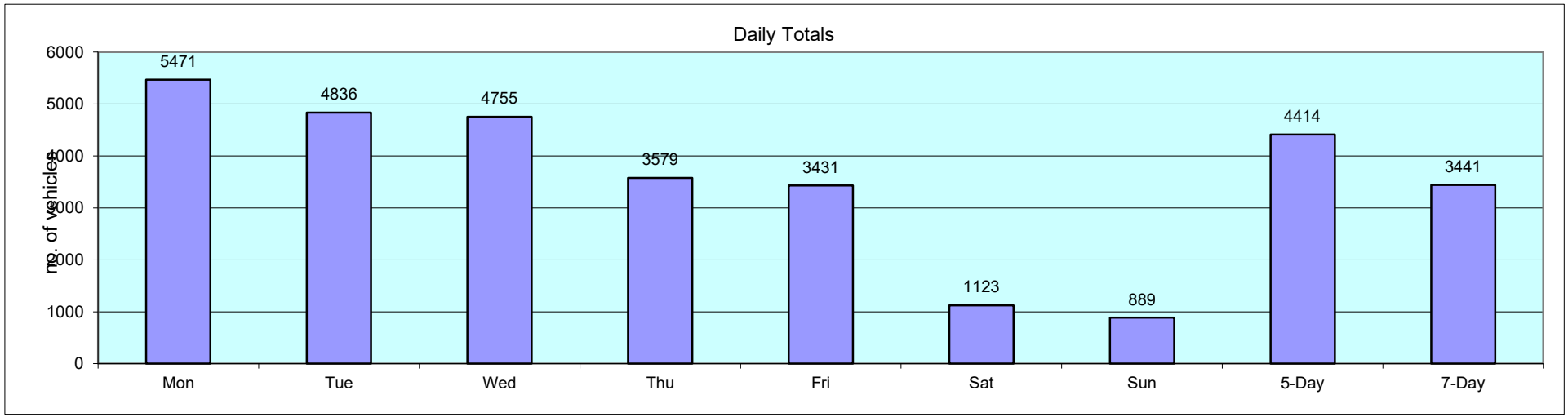




10722		IMMINGHAM		Site No: 10722044 Channel: Southbound		Location	Site 4 - Queens Rd, Immingham (East Gate outbound)		
TIME PERIOD	Mon 27/09/2021	Tue 28/09/2021	Wed 29/09/2021	Thu 30/09/2021	Fri 01/10/2021	Sat 02/10/2021	Sun 03/10/2021	5-Day Av	7-Day Av
Week Begin: 27-Sep-21									
00:00	**38**	21	67	18	61	17	4	41	32
01:00	**26**	15	84	52	19	10	26	39	33
02:00	**67**	24	63	52	22	47	12	46	41
03:00	**72**	14	99	16	26	19	10	45	37
04:00	**76**	49	92	22	35	20	11	55	44
05:00	**262**	104	126	88	51	59	36	126	104
06:00	**494**	163	163	175	126	80	53	224	179
07:00	**448**	233	183	211	172	64	43	249	193
08:00	**462**	302	284	210	216	67	30	295	224
09:00	**321**	324	288	208	253	82	44	279	217
10:00	**266**	312	225	198	238	67	57	248	195
11:00	**287**	277	302	155	219	67	46	248	193
12:00	**287**	278	241	189	257	77	39	250	195
13:00	**323**	220	260	189	243	57	32	247	189
14:00	**332**	330	305	276	233	65	35	295	225
15:00	**278**	357	383	350	305	48	66	335	255
16:00	**530**	543	617	438	360	56	49	498	370
17:00	**407**	430	448	351	250	72	98	377	294
18:00	**217**	257	191	149	137	67	91	190	158
19:00	**133**	172	134	99	86	8	24	125	94
20:00	**54**	85	105	46	42	28	28	66	55
21:00	**22**	123	29	35	24	14	9	47	37
22:00	**41**	115	42	33	48	17	19	56	45
23:00	**28**	88	24	19	8	15	27	33	30
12H,7-19	**4158**	**3863**	**3727**	**2924**	**2883**	**789**	**630**	**3511**	**2711**
16H,6-22	**4861**	**4406**	**4158**	**3279**	**3161**	**919**	**744**	**3973**	**3075**
18H,6-24	**4930**	**4609**	**4224**	**3331**	**3217**	**951**	**790**	**4062**	**3150**
24H,0-24	**5471**	**4836**	**4755**	**3579**	**3431**	**1123**	**889**	**4414**	**3441**
Am	**06:00**	**09:00**	**11:00**	**07:00**	**09:00**	**09:00**	**10:00**		
Peak	**494**	**324**	**302**	**211**	**253**	**82**	**57**		
Pm	**16:00**	**16:00**	**16:00**	**16:00**	**16:00**	**12:00**	**17:00**		
Peak	**530**	**543**	**617**	**438**	**360**	**77**	**98**		

10722	IMMINGHAM	Site No: 10722044	Location	Site 4 - Queens Rd, Immingham (East Gate outbound)
		Channel: Southbound		

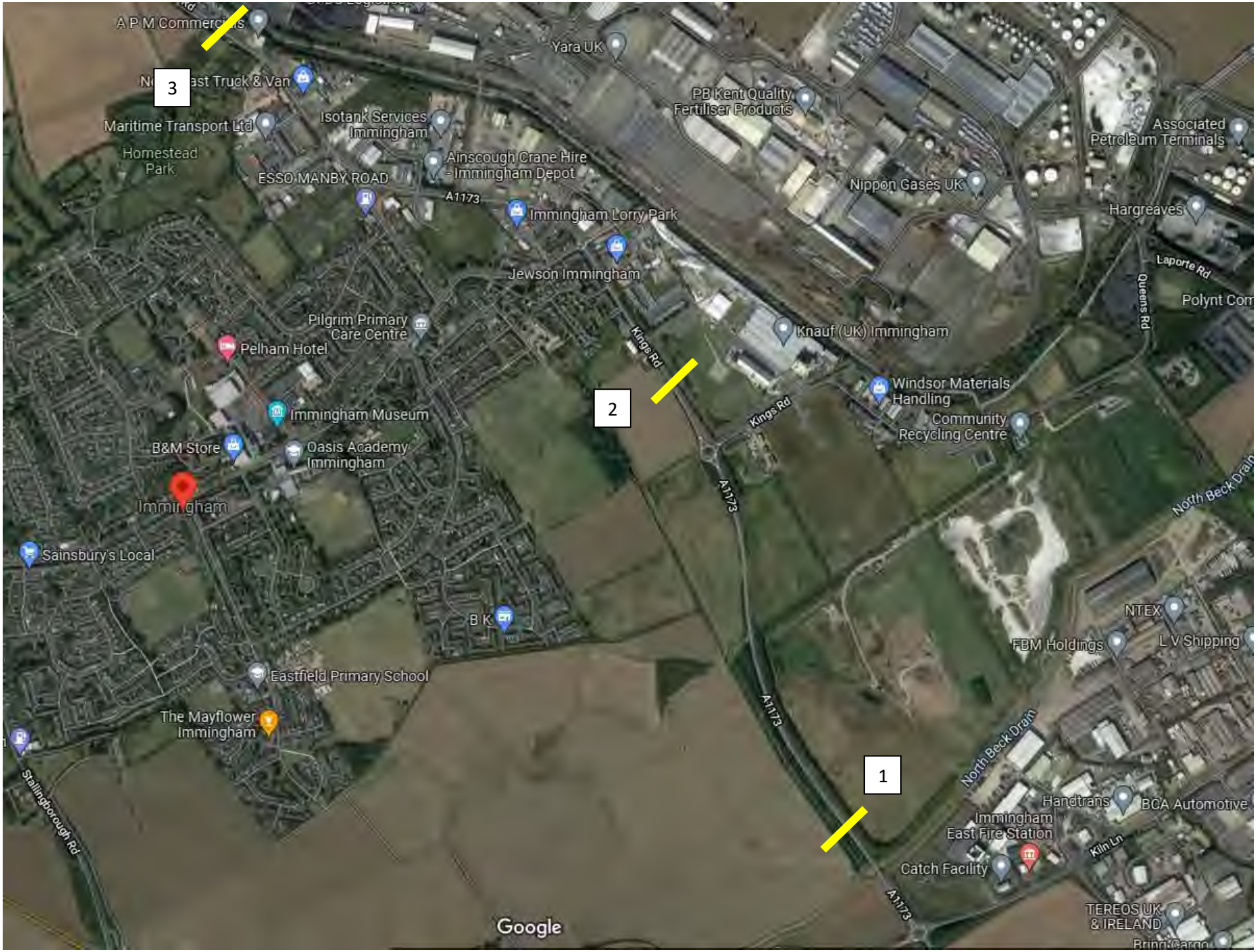
TIME PERIOD	Mon 27/09/2021	Tue 28/09/2021	Wed 29/09/2021	Thu 30/09/2021	Fri 01/10/2021	Sat 02/10/2021	Sun 03/10/2021	5-Day Av	7-Day Av

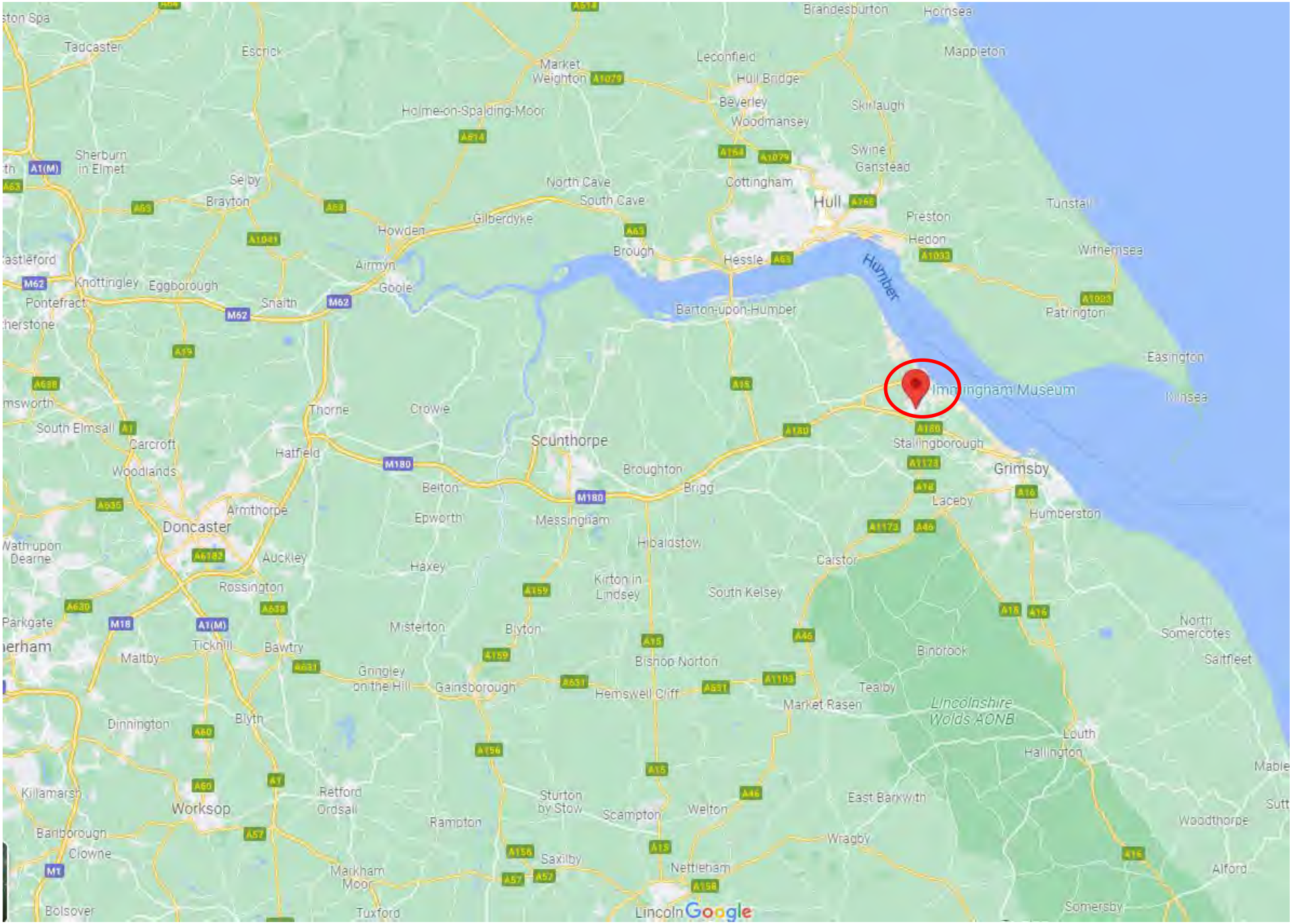


Site 1 - 53.605641, -0.187763

Site 2 - 53.617197, -0.195825

Site 3 - 53.625569, -0.214195


3
2
1
A P M Commercials
Yara UK
Maritime Transport Ltd
Isotank Services Immingham
PB Kent Quality Fertiliser Products
Associated Petroleum Terminals
Homestead Park
ESSO MANBY ROAD
Ainscough Crane Hire - Immingham Depot
A1173
Immingham Lorry Park
Nippon Gases UK
Hargreaves
Jewson Immingham
Laporte Rd
Queens Rd
Polynt Com
Pilgrim Primary Care Centre
Kings Rd
Knauf (UK) Immingham
Pelham Hotel
Windsor Materials Handling
Immingham Museum
Community Recycling Centre
B&M Store
Oasis Academy Immingham
North Beck Drain
Sainsbury's Local
NTEX
FBM Holdings
L V Shipping
Eastfield Primary School
The Mayflower Immingham
Stallingborough Rd
Handtrans
BCA Automotive
Immingham East Fire Station
Kiln Ln
Catch Facility
TEREOS UK & IRELAND
Google


Brandesburton
Hornsea
Tadcaster
Escrick
Market Weighton
Leconfield
Hull Bridge
Mappleton
Beverley
Woodmansey
Skirlaugh
Holme-on-Spalding-Moor
Sherburn in Elmet
Selby
Brayton
North Cave
South Cave
Cottingham
Swine
Garstead
Hull
Tunstall
Howden
Gilberdyke
Preston
Hedon
Brough
Hessle
Humber
Withernsea
Airmyn
Goole
Knottingley
Eggborough
Pontefract
Snaith
Barton-upon-Humber
Patrington
Easington
Immingham Museum
Thorne
Crowe
Scunthorpe
Stallingborough
South Elmsall
Carcroft
Hatfield
Broughton
Grimsby
Woodlands
Belton
Brigg
Laceby
Humberston
Armthorpe
Epworth
Messingham
Doncaster
Hibaldstow
Auckley
Haxey
Carstor
Rossington
Kirton in Lindsey
South Kelsey
Misterton
Blyton
North Somercotes
Parkgate
Tickhill
Bawtry
Bishop Norton
Binbrook
Saltfleet
Maltby
Gringley on the Hill
Gainsborough
Hemswell Cliff
Tealby
Market Rasen
Lincolnshire Wolds AONB
Dinnington
Blyth
Louth
Hallington
Killamarsh
Retford
Ordsall
Sturton by Stow
Scampton
Welton
East Barkwith
Worksop
Rampton
Woodthorpe
Wragby
Barnborough
Clowne
Saxilby
Nettleham
Markham Moor
Alford
Bolsover
Tuxford
Lincoln
Somersby
Google

10722		IMMINGHAM								
		SEPTEMBER 2021								
Site	**Location**	**Direction**	**Start Date**	**End Date**	**Posted Speed Limit (PSL)**	**Total Vehicles**	**5 Day Ave.**	**7 Day Ave.**	**Average 85%ile Speed**	**Average Mean Speed**
Site No: 10722001	Site 1 - Humber Rd, Immingham - att to I/c 18 (South of West Gate) 53.633552, -0.224857	Channel: Eastbound	Mon 27-Sep-21	Sun 03-Oct-21	30	22412	4037	3202	35.7	28.9
		Channel: Westbound	Mon 27-Sep-21	Sun 03-Oct-21		16338	2941	2334	38.3	33.7

Data produced by
Auto Surveys Ltd

10722		IMMINGHAM		Site No: 10722001		Location		Site 1 - Humber Rd, Immingham (S of West Gate)			
Mon 27-Sep-21 to Sun 03-Oct-21				Channel: Eastbound							
TIME PERIOD	**TOTAL VEHICLES**	**MOTOR-CYCLES**	**MOTOR-CYCLES%**	**CARS**	**CARS %**	**LGV**	**LGV %**	**HGV**	**HGV %**	**BUS**	**BUS %**
Mon 27-Sep-21											
00:00	**0**	0	-	0	-	0	-	0	-	0	-
01:00	**1**	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
02:00	**0**	0	-	0	-	0	-	0	-	0	-
03:00	**0**	0	-	0	-	0	-	0	-	0	-
04:00	**1**	1	100.0	0	0.0	0	0.0	0	0.0	0	0.0
05:00	**2**	1	50.0	0	0.0	1	50.0	0	0.0	0	0.0
06:00	**1**	1	100.0	0	0.0	0	0.0	0	0.0	0	0.0
07:00	**20**	1	5.0	12	60.0	3	15.0	3	15.0	1	5.0
08:00	**252**	2	0.8	115	45.6	47	18.7	88	34.9	0	0.0
09:00	**225**	4	1.8	93	41.3	35	15.6	92	40.9	1	0.4
10:00	**230**	2	0.9	109	47.4	36	15.7	83	36.1	0	0.0
11:00	**180**	1	0.6	55	30.6	30	16.7	94	52.2	0	0.0
12:00	**204**	2	1.0	66	32.4	30	14.7	104	51.0	2	1.0
13:00	**243**	2	0.8	87	35.8	30	12.4	121	49.8	3	1.2
14:00	**242**	1	0.4	95	39.3	32	13.2	114	47.1	0	0.0
15:00	**278**	2	0.7	91	32.7	36	13.0	149	53.6	0	0.0
16:00	**226**	2	0.9	88	38.9	28	12.4	108	47.8	0	0.0
17:00	**222**	5	2.3	94	42.3	28	12.6	95	42.8	0	0.0
18:00	**134**	0	0.0	54	40.3	12	9.0	68	50.8	0	0.0
19:00	**81**	0	0.0	16	19.8	7	8.6	58	71.6	0	0.0
20:00	**62**	0	0.0	22	35.5	6	9.7	34	54.8	0	0.0
21:00	**35**	0	0.0	8	22.9	3	8.6	24	68.6	0	0.0
22:00	**43**	0	0.0	12	27.9	6	14.0	25	58.1	0	0.0
23:00	**16**	0	0.0	1	6.3	0	0.0	15	93.8	0	0.0
12H,7-19	**2456**	**24**	**1.0**	**959**	**39.1**	**347**	**14.1**	**1119**	**45.6**	**7**	**0.3**
16H,6-22	**2635**	**25**	**1.0**	**1005**	**38.1**	**363**	**13.8**	**1235**	**46.9**	**7**	**0.3**
18H,6-24	**2694**	**25**	**0.9**	**1018**	**37.8**	**369**	**13.7**	**1275**	**47.3**	**7**	**0.3**
24H,0-24	**2698**	**27**	**1.0**	**1019**	**37.8**	**370**	**13.7**	**1275**	**47.3**	**7**	**0.3**

10722	IMMINGHAM	Site No: 10722001	Location	Site 1 - Humber Rd, Immingham (S of West Gate)
Mon 27-Sep-21 to Sun 03-Oct-21		Channel: Eastbound		

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Tue 28-Sep-21											
00:00	**30**	0	0.0	8	26.7	4	13.3	18	60.0	0	0.0
01:00	**44**	0	0.0	19	43.2	5	11.4	20	45.5	0	0.0
02:00	**27**	0	0.0	5	18.5	3	11.1	19	70.4	0	0.0
03:00	**35**	0	0.0	8	22.9	5	14.3	22	62.9	0	0.0
04:00	**93**	1	1.1	33	35.5	14	15.1	45	48.4	0	0.0
05:00	**221**	1	0.5	117	52.9	24	10.9	79	35.8	0	0.0
06:00	**334**	3	0.9	171	51.2	44	13.2	116	34.7	0	0.0
07:00	**404**	3	0.7	225	55.7	60	14.9	115	28.5	1	0.3
08:00	**309**	3	1.0	177	57.3	41	13.3	88	28.5	0	0.0
09:00	**253**	0	0.0	111	43.9	41	16.2	99	39.1	2	0.8
10:00	**241**	2	0.8	95	39.4	37	15.4	106	44.0	1	0.4
11:00	**225**	1	0.4	67	29.8	27	12.0	128	56.9	2	0.9
12:00	**248**	2	0.8	93	37.5	30	12.1	122	49.2	1	0.4
13:00	**282**	5	1.8	105	37.2	34	12.1	138	48.9	0	0.0
14:00	**319**	1	0.3	125	39.2	47	14.7	146	45.8	0	0.0
15:00	**264**	0	0.0	98	37.1	30	11.4	135	51.1	1	0.4
16:00	**267**	5	1.9	128	47.9	24	9.0	110	41.2	0	0.0
17:00	**223**	3	1.4	125	56.1	21	9.4	74	33.2	0	0.0
18:00	**131**	0	0.0	43	32.8	12	9.2	76	58.0	0	0.0
19:00	**81**	0	0.0	22	27.2	8	9.9	51	63.0	0	0.0
20:00	**79**	0	0.0	39	49.4	6	7.6	34	43.0	0	0.0
21:00	**45**	1	2.2	12	26.7	4	8.9	28	62.2	0	0.0
22:00	**39**	0	0.0	10	25.6	3	7.7	26	66.7	0	0.0
23:00	**28**	0	0.0	8	28.6	3	10.7	17	60.7	0	0.0
12H,7-19	**3166**	**25**	**0.8**	**1392**	**44.0**	**404**	**12.8**	**1337**	**42.2**	**8**	**0.3**
16H,6-22	**3705**	**29**	**0.8**	**1636**	**44.2**	**466**	**12.6**	**1566**	**42.3**	**8**	**0.2**
18H,6-24	**3772**	**29**	**0.8**	**1654**	**43.9**	**472**	**12.5**	**1609**	**42.7**	**8**	**0.2**
24H,0-24	**4222**	**31**	**0.7**	**1844**	**43.7**	**527**	**12.5**	**1812**	**42.9**	**8**	**0.2**

10722		IMMINGHAM		Site No: 10722001		Location	Site 1 - Humber Rd, Immingham (S of West Gate)				
Mon 27-Sep-21 to Sun 03-Oct-21				Channel: Eastbound							
TIME PERIOD	**TOTAL VEHICLES**	**MOTOR-CYCLES**	**MOTOR-CYCLES%**	**CARS**	**CARS %**	**LGV**	**LGV %**	**HGV**	**HGV %**	**BUS**	**BUS %**
Wed 29-Sep-21											
00:00	**45**	0	0.0	23	51.1	1	2.2	21	46.7	0	0.0
01:00	**53**	1	1.9	20	37.7	3	5.7	29	54.7	0	0.0
02:00	**41**	0	0.0	14	34.2	4	9.8	23	56.1	0	0.0
03:00	**23**	0	0.0	0	0.0	5	21.7	18	78.3	0	0.0
04:00	**95**	1	1.1	32	33.7	21	22.1	41	43.2	0	0.0
05:00	**242**	3	1.2	144	59.5	29	12.0	66	27.3	0	0.0
06:00	**362**	1	0.3	215	59.4	35	9.7	111	30.7	0	0.0
07:00	**495**	5	1.0	332	67.1	50	10.1	106	21.4	2	0.4
08:00	**411**	10	2.4	279	67.9	37	9.0	83	20.2	2	0.5
09:00	**299**	4	1.3	130	43.5	57	19.1	107	35.8	1	0.3
10:00	**279**	4	1.4	120	43.0	35	12.5	119	42.7	1	0.4
11:00	**304**	5	1.6	164	54.0	29	9.5	105	34.5	1	0.3
12:00	**253**	4	1.6	103	40.7	44	17.4	102	40.3	0	0.0
13:00	**274**	1	0.4	91	33.2	51	18.6	129	47.1	2	0.7
14:00	**324**	9	2.8	134	41.4	43	13.3	138	42.6	0	0.0
15:00	**291**	5	1.7	125	43.0	29	10.0	131	45.0	1	0.3
16:00	**260**	1	0.4	115	44.2	27	10.4	117	45.0	0	0.0
17:00	**245**	3	1.2	114	46.5	18	7.4	110	44.9	0	0.0
18:00	**152**	0	0.0	64	42.1	18	11.8	70	46.1	0	0.0
19:00	**93**	0	0.0	23	24.7	10	10.8	60	64.5	0	0.0
20:00	**71**	1	1.4	34	47.9	8	11.3	28	39.4	0	0.0
21:00	**59**	2	3.4	21	35.6	7	11.9	29	49.2	0	0.0
22:00	**69**	1	1.5	33	47.8	5	7.3	30	43.5	0	0.0
23:00	**35**	0	0.0	6	17.1	5	14.3	24	68.6	0	0.0
12H,7-19	**3587**	**51**	**1.4**	**1771**	**49.4**	**438**	**12.2**	**1317**	**36.7**	**10**	**0.3**
16H,6-22	**4172**	**55**	**1.3**	**2064**	**49.5**	**498**	**11.9**	**1545**	**37.0**	**10**	**0.2**
18H,6-24	**4276**	**56**	**1.3**	**2103**	**49.2**	**508**	**11.9**	**1599**	**37.4**	**10**	**0.2**
24H,0-24	**4775**	**61**	**1.3**	**2336**	**48.9**	**571**	**12.0**	**1797**	**37.6**	**10**	**0.2**

10722	IMMINGHAM	Site No: 10722001	Location	Site 1 - Humber Rd, Immingham (S of West Gate)
Mon 27-Sep-21 to Sun 03-Oct-21		Channel: Eastbound		

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Thu 30-Sep-21											
00:00	**33**	0	0.0	9	27.3	7	21.2	17	51.5	0	0.0
01:00	**42**	0	0.0	12	28.6	2	4.8	28	66.7	0	0.0
02:00	**31**	0	0.0	15	48.4	6	19.4	10	32.3	0	0.0
03:00	**39**	0	0.0	9	23.1	8	20.5	22	56.4	0	0.0
04:00	**98**	0	0.0	44	44.9	24	24.5	30	30.6	0	0.0
05:00	**260**	1	0.4	143	55.0	35	13.5	81	31.2	0	0.0
06:00	**384**	1	0.3	243	63.3	33	8.6	107	27.9	0	0.0
07:00	**417**	6	1.4	253	60.7	49	11.8	107	25.7	2	0.5
08:00	**408**	5	1.2	240	58.8	56	13.7	106	26.0	1	0.3
09:00	**304**	2	0.7	152	50.0	59	19.4	90	29.6	1	0.3
10:00	**250**	2	0.8	108	43.2	38	15.2	100	40.0	2	0.8
11:00	**251**	2	0.8	116	46.2	37	14.7	96	38.3	0	0.0
12:00	**222**	0	0.0	85	38.3	36	16.2	100	45.1	1	0.5
13:00	**295**	1	0.3	116	39.3	36	12.2	140	47.5	2	0.7
14:00	**239**	2	0.8	89	37.2	26	10.9	122	51.1	0	0.0
15:00	**279**	6	2.2	106	38.0	30	10.8	137	49.1	0	0.0
16:00	**247**	1	0.4	108	43.7	21	8.5	117	47.4	0	0.0
17:00	**234**	2	0.9	108	46.2	19	8.1	105	44.9	0	0.0
18:00	**144**	2	1.4	50	34.7	20	13.9	72	50.0	0	0.0
19:00	**95**	0	0.0	37	39.0	8	8.4	50	52.6	0	0.0
20:00	**56**	0	0.0	15	26.8	5	8.9	36	64.3	0	0.0
21:00	**45**	0	0.0	15	33.3	5	11.1	25	55.6	0	0.0
22:00	**48**	1	2.1	21	43.8	5	10.4	21	43.8	0	0.0
23:00	**26**	0	0.0	6	23.1	4	15.4	16	61.5	0	0.0
12H,7-19	**3290**	**31**	**0.9**	**1531**	**46.5**	**427**	**13.0**	**1292**	**39.3**	**9**	**0.3**
16H,6-22	**3870**	**32**	**0.8**	**1841**	**47.6**	**478**	**12.4**	**1510**	**39.0**	**9**	**0.2**
18H,6-24	**3944**	**33**	**0.8**	**1868**	**47.4**	**487**	**12.4**	**1547**	**39.2**	**9**	**0.2**
24H,0-24	**4447**	**34**	**0.8**	**2100**	**47.2**	**569**	**12.8**	**1735**	**39.0**	**9**	**0.2**

10722		IMMINGHAM		Site No: 10722001		Location		Site 1 - Humber Rd, Immingham (S of West Gate)			
Mon 27-Sep-21 to Sun 03-Oct-21				Channel: Eastbound							
TIME PERIOD	**TOTAL VEHICLES**	**MOTOR-CYCLES**	**MOTOR-CYCLES%**	**CARS**	**CARS %**	**LGV**	**LGV %**	**HGV**	**HGV %**	**BUS**	**BUS %**
Fri 01-Oct-21											
00:00	**39**	0	0.0	9	23.1	4	10.3	26	66.7	0	0.0
01:00	**27**	0	0.0	8	29.6	1	3.7	18	66.7	0	0.0
02:00	**25**	0	0.0	9	36.0	3	12.0	13	52.0	0	0.0
03:00	**48**	0	0.0	9	18.8	9	18.8	30	62.5	0	0.0
04:00	**89**	0	0.0	27	30.3	12	13.5	50	56.2	0	0.0
05:00	**236**	1	0.4	139	58.9	32	13.6	64	27.1	0	0.0
06:00	**353**	8	2.3	183	51.8	45	12.8	117	33.1	0	0.0
07:00	**479**	15	3.1	337	70.4	41	8.6	85	17.8	1	0.2
08:00	**298**	10	3.4	161	54.0	36	12.1	89	29.9	2	0.7
09:00	**284**	3	1.1	128	45.1	44	15.5	109	38.4	0	0.0
10:00	**248**	4	1.6	85	34.3	39	15.7	119	48.0	1	0.4
11:00	**228**	0	0.0	96	42.1	35	15.4	96	42.1	1	0.4
12:00	**245**	1	0.4	96	39.2	24	9.8	124	50.6	0	0.0
13:00	**260**	1	0.4	99	38.1	25	9.6	134	51.5	1	0.4
14:00	**271**	6	2.2	96	35.4	26	9.6	140	51.7	3	1.1
15:00	**203**	4	2.0	59	29.1	21	10.3	118	58.1	1	0.5
16:00	**210**	4	1.9	88	41.9	21	10.0	97	46.2	0	0.0
17:00	**154**	0	0.0	67	43.5	10	6.5	77	50.0	0	0.0
18:00	**121**	0	0.0	39	32.2	14	11.6	68	56.2	0	0.0
19:00	**58**	1	1.7	12	20.7	5	8.6	40	69.0	0	0.0
20:00	**42**	0	0.0	10	23.8	5	11.9	27	64.3	0	0.0
21:00	**54**	1	1.9	20	37.0	8	14.8	25	46.3	0	0.0
22:00	**40**	0	0.0	20	50.0	4	10.0	16	40.0	0	0.0
23:00	**30**	0	0.0	7	23.3	2	6.7	21	70.0	0	0.0
12H,7-19	**3001**	**48**	**1.6**	**1351**	**45.0**	**336**	**11.2**	**1256**	**41.9**	**10**	**0.3**
16H,6-22	**3508**	**58**	**1.7**	**1576**	**44.9**	**399**	**11.4**	**1465**	**41.8**	**10**	**0.3**
18H,6-24	**3578**	**58**	**1.6**	**1603**	**44.8**	**405**	**11.3**	**1502**	**42.0**	**10**	**0.3**
24H,0-24	**4042**	**59**	**1.5**	**1804**	**44.6**	**466**	**11.5**	**1703**	**42.1**	**10**	**0.3**

10722	IMMINGHAM	Site No: 10722001	Location	Site 1 - Humber Rd, Immingham (S of West Gate)
Mon 27-Sep-21 to Sun 03-Oct-21		Channel: Eastbound		

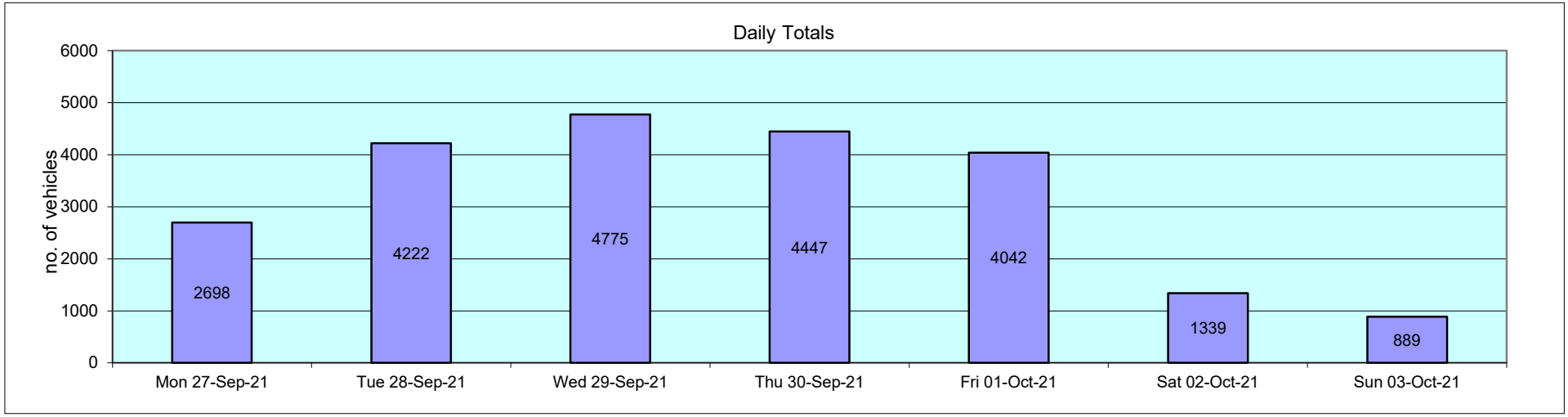
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Sat 02-Oct-21											
00:00	**28**	0	0.0	9	32.1	6	21.4	13	46.4	0	0.0
01:00	**19**	0	0.0	3	15.8	4	21.1	12	63.2	0	0.0
02:00	**21**	0	0.0	5	23.8	0	0.0	16	76.2	0	0.0
03:00	**23**	0	0.0	5	21.7	1	4.4	17	73.9	0	0.0
04:00	**51**	0	0.0	29	56.9	6	11.8	16	31.4	0	0.0
05:00	**166**	0	0.0	110	66.3	12	7.2	44	26.5	0	0.0
06:00	**130**	0	0.0	73	56.2	6	4.6	50	38.5	1	0.8
07:00	**141**	0	0.0	55	39.0	13	9.2	73	51.8	0	0.0
08:00	**84**	0	0.0	18	21.4	11	13.1	55	65.5	0	0.0
09:00	**87**	0	0.0	16	18.4	6	6.9	65	74.7	0	0.0
10:00	**78**	0	0.0	17	21.8	9	11.5	52	66.7	0	0.0
11:00	**79**	1	1.3	19	24.1	16	20.3	43	54.4	0	0.0
12:00	**58**	0	0.0	14	24.1	5	8.6	39	67.2	0	0.0
13:00	**65**	0	0.0	30	46.2	7	10.8	28	43.1	0	0.0
14:00	**44**	0	0.0	17	38.6	2	4.6	25	56.8	0	0.0
15:00	**41**	0	0.0	10	24.4	7	17.1	24	58.5	0	0.0
16:00	**51**	2	3.9	15	29.4	6	11.8	28	54.9	0	0.0
17:00	**64**	1	1.6	40	62.5	7	10.9	16	25.0	0	0.0
18:00	**35**	0	0.0	25	71.4	4	11.4	6	17.1	0	0.0
19:00	**14**	0	0.0	8	57.1	1	7.1	5	35.7	0	0.0
20:00	**21**	0	0.0	12	57.1	5	23.8	4	19.1	0	0.0
21:00	**17**	0	0.0	7	41.2	3	17.7	7	41.2	0	0.0
22:00	**13**	0	0.0	9	69.2	2	15.4	2	15.4	0	0.0
23:00	**9**	0	0.0	4	44.4	3	33.3	2	22.2	0	0.0
12H,7-19	**827**	**4**	**0.5**	**276**	**33.4**	**93**	**11.3**	**454**	**54.9**	**0**	**0.0**
16H,6-22	**1009**	**4**	**0.4**	**376**	**37.3**	**108**	**10.7**	**520**	**51.5**	**1**	**0.1**
18H,6-24	**1031**	**4**	**0.4**	**389**	**37.7**	**113**	**11.0**	**524**	**50.8**	**1**	**0.1**
24H,0-24	**1339**	**4**	**0.3**	**550**	**41.1**	**142**	**10.6**	**642**	**48.0**	**1**	**0.1**

10722	IMMINGHAM	Site No: 10722001	Location	Site 1 - Humber Rd, Immingham (S of West Gate)
Mon 27-Sep-21 to Sun 03-Oct-21		Channel: Eastbound		

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Sun 03-Oct-21											
00:00	**7**	0	0.0	2	28.6	1	14.3	4	57.1	0	0.0
01:00	**8**	0	0.0	4	50.0	0	0.0	4	50.0	0	0.0
02:00	**6**	0	0.0	2	33.3	1	16.7	3	50.0	0	0.0
03:00	**10**	0	0.0	4	40.0	1	10.0	5	50.0	0	0.0
04:00	**33**	0	0.0	14	42.4	7	21.2	12	36.4	0	0.0
05:00	**80**	0	0.0	62	77.5	11	13.8	7	8.8	0	0.0
06:00	**54**	1	1.9	27	50.0	7	13.0	19	35.2	0	0.0
07:00	**54**	0	0.0	25	46.3	10	18.5	19	35.2	0	0.0
08:00	**43**	0	0.0	11	25.6	12	27.9	20	46.5	0	0.0
09:00	**65**	0	0.0	20	30.8	21	32.3	24	36.9	0	0.0
10:00	**48**	0	0.0	11	22.9	12	25.0	25	52.1	0	0.0
11:00	**30**	0	0.0	5	16.7	9	30.0	16	53.3	0	0.0
12:00	**51**	0	0.0	11	21.6	18	35.3	22	43.1	0	0.0
13:00	**46**	0	0.0	14	30.4	10	21.7	22	47.8	0	0.0
14:00	**48**	0	0.0	7	14.6	14	29.2	27	56.3	0	0.0
15:00	**51**	0	0.0	15	29.4	21	41.2	15	29.4	0	0.0
16:00	**44**	1	2.3	17	38.6	8	18.2	18	40.9	0	0.0
17:00	**70**	2	2.9	45	64.3	10	14.3	13	18.6	0	0.0
18:00	**34**	0	0.0	23	67.7	6	17.7	5	14.7	0	0.0
19:00	**26**	0	0.0	8	30.8	8	30.8	10	38.5	0	0.0
20:00	**26**	0	0.0	8	30.8	5	19.2	13	50.0	0	0.0
21:00	**24**	0	0.0	9	37.5	6	25.0	9	37.5	0	0.0
22:00	**20**	0	0.0	4	20.0	1	5.0	15	75.0	0	0.0
23:00	**11**	0	0.0	4	36.4	2	18.2	5	45.5	0	0.0
12H,7-19	**584**	**3**	**0.5**	**204**	**34.9**	**151**	**25.9**	**226**	**38.7**	**0**	**0.0**
16H,6-22	**714**	**4**	**0.6**	**256**	**35.9**	**177**	**24.8**	**277**	**38.8**	**0**	**0.0**
18H,6-24	**745**	**4**	**0.5**	**264**	**35.4**	**180**	**24.2**	**297**	**39.9**	**0**	**0.0**
24H,0-24	**889**	**4**	**0.5**	**352**	**39.6**	**201**	**22.6**	**332**	**37.4**	**0**	**0.0**

10722	IMMINGHAM	Site No: 10722001	Location	Site 1 - Humber Rd, Immingham (S of West Gate)
Mon 27-Sep-21 to Sun 03-Oct-21		Channel: Eastbound		

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Daily Totals											
Mon 27-Sep-21	**2698**	27	1.0	1019	37.8	370	13.7	1275	47.3	7	0.3
Tue 28-Sep-21	**4222**	31	0.7	1844	43.7	527	12.5	1812	42.9	8	0.2
Wed 29-Sep-21	**4775**	61	1.3	2336	48.9	571	12.0	1797	37.6	10	0.2
Thu 30-Sep-21	**4447**	34	0.8	2100	47.2	569	12.8	1735	39.0	9	0.2
Fri 01-Oct-21	**4042**	59	1.5	1804	44.6	466	11.5	1703	42.1	10	0.3
Sat 02-Oct-21	**1339**	4	0.3	550	41.1	142	10.6	642	48.0	1	0.1
Sun 03-Oct-21	**889**	4	0.5	352	39.6	201	22.6	332	37.4	0	0.0
Total Vehicles											
[--]	**22412**	220	0.9	10005	43.3	2846	13.7	9296	42.0	45	0.2



10722			IMMINGHAM				Site No: 10722001				Location	Site 1 - Humber Rd, Immingham (S of West Gate)					
Mon 27-Sep-21 to Sun 03-Oct-21							Channel: Eastbound										
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Mon 27-Sep-21																
00:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
01:00	1	-	28.5	-	0	0	0	0	0	1	0	0	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	1	-	33.5	-	0	0	0	0	0	0	1	0	0	0	0	0
05:00	2	-	9.2	6.2	1	0	1	0	0	0	0	0	0	0	0	0
06:00	1	-	18.5	-	0	0	0	1	0	0	0	0	0	0	0	0
07:00	20	26.6	17.8	7.7	1	2	8	1	4	4	0	0	0	0	0	0
08:00	252	32.8	24.3	8.4	3	17	21	39	60	61	36	12	2	1	0	0
09:00	225	33.1	26.9	6.8	0	4	11	13	66	80	39	8	3	0	0	1
10:00	230	32.2	25.3	7.1	1	2	22	33	58	72	30	10	2	0	0	0
11:00	180	34.4	29.6	4.6	0	0	1	5	26	75	66	7	0	0	0	0
12:00	204	35	29.8	5.3	0	0	1	12	25	77	72	16	1	0	0	0
13:00	243	33.1	26.1	7.2	0	4	27	25	36	95	45	10	1	0	0	0
14:00	242	33.7	25.1	8.1	1	8	38	18	55	56	54	11	1	0	0	0
15:00	278	34.3	27.1	7.5	0	6	21	37	27	96	73	16	2	0	0	0
16:00	226	35	29	6.8	1	7	2	6	37	96	53	16	8	0	0	0
17:00	222	35.5	29.6	6	0	0	1	12	41	88	51	22	6	1	0	0
18:00	134	34.7	28.9	6.2	1	0	1	7	28	52	33	10	1	0	1	0
19:00	81	35.6	29.8	5.5	0	0	1	2	14	33	20	11	0	0	0	0
20:00	62	37	31.9	5.7	0	0	0	0	7	23	21	6	4	1	0	0
21:00	35	38.3	32.9	5.3	0	0	0	0	2	11	14	5	3	0	0	0
22:00	43	37.9	33.5	4.7	0	0	0	0	3	6	24	8	2	0	0	0
23:00	16	38.8	33.5	5.6	0	0	0	0	1	4	7	2	2	0	0	0
12H,7-19	2456	34.2	27.2	7.2	8	50	154	208	463	852	552	138	27	2	1	1
16H,6-22	2635	34.4	27.4	7.2	8	50	155	211	486	919	607	160	34	3	1	1
18H,6-24	2694	34.5	27.6	7.2	8	50	155	211	490	929	638	170	38	3	1	1
24H,0-24	2698	34.5	27.6	7.2	9	50	156	211	490	930	639	170	38	3	1	1

10722			IMMINGHAM				Site No: 10722001				Location	Site 1 - Humber Rd, Immingham (S of West Gate)					
Mon 27-Sep-21 to Sun 03-Oct-21							Channel: Eastbound										
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Tue 28-Sep-21																
00:00	30	37.4	32.8	4.5	0	0	0	0	2	7	14	7	0	0	0	0
01:00	44	37.4	34.2	4.7	0	0	0	0	1	5	29	7	1	0	1	0
02:00	27	37.5	32.9	5.4	0	0	0	0	2	7	12	5	0	1	0	0
03:00	35	49.1	37.8	10.1	0	0	0	0	0	8	15	3	2	2	0	5
04:00	93	36.3	31.1	5.4	0	0	0	0	16	31	31	11	4	0	0	0
05:00	221	36.1	30.6	6	0	0	1	9	28	87	62	24	7	3	0	0
06:00	334	33.8	26.4	7.5	0	5	29	49	52	108	72	15	2	1	1	0
07:00	404	33.9	27.2	7.5	0	14	23	32	70	155	83	17	9	0	0	1
08:00	309	34.4	28.6	6.1	1	1	7	20	61	105	98	13	1	2	0	0
09:00	253	34.5	29.3	5.2	0	0	3	8	45	105	77	13	1	1	0	0
10:00	241	35.5	30.5	5.8	0	0	6	5	30	77	97	19	7	0	0	0
11:00	225	34.5	28.5	6.2	0	1	5	21	34	89	59	14	0	2	0	0
12:00	248	34.5	28.4	6.1	0	2	4	13	64	81	66	15	2	1	0	0
13:00	282	33.5	27.3	6.2	0	2	13	15	81	99	59	9	4	0	0	0
14:00	319	34.5	28.2	6.4	0	6	12	9	60	143	58	29	2	0	0	0
15:00	264	32.1	27	6.2	0	8	5	12	72	118	40	7	0	0	2	0
16:00	267	34.9	27.3	7.9	0	17	5	27	42	91	57	25	2	1	0	0
17:00	223	34.3	27.6	7	0	5	9	26	34	72	66	7	4	0	0	0
18:00	131	35.8	30.9	6.1	2	0	1	2	9	51	48	15	2	1	0	0
19:00	81	34.9	30.2	5	0	0	0	4	6	38	26	6	1	0	0	0
20:00	79	38.6	32	6.7	0	0	0	7	2	26	24	15	3	2	0	0
21:00	45	37	32.3	4.5	0	0	0	0	3	14	19	9	0	0	0	0
22:00	39	34.5	30.3	6.4	0	0	0	1	5	21	8	1	2	0	1	0
23:00	28	37.9	32.1	6.5	0	0	0	0	3	12	6	6	0	0	1	0
12H,7-19	3166	34.5	28.2	6.6	3	56	93	190	602	1186	808	183	34	8	2	1
16H,6-22	3705	34.6	28.2	6.7	3	61	122	250	665	1372	949	228	40	11	3	1
18H,6-24	3772	34.6	28.3	6.7	3	61	122	251	673	1405	963	235	42	11	5	1
24H,0-24	4222	34.9	28.7	6.8	3	61	123	260	722	1550	1126	292	56	17	6	6

10722			IMMINGHAM				Site No: 10722001				Location	Site 1 - Humber Rd, Immingham (S of West Gate)					
Mon 27-Sep-21 to Sun 03-Oct-21							Channel: Eastbound										
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Wed 29-Sep-21																
00:00	45	34.6	29.9	4.7	0	0	0	2	4	21	15	3	0	0	0	0
01:00	53	37.6	30.7	6.7	0	0	2	2	6	17	14	11	1	0	0	0
02:00	41	38	33.3	5.1	0	0	0	0	0	15	17	6	2	1	0	0
03:00	23	37.7	32.8	4.3	0	0	0	0	0	9	8	6	0	0	0	0
04:00	95	35.6	30.5	5.4	0	0	0	1	14	43	24	10	2	1	0	0
05:00	242	35.6	30.3	5.2	0	0	0	6	35	103	66	29	2	1	0	0
06:00	362	33.2	27	6	0	2	11	33	106	125	70	10	5	0	0	0
07:00	495	29.9	22.2	7.5	4	29	88	71	132	124	41	5	1	0	0	0
08:00	411	30.5	19.5	9.8	24	86	61	53	65	67	41	10	4	0	0	0
09:00	299	34.1	25	9.1	3	22	40	18	62	77	51	19	7	0	0	0
10:00	279	34	25.7	8.7	0	24	25	25	37	87	64	13	4	0	0	0
11:00	304	34.9	26.8	9.1	1	19	22	33	40	92	65	19	7	5	0	1
12:00	253	35.2	29.4	6.3	1	1	8	9	35	101	71	21	6	0	0	0
13:00	274	33.8	26.6	7.4	1	8	17	33	47	94	57	14	3	0	0	0
14:00	324	30.2	21.5	8.7	2	60	37	31	73	85	31	5	0	0	0	0
15:00	291	35.3	27.7	8.1	3	15	5	31	35	100	68	30	4	0	0	0
16:00	260	34.8	30.2	4.9	1	0	1	1	36	105	101	12	2	1	0	0
17:00	245	34.8	26.5	8.7	2	16	19	13	49	72	48	20	6	0	0	0
18:00	152	34.8	29.8	5	0	0	0	7	24	54	58	9	0	0	0	0
19:00	93	34.4	29.1	5.7	0	0	1	5	17	38	26	4	1	1	0	0
20:00	71	37.3	31.9	6.9	0	3	0	0	6	13	35	11	3	0	0	0
21:00	59	35.7	31	5.8	0	0	0	1	9	21	20	5	2	1	0	0
22:00	69	35.7	31.7	5.3	0	0	1	0	4	26	29	6	2	1	0	0
23:00	35	39.3	32.6	6.7	0	0	0	0	3	15	8	5	3	0	1	0
12H,7-19	3587	33.8	25.2	8.7	42	280	323	325	635	1058	696	177	44	6	0	1
16H,6-22	4172	33.9	25.6	8.5	42	285	335	364	773	1255	847	207	55	8	0	1
18H,6-24	4276	34	25.8	8.5	42	285	336	364	780	1296	884	218	60	9	1	1
24H,0-24	4775	34.3	26.3	8.4	42	285	338	375	839	1504	1028	283	67	12	1	1

10722			IMMINGHAM				Site No: 10722001				Location	Site 1 - Humber Rd, Immingham (S of West Gate)					
Mon 27-Sep-21 to Sun 03-Oct-21							Channel: Eastbound										
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Thu 30-Sep-21																
00:00	33	36.9	32.4	5.7	0	0	0	0	2	13	12	3	2	1	0	0
01:00	42	36.2	31.8	4.9	0	0	0	0	2	19	14	5	2	0	0	0
02:00	31	37.5	33.8	4.7	0	0	0	0	1	5	18	6	0	1	0	0
03:00	39	37.4	33.6	4.5	0	0	0	0	2	5	24	6	2	0	0	0
04:00	98	38	33.1	4.8	0	0	0	0	5	25	45	20	2	1	0	0
05:00	260	35.4	30.4	5.9	0	0	3	9	41	76	104	17	9	1	0	0
06:00	384	33.3	26.1	6.6	1	6	13	56	118	98	74	18	0	0	0	0
07:00	417	32.9	25.9	7.7	0	10	16	70	122	113	60	20	0	0	1	5
08:00	408	30.9	24.9	7.1	1	27	21	33	122	145	48	10	1	0	0	0
09:00	304	32.3	26.9	5.8	0	3	8	29	75	131	46	11	1	0	0	0
10:00	250	32.6	27.3	5.5	1	3	5	13	60	115	47	6	0	0	0	0
11:00	251	33.4	27.5	6.2	0	10	1	16	50	108	57	9	0	0	0	0
12:00	222	34.1	29.1	4.7	0	0	0	3	50	104	50	13	2	0	0	0
13:00	295	34.6	28.4	6.3	0	3	5	22	60	110	70	20	4	1	0	0
14:00	239	34.3	28.3	5.9	0	1	2	20	51	100	44	17	4	0	0	0
15:00	279	34.4	27.2	7.5	0	10	9	31	62	79	68	12	8	0	0	0
16:00	247	33.8	27.3	6.6	0	1	18	18	49	94	53	11	3	0	0	0
17:00	234	34	26.7	7.7	0	2	29	16	44	86	36	15	5	1	0	0
18:00	144	37.2	31.5	5.1	0	0	0	0	18	52	46	25	3	0	0	0
19:00	95	35	30.2	4.9	0	0	0	1	11	50	23	7	3	0	0	0
20:00	56	37.5	32.9	5.7	0	0	0	0	4	16	25	7	3	0	1	0
21:00	45	37	31.6	5	0	0	0	0	6	14	16	9	0	0	0	0
22:00	48	35.7	31.8	5	0	0	1	0	4	10	27	6	0	0	0	0
23:00	26	39.6	34.3	6.4	0	0	0	0	1	7	10	5	2	0	1	0
12H,7-19	3290	33.7	27.2	6.7	2	70	114	271	763	1237	625	169	31	2	1	5
16H,6-22	3870	33.9	27.3	6.7	3	76	127	328	902	1415	763	210	37	2	2	5
18H,6-24	3944	34	27.4	6.7	3	76	128	328	907	1432	800	221	39	2	3	5
24H,0-24	4447	34.4	27.9	6.7	3	76	131	337	960	1575	1017	278	56	6	3	5

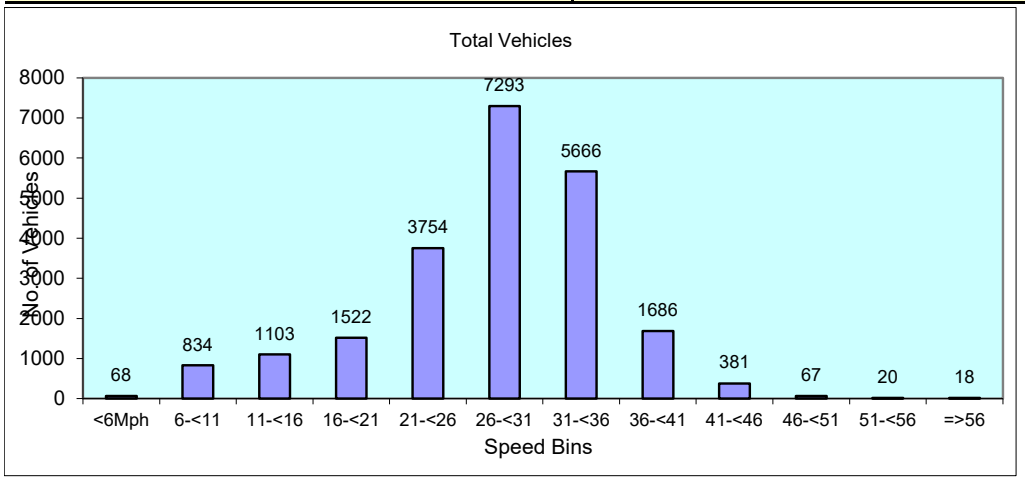
10722			IMMINGHAM				Site No: 10722001				Location	Site 1 - Humber Rd, Immingham (S of West Gate)					
Mon 27-Sep-21 to Sun 03-Oct-21							Channel: Eastbound										
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Fri 01-Oct-21																
00:00	39	38.8	33.1	6.2	0	0	0	0	4	11	11	12	0	0	1	0
01:00	27	35.8	33.3	3.3	0	0	0	0	0	5	18	4	0	0	0	0
02:00	25	35.7	31.9	4.3	0	0	0	0	1	10	10	4	0	0	0	0
03:00	48	35.8	32.3	4.7	0	0	0	0	2	17	22	6	0	1	0	0
04:00	89	38.1	32.3	5.7	0	0	0	1	10	25	32	17	3	1	0	0
05:00	236	34.2	27.2	7.4	0	2	25	12	49	79	52	10	7	0	0	0
06:00	353	31	23.2	7.9	1	27	41	63	74	94	45	6	2	0	0	0
07:00	479	26.3	15.1	8.7	4	226	97	38	40	30	39	5	0	0	0	0
08:00	298	30.2	19.6	9	2	63	68	25	56	46	35	2	1	0	0	0
09:00	284	34.7	26.9	7.9	0	7	29	24	51	78	70	22	2	1	0	0
10:00	248	34.7	27.7	7.2	0	2	18	21	48	72	67	16	3	1	0	0
11:00	228	35.2	29.3	6.1	0	0	5	17	28	96	56	22	4	0	0	0
12:00	245	34.5	28.5	6.1	1	1	4	20	44	90	68	16	1	0	0	0
13:00	260	34	26.5	8.1	3	13	15	27	37	85	68	7	5	0	0	0
14:00	271	34.4	26	8.6	0	16	22	35	43	79	52	15	8	1	0	0
15:00	203	34.1	27.4	6.9	0	2	15	20	24	83	45	14	0	0	0	0
16:00	210	34.6	28.9	5.9	0	1	6	8	38	83	58	14	1	1	0	0
17:00	154	37.9	32.3	5.9	0	0	0	6	11	40	67	17	13	0	0	0
18:00	121	35.8	30.9	5.3	0	0	0	2	20	36	46	15	2	0	0	0
19:00	58	35.9	29	7.5	0	1	3	3	12	12	18	8	1	0	0	0
20:00	42	35.8	32.2	4.5	0	0	0	0	3	12	21	5	1	0	0	0
21:00	54	38.4	33.7	6.7	0	0	0	0	1	19	21	9	2	0	0	2
22:00	40	38.2	33.6	4.5	0	0	0	0	1	9	20	8	2	0	0	0
23:00	30	35.7	32.3	5.8	0	0	0	0	5	4	17	2	1	1	0	0
12H,7-19	3001	34.2	25.2	9.2	10	331	279	243	440	818	671	165	40	4	0	0
16H,6-22	3508	34.2	25.3	9.1	11	359	323	309	530	955	776	193	46	4	0	2
18H,6-24	3578	34.3	25.4	9.1	11	359	323	309	536	968	813	203	49	5	0	2
24H,0-24	4042	34.5	25.9	9	11	361	348	322	602	1115	958	256	59	7	1	2

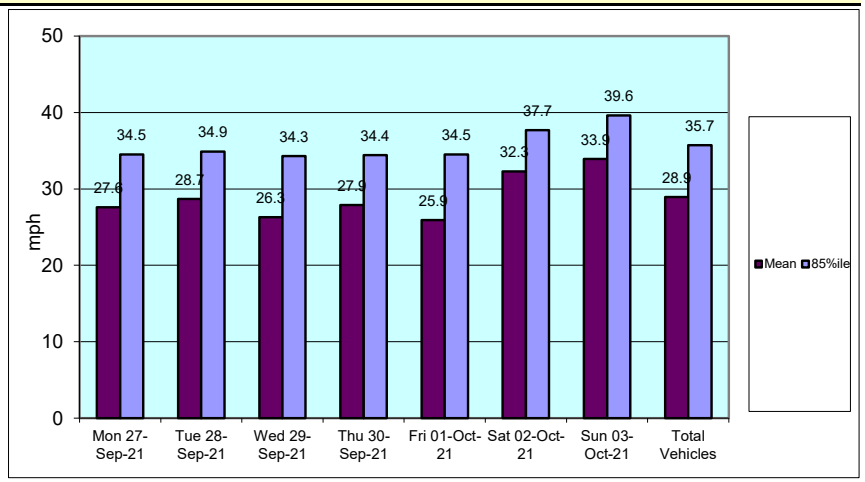
10722			IMMINGHAM				Site No: 10722001				Location	Site 1 - Humber Rd, Immingham (S of West Gate)					
Mon 27-Sep-21 to Sun 03-Oct-21							Channel: Eastbound										
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Sat 02-Oct-21																
00:00	28	36.4	33.3	6.3	0	0	0	0	1	8	14	4	0	0	0	1
01:00	19	38.8	33.8	5.3	0	0	0	0	1	4	9	3	2	0	0	0
02:00	21	35.7	33.3	4.8	0	0	0	0	0	6	12	2	0	1	0	0
03:00	23	38.9	33.1	5.4	0	0	0	0	1	9	5	7	1	0	0	0
04:00	51	37.8	32.1	5.5	0	0	0	0	6	16	17	11	0	1	0	0
05:00	166	37.8	31.9	6	0	0	2	1	15	58	54	29	4	2	1	0
06:00	130	36.8	31.7	5.4	0	0	0	2	16	37	52	20	2	1	0	0
07:00	141	35.4	31	4.5	0	0	0	0	15	57	54	13	2	0	0	0
08:00	84	36	31.4	4.7	0	0	0	0	8	34	29	12	1	0	0	0
09:00	87	35.6	30.9	5.8	0	0	2	2	8	29	35	8	3	0	0	0
10:00	78	37	32.5	5.2	0	0	0	1	6	18	38	14	0	0	1	0
11:00	79	37.7	32.2	5.6	0	0	0	0	12	18	33	11	5	0	0	0
12:00	58	35.8	32.4	5.2	0	0	0	0	5	16	28	6	2	1	0	0
13:00	65	38.6	34.3	7.3	0	0	0	0	3	16	31	9	1	1	2	2
14:00	44	38.4	32.7	6.2	0	0	0	2	2	12	17	8	2	1	0	0
15:00	41	36.3	32.2	4.4	0	0	0	0	1	17	16	6	1	0	0	0
16:00	51	37.2	31	5.8	0	0	0	1	8	19	13	8	2	0	0	0
17:00	64	38.4	32.8	6.8	0	0	3	1	2	11	33	8	5	1	0	0
18:00	35	41.3	36.2	6.6	0	0	0	0	0	8	10	11	4	0	2	0
19:00	14	39.5	34.2	6.3	0	0	0	0	0	5	5	2	1	1	0	0
20:00	21	39.3	34.9	6.1	0	0	0	0	0	6	6	8	0	0	1	0
21:00	17	37.2	33.2	4	0	0	0	0	0	5	8	4	0	0	0	0
22:00	13	40	35.4	5.4	0	0	0	0	0	4	1	7	1	0	0	0
23:00	9	-	32.4	4.4	0	0	0	0	0	4	3	2	0	0	0	0
12H,7-19	827	37.2	32.1	5.7	0	0	5	7	70	255	337	114	28	4	5	2
16H,6-22	1009	37.4	32.2	5.7	0	0	5	9	86	308	408	148	31	6	6	2
18H,6-24	1031	37.5	32.2	5.7	0	0	5	9	86	316	412	157	32	6	6	2
24H,0-24	1339	37.7	32.3	5.7	0	0	7	10	110	417	523	213	39	10	7	3

10722			IMMINGHAM				Site No: 10722001				Location	Site 1 - Humber Rd, Immingham (S of West Gate)					
Mon 27-Sep-21 to Sun 03-Oct-21							Channel: Eastbound										
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Sun 03-Oct-21																
00:00	7	-	32.8	3.7	0	0	0	0	0	2	4	1	0	0	0	0
01:00	8	-	34.1	5.1	0	0	0	0	1	0	4	3	0	0	0	0
02:00	6	-	31.8	5.3	0	0	0	0	1	1	3	1	0	0	0	0
03:00	10	36	33	6.5	0	0	0	1	0	1	6	1	1	0	0	0
04:00	33	39	33	5.5	0	0	0	0	2	11	11	6	3	0	0	0
05:00	80	39	34.1	5.3	0	0	0	0	3	15	40	16	3	3	0	0
06:00	54	35.7	31.6	5.8	0	1	0	1	3	16	26	5	2	0	0	0
07:00	54	38.8	32.7	5.6	0	0	0	1	4	17	14	17	1	0	0	0
08:00	43	40.1	35.5	4.7	0	0	0	0	0	8	14	17	4	0	0	0
09:00	65	39.6	33.8	5.8	0	0	0	0	6	11	29	12	6	1	0	0
10:00	48	39.6	33.9	5.3	0	0	0	1	0	11	24	6	6	0	0	0
11:00	30	42	35.2	6.2	0	0	0	0	1	7	10	6	5	1	0	0
12:00	51	41.6	34.9	6.3	0	0	0	1	0	13	18	10	7	2	0	0
13:00	46	38.3	33.8	4.9	0	0	0	0	2	8	24	10	1	1	0	0
14:00	48	39.6	34.8	5	0	0	0	0	1	8	22	13	3	1	0	0
15:00	51	38.5	33.7	4.2	0	0	0	0	1	12	22	16	0	0	0	0
16:00	44	41.8	35.5	5.8	0	0	0	0	0	7	23	6	6	1	1	0
17:00	70	39.9	34.1	5.9	0	0	0	1	2	19	22	19	5	2	0	0
18:00	34	40	34.8	4.9	0	0	0	0	0	7	15	8	4	0	0	0
19:00	26	38.7	32.9	5.7	0	0	0	0	2	8	10	3	3	0	0	0
20:00	26	37.9	32	5.6	0	0	0	1	2	8	8	7	0	0	0	0
21:00	24	39.6	34.8	4.7	0	0	0	0	0	4	13	4	3	0	0	0
22:00	20	34.8	33	4.2	0	0	0	0	0	6	11	2	1	0	0	0
23:00	11	40.6	36.7	5.3	0	0	0	0	0	2	2	5	2	0	0	0
12H,7-19	584	39.9	34.3	5.5	0	0	0	4	17	128	237	140	48	9	1	0
16H,6-22	714	39.7	34	5.5	0	1	0	6	24	164	294	159	56	9	1	0
18H,6-24	745	39.7	34	5.5	0	1	0	6	24	172	307	166	59	9	1	0
24H,0-24	889	39.6	33.9	5.5	0	1	0	7	31	202	375	194	66	12	1	0

10722	IMMINGHAM	Site No: 10722001	Location Site 1 - Humber Rd, Immingham (S of West Gate)
Mon 27-Sep-21 to Sun 03-Oct-21		Channel: Eastbound	

Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Daily Totals																
Mon 27-Sep-21	**2698**	34.5	27.6	7.2	9	50	156	211	490	930	639	170	38	3	1	1
Tue 28-Sep-21	**4222**	34.9	28.7	6.8	3	61	123	260	722	1550	1126	292	56	17	6	6
Wed 29-Sep-21	**4775**	34.3	26.3	8.4	42	285	338	375	839	1504	1028	283	67	12	1	1
Thu 30-Sep-21	**4447**	34.4	27.9	6.7	3	76	131	337	960	1575	1017	278	56	6	3	5
Fri 01-Oct-21	**4042**	34.5	25.9	9	11	361	348	322	602	1115	958	256	59	7	1	2
Sat 02-Oct-21	**1339**	37.7	32.3	5.7	0	0	7	10	110	417	523	213	39	10	7	3
Sun 03-Oct-21	**889**	39.6	33.9	5.5	0	1	0	7	31	202	375	194	66	12	1	0
Total Vehicles																
[--]	**22412**	35.7	28.9	7.0	68	834	1103	1522	3754	7293	5666	1686	381	67	20	18

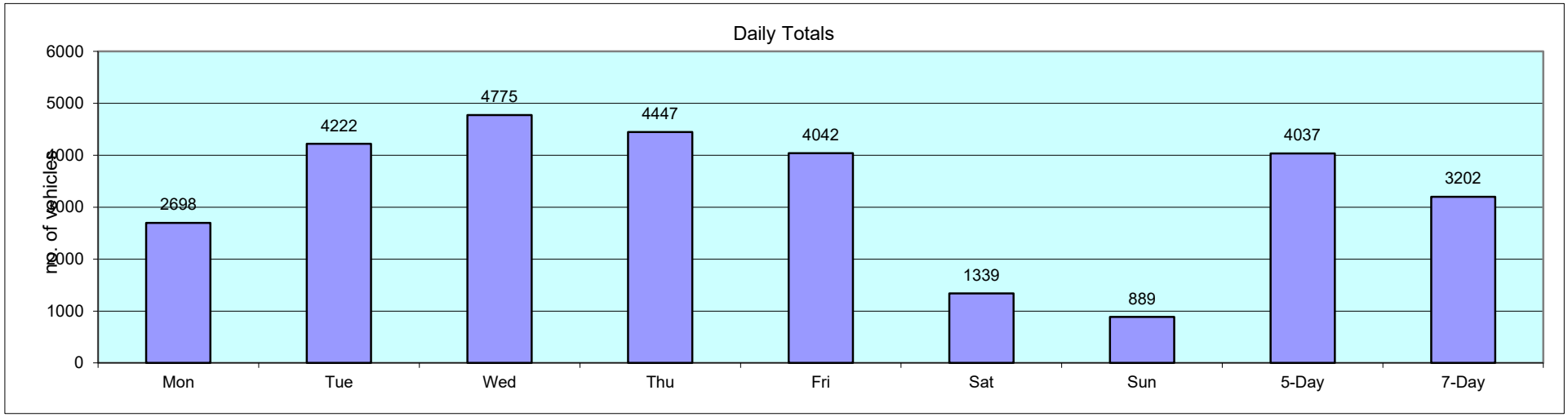




10722		IMMINGHAM		Site No: 10722001 Channel: Eastbound		Location	Site 1 - Humber Rd, Immingham (S of West Gate)		
TIME PERIOD	Mon 27/09/2021	Tue 28/09/2021	Wed 29/09/2021	Thu 30/09/2021	Fri 01/10/2021	Sat 02/10/2021	Sun 03/10/2021	5-Day Av	7-Day Av
Week Begin: 27-Sep-21									
00:00	**0**	30	45	33	39	28	7	29	26
01:00	**1**	44	53	42	27	19	8	33	28
02:00	**0**	27	41	31	25	21	6	25	22
03:00	**0**	35	23	39	48	23	10	29	25
04:00	**1**	93	95	98	89	51	33	75	66
05:00	**2**	221	242	260	236	166	80	192	172
06:00	**1**	334	362	384	353	130	54	287	231
07:00	**20**	404	495	417	479	141	54	363	287
08:00	**252**	309	411	408	298	84	43	336	258
09:00	**225**	253	299	304	284	87	65	273	217
10:00	**230**	241	279	250	248	78	48	250	196
11:00	**180**	225	304	251	228	79	30	238	185
12:00	**204**	248	253	222	245	58	51	234	183
13:00	**243**	282	274	295	260	65	46	271	209
14:00	**242**	319	324	239	271	44	48	279	212
15:00	**278**	264	291	279	203	41	51	263	201
16:00	**226**	267	260	247	210	51	44	242	186
17:00	**222**	223	245	234	154	64	70	216	173
18:00	**134**	131	152	144	121	35	34	136	107
19:00	**81**	81	93	95	58	14	26	82	64
20:00	**62**	79	71	56	42	21	26	62	51
21:00	**35**	45	59	45	54	17	24	48	40
22:00	**43**	39	69	48	40	13	20	48	39
23:00	**16**	28	35	26	30	9	11	27	22
12H,7-19	**2456**	**3166**	**3587**	**3290**	**3001**	**827**	**584**	**3100**	**2416**
16H,6-22	**2635**	**3705**	**4172**	**3870**	**3508**	**1009**	**714**	**3578**	**2802**
18H,6-24	**2694**	**3772**	**4276**	**3944**	**3578**	**1031**	**745**	**3653**	**2863**
24H,0-24	**2698**	**4222**	**4775**	**4447**	**4042**	**1339**	**889**	**4037**	**3202**
Am	**08:00**	**07:00**	**07:00**	**07:00**	**07:00**	**05:00**	**05:00**		
Peak	**252**	**404**	**495**	**417**	**479**	**166**	**80**		
Pm	**15:00**	**14:00**	**14:00**	**13:00**	**14:00**	**13:00**	**17:00**		
Peak	**278**	**319**	**324**	**295**	**271**	**65**	**70**		

10722	IMMINGHAM	Site No: 10722001	Location	Site 1 - Humber Rd, Immingham (S of West Gate)
		Channel: Eastbound		

TIME PERIOD	Mon 27/09/2021	Tue 28/09/2021	Wed 29/09/2021	Thu 30/09/2021	Fri 01/10/2021	Sat 02/10/2021	Sun 03/10/2021	5-Day Av	7-Day Av



10722		IMMINGHAM		Site No: 10722001		Location		Site 1 - Humber Rd, Immingham (S of West Gate)			
Mon 27-Sep-21 to Sun 03-Oct-21				Channel: Westbound							
TIME PERIOD	**TOTAL VEHICLES**	**MOTOR-CYCLES**	**MOTOR-CYCLES%**	**CARS**	**CARS %**	**LGV**	**LGV %**	**HGV**	**HGV %**	**BUS**	**BUS %**
Mon 27-Sep-21											
00:00	**0**	0	-	0	-	0	-	0	-	0	-
01:00	**0**	0	-	0	-	0	-	0	-	0	-
02:00	**0**	0	-	0	-	0	-	0	-	0	-
03:00	**0**	0	-	0	-	0	-	0	-	0	-
04:00	**0**	0	-	0	-	0	-	0	-	0	-
05:00	**1**	0	0.0	0	0.0	1	100.0	0	0.0	0	0.0
06:00	**1**	1	100.0	0	0.0	0	0.0	0	0.0	0	0.0
07:00	**0**	0	-	0	-	0	-	0	-	0	-
08:00	**170**	1	0.6	5	2.9	10	5.9	154	90.6	0	0.0
09:00	**318**	1	0.3	23	7.2	21	6.6	273	85.9	0	0.0
10:00	**264**	0	0.0	33	12.5	15	5.7	216	81.8	0	0.0
11:00	**217**	1	0.5	57	26.3	17	7.8	142	65.4	0	0.0
12:00	**210**	1	0.5	98	46.7	14	6.7	97	46.2	0	0.0
13:00	**181**	1	0.6	83	45.9	5	2.8	92	50.8	0	0.0
14:00	**154**	0	0.0	91	59.1	5	3.3	58	37.7	0	0.0
15:00	**186**	0	0.0	109	58.6	7	3.8	70	37.6	0	0.0
16:00	**276**	2	0.7	131	47.5	18	6.5	125	45.3	0	0.0
17:00	**229**	2	0.9	107	46.7	9	3.9	111	48.5	0	0.0
18:00	**174**	5	2.9	75	43.1	5	2.9	89	51.2	0	0.0
19:00	**95**	0	0.0	53	55.8	0	0.0	42	44.2	0	0.0
20:00	**48**	0	0.0	32	66.7	1	2.1	15	31.3	0	0.0
21:00	**50**	0	0.0	26	52.0	0	0.0	24	48.0	0	0.0
22:00	**28**	0	0.0	16	57.1	2	7.1	10	35.7	0	0.0
23:00	**26**	0	0.0	18	69.2	0	0.0	8	30.8	0	0.0
12H,7-19	**2379**	**14**	**0.6**	**812**	**34.1**	**126**	**5.3**	**1427**	**60.0**	**0**	**0.0**
16H,6-22	**2573**	**15**	**0.6**	**923**	**35.9**	**127**	**4.9**	**1508**	**58.6**	**0**	**0.0**
18H,6-24	**2627**	**15**	**0.6**	**957**	**36.4**	**129**	**4.9**	**1526**	**58.1**	**0**	**0.0**
24H,0-24	**2628**	**15**	**0.6**	**957**	**36.4**	**130**	**5.0**	**1526**	**58.1**	**0**	**0.0**

10722	IMMINGHAM	Site No: 10722001	Location	Site 1 - Humber Rd, Immingham (S of West Gate)
Mon 27-Sep-21 to Sun 03-Oct-21		Channel: Westbound		

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Tue 28-Sep-21											
00:00	**21**	0	0.0	12	57.1	2	9.5	7	33.3	0	0.0
01:00	**33**	0	0.0	20	60.6	0	0.0	13	39.4	0	0.0
02:00	**29**	0	0.0	24	82.8	1	3.5	4	13.8	0	0.0
03:00	**47**	1	2.1	22	46.8	0	0.0	24	51.1	0	0.0
04:00	**61**	0	0.0	40	65.6	0	0.0	21	34.4	0	0.0
05:00	**86**	0	0.0	58	67.4	0	0.0	28	32.6	0	0.0
06:00	**170**	4	2.4	100	58.8	2	1.2	64	37.7	0	0.0
07:00	**177**	4	2.3	118	66.7	2	1.1	53	29.9	0	0.0
08:00	**171**	4	2.3	111	64.9	4	2.3	52	30.4	0	0.0
09:00	**188**	0	0.0	102	54.3	6	3.2	80	42.6	0	0.0
10:00	**181**	2	1.1	80	44.2	26	14.4	73	40.3	0	0.0
11:00	**179**	0	0.0	83	46.4	14	7.8	79	44.1	3	1.7
12:00	**264**	3	1.1	74	28.0	21	8.0	166	62.9	0	0.0
13:00	**269**	1	0.4	84	31.2	24	8.9	160	59.5	0	0.0
14:00	**258**	0	0.0	68	26.4	32	12.4	158	61.2	0	0.0
15:00	**249**	1	0.4	90	36.1	22	8.8	136	54.6	0	0.0
16:00	**216**	4	1.9	106	49.1	20	9.3	86	39.8	0	0.0
17:00	**199**	6	3.0	96	48.2	10	5.0	87	43.7	0	0.0
18:00	**159**	5	3.1	77	48.4	7	4.4	70	44.0	0	0.0
19:00	**83**	1	1.2	56	67.5	5	6.0	21	25.3	0	0.0
20:00	**43**	2	4.7	24	55.8	2	4.7	15	34.9	0	0.0
21:00	**42**	1	2.4	25	59.5	1	2.4	15	35.7	0	0.0
22:00	**36**	0	0.0	23	63.9	1	2.8	12	33.3	0	0.0
23:00	**30**	0	0.0	19	63.3	1	3.3	10	33.3	0	0.0
12H,7-19	**2510**	**30**	**1.2**	**1089**	**43.4**	**188**	**7.5**	**1200**	**47.8**	**3**	**0.1**
16H,6-22	**2848**	**38**	**1.3**	**1294**	**45.4**	**198**	**7.0**	**1315**	**46.2**	**3**	**0.1**
18H,6-24	**2914**	**38**	**1.3**	**1336**	**45.9**	**200**	**6.9**	**1337**	**45.9**	**3**	**0.1**
24H,0-24	**3191**	**39**	**1.2**	**1512**	**47.4**	**203**	**6.4**	**1434**	**44.9**	**3**	**0.1**

10722		IMMINGHAM		Site No: 10722001		Location		Site 1 - Humber Rd, Immingham (S of West Gate)			
Mon 27-Sep-21 to Sun 03-Oct-21				Channel: Westbound							
TIME PERIOD	**TOTAL VEHICLES**	**MOTOR-CYCLES**	**MOTOR-CYCLES%**	**CARS**	**CARS %**	**LGV**	**LGV %**	**HGV**	**HGV %**	**BUS**	**BUS %**
Wed 29-Sep-21											
00:00	**15**	0	0.0	10	66.7	1	6.7	4	26.7	0	0.0
01:00	**38**	0	0.0	23	60.5	1	2.6	14	36.8	0	0.0
02:00	**52**	0	0.0	32	61.5	0	0.0	20	38.5	0	0.0
03:00	**29**	0	0.0	21	72.4	0	0.0	8	27.6	0	0.0
04:00	**54**	0	0.0	32	59.3	0	0.0	22	40.7	0	0.0
05:00	**72**	0	0.0	50	69.4	0	0.0	22	30.6	0	0.0
06:00	**121**	1	0.8	88	72.7	1	0.8	31	25.6	0	0.0
07:00	**141**	2	1.4	94	66.7	5	3.6	40	28.4	0	0.0
08:00	**166**	8	4.8	102	61.5	4	2.4	52	31.3	0	0.0
09:00	**179**	3	1.7	102	57.0	18	10.1	56	31.3	0	0.0
10:00	**220**	2	0.9	80	36.4	18	8.2	117	53.2	3	1.4
11:00	**202**	0	0.0	78	38.6	16	7.9	105	52.0	3	1.5
12:00	**239**	1	0.4	96	40.2	19	8.0	123	51.5	0	0.0
13:00	**293**	4	1.4	96	32.8	26	8.9	167	57.0	0	0.0
14:00	**258**	1	0.4	84	32.6	25	9.7	148	57.4	0	0.0
15:00	**207**	5	2.4	102	49.3	13	6.3	87	42.0	0	0.0
16:00	**241**	3	1.2	132	54.8	12	5.0	94	39.0	0	0.0
17:00	**252**	5	2.0	106	42.1	15	6.0	126	50.0	0	0.0
18:00	**135**	1	0.7	76	56.3	4	3.0	54	40.0	0	0.0
19:00	**126**	0	0.0	74	58.7	0	0.0	52	41.3	0	0.0
20:00	**85**	0	0.0	48	56.5	2	2.4	35	41.2	0	0.0
21:00	**33**	2	6.1	22	66.7	2	6.1	7	21.2	0	0.0
22:00	**48**	0	0.0	28	58.3	2	4.2	18	37.5	0	0.0
23:00	**35**	1	2.9	22	62.9	1	2.9	11	31.4	0	0.0
12H,7-19	**2533**	**35**	**1.4**	**1148**	**45.3**	**175**	**6.9**	**1169**	**46.2**	**6**	**0.2**
16H,6-22	**2898**	**38**	**1.3**	**1380**	**47.6**	**180**	**6.2**	**1294**	**44.7**	**6**	**0.2**
18H,6-24	**2981**	**39**	**1.3**	**1430**	**48.0**	**183**	**6.1**	**1323**	**44.4**	**6**	**0.2**
24H,0-24	**3241**	**39**	**1.2**	**1598**	**49.3**	**185**	**5.7**	**1413**	**43.6**	**6**	**0.2**

10722		IMMINGHAM		Site No: 10722001		Location		Site 1 - Humber Rd, Immingham (S of West Gate)			
Mon 27-Sep-21 to Sun 03-Oct-21				Channel: Westbound							
TIME PERIOD	**TOTAL VEHICLES**	**MOTOR-CYCLES**	**MOTOR-CYCLES%**	**CARS**	**CARS %**	**LGV**	**LGV %**	**HGV**	**HGV %**	**BUS**	**BUS %**
Thu 30-Sep-21											
00:00	**41**	2	4.9	28	68.3	1	2.4	10	24.4	0	0.0
01:00	**30**	1	3.3	22	73.3	3	10.0	4	13.3	0	0.0
02:00	**48**	0	0.0	31	64.6	0	0.0	17	35.4	0	0.0
03:00	**28**	0	0.0	20	71.4	1	3.6	7	25.0	0	0.0
04:00	**40**	0	0.0	36	90.0	0	0.0	4	10.0	0	0.0
05:00	**98**	1	1.0	66	67.4	3	3.1	28	28.6	0	0.0
06:00	**151**	8	5.3	84	55.6	0	0.0	59	39.1	0	0.0
07:00	**160**	4	2.5	122	76.3	3	1.9	31	19.4	0	0.0
08:00	**128**	3	2.3	97	75.8	3	2.3	25	19.5	0	0.0
09:00	**167**	4	2.4	124	74.3	5	3.0	34	20.4	0	0.0
10:00	**190**	1	0.5	124	65.3	8	4.2	57	30.0	0	0.0
11:00	**234**	6	2.6	117	50.0	7	3.0	104	44.4	0	0.0
12:00	**157**	0	0.0	99	63.1	10	6.4	48	30.6	0	0.0
13:00	**181**	2	1.1	85	47.0	10	5.5	84	46.4	0	0.0
14:00	**208**	2	1.0	82	39.4	14	6.7	107	51.4	3	1.4
15:00	**202**	2	1.0	96	47.5	20	9.9	84	41.6	0	0.0
16:00	**271**	4	1.5	115	42.4	16	5.9	136	50.2	0	0.0
17:00	**203**	4	2.0	89	43.8	11	5.4	99	48.8	0	0.0
18:00	**123**	0	0.0	72	58.5	6	4.9	45	36.6	0	0.0
19:00	**107**	0	0.0	52	48.6	2	1.9	53	49.5	0	0.0
20:00	**50**	0	0.0	28	56.0	4	8.0	18	36.0	0	0.0
21:00	**28**	0	0.0	10	35.7	3	10.7	15	53.6	0	0.0
22:00	**35**	0	0.0	26	74.3	1	2.9	8	22.9	0	0.0
23:00	**36**	0	0.0	20	55.6	0	0.0	16	44.4	0	0.0
12H,7-19	**2224**	**32**	**1.4**	**1222**	**55.0**	**113**	**5.1**	**854**	**38.4**	**3**	**0.1**
16H,6-22	**2560**	**40**	**1.6**	**1396**	**54.5**	**122**	**4.8**	**999**	**39.0**	**3**	**0.1**
18H,6-24	**2631**	**40**	**1.5**	**1442**	**54.8**	**123**	**4.7**	**1023**	**38.9**	**3**	**0.1**
24H,0-24	**2916**	**44**	**1.5**	**1645**	**56.4**	**131**	**4.5**	**1093**	**37.5**	**3**	**0.1**

10722	IMMINGHAM	Site No: 10722001	Location	Site 1 - Humber Rd, Immingham (S of West Gate)
Mon 27-Sep-21 to Sun 03-Oct-21		Channel: Westbound		

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Fri 01-Oct-21											
00:00	**32**	0	0.0	18	56.3	4	12.5	10	31.3	0	0.0
01:00	**35**	0	0.0	20	57.1	0	0.0	15	42.9	0	0.0
02:00	**29**	0	0.0	18	62.1	0	0.0	11	37.9	0	0.0
03:00	**36**	0	0.0	23	63.9	1	2.8	0	0.0	12	33.3
04:00	**65**	4	6.2	38	58.5	3	4.6	20	30.8	0	0.0
05:00	**64**	1	1.6	47	73.4	1	1.6	15	23.4	0	0.0
06:00	**137**	9	6.6	84	61.3	2	1.5	42	30.7	0	0.0
07:00	**144**	3	2.1	100	69.4	2	1.4	39	27.1	0	0.0
08:00	**152**	6	4.0	108	71.1	2	1.3	36	23.7	0	0.0
09:00	**175**	2	1.1	104	59.4	8	4.6	61	34.9	0	0.0
10:00	**179**	3	1.7	94	52.5	11	6.2	71	39.7	0	0.0
11:00	**181**	0	0.0	60	33.2	20	11.1	101	55.8	0	0.0
12:00	**179**	4	2.2	94	52.5	7	3.9	74	41.3	0	0.0
13:00	**156**	0	0.0	88	56.4	19	12.2	49	31.4	0	0.0
14:00	**236**	3	1.3	67	28.4	26	11.0	140	59.3	0	0.0
15:00	**289**	1	0.4	73	25.3	44	15.2	171	59.2	0	0.0
16:00	**220**	2	0.9	68	30.9	28	12.7	122	55.5	0	0.0
17:00	**149**	3	2.0	64	43.0	13	8.7	69	46.3	0	0.0
18:00	**89**	3	3.4	45	50.6	6	6.7	35	39.3	0	0.0
19:00	**76**	0	0.0	32	42.1	2	2.6	42	55.3	0	0.0
20:00	**33**	0	0.0	20	60.6	2	6.1	11	33.3	0	0.0
21:00	**27**	1	3.7	16	59.3	2	7.4	8	29.6	0	0.0
22:00	**23**	0	0.0	17	73.9	2	8.7	4	17.4	0	0.0
23:00	**23**	0	0.0	9	39.1	2	8.7	12	52.2	0	0.0
12H,7-19	**2149**	**30**	**1.4**	**965**	**44.9**	**186**	**8.7**	**968**	**45.0**	**0**	**0.0**
16H,6-22	**2422**	**40**	**1.7**	**1117**	**46.1**	**194**	**8.0**	**1071**	**44.2**	**0**	**0.0**
18H,6-24	**2468**	**40**	**1.6**	**1143**	**46.3**	**198**	**8.0**	**1087**	**44.0**	**0**	**0.0**
24H,0-24	**2729**	**45**	**1.7**	**1307**	**47.9**	**207**	**7.6**	**1158**	**42.4**	**12**	**0.4**

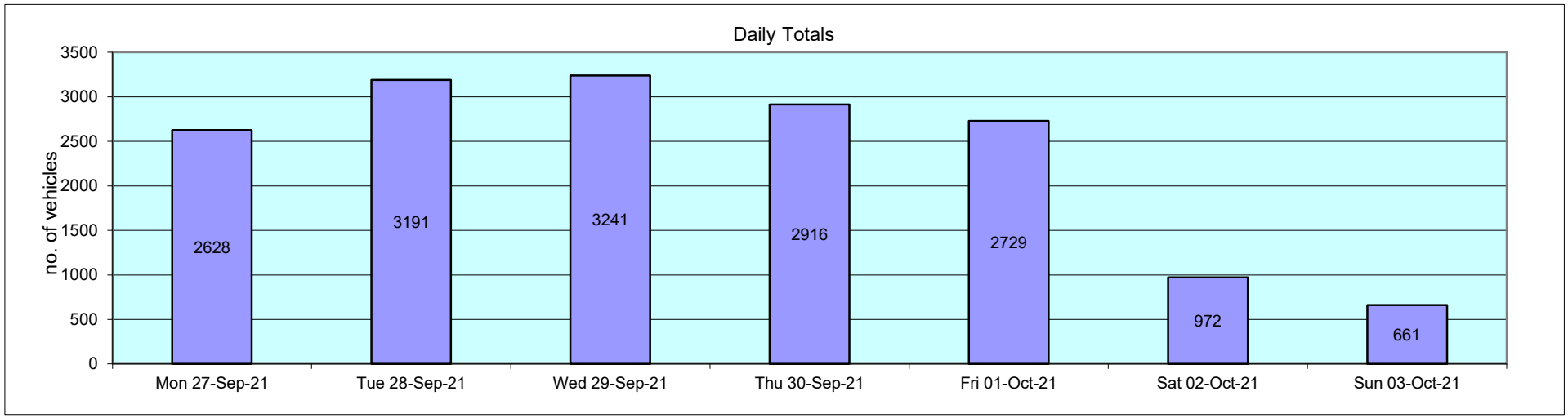
10722		IMMINGHAM		Site No: 10722001		Location		Site 1 - Humber Rd, Immingham (S of West Gate)			
Mon 27-Sep-21 to Sun 03-Oct-21				Channel: Westbound							
TIME PERIOD	**TOTAL VEHICLES**	**MOTOR-CYCLES**	**MOTOR-CYCLES%**	**CARS**	**CARS %**	**LGV**	**LGV %**	**HGV**	**HGV %**	**BUS**	**BUS %**
Sat 02-Oct-21											
00:00	**16**	0	0.0	15	93.8	1	6.3	0	0.0	0	0.0
01:00	**14**	0	0.0	14	100.0	0	0.0	0	0.0	0	0.0
02:00	**25**	0	0.0	16	64.0	1	4.0	8	32.0	0	0.0
03:00	**22**	0	0.0	14	63.6	0	0.0	8	36.4	0	0.0
04:00	**27**	0	0.0	16	59.3	0	0.0	11	40.7	0	0.0
05:00	**39**	3	7.7	28	71.8	1	2.6	7	18.0	0	0.0
06:00	**72**	2	2.8	44	61.1	1	1.4	25	34.7	0	0.0
07:00	**80**	2	2.5	41	51.3	5	6.3	32	40.0	0	0.0
08:00	**100**	0	0.0	50	50.0	3	3.0	47	47.0	0	0.0
09:00	**67**	0	0.0	46	68.7	3	4.5	18	26.9	0	0.0
10:00	**80**	0	0.0	40	50.0	5	6.3	35	43.8	0	0.0
11:00	**78**	0	0.0	34	43.6	4	5.1	40	51.3	0	0.0
12:00	**54**	0	0.0	28	51.9	8	14.8	18	33.3	0	0.0
13:00	**53**	0	0.0	30	56.6	1	1.9	22	41.5	0	0.0
14:00	**63**	0	0.0	27	42.9	4	6.4	32	50.8	0	0.0
15:00	**36**	0	0.0	19	52.8	0	0.0	17	47.2	0	0.0
16:00	**42**	2	4.8	23	54.8	3	7.1	14	33.3	0	0.0
17:00	**40**	1	2.5	19	47.5	2	5.0	18	45.0	0	0.0
18:00	**29**	0	0.0	10	34.5	5	17.2	14	48.3	0	0.0
19:00	**6**	0	0.0	6	100.0	0	0.0	0	0.0	0	0.0
20:00	**8**	0	0.0	6	75.0	2	25.0	0	0.0	0	0.0
21:00	**12**	0	0.0	7	58.3	1	8.3	4	33.3	0	0.0
22:00	**6**	0	0.0	6	100.0	0	0.0	0	0.0	0	0.0
23:00	**3**	0	0.0	2	66.7	1	33.3	0	0.0	0	0.0
12H,7-19	**722**	**5**	**0.7**	**367**	**50.8**	**43**	**6.0**	**307**	**42.5**	**0**	**0.0**
16H,6-22	**820**	**7**	**0.9**	**430**	**52.4**	**47**	**5.7**	**336**	**41.0**	**0**	**0.0**
18H,6-24	**829**	**7**	**0.8**	**438**	**52.8**	**48**	**5.8**	**336**	**40.5**	**0**	**0.0**
24H,0-24	**972**	**10**	**1.0**	**541**	**55.7**	**51**	**5.3**	**370**	**38.1**	**0**	**0.0**

10722		IMMINGHAM		Site No: 10722001		Location		Site 1 - Humber Rd, Immingham (S of West Gate)			
Mon 27-Sep-21 to Sun 03-Oct-21				Channel: Westbound							
TIME PERIOD	**TOTAL VEHICLES**	**MOTOR-CYCLES**	**MOTOR-CYCLES%**	**CARS**	**CARS %**	**LGV**	**LGV %**	**HGV**	**HGV %**	**BUS**	**BUS %**
Sun 03-Oct-21											
00:00	**9**	0	0.0	4	44.4	1	11.1	4	44.4	0	0.0
01:00	**6**	0	0.0	6	100.0	0	0.0	0	0.0	0	0.0
02:00	**6**	0	0.0	6	100.0	0	0.0	0	0.0	0	0.0
03:00	**4**	0	0.0	4	100.0	0	0.0	0	0.0	0	0.0
04:00	**11**	0	0.0	10	90.9	1	9.1	0	0.0	0	0.0
05:00	**26**	1	3.9	20	76.9	1	3.9	4	15.4	0	0.0
06:00	**34**	0	0.0	20	58.8	2	5.9	12	35.3	0	0.0
07:00	**29**	3	10.3	20	69.0	2	6.9	4	13.8	0	0.0
08:00	**43**	0	0.0	30	69.8	1	2.3	12	27.9	0	0.0
09:00	**49**	0	0.0	30	61.2	5	10.2	14	28.6	0	0.0
10:00	**53**	0	0.0	26	49.1	5	9.4	22	41.5	0	0.0
11:00	**39**	0	0.0	24	61.5	3	7.7	12	30.8	0	0.0
12:00	**30**	0	0.0	14	46.7	9	30.0	7	23.3	0	0.0
13:00	**40**	1	2.5	18	45.0	3	7.5	18	45.0	0	0.0
14:00	**48**	0	0.0	16	33.3	8	16.7	24	50.0	0	0.0
15:00	**43**	0	0.0	19	44.2	0	0.0	24	55.8	0	0.0
16:00	**31**	0	0.0	16	51.6	1	3.2	14	45.2	0	0.0
17:00	**41**	0	0.0	23	56.1	3	7.3	15	36.6	0	0.0
18:00	**27**	0	0.0	15	55.6	1	3.7	11	40.7	0	0.0
19:00	**12**	0	0.0	12	100.0	0	0.0	0	0.0	0	0.0
20:00	**28**	3	10.7	11	39.3	3	10.7	11	39.3	0	0.0
21:00	**26**	0	0.0	7	26.9	3	11.5	16	61.5	0	0.0
22:00	**12**	0	0.0	7	58.3	1	8.3	4	33.3	0	0.0
23:00	**14**	0	0.0	8	57.1	2	14.3	4	28.6	0	0.0
12H,7-19	**473**	**4**	**0.9**	**251**	**53.1**	**41**	**8.7**	**177**	**37.4**	**0**	**0.0**
16H,6-22	**573**	**7**	**1.2**	**301**	**52.5**	**49**	**8.6**	**216**	**37.7**	**0**	**0.0**
18H,6-24	**599**	**7**	**1.2**	**316**	**52.8**	**52**	**8.7**	**224**	**37.4**	**0**	**0.0**
24H,0-24	**661**	**8**	**1.2**	**366**	**55.4**	**55**	**8.3**	**232**	**35.1**	**0**	**0.0**

Data produced by
Auto Surveys Ltd

10722	IMMINGHAM	Site No: 10722001	Location	Site 1 - Humber Rd, Immingham (S of West Gate)
Mon 27-Sep-21 to Sun 03-Oct-21		Channel: Westbound		

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Daily Totals											
Mon 27-Sep-21	**2628**	15	0.6	957	36.4	130	5.0	1526	58.1	0	0.0
Tue 28-Sep-21	**3191**	39	1.2	1512	47.4	203	6.4	1434	44.9	3	0.1
Wed 29-Sep-21	**3241**	39	1.2	1598	49.3	185	5.7	1413	43.6	6	0.2
Thu 30-Sep-21	**2916**	44	1.5	1645	56.4	131	4.5	1093	37.5	3	0.1
Fri 01-Oct-21	**2729**	45	1.7	1307	47.9	207	7.6	1158	42.4	12	0.4
Sat 02-Oct-21	**972**	10	1.0	541	55.7	51	5.3	370	38.1	0	0.0
Sun 03-Oct-21	**661**	8	1.2	366	55.4	55	8.3	232	35.1	0	0.0
Total Vehicles											
[--]	**16338**	200	1.2	7926	49.8	962	6.1	7226	42.8	24	0.1



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10722			IMMINGHAM				Site No: 10722001				Location	Site 1 - Humber Rd, Immingham (S of West Gate)					
Mon 27-Sep-21 to Sun 03-Oct-21							Channel: Westbound										
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Mon 27-Sep-21																
00:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
05:00	1	-	18.5	-	0	0	0	1	0	0	0	0	0	0	0	0
06:00	1	-	18.5	-	0	0	0	1	0	0	0	0	0	0	0	0
07:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
08:00	170	35.4	32.3	4.4	0	0	0	0	3	62	89	11	0	5	0	0
09:00	318	35.5	31.8	4.8	2	0	2	8	2	91	182	29	2	0	0	0
10:00	264	35.4	31.4	4.6	0	0	0	0	9	138	87	19	9	2	0	0
11:00	217	35.7	32.1	4.2	0	0	0	0	4	86	101	20	5	1	0	0
12:00	210	37.2	32.1	4.8	0	1	0	0	5	88	76	34	6	0	0	0
13:00	181	35.9	32.2	4.2	0	0	0	1	8	55	92	23	2	0	0	0
14:00	154	38.9	34.4	5.2	0	0	0	0	3	26	86	27	3	9	0	0
15:00	186	35.4	32.4	3.2	0	0	0	0	0	57	114	15	0	0	0	0
16:00	276	37.6	32.6	4.8	0	0	0	0	21	76	120	52	7	0	0	0
17:00	229	35.9	32.8	4.2	0	0	0	0	3	67	127	26	3	3	0	0
18:00	174	37.4	33	4.4	0	0	1	0	1	52	85	31	4	0	0	0
19:00	95	38	33.7	3.9	0	0	0	0	1	20	50	23	1	0	0	0
20:00	48	46.2	38.3	5.9	0	0	0	0	1	1	15	21	2	8	0	0
21:00	50	39.4	34	5.1	0	0	0	0	1	16	12	19	2	0	0	0
22:00	28	40.6	36.4	4	0	0	0	0	0	0	16	8	4	0	0	0
23:00	26	40.2	36.4	4.5	0	0	0	0	0	1	13	9	2	1	0	0
12H,7-19	2379	36	32.4	4.5	2	1	3	9	59	798	1159	287	41	20	0	0
16H,6-22	2573	36.5	32.5	4.6	2	1	3	10	62	835	1236	350	46	28	0	0
18H,6-24	2627	36.7	32.6	4.7	2	1	3	10	62	836	1265	367	52	29	0	0
24H,0-24	2628	36.7	32.6	4.7	2	1	3	11	62	836	1265	367	52	29	0	0

Data produced by
Auto Surveys Ltd

10722			IMMINGHAM				Site No: 10722001				Location	Site 1 - Humber Rd, Immingham (S of West Gate)					
Mon 27-Sep-21 to Sun 03-Oct-21							Channel: Westbound										
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Tue 28-Sep-21																
00:00	21	43.7	39.5	4	0	0	0	0	0	0	4	9	8	0	0	0
01:00	33	35.7	34	3.9	0	0	0	0	0	4	25	1	3	0	0	0
02:00	29	36.4	33.7	5.6	0	0	0	0	0	9	15	2	1	2	0	0
03:00	47	39.7	35.7	4.1	0	0	0	0	0	7	13	26	1	0	0	0
04:00	61	36.2	33.2	3.5	0	0	0	0	0	14	37	10	0	0	0	0
05:00	86	44.7	38.3	8.6	0	0	0	0	0	10	34	22	9	1	0	10
06:00	170	35.3	32.4	6.5	0	0	0	0	3	82	69	4	1	6	0	5
07:00	177	35.2	31.6	3.8	0	0	0	1	8	60	96	12	0	0	0	0
08:00	171	34.5	30.6	3.3	0	0	0	0	4	96	65	6	0	0	0	0
09:00	188	36.1	33	4.1	0	0	0	0	8	38	113	24	5	0	0	0
10:00	181	35.8	33.5	4.1	0	0	0	0	1	34	123	14	7	1	1	0
11:00	179	36.5	31.9	5.5	0	0	0	2	16	61	71	16	12	1	0	0
12:00	264	37.1	33.2	4.4	0	0	0	0	4	71	140	40	6	2	1	0
13:00	269	36.5	32.3	4.5	1	0	0	0	5	100	118	42	2	1	0	0
14:00	258	35.7	31.9	4.7	0	0	0	2	21	76	127	25	7	0	0	0
15:00	249	35.9	32.2	4.4	0	0	0	0	13	78	123	29	6	0	0	0
16:00	216	37.2	32.6	5.1	0	0	1	1	9	67	98	29	8	3	0	0
17:00	199	36.9	33	4.2	0	0	0	0	0	62	102	26	9	0	0	0
18:00	159	36.2	32.6	4.9	0	0	0	4	4	40	86	20	3	2	0	0
19:00	83	36.4	32.6	4.1	0	0	0	0	2	26	41	13	1	0	0	0
20:00	43	42.3	35.7	6.9	0	0	0	0	1	7	21	6	4	3	0	1
21:00	42	39.7	34.6	4.8	0	0	0	0	0	10	17	11	4	0	0	0
22:00	36	38.8	35	3.4	0	0	0	0	0	2	22	11	1	0	0	0
23:00	30	37.9	34.3	3.3	0	0	0	0	0	3	19	8	0	0	0	0
12H,7-19	2510	35.9	32.4	4.5	1	0	1	10	93	783	1262	283	65	10	2	0
16H,6-22	2848	36	32.5	4.7	1	0	1	10	99	908	1410	317	75	19	2	6
18H,6-24	2914	36	32.5	4.7	1	0	1	10	99	913	1451	336	76	19	2	6
24H,0-24	3191	36.8	32.8	4.9	1	0	1	10	99	957	1579	406	98	22	2	16

10722			IMMINGHAM				Site No: 10722001				Location	Site 1 - Humber Rd, Immingham (S of West Gate)					
Mon 27-Sep-21 to Sun 03-Oct-21							Channel: Westbound										
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Wed 29-Sep-21																
00:00	15	36.6	33.2	4.6	0	0	0	0	0	5	7	2	1	0	0	0
01:00	38	35	34.3	4.8	0	0	0	0	0	6	26	1	4	1	0	0
02:00	52	35.3	31.5	3.8	0	0	0	0	1	24	22	5	0	0	0	0
03:00	29	43	37.8	4.6	0	0	0	0	0	1	10	10	8	0	0	0
04:00	54	39.6	34.8	4.8	0	0	0	0	3	4	27	16	4	0	0	0
05:00	72	39.8	33.8	6	0	0	0	0	8	17	15	27	5	0	0	0
06:00	121	36	32.9	4	0	0	0	0	6	22	75	17	1	0	0	0
07:00	141	35	31.7	4.4	0	0	0	0	6	51	78	3	1	0	2	0
08:00	166	35.1	30.6	4.9	1	0	1	5	4	77	64	14	0	0	0	0
09:00	179	35.6	32.2	3.7	0	0	0	0	1	66	92	18	2	0	0	0
10:00	220	35.4	31.8	4.5	0	1	0	3	8	68	121	16	2	1	0	0
11:00	202	35.7	32.5	4.1	0	0	0	1	2	66	109	17	7	0	0	0
12:00	239	35.4	32.1	3.9	0	0	0	0	2	93	121	17	5	1	0	0
13:00	293	35.9	32.7	4.4	0	0	0	0	1	101	150	29	7	5	0	0
14:00	258	37	31.3	5.8	1	3	0	3	20	97	86	44	4	0	0	0
15:00	207	35.1	31.2	4.2	0	0	0	0	21	69	103	13	1	0	0	0
16:00	241	36.6	32.2	4.8	0	0	0	0	21	67	112	37	3	0	1	0
17:00	252	38.9	33	6.1	1	0	5	1	5	73	104	42	19	2	0	0
18:00	135	40.2	35.2	5.6	0	0	0	0	3	22	58	37	10	3	2	0
19:00	126	35.9	32.6	4.3	0	0	0	0	1	45	62	13	4	1	0	0
20:00	85	39	33.6	4.9	0	0	0	0	1	30	24	28	1	1	0	0
21:00	33	40.6	35.6	5.2	0	0	0	0	1	4	13	10	5	0	0	0
22:00	48	45.6	37.7	6.1	0	0	0	0	0	1	28	4	8	7	0	0
23:00	35	36.2	34.2	2.6	0	0	0	0	0	1	28	6	0	0	0	0
12H,7-19	2533	35.9	32.2	4.9	3	4	6	13	94	850	1198	287	61	12	5	0
16H,6-22	2898	36.2	32.3	4.8	3	4	6	13	103	951	1372	355	72	14	5	0
18H,6-24	2981	36.3	32.4	4.9	3	4	6	13	103	953	1428	365	80	21	5	0
24H,0-24	3241	36.8	32.5	4.9	3	4	6	13	115	1010	1535	426	102	22	5	0

10722			IMMINGHAM				Site No: 10722001				Location	Site 1 - Humber Rd, Immingham (S of West Gate)					
Mon 27-Sep-21 to Sun 03-Oct-21							Channel: Westbound										
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Thu 30-Sep-21																
00:00	41	34.5	31.1	4.6	0	0	0	0	1	23	15	0	1	1	0	0
01:00	30	40.6	36.3	6	0	0	0	0	0	6	8	12	1	3	0	0
02:00	48	35.4	32.6	3.2	0	0	0	0	0	13	31	4	0	0	0	0
03:00	28	37.5	35.1	3.9	0	0	0	0	0	0	23	1	4	0	0	0
04:00	40	38.7	35.1	3	0	0	0	0	0	1	25	14	0	0	0	0
05:00	98	38.7	34.3	4.5	0	0	0	0	0	18	55	18	5	2	0	0
06:00	151	34.7	30.3	4.6	0	0	3	4	3	74	59	8	0	0	0	0
07:00	160	35.3	32.1	3.3	0	0	0	0	2	50	98	10	0	0	0	0
08:00	128	34.3	30.2	3.8	0	0	0	0	10	72	40	5	1	0	0	0
09:00	167	35.3	32.1	3.3	0	0	0	0	0	60	95	12	0	0	0	0
10:00	190	35.7	31.4	4.9	0	0	1	5	5	79	75	20	5	0	0	0
11:00	234	34.6	30.2	5.3	0	0	9	1	12	108	94	6	3	0	1	0
12:00	157	34.6	30.5	3.9	0	0	1	0	6	88	53	8	1	0	0	0
13:00	181	36.6	33.1	3.9	0	0	0	0	3	42	105	29	1	1	0	0
14:00	208	36.1	32.7	5.2	0	0	0	0	11	61	104	22	6	1	3	0
15:00	202	35.1	31.2	3.8	0	0	0	0	6	97	83	14	2	0	0	0
16:00	271	37.4	32.6	4.7	0	0	0	1	13	83	119	48	6	1	0	0
17:00	203	39.3	34.3	4.8	0	0	0	0	2	41	105	37	15	3	0	0
18:00	123	40.2	34.9	5.6	0	0	0	0	4	26	42	38	9	4	0	0
19:00	107	38.2	33.6	4.4	0	0	0	0	1	26	56	17	7	0	0	0
20:00	50	40	34.6	5.7	0	0	0	0	1	9	28	5	5	1	1	0
21:00	28	42.1	34.6	6.4	0	0	0	0	1	10	5	6	6	0	0	0
22:00	35	42.6	35.9	6.7	0	0	0	0	0	8	13	6	7	0	0	1
23:00	36	40.3	35.2	4.7	0	0	0	0	1	2	22	6	5	0	0	0
12H,7-19	2224	35.9	32.1	4.7	0	0	11	7	74	807	1013	249	49	10	4	0
16H,6-22	2560	35.9	32.1	4.8	0	0	14	11	80	926	1161	285	67	11	5	0
18H,6-24	2631	36	32.2	4.8	0	0	14	11	81	936	1196	297	79	11	5	1
24H,0-24	2916	36.3	32.4	4.8	0	0	14	11	82	997	1353	346	90	17	5	1

10722			IMMINGHAM				Site No: 10722001				Location	Site 1 - Humber Rd, Immingham (S of West Gate)					
Mon 27-Sep-21 to Sun 03-Oct-21							Channel: Westbound										
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Fri 01-Oct-21																
00:00	32	43.3	37.9	6.2	0	0	0	0	1	3	6	14	6	1	1	0
01:00	35	35.5	31.9	5	0	0	0	1	0	14	16	3	0	1	0	0
02:00	29	39.4	34.7	4.6	0	0	0	0	0	7	9	12	1	0	0	0
03:00	36	34.8	31	4.1	0	0	0	0	5	9	21	1	0	0	0	0
04:00	65	40.2	36	4.6	0	0	0	0	0	8	24	27	5	1	0	0
05:00	64	35.5	31.6	4.3	0	0	0	0	1	32	23	6	2	0	0	0
06:00	137	35	30.8	4.3	0	0	0	0	6	80	37	12	1	1	0	0
07:00	144	35.1	31	5.9	0	0	3	2	8	57	64	6	2	0	0	2
08:00	152	34.3	30.1	3.9	0	0	0	2	10	85	48	7	0	0	0	0
09:00	175	35.6	31.9	4.2	0	0	1	1	8	52	94	19	0	0	0	0
10:00	179	35.5	31.3	4.9	0	1	1	0	10	77	69	16	5	0	0	0
11:00	181	37.3	33.2	4.5	0	0	0	1	3	45	97	28	5	2	0	0
12:00	179	35.7	32.6	3.7	0	0	0	0	1	54	103	18	3	0	0	0
13:00	156	37.8	33.9	4.4	0	0	0	0	0	31	92	26	5	1	0	1
14:00	236	37.8	33.4	4.7	0	0	0	1	7	52	127	37	10	2	0	0
15:00	289	38.8	33.4	5.3	0	0	0	2	14	69	129	55	17	2	1	0
16:00	220	38.7	33.1	5.4	0	0	0	1	11	67	84	44	8	5	0	0
17:00	149	40.5	35.7	5	0	0	0	0	1	15	76	38	13	6	0	0
18:00	89	40.6	35.1	4.9	0	0	0	0	1	14	41	21	12	0	0	0
19:00	76	40.5	35.8	5.5	0	0	0	0	2	6	38	20	5	5	0	0
20:00	33	39	33.7	5	0	0	0	0	0	11	13	6	3	0	0	0
21:00	27	40.7	35.9	5.3	0	0	0	0	0	4	11	8	3	1	0	0
22:00	23	39.4	34.4	4.9	0	0	0	0	0	5	12	3	3	0	0	0
23:00	23	41.1	35.5	6.1	0	0	0	0	0	7	5	7	3	1	0	0
12H,7-19	2149	37.5	32.9	5	0	1	5	10	74	618	1024	315	80	18	1	3
16H,6-22	2422	37.6	32.9	5	0	1	5	10	82	719	1123	361	92	25	1	3
18H,6-24	2468	37.7	32.9	5	0	1	5	10	82	731	1140	371	98	26	1	3
24H,0-24	2729	38	33	5.1	0	1	5	11	89	804	1239	434	112	29	2	3

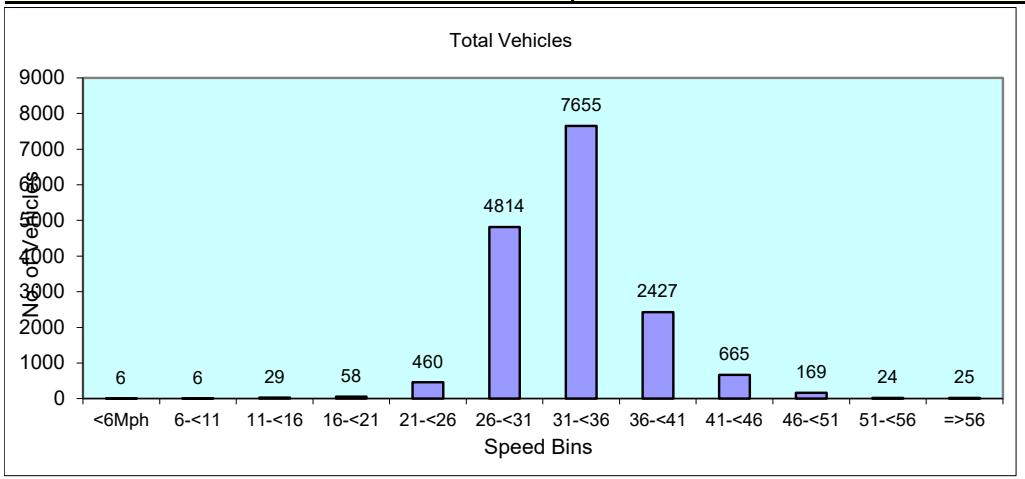
10722			IMMINGHAM				Site No: 10722001				Location	Site 1 - Humber Rd, Immingham (S of West Gate)					
Mon 27-Sep-21 to Sun 03-Oct-21							Channel: Westbound										
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Sat 02-Oct-21																
00:00	16	40.3	38.5	2.3	0	0	0	0	0	0	1	14	1	0	0	0
01:00	14	36.7	34.6	2.6	0	0	0	0	0	0	11	3	0	0	0	0
02:00	25	41.9	36.9	4.9	0	0	0	0	0	1	12	7	4	1	0	0
03:00	22	43.2	38.7	4.7	0	0	0	0	0	1	4	11	5	1	0	0
04:00	27	41.6	39.1	3.5	0	0	0	0	0	0	3	19	4	1	0	0
05:00	39	43.6	36.7	6.6	0	0	0	0	1	5	15	8	7	2	1	0
06:00	72	41.3	35.4	5.3	0	0	0	0	1	11	33	15	11	1	0	0
07:00	80	38.8	34.9	4.9	0	0	0	0	0	7	56	8	7	1	0	1
08:00	100	38.5	34.1	4.3	0	0	0	0	0	20	56	17	7	0	0	0
09:00	67	40.5	35.1	5.3	0	0	0	0	0	19	15	25	8	0	0	0
10:00	80	43.1	37.1	5.3	0	0	0	0	0	5	35	22	13	5	0	0
11:00	78	38.2	33.7	5.1	0	0	0	0	3	16	39	18	1	0	0	1
12:00	54	40.6	36.5	5.1	0	0	0	0	0	5	22	20	5	1	1	0
13:00	53	35.4	33.1	3.1	0	0	0	0	0	9	40	3	1	0	0	0
14:00	63	43.8	36.4	6.4	0	0	0	1	0	8	27	11	11	5	0	0
15:00	36	40	35.9	4.1	0	0	0	0	0	3	16	14	3	0	0	0
16:00	42	40	35.2	4.7	0	0	0	0	0	8	16	14	4	0	0	0
17:00	40	40.5	36.3	4.2	0	0	0	0	0	2	19	14	5	0	0	0
18:00	29	47.2	40.1	6.3	0	0	0	0	0	1	7	10	5	5	1	0
19:00	6	-	35.2	4.3	0	0	0	0	0	1	2	3	0	0	0	0
20:00	8	-	38.5	8.5	0	0	0	0	0	2	1	2	2	0	1	0
21:00	12	44.4	40.2	5.1	0	0	0	0	0	1	1	3	7	0	0	0
22:00	6	-	37.7	4	0	0	0	0	0	0	2	3	1	0	0	0
23:00	3	-	38.5	1.7	0	0	0	0	0	0	0	3	0	0	0	0
12H,7-19	722	40.5	35.4	5.2	0	0	0	1	3	103	348	176	70	17	2	2
16H,6-22	820	40.7	35.5	5.2	0	0	0	1	4	118	385	199	90	18	3	2
18H,6-24	829	40.7	35.5	5.2	0	0	0	1	4	118	387	205	91	18	3	2
24H,0-24	972	40.9	35.8	5.2	0	0	0	1	5	125	433	267	112	23	4	2

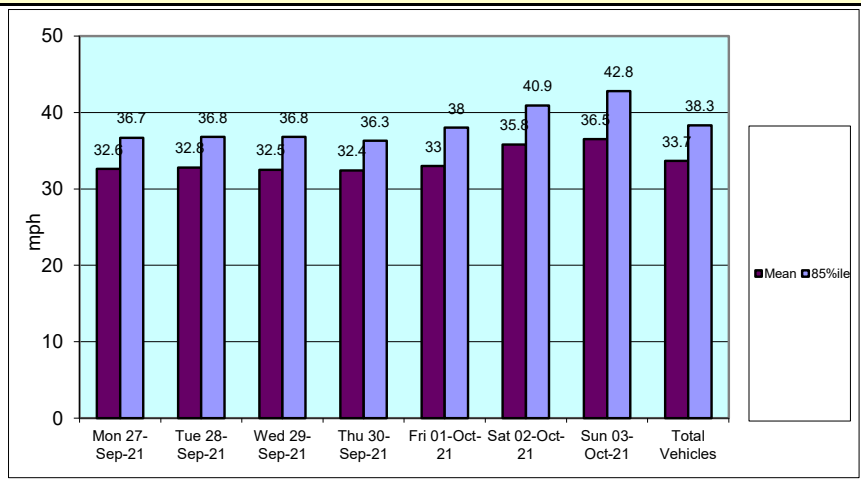
10722			IMMINGHAM				Site No: 10722001				Location	Site 1 - Humber Rd, Immingham (S of West Gate)					
Mon 27-Sep-21 to Sun 03-Oct-21							Channel: Westbound										
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Sun 03-Oct-21																
00:00	9	-	31.8	3.8	0	0	0	0	1	1	7	0	0	0	0	0
01:00	6	-	39.3	4	0	0	0	0	0	0	1	3	2	0	0	0
02:00	6	-	36	3.1	0	0	0	0	0	0	3	3	0	0	0	0
03:00	4	-	37.3	2.8	0	0	0	0	0	0	1	3	0	0	0	0
04:00	11	40.3	36.7	5.7	0	0	0	0	0	1	5	3	1	1	0	0
05:00	26	45.3	40	5.8	0	0	0	0	0	1	4	12	5	3	1	0
06:00	34	45.7	40.6	6.4	0	0	0	0	0	3	3	12	11	4	0	1
07:00	29	43.3	36.6	5.9	0	0	0	0	0	2	17	2	7	0	1	0
08:00	43	35	30.5	4.6	0	0	0	1	4	19	15	4	0	0	0	0
09:00	49	42.5	36.8	5.3	0	0	0	0	0	3	24	12	7	3	0	0
10:00	53	39.1	35	4.2	0	0	0	0	0	5	32	12	3	1	0	0
11:00	39	36.8	33.1	4.6	0	0	0	0	0	13	19	4	3	0	0	0
12:00	30	44.6	38.3	6.8	0	0	0	0	0	5	7	5	11	1	1	0
13:00	40	36.6	33	4.7	0	0	0	0	1	12	20	4	3	0	0	0
14:00	48	39.6	35.6	4.6	0	0	0	0	0	5	23	17	1	2	0	0
15:00	43	40	36.2	4.4	0	0	0	0	0	4	16	20	2	1	0	0
16:00	31	44.6	40.1	4.9	0	0	0	0	0	2	3	10	15	1	0	0
17:00	41	43.9	37.8	6.1	0	0	0	0	1	3	13	11	11	1	1	0
18:00	27	46.8	40.7	7.1	0	0	0	0	0	1	7	6	8	3	1	1
19:00	12	39.7	36.4	3.6	0	0	0	0	0	0	6	5	1	0	0	0
20:00	28	39.7	35.8	4.2	0	0	0	0	1	1	11	14	1	0	0	0
21:00	26	44	38.7	5.4	0	0	0	0	0	2	5	11	6	2	0	0
22:00	12	37.2	34.3	3.2	0	0	0	0	0	1	8	3	0	0	0	0
23:00	14	50.3	43.1	8.3	0	0	0	0	0	1	1	5	1	4	1	1
12H,7-19	473	42.2	35.8	5.8	0	0	0	1	6	74	196	107	71	13	4	1
16H,6-22	573	42.6	36.2	5.9	0	0	0	1	7	80	221	149	90	19	4	2
18H,6-24	599	42.7	36.4	6	0	0	0	1	7	82	230	157	91	23	5	3
24H,0-24	661	42.8	36.5	6	0	0	0	1	8	85	251	181	99	27	6	3

Data produced by
Auto Surveys Ltd

10722	IMMINGHAM	Site No: 10722001	Location Site 1 - Humber Rd, Immingham (S of West Gate)
Mon 27-Sep-21 to Sun 03-Oct-21		Channel: Westbound	

Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Daily Totals																
Mon 27-Sep-21	**2628**	36.7	32.6	4.7	2	1	3	11	62	836	1265	367	52	29	0	0
Tue 28-Sep-21	**3191**	36.8	32.8	4.9	1	0	1	10	99	957	1579	406	98	22	2	16
Wed 29-Sep-21	**3241**	36.8	32.5	4.9	3	4	6	13	115	1010	1535	426	102	22	5	0
Thu 30-Sep-21	**2916**	36.3	32.4	4.8	0	0	14	11	82	997	1353	346	90	17	5	1
Fri 01-Oct-21	**2729**	38	33	5.1	0	1	5	11	89	804	1239	434	112	29	2	3
Sat 02-Oct-21	**972**	40.9	35.8	5.2	0	0	0	1	5	125	433	267	112	23	4	2
Sun 03-Oct-21	**661**	42.8	36.5	6	0	0	0	1	8	85	251	181	99	27	6	3
Total Vehicles																
[--]	**16338**	38.3	33.7	5.1	6	6	29	58	460	4814	7655	2427	665	169	24	25

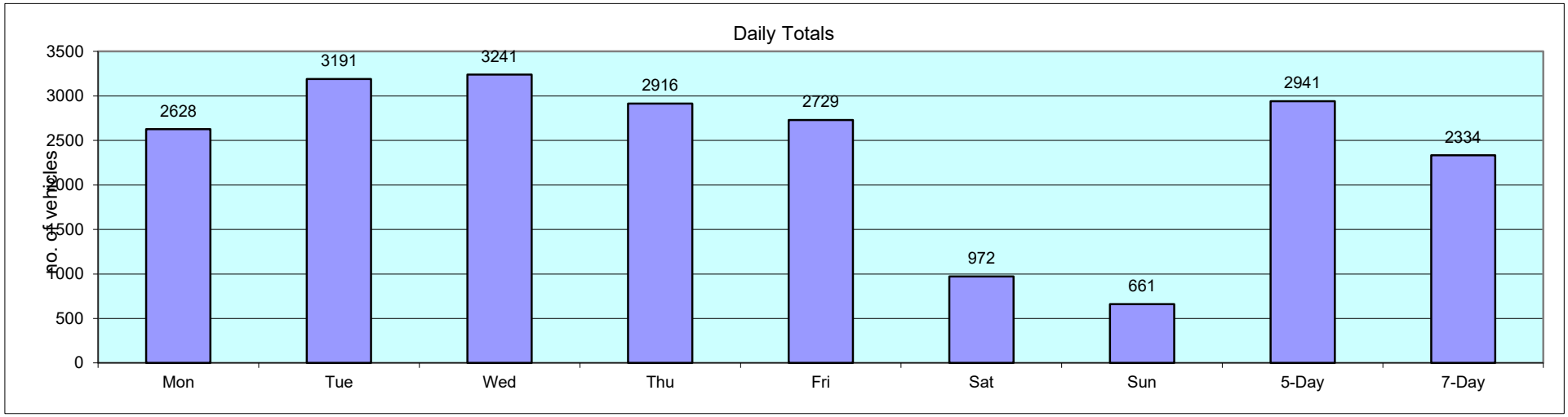




10722		IMMINGHAM		Site No: 10722001 Channel: Westbound		Location	Site 1 - Humber Rd, Immingham (S of West Gate)		
TIME PERIOD	Mon 27/09/2021	Tue 28/09/2021	Wed 29/09/2021	Thu 30/09/2021	Fri 01/10/2021	Sat 02/10/2021	Sun 03/10/2021	5-Day Av	7-Day Av
Week Begin: 27-Sep-21									
00:00	**0**	21	15	41	32	16	9	22	19
01:00	**0**	33	38	30	35	14	6	27	22
02:00	**0**	29	52	48	29	25	6	32	27
03:00	**0**	47	29	28	36	22	4	28	24
04:00	**0**	61	54	40	65	27	11	44	37
05:00	**1**	86	72	98	64	39	26	64	55
06:00	**1**	170	121	151	137	72	34	116	98
07:00	**0**	177	141	160	144	80	29	124	104
08:00	**170**	171	166	128	152	100	43	157	133
09:00	**318**	188	179	167	175	67	49	205	163
10:00	**264**	181	220	190	179	80	53	207	167
11:00	**217**	179	202	234	181	78	39	203	161
12:00	**210**	264	239	157	179	54	30	210	162
13:00	**181**	269	293	181	156	53	40	216	168
14:00	**154**	258	258	208	236	63	48	223	175
15:00	**186**	249	207	202	289	36	43	227	173
16:00	**276**	216	241	271	220	42	31	245	185
17:00	**229**	199	252	203	149	40	41	206	159
18:00	**174**	159	135	123	89	29	27	136	105
19:00	**95**	83	126	107	76	6	12	97	72
20:00	**48**	43	85	50	33	8	28	52	42
21:00	**50**	42	33	28	27	12	26	36	31
22:00	**28**	36	48	35	23	6	12	34	27
23:00	**26**	30	35	36	23	3	14	30	24
12H,7-19	**2379**	**2510**	**2533**	**2224**	**2149**	**722**	**473**	**2359**	**1856**
16H,6-22	**2573**	**2848**	**2898**	**2560**	**2422**	**820**	**573**	**2660**	**2099**
18H,6-24	**2627**	**2914**	**2981**	**2631**	**2468**	**829**	**599**	**2724**	**2150**
24H,0-24	**2628**	**3191**	**3241**	**2916**	**2729**	**972**	**661**	**2941**	**2334**
Am	**09:00**	**09:00**	**10:00**	**11:00**	**11:00**	**08:00**	**10:00**		
Peak	**318**	**188**	**220**	**234**	**181**	**100**	**53**		
Pm	**16:00**	**13:00**	**13:00**	**16:00**	**15:00**	**14:00**	**14:00**		
Peak	**276**	**269**	**293**	**271**	**289**	**63**	**48**		

10722	IMMINGHAM	Site No: 10722001	Location	Site 1 - Humber Rd, Immingham (S of West Gate)
		Channel: Westbound		

TIME PERIOD	Mon 27/09/2021	Tue 28/09/2021	Wed 29/09/2021	Thu 30/09/2021	Fri 01/10/2021	Sat 02/10/2021	Sun 03/10/2021	5-Day Av	7-Day Av



Data produced by
Auto Surveys Ltd

10722		IMMINGHAM								
		SEPTEMBER 2021								
Site	Location	Direction	Start Date	End Date	Posted Speed Limit (PSL)	Total Vehicles	5 Day Ave.	7 Day Ave.	Average 85%ile Speed	Average Mean Speed
Site No: 10722002	Site 2 - Humber Rd, Immingham - att to l/c (N of Security Gate) 53.635310, -0.210043	Channel: Eastbound	Mon 27-Sep-21	Sun 03-Oct-21	30	9997	1775	1428	22.1	18.2
		Channel: Westbound	Mon 27-Sep-21	Sun 03-Oct-21		9256	1645	1322	20.0	16.4

10722		IMMINGHAM		Site No: 10722002			Location	Site 2 - Humber Rd, Immingham (N of Security Gate)			
Mon 27-Sep-21 to Sun 03-Oct-21				Channel: Eastbound							
TIME PERIOD	**TOTAL VEHICLES**	**MOTOR-CYCLES**	**MOTOR-CYCLES%**	**CARS**	**CARS %**	**LGV**	**LGV %**	**HGV**	**HGV %**	**BUS**	**BUS %**
Mon 27-Sep-21											
00:00	**2**	0	0.0	0	0.0	0	0.0	2	100.0	0	0.0
01:00	**8**	0	0.0	2	25.0	4	50.0	2	25.0	0	0.0
02:00	**5**	0	0.0	2	40.0	3	60.0	0	0.0	0	0.0
03:00	**11**	0	0.0	0	0.0	11	100.0	0	0.0	0	0.0
04:00	**42**	0	0.0	10	23.8	26	61.9	6	14.3	0	0.0
05:00	**71**	0	0.0	13	18.3	53	74.7	5	7.0	0	0.0
06:00	**72**	0	0.0	24	33.3	45	62.5	3	4.2	0	0.0
07:00	**75**	0	0.0	20	26.7	35	46.7	20	26.7	0	0.0
08:00	**100**	1	1.0	32	32.0	44	44.0	22	22.0	1	1.0
09:00	**52**	0	0.0	13	25.0	20	38.5	19	36.5	0	0.0
10:00	**50**	0	0.0	11	22.0	17	34.0	22	44.0	0	0.0
11:00	**62**	0	0.0	18	29.0	10	16.1	34	54.8	0	0.0
12:00	**54**	2	3.7	8	14.8	21	38.9	23	42.6	0	0.0
13:00	**68**	0	0.0	20	29.4	13	19.1	35	51.5	0	0.0
14:00	**68**	3	4.4	15	22.1	10	14.7	40	58.8	0	0.0
15:00	**108**	2	1.9	27	25.0	23	21.3	56	51.9	0	0.0
16:00	**136**	1	0.7	42	30.9	28	20.6	65	47.8	0	0.0
17:00	**122**	7	5.7	52	42.6	18	14.8	45	36.9	0	0.0
18:00	**117**	9	7.7	79	67.5	3	2.6	26	22.2	0	0.0
19:00	**55**	4	7.3	38	69.1	3	5.5	10	18.2	0	0.0
20:00	**44**	2	4.6	24	54.6	6	13.6	12	27.3	0	0.0
21:00	**15**	1	6.7	6	40.0	3	20.0	5	33.3	0	0.0
22:00	**22**	0	0.0	18	81.8	2	9.1	2	9.1	0	0.0
23:00	**19**	1	5.3	15	79.0	1	5.3	2	10.5	0	0.0
12H,7-19	**1012**	**25**	**2.5**	**337**	**33.3**	**242**	**23.9**	**407**	**40.2**	**1**	**0.1**
16H,6-22	**1198**	**32**	**2.7**	**429**	**35.8**	**299**	**25.0**	**437**	**36.5**	**1**	**0.1**
18H,6-24	**1239**	**33**	**2.7**	**462**	**37.3**	**302**	**24.4**	**441**	**35.6**	**1**	**0.1**
24H,0-24	**1378**	**33**	**2.4**	**489**	**35.5**	**399**	**29.0**	**456**	**33.1**	**1**	**0.1**

10722		IMMINGHAM		Site No: 10722002		Location	Site 2 - Humber Rd, Immingham (N of Security Gate)				
Mon 27-Sep-21 to Sun 03-Oct-21				Channel: Eastbound							
TIME PERIOD	**TOTAL VEHICLES**	**MOTOR-CYCLES**	**MOTOR-CYCLES%**	**CARS**	**CARS %**	**LGV**	**LGV %**	**HGV**	**HGV %**	**BUS**	**BUS %**
Tue 28-Sep-21											
00:00	**16**	0	0.0	12	75.0	2	12.5	2	12.5	0	0.0
01:00	**12**	0	0.0	5	41.7	2	16.7	5	41.7	0	0.0
02:00	**6**	0	0.0	4	66.7	1	16.7	1	16.7	0	0.0
03:00	**16**	0	0.0	7	43.8	5	31.3	4	25.0	0	0.0
04:00	**36**	0	0.0	17	47.2	12	33.3	7	19.4	0	0.0
05:00	**52**	0	0.0	24	46.2	12	23.1	16	30.8	0	0.0
06:00	**101**	0	0.0	66	65.4	15	14.9	20	19.8	0	0.0
07:00	**129**	0	0.0	97	75.2	12	9.3	20	15.5	0	0.0
08:00	**100**	0	0.0	70	70.0	14	14.0	16	16.0	0	0.0
09:00	**66**	2	3.0	36	54.6	10	15.2	18	27.3	0	0.0
10:00	**64**	3	4.7	28	43.8	12	18.8	21	32.8	0	0.0
11:00	**96**	6	6.3	39	40.6	10	10.4	41	42.7	0	0.0
12:00	**56**	0	0.0	9	16.1	13	23.2	34	60.7	0	0.0
13:00	**77**	1	1.3	21	27.3	9	11.7	45	58.4	1	1.3
14:00	**121**	6	5.0	23	19.0	14	11.6	78	64.5	0	0.0
15:00	**134**	8	6.0	44	32.8	19	14.2	63	47.0	0	0.0
16:00	**155**	3	1.9	84	54.2	21	13.6	47	30.3	0	0.0
17:00	**132**	6	4.6	69	52.3	15	11.4	42	31.8	0	0.0
18:00	**90**	2	2.2	65	72.2	7	7.8	16	17.8	0	0.0
19:00	**36**	3	8.3	20	55.6	2	5.6	11	30.6	0	0.0
20:00	**25**	3	12.0	16	64.0	1	4.0	5	20.0	0	0.0
21:00	**15**	0	0.0	4	26.7	2	13.3	9	60.0	0	0.0
22:00	**22**	0	0.0	14	63.6	3	13.6	5	22.7	0	0.0
23:00	**10**	0	0.0	3	30.0	0	0.0	7	70.0	0	0.0
12H,7-19	**1220**	**37**	**3.0**	**585**	**48.0**	**156**	**12.8**	**441**	**36.2**	**1**	**0.1**
16H,6-22	**1397**	**43**	**3.1**	**691**	**49.5**	**176**	**12.6**	**486**	**34.8**	**1**	**0.1**
18H,6-24	**1429**	**43**	**3.0**	**708**	**49.6**	**179**	**12.5**	**498**	**34.9**	**1**	**0.1**
24H,0-24	**1567**	**43**	**2.7**	**777**	**49.6**	**213**	**13.6**	**533**	**34.0**	**1**	**0.1**

10722		IMMINGHAM		Site No: 10722002		Location		Site 2 - Humber Rd, Immingham (N of Security Gate)			
Mon 27-Sep-21 to Sun 03-Oct-21				Channel: Eastbound							
TIME PERIOD	**TOTAL VEHICLES**	**MOTOR-CYCLES**	**MOTOR-CYCLES%**	**CARS**	**CARS %**	**LGV**	**LGV %**	**HGV**	**HGV %**	**BUS**	**BUS %**
Wed 29-Sep-21											
00:00	**19**	0	0.0	9	47.4	2	10.5	8	42.1	0	0.0
01:00	**13**	0	0.0	4	30.8	2	15.4	7	53.9	0	0.0
02:00	**16**	0	0.0	8	50.0	2	12.5	6	37.5	0	0.0
03:00	**16**	0	0.0	6	37.5	6	37.5	4	25.0	0	0.0
04:00	**25**	0	0.0	6	24.0	12	48.0	7	28.0	0	0.0
05:00	**49**	0	0.0	16	32.7	16	32.7	17	34.7	0	0.0
06:00	**110**	0	0.0	71	64.6	18	16.4	21	19.1	0	0.0
07:00	**92**	1	1.1	47	51.1	20	21.7	24	26.1	0	0.0
08:00	**142**	5	3.5	96	67.6	17	12.0	24	16.9	0	0.0
09:00	**73**	1	1.4	44	60.3	13	17.8	15	20.6	0	0.0
10:00	**76**	4	5.3	34	44.7	20	26.3	18	23.7	0	0.0
11:00	**121**	5	4.1	74	61.2	12	9.9	30	24.8	0	0.0
12:00	**98**	4	4.1	56	57.1	10	10.2	28	28.6	0	0.0
13:00	**113**	1	0.9	53	46.9	17	15.0	41	36.3	1	0.9
14:00	**123**	7	5.7	50	40.7	12	9.8	54	43.9	0	0.0
15:00	**180**	5	2.8	141	78.3	8	4.4	25	13.9	1	0.6
16:00	**189**	9	4.8	145	76.7	12	6.4	23	12.2	0	0.0
17:00	**144**	6	4.2	109	75.7	3	2.1	26	18.1	0	0.0
18:00	**137**	4	2.9	96	70.1	9	6.6	27	19.7	1	0.7
19:00	**98**	3	3.1	79	80.6	6	6.1	10	10.2	0	0.0
20:00	**62**	1	1.6	51	82.3	3	4.8	7	11.3	0	0.0
21:00	**35**	0	0.0	26	74.3	3	8.6	6	17.1	0	0.0
22:00	**32**	0	0.0	24	75.0	2	6.3	6	18.8	0	0.0
23:00	**22**	0	0.0	11	50.0	5	22.7	6	27.3	0	0.0
12H,7-19	**1488**	**52**	**3.5**	**945**	**63.5**	**153**	**10.3**	**335**	**22.5**	**3**	**0.2**
16H,6-22	**1793**	**56**	**3.1**	**1172**	**65.4**	**183**	**10.2**	**379**	**21.1**	**3**	**0.2**
18H,6-24	**1847**	**56**	**3.0**	**1207**	**65.4**	**190**	**10.3**	**391**	**21.2**	**3**	**0.2**
24H,0-24	**1985**	**56**	**2.8**	**1256**	**63.3**	**230**	**11.6**	**440**	**22.2**	**3**	**0.2**

10722		IMMINGHAM		Site No: 10722002		Location		Site 2 - Humber Rd, Immingham (N of Security Gate)			
Mon 27-Sep-21 to Sun 03-Oct-21				Channel: Eastbound							
TIME PERIOD	**TOTAL VEHICLES**	**MOTOR-CYCLES**	**MOTOR-CYCLES%**	**CARS**	**CARS %**	**LGV**	**LGV %**	**HGV**	**HGV %**	**BUS**	**BUS %**
Thu 30-Sep-21											
00:00	**17**	0	0.0	11	64.7	2	11.8	4	23.5	0	0.0
01:00	**21**	0	0.0	18	85.7	0	0.0	3	14.3	0	0.0
02:00	**28**	0	0.0	23	82.1	3	10.7	2	7.1	0	0.0
03:00	**19**	0	0.0	9	47.4	7	36.8	3	15.8	0	0.0
04:00	**38**	0	0.0	26	68.4	11	29.0	1	2.6	0	0.0
05:00	**102**	1	1.0	75	73.5	17	16.7	9	8.8	0	0.0
06:00	**173**	3	1.7	136	78.6	16	9.3	18	10.4	0	0.0
07:00	**130**	1	0.8	107	82.3	12	9.2	10	7.7	0	0.0
08:00	**126**	0	0.0	87	69.1	25	19.8	14	11.1	0	0.0
09:00	**116**	6	5.2	64	55.2	26	22.4	20	17.2	0	0.0
10:00	**63**	0	0.0	22	34.9	14	22.2	27	42.9	0	0.0
11:00	**83**	3	3.6	36	43.4	18	21.7	26	31.3	0	0.0
12:00	**104**	2	1.9	71	68.3	13	12.5	18	17.3	0	0.0
13:00	**139**	3	2.2	91	65.5	18	13.0	27	19.4	0	0.0
14:00	**129**	6	4.7	75	58.1	13	10.1	35	27.1	0	0.0
15:00	**169**	6	3.6	122	72.2	10	5.9	31	18.3	0	0.0
16:00	**189**	9	4.8	140	74.1	7	3.7	33	17.5	0	0.0
17:00	**180**	5	2.8	120	66.7	13	7.2	42	23.3	0	0.0
18:00	**138**	2	1.5	110	79.7	8	5.8	17	12.3	1	0.7
19:00	**80**	5	6.3	55	68.8	4	5.0	16	20.0	0	0.0
20:00	**64**	3	4.7	50	78.1	2	3.1	9	14.1	0	0.0
21:00	**37**	0	0.0	33	89.2	1	2.7	3	8.1	0	0.0
22:00	**18**	0	0.0	10	55.6	3	16.7	5	27.8	0	0.0
23:00	**14**	0	0.0	8	57.1	1	7.1	5	35.7	0	0.0
12H,7-19	**1566**	**43**	**2.8**	**1045**	**66.7**	**177**	**11.3**	**300**	**19.2**	**1**	**0.1**
16H,6-22	**1920**	**54**	**2.8**	**1319**	**68.7**	**200**	**10.4**	**346**	**18.0**	**1**	**0.1**
18H,6-24	**1952**	**54**	**2.8**	**1337**	**68.5**	**204**	**10.5**	**356**	**18.2**	**1**	**0.1**
24H,0-24	**2177**	**55**	**2.5**	**1499**	**68.9**	**244**	**11.2**	**378**	**17.4**	**1**	**0.1**

10722	IMMINGHAM	Site No: 10722002	Location	Site 2 - Humber Rd, Immingham (N of Security Gate)
Mon 27-Sep-21 to Sun 03-Oct-21		Channel: Eastbound		

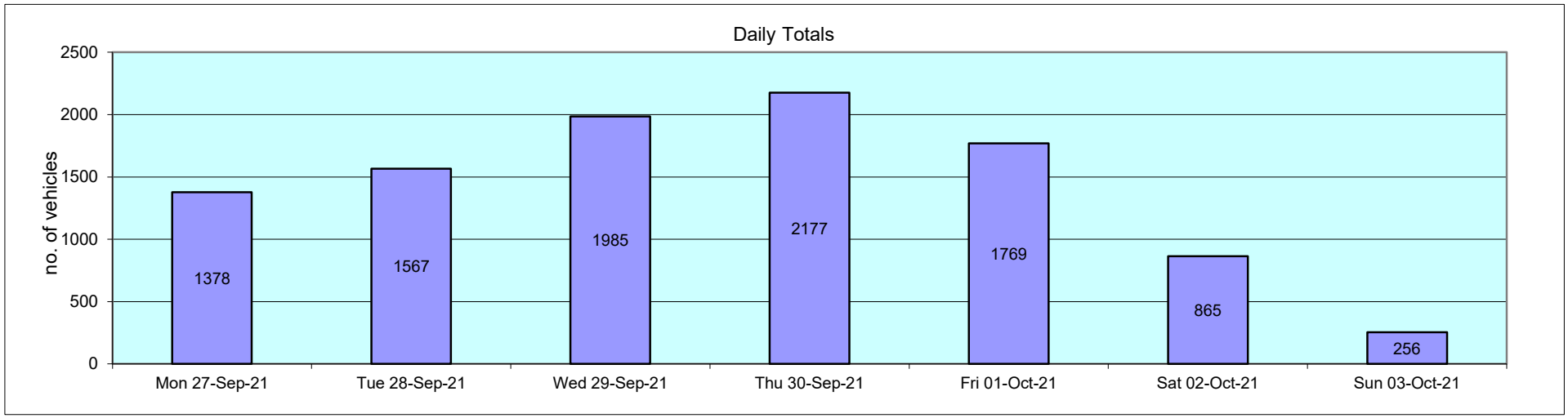
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Fri 01-Oct-21											
00:00	**34**	0	0.0	30	88.2	1	2.9	3	8.8	0	0.0
01:00	**19**	0	0.0	13	68.4	2	10.5	4	21.1	0	0.0
02:00	**10**	0	0.0	4	40.0	3	30.0	3	30.0	0	0.0
03:00	**22**	0	0.0	12	54.6	6	27.3	4	18.2	0	0.0
04:00	**27**	1	3.7	15	55.6	6	22.2	5	18.5	0	0.0
05:00	**58**	1	1.7	27	46.6	21	36.2	9	15.5	0	0.0
06:00	**112**	2	1.8	65	58.0	32	28.6	13	11.6	0	0.0
07:00	**128**	1	0.8	90	70.3	19	14.8	18	14.1	0	0.0
08:00	**95**	3	3.2	64	67.4	13	13.7	14	14.7	1	1.1
09:00	**94**	1	1.1	59	62.8	12	12.8	22	23.4	0	0.0
10:00	**98**	3	3.1	67	68.4	13	13.3	15	15.3	0	0.0
11:00	**71**	1	1.4	51	71.8	3	4.2	16	22.5	0	0.0
12:00	**132**	0	0.0	104	78.8	8	6.1	20	15.2	0	0.0
13:00	**125**	5	4.0	87	69.6	8	6.4	25	20.0	0	0.0
14:00	**120**	3	2.5	60	50.0	9	7.5	48	40.0	0	0.0
15:00	**134**	4	3.0	63	47.0	13	9.7	54	40.3	0	0.0
16:00	**132**	3	2.3	67	50.8	9	6.8	53	40.2	0	0.0
17:00	**87**	3	3.5	38	43.7	6	6.9	40	46.0	0	0.0
18:00	**119**	5	4.2	90	75.6	4	3.4	20	16.8	0	0.0
19:00	**63**	4	6.4	49	77.8	0	0.0	10	15.9	0	0.0
20:00	**19**	0	0.0	10	52.6	1	5.3	8	42.1	0	0.0
21:00	**19**	0	0.0	13	68.4	2	10.5	4	21.1	0	0.0
22:00	**26**	0	0.0	19	73.1	3	11.5	4	15.4	0	0.0
23:00	**25**	0	0.0	16	64.0	1	4.0	8	32.0	0	0.0
12H,7-19	**1335**	**32**	**2.4**	**840**	**62.9**	**117**	**8.8**	**345**	**25.8**	**1**	**0.1**
16H,6-22	**1548**	**38**	**2.5**	**977**	**63.1**	**152**	**9.8**	**380**	**24.6**	**1**	**0.1**
18H,6-24	**1599**	**38**	**2.4**	**1012**	**63.3**	**156**	**9.8**	**392**	**24.5**	**1**	**0.1**
24H,0-24	**1769**	**40**	**2.3**	**1113**	**62.9**	**195**	**11.0**	**420**	**23.7**	**1**	**0.1**

10722		IMMINGHAM		Site No: 10722002		Location		Site 2 - Humber Rd, Immingham (N of Security Gate)			
Mon 27-Sep-21 to Sun 03-Oct-21				Channel: Eastbound							
TIME PERIOD	**TOTAL VEHICLES**	**MOTOR-CYCLES**	**MOTOR-CYCLES%**	**CARS**	**CARS %**	**LGV**	**LGV %**	**HGV**	**HGV %**	**BUS**	**BUS %**
Sat 02-Oct-21											
00:00	**10**	0	0.0	6	60.0	2	20.0	2	20.0	0	0.0
01:00	**11**	0	0.0	10	90.9	0	0.0	1	9.1	0	0.0
02:00	**17**	0	0.0	16	94.1	0	0.0	1	5.9	0	0.0
03:00	**15**	0	0.0	11	73.3	1	6.7	3	20.0	0	0.0
04:00	**16**	0	0.0	8	50.0	1	6.3	7	43.8	0	0.0
05:00	**33**	0	0.0	28	84.9	1	3.0	4	12.1	0	0.0
06:00	**73**	0	0.0	67	91.8	0	0.0	6	8.2	0	0.0
07:00	**161**	0	0.0	146	90.7	3	1.9	12	7.5	0	0.0
08:00	**95**	0	0.0	76	80.0	2	2.1	17	17.9	0	0.0
09:00	**103**	2	1.9	77	74.8	3	2.9	21	20.4	0	0.0
10:00	**70**	1	1.4	57	81.4	1	1.4	11	15.7	0	0.0
11:00	**63**	0	0.0	44	69.8	3	4.8	16	25.4	0	0.0
12:00	**49**	2	4.1	35	71.4	4	8.2	8	16.3	0	0.0
13:00	**38**	2	5.3	32	84.2	1	2.6	3	7.9	0	0.0
14:00	**34**	0	0.0	25	73.5	2	5.9	7	20.6	0	0.0
15:00	**24**	2	8.3	16	66.7	1	4.2	5	20.8	0	0.0
16:00	**29**	1	3.5	20	69.0	1	3.5	7	24.1	0	0.0
17:00	**9**	0	0.0	4	44.4	1	11.1	4	44.4	0	0.0
18:00	**3**	0	0.0	2	66.7	0	0.0	1	33.3	0	0.0
19:00	**4**	0	0.0	3	75.0	0	0.0	1	25.0	0	0.0
20:00	**0**	0	-	0	-	0	-	0	-	0	-
21:00	**3**	0	0.0	1	33.3	0	0.0	2	66.7	0	0.0
22:00	**2**	0	0.0	2	100.0	0	0.0	0	0.0	0	0.0
23:00	**3**	0	0.0	1	33.3	0	0.0	2	66.7	0	0.0
12H,7-19	**678**	**10**	**1.5**	**534**	**78.8**	**22**	**3.2**	**112**	**16.5**	**0**	**0.0**
16H,6-22	**758**	**10**	**1.3**	**605**	**79.8**	**22**	**2.9**	**121**	**16.0**	**0**	**0.0**
18H,6-24	**763**	**10**	**1.3**	**608**	**79.7**	**22**	**2.9**	**123**	**16.1**	**0**	**0.0**
24H,0-24	**865**	**10**	**1.2**	**687**	**79.4**	**27**	**3.1**	**141**	**16.3**	**0**	**0.0**

10722		IMMINGHAM		Site No: 10722002		Location		Site 2 - Humber Rd, Immingham (N of Security Gate)			
Mon 27-Sep-21 to Sun 03-Oct-21				Channel: Eastbound							
TIME PERIOD	**TOTAL VEHICLES**	**MOTOR-CYCLES**	**MOTOR-CYCLES%**	**CARS**	**CARS %**	**LGV**	**LGV %**	**HGV**	**HGV %**	**BUS**	**BUS %**
Sun 03-Oct-21											
00:00	**8**	0	0.0	6	75.0	0	0.0	2	25.0	0	0.0
01:00	**1**	0	0.0	0	0.0	0	0.0	1	100.0	0	0.0
02:00	**3**	0	0.0	1	33.3	1	33.3	1	33.3	0	0.0
03:00	**5**	0	0.0	4	80.0	1	20.0	0	0.0	0	0.0
04:00	**13**	0	0.0	5	38.5	4	30.8	4	30.8	0	0.0
05:00	**3**	0	0.0	1	33.3	1	33.3	1	33.3	0	0.0
06:00	**11**	0	0.0	2	18.2	9	81.8	0	0.0	0	0.0
07:00	**17**	0	0.0	4	23.5	10	58.8	3	17.7	0	0.0
08:00	**15**	0	0.0	4	26.7	9	60.0	2	13.3	0	0.0
09:00	**19**	0	0.0	3	15.8	13	68.4	3	15.8	0	0.0
10:00	**13**	0	0.0	6	46.2	6	46.2	1	7.7	0	0.0
11:00	**5**	0	0.0	0	0.0	1	20.0	4	80.0	0	0.0
12:00	**15**	1	6.7	3	20.0	4	26.7	7	46.7	0	0.0
13:00	**6**	0	0.0	0	0.0	0	0.0	6	100.0	0	0.0
14:00	**21**	1	4.8	0	0.0	8	38.1	12	57.1	0	0.0
15:00	**23**	0	0.0	8	34.8	15	65.2	0	0.0	0	0.0
16:00	**10**	0	0.0	1	10.0	6	60.0	3	30.0	0	0.0
17:00	**11**	0	0.0	1	9.1	4	36.4	6	54.6	0	0.0
18:00	**10**	0	0.0	5	50.0	3	30.0	2	20.0	0	0.0
19:00	**7**	0	0.0	2	28.6	4	57.1	1	14.3	0	0.0
20:00	**8**	0	0.0	1	12.5	1	12.5	6	75.0	0	0.0
21:00	**7**	0	0.0	3	42.9	0	0.0	4	57.1	0	0.0
22:00	**16**	0	0.0	5	31.3	2	12.5	9	56.3	0	0.0
23:00	**9**	0	0.0	3	33.3	2	22.2	4	44.4	0	0.0
12H,7-19	**165**	**2**	**1.2**	**35**	**21.2**	**79**	**47.9**	**49**	**29.7**	**0**	**0.0**
16H,6-22	**198**	**2**	**1.0**	**43**	**21.7**	**93**	**47.0**	**60**	**30.3**	**0**	**0.0**
18H,6-24	**223**	**2**	**0.9**	**51**	**22.9**	**97**	**43.5**	**73**	**32.7**	**0**	**0.0**
24H,0-24	**256**	**2**	**0.8**	**68**	**26.6**	**104**	**40.6**	**82**	**32.0**	**0**	**0.0**

10722	IMMINGHAM	Site No: 10722002	Location	Site 2 - Humber Rd, Immingham (N of Security Gate)
Mon 27-Sep-21 to Sun 03-Oct-21		Channel: Eastbound		

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Daily Totals											
Mon 27-Sep-21	**1378**	33	2.4	489	35.5	399	29.0	456	33.1	1	0.1
Tue 28-Sep-21	**1567**	43	2.7	777	49.6	213	13.6	533	34.0	1	0.1
Wed 29-Sep-21	**1985**	56	2.8	1256	63.3	230	11.6	440	22.2	3	0.2
Thu 30-Sep-21	**2177**	55	2.5	1499	68.9	244	11.2	378	17.4	1	0.1
Fri 01-Oct-21	**1769**	40	2.3	1113	62.9	195	11.0	420	23.7	1	0.1
Sat 02-Oct-21	**865**	10	1.2	687	79.4	27	3.1	141	16.3	0	0.0
Sun 03-Oct-21	**256**	2	0.8	68	26.6	104	40.6	82	32.0	0	0.0
Total Vehicles											
[--]	**9997**	239	2.1	5889	55.2	1412	17.2	2450	25.5	7	0.1



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10722			IMMINGHAM				Site No: 10722002				Location	Site 2 - Humber Rd, Immingham (N of Security Gate)					
Mon 27-Sep-21 to Sun 03-Oct-21							Channel: Eastbound										
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Mon 27-Sep-21																
00:00	2	-	21	3.5	0	0	0	1	1	0	0	0	0	0	0	0
01:00	8	-	21	3.1	0	0	0	4	4	0	0	0	0	0	0	0
02:00	5	-	19.5	5.7	0	0	2	0	3	0	0	0	0	0	0	0
03:00	11	25.6	22.6	4	0	0	0	4	5	2	0	0	0	0	0	0
04:00	42	24.2	20.3	3.6	0	0	2	25	13	2	0	0	0	0	0	0
05:00	71	23.6	19.8	3.5	0	0	4	47	17	3	0	0	0	0	0	0
06:00	72	24.3	20.5	3.3	0	0	3	38	30	1	0	0	0	0	0	0
07:00	75	23.2	19.3	4	0	1	8	48	14	4	0	0	0	0	0	0
08:00	100	22.3	18.6	3.9	0	0	21	59	18	1	1	0	0	0	0	0
09:00	52	21.5	18.5	4.2	0	0	12	31	7	1	1	0	0	0	0	0
10:00	50	21	16.8	4.1	0	1	23	18	8	0	0	0	0	0	0	0
11:00	62	23.4	18.9	4.1	0	0	14	31	15	2	0	0	0	0	0	0
12:00	54	23.8	19.6	4	0	1	5	31	15	2	0	0	0	0	0	0
13:00	68	23.3	19.1	4.2	0	0	13	37	16	1	1	0	0	0	0	0
14:00	68	22.5	18.9	3.8	0	0	11	43	11	3	0	0	0	0	0	0
15:00	108	22.7	18	4.3	0	2	33	49	22	2	0	0	0	0	0	0
16:00	136	20.3	16.6	4	0	8	50	66	11	1	0	0	0	0	0	0
17:00	122	18.1	12.7	4.9	14	28	50	27	3	0	0	0	0	0	0	0
18:00	117	20.8	17.7	3.5	0	0	34	68	15	0	0	0	0	0	0	0
19:00	55	24.5	20.5	3.7	0	0	4	27	22	2	0	0	0	0	0	0
20:00	44	24.3	20	4.1	0	0	6	21	15	2	0	0	0	0	0	0
21:00	15	24.8	20.5	6.6	0	0	3	7	3	1	0	1	0	0	0	0
22:00	22	25.2	21	4.8	0	0	4	5	11	2	0	0	0	0	0	0
23:00	19	20.4	15.3	4.1	0	0	15	1	3	0	0	0	0	0	0	0
12H,7-19	1012	21.7	17.5	4.5	14	41	274	508	155	17	3	0	0	0	0	0
16H,6-22	1198	22.6	18	4.6	14	41	290	601	225	23	3	1	0	0	0	0
18H,6-24	1239	22.7	18	4.6	14	41	309	607	239	25	3	1	0	0	0	0
24H,0-24	1378	23	18.2	4.6	14	41	317	688	282	32	3	1	0	0	0	0

10722			IMMINGHAM				Site No: 10722002				Location	Site 2 - Humber Rd, Immingham (N of Security Gate)					
Mon 27-Sep-21 to Sun 03-Oct-21							Channel: Eastbound										
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Tue 28-Sep-21																
00:00	16	20.1	18.5	1.5	0	0	0	16	0	0	0	0	0	0	0	0
01:00	12	24.6	21	4.7	0	1	0	3	8	0	0	0	0	0	0	0
02:00	6	-	16.8	4.3	0	0	3	2	1	0	0	0	0	0	0	0
03:00	16	21.2	19.1	2.9	0	0	1	12	3	0	0	0	0	0	0	0
04:00	36	25	20.6	4.4	0	0	5	14	14	3	0	0	0	0	0	0
05:00	52	23.8	20	3.2	0	0	3	30	19	0	0	0	0	0	0	0
06:00	101	20.9	18.5	3.1	0	1	13	73	14	0	0	0	0	0	0	0
07:00	129	21.9	19.3	2.7	0	0	4	101	23	1	0	0	0	0	0	0
08:00	100	20	16.9	3.1	0	1	34	62	3	0	0	0	0	0	0	0
09:00	66	22.9	18.4	4.4	1	2	11	36	15	1	0	0	0	0	0	0
10:00	64	21.9	18.2	4.5	0	0	19	33	11	0	0	1	0	0	0	0
11:00	96	20.9	17.9	3.9	0	4	18	60	13	1	0	0	0	0	0	0
12:00	56	21.6	18.7	3.5	0	0	9	37	9	1	0	0	0	0	0	0
13:00	77	21	18.2	4	0	2	14	49	11	0	1	0	0	0	0	0
14:00	121	20.7	17.8	3.8	0	1	31	75	12	1	1	0	0	0	0	0
15:00	134	20.2	16.8	3.6	0	6	41	79	8	0	0	0	0	0	0	0
16:00	155	20.2	17.2	3.3	0	6	34	109	6	0	0	0	0	0	0	0
17:00	132	19.5	14.8	4.7	6	17	54	49	5	1	0	0	0	0	0	0
18:00	90	19.7	16.1	3.3	0	1	46	39	4	0	0	0	0	0	0	0
19:00	36	20.8	18.8	2.8	0	0	3	28	5	0	0	0	0	0	0	0
20:00	25	21.8	18.7	3.4	0	0	4	16	5	0	0	0	0	0	0	0
21:00	15	24.5	20.8	4	0	0	1	7	6	1	0	0	0	0	0	0
22:00	22	20.5	18.5	2.6	0	0	2	18	2	0	0	0	0	0	0	0
23:00	10	21	18.5	3.6	0	0	2	6	2	0	0	0	0	0	0	0
12H,7-19	1220	20.6	17.4	3.9	7	40	315	729	120	6	2	1	0	0	0	0
16H,6-22	1397	20.7	17.6	3.9	7	41	336	853	150	7	2	1	0	0	0	0
18H,6-24	1429	20.7	17.6	3.8	7	41	340	877	154	7	2	1	0	0	0	0
24H,0-24	1567	20.9	17.8	3.9	7	42	352	954	199	10	2	1	0	0	0	0

Data produced by
Auto Surveys Ltd

10722			IMMINGHAM				Site No: 10722002				Location	Site 2 - Humber Rd, Immingham (N of Security Gate)					
Mon 27-Sep-21 to Sun 03-Oct-21							Channel: Eastbound										
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Wed 29-Sep-21																
00:00	19	20.4	14.4	7.2	5	2	1	8	3	0	0	0	0	0	0	0
01:00	13	18.8	17	6	0	3	1	7	1	1	0	0	0	0	0	0
02:00	16	21.2	19.1	2.9	0	0	1	12	3	0	0	0	0	0	0	0
03:00	16	23.9	19.8	4.1	0	0	3	6	7	0	0	0	0	0	0	0
04:00	25	23.7	19.9	3.7	0	0	2	15	7	1	0	0	0	0	0	0
05:00	49	20.7	18.2	3.4	0	0	10	33	5	1	0	0	0	0	0	0
06:00	110	22	18.4	3.5	0	0	23	66	21	0	0	0	0	0	0	0
07:00	92	20.6	17.5	3.4	0	0	28	54	10	0	0	0	0	0	0	0
08:00	142	22.6	18.2	4	0	2	37	71	31	1	0	0	0	0	0	0
09:00	73	23.4	19.5	3.8	0	0	8	45	18	1	1	0	0	0	0	0
10:00	76	23.6	19.6	3.6	0	0	9	43	23	1	0	0	0	0	0	0
11:00	121	20.8	18.6	3.8	0	0	19	87	12	1	1	1	0	0	0	0
12:00	98	20.7	17.8	4	0	2	25	59	10	1	1	0	0	0	0	0
13:00	113	20.9	17.8	3.6	0	2	28	67	16	0	0	0	0	0	0	0
14:00	123	20.8	15.8	5.1	1	23	35	47	17	0	0	0	0	0	0	0
15:00	180	9.9	7	2.6	83	89	8	0	0	0	0	0	0	0	0	0
16:00	189	9.6	6.9	2.2	85	103	1	0	0	0	0	0	0	0	0	0
17:00	144	10	7.3	2.5	54	85	5	0	0	0	0	0	0	0	0	0
18:00	137	17.2	9.7	5.3	43	58	9	24	3	0	0	0	0	0	0	0
19:00	98	20.3	17.6	2.9	0	0	23	70	5	0	0	0	0	0	0	0
20:00	62	22	18.3	4.1	0	0	17	33	11	0	1	0	0	0	0	0
21:00	35	22.6	18.6	4	0	0	8	19	7	1	0	0	0	0	0	0
22:00	32	-	28.3	16.5	0	0	2	15	7	1	0	0	0	0	0	7
23:00	22	31.3	22.6	6.3	0	0	1	11	5	1	4	0	0	0	0	0
12H,7-19	1488	20.2	13.4	6.4	266	364	212	497	140	5	3	1	0	0	0	0
16H,6-22	1793	20.5	14.2	6.2	266	364	283	685	184	6	4	1	0	0	0	0
18H,6-24	1847	20.6	14.6	6.8	266	364	286	711	196	8	8	1	0	0	0	7
24H,0-24	1985	20.7	14.8	6.8	271	369	304	792	222	11	8	1	0	0	0	7

10722			IMMINGHAM				Site No: 10722002				Location	Site 2 - Humber Rd, Immingham (N of Security Gate)					
Mon 27-Sep-21 to Sun 03-Oct-21							Channel: Eastbound										
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Thu 30-Sep-21																
00:00	17	23.5	17.9	4.9	0	0	8	3	6	0	0	0	0	0	0	0
01:00	21	19.9	16.6	3.6	0	1	7	12	1	0	0	0	0	0	0	0
02:00	28	20.1	18	2.1	0	0	3	25	0	0	0	0	0	0	0	0
03:00	19	22.7	19.3	3.3	0	0	2	12	5	0	0	0	0	0	0	0
04:00	38	21.7	19.6	2.8	0	0	0	31	6	1	0	0	0	0	0	0
05:00	102	25.9	21.9	4	0	0	2	43	42	15	0	0	0	0	0	0
06:00	173	20.7	18.5	2.9	0	4	9	142	18	0	0	0	0	0	0	0
07:00	130	20.5	17.6	3.5	0	0	37	81	10	2	0	0	0	0	0	0
08:00	126	20.7	18.5	2.7	0	0	14	99	13	0	0	0	0	0	0	0
09:00	116	20.5	17.4	3.4	0	1	34	70	11	0	0	0	0	0	0	0
10:00	63	20.9	18.2	3.6	0	1	12	41	8	1	0	0	0	0	0	0
11:00	83	20.4	17.9	2.8	0	0	15	63	5	0	0	0	0	0	0	0
12:00	104	20.5	17.4	4	0	0	38	55	7	4	0	0	0	0	0	0
13:00	139	20.5	17.7	3.1	0	0	35	92	12	0	0	0	0	0	0	0
14:00	129	22.3	18.5	3.9	0	1	28	74	23	3	0	0	0	0	0	0
15:00	169	20.4	17.6	3.1	0	0	42	115	12	0	0	0	0	0	0	0
16:00	189	19.9	16.5	3.1	0	0	81	102	6	0	0	0	0	0	0	0
17:00	180	20.4	17.9	2.8	0	2	27	141	10	0	0	0	0	0	0	0
18:00	138	21.2	19	2.8	0	0	9	107	21	1	0	0	0	0	0	0
19:00	80	20.4	18.3	2.6	0	0	8	68	3	1	0	0	0	0	0	0
20:00	64	20.4	18.7	1.9	0	0	1	60	3	0	0	0	0	0	0	0
21:00	37	20.8	19	3.4	0	0	3	29	3	2	0	0	0	0	0	0
22:00	18	24.9	22.4	2.6	0	0	0	4	14	0	0	0	0	0	0	0
23:00	14	25	20.6	4.5	0	0	1	8	3	2	0	0	0	0	0	0
12H,7-19	1566	20.6	17.8	3.3	0	5	372	1040	138	11	0	0	0	0	0	0
16H,6-22	1920	20.6	17.9	3.2	0	9	393	1339	165	14	0	0	0	0	0	0
18H,6-24	1952	20.6	18	3.2	0	9	394	1351	182	16	0	0	0	0	0	0
24H,0-24	2177	20.8	18.2	3.4	0	10	416	1477	242	32	0	0	0	0	0	0

10722			IMMINGHAM				Site No: 10722002				Location	Site 2 - Humber Rd, Immingham (N of Security Gate)					
Mon 27-Sep-21 to Sun 03-Oct-21							Channel: Eastbound										
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Fri 01-Oct-21																
00:00	34	24.7	21.3	3.4	0	0	2	11	21	0	0	0	0	0	0	0
01:00	19	19.6	16.7	2.9	0	0	7	12	0	0	0	0	0	0	0	0
02:00	10	21	19.5	2.6	0	0	0	8	2	0	0	0	0	0	0	0
03:00	22	22.8	19.6	3	0	0	1	15	6	0	0	0	0	0	0	0
04:00	27	23.5	19.6	4	0	0	3	17	5	2	0	0	0	0	0	0
05:00	58	23.4	19.8	3.2	0	0	3	38	16	1	0	0	0	0	0	0
06:00	112	22.3	18.4	3.8	0	1	25	63	22	1	0	0	0	0	0	0
07:00	128	20.7	17.7	3.8	1	7	18	88	14	0	0	0	0	0	0	0
08:00	95	22.1	18.1	3.9	0	3	20	53	19	0	0	0	0	0	0	0
09:00	94	25.2	19.9	5.4	0	3	18	35	28	8	2	0	0	0	0	0
10:00	98	21.6	18.2	4.5	0	2	23	56	15	0	1	1	0	0	0	0
11:00	71	24.2	19.8	4	0	0	12	30	28	1	0	0	0	0	0	0
12:00	132	20	16.5	3.7	0	8	44	74	6	0	0	0	0	0	0	0
13:00	125	20.4	17.4	3.2	0	1	34	81	9	0	0	0	0	0	0	0
14:00	120	20.8	18	3.4	0	0	29	76	14	1	0	0	0	0	0	0
15:00	134	20.2	16.4	3.9	0	10	44	71	9	0	0	0	0	0	0	0
16:00	132	20.4	17.7	3.5	0	1	31	90	8	1	1	0	0	0	0	0
17:00	87	20.9	18	3.5	0	2	17	56	12	0	0	0	0	0	0	0
18:00	119	20.2	17.2	3.2	0	2	33	79	5	0	0	0	0	0	0	0
19:00	63	20.2	17.6	2.9	0	0	14	46	3	0	0	0	0	0	0	0
20:00	19	20.4	19	2.7	0	0	1	15	3	0	0	0	0	0	0	0
21:00	19	23.6	18.5	4.6	0	0	7	5	7	0	0	0	0	0	0	0
22:00	26	23.7	20	3.9	0	0	1	19	3	3	0	0	0	0	0	0
23:00	25	25	21.1	4.8	0	0	6	1	17	1	0	0	0	0	0	0
12H,7-19	1335	20.9	17.8	3.9	1	39	323	789	167	11	4	1	0	0	0	0
16H,6-22	1548	20.9	17.8	3.9	1	40	370	918	202	12	4	1	0	0	0	0
18H,6-24	1599	21.1	17.9	3.9	1	40	377	938	222	16	4	1	0	0	0	0
24H,0-24	1769	21.6	18.1	3.9	1	40	393	1039	272	19	4	1	0	0	0	0

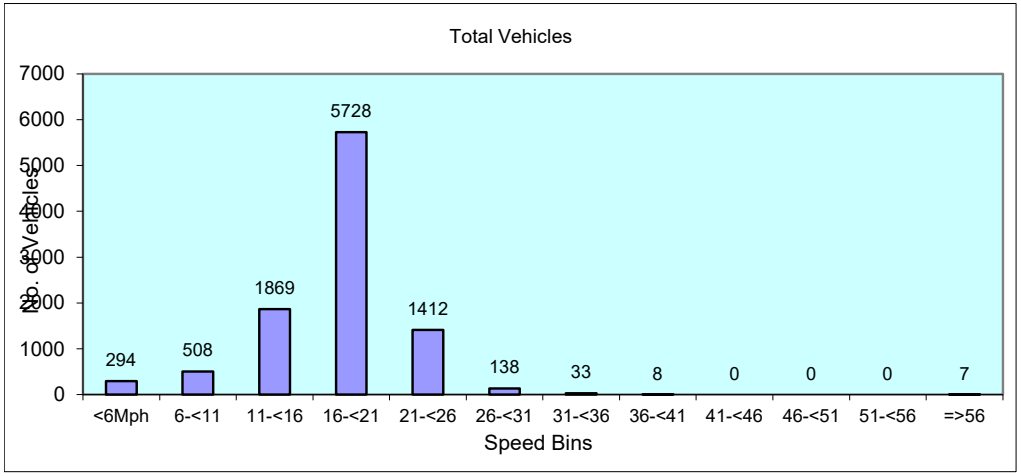
Data produced by
Auto Surveys Ltd

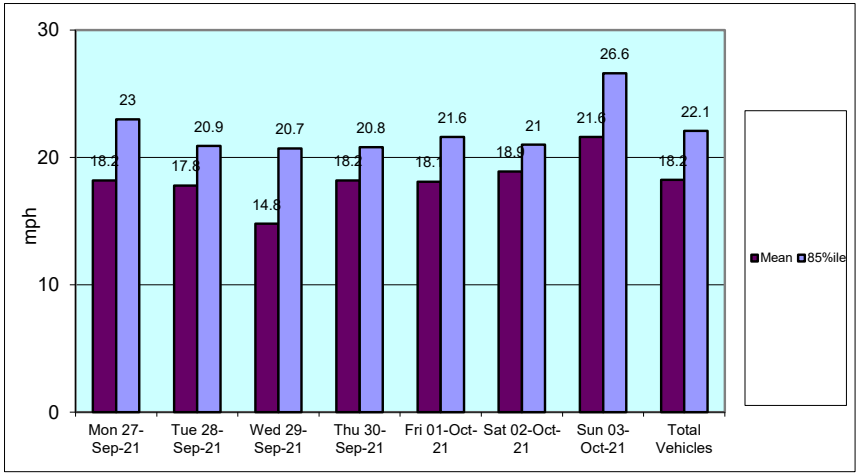
10722			IMMINGHAM				Site No: 10722002				Location	Site 2 - Humber Rd, Immingham (N of Security Gate)					
Mon 27-Sep-21 to Sun 03-Oct-21							Channel: Eastbound										
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Sat 02-Oct-21																
00:00	10	21	20	3.6	0	0	0	8	1	1	0	0	0	0	0	0
01:00	11	23.9	20.3	3.7	0	0	1	5	5	0	0	0	0	0	0	0
02:00	17	20.1	18.5	1.5	0	0	0	17	0	0	0	0	0	0	0	0
03:00	15	23.8	20.5	3.5	0	0	0	10	4	1	0	0	0	0	0	0
04:00	16	24.9	20.1	4.9	0	0	3	7	4	2	0	0	0	0	0	0
05:00	33	23.9	20.5	2.9	0	0	0	20	13	0	0	0	0	0	0	0
06:00	73	23.5	19.9	3	0	0	3	47	23	0	0	0	0	0	0	0
07:00	161	20.3	18.3	2.1	0	0	11	147	3	0	0	0	0	0	0	0
08:00	95	20.8	19	2.6	0	0	4	79	11	1	0	0	0	0	0	0
09:00	103	20.3	18.1	2.6	0	1	11	87	4	0	0	0	0	0	0	0
10:00	70	23.2	19.2	4	0	4	2	45	18	1	0	0	0	0	0	0
11:00	63	22.6	19.2	3.3	0	0	6	43	13	1	0	0	0	0	0	0
12:00	49	20.4	18.6	2.4	0	0	2	45	1	1	0	0	0	0	0	0
13:00	38	20.7	18.9	2.3	0	0	1	33	4	0	0	0	0	0	0	0
14:00	34	23.4	20	3.9	0	0	2	22	9	0	1	0	0	0	0	0
15:00	24	20.2	17	3.4	0	0	9	13	2	0	0	0	0	0	0	0
16:00	29	20.2	17.8	2.9	0	1	3	24	1	0	0	0	0	0	0	0
17:00	9	-	14.6	2.7	0	0	7	2	0	0	0	0	0	0	0	0
18:00	3	-	20.2	3.1	0	0	0	2	1	0	0	0	0	0	0	0
19:00	4	-	18.5	1.6	0	0	0	4	0	0	0	0	0	0	0	0
20:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
21:00	3	-	16.8	3.1	0	0	1	2	0	0	0	0	0	0	0	0
22:00	2	-	31	3.5	0	0	0	0	0	1	1	0	0	0	0	0
23:00	3	-	21.8	7.6	0	0	1	0	1	1	0	0	0	0	0	0
12H,7-19	678	20.7	18.6	2.9	0	6	58	542	67	4	1	0	0	0	0	0
16H,6-22	758	20.8	18.7	2.9	0	6	62	595	90	4	1	0	0	0	0	0
18H,6-24	763	20.9	18.7	3	0	6	63	595	91	6	2	0	0	0	0	0
24H,0-24	865	21	18.9	3.1	0	6	67	662	118	10	2	0	0	0	0	0

10722			IMMINGHAM				Site No: 10722002				Location	Site 2 - Humber Rd, Immingham (N of Security Gate)					
Mon 27-Sep-21 to Sun 03-Oct-21							Channel: Eastbound										
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Sun 03-Oct-21																
00:00	8	-	19.1	2.3	0	0	0	7	1	0	0	0	0	0	0	0
01:00	1	-	18.5	-	0	0	0	1	0	0	0	0	0	0	0	0
02:00	3	-	18.5	5	0	0	1	1	1	0	0	0	0	0	0	0
03:00	5	-	18.5	1.6	0	0	0	5	0	0	0	0	0	0	0	0
04:00	13	19.9	18.9	2.8	0	0	1	10	2	0	0	0	0	0	0	0
05:00	3	-	18.5	1.7	0	0	0	3	0	0	0	0	0	0	0	0
06:00	11	25.6	21.2	4.9	0	0	1	5	3	2	0	0	0	0	0	0
07:00	17	25.3	22	3.7	0	0	0	7	8	2	0	0	0	0	0	0
08:00	15	28.3	23.8	4.3	0	0	0	4	6	5	0	0	0	0	0	0
09:00	19	26.8	22	5.7	1	0	0	6	8	4	0	0	0	0	0	0
10:00	13	18.8	18.9	4	0	0	2	9	1	1	0	0	0	0	0	0
11:00	5	-	20.5	4.7	0	0	0	4	0	1	0	0	0	0	0	0
12:00	15	23.8	20.2	3.9	0	0	1	9	4	1	0	0	0	0	0	0
13:00	6	-	21	5.4	0	0	1	2	2	1	0	0	0	0	0	0
14:00	21	23.8	19.2	4.5	0	0	5	9	6	1	0	0	0	0	0	0
15:00	23	24.9	22.4	2.6	0	0	0	5	18	0	0	0	0	0	0	0
16:00	10	26	21.5	4.5	0	0	0	6	2	2	0	0	0	0	0	0
17:00	11	25.2	22.1	4.1	0	0	1	2	7	1	0	0	0	0	0	0
18:00	10	20.4	18.5	2.7	0	0	1	8	1	0	0	0	0	0	0	0
19:00	7	-	17.8	4.7	0	0	3	2	2	0	0	0	0	0	0	0
20:00	8	-	27.9	8.7	0	0	1	1	1	1	3	1	0	0	0	0
21:00	7	-	29.9	8.1	0	0	0	2	0	0	4	1	0	0	0	0
22:00	16	31.2	22.3	6.8	0	0	2	7	3	1	3	0	0	0	0	0
23:00	9	-	31.3	6.8	0	0	0	1	1	1	4	2	0	0	0	0
12H,7-19	165	25.5	21.1	4.4	1	0	11	71	63	19	0	0	0	0	0	0
16H,6-22	198	26.2	21.6	5.2	1	0	16	81	69	22	7	2	0	0	0	0
18H,6-24	223	27.7	22	5.7	1	0	18	89	73	24	14	4	0	0	0	0
24H,0-24	256	26.6	21.6	5.5	1	0	20	116	77	24	14	4	0	0	0	0

10722	IMMINGHAM	Site No: 10722002	Location	Site 2 - Humber Rd, Immingham (N of Security Gate)
Mon 27-Sep-21 to Sun 03-Oct-21		Channel: Eastbound		

Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Daily Totals																
Mon 27-Sep-21	**1378**	23	18.2	4.6	14	41	317	688	282	32	3	1	0	0	0	0
Tue 28-Sep-21	**1567**	20.9	17.8	3.9	7	42	352	954	199	10	2	1	0	0	0	0
Wed 29-Sep-21	**1985**	20.7	14.8	6.8	271	369	304	792	222	11	8	1	0	0	0	7
Thu 30-Sep-21	**2177**	20.8	18.2	3.4	0	10	416	1477	242	32	0	0	0	0	0	0
Fri 01-Oct-21	**1769**	21.6	18.1	3.9	1	40	393	1039	272	19	4	1	0	0	0	0
Sat 02-Oct-21	**865**	21	18.9	3.1	0	6	67	662	118	10	2	0	0	0	0	0
Sun 03-Oct-21	**256**	26.6	21.6	5.5	1	0	20	116	77	24	14	4	0	0	0	0
Total Vehicles																
[--]	**9997**	22.1	18.2	4.5	294	508	1869	5728	1412	138	33	8	0	0	0	7

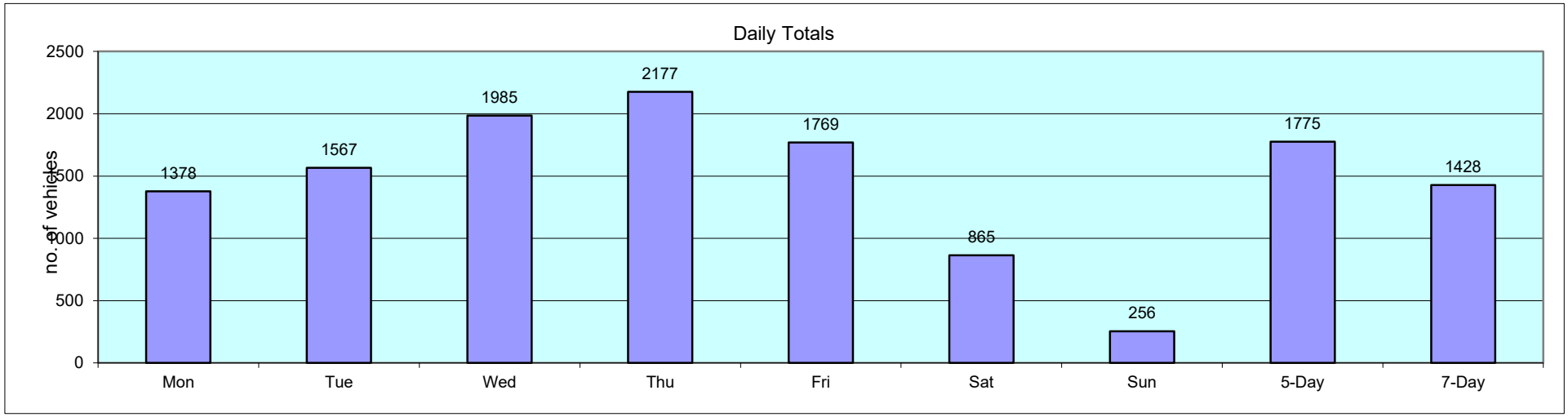




10722		IMMINGHAM		Site No: 10722002 Channel: Eastbound		Location	Site 2 - Humber Rd, Immingham (N of Security Gate)		
TIME PERIOD	Mon 27/09/2021	Tue 28/09/2021	Wed 29/09/2021	Thu 30/09/2021	Fri 01/10/2021	Sat 02/10/2021	Sun 03/10/2021	5-Day Av	7-Day Av
Week Begin: 27-Sep-21									
00:00	**2**	16	19	17	34	10	8	18	15
01:00	**8**	12	13	21	19	11	1	15	12
02:00	**5**	6	16	28	10	17	3	13	12
03:00	**11**	16	16	19	22	15	5	17	15
04:00	**42**	36	25	38	27	16	13	34	28
05:00	**71**	52	49	102	58	33	3	66	53
06:00	**72**	101	110	173	112	73	11	114	93
07:00	**75**	129	92	130	128	161	17	111	105
08:00	**100**	100	142	126	95	95	15	113	96
09:00	**52**	66	73	116	94	103	19	80	75
10:00	**50**	64	76	63	98	70	13	70	62
11:00	**62**	96	121	83	71	63	5	87	72
12:00	**54**	56	98	104	132	49	15	89	73
13:00	**68**	77	113	139	125	38	6	104	81
14:00	**68**	121	123	129	120	34	21	112	88
15:00	**108**	134	180	169	134	24	23	145	110
16:00	**136**	155	189	189	132	29	10	160	120
17:00	**122**	132	144	180	87	9	11	133	98
18:00	**117**	90	137	138	119	3	10	120	88
19:00	**55**	36	98	80	63	4	7	66	49
20:00	**44**	25	62	64	19	0	8	43	32
21:00	**15**	15	35	37	19	3	7	24	19
22:00	**22**	22	32	18	26	2	16	24	20
23:00	**19**	10	22	14	25	3	9	18	15
12H,7-19	**1012**	**1220**	**1488**	**1566**	**1335**	**678**	**165**	**1324**	**1066**
16H,6-22	**1198**	**1397**	**1793**	**1920**	**1548**	**758**	**198**	**1571**	**1259**
18H,6-24	**1239**	**1429**	**1847**	**1952**	**1599**	**763**	**223**	**1613**	**1293**
24H,0-24	**1378**	**1567**	**1985**	**2177**	**1769**	**865**	**256**	**1775**	**1428**
Am	**08:00**	**07:00**	**08:00**	**06:00**	**07:00**	**07:00**	**09:00**		
Peak	**100**	**129**	**142**	**173**	**128**	**161**	**19**		
Pm	**16:00**	**16:00**	**16:00**	**16:00**	**15:00**	**12:00**	**15:00**		
Peak	**136**	**155**	**189**	**189**	**134**	**49**	**23**		

10722	IMMINGHAM	Site No: 10722002	Location	Site 2 - Humber Rd, Immingham (N of Security Gate)
		Channel: Eastbound		

TIME PERIOD	Mon 27/09/2021	Tue 28/09/2021	Wed 29/09/2021	Thu 30/09/2021	Fri 01/10/2021	Sat 02/10/2021	Sun 03/10/2021	5-Day Av	7-Day Av



Data produced by
Auto Surveys Ltd

10722	IMMINGHAM	Site No: 10722002	Location	Site 2 - Humber Rd, Immingham (N of Security Gate)
Mon 27-Sep-21 to Sun 03-Oct-21		Channel: Westbound		

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Mon 27-Sep-21											
00:00	**7**	1	14.3	3	42.9	0	0.0	3	42.9	0	0.0
01:00	**4**	0	0.0	3	75.0	1	25.0	0	0.0	0	0.0
02:00	**10**	2	20.0	8	80.0	0	0.0	0	0.0	0	0.0
03:00	**14**	3	21.4	6	42.9	2	14.3	3	21.4	0	0.0
04:00	**24**	3	12.5	12	50.0	1	4.2	8	33.3	0	0.0
05:00	**49**	9	18.4	32	65.3	0	0.0	8	16.3	0	0.0
06:00	**88**	11	12.5	43	48.9	4	4.6	30	34.1	0	0.0
07:00	**69**	10	14.5	39	56.5	4	5.8	16	23.2	0	0.0
08:00	**78**	11	14.1	41	52.6	2	2.6	24	30.8	0	0.0
09:00	**61**	7	11.5	26	42.6	4	6.6	24	39.3	0	0.0
10:00	**46**	2	4.4	33	71.7	1	2.2	10	21.7	0	0.0
11:00	**63**	5	7.9	35	55.6	3	4.8	20	31.8	0	0.0
12:00	**59**	11	18.6	33	55.9	0	0.0	15	25.4	0	0.0
13:00	**60**	5	8.3	21	35.0	6	10.0	28	46.7	0	0.0
14:00	**87**	3	3.5	20	23.0	17	19.5	47	54.0	0	0.0
15:00	**110**	5	4.6	9	8.2	29	26.4	67	60.9	0	0.0
16:00	**130**	1	0.8	19	14.6	32	24.6	78	60.0	0	0.0
17:00	**101**	9	8.9	29	28.7	16	15.8	47	46.5	0	0.0
18:00	**92**	16	17.4	40	43.5	7	7.6	29	31.5	0	0.0
19:00	**49**	8	16.3	26	53.1	3	6.1	12	24.5	0	0.0
20:00	**22**	3	13.6	14	63.6	2	9.1	3	13.6	0	0.0
21:00	**23**	1	4.4	8	34.8	0	0.0	14	60.9	0	0.0
22:00	**10**	2	20.0	5	50.0	0	0.0	3	30.0	0	0.0
23:00	**7**	0	0.0	6	85.7	1	14.3	0	0.0	0	0.0
12H,7-19	**956**	**85**	**8.9**	**345**	**36.1**	**121**	**12.7**	**405**	**42.4**	**0**	**0.0**
16H,6-22	**1138**	**108**	**9.5**	**436**	**38.3**	**130**	**11.4**	**464**	**40.8**	**0**	**0.0**
18H,6-24	**1155**	**110**	**9.5**	**447**	**38.7**	**131**	**11.3**	**467**	**40.4**	**0**	**0.0**
24H,0-24	**1263**	**128**	**10.1**	**511**	**40.5**	**135**	**10.7**	**489**	**38.7**	**0**	**0.0**

10722		IMMINGHAM		Site No: 10722002		Location		Site 2 - Humber Rd, Immingham (N of Security Gate)			
Mon 27-Sep-21 to Sun 03-Oct-21				Channel: Westbound							
TIME PERIOD	**TOTAL VEHICLES**	**MOTOR-CYCLES**	**MOTOR-CYCLES%**	**CARS**	**CARS %**	**LGV**	**LGV %**	**HGV**	**HGV %**	**BUS**	**BUS %**
Tue 28-Sep-21											
00:00	**15**	0	0.0	12	80.0	1	6.7	2	13.3	0	0.0
01:00	**9**	0	0.0	7	77.8	2	22.2	0	0.0	0	0.0
02:00	**6**	0	0.0	5	83.3	1	16.7	0	0.0	0	0.0
03:00	**17**	0	0.0	13	76.5	1	5.9	3	17.7	0	0.0
04:00	**29**	1	3.5	22	75.9	1	3.5	5	17.2	0	0.0
05:00	**53**	3	5.7	32	60.4	3	5.7	15	28.3	0	0.0
06:00	**75**	9	12.0	43	57.3	2	2.7	21	28.0	0	0.0
07:00	**109**	14	12.8	71	65.1	2	1.8	22	20.2	0	0.0
08:00	**84**	9	10.7	59	70.2	2	2.4	14	16.7	0	0.0
09:00	**88**	9	10.2	63	71.6	1	1.1	15	17.1	0	0.0
10:00	**78**	9	11.5	47	60.3	0	0.0	22	28.2	0	0.0
11:00	**65**	3	4.6	26	40.0	7	10.8	29	44.6	0	0.0
12:00	**83**	1	1.2	14	16.9	24	28.9	44	53.0	0	0.0
13:00	**82**	3	3.7	8	9.8	27	32.9	43	52.4	1	1.2
14:00	**135**	0	0.0	9	6.7	37	27.4	89	65.9	0	0.0
15:00	**138**	8	5.8	28	20.3	34	24.6	68	49.3	0	0.0
16:00	**120**	9	7.5	61	50.8	14	11.7	36	30.0	0	0.0
17:00	**114**	8	7.0	81	71.1	2	1.8	23	20.2	0	0.0
18:00	**93**	5	5.4	59	63.4	2	2.2	27	29.0	0	0.0
19:00	**51**	4	7.8	27	52.9	2	3.9	18	35.3	0	0.0
20:00	**18**	0	0.0	8	44.4	2	11.1	8	44.4	0	0.0
21:00	**23**	2	8.7	13	56.5	0	0.0	8	34.8	0	0.0
22:00	**27**	0	0.0	10	37.0	1	3.7	16	59.3	0	0.0
23:00	**19**	1	5.3	12	63.2	1	5.3	5	26.3	0	0.0
12H,7-19	**1189**	**78**	**6.6**	**526**	**44.2**	**152**	**12.8**	**432**	**36.3**	**1**	**0.1**
16H,6-22	**1356**	**93**	**6.9**	**617**	**45.5**	**158**	**11.7**	**487**	**35.9**	**1**	**0.1**
18H,6-24	**1402**	**94**	**6.7**	**639**	**45.6**	**160**	**11.4**	**508**	**36.2**	**1**	**0.1**
24H,0-24	**1531**	**98**	**6.4**	**730**	**47.7**	**169**	**11.0**	**533**	**34.8**	**1**	**0.1**

10722		IMMINGHAM		Site No: 10722002		Location		Site 2 - Humber Rd, Immingham (N of Security Gate)			
Mon 27-Sep-21 to Sun 03-Oct-21				Channel: Westbound							
TIME PERIOD	**TOTAL VEHICLES**	**MOTOR-CYCLES**	**MOTOR-CYCLES%**	**CARS**	**CARS %**	**LGV**	**LGV %**	**HGV**	**HGV %**	**BUS**	**BUS %**
Wed 29-Sep-21											
00:00	**15**	1	6.7	12	80.0	0	0.0	2	13.3	0	0.0
01:00	**10**	1	10.0	8	80.0	1	10.0	0	0.0	0	0.0
02:00	**19**	1	5.3	14	73.7	2	10.5	2	10.5	0	0.0
03:00	**14**	2	14.3	9	64.3	1	7.1	2	14.3	0	0.0
04:00	**24**	0	0.0	21	87.5	0	0.0	3	12.5	0	0.0
05:00	**53**	1	1.9	34	64.2	2	3.8	16	30.2	0	0.0
06:00	**107**	5	4.7	80	74.8	0	0.0	22	20.6	0	0.0
07:00	**94**	5	5.3	66	70.2	1	1.1	22	23.4	0	0.0
08:00	**114**	10	8.8	81	71.1	1	0.9	22	19.3	0	0.0
09:00	**96**	8	8.3	72	75.0	1	1.0	15	15.6	0	0.0
10:00	**100**	11	11.0	71	71.0	1	1.0	17	17.0	0	0.0
11:00	**102**	8	7.8	63	61.8	9	8.8	22	21.6	0	0.0
12:00	**94**	8	8.5	47	50.0	13	13.8	26	27.7	0	0.0
13:00	**114**	6	5.3	48	42.1	19	16.7	41	36.0	0	0.0
14:00	**84**	6	7.1	14	16.7	20	23.8	44	52.4	0	0.0
15:00	**111**	10	9.0	72	64.9	4	3.6	25	22.5	0	0.0
16:00	**155**	6	3.9	122	78.7	4	2.6	23	14.8	0	0.0
17:00	**158**	10	6.3	119	75.3	5	3.2	24	15.2	0	0.0
18:00	**110**	2	1.8	84	76.4	1	0.9	23	20.9	0	0.0
19:00	**107**	8	7.5	86	80.4	2	1.9	11	10.3	0	0.0
20:00	**42**	4	9.5	29	69.1	2	4.8	7	16.7	0	0.0
21:00	**23**	0	0.0	17	73.9	1	4.4	0	0.0	5	21.7
22:00	**30**	0	0.0	24	80.0	2	6.7	4	13.3	0	0.0
23:00	**27**	0	0.0	22	81.5	1	3.7	4	14.8	0	0.0
12H,7-19	**1332**	**90**	**6.8**	**859**	**64.5**	**79**	**5.9**	**304**	**22.8**	**0**	**0.0**
16H,6-22	**1611**	**107**	**6.6**	**1071**	**66.5**	**84**	**5.2**	**344**	**21.4**	**5**	**0.3**
18H,6-24	**1668**	**107**	**6.4**	**1117**	**67.0**	**87**	**5.2**	**352**	**21.1**	**5**	**0.3**
24H,0-24	**1803**	**113**	**6.3**	**1215**	**67.4**	**93**	**5.2**	**377**	**20.9**	**5**	**0.3**

10722		IMMINGHAM		Site No: 10722002		Location		Site 2 - Humber Rd, Immingham (N of Security Gate)			
Mon 27-Sep-21 to Sun 03-Oct-21				Channel: Westbound							
TIME PERIOD	**TOTAL VEHICLES**	**MOTOR-CYCLES**	**MOTOR-CYCLES%**	**CARS**	**CARS %**	**LGV**	**LGV %**	**HGV**	**HGV %**	**BUS**	**BUS %**
Thu 30-Sep-21											
00:00	**26**	0	0.0	25	96.2	0	0.0	1	3.9	0	0.0
01:00	**10**	0	0.0	7	70.0	2	20.0	1	10.0	0	0.0
02:00	**15**	0	0.0	11	73.3	1	6.7	3	20.0	0	0.0
03:00	**25**	0	0.0	24	96.0	0	0.0	1	4.0	0	0.0
04:00	**40**	0	0.0	39	97.5	0	0.0	1	2.5	0	0.0
05:00	**77**	10	13.0	62	80.5	1	1.3	4	5.2	0	0.0
06:00	**116**	11	9.5	89	76.7	1	0.9	15	12.9	0	0.0
07:00	**128**	7	5.5	109	85.2	0	0.0	12	9.4	0	0.0
08:00	**105**	5	4.8	85	81.0	0	0.0	15	14.3	0	0.0
09:00	**139**	7	5.0	111	79.9	0	0.0	21	15.1	0	0.0
10:00	**110**	7	6.4	79	71.8	0	0.0	24	21.8	0	0.0
11:00	**134**	10	7.5	100	74.6	1	0.8	23	17.2	0	0.0
12:00	**110**	3	2.7	84	76.4	2	1.8	21	19.1	0	0.0
13:00	**98**	8	8.2	61	62.2	4	4.1	25	25.5	0	0.0
14:00	**111**	10	9.0	61	55.0	7	6.3	31	27.9	2	1.8
15:00	**128**	9	7.0	79	61.7	8	6.3	32	25.0	0	0.0
16:00	**143**	7	4.9	103	72.0	1	0.7	32	22.4	0	0.0
17:00	**146**	8	5.5	98	67.1	7	4.8	33	22.6	0	0.0
18:00	**102**	4	3.9	73	71.6	2	2.0	23	22.6	0	0.0
19:00	**80**	3	3.8	55	68.8	0	0.0	22	27.5	0	0.0
20:00	**48**	3	6.3	33	68.8	1	2.1	11	22.9	0	0.0
21:00	**15**	0	0.0	11	73.3	0	0.0	4	26.7	0	0.0
22:00	**23**	0	0.0	18	78.3	1	4.4	4	17.4	0	0.0
23:00	**22**	1	4.6	17	77.3	0	0.0	4	18.2	0	0.0
12H,7-19	**1454**	**85**	**5.9**	**1043**	**71.7**	**32**	**2.2**	**292**	**20.1**	**2**	**0.1**
16H,6-22	**1713**	**102**	**6.0**	**1231**	**71.9**	**34**	**2.0**	**344**	**20.1**	**2**	**0.1**
18H,6-24	**1758**	**103**	**5.9**	**1266**	**72.0**	**35**	**2.0**	**352**	**20.0**	**2**	**0.1**
24H,0-24	**1951**	**113**	**5.8**	**1434**	**73.5**	**39**	**2.0**	**363**	**18.6**	**2**	**0.1**

Data produced by
Auto Surveys Ltd

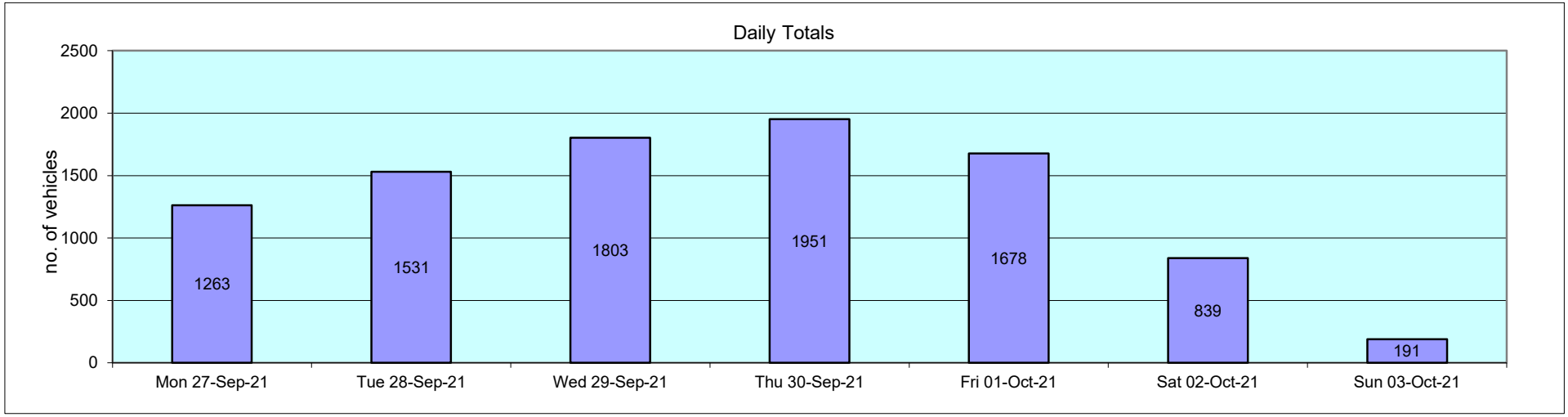
10722		IMMINGHAM		Site No: 10722002		Location		Site 2 - Humber Rd, Immingham (N of Security Gate)			
Mon 27-Sep-21 to Sun 03-Oct-21				Channel: Westbound							
TIME PERIOD	**TOTAL VEHICLES**	**MOTOR-CYCLES**	**MOTOR-CYCLES%**	**CARS**	**CARS %**	**LGV**	**LGV %**	**HGV**	**HGV %**	**BUS**	**BUS %**
Fri 01-Oct-21											
00:00	**23**	4	17.4	17	73.9	0	0.0	2	8.7	0	0.0
01:00	**20**	0	0.0	17	85.0	0	0.0	0	0.0	3	15.0
02:00	**11**	3	27.3	5	45.5	0	0.0	3	27.3	0	0.0
03:00	**27**	3	11.1	20	74.1	0	0.0	4	14.8	0	0.0
04:00	**31**	0	0.0	26	83.9	0	0.0	5	16.1	0	0.0
05:00	**56**	2	3.6	50	89.3	0	0.0	0	0.0	4	7.1
06:00	**111**	4	3.6	94	84.7	0	0.0	13	11.7	0	0.0
07:00	**138**	7	5.1	113	81.9	3	2.2	15	10.9	0	0.0
08:00	**116**	8	6.9	95	81.9	1	0.9	12	10.3	0	0.0
09:00	**131**	8	6.1	99	75.6	2	1.5	22	16.8	0	0.0
10:00	**112**	5	4.5	83	74.1	1	0.9	23	20.5	0	0.0
11:00	**77**	3	3.9	53	68.8	0	0.0	21	27.3	0	0.0
12:00	**108**	3	2.8	80	74.1	3	2.8	22	20.4	0	0.0
13:00	**90**	8	8.9	58	64.4	3	3.3	21	23.3	0	0.0
14:00	**97**	8	8.3	38	39.2	13	13.4	38	39.2	0	0.0
15:00	**107**	2	1.9	17	15.9	44	41.1	44	41.1	0	0.0
16:00	**102**	3	2.9	30	29.4	24	23.5	45	44.1	0	0.0
17:00	**89**	2	2.3	38	42.7	18	20.2	31	34.8	0	0.0
18:00	**88**	3	3.4	61	69.3	2	2.3	22	25.0	0	0.0
19:00	**60**	1	1.7	47	78.3	0	0.0	12	20.0	0	0.0
20:00	**28**	0	0.0	21	75.0	0	0.0	0	0.0	7	25.0
21:00	**17**	0	0.0	9	52.9	0	0.0	8	47.1	0	0.0
22:00	**22**	0	0.0	16	72.7	1	4.6	0	0.0	5	22.7
23:00	**17**	0	0.0	12	70.6	0	0.0	0	0.0	5	29.4
12H,7-19	**1255**	**60**	**4.8**	**765**	**61.0**	**114**	**9.1**	**316**	**25.2**	**0**	**0.0**
16H,6-22	**1471**	**65**	**4.4**	**936**	**63.6**	**114**	**7.8**	**349**	**23.7**	**7**	**0.5**
18H,6-24	**1510**	**65**	**4.3**	**964**	**63.8**	**115**	**7.6**	**349**	**23.1**	**17**	**1.1**
24H,0-24	**1678**	**77**	**4.6**	**1099**	**65.5**	**115**	**6.9**	**363**	**21.6**	**24**	**1.4**

10722		IMMINGHAM		Site No: 10722002		Location		Site 2 - Humber Rd, Immingham (N of Security Gate)			
Mon 27-Sep-21 to Sun 03-Oct-21				Channel: Westbound							
TIME PERIOD	**TOTAL VEHICLES**	**MOTOR-CYCLES**	**MOTOR-CYCLES%**	**CARS**	**CARS %**	**LGV**	**LGV %**	**HGV**	**HGV %**	**BUS**	**BUS %**
Sat 02-Oct-21											
00:00	**31**	0	0.0	30	96.8	1	3.2	0	0.0	0	0.0
01:00	**9**	0	0.0	9	100.0	0	0.0	0	0.0	0	0.0
02:00	**10**	0	0.0	7	70.0	0	0.0	3	30.0	0	0.0
03:00	**16**	0	0.0	16	100.0	0	0.0	0	0.0	0	0.0
04:00	**20**	0	0.0	17	85.0	0	0.0	3	15.0	0	0.0
05:00	**29**	0	0.0	25	86.2	0	0.0	0	0.0	4	13.8
06:00	**39**	0	0.0	35	89.7	0	0.0	0	0.0	4	10.3
07:00	**94**	0	0.0	81	86.2	2	2.1	11	11.7	0	0.0
08:00	**91**	2	2.2	75	82.4	3	3.3	11	12.1	0	0.0
09:00	**96**	4	4.2	77	80.2	3	3.1	12	12.5	0	0.0
10:00	**80**	0	0.0	69	86.3	0	0.0	11	13.8	0	0.0
11:00	**67**	4	6.0	46	68.7	1	1.5	16	23.9	0	0.0
12:00	**40**	2	5.0	29	72.5	1	2.5	8	20.0	0	0.0
13:00	**28**	0	0.0	23	82.1	0	0.0	5	17.9	0	0.0
14:00	**42**	1	2.4	35	83.3	0	0.0	6	14.3	0	0.0
15:00	**38**	0	0.0	31	81.6	1	2.6	6	15.8	0	0.0
16:00	**34**	2	5.9	27	79.4	1	2.9	4	11.8	0	0.0
17:00	**27**	0	0.0	21	77.8	1	3.7	5	18.5	0	0.0
18:00	**11**	1	9.1	4	36.4	0	0.0	0	0.0	6	54.6
19:00	**9**	0	0.0	4	44.4	0	0.0	0	0.0	5	55.6
20:00	**5**	0	0.0	0	0.0	0	0.0	0	0.0	5	100.0
21:00	**8**	0	0.0	4	50.0	0	0.0	0	0.0	4	50.0
22:00	**9**	0	0.0	8	88.9	0	0.0	0	0.0	1	11.1
23:00	**6**	0	0.0	4	66.7	0	0.0	2	33.3	0	0.0
12H,7-19	**648**	**16**	**2.5**	**518**	**79.9**	**13**	**2.0**	**95**	**14.7**	**6**	**0.9**
16H,6-22	**709**	**16**	**2.3**	**561**	**79.1**	**13**	**1.8**	**95**	**13.4**	**24**	**3.4**
18H,6-24	**724**	**16**	**2.2**	**573**	**79.1**	**13**	**1.8**	**97**	**13.4**	**25**	**3.5**
24H,0-24	**839**	**16**	**1.9**	**677**	**80.7**	**14**	**1.7**	**103**	**12.3**	**29**	**3.5**

10722		IMMINGHAM		Site No: 10722002		Location		Site 2 - Humber Rd, Immingham (N of Security Gate)			
Mon 27-Sep-21 to Sun 03-Oct-21				Channel: Westbound							
TIME PERIOD	**TOTAL VEHICLES**	**MOTOR-CYCLES**	**MOTOR-CYCLES%**	**CARS**	**CARS %**	**LGV**	**LGV %**	**HGV**	**HGV %**	**BUS**	**BUS %**
Sun 03-Oct-21											
00:00	**1**	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
01:00	**1**	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
02:00	**0**	0	-	0	-	0	-	0	-	0	-
03:00	**3**	0	0.0	1	33.3	1	33.3	1	33.3	0	0.0
04:00	**3**	1	33.3	2	66.7	0	0.0	0	0.0	0	0.0
05:00	**6**	0	0.0	4	66.7	0	0.0	2	33.3	0	0.0
06:00	**5**	0	0.0	4	80.0	0	0.0	1	20.0	0	0.0
07:00	**7**	0	0.0	5	71.4	0	0.0	2	28.6	0	0.0
08:00	**11**	2	18.2	6	54.6	1	9.1	2	18.2	0	0.0
09:00	**14**	0	0.0	9	64.3	2	14.3	3	21.4	0	0.0
10:00	**8**	0	0.0	5	62.5	0	0.0	3	37.5	0	0.0
11:00	**7**	1	14.3	2	28.6	0	0.0	0	0.0	4	57.1
12:00	**6**	1	16.7	2	33.3	0	0.0	3	50.0	0	0.0
13:00	**12**	0	0.0	1	8.3	7	58.3	4	33.3	0	0.0
14:00	**17**	1	5.9	2	11.8	10	58.8	4	23.5	0	0.0
15:00	**13**	1	7.7	3	23.1	3	23.1	6	46.2	0	0.0
16:00	**11**	0	0.0	2	18.2	5	45.5	4	36.4	0	0.0
17:00	**13**	3	23.1	3	23.1	1	7.7	6	46.2	0	0.0
18:00	**9**	0	0.0	3	33.3	1	11.1	0	0.0	5	55.6
19:00	**9**	1	11.1	1	11.1	1	11.1	0	0.0	6	66.7
20:00	**8**	0	0.0	4	50.0	0	0.0	0	0.0	4	50.0
21:00	**9**	3	33.3	2	22.2	0	0.0	0	0.0	4	44.4
22:00	**12**	1	8.3	5	41.7	0	0.0	6	50.0	0	0.0
23:00	**6**	0	0.0	4	66.7	0	0.0	2	33.3	0	0.0
12H,7-19	**128**	**9**	**7.0**	**43**	**33.6**	**30**	**23.4**	**37**	**28.9**	**9**	**7.0**
16H,6-22	**159**	**13**	**8.2**	**54**	**34.0**	**31**	**19.5**	**38**	**23.9**	**23**	**14.5**
18H,6-24	**177**	**14**	**7.9**	**63**	**35.6**	**31**	**17.5**	**46**	**26.0**	**23**	**13.0**
24H,0-24	**191**	**15**	**7.9**	**72**	**37.7**	**32**	**16.8**	**49**	**25.7**	**23**	**12.0**

10722	IMMINGHAM	Site No: 10722002	Location	Site 2 - Humber Rd, Immingham (N of Security Gate)
Mon 27-Sep-21 to Sun 03-Oct-21		Channel: Westbound		

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Daily Totals											
Mon 27-Sep-21	**1263**	128	10.1	511	40.5	135	10.7	489	38.7	0	0.0
Tue 28-Sep-21	**1531**	98	6.4	730	47.7	169	11.0	533	34.8	1	0.1
Wed 29-Sep-21	**1803**	113	6.3	1215	67.4	93	5.2	377	20.9	5	0.3
Thu 30-Sep-21	**1951**	113	5.8	1434	73.5	39	2.0	363	18.6	2	0.1
Fri 01-Oct-21	**1678**	77	4.6	1099	65.5	115	6.9	363	21.6	24	1.4
Sat 02-Oct-21	**839**	16	1.9	677	80.7	14	1.7	103	12.3	29	3.5
Sun 03-Oct-21	**191**	15	7.9	72	37.7	32	16.8	49	25.7	23	12.0
Total Vehicles											
[--]	**9256**	560	6.1	5738	59.0	597	7.7	2277	24.7	84	2.5



10722			IMMINGHAM				Site No: 10722002				Location	Site 2 - Humber Rd, Immingham (N of Security Gate)					
Mon 27-Sep-21 to Sun 03-Oct-21							Channel: Westbound										
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Mon 27-Sep-21																
00:00	7	-	14.9	4	0	1	3	3	0	0	0	0	0	0	0	0
01:00	4	-	12.3	2.8	0	1	3	0	0	0	0	0	0	0	0	0
02:00	10	15.4	14	2.1	0	0	9	1	0	0	0	0	0	0	0	0
03:00	14	20.7	18.1	3.4	0	0	3	9	2	0	0	0	0	0	0	0
04:00	24	20.1	17.5	2.9	0	0	6	17	1	0	0	0	0	0	0	0
05:00	49	20	17.5	2.5	0	0	10	39	0	0	0	0	0	0	0	0
06:00	88	19.4	15.8	3.1	0	1	46	40	1	0	0	0	0	0	0	0
07:00	69	19.7	16.5	2.9	0	0	28	41	0	0	0	0	0	0	0	0
08:00	78	19.3	15.7	3	0	1	41	36	0	0	0	0	0	0	0	0
09:00	61	20.8	17.6	3.5	0	0	19	34	8	0	0	0	0	0	0	0
10:00	46	22.3	17.3	5	0	6	9	21	10	0	0	0	0	0	0	0
11:00	63	19.2	15.2	3.6	0	6	29	28	0	0	0	0	0	0	0	0
12:00	59	19.1	15.5	2.9	0	0	35	24	0	0	0	0	0	0	0	0
13:00	60	20.2	17.4	3	0	0	16	41	3	0	0	0	0	0	0	0
14:00	87	19.9	16.8	3	0	0	32	53	2	0	0	0	0	0	0	0
15:00	110	20.8	17.5	3.8	0	3	30	62	15	0	0	0	0	0	0	0
16:00	130	20.1	16.2	4	0	11	46	65	8	0	0	0	0	0	0	0
17:00	101	18.6	14.9	3.1	0	4	66	30	1	0	0	0	0	0	0	0
18:00	92	18.3	14.3	3.6	3	6	57	26	0	0	0	0	0	0	0	0
19:00	49	20	16.4	4.2	0	8	6	34	1	0	0	0	0	0	0	0
20:00	22	24.5	21.2	3.3	0	0	1	8	13	0	0	0	0	0	0	0
21:00	23	19.8	16.1	3.6	0	0	13	8	2	0	0	0	0	0	0	0
22:00	10	19.8	17.5	2.6	0	0	2	8	0	0	0	0	0	0	0	0
23:00	7	-	22.8	2.4	0	0	0	1	6	0	0	0	0	0	0	0
12H,7-19	956	19.9	16.2	3.6	3	37	408	461	47	0	0	0	0	0	0	0
16H,6-22	1138	20	16.3	3.7	3	46	474	551	64	0	0	0	0	0	0	0
18H,6-24	1155	20.1	16.3	3.7	3	46	476	560	70	0	0	0	0	0	0	0
24H,0-24	1263	20.1	16.4	3.6	3	48	510	629	73	0	0	0	0	0	0	0

10722			IMMINGHAM				Site No: 10722002				Location	Site 2 - Humber Rd, Immingham (N of Security Gate)					
Mon 27-Sep-21 to Sun 03-Oct-21							Channel: Westbound										
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Tue 28-Sep-21																
00:00	**15**	19.9	17.5	2.5	0	0	3	12	0	0	0	0	0	0	0	0
01:00	**9**	-	18.5	1.5	0	0	0	9	0	0	0	0	0	0	0	0
02:00	**6**	-	16.8	3	0	0	2	4	0	0	0	0	0	0	0	0
03:00	**17**	20	18.2	1.9	0	0	1	16	0	0	0	0	0	0	0	0
04:00	**29**	19.9	17.1	3	0	1	6	22	0	0	0	0	0	0	0	0
05:00	**53**	19.8	16.8	2.8	0	0	18	35	0	0	0	0	0	0	0	0
06:00	**75**	19	15.3	3.2	0	1	48	24	2	0	0	0	0	0	0	0
07:00	**109**	19.8	16.3	3.2	0	1	49	56	3	0	0	0	0	0	0	0
08:00	**84**	16.9	14.4	2.5	0	1	67	16	0	0	0	0	0	0	0	0
09:00	**88**	19.1	15.5	2.9	0	0	52	36	0	0	0	0	0	0	0	0
10:00	**78**	20.4	17.7	4.6	0	0	27	44	3	1	3	0	0	0	0	0
11:00	**65**	19.6	15.7	3.7	0	6	26	32	1	0	0	0	0	0	0	0
12:00	**83**	20.2	17	3.2	0	0	30	48	5	0	0	0	0	0	0	0
13:00	**82**	20.5	16.9	4	0	5	24	45	8	0	0	0	0	0	0	0
14:00	**135**	20.1	16.3	3.6	0	3	63	59	10	0	0	0	0	0	0	0
15:00	**138**	19	15.3	2.9	0	1	86	50	1	0	0	0	0	0	0	0
16:00	**120**	19	15.4	3	0	2	71	47	0	0	0	0	0	0	0	0
17:00	**114**	19	14.6	3.9	1	17	52	44	0	0	0	0	0	0	0	0
18:00	**93**	15.8	14	3.1	0	5	76	10	1	1	0	0	0	0	0	0
19:00	**51**	18.4	15.1	2.9	0	0	36	14	1	0	0	0	0	0	0	0
20:00	**18**	20.4	18.8	1.9	0	0	0	17	1	0	0	0	0	0	0	0
21:00	**23**	22.1	19.4	2.8	0	0	1	17	5	0	0	0	0	0	0	0
22:00	**27**	19.2	15.7	3.2	0	0	16	10	1	0	0	0	0	0	0	0
23:00	**19**	20.4	18	3.6	0	0	5	11	3	0	0	0	0	0	0	0
12H,7-19	**1189**	**19.5**	**15.7**	**3.5**	**1**	**41**	**623**	**487**	**32**	**2**	**3**	**0**	**0**	**0**	**0**	**0**
16H,6-22	**1356**	**19.6**	**15.8**	**3.5**	**1**	**42**	**708**	**559**	**41**	**2**	**3**	**0**	**0**	**0**	**0**	**0**
18H,6-24	**1402**	**19.6**	**15.8**	**3.5**	**1**	**42**	**729**	**580**	**45**	**2**	**3**	**0**	**0**	**0**	**0**	**0**
24H,0-24	**1531**	**19.7**	**15.9**	**3.5**	**1**	**43**	**759**	**678**	**45**	**2**	**3**	**0**	**0**	**0**	**0**	**0**

10722			IMMINGHAM				Site No: 10722002				Location	Site 2 - Humber Rd, Immingham (N of Security Gate)					
Mon 27-Sep-21 to Sun 03-Oct-21							Channel: Westbound										
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Wed 29-Sep-21																
00:00	15	20.4	18.8	1.9	0	0	0	14	1	0	0	0	0	0	0	0
01:00	10	19.8	17	3.6	0	1	1	8	0	0	0	0	0	0	0	0
02:00	19	20.1	18.2	1.8	0	0	1	18	0	0	0	0	0	0	0	0
03:00	14	20	18.1	2	0	0	1	13	0	0	0	0	0	0	0	0
04:00	24	19.9	17.5	2.5	0	0	5	19	0	0	0	0	0	0	0	0
05:00	53	20	17.2	2.8	0	0	15	37	1	0	0	0	0	0	0	0
06:00	107	15.9	14.2	2.3	0	0	92	15	0	0	0	0	0	0	0	0
07:00	94	19.6	16.3	2.9	0	0	41	53	0	0	0	0	0	0	0	0
08:00	114	18.3	14.9	2.7	0	0	82	32	0	0	0	0	0	0	0	0
09:00	96	18	14.8	2.7	0	1	70	25	0	0	0	0	0	0	0	0
10:00	100	19.4	15.7	3.3	0	2	56	39	3	0	0	0	0	0	0	0
11:00	102	20.5	17.3	3.5	0	3	27	63	9	0	0	0	0	0	0	0
12:00	94	18.9	14.9	3.5	0	7	57	27	3	0	0	0	0	0	0	0
13:00	114	19.7	15.7	3.8	0	12	42	58	2	0	0	0	0	0	0	0
14:00	84	19.7	15.5	4	0	8	40	31	5	0	0	0	0	0	0	0
15:00	111	15.1	12.4	2.8	2	23	84	2	0	0	0	0	0	0	0	0
16:00	155	19.2	15.1	3.7	1	13	81	57	3	0	0	0	0	0	0	0
17:00	158	15.6	13	3	1	27	116	14	0	0	0	0	0	0	0	0
18:00	110	19.7	16.4	2.9	0	1	44	65	0	0	0	0	0	0	0	0
19:00	107	17.1	14.5	2.6	0	1	85	20	1	0	0	0	0	0	0	0
20:00	42	20.2	18	2.8	0	0	6	35	0	1	0	0	0	0	0	0
21:00	23	20.3	18.7	1.8	0	0	0	22	1	0	0	0	0	0	0	0
22:00	30	20.2	18.5	1.5	0	0	0	30	0	0	0	0	0	0	0	0
23:00	27	19.7	16.8	2.8	0	0	9	18	0	0	0	0	0	0	0	0
12H,7-19	1332	19.1	15	3.5	4	97	740	466	25	0	0	0	0	0	0	0
16H,6-22	1611	19.1	15.1	3.4	4	98	923	558	27	1	0	0	0	0	0	0
18H,6-24	1668	19.2	15.2	3.4	4	98	932	606	27	1	0	0	0	0	0	0
24H,0-24	1803	19.3	15.4	3.4	4	99	955	715	29	1	0	0	0	0	0	0

10722			IMMINGHAM				Site No: 10722002				Location	Site 2 - Humber Rd, Immingham (N of Security Gate)					
Mon 27-Sep-21 to Sun 03-Oct-21							Channel: Westbound										
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Thu 30-Sep-21																
00:00	**26**	20.1	18.1	2	0	0	2	24	0	0	0	0	0	0	0	0
01:00	**10**	20.4	19	2.1	0	0	0	9	1	0	0	0	0	0	0	0
02:00	**15**	20	18.2	1.9	0	0	1	14	0	0	0	0	0	0	0	0
03:00	**25**	19.9	17.5	2.5	0	0	5	20	0	0	0	0	0	0	0	0
04:00	**40**	19.5	16.1	2.9	0	0	19	21	0	0	0	0	0	0	0	0
05:00	**77**	15.8	14.1	2.4	0	1	67	8	1	0	0	0	0	0	0	0
06:00	**116**	19.5	15.9	3.2	1	2	54	59	0	0	0	0	0	0	0	0
07:00	**128**	17.5	13.3	3.9	0	35	65	27	1	0	0	0	0	0	0	0
08:00	**105**	18.9	15.3	2.9	0	1	66	38	0	0	0	0	0	0	0	0
09:00	**139**	18.7	14.9	3.2	0	8	85	46	0	0	0	0	0	0	0	0
10:00	**110**	17.7	14.6	2.6	0	1	83	26	0	0	0	0	0	0	0	0
11:00	**134**	18.5	15	2.7	0	0	93	41	0	0	0	0	0	0	0	0
12:00	**110**	18	14	3.6	1	16	65	27	1	0	0	0	0	0	0	0
13:00	**98**	18.2	14.2	3.5	1	11	59	27	0	0	0	0	0	0	0	0
14:00	**111**	18.3	14.8	2.9	0	4	75	32	0	0	0	0	0	0	0	0
15:00	**128**	19.5	15.5	3.7	1	11	54	61	1	0	0	0	0	0	0	0
16:00	**143**	19.8	16.5	3	0	1	57	84	1	0	0	0	0	0	0	0
17:00	**146**	19.6	16.1	3	0	1	70	74	1	0	0	0	0	0	0	0
18:00	**102**	17.8	14.6	2.8	0	3	74	25	0	0	0	0	0	0	0	0
19:00	**80**	19.6	16.1	3.3	0	4	30	46	0	0	0	0	0	0	0	0
20:00	**48**	20.4	17.5	3.4	0	1	12	31	4	0	0	0	0	0	0	0
21:00	**15**	18.3	15.2	2.9	0	0	10	5	0	0	0	0	0	0	0	0
22:00	**23**	20.2	18.1	2.5	0	0	3	19	1	0	0	0	0	0	0	0
23:00	**22**	20.1	18.5	1.5	0	0	0	22	0	0	0	0	0	0	0	0
12H,7-19	**1454**	**18.9**	**14.9**	**3.3**	**3**	**92**	**846**	**508**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
16H,6-22	**1713**	**19.1**	**15.1**	**3.3**	**4**	**99**	**952**	**649**	**9**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
18H,6-24	**1758**	**19.2**	**15.2**	**3.3**	**4**	**99**	**955**	**690**	**10**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
24H,0-24	**1951**	**19.2**	**15.3**	**3.3**	**4**	**100**	**1049**	**786**	**12**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

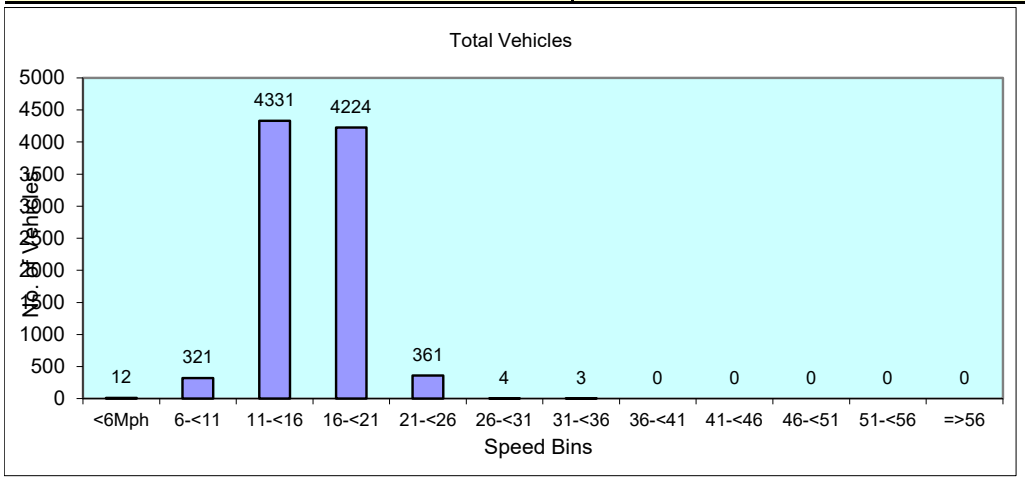
10722			IMMINGHAM				Site No: 10722002				Location	Site 2 - Humber Rd, Immingham (N of Security Gate)					
Mon 27-Sep-21 to Sun 03-Oct-21							Channel: Westbound										
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Fri 01-Oct-21																
00:00	23	18.5	15	3.1	0	1	14	8	0	0	0	0	0	0	0	0
01:00	20	20.1	18.5	1.5	0	0	0	20	0	0	0	0	0	0	0	0
02:00	11	15.4	14	2.1	0	0	10	1	0	0	0	0	0	0	0	0
03:00	27	18.9	15.5	2.9	0	0	16	11	0	0	0	0	0	0	0	0
04:00	31	19.3	15.9	2.9	0	0	16	15	0	0	0	0	0	0	0	0
05:00	56	19.4	15.9	2.9	0	0	29	27	0	0	0	0	0	0	0	0
06:00	111	20.2	16.7	3.4	0	0	47	56	8	0	0	0	0	0	0	0
07:00	138	17.9	14.7	2.7	0	1	103	34	0	0	0	0	0	0	0	0
08:00	116	16.9	14.4	2.5	0	1	93	22	0	0	0	0	0	0	0	0
09:00	131	19.3	15.8	2.9	0	0	71	60	0	0	0	0	0	0	0	0
10:00	112	19.8	16.6	2.9	0	1	40	71	0	0	0	0	0	0	0	0
11:00	77	19.4	15.6	3.4	0	4	37	35	1	0	0	0	0	0	0	0
12:00	108	20.5	17.6	3.2	0	0	28	71	9	0	0	0	0	0	0	0
13:00	90	19.9	16.8	3	0	0	33	55	2	0	0	0	0	0	0	0
14:00	97	20.3	18	2.5	0	0	13	80	4	0	0	0	0	0	0	0
15:00	107	20.2	17.1	3.3	0	1	35	65	6	0	0	0	0	0	0	0
16:00	102	20.1	15.9	4.3	0	12	38	44	8	0	0	0	0	0	0	0
17:00	89	19.7	16.6	2.8	0	0	34	55	0	0	0	0	0	0	0	0
18:00	88	20.6	18.3	2.9	0	0	13	66	9	0	0	0	0	0	0	0
19:00	60	19.2	15.8	2.9	0	0	33	27	0	0	0	0	0	0	0	0
20:00	28	15.2	13.5	1.5	0	0	28	0	0	0	0	0	0	0	0	0
21:00	17	15.1	13.5	1.5	0	0	17	0	0	0	0	0	0	0	0	0
22:00	22	19.5	16.5	2.9	0	0	9	13	0	0	0	0	0	0	0	0
23:00	17	20.1	18.5	1.5	0	0	0	17	0	0	0	0	0	0	0	0
12H,7-19	1255	19.9	16.4	3.3	0	20	538	658	39	0	0	0	0	0	0	0
16H,6-22	1471	19.8	16.3	3.2	0	20	663	741	47	0	0	0	0	0	0	0
18H,6-24	1510	19.8	16.3	3.2	0	20	672	771	47	0	0	0	0	0	0	0
24H,0-24	1678	19.8	16.3	3.2	0	21	757	853	47	0	0	0	0	0	0	0

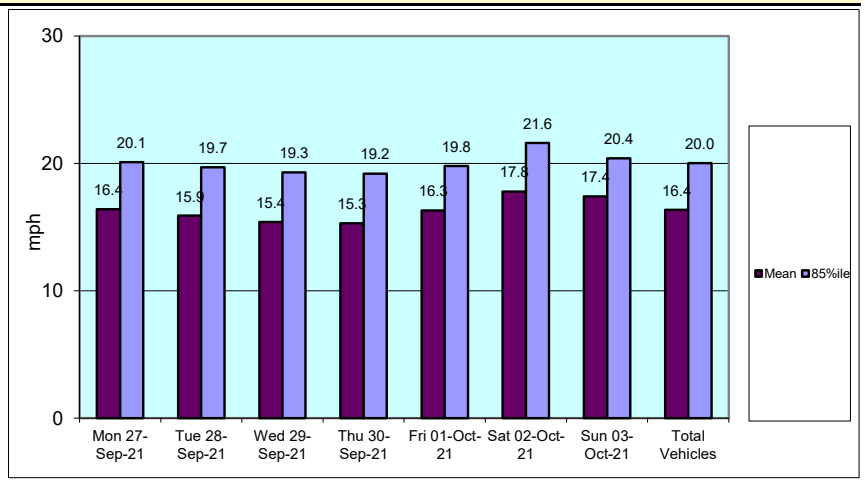
10722			IMMINGHAM				Site No: 10722002				Location	Site 2 - Humber Rd, Immingham (N of Security Gate)					
Mon 27-Sep-21 to Sun 03-Oct-21							Channel: Westbound										
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Sat 02-Oct-21																
00:00	31	23.1	20	2.7	0	0	0	22	9	0	0	0	0	0	0	0
01:00	9	-	18.5	3.8	0	0	2	5	2	0	0	0	0	0	0	0
02:00	10	25.4	24	2.1	0	0	0	0	9	1	0	0	0	0	0	0
03:00	16	25.1	23.5	1.5	0	0	0	0	16	0	0	0	0	0	0	0
04:00	20	25	23	2.1	0	0	0	2	18	0	0	0	0	0	0	0
05:00	29	25.2	23.5	1.5	0	0	0	0	29	0	0	0	0	0	0	0
06:00	39	24.8	21.6	3.3	0	0	2	11	26	0	0	0	0	0	0	0
07:00	94	20.2	17.8	2.7	0	2	12	78	2	0	0	0	0	0	0	0
08:00	91	19.2	15.6	2.9	0	0	52	39	0	0	0	0	0	0	0	0
09:00	96	19.9	16.1	3.6	0	2	50	37	7	0	0	0	0	0	0	0
10:00	80	20.3	18.3	2.1	0	0	5	73	2	0	0	0	0	0	0	0
11:00	67	21.6	18.5	3.3	0	0	12	43	12	0	0	0	0	0	0	0
12:00	40	21.9	18.4	3.6	0	0	9	23	8	0	0	0	0	0	0	0
13:00	28	19.8	17.1	2.7	0	0	8	20	0	0	0	0	0	0	0	0
14:00	42	19.3	15.9	2.9	0	0	22	20	0	0	0	0	0	0	0	0
15:00	38	19.9	17.2	2.7	0	0	10	28	0	0	0	0	0	0	0	0
16:00	34	19.9	16.7	3.1	0	0	13	20	1	0	0	0	0	0	0	0
17:00	27	18.2	14.6	3.2	0	2	17	8	0	0	0	0	0	0	0	0
18:00	11	15	13.5	1.5	0	0	11	0	0	0	0	0	0	0	0	0
19:00	9	-	13.5	1.5	0	0	9	0	0	0	0	0	0	0	0	0
20:00	5	-	18.5	1.6	0	0	0	5	0	0	0	0	0	0	0	0
21:00	8	-	13.5	1.5	0	0	8	0	0	0	0	0	0	0	0	0
22:00	9	-	13.5	1.5	0	0	9	0	0	0	0	0	0	0	0	0
23:00	6	-	17.7	5.1	0	1	0	4	1	0	0	0	0	0	0	0
12H,7-19	648	20.2	16.9	3.2	0	6	221	389	32	0	0	0	0	0	0	0
16H,6-22	709	20.4	17.1	3.4	0	6	240	405	58	0	0	0	0	0	0	0
18H,6-24	724	20.4	17.1	3.4	0	7	249	409	59	0	0	0	0	0	0	0
24H,0-24	839	21.6	17.8	3.8	0	7	251	438	142	1	0	0	0	0	0	0

10722			IMMINGHAM				Site No: 10722002				Location	Site 2 - Humber Rd, Immingham (N of Security Gate)					
Mon 27-Sep-21 to Sun 03-Oct-21							Channel: Westbound										
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Sun 03-Oct-21																	
00:00	1	-	13.5	-	0	0	1	0	0	0	0	0	0	0	0	0	
01:00	1	-	13.5	-	0	0	1	0	0	0	0	0	0	0	0	0	
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	
03:00	3	-	16.8	5.9	0	0	2	0	1	0	0	0	0	0	0	0	
04:00	3	-	13.5	1.7	0	0	3	0	0	0	0	0	0	0	0	0	
05:00	6	-	17.7	2.5	0	0	1	5	0	0	0	0	0	0	0	0	
06:00	5	-	17.5	2.6	0	0	1	4	0	0	0	0	0	0	0	0	
07:00	7	-	15.6	3.1	0	0	4	3	0	0	0	0	0	0	0	0	
08:00	11	19.6	16.2	3.7	0	0	6	4	1	0	0	0	0	0	0	0	
09:00	14	20.8	19.2	2.3	0	0	0	12	2	0	0	0	0	0	0	0	
10:00	8	-	17.9	4.4	0	0	3	3	2	0	0	0	0	0	0	0	
11:00	7	-	18.5	1.5	0	0	0	7	0	0	0	0	0	0	0	0	
12:00	6	-	17.7	2.5	0	0	1	5	0	0	0	0	0	0	0	0	
13:00	12	19.1	15.2	4.2	0	2	4	6	0	0	0	0	0	0	0	0	
14:00	17	19.6	16.4	3.4	0	1	5	11	0	0	0	0	0	0	0	0	
15:00	13	19.5	16.6	2.9	0	0	5	8	0	0	0	0	0	0	0	0	
16:00	11	19.9	18	2.1	0	0	1	10	0	0	0	0	0	0	0	0	
17:00	13	20.1	17.3	3.3	0	0	4	8	1	0	0	0	0	0	0	0	
18:00	9	-	18.5	1.5	0	0	0	9	0	0	0	0	0	0	0	0	
19:00	9	-	18.5	1.5	0	0	0	9	0	0	0	0	0	0	0	0	
20:00	8	-	22.3	2.7	0	0	0	2	6	0	0	0	0	0	0	0	
21:00	9	-	17.4	2.7	0	0	2	7	0	0	0	0	0	0	0	0	
22:00	12	19.1	16	3	0	0	6	6	0	0	0	0	0	0	0	0	
23:00	6	-	18.5	1.6	0	0	0	6	0	0	0	0	0	0	0	0	
12H,7-19	128	20.2	17.2	3.2	0	3	33	86	6	0	0	0	0	0	0	0	
16H,6-22	159	20.4	17.6	3.3	0	3	36	108	12	0	0	0	0	0	0	0	
18H,6-24	177	20.4	17.5	3.2	0	3	42	120	12	0	0	0	0	0	0	0	
24H,0-24	191	20.4	17.4	3.3	0	3	50	125	13	0	0	0	0	0	0	0	

10722	IMMINGHAM	Site No: 10722002	Location	Site 2 - Humber Rd, Immingham (N of Security Gate)
Mon 27-Sep-21 to Sun 03-Oct-21		Channel: Westbound		

Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Daily Totals																
Mon 27-Sep-21	**1263**	20.1	16.4	3.6	3	48	510	629	73	0	0	0	0	0	0	0
Tue 28-Sep-21	**1531**	19.7	15.9	3.5	1	43	759	678	45	2	3	0	0	0	0	0
Wed 29-Sep-21	**1803**	19.3	15.4	3.4	4	99	955	715	29	1	0	0	0	0	0	0
Thu 30-Sep-21	**1951**	19.2	15.3	3.3	4	100	1049	786	12	0	0	0	0	0	0	0
Fri 01-Oct-21	**1678**	19.8	16.3	3.2	0	21	757	853	47	0	0	0	0	0	0	0
Sat 02-Oct-21	**839**	21.6	17.8	3.8	0	7	251	438	142	1	0	0	0	0	0	0
Sun 03-Oct-21	**191**	20.4	17.4	3.3	0	3	50	125	13	0	0	0	0	0	0	0
Total Vehicles																
[--]	**9256**	20.0	16.4	3.4	12	321	4331	4224	361	4	3	0	0	0	0	0

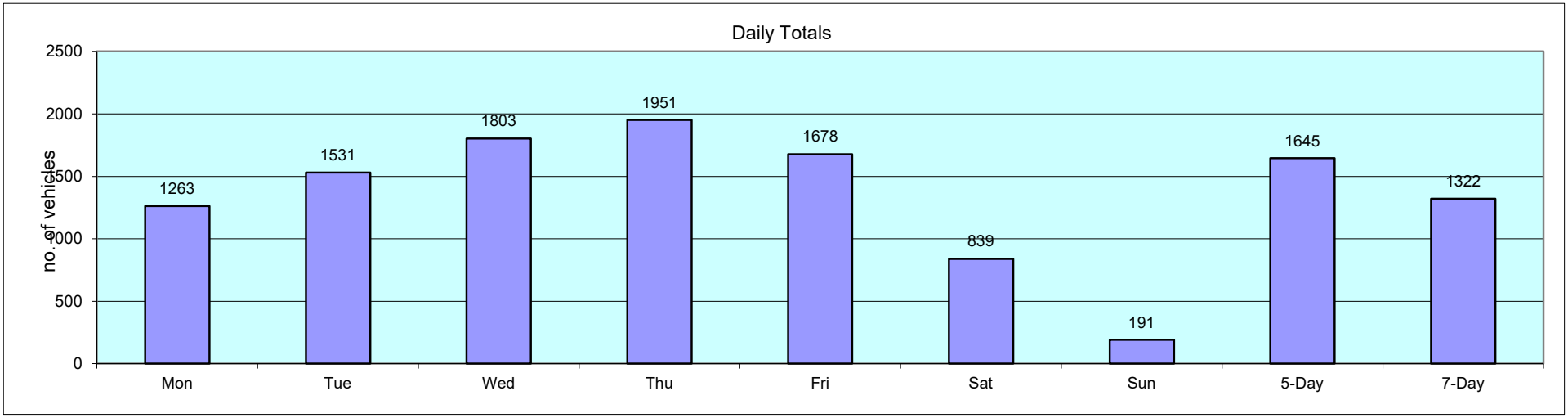




10722		IMMINGHAM		Site No: 10722002 Channel: Westbound		Location	Site 2 - Humber Rd, Immingham (N of Security Gate)		
TIME PERIOD	Mon 27/09/2021	Tue 28/09/2021	Wed 29/09/2021	Thu 30/09/2021	Fri 01/10/2021	Sat 02/10/2021	Sun 03/10/2021	5-Day Av	7-Day Av
Week Begin: 27-Sep-21									
00:00	**7**	15	15	26	23	31	1	17	17
01:00	**4**	9	10	10	20	9	1	11	9
02:00	**10**	6	19	15	11	10	0	12	10
03:00	**14**	17	14	25	27	16	3	19	17
04:00	**24**	29	24	40	31	20	3	30	24
05:00	**49**	53	53	77	56	29	6	58	46
06:00	**88**	75	107	116	111	39	5	99	77
07:00	**69**	109	94	128	138	94	7	108	91
08:00	**78**	84	114	105	116	91	11	99	86
09:00	**61**	88	96	139	131	96	14	103	89
10:00	**46**	78	100	110	112	80	8	89	76
11:00	**63**	65	102	134	77	67	7	88	74
12:00	**59**	83	94	110	108	40	6	91	71
13:00	**60**	82	114	98	90	28	12	89	69
14:00	**87**	135	84	111	97	42	17	103	82
15:00	**110**	138	111	128	107	38	13	119	92
16:00	**130**	120	155	143	102	34	11	130	99
17:00	**101**	114	158	146	89	27	13	122	93
18:00	**92**	93	110	102	88	11	9	97	72
19:00	**49**	51	107	80	60	9	9	69	52
20:00	**22**	18	42	48	28	5	8	32	24
21:00	**23**	23	23	15	17	8	9	20	17
22:00	**10**	27	30	23	22	9	12	22	19
23:00	**7**	19	27	22	17	6	6	18	15
12H,7-19	**956**	**1189**	**1332**	**1454**	**1255**	**648**	**128**	**1237**	**995**
16H,6-22	**1138**	**1356**	**1611**	**1713**	**1471**	**709**	**159**	**1458**	**1165**
18H,6-24	**1155**	**1402**	**1668**	**1758**	**1510**	**724**	**177**	**1499**	**1199**
24H,0-24	**1263**	**1531**	**1803**	**1951**	**1678**	**839**	**191**	**1645**	**1322**
Am	**06:00**	**07:00**	**08:00**	**09:00**	**07:00**	**09:00**	**09:00**		
Peak	**88**	**109**	**114**	**139**	**138**	**96**	**14**		
Pm	**16:00**	**15:00**	**17:00**	**17:00**	**12:00**	**14:00**	**14:00**		
Peak	**130**	**138**	**158**	**146**	**108**	**42**	**17**		

10722	IMMINGHAM	Site No: 10722002	Location	Site 2 - Humber Rd, Immingham (N of Security Gate)
		Channel: Westbound		

TIME PERIOD	Mon 27/09/2021	Tue 28/09/2021	Wed 29/09/2021	Thu 30/09/2021	Fri 01/10/2021	Sat 02/10/2021	Sun 03/10/2021	5-Day Av	7-Day Av



10722		IMMINGHAM SEPTEMBER 2021								
Site	Location	Direction	Start Date	End Date	Posted Speed Limit (PSL)	Total Vehicles	5 Day Ave.	7 Day Ave.	Average 85%ile Speed	Average Mean Speed
Site No: 10722003	Site 3 - Queens Rd, Immingham att to l/c 10 53.61556, -0.18568	Channel: Northwestbound	Mon 27-Sep-21	Sun 03-Oct-21	40	13327	2396	1904	40.3	34.5
		Channel: Southeastbound	Mon 27-Sep-21	Sun 03-Oct-21		13855	2509	1979	37.9	32.7

10722		IMMINGHAM		Site No: 10722003		Location		Site 3 - Queens Rd, Immingham att to I/c 10			
Mon 27-Sep-21 to Sun 03-Oct-21				Channel: Northwestbound							
TIME PERIOD	**TOTAL VEHICLES**	**MOTOR-CYCLES**	**MOTOR-CYCLES%**	**CARS**	**CARS %**	**LGV**	**LGV %**	**HGV**	**HGV %**	**BUS**	**BUS %**
Mon 27-Sep-21											
00:00	**27**	0	0.0	26	96.3	0	0.0	1	3.7	0	0.0
01:00	**19**	0	0.0	14	73.7	2	10.5	3	15.8	0	0.0
02:00	**23**	0	0.0	16	69.6	0	0.0	7	30.4	0	0.0
03:00	**41**	0	0.0	27	65.9	4	9.8	10	24.4	0	0.0
04:00	**66**	0	0.0	56	84.9	2	3.0	8	12.1	0	0.0
05:00	**184**	0	0.0	156	84.8	4	2.2	24	13.0	0	0.0
06:00	**359**	2	0.6	309	86.1	12	3.3	36	10.0	0	0.0
07:00	**327**	4	1.2	292	89.3	7	2.1	23	7.0	1	0.3
08:00	**367**	1	0.3	298	81.2	16	4.4	52	14.2	0	0.0
09:00	**245**	0	0.0	201	82.0	19	7.8	25	10.2	0	0.0
10:00	**229**	0	0.0	183	79.9	19	8.3	26	11.4	1	0.4
11:00	**195**	0	0.0	141	72.3	24	12.3	29	14.9	1	0.5
12:00	**198**	1	0.5	127	64.1	23	11.6	46	23.2	1	0.5
13:00	**178**	1	0.6	105	59.0	25	14.0	47	26.4	0	0.0
14:00	**178**	3	1.7	97	54.5	24	13.5	54	30.3	0	0.0
15:00	**137**	2	1.5	83	60.6	20	14.6	32	23.4	0	0.0
16:00	**300**	5	1.7	231	77.0	28	9.3	35	11.7	1	0.3
17:00	**255**	3	1.2	203	79.6	20	7.8	29	11.4	0	0.0
18:00	**105**	5	4.8	79	75.2	12	11.4	9	8.6	0	0.0
19:00	**59**	1	1.7	44	74.6	2	3.4	12	20.3	0	0.0
20:00	**18**	0	0.0	17	94.4	0	0.0	1	5.6	0	0.0
21:00	**13**	0	0.0	12	92.3	1	7.7	0	0.0	0	0.0
22:00	**12**	1	8.3	8	66.7	0	0.0	3	25.0	0	0.0
23:00	**7**	1	14.3	6	85.7	0	0.0	0	0.0	0	0.0
12H,7-19	**2714**	**25**	**0.9**	**2040**	**75.2**	**237**	**8.7**	**407**	**15.0**	**5**	**0.2**
16H,6-22	**3163**	**28**	**0.9**	**2422**	**76.6**	**252**	**8.0**	**456**	**14.4**	**5**	**0.2**
18H,6-24	**3182**	**30**	**0.9**	**2436**	**76.6**	**252**	**7.9**	**459**	**14.4**	**5**	**0.2**
24H,0-24	**3542**	**30**	**0.9**	**2731**	**77.1**	**264**	**7.5**	**512**	**14.5**	**5**	**0.1**

10722		IMMINGHAM		Site No: 10722003		Location		Site 3 - Queens Rd, Immingham att to I/c 10			
Mon 27-Sep-21 to Sun 03-Oct-21				Channel: Northwestbound							
TIME PERIOD	**TOTAL VEHICLES**	**MOTOR-CYCLES**	**MOTOR-CYCLES%**	**CARS**	**CARS %**	**LGV**	**LGV %**	**HGV**	**HGV %**	**BUS**	**BUS %**
Tue 28-Sep-21											
00:00	**7**	0	0.0	7	100.0	0	0.0	0	0.0	0	0.0
01:00	**5**	0	0.0	4	80.0	0	0.0	1	20.0	0	0.0
02:00	**3**	0	0.0	3	100.0	0	0.0	0	0.0	0	0.0
03:00	**7**	0	0.0	5	71.4	1	14.3	1	14.3	0	0.0
04:00	**25**	0	0.0	21	84.0	1	4.0	3	12.0	0	0.0
05:00	**47**	2	4.3	39	83.0	0	0.0	6	12.8	0	0.0
06:00	**85**	1	1.2	71	83.5	6	7.1	7	8.2	0	0.0
07:00	**102**	3	2.9	62	60.8	13	12.8	24	23.5	0	0.0
08:00	**128**	1	0.8	84	65.6	18	14.1	25	19.5	0	0.0
09:00	**169**	0	0.0	117	69.2	24	14.2	28	16.6	0	0.0
10:00	**172**	1	0.6	101	58.7	27	15.7	42	24.4	1	0.6
11:00	**138**	1	0.7	71	51.5	24	17.4	42	30.4	0	0.0
12:00	**169**	0	0.0	118	69.8	21	12.4	29	17.2	1	0.6
13:00	**145**	1	0.7	79	54.5	23	15.9	42	29.0	0	0.0
14:00	**153**	1	0.7	96	62.8	20	13.1	36	23.5	0	0.0
15:00	**160**	2	1.3	96	60.0	27	16.9	35	21.9	0	0.0
16:00	**274**	4	1.5	230	83.9	18	6.6	22	8.0	0	0.0
17:00	**193**	1	0.5	167	86.5	14	7.3	11	5.7	0	0.0
18:00	**90**	4	4.4	69	76.7	7	7.8	10	11.1	0	0.0
19:00	**47**	1	2.1	36	76.6	0	0.0	10	21.3	0	0.0
20:00	**28**	1	3.6	26	92.9	1	3.6	0	0.0	0	0.0
21:00	**24**	1	4.2	21	87.5	2	8.3	0	0.0	0	0.0
22:00	**11**	1	9.1	9	81.8	0	0.0	1	9.1	0	0.0
23:00	**8**	0	0.0	8	100.0	0	0.0	0	0.0	0	0.0
12H,7-19	**1893**	**19**	**1.0**	**1290**	**68.2**	**236**	**12.5**	**346**	**18.3**	**2**	**0.1**
16H,6-22	**2077**	**23**	**1.1**	**1444**	**69.5**	**245**	**11.8**	**363**	**17.5**	**2**	**0.1**
18H,6-24	**2096**	**24**	**1.2**	**1461**	**69.7**	**245**	**11.7**	**364**	**17.4**	**2**	**0.1**
24H,0-24	**2190**	**26**	**1.2**	**1540**	**70.3**	**247**	**11.3**	**375**	**17.1**	**2**	**0.1**

10722		IMMINGHAM		Site No: 10722003		Location		Site 3 - Queens Rd, Immingham att to I/c 10			
Mon 27-Sep-21 to Sun 03-Oct-21				Channel: Northwestbound							
TIME PERIOD	**TOTAL VEHICLES**	**MOTOR-CYCLES**	**MOTOR-CYCLES%**	**CARS**	**CARS %**	**LGV**	**LGV %**	**HGV**	**HGV %**	**BUS**	**BUS %**
Wed 29-Sep-21											
00:00	**10**	0	0.0	10	100.0	0	0.0	0	0.0	0	0.0
01:00	**6**	0	0.0	5	83.3	1	16.7	0	0.0	0	0.0
02:00	**3**	0	0.0	2	66.7	0	0.0	1	33.3	0	0.0
03:00	**1**	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
04:00	**13**	0	0.0	11	84.6	0	0.0	2	15.4	0	0.0
05:00	**43**	1	2.3	38	88.4	2	4.7	2	4.7	0	0.0
06:00	**81**	0	0.0	68	84.0	8	9.9	5	6.2	0	0.0
07:00	**131**	2	1.5	102	77.9	14	10.7	13	9.9	0	0.0
08:00	**137**	0	0.0	95	69.3	14	10.2	28	20.4	0	0.0
09:00	**117**	1	0.9	65	55.6	33	28.2	18	15.4	0	0.0
10:00	**126**	0	0.0	72	57.1	24	19.1	30	23.8	0	0.0
11:00	**168**	2	1.2	102	60.7	22	13.1	41	24.4	1	0.6
12:00	**142**	0	0.0	91	64.1	24	16.9	27	19.0	0	0.0
13:00	**160**	1	0.6	96	60.0	24	15.0	39	24.4	0	0.0
14:00	**172**	2	1.2	116	67.4	30	17.4	24	14.0	0	0.0
15:00	**176**	1	0.6	125	71.0	30	17.1	20	11.4	0	0.0
16:00	**287**	1	0.4	238	82.9	19	6.6	29	10.1	0	0.0
17:00	**210**	1	0.5	175	83.3	10	4.8	24	11.4	0	0.0
18:00	**92**	1	1.1	78	84.8	3	3.3	10	10.9	0	0.0
19:00	**41**	1	2.4	30	73.2	4	9.8	6	14.6	0	0.0
20:00	**25**	0	0.0	19	76.0	2	8.0	4	16.0	0	0.0
21:00	**9**	0	0.0	8	88.9	1	11.1	0	0.0	0	0.0
22:00	**11**	2	18.2	9	81.8	0	0.0	0	0.0	0	0.0
23:00	**6**	0	0.0	3	50.0	0	0.0	3	50.0	0	0.0
12H,7-19	**1918**	**12**	**0.6**	**1355**	**70.7**	**247**	**12.9**	**303**	**15.8**	**1**	**0.1**
16H,6-22	**2074**	**13**	**0.6**	**1480**	**71.4**	**262**	**12.6**	**318**	**15.3**	**1**	**0.1**
18H,6-24	**2091**	**15**	**0.7**	**1492**	**71.4**	**262**	**12.5**	**321**	**15.4**	**1**	**0.1**
24H,0-24	**2167**	**16**	**0.7**	**1559**	**71.9**	**265**	**12.2**	**326**	**15.0**	**1**	**0.1**

10722		IMMINGHAM		Site No: 10722003		Location		Site 3 - Queens Rd, Immingham att to I/c 10			
Mon 27-Sep-21 to Sun 03-Oct-21				Channel: Northwestbound							
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Thu 30-Sep-21											
00:00	**15**	0	0.0	13	86.7	2	13.3	0	0.0	0	0.0
01:00	**7**	0	0.0	6	85.7	0	0.0	1	14.3	0	0.0
02:00	**4**	0	0.0	4	100.0	0	0.0	0	0.0	0	0.0
03:00	**5**	0	0.0	4	80.0	0	0.0	1	20.0	0	0.0
04:00	**7**	0	0.0	7	100.0	0	0.0	0	0.0	0	0.0
05:00	**25**	2	8.0	19	76.0	2	8.0	2	8.0	0	0.0
06:00	**97**	0	0.0	83	85.6	5	5.2	9	9.3	0	0.0
07:00	**151**	3	2.0	120	79.5	12	8.0	16	10.6	0	0.0
08:00	**135**	0	0.0	101	74.8	19	14.1	15	11.1	0	0.0
09:00	**134**	0	0.0	105	78.4	15	11.2	14	10.5	0	0.0
10:00	**164**	1	0.6	122	74.4	23	14.0	18	11.0	0	0.0
11:00	**144**	0	0.0	114	79.2	22	15.3	8	5.6	0	0.0
12:00	**170**	1	0.6	131	77.1	16	9.4	22	12.9	0	0.0
13:00	**145**	0	0.0	101	69.7	17	11.7	27	18.6	0	0.0
14:00	**146**	1	0.7	98	67.1	19	13.0	28	19.2	0	0.0
15:00	**199**	1	0.5	144	72.4	30	15.1	23	11.6	1	0.5
16:00	**271**	3	1.1	221	81.6	23	8.5	23	8.5	1	0.4
17:00	**198**	2	1.0	163	82.3	15	7.6	18	9.1	0	0.0
18:00	**75**	1	1.3	67	89.3	3	4.0	4	5.3	0	0.0
19:00	**34**	0	0.0	28	82.4	5	14.7	1	2.9	0	0.0
20:00	**21**	0	0.0	20	95.2	1	4.8	0	0.0	0	0.0
21:00	**12**	0	0.0	9	75.0	1	8.3	2	16.7	0	0.0
22:00	**9**	0	0.0	6	66.7	2	22.2	1	11.1	0	0.0
23:00	**8**	0	0.0	6	75.0	1	12.5	1	12.5	0	0.0
12H,7-19	**1932**	**13**	**0.7**	**1487**	**77.0**	**214**	**11.1**	**216**	**11.2**	**2**	**0.1**
16H,6-22	**2096**	**13**	**0.6**	**1627**	**77.6**	**226**	**10.8**	**228**	**10.9**	**2**	**0.1**
18H,6-24	**2113**	**13**	**0.6**	**1639**	**77.6**	**229**	**10.8**	**230**	**10.9**	**2**	**0.1**
24H,0-24	**2176**	**15**	**0.7**	**1692**	**77.8**	**233**	**10.7**	**234**	**10.8**	**2**	**0.1**

10722		IMMINGHAM		Site No: 10722003		Location	Site 3 - Queens Rd, Immingham att to I/c 10				
Mon 27-Sep-21 to Sun 03-Oct-21				Channel: Northwestbound							
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Fri 01-Oct-21											
00:00	**20**	0	0.0	18	90.0	1	5.0	1	5.0	0	0.0
01:00	**3**	0	0.0	2	66.7	0	0.0	1	33.3	0	0.0
02:00	**5**	0	0.0	5	100.0	0	0.0	0	0.0	0	0.0
03:00	**8**	0	0.0	6	75.0	0	0.0	2	25.0	0	0.0
04:00	**14**	0	0.0	12	85.7	1	7.1	1	7.1	0	0.0
05:00	**17**	3	17.7	14	82.4	0	0.0	0	0.0	0	0.0
06:00	**64**	0	0.0	46	71.9	4	6.3	14	21.9	0	0.0
07:00	**110**	1	0.9	73	66.4	16	14.6	20	18.2	0	0.0
08:00	**123**	0	0.0	79	64.2	28	22.8	16	13.0	0	0.0
09:00	**153**	0	0.0	116	75.8	20	13.1	17	11.1	0	0.0
10:00	**144**	1	0.7	89	61.8	23	16.0	31	21.5	0	0.0
11:00	**155**	3	1.9	92	59.4	25	16.1	35	22.6	0	0.0
12:00	**189**	1	0.5	143	75.7	18	9.5	26	13.8	1	0.5
13:00	**137**	0	0.0	90	65.7	17	12.4	30	21.9	0	0.0
14:00	**140**	2	1.4	85	60.7	22	15.7	31	22.1	0	0.0
15:00	**156**	1	0.6	113	72.4	23	14.7	19	12.2	0	0.0
16:00	**190**	3	1.6	147	77.4	14	7.4	26	13.7	0	0.0
17:00	**145**	1	0.7	124	85.5	9	6.2	11	7.6	0	0.0
18:00	**47**	2	4.3	41	87.2	1	2.1	3	6.4	0	0.0
19:00	**29**	1	3.5	24	82.8	1	3.5	3	10.3	0	0.0
20:00	**17**	1	5.9	13	76.5	0	0.0	3	17.7	0	0.0
21:00	**12**	0	0.0	10	83.3	1	8.3	1	8.3	0	0.0
22:00	**19**	1	5.3	17	89.5	0	0.0	1	5.3	0	0.0
23:00	**7**	0	0.0	7	100.0	0	0.0	0	0.0	0	0.0
12H,7-19	**1689**	**15**	**0.9**	**1192**	**70.6**	**216**	**12.8**	**265**	**15.7**	**1**	**0.1**
16H,6-22	**1811**	**17**	**0.9**	**1285**	**71.0**	**222**	**12.3**	**286**	**15.8**	**1**	**0.1**
18H,6-24	**1837**	**18**	**1.0**	**1309**	**71.3**	**222**	**12.1**	**287**	**15.6**	**1**	**0.1**
24H,0-24	**1904**	**21**	**1.1**	**1366**	**71.7**	**224**	**11.8**	**292**	**15.3**	**1**	**0.1**

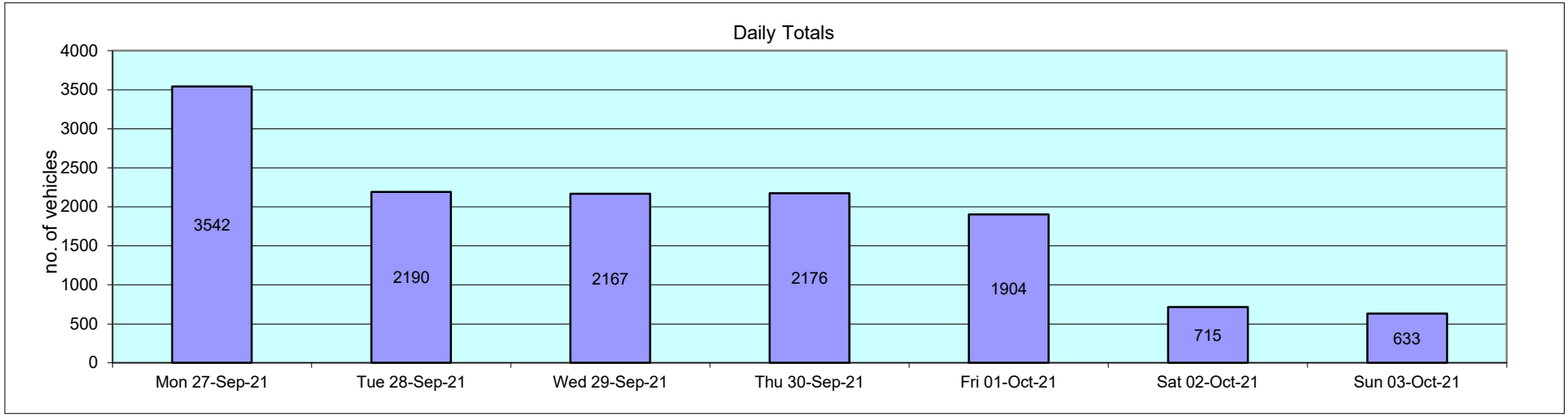
10722	IMMINGHAM	Site No: 10722003	Location	Site 3 - Queens Rd, Immingham att to I/c 10
Mon 27-Sep-21 to Sun 03-Oct-21		Channel: Northwestbound		

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Sat 02-Oct-21											
00:00	**3**	1	33.3	1	33.3	1	33.3	0	0.0	0	0.0
01:00	**3**	0	0.0	3	100.0	0	0.0	0	0.0	0	0.0
02:00	**12**	0	0.0	10	83.3	1	8.3	1	8.3	0	0.0
03:00	**5**	1	20.0	3	60.0	0	0.0	1	20.0	0	0.0
04:00	**4**	0	0.0	4	100.0	0	0.0	0	0.0	0	0.0
05:00	**20**	2	10.0	18	90.0	0	0.0	0	0.0	0	0.0
06:00	**37**	0	0.0	32	86.5	1	2.7	4	10.8	0	0.0
07:00	**26**	0	0.0	14	53.9	7	26.9	5	19.2	0	0.0
08:00	**33**	1	3.0	25	75.8	6	18.2	1	3.0	0	0.0
09:00	**55**	1	1.8	39	70.9	11	20.0	4	7.3	0	0.0
10:00	**63**	2	3.2	49	77.8	5	7.9	7	11.1	0	0.0
11:00	**74**	1	1.4	64	86.5	6	8.1	3	4.1	0	0.0
12:00	**63**	1	1.6	52	82.5	5	7.9	5	7.9	0	0.0
13:00	**62**	1	1.6	55	88.7	3	4.8	3	4.8	0	0.0
14:00	**51**	0	0.0	50	98.0	1	2.0	0	0.0	0	0.0
15:00	**45**	1	2.2	36	80.0	6	13.3	2	4.4	0	0.0
16:00	**34**	0	0.0	29	85.3	2	5.9	3	8.8	0	0.0
17:00	**29**	0	0.0	23	79.3	3	10.3	3	10.3	0	0.0
18:00	**35**	1	2.9	26	74.3	5	14.3	3	8.6	0	0.0
19:00	**16**	0	0.0	14	87.5	0	0.0	2	12.5	0	0.0
20:00	**23**	0	0.0	22	95.7	1	4.4	0	0.0	0	0.0
21:00	**9**	0	0.0	8	88.9	0	0.0	1	11.1	0	0.0
22:00	**11**	0	0.0	10	90.9	0	0.0	1	9.1	0	0.0
23:00	**2**	0	0.0	2	100.0	0	0.0	0	0.0	0	0.0
12H,7-19	**570**	**9**	**1.6**	**462**	**81.1**	**60**	**10.5**	**39**	**6.8**	**0**	**0.0**
16H,6-22	**655**	**9**	**1.4**	**538**	**82.1**	**62**	**9.5**	**46**	**7.0**	**0**	**0.0**
18H,6-24	**668**	**9**	**1.4**	**550**	**82.3**	**62**	**9.3**	**47**	**7.0**	**0**	**0.0**
24H,0-24	**715**	**13**	**1.8**	**589**	**82.4**	**64**	**9.0**	**49**	**6.9**	**0**	**0.0**

10722		IMMINGHAM		Site No: 10722003		Location		Site 3 - Queens Rd, Immingham att to I/c 10			
Mon 27-Sep-21 to Sun 03-Oct-21				Channel: Northwestbound							
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Sun 03-Oct-21											
00:00	**4**	0	0.0	2	50.0	0	0.0	2	50.0	0	0.0
01:00	**10**	0	0.0	10	100.0	0	0.0	0	0.0	0	0.0
02:00	**5**	0	0.0	4	80.0	1	20.0	0	0.0	0	0.0
03:00	**4**	0	0.0	4	100.0	0	0.0	0	0.0	0	0.0
04:00	**2**	0	0.0	2	100.0	0	0.0	0	0.0	0	0.0
05:00	**9**	1	11.1	7	77.8	1	11.1	0	0.0	0	0.0
06:00	**29**	1	3.5	27	93.1	1	3.5	0	0.0	0	0.0
07:00	**20**	0	0.0	12	60.0	5	25.0	3	15.0	0	0.0
08:00	**19**	0	0.0	14	73.7	5	26.3	0	0.0	0	0.0
09:00	**17**	0	0.0	13	76.5	3	17.7	1	5.9	0	0.0
10:00	**53**	2	3.8	42	79.3	7	13.2	2	3.8	0	0.0
11:00	**61**	3	4.9	48	78.7	4	6.6	6	9.8	0	0.0
12:00	**50**	1	2.0	42	84.0	7	14.0	0	0.0	0	0.0
13:00	**68**	0	0.0	56	82.4	8	11.8	4	5.9	0	0.0
14:00	**53**	0	0.0	47	88.7	1	1.9	5	9.4	0	0.0
15:00	**50**	1	2.0	44	88.0	1	2.0	4	8.0	0	0.0
16:00	**43**	0	0.0	35	81.4	7	16.3	1	2.3	0	0.0
17:00	**48**	1	2.1	40	83.3	3	6.3	4	8.3	0	0.0
18:00	**49**	4	8.2	40	81.6	3	6.1	2	4.1	0	0.0
19:00	**16**	0	0.0	14	87.5	1	6.3	1	6.3	0	0.0
20:00	**4**	0	0.0	4	100.0	0	0.0	0	0.0	0	0.0
21:00	**6**	0	0.0	6	100.0	0	0.0	0	0.0	0	0.0
22:00	**11**	0	0.0	10	90.9	0	0.0	1	9.1	0	0.0
23:00	**2**	0	0.0	2	100.0	0	0.0	0	0.0	0	0.0
12H,7-19	**531**	**12**	**2.3**	**433**	**81.5**	**54**	**10.2**	**32**	**6.0**	**0**	**0.0**
16H,6-22	**586**	**13**	**2.2**	**484**	**82.6**	**56**	**9.6**	**33**	**5.6**	**0**	**0.0**
18H,6-24	**599**	**13**	**2.2**	**496**	**82.8**	**56**	**9.4**	**34**	**5.7**	**0**	**0.0**
24H,0-24	**633**	**14**	**2.2**	**525**	**82.9**	**58**	**9.2**	**36**	**5.7**	**0**	**0.0**

10722	IMMINGHAM	Site No: 10722003	Location	Site 3 - Queens Rd, Immingham att to I/c 10
Mon 27-Sep-21 to Sun 03-Oct-21		Channel: Northwestbound		

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Daily Totals											
Mon 27-Sep-21	**3542**	30	0.9	2731	77.1	264	7.5	512	14.5	5	0.1
Tue 28-Sep-21	**2190**	26	1.2	1540	70.3	247	11.3	375	17.1	2	0.1
Wed 29-Sep-21	**2167**	16	0.7	1559	71.9	265	12.2	326	15.0	1	0.1
Thu 30-Sep-21	**2176**	15	0.7	1692	77.8	233	10.7	234	10.8	2	0.1
Fri 01-Oct-21	**1904**	21	1.1	1366	71.7	224	11.8	292	15.3	1	0.1
Sat 02-Oct-21	**715**	13	1.8	589	82.4	64	9.0	49	6.9	0	0.0
Sun 03-Oct-21	**633**	14	2.2	525	82.9	58	9.2	36	5.7	0	0.0
Total Vehicles											
[--]	**13327**	135	1.2	10002	76.3	1355	10.2	1824	12.2	11	0.1



10722			IMMINGHAM				Site No: 10722003				Location	Site 3 - Queens Rd, Immingham att to I/c 10					
Mon 27-Sep-21 to Sun 03-Oct-21							Channel: Northwestbound										
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	=>61
Mon 27-Sep-21																
00:00	27	42.5	38.3	4.3	0	0	0	0	0	8	13	5	1	0	0	0
01:00	19	38.2	34.3	3.7	0	0	0	0	3	10	6	0	0	0	0	0
02:00	23	39	35.2	3.5	0	0	0	0	2	11	10	0	0	0	0	0
03:00	41	38.1	35	3.7	0	0	0	0	1	30	8	1	1	0	0	0
04:00	66	37.9	33.9	3.7	0	0	0	1	10	38	17	0	0	0	0	0
05:00	184	35.9	32.7	4.2	0	0	2	1	54	100	23	3	1	0	0	0
06:00	359	35.9	32.1	4.9	3	0	2	12	116	176	39	10	1	0	0	0
07:00	327	31	26.4	6.3	3	18	52	29	176	41	5	0	3	0	0	0
08:00	367	35.1	30.1	5.4	2	4	16	24	168	120	30	2	1	0	0	0
09:00	245	35.7	30.9	4.7	0	0	2	27	102	82	31	1	0	0	0	0
10:00	229	35.4	31.8	4.1	0	0	0	12	76	120	19	1	1	0	0	0
11:00	195	36.7	32	4.7	0	0	2	8	73	78	30	4	0	0	0	0
12:00	198	37.3	32.4	5.6	2	0	3	9	54	93	27	9	1	0	0	0
13:00	178	37.1	33.5	4.5	0	1	0	2	36	106	26	4	3	0	0	0
14:00	178	37.5	33.2	5.4	1	1	2	3	37	100	23	8	3	0	0	0
15:00	137	39	34.3	5.2	1	0	0	0	26	72	28	7	2	1	0	0
16:00	300	40.6	35.9	5.6	1	1	2	2	23	135	99	28	6	1	2	0
17:00	255	41.6	35.2	6	1	0	1	12	37	93	67	41	3	0	0	0
18:00	105	43.1	36.9	6.9	1	2	0	0	4	42	33	16	6	0	1	0
19:00	59	39.9	33.3	7.3	0	1	0	7	13	20	11	4	2	1	0	0
20:00	18	39.2	34.9	4.4	0	0	0	0	3	8	6	1	0	0	0	0
21:00	13	44.6	38.9	6.7	0	0	0	1	0	3	3	5	1	0	0	0
22:00	12	47.8	38.1	10.6	0	1	0	0	1	2	4	1	2	1	0	0
23:00	7	-	38.5	10	0	0	0	0	1	3	1	1	0	0	1	0
12H,7-19	2714	38	32.2	6.1	12	27	80	128	812	1082	418	121	29	2	3	0
16H,6-22	3163	37.9	32.3	6	15	28	82	148	944	1289	477	141	33	3	3	0
18H,6-24	3182	38	32.3	6.1	15	29	82	148	946	1294	482	143	35	4	4	0
24H,0-24	3542	38	32.4	5.9	15	29	84	150	1016	1491	559	152	38	4	4	0

Data produced by
Auto Surveys Ltd

10722			IMMINGHAM				Site No: 10722003				Location	Site 3 - Queens Rd, Immingham att to l/c 10				
Mon 27-Sep-21 to Sun 03-Oct-21							Channel: Northwestbound									
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	=>61
Tue 28-Sep-21																
00:00	7	-	34.9	4.9	0	0	0	0	2	1	4	0	0	0	0	0
01:00	5	-	48.5	13.8	0	0	0	0	0	0	3	0	0	0	0	2
02:00	3	-	41.8	10.4	0	0	0	0	0	1	1	0	0	1	0	0
03:00	7	-	39.9	8.2	0	0	0	0	0	4	0	0	3	0	0	0
04:00	25	43.6	39.1	4.2	0	0	0	0	0	6	10	9	0	0	0	0
05:00	47	39.6	33.1	6.5	0	0	1	4	15	10	13	3	1	0	0	0
06:00	85	40.5	33.3	7.1	0	1	0	7	27	26	12	6	6	0	0	0
07:00	102	36.9	31.5	6.2	1	3	1	8	26	44	17	2	0	0	0	0
08:00	128	36.7	31.9	5.4	1	0	2	3	52	48	17	4	1	0	0	0
09:00	169	35.7	32	4.5	0	0	4	4	56	84	18	3	0	0	0	0
10:00	172	37.2	31.6	5.7	0	1	4	18	55	61	27	5	1	0	0	0
11:00	138	36.3	32.7	4.8	0	1	0	5	38	72	14	8	0	0	0	0
12:00	169	38.9	33.6	5.5	0	0	3	9	33	70	48	3	2	1	0	0
13:00	145	39.2	33.5	5.5	0	0	4	3	34	64	28	11	1	0	0	0
14:00	153	39.8	34.3	5.8	0	0	2	4	38	50	47	6	6	0	0	0
15:00	160	40	34.2	5.7	1	1	0	0	40	65	36	15	2	0	0	0
16:00	274	40	34.9	5.9	1	2	1	10	38	100	101	13	7	0	1	0
17:00	193	41.5	35.9	5.2	0	0	1	0	26	80	54	28	4	0	0	0
18:00	90	40.4	33.9	7.6	1	1	1	9	18	19	31	7	2	1	0	0
19:00	47	37.5	32.8	5.6	0	1	0	1	14	21	8	1	1	0	0	0
20:00	28	39.3	35.5	3.7	0	0	0	0	2	14	11	1	0	0	0	0
21:00	24	42.5	37	6.5	0	0	0	1	1	10	7	3	1	1	0	0
22:00	11	43.1	37.6	9.8	0	1	0	0	0	2	5	2	0	1	0	0
23:00	8	-	33.5	11.1	0	0	0	4	0	0	1	2	1	0	0	0
12H,7-19	1893	39.3	33.5	5.8	5	9	23	73	454	757	438	105	26	2	1	0
16H,6-22	2077	39.3	33.6	5.8	5	11	23	82	498	828	476	116	34	3	1	0
18H,6-24	2096	39.4	33.6	5.9	5	12	23	86	498	830	482	120	35	4	1	0
24H,0-24	2190	39.5	33.7	6	5	12	24	90	515	852	513	132	39	5	1	2

10722			IMMINGHAM				Site No: 10722003				Location	Site 3 - Queens Rd, Immingham att to I/c 10					
Mon 27-Sep-21 to Sun 03-Oct-21							Channel: Northwestbound										
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	=>61
Wed 29-Sep-21																
00:00	10	41	34.5	7.5	0	0	0	0	5	1	2	1	1	0	0	0
01:00	6	-	38.5	7.1	0	0	0	0	1	1	2	1	1	0	0	0
02:00	3	-	38.5	1.7	0	0	0	0	0	0	3	0	0	0	0	0
03:00	1	-	38.5	-	0	0	0	0	0	0	1	0	0	0	0	0
04:00	13	37.4	33.9	4.5	0	0	0	0	3	7	2	1	0	0	0	0
05:00	43	38.9	34.8	3.9	0	0	0	0	5	24	12	2	0	0	0	0
06:00	81	39.8	35.1	5	0	1	0	1	11	29	35	4	0	0	0	0
07:00	131	38.6	31.9	6.3	0	0	4	19	34	40	27	5	2	0	0	0
08:00	137	35.7	31.9	4.6	0	0	2	7	43	68	14	3	0	0	0	0
09:00	117	37.3	32.2	6.1	0	1	2	9	35	47	19	1	2	0	1	0
10:00	126	38.3	33.8	7.9	0	0	1	8	33	56	19	2	2	0	0	5
11:00	168	37.8	32.2	6.5	4	2	2	8	37	79	29	6	1	0	0	0
12:00	142	38.3	32.7	5.1	0	0	0	5	55	47	29	4	2	0	0	0
13:00	160	37.3	33.4	4.4	0	0	2	1	33	92	28	3	0	1	0	0
14:00	172	39.1	33.2	6.6	0	5	2	7	40	63	46	5	3	0	1	0
15:00	176	39.1	34.4	4.4	0	0	0	5	26	86	52	7	0	0	0	0
16:00	287	39.6	34.6	4.9	0	0	0	13	44	115	98	16	1	0	0	0
17:00	210	40.8	36.5	5.1	0	0	0	0	22	77	82	21	7	0	1	0
18:00	92	44	38.2	6.3	1	0	0	0	2	31	34	16	6	1	1	0
19:00	41	41.4	34.6	6.3	0	0	1	2	4	23	4	5	2	0	0	0
20:00	25	45	38.7	9.2	0	0	0	1	3	7	5	6	1	0	1	1
21:00	9	-	39.1	4.2	0	0	0	0	0	2	4	3	0	0	0	0
22:00	11	40.3	35.8	8.9	0	1	0	0	0	4	4	1	1	0	0	0
23:00	6	-	37.7	7.4	0	0	0	0	1	2	1	1	1	0	0	0
12H,7-19	1918	39.3	33.8	5.9	5	8	15	82	404	801	477	89	26	2	4	5
16H,6-22	2074	39.5	34	5.9	5	9	16	86	422	862	525	107	29	2	5	6
18H,6-24	2091	39.5	34	6	5	10	16	86	423	868	530	109	31	2	5	6
24H,0-24	2167	39.5	34	5.9	5	10	16	86	437	901	552	114	33	2	5	6

10722			IMMINGHAM				Site No: 10722003				Location	Site 3 - Queens Rd, Immingham att to l/c 10					
Mon 27-Sep-21 to Sun 03-Oct-21							Channel: Northwestbound										
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	=>61
Thu 30-Sep-21																
00:00	15	46.6	40.5	8.3	0	0	0	1	0	3	4	4	2	0	1	0
01:00	7	-	40.6	5	0	0	0	0	0	1	3	2	1	0	0	0
02:00	4	-	41	10.4	0	0	0	0	1	0	1	1	0	1	0	0
03:00	5	-	37.5	6.6	0	0	0	0	1	1	1	2	0	0	0	0
04:00	7	-	40.6	7.6	0	0	0	0	1	1	1	2	2	0	0	0
05:00	25	43.6	38.3	5.1	0	0	0	0	2	6	8	9	0	0	0	0
06:00	97	39.7	34.6	5.1	0	0	0	0	25	36	28	7	0	1	0	0
07:00	151	36.6	32.5	4.7	0	1	3	0	45	76	23	3	0	0	0	0
08:00	135	36.5	31.6	5	0	0	3	10	46	53	21	2	0	0	0	0
09:00	134	35.2	31	4.5	0	0	3	9	52	59	10	1	0	0	0	0
10:00	164	35.3	30.4	5.6	0	3	5	12	75	51	13	4	1	0	0	0
11:00	144	37.5	32.9	4.4	0	0	0	5	41	68	27	3	0	0	0	0
12:00	170	36.9	33.1	4.1	0	1	0	2	38	98	28	3	0	0	0	0
13:00	145	38.7	33.8	5.1	0	0	1	9	19	76	33	6	0	1	0	0
14:00	146	39.5	34.3	5.1	0	0	1	3	29	66	35	10	2	0	0	0
15:00	199	39.5	34.7	4.5	0	0	0	1	35	91	60	10	2	0	0	0
16:00	271	40.3	35	5.7	0	1	2	8	43	105	82	25	3	2	0	0
17:00	198	40.8	35.9	6	0	3	0	1	21	85	60	16	11	1	0	0
18:00	75	44.2	37.9	6.8	0	1	0	2	5	18	27	16	5	0	1	0
19:00	34	40.4	36	4.7	0	0	0	1	2	14	13	4	0	0	0	0
20:00	21	39.9	34.7	5.8	0	0	0	1	3	11	3	2	1	0	0	0
21:00	12	44.5	38.5	7.2	0	0	0	0	2	1	7	0	1	1	0	0
22:00	9	-	37.4	8.7	0	0	0	1	0	4	1	2	0	1	0	0
23:00	8	-	37.3	6.5	0	0	0	0	1	3	2	1	1	0	0	0
12H,7-19	1932	39.1	33.6	5.5	0	10	18	62	449	846	419	99	24	4	1	0
16H,6-22	2096	39.2	33.7	5.5	0	10	18	64	481	908	470	112	26	6	1	0
18H,6-24	2113	39.2	33.8	5.5	0	10	18	65	482	915	473	115	27	7	1	0
24H,0-24	2176	39.5	33.9	5.6	0	10	18	66	487	927	491	135	32	8	2	0

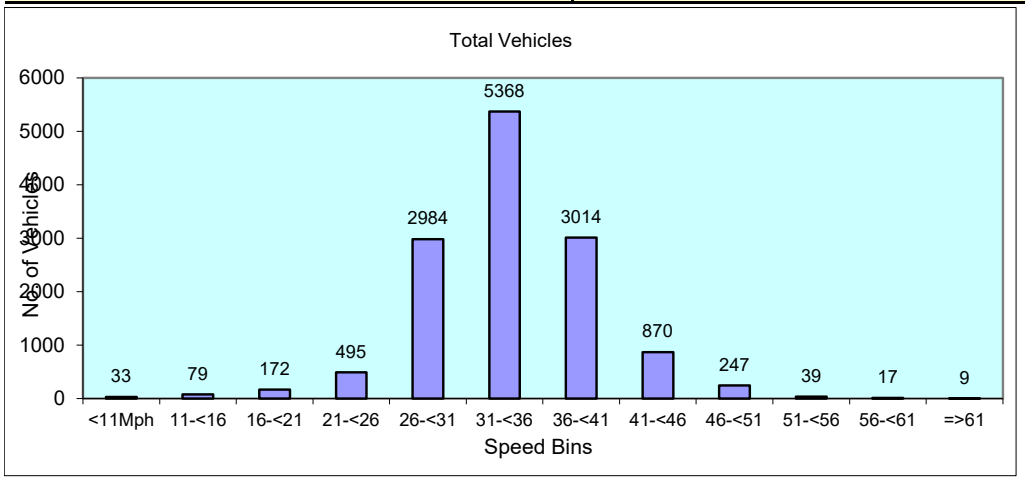
10722			IMMINGHAM				Site No: 10722003			Location	Site 3 - Queens Rd, Immingham att to I/c 10						
Mon 27-Sep-21 to Sun 03-Oct-21							Channel: Northwestbound										
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	=>61
Fri 01-Oct-21																
00:00	20	42.5	38	4.5	0	0	0	0	1	5	9	5	0	0	0	0
01:00	3	-	31.8	3.1	0	0	0	0	1	2	0	0	0	0	0	0
02:00	5	-	37.5	2.6	0	0	0	0	0	1	4	0	0	0	0	0
03:00	8	-	33.5	3	0	0	0	0	1	6	1	0	0	0	0	0
04:00	14	44.9	40.3	5.6	0	0	0	0	1	2	3	7	1	0	0	0
05:00	17	39.3	35.6	3.8	0	0	0	0	0	12	3	2	0	0	0	0
06:00	64	38.8	34	4.8	0	0	0	2	12	31	16	2	1	0	0	0
07:00	110	35.6	32.4	4.1	0	0	0	3	34	61	10	1	1	0	0	0
08:00	123	37	31.9	5.2	0	0	3	9	39	49	20	3	0	0	0	0
09:00	153	35.2	31	4.7	0	0	3	18	43	78	9	2	0	0	0	0
10:00	144	35.7	30.5	6.9	1	6	4	19	34	62	12	4	2	0	0	0
11:00	155	37.2	32.2	6.4	3	1	2	8	39	73	22	4	2	1	0	0
12:00	189	36.9	31.9	5.9	2	3	4	7	54	85	28	6	0	0	0	0
13:00	137	39.5	34.2	5.6	0	0	0	6	31	52	38	8	1	0	1	0
14:00	140	40.5	35.2	5.1	0	0	0	3	18	69	32	16	1	1	0	0
15:00	156	42.2	35.7	6.4	0	0	2	3	32	43	47	21	7	1	0	0
16:00	190	40.9	36.1	5.9	0	1	0	4	28	56	73	18	9	1	0	0
17:00	145	42.9	37.5	5.4	0	0	0	1	8	51	54	23	6	1	1	0
18:00	47	45.5	38.1	8.7	1	1	0	1	2	9	20	6	5	1	1	0
19:00	29	40.3	35.1	7.2	0	1	0	0	4	14	6	2	1	1	0	0
20:00	17	43.4	38.2	6.6	0	0	0	0	2	4	7	2	1	1	0	0
21:00	12	47.2	36.4	8.2	0	0	0	0	4	3	2	0	3	0	0	0
22:00	19	43.1	35.9	7.3	0	0	1	1	0	9	3	4	1	0	0	0
23:00	7	-	39.9	4.9	0	0	0	0	0	1	4	1	1	0	0	0
12H,7-19	1689	39.6	33.7	6.3	7	12	18	82	362	688	365	112	34	6	3	0
16H,6-22	1811	39.7	33.8	6.3	7	13	18	84	384	740	396	118	40	8	3	0
18H,6-24	1837	39.8	33.8	6.3	7	13	19	85	384	750	403	123	42	8	3	0
24H,0-24	1904	39.9	34	6.3	7	13	19	85	388	778	423	137	43	8	3	0

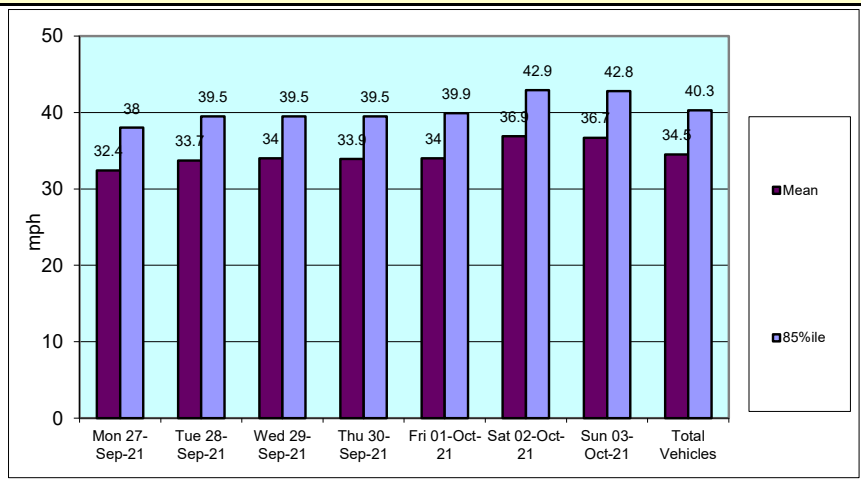
10722			IMMINGHAM				Site No: 10722003				Location	Site 3 - Queens Rd, Immingham att to l/c 10					
Mon 27-Sep-21 to Sun 03-Oct-21							Channel: Northwestbound										
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	=>61
Sat 02-Oct-21																
00:00	3	-	38.5	5	0	0	0	0	0	1	1	1	0	0	0	0
01:00	3	-	38.5	5	0	0	0	0	0	1	1	1	0	0	0	0
02:00	12	40.3	36.8	4.6	0	0	0	0	1	4	5	2	0	0	0	0
03:00	5	-	40.5	7.7	0	0	0	0	0	2	1	0	2	0	0	0
04:00	4	-	41	8.7	0	0	0	0	1	0	0	2	1	0	0	0
05:00	20	41.8	37	5.3	0	0	0	0	2	7	7	3	1	0	0	0
06:00	37	43.2	38.4	4.6	0	0	0	0	1	10	16	9	1	0	0	0
07:00	26	39.8	36.2	4.3	0	0	0	0	1	13	10	1	1	0	0	0
08:00	33	40.4	34.7	7	0	0	1	4	3	8	13	3	1	0	0	0
09:00	55	40.4	34.8	5.4	0	0	0	2	11	20	15	7	0	0	0	0
10:00	63	41.6	35.1	6.8	0	0	2	3	9	22	16	9	1	1	0	0
11:00	74	40.5	36.1	5.5	0	0	1	0	12	18	35	5	3	0	0	0
12:00	63	42	36.4	5.2	0	0	0	1	4	30	16	10	2	0	0	0
13:00	62	44.4	37.8	5.9	0	0	0	0	6	22	14	15	5	0	0	0
14:00	51	42.8	37.9	5.3	0	0	0	0	6	8	26	8	3	0	0	0
15:00	45	43.1	37.3	5.9	0	0	0	0	7	11	16	9	1	1	0	0
16:00	34	40.6	36.7	5.9	0	0	0	0	7	5	18	2	1	1	0	0
17:00	29	44.5	38.7	5.3	0	0	0	0	0	11	9	6	3	0	0	0
18:00	35	44.5	36.9	8.8	0	0	1	3	2	12	7	6	1	2	1	0
19:00	16	42.8	38.2	6.1	0	0	0	0	1	5	6	3	0	1	0	0
20:00	23	40.7	38.5	5	0	0	0	0	0	6	14	1	1	1	0	0
21:00	9	-	40.2	6.7	0	0	0	0	0	3	2	3	0	1	0	0
22:00	11	45.6	40.8	6.2	0	0	0	0	1	1	3	4	2	0	0	0
23:00	2	-	33.5	7.1	0	0	0	0	1	0	1	0	0	0	0	0
12H,7-19	570	42.4	36.5	6	0	0	5	13	68	180	195	81	22	5	1	0
16H,6-22	655	42.6	36.7	6	0	0	5	13	70	204	233	97	24	8	1	0
18H,6-24	668	42.7	36.8	6	0	0	5	13	72	205	237	101	26	8	1	0
24H,0-24	715	42.9	36.9	6	0	0	5	13	76	220	252	110	30	8	1	0

10722			IMMINGHAM				Site No: 10722003				Location	Site 3 - Queens Rd, Immingham att to l/c 10					
Mon 27-Sep-21 to Sun 03-Oct-21							Channel: Northwestbound										
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	=>61
Sun 03-Oct-21																
00:00	4	-	41	5.2	0	0	0	0	0	0	3	0	1	0	0	0
01:00	10	36	34.5	2.6	0	0	0	0	0	8	2	0	0	0	0	0
02:00	5	-	30.5	12	0	1	0	1	0	1	1	1	0	0	0	0
03:00	4	-	39.8	2.8	0	0	0	0	0	0	3	1	0	0	0	0
04:00	2	-	38.5	1.8	0	0	0	0	0	0	2	0	0	0	0	0
05:00	9	-	37.4	5	0	0	0	0	1	2	4	2	0	0	0	0
06:00	29	43.6	38.5	5.2	0	0	0	0	2	6	13	6	2	0	0	0
07:00	20	38.5	36.5	5.9	0	0	0	0	3	7	7	1	2	0	0	0
08:00	19	42.6	35.9	6.7	0	0	0	0	5	6	4	2	2	0	0	0
09:00	17	42.2	37.3	5.1	0	0	0	0	2	4	7	4	0	0	0	0
10:00	53	39.8	35.2	6	0	1	1	0	6	19	23	2	0	1	0	0
11:00	61	42	35	7.6	1	2	0	0	7	28	12	7	4	0	0	0
12:00	50	40.3	36	5.6	0	0	1	1	5	15	23	3	2	0	0	0
13:00	68	42.7	36.2	5.7	0	0	1	1	8	24	18	16	0	0	0	0
14:00	53	40.1	35.1	5.3	0	0	0	0	11	22	14	4	2	0	0	0
15:00	50	41.7	36.5	5.7	0	0	1	1	2	20	17	7	2	0	0	0
16:00	43	44.2	38	6.1	0	0	0	0	5	11	15	8	3	1	0	0
17:00	48	44.3	38.1	5.9	0	0	0	0	6	11	16	11	4	0	0	0
18:00	49	43.6	37.9	8.3	0	1	2	1	1	8	25	6	3	1	0	1
19:00	16	40.6	38.2	3.2	0	0	0	0	0	3	11	2	0	0	0	0
20:00	4	-	39.8	4.9	0	0	0	0	0	1	1	2	0	0	0	0
21:00	6	-	41	7.7	0	0	0	0	0	2	1	2	0	1	0	0
22:00	11	49.6	44	8.3	0	0	0	0	1	1	1	3	4	0	1	0
23:00	2	-	43.5	7.1	0	0	0	0	0	0	1	0	1	0	0	0
12H,7-19	531	42.3	36.4	6.3	1	4	6	4	61	175	181	71	24	3	0	1
16H,6-22	586	42.5	36.6	6.3	1	4	6	4	63	187	207	83	26	4	0	1
18H,6-24	599	42.9	36.8	6.4	1	4	6	4	64	188	209	86	31	4	1	1
24H,0-24	633	42.8	36.7	6.4	1	5	6	5	65	199	224	90	32	4	1	1

10722	IMMINGHAM	Site No: 10722003	Location Site 3 - Queens Rd, Immingham att to l/c 10
Mon 27-Sep-21 to Sun 03-Oct-21		Channel: Northwestbound	

Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	=>61
Daily Totals																
Mon 27-Sep-21	**3542**	38	32.4	5.9	15	29	84	150	1016	1491	559	152	38	4	4	0
Tue 28-Sep-21	**2190**	39.5	33.7	6	5	12	24	90	515	852	513	132	39	5	1	2
Wed 29-Sep-21	**2167**	39.5	34	5.9	5	10	16	86	437	901	552	114	33	2	5	6
Thu 30-Sep-21	**2176**	39.5	33.9	5.6	0	10	18	66	487	927	491	135	32	8	2	0
Fri 01-Oct-21	**1904**	39.9	34	6.3	7	13	19	85	388	778	423	137	43	8	3	0
Sat 02-Oct-21	**715**	42.9	36.9	6	0	0	5	13	76	220	252	110	30	8	1	0
Sun 03-Oct-21	**633**	42.8	36.7	6.4	1	5	6	5	65	199	224	90	32	4	1	1
Total Vehicles																
[--]	**13327**	40.3	34.5	6.0	33	79	172	495	2984	5368	3014	870	247	39	17	9

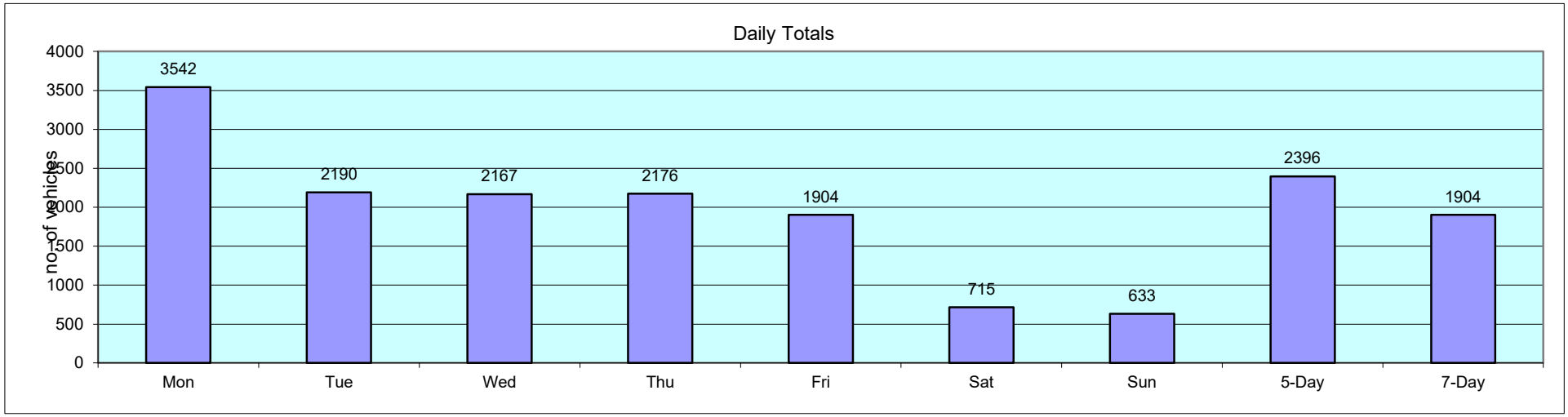




10722		IMMINGHAM		Site No: 10722003 Channel: Northwestbound		Location	Site 3 - Queens Rd, Immingham att to l/c 10		
TIME PERIOD	Mon 27/09/2021	Tue 28/09/2021	Wed 29/09/2021	Thu 30/09/2021	Fri 01/10/2021	Sat 02/10/2021	Sun 03/10/2021	5-Day Av	7-Day Av
Week Begin: 27-Sep-21									
00:00	**27**	7	10	15	20	3	4	16	12
01:00	**19**	5	6	7	3	3	10	8	8
02:00	**23**	3	3	4	5	12	5	8	8
03:00	**41**	7	1	5	8	5	4	12	10
04:00	**66**	25	13	7	14	4	2	25	19
05:00	**184**	47	43	25	17	20	9	63	49
06:00	**359**	85	81	97	64	37	29	137	107
07:00	**327**	102	131	151	110	26	20	164	124
08:00	**367**	128	137	135	123	33	19	178	135
09:00	**245**	169	117	134	153	55	17	164	127
10:00	**229**	172	126	164	144	63	53	167	136
11:00	**195**	138	168	144	155	74	61	160	134
12:00	**198**	169	142	170	189	63	50	174	140
13:00	**178**	145	160	145	137	62	68	153	128
14:00	**178**	153	172	146	140	51	53	158	128
15:00	**137**	160	176	199	156	45	50	166	132
16:00	**300**	274	287	271	190	34	43	264	200
17:00	**255**	193	210	198	145	29	48	200	154
18:00	**105**	90	92	75	47	35	49	82	70
19:00	**59**	47	41	34	29	16	16	42	35
20:00	**18**	28	25	21	17	23	4	22	19
21:00	**13**	24	9	12	12	9	6	14	12
22:00	**12**	11	11	9	19	11	11	12	12
23:00	**7**	8	6	8	7	2	2	7	6
12H,7-19	**2714**	**1893**	**1918**	**1932**	**1689**	**570**	**531**	**2029**	**1607**
16H,6-22	**3163**	**2077**	**2074**	**2096**	**1811**	**655**	**586**	**2244**	**1780**
18H,6-24	**3182**	**2096**	**2091**	**2113**	**1837**	**668**	**599**	**2264**	**1798**
24H,0-24	**3542**	**2190**	**2167**	**2176**	**1904**	**715**	**633**	**2396**	**1904**
Am	**08:00**	**10:00**	**11:00**	**10:00**	**11:00**	**11:00**	**11:00**		
Peak	**367**	**172**	**168**	**164**	**155**	**74**	**61**		
Pm	**16:00**	**16:00**	**16:00**	**16:00**	**16:00**	**12:00**	**13:00**		
Peak	**300**	**274**	**287**	**271**	**190**	**63**	**68**		

10722	IMMINGHAM	Site No: 10722003	Location	Site 3 - Queens Rd, Immingham att to l/c 10
		Channel: Northwestbound		

TIME PERIOD	Mon 27/09/2021	Tue 28/09/2021	Wed 29/09/2021	Thu 30/09/2021	Fri 01/10/2021	Sat 02/10/2021	Sun 03/10/2021	5-Day Av	7-Day Av



Data produced by
Auto Surveys Ltd

10722		IMMINGHAM		Site No: 10722003		Location		Site 3 - Queens Rd, Immingham att to I/c 10			
Mon 27-Sep-21 to Sun 03-Oct-21				Channel: Southeastbound							
TIME PERIOD	**TOTAL VEHICLES**	**MOTOR-CYCLES**	**MOTOR-CYCLES%**	**CARS**	**CARS %**	**LGV**	**LGV %**	**HGV**	**HGV %**	**BUS**	**BUS %**
Mon 27-Sep-21											
00:00	**23**	0	0.0	21	91.3	2	8.7	0	0.0	0	0.0
01:00	**30**	0	0.0	24	80.0	1	3.3	5	16.7	0	0.0
02:00	**38**	0	0.0	32	84.2	1	2.6	5	13.2	0	0.0
03:00	**40**	0	0.0	33	82.5	0	0.0	7	17.5	0	0.0
04:00	**120**	1	0.8	102	85.0	2	1.7	15	12.5	0	0.0
05:00	**356**	4	1.1	280	78.7	10	2.8	62	17.4	0	0.0
06:00	**510**	5	1.0	411	80.6	14	2.8	80	15.7	0	0.0
07:00	**573**	28	4.9	423	73.8	45	7.9	71	12.4	6	1.1
08:00	**311**	6	1.9	227	73.0	11	3.5	66	21.2	1	0.3
09:00	**186**	0	0.0	137	73.7	4	2.2	45	24.2	0	0.0
10:00	**174**	1	0.6	144	82.8	5	2.9	24	13.8	0	0.0
11:00	**198**	0	0.0	164	82.8	9	4.6	25	12.6	0	0.0
12:00	**197**	1	0.5	146	74.1	15	7.6	35	17.8	0	0.0
13:00	**173**	0	0.0	132	76.3	11	6.4	30	17.3	0	0.0
14:00	**127**	1	0.8	100	78.7	9	7.1	17	13.4	0	0.0
15:00	**136**	0	0.0	95	69.9	16	11.8	25	18.4	0	0.0
16:00	**107**	2	1.9	75	70.1	10	9.4	20	18.7	0	0.0
17:00	**92**	3	3.3	71	77.2	3	3.3	15	16.3	0	0.0
18:00	**81**	2	2.5	69	85.2	2	2.5	8	9.9	0	0.0
19:00	**23**	1	4.4	21	91.3	1	4.4	0	0.0	0	0.0
20:00	**22**	0	0.0	21	95.5	0	0.0	0	0.0	1	4.6
21:00	**7**	0	0.0	6	85.7	0	0.0	1	14.3	0	0.0
22:00	**26**	0	0.0	20	76.9	0	0.0	6	23.1	0	0.0
23:00	**3**	0	0.0	3	100.0	0	0.0	0	0.0	0	0.0
12H,7-19	**2355**	**44**	**1.9**	**1783**	**75.7**	**140**	**5.9**	**381**	**16.2**	**7**	**0.3**
16H,6-22	**2917**	**50**	**1.7**	**2242**	**76.9**	**155**	**5.3**	**462**	**15.8**	**8**	**0.3**
18H,6-24	**2946**	**50**	**1.7**	**2265**	**76.9**	**155**	**5.3**	**468**	**15.9**	**8**	**0.3**
24H,0-24	**3553**	**55**	**1.6**	**2757**	**77.6**	**171**	**4.8**	**562**	**15.8**	**8**	**0.2**

10722		IMMINGHAM		Site No: 10722003		Location		Site 3 - Queens Rd, Immingham att to I/c 10			
Mon 27-Sep-21 to Sun 03-Oct-21				Channel: Southeastbound							
TIME PERIOD	**TOTAL VEHICLES**	**MOTOR-CYCLES**	**MOTOR-CYCLES%**	**CARS**	**CARS %**	**LGV**	**LGV %**	**HGV**	**HGV %**	**BUS**	**BUS %**
Tue 28-Sep-21											
00:00	**4**	0	0.0	4	100.0	0	0.0	0	0.0	0	0.0
01:00	**2**	0	0.0	2	100.0	0	0.0	0	0.0	0	0.0
02:00	**5**	0	0.0	4	80.0	1	20.0	0	0.0	0	0.0
03:00	**9**	0	0.0	7	77.8	0	0.0	2	22.2	0	0.0
04:00	**20**	2	10.0	15	75.0	0	0.0	3	15.0	0	0.0
05:00	**146**	4	2.7	121	82.9	0	0.0	21	14.4	0	0.0
06:00	**242**	3	1.2	197	81.4	2	0.8	40	16.5	0	0.0
07:00	**310**	0	0.0	252	81.3	7	2.3	51	16.5	0	0.0
08:00	**226**	1	0.4	192	85.0	8	3.5	25	11.1	0	0.0
09:00	**220**	0	0.0	186	84.6	2	0.9	32	14.6	0	0.0
10:00	**123**	1	0.8	90	73.2	15	12.2	17	13.8	0	0.0
11:00	**184**	1	0.5	128	69.6	19	10.3	35	19.0	1	0.5
12:00	**172**	0	0.0	109	63.4	20	11.6	42	24.4	1	0.6
13:00	**172**	0	0.0	110	64.0	19	11.1	43	25.0	0	0.0
14:00	**134**	0	0.0	92	68.7	12	9.0	30	22.4	0	0.0
15:00	**124**	0	0.0	75	60.5	10	8.1	39	31.5	0	0.0
16:00	**86**	0	0.0	70	81.4	3	3.5	13	15.1	0	0.0
17:00	**92**	1	1.1	80	87.0	1	1.1	10	10.9	0	0.0
18:00	**53**	1	1.9	46	86.8	1	1.9	5	9.4	0	0.0
19:00	**25**	1	4.0	20	80.0	0	0.0	4	16.0	0	0.0
20:00	**14**	1	7.1	10	71.4	1	7.1	2	14.3	0	0.0
21:00	**13**	0	0.0	13	100.0	0	0.0	0	0.0	0	0.0
22:00	**7**	0	0.0	7	100.0	0	0.0	0	0.0	0	0.0
23:00	**6**	0	0.0	4	66.7	0	0.0	2	33.3	0	0.0
12H,7-19	**1896**	**5**	**0.3**	**1430**	**75.4**	**117**	**6.2**	**342**	**18.0**	**2**	**0.1**
16H,6-22	**2190**	**10**	**0.5**	**1670**	**76.3**	**120**	**5.5**	**388**	**17.7**	**2**	**0.1**
18H,6-24	**2203**	**10**	**0.5**	**1681**	**76.3**	**120**	**5.5**	**390**	**17.7**	**2**	**0.1**
24H,0-24	**2389**	**16**	**0.7**	**1834**	**76.8**	**121**	**5.1**	**416**	**17.4**	**2**	**0.1**

Data produced by
Auto Surveys Ltd

10722		IMMINGHAM		Site No: 10722003		Location		Site 3 - Queens Rd, Immingham att to l/c 10			
Mon 27-Sep-21 to Sun 03-Oct-21				Channel: Southeastbound							
TIME PERIOD	**TOTAL VEHICLES**	**MOTOR-CYCLES**	**MOTOR-CYCLES%**	**CARS**	**CARS %**	**LGV**	**LGV %**	**HGV**	**HGV %**	**BUS**	**BUS %**
Wed 29-Sep-21											
00:00	**5**	0	0.0	1	20.0	0	0.0	4	80.0	0	0.0
01:00	**1**	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
02:00	**2**	0	0.0	2	100.0	0	0.0	0	0.0	0	0.0
03:00	**1**	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
04:00	**12**	1	8.3	11	91.7	0	0.0	0	0.0	0	0.0
05:00	**136**	1	0.7	120	88.2	1	0.7	14	10.3	0	0.0
06:00	**214**	2	0.9	163	76.2	3	1.4	46	21.5	0	0.0
07:00	**286**	2	0.7	227	79.4	6	2.1	51	17.8	0	0.0
08:00	**190**	2	1.1	158	83.2	3	1.6	27	14.2	0	0.0
09:00	**184**	0	0.0	130	70.7	13	7.1	41	22.3	0	0.0
10:00	**138**	0	0.0	95	68.8	21	15.2	22	15.9	0	0.0
11:00	**134**	0	0.0	101	75.4	12	9.0	21	15.7	0	0.0
12:00	**141**	0	0.0	95	67.4	14	9.9	31	22.0	1	0.7
13:00	**145**	0	0.0	92	63.5	17	11.7	36	24.8	0	0.0
14:00	**148**	1	0.7	95	64.2	11	7.4	41	27.7	0	0.0
15:00	**160**	0	0.0	137	85.6	5	3.1	18	11.3	0	0.0
16:00	**98**	1	1.0	81	82.7	2	2.0	14	14.3	0	0.0
17:00	**93**	2	2.2	76	81.7	2	2.2	13	14.0	0	0.0
18:00	**56**	0	0.0	54	96.4	0	0.0	2	3.6	0	0.0
19:00	**33**	1	3.0	28	84.9	0	0.0	4	12.1	0	0.0
20:00	**14**	1	7.1	9	64.3	0	0.0	4	28.6	0	0.0
21:00	**22**	0	0.0	17	77.3	0	0.0	5	22.7	0	0.0
22:00	**7**	0	0.0	2	28.6	0	0.0	5	71.4	0	0.0
23:00	**5**	0	0.0	3	60.0	0	0.0	2	40.0	0	0.0
12H,7-19	**1773**	**8**	**0.5**	**1341**	**75.6**	**106**	**6.0**	**317**	**17.9**	**1**	**0.1**
16H,6-22	**2056**	**12**	**0.6**	**1558**	**75.8**	**109**	**5.3**	**376**	**18.3**	**1**	**0.1**
18H,6-24	**2068**	**12**	**0.6**	**1563**	**75.6**	**109**	**5.3**	**383**	**18.5**	**1**	**0.1**
24H,0-24	**2225**	**14**	**0.6**	**1699**	**76.4**	**110**	**4.9**	**401**	**18.0**	**1**	**0.0**

10722	IMMINGHAM	Site No: 10722003	Location	Site 3 - Queens Rd, Immingham att to I/c 10
Mon 27-Sep-21 to Sun 03-Oct-21		Channel: Southeastbound		

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Thu 30-Sep-21											
00:00	**1**	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
01:00	**2**	0	0.0	2	100.0	0	0.0	0	0.0	0	0.0
02:00	**3**	0	0.0	3	100.0	0	0.0	0	0.0	0	0.0
03:00	**3**	0	0.0	3	100.0	0	0.0	0	0.0	0	0.0
04:00	**8**	1	12.5	7	87.5	0	0.0	0	0.0	0	0.0
05:00	**132**	3	2.3	107	81.1	0	0.0	22	16.7	0	0.0
06:00	**211**	1	0.5	162	76.8	2	1.0	46	21.8	0	0.0
07:00	**269**	1	0.4	221	82.2	5	1.9	42	15.6	0	0.0
08:00	**241**	1	0.4	201	83.4	3	1.2	35	14.5	1	0.4
09:00	**195**	0	0.0	152	78.0	3	1.5	40	20.5	0	0.0
10:00	**179**	0	0.0	149	83.2	3	1.7	27	15.1	0	0.0
11:00	**198**	0	0.0	177	89.4	1	0.5	20	10.1	0	0.0
12:00	**128**	0	0.0	114	89.1	3	2.3	11	8.6	0	0.0
13:00	**150**	0	0.0	123	82.0	8	5.3	19	12.7	0	0.0
14:00	**150**	0	0.0	123	82.0	8	5.3	19	12.7	0	0.0
15:00	**115**	0	0.0	95	82.6	5	4.4	15	13.0	0	0.0
16:00	**98**	0	0.0	80	81.6	3	3.1	15	15.3	0	0.0
17:00	**99**	3	3.0	86	86.9	3	3.0	7	7.1	0	0.0
18:00	**45**	1	2.2	40	88.9	0	0.0	4	8.9	0	0.0
19:00	**30**	1	3.3	24	80.0	0	0.0	5	16.7	0	0.0
20:00	**20**	0	0.0	13	65.0	1	5.0	6	30.0	0	0.0
21:00	**9**	0	0.0	7	77.8	0	0.0	2	22.2	0	0.0
22:00	**3**	0	0.0	3	100.0	0	0.0	0	0.0	0	0.0
23:00	**6**	0	0.0	6	100.0	0	0.0	0	0.0	0	0.0
12H,7-19	**1867**	**6**	**0.3**	**1561**	**83.6**	**45**	**2.4**	**254**	**13.6**	**1**	**0.1**
16H,6-22	**2137**	**8**	**0.4**	**1767**	**82.7**	**48**	**2.3**	**313**	**14.7**	**1**	**0.1**
18H,6-24	**2146**	**8**	**0.4**	**1776**	**82.8**	**48**	**2.2**	**313**	**14.6**	**1**	**0.1**
24H,0-24	**2295**	**12**	**0.5**	**1899**	**82.8**	**48**	**2.1**	**335**	**14.6**	**1**	**0.0**

Data produced by
Auto Surveys Ltd

10722	IMMINGHAM	Site No: 10722003	Location	Site 3 - Queens Rd, Immingham att to I/c 10
Mon 27-Sep-21 to Sun 03-Oct-21		Channel: Southeastbound		

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Fri 01-Oct-21											
00:00	**7**	0	0.0	4	57.1	1	14.3	2	28.6	0	0.0
01:00	**2**	0	0.0	2	100.0	0	0.0	0	0.0	0	0.0
02:00	**1**	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
03:00	**6**	0	0.0	4	66.7	0	0.0	2	33.3	0	0.0
04:00	**15**	0	0.0	13	86.7	0	0.0	2	13.3	0	0.0
05:00	**109**	1	0.9	98	89.9	1	0.9	9	8.3	0	0.0
06:00	**183**	1	0.6	154	84.2	7	3.8	21	11.5	0	0.0
07:00	**264**	1	0.4	216	81.8	7	2.7	40	15.2	0	0.0
08:00	**208**	1	0.5	172	82.7	5	2.4	30	14.4	0	0.0
09:00	**173**	0	0.0	146	84.4	7	4.1	20	11.6	0	0.0
10:00	**186**	1	0.5	149	80.1	12	6.5	24	12.9	0	0.0
11:00	**132**	0	0.0	96	72.7	11	8.3	25	18.9	0	0.0
12:00	**140**	2	1.4	118	84.3	7	5.0	13	9.3	0	0.0
13:00	**181**	1	0.6	157	86.7	11	6.1	11	6.1	1	0.6
14:00	**125**	1	0.8	97	77.6	13	10.4	14	11.2	0	0.0
15:00	**107**	0	0.0	92	86.0	3	2.8	12	11.2	0	0.0
16:00	**81**	2	2.5	61	75.3	2	2.5	16	19.8	0	0.0
17:00	**74**	5	6.8	55	74.3	2	2.7	12	16.2	0	0.0
18:00	**29**	0	0.0	25	86.2	0	0.0	4	13.8	0	0.0
19:00	**11**	0	0.0	7	63.6	0	0.0	4	36.4	0	0.0
20:00	**16**	2	12.5	12	75.0	0	0.0	2	12.5	0	0.0
21:00	**19**	0	0.0	17	89.5	0	0.0	2	10.5	0	0.0
22:00	**13**	0	0.0	11	84.6	0	0.0	2	15.4	0	0.0
23:00	**2**	0	0.0	2	100.0	0	0.0	0	0.0	0	0.0
12H,7-19	**1700**	**14**	**0.8**	**1384**	**81.4**	**80**	**4.7**	**221**	**13.0**	**1**	**0.1**
16H,6-22	**1929**	**17**	**0.9**	**1574**	**81.6**	**87**	**4.5**	**250**	**13.0**	**1**	**0.1**
18H,6-24	**1944**	**17**	**0.9**	**1587**	**81.6**	**87**	**4.5**	**252**	**13.0**	**1**	**0.1**
24H,0-24	**2084**	**18**	**0.9**	**1709**	**82.0**	**89**	**4.3**	**267**	**12.8**	**1**	**0.1**

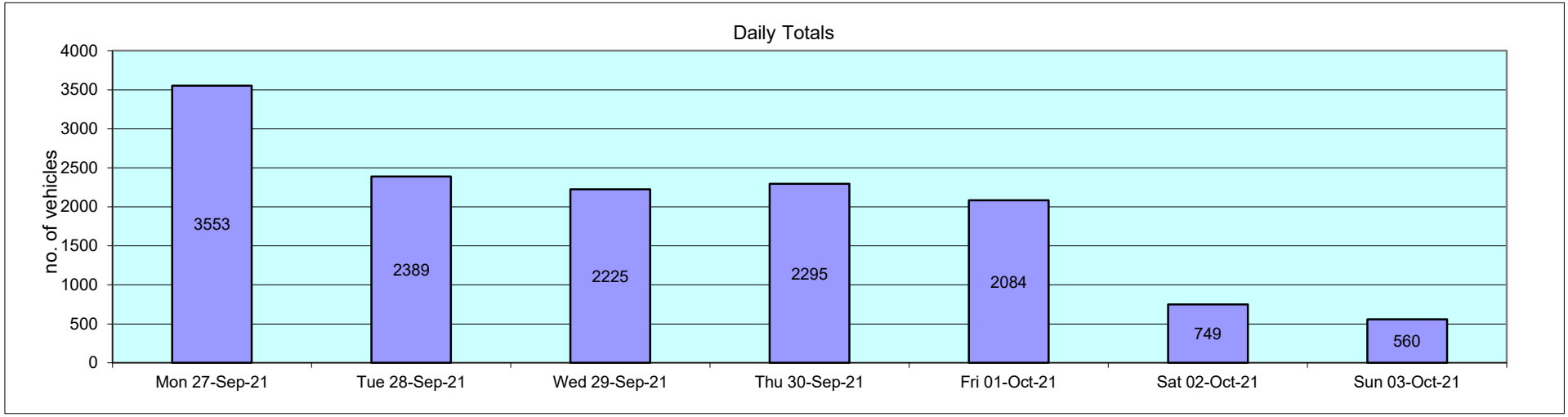
10722		IMMINGHAM		Site No: 10722003		Location		Site 3 - Queens Rd, Immingham att to I/c 10			
Mon 27-Sep-21 to Sun 03-Oct-21				Channel: Southeastbound							
TIME PERIOD	**TOTAL VEHICLES**	**MOTOR-CYCLES**	**MOTOR-CYCLES%**	**CARS**	**CARS %**	**LGV**	**LGV %**	**HGV**	**HGV %**	**BUS**	**BUS %**
Sat 02-Oct-21											
00:00	**3**	0	0.0	2	66.7	1	33.3	0	0.0	0	0.0
01:00	**1**	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
02:00	**6**	0	0.0	6	100.0	0	0.0	0	0.0	0	0.0
03:00	**1**	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
04:00	**10**	0	0.0	10	100.0	0	0.0	0	0.0	0	0.0
05:00	**58**	0	0.0	48	82.8	1	1.7	9	15.5	0	0.0
06:00	**54**	0	0.0	33	61.1	3	5.6	18	33.3	0	0.0
07:00	**27**	0	0.0	21	77.8	2	7.4	4	14.8	0	0.0
08:00	**55**	0	0.0	44	80.0	4	7.3	7	12.7	0	0.0
09:00	**47**	0	0.0	36	76.6	0	0.0	11	23.4	0	0.0
10:00	**89**	0	0.0	71	79.8	2	2.3	16	18.0	0	0.0
11:00	**74**	1	1.4	67	90.5	1	1.4	5	6.8	0	0.0
12:00	**51**	0	0.0	46	90.2	1	2.0	4	7.8	0	0.0
13:00	**42**	0	0.0	31	73.8	2	4.8	9	21.4	0	0.0
14:00	**40**	1	2.5	30	75.0	0	0.0	9	22.5	0	0.0
15:00	**33**	0	0.0	30	90.9	1	3.0	2	6.1	0	0.0
16:00	**31**	1	3.2	23	74.2	1	3.2	6	19.4	0	0.0
17:00	**34**	1	2.9	32	94.1	1	2.9	0	0.0	0	0.0
18:00	**36**	0	0.0	34	94.4	0	0.0	2	5.6	0	0.0
19:00	**16**	0	0.0	16	100.0	0	0.0	0	0.0	0	0.0
20:00	**22**	0	0.0	16	72.7	2	9.1	4	18.2	0	0.0
21:00	**12**	0	0.0	9	75.0	1	8.3	2	16.7	0	0.0
22:00	**7**	0	0.0	7	100.0	0	0.0	0	0.0	0	0.0
23:00	**0**	0	-	0	-	0	-	0	-	0	-
12H,7-19	**559**	**4**	**0.7**	**465**	**83.2**	**15**	**2.7**	**75**	**13.4**	**0**	**0.0**
16H,6-22	**663**	**4**	**0.6**	**539**	**81.3**	**21**	**3.2**	**99**	**14.9**	**0**	**0.0**
18H,6-24	**670**	**4**	**0.6**	**546**	**81.5**	**21**	**3.1**	**99**	**14.8**	**0**	**0.0**
24H,0-24	**749**	**4**	**0.5**	**614**	**82.0**	**23**	**3.1**	**108**	**14.4**	**0**	**0.0**

10722	IMMINGHAM	Site No: 10722003	Location	Site 3 - Queens Rd, Immingham att to I/c 10
Mon 27-Sep-21 to Sun 03-Oct-21		Channel: Southeastbound		

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Sun 03-Oct-21											
00:00	**4**	0	0.0	4	100.0	0	0.0	0	0.0	0	0.0
01:00	**2**	0	0.0	2	100.0	0	0.0	0	0.0	0	0.0
02:00	**5**	0	0.0	5	100.0	0	0.0	0	0.0	0	0.0
03:00	**1**	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
04:00	**8**	0	0.0	7	87.5	1	12.5	0	0.0	0	0.0
05:00	**29**	1	3.5	21	72.4	3	10.3	4	13.8	0	0.0
06:00	**29**	0	0.0	25	86.2	4	13.8	0	0.0	0	0.0
07:00	**21**	0	0.0	20	95.2	1	4.8	0	0.0	0	0.0
08:00	**35**	0	0.0	31	88.6	2	5.7	2	5.7	0	0.0
09:00	**26**	0	0.0	21	80.8	1	3.9	4	15.4	0	0.0
10:00	**64**	0	0.0	55	85.9	0	0.0	9	14.1	0	0.0
11:00	**54**	0	0.0	44	81.5	3	5.6	7	13.0	0	0.0
12:00	**53**	2	3.8	47	88.7	4	7.6	0	0.0	0	0.0
13:00	**45**	1	2.2	37	82.2	3	6.7	4	8.9	0	0.0
14:00	**39**	1	2.6	30	76.9	0	0.0	8	20.5	0	0.0
15:00	**26**	1	3.9	21	80.8	2	7.7	2	7.7	0	0.0
16:00	**36**	0	0.0	32	88.9	2	5.6	2	5.6	0	0.0
17:00	**32**	2	6.3	25	78.1	0	0.0	5	15.6	0	0.0
18:00	**24**	0	0.0	24	100.0	0	0.0	0	0.0	0	0.0
19:00	**6**	0	0.0	6	100.0	0	0.0	0	0.0	0	0.0
20:00	**8**	0	0.0	8	100.0	0	0.0	0	0.0	0	0.0
21:00	**7**	0	0.0	7	100.0	0	0.0	0	0.0	0	0.0
22:00	**4**	0	0.0	4	100.0	0	0.0	0	0.0	0	0.0
23:00	**2**	0	0.0	2	100.0	0	0.0	0	0.0	0	0.0
12H,7-19	**455**	**7**	**1.5**	**387**	**85.1**	**18**	**4.0**	**43**	**9.5**	**0**	**0.0**
16H,6-22	**505**	**7**	**1.4**	**433**	**85.7**	**22**	**4.4**	**43**	**8.5**	**0**	**0.0**
18H,6-24	**511**	**7**	**1.4**	**439**	**85.9**	**22**	**4.3**	**43**	**8.4**	**0**	**0.0**
24H,0-24	**560**	**8**	**1.4**	**479**	**85.5**	**26**	**4.6**	**47**	**8.4**	**0**	**0.0**

10722	IMMINGHAM	Site No: 10722003	Location	Site 3 - Queens Rd, Immingham att to I/c 10
Mon 27-Sep-21 to Sun 03-Oct-21		Channel: Southeastbound		

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Daily Totals											
Mon 27-Sep-21	**3553**	55	1.6	2757	77.6	171	4.8	562	15.8	8	0.2
Tue 28-Sep-21	**2389**	16	0.7	1834	76.8	121	5.1	416	17.4	2	0.1
Wed 29-Sep-21	**2225**	14	0.6	1699	76.4	110	4.9	401	18.0	1	0.0
Thu 30-Sep-21	**2295**	12	0.5	1899	82.8	48	2.1	335	14.6	1	0.0
Fri 01-Oct-21	**2084**	18	0.9	1709	82.0	89	4.3	267	12.8	1	0.1
Sat 02-Oct-21	**749**	4	0.5	614	82.0	23	3.1	108	14.4	0	0.0
Sun 03-Oct-21	**560**	8	1.4	479	85.5	26	4.6	47	8.4	0	0.0
Total Vehicles											
[--]	**13855**	127	0.9	10991	80.4	588	4.1	2136	14.5	13	0.1



Data produced by
Auto Surveys Ltd

10722			IMMINGHAM				Site No: 10722003				Location	Site 3 - Queens Rd, Immingham att to I/c 10					
Mon 27-Sep-21 to Sun 03-Oct-21							Channel: Southeastbound										
Time Period	**Total Vehicles**	**85%ile Speed**	**Mean Speed**	**Stand Dev.**	**<11Mph**	**11-<16**	**16-<21**	**21-<26**	**26-<31**	**31-<36**	**36-<41**	**41-<46**	**46-<51**	**51-<56**	**56-<61**	**=>61**
Mon 27-Sep-21																
00:00	**23**	35.8	33.9	2.5	0	0	0	0	1	19	3	0	0	0	0	0
01:00	**30**	37.7	34.2	3.9	0	0	0	1	2	20	6	1	0	0	0	0
02:00	**38**	35.8	33	3.5	0	0	0	1	7	25	5	0	0	0	0	0
03:00	**40**	38.3	34.8	3.3	0	0	0	0	2	27	10	1	0	0	0	0
04:00	**120**	35.5	32.1	5	0	0	0	1	56	49	8	1	5	0	0	0
05:00	**356**	35.4	31.4	4.1	0	0	2	16	147	155	33	3	0	0	0	0
06:00	**510**	34.4	29	6.6	34	2	1	30	244	179	19	1	0	0	0	0
07:00	**573**	14.4	10.9	3.9	395	134	23	20	0	0	1	0	0	0	0	0
08:00	**311**	34.5	24.3	10.8	86	13	2	11	90	88	19	2	0	0	0	0
09:00	**186**	35.3	32.3	3.4	0	0	0	6	43	127	9	1	0	0	0	0
10:00	**174**	34.4	30.3	4	0	0	0	8	114	37	13	2	0	0	0	0
11:00	**198**	34.2	30.3	3.4	0	0	0	5	123	63	6	1	0	0	0	0
12:00	**197**	34.9	31.1	4	0	0	1	6	96	81	10	2	1	0	0	0
13:00	**173**	35.6	31.8	4.2	0	0	2	0	77	74	17	2	1	0	0	0
14:00	**127**	38.3	33.5	4.6	0	0	0	7	24	63	29	4	0	0	0	0
15:00	**136**	35.4	31.4	4.8	0	1	2	11	40	70	10	2	0	0	0	0
16:00	**107**	39.1	33.9	4.9	0	0	0	2	29	42	28	5	1	0	0	0
17:00	**92**	40	34	6.5	0	1	0	9	16	31	26	6	3	0	0	0
18:00	**81**	39	33.9	5.1	0	0	1	2	16	38	19	4	1	0	0	0
19:00	**23**	34.9	28.9	6.5	0	0	1	10	1	9	1	1	0	0	0	0
20:00	**22**	40.2	37.8	3.1	0	0	0	0	1	2	18	1	0	0	0	0
21:00	**7**	-	35.6	6.5	0	0	0	0	2	2	1	2	0	0	0	0
22:00	**26**	38.2	31.8	6.3	0	0	0	7	3	9	6	1	0	0	0	0
23:00	**3**	-	31.8	5.9	0	0	0	0	2	0	1	0	0	0	0	0
12H,7-19	**2355**	**35.1**	**25.8**	**10.4**	**481**	**149**	**31**	**87**	**668**	**714**	**187**	**31**	**7**	**0**	**0**	**0**
16H,6-22	**2917**	**35.1**	**26.5**	**9.9**	**515**	**151**	**33**	**127**	**916**	**906**	**226**	**36**	**7**	**0**	**0**	**0**
18H,6-24	**2946**	**35.1**	**26.5**	**9.9**	**515**	**151**	**33**	**134**	**921**	**915**	**233**	**37**	**7**	**0**	**0**	**0**
24H,0-24	**3553**	**35.3**	**27.5**	**9.4**	**515**	**151**	**35**	**153**	**1136**	**1210**	**298**	**43**	**12**	**0**	**0**	**0**

10722			IMMINGHAM				Site No: 10722003				Location	Site 3 - Queens Rd, Immingham att to I/c 10					
Mon 27-Sep-21 to Sun 03-Oct-21							Channel: Southeastbound										
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	=>61
Tue 28-Sep-21																
00:00	4	-	29.8	2.8	0	0	0	0	3	1	0	0	0	0	0	0
01:00	2	-	51	17.7	0	0	0	0	0	0	1	0	0	0	0	1
02:00	5	-	36.5	5.8	0	0	0	0	1	1	2	1	0	0	0	0
03:00	9	-	36.8	3.8	0	0	0	0	1	1	7	0	0	0	0	0
04:00	20	38.1	31.8	7.2	1	0	0	1	6	6	6	0	0	0	0	0
05:00	146	40.3	35.6	5.4	0	2	0	2	17	51	60	12	2	0	0	0
06:00	242	38.2	33.5	4.9	1	1	2	6	40	134	48	10	0	0	0	0
07:00	310	38.6	34.2	4.1	0	0	0	2	52	164	85	5	1	1	0	0
08:00	226	37.5	31.4	5.6	0	2	2	32	66	76	45	3	0	0	0	0
09:00	220	34.5	30	4.2	0	1	1	28	99	82	9	0	0	0	0	0
10:00	123	35.6	31.6	4.4	0	0	3	5	42	59	14	0	0	0	0	0
11:00	184	35.4	31.6	4.5	0	0	1	10	72	82	14	4	1	0	0	0
12:00	172	35.1	31	4.1	0	0	1	9	79	70	11	2	0	0	0	0
13:00	172	35.6	31.4	4.4	0	0	2	11	66	72	21	0	0	0	0	0
14:00	134	35	31.6	3.4	0	0	0	2	55	70	7	0	0	0	0	0
15:00	124	37.2	32.6	4.5	0	0	0	3	44	53	21	2	1	0	0	0
16:00	86	37.6	33.4	4.7	1	0	1	0	14	51	18	1	0	0	0	0
17:00	92	39.6	34.3	4.9	0	0	0	0	21	46	15	9	1	0	0	0
18:00	53	39.9	35.9	4.4	0	0	0	1	2	26	20	3	1	0	0	0
19:00	25	35.5	33.5	2.5	0	0	0	0	2	21	2	0	0	0	0	0
20:00	14	39.9	36	4.5	0	0	0	0	2	4	7	1	0	0	0	0
21:00	13	36.9	32	6.1	0	0	1	1	2	6	3	0	0	0	0	0
22:00	7	-	33.5	4.3	0	0	0	0	2	3	2	0	0	0	0	0
23:00	6	-	37.7	4	0	0	0	0	0	2	3	1	0	0	0	0
12H,7-19	1896	36.5	32.2	4.7	1	3	11	103	612	851	280	29	5	1	0	0
16H,6-22	2190	36.8	32.3	4.7	2	4	14	110	658	1016	340	40	5	1	0	0
18H,6-24	2203	36.9	32.4	4.7	2	4	14	110	660	1021	345	41	5	1	0	0
24H,0-24	2389	37.5	32.6	4.9	3	6	14	113	688	1081	421	54	7	1	0	1

10722			IMMINGHAM				Site No: 10722003				Location	Site 3 - Queens Rd, Immingham att to l/c 10					
Mon 27-Sep-21 to Sun 03-Oct-21							Channel: Southeastbound										
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	=>61
Wed 29-Sep-21																
00:00	5	-	29.5	5.7	0	0	0	2	0	3	0	0	0	0	0	0
01:00	1	-	33.5	-	0	0	0	0	0	1	0	0	0	0	0	0
02:00	2	-	33.5	1.8	0	0	0	0	0	2	0	0	0	0	0	0
03:00	1	-	33.5	-	0	0	0	0	0	1	0	0	0	0	0	0
04:00	12	37.2	31.4	8.1	1	0	0	0	3	5	3	0	0	0	0	0
05:00	136	39.6	35	4.3	0	0	0	1	16	71	38	9	1	0	0	0
06:00	214	39.5	34.9	4.3	0	0	0	0	29	111	60	11	3	0	0	0
07:00	286	38.2	34.1	4	0	1	0	3	34	179	59	9	1	0	0	0
08:00	190	36.8	33.3	4.2	1	0	0	7	23	125	32	2	0	0	0	0
09:00	184	35.4	32.1	4.3	0	0	2	8	50	109	11	3	1	0	0	0
10:00	138	35.9	32	4.8	0	1	0	12	36	69	19	0	1	0	0	0
11:00	134	35.8	31.6	4.6	0	0	2	8	47	59	17	1	0	0	0	0
12:00	141	35.9	31.6	5	0	0	1	15	45	59	17	4	0	0	0	0
13:00	145	35.9	32.8	4	0	0	0	4	37	83	18	3	0	0	0	0
14:00	148	35.8	31.3	4.5	0	0	0	15	55	58	20	0	0	0	0	0
15:00	160	35.9	32	5.2	0	2	8	4	32	92	21	1	0	0	0	0
16:00	98	38.4	33.5	4.5	0	1	0	1	23	44	29	0	0	0	0	0
17:00	93	38.2	34.3	3.5	0	0	0	1	9	58	24	1	0	0	0	0
18:00	56	43.1	37.1	6.2	0	0	0	3	4	16	19	12	1	1	0	0
19:00	33	34.8	31.1	4	0	0	1	1	12	18	1	0	0	0	0	0
20:00	14	42	36.7	5.9	0	0	0	0	2	5	4	2	1	0	0	0
21:00	22	39.7	35.5	4.2	0	0	0	0	2	11	7	2	0	0	0	0
22:00	7	-	35.6	3.1	0	0	0	0	0	4	3	0	0	0	0	0
23:00	5	-	35.5	4.6	0	0	0	0	1	1	3	0	0	0	0	0
12H,7-19	1773	37.1	32.8	4.7	1	5	13	81	395	951	286	36	4	1	0	0
16H,6-22	2056	37.5	33.1	4.7	1	5	14	82	440	1096	358	51	8	1	0	0
18H,6-24	2068	37.6	33.1	4.7	1	5	14	82	441	1101	364	51	8	1	0	0
24H,0-24	2225	37.7	33.2	4.7	2	5	14	85	460	1184	405	60	9	1	0	0

Data produced by
Auto Surveys Ltd

10722			IMMINGHAM				Site No: 10722003				Location	Site 3 - Queens Rd, Immingham att to l/c 10					
Mon 27-Sep-21 to Sun 03-Oct-21							Channel: Southeastbound										
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	=>61
Thu 30-Sep-21																
00:00	1	-	28.5	-	0	0	0	0	1	0	0	0	0	0	0	0
01:00	2	-	36	3.5	0	0	0	0	0	1	1	0	0	0	0	0
02:00	3	-	31.8	3.1	0	0	0	0	1	2	0	0	0	0	0	0
03:00	3	-	35.2	3.1	0	0	0	0	0	2	1	0	0	0	0	0
04:00	8	-	34.1	9.9	0	1	0	0	0	4	2	0	1	0	0	0
05:00	132	40	35.4	5.5	1	1	0	0	16	52	52	8	1	1	0	0
06:00	211	40.1	36	4.4	0	0	0	0	17	96	81	10	7	0	0	0
07:00	269	39.7	34.9	4.5	0	0	0	2	38	132	76	19	2	0	0	0
08:00	241	38	33.9	3.6	0	0	0	2	36	144	57	2	0	0	0	0
09:00	195	35.8	32.9	3.5	0	0	0	3	43	125	23	1	0	0	0	0
10:00	179	34.9	31	4.5	0	0	10	4	60	99	5	1	0	0	0	0
11:00	198	35	31.4	3.9	0	0	2	14	57	119	6	0	0	0	0	0
12:00	128	35.7	32	5.4	2	0	2	5	32	72	10	5	0	0	0	0
13:00	150	35.1	31.6	4.1	0	0	3	6	44	90	6	0	1	0	0	0
14:00	150	35.6	32.3	4.5	1	0	1	4	40	89	10	5	0	0	0	0
15:00	115	38.1	33.2	5	0	0	2	1	32	53	22	3	2	0	0	0
16:00	98	38.7	33.8	4.6	0	0	1	3	19	42	33	0	0	0	0	0
17:00	99	37.6	33.9	3.6	0	0	0	2	11	64	21	1	0	0	0	0
18:00	45	40.5	36.8	4.2	0	0	0	0	2	17	21	4	1	0	0	0
19:00	30	36.8	31.8	5.3	0	1	0	0	12	11	6	0	0	0	0	0
20:00	20	39.4	34	6	0	0	1	0	6	2	11	0	0	0	0	0
21:00	9	-	37.4	2.7	0	0	0	0	0	2	7	0	0	0	0	0
22:00	3	-	26.8	7.6	0	0	1	0	1	1	0	0	0	0	0	0
23:00	6	-	33.5	4.7	0	0	0	0	2	2	2	0	0	0	0	0
12H,7-19	1867	37	33	4.5	3	0	21	46	414	1046	290	41	6	0	0	0
16H,6-22	2137	37.7	33.3	4.6	3	1	22	46	449	1157	395	51	13	0	0	0
18H,6-24	2146	37.7	33.3	4.6	3	1	23	46	452	1160	397	51	13	0	0	0
24H,0-24	2295	38	33.4	4.7	4	3	23	46	470	1221	453	59	15	1	0	0

10722			IMMINGHAM				Site No: 10722003				Location	Site 3 - Queens Rd, Immingham att to l/c 10					
Mon 27-Sep-21 to Sun 03-Oct-21							Channel: Southeastbound										
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	=>61
Fri 01-Oct-21																
00:00	7	-	36.4	7.7	0	0	0	0	0	6	0	0	0	1	0	0
01:00	2	-	43.5	1.8	0	0	0	0	0	0	0	2	0	0	0	0
02:00	1	-	38.5	-	0	0	0	0	0	0	1	0	0	0	0	0
03:00	6	-	36.8	3	0	0	0	0	0	2	4	0	0	0	0	0
04:00	15	34.9	32.2	3.3	0	0	0	1	2	12	0	0	0	0	0	0
05:00	109	40.2	35.8	4.1	0	0	0	0	5	62	30	11	1	0	0	0
06:00	183	39.1	34	5.2	0	0	0	4	45	80	42	8	2	2	0	0
07:00	264	39	34	4.5	0	0	0	9	54	106	91	4	0	0	0	0
08:00	208	38.1	33.7	4.1	0	0	1	2	42	109	53	0	1	0	0	0
09:00	173	35	31	4.5	0	0	2	25	40	99	5	2	0	0	0	0
10:00	186	35.3	31.2	4.5	1	0	1	13	70	84	16	1	0	0	0	0
11:00	132	37.1	32.9	4.3	0	0	0	7	29	70	25	1	0	0	0	0
12:00	140	35.4	32.8	3.1	0	0	0	2	25	105	7	1	0	0	0	0
13:00	181	35.5	32.1	4	0	0	1	2	67	92	16	2	1	0	0	0
14:00	125	36.6	32.7	5.1	0	1	2	2	35	64	15	5	1	0	0	0
15:00	107	38.3	33.6	4.8	0	0	1	4	18	60	16	8	0	0	0	0
16:00	81	35.6	33.1	4	0	1	0	1	10	61	6	2	0	0	0	0
17:00	74	40	35.7	4.2	0	0	0	2	2	37	27	6	0	0	0	0
18:00	29	44.7	38.3	6.8	0	0	0	0	2	12	5	7	1	2	0	0
19:00	11	39.1	34.9	6.5	0	0	0	1	1	5	3	0	1	0	0	0
20:00	16	34.9	31.6	5.3	0	1	0	0	2	13	0	0	0	0	0	0
21:00	19	37.7	33.8	3.8	0	0	0	0	4	10	5	0	0	0	0	0
22:00	13	37.9	33.1	5	0	0	0	1	3	5	4	0	0	0	0	0
23:00	2	-	46	10.6	0	0	0	0	0	0	1	0	0	1	0	0
12H,7-19	1700	37.3	32.9	4.6	1	2	8	69	394	899	282	39	4	2	0	0
16H,6-22	1929	37.5	33.1	4.7	1	3	8	74	446	1007	332	47	7	4	0	0
18H,6-24	1944	37.5	33.1	4.7	1	3	8	75	449	1012	337	47	7	5	0	0
24H,0-24	2084	37.8	33.2	4.7	1	3	8	76	456	1094	372	60	8	6	0	0

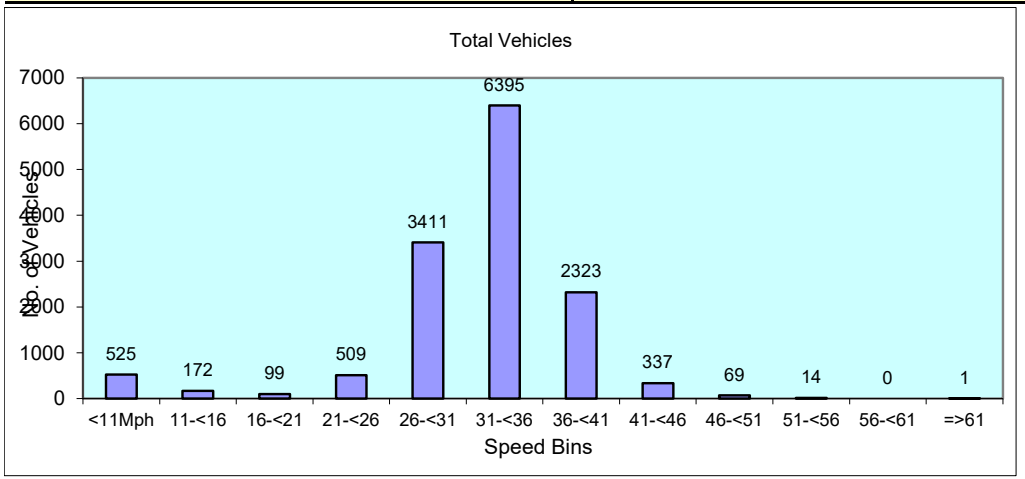
10722			IMMINGHAM				Site No: 10722003				Location	Site 3 - Queens Rd, Immingham att to I/c 10					
Mon 27-Sep-21 to Sun 03-Oct-21							Channel: Southeastbound										
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	=>61
Sat 02-Oct-21																
00:00	3	-	31.8	3.1	0	0	0	0	1	2	0	0	0	0	0	0
01:00	1	-	38.5	-	0	0	0	0	0	0	1	0	0	0	0	0
02:00	6	-	38.5	3.4	0	0	0	0	0	1	4	1	0	0	0	0
03:00	1	-	28.5	-	0	0	0	0	1	0	0	0	0	0	0	0
04:00	10	40.2	36.5	5.5	0	0	0	1	0	2	6	1	0	0	0	0
05:00	58	40.8	36	6.4	0	0	1	1	5	27	15	5	2	2	0	0
06:00	54	41.9	36.5	5.6	0	0	0	1	7	17	19	8	2	0	0	0
07:00	27	41.8	38.7	4.5	0	0	0	0	1	4	17	3	2	0	0	0
08:00	55	39.2	34.9	4.2	0	0	0	2	5	24	24	0	0	0	0	0
09:00	47	36.4	34.4	3.2	0	0	0	0	2	37	6	2	0	0	0	0
10:00	89	38.5	32.7	5.2	0	0	1	5	30	27	24	2	0	0	0	0
11:00	74	36.9	32.4	4.3	0	0	0	2	27	31	13	1	0	0	0	0
12:00	51	38.1	34.7	2.9	0	0	0	0	2	35	14	0	0	0	0	0
13:00	42	37.6	33.1	5	0	0	0	4	6	23	7	2	0	0	0	0
14:00	40	42.3	37.1	5.3	0	0	0	0	1	20	11	6	1	1	0	0
15:00	33	39	35.2	3.5	0	0	0	0	2	19	11	1	0	0	0	0
16:00	31	36.7	33.2	3.7	0	0	0	0	8	17	6	0	0	0	0	0
17:00	34	40.6	37	4.1	0	0	0	0	2	10	18	4	0	0	0	0
18:00	36	40.4	35.7	6.8	0	1	1	0	3	11	16	2	2	0	0	0
19:00	16	35.7	33.8	2.6	0	0	0	0	1	13	2	0	0	0	0	0
20:00	22	40.6	36.7	5.6	0	0	0	0	3	7	9	1	2	0	0	0
21:00	12	40	38.5	1.5	0	0	0	0	0	0	12	0	0	0	0	0
22:00	7	-	30.6	7.7	0	1	0	0	0	6	0	0	0	0	0	0
23:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
12H,7-19	559	39.3	34.5	4.8	0	1	2	13	89	258	167	23	5	1	0	0
16H,6-22	663	39.6	34.8	4.9	0	1	2	14	100	295	209	32	9	1	0	0
18H,6-24	670	39.6	34.7	5	0	2	2	14	100	301	209	32	9	1	0	0
24H,0-24	749	39.7	34.8	5.1	0	2	3	16	107	333	235	39	11	3	0	0

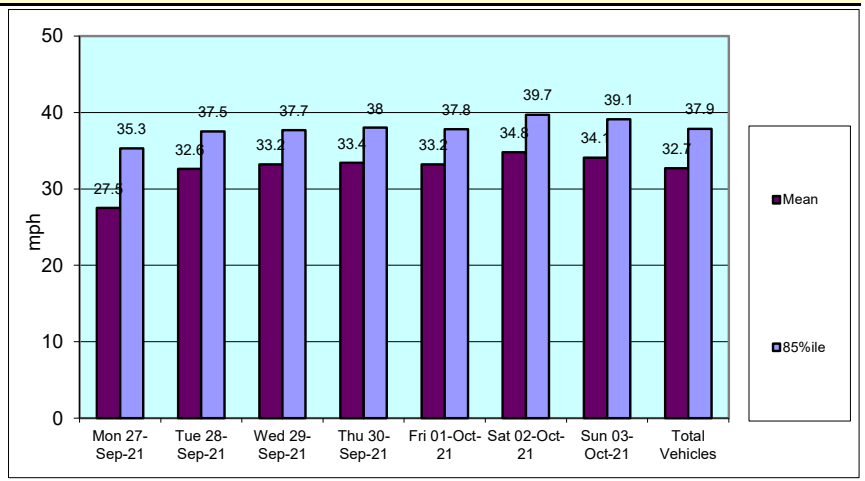
Data produced by
Auto Surveys Ltd

10722			IMMINGHAM				Site No: 10722003				Location	Site 3 - Queens Rd, Immingham att to l/c 10					
Mon 27-Sep-21 to Sun 03-Oct-21							Channel: Southeastbound										
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	=>61
Sun 03-Oct-21																
00:00	4	-	23.5	1.6	0	0	0	4	0	0	0	0	0	0	0	0
01:00	2	-	36	3.5	0	0	0	0	0	1	1	0	0	0	0	0
02:00	5	-	27.5	6.6	0	0	1	1	1	2	0	0	0	0	0	0
03:00	1	-	23.5	-	0	0	0	1	0	0	0	0	0	0	0	0
04:00	8	-	34.1	3.5	0	0	0	0	1	5	2	0	0	0	0	0
05:00	29	42.4	35.6	7.3	0	1	0	1	2	13	6	4	2	0	0	0
06:00	29	42.2	37.3	5	0	0	0	0	2	10	11	5	1	0	0	0
07:00	21	40.8	37.5	4.6	0	0	0	1	0	4	13	3	0	0	0	0
08:00	35	36.9	32.6	4.4	0	0	0	2	9	17	7	0	0	0	0	0
09:00	26	35.4	32.9	3	0	0	0	0	5	19	2	0	0	0	0	0
10:00	64	36.8	33.3	3.6	0	0	0	1	12	39	12	0	0	0	0	0
11:00	54	35.8	32.5	5.1	0	1	0	4	8	34	5	2	0	0	0	0
12:00	53	35.7	32.3	3.8	0	0	0	1	18	27	7	0	0	0	0	0
13:00	45	39.2	34.2	4.8	0	0	0	2	9	16	17	1	0	0	0	0
14:00	39	37.2	33.4	4.9	0	0	1	0	8	22	7	0	1	0	0	0
15:00	26	37.3	33.5	3.8	0	0	0	0	6	14	6	0	0	0	0	0
16:00	36	40.7	36.6	6.1	0	0	0	2	2	12	15	3	1	1	0	0
17:00	32	39.4	35.4	3.8	0	0	0	0	2	18	10	2	0	0	0	0
18:00	24	40	35.8	5.9	0	0	0	0	5	7	10	1	0	1	0	0
19:00	6	-	34.3	7.5	0	0	0	0	2	3	0	0	1	0	0	0
20:00	8	-	32.9	2.3	0	0	0	0	1	7	0	0	0	0	0	0
21:00	7	-	38.5	3.2	0	0	0	0	0	1	5	1	0	0	0	0
22:00	4	-	38.5	8.2	0	0	0	0	1	0	2	0	1	0	0	0
23:00	2	-	36	3.5	0	0	0	0	0	1	1	0	0	0	0	0
12H,7-19	455	38.6	33.9	4.7	0	1	1	13	84	229	111	12	2	2	0	0
16H,6-22	505	38.9	34.1	4.8	0	1	1	13	89	250	127	18	4	2	0	0
18H,6-24	511	39	34.1	4.8	0	1	1	13	90	251	130	18	5	2	0	0
24H,0-24	560	39.1	34.1	5.1	0	2	2	20	94	272	139	22	7	2	0	0

10722	IMMINGHAM	Site No: 10722003	Location Site 3 - Queens Rd, Immingham att to l/c 10
Mon 27-Sep-21 to Sun 03-Oct-21		Channel: Southeastbound	

Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	=>61
Daily Totals																
Mon 27-Sep-21	**3553**	35.3	27.5	9.4	515	151	35	153	1136	1210	298	43	12	0	0	0
Tue 28-Sep-21	**2389**	37.5	32.6	4.9	3	6	14	113	688	1081	421	54	7	1	0	1
Wed 29-Sep-21	**2225**	37.7	33.2	4.7	2	5	14	85	460	1184	405	60	9	1	0	0
Thu 30-Sep-21	**2295**	38	33.4	4.7	4	3	23	46	470	1221	453	59	15	1	0	0
Fri 01-Oct-21	**2084**	37.8	33.2	4.7	1	3	8	76	456	1094	372	60	8	6	0	0
Sat 02-Oct-21	**749**	39.7	34.8	5.1	0	2	3	16	107	333	235	39	11	3	0	0
Sun 03-Oct-21	**560**	39.1	34.1	5.1	0	2	2	20	94	272	139	22	7	2	0	0
Total Vehicles																
[--]	**13855**	37.9	32.7	5.5	525	172	99	509	3411	6395	2323	337	69	14	0	1

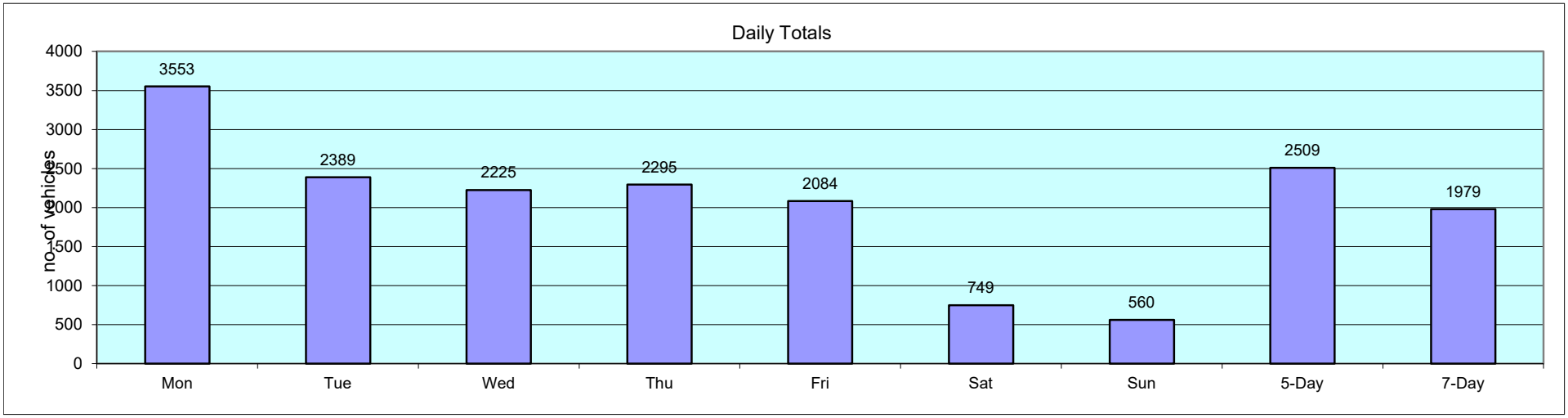




10722		IMMINGHAM		Site No: 10722003		Location	Site 3 - Queens Rd, Immingham att to I/c 10		
				Channel: Southeastbound					
TIME PERIOD	Mon 27/09/2021	Tue 28/09/2021	Wed 29/09/2021	Thu 30/09/2021	Fri 01/10/2021	Sat 02/10/2021	Sun 03/10/2021	5-Day Av	7-Day Av
Week Begin: 27-Sep-21									
00:00	**23**	4	5	1	7	3	4	8	7
01:00	**30**	2	1	2	2	1	2	7	6
02:00	**38**	5	2	3	1	6	5	10	9
03:00	**40**	9	1	3	6	1	1	12	9
04:00	**120**	20	12	8	15	10	8	35	28
05:00	**356**	146	136	132	109	58	29	176	138
06:00	**510**	242	214	211	183	54	29	272	206
07:00	**573**	310	286	269	264	27	21	340	250
08:00	**311**	226	190	241	208	55	35	235	181
09:00	**186**	220	184	195	173	47	26	192	147
10:00	**174**	123	138	179	186	89	64	160	136
11:00	**198**	184	134	198	132	74	54	169	139
12:00	**197**	172	141	128	140	51	53	156	126
13:00	**173**	172	145	150	181	42	45	164	130
14:00	**127**	134	148	150	125	40	39	137	109
15:00	**136**	124	160	115	107	33	26	128	100
16:00	**107**	86	98	98	81	31	36	94	77
17:00	**92**	92	93	99	74	34	32	90	74
18:00	**81**	53	56	45	29	36	24	53	46
19:00	**23**	25	33	30	11	16	6	24	21
20:00	**22**	14	14	20	16	22	8	17	17
21:00	**7**	13	22	9	19	12	7	14	13
22:00	**26**	7	7	3	13	7	4	11	10
23:00	**3**	6	5	6	2	0	2	4	3
12H,7-19	**2355**	**1896**	**1773**	**1867**	**1700**	**559**	**455**	**1918**	**1515**
16H,6-22	**2917**	**2190**	**2056**	**2137**	**1929**	**663**	**505**	**2246**	**1771**
18H,6-24	**2946**	**2203**	**2068**	**2146**	**1944**	**670**	**511**	**2261**	**1784**
24H,0-24	**3553**	**2389**	**2225**	**2295**	**2084**	**749**	**560**	**2509**	**1979**
Am	**07:00**	**07:00**	**07:00**	**07:00**	**07:00**	**10:00**	**10:00**		
Peak	**573**	**310**	**286**	**269**	**264**	**89**	**64**		
Pm	**12:00**	**13:00**	**15:00**	**14:00**	**13:00**	**12:00**	**12:00**		
Peak	**197**	**172**	**160**	**150**	**181**	**51**	**53**		

10722	IMMINGHAM	Site No: 10722003	Location	Site 3 - Queens Rd, Immingham att to l/c 10
		Channel: Southeastbound		

TIME PERIOD	Mon 27/09/2021	Tue 28/09/2021	Wed 29/09/2021	Thu 30/09/2021	Fri 01/10/2021	Sat 02/10/2021	Sun 03/10/2021	5-Day Av	7-Day Av



Data produced by
Auto Surveys Ltd

10913		IMMINGHAM NOVEMBER 2021								
Site	Location	Direction	Start Date	End Date	Posted Speed Limit (PSL)	Total Vehicles	5 Day Ave.	7 Day Ave.	Average 85%ile Speed	Average Mean Speed
Site No: 10913001	Site 1 - A1173, Immingham (N of Kiln Ln) 53.605641, -0.187763	Channel: Northbound	Tue 16-Nov-21	Mon 22-Nov-21	NSL	26129	4518	3733	54.8	47.3
		Channel: Southbound	Tue 16-Nov-21	Mon 22-Nov-21		25558	4400	3651	55.0	47.2

10913			IMMINGHAM			Site No: 10913001			Location	Site 1 - A1173, Immingham (N of Kiln Ln)				
Tue 16-Nov-21 to Mon 22-Nov-21						Channel: Northbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Tue 16-Nov-21														
00:00	**13**	0	7	1	0	1	0	0	0	0	0	4	0	0
01:00	**20**	0	16	2	0	0	0	0	0	0	0	2	0	0
02:00	**14**	0	8	5	0	0	0	0	0	0	0	1	0	0
03:00	**28**	0	19	3	0	0	1	0	0	0	1	4	0	0
04:00	**87**	0	51	13	0	1	2	0	3	0	1	16	0	0
05:00	**227**	0	163	24	1	1	5	0	4	0	11	18	0	0
06:00	**404**	4	296	59	0	0	3	0	6	2	9	25	0	0
07:00	**652**	3	500	92	2	4	4	0	10	0	8	29	0	0
08:00	**439**	1	284	96	5	4	2	0	14	0	5	28	0	0
09:00	**259**	0	161	51	2	3	3	0	6	0	10	23	0	0
10:00	**227**	0	128	48	1	2	3	0	4	0	11	30	0	0
11:00	**223**	2	112	45	3	5	0	0	12	2	17	25	0	0
12:00	**266**	1	172	46	1	1	1	0	4	0	13	27	0	0
13:00	**261**	0	154	45	0	2	2	0	7	1	15	35	0	0
14:00	**276**	2	165	49	3	4	5	0	17	0	6	25	0	0
15:00	**278**	3	177	41	2	3	1	0	3	1	8	39	0	0
16:00	**250**	4	185	31	0	2	2	0	2	0	6	18	0	0
17:00	**248**	2	195	31	3	1	0	0	0	1	4	11	0	0
18:00	**181**	2	137	24	0	1	2	0	2	0	4	9	0	0
19:00	**83**	1	70	7	0	0	0	0	0	0	4	1	0	0
20:00	**74**	1	63	6	0	0	1	0	0	0	2	1	0	0
21:00	**37**	0	34	2	0	0	0	0	0	0	0	1	0	0
22:00	**37**	1	34	0	0	0	0	0	0	0	0	2	0	0
23:00	**21**	1	14	3	0	0	0	0	1	0	0	2	0	0
12H,7-19	**3560**	**20**	**2370**	**599**	**22**	**32**	**25**	**0**	**81**	**5**	**107**	**299**	**0**	**0**
16H,6-22	**4158**	**26**	**2833**	**673**	**22**	**32**	**29**	**0**	**87**	**7**	**122**	**327**	**0**	**0**
18H,6-24	**4216**	**28**	**2881**	**676**	**22**	**32**	**29**	**0**	**88**	**7**	**122**	**331**	**0**	**0**
24H,0-24	**4605**	**28**	**3145**	**724**	**23**	**35**	**37**	**0**	**95**	**7**	**135**	**376**	**0**	**0**

10913		IMMINGHAM				Site No: 10913001			Location	Site 1 - A1173, Immingham (N of Kiln Ln)					
Tue 16-Nov-21 to Mon 22-Nov-21						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
Wed 17-Nov-21															
00:00	**12**	0	8	1	0	0	0	0	1	0	1	1	0	0
01:00	**14**	0	10	3	0	0	0	0	0	0	0	1	0	0
02:00	**19**	0	14	3	0	0	0	0	0	0	0	2	0	0
03:00	**33**	0	18	4	0	0	1	0	0	0	2	8	0	0
04:00	**68**	0	43	12	0	0	0	0	2	0	1	10	0	0
05:00	**219**	1	158	29	0	1	5	0	6	0	2	17	0	0
06:00	**432**	3	322	51	1	1	2	0	9	1	7	35	0	0
07:00	**626**	3	468	98	3	4	4	0	11	1	9	25	0	0
08:00	**417**	2	277	90	2	2	2	0	9	0	4	29	0	0
09:00	**242**	0	150	42	6	5	2	0	4	0	10	23	0	0
10:00	**227**	2	116	54	0	3	3	0	10	0	12	27	0	0
11:00	**243**	0	131	48	2	7	1	2	16	0	10	26	0	0
12:00	**264**	1	162	53	1	2	3	0	6	1	12	23	0	0
13:00	**257**	1	165	50	2	3	3	0	7	0	9	17	0	0
14:00	**268**	0	156	50	0	4	2	0	12	1	13	30	0	0
15:00	**271**	4	175	35	1	2	0	1	8	0	10	35	0	0
16:00	**245**	2	172	43	3	2	0	0	4	0	5	14	0	0
17:00	**277**	2	207	46	2	1	2	0	2	0	5	10	0	0
18:00	**163**	2	133	16	0	1	1	0	2	0	2	6	0	0
19:00	**102**	1	76	16	0	1	2	0	0	0	2	4	0	0
20:00	**73**	1	61	8	0	0	0	0	0	0	0	3	0	0
21:00	**41**	1	36	3	0	0	1	0	0	0	0	0	0	0
22:00	**38**	0	32	2	0	0	1	0	0	0	0	3	0	0
23:00	**18**	0	15	1	0	1	0	0	0	0	0	1	0	0
12H,7-19	**3500**	**19**	**2312**	**625**	**22**	**36**	**23**	**3**	**91**	**3**	**101**	**265**	**0**	**0**
16H,6-22	**4148**	**25**	**2807**	**703**	**23**	**38**	**28**	**3**	**100**	**4**	**110**	**307**	**0**	**0**
18H,6-24	**4204**	**25**	**2854**	**706**	**23**	**39**	**29**	**3**	**100**	**4**	**110**	**311**	**0**	**0**
24H,0-24	**4569**	**26**	**3105**	**758**	**23**	**40**	**35**	**3**	**109**	**4**	**116**	**350**	**0**	**0**

10913		IMMINGHAM				Site No: 10913001			Location	Site 1 - A1173, Immingham (N of Kiln Ln)					
Tue 16-Nov-21 to Mon 22-Nov-21						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
Thu 18-Nov-21															
00:00	**11**	0	6	2	0	0	1	0	0	0	1	1	0	0
01:00	**11**	0	9	1	0	0	0	0	0	0	1	0	0	0
02:00	**21**	0	15	3	0	0	1	0	0	0	1	1	0	0
03:00	**25**	1	15	5	0	0	0	0	0	0	1	3	0	0
04:00	**80**	0	48	14	0	0	0	0	3	0	3	12	0	0
05:00	**223**	2	166	22	0	3	2	0	8	1	1	18	0	0
06:00	**399**	4	295	56	0	1	1	0	7	1	6	28	0	0
07:00	**586**	4	445	95	3	1	4	0	10	0	8	16	0	0
08:00	**414**	1	279	75	7	4	1	0	17	0	9	21	0	0
09:00	**275**	1	143	58	2	5	7	0	12	0	13	34	0	0
10:00	**241**	1	134	51	2	4	1	0	10	0	8	30	0	0
11:00	**255**	0	145	40	3	5	4	0	21	2	11	24	0	0
12:00	**272**	1	173	48	0	0	3	0	7	0	4	36	0	0
13:00	**269**	2	162	40	0	3	6	0	14	2	11	29	0	0
14:00	**279**	1	160	51	2	3	2	0	18	1	11	30	0	0
15:00	**252**	2	168	30	6	7	4	1	6	0	3	25	0	0
16:00	**266**	2	175	48	3	1	5	0	7	0	10	15	0	0
17:00	**263**	2	204	35	1	2	0	1	2	0	2	14	0	0
18:00	**163**	2	138	14	0	1	1	0	1	0	2	4	0	0
19:00	**76**	1	62	10	0	0	0	0	0	0	1	2	0	0
20:00	**59**	1	50	6	0	0	0	0	1	0	1	0	0	0
21:00	**39**	0	34	5	0	0	0	0	0	0	0	0	0	0
22:00	**33**	0	29	3	0	0	0	0	1	0	0	0	0	0
23:00	**16**	0	11	1	0	0	0	0	0	0	1	3	0	0
12H,7-19	**3535**	**19**	**2326**	**585**	**29**	**36**	**38**	**2**	**125**	**5**	**92**	**278**	**0**	**0**
16H,6-22	**4108**	**25**	**2767**	**662**	**29**	**37**	**39**	**2**	**133**	**6**	**100**	**308**	**0**	**0**
18H,6-24	**4157**	**25**	**2807**	**666**	**29**	**37**	**39**	**2**	**134**	**6**	**101**	**311**	**0**	**0**
24H,0-24	**4528**	**28**	**3066**	**713**	**29**	**40**	**43**	**2**	**145**	**7**	**109**	**346**	**0**	**0**

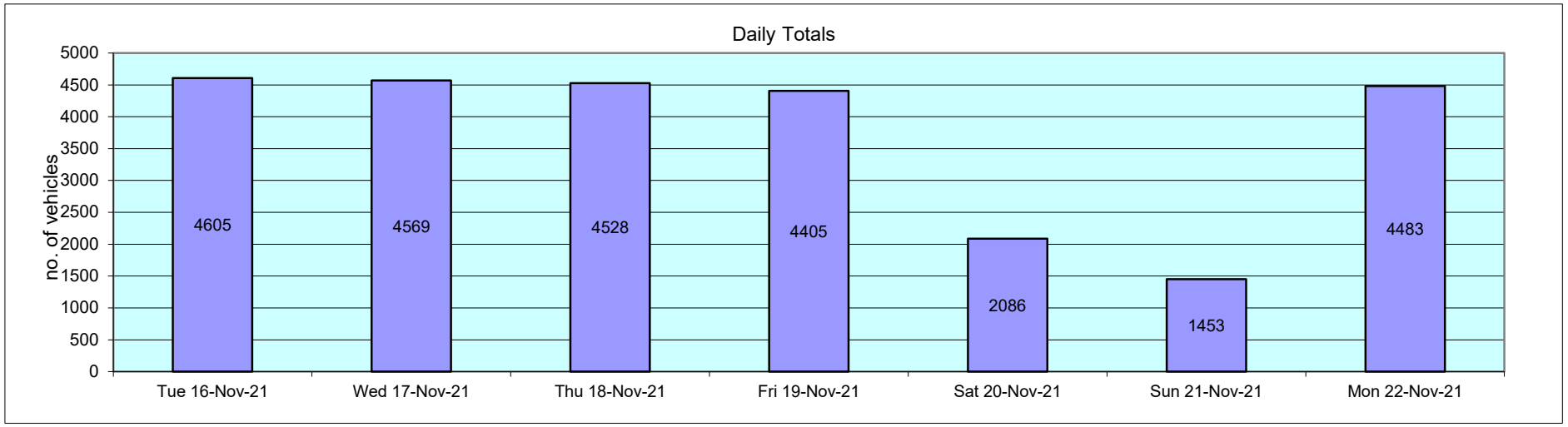
10913		IMMINGHAM				Site No: 10913001			Location	Site 1 - A1173, Immingham (N of Kiln Ln)					
Tue 16-Nov-21 to Mon 22-Nov-21						Channel: Northbound									
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR 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
Fri 19-Nov-21														
00:00	**9**	0	6	1	0	0	0	0	0	0	0	2	0	0
01:00	**10**	0	8	1	0	0	0	0	0	0	1	0	0	0
02:00	**18**	0	13	1	0	0	1	0	0	0	0	3	0	0
03:00	**25**	1	14	7	0	0	0	0	0	0	0	3	0	0
04:00	**73**	0	48	10	0	0	1	0	4	0	1	9	0	0
05:00	**222**	4	171	15	1	3	4	0	4	1	8	11	0	0
06:00	**349**	4	256	50	0	0	7	0	4	0	3	25	0	0
07:00	**566**	1	426	90	2	4	0	0	13	1	10	19	0	0
08:00	**378**	0	264	53	6	4	5	0	9	1	12	24	0	0
09:00	**266**	0	160	47	2	3	4	0	16	0	6	28	0	0
10:00	**242**	0	129	55	2	7	4	0	9	0	5	31	0	0
11:00	**242**	2	137	49	1	7	2	0	15	0	7	22	0	0
12:00	**291**	1	192	44	1	1	0	0	9	1	12	30	0	0
13:00	**272**	1	181	39	1	3	6	0	8	1	8	24	0	0
14:00	**300**	2	189	49	1	8	1	1	9	1	6	33	0	0
15:00	**273**	2	189	38	1	2	4	0	6	0	4	27	0	0
16:00	**263**	2	201	30	4	1	1	0	1	0	7	16	0	0
17:00	**203**	1	162	28	1	0	1	0	1	0	3	6	0	0
18:00	**151**	1	122	20	1	1	0	0	1	0	2	3	0	0
19:00	**83**	0	67	9	0	1	1	0	0	0	3	2	0	0
20:00	**54**	0	46	5	0	0	0	0	1	0	2	0	0	0
21:00	**49**	2	39	4	1	0	0	0	0	0	1	2	0	0
22:00	**47**	0	45	2	0	0	0	0	0	0	0	0	0	0
23:00	**19**	0	14	4	1	0	0	0	0	0	0	0	0	0
12H,7-19	**3447**	**13**	**2352**	**542**	**23**	**41**	**28**	**1**	**97**	**5**	**82**	**263**	**0**	**0**
16H,6-22	**3982**	**19**	**2760**	**610**	**24**	**42**	**36**	**1**	**102**	**5**	**91**	**292**	**0**	**0**
18H,6-24	**4048**	**19**	**2819**	**616**	**25**	**42**	**36**	**1**	**102**	**5**	**91**	**292**	**0**	**0**
24H,0-24	**4405**	**24**	**3079**	**651**	**26**	**45**	**42**	**1**	**110**	**6**	**101**	**320**	**0**	**0**

10913		IMMINGHAM				Site No: 10913001			Location	Site 1 - A1173, Immingham (N of Kiln Ln)				
Tue 16-Nov-21 to Mon 22-Nov-21						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
Sat 20-Nov-21														
00:00	**15**	0	13	1	0	0	0	0	0	0	0	1	0	0
01:00	**12**	0	8	2	0	0	0	0	0	0	1	1	0	0
02:00	**8**	1	6	1	0	0	0	0	0	0	0	0	0	0
03:00	**21**	0	12	3	0	0	0	0	1	0	2	3	0	0
04:00	**20**	0	16	2	0	0	0	0	1	0	1	0	0	0
05:00	**113**	1	100	6	1	0	0	0	3	0	0	2	0	0
06:00	**137**	1	105	20	0	0	1	0	3	0	3	4	0	0
07:00	**158**	0	113	32	3	1	0	0	1	0	4	4	0	0
08:00	**93**	0	65	17	0	1	0	0	4	0	2	4	0	0
09:00	**136**	1	91	29	0	3	2	0	0	0	4	6	0	0
10:00	**176**	1	127	41	0	0	0	0	0	0	1	6	0	0
11:00	**170**	0	128	32	0	0	0	0	1	0	3	6	0	0
12:00	**147**	0	125	19	0	0	0	0	0	0	0	3	0	0
13:00	**143**	0	117	24	0	1	0	0	0	0	1	0	0	0
14:00	**144**	2	117	20	0	0	1	0	0	0	2	2	0	0
15:00	**130**	0	116	11	0	1	2	0	0	0	0	0	0	0
16:00	**111**	0	96	14	0	0	0	0	0	0	0	1	0	0
17:00	**110**	2	94	12	0	0	0	0	0	0	0	2	0	0
18:00	**84**	1	75	8	0	0	0	0	0	0	0	0	0	0
19:00	**51**	0	46	4	0	0	0	0	0	0	0	1	0	0
20:00	**35**	1	32	2	0	0	0	0	0	0	0	0	0	0
21:00	**23**	0	22	0	0	0	0	0	0	0	0	1	0	0
22:00	**32**	0	31	1	0	0	0	0	0	0	0	0	0	0
23:00	**17**	0	16	1	0	0	0	0	0	0	0	0	0	0
12H,7-19	**1602**	**7**	**1264**	**259**	**3**	**7**	**5**	**0**	**6**	**0**	**17**	**34**	**0**	**0**
16H,6-22	**1848**	**9**	**1469**	**285**	**3**	**7**	**6**	**0**	**9**	**0**	**20**	**40**	**0**	**0**
18H,6-24	**1897**	**9**	**1516**	**287**	**3**	**7**	**6**	**0**	**9**	**0**	**20**	**40**	**0**	**0**
24H,0-24	**2086**	**11**	**1671**	**302**	**4**	**7**	**6**	**0**	**14**	**0**	**24**	**47**	**0**	**0**

10913		IMMINGHAM				Site No: 10913001			Location	Site 1 - A1173, Immingham (N of Kiln Ln)					
Tue 16-Nov-21 to Mon 22-Nov-21						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
Sun 21-Nov-21															
00:00	**20**	0	15	5	0	0	0	0	0	0	0	0	0	0
01:00	**13**	0	10	2	0	0	0	0	0	0	0	1	0	0
02:00	**8**	0	5	2	0	0	0	0	0	0	0	1	0	0
03:00	**14**	0	7	1	0	0	0	0	0	0	0	6	0	0
04:00	**17**	0	14	2	0	0	0	0	0	0	0	1	0	0
05:00	**63**	1	55	6	0	0	0	0	0	0	0	1	0	0
06:00	**76**	0	60	15	0	0	0	0	0	0	1	0	0	0
07:00	**80**	0	61	15	0	0	1	0	2	0	0	1	0	0
08:00	**37**	2	22	7	0	1	1	0	2	0	0	2	0	0
09:00	**57**	0	44	10	0	0	1	0	0	0	0	2	0	0
10:00	**88**	0	75	7	0	0	1	0	1	0	0	4	0	0
11:00	**118**	0	97	15	0	0	2	0	0	0	1	3	0	0
12:00	**103**	1	89	11	0	0	0	0	0	0	1	1	0	0
13:00	**120**	0	102	13	0	0	0	0	0	0	1	4	0	0
14:00	**132**	2	107	20	0	0	0	0	1	0	0	2	0	0
15:00	**103**	0	83	17	0	0	0	0	0	0	1	2	0	0
16:00	**107**	0	91	12	0	0	2	0	0	0	0	2	0	0
17:00	**86**	1	71	9	0	0	0	0	1	0	0	4	0	0
18:00	**85**	0	79	3	0	0	0	0	0	0	3	0	0	0
19:00	**39**	0	33	5	0	0	0	0	0	0	0	1	0	0
20:00	**40**	0	39	1	0	0	0	0	0	0	0	0	0	0
21:00	**19**	0	15	1	0	0	0	0	0	0	1	2	0	0
22:00	**15**	0	12	1	0	0	0	0	0	0	0	2	0	0
23:00	**13**	0	9	4	0	0	0	0	0	0	0	0	0	0
12H,7-19	**1116**	**6**	**921**	**139**	**0**	**1**	**8**	**0**	**7**	**0**	**7**	**27**	**0**	**0**
16H,6-22	**1290**	**6**	**1068**	**161**	**0**	**1**	**8**	**0**	**7**	**0**	**9**	**30**	**0**	**0**
18H,6-24	**1318**	**6**	**1089**	**166**	**0**	**1**	**8**	**0**	**7**	**0**	**9**	**32**	**0**	**0**
24H,0-24	**1453**	**7**	**1195**	**184**	**0**	**1**	**8**	**0**	**7**	**0**	**9**	**42**	**0**	**0**

10913		IMMINGHAM				Site No: 10913001			Location	Site 1 - A1173, Immingham (N of Kiln Ln)				
Tue 16-Nov-21 to Mon 22-Nov-21						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
Mon 22-Nov-21														
00:00	**9**	0	7	0	0	0	0	0	0	0	0	2	0	0
01:00	**9**	0	7	1	0	0	0	0	0	0	0	1	0	0
02:00	**24**	0	15	7	0	0	0	0	0	0	0	2	0	0
03:00	**35**	0	17	4	0	0	2	0	0	0	0	12	0	0
04:00	**110**	0	64	29	0	0	3	0	4	0	1	9	0	0
05:00	**241**	0	168	38	0	3	3	1	5	1	5	17	0	0
06:00	**397**	1	289	65	0	1	9	0	4	2	6	20	0	0
07:00	**587**	2	442	103	5	1	1	0	5	0	7	21	0	0
08:00	**346**	1	233	85	2	3	1	0	4	0	6	11	0	0
09:00	**269**	0	167	59	2	0	0	0	10	0	9	22	0	0
10:00	**243**	0	144	57	3	3	1	0	6	1	4	24	0	0
11:00	**188**	1	113	37	0	7	0	0	8	0	8	14	0	0
12:00	**242**	1	177	35	0	2	1	0	6	0	3	17	0	0
13:00	**299**	0	191	48	2	5	2	0	9	0	10	32	0	0
14:00	**268**	2	178	38	2	2	1	1	9	1	4	30	0	0
15:00	**273**	3	175	53	0	4	2	0	7	0	4	25	0	0
16:00	**280**	4	201	51	0	0	4	1	4	1	3	11	0	0
17:00	**307**	1	245	36	3	0	1	0	1	0	3	17	0	0
18:00	**156**	1	120	24	0	0	1	0	1	1	1	7	0	0
19:00	**73**	0	60	6	0	0	0	0	0	0	1	6	0	0
20:00	**50**	0	39	7	0	0	0	0	0	0	2	2	0	0
21:00	**31**	0	27	3	0	0	0	0	1	0	0	0	0	0
22:00	**36**	1	27	5	0	1	0	0	0	0	1	1	0	0
23:00	**10**	0	5	3	0	0	1	0	0	0	1	0	0	0
12H,7-19	**3458**	**16**	**2386**	**626**	**19**	**27**	**15**	**2**	**70**	**4**	**62**	**231**	**0**	**0**
16H,6-22	**4009**	**17**	**2801**	**707**	**19**	**28**	**24**	**2**	**75**	**6**	**71**	**259**	**0**	**0**
18H,6-24	**4055**	**18**	**2833**	**715**	**19**	**29**	**25**	**2**	**75**	**6**	**73**	**260**	**0**	**0**
24H,0-24	**4483**	**18**	**3111**	**794**	**19**	**32**	**33**	**3**	**84**	**7**	**79**	**303**	**0**	**0**

10913		IMMINGHAM				Site No: 10913001			Location	Site 1 - A1173, Immingham (N of Kiln Ln)					
Tue 16-Nov-21 to Mon 22-Nov-21						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															
Tue 16-Nov-21	**4605**	28	3145	724	23	35	37	0	95	7	135	376	0	0
Wed 17-Nov-21	**4569**	26	3105	758	23	40	35	3	109	4	116	350	0	0
Thu 18-Nov-21	**4528**	28	3066	713	29	40	43	2	145	7	109	346	0	0
Fri 19-Nov-21	**4405**	24	3079	651	26	45	42	1	110	6	101	320	0	0
Sat 20-Nov-21	**2086**	11	1671	302	4	7	6	0	14	0	24	47	0	0
Sun 21-Nov-21	**1453**	7	1195	184	0	1	8	0	7	0	9	42	0	0
Mon 22-Nov-21	**4483**	18	3111	794	19	32	33	3	84	7	79	303	0	0
Total Vehicles															
[--]	**26129**	142	18372	4126	124	200	204	9	564	31	573	1784	0	0



10913		IMMINGHAM		Site No: 10913001			Location	Site 1 - A1173, Immingham (N of Kiln Ln)			
Tue 16-Nov-21 to Mon 22-Nov-21				Channel: Northbound							
TIME PERIOD	**TOTAL VEHICLES**	**MOTOR-CYCLES**	**MOTOR-CYCLES%**	**CARS**	**CARS %**	**LGV**	**LGV %**	**HGV**	**HGV %**	**BUS**	**BUS %**
Tue 16-Nov-21											
00:00	**13**	0	0.0	7	53.9	1	7.7	5	38.5	0	0.0
01:00	**20**	0	0.0	16	80.0	2	10.0	2	10.0	0	0.0
02:00	**14**	0	0.0	8	57.1	5	35.7	1	7.1	0	0.0
03:00	**28**	0	0.0	19	67.9	3	10.7	6	21.4	0	0.0
04:00	**87**	0	0.0	51	58.6	13	14.9	23	26.4	0	0.0
05:00	**227**	0	0.0	163	71.8	24	10.6	39	17.2	1	0.4
06:00	**404**	4	1.0	296	73.3	59	14.6	45	11.1	0	0.0
07:00	**652**	3	0.5	500	76.7	92	14.1	55	8.4	2	0.3
08:00	**439**	1	0.2	284	64.7	96	21.9	53	12.1	5	1.1
09:00	**259**	0	0.0	161	62.2	51	19.7	45	17.4	2	0.8
10:00	**227**	0	0.0	128	56.4	48	21.2	50	22.0	1	0.4
11:00	**223**	2	0.9	112	50.2	45	20.2	61	27.4	3	1.4
12:00	**266**	1	0.4	172	64.7	46	17.3	46	17.3	1	0.4
13:00	**261**	0	0.0	154	59.0	45	17.2	62	23.8	0	0.0
14:00	**276**	2	0.7	165	59.8	49	17.8	57	20.7	3	1.1
15:00	**278**	3	1.1	177	63.7	41	14.8	55	19.8	2	0.7
16:00	**250**	4	1.6	185	74.0	31	12.4	30	12.0	0	0.0
17:00	**248**	2	0.8	195	78.6	31	12.5	17	6.9	3	1.2
18:00	**181**	2	1.1	137	75.7	24	13.3	18	9.9	0	0.0
19:00	**83**	1	1.2	70	84.3	7	8.4	5	6.0	0	0.0
20:00	**74**	1	1.4	63	85.1	6	8.1	4	5.4	0	0.0
21:00	**37**	0	0.0	34	91.9	2	5.4	1	2.7	0	0.0
22:00	**37**	1	2.7	34	91.9	0	0.0	2	5.4	0	0.0
23:00	**21**	1	4.8	14	66.7	3	14.3	3	14.3	0	0.0
12H,7-19	**3560**	**20**	**0.6**	**2370**	**66.6**	**599**	**16.8**	**549**	**15.4**	**22**	**0.6**
16H,6-22	**4158**	**26**	**0.6**	**2833**	**68.1**	**673**	**16.2**	**604**	**14.5**	**22**	**0.5**
18H,6-24	**4216**	**28**	**0.7**	**2881**	**68.3**	**676**	**16.0**	**609**	**14.4**	**22**	**0.5**
24H,0-24	**4605**	**28**	**0.6**	**3145**	**68.3**	**724**	**15.7**	**685**	**14.9**	**23**	**0.5**

Data produced by
Auto Surveys Ltd

10913		IMMINGHAM		Site No: 10913001		Location	Site 1 - A1173, Immingham (N of Kiln Ln)				
Tue 16-Nov-21 to Mon 22-Nov-21				Channel: Northbound							
TIME PERIOD	**TOTAL VEHICLES**	**MOTOR-CYCLES**	**MOTOR-CYCLES%**	**CARS**	**CARS %**	**LGV**	**LGV %**	**HGV**	**HGV %**	**BUS**	**BUS %**
Wed 17-Nov-21											
00:00	**12**	0	0.0	8	66.7	1	8.3	3	25.0	0	0.0
01:00	**14**	0	0.0	10	71.4	3	21.4	1	7.1	0	0.0
02:00	**19**	0	0.0	14	73.7	3	15.8	2	10.5	0	0.0
03:00	**33**	0	0.0	18	54.6	4	12.1	11	33.3	0	0.0
04:00	**68**	0	0.0	43	63.2	12	17.7	13	19.1	0	0.0
05:00	**219**	1	0.5	158	72.2	29	13.2	31	14.2	0	0.0
06:00	**432**	3	0.7	322	74.5	51	11.8	55	12.7	1	0.2
07:00	**626**	3	0.5	468	74.8	98	15.7	54	8.6	3	0.5
08:00	**417**	2	0.5	277	66.4	90	21.6	46	11.0	2	0.5
09:00	**242**	0	0.0	150	62.0	42	17.4	44	18.2	6	2.5
10:00	**227**	2	0.9	116	51.1	54	23.8	55	24.2	0	0.0
11:00	**243**	0	0.0	131	53.9	48	19.8	62	25.5	2	0.8
12:00	**264**	1	0.4	162	61.4	53	20.1	47	17.8	1	0.4
13:00	**257**	1	0.4	165	64.2	50	19.5	39	15.2	2	0.8
14:00	**268**	0	0.0	156	58.2	50	18.7	62	23.1	0	0.0
15:00	**271**	4	1.5	175	64.6	35	12.9	56	20.7	1	0.4
16:00	**245**	2	0.8	172	70.2	43	17.6	25	10.2	3	1.2
17:00	**277**	2	0.7	207	74.7	46	16.6	20	7.2	2	0.7
18:00	**163**	2	1.2	133	81.6	16	9.8	12	7.4	0	0.0
19:00	**102**	1	1.0	76	74.5	16	15.7	9	8.8	0	0.0
20:00	**73**	1	1.4	61	83.6	8	11.0	3	4.1	0	0.0
21:00	**41**	1	2.4	36	87.8	3	7.3	1	2.4	0	0.0
22:00	**38**	0	0.0	32	84.2	2	5.3	4	10.5	0	0.0
23:00	**18**	0	0.0	15	83.3	1	5.6	2	11.1	0	0.0
12H,7-19	**3500**	**19**	**0.5**	**2312**	**66.1**	**625**	**17.9**	**522**	**14.9**	**22**	**0.6**
16H,6-22	**4148**	**25**	**0.6**	**2807**	**67.7**	**703**	**17.0**	**590**	**14.2**	**23**	**0.6**
18H,6-24	**4204**	**25**	**0.6**	**2854**	**67.9**	**706**	**16.8**	**596**	**14.2**	**23**	**0.6**
24H,0-24	**4569**	**26**	**0.6**	**3105**	**68.0**	**758**	**16.6**	**657**	**14.4**	**23**	**0.5**

10913		IMMINGHAM		Site No: 10913001		Location		Site 1 - A1173, Immingham (N of Kiln Ln)			
Tue 16-Nov-21 to Mon 22-Nov-21				Channel: Northbound							
TIME PERIOD	**TOTAL VEHICLES**	**MOTOR-CYCLES**	**MOTOR-CYCLES%**	**CARS**	**CARS %**	**LGV**	**LGV %**	**HGV**	**HGV %**	**BUS**	**BUS %**
Thu 18-Nov-21											
00:00	**11**	0	0.0	6	54.6	2	18.2	3	27.3	0	0.0
01:00	**11**	0	0.0	9	81.8	1	9.1	1	9.1	0	0.0
02:00	**21**	0	0.0	15	71.4	3	14.3	3	14.3	0	0.0
03:00	**25**	1	4.0	15	60.0	5	20.0	4	16.0	0	0.0
04:00	**80**	0	0.0	48	60.0	14	17.5	18	22.5	0	0.0
05:00	**223**	2	0.9	166	74.4	22	9.9	33	14.8	0	0.0
06:00	**399**	4	1.0	295	73.9	56	14.0	44	11.0	0	0.0
07:00	**586**	4	0.7	445	75.9	95	16.2	39	6.7	3	0.5
08:00	**414**	1	0.2	279	67.4	75	18.1	52	12.6	7	1.7
09:00	**275**	1	0.4	143	52.0	58	21.1	71	25.8	2	0.7
10:00	**241**	1	0.4	134	55.6	51	21.2	53	22.0	2	0.8
11:00	**255**	0	0.0	145	56.9	40	15.7	67	26.3	3	1.2
12:00	**272**	1	0.4	173	63.6	48	17.7	50	18.4	0	0.0
13:00	**269**	2	0.7	162	60.2	40	14.9	65	24.2	0	0.0
14:00	**279**	1	0.4	160	57.4	51	18.3	65	23.3	2	0.7
15:00	**252**	2	0.8	168	66.7	30	11.9	46	18.3	6	2.4
16:00	**266**	2	0.8	175	65.8	48	18.1	38	14.3	3	1.1
17:00	**263**	2	0.8	204	77.6	35	13.3	21	8.0	1	0.4
18:00	**163**	2	1.2	138	84.7	14	8.6	9	5.5	0	0.0
19:00	**76**	1	1.3	62	81.6	10	13.2	3	4.0	0	0.0
20:00	**59**	1	1.7	50	84.8	6	10.2	2	3.4	0	0.0
21:00	**39**	0	0.0	34	87.2	5	12.8	0	0.0	0	0.0
22:00	**33**	0	0.0	29	87.9	3	9.1	1	3.0	0	0.0
23:00	**16**	0	0.0	11	68.8	1	6.3	4	25.0	0	0.0
12H,7-19	**3535**	**19**	**0.5**	**2326**	**65.8**	**585**	**16.6**	**576**	**16.3**	**29**	**0.8**
16H,6-22	**4108**	**25**	**0.6**	**2767**	**67.4**	**662**	**16.1**	**625**	**15.2**	**29**	**0.7**
18H,6-24	**4157**	**25**	**0.6**	**2807**	**67.5**	**666**	**16.0**	**630**	**15.2**	**29**	**0.7**
24H,0-24	**4528**	**28**	**0.6**	**3066**	**67.7**	**713**	**15.8**	**692**	**15.3**	**29**	**0.6**

10913		IMMINGHAM		Site No: 10913001		Location	Site 1 - A1173, Immingham (N of Kiln Ln)				
Tue 16-Nov-21 to Mon 22-Nov-21				Channel: Northbound							
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Fri 19-Nov-21											
00:00	**9**	0	0.0	6	66.7	1	11.1	2	22.2	0	0.0
01:00	**10**	0	0.0	8	80.0	1	10.0	1	10.0	0	0.0
02:00	**18**	0	0.0	13	72.2	1	5.6	4	22.2	0	0.0
03:00	**25**	1	4.0	14	56.0	7	28.0	3	12.0	0	0.0
04:00	**73**	0	0.0	48	65.8	10	13.7	15	20.6	0	0.0
05:00	**222**	4	1.8	171	77.0	15	6.8	31	14.0	1	0.5
06:00	**349**	4	1.2	256	73.4	50	14.3	39	11.2	0	0.0
07:00	**566**	1	0.2	426	75.3	90	15.9	47	8.3	2	0.4
08:00	**378**	0	0.0	264	69.8	53	14.0	55	14.6	6	1.6
09:00	**266**	0	0.0	160	60.2	47	17.7	57	21.4	2	0.8
10:00	**242**	0	0.0	129	53.3	55	22.7	56	23.1	2	0.8
11:00	**242**	2	0.8	137	56.6	49	20.3	53	21.9	1	0.4
12:00	**291**	1	0.3	192	66.0	44	15.1	53	18.2	1	0.3
13:00	**272**	1	0.4	181	66.5	39	14.3	50	18.4	1	0.4
14:00	**300**	2	0.7	189	63.0	49	16.3	59	19.7	1	0.3
15:00	**273**	2	0.7	189	69.2	38	13.9	43	15.8	1	0.4
16:00	**263**	2	0.8	201	76.4	30	11.4	26	9.9	4	1.5
17:00	**203**	1	0.5	162	79.8	28	13.8	11	5.4	1	0.5
18:00	**151**	1	0.7	122	80.8	20	13.3	7	4.6	1	0.7
19:00	**83**	0	0.0	67	80.7	9	10.8	7	8.4	0	0.0
20:00	**54**	0	0.0	46	85.2	5	9.3	3	5.6	0	0.0
21:00	**49**	2	4.1	39	79.6	4	8.2	3	6.1	1	2.0
22:00	**47**	0	0.0	45	95.7	2	4.3	0	0.0	0	0.0
23:00	**19**	0	0.0	14	73.7	4	21.1	0	0.0	1	5.3
12H,7-19	**3447**	**13**	**0.4**	**2352**	**68.2**	**542**	**15.7**	**517**	**15.0**	**23**	**0.7**
16H,6-22	**3982**	**19**	**0.5**	**2760**	**69.3**	**610**	**15.3**	**569**	**14.3**	**24**	**0.6**
18H,6-24	**4048**	**19**	**0.5**	**2819**	**69.6**	**616**	**15.2**	**569**	**14.1**	**25**	**0.6**
24H,0-24	**4405**	**24**	**0.5**	**3079**	**69.9**	**651**	**14.8**	**625**	**14.2**	**26**	**0.6**

10913		IMMINGHAM		Site No: 10913001		Location	Site 1 - A1173, Immingham (N of Kiln Ln)				
Tue 16-Nov-21 to Mon 22-Nov-21				Channel: Northbound							
TIME PERIOD	**TOTAL VEHICLES**	**MOTOR-CYCLES**	**MOTOR-CYCLES%**	**CARS**	**CARS %**	**LGV**	**LGV %**	**HGV**	**HGV %**	**BUS**	**BUS %**
Sat 20-Nov-21											
00:00	**15**	0	0.0	13	86.7	1	6.7	1	6.7	0	0.0
01:00	**12**	0	0.0	8	66.7	2	16.7	2	16.7	0	0.0
02:00	**8**	1	12.5	6	75.0	1	12.5	0	0.0	0	0.0
03:00	**21**	0	0.0	12	57.1	3	14.3	6	28.6	0	0.0
04:00	**20**	0	0.0	16	80.0	2	10.0	2	10.0	0	0.0
05:00	**113**	1	0.9	100	88.5	6	5.3	5	4.4	1	0.9
06:00	**137**	1	0.7	105	76.6	20	14.6	11	8.0	0	0.0
07:00	**158**	0	0.0	113	71.5	32	20.3	10	6.3	3	1.9
08:00	**93**	0	0.0	65	69.9	17	18.3	11	11.8	0	0.0
09:00	**136**	1	0.7	91	66.9	29	21.3	15	11.0	0	0.0
10:00	**176**	1	0.6	127	72.2	41	23.3	7	4.0	0	0.0
11:00	**170**	0	0.0	128	75.3	32	18.8	10	5.9	0	0.0
12:00	**147**	0	0.0	125	85.0	19	12.9	3	2.0	0	0.0
13:00	**143**	0	0.0	117	81.8	24	16.8	2	1.4	0	0.0
14:00	**144**	2	1.4	117	81.3	20	13.9	5	3.5	0	0.0
15:00	**130**	0	0.0	116	89.2	11	8.5	3	2.3	0	0.0
16:00	**111**	0	0.0	96	86.5	14	12.6	1	0.9	0	0.0
17:00	**110**	2	1.8	94	85.5	12	10.9	2	1.8	0	0.0
18:00	**84**	1	1.2	75	89.3	8	9.5	0	0.0	0	0.0
19:00	**51**	0	0.0	46	90.2	4	7.8	1	2.0	0	0.0
20:00	**35**	1	2.9	32	91.4	2	5.7	0	0.0	0	0.0
21:00	**23**	0	0.0	22	95.7	0	0.0	1	4.4	0	0.0
22:00	**32**	0	0.0	31	96.9	1	3.1	0	0.0	0	0.0
23:00	**17**	0	0.0	16	94.1	1	5.9	0	0.0	0	0.0
12H,7-19	**1602**	**7**	**0.4**	**1264**	**78.9**	**259**	**16.2**	**69**	**4.3**	**3**	**0.2**
16H,6-22	**1848**	**9**	**0.5**	**1469**	**79.5**	**285**	**15.4**	**82**	**4.4**	**3**	**0.2**
18H,6-24	**1897**	**9**	**0.5**	**1516**	**79.9**	**287**	**15.1**	**82**	**4.3**	**3**	**0.2**
24H,0-24	**2086**	**11**	**0.5**	**1671**	**80.1**	**302**	**14.5**	**98**	**4.7**	**4**	**0.2**

Data produced by
Auto Surveys Ltd

10913		IMMINGHAM		Site No: 10913001		Location		Site 1 - A1173, Immingham (N of Kiln Ln)			
Tue 16-Nov-21 to Mon 22-Nov-21				Channel: Northbound							
TIME PERIOD	**TOTAL VEHICLES**	**MOTOR-CYCLES**	**MOTOR-CYCLES%**	**CARS**	**CARS %**	**LGV**	**LGV %**	**HGV**	**HGV %**	**BUS**	**BUS %**
Sun 21-Nov-21											
00:00	**20**	0	0.0	15	75.0	5	25.0	0	0.0	0	0.0
01:00	**13**	0	0.0	10	76.9	2	15.4	1	7.7	0	0.0
02:00	**8**	0	0.0	5	62.5	2	25.0	1	12.5	0	0.0
03:00	**14**	0	0.0	7	50.0	1	7.1	6	42.9	0	0.0
04:00	**17**	0	0.0	14	82.4	2	11.8	1	5.9	0	0.0
05:00	**63**	1	1.6	55	87.3	6	9.5	1	1.6	0	0.0
06:00	**76**	0	0.0	60	79.0	15	19.7	1	1.3	0	0.0
07:00	**80**	0	0.0	61	76.3	15	18.8	4	5.0	0	0.0
08:00	**37**	2	5.4	22	59.5	7	18.9	6	16.2	0	0.0
09:00	**57**	0	0.0	44	77.2	10	17.5	3	5.3	0	0.0
10:00	**88**	0	0.0	75	85.2	7	8.0	6	6.8	0	0.0
11:00	**118**	0	0.0	97	82.2	15	12.7	6	5.1	0	0.0
12:00	**103**	1	1.0	89	86.4	11	10.7	2	1.9	0	0.0
13:00	**120**	0	0.0	102	85.0	13	10.8	5	4.2	0	0.0
14:00	**132**	2	1.5	107	81.1	20	15.2	3	2.3	0	0.0
15:00	**103**	0	0.0	83	80.6	17	16.5	3	2.9	0	0.0
16:00	**107**	0	0.0	91	85.1	12	11.2	4	3.7	0	0.0
17:00	**86**	1	1.2	71	82.6	9	10.5	5	5.8	0	0.0
18:00	**85**	0	0.0	79	92.9	3	3.5	3	3.5	0	0.0
19:00	**39**	0	0.0	33	84.6	5	12.8	1	2.6	0	0.0
20:00	**40**	0	0.0	39	97.5	1	2.5	0	0.0	0	0.0
21:00	**19**	0	0.0	15	79.0	1	5.3	3	15.8	0	0.0
22:00	**15**	0	0.0	12	80.0	1	6.7	2	13.3	0	0.0
23:00	**13**	0	0.0	9	69.2	4	30.8	0	0.0	0	0.0
12H,7-19	**1116**	**6**	**0.5**	**921**	**82.5**	**139**	**12.5**	**50**	**4.5**	**0**	**0.0**
16H,6-22	**1290**	**6**	**0.5**	**1068**	**82.8**	**161**	**12.5**	**55**	**4.3**	**0**	**0.0**
18H,6-24	**1318**	**6**	**0.5**	**1089**	**82.6**	**166**	**12.6**	**57**	**4.3**	**0**	**0.0**
24H,0-24	**1453**	**7**	**0.5**	**1195**	**82.2**	**184**	**12.7**	**67**	**4.6**	**0**	**0.0**

Data produced by
Auto Surveys Ltd

10913		IMMINGHAM		Site No: 10913001		Location	Site 1 - A1173, Immingham (N of Kiln Ln)				
Tue 16-Nov-21 to Mon 22-Nov-21				Channel: Northbound							
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Mon 22-Nov-21											
00:00	**9**	0	0.0	7	77.8	0	0.0	2	22.2	0	0.0
01:00	**9**	0	0.0	7	77.8	1	11.1	1	11.1	0	0.0
02:00	**24**	0	0.0	15	62.5	7	29.2	2	8.3	0	0.0
03:00	**35**	0	0.0	17	48.6	4	11.4	14	40.0	0	0.0
04:00	**110**	0	0.0	64	58.2	29	26.4	17	15.5	0	0.0
05:00	**241**	0	0.0	168	69.7	38	15.8	35	14.5	0	0.0
06:00	**397**	1	0.3	289	72.8	65	16.4	42	10.6	0	0.0
07:00	**587**	2	0.3	442	75.3	103	17.6	35	6.0	5	0.9
08:00	**346**	1	0.3	233	67.3	85	24.6	25	7.2	2	0.6
09:00	**269**	0	0.0	167	62.1	59	21.9	41	15.2	2	0.7
10:00	**243**	0	0.0	144	59.3	57	23.5	39	16.1	3	1.2
11:00	**188**	1	0.5	113	60.1	37	19.7	37	19.7	0	0.0
12:00	**242**	1	0.4	177	73.1	35	14.5	29	12.0	0	0.0
13:00	**299**	0	0.0	191	63.9	48	16.1	58	19.4	2	0.7
14:00	**268**	2	0.8	178	66.4	38	14.2	48	17.9	2	0.8
15:00	**273**	3	1.1	175	64.1	53	19.4	42	15.4	0	0.0
16:00	**280**	4	1.4	201	71.8	51	18.2	24	8.6	0	0.0
17:00	**307**	1	0.3	245	79.8	36	11.7	22	7.2	3	1.0
18:00	**156**	1	0.6	120	76.9	24	15.4	11	7.1	0	0.0
19:00	**73**	0	0.0	60	82.2	6	8.2	7	9.6	0	0.0
20:00	**50**	0	0.0	39	78.0	7	14.0	4	8.0	0	0.0
21:00	**31**	0	0.0	27	87.1	3	9.7	1	3.2	0	0.0
22:00	**36**	1	2.8	27	75.0	5	13.9	3	8.3	0	0.0
23:00	**10**	0	0.0	5	50.0	3	30.0	2	20.0	0	0.0
12H,7-19	**3458**	**16**	**0.5**	**2386**	**69.0**	**626**	**18.1**	**411**	**11.9**	**19**	**0.6**
16H,6-22	**4009**	**17**	**0.4**	**2801**	**69.9**	**707**	**17.6**	**465**	**11.6**	**19**	**0.5**
18H,6-24	**4055**	**18**	**0.4**	**2833**	**69.9**	**715**	**17.6**	**470**	**11.6**	**19**	**0.5**
24H,0-24	**4483**	**18**	**0.4**	**3111**	**69.4**	**794**	**17.7**	**541**	**12.1**	**19**	**0.4**

Data produced by
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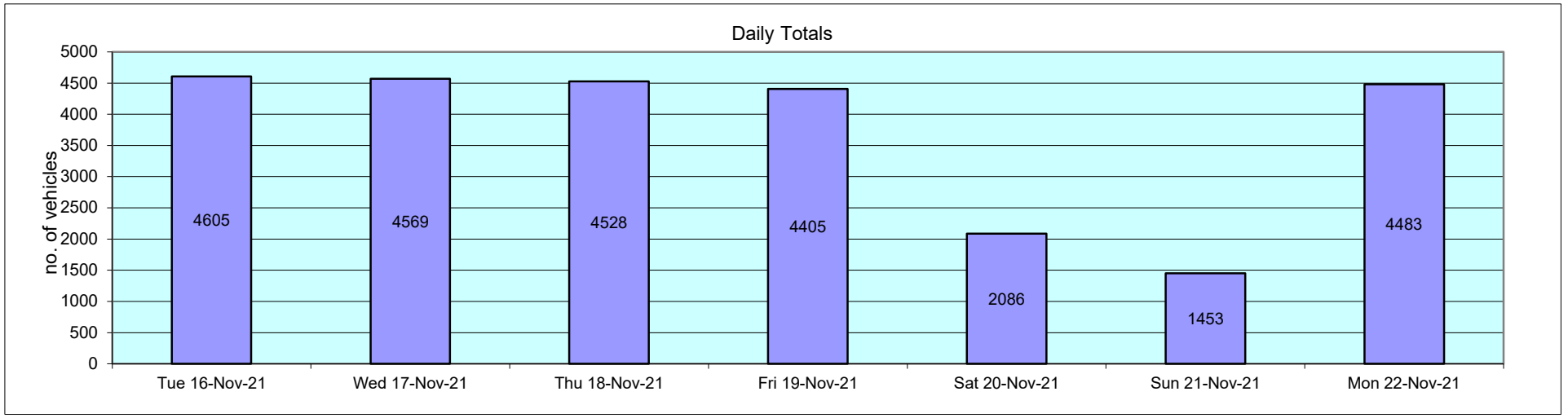
10913	IMMINGHAM	Site No: 10913001	Location	Site 1 - A1173, Immingham (N of Kiln Ln)
Tue 16-Nov-21 to Mon 22-Nov-21		Channel: Northbound		

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Daily Totals											
Tue 16-Nov-21	**4605**	28	0.6	3145	68.3	724	15.7	685	14.9	23	0.5
Wed 17-Nov-21	**4569**	26	0.6	3105	68.0	758	16.6	657	14.4	23	0.5
Thu 18-Nov-21	**4528**	28	0.6	3066	67.7	713	15.8	692	15.3	29	0.6
Fri 19-Nov-21	**4405**	24	0.5	3079	69.9	651	14.8	625	14.2	26	0.6
Sat 20-Nov-21	**2086**	11	0.5	1671	80.1	302	14.5	98	4.7	4	0.2
Sun 21-Nov-21	**1453**	7	0.5	1195	82.2	184	12.7	67	4.6	0	0.0
Mon 22-Nov-21	**4483**	18	0.4	3111	69.4	794	17.7	541	12.1	19	0.4
Total Vehicles											
[--]	**26129**	142	0.5	18372	72.2	4126	15.4	3365	11.4	124	0.4



10913			IMMINGHAM				Site No: 10913001				Location	Site 1 - A1173, Immingham (N of Kiln Ln)					
Tue 16-Nov-21 to Mon 22-Nov-21							Channel: Northbound										
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<21	21-<31	31-<41	41-<46	46-<51	51-<56	56-<61	61-<66	66-<71	71-<76	=>76
Tue 16-Nov-21																
00:00	13	53.8	49.7	7.5	0	0	0	0	5	4	2	1	0	1	0	0
01:00	20	59.8	52	9.4	0	0	0	2	3	4	5	3	2	0	1	0
02:00	14	59.5	51.9	8.8	0	0	0	1	3	2	4	2	1	1	0	0
03:00	28	55.4	49.3	8.3	0	0	0	3	6	9	6	2	1	0	1	0
04:00	87	60.5	48.2	10.6	0	0	1	20	19	19	9	6	8	3	1	1
05:00	227	55.1	47.1	8.2	0	0	3	43	53	55	47	18	7	0	1	0
06:00	404	51.4	44.7	7.1	0	0	0	110	133	97	38	19	7	0	0	0
07:00	652	51.3	45.5	6.3	0	0	0	126	210	213	86	12	1	4	0	0
08:00	439	52.4	45.4	7.3	0	0	1	99	147	112	49	23	4	3	1	0
09:00	259	50.9	44.2	7	0	0	1	77	80	63	26	11	0	1	0	0
10:00	227	53	46.2	8.3	0	0	0	47	77	59	24	9	3	3	4	1
11:00	223	53.6	44.6	8.5	0	0	3	77	46	49	27	17	2	1	1	0
12:00	266	53.6	45.6	7.6	0	0	1	67	69	68	39	16	6	0	0	0
13:00	261	53.7	45.9	7.5	0	0	2	53	81	65	38	18	2	1	1	0
14:00	276	51.2	44.1	7.6	0	0	5	81	83	64	29	8	6	0	0	0
15:00	278	51.6	44.1	7.9	0	0	5	86	79	62	30	11	2	2	1	0
16:00	250	52.3	45.5	7.2	0	0	0	60	65	79	30	13	2	0	1	0
17:00	248	53.2	46.1	7.1	0	0	2	45	74	74	35	13	5	0	0	0
18:00	181	54.5	46.8	8	0	0	0	36	49	49	28	12	2	4	1	0
19:00	83	58.5	50	8.7	0	0	0	8	15	33	9	10	5	0	2	1
20:00	74	55.4	46.4	9.1	0	0	1	22	9	19	13	7	2	1	0	0
21:00	37	60.9	52.8	7.5	0	0	0	0	6	12	9	4	3	3	0	0
22:00	37	58	52	7	0	0	0	0	7	11	11	5	0	3	0	0
23:00	21	57.8	51	8	0	0	0	1	5	5	6	1	2	1	0	0
12H,7-19	3560	52.5	45.3	7.4	0	0	20	854	1060	957	441	163	35	19	10	1
16H,6-22	4158	52.7	45.4	7.5	0	0	21	994	1223	1118	510	203	52	23	12	2
18H,6-24	4216	52.9	45.5	7.6	0	0	21	995	1235	1134	527	209	54	27	12	2
24H,0-24	4605	53.3	45.7	7.7	0	0	25	1064	1324	1227	600	241	73	32	16	3

10913			IMMINGHAM				Site No: 10913001				Location	Site 1 - A1173, Immingham (N of Kiln Ln)					
Tue 16-Nov-21 to Mon 22-Nov-21							Channel: Northbound										
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<21	21-<31	31-<41	41-<46	46-<51	51-<56	56-<61	61-<66	66-<71	71-<76	=>76
Wed 17-Nov-21																	
00:00	12	53.8	46	9.3	0	0	0	4	2	2	3	0	1	0	0	0
01:00	14	53.3	47.4	6.7	0	0	0	2	3	5	3	1	0	0	0	0
02:00	19	58.8	50.1	10.4	0	0	0	4	2	4	4	3	1	0	1	0
03:00	33	56.7	48.1	8.6	0	0	0	7	6	7	7	4	2	0	0	0
04:00	68	55.2	48.1	8.6	0	0	0	12	14	22	11	3	4	1	1	0
05:00	219	56.1	48.1	8.4	0	0	0	38	46	67	34	23	3	6	1	1
06:00	432	51.9	45.4	7.2	0	0	6	91	125	137	44	24	3	2	0	0
07:00	626	52.3	45.9	7.2	0	0	0	129	177	204	82	22	3	5	2	2
08:00	417	52.4	45.1	7.5	0	0	9	99	100	129	62	13	5	0	0	0
09:00	242	51.8	44.3	7.8	0	1	3	76	48	72	32	9	0	0	1	0
10:00	227	50.3	43.4	7.2	0	0	2	78	69	50	18	8	2	0	0	0
11:00	243	51.8	43.8	7.6	0	0	2	84	66	50	25	14	2	0	0	0
12:00	264	54	46.3	8.1	0	0	2	61	58	82	35	18	4	3	0	1
13:00	257	54.5	47.4	7.4	0	0	0	43	61	74	57	14	5	3	0	0
14:00	268	52.6	44.2	8.1	0	0	5	83	80	50	30	15	3	1	1	0
15:00	271	52.3	44.8	8	0	0	9	61	81	70	35	6	8	0	1	0
16:00	245	53.6	46.1	7.3	0	1	0	47	74	68	34	18	2	1	0	0
17:00	277	53.3	46	7.1	0	0	3	47	90	78	37	19	2	1	0	0
18:00	163	57.3	49.6	8	0	0	0	19	33	43	38	19	6	4	1	0
19:00	102	55.1	48.3	8.4	0	0	0	15	24	30	21	6	4	0	0	2
20:00	73	59	51.4	8.7	0	0	0	4	14	21	19	6	5	0	3	1
21:00	41	63	53.1	9.3	0	0	0	3	8	7	5	9	6	3	0	0
22:00	38	58.8	50.7	7.7	0	0	0	2	9	10	8	5	3	1	0	0
23:00	18	60.5	51.8	9.3	0	0	0	2	3	3	4	3	2	1	0	0
12H,7-19	3500	53.1	45.5	7.7	0	2	35	827	937	970	485	175	42	18	6	3
16H,6-22	4148	53.3	45.7	7.8	0	2	41	940	1108	1165	574	220	60	23	9	6
18H,6-24	4204	53.5	45.8	7.8	0	2	41	944	1120	1178	586	228	65	25	9	6
24H,0-24	4569	53.7	46	7.9	0	2	41	1011	1193	1285	648	262	76	32	12	7

Data produced by
Auto Surveys Ltd

10913			IMMINGHAM				Site No: 10913001				Location	Site 1 - A1173, Immingham (N of Kiln Ln)					
Tue 16-Nov-21 to Mon 22-Nov-21							Channel: Northbound										
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<21	21-<31	31-<41	41-<46	46-<51	51-<56	56-<61	61-<66	66-<71	71-<76	=>76
Thu 18-Nov-21																	
00:00	11	55.3	49.6	7.6	0	0	0	1	2	4	2	1	1	0	0	0
01:00	11	55.6	50.3	7.9	0	0	0	2	0	2	5	2	0	0	0	0
02:00	21	61.4	52.2	7.8	0	0	0	1	3	6	5	2	4	0	0	0
03:00	25	55	48.1	7.6	0	0	0	4	5	7	6	2	1	0	0	0
04:00	80	61.3	48.4	9.8	0	0	0	12	29	15	10	1	9	2	1	1
05:00	223	56.5	48.1	8.8	0	0	0	45	41	63	38	20	10	4	1	1
06:00	399	52.6	45.5	7.2	0	0	6	84	103	126	60	17	2	1	0	0
07:00	586	52.9	46.3	6.5	0	0	1	100	161	198	100	23	2	1	0	0
08:00	414	53.6	46.5	7	0	0	0	74	123	115	77	18	3	3	1	0
09:00	275	53.8	44.8	8.2	0	0	4	80	83	46	36	20	5	1	0	0
10:00	241	52.5	45.7	6.9	0	0	0	51	72	72	32	10	4	0	0	0
11:00	255	52.2	43.8	8.3	0	0	6	85	71	46	35	7	1	2	2	0
12:00	272	53.5	46.3	7.4	0	0	0	60	62	84	49	10	5	2	0	0
13:00	269	53.4	46.1	8.1	0	0	2	54	85	74	27	18	2	3	4	0
14:00	279	50.9	43.4	7.6	0	0	4	98	82	53	29	9	3	1	0	0
15:00	252	52.7	44.7	8.4	0	0	8	68	65	63	28	14	4	1	0	1
16:00	266	52.4	44.6	8	0	2	6	65	76	67	34	13	3	0	0	0
17:00	263	55.2	47.4	7.7	0	0	0	46	66	78	39	24	6	4	0	0
18:00	163	55.6	49.9	7.5	0	0	0	9	38	55	39	9	8	1	4	0
19:00	76	58.1	50.2	9.1	0	0	0	10	15	14	23	5	5	3	0	1
20:00	59	59	51.6	7.9	0	0	0	6	4	17	16	11	3	2	0	0
21:00	39	58.2	51.3	7	0	0	0	2	4	15	9	6	2	1	0	0
22:00	33	60.4	51.7	8	0	0	0	2	4	13	4	5	4	1	0	0
23:00	16	56.5	48.5	9.9	0	0	0	4	1	6	2	1	1	1	0	0
12H,7-19	3535	53.3	45.7	7.7	0	2	31	790	984	951	525	175	46	19	11	1
16H,6-22	4108	53.6	45.9	7.7	0	2	37	892	1110	1123	633	214	58	26	11	2
18H,6-24	4157	53.7	46	7.7	0	2	37	898	1115	1142	639	220	63	28	11	2
24H,0-24	4528	53.9	46.2	7.9	0	2	37	963	1195	1239	705	248	88	34	13	4

Data produced by
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10913			IMMINGHAM				Site No: 10913001				Location	Site 1 - A1173, Immingham (N of Kiln Ln)				
Tue 16-Nov-21 to Mon 22-Nov-21							Channel: Northbound									
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<21	21-<31	31-<41	41-<46	46-<51	51-<56	56-<61	61-<66	66-<71	71-<76	=>76
Fri 19-Nov-21																
00:00	9	-	50.7	12.3	0	0	0	2	1	2	2	0	1	0	1	0
01:00	10	56	50.8	10.2	0	0	0	1	2	3	2	1	0	0	1	0
02:00	18	59	50.4	8.2	0	0	0	2	2	7	2	3	2	0	0	0
03:00	25	59.4	51.7	7.6	0	0	0	2	2	8	6	4	3	0	0	0
04:00	73	55	49	6.9	0	0	0	6	17	24	18	3	5	0	0	0
05:00	222	54.6	48	8.2	0	0	0	36	49	64	54	9	2	2	6	0
06:00	349	54.3	47.4	7.1	0	0	1	53	80	120	63	25	5	1	1	0
07:00	566	53.6	47	6.9	0	0	0	84	162	184	96	25	11	3	0	1
08:00	378	53.3	45.5	7.4	0	0	0	101	89	103	60	21	4	0	0	0
09:00	266	53.1	46.1	7.2	0	0	0	52	81	77	37	12	6	0	0	1
10:00	242	52.5	45.1	8.2	0	0	2	67	68	60	27	10	4	2	1	1
11:00	242	53.1	44.9	7.9	0	0	1	71	67	55	27	17	3	0	0	1
12:00	291	54.6	46.2	9	0	0	0	81	73	62	43	14	7	8	2	1
13:00	272	54	46.2	8	0	0	3	52	91	61	40	14	6	4	1	0
14:00	300	54.3	45.8	8.9	0	0	7	72	78	69	43	17	8	3	1	2
15:00	273	52.6	44.9	7.7	1	0	0	73	80	66	37	10	5	1	0	0
16:00	263	54.7	48	7	0	0	0	33	60	92	51	18	7	2	0	0
17:00	203	54.5	47.7	7.7	0	0	0	28	57	62	36	11	4	2	2	1
18:00	151	55.5	48.8	7.3	0	0	1	17	23	59	31	14	4	2	0	0
19:00	83	58.3	50	9.2	0	0	1	12	9	22	21	11	4	2	0	1
20:00	54	57	50	7.2	0	0	0	4	10	18	12	7	2	1	0	0
21:00	49	61.2	51.1	9.6	0	0	0	5	8	14	13	1	4	2	1	1
22:00	47	54.6	49.9	6.7	0	0	0	1	10	19	13	2	1	0	0	1
23:00	19	57.6	51	8.6	0	0	0	1	4	6	4	2	1	0	1	0
12H,7-19	3447	53.9	46.3	7.8	1	0	14	731	929	950	528	183	69	27	7	8
16H,6-22	3982	54.2	46.6	7.8	1	0	16	805	1036	1124	637	227	84	33	9	10
18H,6-24	4048	54.2	46.6	7.8	1	0	16	807	1050	1149	654	231	86	33	10	11
24H,0-24	4405	54.3	46.8	7.9	1	0	16	856	1123	1257	738	251	99	35	18	11

Data produced by
Auto Surveys Ltd

10913			IMMINGHAM				Site No: 10913001				Location	Site 1 - A1173, Immingham (N of Kiln Ln)					
Tue 16-Nov-21 to Mon 22-Nov-21							Channel: Northbound										
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<21	21-<31	31-<41	41-<46	46-<51	51-<56	56-<61	61-<66	66-<71	71-<76	=>76
Sat 20-Nov-21																	
00:00	15	58.8	52.3	7.4	0	0	0	1	2	2	5	4	1	0	0	0
01:00	12	57.8	52	7.4	0	0	0	1	1	2	5	2	1	0	0	0
02:00	8	-	55.4	10.1	0	0	0	0	0	3	3	1	0	0	0	1
03:00	21	57.7	50	7	0	0	0	1	5	7	3	4	1	0	0	0
04:00	20	53.5	48.3	8.9	0	0	0	4	1	10	3	1	0	0	1	0
05:00	113	57.4	50.3	7.1	0	0	0	8	14	47	23	13	7	0	1	0
06:00	137	57.5	49.2	8.7	0	0	0	20	30	32	30	13	7	3	2	0
07:00	158	57.7	49.8	7.9	0	0	0	12	42	39	34	20	8	1	0	2
08:00	93	58.7	50.1	8.1	0	0	0	7	21	30	13	14	6	1	0	1
09:00	136	58.2	50	8.1	0	0	0	12	29	43	24	16	7	3	2	0
10:00	176	56.9	50.6	6.6	0	0	0	10	25	56	53	28	2	1	0	1
11:00	170	55.9	49.6	7	0	0	0	13	31	60	41	19	4	0	1	1
12:00	147	55.8	50.2	6.8	0	0	0	8	23	57	38	13	4	3	1	0
13:00	143	57.3	51.1	6.9	0	0	0	8	21	38	48	23	2	2	0	1
14:00	144	56.8	49.8	7.1	0	0	0	9	33	43	34	18	5	1	1	0
15:00	130	56.9	50.7	7.3	0	0	0	8	16	51	32	16	4	0	2	1
16:00	111	58.7	51.2	7.3	0	0	0	6	19	31	27	20	5	3	0	0
17:00	110	56.5	49.5	7.8	0	0	0	8	29	34	21	10	6	0	1	1
18:00	84	59.1	51.7	7.9	0	0	0	2	15	31	16	11	5	1	2	1
19:00	51	61.9	52.9	8.2	0	0	0	0	9	15	16	2	5	2	1	1
20:00	35	58.7	52.2	8.1	0	0	0	2	4	9	11	6	2	0	0	1
21:00	23	59.8	51.1	8.2	0	0	0	2	4	6	4	4	3	0	0	0
22:00	32	58.7	53	6	0	0	0	0	3	9	12	5	2	1	0	0
23:00	17	60.9	51.1	8	0	0	0	0	5	6	2	1	2	1	0	0
12H,7-19	1602	57.4	50.3	7.4	0	0	0	103	304	513	381	208	58	16	10	9
16H,6-22	1848	57.6	50.3	7.5	0	0	0	127	351	575	442	233	75	21	13	11
18H,6-24	1897	57.7	50.4	7.5	0	0	0	127	359	590	456	239	79	23	13	11
24H,0-24	2086	57.7	50.4	7.5	0	0	0	142	382	661	498	264	89	23	15	12

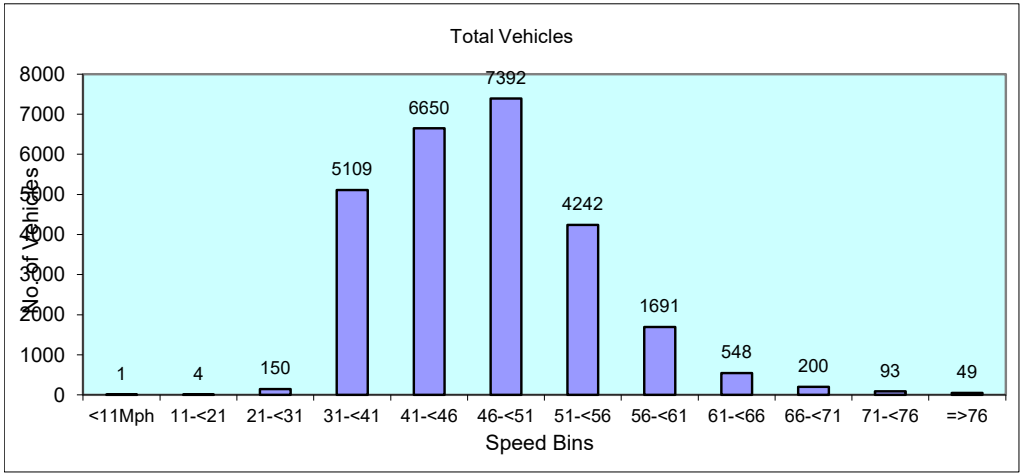
Data produced by
Auto Surveys Ltd

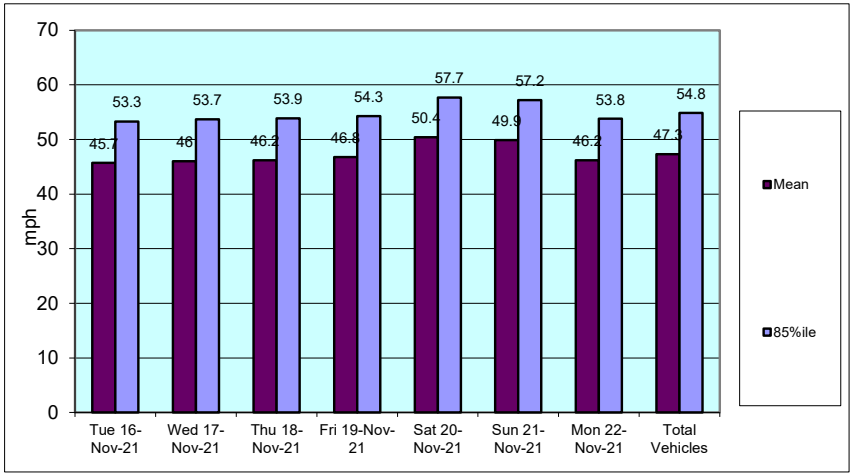
10913			IMMINGHAM				Site No: 10913001				Location	Site 1 - A1173, Immingham (N of Kiln Ln)				
Tue 16-Nov-21 to Mon 22-Nov-21							Channel: Northbound									
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<21	21-<31	31-<41	41-<46	46-<51	51-<56	56-<61	61-<66	66-<71	71-<76	=>76
Sun 21-Nov-21																
00:00	**20**	58.5	53.8	8	0	0	0	0	3	4	8	2	1	1	1	0
01:00	**13**	58.6	50.2	9.4	0	0	0	3	0	3	3	3	1	0	0	0
02:00	**8**	-	46	7.6	0	0	0	2	2	1	3	0	0	0	0	0
03:00	**14**	53	47.1	7.8	0	0	0	2	5	4	1	1	1	0	0	0
04:00	**17**	59.3	51.9	7.5	0	0	0	1	2	5	4	3	2	0	0	0
05:00	**63**	56.1	51.6	8.7	0	0	0	6	7	12	28	4	3	1	0	2
06:00	**76**	56.6	51.1	6.3	0	0	0	3	9	26	25	9	3	1	0	0
07:00	**80**	54.2	48.8	6.4	0	0	0	5	16	37	15	5	0	1	1	0
08:00	**37**	57	50.1	7.3	0	0	0	3	6	13	8	5	1	1	0	0
09:00	**57**	57.6	49.4	7.6	0	0	1	2	16	18	8	9	2	1	0	0
10:00	**88**	57.4	50	8.1	0	0	0	7	15	38	12	8	3	3	2	0
11:00	**118**	56.4	50.4	7.9	0	0	0	9	22	33	35	11	4	2	0	2
12:00	**103**	56	49.6	7.5	0	0	0	11	16	35	25	9	5	2	0	0
13:00	**120**	57.3	49.8	7.7	0	0	0	10	27	36	25	13	6	2	1	0
14:00	**132**	57.7	50.1	7.6	0	0	0	11	25	39	31	17	6	2	1	0
15:00	**103**	55.6	49.3	7.2	0	0	0	11	15	38	25	9	3	2	0	0
16:00	**107**	56.5	49.1	6.6	0	0	0	7	28	35	19	15	3	0	0	0
17:00	**86**	55.6	49	8.6	0	0	0	11	20	24	19	6	1	4	0	1
18:00	**85**	56.8	48.8	7.9	0	0	0	13	15	25	17	11	3	1	0	0
19:00	**39**	58.2	49.3	8.2	0	0	0	5	9	9	7	6	3	0	0	0
20:00	**40**	62.9	54.4	9.4	0	0	0	2	4	7	14	5	4	2	0	2
21:00	**19**	58.1	50.1	10.2	0	0	1	1	4	4	4	4	0	0	1	0
22:00	**15**	51.6	45.3	6.9	0	0	0	3	6	3	2	1	0	0	0	0
23:00	**13**	59.2	52.5	9.5	0	0	1	0	1	1	5	4	1	0	0	0
12H,7-19	**1116**	**56.7**	**49.6**	**7.6**	**0**	**0**	**1**	**100**	**221**	**371**	**239**	**118**	**37**	**21**	**5**	**3**
16H,6-22	**1290**	**57.1**	**49.8**	**7.7**	**0**	**0**	**2**	**111**	**247**	**417**	**289**	**142**	**47**	**24**	**6**	**5**
18H,6-24	**1318**	**57.1**	**49.8**	**7.7**	**0**	**0**	**3**	**114**	**254**	**421**	**296**	**147**	**48**	**24**	**6**	**5**
24H,0-24	**1453**	**57.2**	**49.9**	**7.8**	**0**	**0**	**3**	**128**	**273**	**450**	**343**	**160**	**56**	**26**	**7**	**7**

10913			IMMINGHAM				Site No: 10913001				Location	Site 1 - A1173, Immingham (N of Kiln Ln)					
Tue 16-Nov-21 to Mon 22-Nov-21							Channel: Northbound										
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<21	21-<31	31-<41	41-<46	46-<51	51-<56	56-<61	61-<66	66-<71	71-<76	=>76
Mon 22-Nov-21																
00:00	9	-	52.1	8.5	0	0	0	1	1	1	3	2	1	0	0	0
01:00	9	-	49.9	8.5	0	0	0	1	2	2	2	1	1	0	0	0
02:00	24	58.8	51.7	6.6	0	0	0	1	2	10	3	7	1	0	0	0
03:00	35	51.6	44.6	8.4	0	0	0	12	9	8	2	2	2	0	0	0
04:00	110	55.1	47.8	8	0	0	1	16	29	28	23	6	6	1	0	0
05:00	241	54.4	47.2	7.3	0	0	1	34	74	67	42	15	6	1	1	0
06:00	397	51	44.6	7.3	0	0	3	107	119	109	41	10	6	1	1	0
07:00	587	52.5	44.9	7.2	0	0	6	150	159	156	92	21	2	1	0	0
08:00	346	54.1	47.1	6.8	0	0	1	52	88	108	73	19	5	0	0	0
09:00	269	52.4	45	7.4	0	0	0	75	71	72	36	12	0	3	0	0
10:00	243	53	45.1	8.2	0	0	4	66	60	62	35	11	2	1	1	1
11:00	188	55	47.3	7.7	0	0	0	35	44	53	34	16	4	2	0	0
12:00	242	53.8	46.3	7.4	0	0	1	50	64	67	41	14	4	1	0	0
13:00	299	53.2	46.3	6.9	0	0	0	58	75	99	49	14	3	1	0	0
14:00	268	52.6	46.1	7.1	0	0	0	52	76	87	39	10	2	0	1	1
15:00	273	52.1	45.6	6.8	0	0	1	54	89	80	34	12	2	1	0	0
16:00	280	52.7	46.1	7.2	0	0	2	56	63	105	34	16	3	0	1	0
17:00	307	54.1	45.5	8.8	0	0	7	84	66	73	49	19	5	1	1	2
18:00	156	55.9	49.3	8.2	0	0	1	17	33	41	41	14	4	1	4	0
19:00	73	58.7	50.7	7.7	0	0	0	6	15	15	17	16	3	1	0	0
20:00	50	58	48.3	8.6	0	0	0	9	12	12	5	10	1	1	0	0
21:00	31	60.4	52.3	10.4	0	0	0	5	3	5	5	9	2	0	2	0
22:00	36	59.1	51.3	9	0	0	0	3	5	12	7	5	2	1	0	1
23:00	10	58.5	52.3	7.7	0	0	0	1	1	1	3	4	0	0	0	0
12H,7-19	3458	53.5	46	7.5	0	0	23	749	888	1003	557	178	36	12	8	4
16H,6-22	4009	53.6	46	7.6	0	0	26	876	1037	1144	625	223	48	15	11	4
18H,6-24	4055	53.7	46.1	7.6	0	0	26	880	1043	1157	635	232	50	16	11	5
24H,0-24	4483	53.8	46.2	7.6	0	0	28	945	1160	1273	710	265	67	18	12	5

Data produced by
Auto Surveys Ltd

10913		IMMINGHAM			Site No: 10913001					Location	Site 1 - A1173, Immingham (N of Kiln Ln)					
Tue 16-Nov-21 to Mon 22-Nov-21					Channel: Northbound											
Time Period	**Total Vehicles**	**85%ile Speed**	**Mean Speed**	**Stand Dev.**	**<11Mph**	**11-<21**	**21-<31**	**31-<41**	**41-<46**	**46-<51**	**51-<56**	**56-<61**	**61-<66**	**66-<71**	**71-<76**	**=>76**
Daily Totals																
Tue 16-Nov-21	**4605**	53.3	45.7	7.7	0	0	25	1064	1324	1227	600	241	73	32	16	3
Wed 17-Nov-21	**4569**	53.7	46	7.9	0	2	41	1011	1193	1285	648	262	76	32	12	7
Thu 18-Nov-21	**4528**	53.9	46.2	7.9	0	2	37	963	1195	1239	705	248	88	34	13	4
Fri 19-Nov-21	**4405**	54.3	46.8	7.9	1	0	16	856	1123	1257	738	251	99	35	18	11
Sat 20-Nov-21	**2086**	57.7	50.4	7.5	0	0	0	142	382	661	498	264	89	23	15	12
Sun 21-Nov-21	**1453**	57.2	49.9	7.8	0	0	3	128	273	450	343	160	56	26	7	7
Mon 22-Nov-21	**4483**	53.8	46.2	7.6	0	0	28	945	1160	1273	710	265	67	18	12	5
Total Vehicles																
[--]	**26129**	54.8	47.3	7.8	1	4	150	5109	6650	7392	4242	1691	548	200	93	49



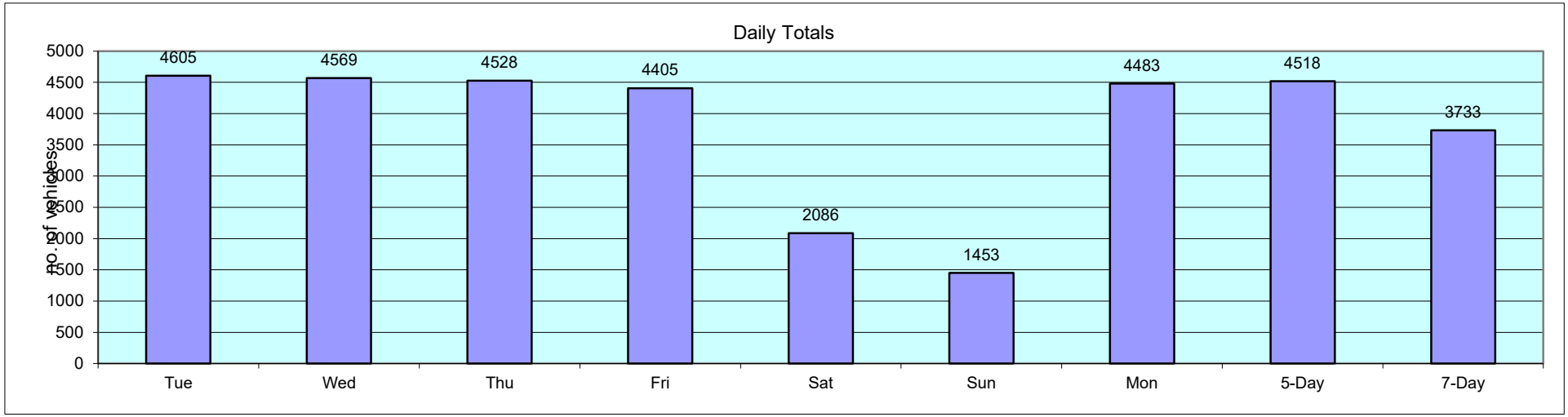


Data produced by
Auto Surveys Ltd

10913		IMMINGHAM		Site No: 10913001 Channel: Northbound		Location	Site 1 - A1173, Immingham (N of Kiln Ln)		
TIME PERIOD	Tue 16/11/2021	Wed 17/11/2021	Thu 18/11/2021	Fri 19/11/2021	Sat 20/11/2021	Sun 21/11/2021	Mon 22/11/2021	5-Day Av	7-Day Av
Week Begin: 16-Nov-21									
00:00	**13**	12	11	9	15	20	9	11	13
01:00	**20**	14	11	10	12	13	9	13	13
02:00	**14**	19	21	18	8	8	24	19	16
03:00	**28**	33	25	25	21	14	35	29	26
04:00	**87**	68	80	73	20	17	110	84	65
05:00	**227**	219	223	222	113	63	241	226	187
06:00	**404**	432	399	349	137	76	397	396	313
07:00	**652**	626	586	566	158	80	587	603	465
08:00	**439**	417	414	378	93	37	346	399	303
09:00	**259**	242	275	266	136	57	269	262	215
10:00	**227**	227	241	242	176	88	243	236	206
11:00	**223**	243	255	242	170	118	188	230	206
12:00	**266**	264	272	291	147	103	242	267	226
13:00	**261**	257	269	272	143	120	299	272	232
14:00	**276**	268	279	300	144	132	268	278	238
15:00	**278**	271	252	273	130	103	273	269	226
16:00	**250**	245	266	263	111	107	280	261	217
17:00	**248**	277	263	203	110	86	307	260	213
18:00	**181**	163	163	151	84	85	156	163	140
19:00	**83**	102	76	83	51	39	73	83	72
20:00	**74**	73	59	54	35	40	50	62	55
21:00	**37**	41	39	49	23	19	31	39	34
22:00	**37**	38	33	47	32	15	36	38	34
23:00	**21**	18	16	19	17	13	10	17	16
12H,7-19	**3560**	**3500**	**3535**	**3447**	**1602**	**1116**	**3458**	**3500**	**2888**
16H,6-22	**4158**	**4148**	**4108**	**3982**	**1848**	**1290**	**4009**	**4081**	**3363**
18H,6-24	**4216**	**4204**	**4157**	**4048**	**1897**	**1318**	**4055**	**4136**	**3414**
24H,0-24	**4605**	**4569**	**4528**	**4405**	**2086**	**1453**	**4483**	**4518**	**3733**
Am	**07:00**	**07:00**	**07:00**	**07:00**	**10:00**	**11:00**	**07:00**		
Peak	**652**	**626**	**586**	**566**	**176**	**118**	**587**		
Pm	**15:00**	**17:00**	**14:00**	**14:00**	**12:00**	**14:00**	**17:00**		
Peak	**278**	**277**	**279**	**300**	**147**	**132**	**307**		

10913	IMMINGHAM	Site No: 10913001	Location	Site 1 - A1173, Immingham (N of Kiln Ln)
		Channel: Northbound		

TIME PERIOD	Tue 16/11/2021	Wed 17/11/2021	Thu 18/11/2021	Fri 19/11/2021	Sat 20/11/2021	Sun 21/11/2021	Mon 22/11/2021	5-Day Av	7-Day Av



10913		IMMINGHAM				Site No: 10913001			Location	Site 1 - A1173, Immingham (N of Kiln Ln)					
Tue 16-Nov-21 to Mon 22-Nov-21						Channel: Southbound									
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Tue 16-Nov-21															
00:00	**20**	1	16	1	0	0	0	0	0	0	2	0	0	0
01:00	**10**	0	8	2	0	0	0	0	0	0	0	0	0	0
02:00	**20**	1	12	2	0	0	0	0	0	0	4	1	0	0
03:00	**24**	0	17	5	0	0	0	0	0	0	2	0	0	0
04:00	**36**	1	24	2	0	0	0	0	0	1	7	1	0	0
05:00	**132**	3	113	5	1	0	0	0	1	0	9	0	0	0
06:00	**157**	4	108	11	1	1	3	1	2	0	19	7	0	0
07:00	**186**	2	132	22	1	2	1	0	3	2	11	10	0	0
08:00	**261**	3	174	43	1	3	3	0	5	1	23	5	0	0
09:00	**223**	2	141	38	3	3	5	0	3	0	17	11	0	0
10:00	**206**	0	124	40	3	4	0	1	4	1	21	8	0	0
11:00	**241**	2	158	37	1	5	1	0	9	0	19	9	0	0
12:00	**242**	2	178	32	0	1	1	0	4	1	15	8	0	0
13:00	**293**	1	205	42	0	1	2	0	7	0	26	9	0	0
14:00	**334**	2	218	67	4	1	4	0	9	1	20	8	0	0
15:00	**420**	1	305	63	2	7	2	0	7	0	24	9	0	0
16:00	**648**	4	532	76	1	3	1	0	3	0	25	3	0	0
17:00	**440**	0	374	35	2	1	2	0	4	0	13	9	0	0
18:00	**259**	0	209	26	1	0	1	1	3	0	12	6	0	0
19:00	**136**	0	114	12	1	2	1	0	0	0	4	2	0	0
20:00	**82**	1	61	7	0	0	0	0	0	1	9	3	0	0
21:00	**67**	2	49	8	0	0	1	0	3	0	1	3	0	0
22:00	**30**	1	27	2	0	0	0	0	0	0	0	0	0	0
23:00	**23**	0	18	2	0	1	0	0	0	0	2	0	0	0
12H,7-19	**3753**	**19**	**2750**	**521**	**19**	**31**	**23**	**2**	**61**	**6**	**226**	**95**	**0**	**0**
16H,6-22	**4195**	**26**	**3082**	**559**	**21**	**34**	**28**	**3**	**66**	**7**	**259**	**110**	**0**	**0**
18H,6-24	**4248**	**27**	**3127**	**563**	**21**	**35**	**28**	**3**	**66**	**7**	**261**	**110**	**0**	**0**
24H,0-24	**4490**	**33**	**3317**	**580**	**22**	**35**	**28**	**3**	**67**	**8**	**285**	**112**	**0**	**0**

10913		IMMINGHAM				Site No: 10913001			Location	Site 1 - A1173, Immingham (N of Kiln Ln)					
Tue 16-Nov-21 to Mon 22-Nov-21						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
Wed 17-Nov-21															
00:00	**18**	0	15	1	0	0	0	0	0	0	2	0	0	0
01:00	**13**	1	10	1	0	0	0	0	0	0	1	0	0	0
02:00	**25**	0	16	5	0	0	0	0	0	0	3	1	0	0
03:00	**25**	0	16	7	1	0	0	0	0	0	0	1	0	0
04:00	**37**	1	24	3	2	1	0	0	0	0	4	2	0	0
05:00	**127**	4	95	10	1	0	0	0	1	1	15	0	0	0
06:00	**146**	2	114	13	1	0	1	0	1	0	12	2	0	0
07:00	**213**	4	159	14	4	3	1	0	5	0	14	9	0	0
08:00	**282**	3	189	41	0	2	3	0	6	2	28	8	0	0
09:00	**217**	2	129	44	2	2	1	0	9	0	19	9	0	0
10:00	**226**	0	140	49	1	1	3	0	6	0	17	9	0	0
11:00	**244**	1	146	45	2	6	4	0	6	1	20	13	0	0
12:00	**296**	2	207	48	3	2	4	0	7	0	16	7	0	0
13:00	**284**	0	190	56	0	2	1	1	4	0	23	7	0	0
14:00	**297**	4	194	52	4	5	3	0	5	1	21	8	0	0
15:00	**380**	3	264	62	3	2	2	0	7	0	24	13	0	0
16:00	**581**	3	475	54	1	2	3	0	5	1	24	13	0	0
17:00	**451**	0	376	38	0	4	1	0	1	1	23	7	0	0
18:00	**247**	0	202	26	0	2	3	0	1	0	7	6	0	0
19:00	**132**	1	99	14	0	0	1	0	0	0	13	4	0	0
20:00	**82**	3	64	6	0	0	0	0	1	0	6	2	0	0
21:00	**56**	1	49	3	0	0	1	0	0	0	1	1	0	0
22:00	**30**	1	23	3	0	0	1	0	0	0	2	0	0	0
23:00	**27**	1	20	4	0	0	0	0	0	1	0	1	0	0
12H,7-19	**3718**	**22**	**2671**	**529**	**20**	**33**	**29**	**1**	**62**	**6**	**236**	**109**	**0**	**0**
16H,6-22	**4134**	**29**	**2997**	**565**	**21**	**33**	**32**	**1**	**64**	**6**	**268**	**118**	**0**	**0**
18H,6-24	**4191**	**31**	**3040**	**572**	**21**	**33**	**33**	**1**	**64**	**7**	**270**	**119**	**0**	**0**
24H,0-24	**4436**	**37**	**3216**	**599**	**25**	**34**	**33**	**1**	**65**	**8**	**295**	**123**	**0**	**0**

10913		IMMINGHAM				Site No: 10913001		Location	Site 1 - A1173, Immingham (N of Kiln Ln)					
Tue 16-Nov-21 to Mon 22-Nov-21						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
Thu 18-Nov-21														
00:00	**21**	1	16	2	0	0	1	0	0	0	1	0	0	0
01:00	**15**	0	8	5	0	0	0	0	0	0	2	0	0	0
02:00	**18**	0	13	3	0	0	0	0	0	0	0	2	0	0
03:00	**18**	0	12	4	1	0	0	0	0	0	1	0	0	0
04:00	**42**	1	31	5	1	0	0	0	0	0	4	0	0	0
05:00	**112**	3	89	4	0	0	0	0	2	0	13	1	0	0
06:00	**146**	1	106	10	2	0	2	0	5	0	15	5	0	0
07:00	**215**	0	161	19	5	1	1	0	2	0	22	4	0	0
08:00	**269**	2	190	43	0	5	4	0	9	0	14	2	0	0
09:00	**189**	2	119	31	1	2	4	1	10	0	14	5	0	0
10:00	**244**	0	159	36	1	4	2	1	9	1	19	12	0	0
11:00	**235**	2	134	51	2	2	1	0	8	1	27	7	0	0
12:00	**253**	1	177	33	4	2	2	0	5	1	18	10	0	0
13:00	**293**	1	194	48	0	3	3	1	12	1	18	12	0	0
14:00	**355**	1	245	55	2	7	3	1	5	0	31	5	0	0
15:00	**423**	3	299	74	0	0	5	0	10	0	23	9	0	0
16:00	**558**	4	445	62	3	1	3	0	9	0	25	6	0	0
17:00	**430**	2	353	43	1	1	3	1	5	0	11	10	0	0
18:00	**244**	2	196	28	1	0	1	0	0	0	10	6	0	0
19:00	**122**	2	96	14	0	1	0	0	0	0	7	2	0	0
20:00	**77**	3	62	7	0	0	0	0	0	0	3	2	0	0
21:00	**64**	0	59	3	0	0	0	0	1	0	1	0	0	0
22:00	**32**	0	30	0	0	0	0	0	0	0	1	1	0	0
23:00	**29**	0	24	3	1	0	0	0	0	0	1	0	0	0
12H,7-19	**3708**	**20**	**2672**	**523**	**20**	**28**	**32**	**5**	**84**	**4**	**232**	**88**	**0**	**0**
16H,6-22	**4117**	**26**	**2995**	**557**	**22**	**29**	**34**	**5**	**90**	**4**	**258**	**97**	**0**	**0**
18H,6-24	**4178**	**26**	**3049**	**560**	**23**	**29**	**34**	**5**	**90**	**4**	**260**	**98**	**0**	**0**
24H,0-24	**4404**	**31**	**3218**	**583**	**25**	**29**	**35**	**5**	**92**	**4**	**281**	**101**	**0**	**0**

Data produced by
Auto Surveys Ltd

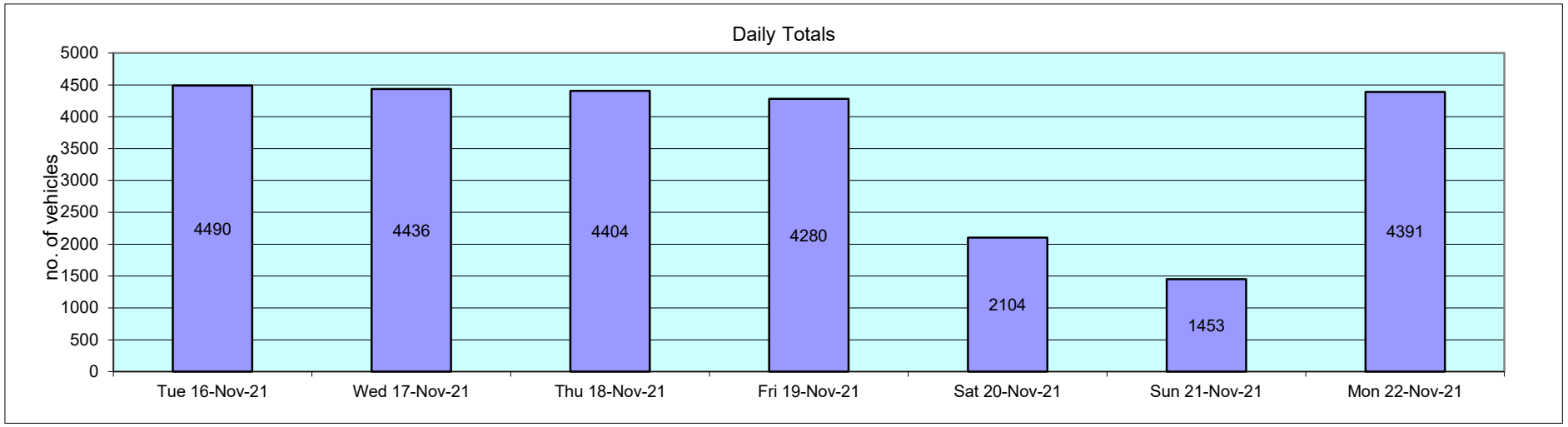
10913			IMMINGHAM			Site No: 10913001			Location	Site 1 - A1173, Immingham (N of Kiln Ln)				
Tue 16-Nov-21 to Mon 22-Nov-21						Channel: Southbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR 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 19-Nov-21														
00:00	**19**	0	16	1	0	0	0	0	0	0	1	1	0	0
01:00	**16**	1	12	2	0	0	0	0	0	0	0	1	0	0
02:00	**21**	0	19	2	0	0	0	0	0	0	0	0	0	0
03:00	**29**	0	23	2	1	0	1	0	0	0	2	0	0	0
04:00	**30**	1	20	2	1	0	0	0	0	0	4	2	0	0
05:00	**123**	2	96	7	1	1	0	0	2	1	10	3	0	0
06:00	**144**	1	101	11	1	0	4	0	4	0	14	8	0	0
07:00	**186**	2	140	19	2	3	2	0	4	1	9	4	0	0
08:00	**238**	0	161	37	2	5	0	1	7	0	18	7	0	0
09:00	**223**	1	143	40	3	2	4	0	11	0	11	8	0	0
10:00	**248**	0	155	48	1	4	4	0	4	0	19	13	0	0
11:00	**273**	2	183	47	1	2	3	0	7	0	18	10	0	0
12:00	**330**	1	224	66	1	2	3	1	8	0	18	6	0	0
13:00	**323**	1	218	49	2	3	1	0	15	1	24	9	0	0
14:00	**333**	1	222	61	3	6	0	1	5	1	23	10	0	0
15:00	**404**	2	299	63	4	3	3	0	3	0	16	11	0	0
16:00	**475**	3	372	66	1	1	7	1	6	0	13	5	0	0
17:00	**365**	3	295	45	3	1	0	0	0	0	13	5	0	0
18:00	**204**	2	171	20	1	0	2	0	0	0	6	2	0	0
19:00	**111**	1	86	19	1	0	3	0	1	0	0	0	0	0
20:00	**61**	1	46	10	0	0	0	0	1	0	2	1	0	0
21:00	**45**	0	40	3	0	0	0	0	1	0	0	1	0	0
22:00	**47**	0	43	3	0	0	0	0	0	0	0	1	0	0
23:00	**32**	0	29	1	0	1	0	0	0	0	0	1	0	0
12H,7-19	**3602**	**18**	**2583**	**561**	**24**	**32**	**29**	**4**	**70**	**3**	**188**	**90**	**0**	**0**
16H,6-22	**3963**	**21**	**2856**	**604**	**26**	**32**	**36**	**4**	**77**	**3**	**204**	**100**	**0**	**0**
18H,6-24	**4042**	**21**	**2928**	**608**	**26**	**33**	**36**	**4**	**77**	**3**	**204**	**102**	**0**	**0**
24H,0-24	**4280**	**25**	**3114**	**624**	**29**	**34**	**37**	**4**	**79**	**4**	**221**	**109**	**0**	**0**

10913		IMMINGHAM				Site No: 10913001			Location	Site 1 - A1173, Immingham (N of Kiln Ln)				
Tue 16-Nov-21 to Mon 22-Nov-21						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
Sat 20-Nov-21														
00:00	**28**	0	24	4	0	0	0	0	0	0	0	0	0	0
01:00	**21**	0	14	6	0	0	0	0	0	0	0	1	0	0
02:00	**13**	2	10	1	0	0	0	0	0	0	0	0	0	0
03:00	**18**	0	9	4	0	1	0	0	0	0	3	1	0	0
04:00	**21**	1	11	3	1	0	0	0	1	0	2	2	0	0
05:00	**59**	0	49	5	0	0	0	0	0	0	5	0	0	0
06:00	**82**	2	61	12	0	1	0	0	2	0	3	1	0	0
07:00	**87**	0	53	24	1	3	1	0	1	0	3	1	0	0
08:00	**122**	2	90	20	0	3	1	0	0	0	5	1	0	0
09:00	**153**	0	108	34	0	1	2	0	2	0	2	4	0	0
10:00	**185**	0	132	44	0	1	1	0	0	0	4	3	0	0
11:00	**202**	0	163	32	0	1	0	0	1	0	2	3	0	0
12:00	**193**	0	157	25	0	1	0	0	2	0	4	4	0	0
13:00	**150**	1	124	20	1	0	0	0	0	0	3	1	0	0
14:00	**131**	0	109	18	0	0	0	0	1	1	2	0	0	0
15:00	**140**	1	125	10	0	0	0	0	0	0	3	1	0	0
16:00	**116**	0	102	10	0	0	1	0	2	0	1	0	0	0
17:00	**106**	0	93	10	0	0	0	0	2	0	0	1	0	0
18:00	**108**	1	100	7	0	0	0	0	0	0	0	0	0	0
19:00	**51**	1	45	3	1	0	1	0	0	0	0	0	0	0
20:00	**37**	0	35	2	0	0	0	0	0	0	0	0	0	0
21:00	**23**	0	16	4	0	0	0	0	1	0	1	1	0	0
22:00	**36**	0	35	1	0	0	0	0	0	0	0	0	0	0
23:00	**22**	0	20	0	0	1	0	0	0	0	0	1	0	0
12H,7-19	**1693**	**5**	**1356**	**254**	**2**	**10**	**6**	**0**	**11**	**1**	**29**	**19**	**0**	**0**
16H,6-22	**1886**	**8**	**1513**	**275**	**3**	**11**	**7**	**0**	**14**	**1**	**33**	**21**	**0**	**0**
18H,6-24	**1944**	**8**	**1568**	**276**	**3**	**12**	**7**	**0**	**14**	**1**	**33**	**22**	**0**	**0**
24H,0-24	**2104**	**11**	**1685**	**299**	**4**	**13**	**7**	**0**	**15**	**1**	**43**	**26**	**0**	**0**

10913		IMMINGHAM				Site No: 10913001			Location	Site 1 - A1173, Immingham (N of Kiln Ln)				
Tue 16-Nov-21 to Mon 22-Nov-21						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 21-Nov-21														
00:00	23	0	22	1	0	0	0	0	0	0	0	0	0	0
01:00	8	0	7	1	0	0	0	0	0	0	0	0	0	0
02:00	13	0	13	0	0	0	0	0	0	0	0	0	0	0
03:00	9	0	8	1	0	0	0	0	0	0	0	0	0	0
04:00	12	0	9	2	0	0	0	0	0	0	1	0	0	0
05:00	45	1	38	4	0	0	0	0	1	0	1	0	0	0
06:00	53	1	46	2	0	0	1	0	0	0	3	0	0	0
07:00	32	1	26	2	0	0	0	0	0	0	1	2	0	0
08:00	29	0	22	3	0	0	0	0	0	0	2	2	0	0
09:00	80	0	68	7	0	0	1	0	0	0	3	1	0	0
10:00	118	0	99	9	0	1	1	0	0	0	5	3	0	0
11:00	123	1	114	6	0	0	0	0	0	0	0	2	0	0
12:00	137	1	120	14	0	0	1	0	0	0	1	0	0	0
13:00	102	2	91	7	0	0	0	0	0	0	1	1	0	0
14:00	141	0	123	13	0	0	0	0	0	0	3	2	0	0
15:00	90	1	81	6	0	0	1	0	1	0	0	0	0	0
16:00	87	1	82	3	0	0	0	0	0	0	0	1	0	0
17:00	99	1	91	5	0	0	0	0	0	0	1	1	0	0
18:00	101	0	92	4	0	0	0	0	0	0	3	2	0	0
19:00	52	0	48	0	0	0	0	0	0	0	3	1	0	0
20:00	34	3	29	1	0	0	1	0	0	0	0	0	0	0
21:00	21	1	19	1	0	0	0	0	0	0	0	0	0	0
22:00	28	0	24	2	0	0	0	0	0	0	1	1	0	0
23:00	16	0	14	1	0	0	0	0	0	0	1	0	0	0
12H,7-19	1139	8	1009	79	0	1	4	0	1	0	20	17	0	0
16H,6-22	1299	13	1151	83	0	1	6	0	1	0	26	18	0	0
18H,6-24	1343	13	1189	86	0	1	6	0	1	0	28	19	0	0
24H,0-24	1453	14	1286	95	0	1	6	0	2	0	30	19	0	0

10913		IMMINGHAM				Site No: 10913001			Location	Site 1 - A1173, Immingham (N of Kiln Ln)					
Tue 16-Nov-21 to Mon 22-Nov-21						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
Mon 22-Nov-21															
00:00	**13**	0	7	3	0	0	0	0	0	0	1	2	0	0
01:00	**9**	0	8	0	0	0	0	0	0	0	1	0	0	0
02:00	**3**	0	2	0	0	0	0	0	0	0	0	1	0	0
03:00	**18**	0	17	0	0	0	0	0	0	0	1	0	0	0
04:00	**42**	1	29	5	0	0	0	0	0	0	6	1	0	0
05:00	**126**	2	101	7	1	1	0	0	1	1	11	1	0	0
06:00	**161**	2	117	20	0	0	2	0	1	0	14	5	0	0
07:00	**221**	1	156	25	3	2	5	0	2	0	21	6	0	0
08:00	**252**	1	171	43	0	5	3	0	3	2	21	3	0	0
09:00	**213**	2	154	30	0	4	0	0	4	0	14	5	0	0
10:00	**224**	0	132	40	3	3	1	0	9	1	30	5	0	0
11:00	**227**	0	125	47	2	6	2	0	4	0	29	12	0	0
12:00	**242**	0	164	32	2	3	2	0	7	0	27	5	0	0
13:00	**282**	1	202	44	3	1	2	0	0	1	19	9	0	0
14:00	**322**	0	221	46	6	3	2	0	9	0	24	11	0	0
15:00	**331**	0	221	64	3	1	4	0	6	0	21	11	0	0
16:00	**586**	2	455	74	1	3	5	0	6	0	33	7	0	0
17:00	**444**	1	350	52	0	2	0	1	4	0	21	13	0	0
18:00	**225**	1	172	30	1	0	2	0	0	0	12	7	0	0
19:00	**111**	2	86	13	0	1	1	0	1	0	7	0	0	0
20:00	**54**	2	42	2	0	0	0	0	0	0	5	3	0	0
21:00	**86**	0	66	10	0	1	0	0	1	0	3	5	0	0
22:00	**130**	1	95	13	1	1	1	0	0	0	6	12	0	0
23:00	**69**	1	43	11	3	2	0	0	0	0	5	4	0	0
12H,7-19	**3569**	**9**	**2523**	**527**	**24**	**33**	**28**	**1**	**54**	**4**	**272**	**94**	**0**	**0**
16H,6-22	**3981**	**15**	**2834**	**572**	**24**	**35**	**31**	**1**	**57**	**4**	**301**	**107**	**0**	**0**
18H,6-24	**4180**	**17**	**2972**	**596**	**28**	**38**	**32**	**1**	**57**	**4**	**312**	**123**	**0**	**0**
24H,0-24	**4391**	**20**	**3136**	**611**	**29**	**39**	**32**	**1**	**58**	**5**	**332**	**128**	**0**	**0**

10913		IMMINGHAM				Site No: 10913001			Location	Site 1 - A1173, Immingham (N of Kiln Ln)					
Tue 16-Nov-21 to Mon 22-Nov-21						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															
Tue 16-Nov-21	**4490**	33	3317	580	22	35	28	3	67	8	285	112	0	0
Wed 17-Nov-21	**4436**	37	3216	599	25	34	33	1	65	8	295	123	0	0
Thu 18-Nov-21	**4404**	31	3218	583	25	29	35	5	92	4	281	101	0	0
Fri 19-Nov-21	**4280**	25	3114	624	29	34	37	4	79	4	221	109	0	0
Sat 20-Nov-21	**2104**	11	1685	299	4	13	7	0	15	1	43	26	0	0
Sun 21-Nov-21	**1453**	14	1286	95	0	1	6	0	2	0	30	19	0	0
Mon 22-Nov-21	**4391**	20	3136	611	29	39	32	1	58	5	332	128	0	0
Total Vehicles															
[--]	**25558**	171	18972	3391	134	185	178	14	378	30	1487	618	0	0



10913		IMMINGHAM		Site No: 10913001		Location	Site 1 - A1173, Immingham (N of Kiln Ln)				
Tue 16-Nov-21 to Mon 22-Nov-21				Channel: Southbound							
TIME PERIOD	**TOTAL VEHICLES**	**MOTOR-CYCLES**	**MOTOR-CYCLES%**	**CARS**	**CARS %**	**LGV**	**LGV %**	**HGV**	**HGV %**	**BUS**	**BUS %**
Tue 16-Nov-21											
00:00	**20**	1	5.0	16	80.0	1	5.0	2	10.0	0	0.0
01:00	**10**	0	0.0	8	80.0	2	20.0	0	0.0	0	0.0
02:00	**20**	1	5.0	12	60.0	2	10.0	5	25.0	0	0.0
03:00	**24**	0	0.0	17	70.8	5	20.8	2	8.3	0	0.0
04:00	**36**	1	2.8	24	66.7	2	5.6	9	25.0	0	0.0
05:00	**132**	3	2.3	113	85.6	5	3.8	10	7.6	1	0.8
06:00	**157**	4	2.6	108	68.8	11	7.0	33	21.0	1	0.6
07:00	**186**	2	1.1	132	71.0	22	11.8	29	15.6	1	0.5
08:00	**261**	3	1.2	174	66.7	43	16.5	40	15.3	1	0.4
09:00	**223**	2	0.9	141	63.2	38	17.0	39	17.5	3	1.4
10:00	**206**	0	0.0	124	60.2	40	19.4	39	18.9	3	1.5
11:00	**241**	2	0.8	158	65.6	37	15.4	43	17.8	1	0.4
12:00	**242**	2	0.8	178	73.6	32	13.2	30	12.4	0	0.0
13:00	**293**	1	0.3	205	70.0	42	14.3	45	15.4	0	0.0
14:00	**334**	2	0.6	218	65.3	67	20.1	43	12.9	4	1.2
15:00	**420**	1	0.2	305	72.6	63	15.0	49	11.7	2	0.5
16:00	**648**	4	0.6	532	82.1	76	11.7	35	5.4	1	0.2
17:00	**440**	0	0.0	374	85.0	35	8.0	29	6.6	2	0.5
18:00	**259**	0	0.0	209	80.7	26	10.0	23	8.9	1	0.4
19:00	**136**	0	0.0	114	83.8	12	8.8	9	6.6	1	0.7
20:00	**82**	1	1.2	61	74.4	7	8.5	13	15.9	0	0.0
21:00	**67**	2	3.0	49	73.1	8	11.9	8	11.9	0	0.0
22:00	**30**	1	3.3	27	90.0	2	6.7	0	0.0	0	0.0
23:00	**23**	0	0.0	18	78.3	2	8.7	3	13.0	0	0.0
12H,7-19	**3753**	**19**	**0.5**	**2750**	**73.3**	**521**	**13.9**	**444**	**11.8**	**19**	**0.5**
16H,6-22	**4195**	**26**	**0.6**	**3082**	**73.5**	**559**	**13.3**	**507**	**12.1**	**21**	**0.5**
18H,6-24	**4248**	**27**	**0.6**	**3127**	**73.6**	**563**	**13.3**	**510**	**12.0**	**21**	**0.5**
24H,0-24	**4490**	**33**	**0.7**	**3317**	**73.9**	**580**	**12.9**	**538**	**12.0**	**22**	**0.5**

10913		IMMINGHAM		Site No: 10913001		Location	Site 1 - A1173, Immingham (N of Kiln Ln)				
Tue 16-Nov-21 to Mon 22-Nov-21				Channel: Southbound							
TIME PERIOD	**TOTAL VEHICLES**	**MOTOR-CYCLES**	**MOTOR-CYCLES%**	**CARS**	**CARS %**	**LGV**	**LGV %**	**HGV**	**HGV %**	**BUS**	**BUS %**
Wed 17-Nov-21											
00:00	**18**	0	0.0	15	83.3	1	5.6	2	11.1	0	0.0
01:00	**13**	1	7.7	10	76.9	1	7.7	1	7.7	0	0.0
02:00	**25**	0	0.0	16	64.0	5	20.0	4	16.0	0	0.0
03:00	**25**	0	0.0	16	64.0	7	28.0	1	4.0	1	4.0
04:00	**37**	1	2.7	24	64.9	3	8.1	7	18.9	2	5.4
05:00	**127**	4	3.2	95	74.8	10	7.9	17	13.4	1	0.8
06:00	**146**	2	1.4	114	78.1	13	8.9	16	11.0	1	0.7
07:00	**213**	4	1.9	159	74.7	14	6.6	32	15.0	4	1.9
08:00	**282**	3	1.1	189	67.0	41	14.5	49	17.4	0	0.0
09:00	**217**	2	0.9	129	59.5	44	20.3	40	18.4	2	0.9
10:00	**226**	0	0.0	140	62.0	49	21.7	36	15.9	1	0.4
11:00	**244**	1	0.4	146	59.8	45	18.4	50	20.5	2	0.8
12:00	**296**	2	0.7	207	69.9	48	16.2	36	12.2	3	1.0
13:00	**284**	0	0.0	190	66.9	56	19.7	38	13.4	0	0.0
14:00	**297**	4	1.4	194	65.3	52	17.5	43	14.5	4	1.4
15:00	**380**	3	0.8	264	69.5	62	16.3	48	12.6	3	0.8
16:00	**581**	3	0.5	475	81.8	54	9.3	48	8.3	1	0.2
17:00	**451**	0	0.0	376	83.4	38	8.4	37	8.2	0	0.0
18:00	**247**	0	0.0	202	81.8	26	10.5	19	7.7	0	0.0
19:00	**132**	1	0.8	99	75.0	14	10.6	18	13.6	0	0.0
20:00	**82**	3	3.7	64	78.1	6	7.3	9	11.0	0	0.0
21:00	**56**	1	1.8	49	87.5	3	5.4	3	5.4	0	0.0
22:00	**30**	1	3.3	23	76.7	3	10.0	3	10.0	0	0.0
23:00	**27**	1	3.7	20	74.1	4	14.8	2	7.4	0	0.0
12H,7-19	**3718**	**22**	**0.6**	**2671**	**71.8**	**529**	**14.2**	**476**	**12.8**	**20**	**0.5**
16H,6-22	**4134**	**29**	**0.7**	**2997**	**72.5**	**565**	**13.7**	**522**	**12.6**	**21**	**0.5**
18H,6-24	**4191**	**31**	**0.7**	**3040**	**72.5**	**572**	**13.7**	**527**	**12.6**	**21**	**0.5**
24H,0-24	**4436**	**37**	**0.8**	**3216**	**72.5**	**599**	**13.5**	**559**	**12.6**	**25**	**0.6**

10913		IMMINGHAM		Site No: 10913001		Location	Site 1 - A1173, Immingham (N of Kiln Ln)				
Tue 16-Nov-21 to Mon 22-Nov-21				Channel: Southbound							
TIME PERIOD	**TOTAL VEHICLES**	**MOTOR-CYCLES**	**MOTOR-CYCLES%**	**CARS**	**CARS %**	**LGV**	**LGV %**	**HGV**	**HGV %**	**BUS**	**BUS %**
Thu 18-Nov-21											
00:00	**21**	1	4.8	16	76.2	2	9.5	2	9.5	0	0.0
01:00	**15**	0	0.0	8	53.3	5	33.3	2	13.3	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	12	66.7	4	22.2	1	5.6	1	5.6
04:00	**42**	1	2.4	31	73.8	5	11.9	4	9.5	1	2.4
05:00	**112**	3	2.7	89	79.5	4	3.6	16	14.3	0	0.0
06:00	**146**	1	0.7	106	72.6	10	6.9	27	18.5	2	1.4
07:00	**215**	0	0.0	161	74.9	19	8.8	30	14.0	5	2.3
08:00	**269**	2	0.7	190	70.6	43	16.0	34	12.6	0	0.0
09:00	**189**	2	1.1	119	63.0	31	16.4	36	19.1	1	0.5
10:00	**244**	0	0.0	159	65.2	36	14.8	48	19.7	1	0.4
11:00	**235**	2	0.9	134	57.0	51	21.7	46	19.6	2	0.9
12:00	**253**	1	0.4	177	70.0	33	13.0	38	15.0	4	1.6
13:00	**293**	1	0.3	194	66.2	48	16.4	50	17.1	0	0.0
14:00	**355**	1	0.3	245	69.0	55	15.5	52	14.7	2	0.6
15:00	**423**	3	0.7	299	70.7	74	17.5	47	11.1	0	0.0
16:00	**558**	4	0.7	445	79.8	62	11.1	44	7.9	3	0.5
17:00	**430**	2	0.5	353	82.1	43	10.0	31	7.2	1	0.2
18:00	**244**	2	0.8	196	80.3	28	11.5	17	7.0	1	0.4
19:00	**122**	2	1.6	96	78.7	14	11.5	10	8.2	0	0.0
20:00	**77**	3	3.9	62	80.5	7	9.1	5	6.5	0	0.0
21:00	**64**	0	0.0	59	92.2	3	4.7	2	3.1	0	0.0
22:00	**32**	0	0.0	30	93.8	0	0.0	2	6.3	0	0.0
23:00	**29**	0	0.0	24	82.8	3	10.3	1	3.5	1	3.5
12H,7-19	**3708**	**20**	**0.5**	**2672**	**72.1**	**523**	**14.1**	**473**	**12.8**	**20**	**0.5**
16H,6-22	**4117**	**26**	**0.6**	**2995**	**72.8**	**557**	**13.5**	**517**	**12.6**	**22**	**0.5**
18H,6-24	**4178**	**26**	**0.6**	**3049**	**73.0**	**560**	**13.4**	**520**	**12.5**	**23**	**0.6**
24H,0-24	**4404**	**31**	**0.7**	**3218**	**73.1**	**583**	**13.2**	**547**	**12.4**	**25**	**0.6**

10913		IMMINGHAM		Site No: 10913001		Location	Site 1 - A1173, Immingham (N of Kiln Ln)				
Tue 16-Nov-21 to Mon 22-Nov-21				Channel: Southbound							
TIME PERIOD	**TOTAL VEHICLES**	**MOTOR-CYCLES**	**MOTOR-CYCLES%**	**CARS**	**CARS %**	**LGV**	**LGV %**	**HGV**	**HGV %**	**BUS**	**BUS %**
Fri 19-Nov-21											
00:00	**19**	0	0.0	16	84.2	1	5.3	2	10.5	0	0.0
01:00	**16**	1	6.3	12	75.0	2	12.5	1	6.3	0	0.0
02:00	**21**	0	0.0	19	90.5	2	9.5	0	0.0	0	0.0
03:00	**29**	0	0.0	23	79.3	2	6.9	3	10.3	1	3.5
04:00	**30**	1	3.3	20	66.7	2	6.7	6	20.0	1	3.3
05:00	**123**	2	1.6	96	78.1	7	5.7	17	13.8	1	0.8
06:00	**144**	1	0.7	101	70.1	11	7.6	30	20.8	1	0.7
07:00	**186**	2	1.1	140	75.3	19	10.2	23	12.4	2	1.1
08:00	**238**	0	0.0	161	67.7	37	15.6	38	16.0	2	0.8
09:00	**223**	1	0.5	143	64.1	40	17.9	36	16.1	3	1.4
10:00	**248**	0	0.0	155	62.5	48	19.4	44	17.7	1	0.4
11:00	**273**	2	0.7	183	67.0	47	17.2	40	14.7	1	0.4
12:00	**330**	1	0.3	224	67.9	66	20.0	38	11.5	1	0.3
13:00	**323**	1	0.3	218	67.5	49	15.2	53	16.4	2	0.6
14:00	**333**	1	0.3	222	66.7	61	18.3	46	13.8	3	0.9
15:00	**404**	2	0.5	299	74.0	63	15.6	36	8.9	4	1.0
16:00	**475**	3	0.6	372	78.3	66	13.9	33	7.0	1	0.2
17:00	**365**	3	0.8	295	80.8	45	12.3	19	5.2	3	0.8
18:00	**204**	2	1.0	171	83.8	20	9.8	10	4.9	1	0.5
19:00	**111**	1	0.9	86	77.5	19	17.1	4	3.6	1	0.9
20:00	**61**	1	1.6	46	75.4	10	16.4	4	6.6	0	0.0
21:00	**45**	0	0.0	40	88.9	3	6.7	2	4.4	0	0.0
22:00	**47**	0	0.0	43	91.5	3	6.4	1	2.1	0	0.0
23:00	**32**	0	0.0	29	90.6	1	3.1	2	6.3	0	0.0
12H,7-19	**3602**	**18**	**0.5**	**2583**	**71.7**	**561**	**15.6**	**416**	**11.6**	**24**	**0.7**
16H,6-22	**3963**	**21**	**0.5**	**2856**	**72.1**	**604**	**15.2**	**456**	**11.5**	**26**	**0.7**
18H,6-24	**4042**	**21**	**0.5**	**2928**	**72.4**	**608**	**15.0**	**459**	**11.4**	**26**	**0.6**
24H,0-24	**4280**	**25**	**0.6**	**3114**	**72.8**	**624**	**14.6**	**488**	**11.4**	**29**	**0.7**

10913		IMMINGHAM		Site No: 10913001		Location	Site 1 - A1173, Immingham (N of Kiln Ln)				
Tue 16-Nov-21 to Mon 22-Nov-21				Channel: Southbound							
TIME PERIOD	**TOTAL VEHICLES**	**MOTOR-CYCLES**	**MOTOR-CYCLES%**	**CARS**	**CARS %**	**LGV**	**LGV %**	**HGV**	**HGV %**	**BUS**	**BUS %**
Sat 20-Nov-21											
00:00	**28**	0	0.0	24	85.7	4	14.3	0	0.0	0	0.0
01:00	**21**	0	0.0	14	66.7	6	28.6	1	4.8	0	0.0
02:00	**13**	2	15.4	10	76.9	1	7.7	0	0.0	0	0.0
03:00	**18**	0	0.0	9	50.0	4	22.2	5	27.8	0	0.0
04:00	**21**	1	4.8	11	52.4	3	14.3	5	23.8	1	4.8
05:00	**59**	0	0.0	49	83.1	5	8.5	5	8.5	0	0.0
06:00	**82**	2	2.4	61	74.4	12	14.6	7	8.5	0	0.0
07:00	**87**	0	0.0	53	60.9	24	27.6	9	10.3	1	1.2
08:00	**122**	2	1.6	90	73.8	20	16.4	10	8.2	0	0.0
09:00	**153**	0	0.0	108	70.6	34	22.2	11	7.2	0	0.0
10:00	**185**	0	0.0	132	71.4	44	23.8	9	4.9	0	0.0
11:00	**202**	0	0.0	163	80.7	32	15.8	7	3.5	0	0.0
12:00	**193**	0	0.0	157	81.4	25	13.0	11	5.7	0	0.0
13:00	**150**	1	0.7	124	82.7	20	13.3	4	2.7	1	0.7
14:00	**131**	0	0.0	109	83.2	18	13.7	4	3.1	0	0.0
15:00	**140**	1	0.7	125	89.3	10	7.1	4	2.9	0	0.0
16:00	**116**	0	0.0	102	87.9	10	8.6	4	3.5	0	0.0
17:00	**106**	0	0.0	93	87.7	10	9.4	3	2.8	0	0.0
18:00	**108**	1	0.9	100	92.6	7	6.5	0	0.0	0	0.0
19:00	**51**	1	2.0	45	88.2	3	5.9	1	2.0	1	2.0
20:00	**37**	0	0.0	35	94.6	2	5.4	0	0.0	0	0.0
21:00	**23**	0	0.0	16	69.6	4	17.4	3	13.0	0	0.0
22:00	**36**	0	0.0	35	97.2	1	2.8	0	0.0	0	0.0
23:00	**22**	0	0.0	20	90.9	0	0.0	2	9.1	0	0.0
12H,7-19	**1693**	**5**	**0.3**	**1356**	**80.1**	**254**	**15.0**	**76**	**4.5**	**2**	**0.1**
16H,6-22	**1886**	**8**	**0.4**	**1513**	**80.2**	**275**	**14.6**	**87**	**4.6**	**3**	**0.2**
18H,6-24	**1944**	**8**	**0.4**	**1568**	**80.7**	**276**	**14.2**	**89**	**4.6**	**3**	**0.2**
24H,0-24	**2104**	**11**	**0.5**	**1685**	**80.1**	**299**	**14.2**	**105**	**5.0**	**4**	**0.2**

Data produced by
Auto Surveys Ltd

10913		IMMINGHAM		Site No: 10913001		Location	Site 1 - A1173, Immingham (N of Kiln Ln)				
Tue 16-Nov-21 to Mon 22-Nov-21				Channel: Southbound							
TIME PERIOD	**TOTAL VEHICLES**	**MOTOR-CYCLES**	**MOTOR-CYCLES%**	**CARS**	**CARS %**	**LGV**	**LGV %**	**HGV**	**HGV %**	**BUS**	**BUS %**
Sun 21-Nov-21											
00:00	**23**	0	0.0	22	95.7	1	4.4	0	0.0	0	0.0
01:00	**8**	0	0.0	7	87.5	1	12.5	0	0.0	0	0.0
02:00	**13**	0	0.0	13	100.0	0	0.0	0	0.0	0	0.0
03:00	**9**	0	0.0	8	88.9	1	11.1	0	0.0	0	0.0
04:00	**12**	0	0.0	9	75.0	2	16.7	1	8.3	0	0.0
05:00	**45**	1	2.2	38	84.4	4	8.9	2	4.4	0	0.0
06:00	**53**	1	1.9	46	86.8	2	3.8	4	7.6	0	0.0
07:00	**32**	1	3.1	26	81.3	2	6.3	3	9.4	0	0.0
08:00	**29**	0	0.0	22	75.9	3	10.3	4	13.8	0	0.0
09:00	**80**	0	0.0	68	85.0	7	8.8	5	6.3	0	0.0
10:00	**118**	0	0.0	99	83.9	9	7.6	10	8.5	0	0.0
11:00	**123**	1	0.8	114	92.7	6	4.9	2	1.6	0	0.0
12:00	**137**	1	0.7	120	87.6	14	10.2	2	1.5	0	0.0
13:00	**102**	2	2.0	91	89.2	7	6.9	2	2.0	0	0.0
14:00	**141**	0	0.0	123	87.2	13	9.2	5	3.6	0	0.0
15:00	**90**	1	1.1	81	90.0	6	6.7	2	2.2	0	0.0
16:00	**87**	1	1.2	82	94.3	3	3.5	1	1.2	0	0.0
17:00	**99**	1	1.0	91	91.9	5	5.1	2	2.0	0	0.0
18:00	**101**	0	0.0	92	91.1	4	4.0	5	5.0	0	0.0
19:00	**52**	0	0.0	48	92.3	0	0.0	4	7.7	0	0.0
20:00	**34**	3	8.8	29	85.3	1	2.9	1	2.9	0	0.0
21:00	**21**	1	4.8	19	90.5	1	4.8	0	0.0	0	0.0
22:00	**28**	0	0.0	24	85.7	2	7.1	2	7.1	0	0.0
23:00	**16**	0	0.0	14	87.5	1	6.3	1	6.3	0	0.0
12H,7-19	**1139**	**8**	**0.7**	**1009**	**88.6**	**79**	**6.9**	**43**	**3.8**	**0**	**0.0**
16H,6-22	**1299**	**13**	**1.0**	**1151**	**88.6**	**83**	**6.4**	**52**	**4.0**	**0**	**0.0**
18H,6-24	**1343**	**13**	**1.0**	**1189**	**88.5**	**86**	**6.4**	**55**	**4.1**	**0**	**0.0**
24H,0-24	**1453**	**14**	**1.0**	**1286**	**88.5**	**95**	**6.5**	**58**	**4.0**	**0**	**0.0**

10913		IMMINGHAM		Site No: 10913001		Location	Site 1 - A1173, Immingham (N of Kiln Ln)				
Tue 16-Nov-21 to Mon 22-Nov-21				Channel: Southbound							
TIME PERIOD	**TOTAL VEHICLES**	**MOTOR-CYCLES**	**MOTOR-CYCLES%**	**CARS**	**CARS %**	**LGV**	**LGV %**	**HGV**	**HGV %**	**BUS**	**BUS %**
Mon 22-Nov-21											
00:00	**13**	0	0.0	7	53.9	3	23.1	3	23.1	0	0.0
01:00	**9**	0	0.0	8	88.9	0	0.0	1	11.1	0	0.0
02:00	**3**	0	0.0	2	66.7	0	0.0	1	33.3	0	0.0
03:00	**18**	0	0.0	17	94.4	0	0.0	1	5.6	0	0.0
04:00	**42**	1	2.4	29	69.1	5	11.9	7	16.7	0	0.0
05:00	**126**	2	1.6	101	80.2	7	5.6	15	11.9	1	0.8
06:00	**161**	2	1.2	117	72.7	20	12.4	22	13.7	0	0.0
07:00	**221**	1	0.5	156	70.6	25	11.3	36	16.3	3	1.4
08:00	**252**	1	0.4	171	67.9	43	17.1	37	14.7	0	0.0
09:00	**213**	2	0.9	154	72.3	30	14.1	27	12.7	0	0.0
10:00	**224**	0	0.0	132	58.9	40	17.9	49	21.9	3	1.3
11:00	**227**	0	0.0	125	55.1	47	20.7	53	23.4	2	0.9
12:00	**242**	0	0.0	164	67.8	32	13.2	44	18.2	2	0.8
13:00	**282**	1	0.4	202	71.6	44	15.6	32	11.4	3	1.1
14:00	**322**	0	0.0	221	68.6	46	14.3	49	15.2	6	1.9
15:00	**331**	0	0.0	221	66.8	64	19.3	43	13.0	3	0.9
16:00	**586**	2	0.3	455	77.7	74	12.6	54	9.2	1	0.2
17:00	**444**	1	0.2	350	78.8	52	11.7	41	9.2	0	0.0
18:00	**225**	1	0.4	172	76.4	30	13.3	21	9.3	1	0.4
19:00	**111**	2	1.8	86	77.5	13	11.7	10	9.0	0	0.0
20:00	**54**	2	3.7	42	77.8	2	3.7	8	14.8	0	0.0
21:00	**86**	0	0.0	66	76.7	10	11.6	10	11.6	0	0.0
22:00	**130**	1	0.8	95	73.1	13	10.0	20	15.4	1	0.8
23:00	**69**	1	1.5	43	62.3	11	15.9	11	15.9	3	4.4
12H,7-19	**3569**	**9**	**0.3**	**2523**	**70.7**	**527**	**14.8**	**486**	**13.6**	**24**	**0.7**
16H,6-22	**3981**	**15**	**0.4**	**2834**	**71.2**	**572**	**14.4**	**536**	**13.5**	**24**	**0.6**
18H,6-24	**4180**	**17**	**0.4**	**2972**	**71.1**	**596**	**14.3**	**567**	**13.6**	**28**	**0.7**
24H,0-24	**4391**	**20**	**0.5**	**3136**	**71.4**	**611**	**13.9**	**595**	**13.6**	**29**	**0.7**

Data produced by
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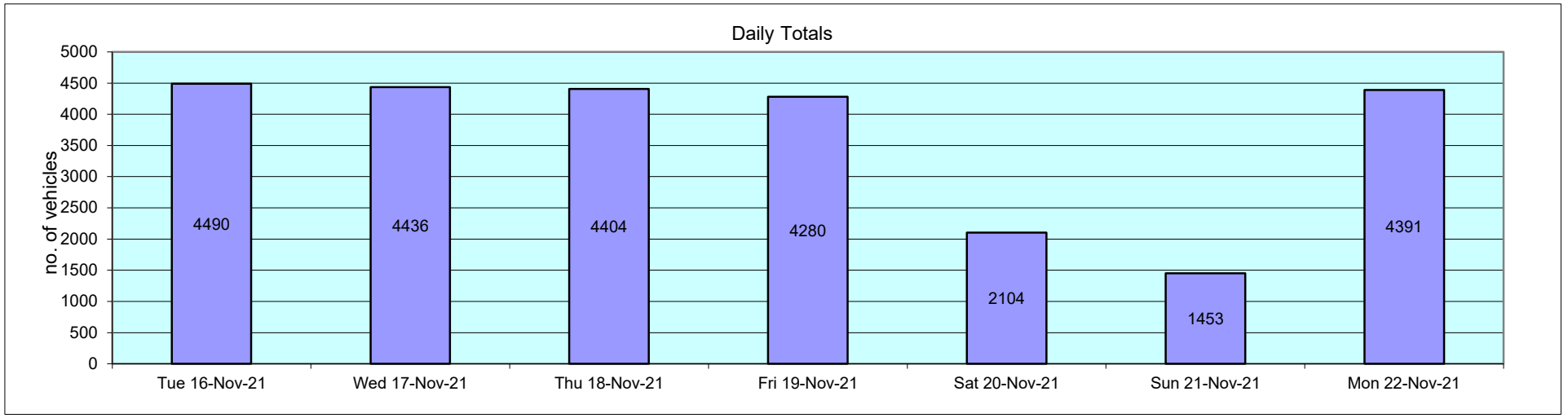
10913	IMMINGHAM	Site No: 10913001	Location	Site 1 - A1173, Immingham (N of Kiln Ln)
Tue 16-Nov-21 to Mon 22-Nov-21		Channel: Southbound		

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Daily Totals											
Tue 16-Nov-21	**4490**	33	0.7	3317	73.9	580	12.9	538	12.0	22	0.5
Wed 17-Nov-21	**4436**	37	0.8	3216	72.5	599	13.5	559	12.6	25	0.6
Thu 18-Nov-21	**4404**	31	0.7	3218	73.1	583	13.2	547	12.4	25	0.6
Fri 19-Nov-21	**4280**	25	0.6	3114	72.8	624	14.6	488	11.4	29	0.7
Sat 20-Nov-21	**2104**	11	0.5	1685	80.1	299	14.2	105	5.0	4	0.2
Sun 21-Nov-21	**1453**	14	1.0	1286	88.5	95	6.5	58	4.0	0	0.0
Mon 22-Nov-21	**4391**	20	0.5	3136	71.4	611	13.9	595	13.6	29	0.7
Total Vehicles											
[--]	**25558**	171	0.7	18972	76.0	3391	12.7	2890	10.1	134	0.5



10913			IMMINGHAM				Site No: 10913001				Location	Site 1 - A1173, Immingham (N of Kiln Ln)					
Tue 16-Nov-21 to Mon 22-Nov-21							Channel: Southbound										
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<21	21-<31	31-<41	41-<46	46-<51	51-<56	56-<61	61-<66	66-<71	71-<76	=>76
Tue 16-Nov-21																
00:00	**20**	61.8	52.3	9.7	0	0	0	2	2	7	2	3	3	0	1	0
01:00	**10**	61	52.3	10.1	0	0	0	1	2	2	1	2	1	1	0	0
02:00	**20**	61.8	52.3	9.4	0	0	0	2	4	2	5	3	3	1	0	0
03:00	**24**	58.4	50.3	7.9	0	0	0	1	8	5	4	4	1	1	0	0
04:00	**36**	53.9	47.8	6.3	0	0	0	4	8	14	7	3	0	0	0	0
05:00	**132**	53.7	46.7	7.1	0	0	0	21	43	37	20	8	2	0	1	0
06:00	**157**	50.7	43.3	7.9	0	3	1	48	46	37	18	3	1	0	0	0
07:00	**186**	52.1	45.2	7.6	0	1	0	44	57	51	21	9	2	0	0	1
08:00	**261**	52.1	44.7	7.5	0	1	0	67	93	53	32	10	4	0	0	1
09:00	**223**	53.7	46.3	7.5	0	0	2	42	63	62	37	11	5	1	0	0
10:00	**206**	54.8	47.7	7.1	0	0	1	25	56	65	36	17	5	1	0	0
11:00	**241**	52.5	45.8	7.1	0	0	0	51	73	72	28	14	2	0	0	1
12:00	**242**	53.9	46.5	7.6	0	2	4	33	66	77	40	18	2	0	0	0
13:00	**293**	53.2	46.8	7.2	0	0	1	37	104	95	26	19	5	6	0	0
14:00	**334**	51	44.5	7	0	1	0	86	116	81	30	18	2	0	0	0
15:00	**420**	48.8	41.6	6.8	0	0	7	187	123	71	23	8	1	0	0	0
16:00	**648**	48	40.2	7.4	0	1	48	292	171	98	32	6	0	0	0	0
17:00	**440**	49.4	42.3	6.6	0	0	0	186	130	84	33	7	0	0	0	0
18:00	**259**	52.7	44.7	7.8	0	0	2	76	71	59	34	14	2	0	0	1
19:00	**136**	54	45.9	7.8	0	0	0	36	29	37	22	10	1	1	0	0
20:00	**82**	58.6	49.4	10.1	0	0	0	16	15	17	15	12	1	3	2	1
21:00	**67**	55.5	49.1	7.6	0	0	0	9	10	22	17	5	3	1	0	0
22:00	**30**	60.2	51.2	8.5	0	0	0	2	7	8	3	6	3	1	0	0
23:00	**23**	58.5	50.5	7.8	0	0	0	2	5	5	4	6	1	0	0	0
12H,7-19	**3753**	**51**	**43.9**	**7.6**	**0**	**6**	**65**	**1126**	**1123**	**868**	**372**	**151**	**30**	**8**	**0**	**4**
16H,6-22	**4195**	**51.6**	**44.1**	**7.7**	**0**	**9**	**66**	**1235**	**1223**	**981**	**444**	**181**	**36**	**13**	**2**	**5**
18H,6-24	**4248**	**51.7**	**44.2**	**7.8**	**0**	**9**	**66**	**1239**	**1235**	**994**	**451**	**193**	**40**	**14**	**2**	**5**
24H,0-24	**4490**	**52.1**	**44.4**	**7.9**	**0**	**9**	**66**	**1270**	**1302**	**1061**	**490**	**216**	**50**	**17**	**4**	**5**

Data produced by
Auto Surveys Ltd

10913			IMMINGHAM				Site No: 10913001				Location	Site 1 - A1173, Immingham (N of Kiln Ln)					
Tue 16-Nov-21 to Mon 22-Nov-21							Channel: Southbound										
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<21	21-<31	31-<41	41-<46	46-<51	51-<56	56-<61	61-<66	66-<71	71-<76	=>76
Wed 17-Nov-21																
00:00	18	64	52.9	10.5	0	0	0	2	1	7	2	1	3	1	1	0
01:00	13	61.9	55.6	7.6	0	0	0	1	0	1	4	4	3	0	0	0
02:00	25	60.6	50.2	9	0	0	0	3	5	7	4	2	3	1	0	0
03:00	25	59.4	52.7	9.1	0	0	0	4	0	3	9	7	0	2	0	0
04:00	37	53.8	47.4	7.7	0	0	0	5	12	10	7	2	0	0	1	0
05:00	127	52.2	44.9	7.1	0	0	0	34	39	31	15	7	1	0	0	0
06:00	146	50.8	45.5	7.1	0	0	0	30	50	44	12	6	2	2	0	0
07:00	213	53.5	45.2	8.1	1	0	0	56	62	47	29	14	3	0	1	0
08:00	282	51.3	43.8	7.8	0	2	8	73	95	59	34	8	2	1	0	0
09:00	217	51.2	45.4	6.7	0	0	0	42	82	59	24	4	5	1	0	0
10:00	226	55.1	47.8	7.2	0	0	0	30	61	66	42	23	2	1	1	0
11:00	244	54	46.8	6.9	0	0	0	41	65	76	42	17	3	0	0	0
12:00	296	53.8	47	7.3	0	1	0	44	84	96	46	15	8	1	1	0
13:00	284	53.8	47	7.1	0	0	0	43	80	92	46	15	6	1	0	1
14:00	297	52.7	46.5	6.7	0	0	0	45	94	101	36	12	8	1	0	0
15:00	380	53.1	45.7	7.3	0	0	5	76	114	96	75	9	4	0	0	1
16:00	581	49.4	42.1	7.6	0	2	31	186	206	100	42	10	3	1	0	0
17:00	451	49.2	42.4	6.8	0	0	3	174	162	69	30	11	0	2	0	0
18:00	247	54.4	45.5	8.8	0	0	6	58	77	51	26	19	6	1	3	0
19:00	132	54.7	46.5	8.9	0	1	0	29	38	29	20	7	5	1	2	0
20:00	82	58.4	50.5	9.1	0	0	0	13	11	12	28	11	5	0	1	1
21:00	56	60.2	52.7	8.1	0	0	0	1	9	19	8	12	3	2	2	0
22:00	30	58	47.3	10	0	0	0	8	8	4	3	5	0	2	0	0
23:00	27	60.6	51.6	9.7	0	0	1	1	6	5	3	7	3	1	0	0
12H,7-19	3718	52.5	45	7.6	1	5	53	868	1182	912	472	157	50	10	6	2
16H,6-22	4134	52.9	45.3	7.8	1	6	53	941	1290	1016	540	193	65	15	11	3
18H,6-24	4191	53	45.3	7.8	1	6	54	950	1304	1025	546	205	68	18	11	3
24H,0-24	4436	53.3	45.5	7.9	1	6	54	999	1361	1084	587	228	78	22	13	3

10913			IMMINGHAM				Site No: 10913001				Location	Site 1 - A1173, Immingham (N of Kiln Ln)					
Tue 16-Nov-21 to Mon 22-Nov-21							Channel: Southbound										
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<21	21-<31	31-<41	41-<46	46-<51	51-<56	56-<61	61-<66	66-<71	71-<76	=>76
Thu 18-Nov-21																
00:00	**21**	58.3	50.3	8.3	0	0	0	3	2	6	5	3	2	0	0	0
01:00	**15**	53.8	49	5.5	0	0	0	1	2	7	4	1	0	0	0	0
02:00	**18**	55.5	51.1	7.1	0	0	0	1	2	6	6	2	0	1	0	0
03:00	**18**	60.5	54.3	6.8	0	0	0	0	1	6	4	4	2	1	0	0
04:00	**42**	54	47.5	8	0	0	0	7	10	14	7	2	0	2	0	0
05:00	**112**	54.8	47.6	7.8	0	0	3	14	25	30	30	8	1	1	0	0
06:00	**146**	50.8	44.6	7.2	0	0	0	41	45	39	10	9	2	0	0	0
07:00	**215**	51.7	44.5	7.3	0	0	0	62	72	45	22	10	4	0	0	0
08:00	**269**	53.6	46	8.3	2	1	2	43	91	66	44	9	9	1	1	0
09:00	**189**	53.6	47.2	6.7	0	0	0	22	59	63	31	10	2	1	1	0
10:00	**244**	52.8	46.4	6.7	0	0	1	36	76	81	35	12	1	2	0	0
11:00	**235**	53.9	47.2	6.9	0	0	0	31	68	80	35	16	3	1	1	0
12:00	**253**	55	48.4	7	0	1	0	17	74	83	50	18	6	4	0	0
13:00	**293**	55	47.7	7.4	0	0	0	38	87	85	48	24	5	6	0	0
14:00	**355**	52.7	46.4	6.5	0	0	0	52	120	114	44	22	1	1	1	0
15:00	**423**	51.4	41.9	11.4	1	43	9	86	109	107	49	14	5	0	0	0
16:00	**558**	47	39.1	8.1	0	10	47	271	132	69	23	3	1	0	2	0
17:00	**430**	50.3	43.6	6.5	0	0	1	135	133	112	41	8	0	0	0	0
18:00	**244**	55.9	47.4	8	0	0	0	44	69	58	37	26	5	5	0	0
19:00	**122**	59.9	49.2	9.6	0	0	0	21	31	23	15	17	10	3	2	0
20:00	**77**	58.5	51.3	7.7	0	0	0	4	13	23	19	12	2	3	1	0
21:00	**64**	60.6	52.5	8.4	0	0	0	3	10	20	7	15	5	3	1	0
22:00	**32**	61.7	53.1	7.6	0	0	0	1	4	8	9	4	5	1	0	0
23:00	**29**	60.4	54.7	5.9	0	0	0	0	1	7	10	7	3	1	0	0
12H,7-19	**3708**	**52.6**	**44.7**	**8.4**	**3**	**55**	**60**	**837**	**1090**	**963**	**459**	**172**	**42**	**21**	**6**	**0**
16H,6-22	**4117**	**53.1**	**45.1**	**8.5**	**3**	**55**	**60**	**906**	**1189**	**1068**	**510**	**225**	**61**	**30**	**10**	**0**
18H,6-24	**4178**	**53.4**	**45.2**	**8.6**	**3**	**55**	**60**	**907**	**1194**	**1083**	**529**	**236**	**69**	**32**	**10**	**0**
24H,0-24	**4404**	**53.6**	**45.4**	**8.6**	**3**	**55**	**63**	**933**	**1236**	**1152**	**585**	**256**	**74**	**37**	**10**	**0**

Data produced by
Auto Surveys Ltd

10913			IMMINGHAM				Site No: 10913001				Location	Site 1 - A1173, Immingham (N of Kiln Ln)					
Tue 16-Nov-21 to Mon 22-Nov-21							Channel: Southbound										
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<21	21-<31	31-<41	41-<46	46-<51	51-<56	56-<61	61-<66	66-<71	71-<76	=>76
Fri 19-Nov-21																
00:00	19	58.1	51	7.2	0	0	0	1	4	4	5	4	1	0	0	0
01:00	16	51.5	48	10.4	0	0	0	3	3	7	1	1	0	0	0	1
02:00	21	59.8	54.8	6.6	0	0	0	1	2	0	6	11	1	0	0	0
03:00	29	62.4	52.1	9.9	0	0	0	4	3	5	9	2	4	1	1	0
04:00	30	58.5	50.8	7.9	0	0	0	2	7	6	7	6	1	1	0	0
05:00	123	53.6	46.3	7.6	0	0	1	26	28	37	23	6	0	2	0	0
06:00	144	53.8	46.6	7.4	0	0	0	26	46	33	30	5	1	3	0	0
07:00	186	51.4	44.4	8	0	1	3	53	48	51	18	7	5	0	0	0
08:00	238	53.6	46.6	7.3	0	0	0	42	70	69	40	11	3	2	0	1
09:00	223	53.5	48.2	5.8	0	0	0	16	46	107	40	9	4	1	0	0
10:00	248	54.1	47.2	6.7	0	0	0	32	78	71	47	15	4	1	0	0
11:00	273	52.7	46.3	6.7	0	0	0	45	84	89	39	13	2	0	0	1
12:00	330	54.8	47.8	7.1	0	1	0	32	106	96	59	28	5	1	2	0
13:00	323	54.2	46.5	7.4	0	1	2	56	90	90	55	25	4	0	0	0
14:00	333	54	46.5	7.1	0	0	0	55	114	84	49	25	5	0	0	1
15:00	404	53	45.7	7.4	0	0	0	94	118	112	47	28	3	0	0	2
16:00	475	51.6	42.8	9.6	0	10	41	109	129	107	58	12	6	3	0	0
17:00	365	50.4	43.3	7.3	0	0	0	135	112	72	24	17	5	0	0	0
18:00	204	56	48.1	8.3	0	0	0	30	54	60	29	19	8	1	1	2
19:00	111	55.9	50.1	6.9	0	0	0	9	18	31	36	13	2	2	0	0
20:00	61	58.7	49.2	9	0	0	0	11	10	16	9	10	4	0	1	0
21:00	45	57.8	50.8	8	0	0	0	3	9	12	12	5	2	1	1	0
22:00	47	59.4	52.8	6.7	0	0	0	1	3	17	13	8	3	2	0	0
23:00	32	57.9	51.5	5.8	0	0	0	0	6	10	8	7	1	0	0	0
12H,7-19	3602	53.4	45.8	7.8	0	13	46	699	1049	1008	505	209	54	9	3	7
16H,6-22	3963	53.8	46.1	7.8	0	13	46	748	1132	1100	592	242	63	15	5	7
18H,6-24	4042	53.9	46.2	7.8	0	13	46	749	1141	1127	613	257	67	17	5	7
24H,0-24	4280	54.1	46.4	7.9	0	13	47	786	1188	1186	664	287	74	21	6	8

10913			IMMINGHAM				Site No: 10913001				Location	Site 1 - A1173, Immingham (N of Kiln Ln)					
Tue 16-Nov-21 to Mon 22-Nov-21							Channel: Southbound										
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<21	21-<31	31-<41	41-<46	46-<51	51-<56	56-<61	61-<66	66-<71	71-<76	=>76
Sat 20-Nov-21																
00:00	28	61.3	55.1	5.6	0	0	0	0	1	5	11	6	5	0	0	0
01:00	21	61.6	53.7	7.5	0	0	0	0	3	6	4	4	3	1	0	0
02:00	13	62.4	52.2	9.1	0	0	0	1	1	6	1	1	2	1	0	0
03:00	18	58	50.9	7.9	0	0	0	1	3	7	3	2	1	1	0	0
04:00	21	54.9	46.2	8.4	0	0	0	5	7	3	3	2	1	0	0	0
05:00	59	58.6	50.7	8.4	0	0	0	5	10	19	11	9	3	1	0	1
06:00	82	58.9	49.8	9.2	0	0	0	12	14	23	15	9	5	3	0	1
07:00	87	58.5	51.3	7.3	0	0	0	3	19	20	25	13	5	1	1	0
08:00	122	58.9	51.5	7.4	0	0	0	6	19	35	31	21	6	3	1	0
09:00	153	59.1	51	7.5	0	0	0	6	33	46	29	25	11	2	0	1
10:00	185	57.3	49.9	7.3	0	0	0	15	34	61	41	22	9	3	0	0
11:00	202	57.8	50.4	6.8	0	0	0	13	31	71	45	32	9	1	0	0
12:00	193	58.7	51.8	6.5	0	0	0	3	36	48	59	33	11	3	0	0
13:00	150	57.4	51.6	5.9	0	0	0	2	22	45	52	22	5	2	0	0
14:00	131	60.8	53.1	7.1	0	0	0	1	19	36	31	25	14	5	0	0
15:00	140	60.4	52.4	7.9	0	0	0	5	25	32	39	20	11	6	2	0
16:00	116	58.4	50.6	7.9	0	0	0	11	18	32	30	15	7	2	1	0
17:00	106	58.8	51.3	7.2	0	0	0	4	18	33	28	12	9	1	1	0
18:00	108	59.3	51.1	7.9	0	0	0	9	18	28	19	26	6	2	0	0
19:00	51	59	51.9	8.9	0	0	0	4	6	15	13	8	1	2	1	1
20:00	37	62.6	53	9.2	0	0	0	3	6	8	3	9	6	2	0	0
21:00	23	60.1	54	9.4	0	0	1	0	1	4	9	5	2	0	0	1
22:00	36	56.1	51.1	6.3	0	0	0	1	5	13	11	4	1	1	0	0
23:00	22	60.2	53.6	7.5	0	0	0	1	2	4	7	5	2	1	0	0
12H,7-19	1693	58.9	51.3	7.2	0	0	0	78	292	487	429	266	103	31	6	1
16H,6-22	1886	59	51.3	7.4	0	0	1	97	319	537	469	297	117	38	7	4
18H,6-24	1944	59	51.3	7.4	0	0	1	99	326	554	487	306	120	40	7	4
24H,0-24	2104	59.1	51.3	7.5	0	0	1	111	351	600	520	330	135	44	7	5

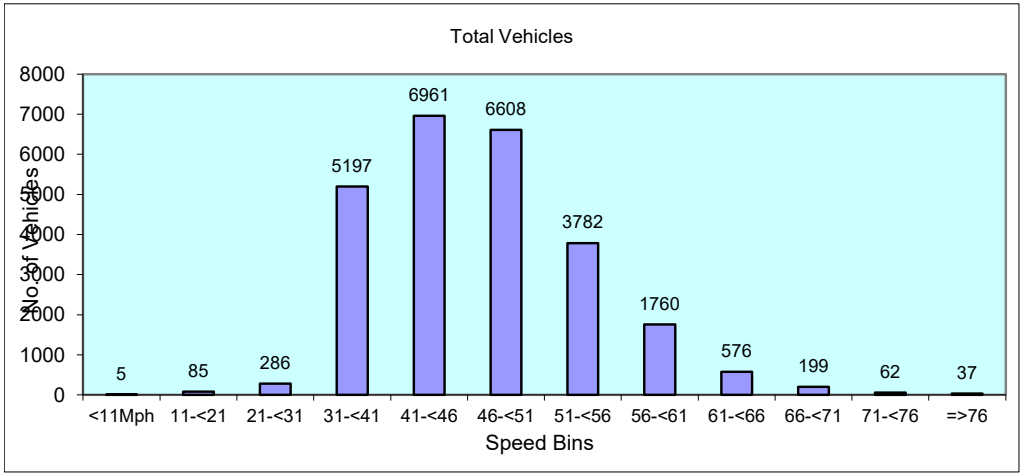
10913			IMMINGHAM				Site No: 10913001				Location	Site 1 - A1173, Immingham (N of Kiln Ln)					
Tue 16-Nov-21 to Mon 22-Nov-21							Channel: Southbound										
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<21	21-<31	31-<41	41-<46	46-<51	51-<56	56-<61	61-<66	66-<71	71-<76	=>76
Sun 21-Nov-21																
00:00	23	66.1	56	9.5	0	0	0	1	1	3	9	5	0	2	1	1
01:00	8	-	51.6	8.9	0	0	0	0	3	1	2	1	0	1	0	0
02:00	13	59.9	53.5	6.6	0	0	0	0	2	2	5	2	2	0	0	0
03:00	9	-	54.1	9.6	0	0	0	0	1	4	1	1	1	0	1	0
04:00	12	64.5	56.4	9.3	0	0	0	0	2	0	6	0	2	1	1	0
05:00	45	57.5	50.7	7.3	0	0	0	1	13	10	12	6	2	0	1	0
06:00	53	59.7	51.8	9	0	0	1	4	7	11	12	13	3	1	1	0
07:00	32	53.7	47.3	7.4	0	0	0	5	8	11	5	1	2	0	0	0
08:00	29	56.2	49.4	5.8	0	0	0	1	6	13	4	5	0	0	0	0
09:00	80	59.6	51.8	7.3	0	0	0	4	12	22	18	16	7	1	0	0
10:00	118	59.8	51.6	8.5	0	0	0	8	22	29	27	18	7	5	1	1
11:00	123	60.6	53.4	8.1	0	1	0	3	10	30	40	22	11	4	1	1
12:00	137	59.4	53.1	6.8	0	0	0	2	17	28	52	25	7	5	0	1
13:00	102	60.8	53.6	7	0	0	0	1	10	26	34	16	11	2	2	0
14:00	141	59.3	51.5	7.4	0	0	1	4	26	38	38	19	12	3	0	0
15:00	90	60.8	52.8	8.7	0	0	1	5	13	17	20	21	8	4	1	0
16:00	87	59.1	51.2	8.4	0	0	0	2	22	29	13	12	5	0	2	2
17:00	99	56.9	49	7	0	0	0	9	24	30	18	15	3	0	0	0
18:00	101	58.6	51.1	8.2	0	0	0	7	20	23	25	20	1	3	1	1
19:00	52	59.4	49.9	9.1	0	0	0	9	6	15	9	7	4	2	0	0
20:00	34	57.4	48.7	10.7	1	0	0	4	6	8	8	5	1	1	0	0
21:00	21	56.6	49.8	6.9	0	0	0	1	6	5	5	3	1	0	0	0
22:00	28	59.8	51.2	9	0	0	0	4	3	5	9	3	3	1	0	0
23:00	16	63.6	55.4	9.9	0	0	0	0	3	4	1	3	4	0	0	1
12H,7-19	1139	59.5	51.8	7.8	0	1	2	51	190	296	294	190	74	27	8	6
16H,6-22	1299	59.5	51.6	8	1	1	3	69	215	335	328	218	83	31	9	6
18H,6-24	1343	59.6	51.6	8.1	1	1	3	73	221	344	338	224	90	32	9	7
24H,0-24	1453	59.7	51.7	8.1	1	1	3	75	243	364	373	239	97	36	13	8

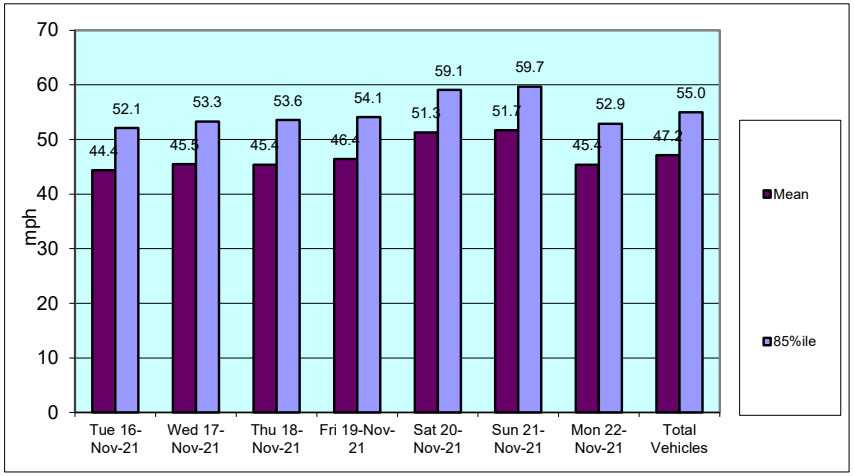
10913			IMMINGHAM				Site No: 10913001				Location	Site 1 - A1173, Immingham (N of Kiln Ln)					
Tue 16-Nov-21 to Mon 22-Nov-21							Channel: Southbound										
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<21	21-<31	31-<41	41-<46	46-<51	51-<56	56-<61	61-<66	66-<71	71-<76	=>76
Mon 22-Nov-21																
00:00	13	52.4	45	7.9	0	0	0	4	3	3	2	1	0	0	0	0
01:00	9	-	53.8	10.1	0	0	0	1	1	1	2	2	1	1	0	0
02:00	3	-	47.7	11.3	0	0	0	1	0	1	0	1	0	0	0	0
03:00	18	60.5	52.7	10	0	0	0	2	3	2	4	4	2	0	1	0
04:00	42	56.2	47.7	9.1	0	0	0	7	13	11	4	5	0	1	0	1
05:00	126	52.2	44.9	7.3	0	0	0	33	42	28	15	6	1	1	0	0
06:00	161	51.4	44.7	7.3	0	0	2	40	53	40	16	7	3	0	0	0
07:00	221	53.4	45.3	7.9	0	0	2	58	62	50	32	13	3	0	0	1
08:00	252	54.2	46	8.1	0	0	7	45	75	67	31	20	5	2	0	0
09:00	213	53.7	47.7	6.2	0	0	0	18	63	83	31	12	6	0	0	0
10:00	224	51.2	46.1	6.3	0	0	0	34	72	83	25	7	2	0	1	0
11:00	227	53.2	46.8	6	0	0	0	26	77	71	42	11	0	0	0	0
12:00	242	54.3	47.5	6.6	0	0	0	26	75	78	40	17	5	1	0	0
13:00	282	54.1	47.4	7.7	0	0	0	46	70	87	59	9	6	2	0	3
14:00	322	53	46.6	6.6	0	0	0	47	100	107	47	15	4	2	0	0
15:00	331	50.9	45.5	6.2	0	0	0	55	124	105	35	8	3	1	0	0
16:00	586	47.8	40.9	7.1	0	0	21	271	177	78	27	7	3	1	1	0
17:00	444	49.5	41.5	7.8	0	0	19	197	110	72	32	8	4	2	0	0
18:00	225	53.5	46.2	7.4	0	0	0	47	61	70	26	15	4	2	0	0
19:00	111	56.9	48.8	9.3	0	0	1	16	29	22	24	10	3	4	1	1
20:00	54	58.8	50	9.4	0	0	0	8	11	10	13	6	4	1	0	1
21:00	86	55	50	7.5	0	0	0	5	14	37	21	4	1	1	2	1
22:00	130	55	46.7	8.7	0	1	0	29	28	36	20	11	3	0	2	0
23:00	69	56.2	49.3	7.9	0	0	0	7	17	19	15	5	5	0	1	0
12H,7-19	3569	52.1	45	7.5	0	0	49	870	1066	951	427	142	45	13	2	4
16H,6-22	3981	52.6	45.2	7.7	0	0	52	939	1173	1060	501	169	56	19	5	7
18H,6-24	4180	52.8	45.3	7.7	0	1	52	975	1218	1115	536	185	64	19	8	7
24H,0-24	4391	52.9	45.4	7.8	0	1	52	1023	1280	1161	563	204	68	22	9	8

Data produced by
Auto Surveys Ltd

10913	IMMINGHAM	Site No: 10913001	Location	Site 1 - A1173, Immingham (N of Kiln Ln)
Tue 16-Nov-21 to Mon 22-Nov-21		Channel: Southbound		

Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<21	21-<31	31-<41	41-<46	46-<51	51-<56	56-<61	61-<66	66-<71	71-<76	=>76
Daily Totals																
Tue 16-Nov-21	**4490**	52.1	44.4	7.9	0	9	66	1270	1302	1061	490	216	50	17	4	5
Wed 17-Nov-21	**4436**	53.3	45.5	7.9	1	6	54	999	1361	1084	587	228	78	22	13	3
Thu 18-Nov-21	**4404**	53.6	45.4	8.6	3	55	63	933	1236	1152	585	256	74	37	10	0
Fri 19-Nov-21	**4280**	54.1	46.4	7.9	0	13	47	786	1188	1186	664	287	74	21	6	8
Sat 20-Nov-21	**2104**	59.1	51.3	7.5	0	0	1	111	351	600	520	330	135	44	7	5
Sun 21-Nov-21	**1453**	59.7	51.7	8.1	1	1	3	75	243	364	373	239	97	36	13	8
Mon 22-Nov-21	**4391**	52.9	45.4	7.8	0	1	52	1023	1280	1161	563	204	68	22	9	8
Total Vehicles																
[--]	**25558**	55.0	47.2	8.0	5	85	286	5197	6961	6608	3782	1760	576	199	62	37



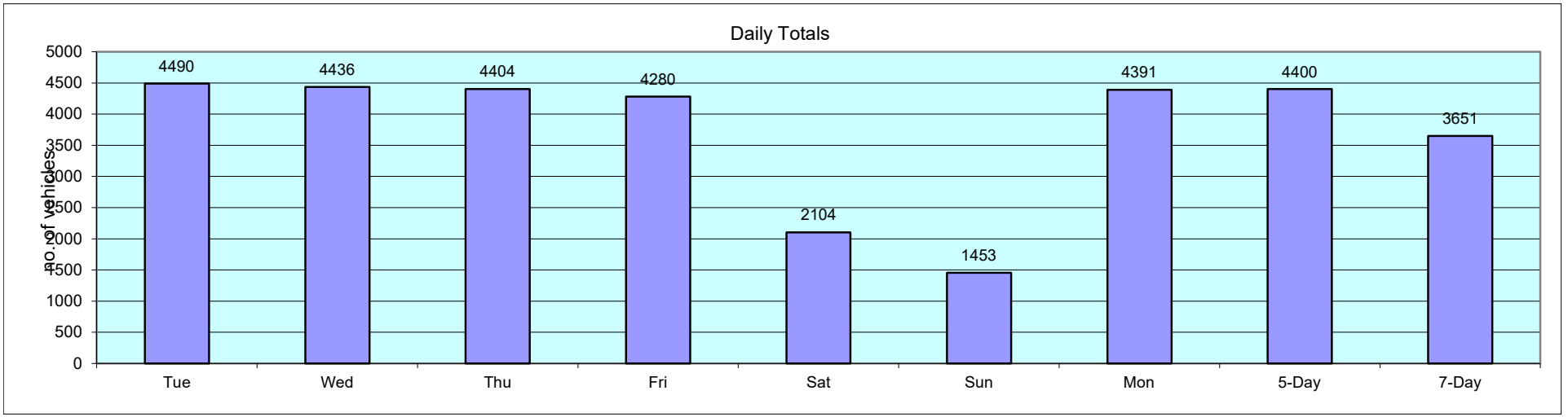


Data produced by
Auto Surveys Ltd

10913		IMMINGHAM		Site No: 10913001 Channel: Southbound		Location	Site 1 - A1173, Immingham (N of Kiln Ln)		
TIME PERIOD	Tue 16/11/2021	Wed 17/11/2021	Thu 18/11/2021	Fri 19/11/2021	Sat 20/11/2021	Sun 21/11/2021	Mon 22/11/2021	5-Day Av	7-Day Av
Week Begin: 16-Nov-21									
00:00	**20**	18	21	19	28	23	13	18	20
01:00	**10**	13	15	16	21	8	9	13	13
02:00	**20**	25	18	21	13	13	3	17	16
03:00	**24**	25	18	29	18	9	18	23	20
04:00	**36**	37	42	30	21	12	42	37	31
05:00	**132**	127	112	123	59	45	126	124	103
06:00	**157**	146	146	144	82	53	161	151	127
07:00	**186**	213	215	186	87	32	221	204	163
08:00	**261**	282	269	238	122	29	252	260	208
09:00	**223**	217	189	223	153	80	213	213	185
10:00	**206**	226	244	248	185	118	224	230	207
11:00	**241**	244	235	273	202	123	227	244	221
12:00	**242**	296	253	330	193	137	242	273	242
13:00	**293**	284	293	323	150	102	282	295	247
14:00	**334**	297	355	333	131	141	322	328	273
15:00	**420**	380	423	404	140	90	331	392	313
16:00	**648**	581	558	475	116	87	586	570	436
17:00	**440**	451	430	365	106	99	444	426	334
18:00	**259**	247	244	204	108	101	225	236	198
19:00	**136**	132	122	111	51	52	111	122	102
20:00	**82**	82	77	61	37	34	54	71	61
21:00	**67**	56	64	45	23	21	86	64	52
22:00	**30**	30	32	47	36	28	130	54	48
23:00	**23**	27	29	32	22	16	69	36	31
12H,7-19	**3753**	**3718**	**3708**	**3602**	**1693**	**1139**	**3569**	**3670**	**3026**
16H,6-22	**4195**	**4134**	**4117**	**3963**	**1886**	**1299**	**3981**	**4078**	**3368**
18H,6-24	**4248**	**4191**	**4178**	**4042**	**1944**	**1343**	**4180**	**4168**	**3447**
24H,0-24	**4490**	**4436**	**4404**	**4280**	**2104**	**1453**	**4391**	**4400**	**3651**
Am	**08:00**	**08:00**	**08:00**	**11:00**	**11:00**	**11:00**	**08:00**		
Peak	**261**	**282**	**269**	**273**	**202**	**123**	**252**		
Pm	**16:00**	**16:00**	**16:00**	**16:00**	**12:00**	**14:00**	**16:00**		
Peak	**648**	**581**	**558**	**475**	**193**	**141**	**586**		

10913	IMMINGHAM	Site No: 10913001	Location	Site 1 - A1173, Immingham (N of Kiln Ln)
		Channel: Southbound		

TIME PERIOD	Tue 16/11/2021	Wed 17/11/2021	Thu 18/11/2021	Fri 19/11/2021	Sat 20/11/2021	Sun 21/11/2021	Mon 22/11/2021	5-Day Av	7-Day Av



10913		IMMINGHAM NOVEMBER 2021								
Site	Location	Direction	Start Date	End Date	Posted Speed Limit (PSL)	Total Vehicles	5 Day Ave.	7 Day Ave.	Average 85%ile Speed	Average Mean Speed
Site No: 10913002	Site 2 - A1173, Immingham (N of Kings Rd) 53.617197, -0.195825	Channel: Northbound	Tue 16-Nov-21	Mon 22-Nov-21	30	27252	4655	3893	38.0	32.6
		Channel: Southbound	Tue 16-Nov-21	Mon 22-Nov-21		26803	4565	3829	40.5	35.1

10913		IMMINGHAM				Site No: 10913002		Location	Site 2 - A1173, Immingham (N of Kings Rd)					
Tue 16-Nov-21 to Mon 22-Nov-21						Channel: Northbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Tue 16-Nov-21														
00:00	**16**	2	8	2	0	0	0	0	0	0	0	4	0	0
01:00	**21**	0	17	2	0	0	0	0	0	0	0	2	0	0
02:00	**19**	0	13	5	0	0	0	0	0	0	0	1	0	0
03:00	**29**	1	19	3	0	0	1	0	0	0	1	4	0	0
04:00	**79**	0	52	10	0	1	2	1	2	0	1	10	0	0
05:00	**186**	1	141	21	1	1	3	0	2	0	7	9	0	0
06:00	**316**	6	248	42	0	0	1	0	3	0	5	11	0	0
07:00	**471**	3	360	65	3	3	6	0	8	1	4	18	0	0
08:00	**392**	1	270	89	2	2	3	0	5	0	7	13	0	0
09:00	**282**	3	193	52	1	2	6	0	5	0	5	15	0	0
10:00	**236**	0	153	57	1	1	6	0	1	0	7	10	0	0
11:00	**254**	3	166	51	3	4	0	0	3	0	11	13	0	0
12:00	**319**	3	226	56	1	1	1	0	3	0	10	18	0	0
13:00	**276**	0	185	47	0	1	3	0	4	1	14	21	0	0
14:00	**292**	2	192	51	1	4	4	0	11	0	8	19	0	0
15:00	**331**	5	238	46	2	3	4	0	1	1	4	27	0	0
16:00	**384**	4	292	43	3	1	4	0	6	0	11	20	0	0
17:00	**315**	4	260	32	0	1	0	0	1	0	6	11	0	0
18:00	**199**	3	163	19	0	1	1	0	2	0	2	8	0	0
19:00	**96**	2	83	9	0	0	0	0	0	0	1	1	0	0
20:00	**84**	2	67	8	0	0	1	0	2	0	3	1	0	0
21:00	**44**	0	40	4	0	0	0	0	0	0	0	0	0	0
22:00	**41**	3	36	0	0	0	0	0	0	0	0	2	0	0
23:00	**24**	0	18	3	0	0	0	0	1	0	0	2	0	0
12H,7-19	**3751**	**31**	**2698**	**608**	**17**	**24**	**38**	**0**	**50**	**3**	**89**	**193**	**0**	**0**
16H,6-22	**4291**	**41**	**3136**	**671**	**17**	**24**	**40**	**0**	**55**	**3**	**98**	**206**	**0**	**0**
18H,6-24	**4356**	**44**	**3190**	**674**	**17**	**24**	**40**	**0**	**56**	**3**	**98**	**210**	**0**	**0**
24H,0-24	**4706**	**48**	**3440**	**717**	**18**	**26**	**46**	**1**	**60**	**3**	**107**	**240**	**0**	**0**

10913		IMMINGHAM				Site No: 10913002			Location	Site 2 - A1173, Immingham (N of Kings Rd)					
Tue 16-Nov-21 to Mon 22-Nov-21						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
Wed 17-Nov-21															
00:00	**12**	1	7	1	0	0	0	0	1	0	1	1	0	0
01:00	**13**	0	11	1	0	0	0	0	0	0	0	1	0	0
02:00	**21**	0	15	4	0	0	0	0	0	0	0	2	0	0
03:00	**30**	1	17	4	0	0	1	0	0	0	1	6	0	0
04:00	**68**	0	45	13	0	0	0	0	1	0	2	7	0	0
05:00	**187**	4	139	23	0	1	5	0	2	0	1	12	0	0
06:00	**320**	5	254	30	2	0	3	0	3	0	8	15	0	0
07:00	**492**	5	387	63	3	3	6	0	9	0	4	12	0	0
08:00	**338**	4	228	75	2	2	5	0	2	0	3	17	0	0
09:00	**260**	0	163	56	3	4	3	0	5	0	8	18	0	0
10:00	**217**	0	118	60	0	3	4	0	6	1	10	15	0	0
11:00	**277**	0	181	59	2	4	0	0	7	0	6	18	0	0
12:00	**310**	4	218	55	1	3	4	1	3	0	11	10	0	0
13:00	**284**	0	199	61	2	1	1	0	1	1	3	15	0	0
14:00	**299**	5	193	54	0	2	2	0	8	0	12	23	0	0
15:00	**331**	7	239	43	0	5	0	0	5	1	7	24	0	0
16:00	**380**	6	297	51	2	1	0	0	3	0	5	15	0	0
17:00	**350**	2	281	38	0	1	3	0	4	0	8	13	0	0
18:00	**184**	4	150	18	1	0	0	0	2	0	4	5	0	0
19:00	**122**	2	95	18	0	0	2	0	0	0	2	3	0	0
20:00	**81**	1	69	8	0	0	0	0	1	0	0	2	0	0
21:00	**47**	1	44	1	0	0	1	0	0	0	0	0	0	0
22:00	**43**	1	38	2	0	0	0	0	0	0	0	2	0	0
23:00	**18**	0	15	1	0	1	0	0	0	0	0	1	0	0
12H,7-19	**3722**	**37**	**2654**	**633**	**16**	**29**	**28**	**1**	**55**	**3**	**81**	**185**	**0**	**0**
16H,6-22	**4292**	**46**	**3116**	**690**	**18**	**29**	**34**	**1**	**59**	**3**	**91**	**205**	**0**	**0**
18H,6-24	**4353**	**47**	**3169**	**693**	**18**	**30**	**34**	**1**	**59**	**3**	**91**	**208**	**0**	**0**
24H,0-24	**4684**	**53**	**3403**	**739**	**18**	**31**	**40**	**1**	**63**	**3**	**96**	**237**	**0**	**0**

10913		IMMINGHAM				Site No: 10913002			Location	Site 2 - A1173, Immingham (N of Kings Rd)				
Tue 16-Nov-21 to Mon 22-Nov-21						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
Thu 18-Nov-21														
00:00	**12**	1	9	0	0	0	0	0	0	0	1	1	0	0
01:00	**11**	0	9	1	0	0	0	0	0	0	1	0	0	0
02:00	**20**	1	14	3	0	0	0	0	0	0	1	1	0	0
03:00	**27**	0	17	5	0	0	1	0	0	0	1	3	0	0
04:00	**78**	0	54	13	0	0	0	0	3	0	1	7	0	0
05:00	**183**	3	150	21	0	1	2	0	0	0	1	5	0	0
06:00	**305**	4	249	32	0	1	1	0	5	2	3	8	0	0
07:00	**461**	2	358	59	5	2	6	0	10	1	7	11	0	0
08:00	**373**	2	252	80	5	4	4	0	7	0	6	13	0	0
09:00	**261**	1	157	57	0	3	6	0	6	0	8	23	0	0
10:00	**245**	0	154	60	1	1	1	0	8	1	3	16	0	0
11:00	**281**	1	174	62	1	2	8	0	12	2	7	12	0	0
12:00	**321**	3	223	62	0	1	3	0	9	0	4	16	0	0
13:00	**280**	2	189	45	1	3	5	0	11	1	4	19	0	0
14:00	**347**	2	231	66	2	5	4	1	11	1	10	14	0	0
15:00	**356**	8	256	46	4	4	3	0	6	0	6	23	0	0
16:00	**413**	4	320	54	2	2	6	0	5	0	9	11	0	0
17:00	**348**	2	291	33	1	0	0	1	7	0	3	10	0	0
18:00	**187**	4	160	16	1	0	1	0	1	0	1	3	0	0
19:00	**111**	2	91	13	1	0	0	0	1	0	1	2	0	0
20:00	**63**	1	57	4	0	0	0	0	1	0	0	0	0	0
21:00	**49**	0	44	5	0	0	0	0	0	0	0	0	0	0
22:00	**39**	0	34	5	0	0	0	0	0	0	0	0	0	0
23:00	**13**	0	9	1	0	0	0	0	0	0	0	3	0	0
12H,7-19	**3873**	**31**	**2765**	**640**	**23**	**27**	**47**	**2**	**93**	**6**	**68**	**171**	**0**	**0**
16H,6-22	**4401**	**38**	**3206**	**694**	**24**	**28**	**48**	**2**	**100**	**8**	**72**	**181**	**0**	**0**
18H,6-24	**4453**	**38**	**3249**	**700**	**24**	**28**	**48**	**2**	**100**	**8**	**72**	**184**	**0**	**0**
24H,0-24	**4784**	**43**	**3502**	**743**	**24**	**29**	**51**	**2**	**103**	**8**	**78**	**201**	**0**	**0**

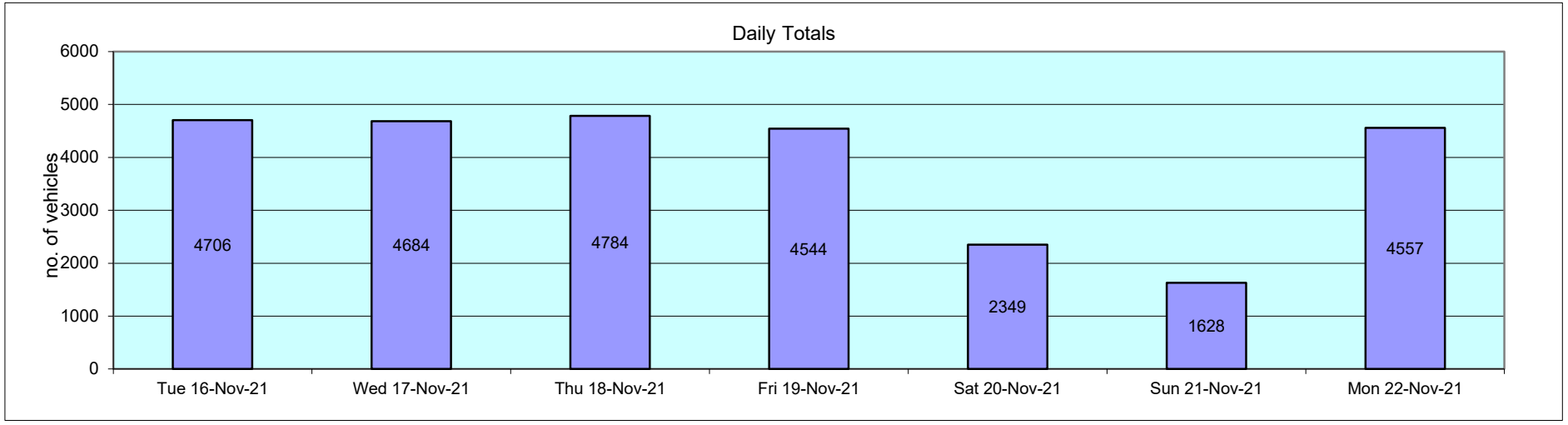
10913		IMMINGHAM				Site No: 10913002			Location	Site 2 - A1173, Immingham (N of Kings Rd)				
Tue 16-Nov-21 to Mon 22-Nov-21						Channel: Northbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR 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
Fri 19-Nov-21														
00:00	**12**	1	8	1	0	0	0	0	0	0	0	2	0	0
01:00	**10**	0	9	0	0	0	0	0	0	0	1	0	0	0
02:00	**20**	1	14	1	0	0	1	0	0	0	0	3	0	0
03:00	**27**	1	17	6	0	0	0	0	0	0	0	3	0	0
04:00	**74**	0	54	8	0	0	1	0	2	0	2	7	0	0
05:00	**182**	3	146	16	1	1	4	0	2	0	5	4	0	0
06:00	**275**	5	213	33	0	0	7	0	1	0	2	14	0	0
07:00	**449**	1	352	58	3	5	2	0	8	1	9	10	0	0
08:00	**316**	0	221	60	4	3	4	0	6	0	3	15	0	0
09:00	**274**	0	178	55	1	3	5	0	17	0	2	13	0	0
10:00	**288**	2	172	75	1	3	9	0	6	0	7	13	0	0
11:00	**254**	2	144	65	2	4	4	0	11	0	4	18	0	0
12:00	**318**	0	225	51	1	1	1	0	10	1	8	20	0	0
13:00	**324**	0	234	44	2	1	6	0	9	1	6	21	0	0
14:00	**314**	4	218	48	1	4	0	0	4	1	8	25	1	0
15:00	**339**	5	243	47	3	4	8	0	7	0	4	18	0	0
16:00	**343**	5	273	35	2	1	3	0	3	0	8	13	0	0
17:00	**255**	5	205	34	2	0	2	0	1	0	1	5	0	0
18:00	**184**	4	153	21	0	0	1	0	1	0	1	3	0	0
19:00	**97**	1	78	11	0	0	1	0	0	0	4	2	0	0
20:00	**55**	1	48	3	0	0	0	0	1	0	1	1	0	0
21:00	**56**	2	46	3	0	0	1	0	0	0	1	3	0	0
22:00	**55**	0	53	2	0	0	0	0	0	0	0	0	0	0
23:00	**23**	1	18	4	0	0	0	0	0	0	0	0	0	0
12H,7-19	**3658**	**28**	**2618**	**593**	**22**	**29**	**45**	**0**	**83**	**4**	**61**	**174**	**1**	**0**
16H,6-22	**4141**	**37**	**3003**	**643**	**22**	**29**	**54**	**0**	**85**	**4**	**69**	**194**	**1**	**0**
18H,6-24	**4219**	**38**	**3074**	**649**	**22**	**29**	**54**	**0**	**85**	**4**	**69**	**194**	**1**	**0**
24H,0-24	**4544**	**44**	**3322**	**681**	**23**	**30**	**60**	**0**	**89**	**4**	**77**	**213**	**1**	**0**

10913		IMMINGHAM				Site No: 10913002			Location	Site 2 - A1173, Immingham (N of Kings Rd)				
Tue 16-Nov-21 to Mon 22-Nov-21						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
Sat 20-Nov-21														
00:00	**19**	0	16	2	0	0	1	0	0	0	0	0	0	0
01:00	**8**	0	7	1	0	0	0	0	0	0	0	0	0	0
02:00	**10**	1	8	1	0	0	0	0	0	0	0	0	0	0
03:00	**24**	1	12	4	0	0	0	0	1	0	2	4	0	0
04:00	**16**	0	11	2	0	0	0	0	0	0	2	1	0	0
05:00	**86**	1	72	5	2	0	0	0	1	0	0	5	0	0
06:00	**126**	1	106	14	0	0	0	0	2	0	2	1	0	0
07:00	**150**	0	103	32	3	2	1	0	3	0	3	3	0	0
08:00	**112**	0	78	23	1	2	1	0	2	0	1	4	0	0
09:00	**154**	1	110	32	0	1	1	0	0	0	3	6	0	0
10:00	**208**	1	155	45	0	0	1	0	0	0	0	6	0	0
11:00	**201**	1	154	38	0	0	0	0	0	0	3	5	0	0
12:00	**183**	3	146	29	1	0	1	0	1	0	0	2	0	0
13:00	**180**	2	153	22	0	0	1	0	0	0	2	0	0	0
14:00	**174**	2	150	18	0	0	1	0	0	0	3	0	0	0
15:00	**157**	4	135	14	0	1	1	0	0	0	1	1	0	0
16:00	**134**	2	122	8	0	0	1	0	0	0	0	1	0	0
17:00	**129**	2	112	13	0	0	0	0	1	0	0	1	0	0
18:00	**98**	2	87	9	0	0	0	0	0	0	0	0	0	0
19:00	**63**	0	57	5	0	0	0	0	0	0	0	1	0	0
20:00	**35**	1	32	2	0	0	0	0	0	0	0	0	0	0
21:00	**29**	0	28	0	0	0	0	0	0	0	0	1	0	0
22:00	**34**	0	33	1	0	0	0	0	0	0	0	0	0	0
23:00	**19**	0	18	1	0	0	0	0	0	0	0	0	0	0
12H,7-19	**1880**	**20**	**1505**	**283**	**5**	**6**	**9**	**0**	**7**	**0**	**16**	**29**	**0**	**0**
16H,6-22	**2133**	**22**	**1728**	**304**	**5**	**6**	**9**	**0**	**9**	**0**	**18**	**32**	**0**	**0**
18H,6-24	**2186**	**22**	**1779**	**306**	**5**	**6**	**9**	**0**	**9**	**0**	**18**	**32**	**0**	**0**
24H,0-24	**2349**	**25**	**1905**	**321**	**7**	**6**	**10**	**0**	**11**	**0**	**22**	**42**	**0**	**0**

10913		IMMINGHAM				Site No: 10913002			Location	Site 2 - A1173, Immingham (N of Kings Rd)				
Tue 16-Nov-21 to Mon 22-Nov-21						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
Sun 21-Nov-21														
00:00	**16**	0	14	2	0	0	0	0	0	0	0	0	0	0
01:00	**16**	0	13	2	0	0	0	0	0	0	0	1	0	0
02:00	**13**	0	9	3	0	0	0	0	0	0	0	1	0	0
03:00	**14**	0	7	1	0	0	0	0	0	0	0	6	0	0
04:00	**17**	0	16	1	0	0	0	0	0	0	0	0	0	0
05:00	**47**	1	43	2	0	0	0	0	0	0	0	1	0	0
06:00	**77**	1	60	15	0	0	0	0	0	0	0	1	0	0
07:00	**81**	0	63	14	0	0	1	0	2	0	0	1	0	0
08:00	**45**	2	28	9	0	1	1	0	3	0	0	1	0	0
09:00	**56**	0	40	14	0	0	1	0	0	0	0	1	0	0
10:00	**90**	0	74	12	0	0	1	0	1	0	0	2	0	0
11:00	**145**	0	122	20	0	0	0	0	0	0	0	3	0	0
12:00	**140**	1	123	12	0	0	0	0	0	0	3	1	0	0
13:00	**135**	1	117	15	0	0	0	0	0	0	1	1	0	0
14:00	**153**	2	135	14	0	0	0	0	0	0	1	1	0	0
15:00	**121**	0	103	13	0	0	0	0	2	0	1	2	0	0
16:00	**122**	2	107	10	0	0	2	0	0	0	0	1	0	0
17:00	**95**	1	79	11	0	0	0	0	2	0	1	1	0	0
18:00	**101**	1	92	3	0	0	0	0	2	0	1	2	0	0
19:00	**50**	0	43	5	0	0	1	0	0	0	0	1	0	0
20:00	**41**	0	39	1	0	0	0	0	0	0	1	0	0	0
21:00	**23**	0	21	1	0	0	0	0	0	0	0	1	0	0
22:00	**18**	1	12	3	0	0	0	0	0	0	0	2	0	0
23:00	**12**	0	8	3	0	0	0	0	0	0	0	1	0	0
12H,7-19	**1284**	**10**	**1083**	**147**	**0**	**1**	**6**	**0**	**12**	**0**	**8**	**17**	**0**	**0**
16H,6-22	**1475**	**11**	**1246**	**169**	**0**	**1**	**7**	**0**	**12**	**0**	**9**	**20**	**0**	**0**
18H,6-24	**1505**	**12**	**1266**	**175**	**0**	**1**	**7**	**0**	**12**	**0**	**9**	**23**	**0**	**0**
24H,0-24	**1628**	**13**	**1368**	**186**	**0**	**1**	**7**	**0**	**12**	**0**	**9**	**32**	**0**	**0**

10913		IMMINGHAM				Site No: 10913002			Location	Site 2 - A1173, Immingham (N of Kings Rd)					
Tue 16-Nov-21 to Mon 22-Nov-21						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
Mon 22-Nov-21														
00:00	**9**	0	8	0	0	0	0	0	0	0	0	1	0	0
01:00	**6**	0	5	1	0	0	0	0	0	0	0	0	0	0
02:00	**22**	0	14	6	0	0	0	0	0	0	0	2	0	0
03:00	**38**	0	23	4	0	0	2	0	0	0	0	9	0	0
04:00	**100**	0	61	27	0	0	2	0	0	0	2	8	0	0
05:00	**204**	1	150	33	0	2	5	1	1	0	1	10	0	0
06:00	**337**	3	259	49	1	0	7	1	2	0	5	10	0	0
07:00	**483**	5	378	67	5	2	0	0	8	1	4	13	0	0
08:00	**300**	1	225	55	1	2	3	0	4	1	1	6	1	0
09:00	**245**	0	161	59	0	0	2	0	5	0	6	12	0	0
10:00	**233**	1	159	44	3	3	3	0	5	0	5	10	0	0
11:00	**220**	4	134	55	1	5	2	0	2	0	6	11	0	0
12:00	**286**	3	214	41	1	4	1	0	7	0	2	13	0	0
13:00	**310**	1	228	52	1	2	2	0	2	0	9	13	0	0
14:00	**292**	2	212	47	2	1	2	1	4	1	5	15	0	0
15:00	**305**	4	206	60	0	3	1	0	5	0	5	21	0	0
16:00	**400**	9	318	52	3	1	3	0	1	0	4	9	0	0
17:00	**362**	3	298	37	0	3	1	0	2	0	3	15	0	0
18:00	**176**	0	143	17	0	0	2	0	3	1	5	5	0	0
19:00	**81**	2	64	9	0	0	0	0	0	0	1	5	0	0
20:00	**55**	0	45	5	0	0	0	0	0	0	2	3	0	0
21:00	**37**	1	32	2	0	0	0	0	1	0	1	0	0	0
22:00	**43**	4	32	4	0	1	0	0	0	0	1	1	0	0
23:00	**13**	0	12	0	0	0	1	0	0	0	0	0	0	0
12H,7-19	**3612**	**33**	**2676**	**586**	**17**	**26**	**22**	**1**	**48**	**4**	**55**	**143**	**1**	**0**
16H,6-22	**4122**	**39**	**3076**	**651**	**18**	**26**	**29**	**2**	**51**	**4**	**64**	**161**	**1**	**0**
18H,6-24	**4178**	**43**	**3120**	**655**	**18**	**27**	**30**	**2**	**51**	**4**	**65**	**162**	**1**	**0**
24H,0-24	**4557**	**44**	**3381**	**726**	**18**	**29**	**39**	**3**	**52**	**4**	**68**	**192**	**1**	**0**

10913		IMMINGHAM				Site No: 10913002			Location	Site 2 - A1173, Immingham (N of Kings Rd)					
Tue 16-Nov-21 to Mon 22-Nov-21						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														
Tue 16-Nov-21	**4706**	48	3440	717	18	26	46	1	60	3	107	240	0	0
Wed 17-Nov-21	**4684**	53	3403	739	18	31	40	1	63	3	96	237	0	0
Thu 18-Nov-21	**4784**	43	3502	743	24	29	51	2	103	8	78	201	0	0
Fri 19-Nov-21	**4544**	44	3322	681	23	30	60	0	89	4	77	213	1	0
Sat 20-Nov-21	**2349**	25	1905	321	7	6	10	0	11	0	22	42	0	0
Sun 21-Nov-21	**1628**	13	1368	186	0	1	7	0	12	0	9	32	0	0
Mon 22-Nov-21	**4557**	44	3381	726	18	29	39	3	52	4	68	192	1	0
Total Vehicles														
[--]	**27252**	270	20321	4113	108	152	253	7	390	22	457	1157	2	0



10913		IMMINGHAM		Site No: 10913002		Location	Site 2 - A1173, Immingham (N of Kings Rd)				
Tue 16-Nov-21 to Mon 22-Nov-21				Channel: Northbound							
TIME PERIOD	**TOTAL VEHICLES**	**MOTOR-CYCLES**	**MOTOR-CYCLES%**	**CARS**	**CARS %**	**LGV**	**LGV %**	**HGV**	**HGV %**	**BUS**	**BUS %**
Tue 16-Nov-21											
00:00	**16**	2	12.5	8	50.0	2	12.5	4	25.0	0	0.0
01:00	**21**	0	0.0	17	81.0	2	9.5	2	9.5	0	0.0
02:00	**19**	0	0.0	13	68.4	5	26.3	1	5.3	0	0.0
03:00	**29**	1	3.5	19	65.5	3	10.3	6	20.7	0	0.0
04:00	**79**	0	0.0	52	65.8	10	12.7	17	21.5	0	0.0
05:00	**186**	1	0.5	141	75.8	21	11.3	22	11.8	1	0.5
06:00	**316**	6	1.9	248	78.5	42	13.3	20	6.3	0	0.0
07:00	**471**	3	0.6	360	76.4	65	13.8	40	8.5	3	0.6
08:00	**392**	1	0.3	270	68.9	89	22.7	30	7.7	2	0.5
09:00	**282**	3	1.1	193	68.4	52	18.4	33	11.7	1	0.4
10:00	**236**	0	0.0	153	64.8	57	24.2	25	10.6	1	0.4
11:00	**254**	3	1.2	166	65.4	51	20.1	31	12.2	3	1.2
12:00	**319**	3	0.9	226	70.9	56	17.6	33	10.3	1	0.3
13:00	**276**	0	0.0	185	67.0	47	17.0	44	15.9	0	0.0
14:00	**292**	2	0.7	192	65.8	51	17.5	46	15.8	1	0.3
15:00	**331**	5	1.5	238	71.9	46	13.9	40	12.1	2	0.6
16:00	**384**	4	1.0	292	76.0	43	11.2	42	10.9	3	0.8
17:00	**315**	4	1.3	260	82.5	32	10.2	19	6.0	0	0.0
18:00	**199**	3	1.5	163	81.9	19	9.6	14	7.0	0	0.0
19:00	**96**	2	2.1	83	86.5	9	9.4	2	2.1	0	0.0
20:00	**84**	2	2.4	67	79.8	8	9.5	7	8.3	0	0.0
21:00	**44**	0	0.0	40	90.9	4	9.1	0	0.0	0	0.0
22:00	**41**	3	7.3	36	87.8	0	0.0	2	4.9	0	0.0
23:00	**24**	0	0.0	18	75.0	3	12.5	3	12.5	0	0.0
12H,7-19	**3751**	**31**	**0.8**	**2698**	**71.9**	**608**	**16.2**	**397**	**10.6**	**17**	**0.5**
16H,6-22	**4291**	**41**	**1.0**	**3136**	**73.1**	**671**	**15.6**	**426**	**9.9**	**17**	**0.4**
18H,6-24	**4356**	**44**	**1.0**	**3190**	**73.2**	**674**	**15.5**	**431**	**9.9**	**17**	**0.4**
24H,0-24	**4706**	**48**	**1.0**	**3440**	**73.1**	**717**	**15.2**	**483**	**10.3**	**18**	**0.4**

10913		IMMINGHAM		Site No: 10913002		Location		Site 2 - A1173, Immingham (N of Kings Rd)			
Tue 16-Nov-21 to Mon 22-Nov-21				Channel: Northbound							
TIME PERIOD	**TOTAL VEHICLES**	**MOTOR-CYCLES**	**MOTOR-CYCLES%**	**CARS**	**CARS %**	**LGV**	**LGV %**	**HGV**	**HGV %**	**BUS**	**BUS %**
Wed 17-Nov-21											
00:00	**12**	1	8.3	7	58.3	1	8.3	3	25.0	0	0.0
01:00	**13**	0	0.0	11	84.6	1	7.7	1	7.7	0	0.0
02:00	**21**	0	0.0	15	71.4	4	19.1	2	9.5	0	0.0
03:00	**30**	1	3.3	17	56.7	4	13.3	8	26.7	0	0.0
04:00	**68**	0	0.0	45	66.2	13	19.1	10	14.7	0	0.0
05:00	**187**	4	2.1	139	74.3	23	12.3	21	11.2	0	0.0
06:00	**320**	5	1.6	254	79.4	30	9.4	29	9.1	2	0.6
07:00	**492**	5	1.0	387	78.7	63	12.8	34	6.9	3	0.6
08:00	**338**	4	1.2	228	67.5	75	22.2	29	8.6	2	0.6
09:00	**260**	0	0.0	163	62.7	56	21.5	38	14.6	3	1.2
10:00	**217**	0	0.0	118	54.4	60	27.7	39	18.0	0	0.0
11:00	**277**	0	0.0	181	65.3	59	21.3	35	12.6	2	0.7
12:00	**310**	4	1.3	218	70.3	55	17.7	32	10.3	1	0.3
13:00	**284**	0	0.0	199	70.1	61	21.5	22	7.8	2	0.7
14:00	**299**	5	1.7	193	64.6	54	18.1	47	15.7	0	0.0
15:00	**331**	7	2.1	239	72.2	43	13.0	42	12.7	0	0.0
16:00	**380**	6	1.6	297	78.2	51	13.4	24	6.3	2	0.5
17:00	**350**	2	0.6	281	80.3	38	10.9	29	8.3	0	0.0
18:00	**184**	4	2.2	150	81.5	18	9.8	11	6.0	1	0.5
19:00	**122**	2	1.6	95	77.9	18	14.8	7	5.7	0	0.0
20:00	**81**	1	1.2	69	85.2	8	9.9	3	3.7	0	0.0
21:00	**47**	1	2.1	44	93.6	1	2.1	1	2.1	0	0.0
22:00	**43**	1	2.3	38	88.4	2	4.7	2	4.7	0	0.0
23:00	**18**	0	0.0	15	83.3	1	5.6	2	11.1	0	0.0
12H,7-19	**3722**	**37**	**1.0**	**2654**	**71.3**	**633**	**17.0**	**382**	**10.3**	**16**	**0.4**
16H,6-22	**4292**	**46**	**1.1**	**3116**	**72.6**	**690**	**16.1**	**422**	**9.8**	**18**	**0.4**
18H,6-24	**4353**	**47**	**1.1**	**3169**	**72.8**	**693**	**15.9**	**426**	**9.8**	**18**	**0.4**
24H,0-24	**4684**	**53**	**1.1**	**3403**	**72.7**	**739**	**15.8**	**471**	**10.1**	**18**	**0.4**

10913		IMMINGHAM		Site No: 10913002		Location	Site 2 - A1173, Immingham (N of Kings Rd)				
Tue 16-Nov-21 to Mon 22-Nov-21				Channel: Northbound							
TIME PERIOD	**TOTAL VEHICLES**	**MOTOR-CYCLES**	**MOTOR-CYCLES%**	**CARS**	**CARS %**	**LGV**	**LGV %**	**HGV**	**HGV %**	**BUS**	**BUS %**
Thu 18-Nov-21											
00:00	**12**	1	8.3	9	75.0	0	0.0	2	16.7	0	0.0
01:00	**11**	0	0.0	9	81.8	1	9.1	1	9.1	0	0.0
02:00	**20**	1	5.0	14	70.0	3	15.0	2	10.0	0	0.0
03:00	**27**	0	0.0	17	63.0	5	18.5	5	18.5	0	0.0
04:00	**78**	0	0.0	54	69.2	13	16.7	11	14.1	0	0.0
05:00	**183**	3	1.6	150	82.0	21	11.5	9	4.9	0	0.0
06:00	**305**	4	1.3	249	81.6	32	10.5	20	6.6	0	0.0
07:00	**461**	2	0.4	358	77.7	59	12.8	37	8.0	5	1.1
08:00	**373**	2	0.5	252	67.6	80	21.5	34	9.1	5	1.3
09:00	**261**	1	0.4	157	60.2	57	21.8	46	17.6	0	0.0
10:00	**245**	0	0.0	154	62.9	60	24.5	30	12.2	1	0.4
11:00	**281**	1	0.4	174	61.9	62	22.1	43	15.3	1	0.4
12:00	**321**	3	0.9	223	69.5	62	19.3	33	10.3	0	0.0
13:00	**280**	2	0.7	189	67.5	45	16.1	43	15.4	1	0.4
14:00	**347**	2	0.6	231	66.6	66	19.0	46	13.3	2	0.6
15:00	**356**	8	2.3	256	71.9	46	12.9	42	11.8	4	1.1
16:00	**413**	4	1.0	320	77.5	54	13.1	33	8.0	2	0.5
17:00	**348**	2	0.6	291	83.6	33	9.5	21	6.0	1	0.3
18:00	**187**	4	2.1	160	85.6	16	8.6	6	3.2	1	0.5
19:00	**111**	2	1.8	91	82.0	13	11.7	4	3.6	1	0.9
20:00	**63**	1	1.6	57	90.5	4	6.4	1	1.6	0	0.0
21:00	**49**	0	0.0	44	89.8	5	10.2	0	0.0	0	0.0
22:00	**39**	0	0.0	34	87.2	5	12.8	0	0.0	0	0.0
23:00	**13**	0	0.0	9	69.2	1	7.7	3	23.1	0	0.0
12H,7-19	**3873**	**31**	**0.8**	**2765**	**71.4**	**640**	**16.5**	**414**	**10.7**	**23**	**0.6**
16H,6-22	**4401**	**38**	**0.9**	**3206**	**72.9**	**694**	**15.8**	**439**	**10.0**	**24**	**0.6**
18H,6-24	**4453**	**38**	**0.9**	**3249**	**73.0**	**700**	**15.7**	**442**	**9.9**	**24**	**0.5**
24H,0-24	**4784**	**43**	**0.9**	**3502**	**73.2**	**743**	**15.5**	**472**	**9.9**	**24**	**0.5**

Data produced by
Auto Surveys Ltd

10913		IMMINGHAM		Site No: 10913002		Location	Site 2 - A1173, Immingham (N of Kings Rd)				
Tue 16-Nov-21 to Mon 22-Nov-21				Channel: Northbound							
TIME PERIOD	**TOTAL VEHICLES**	**MOTOR-CYCLES**	**MOTOR-CYCLES%**	**CARS**	**CARS %**	**LGV**	**LGV %**	**HGV**	**HGV %**	**BUS**	**BUS %**
Fri 19-Nov-21											
00:00	**12**	1	8.3	8	66.7	1	8.3	2	16.7	0	0.0
01:00	**10**	0	0.0	9	90.0	0	0.0	1	10.0	0	0.0
02:00	**20**	1	5.0	14	70.0	1	5.0	4	20.0	0	0.0
03:00	**27**	1	3.7	17	63.0	6	22.2	3	11.1	0	0.0
04:00	**74**	0	0.0	54	73.0	8	10.8	12	16.2	0	0.0
05:00	**182**	3	1.7	146	80.2	16	8.8	16	8.8	1	0.6
06:00	**275**	5	1.8	213	77.5	33	12.0	24	8.7	0	0.0
07:00	**449**	1	0.2	352	78.4	58	12.9	35	7.8	3	0.7
08:00	**316**	0	0.0	221	69.9	60	19.0	31	9.8	4	1.3
09:00	**274**	0	0.0	178	65.0	55	20.1	40	14.6	1	0.4
10:00	**288**	2	0.7	172	59.7	75	26.0	38	13.2	1	0.4
11:00	**254**	2	0.8	144	56.7	65	25.6	41	16.1	2	0.8
12:00	**318**	0	0.0	225	70.8	51	16.0	41	12.9	1	0.3
13:00	**324**	0	0.0	234	72.2	44	13.6	44	13.6	2	0.6
14:00	**314**	4	1.3	218	69.4	48	15.3	43	13.7	1	0.3
15:00	**339**	5	1.5	243	71.7	47	13.9	41	12.1	3	0.9
16:00	**343**	5	1.5	273	79.6	35	10.2	28	8.2	2	0.6
17:00	**255**	5	2.0	205	80.4	34	13.3	9	3.5	2	0.8
18:00	**184**	4	2.2	153	83.2	21	11.4	6	3.3	0	0.0
19:00	**97**	1	1.0	78	80.4	11	11.3	7	7.2	0	0.0
20:00	**55**	1	1.8	48	87.3	3	5.5	3	5.5	0	0.0
21:00	**56**	2	3.6	46	82.1	3	5.4	5	8.9	0	0.0
22:00	**55**	0	0.0	53	96.4	2	3.6	0	0.0	0	0.0
23:00	**23**	1	4.4	18	78.3	4	17.4	0	0.0	0	0.0
12H,7-19	**3658**	**28**	**0.8**	**2618**	**71.6**	**593**	**16.2**	**397**	**10.9**	**22**	**0.6**
16H,6-22	**4141**	**37**	**0.9**	**3003**	**72.5**	**643**	**15.5**	**436**	**10.5**	**22**	**0.5**
18H,6-24	**4219**	**38**	**0.9**	**3074**	**72.9**	**649**	**15.4**	**436**	**10.3**	**22**	**0.5**
24H,0-24	**4544**	**44**	**1.0**	**3322**	**73.1**	**681**	**15.0**	**474**	**10.4**	**23**	**0.5**

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Auto Surveys Ltd

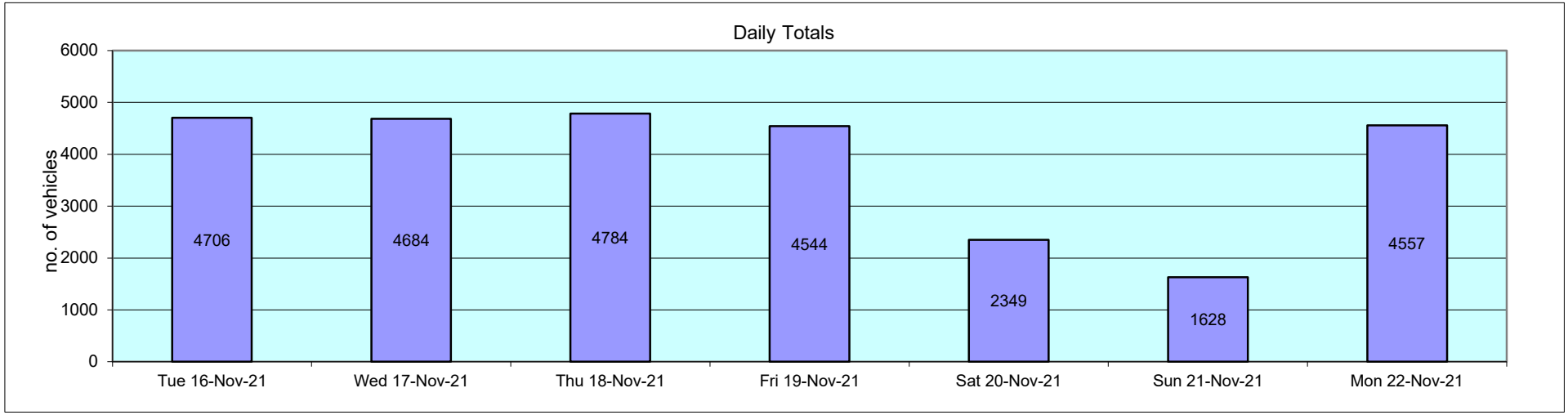
10913		IMMINGHAM		Site No: 10913002		Location		Site 2 - A1173, Immingham (N of Kings Rd)			
Tue 16-Nov-21 to Mon 22-Nov-21				Channel: Northbound							
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Sat 20-Nov-21											
00:00	**19**	0	0.0	16	84.2	2	10.5	1	5.3	0	0.0
01:00	**8**	0	0.0	7	87.5	1	12.5	0	0.0	0	0.0
02:00	**10**	1	10.0	8	80.0	1	10.0	0	0.0	0	0.0
03:00	**24**	1	4.2	12	50.0	4	16.7	7	29.2	0	0.0
04:00	**16**	0	0.0	11	68.8	2	12.5	3	18.8	0	0.0
05:00	**86**	1	1.2	72	83.7	5	5.8	6	7.0	2	2.3
06:00	**126**	1	0.8	106	84.1	14	11.1	5	4.0	0	0.0
07:00	**150**	0	0.0	103	68.7	32	21.3	12	8.0	3	2.0
08:00	**112**	0	0.0	78	69.6	23	20.5	10	8.9	1	0.9
09:00	**154**	1	0.7	110	71.4	32	20.8	11	7.1	0	0.0
10:00	**208**	1	0.5	155	74.5	45	21.6	7	3.4	0	0.0
11:00	**201**	1	0.5	154	76.6	38	18.9	8	4.0	0	0.0
12:00	**183**	3	1.6	146	79.8	29	15.9	4	2.2	1	0.6
13:00	**180**	2	1.1	153	85.0	22	12.2	3	1.7	0	0.0
14:00	**174**	2	1.2	150	86.2	18	10.3	4	2.3	0	0.0
15:00	**157**	4	2.6	135	86.0	14	8.9	4	2.6	0	0.0
16:00	**134**	2	1.5	122	91.0	8	6.0	2	1.5	0	0.0
17:00	**129**	2	1.6	112	86.8	13	10.1	2	1.6	0	0.0
18:00	**98**	2	2.0	87	88.8	9	9.2	0	0.0	0	0.0
19:00	**63**	0	0.0	57	90.5	5	7.9	1	1.6	0	0.0
20:00	**35**	1	2.9	32	91.4	2	5.7	0	0.0	0	0.0
21:00	**29**	0	0.0	28	96.6	0	0.0	1	3.5	0	0.0
22:00	**34**	0	0.0	33	97.1	1	2.9	0	0.0	0	0.0
23:00	**19**	0	0.0	18	94.7	1	5.3	0	0.0	0	0.0
12H,7-19	**1880**	**20**	**1.1**	**1505**	**80.1**	**283**	**15.1**	**67**	**3.6**	**5**	**0.3**
16H,6-22	**2133**	**22**	**1.0**	**1728**	**81.0**	**304**	**14.3**	**74**	**3.5**	**5**	**0.2**
18H,6-24	**2186**	**22**	**1.0**	**1779**	**81.4**	**306**	**14.0**	**74**	**3.4**	**5**	**0.2**
24H,0-24	**2349**	**25**	**1.1**	**1905**	**81.1**	**321**	**13.7**	**91**	**3.9**	**7**	**0.3**

10913		IMMINGHAM		Site No: 10913002		Location		Site 2 - A1173, Immingham (N of Kings Rd)			
Tue 16-Nov-21 to Mon 22-Nov-21				Channel: Northbound							
TIME PERIOD	**TOTAL VEHICLES**	**MOTOR-CYCLES**	**MOTOR-CYCLES%**	**CARS**	**CARS %**	**LGV**	**LGV %**	**HGV**	**HGV %**	**BUS**	**BUS %**
Sun 21-Nov-21											
00:00	**16**	0	0.0	14	87.5	2	12.5	0	0.0	0	0.0
01:00	**16**	0	0.0	13	81.3	2	12.5	1	6.3	0	0.0
02:00	**13**	0	0.0	9	69.2	3	23.1	1	7.7	0	0.0
03:00	**14**	0	0.0	7	50.0	1	7.1	6	42.9	0	0.0
04:00	**17**	0	0.0	16	94.1	1	5.9	0	0.0	0	0.0
05:00	**47**	1	2.1	43	91.5	2	4.3	1	2.1	0	0.0
06:00	**77**	1	1.3	60	77.9	15	19.5	1	1.3	0	0.0
07:00	**81**	0	0.0	63	77.8	14	17.3	4	4.9	0	0.0
08:00	**45**	2	4.4	28	62.2	9	20.0	6	13.3	0	0.0
09:00	**56**	0	0.0	40	71.4	14	25.0	2	3.6	0	0.0
10:00	**90**	0	0.0	74	82.2	12	13.3	4	4.4	0	0.0
11:00	**145**	0	0.0	122	84.1	20	13.8	3	2.1	0	0.0
12:00	**140**	1	0.7	123	87.9	12	8.6	4	2.9	0	0.0
13:00	**135**	1	0.7	117	86.7	15	11.1	2	1.5	0	0.0
14:00	**153**	2	1.3	135	88.2	14	9.2	2	1.3	0	0.0
15:00	**121**	0	0.0	103	85.1	13	10.7	5	4.1	0	0.0
16:00	**122**	2	1.6	107	87.7	10	8.2	3	2.5	0	0.0
17:00	**95**	1	1.1	79	83.2	11	11.6	4	4.2	0	0.0
18:00	**101**	1	1.0	92	91.1	3	3.0	5	5.0	0	0.0
19:00	**50**	0	0.0	43	86.0	5	10.0	2	4.0	0	0.0
20:00	**41**	0	0.0	39	95.1	1	2.4	1	2.4	0	0.0
21:00	**23**	0	0.0	21	91.3	1	4.4	1	4.4	0	0.0
22:00	**18**	1	5.6	12	66.7	3	16.7	2	11.1	0	0.0
23:00	**12**	0	0.0	8	66.7	3	25.0	1	8.3	0	0.0
12H,7-19	**1284**	**10**	**0.8**	**1083**	**84.4**	**147**	**11.5**	**44**	**3.4**	**0**	**0.0**
16H,6-22	**1475**	**11**	**0.8**	**1246**	**84.5**	**169**	**11.5**	**49**	**3.3**	**0**	**0.0**
18H,6-24	**1505**	**12**	**0.8**	**1266**	**84.1**	**175**	**11.6**	**52**	**3.5**	**0**	**0.0**
24H,0-24	**1628**	**13**	**0.8**	**1368**	**84.0**	**186**	**11.4**	**61**	**3.8**	**0**	**0.0**

10913		IMMINGHAM		Site No: 10913002		Location	Site 2 - A1173, Immingham (N of Kings Rd)				
Tue 16-Nov-21 to Mon 22-Nov-21				Channel: Northbound							
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Mon 22-Nov-21											
00:00	**9**	0	0.0	8	88.9	0	0.0	1	11.1	0	0.0
01:00	**6**	0	0.0	5	83.3	1	16.7	0	0.0	0	0.0
02:00	**22**	0	0.0	14	63.6	6	27.3	2	9.1	0	0.0
03:00	**38**	0	0.0	23	60.5	4	10.5	11	29.0	0	0.0
04:00	**100**	0	0.0	61	61.0	27	27.0	12	12.0	0	0.0
05:00	**204**	1	0.5	150	73.5	33	16.2	20	9.8	0	0.0
06:00	**337**	3	0.9	259	76.9	49	14.5	25	7.4	1	0.3
07:00	**483**	5	1.0	378	78.3	67	13.9	28	5.8	5	1.0
08:00	**300**	1	0.3	225	75.0	55	18.3	18	6.0	1	0.3
09:00	**245**	0	0.0	161	65.7	59	24.1	25	10.2	0	0.0
10:00	**233**	1	0.4	159	68.2	44	18.9	26	11.2	3	1.3
11:00	**220**	4	1.8	134	60.9	55	25.0	26	11.8	1	0.5
12:00	**286**	3	1.1	214	74.8	41	14.3	27	9.4	1	0.4
13:00	**310**	1	0.3	228	73.6	52	16.8	28	9.0	1	0.3
14:00	**292**	2	0.7	212	72.6	47	16.1	29	9.9	2	0.7
15:00	**305**	4	1.3	206	67.5	60	19.7	35	11.5	0	0.0
16:00	**400**	9	2.3	318	79.5	52	13.0	18	4.5	3	0.8
17:00	**362**	3	0.8	298	82.3	37	10.2	24	6.6	0	0.0
18:00	**176**	0	0.0	143	81.3	17	9.7	16	9.1	0	0.0
19:00	**81**	2	2.5	64	79.0	9	11.1	6	7.4	0	0.0
20:00	**55**	0	0.0	45	81.8	5	9.1	5	9.1	0	0.0
21:00	**37**	1	2.7	32	86.5	2	5.4	2	5.4	0	0.0
22:00	**43**	4	9.3	32	74.4	4	9.3	3	7.0	0	0.0
23:00	**13**	0	0.0	12	92.3	0	0.0	1	7.7	0	0.0
12H,7-19	**3612**	**33**	**0.9**	**2676**	**74.1**	**586**	**16.2**	**300**	**8.3**	**17**	**0.5**
16H,6-22	**4122**	**39**	**1.0**	**3076**	**74.6**	**651**	**15.8**	**338**	**8.2**	**18**	**0.4**
18H,6-24	**4178**	**43**	**1.0**	**3120**	**74.7**	**655**	**15.7**	**342**	**8.2**	**18**	**0.4**
24H,0-24	**4557**	**44**	**1.0**	**3381**	**74.2**	**726**	**15.9**	**388**	**8.5**	**18**	**0.4**

10913	IMMINGHAM	Site No: 10913002	Location	Site 2 - A1173, Immingham (N of Kings Rd)
Tue 16-Nov-21 to Mon 22-Nov-21		Channel: Northbound		

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Daily Totals											
Tue 16-Nov-21	**4706**	48	1.0	3440	73.1	717	15.2	483	10.3	18	0.4
Wed 17-Nov-21	**4684**	53	1.1	3403	72.7	739	15.8	471	10.1	18	0.4
Thu 18-Nov-21	**4784**	43	0.9	3502	73.2	743	15.5	472	9.9	24	0.5
Fri 19-Nov-21	**4544**	44	1.0	3322	73.1	681	15.0	474	10.4	23	0.5
Sat 20-Nov-21	**2349**	25	1.1	1905	81.1	321	13.7	91	3.9	7	0.3
Sun 21-Nov-21	**1628**	13	0.8	1368	84.0	186	11.4	61	3.8	0	0.0
Mon 22-Nov-21	**4557**	44	1.0	3381	74.2	726	15.9	388	8.5	18	0.4
Total Vehicles											
[--]	**27252**	270	1.0	20321	75.9	4113	14.7	2440	8.1	108	0.4



10913			IMMINGHAM				Site No: 10913002				Location	Site 2 - A1173, Immingham (N of Kings Rd)					
Tue 16-Nov-21 to Mon 22-Nov-21							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 16-Nov-21																
00:00	16	44.5	37.3	9.1	0	0	1	0	0	1	5	4	3	1	1	0
01:00	21	42.8	36.8	7.4	0	0	0	0	0	3	10	4	1	1	2	0
02:00	19	48.8	42.2	7	0	0	0	0	0	1	3	3	7	3	2	0
03:00	29	47	37.5	7	0	0	0	0	0	5	9	8	1	6	0	0
04:00	79	42.7	35.4	7.5	0	0	0	0	2	24	22	16	8	3	3	1
05:00	186	38.7	33.4	5.2	0	0	0	0	3	59	81	27	12	4	0	0
06:00	316	36.4	31.4	5.6	0	0	0	10	24	122	109	39	7	4	1	0
07:00	471	35.8	31.2	5.2	0	0	0	3	38	226	139	39	23	3	0	0
08:00	392	35.9	31.2	4.9	0	0	1	1	21	207	105	47	5	4	1	0
09:00	282	36.3	31.7	4.7	0	0	0	0	11	137	89	37	6	1	1	0
10:00	236	37.3	32.3	5.1	0	0	0	0	8	104	80	31	10	2	1	0
11:00	254	35.3	30.9	5.1	0	1	1	1	14	134	75	19	7	1	1	0
12:00	319	37.9	32.1	5.6	0	0	0	2	23	129	100	44	16	4	1	0
13:00	276	35.8	31.4	5.5	0	0	0	1	21	133	82	24	9	4	2	0
14:00	292	36.4	32.4	4.8	0	0	0	0	6	118	121	33	11	2	1	0
15:00	331	35.1	30.2	5.1	0	0	3	8	29	165	93	29	3	0	1	0
16:00	384	34.6	30	4.5	0	0	1	3	42	211	96	25	6	0	0	0
17:00	315	35.9	31.5	5.3	0	0	2	4	12	145	106	32	11	2	1	0
18:00	199	36.1	31.7	4.9	0	0	0	2	12	79	75	23	8	0	0	0
19:00	96	38.3	32.4	6.3	0	0	0	1	7	38	29	13	5	1	2	0
20:00	84	39.9	33.9	6.6	0	0	0	0	2	33	22	18	5	2	1	1
21:00	44	39	34	5	0	0	0	0	0	13	18	10	2	1	0	0
22:00	41	42.1	34.4	7.1	0	0	1	0	0	14	11	7	6	2	0	0
23:00	24	50.8	40.6	9.3	0	0	0	0	1	2	5	7	1	4	3	1
12H,7-19	3751	35.9	31.3	5.1	0	1	8	25	237	1788	1161	383	115	23	10	0
16H,6-22	4291	36	31.4	5.2	0	1	8	36	270	1994	1339	463	134	31	14	1
18H,6-24	4356	36.2	31.5	5.3	0	1	9	36	271	2010	1355	477	141	37	17	2
24H,0-24	4706	36.8	31.8	5.5	0	1	10	36	276	2103	1485	539	173	55	25	3

10913			IMMINGHAM				Site No: 10913002				Location	Site 2 - A1173, Immingham (N of Kings Rd)					
Tue 16-Nov-21 to Mon 22-Nov-21							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 17-Nov-21																
00:00	12	39.5	33.9	9	0	0	1	0	0	3	3	3	1	1	0	0
01:00	13	38.8	35.8	6.1	0	0	0	0	0	3	4	4	1	1	0	0
02:00	21	46.6	35.6	9.3	0	0	0	1	0	6	6	4	0	3	0	1
03:00	30	42.7	35.7	6.1	0	0	0	0	0	8	9	6	6	1	0	0
04:00	68	41.2	35.6	5.8	0	0	0	0	0	15	25	17	7	4	0	0
05:00	187	39.4	33.3	6	0	0	1	0	3	71	66	26	14	5	0	1
06:00	320	35.7	31.5	4.7	0	0	2	0	13	150	113	32	9	1	0	0
07:00	492	35.7	31.4	4.5	0	0	0	1	21	243	162	52	11	2	0	0
08:00	338	35.9	30.9	5.4	0	0	0	7	34	154	93	38	10	1	1	0
09:00	260	35.8	31.9	4.9	0	0	0	0	14	108	103	21	11	3	0	0
10:00	217	36	31.9	5.1	0	0	0	1	10	96	77	19	12	2	0	0
11:00	277	36.8	31.9	5.6	0	0	0	1	18	125	87	25	15	5	1	0
12:00	310	38.5	32.5	5.9	0	0	4	5	6	120	103	51	17	2	2	0
13:00	284	38.1	32.5	5.5	0	0	0	1	6	128	90	38	14	5	2	0
14:00	299	36.3	32.2	4.4	0	0	1	0	2	126	122	38	10	0	0	0
15:00	331	36.4	31.4	5.4	0	0	2	0	29	143	104	38	11	3	1	0
16:00	380	34.9	30.8	4.1	0	0	0	2	17	199	134	20	8	0	0	0
17:00	350	35.6	30.7	5.1	0	0	1	0	45	158	101	36	7	1	1	0
18:00	184	38.4	32.8	5.8	0	0	1	1	8	62	70	29	8	4	1	0
19:00	122	37	32.4	5.3	0	0	0	1	3	50	46	16	5	0	0	1
20:00	81	42.5	35.6	7.5	0	0	0	0	0	27	21	18	8	4	0	3
21:00	47	40	35	6.2	0	0	0	0	0	11	22	8	3	1	2	0
22:00	43	44.4	36.3	7.9	0	0	1	0	0	11	9	11	6	4	1	0
23:00	18	42.3	35.4	6.1	0	0	0	0	0	4	8	2	3	1	0	0
12H,7-19	3722	36.2	31.6	5.2	0	0	9	19	210	1662	1246	405	134	28	9	0
16H,6-22	4292	36.4	31.8	5.2	0	0	11	20	226	1900	1448	479	159	34	11	4
18H,6-24	4353	36.6	31.8	5.3	0	0	12	20	226	1915	1465	492	168	39	12	4
24H,0-24	4684	37.1	32	5.4	0	0	14	21	229	2021	1578	552	197	54	12	6

10913			IMMINGHAM				Site No: 10913002				Location	Site 2 - A1173, Immingham (N of Kings Rd)					
Tue 16-Nov-21 to Mon 22-Nov-21							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 18-Nov-21																
00:00	12	39.5	34.3	6.5	0	0	0	0	0	4	5	1	1	1	0	0
01:00	11	40.3	35.3	6.9	0	0	0	0	0	4	2	3	1	1	0	0
02:00	20	45.2	37.3	6.6	0	0	0	0	0	4	4	8	1	3	0	0
03:00	27	45.1	37.2	6.9	0	0	0	0	0	3	13	4	3	3	1	0
04:00	78	40.5	34.7	7.1	0	0	0	0	2	22	30	13	7	1	0	3
05:00	183	39.3	34.1	5.1	0	0	0	0	2	46	82	38	12	2	1	0
06:00	305	35.8	31.6	5	0	0	2	0	15	133	113	30	9	3	0	0
07:00	461	35.4	30.6	5.6	0	2	4	10	33	227	131	36	13	4	1	0
08:00	373	35	30.3	4.7	0	0	3	3	29	204	96	33	5	0	0	0
09:00	261	37.9	33	5.1	0	0	1	0	3	90	113	38	12	3	1	0
10:00	245	37.9	32.7	5.2	0	0	0	0	3	105	89	28	16	3	1	0
11:00	281	37.6	32.5	5.9	0	3	0	2	9	97	114	42	8	4	1	1
12:00	321	37.6	31.9	5.7	0	0	2	9	7	140	101	43	14	5	0	0
13:00	280	38	32.7	5.8	0	0	1	2	9	108	104	33	15	6	1	1
14:00	347	36	31.7	5.2	0	0	0	5	13	163	114	32	16	3	1	0
15:00	356	35.1	30.5	4.9	0	1	1	8	25	170	119	26	5	1	0	0
16:00	413	34.9	30.8	4.4	0	0	0	1	29	210	140	22	10	1	0	0
17:00	348	35.9	31.5	4.8	0	0	0	0	11	182	105	40	5	3	2	0
18:00	187	38.7	32.9	5.8	0	0	1	2	5	67	68	29	11	3	1	0
19:00	111	39.4	33.1	6.1	0	0	1	1	0	45	34	19	10	0	0	1
20:00	63	40.6	34.3	6.1	0	0	0	0	1	20	22	11	7	1	1	0
21:00	49	37.4	34.5	7.1	0	0	0	0	1	11	28	4	0	2	2	1
22:00	39	49	39.7	8.8	0	0	0	0	0	7	9	7	6	6	2	2
23:00	13	44.9	35.8	7.1	0	0	0	0	0	3	6	1	1	2	0	0
12H,7-19	3873	36	31.6	5.3	0	6	13	42	176	1763	1294	402	130	36	9	2
16H,6-22	4401	36.2	31.7	5.4	0	6	16	43	193	1972	1491	466	156	42	12	4
18H,6-24	4453	36.4	31.8	5.5	0	6	16	43	193	1982	1506	474	163	50	14	6
24H,0-24	4784	36.9	32	5.6	0	6	16	43	197	2065	1642	541	188	61	16	9

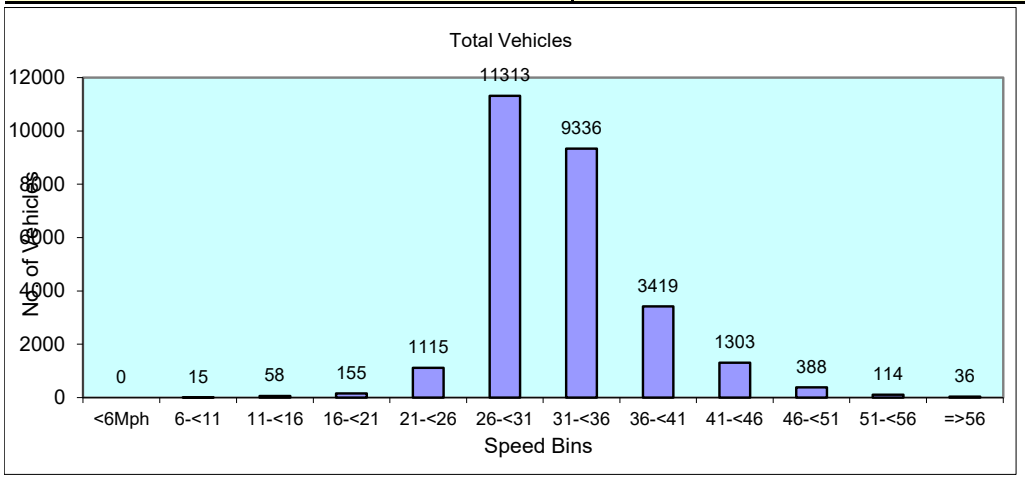
10913			IMMINGHAM				Site No: 10913002			Location	Site 2 - A1173, Immingham (N of Kings Rd)						
Tue 16-Nov-21 to Mon 22-Nov-21							Channel: Northbound										
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Fri 19-Nov-21																	
00:00	12	39.5	35.2	7	0	0	0	0	1	2	4	3	1	1	0	0
01:00	10	46	39	9	0	0	0	0	0	1	4	2	1	1	0	1
02:00	20	44.8	38.8	8	0	0	0	0	0	3	6	3	5	2	0	1
03:00	27	45.5	38.7	7.3	0	0	0	0	0	2	11	4	6	3	0	1
04:00	74	40.8	35.5	6.3	0	0	0	0	2	10	38	13	6	3	1	1
05:00	182	39.4	33.9	5.3	0	0	0	0	1	57	75	31	14	3	1	0
06:00	275	36.6	32.3	4.7	0	0	0	0	13	99	117	36	8	2	0	0
07:00	449	35.7	31.5	5	0	0	0	1	26	212	152	37	15	6	0	0
08:00	316	36.9	32.3	4.9	0	0	0	7	5	114	135	41	14	0	0	0
09:00	274	36.9	32.1	5	0	0	0	0	11	120	95	34	12	1	1	0
10:00	288	36.1	31.2	6.4	0	3	5	9	5	125	97	26	15	2	1	0
11:00	254	36.1	32	5	0	0	1	0	8	111	95	26	10	2	1	0
12:00	318	36	31.7	4.9	0	0	0	0	20	138	112	36	8	4	0	0
13:00	324	36.6	31.5	5.5	0	0	0	11	12	145	102	39	11	3	1	0
14:00	314	36	32.1	5	0	0	0	0	6	145	116	28	14	4	1	0
15:00	339	36	32	4.9	0	0	0	0	10	151	127	36	10	4	1	0
16:00	343	36	31.5	5.6	0	1	2	5	14	157	113	34	13	3	0	1
17:00	255	35.9	31.8	4.8	0	0	0	1	12	108	97	26	10	1	0	0
18:00	184	38.3	32.4	6.3	0	0	1	1	13	71	60	22	9	5	2	0
19:00	97	39.9	33.3	6.5	0	0	1	0	5	32	33	14	10	1	0	1
20:00	55	42.4	34.8	6.5	0	0	0	0	1	18	16	9	8	3	0	0
21:00	56	43.8	36.8	6.4	0	0	0	0	0	10	19	12	11	3	1	0
22:00	55	41.2	35.5	5.4	0	0	0	0	1	9	22	14	8	1	0	0
23:00	23	41.1	36.8	5.7	0	0	0	0	0	3	8	8	2	2	0	0
12H,7-19	3658	36.3	31.8	5.2	0	4	9	35	142	1597	1301	385	141	35	8	1
16H,6-22	4141	36.7	32	5.3	0	4	10	35	161	1756	1486	456	178	44	9	2
18H,6-24	4219	36.9	32.1	5.4	0	4	10	35	162	1768	1516	478	188	47	9	2
24H,0-24	4544	37.4	32.3	5.5	0	4	10	35	166	1843	1654	534	221	60	11	6

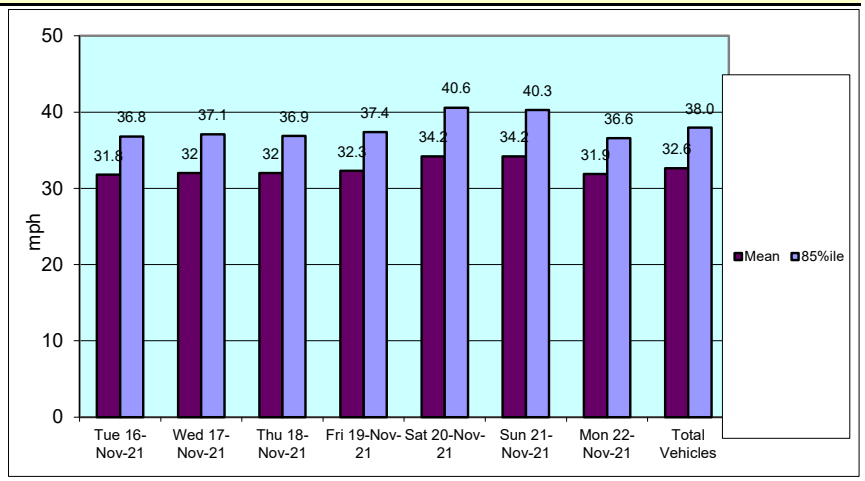
10913			IMMINGHAM				Site No: 10913002				Location	Site 2 - A1173, Immingham (N of Kings Rd)					
Tue 16-Nov-21 to Mon 22-Nov-21							Channel: Northbound										
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Sat 20-Nov-21																	
00:00	19	42.1	35.9	6.9	0	0	0	0	1	5	2	7	3	1	0	0
01:00	8	-	46	7.7	0	0	0	0	0	1	0	0	1	5	1	0
02:00	10	42.7	36	6	0	0	0	0	0	2	4	1	3	0	0	0
03:00	24	40.8	35.8	6.7	0	0	0	0	0	6	8	6	2	1	1	0
04:00	16	41.2	34.4	5.7	0	0	0	0	0	5	6	2	3	0	0	0
05:00	86	40.8	35.2	5.7	0	0	0	0	1	21	28	23	10	3	0	0
06:00	126	39.3	34	5.3	0	0	0	0	1	36	55	22	9	2	1	0
07:00	150	40.4	34.5	6.1	0	0	0	0	2	43	58	27	12	7	0	1
08:00	112	39.3	33.3	6.2	0	0	0	0	4	43	39	13	7	5	1	0
09:00	154	39.6	33.3	6.7	0	2	0	0	0	64	44	28	10	4	1	1
10:00	208	41.5	34.8	6.2	0	0	0	0	4	60	67	43	23	10	1	0
11:00	201	38.7	32.9	5.5	0	0	0	1	0	92	63	27	12	6	0	0
12:00	183	39.2	33.2	5.9	0	0	1	1	3	66	68	25	15	3	0	1
13:00	180	39.8	33.9	5.6	0	0	0	0	6	53	65	38	13	5	0	0
14:00	174	40.6	34.4	6.3	0	0	0	1	0	60	55	34	17	3	4	0
15:00	157	42.3	34.3	6.8	0	0	2	0	1	51	57	17	19	8	2	0
16:00	134	40.9	35.1	6	0	0	0	0	0	35	50	29	15	3	1	1
17:00	129	40.2	33.9	6.1	0	0	0	0	3	43	48	18	11	5	1	0
18:00	98	39.1	33.6	5.6	0	0	0	0	5	25	43	16	6	3	0	0
19:00	63	42.7	35.2	7.8	0	0	0	0	2	23	12	14	6	3	2	1
20:00	35	44.8	36.6	7.9	0	0	0	0	1	8	11	4	7	3	0	1
21:00	29	42.4	35.9	6.6	0	0	0	0	0	7	10	6	4	1	1	0
22:00	34	40.6	35.4	7.5	0	0	0	0	1	8	13	7	2	1	1	1
23:00	19	45.1	38	6.8	0	0	0	0	0	1	9	4	2	2	1	0
12H,7-19	1880	40.3	33.9	6.1	0	2	3	3	28	635	657	315	160	62	11	4
16H,6-22	2133	40.4	34	6.2	0	2	3	3	32	709	745	361	186	71	15	6
18H,6-24	2186	40.5	34.1	6.2	0	2	3	3	33	718	767	372	190	74	17	7
24H,0-24	2349	40.6	34.2	6.2	0	2	3	3	35	758	815	411	212	84	19	7

10913			IMMINGHAM				Site No: 10913002				Location	Site 2 - A1173, Immingham (N of Kings Rd)					
Tue 16-Nov-21 to Mon 22-Nov-21							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 21-Nov-21																
00:00	16	44.4	39.1	6.4	0	0	0	0	0	1	5	3	6	0	1	0
01:00	16	43.8	36.9	6.4	0	0	0	0	0	2	7	3	2	2	0	0
02:00	13	42.4	36.2	7.7	0	0	0	0	0	4	3	3	2	0	1	0
03:00	14	42	37.1	5.5	0	0	0	0	0	1	6	4	2	1	0	0
04:00	17	44.3	36.1	8.2	0	0	0	0	1	4	5	2	3	1	1	0
05:00	47	41.9	36.1	5.8	0	0	0	0	0	9	16	13	8	0	1	0
06:00	77	38.9	33.2	5.8	0	0	0	0	1	32	25	12	4	2	1	0
07:00	81	39.6	34.7	5.6	0	0	0	0	0	20	32	23	3	2	0	1
08:00	45	40.1	34.8	5.8	0	0	0	0	2	8	18	12	3	2	0	0
09:00	56	38.3	33.5	4.6	0	0	0	0	1	15	26	11	3	0	0	0
10:00	90	43.3	35.3	7.3	0	0	0	1	3	23	28	15	13	4	3	0
11:00	145	40.4	34.1	6	0	0	0	0	0	55	45	26	15	2	1	1
12:00	140	40	34.4	5.5	0	0	0	0	1	36	60	27	13	2	0	1
13:00	135	40.7	34.8	5.6	0	0	0	0	0	38	46	32	15	4	0	0
14:00	153	39.2	33.3	5.2	0	0	0	0	1	59	53	26	12	2	0	0
15:00	121	39.3	34.1	5.6	0	0	0	0	3	29	58	19	6	5	1	0
16:00	122	38.4	32.4	5.8	0	1	0	3	0	51	38	21	7	1	0	0
17:00	95	39.4	33.5	5.9	0	0	0	0	3	32	37	12	8	2	1	0
18:00	101	38.8	33.5	5.4	0	0	0	0	0	37	39	17	5	2	1	0
19:00	50	39.2	33.4	5.2	0	0	0	0	1	18	16	11	4	0	0	0
20:00	41	45.4	37.6	8	0	0	0	0	1	8	9	12	5	3	2	1
21:00	23	36.3	33.3	5.7	0	0	0	0	0	9	10	1	2	1	0	0
22:00	18	38	32.9	5.8	0	0	0	0	2	4	8	2	2	0	0	0
23:00	12	50.3	38.1	8.8	0	0	0	0	0	3	2	4	1	0	2	0
12H,7-19	1284	39.9	34	5.8	0	1	0	4	14	403	480	241	103	28	7	3
16H,6-22	1475	40	34	5.9	0	1	0	4	17	470	540	277	118	34	10	4
18H,6-24	1505	40	34	5.9	0	1	0	4	19	477	550	283	121	34	12	4
24H,0-24	1628	40.3	34.2	6	0	1	0	4	20	498	592	311	144	38	16	4

10913			IMMINGHAM				Site No: 10913002				Location	Site 2 - A1173, Immingham (N of Kings Rd)					
Tue 16-Nov-21 to Mon 22-Nov-21							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 22-Nov-21																
00:00	9	-	34.6	5.1	0	0	0	0	0	3	1	5	0	0	0	0
01:00	6	-	35.2	4.3	0	0	0	0	0	1	2	3	0	0	0	0
02:00	22	43.2	36.5	6.1	0	0	0	0	0	4	8	4	5	1	0	0
03:00	38	39.8	34.6	5.3	0	0	0	0	1	6	21	5	4	1	0	0
04:00	100	40	34.4	5.3	0	0	0	0	0	31	32	27	8	2	0	0
05:00	204	38.7	33.5	5.2	0	0	1	0	2	64	84	40	9	3	1	0
06:00	337	35.8	31.7	4.9	0	0	0	0	22	139	129	34	10	2	1	0
07:00	483	35.5	31.3	4.7	0	0	0	1	23	241	161	44	10	0	3	0
08:00	300	36.1	32.1	4.7	0	0	1	0	10	120	123	35	10	1	0	0
09:00	245	35.8	31.9	4.5	0	0	0	0	3	120	88	21	13	0	0	0
10:00	233	36.3	31.9	5.2	0	0	0	1	15	95	85	26	6	5	0	0
11:00	220	35.6	31.5	4.5	0	1	0	0	2	114	76	22	4	1	0	0
12:00	286	38.2	32.8	5.1	0	0	0	0	9	107	106	46	14	4	0	0
13:00	310	37.5	32.4	5.1	0	0	1	0	8	130	112	41	15	3	0	0
14:00	292	36	31.8	4.7	0	0	0	2	8	134	104	34	9	1	0	0
15:00	305	35.6	31.4	4.8	0	0	1	1	15	142	108	26	11	1	0	0
16:00	400	34.9	30.4	4.4	0	0	0	6	29	215	116	29	4	1	0	0
17:00	362	34.7	30.4	4.6	0	0	0	1	31	208	91	20	9	1	1	0
18:00	176	39	32.7	5.8	0	0	0	0	7	77	49	27	12	3	1	0
19:00	81	40.1	33.9	7.4	0	0	0	0	4	31	22	14	3	2	5	0
20:00	55	39.8	33.8	6.1	0	0	0	0	1	21	16	11	3	3	0	0
21:00	37	39.3	34.4	5.7	0	0	0	0	1	7	19	6	3	0	1	0
22:00	43	40.4	34	8.3	0	0	1	1	1	13	13	8	3	1	1	1
23:00	13	43.6	37.7	7.2	0	0	0	0	0	2	4	3	3	0	1	0
12H,7-19	3612	35.9	31.6	4.9	0	1	3	12	160	1703	1219	371	117	21	5	0
16H,6-22	4122	36	31.7	5	0	1	3	12	188	1901	1405	436	136	28	12	0
18H,6-24	4178	36.1	31.7	5	0	1	4	13	189	1916	1422	447	142	29	14	1
24H,0-24	4557	36.6	31.9	5.1	0	1	5	13	192	2025	1570	531	168	36	15	1

10913			IMMINGHAM				Site No: 10913002			Location	Site 2 - A1173, Immingham (N of Kings Rd)						
Tue 16-Nov-21 to Mon 22-Nov-21							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**
Daily Totals																	
Tue 16-Nov-21	**4706**	36.8	31.8	5.5	0	1	10	36	276	2103	1485	539	173	55	25	3
Wed 17-Nov-21	**4684**	37.1	32	5.4	0	0	14	21	229	2021	1578	552	197	54	12	6
Thu 18-Nov-21	**4784**	36.9	32	5.6	0	6	16	43	197	2065	1642	541	188	61	16	9
Fri 19-Nov-21	**4544**	37.4	32.3	5.5	0	4	10	35	166	1843	1654	534	221	60	11	6
Sat 20-Nov-21	**2349**	40.6	34.2	6.2	0	2	3	3	35	758	815	411	212	84	19	7
Sun 21-Nov-21	**1628**	40.3	34.2	6	0	1	0	4	20	498	592	311	144	38	16	4
Mon 22-Nov-21	**4557**	36.6	31.9	5.1	0	1	5	13	192	2025	1570	531	168	36	15	1
Total Vehicles																	
[--]	**27252**	38.0	32.6	5.6	0	15	58	155	1115	11313	9336	3419	1303	388	114	36

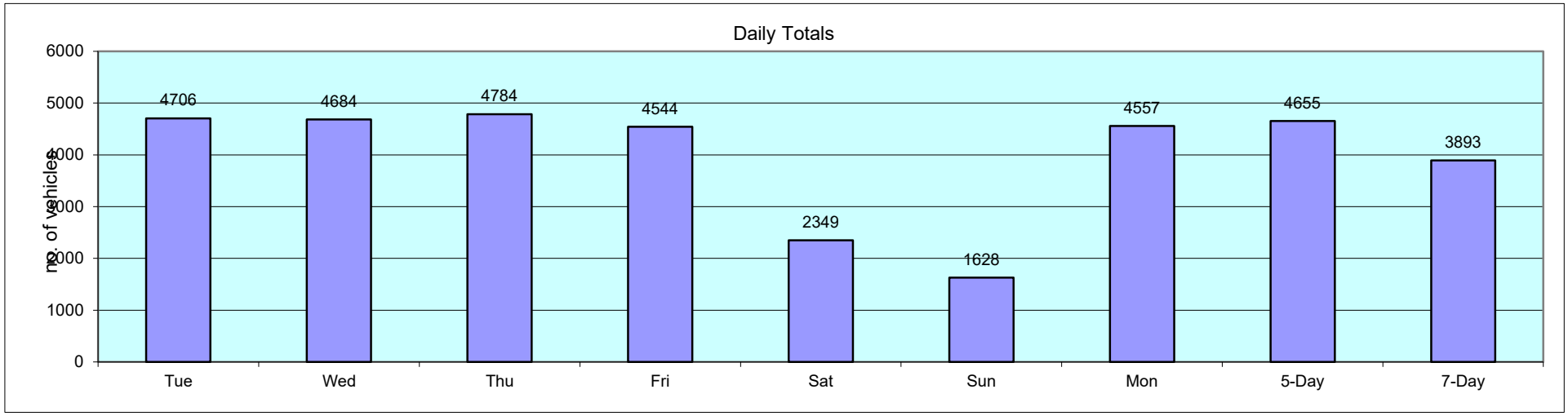




10913		IMMINGHAM		Site No: 10913002 Channel: Northbound		Location	Site 2 - A1173, Immingham (N of Kings Rd)		
TIME PERIOD	Tue 16/11/2021	Wed 17/11/2021	Thu 18/11/2021	Fri 19/11/2021	Sat 20/11/2021	Sun 21/11/2021	Mon 22/11/2021	5-Day Av	7-Day Av
Week Begin: 16-Nov-21									
00:00	**16**	12	12	12	19	16	9	12	14
01:00	**21**	13	11	10	8	16	6	12	12
02:00	**19**	21	20	20	10	13	22	20	18
03:00	**29**	30	27	27	24	14	38	30	27
04:00	**79**	68	78	74	16	17	100	80	62
05:00	**186**	187	183	182	86	47	204	188	154
06:00	**316**	320	305	275	126	77	337	311	251
07:00	**471**	492	461	449	150	81	483	471	370
08:00	**392**	338	373	316	112	45	300	344	268
09:00	**282**	260	261	274	154	56	245	264	219
10:00	**236**	217	245	288	208	90	233	244	217
11:00	**254**	277	281	254	201	145	220	257	233
12:00	**319**	310	321	318	183	140	286	311	268
13:00	**276**	284	280	324	180	135	310	295	256
14:00	**292**	299	347	314	174	153	292	309	267
15:00	**331**	331	356	339	157	121	305	332	277
16:00	**384**	380	413	343	134	122	400	384	311
17:00	**315**	350	348	255	129	95	362	326	265
18:00	**199**	184	187	184	98	101	176	186	161
19:00	**96**	122	111	97	63	50	81	101	89
20:00	**84**	81	63	55	35	41	55	68	59
21:00	**44**	47	49	56	29	23	37	47	41
22:00	**41**	43	39	55	34	18	43	44	39
23:00	**24**	18	13	23	19	12	13	18	17
12H,7-19	**3751**	**3722**	**3873**	**3658**	**1880**	**1284**	**3612**	**3723**	**3111**
16H,6-22	**4291**	**4292**	**4401**	**4141**	**2133**	**1475**	**4122**	**4249**	**3551**
18H,6-24	**4356**	**4353**	**4453**	**4219**	**2186**	**1505**	**4178**	**4312**	**3607**
24H,0-24	**4706**	**4684**	**4784**	**4544**	**2349**	**1628**	**4557**	**4655**	**3893**
Am	**07:00**	**07:00**	**07:00**	**07:00**	**10:00**	**11:00**	**07:00**		
Peak	**471**	**492**	**461**	**449**	**208**	**145**	**483**		
Pm	**16:00**	**16:00**	**16:00**	**16:00**	**12:00**	**14:00**	**16:00**		
Peak	**384**	**380**	**413**	**343**	**183**	**153**	**400**		

10913	IMMINGHAM	Site No: 10913002	Location	Site 2 - A1173, Immingham (N of Kings Rd)
		Channel: Northbound		

TIME PERIOD	Tue 16/11/2021	Wed 17/11/2021	Thu 18/11/2021	Fri 19/11/2021	Sat 20/11/2021	Sun 21/11/2021	Mon 22/11/2021	5-Day Av	7-Day Av



Data produced by
Auto Surveys Ltd

10913			IMMINGHAM			Site No: 10913002			Location	Site 2 - A1173, Immingham (N of Kings Rd)					
Tue 16-Nov-21 to Mon 22-Nov-21						Channel: Southbound									
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Tue 16-Nov-21														
00:00	**15**	1	12	1	0	0	0	0	0	0	1	0	0	0
01:00	**11**	0	9	2	0	0	0	0	0	0	0	0	0	0
02:00	**22**	1	16	2	0	0	0	0	0	0	2	1	0	0
03:00	**25**	0	17	4	0	0	0	0	0	0	3	1	0	0
04:00	**44**	1	36	2	0	0	0	0	0	1	3	1	0	0
05:00	**158**	3	130	10	0	0	0	0	1	0	12	2	0	0
06:00	**185**	6	138	17	1	1	1	0	2	1	10	8	0	0
07:00	**273**	1	216	35	1	1	0	0	4	0	5	10	0	0
08:00	**334**	4	234	59	1	3	3	0	5	2	13	10	0	0
09:00	**239**	1	167	47	2	4	4	0	2	0	6	6	0	0
10:00	**238**	0	156	52	1	2	0	0	3	2	12	10	0	0
11:00	**242**	1	161	48	1	4	1	0	4	0	16	6	0	0
12:00	**282**	2	204	55	0	1	3	0	1	0	7	9	0	0
13:00	**323**	1	229	52	2	2	2	1	6	1	14	13	0	0
14:00	**326**	1	219	74	1	1	6	0	5	0	14	5	0	0
15:00	**371**	1	264	76	5	1	2	0	2	0	14	6	0	0
16:00	**521**	3	431	66	4	1	1	0	2	0	9	4	0	0
17:00	**349**	2	287	36	2	1	3	0	2	0	7	9	0	0
18:00	**254**	3	207	28	1	1	1	0	0	0	10	3	0	0
19:00	**132**	0	103	15	1	2	2	0	0	0	7	2	0	0
20:00	**80**	2	57	10	0	0	0	0	0	1	7	3	0	0
21:00	**67**	2	52	11	0	1	1	0	0	0	0	0	0	0
22:00	**31**	1	26	4	0	0	0	0	0	0	0	0	0	0
23:00	**23**	0	18	3	0	0	0	0	0	0	2	0	0	0
12H,7-19	**3752**	**20**	**2775**	**628**	**21**	**22**	**26**	**1**	**36**	**5**	**127**	**91**	**0**	**0**
16H,6-22	**4216**	**30**	**3125**	**681**	**23**	**26**	**30**	**1**	**38**	**7**	**151**	**104**	**0**	**0**
18H,6-24	**4270**	**31**	**3169**	**688**	**23**	**26**	**30**	**1**	**38**	**7**	**153**	**104**	**0**	**0**
24H,0-24	**4545**	**37**	**3389**	**709**	**23**	**26**	**30**	**1**	**39**	**8**	**174**	**109**	**0**	**0**

10913		IMMINGHAM				Site No: 10913002			Location	Site 2 - A1173, Immingham (N of Kings Rd)					
Tue 16-Nov-21 to Mon 22-Nov-21						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
Wed 17-Nov-21															
00:00	**18**	0	12	3	0	0	0	0	0	0	3	0	0	0
01:00	**10**	1	8	0	0	0	0	0	0	0	1	0	0	0
02:00	**20**	0	12	4	0	0	0	0	0	0	3	1	0	0
03:00	**26**	0	16	7	1	0	0	0	0	0	1	1	0	0
04:00	**43**	1	31	4	2	0	0	0	0	0	5	0	0	0
05:00	**162**	5	127	11	1	0	0	0	1	1	16	0	0	0
06:00	**191**	3	148	23	1	1	2	1	1	1	5	5	0	0
07:00	**278**	1	224	29	0	2	1	0	6	0	6	9	0	0
08:00	**350**	2	262	61	0	1	4	0	4	0	4	12	0	0
09:00	**255**	2	168	59	5	1	2	0	4	1	7	6	0	0
10:00	**231**	0	145	55	2	1	3	0	5	0	8	12	0	0
11:00	**263**	3	167	59	2	5	2	0	5	1	8	11	0	0
12:00	**306**	2	201	67	3	3	2	0	3	1	13	11	0	0
13:00	**306**	1	219	64	0	2	1	0	4	1	6	8	0	0
14:00	**310**	3	213	67	2	1	2	0	4	0	9	9	0	0
15:00	**351**	2	254	65	2	2	5	0	2	1	5	13	0	0
16:00	**485**	2	392	59	2	3	3	0	5	1	9	9	0	0
17:00	**369**	1	303	34	2	2	3	1	0	0	15	8	0	0
18:00	**265**	5	214	29	2	0	3	1	0	0	4	7	0	0
19:00	**119**	0	87	17	0	0	0	0	0	0	10	5	0	0
20:00	**85**	3	66	8	0	0	0	0	0	0	5	3	0	0
21:00	**70**	1	61	5	0	0	1	0	0	0	1	1	0	0
22:00	**25**	1	19	4	0	0	1	0	0	0	0	0	0	0
23:00	**26**	1	20	4	0	0	0	0	0	0	0	1	0	0
12H,7-19	**3769**	**24**	**2762**	**648**	**22**	**23**	**31**	**2**	**42**	**6**	**94**	**115**	**0**	**0**
16H,6-22	**4234**	**31**	**3124**	**701**	**23**	**24**	**34**	**3**	**43**	**7**	**115**	**129**	**0**	**0**
18H,6-24	**4285**	**33**	**3163**	**709**	**23**	**24**	**35**	**3**	**43**	**7**	**115**	**130**	**0**	**0**
24H,0-24	**4564**	**40**	**3369**	**738**	**27**	**24**	**35**	**3**	**44**	**8**	**144**	**132**	**0**	**0**

10913		IMMINGHAM				Site No: 10913002		Location	Site 2 - A1173, Immingham (N of Kings Rd)					
Tue 16-Nov-21 to Mon 22-Nov-21						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
Thu 18-Nov-21														
00:00	**18**	1	14	2	0	0	1	0	0	0	0	0	0	0
01:00	**15**	0	8	5	0	0	0	0	0	0	2	0	0	0
02:00	**18**	0	13	2	1	0	0	0	0	0	0	2	0	0
03:00	**18**	0	13	4	0	0	0	0	0	0	1	0	0	0
04:00	**48**	2	34	6	1	0	0	0	0	0	5	0	0	0
05:00	**159**	4	135	6	0	0	0	0	3	0	10	1	0	0
06:00	**207**	3	165	15	1	0	1	0	3	0	9	10	0	0
07:00	**275**	2	223	28	2	2	5	0	3	1	6	3	0	0
08:00	**311**	2	217	66	0	4	4	0	7	0	7	4	0	0
09:00	**221**	2	142	54	2	2	4	0	3	0	5	7	0	0
10:00	**264**	0	171	56	1	3	5	0	7	1	10	10	0	0
11:00	**262**	3	166	54	3	1	7	0	9	0	17	2	0	0
12:00	**317**	2	235	53	3	3	3	1	3	1	7	6	0	0
13:00	**339**	2	235	60	0	3	8	0	11	1	12	7	0	0
14:00	**335**	1	239	72	0	3	1	0	6	1	9	3	0	0
15:00	**402**	2	282	80	2	1	7	1	6	2	11	8	0	0
16:00	**441**	4	357	52	4	1	5	0	7	0	7	4	0	0
17:00	**345**	6	277	43	4	1	3	0	0	0	5	6	0	0
18:00	**258**	4	204	35	1	0	1	0	0	0	7	6	0	0
19:00	**105**	2	83	13	1	0	0	0	0	0	5	1	0	0
20:00	**72**	3	56	8	0	0	0	0	1	0	2	2	0	0
21:00	**63**	0	54	7	0	0	0	0	0	0	2	0	0	0
22:00	**29**	0	29	0	0	0	0	0	0	0	0	0	0	0
23:00	**32**	0	26	4	1	0	0	0	0	0	1	0	0	0
12H,7-19	**3770**	**30**	**2748**	**653**	**22**	**24**	**53**	**2**	**62**	**7**	**103**	**66**	**0**	**0**
16H,6-22	**4217**	**38**	**3106**	**696**	**24**	**24**	**54**	**2**	**66**	**7**	**121**	**79**	**0**	**0**
18H,6-24	**4278**	**38**	**3161**	**700**	**25**	**24**	**54**	**2**	**66**	**7**	**122**	**79**	**0**	**0**
24H,0-24	**4554**	**45**	**3378**	**725**	**27**	**24**	**55**	**2**	**69**	**7**	**140**	**82**	**0**	**0**

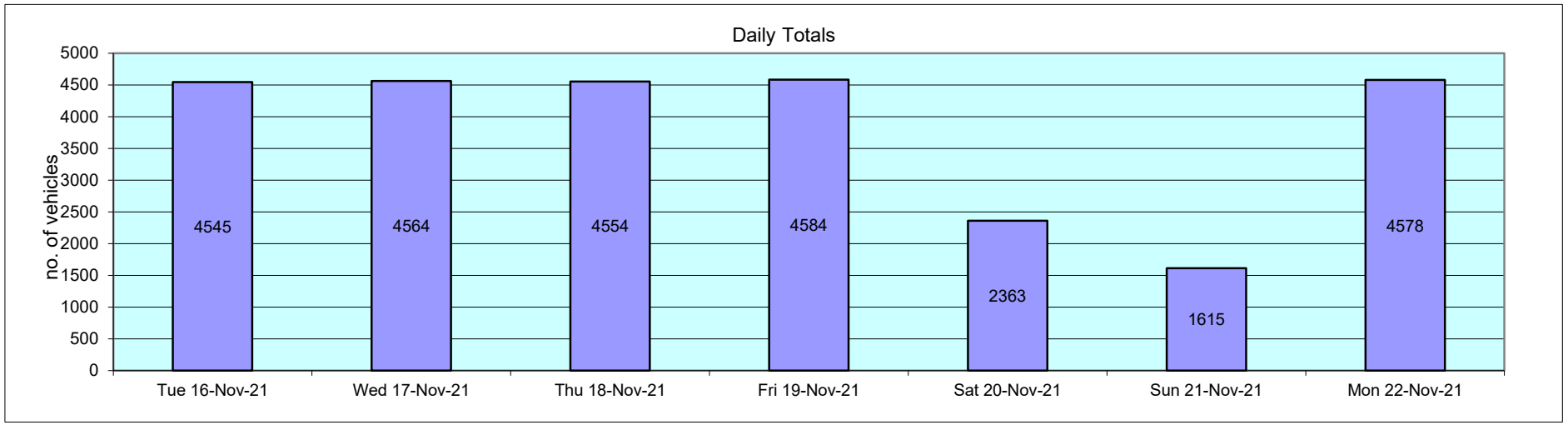
10913		IMMINGHAM				Site No: 10913002			Location	Site 2 - A1173, Immingham (N of Kings Rd)					
Tue 16-Nov-21 to Mon 22-Nov-21						Channel: Southbound									
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR 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 19-Nov-21															
00:00	**18**	0	14	2	0	0	0	0	0	0	1	1	0	0
01:00	**15**	1	9	3	0	0	0	0	0	0	1	1	0	0
02:00	**21**	0	18	2	0	0	0	0	0	0	0	1	0	0
03:00	**27**	0	23	1	1	0	1	0	0	0	1	0	0	0
04:00	**46**	1	33	3	1	0	2	0	0	0	4	2	0	0
05:00	**158**	3	134	9	2	0	0	0	3	1	4	2	0	0
06:00	**212**	3	156	23	1	1	2	0	3	0	12	11	0	0
07:00	**259**	1	212	28	1	1	1	1	4	2	6	2	0	0
08:00	**296**	1	206	53	5	3	2	1	5	1	11	8	0	0
09:00	**257**	1	182	52	3	0	4	0	7	1	5	2	0	0
10:00	**323**	3	209	74	2	2	3	1	7	0	15	7	0	0
11:00	**300**	5	188	71	1	3	3	0	6	0	8	14	1	0
12:00	**337**	0	240	74	1	3	3	0	4	0	8	4	0	0
13:00	**332**	1	243	55	1	1	4	0	10	1	8	8	0	0
14:00	**355**	4	250	67	3	3	3	0	4	1	10	10	0	0
15:00	**367**	4	277	62	2	2	2	1	3	0	6	8	0	0
16:00	**413**	4	321	65	3	1	3	0	4	0	9	3	0	0
17:00	**346**	4	277	49	3	0	0	0	0	0	7	6	0	0
18:00	**209**	3	175	24	0	0	2	0	0	0	3	2	0	0
19:00	**108**	1	80	23	1	0	2	0	1	0	0	0	0	0
20:00	**66**	1	53	10	0	0	0	0	0	0	1	1	0	0
21:00	**48**	0	45	3	0	0	0	0	0	0	0	0	0	0
22:00	**46**	0	40	5	0	0	0	0	0	0	0	1	0	0
23:00	**25**	0	23	1	1	0	0	0	0	0	0	0	0	0
12H,7-19	**3794**	**31**	**2780**	**674**	**25**	**19**	**30**	**4**	**54**	**6**	**96**	**74**	**1**	**0**
16H,6-22	**4228**	**36**	**3114**	**733**	**27**	**20**	**34**	**4**	**58**	**6**	**109**	**86**	**1**	**0**
18H,6-24	**4299**	**36**	**3177**	**739**	**28**	**20**	**34**	**4**	**58**	**6**	**109**	**87**	**1**	**0**
24H,0-24	**4584**	**41**	**3408**	**759**	**32**	**20**	**37**	**4**	**61**	**7**	**120**	**94**	**1**	**0**

10913		IMMINGHAM				Site No: 10913002			Location	Site 2 - A1173, Immingham (N of Kings Rd)				
Tue 16-Nov-21 to Mon 22-Nov-21						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
Sat 20-Nov-21														
00:00	**23**	0	20	3	0	0	0	0	0	0	0	0	0	0
01:00	**18**	0	12	5	0	0	0	0	0	0	0	1	0	0
02:00	**16**	2	12	2	0	0	0	0	0	0	0	0	0	0
03:00	**24**	0	14	6	0	0	0	0	0	0	2	2	0	0
04:00	**22**	1	14	4	1	0	0	0	0	0	0	2	0	0
05:00	**89**	2	74	10	1	0	0	0	0	0	2	0	0	0
06:00	**94**	3	70	15	0	1	1	0	1	0	2	1	0	0
07:00	**111**	2	70	31	1	2	1	0	1	0	2	1	0	0
08:00	**139**	3	101	28	1	2	1	0	0	0	3	0	0	0
09:00	**179**	1	127	43	0	0	2	0	1	0	2	3	0	0
10:00	**201**	0	143	48	0	1	1	0	1	0	4	3	0	0
11:00	**220**	0	177	36	0	0	0	0	0	0	5	2	0	0
12:00	**225**	1	179	37	0	0	1	0	1	0	3	3	0	0
13:00	**157**	2	126	23	1	0	1	0	0	0	3	1	0	0
14:00	**149**	1	127	19	0	0	0	0	1	1	0	0	0	0
15:00	**152**	1	136	13	0	0	1	0	0	0	0	1	0	0
16:00	**117**	1	104	9	0	0	2	0	0	0	1	0	0	0
17:00	**116**	1	103	11	0	0	0	0	0	0	0	1	0	0
18:00	**125**	1	112	11	0	0	1	0	0	0	0	0	0	0
19:00	**59**	2	50	6	1	0	0	0	0	0	0	0	0	0
20:00	**39**	0	38	1	0	0	0	0	0	0	0	0	0	0
21:00	**30**	0	25	4	0	0	0	0	0	0	0	1	0	0
22:00	**34**	0	32	2	0	0	0	0	0	0	0	0	0	0
23:00	**24**	0	22	0	1	0	0	0	0	0	0	1	0	0
12H,7-19	**1891**	**14**	**1505**	**309**	**3**	**5**	**11**	**0**	**5**	**1**	**23**	**15**	**0**	**0**
16H,6-22	**2113**	**19**	**1688**	**335**	**4**	**6**	**12**	**0**	**6**	**1**	**25**	**17**	**0**	**0**
18H,6-24	**2171**	**19**	**1742**	**337**	**5**	**6**	**12**	**0**	**6**	**1**	**25**	**18**	**0**	**0**
24H,0-24	**2363**	**24**	**1888**	**367**	**7**	**6**	**12**	**0**	**6**	**1**	**29**	**23**	**0**	**0**

10913		IMMINGHAM				Site No: 10913002			Location	Site 2 - A1173, Immingham (N of Kings Rd)					
Tue 16-Nov-21 to Mon 22-Nov-21						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 21-Nov-21															
00:00	**20**	0	19	1	0	0	0	0	0	0	0	0	0	0
01:00	**11**	0	9	2	0	0	0	0	0	0	0	0	0	0
02:00	**10**	0	9	1	0	0	0	0	0	0	0	0	0	0
03:00	**9**	0	7	2	0	0	0	0	0	0	0	0	0	0
04:00	**14**	0	12	2	0	0	0	0	0	0	0	0	0	0
05:00	**49**	1	43	4	0	0	0	0	1	0	0	0	0	0
06:00	**57**	1	48	5	0	0	1	0	0	0	2	0	0	0
07:00	**39**	2	29	4	0	0	0	0	0	0	2	2	0	0
08:00	**40**	0	32	5	0	0	0	0	0	0	2	1	0	0
09:00	**90**	0	73	13	0	0	1	0	0	0	2	1	0	0
10:00	**150**	0	119	22	0	1	1	0	0	0	4	3	0	0
11:00	**140**	2	126	11	0	0	0	0	0	0	1	0	0	0
12:00	**155**	1	130	21	0	0	1	0	1	0	1	0	0	0
13:00	**116**	1	99	11	0	0	1	0	0	0	1	3	0	0
14:00	**152**	2	133	12	0	0	0	0	0	0	3	2	0	0
15:00	**97**	1	92	4	0	0	0	0	0	0	0	0	0	0
16:00	**99**	2	90	5	0	0	1	0	0	0	0	1	0	0
17:00	**104**	1	96	4	0	0	1	0	0	0	1	1	0	0
18:00	**110**	1	99	5	0	0	0	0	0	0	3	2	0	0
19:00	**48**	0	45	2	0	0	0	0	0	0	1	0	0	0
20:00	**36**	2	31	2	0	0	1	0	0	0	0	0	0	0
21:00	**27**	0	24	3	0	0	0	0	0	0	0	0	0	0
22:00	**26**	0	24	1	0	0	0	0	0	0	1	0	0	0
23:00	**16**	0	14	1	0	0	0	0	0	0	1	0	0	0
12H,7-19	**1292**	**13**	**1118**	**117**	**0**	**1**	**6**	**0**	**1**	**0**	**20**	**16**	**0**	**0**
16H,6-22	**1460**	**16**	**1266**	**129**	**0**	**1**	**8**	**0**	**1**	**0**	**23**	**16**	**0**	**0**
18H,6-24	**1502**	**16**	**1304**	**131**	**0**	**1**	**8**	**0**	**1**	**0**	**25**	**16**	**0**	**0**
24H,0-24	**1615**	**17**	**1403**	**143**	**0**	**1**	**8**	**0**	**2**	**0**	**25**	**16**	**0**	**0**

10913		IMMINGHAM				Site No: 10913002			Location	Site 2 - A1173, Immingham (N of Kings Rd)					
Tue 16-Nov-21 to Mon 22-Nov-21						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
Mon 22-Nov-21															
00:00	**13**	0	10	1	0	0	0	0	0	0	1	1	0	0
01:00	**8**	0	7	0	0	0	0	0	0	0	1	0	0	0
02:00	**4**	0	3	1	0	0	0	0	0	0	0	0	0	0
03:00	**19**	0	17	0	0	0	0	0	0	0	1	1	0	0
04:00	**48**	1	37	6	0	0	0	0	0	0	3	1	0	0
05:00	**162**	4	139	10	1	0	0	0	1	1	5	1	0	0
06:00	**192**	3	143	25	0	0	0	0	4	0	10	7	0	0
07:00	**290**	4	232	39	1	2	3	0	1	0	5	3	0	0
08:00	**309**	1	233	53	0	5	1	0	1	1	11	3	0	0
09:00	**245**	2	180	48	1	3	0	0	1	1	4	5	0	0
10:00	**208**	0	149	36	1	5	3	0	3	0	9	2	0	0
11:00	**224**	1	143	61	0	2	1	0	2	0	4	10	0	0
12:00	**271**	1	200	47	3	3	1	0	0	1	10	5	0	0
13:00	**322**	2	250	52	1	1	3	0	2	0	7	4	0	0
14:00	**311**	1	223	58	3	3	2	0	0	2	11	8	0	0
15:00	**340**	0	249	66	1	1	4	1	3	0	9	6	0	0
16:00	**521**	4	422	71	1	4	5	0	1	1	9	3	0	0
17:00	**402**	3	332	43	0	2	2	0	4	0	10	6	0	0
18:00	**224**	2	176	32	1	0	3	0	0	0	7	3	0	0
19:00	**112**	3	90	13	0	0	1	0	0	0	5	0	0	0
20:00	**58**	1	44	3	0	0	0	0	0	0	6	4	0	0
21:00	**92**	1	73	8	1	1	0	0	1	0	1	6	0	0
22:00	**138**	0	106	13	0	1	1	0	0	0	4	13	0	0
23:00	**65**	1	41	11	4	1	0	0	0	0	4	3	0	0
12H,7-19	**3667**	**21**	**2789**	**606**	**13**	**31**	**28**	**1**	**18**	**6**	**96**	**58**	**0**	**0**
16H,6-22	**4121**	**29**	**3139**	**655**	**14**	**32**	**29**	**1**	**23**	**6**	**118**	**75**	**0**	**0**
18H,6-24	**4324**	**30**	**3286**	**679**	**18**	**34**	**30**	**1**	**23**	**6**	**126**	**91**	**0**	**0**
24H,0-24	**4578**	**35**	**3499**	**697**	**19**	**34**	**30**	**1**	**24**	**7**	**137**	**95**	**0**	**0**

10913		IMMINGHAM				Site No: 10913002			Location	Site 2 - A1173, Immingham (N of Kings Rd)					
Tue 16-Nov-21 to Mon 22-Nov-21						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															
Tue 16-Nov-21	**4545**	37	3389	709	23	26	30	1	39	8	174	109	0	0
Wed 17-Nov-21	**4564**	40	3369	738	27	24	35	3	44	8	144	132	0	0
Thu 18-Nov-21	**4554**	45	3378	725	27	24	55	2	69	7	140	82	0	0
Fri 19-Nov-21	**4584**	41	3408	759	32	20	37	4	61	7	120	94	1	0
Sat 20-Nov-21	**2363**	24	1888	367	7	6	12	0	6	1	29	23	0	0
Sun 21-Nov-21	**1615**	17	1403	143	0	1	8	0	2	0	25	16	0	0
Mon 22-Nov-21	**4578**	35	3499	697	19	34	30	1	24	7	137	95	0	0
Total Vehicles															
[--]	**26803**	239	20334	4138	135	135	207	11	245	38	769	551	1	0



10913		IMMINGHAM		Site No: 10913002		Location	Site 2 - A1173, Immingham (N of Kings Rd)				
Tue 16-Nov-21 to Mon 22-Nov-21				Channel: Southbound							
TIME PERIOD	**TOTAL VEHICLES**	**MOTOR-CYCLES**	**MOTOR-CYCLES%**	**CARS**	**CARS %**	**LGV**	**LGV %**	**HGV**	**HGV %**	**BUS**	**BUS %**
Tue 16-Nov-21											
00:00	**15**	1	6.7	12	80.0	1	6.7	1	6.7	0	0.0
01:00	**11**	0	0.0	9	81.8	2	18.2	0	0.0	0	0.0
02:00	**22**	1	4.6	16	72.7	2	9.1	3	13.6	0	0.0
03:00	**25**	0	0.0	17	68.0	4	16.0	4	16.0	0	0.0
04:00	**44**	1	2.3	36	81.8	2	4.6	5	11.4	0	0.0
05:00	**158**	3	1.9	130	82.3	10	6.3	15	9.5	0	0.0
06:00	**185**	6	3.2	138	74.6	17	9.2	23	12.4	1	0.5
07:00	**273**	1	0.4	216	79.1	35	12.8	20	7.3	1	0.4
08:00	**334**	4	1.2	234	70.1	59	17.7	36	10.8	1	0.3
09:00	**239**	1	0.4	167	69.9	47	19.7	22	9.2	2	0.8
10:00	**238**	0	0.0	156	65.6	52	21.9	29	12.2	1	0.4
11:00	**242**	1	0.4	161	66.5	48	19.8	31	12.8	1	0.4
12:00	**282**	2	0.7	204	72.3	55	19.5	21	7.5	0	0.0
13:00	**323**	1	0.3	229	70.9	52	16.1	39	12.1	2	0.6
14:00	**326**	1	0.3	219	67.2	74	22.7	31	9.5	1	0.3
15:00	**371**	1	0.3	264	71.2	76	20.5	25	6.7	5	1.4
16:00	**521**	3	0.6	431	82.7	66	12.7	17	3.3	4	0.8
17:00	**349**	2	0.6	287	82.2	36	10.3	22	6.3	2	0.6
18:00	**254**	3	1.2	207	81.5	28	11.0	15	5.9	1	0.4
19:00	**132**	0	0.0	103	78.0	15	11.4	13	9.9	1	0.8
20:00	**80**	2	2.5	57	71.3	10	12.5	11	13.8	0	0.0
21:00	**67**	2	3.0	52	77.6	11	16.4	2	3.0	0	0.0
22:00	**31**	1	3.2	26	83.9	4	12.9	0	0.0	0	0.0
23:00	**23**	0	0.0	18	78.3	3	13.0	2	8.7	0	0.0
12H,7-19	**3752**	**20**	**0.5**	**2775**	**74.0**	**628**	**16.7**	**308**	**8.2**	**21**	**0.6**
16H,6-22	**4216**	**30**	**0.7**	**3125**	**74.1**	**681**	**16.2**	**357**	**8.5**	**23**	**0.6**
18H,6-24	**4270**	**31**	**0.7**	**3169**	**74.2**	**688**	**16.1**	**359**	**8.4**	**23**	**0.5**
24H,0-24	**4545**	**37**	**0.8**	**3389**	**74.6**	**709**	**15.6**	**387**	**8.5**	**23**	**0.5**

10913		IMMINGHAM		Site No: 10913002		Location		Site 2 - A1173, Immingham (N of Kings Rd)			
Tue 16-Nov-21 to Mon 22-Nov-21				Channel: Southbound							
TIME PERIOD	**TOTAL VEHICLES**	**MOTOR-CYCLES**	**MOTOR-CYCLES%**	**CARS**	**CARS %**	**LGV**	**LGV %**	**HGV**	**HGV %**	**BUS**	**BUS %**
Wed 17-Nov-21											
00:00	**18**	0	0.0	12	66.7	3	16.7	3	16.7	0	0.0
01:00	**10**	1	10.0	8	80.0	0	0.0	1	10.0	0	0.0
02:00	**20**	0	0.0	12	60.0	4	20.0	4	20.0	0	0.0
03:00	**26**	0	0.0	16	61.5	7	26.9	2	7.7	1	3.9
04:00	**43**	1	2.3	31	72.1	4	9.3	5	11.6	2	4.7
05:00	**162**	5	3.1	127	78.4	11	6.8	18	11.1	1	0.6
06:00	**191**	3	1.6	148	77.5	23	12.0	16	8.4	1	0.5
07:00	**278**	1	0.4	224	80.6	29	10.4	24	8.6	0	0.0
08:00	**350**	2	0.6	262	74.9	61	17.4	25	7.1	0	0.0
09:00	**255**	2	0.8	168	65.9	59	23.1	21	8.2	5	2.0
10:00	**231**	0	0.0	145	62.8	55	23.8	29	12.6	2	0.9
11:00	**263**	3	1.1	167	63.5	59	22.4	32	12.2	2	0.8
12:00	**306**	2	0.7	201	65.7	67	21.9	33	10.8	3	1.0
13:00	**306**	1	0.3	219	71.6	64	20.9	22	7.2	0	0.0
14:00	**310**	3	1.0	213	68.7	67	21.6	25	8.1	2	0.7
15:00	**351**	2	0.6	254	72.4	65	18.5	28	8.0	2	0.6
16:00	**485**	2	0.4	392	80.8	59	12.2	30	6.2	2	0.4
17:00	**369**	1	0.3	303	82.1	34	9.2	29	7.9	2	0.5
18:00	**265**	5	1.9	214	80.8	29	10.9	15	5.7	2	0.8
19:00	**119**	0	0.0	87	73.1	17	14.3	15	12.6	0	0.0
20:00	**85**	3	3.5	66	77.7	8	9.4	8	9.4	0	0.0
21:00	**70**	1	1.4	61	87.1	5	7.1	3	4.3	0	0.0
22:00	**25**	1	4.0	19	76.0	4	16.0	1	4.0	0	0.0
23:00	**26**	1	3.9	20	76.9	4	15.4	1	3.9	0	0.0
12H,7-19	**3769**	**24**	**0.6**	**2762**	**73.3**	**648**	**17.2**	**313**	**8.3**	**22**	**0.6**
16H,6-22	**4234**	**31**	**0.7**	**3124**	**73.8**	**701**	**16.6**	**355**	**8.4**	**23**	**0.5**
18H,6-24	**4285**	**33**	**0.8**	**3163**	**73.8**	**709**	**16.6**	**357**	**8.3**	**23**	**0.5**
24H,0-24	**4564**	**40**	**0.9**	**3369**	**73.8**	**738**	**16.2**	**390**	**8.6**	**27**	**0.6**

10913		IMMINGHAM		Site No: 10913002		Location	Site 2 - A1173, Immingham (N of Kings Rd)				
Tue 16-Nov-21 to Mon 22-Nov-21				Channel: Southbound							
TIME PERIOD	**TOTAL VEHICLES**	**MOTOR-CYCLES**	**MOTOR-CYCLES%**	**CARS**	**CARS %**	**LGV**	**LGV %**	**HGV**	**HGV %**	**BUS**	**BUS %**
Thu 18-Nov-21											
00:00	**18**	1	5.6	14	77.8	2	11.1	1	5.6	0	0.0
01:00	**15**	0	0.0	8	53.3	5	33.3	2	13.3	0	0.0
02:00	**18**	0	0.0	13	72.2	2	11.1	2	11.1	1	5.6
03:00	**18**	0	0.0	13	72.2	4	22.2	1	5.6	0	0.0
04:00	**48**	2	4.2	34	70.8	6	12.5	5	10.4	1	2.1
05:00	**159**	4	2.5	135	84.9	6	3.8	14	8.8	0	0.0
06:00	**207**	3	1.5	165	79.7	15	7.3	23	11.1	1	0.5
07:00	**275**	2	0.7	223	81.1	28	10.2	20	7.3	2	0.7
08:00	**311**	2	0.6	217	69.8	66	21.2	26	8.4	0	0.0
09:00	**221**	2	0.9	142	64.3	54	24.4	21	9.5	2	0.9
10:00	**264**	0	0.0	171	64.8	56	21.2	36	13.6	1	0.4
11:00	**262**	3	1.2	166	63.4	54	20.6	36	13.7	3	1.2
12:00	**317**	2	0.6	235	74.1	53	16.7	24	7.6	3	1.0
13:00	**339**	2	0.6	235	69.3	60	17.7	42	12.4	0	0.0
14:00	**335**	1	0.3	239	71.3	72	21.5	23	6.9	0	0.0
15:00	**402**	2	0.5	282	70.2	80	19.9	36	9.0	2	0.5
16:00	**441**	4	0.9	357	81.0	52	11.8	24	5.4	4	0.9
17:00	**345**	6	1.7	277	80.3	43	12.5	15	4.4	4	1.2
18:00	**258**	4	1.6	204	79.1	35	13.6	14	5.4	1	0.4
19:00	**105**	2	1.9	83	79.1	13	12.4	6	5.7	1	1.0
20:00	**72**	3	4.2	56	77.8	8	11.1	5	6.9	0	0.0
21:00	**63**	0	0.0	54	85.7	7	11.1	2	3.2	0	0.0
22:00	**29**	0	0.0	29	100.0	0	0.0	0	0.0	0	0.0
23:00	**32**	0	0.0	26	81.3	4	12.5	1	3.1	1	3.1
12H,7-19	**3770**	**30**	**0.8**	**2748**	**72.9**	**653**	**17.3**	**317**	**8.4**	**22**	**0.6**
16H,6-22	**4217**	**38**	**0.9**	**3106**	**73.7**	**696**	**16.5**	**353**	**8.4**	**24**	**0.6**
18H,6-24	**4278**	**38**	**0.9**	**3161**	**73.9**	**700**	**16.4**	**354**	**8.3**	**25**	**0.6**
24H,0-24	**4554**	**45**	**1.0**	**3378**	**74.2**	**725**	**15.9**	**379**	**8.3**	**27**	**0.6**

10913		IMMINGHAM		Site No: 10913002		Location	Site 2 - A1173, Immingham (N of Kings Rd)				
Tue 16-Nov-21 to Mon 22-Nov-21				Channel: Southbound							
TIME PERIOD	**TOTAL VEHICLES**	**MOTOR-CYCLES**	**MOTOR-CYCLES%**	**CARS**	**CARS %**	**LGV**	**LGV %**	**HGV**	**HGV %**	**BUS**	**BUS %**
Fri 19-Nov-21											
00:00	**18**	0	0.0	14	77.8	2	11.1	2	11.1	0	0.0
01:00	**15**	1	6.7	9	60.0	3	20.0	2	13.3	0	0.0
02:00	**21**	0	0.0	18	85.7	2	9.5	1	4.8	0	0.0
03:00	**27**	0	0.0	23	85.2	1	3.7	2	7.4	1	3.7
04:00	**46**	1	2.2	33	71.7	3	6.5	8	17.4	1	2.2
05:00	**158**	3	1.9	134	84.8	9	5.7	10	6.3	2	1.3
06:00	**212**	3	1.4	156	73.6	23	10.9	29	13.7	1	0.5
07:00	**259**	1	0.4	212	81.9	28	10.8	17	6.6	1	0.4
08:00	**296**	1	0.3	206	69.6	53	17.9	31	10.5	5	1.7
09:00	**257**	1	0.4	182	70.8	52	20.2	19	7.4	3	1.2
10:00	**323**	3	0.9	209	64.7	74	22.9	35	10.8	2	0.6
11:00	**300**	5	1.7	188	62.7	71	23.7	35	11.7	1	0.3
12:00	**337**	0	0.0	240	71.2	74	22.0	22	6.5	1	0.3
13:00	**332**	1	0.3	243	73.2	55	16.6	32	9.6	1	0.3
14:00	**355**	4	1.1	250	70.4	67	18.9	31	8.7	3	0.9
15:00	**367**	4	1.1	277	75.5	62	16.9	22	6.0	2	0.5
16:00	**413**	4	1.0	321	77.7	65	15.7	20	4.8	3	0.7
17:00	**346**	4	1.2	277	80.1	49	14.2	13	3.8	3	0.9
18:00	**209**	3	1.4	175	83.7	24	11.5	7	3.4	0	0.0
19:00	**108**	1	0.9	80	74.1	23	21.3	3	2.8	1	0.9
20:00	**66**	1	1.5	53	80.3	10	15.2	2	3.0	0	0.0
21:00	**48**	0	0.0	45	93.8	3	6.3	0	0.0	0	0.0
22:00	**46**	0	0.0	40	87.0	5	10.9	1	2.2	0	0.0
23:00	**25**	0	0.0	23	92.0	1	4.0	0	0.0	1	4.0
12H,7-19	**3794**	**31**	**0.8**	**2780**	**73.3**	**674**	**17.8**	**284**	**7.5**	**25**	**0.7**
16H,6-22	**4228**	**36**	**0.9**	**3114**	**73.7**	**733**	**17.3**	**318**	**7.5**	**27**	**0.6**
18H,6-24	**4299**	**36**	**0.8**	**3177**	**73.9**	**739**	**17.2**	**319**	**7.4**	**28**	**0.7**
24H,0-24	**4584**	**41**	**0.9**	**3408**	**74.4**	**759**	**16.6**	**344**	**7.5**	**32**	**0.7**

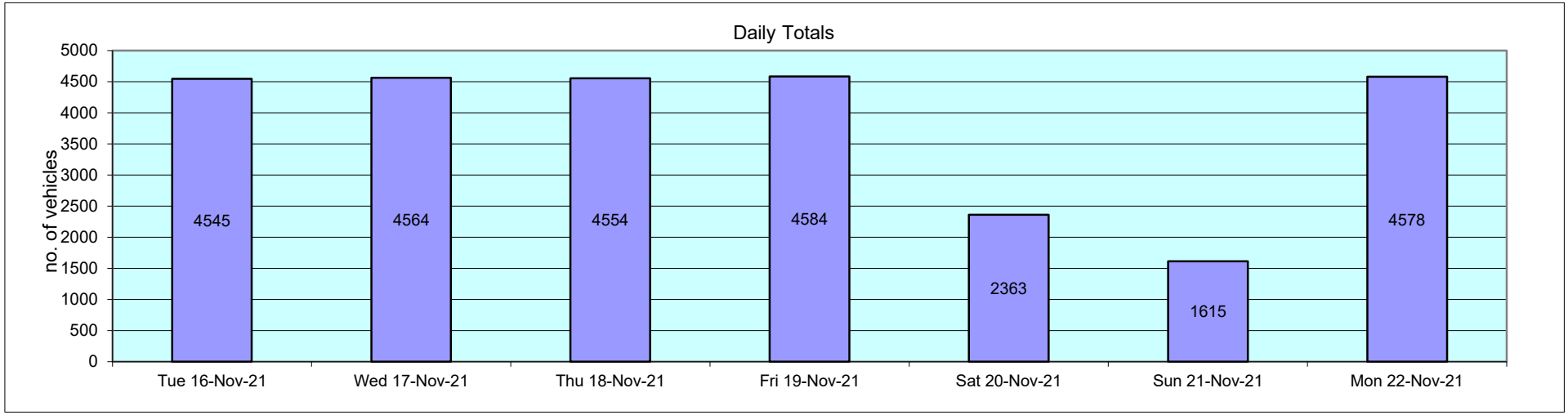
10913		IMMINGHAM		Site No: 10913002		Location	Site 2 - A1173, Immingham (N of Kings Rd)				
Tue 16-Nov-21 to Mon 22-Nov-21				Channel: Southbound							
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Sat 20-Nov-21											
00:00	**23**	0	0.0	20	87.0	3	13.0	0	0.0	0	0.0
01:00	**18**	0	0.0	12	66.7	5	27.8	1	5.6	0	0.0
02:00	**16**	2	12.5	12	75.0	2	12.5	0	0.0	0	0.0
03:00	**24**	0	0.0	14	58.3	6	25.0	4	16.7	0	0.0
04:00	**22**	1	4.6	14	63.6	4	18.2	2	9.1	1	4.6
05:00	**89**	2	2.3	74	83.2	10	11.2	2	2.3	1	1.1
06:00	**94**	3	3.2	70	74.5	15	16.0	6	6.4	0	0.0
07:00	**111**	2	1.8	70	63.1	31	27.9	7	6.3	1	0.9
08:00	**139**	3	2.2	101	72.7	28	20.1	6	4.3	1	0.7
09:00	**179**	1	0.6	127	71.0	43	24.0	8	4.5	0	0.0
10:00	**201**	0	0.0	143	71.1	48	23.9	10	5.0	0	0.0
11:00	**220**	0	0.0	177	80.5	36	16.4	7	3.2	0	0.0
12:00	**225**	1	0.4	179	79.6	37	16.4	8	3.6	0	0.0
13:00	**157**	2	1.3	126	80.3	23	14.7	5	3.2	1	0.6
14:00	**149**	1	0.7	127	85.2	19	12.8	2	1.3	0	0.0
15:00	**152**	1	0.7	136	89.5	13	8.6	2	1.3	0	0.0
16:00	**117**	1	0.9	104	88.9	9	7.7	3	2.6	0	0.0
17:00	**116**	1	0.9	103	88.8	11	9.5	1	0.9	0	0.0
18:00	**125**	1	0.8	112	89.6	11	8.8	1	0.8	0	0.0
19:00	**59**	2	3.4	50	84.8	6	10.2	0	0.0	1	1.7
20:00	**39**	0	0.0	38	97.4	1	2.6	0	0.0	0	0.0
21:00	**30**	0	0.0	25	83.3	4	13.3	1	3.3	0	0.0
22:00	**34**	0	0.0	32	94.1	2	5.9	0	0.0	0	0.0
23:00	**24**	0	0.0	22	91.7	0	0.0	1	4.2	1	4.2
12H,7-19	**1891**	**14**	**0.7**	**1505**	**79.6**	**309**	**16.3**	**60**	**3.2**	**3**	**0.2**
16H,6-22	**2113**	**19**	**0.9**	**1688**	**79.9**	**335**	**15.9**	**67**	**3.2**	**4**	**0.2**
18H,6-24	**2171**	**19**	**0.9**	**1742**	**80.2**	**337**	**15.5**	**68**	**3.1**	**5**	**0.2**
24H,0-24	**2363**	**24**	**1.0**	**1888**	**79.9**	**367**	**15.5**	**77**	**3.3**	**7**	**0.3**

10913		IMMINGHAM		Site No: 10913002		Location		Site 2 - A1173, Immingham (N of Kings Rd)			
Tue 16-Nov-21 to Mon 22-Nov-21				Channel: Southbound							
TIME PERIOD	**TOTAL VEHICLES**	**MOTOR-CYCLES**	**MOTOR-CYCLES%**	**CARS**	**CARS %**	**LGV**	**LGV %**	**HGV**	**HGV %**	**BUS**	**BUS %**
Sun 21-Nov-21											
00:00	**20**	0	0.0	19	95.0	1	5.0	0	0.0	0	0.0
01:00	**11**	0	0.0	9	81.8	2	18.2	0	0.0	0	0.0
02:00	**10**	0	0.0	9	90.0	1	10.0	0	0.0	0	0.0
03:00	**9**	0	0.0	7	77.8	2	22.2	0	0.0	0	0.0
04:00	**14**	0	0.0	12	85.7	2	14.3	0	0.0	0	0.0
05:00	**49**	1	2.0	43	87.8	4	8.2	1	2.0	0	0.0
06:00	**57**	1	1.8	48	84.2	5	8.8	3	5.3	0	0.0
07:00	**39**	2	5.1	29	74.4	4	10.3	4	10.3	0	0.0
08:00	**40**	0	0.0	32	80.0	5	12.5	3	7.5	0	0.0
09:00	**90**	0	0.0	73	81.1	13	14.4	4	4.4	0	0.0
10:00	**150**	0	0.0	119	79.3	22	14.7	9	6.0	0	0.0
11:00	**140**	2	1.4	126	90.0	11	7.9	1	0.7	0	0.0
12:00	**155**	1	0.7	130	83.9	21	13.6	3	1.9	0	0.0
13:00	**116**	1	0.9	99	85.3	11	9.5	5	4.3	0	0.0
14:00	**152**	2	1.3	133	87.5	12	7.9	5	3.3	0	0.0
15:00	**97**	1	1.0	92	94.9	4	4.1	0	0.0	0	0.0
16:00	**99**	2	2.0	90	90.9	5	5.1	2	2.0	0	0.0
17:00	**104**	1	1.0	96	92.3	4	3.9	3	2.9	0	0.0
18:00	**110**	1	0.9	99	90.0	5	4.6	5	4.6	0	0.0
19:00	**48**	0	0.0	45	93.8	2	4.2	1	2.1	0	0.0
20:00	**36**	2	5.6	31	86.1	2	5.6	1	2.8	0	0.0
21:00	**27**	0	0.0	24	88.9	3	11.1	0	0.0	0	0.0
22:00	**26**	0	0.0	24	92.3	1	3.9	1	3.9	0	0.0
23:00	**16**	0	0.0	14	87.5	1	6.3	1	6.3	0	0.0
12H,7-19	**1292**	**13**	**1.0**	**1118**	**86.5**	**117**	**9.1**	**44**	**3.4**	**0**	**0.0**
16H,6-22	**1460**	**16**	**1.1**	**1266**	**86.7**	**129**	**8.8**	**49**	**3.4**	**0**	**0.0**
18H,6-24	**1502**	**16**	**1.1**	**1304**	**86.8**	**131**	**8.7**	**51**	**3.4**	**0**	**0.0**
24H,0-24	**1615**	**17**	**1.1**	**1403**	**86.9**	**143**	**8.9**	**52**	**3.2**	**0**	**0.0**

10913		IMMINGHAM		Site No: 10913002		Location		Site 2 - A1173, Immingham (N of Kings Rd)			
Tue 16-Nov-21 to Mon 22-Nov-21				Channel: Southbound							
TIME PERIOD	**TOTAL VEHICLES**	**MOTOR-CYCLES**	**MOTOR-CYCLES%**	**CARS**	**CARS %**	**LGV**	**LGV %**	**HGV**	**HGV %**	**BUS**	**BUS %**
Mon 22-Nov-21											
00:00	**13**	0	0.0	10	76.9	1	7.7	2	15.4	0	0.0
01:00	**8**	0	0.0	7	87.5	0	0.0	1	12.5	0	0.0
02:00	**4**	0	0.0	3	75.0	1	25.0	0	0.0	0	0.0
03:00	**19**	0	0.0	17	89.5	0	0.0	2	10.5	0	0.0
04:00	**48**	1	2.1	37	77.1	6	12.5	4	8.3	0	0.0
05:00	**162**	4	2.5	139	85.8	10	6.2	8	4.9	1	0.6
06:00	**192**	3	1.6	143	74.5	25	13.0	21	10.9	0	0.0
07:00	**290**	4	1.4	232	80.0	39	13.5	14	4.8	1	0.3
08:00	**309**	1	0.3	233	75.4	53	17.2	22	7.1	0	0.0
09:00	**245**	2	0.8	180	73.5	48	19.6	14	5.7	1	0.4
10:00	**208**	0	0.0	149	71.6	36	17.3	22	10.6	1	0.5
11:00	**224**	1	0.5	143	63.8	61	27.2	19	8.5	0	0.0
12:00	**271**	1	0.4	200	73.8	47	17.3	20	7.4	3	1.1
13:00	**322**	2	0.6	250	77.6	52	16.2	17	5.3	1	0.3
14:00	**311**	1	0.3	223	71.7	58	18.7	26	8.4	3	1.0
15:00	**340**	0	0.0	249	73.2	66	19.4	24	7.1	1	0.3
16:00	**521**	4	0.8	422	81.0	71	13.6	23	4.4	1	0.2
17:00	**402**	3	0.8	332	82.6	43	10.7	24	6.0	0	0.0
18:00	**224**	2	0.9	176	78.6	32	14.3	13	5.8	1	0.5
19:00	**112**	3	2.7	90	80.4	13	11.6	6	5.4	0	0.0
20:00	**58**	1	1.7	44	75.9	3	5.2	10	17.2	0	0.0
21:00	**92**	1	1.1	73	79.4	8	8.7	9	9.8	1	1.1
22:00	**138**	0	0.0	106	76.8	13	9.4	19	13.8	0	0.0
23:00	**65**	1	1.5	41	63.1	11	16.9	8	12.3	4	6.2
12H,7-19	**3667**	**21**	**0.6**	**2789**	**76.1**	**606**	**16.5**	**238**	**6.5**	**13**	**0.4**
16H,6-22	**4121**	**29**	**0.7**	**3139**	**76.2**	**655**	**15.9**	**284**	**6.9**	**14**	**0.3**
18H,6-24	**4324**	**30**	**0.7**	**3286**	**76.0**	**679**	**15.7**	**311**	**7.2**	**18**	**0.4**
24H,0-24	**4578**	**35**	**0.8**	**3499**	**76.4**	**697**	**15.2**	**328**	**7.2**	**19**	**0.4**

10913	IMMINGHAM	Site No: 10913002	Location	Site 2 - A1173, Immingham (N of Kings Rd)
Tue 16-Nov-21 to Mon 22-Nov-21		Channel: Southbound		

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Daily Totals											
Tue 16-Nov-21	**4545**	37	0.8	3389	74.6	709	15.6	387	8.5	23	0.5
Wed 17-Nov-21	**4564**	40	0.9	3369	73.8	738	16.2	390	8.6	27	0.6
Thu 18-Nov-21	**4554**	45	1.0	3378	74.2	725	15.9	379	8.3	27	0.6
Fri 19-Nov-21	**4584**	41	0.9	3408	74.4	759	16.6	344	7.5	32	0.7
Sat 20-Nov-21	**2363**	24	1.0	1888	79.9	367	15.5	77	3.3	7	0.3
Sun 21-Nov-21	**1615**	17	1.1	1403	86.9	143	8.9	52	3.2	0	0.0
Mon 22-Nov-21	**4578**	35	0.8	3499	76.4	697	15.2	328	7.2	19	0.4
Total Vehicles											
[--]	**26803**	239	0.9	20334	77.2	4138	14.8	1957	6.6	135	0.4



10913			IMMINGHAM				Site No: 10913002				Location	Site 2 - A1173, Immingham (N of Kings Rd)					
Tue 16-Nov-21 to Mon 22-Nov-21							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 16-Nov-21																
00:00	15	46.6	39.2	8.7	0	0	0	1	0	1	2	5	3	2	1	0
01:00	11	45.6	36.2	7.6	0	0	0	0	0	3	4	1	1	2	0	0
02:00	22	45	37.8	6.4	0	0	0	0	0	2	9	4	4	3	0	0
03:00	25	47.3	39.7	9.4	0	0	0	0	2	3	3	5	7	3	0	2
04:00	44	40.4	36.1	5.6	0	0	0	0	1	5	16	17	3	1	1	0
05:00	158	40	35	5.3	0	0	0	0	4	25	70	44	12	2	0	1
06:00	185	38.8	33.5	5.5	0	0	2	2	5	41	84	41	8	1	1	0
07:00	273	37.8	33.2	4.3	0	0	0	0	7	72	133	54	7	0	0	0
08:00	334	37.4	33.1	4.7	0	0	0	0	13	82	173	54	7	4	1	0
09:00	239	38.5	34.1	4.4	0	0	0	0	5	37	140	42	13	2	0	0
10:00	238	39.5	34.2	5.2	0	0	0	1	8	49	102	59	15	4	0	0
11:00	242	39.2	34.5	4.6	0	0	0	1	5	32	131	56	15	2	0	0
12:00	282	39.7	34.8	5.1	0	0	0	0	4	48	133	73	19	2	2	1
13:00	323	39.4	34.4	5	0	0	0	2	5	52	174	61	23	5	1	0
14:00	326	39.1	34.1	4.9	0	0	0	1	7	67	151	81	14	5	0	0
15:00	371	38.6	33.4	5.1	0	0	0	2	10	101	165	70	20	2	0	1
16:00	521	36	32.3	4.4	0	0	0	1	11	197	234	64	10	4	0	0
17:00	349	39.1	34.1	4.6	0	0	0	0	1	81	171	69	25	2	0	0
18:00	254	39.9	35	5	0	0	0	0	6	32	127	65	20	3	0	1
19:00	132	40.8	35	5.8	0	0	0	1	3	25	52	32	16	2	1	0
20:00	80	44.2	36.7	7.4	0	0	0	1	1	16	23	17	15	4	2	1
21:00	67	43.7	36.9	6.1	0	0	0	0	0	9	26	15	12	4	1	0
22:00	31	49.1	40.4	8.7	0	0	0	0	0	2	11	5	6	3	1	3
23:00	23	49.4	40.7	8.3	0	0	0	0	1	0	6	7	3	3	2	1
12H,7-19	3752	38.8	33.8	4.8	0	0	0	8	82	850	1834	748	188	35	4	3
16H,6-22	4216	39	33.9	5	0	0	2	12	91	941	2019	853	239	46	9	4
18H,6-24	4270	39.1	34	5.1	0	0	2	12	92	943	2036	865	248	52	12	8
24H,0-24	4545	39.3	34.1	5.2	0	0	2	13	99	982	2140	941	278	65	14	11

10913			IMMINGHAM				Site No: 10913002				Location	Site 2 - A1173, Immingham (N of Kings Rd)					
Tue 16-Nov-21 to Mon 22-Nov-21							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 17-Nov-21																
00:00	18	49.5	41	8.5	0	0	0	0	0	1	6	3	2	4	1	1
01:00	10	43.5	36.5	8.6	0	0	0	1	0	1	2	3	2	1	0	0
02:00	20	43.5	37.5	6.7	0	0	0	1	0	1	5	7	5	1	0	0
03:00	26	50.3	40.2	9.2	0	0	0	0	1	3	6	3	7	2	3	1
04:00	43	45	39.1	7.6	0	0	0	0	0	5	11	12	10	1	2	2
05:00	162	40.3	34.4	6.3	0	0	0	2	6	34	71	28	13	6	1	1
06:00	191	38.5	32.9	5.3	0	0	1	1	4	69	68	37	9	2	0	0
07:00	278	37.9	33.7	4.2	0	0	0	0	2	60	159	40	17	0	0	0
08:00	350	36.8	32.6	4.9	1	0	0	1	19	93	175	49	11	1	0	0
09:00	255	38.9	34.3	4.9	0	0	0	0	4	45	140	47	12	6	1	0
10:00	231	39.2	34.3	4.7	0	0	0	1	4	40	118	51	15	2	0	0
11:00	263	39.1	34.2	5.1	0	0	0	0	9	49	127	62	9	6	1	0
12:00	306	39.8	34.7	5.3	0	0	0	0	10	51	138	80	19	7	0	1
13:00	306	38.8	34.4	4.9	0	0	0	1	3	49	173	59	15	3	1	2
14:00	310	38.9	33.9	4.9	0	0	0	0	14	55	156	66	17	1	1	0
15:00	351	39.6	34.4	5.3	0	0	0	2	10	65	155	92	21	3	3	0
16:00	485	36.4	33.1	4.5	0	0	0	4	7	116	280	59	14	4	1	0
17:00	369	38.2	33.5	4.7	0	0	0	1	5	93	185	67	15	2	0	1
18:00	265	40.3	35.4	5	0	0	0	0	1	38	126	70	23	6	0	1
19:00	119	42.7	36	6.8	0	0	0	0	5	16	50	26	11	8	2	1
20:00	85	46.5	37.7	7.9	0	0	0	0	0	18	25	17	11	7	6	1
21:00	70	43.7	37.5	5.7	0	0	0	0	0	3	33	16	13	3	2	0
22:00	25	40.4	36.5	5.4	0	0	0	0	0	2	12	7	2	2	0	0
23:00	26	45.3	39.7	7.4	0	0	0	0	1	1	6	7	7	3	0	1
12H,7-19	3769	38.8	33.9	4.9	1	0	0	10	88	754	1932	742	188	41	8	5
16H,6-22	4234	39.1	34.1	5.1	1	0	1	11	97	860	2108	838	232	61	18	7
18H,6-24	4285	39.2	34.1	5.2	1	0	1	11	98	863	2126	852	241	66	18	8
24H,0-24	4564	39.4	34.3	5.4	1	0	1	15	105	908	2227	908	280	81	25	13

10913			IMMINGHAM				Site No: 10913002				Location	Site 2 - A1173, Immingham (N of Kings Rd)					
Tue 16-Nov-21 to Mon 22-Nov-21							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 18-Nov-21																
00:00	**18**	40.5	35.4	6.1	0	0	0	0	0	5	5	5	2	1	0	0
01:00	**15**	43.1	38.5	4.8	0	0	0	0	0	0	5	6	3	1	0	0
02:00	**18**	43.8	39.1	6.8	0	0	0	0	0	1	5	6	5	0	0	1
03:00	**18**	50.7	41.6	7.6	0	0	0	0	0	1	4	3	6	1	3	0
04:00	**48**	43.4	35.4	8.3	0	0	1	1	3	8	13	9	11	1	0	1
05:00	**159**	42.1	35.5	6.2	0	0	0	0	4	26	71	29	22	3	3	1
06:00	**207**	39.5	34.4	5.3	0	0	0	1	4	41	96	48	12	4	0	1
07:00	**275**	38.4	33.4	5	0	0	0	1	10	69	125	58	10	1	0	1
08:00	**311**	38.4	33.6	4.8	1	0	0	0	6	69	156	67	9	3	0	0
09:00	**221**	39.7	34.8	4.9	0	0	0	0	4	33	110	54	18	1	0	1
10:00	**264**	39.1	34	5	0	0	0	3	5	54	126	57	17	2	0	0
11:00	**262**	40	34.2	5.8	0	2	0	1	11	55	90	80	22	1	0	0
12:00	**317**	39.6	34.7	4.9	0	0	1	0	6	47	154	84	20	5	0	0
13:00	**339**	39.1	33.9	5.6	0	0	0	7	8	72	153	77	15	3	3	1
14:00	**335**	39.5	34.4	5.6	0	0	0	1	9	67	152	78	19	6	0	3
15:00	**402**	39.1	33.2	6.7	0	3	17	1	9	72	184	89	22	4	1	0
16:00	**441**	38.4	33.6	5.2	1	0	0	1	5	115	209	91	12	2	2	3
17:00	**345**	38.7	34	4.7	0	0	0	1	4	71	179	69	15	6	0	0
18:00	**258**	40.9	35.7	5.8	0	1	0	0	8	28	107	76	31	4	2	1
19:00	**105**	40.8	36	6.3	0	0	0	0	0	20	39	31	8	4	1	2
20:00	**72**	43.8	37.5	5.7	0	0	0	0	0	8	24	17	21	1	1	0
21:00	**63**	44.8	38	7.3	0	0	0	0	1	7	20	16	12	4	1	2
22:00	**29**	49	40.4	8.6	0	0	0	0	0	3	9	4	4	7	0	2
23:00	**32**	45.6	40.2	6.2	0	0	0	0	0	2	6	9	10	4	1	0
12H,7-19	**3770**	**39.3**	**34**	**5.4**	**2**	**6**	**18**	**16**	**85**	**752**	**1745**	**880**	**210**	**38**	**8**	**10**
16H,6-22	**4217**	**39.5**	**34.2**	**5.5**	**2**	**6**	**18**	**17**	**90**	**828**	**1924**	**992**	**263**	**51**	**11**	**15**
18H,6-24	**4278**	**39.6**	**34.3**	**5.6**	**2**	**6**	**18**	**17**	**90**	**833**	**1939**	**1005**	**277**	**62**	**12**	**17**
24H,0-24	**4554**	**39.8**	**34.4**	**5.7**	**2**	**6**	**19**	**18**	**97**	**874**	**2042**	**1063**	**326**	**69**	**18**	**20**

10913			IMMINGHAM				Site No: 10913002				Location	Site 2 - A1173, Immingham (N of Kings Rd)					
Tue 16-Nov-21 to Mon 22-Nov-21							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 19-Nov-21																
00:00	18	42	36.3	6.4	0	0	0	1	0	1	6	6	4	0	0	0
01:00	15	44.8	37.8	8.1	0	0	0	0	1	2	3	4	3	1	1	0
02:00	21	48.3	37.8	8.9	0	0	0	0	2	1	9	2	2	3	2	0
03:00	27	45.3	38.3	7.7	0	0	0	0	0	3	10	6	4	2	1	1
04:00	46	43.7	36.4	7.6	0	0	0	0	3	7	13	14	3	5	0	1
05:00	158	40.8	35	6.1	0	0	0	1	5	31	61	37	17	5	0	1
06:00	212	40.1	34.4	6.1	0	0	0	2	6	53	77	51	17	2	3	1
07:00	259	37.8	33.2	4.5	0	0	0	0	8	65	130	46	9	1	0	0
08:00	296	38.6	33.9	4.6	0	0	0	1	6	55	157	62	12	3	0	0
09:00	257	39.4	34.8	5.4	0	0	0	3	0	38	140	54	14	4	2	2
10:00	323	39.1	34.4	4.5	0	0	0	1	3	56	160	87	13	2	1	0
11:00	300	39.9	34.8	5.1	0	0	1	0	4	56	126	87	20	6	0	0
12:00	337	39.9	35	4.8	0	0	1	1	2	47	161	94	27	4	0	0
13:00	332	39.6	34.7	4.9	0	0	0	3	5	43	175	78	22	6	0	0
14:00	355	39.3	33.8	5.4	0	0	0	8	12	66	167	74	24	4	0	0
15:00	367	40	35.2	5.2	0	0	0	0	3	56	178	92	26	9	1	2
16:00	413	39.1	34.2	4.9	0	0	0	1	1	89	206	87	23	3	2	1
17:00	346	39.6	34.3	4.9	0	0	0	0	5	77	150	86	25	3	0	0
18:00	209	40.8	36.1	5.1	0	0	0	0	0	30	76	74	22	7	0	0
19:00	108	44.8	36.9	6.8	0	0	0	0	1	20	37	19	19	10	2	0
20:00	66	45.7	38	7.1	0	0	0	0	1	9	18	19	9	7	3	0
21:00	48	44.8	38.1	7.1	0	0	0	0	0	5	17	13	7	4	0	2
22:00	46	45	38.9	6.6	0	0	0	0	0	2	15	16	7	3	2	1
23:00	25	43.2	37.1	6.2	0	0	0	0	1	2	8	8	4	2	0	0
12H,7-19	3794	39.5	34.5	5	0	0	2	18	49	678	1826	921	237	52	6	5
16H,6-22	4228	39.8	34.7	5.2	0	0	2	20	57	765	1975	1023	289	75	14	8
18H,6-24	4299	39.9	34.7	5.3	0	0	2	20	58	769	1998	1047	300	80	16	9
24H,0-24	4584	40	34.8	5.4	0	0	2	22	69	814	2100	1116	333	96	20	12

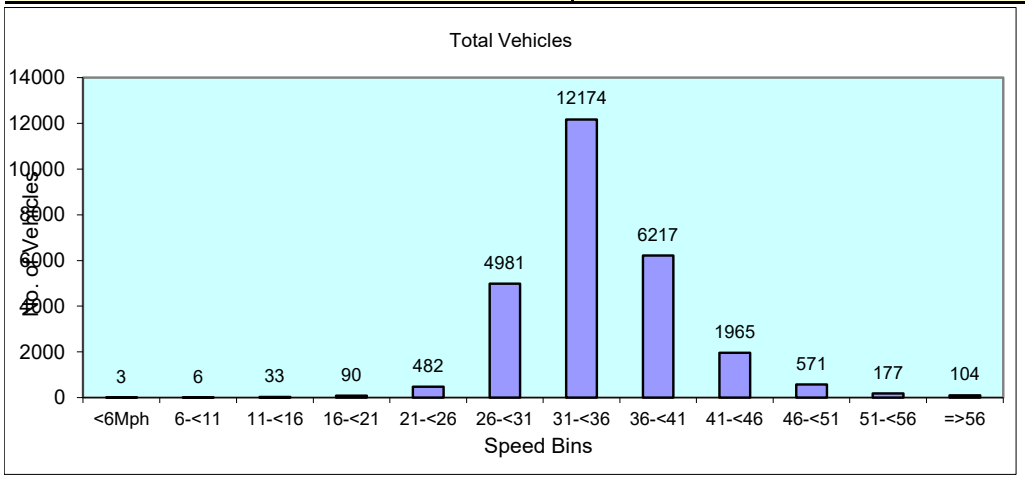
10913			IMMINGHAM				Site No: 10913002				Location	Site 2 - A1173, Immingham (N of Kings Rd)					
Tue 16-Nov-21 to Mon 22-Nov-21							Channel: Southbound										
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Sat 20-Nov-21																	
00:00	23	48.6	39.2	8	0	0	0	0	0	2	9	4	3	2	3	0
01:00	18	48.3	42.7	5.7	0	0	0	0	0	0	3	3	6	6	0	0
02:00	16	43.8	38.5	8.3	0	0	0	0	0	2	5	5	2	0	1	1
03:00	24	45.8	40.6	7.3	0	0	0	0	1	0	4	9	6	2	1	1
04:00	22	41.3	36.9	5.2	0	0	0	0	0	2	8	8	3	1	0	0
05:00	89	41.1	34.9	6.3	0	0	1	0	0	23	32	19	10	3	1	0
06:00	94	40.6	35.1	5.6	0	0	0	0	0	22	37	22	10	2	1	0
07:00	111	42.6	36.8	6.6	0	0	0	0	1	21	28	40	12	5	3	1
08:00	139	42	36.3	6.1	0	0	0	1	2	17	53	41	19	1	5	0
09:00	179	42.5	36.6	5.8	0	0	0	0	1	29	53	60	28	5	3	0
10:00	201	40.7	35.9	5	0	0	0	0	1	28	75	71	22	3	1	0
11:00	220	40.3	35.3	5.4	0	0	0	0	2	33	108	51	16	8	1	1
12:00	225	40.6	35.9	5.9	0	0	0	1	1	36	82	77	17	6	3	2
13:00	157	42.6	36.7	5.7	0	0	0	0	0	23	52	51	22	8	1	0
14:00	149	43.9	37.6	6.5	0	0	0	0	0	21	40	54	19	9	5	1
15:00	152	43.9	37.3	6.3	0	0	0	0	1	15	58	46	15	12	5	0
16:00	117	45	37.4	7.1	0	0	0	0	0	18	43	25	16	9	5	1
17:00	116	42.1	37.3	6.5	0	0	0	0	0	11	46	39	10	5	1	4
18:00	125	40.8	35.5	6.4	0	0	1	0	0	27	44	35	10	6	1	1
19:00	59	44.8	38.7	7.7	0	0	0	0	0	5	21	16	10	2	1	4
20:00	39	44.3	38.1	7.5	0	0	0	0	1	5	9	13	7	1	2	1
21:00	30	46	39.5	6.9	0	0	0	1	0	0	7	11	6	4	1	0
22:00	34	44.4	36.6	7	0	0	0	0	2	4	12	7	5	4	0	0
23:00	24	50.8	42	8	0	0	0	0	0	1	4	7	7	1	2	2
12H,7-19	1891	42.1	36.5	6.1	0	0	1	2	9	279	682	590	206	77	34	11
16H,6-22	2113	42.3	36.5	6.2	0	0	1	3	10	311	756	652	239	86	39	16
18H,6-24	2171	42.5	36.6	6.2	0	0	1	3	12	316	772	666	251	91	41	18
24H,0-24	2363	42.7	36.7	6.3	0	0	2	3	13	345	833	714	281	105	47	20

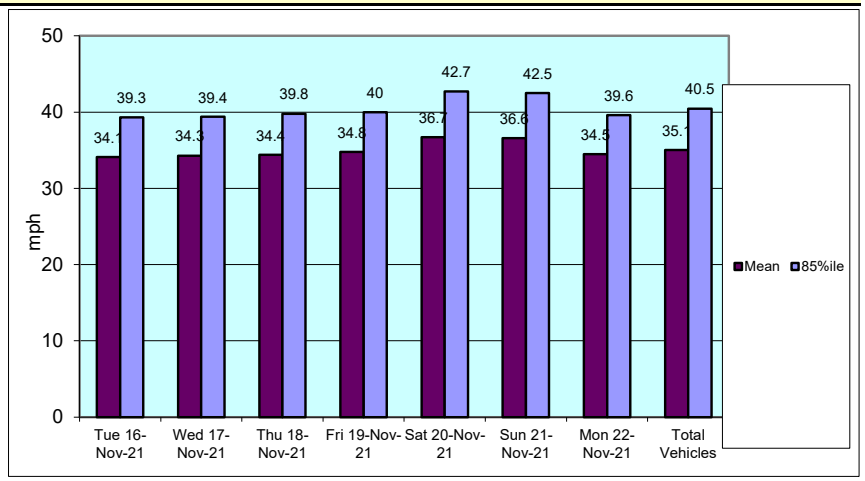
10913			IMMINGHAM				Site No: 10913002				Location	Site 2 - A1173, Immingham (N of Kings Rd)					
Tue 16-Nov-21 to Mon 22-Nov-21							Channel: Southbound										
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Sun 21-Nov-21																
00:00	**20**	50.2	42.8	6.7	0	0	0	0	0	1	0	9	4	3	3	0
01:00	**11**	48.1	40.8	7.6	0	0	0	0	0	1	2	3	2	2	1	0
02:00	**10**	46	40.5	6	0	0	0	0	0	1	0	5	2	2	0	0
03:00	**9**	-	42.4	9	0	0	0	0	0	1	2	1	0	4	1	0
04:00	**14**	42	34.9	7.8	0	0	0	0	1	3	6	1	2	0	1	0
05:00	**49**	41.1	35.6	5.6	0	0	0	0	0	7	25	9	6	1	1	0
06:00	**57**	42.6	36.6	6.6	0	0	0	0	0	9	23	14	6	3	1	1
07:00	**39**	44.3	36.7	7.1	0	0	0	0	1	7	13	7	7	3	1	0
08:00	**40**	39.9	35	4.8	0	0	0	0	1	5	19	11	4	0	0	0
09:00	**90**	41	35.6	5.7	0	0	0	0	0	18	35	23	10	3	1	0
10:00	**150**	40.6	36.5	5.5	0	0	0	0	0	14	66	51	10	5	3	1
11:00	**140**	42.1	36.4	6	0	0	1	0	1	15	57	40	20	3	2	1
12:00	**155**	40.7	36.9	5.4	0	0	1	0	1	7	58	68	15	1	3	1
13:00	**116**	40.7	35.4	6.2	0	0	0	3	0	17	48	32	12	2	1	1
14:00	**152**	40.9	36.2	5.8	0	0	0	0	0	24	58	48	13	5	4	0
15:00	**97**	43.9	37.8	6.2	0	0	0	0	0	11	29	31	19	5	0	2
16:00	**99**	40.8	36.2	5.9	0	0	0	0	0	13	44	28	8	3	2	1
17:00	**104**	40.3	35.5	5.2	0	0	0	0	1	11	57	22	7	6	0	0
18:00	**110**	43.5	37.4	6.8	0	0	0	0	1	6	53	28	10	7	1	4
19:00	**48**	44.6	36.9	7.5	0	0	0	0	3	7	12	14	6	4	2	0
20:00	**36**	42.4	37.7	7.2	0	0	0	0	0	5	10	14	4	1	0	2
21:00	**27**	41.6	36.1	5.4	0	0	0	0	0	4	11	7	4	1	0	0
22:00	**26**	45.3	38.5	8.6	0	0	0	0	2	3	6	3	8	3	0	1
23:00	**16**	46.3	39.8	8.4	0	0	0	0	1	2	2	2	6	2	1	0
12H,7-19	**1292**	**41.5**	**36.4**	**5.9**	**0**	**0**	**2**	**3**	**6**	**148**	**537**	**389**	**135**	**43**	**18**	**11**
16H,6-22	**1460**	**41.7**	**36.4**	**6**	**0**	**0**	**2**	**3**	**9**	**173**	**593**	**438**	**155**	**52**	**21**	**14**
18H,6-24	**1502**	**42.1**	**36.5**	**6.1**	**0**	**0**	**2**	**3**	**12**	**178**	**601**	**443**	**169**	**57**	**22**	**15**
24H,0-24	**1615**	**42.5**	**36.6**	**6.2**	**0**	**0**	**2**	**3**	**13**	**192**	**636**	**471**	**185**	**69**	**29**	**15**

10913			IMMINGHAM				Site No: 10913002				Location	Site 2 - A1173, Immingham (N of Kings Rd)					
Tue 16-Nov-21 to Mon 22-Nov-21							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 22-Nov-21																
00:00	13	44.9	38.5	8	0	0	0	1	0	0	3	4	3	2	0	0
01:00	8	-	39.8	8	0	0	0	0	1	0	0	4	1	2	0	0
02:00	4	-	38.5	6	0	0	0	0	0	0	2	0	2	0	0	0
03:00	19	45.1	39	7	0	0	0	0	0	2	5	5	4	2	1	0
04:00	48	40.3	33.9	8	0	0	0	2	5	10	12	13	3	2	0	1
05:00	162	40	34	6.1	0	0	0	0	14	35	57	39	14	2	0	1
06:00	192	39.4	33.7	6.4	0	0	3	4	5	44	72	51	7	3	3	0
07:00	290	37	33.1	4.5	0	0	1	1	4	72	159	44	6	2	1	0
08:00	309	38.6	34.1	4.8	0	0	0	1	3	59	169	57	14	5	0	1
09:00	245	39.8	35.1	4.8	0	0	0	0	1	35	123	64	18	2	2	0
10:00	208	38.9	34.1	4.8	0	0	0	1	4	37	109	44	10	3	0	0
11:00	224	39.5	34.3	5	0	0	1	0	4	41	112	46	17	3	0	0
12:00	271	39.5	34.4	4.9	0	0	0	0	5	47	142	51	21	5	0	0
13:00	322	39.3	34.2	4.9	0	0	0	2	10	54	151	86	16	3	0	0
14:00	311	39.5	34.5	5.5	0	0	0	3	11	45	148	82	14	5	2	1
15:00	340	38.8	33.7	4.8	0	0	0	1	8	81	154	79	15	2	0	0
16:00	521	37.4	33.5	4.3	0	0	0	0	3	119	296	84	12	6	1	0
17:00	402	37.8	33.7	4.5	0	0	0	0	2	92	221	73	9	2	1	2
18:00	224	40.3	34.7	5.3	0	0	0	0	3	43	108	42	24	3	0	1
19:00	112	40.8	36.7	6.4	0	0	0	0	2	13	41	40	6	5	4	1
20:00	58	45.3	38.5	6.8	0	0	0	0	0	5	22	9	15	5	1	1
21:00	92	44.7	38.3	7.1	0	0	0	0	1	7	33	24	17	4	3	3
22:00	138	45	38	6.7	0	0	0	0	0	23	30	43	26	12	3	1
23:00	65	44.6	38.1	5.9	0	0	0	0	0	2	27	20	8	6	2	0
12H,7-19	3667	38.9	34.1	4.8	0	0	2	9	58	725	1892	752	176	41	7	5
16H,6-22	4121	39.2	34.3	5.1	0	0	5	13	66	794	2060	876	221	58	18	10
18H,6-24	4324	39.5	34.4	5.3	0	0	5	13	66	819	2117	939	255	76	23	11
24H,0-24	4578	39.6	34.5	5.4	0	0	5	16	86	866	2196	1004	282	86	24	13

10913	IMMINGHAM	Site No: 10913002	Location	Site 2 - A1173, Immingham (N of Kings Rd)
Tue 16-Nov-21 to Mon 22-Nov-21		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
Daily Totals																
Tue 16-Nov-21	**4545**	39.3	34.1	5.2	0	0	2	13	99	982	2140	941	278	65	14	11
Wed 17-Nov-21	**4564**	39.4	34.3	5.4	1	0	1	15	105	908	2227	908	280	81	25	13
Thu 18-Nov-21	**4554**	39.8	34.4	5.7	2	6	19	18	97	874	2042	1063	326	69	18	20
Fri 19-Nov-21	**4584**	40	34.8	5.4	0	0	2	22	69	814	2100	1116	333	96	20	12
Sat 20-Nov-21	**2363**	42.7	36.7	6.3	0	0	2	3	13	345	833	714	281	105	47	20
Sun 21-Nov-21	**1615**	42.5	36.6	6.2	0	0	2	3	13	192	636	471	185	69	29	15
Mon 22-Nov-21	**4578**	39.6	34.5	5.4	0	0	5	16	86	866	2196	1004	282	86	24	13
Total Vehicles																
[--]	**26803**	40.5	35.1	5.7	3	6	33	90	482	4981	12174	6217	1965	571	177	104



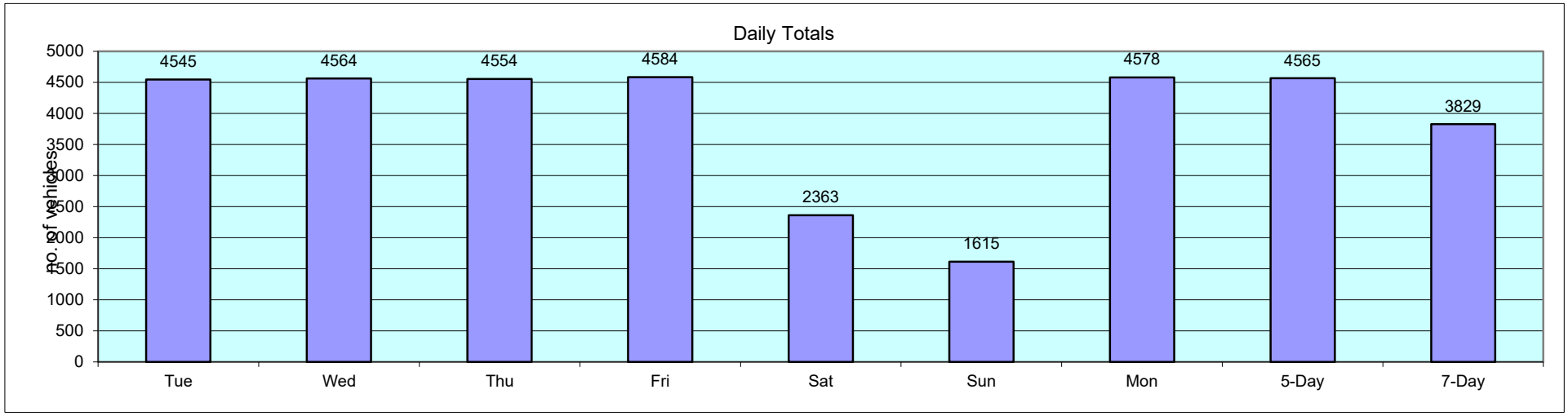


Data produced by
Auto Surveys Ltd

10913		IMMINGHAM		Site No: 10913002 Channel: Southbound		Location	Site 2 - A1173, Immingham (N of Kings Rd)		
TIME PERIOD	Tue 16/11/2021	Wed 17/11/2021	Thu 18/11/2021	Fri 19/11/2021	Sat 20/11/2021	Sun 21/11/2021	Mon 22/11/2021	5-Day Av	7-Day Av
Week Begin: 16-Nov-21									
00:00	**15**	18	18	18	23	20	13	16	18
01:00	**11**	10	15	15	18	11	8	12	13
02:00	**22**	20	18	21	16	10	4	17	16
03:00	**25**	26	18	27	24	9	19	23	21
04:00	**44**	43	48	46	22	14	48	46	38
05:00	**158**	162	159	158	89	49	162	160	134
06:00	**185**	191	207	212	94	57	192	197	163
07:00	**273**	278	275	259	111	39	290	275	218
08:00	**334**	350	311	296	139	40	309	320	254
09:00	**239**	255	221	257	179	90	245	243	212
10:00	**238**	231	264	323	201	150	208	253	231
11:00	**242**	263	262	300	220	140	224	258	236
12:00	**282**	306	317	337	225	155	271	303	270
13:00	**323**	306	339	332	157	116	322	324	271
14:00	**326**	310	335	355	149	152	311	327	277
15:00	**371**	351	402	367	152	97	340	366	297
16:00	**521**	485	441	413	117	99	521	476	371
17:00	**349**	369	345	346	116	104	402	362	290
18:00	**254**	265	258	209	125	110	224	242	206
19:00	**132**	119	105	108	59	48	112	115	98
20:00	**80**	85	72	66	39	36	58	72	62
21:00	**67**	70	63	48	30	27	92	68	57
22:00	**31**	25	29	46	34	26	138	54	47
23:00	**23**	26	32	25	24	16	65	34	30
12H,7-19	**3752**	**3769**	**3770**	**3794**	**1891**	**1292**	**3667**	**3750**	**3134**
16H,6-22	**4216**	**4234**	**4217**	**4228**	**2113**	**1460**	**4121**	**4203**	**3513**
18H,6-24	**4270**	**4285**	**4278**	**4299**	**2171**	**1502**	**4324**	**4291**	**3590**
24H,0-24	**4545**	**4564**	**4554**	**4584**	**2363**	**1615**	**4578**	**4565**	**3829**
Am	**08:00**	**08:00**	**08:00**	**10:00**	**11:00**	**10:00**	**08:00**		
Peak	**334**	**350**	**311**	**323**	**220**	**150**	**309**		
Pm	**16:00**	**16:00**	**16:00**	**16:00**	**12:00**	**12:00**	**16:00**		
Peak	**521**	**485**	**441**	**413**	**225**	**155**	**521**		

10913	IMMINGHAM	Site No: 10913002	Location	Site 2 - A1173, Immingham (N of Kings Rd)
		Channel: Southbound		

TIME PERIOD	Tue 16/11/2021	Wed 17/11/2021	Thu 18/11/2021	Fri 19/11/2021	Sat 20/11/2021	Sun 21/11/2021	Mon 22/11/2021	5-Day Av	7-Day Av



10913		IMMINGHAM NOVEMBER 2021								
Site	Location	Direction	Start Date	End Date	Posted Speed Limit (PSL)	Total Vehicles	5 Day Ave.	7 Day Ave.	Average 85%ile Speed	Average Mean Speed
Site No: 10913003	Site 3 - Manby Rd, Immingham 53.625569, -0.214195	Channel: Northbound	Tue 16-Nov-21	Mon 22-Nov-21	NSL	25914	4469	3702	52.1	44.1
		Channel: Southbound	Tue 16-Nov-21	Mon 22-Nov-21		25989	4471	3713	54.3	46.0

10913			IMMINGHAM			Site No: 10913003			Location	Site 3 - Manby Rd, Immingham				
Tue 16-Nov-21 to Mon 22-Nov-21						Channel: Northbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Tue 16-Nov-21														
00:00	**15**	0	8	0	0	0	1	0	0	0	2	4	0	0
01:00	**12**	0	3	3	0	0	0	0	0	0	1	5	0	0
02:00	**20**	0	11	5	0	0	0	0	1	0	0	3	0	0
03:00	**34**	1	18	1	0	0	0	0	0	0	4	10	0	0
04:00	**101**	0	60	11	0	1	0	0	2	0	12	15	0	0
05:00	**282**	2	187	28	1	0	5	0	8	0	28	23	0	0
06:00	**452**	9	323	50	0	0	6	0	6	2	29	27	0	0
07:00	**575**	9	431	73	1	3	4	0	12	1	17	24	0	0
08:00	**336**	4	216	74	1	0	5	0	6	2	13	15	0	0
09:00	**242**	0	134	58	0	2	7	0	7	1	13	20	0	0
10:00	**216**	0	122	53	0	1	3	1	8	1	11	16	0	0
11:00	**234**	0	145	41	2	5	1	0	10	0	14	16	0	0
12:00	**267**	1	176	38	1	3	5	1	8	0	12	22	0	0
13:00	**288**	2	188	47	0	2	4	0	7	1	16	21	0	0
14:00	**259**	1	147	55	0	3	5	0	13	0	10	25	0	0
15:00	**262**	4	169	45	2	2	0	0	6	0	8	26	0	0
16:00	**301**	1	228	24	1	0	4	0	5	0	10	28	0	0
17:00	**295**	3	220	38	1	0	3	0	3	0	13	14	0	0
18:00	**171**	0	132	20	0	1	3	0	0	1	7	7	0	0
19:00	**72**	5	44	6	0	1	3	0	2	0	3	8	0	0
20:00	**55**	0	38	8	0	0	3	0	2	0	3	1	0	0
21:00	**49**	0	43	5	0	0	0	0	0	0	0	1	0	0
22:00	**21**	1	16	1	0	0	0	0	0	0	0	3	0	0
23:00	**17**	0	11	2	0	0	0	0	2	0	0	2	0	0
12H,7-19	**3446**	**25**	**2308**	**566**	**9**	**22**	**44**	**2**	**85**	**7**	**144**	**234**	**0**	**0**
16H,6-22	**4074**	**39**	**2756**	**635**	**9**	**23**	**56**	**2**	**95**	**9**	**179**	**271**	**0**	**0**
18H,6-24	**4112**	**40**	**2783**	**638**	**9**	**23**	**56**	**2**	**97**	**9**	**179**	**276**	**0**	**0**
24H,0-24	**4576**	**43**	**3070**	**686**	**10**	**24**	**62**	**2**	**108**	**9**	**226**	**336**	**0**	**0**

10913			IMMINGHAM			Site No: 10913003			Location	Site 3 - Manby Rd, Immingham				
Tue 16-Nov-21 to Mon 22-Nov-21						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
Wed 17-Nov-21														
00:00	**12**	0	7	3	0	0	0	0	1	0	0	1	0	0
01:00	**12**	1	7	2	0	0	0	0	0	0	0	2	0	0
02:00	**22**	0	11	4	0	0	0	0	1	0	1	5	0	0
03:00	**39**	0	21	6	0	0	2	0	0	0	4	6	0	0
04:00	**91**	2	50	11	0	0	0	0	4	0	10	14	0	0
05:00	**269**	1	194	29	0	0	7	0	3	0	18	17	0	0
06:00	**464**	7	325	42	1	0	6	0	7	0	35	41	0	0
07:00	**577**	11	447	52	3	1	6	0	16	2	18	21	0	0
08:00	**307**	3	182	67	1	3	7	0	11	2	13	18	0	0
09:00	**244**	0	144	50	3	4	5	0	6	2	17	13	0	0
10:00	**222**	3	115	60	0	7	3	1	7	1	10	15	0	0
11:00	**240**	2	140	47	0	3	2	1	10	0	13	22	0	0
12:00	**248**	1	158	55	0	3	1	1	4	1	15	9	0	0
13:00	**249**	2	157	52	0	3	4	0	6	0	10	15	0	0
14:00	**264**	3	153	56	0	2	3	0	6	2	13	26	0	0
15:00	**265**	2	167	44	0	4	3	1	6	0	9	29	0	0
16:00	**298**	3	220	44	0	0	0	0	5	2	8	16	0	0
17:00	**305**	3	227	36	1	1	5	0	4	0	10	18	0	0
18:00	**118**	2	90	10	0	0	0	0	2	0	5	9	0	0
19:00	**77**	1	45	17	0	0	2	0	1	0	4	7	0	0
20:00	**44**	0	32	9	0	0	0	0	1	0	1	1	0	0
21:00	**50**	0	43	4	0	0	1	0	0	0	1	1	0	0
22:00	**27**	0	21	1	0	0	0	0	1	0	1	3	0	0
23:00	**11**	0	6	1	0	0	0	0	0	0	3	1	0	0
12H,7-19	**3337**	**35**	**2200**	**573**	**8**	**31**	**39**	**4**	**83**	**12**	**141**	**211**	**0**	**0**
16H,6-22	**3972**	**43**	**2645**	**645**	**9**	**31**	**48**	**4**	**92**	**12**	**182**	**261**	**0**	**0**
18H,6-24	**4010**	**43**	**2672**	**647**	**9**	**31**	**48**	**4**	**93**	**12**	**186**	**265**	**0**	**0**
24H,0-24	**4455**	**47**	**2962**	**702**	**9**	**31**	**57**	**4**	**102**	**12**	**219**	**310**	**0**	**0**

10913		IMMINGHAM				Site No: 10913003			Location	Site 3 - Manby Rd, Immingham					
Tue 16-Nov-21 to Mon 22-Nov-21						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
Thu 18-Nov-21															
00:00	**14**	0	9	2	0	0	0	0	1	0	1	1	0	0
01:00	**12**	0	7	2	0	0	0	0	0	0	0	3	0	0
02:00	**17**	0	11	1	0	0	0	0	0	0	1	4	0	0
03:00	**30**	1	11	7	0	0	1	0	0	0	4	6	0	0
04:00	**105**	1	54	21	0	0	0	0	4	0	11	14	0	0
05:00	**281**	6	192	31	0	0	3	0	5	1	16	27	0	0
06:00	**431**	6	308	44	0	1	2	0	13	2	26	29	0	0
07:00	**550**	6	437	48	2	1	9	0	14	1	16	16	0	0
08:00	**307**	3	184	60	2	7	4	0	15	0	12	20	0	0
09:00	**243**	1	134	56	1	1	3	0	11	0	12	24	0	0
10:00	**234**	1	125	59	0	2	2	0	9	1	11	24	0	0
11:00	**239**	1	134	56	0	1	6	0	17	0	11	13	0	0
12:00	**265**	4	178	39	0	1	3	0	13	1	4	22	0	0
13:00	**282**	1	170	41	0	5	4	1	19	1	8	32	0	0
14:00	**240**	4	137	48	2	0	0	0	11	1	18	19	0	0
15:00	**298**	2	190	46	3	2	4	1	13	2	13	22	0	0
16:00	**333**	2	244	46	0	0	5	0	8	0	20	8	0	0
17:00	**292**	2	228	28	1	0	1	0	3	0	10	19	0	0
18:00	**171**	2	123	23	0	0	0	0	1	0	9	13	0	0
19:00	**77**	0	57	10	0	0	0	0	1	0	3	6	0	0
20:00	**50**	1	38	6	0	0	0	0	2	0	1	2	0	0
21:00	**48**	0	40	6	0	0	0	0	0	0	0	2	0	0
22:00	**26**	0	20	2	0	0	0	0	3	0	0	1	0	0
23:00	**15**	0	10	1	0	0	1	0	0	0	1	2	0	0
12H,7-19	**3454**	**29**	**2284**	**550**	**11**	**20**	**41**	**2**	**134**	**7**	**144**	**232**	**0**	**0**
16H,6-22	**4060**	**36**	**2727**	**616**	**11**	**21**	**43**	**2**	**150**	**9**	**174**	**271**	**0**	**0**
18H,6-24	**4101**	**36**	**2757**	**619**	**11**	**21**	**44**	**2**	**153**	**9**	**175**	**274**	**0**	**0**
24H,0-24	**4560**	**44**	**3041**	**683**	**11**	**21**	**48**	**2**	**163**	**10**	**208**	**329**	**0**	**0**

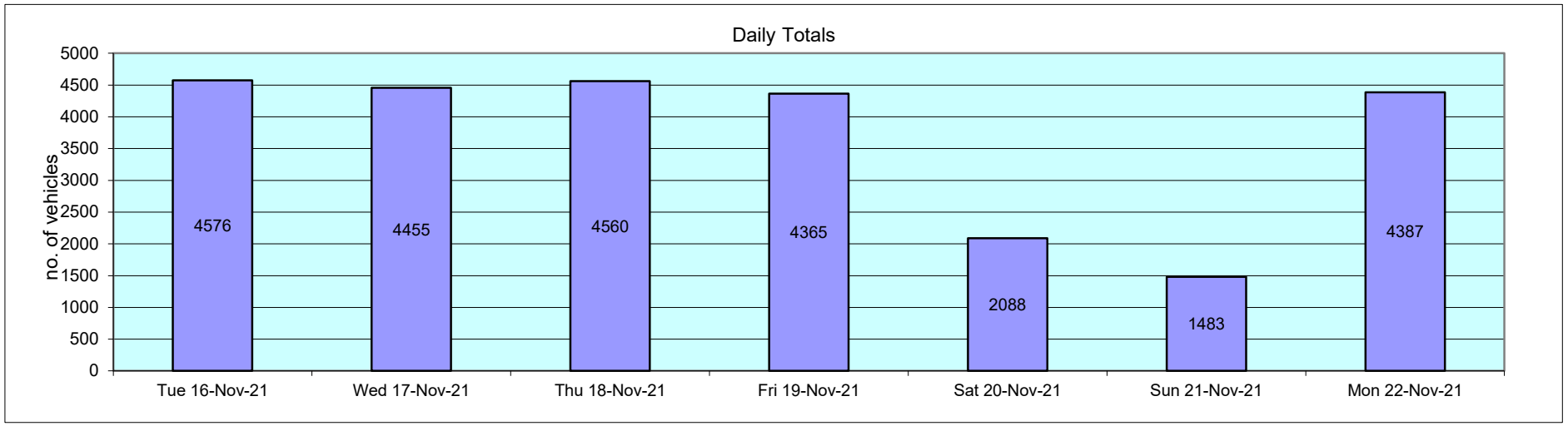
10913		IMMINGHAM				Site No: 10913003			Location	Site 3 - Manby Rd, Immingham					
Tue 16-Nov-21 to Mon 22-Nov-21						Channel: Northbound									
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE 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
Fri 19-Nov-21															
00:00	**10**	0	6	1	0	0	0	0	0	0	2	1	0	0
01:00	**12**	0	7	1	0	0	0	0	0	0	0	4	0	0
02:00	**19**	0	8	2	0	0	1	0	0	0	2	6	0	0
03:00	**33**	2	13	6	0	0	0	0	0	0	1	11	0	0
04:00	**94**	1	54	16	0	0	1	0	1	0	13	8	0	0
05:00	**277**	4	195	21	1	0	5	0	8	0	25	18	0	0
06:00	**395**	8	282	46	0	0	7	0	5	0	26	21	0	0
07:00	**507**	10	378	52	1	4	5	0	13	2	15	27	0	0
08:00	**280**	3	173	45	1	4	5	1	7	0	15	26	0	0
09:00	**243**	1	134	59	2	3	5	0	13	0	11	15	0	0
10:00	**280**	3	168	59	0	4	10	1	9	0	10	16	0	0
11:00	**238**	1	146	44	0	1	6	1	11	0	9	19	0	0
12:00	**266**	1	171	54	1	1	1	0	14	0	9	14	0	0
13:00	**285**	0	182	57	0	1	5	0	8	0	9	23	0	0
14:00	**243**	2	165	39	1	2	1	0	6	0	8	19	0	0
15:00	**265**	1	181	40	1	3	4	0	7	1	6	21	0	0
16:00	**262**	4	204	22	1	0	1	0	4	0	12	14	0	0
17:00	**254**	2	212	20	0	0	2	0	3	0	5	10	0	0
18:00	**158**	0	137	8	0	0	1	0	1	0	6	5	0	0
19:00	**90**	0	78	7	0	0	1	0	0	0	3	1	0	0
20:00	**62**	0	42	13	0	1	0	0	0	0	2	4	0	0
21:00	**44**	1	28	8	0	0	0	0	3	0	1	3	0	0
22:00	**34**	0	28	4	0	0	0	0	1	0	0	1	0	0
23:00	**14**	0	9	1	1	0	0	0	0	0	1	2	0	0
12H,7-19	**3281**	**28**	**2251**	**499**	**8**	**23**	**46**	**3**	**96**	**3**	**115**	**209**	**0**	**0**
16H,6-22	**3872**	**37**	**2681**	**573**	**8**	**24**	**54**	**3**	**104**	**3**	**147**	**238**	**0**	**0**
18H,6-24	**3920**	**37**	**2718**	**578**	**9**	**24**	**54**	**3**	**105**	**3**	**148**	**241**	**0**	**0**
24H,0-24	**4365**	**44**	**3001**	**625**	**10**	**24**	**61**	**3**	**114**	**3**	**191**	**289**	**0**	**0**

10913			IMMINGHAM			Site No: 10913003			Location	Site 3 - Manby Rd, Immingham				
Tue 16-Nov-21 to Mon 22-Nov-21						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
Sat 20-Nov-21														
00:00	**11**	0	8	2	0	0	0	0	0	0	1	0	0	0
01:00	**7**	0	4	1	0	0	0	0	0	0	0	2	0	0
02:00	**15**	0	7	1	0	0	0	0	0	0	3	4	0	0
03:00	**17**	0	8	0	0	0	0	0	1	0	2	6	0	0
04:00	**18**	0	9	3	0	0	0	0	0	0	5	1	0	0
05:00	**137**	3	113	8	0	0	0	0	1	1	5	6	0	0
06:00	**137**	2	111	10	0	0	0	0	2	0	5	7	0	0
07:00	**170**	5	119	23	1	1	1	0	6	0	6	8	0	0
08:00	**119**	2	77	28	1	2	0	0	1	0	1	7	0	0
09:00	**125**	0	92	20	0	0	2	0	0	0	5	6	0	0
10:00	**157**	1	109	34	0	2	0	0	1	0	3	7	0	0
11:00	**176**	0	138	29	0	0	0	0	1	0	3	5	0	0
12:00	**150**	0	112	30	1	0	0	0	3	0	1	3	0	0
13:00	**122**	1	99	14	0	0	1	0	0	1	2	4	0	0
14:00	**126**	2	100	16	0	0	0	0	0	0	1	7	0	0
15:00	**107**	1	83	14	0	0	3	0	0	0	0	6	0	0
16:00	**123**	2	104	11	0	0	0	0	0	0	1	5	0	0
17:00	**129**	2	114	10	0	1	0	0	0	0	0	2	0	0
18:00	**89**	0	83	4	0	0	0	0	0	0	1	1	0	0
19:00	**60**	0	54	4	0	0	0	0	2	0	0	0	0	0
20:00	**34**	1	29	3	0	0	0	0	0	0	0	1	0	0
21:00	**31**	0	29	1	0	0	0	0	0	0	0	1	0	0
22:00	**18**	0	16	0	0	0	0	0	0	0	1	1	0	0
23:00	**10**	0	10	0	0	0	0	0	0	0	0	0	0	0
12H,7-19	**1593**	**16**	**1230**	**233**	**3**	**6**	**7**	**0**	**12**	**1**	**24**	**61**	**0**	**0**
16H,6-22	**1855**	**19**	**1453**	**251**	**3**	**6**	**7**	**0**	**16**	**1**	**29**	**70**	**0**	**0**
18H,6-24	**1883**	**19**	**1479**	**251**	**3**	**6**	**7**	**0**	**16**	**1**	**30**	**71**	**0**	**0**
24H,0-24	**2088**	**22**	**1628**	**266**	**3**	**6**	**7**	**0**	**18**	**2**	**46**	**90**	**0**	**0**

10913			IMMINGHAM			Site No: 10913003			Location	Site 3 - Manby Rd, Immingham				
Tue 16-Nov-21 to Mon 22-Nov-21						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
Sun 21-Nov-21														
00:00	**11**	0	7	2	0	0	0	0	0	0	0	2	0	0
01:00	**10**	0	6	2	0	0	0	0	0	0	0	2	0	0
02:00	**10**	0	5	1	0	0	0	0	0	0	0	4	0	0
03:00	**11**	0	2	1	0	0	0	0	0	0	0	8	0	0
04:00	**19**	0	17	0	0	0	0	0	1	0	1	0	0	0
05:00	**86**	1	74	5	0	0	0	0	0	0	3	3	0	0
06:00	**90**	2	69	13	0	0	0	0	1	0	3	2	0	0
07:00	**106**	2	71	24	0	0	3	0	3	0	1	2	0	0
08:00	**51**	2	33	8	0	1	1	1	1	0	2	2	0	0
09:00	**54**	1	38	9	0	0	2	0	1	0	3	0	0	0
10:00	**86**	1	71	11	0	0	1	0	2	0	0	0	0	0
11:00	**112**	1	94	14	0	0	0	0	0	0	0	3	0	0
12:00	**107**	1	89	12	0	0	0	0	0	0	2	3	0	0
13:00	**124**	0	100	16	0	0	0	0	0	1	1	6	0	0
14:00	**107**	1	84	14	0	0	0	0	0	0	3	5	0	0
15:00	**104**	0	82	12	0	0	0	0	2	0	2	6	0	0
16:00	**94**	3	82	3	0	0	2	0	0	0	0	4	0	0
17:00	**109**	0	96	11	0	0	0	0	0	0	0	2	0	0
18:00	**77**	1	64	8	0	0	0	0	1	0	2	1	0	0
19:00	**36**	0	25	6	0	0	1	0	1	0	0	3	0	0
20:00	**28**	0	21	5	0	0	0	0	0	0	1	1	0	0
21:00	**20**	0	15	3	0	0	0	0	0	0	0	2	0	0
22:00	**20**	0	20	0	0	0	0	0	0	0	0	0	0	0
23:00	**11**	0	8	2	0	0	0	0	0	0	0	1	0	0
12H,7-19	**1131**	**13**	**904**	**142**	**0**	**1**	**9**	**1**	**10**	**1**	**16**	**34**	**0**	**0**
16H,6-22	**1305**	**15**	**1034**	**169**	**0**	**1**	**10**	**1**	**12**	**1**	**20**	**42**	**0**	**0**
18H,6-24	**1336**	**15**	**1062**	**171**	**0**	**1**	**10**	**1**	**12**	**1**	**20**	**43**	**0**	**0**
24H,0-24	**1483**	**16**	**1173**	**182**	**0**	**1**	**10**	**1**	**13**	**1**	**24**	**62**	**0**	**0**

10913			IMMINGHAM			Site No: 10913003			Location	Site 3 - Manby Rd, Immingham				
Tue 16-Nov-21 to Mon 22-Nov-21						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
Mon 22-Nov-21														
00:00	**9**	0	6	1	0	0	0	0	0	0	0	2	0	0
01:00	**6**	0	3	2	0	0	0	0	0	0	0	1	0	0
02:00	**27**	0	10	7	0	0	0	0	0	0	2	8	0	0
03:00	**40**	0	18	4	0	0	2	0	1	0	1	14	0	0
04:00	**108**	0	54	29	0	0	0	0	2	0	6	17	0	0
05:00	**289**	2	196	44	0	0	8	0	3	0	18	18	0	0
06:00	**430**	3	295	64	1	0	11	0	5	1	23	27	0	0
07:00	**574**	8	445	49	1	1	4	0	11	2	26	27	0	0
08:00	**263**	2	176	49	1	3	6	0	3	0	6	17	0	0
09:00	**232**	1	134	57	0	1	5	0	5	1	11	17	0	0
10:00	**203**	0	112	51	1	1	3	0	8	1	9	17	0	0
11:00	**227**	1	130	60	3	2	0	0	11	0	14	6	0	0
12:00	**223**	0	150	39	0	2	2	0	13	1	6	10	0	0
13:00	**274**	1	199	46	1	0	3	0	2	0	8	14	0	0
14:00	**235**	1	155	52	1	2	2	0	1	1	5	15	0	0
15:00	**243**	3	153	44	0	5	4	0	5	3	9	17	0	0
16:00	**299**	4	196	55	1	6	5	0	3	0	14	15	0	0
17:00	**306**	3	247	26	0	1	3	0	3	1	5	17	0	0
18:00	**182**	1	129	25	0	0	4	0	2	1	8	12	0	0
19:00	**69**	0	50	6	0	0	0	0	0	0	4	9	0	0
20:00	**41**	0	26	8	0	0	0	0	0	0	5	2	0	0
21:00	**55**	0	40	6	0	0	0	0	0	0	5	4	0	0
22:00	**35**	1	21	4	0	1	1	0	2	0	3	2	0	0
23:00	**17**	0	12	0	0	0	1	0	0	0	2	2	0	0
12H,7-19	**3261**	**25**	**2226**	**553**	**9**	**24**	**41**	**0**	**67**	**11**	**121**	**184**	**0**	**0**
16H,6-22	**3856**	**28**	**2637**	**637**	**10**	**24**	**52**	**0**	**72**	**12**	**158**	**226**	**0**	**0**
18H,6-24	**3908**	**29**	**2670**	**641**	**10**	**25**	**54**	**0**	**74**	**12**	**163**	**230**	**0**	**0**
24H,0-24	**4387**	**31**	**2957**	**728**	**10**	**25**	**64**	**0**	**80**	**12**	**190**	**290**	**0**	**0**

10913		IMMINGHAM				Site No: 10913003			Location	Site 3 - Manby Rd, Immingham					
Tue 16-Nov-21 to Mon 22-Nov-21						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															
Tue 16-Nov-21	**4576**	43	3070	686	10	24	62	2	108	9	226	336	0	0
Wed 17-Nov-21	**4455**	47	2962	702	9	31	57	4	102	12	219	310	0	0
Thu 18-Nov-21	**4560**	44	3041	683	11	21	48	2	163	10	208	329	0	0
Fri 19-Nov-21	**4365**	44	3001	625	10	24	61	3	114	3	191	289	0	0
Sat 20-Nov-21	**2088**	22	1628	266	3	6	7	0	18	2	46	90	0	0
Sun 21-Nov-21	**1483**	16	1173	182	0	1	10	1	13	1	24	62	0	0
Mon 22-Nov-21	**4387**	31	2957	728	10	25	64	0	80	12	190	290	0	0
Total Vehicles															
[--]	**25914**	247	17832	3872	53	132	309	12	598	49	1104	1706	0	0



10913		IMMINGHAM		Site No: 10913003		Location		Site 3 - Manby Rd, Immingham			
Tue 16-Nov-21 to Mon 22-Nov-21				Channel: Northbound							
TIME PERIOD	**TOTAL VEHICLES**	**MOTOR-CYCLES**	**MOTOR-CYCLES%**	**CARS**	**CARS %**	**LGV**	**LGV %**	**HGV**	**HGV %**	**BUS**	**BUS %**
Tue 16-Nov-21											
00:00	**15**	0	0.0	8	53.3	0	0.0	7	46.7	0	0.0
01:00	**12**	0	0.0	3	25.0	3	25.0	6	50.0	0	0.0
02:00	**20**	0	0.0	11	55.0	5	25.0	4	20.0	0	0.0
03:00	**34**	1	2.9	18	52.9	1	2.9	14	41.2	0	0.0
04:00	**101**	0	0.0	60	59.4	11	10.9	30	29.7	0	0.0
05:00	**282**	2	0.7	187	66.3	28	9.9	64	22.7	1	0.4
06:00	**452**	9	2.0	323	71.5	50	11.1	70	15.5	0	0.0
07:00	**575**	9	1.6	431	75.0	73	12.7	61	10.6	1	0.2
08:00	**336**	4	1.2	216	64.3	74	22.0	41	12.2	1	0.3
09:00	**242**	0	0.0	134	55.4	58	24.0	50	20.7	0	0.0
10:00	**216**	0	0.0	122	56.5	53	24.5	41	19.0	0	0.0
11:00	**234**	0	0.0	145	62.0	41	17.5	46	19.7	2	0.9
12:00	**267**	1	0.4	176	65.9	38	14.2	51	19.1	1	0.4
13:00	**288**	2	0.7	188	65.3	47	16.3	51	17.7	0	0.0
14:00	**259**	1	0.4	147	56.8	55	21.2	56	21.6	0	0.0
15:00	**262**	4	1.5	169	64.5	45	17.2	42	16.0	2	0.8
16:00	**301**	1	0.3	228	75.8	24	8.0	47	15.6	1	0.3
17:00	**295**	3	1.0	220	74.6	38	12.9	33	11.2	1	0.3
18:00	**171**	0	0.0	132	77.2	20	11.7	19	11.1	0	0.0
19:00	**72**	5	6.9	44	61.1	6	8.3	17	23.6	0	0.0
20:00	**55**	0	0.0	38	69.1	8	14.6	9	16.4	0	0.0
21:00	**49**	0	0.0	43	87.8	5	10.2	1	2.0	0	0.0
22:00	**21**	1	4.8	16	76.2	1	4.8	3	14.3	0	0.0
23:00	**17**	0	0.0	11	64.7	2	11.8	4	23.5	0	0.0
12H,7-19	**3446**	**25**	**0.7**	**2308**	**67.0**	**566**	**16.4**	**538**	**15.6**	**9**	**0.3**
16H,6-22	**4074**	**39**	**1.0**	**2756**	**67.7**	**635**	**15.6**	**635**	**15.6**	**9**	**0.2**
18H,6-24	**4112**	**40**	**1.0**	**2783**	**67.7**	**638**	**15.5**	**642**	**15.6**	**9**	**0.2**
24H,0-24	**4576**	**43**	**0.9**	**3070**	**67.1**	**686**	**15.0**	**767**	**16.8**	**10**	**0.2**

10913		IMMINGHAM		Site No: 10913003		Location		Site 3 - Manby Rd, Immingham			
Tue 16-Nov-21 to Mon 22-Nov-21				Channel: Northbound							
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Wed 17-Nov-21											
00:00	**12**	0	0.0	7	58.3	3	25.0	2	16.7	0	0.0
01:00	**12**	1	8.3	7	58.3	2	16.7	2	16.7	0	0.0
02:00	**22**	0	0.0	11	50.0	4	18.2	7	31.8	0	0.0
03:00	**39**	0	0.0	21	53.9	6	15.4	12	30.8	0	0.0
04:00	**91**	2	2.2	50	55.0	11	12.1	28	30.8	0	0.0
05:00	**269**	1	0.4	194	72.1	29	10.8	45	16.7	0	0.0
06:00	**464**	7	1.5	325	70.0	42	9.1	89	19.2	1	0.2
07:00	**577**	11	1.9	447	77.5	52	9.0	64	11.1	3	0.5
08:00	**307**	3	1.0	182	59.3	67	21.8	54	17.6	1	0.3
09:00	**244**	0	0.0	144	59.0	50	20.5	47	19.3	3	1.2
10:00	**222**	3	1.4	115	51.8	60	27.0	44	19.8	0	0.0
11:00	**240**	2	0.8	140	58.3	47	19.6	51	21.3	0	0.0
12:00	**248**	1	0.4	158	63.7	55	22.2	34	13.7	0	0.0
13:00	**249**	2	0.8	157	63.1	52	20.9	38	15.3	0	0.0
14:00	**264**	3	1.1	153	58.0	56	21.2	52	19.7	0	0.0
15:00	**265**	2	0.8	167	63.0	44	16.6	52	19.6	0	0.0
16:00	**298**	3	1.0	220	73.8	44	14.8	31	10.4	0	0.0
17:00	**305**	3	1.0	227	74.4	36	11.8	38	12.5	1	0.3
18:00	**118**	2	1.7	90	76.3	10	8.5	16	13.6	0	0.0
19:00	**77**	1	1.3	45	58.4	17	22.1	14	18.2	0	0.0
20:00	**44**	0	0.0	32	72.7	9	20.5	3	6.8	0	0.0
21:00	**50**	0	0.0	43	86.0	4	8.0	3	6.0	0	0.0
22:00	**27**	0	0.0	21	77.8	1	3.7	5	18.5	0	0.0
23:00	**11**	0	0.0	6	54.6	1	9.1	4	36.4	0	0.0
12H,7-19	**3337**	**35**	**1.1**	**2200**	**65.9**	**573**	**17.2**	**521**	**15.6**	**8**	**0.2**
16H,6-22	**3972**	**43**	**1.1**	**2645**	**66.6**	**645**	**16.2**	**630**	**15.9**	**9**	**0.2**
18H,6-24	**4010**	**43**	**1.1**	**2672**	**66.6**	**647**	**16.1**	**639**	**15.9**	**9**	**0.2**
24H,0-24	**4455**	**47**	**1.1**	**2962**	**66.5**	**702**	**15.8**	**735**	**16.5**	**9**	**0.2**

10913		IMMINGHAM		Site No: 10913003		Location		Site 3 - Manby Rd, Immingham			
Tue 16-Nov-21 to Mon 22-Nov-21				Channel: Northbound							
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Thu 18-Nov-21											
00:00	**14**	0	0.0	9	64.3	2	14.3	3	21.4	0	0.0
01:00	**12**	0	0.0	7	58.3	2	16.7	3	25.0	0	0.0
02:00	**17**	0	0.0	11	64.7	1	5.9	5	29.4	0	0.0
03:00	**30**	1	3.3	11	36.7	7	23.3	11	36.7	0	0.0
04:00	**105**	1	1.0	54	51.4	21	20.0	29	27.6	0	0.0
05:00	**281**	6	2.1	192	68.3	31	11.0	52	18.5	0	0.0
06:00	**431**	6	1.4	308	71.5	44	10.2	73	16.9	0	0.0
07:00	**550**	6	1.1	437	79.5	48	8.7	57	10.4	2	0.4
08:00	**307**	3	1.0	184	59.9	60	19.5	58	18.9	2	0.7
09:00	**243**	1	0.4	134	55.1	56	23.1	51	21.0	1	0.4
10:00	**234**	1	0.4	125	53.4	59	25.2	49	20.9	0	0.0
11:00	**239**	1	0.4	134	56.1	56	23.4	48	20.1	0	0.0
12:00	**265**	4	1.5	178	67.2	39	14.7	44	16.6	0	0.0
13:00	**282**	1	0.4	170	60.3	41	14.5	70	24.8	0	0.0
14:00	**240**	4	1.7	137	57.1	48	20.0	49	20.4	2	0.8
15:00	**298**	2	0.7	190	63.8	46	15.4	57	19.1	3	1.0
16:00	**333**	2	0.6	244	73.3	46	13.8	41	12.3	0	0.0
17:00	**292**	2	0.7	228	78.1	28	9.6	33	11.3	1	0.3
18:00	**171**	2	1.2	123	71.9	23	13.5	23	13.5	0	0.0
19:00	**77**	0	0.0	57	74.0	10	13.0	10	13.0	0	0.0
20:00	**50**	1	2.0	38	76.0	6	12.0	5	10.0	0	0.0
21:00	**48**	0	0.0	40	83.3	6	12.5	2	4.2	0	0.0
22:00	**26**	0	0.0	20	76.9	2	7.7	4	15.4	0	0.0
23:00	**15**	0	0.0	10	66.7	1	6.7	4	26.7	0	0.0
12H,7-19	**3454**	**29**	**0.8**	**2284**	**66.1**	**550**	**15.9**	**580**	**16.8**	**11**	**0.3**
16H,6-22	**4060**	**36**	**0.9**	**2727**	**67.2**	**616**	**15.2**	**670**	**16.5**	**11**	**0.3**
18H,6-24	**4101**	**36**	**0.9**	**2757**	**67.2**	**619**	**15.1**	**678**	**16.5**	**11**	**0.3**
24H,0-24	**4560**	**44**	**1.0**	**3041**	**66.7**	**683**	**15.0**	**781**	**17.1**	**11**	**0.2**

10913		IMMINGHAM		Site No: 10913003		Location		Site 3 - Manby Rd, Immingham			
Tue 16-Nov-21 to Mon 22-Nov-21				Channel: Northbound							
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Fri 19-Nov-21											
00:00	**10**	0	0.0	6	60.0	1	10.0	3	30.0	0	0.0
01:00	**12**	0	0.0	7	58.3	1	8.3	4	33.3	0	0.0
02:00	**19**	0	0.0	8	42.1	2	10.5	9	47.4	0	0.0
03:00	**33**	2	6.1	13	39.4	6	18.2	12	36.4	0	0.0
04:00	**94**	1	1.1	54	57.5	16	17.0	23	24.5	0	0.0
05:00	**277**	4	1.4	195	70.4	21	7.6	56	20.2	1	0.4
06:00	**395**	8	2.0	282	71.4	46	11.7	59	14.9	0	0.0
07:00	**507**	10	2.0	378	74.6	52	10.3	66	13.0	1	0.2
08:00	**280**	3	1.1	173	61.8	45	16.1	58	20.7	1	0.4
09:00	**243**	1	0.4	134	55.1	59	24.3	47	19.3	2	0.8
10:00	**280**	3	1.1	168	60.0	59	21.1	50	17.9	0	0.0
11:00	**238**	1	0.4	146	61.3	44	18.5	47	19.8	0	0.0
12:00	**266**	1	0.4	171	64.3	54	20.3	39	14.7	1	0.4
13:00	**285**	0	0.0	182	63.9	57	20.0	46	16.1	0	0.0
14:00	**243**	2	0.8	165	67.9	39	16.1	36	14.8	1	0.4
15:00	**265**	1	0.4	181	68.3	40	15.1	42	15.9	1	0.4
16:00	**262**	4	1.5	204	77.9	22	8.4	31	11.8	1	0.4
17:00	**254**	2	0.8	212	83.5	20	7.9	20	7.9	0	0.0
18:00	**158**	0	0.0	137	86.7	8	5.1	13	8.2	0	0.0
19:00	**90**	0	0.0	78	86.7	7	7.8	5	5.6	0	0.0
20:00	**62**	0	0.0	42	67.7	13	21.0	7	11.3	0	0.0
21:00	**44**	1	2.3	28	63.6	8	18.2	7	15.9	0	0.0
22:00	**34**	0	0.0	28	82.4	4	11.8	2	5.9	0	0.0
23:00	**14**	0	0.0	9	64.3	1	7.1	3	21.4	1	7.1
12H,7-19	**3281**	**28**	**0.9**	**2251**	**68.6**	**499**	**15.2**	**495**	**15.1**	**8**	**0.2**
16H,6-22	**3872**	**37**	**1.0**	**2681**	**69.2**	**573**	**14.8**	**573**	**14.8**	**8**	**0.2**
18H,6-24	**3920**	**37**	**0.9**	**2718**	**69.3**	**578**	**14.7**	**578**	**14.7**	**9**	**0.2**
24H,0-24	**4365**	**44**	**1.0**	**3001**	**68.8**	**625**	**14.3**	**685**	**15.7**	**10**	**0.2**

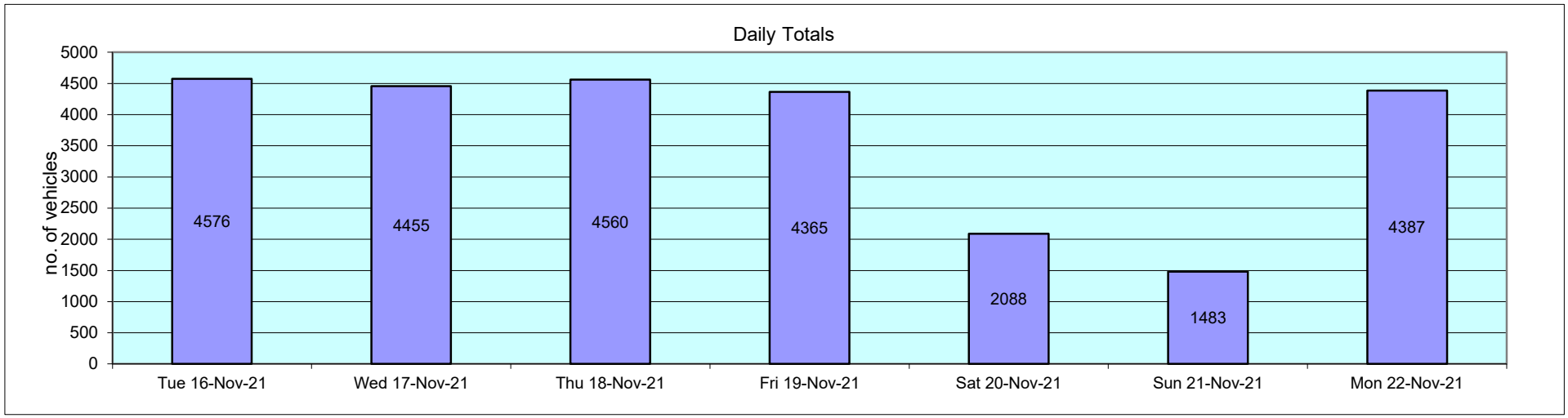
10913		IMMINGHAM		Site No: 10913003		Location		Site 3 - Manby Rd, Immingham			
Tue 16-Nov-21 to Mon 22-Nov-21				Channel: Northbound							
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Sat 20-Nov-21											
00:00	**11**	0	0.0	8	72.7	2	18.2	1	9.1	0	0.0
01:00	**7**	0	0.0	4	57.1	1	14.3	2	28.6	0	0.0
02:00	**15**	0	0.0	7	46.7	1	6.7	7	46.7	0	0.0
03:00	**17**	0	0.0	8	47.1	0	0.0	9	52.9	0	0.0
04:00	**18**	0	0.0	9	50.0	3	16.7	6	33.3	0	0.0
05:00	**137**	3	2.2	113	82.5	8	5.8	13	9.5	0	0.0
06:00	**137**	2	1.5	111	81.0	10	7.3	14	10.2	0	0.0
07:00	**170**	5	2.9	119	70.0	23	13.5	22	12.9	1	0.6
08:00	**119**	2	1.7	77	64.7	28	23.5	11	9.2	1	0.8
09:00	**125**	0	0.0	92	73.6	20	16.0	13	10.4	0	0.0
10:00	**157**	1	0.6	109	69.4	34	21.7	13	8.3	0	0.0
11:00	**176**	0	0.0	138	78.4	29	16.5	9	5.1	0	0.0
12:00	**150**	0	0.0	112	74.7	30	20.0	7	4.7	1	0.7
13:00	**122**	1	0.8	99	81.2	14	11.5	8	6.6	0	0.0
14:00	**126**	2	1.6	100	79.4	16	12.7	8	6.4	0	0.0
15:00	**107**	1	0.9	83	77.6	14	13.1	9	8.4	0	0.0
16:00	**123**	2	1.6	104	84.6	11	8.9	6	4.9	0	0.0
17:00	**129**	2	1.6	114	88.4	10	7.8	3	2.3	0	0.0
18:00	**89**	0	0.0	83	93.3	4	4.5	2	2.3	0	0.0
19:00	**60**	0	0.0	54	90.0	4	6.7	2	3.3	0	0.0
20:00	**34**	1	2.9	29	85.3	3	8.8	1	2.9	0	0.0
21:00	**31**	0	0.0	29	93.6	1	3.2	1	3.2	0	0.0
22:00	**18**	0	0.0	16	88.9	0	0.0	2	11.1	0	0.0
23:00	**10**	0	0.0	10	100.0	0	0.0	0	0.0	0	0.0
12H,7-19	**1593**	**16**	**1.0**	**1230**	**77.2**	**233**	**14.6**	**111**	**7.0**	**3**	**0.2**
16H,6-22	**1855**	**19**	**1.0**	**1453**	**78.3**	**251**	**13.5**	**129**	**7.0**	**3**	**0.2**
18H,6-24	**1883**	**19**	**1.0**	**1479**	**78.5**	**251**	**13.3**	**131**	**7.0**	**3**	**0.2**
24H,0-24	**2088**	**22**	**1.1**	**1628**	**78.0**	**266**	**12.7**	**169**	**8.1**	**3**	**0.1**

10913		IMMINGHAM		Site No: 10913003		Location	Site 3 - Manby Rd, Immingham				
Tue 16-Nov-21 to Mon 22-Nov-21				Channel: Northbound							
TIME PERIOD	**TOTAL VEHICLES**	**MOTOR-CYCLES**	**MOTOR-CYCLES%**	**CARS**	**CARS %**	**LGV**	**LGV %**	**HGV**	**HGV %**	**BUS**	**BUS %**
Sun 21-Nov-21											
00:00	**11**	0	0.0	7	63.6	2	18.2	2	18.2	0	0.0
01:00	**10**	0	0.0	6	60.0	2	20.0	2	20.0	0	0.0
02:00	**10**	0	0.0	5	50.0	1	10.0	4	40.0	0	0.0
03:00	**11**	0	0.0	2	18.2	1	9.1	8	72.7	0	0.0
04:00	**19**	0	0.0	17	89.5	0	0.0	2	10.5	0	0.0
05:00	**86**	1	1.2	74	86.1	5	5.8	6	7.0	0	0.0
06:00	**90**	2	2.2	69	76.7	13	14.4	6	6.7	0	0.0
07:00	**106**	2	1.9	71	67.0	24	22.6	9	8.5	0	0.0
08:00	**51**	2	3.9	33	64.7	8	15.7	8	15.7	0	0.0
09:00	**54**	1	1.9	38	70.4	9	16.7	6	11.1	0	0.0
10:00	**86**	1	1.2	71	82.6	11	12.8	3	3.5	0	0.0
11:00	**112**	1	0.9	94	83.9	14	12.5	3	2.7	0	0.0
12:00	**107**	1	0.9	89	83.2	12	11.2	5	4.7	0	0.0
13:00	**124**	0	0.0	100	80.7	16	12.9	8	6.5	0	0.0
14:00	**107**	1	0.9	84	78.5	14	13.1	8	7.5	0	0.0
15:00	**104**	0	0.0	82	78.9	12	11.5	10	9.6	0	0.0
16:00	**94**	3	3.2	82	87.2	3	3.2	6	6.4	0	0.0
17:00	**109**	0	0.0	96	88.1	11	10.1	2	1.8	0	0.0
18:00	**77**	1	1.3	64	83.1	8	10.4	4	5.2	0	0.0
19:00	**36**	0	0.0	25	69.4	6	16.7	5	13.9	0	0.0
20:00	**28**	0	0.0	21	75.0	5	17.9	2	7.1	0	0.0
21:00	**20**	0	0.0	15	75.0	3	15.0	2	10.0	0	0.0
22:00	**20**	0	0.0	20	100.0	0	0.0	0	0.0	0	0.0
23:00	**11**	0	0.0	8	72.7	2	18.2	1	9.1	0	0.0
12H,7-19	**1131**	**13**	**1.2**	**904**	**79.9**	**142**	**12.6**	**72**	**6.4**	**0**	**0.0**
16H,6-22	**1305**	**15**	**1.2**	**1034**	**79.2**	**169**	**13.0**	**87**	**6.7**	**0**	**0.0**
18H,6-24	**1336**	**15**	**1.1**	**1062**	**79.5**	**171**	**12.8**	**88**	**6.6**	**0**	**0.0**
24H,0-24	**1483**	**16**	**1.1**	**1173**	**79.1**	**182**	**12.3**	**112**	**7.6**	**0**	**0.0**

10913		IMMINGHAM		Site No: 10913003		Location	Site 3 - Manby Rd, Immingham				
Tue 16-Nov-21 to Mon 22-Nov-21				Channel: Northbound							
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Mon 22-Nov-21											
00:00	**9**	0	0.0	6	66.7	1	11.1	2	22.2	0	0.0
01:00	**6**	0	0.0	3	50.0	2	33.3	1	16.7	0	0.0
02:00	**27**	0	0.0	10	37.0	7	25.9	10	37.0	0	0.0
03:00	**40**	0	0.0	18	45.0	4	10.0	18	45.0	0	0.0
04:00	**108**	0	0.0	54	50.0	29	26.9	25	23.2	0	0.0
05:00	**289**	2	0.7	196	67.8	44	15.2	47	16.3	0	0.0
06:00	**430**	3	0.7	295	68.6	64	14.9	67	15.6	1	0.2
07:00	**574**	8	1.4	445	77.5	49	8.5	71	12.4	1	0.2
08:00	**263**	2	0.8	176	66.9	49	18.6	35	13.3	1	0.4
09:00	**232**	1	0.4	134	57.8	57	24.6	40	17.2	0	0.0
10:00	**203**	0	0.0	112	55.2	51	25.1	39	19.2	1	0.5
11:00	**227**	1	0.4	130	57.3	60	26.4	33	14.5	3	1.3
12:00	**223**	0	0.0	150	67.3	39	17.5	34	15.3	0	0.0
13:00	**274**	1	0.4	199	72.6	46	16.8	27	9.9	1	0.4
14:00	**235**	1	0.4	155	66.0	52	22.1	26	11.1	1	0.4
15:00	**243**	3	1.2	153	63.0	44	18.1	43	17.7	0	0.0
16:00	**299**	4	1.3	196	65.6	55	18.4	43	14.4	1	0.3
17:00	**306**	3	1.0	247	80.7	26	8.5	30	9.8	0	0.0
18:00	**182**	1	0.6	129	70.9	25	13.7	27	14.8	0	0.0
19:00	**69**	0	0.0	50	72.5	6	8.7	13	18.8	0	0.0
20:00	**41**	0	0.0	26	63.4	8	19.5	7	17.1	0	0.0
21:00	**55**	0	0.0	40	72.7	6	10.9	9	16.4	0	0.0
22:00	**35**	1	2.9	21	60.0	4	11.4	9	25.7	0	0.0
23:00	**17**	0	0.0	12	70.6	0	0.0	5	29.4	0	0.0
12H,7-19	**3261**	**25**	**0.8**	**2226**	**68.3**	**553**	**17.0**	**448**	**13.7**	**9**	**0.3**
16H,6-22	**3856**	**28**	**0.7**	**2637**	**68.4**	**637**	**16.5**	**544**	**14.1**	**10**	**0.3**
18H,6-24	**3908**	**29**	**0.7**	**2670**	**68.3**	**641**	**16.4**	**558**	**14.3**	**10**	**0.3**
24H,0-24	**4387**	**31**	**0.7**	**2957**	**67.4**	**728**	**16.6**	**661**	**15.1**	**10**	**0.2**

10913	IMMINGHAM	Site No: 10913003	Location	Site 3 - Manby Rd, Immingham
Tue 16-Nov-21 to Mon 22-Nov-21		Channel: Northbound		

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Daily Totals											
Tue 16-Nov-21	**4576**	43	0.9	3070	67.1	686	15.0	767	16.8	10	0.2
Wed 17-Nov-21	**4455**	47	1.1	2962	66.5	702	15.8	735	16.5	9	0.2
Thu 18-Nov-21	**4560**	44	1.0	3041	66.7	683	15.0	781	17.1	11	0.2
Fri 19-Nov-21	**4365**	44	1.0	3001	68.8	625	14.3	685	15.7	10	0.2
Sat 20-Nov-21	**2088**	22	1.1	1628	78.0	266	12.7	169	8.1	3	0.1
Sun 21-Nov-21	**1483**	16	1.1	1173	79.1	182	12.3	112	7.6	0	0.0
Mon 22-Nov-21	**4387**	31	0.7	2957	67.4	728	16.6	661	15.1	10	0.2
Total Vehicles											
[--]	**25914**	247	1.0	17832	70.5	3872	14.5	3910	13.8	53	0.2



10913			IMMINGHAM				Site No: 10913003				Location	Site 3 - Manby Rd, Immingham					
Tue 16-Nov-21 to Mon 22-Nov-21							Channel: Northbound										
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<21	21-<31	31-<41	41-<46	46-<51	51-<56	56-<61	61-<66	66-<71	71-<76	=>76
Tue 16-Nov-21																
00:00	15	57.3	44.3	13.7	0	0	4	1	2	3	2	1	2	0	0	0
01:00	12	49.5	44.8	7.8	0	0	0	4	2	4	1	1	0	0	0	0
02:00	20	53.5	46.3	7.3	0	0	0	4	6	5	3	2	0	0	0	0
03:00	34	51.5	43.5	9.3	0	0	2	12	5	9	4	0	2	0	0	0
04:00	101	53.1	44.3	10.2	0	0	6	30	24	22	8	5	3	1	1	1
05:00	282	51	42.3	8.6	0	2	16	100	73	48	32	7	3	1	0	0
06:00	452	50.4	42.2	8.7	1	8	24	140	126	97	38	16	2	0	0	0
07:00	575	50.2	43.3	7.6	2	2	16	166	161	168	48	7	5	0	0	0
08:00	336	50.1	42.6	7.2	0	1	7	120	108	60	34	5	1	0	0	0
09:00	242	50.2	42.1	7.9	0	0	13	88	69	42	23	5	2	0	0	0
10:00	216	50.9	42.7	8.3	0	0	11	75	61	37	21	7	3	1	0	0
11:00	234	50.1	42.5	8.1	0	1	12	80	54	63	16	5	3	0	0	0
12:00	267	50.5	43.2	8.2	0	3	7	79	87	56	21	11	1	1	1	0
13:00	288	50.9	43.3	8	0	1	9	93	82	60	28	10	5	0	0	0
14:00	259	50.3	41.7	8.7	1	7	7	91	81	38	26	7	1	0	0	0
15:00	262	49.3	41.9	7.6	0	1	9	103	78	47	16	6	1	1	0	0
16:00	301	50.2	42	7.5	0	1	3	138	80	40	30	6	3	0	0	0
17:00	295	50.5	42.5	7.8	0	0	11	108	88	48	30	7	2	1	0	0
18:00	171	50.9	43	8.6	0	2	8	53	41	42	16	8	1	0	0	0
19:00	72	50.8	43.4	10	0	3	3	14	26	15	6	3	0	2	0	0
20:00	55	50.6	42.7	9.2	0	0	5	15	18	9	5	1	1	1	0	0
21:00	49	59	49.6	8.8	0	0	0	7	12	8	10	7	4	1	0	0
22:00	21	58.9	50.3	8.8	0	0	0	3	4	3	5	4	2	0	0	0
23:00	17	62.6	49.5	11.8	0	0	0	5	3	1	2	2	3	1	0	0
12H,7-19	3446	50.3	42.6	7.9	3	19	113	1194	990	701	309	84	28	4	1	0
16H,6-22	4074	50.5	42.7	8.1	4	30	145	1370	1172	830	368	111	35	8	1	0
18H,6-24	4112	50.5	42.7	8.1	4	30	145	1378	1179	834	375	117	40	9	1	0
24H,0-24	4576	50.6	42.8	8.3	4	32	173	1529	1291	925	425	133	50	11	2	1

10913			IMMINGHAM				Site No: 10913003				Location	Site 3 - Manby Rd, Immingham					
Tue 16-Nov-21 to Mon 22-Nov-21							Channel: Northbound										
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<21	21-<31	31-<41	41-<46	46-<51	51-<56	56-<61	61-<66	66-<71	71-<76	=>76
Wed 17-Nov-21																
00:00	12	52.8	43.7	8.4	0	0	0	5	3	1	2	1	0	0	0	0
01:00	12	52.2	44.3	7.5	0	0	0	4	3	2	3	0	0	0	0	0
02:00	22	50	44.1	9.6	0	0	1	6	8	4	1	0	1	1	0	0
03:00	39	50.5	42.7	9.3	0	0	4	12	5	13	2	3	0	0	0	0
04:00	91	50	41.1	10.6	2	0	9	32	21	16	4	3	3	1	0	0
05:00	269	52.2	43.7	8.4	0	0	10	87	66	57	35	8	3	3	0	0
06:00	464	49.3	41.2	8	0	5	28	173	133	84	34	5	2	0	0	0
07:00	577	50.7	43.8	8	4	4	10	146	178	157	55	18	3	2	0	0
08:00	307	51.1	42.9	8.1	0	2	9	112	67	70	36	10	1	0	0	0
09:00	244	49.8	41.4	8.3	1	0	16	97	61	42	21	5	0	1	0	0
10:00	222	50	42	8.1	0	2	9	84	57	45	20	4	0	0	1	0
11:00	240	49.3	41.4	8.7	2	3	15	79	69	53	11	7	1	0	0	0
12:00	248	50.7	42.8	8.1	0	1	11	83	65	53	30	3	0	2	0	0
13:00	249	51.2	43.9	8.1	1	1	9	60	80	59	27	10	1	1	0	0
14:00	264	48.7	41	8	1	3	16	95	83	48	14	4	0	0	0	0
15:00	265	50	42.2	8	2	2	5	95	84	46	25	4	2	0	0	0
16:00	298	50.8	43.9	7.9	0	2	4	85	98	67	26	12	1	1	1	1
17:00	305	51.3	44	8.2	0	1	9	87	89	71	31	11	4	0	1	1
18:00	118	53.2	44.7	8.8	0	1	6	24	33	28	18	6	1	1	0	0
19:00	77	52.2	43.8	9.2	0	1	3	22	21	16	8	5	0	0	1	0
20:00	44	54.1	45.2	9.4	0	0	3	11	6	10	11	2	1	0	0	0
21:00	50	55.4	45	13	1	1	4	10	10	8	9	1	4	1	1	0
22:00	27	59.2	49	10.6	0	0	2	3	5	4	4	7	2	0	0	0
23:00	11	55.3	47.1	10.3	0	0	0	4	1	1	3	1	1	0	0	0
12H,7-19	3337	50.6	42.9	8.2	11	22	119	1047	964	739	314	94	14	8	3	2
16H,6-22	3972	50.6	42.8	8.3	12	29	157	1263	1134	857	376	107	21	9	5	2
18H,6-24	4010	50.6	42.8	8.4	12	29	159	1270	1140	862	383	115	24	9	5	2
24H,0-24	4455	50.7	42.9	8.4	14	29	183	1416	1246	955	430	130	31	14	5	2

10913			IMMINGHAM				Site No: 10913003				Location	Site 3 - Manby Rd, Immingham					
Tue 16-Nov-21 to Mon 22-Nov-21							Channel: Northbound										
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<21	21-<31	31-<41	41-<46	46-<51	51-<56	56-<61	61-<66	66-<71	71-<76	=>76
Thu 18-Nov-21																
00:00	**14**	54.5	46	8.4	0	0	0	4	3	3	2	2	0	0	0	0
01:00	**12**	48.8	43.7	5.9	0	0	0	3	5	3	1	0	0	0	0	0
02:00	**17**	55.1	48.8	7.7	0	0	0	2	5	2	6	1	1	0	0	0
03:00	**30**	52.3	43.8	9	0	0	2	8	8	6	4	1	1	0	0	0
04:00	**105**	49.7	41.5	8.7	0	0	10	36	31	16	8	1	3	0	0	0
05:00	**281**	52.5	43.2	9.5	2	1	13	93	73	48	27	16	6	1	1	0
06:00	**431**	49.5	42	7.4	0	1	20	154	119	102	29	5	1	0	0	0
07:00	**550**	50.9	43.4	8.1	2	4	8	178	152	125	57	19	4	0	1	0
08:00	**307**	50.5	43.3	7.8	0	1	6	107	77	77	28	6	3	2	0	0
09:00	**243**	49.6	42.5	7.7	0	1	11	73	86	49	17	1	4	1	0	0
10:00	**234**	49.3	42	7.5	0	2	10	78	74	52	14	4	0	0	0	0
11:00	**239**	49.3	41.3	8.4	0	0	21	87	68	41	14	4	2	2	0	0
12:00	**265**	49.9	42.3	8.7	2	2	10	92	69	63	18	5	2	1	1	0
13:00	**282**	51.9	43.9	8	0	0	7	91	73	62	35	7	6	1	0	0
14:00	**240**	50.1	42.8	8.5	0	0	8	89	71	43	18	4	3	1	1	2
15:00	**298**	52.3	43.3	8.9	0	3	5	117	62	56	38	10	4	1	1	1
16:00	**333**	49.8	42.2	7.9	0	1	19	109	102	68	25	6	2	1	0	0
17:00	**292**	50.7	43.9	7.7	0	0	9	79	95	69	25	10	3	2	0	0
18:00	**171**	53.1	45.2	8.4	0	0	2	46	50	39	19	7	6	1	0	1
19:00	**77**	52.3	45.7	7	0	0	1	16	17	28	11	4	0	0	0	0
20:00	**50**	54.1	45.2	8.9	0	1	2	7	18	9	8	5	0	0	0	0
21:00	**48**	55.6	46.6	10.3	0	1	0	14	5	12	9	3	3	1	0	0
22:00	**26**	60.3	46.1	11.1	0	0	1	8	6	3	3	1	3	1	0	0
23:00	**15**	56.6	48.2	11.1	0	0	1	3	1	3	4	2	0	1	0	0
12H,7-19	**3454**	**50.5**	**43**	**8.2**	**4**	**14**	**116**	**1146**	**979**	**744**	**308**	**83**	**39**	**13**	**4**	**4**
16H,6-22	**4060**	**50.6**	**43**	**8.1**	**4**	**17**	**139**	**1337**	**1138**	**895**	**365**	**100**	**43**	**14**	**4**	**4**
18H,6-24	**4101**	**50.6**	**43.1**	**8.2**	**4**	**17**	**141**	**1348**	**1145**	**901**	**372**	**103**	**46**	**16**	**4**	**4**
24H,0-24	**4560**	**50.7**	**43.1**	**8.3**	**6**	**18**	**166**	**1494**	**1270**	**979**	**420**	**124**	**57**	**17**	**5**	**4**

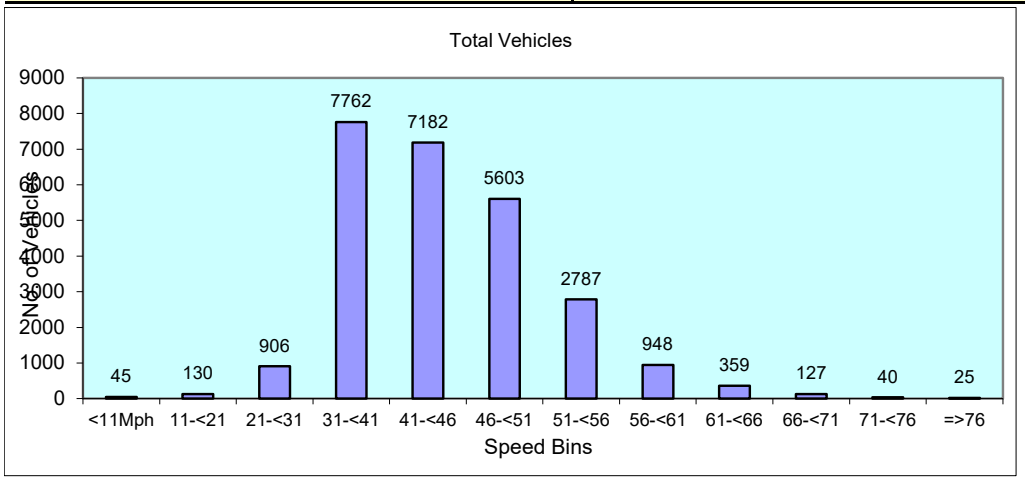
10913			IMMINGHAM				Site No: 10913003				Location	Site 3 - Manby Rd, Immingham					
Tue 16-Nov-21 to Mon 22-Nov-21							Channel: Northbound										
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<21	21-<31	31-<41	41-<46	46-<51	51-<56	56-<61	61-<66	66-<71	71-<76	=>76
Fri 19-Nov-21																
00:00	**10**	56	47.5	11.2	0	0	1	1	3	0	3	1	1	0	0	0
01:00	**12**	54.4	46.2	11.2	0	0	1	2	4	0	4	0	0	1	0	0
02:00	**19**	49.3	41.7	8.8	0	0	2	6	5	4	1	1	0	0	0	0
03:00	**33**	53.1	44.3	8.2	0	0	1	10	8	6	6	2	0	0	0	0
04:00	**94**	53.4	43.9	9.4	0	0	4	32	24	15	9	4	5	1	0	0
05:00	**277**	52.8	43.9	8.9	0	2	9	90	64	59	31	12	9	1	0	0
06:00	**395**	51	42.8	8.5	1	3	17	130	105	79	41	14	5	0	0	0
07:00	**507**	51.3	44.3	7.8	1	3	12	120	153	138	59	17	2	1	1	0
08:00	**280**	51.8	43.3	8.8	3	1	10	78	92	49	29	14	4	0	0	0
09:00	**243**	50.2	42.3	8.5	0	1	10	94	65	43	19	7	1	2	0	1
10:00	**280**	49.8	42.4	8.1	0	4	8	93	89	57	22	2	3	2	0	0
11:00	**238**	51	43.3	8.7	0	2	13	65	69	53	25	7	2	1	1	0
12:00	**266**	51.8	44.2	8.1	0	1	6	75	82	58	23	16	3	2	0	0
13:00	**285**	52	44.4	8	2	0	5	72	81	73	43	6	2	0	1	0
14:00	**243**	52.2	44.1	8.4	0	0	9	68	73	50	25	10	7	1	0	0
15:00	**265**	51.9	43.9	8.5	0	1	8	76	86	49	27	12	4	0	1	1
16:00	**262**	52.7	43.7	8.4	2	1	2	89	66	49	39	12	2	0	0	0
17:00	**254**	52.8	44.7	8.6	0	1	9	60	78	55	35	8	4	2	2	0
18:00	**158**	54.1	46.7	8.2	0	0	1	33	36	50	22	10	2	3	0	1
19:00	**90**	55.4	46.8	8.7	0	0	2	19	20	20	17	9	2	1	0	0
20:00	**62**	58.8	47.9	11.7	0	0	3	13	12	12	10	4	3	3	0	2
21:00	**44**	60.8	50.5	10.8	0	0	0	7	7	14	5	4	3	1	2	1
22:00	**34**	57	49.8	8.9	0	0	1	2	9	6	10	2	3	1	0	0
23:00	**14**	52	41	10.4	0	0	2	6	1	2	2	1	0	0	0	0
12H,7-19	**3281**	**51.8**	**43.9**	**8.3**	**8**	**15**	**93**	**923**	**970**	**724**	**368**	**121**	**36**	**14**	**6**	**3**
16H,6-22	**3872**	**52.1**	**44**	**8.5**	**9**	**18**	**115**	**1092**	**1114**	**849**	**441**	**152**	**49**	**19**	**8**	**6**
18H,6-24	**3920**	**52.2**	**44**	**8.6**	**9**	**18**	**118**	**1100**	**1124**	**857**	**453**	**155**	**52**	**20**	**8**	**6**
24H,0-24	**4365**	**52.3**	**44**	**8.6**	**9**	**20**	**136**	**1241**	**1232**	**941**	**507**	**175**	**67**	**23**	**8**	**6**

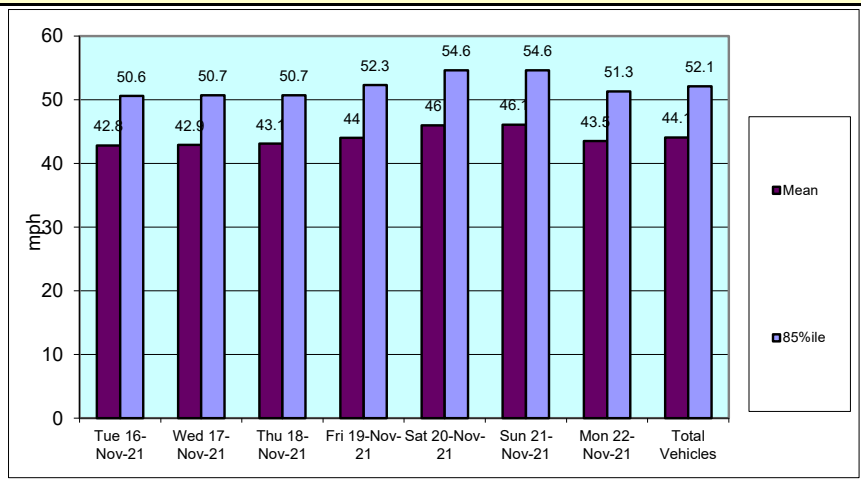
10913			IMMINGHAM				Site No: 10913003				Location	Site 3 - Manby Rd, Immingham					
Tue 16-Nov-21 to Mon 22-Nov-21							Channel: Northbound										
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<21	21-<31	31-<41	41-<46	46-<51	51-<56	56-<61	61-<66	66-<71	71-<76	=>76
Sat 20-Nov-21																
00:00	11	48.1	42.8	8.5	0	0	1	2	5	2	0	1	0	0	0	0
01:00	7	-	52.4	13.9	0	0	1	0	0	2	1	1	1	1	0	0
02:00	15	61.6	47	12.8	0	0	0	5	5	1	1	0	2	0	0	1
03:00	17	54.3	45.6	8.6	0	0	0	6	2	4	3	2	0	0	0	0
04:00	18	53	44.1	9	0	0	1	5	5	3	2	2	0	0	0	0
05:00	137	54.2	44.6	9.6	1	1	7	32	32	29	22	11	2	0	0	0
06:00	137	53.5	45.2	8.9	1	0	2	33	40	32	16	8	3	1	1	0
07:00	170	53.5	44.9	9.2	1	0	7	40	44	40	24	8	3	3	0	0
08:00	119	53.4	44.6	9.3	0	2	5	25	36	27	12	7	5	0	0	0
09:00	125	54.6	45.9	9.8	1	2	1	31	19	34	25	7	3	2	0	0
10:00	157	55.5	46.7	9.1	0	0	4	35	33	36	28	11	8	2	0	0
11:00	176	53.9	46	7.6	0	0	1	42	43	40	40	6	4	0	0	0
12:00	150	52.8	45.5	7.8	0	0	2	30	55	32	22	3	4	1	1	0
13:00	122	55.4	46.4	8.4	0	0	1	28	34	26	16	11	5	1	0	0
14:00	126	52.9	45.7	7.9	0	2	1	23	32	41	20	5	2	0	0	0
15:00	107	53.7	45.9	7.8	0	0	0	26	31	22	21	3	3	1	0	0
16:00	123	53.8	45.2	8.1	0	0	0	39	27	29	16	9	2	1	0	0
17:00	129	55.7	47.8	8.9	0	0	1	28	20	35	27	10	4	3	1	0
18:00	89	55.7	47.8	8.4	0	0	1	15	18	28	14	6	6	1	0	0
19:00	60	55.4	47.8	9.3	0	0	1	9	17	15	9	4	3	1	0	1
20:00	34	57.8	47.8	8.9	0	0	0	7	9	6	5	4	3	0	0	0
21:00	31	61.9	51	10	0	0	0	5	5	4	9	2	5	0	1	0
22:00	18	60	48.6	11.5	0	0	0	5	3	3	4	0	1	1	1	0
23:00	10	66	52.8	11.1	0	0	0	1	3	0	2	2	0	2	0	0
12H,7-19	1593	54.4	46	8.6	2	6	24	362	392	390	265	86	49	15	2	0
16H,6-22	1855	54.5	46.1	8.7	3	6	27	416	463	447	304	104	63	17	4	1
18H,6-24	1883	54.6	46.2	8.7	3	6	27	422	469	450	310	106	64	20	5	1
24H,0-24	2088	54.6	46	8.9	4	7	37	472	518	491	339	123	69	21	5	2

10913			IMMINGHAM				Site No: 10913003				Location	Site 3 - Manby Rd, Immingham					
Tue 16-Nov-21 to Mon 22-Nov-21							Channel: Northbound										
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<21	21-<31	31-<41	41-<46	46-<51	51-<56	56-<61	61-<66	66-<71	71-<76	=>76
Sun 21-Nov-21																
00:00	11	55.3	47.6	13.4	0	0	1	1	4	2	1	1	0	0	0	1
01:00	10	56	48.5	8.2	0	0	0	2	1	3	2	2	0	0	0	0
02:00	10	66	48.3	14.4	0	0	0	3	3	2	0	0	0	1	0	1
03:00	11	45.3	42.1	6.1	0	0	0	4	5	1	1	0	0	0	0	0
04:00	19	55.1	49.4	10.1	0	0	0	3	4	4	5	2	0	0	0	1
05:00	86	55.2	47.4	9.9	0	0	2	17	20	21	15	4	3	1	2	1
06:00	90	53.7	45	9.3	0	0	5	22	20	22	13	4	3	0	1	0
07:00	106	56.3	47.4	9.9	1	0	2	19	23	25	19	12	2	1	1	1
08:00	51	54.1	44.5	9.2	0	0	3	16	6	11	11	4	0	0	0	0
09:00	54	53.9	44.8	8.9	0	0	3	12	17	7	11	2	2	0	0	0
10:00	86	52.1	45.5	8.3	0	2	0	14	29	26	7	7	0	1	0	0
11:00	112	54.8	46.4	8.6	0	0	2	24	32	20	22	7	3	2	0	0
12:00	107	54.1	46.1	8.5	0	0	1	22	38	19	17	4	4	1	0	1
13:00	124	53.5	45.5	8.6	0	0	3	34	20	39	18	6	3	0	1	0
14:00	107	53.3	46	7	0	0	0	23	29	32	14	9	0	0	0	0
15:00	104	53.6	45.3	8.1	0	0	3	23	30	24	15	7	2	0	0	0
16:00	94	52.9	44.2	9.6	0	2	4	23	23	22	14	2	3	1	0	0
17:00	109	54.2	46.3	8.4	0	0	2	23	26	29	19	7	1	1	1	0
18:00	77	55.9	47.3	10.3	0	0	2	20	11	17	15	4	3	5	0	0
19:00	36	51.2	44.5	8.7	0	0	1	11	8	10	3	2	0	1	0	0
20:00	28	57.6	49.1	8.2	0	0	0	5	4	6	6	7	0	0	0	0
21:00	20	54.8	48.8	7.1	0	0	0	2	4	8	3	2	1	0	0	0
22:00	20	56.8	48.5	9	0	0	0	2	8	4	2	3	0	0	1	0
23:00	11	57.4	50.1	7.4	0	0	0	1	2	3	2	3	0	0	0	0
12H,7-19	1131	54.4	45.9	8.8	1	4	25	253	284	271	182	71	23	12	3	2
16H,6-22	1305	54.4	45.9	8.8	1	4	31	293	320	317	207	86	27	13	4	2
18H,6-24	1336	54.5	46	8.8	1	4	31	296	330	324	211	92	27	13	5	2
24H,0-24	1483	54.6	46.1	8.9	1	4	34	326	367	357	235	101	30	15	7	6

10913			IMMINGHAM				Site No: 10913003				Location	Site 3 - Manby Rd, Immingham					
Tue 16-Nov-21 to Mon 22-Nov-21							Channel: Northbound										
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<21	21-<31	31-<41	41-<46	46-<51	51-<56	56-<61	61-<66	66-<71	71-<76	=>76
Mon 22-Nov-21																
00:00	9	-	44.6	8.9	0	0	1	1	2	3	2	0	0	0	0	0
01:00	6	-	45.6	7.6	0	0	0	1	3	1	0	1	0	0	0	0
02:00	27	52.5	47.2	6.8	0	0	1	1	8	11	5	0	1	0	0	0
03:00	40	49.9	44.4	8	0	0	1	9	15	11	2	1	0	0	1	0
04:00	108	51.5	43.5	9	0	0	6	33	29	22	13	1	3	0	0	1
05:00	289	52.9	43.7	9.1	2	0	15	81	74	57	42	13	3	2	0	0
06:00	430	49.8	42.5	7.5	0	0	24	128	149	84	33	10	2	0	0	0
07:00	574	50.4	42.7	8.1	2	4	21	179	177	120	55	11	4	1	0	0
08:00	263	50.8	43.5	7.6	0	1	8	76	79	62	28	7	2	0	0	0
09:00	232	50.6	42.6	8.4	0	2	10	81	58	50	20	10	0	1	0	0
10:00	203	50.2	42.3	8.5	0	0	13	68	65	31	16	6	2	1	1	0
11:00	227	51.7	42.8	10	1	6	13	62	59	48	24	9	3	1	1	0
12:00	223	51.8	44.4	8.4	0	1	9	53	65	58	18	15	2	2	0	0
13:00	274	51.8	44.4	7.9	1	0	2	78	84	63	27	13	5	0	1	0
14:00	235	50.6	44.3	7.3	0	0	4	60	76	64	21	6	2	2	0	0
15:00	243	50.2	43.2	8.9	0	1	11	77	73	52	12	9	4	2	0	2
16:00	299	54.2	45.6	9.2	0	1	7	77	69	76	37	16	6	9	1	0
17:00	306	50.6	43.2	8.6	1	1	17	83	92	71	23	12	4	2	0	0
18:00	182	52.2	43.7	8.9	0	0	4	69	44	32	21	7	1	1	2	1
19:00	69	56.1	45.9	9.1	0	0	0	23	15	10	10	7	4	0	0	0
20:00	41	52.1	42.9	10.2	0	0	5	11	9	8	6	0	1	1	0	0
21:00	55	55.5	45.1	10.4	0	0	4	16	7	12	8	5	2	1	0	0
22:00	35	57.3	44.8	13.1	0	2	1	11	5	5	5	1	4	0	1	0
23:00	17	54.3	43.9	11.2	0	1	0	6	1	4	3	2	0	0	0	0
12H,7-19	3261	51	43.5	8.5	5	17	119	963	941	727	302	121	35	22	6	3
16H,6-22	3856	51	43.5	8.5	5	17	152	1141	1121	841	359	143	44	24	6	3
18H,6-24	3908	51.1	43.5	8.5	5	20	153	1158	1127	850	367	146	48	24	7	3
24H,0-24	4387	51.3	43.5	8.6	7	20	177	1284	1258	955	431	162	55	26	8	4

10913		IMMINGHAM			Site No: 10913003						Location	Site 3 - Manby Rd, Immingham				
Tue 16-Nov-21 to Mon 22-Nov-21					Channel: Northbound											
Time Period	**Total Vehicles**	**85%ile Speed**	**Mean Speed**	**Stand Dev.**	**<11Mph**	**11-<21**	**21-<31**	**31-<41**	**41-<46**	**46-<51**	**51-<56**	**56-<61**	**61-<66**	**66-<71**	**71-<76**	**=>76**
Daily Totals																
Tue 16-Nov-21	**4576**	50.6	42.8	8.3	4	32	173	1529	1291	925	425	133	50	11	2	1
Wed 17-Nov-21	**4455**	50.7	42.9	8.4	14	29	183	1416	1246	955	430	130	31	14	5	2
Thu 18-Nov-21	**4560**	50.7	43.1	8.3	6	18	166	1494	1270	979	420	124	57	17	5	4
Fri 19-Nov-21	**4365**	52.3	44	8.6	9	20	136	1241	1232	941	507	175	67	23	8	6
Sat 20-Nov-21	**2088**	54.6	46	8.9	4	7	37	472	518	491	339	123	69	21	5	2
Sun 21-Nov-21	**1483**	54.6	46.1	8.9	1	4	34	326	367	357	235	101	30	15	7	6
Mon 22-Nov-21	**4387**	51.3	43.5	8.6	7	20	177	1284	1258	955	431	162	55	26	8	4
Total Vehicles																
[--]	**25914**	52.1	44.1	8.6	45	130	906	7762	7182	5603	2787	948	359	127	40	25



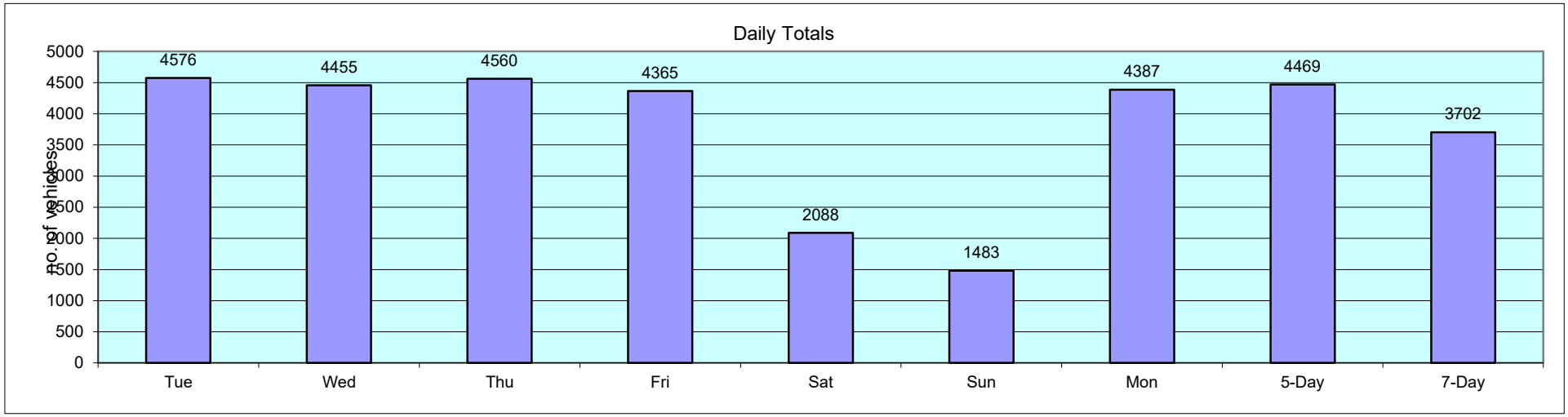


Data produced by
Auto Surveys Ltd

10913		IMMINGHAM		Site No: 10913003 Channel: Northbound		Location	Site 3 - Manby Rd, Immingham		
TIME PERIOD	Tue 16/11/2021	Wed 17/11/2021	Thu 18/11/2021	Fri 19/11/2021	Sat 20/11/2021	Sun 21/11/2021	Mon 22/11/2021	5-Day Av	7-Day Av
Week Begin: 16-Nov-21									
00:00	**15**	12	14	10	11	11	9	12	12
01:00	**12**	12	12	12	7	10	6	11	10
02:00	**20**	22	17	19	15	10	27	21	19
03:00	**34**	39	30	33	17	11	40	35	29
04:00	**101**	91	105	94	18	19	108	100	77
05:00	**282**	269	281	277	137	86	289	280	232
06:00	**452**	464	431	395	137	90	430	434	343
07:00	**575**	577	550	507	170	106	574	557	437
08:00	**336**	307	307	280	119	51	263	299	238
09:00	**242**	244	243	243	125	54	232	241	198
10:00	**216**	222	234	280	157	86	203	231	200
11:00	**234**	240	239	238	176	112	227	236	209
12:00	**267**	248	265	266	150	107	223	254	218
13:00	**288**	249	282	285	122	124	274	276	232
14:00	**259**	264	240	243	126	107	235	248	211
15:00	**262**	265	298	265	107	104	243	267	221
16:00	**301**	298	333	262	123	94	299	299	244
17:00	**295**	305	292	254	129	109	306	290	241
18:00	**171**	118	171	158	89	77	182	160	138
19:00	**72**	77	77	90	60	36	69	77	69
20:00	**55**	44	50	62	34	28	41	50	45
21:00	**49**	50	48	44	31	20	55	49	42
22:00	**21**	27	26	34	18	20	35	29	26
23:00	**17**	11	15	14	10	11	17	15	14
12H,7-19	**3446**	**3337**	**3454**	**3281**	**1593**	**1131**	**3261**	**3356**	**2786**
16H,6-22	**4074**	**3972**	**4060**	**3872**	**1855**	**1305**	**3856**	**3967**	**3285**
18H,6-24	**4112**	**4010**	**4101**	**3920**	**1883**	**1336**	**3908**	**4010**	**3324**
24H,0-24	**4576**	**4455**	**4560**	**4365**	**2088**	**1483**	**4387**	**4469**	**3702**
Am	**07:00**	**07:00**	**07:00**	**07:00**	**11:00**	**11:00**	**07:00**		
Peak	**575**	**577**	**550**	**507**	**176**	**112**	**574**		
Pm	**16:00**	**17:00**	**16:00**	**13:00**	**12:00**	**13:00**	**17:00**		
Peak	**301**	**305**	**333**	**285**	**150**	**124**	**306**		

10913	IMMINGHAM	Site No: 10913003	Location	Site 3 - Manby Rd, Immingham
		Channel: Northbound		

TIME PERIOD	Tue 16/11/2021	Wed 17/11/2021	Thu 18/11/2021	Fri 19/11/2021	Sat 20/11/2021	Sun 21/11/2021	Mon 22/11/2021	5-Day Av	7-Day Av



10913		IMMINGHAM				Site No: 10913003			Location	Site 3 - Manby Rd, Immingham				
Tue 16-Nov-21 to Mon 22-Nov-21						Channel: Southbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Tue 16-Nov-21														
00:00	**13**	0	10	0	0	0	0	0	0	0	0	3	0	0
01:00	**16**	0	9	2	0	0	0	0	0	0	4	1	0	0
02:00	**23**	0	12	4	1	0	0	0	0	0	1	5	0	0
03:00	**24**	0	19	1	0	0	1	0	0	0	1	2	0	0
04:00	**39**	1	31	1	0	0	0	0	0	0	2	4	0	0
05:00	**92**	1	66	11	0	1	0	0	2	0	8	3	0	0
06:00	**151**	1	112	19	3	0	1	0	2	1	7	5	0	0
07:00	**222**	2	152	36	0	0	1	1	4	0	16	10	0	0
08:00	**260**	2	172	48	2	3	3	0	5	2	13	10	0	0
09:00	**239**	0	143	54	1	4	3	0	5	2	14	13	0	0
10:00	**209**	0	124	47	1	2	4	1	8	1	9	12	0	0
11:00	**232**	1	131	55	0	3	1	0	9	1	13	18	0	0
12:00	**270**	4	172	50	0	0	2	0	5	0	14	23	0	0
13:00	**271**	2	158	55	2	5	5	0	9	2	19	14	0	0
14:00	**351**	0	215	76	1	1	7	0	12	0	22	17	0	0
15:00	**362**	2	227	65	3	6	5	0	8	0	21	25	0	0
16:00	**583**	6	452	64	2	0	8	0	5	0	28	18	0	0
17:00	**449**	2	347	43	1	3	1	0	1	0	32	19	0	0
18:00	**307**	3	228	32	0	0	1	0	3	1	20	19	0	0
19:00	**158**	2	95	27	0	0	3	0	0	1	17	13	0	0
20:00	**97**	0	59	18	0	0	1	0	1	1	10	7	0	0
21:00	**57**	2	40	12	0	0	0	0	1	0	1	1	0	0
22:00	**40**	1	29	5	0	0	1	0	1	0	2	1	0	0
23:00	**22**	0	14	1	0	0	0	0	1	0	2	4	0	0
12H,7-19	**3755**	**24**	**2521**	**625**	**13**	**27**	**41**	**2**	**74**	**9**	**221**	**198**	**0**	**0**
16H,6-22	**4218**	**29**	**2827**	**701**	**16**	**27**	**46**	**2**	**78**	**12**	**256**	**224**	**0**	**0**
18H,6-24	**4280**	**30**	**2870**	**707**	**16**	**27**	**47**	**2**	**80**	**12**	**260**	**229**	**0**	**0**
24H,0-24	**4487**	**32**	**3017**	**726**	**17**	**28**	**48**	**2**	**82**	**12**	**276**	**247**	**0**	**0**

10913		IMMINGHAM				Site No: 10913003			Location	Site 3 - Manby Rd, Immingham					
Tue 16-Nov-21 to Mon 22-Nov-21						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
Wed 17-Nov-21															
00:00	**19**	0	11	5	0	0	0	0	0	0	1	2	0	0
01:00	**12**	0	6	1	0	0	0	0	1	0	3	1	0	0
02:00	**28**	0	18	5	0	0	0	0	0	0	2	3	0	0
03:00	**31**	0	21	6	1	0	0	0	0	0	1	2	0	0
04:00	**39**	0	30	4	1	0	0	0	0	0	1	3	0	0
05:00	**94**	5	58	16	1	0	0	0	1	0	11	2	0	0
06:00	**145**	1	112	16	0	0	1	0	0	1	6	8	0	0
07:00	**238**	2	155	43	3	2	1	0	6	0	15	11	0	0
08:00	**252**	2	169	49	3	4	2	0	6	2	8	7	0	0
09:00	**220**	0	118	61	4	1	1	0	8	0	18	9	0	0
10:00	**223**	1	138	43	4	2	4	1	4	0	14	12	0	0
11:00	**239**	1	138	59	2	5	2	0	7	0	13	12	0	0
12:00	**259**	3	159	59	0	3	3	0	1	0	12	19	0	0
13:00	**260**	0	157	63	0	0	2	0	9	0	12	17	0	0
14:00	**303**	4	180	58	3	3	7	0	6	1	23	18	0	0
15:00	**365**	2	255	57	2	2	4	0	2	0	19	22	0	0
16:00	**573**	4	444	66	1	1	7	0	5	0	25	20	0	0
17:00	**433**	2	326	50	0	3	3	1	2	0	25	21	0	0
18:00	**313**	3	218	47	1	0	5	0	6	0	13	20	0	0
19:00	**148**	0	94	23	0	0	0	0	3	1	13	14	0	0
20:00	**105**	2	71	10	0	0	2	0	3	0	11	6	0	0
21:00	**74**	1	49	11	0	1	1	0	3	0	3	5	0	0
22:00	**31**	0	18	7	0	0	1	0	0	0	1	4	0	0
23:00	**25**	1	13	4	0	0	1	0	2	0	1	3	0	0
12H,7-19	**3678**	**24**	**2457**	**655**	**23**	**26**	**41**	**2**	**62**	**3**	**197**	**188**	**0**	**0**
16H,6-22	**4150**	**28**	**2783**	**715**	**23**	**27**	**45**	**2**	**71**	**5**	**230**	**221**	**0**	**0**
18H,6-24	**4206**	**29**	**2814**	**726**	**23**	**27**	**47**	**2**	**73**	**5**	**232**	**228**	**0**	**0**
24H,0-24	**4429**	**34**	**2958**	**763**	**26**	**27**	**47**	**2**	**75**	**5**	**251**	**241**	**0**	**0**

10913		IMMINGHAM				Site No: 10913003			Location	Site 3 - Manby Rd, Immingham				
Tue 16-Nov-21 to Mon 22-Nov-21						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
Thu 18-Nov-21														
00:00	**20**	0	10	4	0	0	0	0	0	0	3	3	0	0
01:00	**25**	0	15	6	0	0	0	0	0	0	2	2	0	0
02:00	**18**	0	12	1	1	0	0	0	0	0	1	3	0	0
03:00	**26**	0	17	6	0	0	0	0	0	0	1	2	0	0
04:00	**36**	0	27	3	1	0	0	0	1	0	2	2	0	0
05:00	**94**	2	68	8	0	0	1	0	1	0	9	5	0	0
06:00	**147**	1	109	14	3	1	1	0	1	0	6	11	0	0
07:00	**207**	1	145	24	0	4	3	0	5	0	13	12	0	0
08:00	**264**	2	167	56	2	1	2	0	6	0	17	11	0	0
09:00	**209**	2	125	54	1	2	3	0	5	0	10	7	0	0
10:00	**231**	0	125	63	0	2	6	0	15	0	9	11	0	0
11:00	**251**	2	146	55	3	0	6	0	14	0	15	10	0	0
12:00	**268**	2	160	49	3	2	3	0	8	1	14	26	0	0
13:00	**290**	7	172	61	1	4	9	1	13	1	6	15	0	0
14:00	**319**	2	198	69	0	2	4	0	9	0	24	11	0	0
15:00	**395**	3	241	81	1	0	7	1	13	2	22	24	0	0
16:00	**534**	6	404	61	0	1	6	1	13	2	24	16	0	0
17:00	**488**	8	378	46	0	0	1	0	5	0	23	27	0	0
18:00	**303**	4	208	52	0	0	0	0	1	0	21	17	0	0
19:00	**160**	1	98	26	0	0	2	0	0	0	24	9	0	0
20:00	**93**	2	70	7	0	0	0	0	3	0	7	4	0	0
21:00	**61**	0	41	13	0	0	0	0	1	0	3	3	0	0
22:00	**46**	1	39	2	0	0	0	0	1	0	0	3	0	0
23:00	**31**	0	17	7	0	0	0	0	0	0	2	5	0	0
12H,7-19	**3759**	**39**	**2469**	**671**	**11**	**18**	**50**	**3**	**107**	**6**	**198**	**187**	**0**	**0**
16H,6-22	**4220**	**43**	**2787**	**731**	**14**	**19**	**53**	**3**	**112**	**6**	**238**	**214**	**0**	**0**
18H,6-24	**4297**	**44**	**2843**	**740**	**14**	**19**	**53**	**3**	**113**	**6**	**240**	**222**	**0**	**0**
24H,0-24	**4516**	**46**	**2992**	**768**	**16**	**19**	**54**	**3**	**115**	**6**	**258**	**239**	**0**	**0**

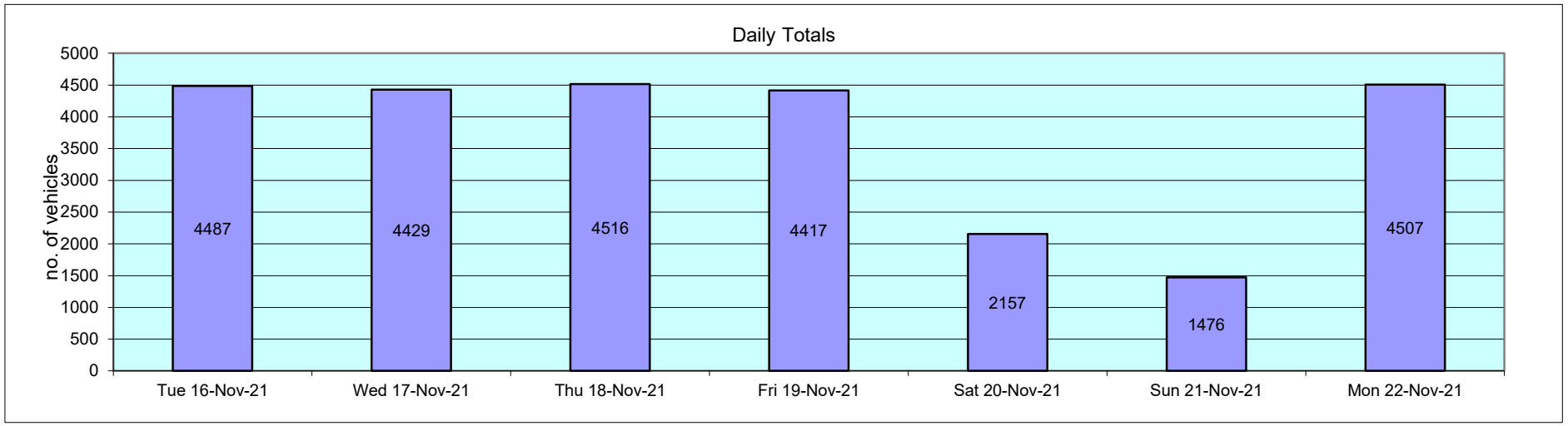
10913			IMMINGHAM			Site No: 10913003			Location	Site 3 - Manby Rd, Immingham				
Tue 16-Nov-21 to Mon 22-Nov-21						Channel: Southbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE 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 19-Nov-21														
00:00	**22**	0	12	1	0	0	0	0	0	0	2	7	0	0
01:00	**24**	0	13	6	0	0	0	0	0	0	3	2	0	0
02:00	**24**	0	18	4	0	0	0	0	0	0	1	1	0	0
03:00	**23**	0	16	1	1	0	1	0	0	0	3	1	0	0
04:00	**38**	0	23	4	1	0	0	0	0	0	5	5	0	0
05:00	**64**	1	44	9	1	0	0	0	0	0	5	4	0	0
06:00	**175**	0	124	19	2	0	4	0	7	1	7	11	0	0
07:00	**209**	0	151	25	1	2	1	0	4	1	12	12	0	0
08:00	**238**	3	142	44	2	4	4	1	3	2	16	17	0	0
09:00	**235**	0	151	52	2	0	3	0	6	1	9	11	0	0
10:00	**281**	4	164	73	2	2	5	1	5	0	11	14	0	0
11:00	**235**	1	130	61	2	3	1	0	13	1	11	12	0	0
12:00	**297**	2	179	74	2	0	4	0	7	0	12	17	0	0
13:00	**312**	2	201	61	0	4	4	0	14	0	11	15	0	0
14:00	**330**	3	200	67	1	4	3	0	9	0	29	14	0	0
15:00	**389**	2	269	64	2	1	4	1	4	0	21	21	0	0
16:00	**509**	6	381	63	2	0	6	0	10	0	24	17	0	0
17:00	**405**	2	318	51	1	0	0	1	3	0	16	13	0	0
18:00	**243**	5	184	29	0	0	2	0	0	0	11	12	0	0
19:00	**141**	0	106	22	0	0	4	1	1	0	6	1	0	0
20:00	**105**	0	74	22	0	0	0	0	2	0	1	6	0	0
21:00	**54**	0	34	14	0	0	0	0	1	0	1	4	0	0
22:00	**38**	0	26	3	0	1	0	0	0	0	1	7	0	0
23:00	**26**	0	21	2	0	0	0	0	0	0	1	2	0	0
12H,7-19	**3683**	**30**	**2470**	**664**	**17**	**20**	**37**	**4**	**78**	**5**	**183**	**175**	**0**	**0**
16H,6-22	**4158**	**30**	**2808**	**741**	**19**	**20**	**45**	**5**	**89**	**6**	**198**	**197**	**0**	**0**
18H,6-24	**4222**	**30**	**2855**	**746**	**19**	**21**	**45**	**5**	**89**	**6**	**200**	**206**	**0**	**0**
24H,0-24	**4417**	**31**	**2981**	**771**	**22**	**21**	**46**	**5**	**89**	**6**	**219**	**226**	**0**	**0**

10913			IMMINGHAM			Site No: 10913003			Location	Site 3 - Manby Rd, Immingham				
Tue 16-Nov-21 to Mon 22-Nov-21						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
Sat 20-Nov-21														
00:00	**33**	0	20	7	0	0	0	0	0	0	1	5	0	0
01:00	**24**	0	14	6	0	0	0	0	0	0	1	3	0	0
02:00	**19**	1	11	3	0	0	0	0	0	0	1	3	0	0
03:00	**19**	0	10	5	0	0	0	0	0	0	0	4	0	0
04:00	**28**	0	20	3	1	0	0	0	0	0	2	2	0	0
05:00	**45**	0	31	6	0	1	0	0	0	0	5	2	0	0
06:00	**93**	1	71	10	0	1	0	0	2	0	3	5	0	0
07:00	**104**	1	54	32	1	5	1	0	0	0	4	6	0	0
08:00	**108**	2	64	30	0	0	0	1	1	0	5	5	0	0
09:00	**147**	0	92	36	0	0	4	0	0	0	7	8	0	0
10:00	**176**	0	107	53	0	2	1	0	0	0	7	6	0	0
11:00	**171**	1	123	33	0	0	4	0	0	0	7	3	0	0
12:00	**174**	1	129	36	0	0	0	0	1	0	2	5	0	0
13:00	**148**	1	108	22	1	0	2	0	0	0	5	9	0	0
14:00	**129**	2	98	18	0	0	0	0	1	1	4	5	0	0
15:00	**161**	1	133	18	0	0	1	0	1	0	3	4	0	0
16:00	**133**	2	111	12	0	1	1	0	3	0	2	1	0	0
17:00	**134**	0	118	7	0	0	0	0	1	0	2	6	0	0
18:00	**106**	0	94	10	0	0	0	1	1	0	0	0	0	0
19:00	**65**	1	56	6	0	0	0	0	1	0	1	0	0	0
20:00	**39**	0	36	2	0	0	0	0	0	0	0	1	0	0
21:00	**42**	0	35	3	0	0	0	0	0	0	1	3	0	0
22:00	**39**	0	34	2	0	0	0	0	0	0	0	3	0	0
23:00	**20**	0	18	0	0	0	0	0	0	0	0	2	0	0
12H,7-19	**1691**	**11**	**1231**	**307**	**2**	**8**	**14**	**2**	**9**	**1**	**48**	**58**	**0**	**0**
16H,6-22	**1930**	**13**	**1429**	**328**	**2**	**9**	**14**	**2**	**12**	**1**	**53**	**67**	**0**	**0**
18H,6-24	**1989**	**13**	**1481**	**330**	**2**	**9**	**14**	**2**	**12**	**1**	**53**	**72**	**0**	**0**
24H,0-24	**2157**	**14**	**1587**	**360**	**3**	**10**	**14**	**2**	**12**	**1**	**63**	**91**	**0**	**0**

10913			IMMINGHAM			Site No: 10913003				Location	Site 3 - Manby Rd, Immingham			
Tue 16-Nov-21 to Mon 22-Nov-21						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 21-Nov-21														
00:00	**10**	0	8	1	0	0	0	0	0	0	0	1	0	0
01:00	**11**	0	9	1	0	0	0	0	0	0	0	1	0	0
02:00	**9**	0	7	0	0	0	0	0	0	0	1	1	0	0
03:00	**9**	0	7	2	0	0	0	0	0	0	0	0	0	0
04:00	**15**	0	9	4	0	0	0	0	0	0	0	2	0	0
05:00	**34**	1	30	3	0	0	0	0	0	0	0	0	0	0
06:00	**57**	1	48	1	0	0	1	0	0	0	2	4	0	0
07:00	**37**	0	24	7	1	0	0	0	1	0	3	1	0	0
08:00	**41**	0	25	9	0	0	1	0	0	0	3	3	0	0
09:00	**64**	1	50	5	0	0	2	0	0	0	4	2	0	0
10:00	**105**	1	84	11	0	0	0	0	0	0	4	5	0	0
11:00	**118**	0	95	14	0	0	0	0	0	0	1	8	0	0
12:00	**93**	0	72	11	0	0	0	0	2	0	3	5	0	0
13:00	**105**	0	94	6	0	0	0	0	0	0	1	4	0	0
14:00	**136**	0	115	12	0	0	0	0	0	0	3	6	0	0
15:00	**124**	2	113	6	0	0	0	0	1	0	0	2	0	0
16:00	**96**	2	85	5	0	0	0	0	0	0	2	2	0	0
17:00	**114**	2	97	11	0	0	1	0	0	0	1	2	0	0
18:00	**102**	1	88	5	0	0	0	0	0	0	3	5	0	0
19:00	**77**	0	64	8	1	0	0	0	0	0	4	0	0	0
20:00	**42**	0	35	5	0	0	1	0	0	0	0	1	0	0
21:00	**32**	1	25	3	0	0	0	0	0	0	1	2	0	0
22:00	**34**	1	23	3	0	0	0	0	0	0	0	7	0	0
23:00	**11**	0	7	1	0	0	0	0	0	0	2	1	0	0
12H,7-19	**1135**	**9**	**942**	**102**	**1**	**0**	**4**	**0**	**4**	**0**	**28**	**45**	**0**	**0**
16H,6-22	**1343**	**11**	**1114**	**119**	**2**	**0**	**6**	**0**	**4**	**0**	**35**	**52**	**0**	**0**
18H,6-24	**1388**	**12**	**1144**	**123**	**2**	**0**	**6**	**0**	**4**	**0**	**37**	**60**	**0**	**0**
24H,0-24	**1476**	**13**	**1214**	**134**	**2**	**0**	**6**	**0**	**4**	**0**	**38**	**65**	**0**	**0**

10913			IMMINGHAM			Site No: 10913003			Location	Site 3 - Manby Rd, Immingham				
Tue 16-Nov-21 to Mon 22-Nov-21						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
Mon 22-Nov-21														
00:00	**8**	0	5	1	0	0	0	0	0	0	0	2	0	0
01:00	**8**	0	5	0	0	0	0	0	0	0	0	3	0	0
02:00	**7**	0	6	0	0	0	0	0	0	0	1	0	0	0
03:00	**16**	0	15	1	0	0	0	0	0	0	0	0	0	0
04:00	**24**	0	17	6	0	0	0	0	0	0	1	0	0	0
05:00	**80**	2	65	4	0	1	1	0	0	0	5	2	0	0
06:00	**167**	3	107	24	1	1	2	0	7	1	11	10	0	0
07:00	**224**	1	156	34	3	1	4	1	3	0	10	11	0	0
08:00	**258**	3	178	46	1	5	1	0	1	3	13	7	0	0
09:00	**215**	2	130	46	2	6	2	0	4	0	11	12	0	0
10:00	**212**	0	116	62	3	2	2	0	4	1	13	9	0	0
11:00	**233**	0	141	59	2	2	1	1	4	0	12	11	0	0
12:00	**254**	1	166	54	4	1	1	0	5	1	9	12	0	0
13:00	**261**	1	179	43	2	2	3	0	4	0	13	14	0	0
14:00	**302**	3	199	57	3	2	1	0	2	1	17	17	0	0
15:00	**327**	1	200	75	3	2	5	0	8	0	19	14	0	0
16:00	**592**	8	411	111	1	4	6	1	5	0	25	20	0	0
17:00	**469**	4	359	52	0	0	5	0	8	1	21	19	0	0
18:00	**259**	2	164	36	0	1	4	0	2	0	25	25	0	0
19:00	**161**	2	107	20	0	0	2	0	1	0	21	8	0	0
20:00	**90**	0	58	10	0	0	2	0	0	0	13	7	0	0
21:00	**115**	1	88	10	0	2	0	0	1	0	4	9	0	0
22:00	**154**	0	107	15	0	1	1	0	3	0	8	19	0	0
23:00	**71**	1	41	11	2	3	0	0	0	0	6	7	0	0
12H,7-19	**3606**	**26**	**2399**	**675**	**24**	**28**	**35**	**3**	**50**	**7**	**188**	**171**	**0**	**0**
16H,6-22	**4139**	**32**	**2759**	**739**	**25**	**31**	**41**	**3**	**59**	**8**	**237**	**205**	**0**	**0**
18H,6-24	**4364**	**33**	**2907**	**765**	**27**	**35**	**42**	**3**	**62**	**8**	**251**	**231**	**0**	**0**
24H,0-24	**4507**	**35**	**3020**	**777**	**27**	**36**	**43**	**3**	**62**	**8**	**258**	**238**	**0**	**0**

10913		IMMINGHAM				Site No: 10913003			Location	Site 3 - Manby Rd, Immingham					
Tue 16-Nov-21 to Mon 22-Nov-21						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															
Tue 16-Nov-21	**4487**	32	3017	726	17	28	48	2	82	12	276	247	0	0
Wed 17-Nov-21	**4429**	34	2958	763	26	27	47	2	75	5	251	241	0	0
Thu 18-Nov-21	**4516**	46	2992	768	16	19	54	3	115	6	258	239	0	0
Fri 19-Nov-21	**4417**	31	2981	771	22	21	46	5	89	6	219	226	0	0
Sat 20-Nov-21	**2157**	14	1587	360	3	10	14	2	12	1	63	91	0	0
Sun 21-Nov-21	**1476**	13	1214	134	2	0	6	0	4	0	38	65	0	0
Mon 22-Nov-21	**4507**	35	3020	777	27	36	43	3	62	8	258	238	0	0
Total Vehicles															
[--]	**25989**	205	17769	4299	113	141	258	17	439	38	1363	1347	0	0



10913		IMMINGHAM		Site No: 10913003		Location		Site 3 - Manby Rd, Immingham			
Tue 16-Nov-21 to Mon 22-Nov-21				Channel: Southbound							
TIME PERIOD	**TOTAL VEHICLES**	**MOTOR-CYCLES**	**MOTOR-CYCLES%**	**CARS**	**CARS %**	**LGV**	**LGV %**	**HGV**	**HGV %**	**BUS**	**BUS %**
Tue 16-Nov-21											
00:00	**13**	0	0.0	10	76.9	0	0.0	3	23.1	0	0.0
01:00	**16**	0	0.0	9	56.3	2	12.5	5	31.3	0	0.0
02:00	**23**	0	0.0	12	52.2	4	17.4	6	26.1	1	4.4
03:00	**24**	0	0.0	19	79.2	1	4.2	4	16.7	0	0.0
04:00	**39**	1	2.6	31	79.5	1	2.6	6	15.4	0	0.0
05:00	**92**	1	1.1	66	71.7	11	12.0	14	15.2	0	0.0
06:00	**151**	1	0.7	112	74.2	19	12.6	16	10.6	3	2.0
07:00	**222**	2	0.9	152	68.5	36	16.2	32	14.4	0	0.0
08:00	**260**	2	0.8	172	66.2	48	18.5	36	13.9	2	0.8
09:00	**239**	0	0.0	143	59.8	54	22.6	41	17.2	1	0.4
10:00	**209**	0	0.0	124	59.3	47	22.5	37	17.7	1	0.5
11:00	**232**	1	0.4	131	56.5	55	23.7	45	19.4	0	0.0
12:00	**270**	4	1.5	172	63.7	50	18.5	44	16.3	0	0.0
13:00	**271**	2	0.7	158	58.3	55	20.3	54	19.9	2	0.7
14:00	**351**	0	0.0	215	61.3	76	21.7	59	16.8	1	0.3
15:00	**362**	2	0.6	227	62.7	65	18.0	65	18.0	3	0.8
16:00	**583**	6	1.0	452	77.5	64	11.0	59	10.1	2	0.3
17:00	**449**	2	0.5	347	77.3	43	9.6	56	12.5	1	0.2
18:00	**307**	3	1.0	228	74.3	32	10.4	44	14.3	0	0.0
19:00	**158**	2	1.3	95	60.1	27	17.1	34	21.5	0	0.0
20:00	**97**	0	0.0	59	60.8	18	18.6	20	20.6	0	0.0
21:00	**57**	2	3.5	40	70.2	12	21.1	3	5.3	0	0.0
22:00	**40**	1	2.5	29	72.5	5	12.5	5	12.5	0	0.0
23:00	**22**	0	0.0	14	63.6	1	4.6	7	31.8	0	0.0
12H,7-19	**3755**	**24**	**0.6**	**2521**	**67.1**	**625**	**16.6**	**572**	**15.2**	**13**	**0.4**
16H,6-22	**4218**	**29**	**0.7**	**2827**	**67.0**	**701**	**16.6**	**645**	**15.3**	**16**	**0.4**
18H,6-24	**4280**	**30**	**0.7**	**2870**	**67.1**	**707**	**16.5**	**657**	**15.4**	**16**	**0.4**
24H,0-24	**4487**	**32**	**0.7**	**3017**	**67.2**	**726**	**16.2**	**695**	**15.5**	**17**	**0.4**

10913		IMMINGHAM		Site No: 10913003		Location		Site 3 - Manby Rd, Immingham			
Tue 16-Nov-21 to Mon 22-Nov-21				Channel: Southbound							
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Wed 17-Nov-21											
00:00	**19**	0	0.0	11	57.9	5	26.3	3	15.8	0	0.0
01:00	**12**	0	0.0	6	50.0	1	8.3	5	41.7	0	0.0
02:00	**28**	0	0.0	18	64.3	5	17.9	5	17.9	0	0.0
03:00	**31**	0	0.0	21	67.7	6	19.4	3	9.7	1	3.2
04:00	**39**	0	0.0	30	76.9	4	10.3	4	10.3	1	2.6
05:00	**94**	5	5.3	58	61.7	16	17.0	14	14.9	1	1.1
06:00	**145**	1	0.7	112	77.2	16	11.0	16	11.0	0	0.0
07:00	**238**	2	0.8	155	65.1	43	18.1	35	14.7	3	1.3
08:00	**252**	2	0.8	169	67.1	49	19.4	29	11.5	3	1.2
09:00	**220**	0	0.0	118	53.6	61	27.7	37	16.8	4	1.8
10:00	**223**	1	0.5	138	61.9	43	19.3	37	16.6	4	1.8
11:00	**239**	1	0.4	138	57.7	59	24.7	39	16.3	2	0.8
12:00	**259**	3	1.2	159	61.4	59	22.8	38	14.7	0	0.0
13:00	**260**	0	0.0	157	60.4	63	24.2	40	15.4	0	0.0
14:00	**303**	4	1.3	180	59.4	58	19.1	58	19.1	3	1.0
15:00	**365**	2	0.6	255	69.9	57	15.6	49	13.4	2	0.6
16:00	**573**	4	0.7	444	77.5	66	11.5	58	10.1	1	0.2
17:00	**433**	2	0.5	326	75.3	50	11.6	55	12.7	0	0.0
18:00	**313**	3	1.0	218	69.7	47	15.0	44	14.1	1	0.3
19:00	**148**	0	0.0	94	63.5	23	15.5	31	21.0	0	0.0
20:00	**105**	2	1.9	71	67.6	10	9.5	22	21.0	0	0.0
21:00	**74**	1	1.4	49	66.2	11	14.9	13	17.6	0	0.0
22:00	**31**	0	0.0	18	58.1	7	22.6	6	19.4	0	0.0
23:00	**25**	1	4.0	13	52.0	4	16.0	7	28.0	0	0.0
12H,7-19	**3678**	**24**	**0.7**	**2457**	**66.8**	**655**	**17.8**	**519**	**14.1**	**23**	**0.6**
16H,6-22	**4150**	**28**	**0.7**	**2783**	**67.1**	**715**	**17.2**	**601**	**14.5**	**23**	**0.6**
18H,6-24	**4206**	**29**	**0.7**	**2814**	**66.9**	**726**	**17.3**	**614**	**14.6**	**23**	**0.6**
24H,0-24	**4429**	**34**	**0.8**	**2958**	**66.8**	**763**	**17.2**	**648**	**14.6**	**26**	**0.6**

10913		IMMINGHAM		Site No: 10913003		Location		Site 3 - Manby Rd, Immingham			
Tue 16-Nov-21 to Mon 22-Nov-21				Channel: Southbound							
TIME PERIOD	**TOTAL VEHICLES**	**MOTOR-CYCLES**	**MOTOR-CYCLES%**	**CARS**	**CARS %**	**LGV**	**LGV %**	**HGV**	**HGV %**	**BUS**	**BUS %**
Thu 18-Nov-21											
00:00	**20**	0	0.0	10	50.0	4	20.0	6	30.0	0	0.0
01:00	**25**	0	0.0	15	60.0	6	24.0	4	16.0	0	0.0
02:00	**18**	0	0.0	12	66.7	1	5.6	4	22.2	1	5.6
03:00	**26**	0	0.0	17	65.4	6	23.1	3	11.5	0	0.0
04:00	**36**	0	0.0	27	75.0	3	8.3	5	13.9	1	2.8
05:00	**94**	2	2.1	68	72.3	8	8.5	16	17.0	0	0.0
06:00	**147**	1	0.7	109	74.2	14	9.5	20	13.6	3	2.0
07:00	**207**	1	0.5	145	70.1	24	11.6	37	17.9	0	0.0
08:00	**264**	2	0.8	167	63.3	56	21.2	37	14.0	2	0.8
09:00	**209**	2	1.0	125	59.8	54	25.8	27	12.9	1	0.5
10:00	**231**	0	0.0	125	54.1	63	27.3	43	18.6	0	0.0
11:00	**251**	2	0.8	146	58.2	55	21.9	45	17.9	3	1.2
12:00	**268**	2	0.8	160	59.7	49	18.3	54	20.2	3	1.1
13:00	**290**	7	2.4	172	59.3	61	21.0	49	16.9	1	0.3
14:00	**319**	2	0.6	198	62.1	69	21.6	50	15.7	0	0.0
15:00	**395**	3	0.8	241	61.0	81	20.5	69	17.5	1	0.3
16:00	**534**	6	1.1	404	75.7	61	11.4	63	11.8	0	0.0
17:00	**488**	8	1.6	378	77.5	46	9.4	56	11.5	0	0.0
18:00	**303**	4	1.3	208	68.7	52	17.2	39	12.9	0	0.0
19:00	**160**	1	0.6	98	61.3	26	16.3	35	21.9	0	0.0
20:00	**93**	2	2.2	70	75.3	7	7.5	14	15.1	0	0.0
21:00	**61**	0	0.0	41	67.2	13	21.3	7	11.5	0	0.0
22:00	**46**	1	2.2	39	84.8	2	4.4	4	8.7	0	0.0
23:00	**31**	0	0.0	17	54.8	7	22.6	7	22.6	0	0.0
12H,7-19	**3759**	**39**	**1.0**	**2469**	**65.7**	**671**	**17.9**	**569**	**15.1**	**11**	**0.3**
16H,6-22	**4220**	**43**	**1.0**	**2787**	**66.0**	**731**	**17.3**	**645**	**15.3**	**14**	**0.3**
18H,6-24	**4297**	**44**	**1.0**	**2843**	**66.2**	**740**	**17.2**	**656**	**15.3**	**14**	**0.3**
24H,0-24	**4516**	**46**	**1.0**	**2992**	**66.3**	**768**	**17.0**	**694**	**15.4**	**16**	**0.4**

10913		IMMINGHAM		Site No: 10913003		Location		Site 3 - Manby Rd, Immingham			
Tue 16-Nov-21 to Mon 22-Nov-21				Channel: Southbound							
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Fri 19-Nov-21											
00:00	**22**	0	0.0	12	54.6	1	4.6	9	40.9	0	0.0
01:00	**24**	0	0.0	13	54.2	6	25.0	5	20.8	0	0.0
02:00	**24**	0	0.0	18	75.0	4	16.7	2	8.3	0	0.0
03:00	**23**	0	0.0	16	69.6	1	4.4	5	21.7	1	4.4
04:00	**38**	0	0.0	23	60.5	4	10.5	10	26.3	1	2.6
05:00	**64**	1	1.6	44	68.8	9	14.1	9	14.1	1	1.6
06:00	**175**	0	0.0	124	70.9	19	10.9	30	17.1	2	1.1
07:00	**209**	0	0.0	151	72.3	25	12.0	32	15.3	1	0.5
08:00	**238**	3	1.3	142	59.7	44	18.5	47	19.8	2	0.8
09:00	**235**	0	0.0	151	64.3	52	22.1	30	12.8	2	0.9
10:00	**281**	4	1.4	164	58.4	73	26.0	38	13.5	2	0.7
11:00	**235**	1	0.4	130	55.3	61	26.0	41	17.5	2	0.9
12:00	**297**	2	0.7	179	60.3	74	24.9	40	13.5	2	0.7
13:00	**312**	2	0.6	201	64.4	61	19.6	48	15.4	0	0.0
14:00	**330**	3	0.9	200	60.6	67	20.3	59	17.9	1	0.3
15:00	**389**	2	0.5	269	69.2	64	16.5	52	13.4	2	0.5
16:00	**509**	6	1.2	381	74.9	63	12.4	57	11.2	2	0.4
17:00	**405**	2	0.5	318	78.5	51	12.6	33	8.2	1	0.3
18:00	**243**	5	2.1	184	75.7	29	11.9	25	10.3	0	0.0
19:00	**141**	0	0.0	106	75.2	22	15.6	13	9.2	0	0.0
20:00	**105**	0	0.0	74	70.5	22	21.0	9	8.6	0	0.0
21:00	**54**	0	0.0	34	63.0	14	25.9	6	11.1	0	0.0
22:00	**38**	0	0.0	26	68.4	3	7.9	9	23.7	0	0.0
23:00	**26**	0	0.0	21	80.8	2	7.7	3	11.5	0	0.0
12H,7-19	**3683**	**30**	**0.8**	**2470**	**67.1**	**664**	**18.0**	**502**	**13.6**	**17**	**0.5**
16H,6-22	**4158**	**30**	**0.7**	**2808**	**67.5**	**741**	**17.8**	**560**	**13.5**	**19**	**0.5**
18H,6-24	**4222**	**30**	**0.7**	**2855**	**67.6**	**746**	**17.7**	**572**	**13.6**	**19**	**0.5**
24H,0-24	**4417**	**31**	**0.7**	**2981**	**67.5**	**771**	**17.5**	**612**	**13.9**	**22**	**0.5**

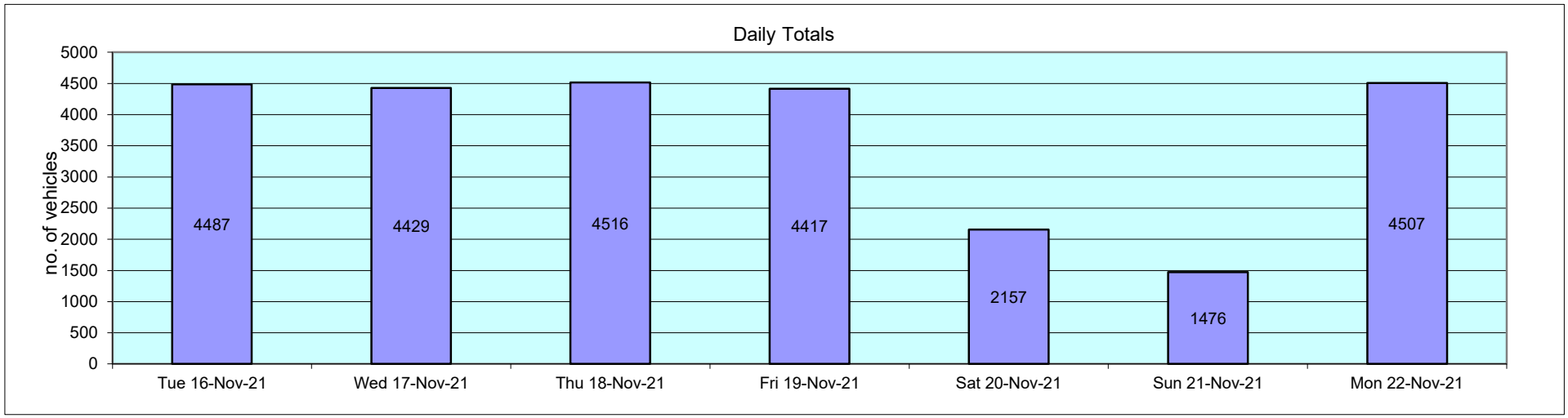
10913		IMMINGHAM		Site No: 10913003		Location	Site 3 - Manby Rd, Immingham				
Tue 16-Nov-21 to Mon 22-Nov-21				Channel: Southbound							
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Sat 20-Nov-21											
00:00	**33**	0	0.0	20	60.6	7	21.2	6	18.2	0	0.0
01:00	**24**	0	0.0	14	58.3	6	25.0	4	16.7	0	0.0
02:00	**19**	1	5.3	11	57.9	3	15.8	4	21.1	0	0.0
03:00	**19**	0	0.0	10	52.6	5	26.3	4	21.1	0	0.0
04:00	**28**	0	0.0	20	71.4	3	10.7	4	14.3	1	3.6
05:00	**45**	0	0.0	31	68.9	6	13.3	8	17.8	0	0.0
06:00	**93**	1	1.1	71	76.3	10	10.8	11	11.8	0	0.0
07:00	**104**	1	1.0	54	51.9	32	30.8	16	15.4	1	1.0
08:00	**108**	2	1.9	64	59.3	30	27.8	12	11.1	0	0.0
09:00	**147**	0	0.0	92	62.6	36	24.5	19	12.9	0	0.0
10:00	**176**	0	0.0	107	60.8	53	30.1	16	9.1	0	0.0
11:00	**171**	1	0.6	123	71.9	33	19.3	14	8.2	0	0.0
12:00	**174**	1	0.6	129	74.1	36	20.7	8	4.6	0	0.0
13:00	**148**	1	0.7	108	73.0	22	14.9	16	10.8	1	0.7
14:00	**129**	2	1.6	98	76.0	18	14.0	11	8.5	0	0.0
15:00	**161**	1	0.6	133	82.6	18	11.2	9	5.6	0	0.0
16:00	**133**	2	1.5	111	83.5	12	9.0	8	6.0	0	0.0
17:00	**134**	0	0.0	118	88.1	7	5.2	9	6.7	0	0.0
18:00	**106**	0	0.0	94	88.7	10	9.4	2	1.9	0	0.0
19:00	**65**	1	1.5	56	86.2	6	9.2	2	3.1	0	0.0
20:00	**39**	0	0.0	36	92.3	2	5.1	1	2.6	0	0.0
21:00	**42**	0	0.0	35	83.3	3	7.1	4	9.5	0	0.0
22:00	**39**	0	0.0	34	87.2	2	5.1	3	7.7	0	0.0
23:00	**20**	0	0.0	18	90.0	0	0.0	2	10.0	0	0.0
12H,7-19	**1691**	**11**	**0.7**	**1231**	**72.8**	**307**	**18.2**	**140**	**8.3**	**2**	**0.1**
16H,6-22	**1930**	**13**	**0.7**	**1429**	**74.0**	**328**	**17.0**	**158**	**8.2**	**2**	**0.1**
18H,6-24	**1989**	**13**	**0.7**	**1481**	**74.5**	**330**	**16.6**	**163**	**8.2**	**2**	**0.1**
24H,0-24	**2157**	**14**	**0.7**	**1587**	**73.6**	**360**	**16.7**	**193**	**9.0**	**3**	**0.1**

10913		IMMINGHAM		Site No: 10913003		Location		Site 3 - Manby Rd, Immingham			
Tue 16-Nov-21 to Mon 22-Nov-21				Channel: Southbound							
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Sun 21-Nov-21											
00:00	10	0	0.0	8	80.0	1	10.0	1	10.0	0	0.0
01:00	11	0	0.0	9	81.8	1	9.1	1	9.1	0	0.0
02:00	9	0	0.0	7	77.8	0	0.0	2	22.2	0	0.0
03:00	9	0	0.0	7	77.8	2	22.2	0	0.0	0	0.0
04:00	15	0	0.0	9	60.0	4	26.7	2	13.3	0	0.0
05:00	34	1	2.9	30	88.2	3	8.8	0	0.0	0	0.0
06:00	57	1	1.8	48	84.2	1	1.8	7	12.3	0	0.0
07:00	37	0	0.0	24	64.9	7	18.9	5	13.5	1	2.7
08:00	41	0	0.0	25	61.0	9	22.0	7	17.1	0	0.0
09:00	64	1	1.6	50	78.1	5	7.8	8	12.5	0	0.0
10:00	105	1	1.0	84	80.0	11	10.5	9	8.6	0	0.0
11:00	118	0	0.0	95	80.5	14	11.9	9	7.6	0	0.0
12:00	93	0	0.0	72	77.4	11	11.8	10	10.8	0	0.0
13:00	105	0	0.0	94	89.5	6	5.7	5	4.8	0	0.0
14:00	136	0	0.0	115	84.6	12	8.8	9	6.6	0	0.0
15:00	124	2	1.6	113	91.1	6	4.8	3	2.4	0	0.0
16:00	96	2	2.1	85	88.5	5	5.2	4	4.2	0	0.0
17:00	114	2	1.8	97	85.1	11	9.7	4	3.5	0	0.0
18:00	102	1	1.0	88	86.3	5	4.9	8	7.8	0	0.0
19:00	77	0	0.0	64	83.1	8	10.4	4	5.2	1	1.3
20:00	42	0	0.0	35	83.3	5	11.9	2	4.8	0	0.0
21:00	32	1	3.1	25	78.1	3	9.4	3	9.4	0	0.0
22:00	34	1	2.9	23	67.7	3	8.8	7	20.6	0	0.0
23:00	11	0	0.0	7	63.6	1	9.1	3	27.3	0	0.0
12H,7-19	1135	9	0.8	942	83.0	102	9.0	81	7.1	1	0.1
16H,6-22	1343	11	0.8	1114	83.0	119	8.9	97	7.2	2	0.2
18H,6-24	1388	12	0.9	1144	82.4	123	8.9	107	7.7	2	0.1
24H,0-24	1476	13	0.9	1214	82.3	134	9.1	113	7.7	2	0.1

10913		IMMINGHAM		Site No: 10913003		Location	Site 3 - Manby Rd, Immingham				
Tue 16-Nov-21 to Mon 22-Nov-21				Channel: Southbound							
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Mon 22-Nov-21											
00:00	**8**	0	0.0	5	62.5	1	12.5	2	25.0	0	0.0
01:00	**8**	0	0.0	5	62.5	0	0.0	3	37.5	0	0.0
02:00	**7**	0	0.0	6	85.7	0	0.0	1	14.3	0	0.0
03:00	**16**	0	0.0	15	93.8	1	6.3	0	0.0	0	0.0
04:00	**24**	0	0.0	17	70.8	6	25.0	1	4.2	0	0.0
05:00	**80**	2	2.5	65	81.3	4	5.0	9	11.3	0	0.0
06:00	**167**	3	1.8	107	64.1	24	14.4	32	19.2	1	0.6
07:00	**224**	1	0.5	156	69.6	34	15.2	30	13.4	3	1.3
08:00	**258**	3	1.2	178	69.0	46	17.8	30	11.6	1	0.4
09:00	**215**	2	0.9	130	60.5	46	21.4	35	16.3	2	0.9
10:00	**212**	0	0.0	116	54.7	62	29.3	31	14.6	3	1.4
11:00	**233**	0	0.0	141	60.5	59	25.3	31	13.3	2	0.9
12:00	**254**	1	0.4	166	65.4	54	21.3	29	11.4	4	1.6
13:00	**261**	1	0.4	179	68.6	43	16.5	36	13.8	2	0.8
14:00	**302**	3	1.0	199	65.9	57	18.9	40	13.3	3	1.0
15:00	**327**	1	0.3	200	61.2	75	22.9	48	14.7	3	0.9
16:00	**592**	8	1.4	411	69.4	111	18.8	61	10.3	1	0.2
17:00	**469**	4	0.9	359	76.6	52	11.1	54	11.5	0	0.0
18:00	**259**	2	0.8	164	63.3	36	13.9	57	22.0	0	0.0
19:00	**161**	2	1.2	107	66.5	20	12.4	32	19.9	0	0.0
20:00	**90**	0	0.0	58	64.4	10	11.1	22	24.4	0	0.0
21:00	**115**	1	0.9	88	76.5	10	8.7	16	13.9	0	0.0
22:00	**154**	0	0.0	107	69.5	15	9.7	32	20.8	0	0.0
23:00	**71**	1	1.4	41	57.8	11	15.5	16	22.5	2	2.8
12H,7-19	**3606**	**26**	**0.7**	**2399**	**66.5**	**675**	**18.7**	**482**	**13.4**	**24**	**0.7**
16H,6-22	**4139**	**32**	**0.8**	**2759**	**66.7**	**739**	**17.9**	**584**	**14.1**	**25**	**0.6**
18H,6-24	**4364**	**33**	**0.8**	**2907**	**66.6**	**765**	**17.5**	**632**	**14.5**	**27**	**0.6**
24H,0-24	**4507**	**35**	**0.8**	**3020**	**67.0**	**777**	**17.2**	**648**	**14.4**	**27**	**0.6**

10913	IMMINGHAM	Site No: 10913003	Location	Site 3 - Manby Rd, Immingham
Tue 16-Nov-21 to Mon 22-Nov-21		Channel: Southbound		

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Daily Totals											
Tue 16-Nov-21	**4487**	32	0.7	3017	67.2	726	16.2	695	15.5	17	0.4
Wed 17-Nov-21	**4429**	34	0.8	2958	66.8	763	17.2	648	14.6	26	0.6
Thu 18-Nov-21	**4516**	46	1.0	2992	66.3	768	17.0	694	15.4	16	0.4
Fri 19-Nov-21	**4417**	31	0.7	2981	67.5	771	17.5	612	13.9	22	0.5
Sat 20-Nov-21	**2157**	14	0.7	1587	73.6	360	16.7	193	9.0	3	0.1
Sun 21-Nov-21	**1476**	13	0.9	1214	82.3	134	9.1	113	7.7	2	0.1
Mon 22-Nov-21	**4507**	35	0.8	3020	67.0	777	17.2	648	14.4	27	0.6
Total Vehicles											
[--]	**25989**	205	0.8	17769	70.1	4299	15.8	3603	12.9	113	0.4



10913			IMMINGHAM				Site No: 10913003				Location	Site 3 - Manby Rd, Immingham					
Tue 16-Nov-21 to Mon 22-Nov-21							Channel: Southbound										
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<21	21-<31	31-<41	41-<46	46-<51	51-<56	56-<61	61-<66	66-<71	71-<76	=>76
Tue 16-Nov-21																
00:00	13	59.9	50.6	8.3	0	0	0	1	4	0	6	0	2	0	0	0
01:00	16	51.3	44.4	7	0	0	0	4	7	2	2	1	0	0	0	0
02:00	23	55.2	47.3	9.4	0	0	0	7	2	5	6	2	0	1	0	0
03:00	24	52.1	44.2	8	0	0	1	6	7	5	4	1	0	0	0	0
04:00	39	60.7	50.7	8.4	0	0	0	3	9	10	7	4	5	1	0	0
05:00	92	52.7	45.7	8.7	0	0	1	23	25	26	8	4	3	0	2	0
06:00	151	49.3	42.8	6.6	0	0	2	49	59	27	9	5	0	0	0	0
07:00	222	50.8	44.3	7.4	0	1	3	56	70	61	22	6	2	1	0	0
08:00	260	53	45.1	8.7	0	3	5	62	66	72	32	13	4	1	2	0
09:00	239	51.9	44.2	8.1	0	3	5	57	77	55	30	10	0	2	0	0
10:00	209	53.5	45.5	8.6	0	1	6	37	75	45	26	11	6	0	1	1
11:00	232	54	45.6	8	0	2	3	43	81	51	28	21	2	1	0	0
12:00	270	53.6	45.4	8.4	0	1	8	52	89	63	31	20	2	2	2	0
13:00	271	52.6	44.2	8.4	0	2	8	79	62	68	35	13	4	0	0	0
14:00	351	52.5	44.9	8	0	3	5	77	115	85	43	16	4	3	0	0
15:00	362	52.4	44.4	7.8	0	0	7	100	115	73	45	18	2	1	0	1
16:00	583	49.9	41.9	7.5	0	1	19	243	144	113	51	10	2	0	0	0
17:00	449	50.1	43.3	7.1	0	1	5	145	151	96	36	10	4	1	0	0
18:00	307	51.7	44.1	8.4	0	0	9	93	82	73	26	17	3	3	1	0
19:00	158	51.8	44.8	8.5	0	0	3	44	46	39	12	6	7	0	0	1
20:00	97	55.1	45.2	8.7	0	0	1	31	23	17	12	11	1	1	0	0
21:00	57	54.1	45.9	8.5	0	0	3	10	13	14	13	3	1	0	0	0
22:00	40	60.4	50.4	9.5	0	0	0	5	8	11	5	5	4	1	1	0
23:00	22	53.2	46.6	6.4	0	0	0	3	8	5	5	1	0	0	0	0
12H,7-19	3755	51.8	44.1	8	0	18	83	1044	1127	855	405	165	35	15	6	2
16H,6-22	4218	51.9	44.2	8	0	18	92	1178	1268	952	451	190	44	16	6	3
18H,6-24	4280	52	44.2	8.1	0	18	92	1186	1284	968	461	196	48	17	7	3
24H,0-24	4487	52.2	44.3	8.1	0	18	94	1230	1338	1016	494	208	58	19	9	3

10913			IMMINGHAM				Site No: 10913003				Location	Site 3 - Manby Rd, Immingham					
Tue 16-Nov-21 to Mon 22-Nov-21							Channel: Southbound										
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<21	21-<31	31-<41	41-<46	46-<51	51-<56	56-<61	61-<66	66-<71	71-<76	=>76
Wed 17-Nov-21																
00:00	19	55.1	49.8	7.2	0	0	0	2	2	7	5	2	1	0	0	0
01:00	12	53.8	47.9	9.5	0	0	0	3	1	4	3	0	0	1	0	0
02:00	28	56.4	47	8.7	0	0	0	7	7	4	5	4	1	0	0	0
03:00	31	54.6	47.8	8.4	0	0	0	5	8	10	4	1	2	1	0	0
04:00	39	54.7	46.6	9.6	0	1	0	9	5	11	9	3	0	1	0	0
05:00	94	52.8	45.3	7.9	0	0	0	25	28	22	12	5	0	1	1	0
06:00	145	50.6	42.8	7.4	0	0	2	57	41	25	14	5	1	0	0	0
07:00	238	50.9	44.5	7.6	0	3	4	45	88	63	25	7	2	1	0	0
08:00	252	54.7	46.5	8.2	0	1	3	48	69	62	42	18	7	2	0	0
09:00	220	53.1	46	8	0	0	1	45	75	55	25	10	5	1	2	1
10:00	223	53.3	45.3	8.1	0	1	5	50	60	58	33	12	2	2	0	0
11:00	239	54.2	47.2	7.9	0	2	1	29	73	69	45	12	4	2	1	1
12:00	259	55.4	48.2	7.9	0	1	0	38	48	91	47	24	5	3	2	0
13:00	260	53.9	45.3	9.1	0	4	3	58	82	52	37	16	2	4	1	1
14:00	303	52.2	44.3	8.3	0	3	5	82	91	68	33	14	5	2	0	0
15:00	365	54.9	46.4	8.3	0	0	7	71	103	81	62	30	6	5	0	0
16:00	573	50.6	43.9	7.1	0	0	7	158	205	128	50	18	5	2	0	0
17:00	433	50.5	43.5	7	0	0	4	142	137	93	44	10	2	1	0	0
18:00	313	53.2	44.6	8.4	0	1	6	87	95	57	45	12	6	4	0	0
19:00	148	53.6	46.2	8.4	0	0	0	34	44	40	14	9	3	1	3	0
20:00	105	55.6	46.8	9.3	0	1	3	19	22	28	17	9	5	1	0	0
21:00	74	53.9	44.8	9.3	0	0	6	15	17	18	11	5	2	0	0	0
22:00	31	57.1	47.7	8.4	0	0	0	6	7	9	3	4	2	0	0	0
23:00	25	55.6	47.5	8.5	0	0	0	6	4	6	5	3	1	0	0	0
12H,7-19	3678	53.1	45.2	8	0	16	46	853	1126	877	488	183	51	29	6	3
16H,6-22	4150	53.2	45.2	8.1	0	17	57	978	1250	988	544	211	62	31	9	3
18H,6-24	4206	53.2	45.3	8.1	0	17	57	990	1261	1003	552	218	65	31	9	3
24H,0-24	4429	53.3	45.3	8.1	0	18	57	1041	1312	1061	590	233	69	35	10	3

10913			IMMINGHAM				Site No: 10913003				Location	Site 3 - Manby Rd, Immingham					
Tue 16-Nov-21 to Mon 22-Nov-21							Channel: Southbound										
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<21	21-<31	31-<41	41-<46	46-<51	51-<56	56-<61	61-<66	66-<71	71-<76	=>76
Thu 18-Nov-21																
00:00	20	54.1	47	7.9	0	0	0	4	5	5	4	1	1	0	0	0
01:00	25	53.8	46.4	8.7	0	0	0	7	4	7	5	1	0	1	0	0
02:00	18	55.5	48.5	7.2	0	0	0	2	3	9	1	2	1	0	0	0
03:00	26	54.6	47.3	8.3	0	0	1	3	6	8	5	2	1	0	0	0
04:00	36	53.1	46.8	6.5	0	0	0	5	11	12	5	3	0	0	0	0
05:00	94	55.1	47.9	8.5	0	0	0	14	31	17	21	6	1	3	0	1
06:00	147	53.1	45	8.1	0	0	4	33	50	29	20	5	6	0	0	0
07:00	207	50.9	43.8	7.8	0	2	3	58	67	46	20	8	3	0	0	0
08:00	264	53.7	45.3	8.1	0	0	4	73	57	68	40	15	7	0	0	0
09:00	209	52.5	44.9	8.2	0	0	7	45	70	49	20	10	7	1	0	0
10:00	231	54.2	45.7	8.4	0	1	6	48	62	57	34	17	5	1	0	0
11:00	251	53.3	44.6	9.5	0	4	13	54	64	63	32	11	8	2	0	0
12:00	268	55	46.8	9.1	0	2	6	44	75	65	44	19	6	5	0	2
13:00	290	55.7	46.9	9.1	0	2	10	45	72	68	52	28	10	3	0	0
14:00	319	55.9	48.4	8.3	0	0	4	35	94	69	69	31	11	3	1	2
15:00	395	55.6	47.3	9.5	1	7	8	52	82	123	67	37	12	3	2	1
16:00	534	50.8	43.7	7.6	0	0	6	181	141	132	48	20	2	3	0	1
17:00	488	50.3	42.9	7.4	0	1	8	175	152	91	42	15	4	0	0	0
18:00	303	53	44.2	7.7	0	0	3	97	91	47	47	16	2	0	0	0
19:00	160	53.9	45.1	8.6	0	0	1	48	47	28	20	9	4	2	1	0
20:00	93	54.1	46.2	7.5	0	0	2	14	32	20	17	7	1	0	0	0
21:00	61	57	48.3	9.1	0	0	1	11	12	12	14	7	2	2	0	0
22:00	46	60.1	52.5	10.1	0	0	0	3	9	11	9	8	2	0	2	2
23:00	31	55.4	50	8.5	0	0	0	3	6	9	9	1	1	1	1	0
12H,7-19	3759	53.8	45.3	8.5	1	19	78	907	1027	878	515	227	77	21	3	6
16H,6-22	4220	53.8	45.3	8.5	1	19	86	1013	1168	967	586	255	90	25	4	6
18H,6-24	4297	54	45.4	8.5	1	19	86	1019	1183	987	604	264	93	26	7	8
24H,0-24	4516	54	45.5	8.5	1	19	87	1054	1243	1045	645	279	97	30	7	9

10913			IMMINGHAM				Site No: 10913003				Location	Site 3 - Manby Rd, Immingham					
Tue 16-Nov-21 to Mon 22-Nov-21							Channel: Southbound										
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<21	21-<31	31-<41	41-<46	46-<51	51-<56	56-<61	61-<66	66-<71	71-<76	=>76
Fri 19-Nov-21																
00:00	22	57.5	48.5	8.6	0	0	0	4	5	4	4	4	1	0	0	0
01:00	24	49.2	41.2	9.3	0	1	1	8	8	3	2	1	0	0	0	0
02:00	24	54.6	44.6	11.5	0	0	4	3	5	5	4	2	0	1	0	0
03:00	23	58.6	50.2	9	0	0	0	4	1	8	4	4	1	1	0	0
04:00	38	55	46.9	8	0	0	0	9	7	11	6	4	1	0	0	0
05:00	64	52.6	44.4	8.2	0	0	0	24	12	16	6	4	2	0	0	0
06:00	175	52.2	42.3	9.8	2	4	9	51	49	27	26	6	0	1	0	0
07:00	209	51.8	44.4	7.8	0	1	4	54	62	52	26	7	2	1	0	0
08:00	238	55.3	47	7.9	0	0	4	36	70	62	35	22	8	1	0	0
09:00	235	56.3	48.1	8.3	0	1	1	36	51	70	39	23	11	2	1	0
10:00	281	54.7	46.4	9	0	1	6	56	76	68	42	22	3	3	2	2
11:00	235	54.5	46.6	8.4	0	3	3	34	67	65	39	17	4	2	1	0
12:00	297	54.8	47.2	8.4	0	1	4	42	94	68	57	17	7	4	1	2
13:00	312	54.4	46.1	8.5	0	2	10	54	79	90	44	24	7	2	0	0
14:00	330	53.8	45.5	8.7	0	3	8	66	98	74	56	15	3	7	0	0
15:00	389	53.3	45.9	7.6	0	0	4	80	110	109	59	16	8	2	0	1
16:00	509	52.5	44.8	7.9	0	0	10	130	155	118	63	20	10	2	1	0
17:00	405	50.8	43.6	7.8	0	0	8	135	120	84	32	20	3	3	0	0
18:00	243	55	46.4	8.7	0	2	1	52	62	65	30	19	8	3	1	0
19:00	141	55.2	47	9.4	0	1	2	30	29	34	28	7	7	1	2	0
20:00	105	57.4	48.4	9.2	0	0	0	19	24	27	16	10	5	2	1	1
21:00	54	60.7	51.7	10.6	0	0	1	8	4	10	14	9	5	0	2	1
22:00	38	59.5	48.6	10.6	0	0	1	6	10	9	3	4	2	2	1	0
23:00	26	58.6	47	10.8	0	0	1	7	5	4	2	5	1	1	0	0
12H,7-19	3683	54	45.8	8.3	0	14	63	775	1044	925	522	222	74	32	7	5
16H,6-22	4158	54.2	45.9	8.5	2	19	75	883	1150	1023	606	254	91	36	12	7
18H,6-24	4222	54.2	45.9	8.6	2	19	77	896	1165	1036	611	263	94	39	13	7
24H,0-24	4417	54.3	45.9	8.6	2	20	82	948	1203	1083	637	282	99	41	13	7

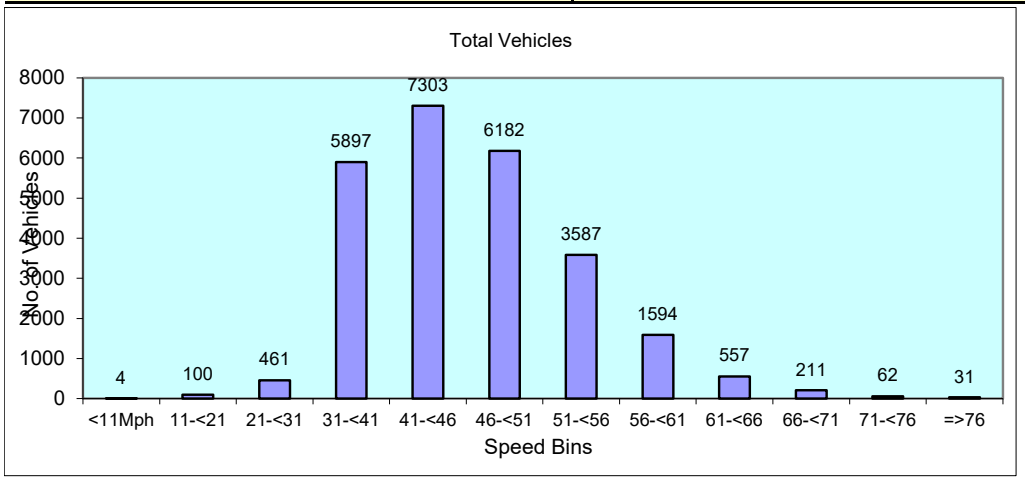
10913			IMMINGHAM				Site No: 10913003				Location	Site 3 - Manby Rd, Immingham					
Tue 16-Nov-21 to Mon 22-Nov-21							Channel: Southbound										
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<21	21-<31	31-<41	41-<46	46-<51	51-<56	56-<61	61-<66	66-<71	71-<76	=>76
Sat 20-Nov-21																
00:00	33	57.6	49.9	8.6	0	0	0	3	8	9	6	5	0	1	1	0
01:00	24	55.8	47.3	8.9	0	0	0	6	6	2	6	3	1	0	0	0
02:00	19	57.1	49.8	8.2	0	0	0	2	4	5	4	3	0	1	0	0
03:00	19	52.1	45.9	7.5	0	0	0	4	6	5	3	0	1	0	0	0
04:00	28	54.8	47.2	8.7	0	0	0	7	5	6	7	2	0	1	0	0
05:00	45	53	46.2	8.1	0	0	0	11	10	14	7	0	2	1	0	0
06:00	93	54.3	44.1	9.5	0	0	4	33	21	10	16	6	2	0	1	0
07:00	104	55.1	44.8	9.8	0	1	3	34	19	17	17	9	3	1	0	0
08:00	108	53.1	45.5	7.1	0	0	0	24	38	22	17	5	2	0	0	0
09:00	147	55.9	47.4	9.1	0	1	3	22	39	35	25	14	5	1	2	0
10:00	176	57.4	48	9.3	0	1	1	34	42	30	37	15	12	4	0	0
11:00	171	57.3	47.7	9.8	0	3	7	19	36	42	32	23	8	1	0	0
12:00	174	57.9	49	9.1	0	0	2	24	39	44	33	14	10	6	2	0
13:00	148	57	49.1	8	0	0	2	13	34	44	29	17	6	2	1	0
14:00	129	55.8	47.3	9.3	0	1	1	26	32	26	24	9	7	2	1	0
15:00	161	57.7	48.8	8.1	0	0	1	19	43	35	30	25	6	2	0	0
16:00	133	55.4	47.9	8.7	0	0	0	26	31	28	31	9	3	3	2	0
17:00	134	55.1	47.3	8.6	0	0	1	22	42	32	20	8	4	4	0	1
18:00	106	55.1	47.2	9	0	0	3	18	26	28	18	3	8	2	0	0
19:00	65	56.5	47.7	8.3	0	0	1	10	17	15	11	8	3	0	0	0
20:00	39	58.7	50.3	9.4	0	0	0	6	7	6	11	5	2	1	1	0
21:00	42	54	47.2	7.2	0	0	0	6	13	12	7	2	2	0	0	0
22:00	39	55.1	48.5	8.7	0	0	0	6	9	12	6	2	2	2	0	0
23:00	20	59.5	53.8	8.9	0	0	0	0	4	4	5	5	0	1	0	1
12H,7-19	1691	56.3	47.7	8.9	0	7	24	281	421	383	313	151	74	28	8	1
16H,6-22	1930	56.1	47.5	9	0	7	29	336	479	426	358	172	83	29	10	1
18H,6-24	1989	56.3	47.6	9	0	7	29	342	492	442	369	179	85	32	10	2
24H,0-24	2157	56.2	47.6	8.9	0	7	29	375	531	483	402	192	89	36	11	2

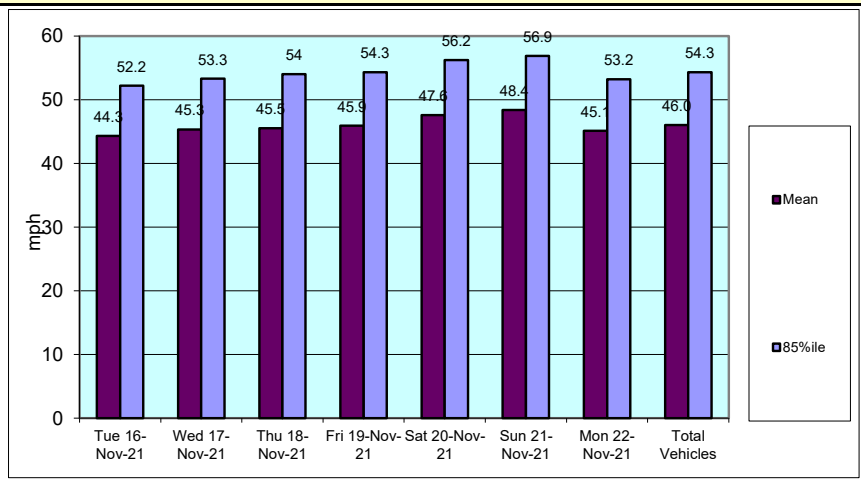
10913			IMMINGHAM				Site No: 10913003				Location	Site 3 - Manby Rd, Immingham					
Tue 16-Nov-21 to Mon 22-Nov-21							Channel: Southbound										
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<21	21-<31	31-<41	41-<46	46-<51	51-<56	56-<61	61-<66	66-<71	71-<76	=>76
Sun 21-Nov-21																
00:00	10	50	46.8	5.9	0	0	0	1	3	5	0	1	0	0	0	0
01:00	11	55.3	52.1	7.6	0	0	0	0	3	1	5	1	0	1	0	0
02:00	9	-	44.3	10.6	0	0	0	5	0	1	1	2	0	0	0	0
03:00	9	-	45.8	17.8	1	0	0	2	1	1	2	0	1	1	0	0
04:00	15	56.4	48	8.1	0	0	0	3	2	5	2	3	0	0	0	0
05:00	34	55.2	50.3	7.9	0	0	0	3	3	14	10	2	1	0	0	1
06:00	57	58.2	48.5	9	0	0	1	9	11	16	7	9	3	1	0	0
07:00	37	57	46.7	9.2	0	0	1	9	5	12	3	5	2	0	0	0
08:00	41	54.8	48.1	8.6	0	0	1	5	8	15	7	2	1	2	0	0
09:00	64	55.9	48.1	7.9	0	0	1	6	21	14	12	6	4	0	0	0
10:00	105	57.8	49.3	7.9	0	0	1	9	26	30	18	13	7	1	0	0
11:00	118	57.1	49.3	7.6	0	0	0	16	14	44	22	17	3	2	0	0
12:00	93	59.3	49.7	9.7	0	1	0	11	22	19	17	13	6	3	0	1
13:00	105	57.8	49.4	9	0	2	0	10	20	26	25	16	5	0	1	0
14:00	136	55.6	48.3	7.3	0	0	1	15	33	42	26	15	3	1	0	0
15:00	124	57.2	49.9	7.6	0	0	1	10	24	32	34	16	5	2	0	0
16:00	96	57.3	48	8.6	0	0	1	13	27	28	9	12	3	2	1	0
17:00	114	53.8	45.7	8.2	0	0	0	30	33	24	17	5	2	3	0	0
18:00	102	55.4	47.4	8.4	0	0	1	16	30	27	14	8	3	2	1	0
19:00	77	55	47.4	9.2	0	0	0	16	22	15	15	2	4	2	0	1
20:00	42	54.5	47.3	7.4	0	0	0	6	13	12	6	3	2	0	0	0
21:00	32	58.1	48.6	8.4	0	0	0	5	7	10	3	4	3	0	0	0
22:00	34	56.5	49.6	7.3	0	0	0	3	7	10	8	4	2	0	0	0
23:00	11	55.3	48.3	7.9	0	0	0	1	4	3	1	1	1	0	0	0
12H,7-19	1135	56.9	48.5	8.3	0	3	8	150	263	313	204	128	44	18	3	1
16H,6-22	1343	56.9	48.4	8.4	0	3	9	186	316	366	235	146	56	21	3	2
18H,6-24	1388	56.9	48.4	8.3	0	3	9	190	327	379	244	151	59	21	3	2
24H,0-24	1476	56.9	48.4	8.4	1	3	9	204	339	406	264	160	61	23	3	3

10913			IMMINGHAM				Site No: 10913003				Location	Site 3 - Manby Rd, Immingham					
Tue 16-Nov-21 to Mon 22-Nov-21							Channel: Southbound										
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<21	21-<31	31-<41	41-<46	46-<51	51-<56	56-<61	61-<66	66-<71	71-<76	=>76
Mon 22-Nov-21																
00:00	8	-	44.1	6.3	0	0	0	2	3	2	1	0	0	0	0	0
01:00	8	-	45.4	10	0	0	1	1	1	2	3	0	0	0	0	0
02:00	7	-	47.4	6.8	0	0	0	1	1	4	0	1	0	0	0	0
03:00	16	50.3	46.3	6.7	0	0	0	2	6	6	1	0	1	0	0	0
04:00	24	53.9	46.8	7.6	0	0	0	6	2	9	5	2	0	0	0	0
05:00	80	50.7	45.2	6.7	0	0	1	15	26	27	8	2	1	0	0	0
06:00	167	52.6	43.6	8.7	0	1	7	49	51	28	17	12	1	1	0	0
07:00	224	54	45.7	8.5	0	1	5	42	77	48	28	16	4	2	0	1
08:00	258	54	46.7	7.8	0	1	2	40	79	69	47	8	10	1	1	0
09:00	215	55.1	47.7	8.3	0	1	1	26	71	51	39	16	4	4	0	2
10:00	212	52.2	44.7	7.9	0	0	4	56	65	50	19	15	2	0	1	0
11:00	233	55.6	48.3	8.2	0	1	3	25	53	75	44	18	10	3	1	0
12:00	254	52.7	45.4	7.6	0	1	2	48	102	54	25	15	4	3	0	0
13:00	261	53.4	46.7	6.8	0	0	2	33	87	78	44	12	4	0	1	0
14:00	302	54.6	46.5	8.2	0	0	14	37	86	85	48	26	5	1	0	0
15:00	327	52.4	44	9.1	0	7	8	88	86	79	35	17	5	1	1	0
16:00	592	53.4	44.8	8.6	0	1	17	165	140	142	80	34	9	0	3	1
17:00	469	49.8	43	7.6	0	1	14	146	161	101	26	11	7	2	0	0
18:00	259	50.9	43.1	8.3	0	0	11	89	69	51	24	9	6	0	0	0
19:00	161	53.6	44.4	8.8	0	0	3	52	47	27	14	11	4	3	0	0
20:00	90	51	44.2	8.4	0	0	2	28	26	20	6	4	3	1	0	0
21:00	115	51.7	43.5	8.3	0	0	4	41	21	29	16	2	1	1	0	0
22:00	154	52.5	45.3	7.8	0	0	1	35	55	34	18	6	2	2	1	0
23:00	71	52.3	45.2	8.3	0	0	1	18	22	17	7	3	1	2	0	0
12H,7-19	3606	53.3	45.3	8.3	0	14	83	795	1076	883	459	197	70	17	8	4
16H,6-22	4139	53.3	45.1	8.3	0	15	99	965	1221	987	512	226	79	23	8	4
18H,6-24	4364	53.2	45.1	8.3	0	15	101	1018	1298	1038	537	235	82	27	9	4
24H,0-24	4507	53.2	45.1	8.2	0	15	103	1045	1337	1088	555	240	84	27	9	4

10913	IMMINGHAM	Site No: 10913003	Location	Site 3 - Manby Rd, Immingham
Tue 16-Nov-21 to Mon 22-Nov-21		Channel: Southbound		

Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<21	21-<31	31-<41	41-<46	46-<51	51-<56	56-<61	61-<66	66-<71	71-<76	=>76
Daily Totals																
Tue 16-Nov-21	**4487**	52.2	44.3	8.1	0	18	94	1230	1338	1016	494	208	58	19	9	3
Wed 17-Nov-21	**4429**	53.3	45.3	8.1	0	18	57	1041	1312	1061	590	233	69	35	10	3
Thu 18-Nov-21	**4516**	54	45.5	8.5	1	19	87	1054	1243	1045	645	279	97	30	7	9
Fri 19-Nov-21	**4417**	54.3	45.9	8.6	2	20	82	948	1203	1083	637	282	99	41	13	7
Sat 20-Nov-21	**2157**	56.2	47.6	8.9	0	7	29	375	531	483	402	192	89	36	11	2
Sun 21-Nov-21	**1476**	56.9	48.4	8.4	1	3	9	204	339	406	264	160	61	23	3	3
Mon 22-Nov-21	**4507**	53.2	45.1	8.2	0	15	103	1045	1337	1088	555	240	84	27	9	4
Total Vehicles																
[--]	**25989**	54.3	46.0	8.4	4	100	461	5897	7303	6182	3587	1594	557	211	62	31

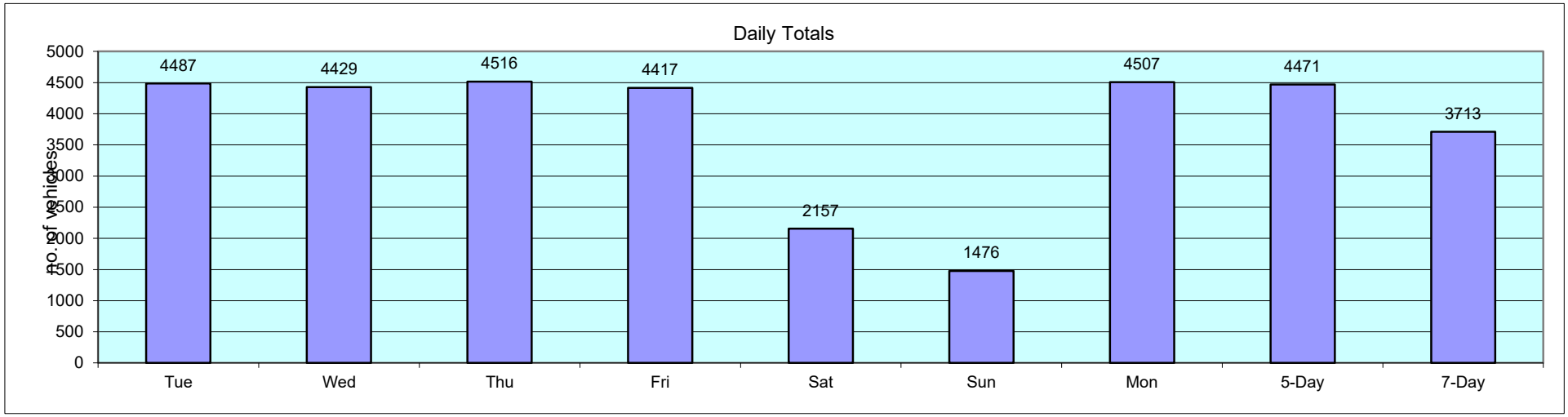




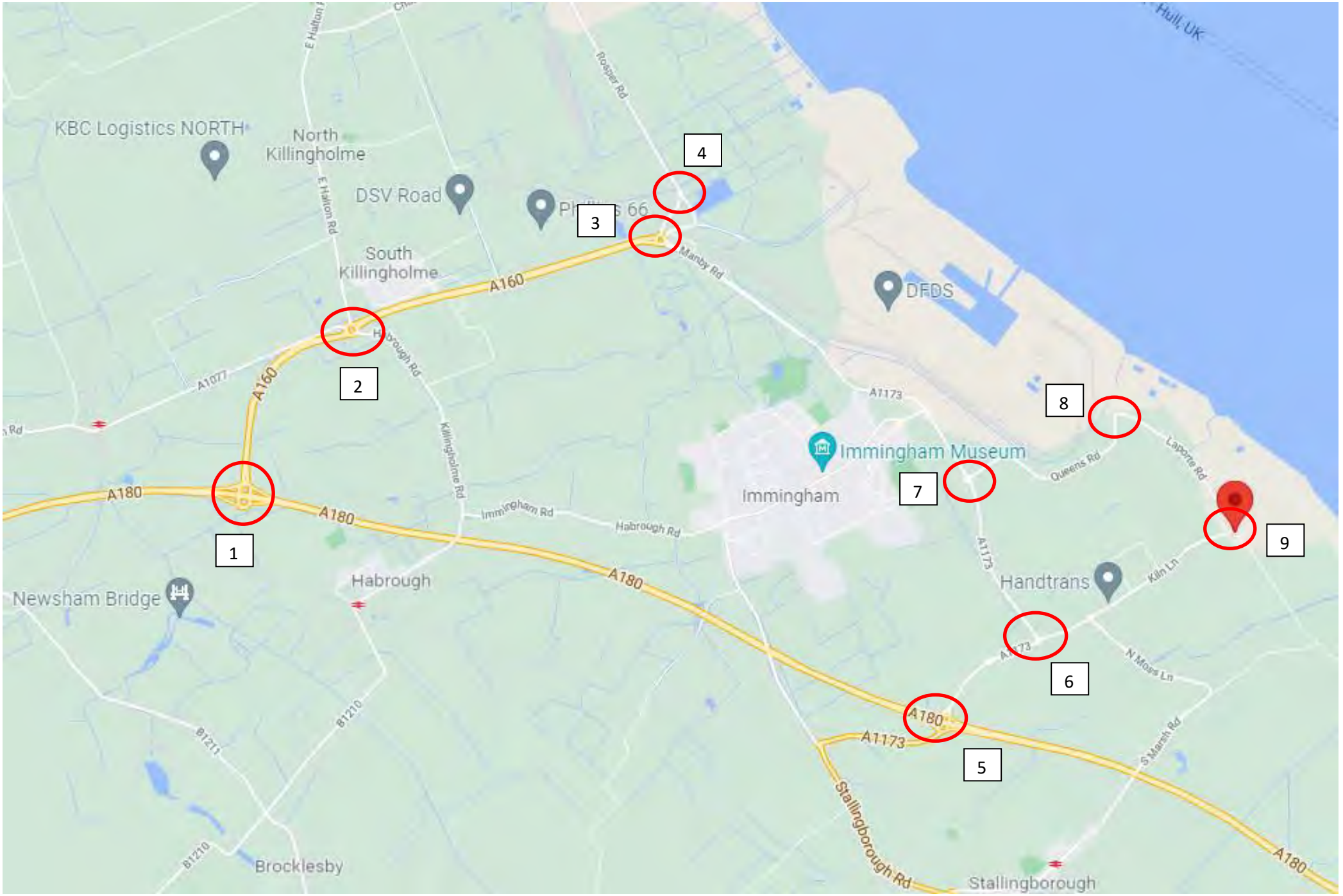
10913		IMMINGHAM		Site No: 10913003 Channel: Southbound		Location	Site 3 - Manby Rd, Immingham		
TIME PERIOD	Tue 16/11/2021	Wed 17/11/2021	Thu 18/11/2021	Fri 19/11/2021	Sat 20/11/2021	Sun 21/11/2021	Mon 22/11/2021	5-Day Av	7-Day Av
Week Begin: 16-Nov-21									
00:00	**13**	19	20	22	33	10	8	16	18
01:00	**16**	12	25	24	24	11	8	17	17
02:00	**23**	28	18	24	19	9	7	20	18
03:00	**24**	31	26	23	19	9	16	24	21
04:00	**39**	39	36	38	28	15	24	35	31
05:00	**92**	94	94	64	45	34	80	85	72
06:00	**151**	145	147	175	93	57	167	157	134
07:00	**222**	238	207	209	104	37	224	220	177
08:00	**260**	252	264	238	108	41	258	254	203
09:00	**239**	220	209	235	147	64	215	224	190
10:00	**209**	223	231	281	176	105	212	231	205
11:00	**232**	239	251	235	171	118	233	238	211
12:00	**270**	259	268	297	174	93	254	270	231
13:00	**271**	260	290	312	148	105	261	279	235
14:00	**351**	303	319	330	129	136	302	321	267
15:00	**362**	365	395	389	161	124	327	368	303
16:00	**583**	573	534	509	133	96	592	558	431
17:00	**449**	433	488	405	134	114	469	449	356
18:00	**307**	313	303	243	106	102	259	285	233
19:00	**158**	148	160	141	65	77	161	154	130
20:00	**97**	105	93	105	39	42	90	98	82
21:00	**57**	74	61	54	42	32	115	72	62
22:00	**40**	31	46	38	39	34	154	62	55
23:00	**22**	25	31	26	20	11	71	35	29
12H,7-19	**3755**	**3678**	**3759**	**3683**	**1691**	**1135**	**3606**	**3696**	**3044**
16H,6-22	**4218**	**4150**	**4220**	**4158**	**1930**	**1343**	**4139**	**4177**	**3451**
18H,6-24	**4280**	**4206**	**4297**	**4222**	**1989**	**1388**	**4364**	**4274**	**3535**
24H,0-24	**4487**	**4429**	**4516**	**4417**	**2157**	**1476**	**4507**	**4471**	**3713**
Am	**08:00**	**08:00**	**08:00**	**10:00**	**10:00**	**11:00**	**08:00**		
Peak	**260**	**252**	**264**	**281**	**176**	**118**	**258**		
Pm	**16:00**	**16:00**	**16:00**	**16:00**	**12:00**	**14:00**	**16:00**		
Peak	**583**	**573**	**534**	**509**	**174**	**136**	**592**		

10913	IMMINGHAM	Site No: 10913003	Location	Site 3 - Manby Rd, Immingham
		Channel: Southbound		

TIME PERIOD	Tue 16/11/2021	Wed 17/11/2021	Thu 18/11/2021	Fri 19/11/2021	Sat 20/11/2021	Sun 21/11/2021	Mon 22/11/2021	5-Day Av	7-Day Av



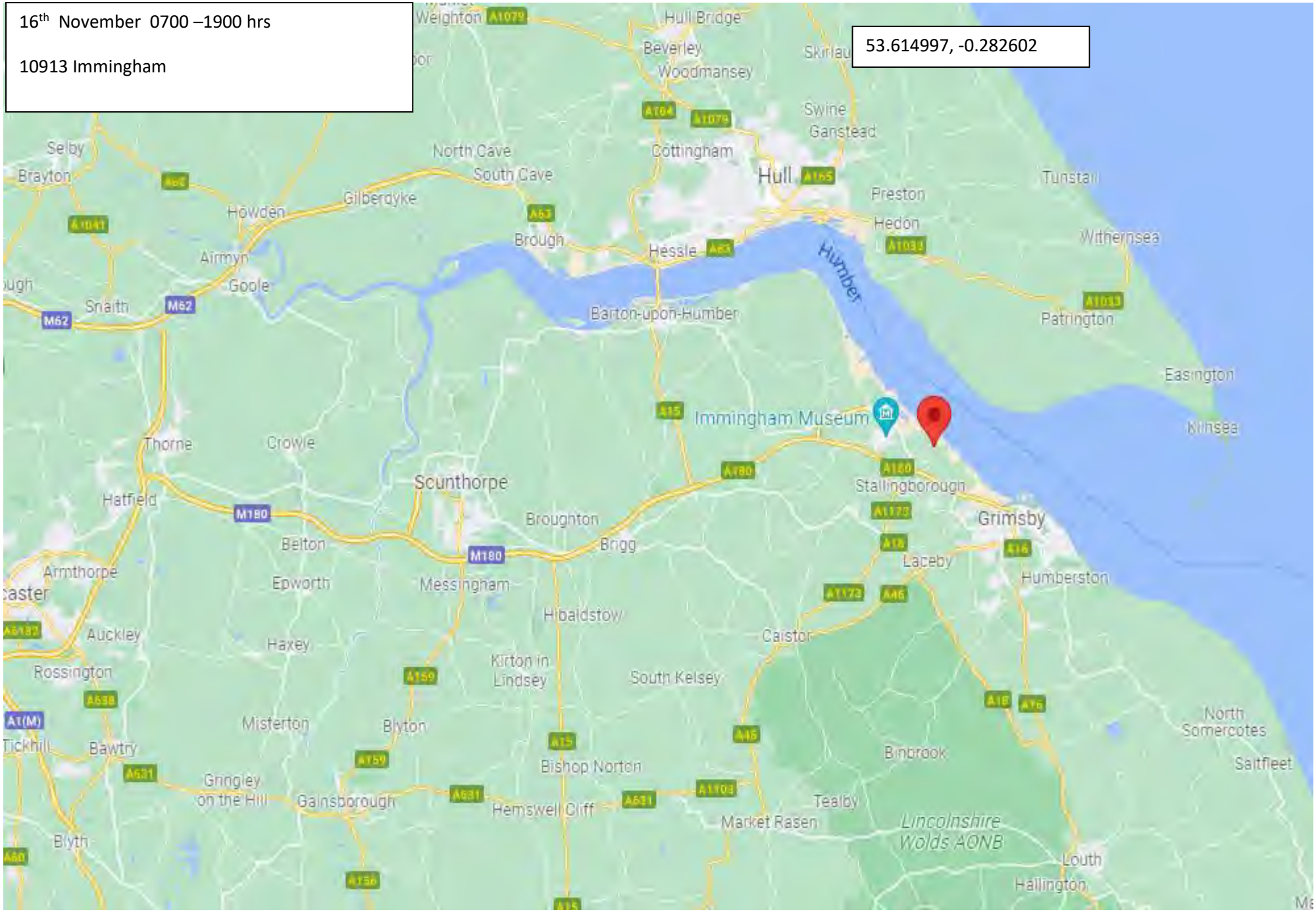
Annex BD2
Turning Survey Results


KBC Logistics NORTH
North Killingholme
DSV Road
South Killingholme
A160
A1077
A180
Habrough
Newsham Bridge
Brocklesby
Immingham Museum
Immingham
Handtrans
DFDS
A1173
Stallingborough Rd
Stallingborough
Hull, UK
1
2
3
4
5
6
7
8
9

16th November 0700 –1900 hrs

10913 Immingham

53.614997, -0.282602



SITE: 1	AUT SURVEYS LTD	DATE: 20TH APRIL 2022
LOCATION: IMMINGHAM DOCK		DAY: WEDNESDAY

JOB TITLE: IMMINGHAM DOCK		JOB NUMBER: 11240

MANUAL CLASSIFIED COUNTS

JOB REF: 11240

JOB NAME: IMMINGHAM DOCK

SITE: 1 **DATE:** 20/04/2022

LOCATION: EAST RIVERSIDE (E) / EAST DOCK ROAD / EAST RIVERSIDE (W) **DAY:** WEDNESDAY

TIME	A TO B FROM EAST RIVERSIDE (E) TO EAST DOCK ROAD								A TO C FROM EAST RIVERSIDE (E) TO EAST RIVERSIDE (W)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	1	0	0	3	0	0	0	4
07:30	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2
07:45	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0	1
H/TOT	0	0	0	1	0	0	0	1	1	0	0	6	0	0	0	7
08:00	0	0	0	0	0	0	0	0	1	0	0	3	0	0	0	4
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	3	0	0	0	0	3	0	0	0	1	0	0	0	1
08:45	0	0	1	0	0	0	0	1	1	1	0	0	0	0	0	2
H/TOT	0	0	4	0	0	0	0	4	2	1	0	4	0	0	0	7
09:00	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	3
09:15	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3
09:30	0	0	0	0	0	0	0	0	1	1	0	1	0	0	0	3
09:45	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	2
H/TOT	0	0	0	0	0	0	0	0	2	1	1	7	0	0	0	11
10:00	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2
10:45	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
H/TOT	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4
11:00	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	2
11:15	0	0	0	0	0	0	0	0	2	1	0	3	0	0	0	6
11:30	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	1	0	0	0	0	0	0	1	3	1	0	5	0	0	0	9
12:00	0	0	3	0	0	0	0	3	2	0	0	2	0	0	0	4
12:15	0	0	1	0	0	0	0	1	0	0	0	1	0	0	0	1
12:30	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3
12:45	0	0	0	0	0	0	0	0	0	1	0	3	0	0	0	4
H/TOT	0	0	4	0	0	0	0	4	2	1	0	9	0	0	0	12
13:00	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4
13:15	0	0	0	0	0	0	0	0	1	0	0	2	0	0	0	3
13:30	0	0	0	1	0	0	0	1	0	1	0	2	0	0	0	3
13:45	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0
H/TOT	0	1	0	1	0	0	0	2	1	1	0	8	0	0	0	10
14:00	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2
14:15	0	0	0	0	0	0	0	0	0	1	0	4	0	0	0	5
14:30	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4
14:45	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	2
H/TOT	0	0	0	0	0	0	0	0	1	1	0	11	0	0	0	13
15:00	0	0	3	0	0	0	0	3	0	0	0	3	0	0	1	4
15:15	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	2
15:30	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2
15:45	0	0	0	0	0	0	0	0	1	3	0	1	0	0	0	5
H/TOT	0	0	3	0	0	0	0	3	2	3	0	7	0	0	1	13
16:00	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
16:15	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
16:30	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
16:45	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
H/TOT	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4
17:00	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3
17:15	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2
17:30	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	3
17:45	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
H/TOT	0	0	1	0	0	0	0	1	0	0	1	7	0	0	0	8
18:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	2
18:15	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
18:30	0	0	0	0	0	0	0	0	1	0	0	2	0	0	0	3
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	2	1	0	2	0	0	1	6
P/TOT	1	1	12	2	0	0	0	16	16	10	2	74	0	0	2	104

MANUAL CLASSIFIED COUNTS

JOB REF: 11240

JOB NAME: IMMINGHAM DOCK

SITE: 1 **DATE:** 20/04/2022

LOCATION: EAST RIVERSIDE (E) / EAST DOCK ROAD / EAST RIVERSIDE (W) **DAY:** WEDNESDAY

TIME	B TO A FROM EAST DOCK ROAD TO EAST RIVERSIDE (E)								B TO C FROM EAST DOCK ROAD TO EAST RIVERSIDE (W)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
H/TOT	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2
08:00	1	0	1	0	0	0	0	2	1	0	1	2	0	0	0	4
08:15	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	2
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	1	0	1	0	0	0	0	2	1	0	2	3	0	0	0	6
09:00	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2
09:15	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
09:30	0	0	2	0	0	0	0	2	0	0	0	2	0	0	0	2
09:45	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
H/TOT	0	0	2	0	0	0	0	2	0	0	0	6	0	0	0	6
10:00	0	0	1	0	0	0	0	1	0	0	0	1	0	0	0	1
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	1	0	0	0	0	1	0	0	0	1	0	0	0	1
11:00	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2
11:15	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3
11:30	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	6
12:00	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	2
12:15	0	0	0	0	0	0	0	0	1	0	0	2	0	0	0	3
12:30	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
12:45	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
H/TOT	0	0	0	0	0	0	0	0	2	0	0	5	0	0	0	7
13:00	0	0	3	0	0	0	0	3	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	2
13:30	1	0	0	0	0	0	0	1	0	1	0	2	0	0	0	3
13:45	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
H/TOT	1	0	3	0	0	0	0	4	1	1	0	4	0	0	0	6
14:00	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
14:15	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2
14:30	0	0	0	0	0	0	0	0	0	0	0	2	0	0	1	3
14:45	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3
H/TOT	0	0	0	0	0	0	0	0	1	2	0	5	0	0	1	9
15:00	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
15:15	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	2
15:30	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2
15:45	0	0	0	0	0	0	0	0	1	1	0	1	0	0	0	3
H/TOT	0	0	0	0	0	0	0	0	1	3	0	4	0	0	0	8
16:00	0	0	3	0	0	0	0	3	0	1	0	2	0	0	0	3
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
H/TOT	0	0	3	0	0	0	0	3	0	1	0	3	0	0	0	4
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	2
17:45	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0	1
H/TOT	0	0	0	1	0	0	0	1	0	1	0	2	0	0	0	3
18:00	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	2
18:45	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0
H/TOT	0	0	0	1	0	0	0	1	1	0	0	2	0	0	0	3
P/TOT	2	0	10	2	0	0	0	14	7	8	2	43	0	0	1	61

MANUAL CLASSIFIED COUNTS

JOB REF: 11240

JOB NAME: IMMINGHAM DOCK

SITE: 1 **DATE:** 20/04/2022

LOCATION: EAST RIVERSIDE (E) / EAST DOCK ROAD / EAST RIVERSIDE (W) **DAY:** WEDNESDAY

TIME	C TO A FROM EAST RIVERSIDE (W) TO EAST RIVERSIDE (E)								C TO B FROM EAST RIVERSIDE (W) TO EAST DOCK ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	1	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
07:15	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	2	0	0	0	0	0	0	2	0	1	0	0	0	0	0	1
08:00	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	2	0	0	0	0	0	2	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	1	2	0	0	0	0	0	3	0	0	0	0	0	0	0	0
09:00	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	1	0	0	0	0	1	0	1	0	0	0	0	0	1
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	2	0	0	0	0	1	3	0	0	0	0	0	0	0	0
11:15	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0
11:30	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
H/TOT	1	3	0	0	0	0	1	5	0	0	0	0	0	0	1	1
12:00	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
12:15	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
12:30	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	4	0	0	0	0	0	0	4	1	0	0	0	0	0	0	1
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	2	1	0	0	0	0	0	3	0	1	0	0	0	0	0	1
H/TOT	2	1	0	0	0	0	0	3	0	1	0	0	0	0	0	1
15:00	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	3
15:15	1	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	1	0	0	0	0	0	0	1	2	2	0	0	0	0	0	4
16:00	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2
16:15	1	0	0	0	0	1	0	2	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	1	0	0	0	0	1	0	2	1	1	0	0	0	0	0	2
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
H/TOT	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	1
18:15	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
18:30	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0
18:45	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
H/TOT	6	0	0	0	0	0	1	7	1	0	0	0	0	0	0	1
P/TOT	19	6	1	0	0	1	2	29	6	7	0	0	0	0	1	14

MANUAL CLASSIFIED COUNTS

JOB REF: 11240

JOB NAME: IMMINGHAM DOCK

SITE: 1 **DATE:** 20/04/2022

LOCATION: EAST RIVERSIDE (E) / EAST DOCK ROAD / EAST RIVERSIDE (W) **DAY:** WEDNESDAY

TIME	TO ARM A EAST RIVERSIDE (E)								FROM ARM A EAST RIVERSIDE (E)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
07:15	1	0	0	0	0	0	0	1	1	0	0	3	0	0	0	4
07:30	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2
07:45	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2
H/TOT	2	0	0	0	0	0	0	2	1	0	0	7	0	0	0	8
08:00	2	0	1	0	0	0	0	3	1	0	0	3	0	0	0	4
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	2	0	0	0	0	0	2	0	0	3	1	0	0	0	4
08:45	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	3
H/TOT	2	2	1	0	0	0	0	5	2	1	4	4	0	0	0	11
09:00	0	0	1	0	0	0	0	1	0	0	1	2	0	0	0	3
09:15	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3
09:30	0	0	2	0	0	0	0	2	1	1	0	1	0	0	0	3
09:45	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	2
H/TOT	0	0	3	0	0	0	0	3	2	1	1	7	0	0	0	11
10:00	0	0	1	0	0	0	0	1	0	0	0	1	0	0	0	1
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2
10:45	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
H/TOT	0	0	1	0	0	0	0	1	0	0	0	4	0	0	0	4
11:00	0	2	0	0	0	0	1	3	1	0	0	1	0	0	0	2
11:15	0	1	0	0	0	0	0	1	2	1	0	3	0	0	0	6
11:30	1	0	0	0	0	0	0	1	1	0	0	1	0	0	0	2
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	1	3	0	0	0	0	1	5	4	1	0	5	0	0	0	10
12:00	2	0	0	0	0	0	0	2	2	0	3	2	0	0	0	7
12:15	1	0	0	0	0	0	0	1	0	0	1	1	0	0	0	2
12:30	1	0	0	0	0	0	0	1	0	0	0	3	0	0	0	3
12:45	0	0	0	0	0	0	0	0	0	1	0	3	0	0	0	4
H/TOT	4	0	0	0	0	0	0	4	2	1	4	9	0	0	0	16
13:00	0	0	3	0	0	0	0	3	0	0	0	4	0	0	0	4
13:15	0	0	0	0	0	0	0	0	1	0	0	2	0	0	0	3
13:30	1	0	0	0	0	0	0	1	0	1	0	3	0	0	0	4
13:45	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
H/TOT	1	0	3	0	0	0	0	4	1	2	0	9	0	0	0	12
14:00	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2
14:15	0	0	0	0	0	0	0	0	0	1	0	4	0	0	0	5
14:30	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4
14:45	2	1	0	0	0	0	0	3	1	0	0	1	0	0	0	2
H/TOT	2	1	0	0	0	0	0	3	1	1	0	11	0	0	0	13
15:00	0	0	0	0	0	0	0	0	0	0	3	3	0	0	1	7
15:15	1	0	0	0	0	0	0	1	1	0	0	1	0	0	0	2
15:30	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2
15:45	0	0	0	0	0	0	0	0	1	3	0	1	0	0	0	5
H/TOT	1	0	0	0	0	0	0	1	2	3	3	7	0	0	1	16
16:00	0	0	3	0	0	0	0	3	0	0	0	1	0	0	0	1
16:15	1	0	0	0	0	1	0	2	0	0	0	1	0	0	0	1
16:30	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
16:45	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
H/TOT	1	0	3	0	0	1	0	5	0	0	0	4	0	0	0	4
17:00	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3
17:15	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2
17:30	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	3
17:45	1	0	0	1	0	0	0	2	0	0	1	0	0	0	0	1
H/TOT	1	0	0	1	0	0	0	2	0	0	2	7	0	0	0	9
18:00	0	0	0	0	0	0	1	1	1	0	0	0	0	0	1	2
18:15	1	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
18:30	3	0	0	0	0	0	0	3	1	0	0	2	0	0	0	3
18:45	2	0	0	1	0	0	0	3	0	0	0	0	0	0	0	0
H/TOT	6	0	0	1	0	0	1	8	2	1	0	2	0	0	1	6
P/TOT	21	6	11	2	0	1	2	43	17	11	14	76	0	0	2	120

MANUAL CLASSIFIED COUNTS

JOB REF: 11240

JOB NAME: IMMINGHAM DOCK

SITE: 1 **DATE:** 20/04/2022

LOCATION: EAST RIVERSIDE (E) / EAST DOCK ROAD / EAST RIVERSIDE (W) **DAY:** WEDNESDAY

TIME	TO ARM B EAST DOCK ROAD								FROM ARM B EAST DOCK ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	1
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0	1
H/TOT	0	1	0	1	0	0	0	2	0	0	0	2	0	0	0	2
08:00	0	0	0	0	0	0	0	0	2	0	2	2	0	0	0	6
08:15	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	2
08:30	0	0	3	0	0	0	0	3	0	0	0	0	0	0	0	0
08:45	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
H/TOT	0	0	4	0	0	0	0	4	2	0	3	3	0	0	0	8
09:00	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2
09:15	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
09:30	0	1	0	0	0	0	0	1	0	0	2	2	0	0	0	4
09:45	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
H/TOT	0	1	0	0	0	0	0	1	0	0	2	6	0	0	0	8
10:00	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	2
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	2
11:00	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2
11:15	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3
11:30	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1
11:45	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0
H/TOT	1	0	0	0	0	0	1	2	0	0	0	6	0	0	0	6
12:00	0	0	3	0	0	0	0	3	1	0	0	1	0	0	0	2
12:15	0	0	1	0	0	0	0	1	1	0	0	2	0	0	0	3
12:30	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1
12:45	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
H/TOT	1	0	4	0	0	0	0	5	2	0	0	5	0	0	0	7
13:00	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3
13:15	1	1	0	0	0	0	0	2	1	0	0	1	0	0	0	2
13:30	0	0	0	1	0	0	0	1	1	1	0	2	0	0	0	4
13:45	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	1
H/TOT	1	2	0	1	0	0	0	4	2	1	3	4	0	0	0	10
14:00	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
14:15	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2
14:30	0	0	0	0	0	0	0	0	0	0	0	2	0	0	1	3
14:45	0	1	0	0	0	0	0	1	0	0	0	3	0	0	0	3
H/TOT	0	1	0	0	0	0	0	1	1	2	0	5	0	0	1	9
15:00	2	1	3	0	0	0	0	6	0	1	0	0	0	0	0	1
15:15	0	1	0	0	0	0	0	1	0	1	0	1	0	0	0	2
15:30	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2
15:45	0	0	0	0	0	0	0	0	1	1	0	1	0	0	0	3
H/TOT	2	2	3	0	0	0	0	7	1	3	0	4	0	0	0	8
16:00	1	1	0	0	0	0	0	2	0	1	3	2	0	0	0	6
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
H/TOT	1	1	0	0	0	0	0	2	0	1	3	3	0	0	0	7
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	2
17:45	0	0	1	0	0	0	0	1	0	0	0	2	0	0	0	2
H/TOT	0	0	1	0	0	0	0	1	0	1	0	3	0	0	0	4
18:00	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	2
18:45	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
H/TOT	1	0	0	0	0	0	0	1	1	0	0	3	0	0	0	4
P/TOT	7	8	12	2	0	0	1	30	9	8	12	45	0	0	1	75

MANUAL CLASSIFIED COUNTS

JOB REF: 11240

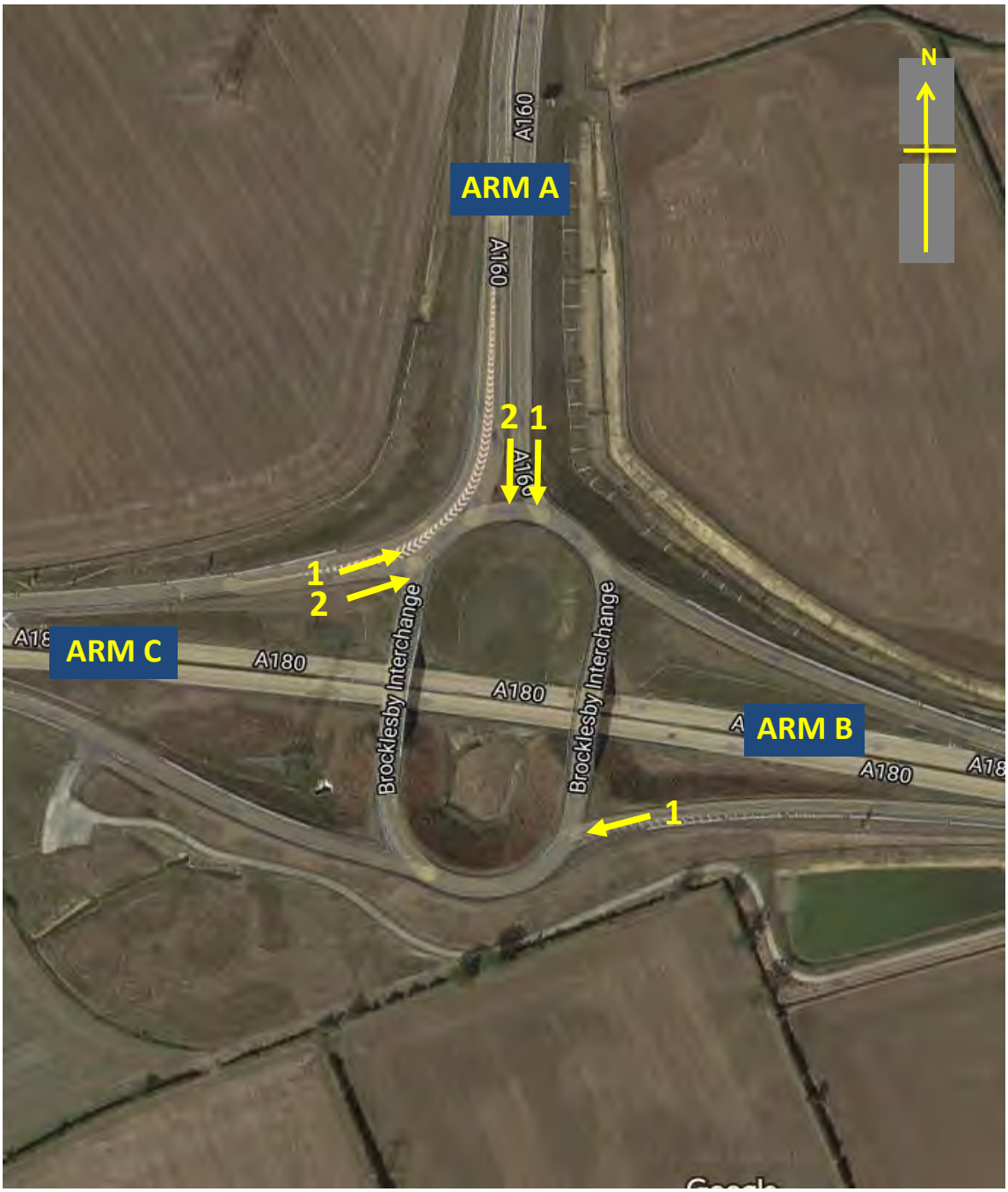
JOB NAME: IMMINGHAM DOCK

SITE: 1 **DATE:** 20/04/2022

LOCATION: EAST RIVERSIDE (E) / EAST DOCK ROAD / EAST RIVERSIDE (W) **DAY:** WEDNESDAY

TIME	TO ARM C EAST RIVERSIDE (W)								FROM ARM C EAST RIVERSIDE (W)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	0	0	1	0	0	0	1	1	1	0	0	0	0	0	2
07:15	1	0	0	3	0	0	0	4	1	0	0	0	0	0	0	1
07:30	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0
07:45	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0
H/TOT	1	0	0	8	0	0	0	9	2	1	0	0	0	0	0	3
08:00	2	0	1	5	0	0	0	8	1	0	0	0	0	0	0	1
08:15	0	0	1	1	0	0	0	2	0	0	0	0	0	0	0	0
08:30	0	0	0	1	0	0	0	1	0	2	0	0	0	0	0	2
08:45	1	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0
H/TOT	3	1	2	7	0	0	0	13	1	2	0	0	0	0	0	3
09:00	0	0	1	4	0	0	0	5	0	0	1	0	0	0	0	1
09:15	0	0	0	4	0	0	0	4	0	0	0	0	0	0	0	0
09:30	1	1	0	3	0	0	0	5	0	1	0	0	0	0	0	1
09:45	1	0	0	2	0	0	0	3	0	0	0	0	0	0	0	0
H/TOT	2	1	1	13	0	0	0	17	0	1	1	0	0	0	0	2
10:00	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0
10:45	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0
H/TOT	0	0	0	5	0	0	0	5	0	0	0	0	0	0	0	0
11:00	1	0	0	3	0	0	0	4	0	2	0	0	0	0	1	3
11:15	2	1	0	6	0	0	0	9	0	1	0	0	0	0	0	1
11:30	0	0	0	2	0	0	0	2	1	0	0	0	0	0	0	1
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
H/TOT	3	1	0	11	0	0	0	15	1	3	0	0	0	0	2	6
12:00	3	0	0	3	0	0	0	6	2	0	0	0	0	0	0	2
12:15	1	0	0	3	0	0	0	4	1	0	0	0	0	0	0	1
12:30	0	0	0	4	0	0	0	4	2	0	0	0	0	0	0	2
12:45	0	1	0	4	0	0	0	5	0	0	0	0	0	0	0	0
H/TOT	4	1	0	14	0	0	0	19	5	0	0	0	0	0	0	5
13:00	0	0	0	4	0	0	0	4	0	0	0	0	0	0	0	0
13:15	2	0	0	3	0	0	0	5	1	1	0	0	0	0	0	2
13:30	0	2	0	4	0	0	0	6	0	0	0	0	0	0	0	0
13:45	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0
H/TOT	2	2	0	12	0	0	0	16	1	1	0	0	0	0	0	2
14:00	0	1	0	2	0	0	0	3	0	0	0	0	0	0	0	0
14:15	1	2	0	4	0	0	0	7	0	0	0	0	0	0	0	0
14:30	0	0	0	6	0	0	1	7	0	0	0	0	0	0	0	0
14:45	1	0	0	4	0	0	0	5	2	2	0	0	0	0	0	4
H/TOT	2	3	0	16	0	0	1	22	2	2	0	0	0	0	0	4
15:00	0	1	0	3	0	0	1	5	2	1	0	0	0	0	0	3
15:15	1	1	0	2	0	0	0	4	1	1	0	0	0	0	0	2
15:30	0	0	0	4	0	0	0	4	0	0	0	0	0	0	0	0
15:45	2	4	0	2	0	0	0	8	0	0	0	0	0	0	0	0
H/TOT	3	6	0	11	0	0	1	21	3	2	0	0	0	0	0	5
16:00	0	1	0	3	0	0	0	4	1	1	0	0	0	0	0	2
16:15	0	0	0	1	0	0	0	1	1	0	0	0	0	1	0	2
16:30	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0
16:45	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0
H/TOT	0	1	0	7	0	0	0	8	2	1	0	0	0	1	0	4
17:00	0	0	0	3	0	0	0	3	0	0	0	0	0	0	0	0
17:15	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0
17:30	0	1	1	3	0	0	0	5	0	0	0	0	0	0	0	0
17:45	0	0	0	1	0	0	0	1	1	0	0	0	0	0	0	1
H/TOT	0	1	1	9	0	0	0	11	1	0	0	0	0	0	0	1
18:00	1	0	0	1	0	0	1	3	1	0	0	0	0	0	1	2
18:15	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	1
18:30	2	0	0	3	0	0	0	5	3	0	0	0	0	0	0	3
18:45	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
H/TOT	3	1	0	4	0	0	1	9	7	0	0	0	0	0	1	8
P/TOT	23	18	4	117	0	0	3	165	25	13	1	0	0	1	3	43

SITE: 1	AUTI SURVEYS LTD	DATE: 16TH NOVEMBER 2021
LOCATION: A180 / A160		DAY: TUESDAY



JOB TITLE: IMMINGHAM		JOB NUMBER: 10913

QUEUE LENGTHS

JOB REF: 10913

JOB NAME: IMMINGHAM

SITE: 1 **DATE:** 16/11/2021

LOCATION: A160 / A180 (E) / A180 (W) **DAY:** TUESDAY

NOTE: Queue Lengths recorded by the number of vehicles queuing at each 5-minute interval, by lane

TIME	ARM A A160		ARM B A180 (E)	ARM C A180 (W)	
	LANE 1	LANE 2	LANE 1	LANE 1	LANE 2
07:00	0	0	1	0	0
07:05	0	0	0	0	0
07:10	0	0	16	0	0
07:15	0	0	0	0	0
07:20	0	0	18	0	0
07:25	0	0	0	0	0
07:30	0	0	2	0	0
07:35	0	0	5	0	0
07:40	0	0	0	0	0
07:45	0	0	0	0	0
07:50	0	0	0	0	0
07:55	0	0	10	0	0
08:00	0	0	0	0	0
08:05	0	0	1	0	0
08:10	0	0	1	0	0
08:15	0	0	2	0	0
08:20	0	0	0	0	0
08:25	0	0	0	0	0
08:30	0	0	1	0	0
08:35	0	0	0	0	0
08:40	0	0	2	0	0
08:45	0	0	5	0	0
08:50	0	0	2	0	0
08:55	0	0	0	0	0
09:00	0	0	0	0	0
09:05	0	0	0	0	0
09:10	0	0	0	0	0
09:15	0	0	0	0	0
09:20	0	0	0	0	0
09:25	0	0	0	0	0
09:30	0	0	0	0	0
09:35	0	0	0	0	0
09:40	0	0	0	0	0
09:45	0	0	0	0	0
09:50	0	0	0	0	0
09:55	0	0	0	0	0

TIME	ARM A A160		ARM B A180 (E)	ARM C A180 (W)	
	LANE 1	LANE 2	LANE 1	LANE 1	LANE 2
16:00	0	0	0	0	0
16:05	0	0	0	0	0
16:10	0	0	0	0	0
16:15	0	0	0	0	0
16:20	0	0	0	0	0
16:25	0	0	5	0	0
16:30	0	0	4	0	0
16:35	0	0	0	0	0
16:40	0	0	0	0	0
16:45	0	0	0	0	0
16:50	0	0	2	0	0
16:55	0	0	3	0	0
17:00	0	0	0	0	0
17:05	0	0	0	0	0
17:10	0	0	2	0	0
17:15	0	0	0	0	0
17:20	0	0	0	0	0
17:25	0	0	4	0	0
17:30	0	0	0	0	0
17:35	0	0	1	0	0
17:40	0	0	0	0	0
17:45	0	0	0	0	0
17:50	0	0	0	0	0
17:55	0	0	0	0	0
18:00	0	0	0	0	0
18:05	0	0	0	0	0
18:10	0	0	0	0	0
18:15	0	0	0	0	0
18:20	0	0	0	0	0
18:25	0	0	0	0	0
18:30	0	0	0	0	0
18:35	0	0	0	0	0
18:40	0	0	0	0	0
18:45	0	0	0	0	0
18:50	0	0	0	0	0
18:55	0	0	1	0	0

MANUAL CLASSIFIED COUNTS

JOB REF: 10913

JOB NAME: IMMINGHAM

SITE: 1 **DATE:** 16/11/2021

LOCATION: A160 / A180 (E) / A180 (W) **DAY:** TUESDAY

TIME	A TO A FROM A160 TO A160								A TO B FROM A160 TO A180 (E)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	0	0	0	0	0	0	0	23	2	2	1	0	0	0	28
07:15	0	0	0	0	0	0	0	0	21	5	2	3	0	0	0	31
07:30	0	0	0	0	0	0	0	0	33	0	6	2	0	0	0	41
07:45	0	0	0	0	0	0	0	0	27	9	1	3	0	0	0	40
H/TOT	0	0	0	0	0	0	0	0	104	16	11	9	0	0	0	140
08:00	0	0	0	0	0	0	0	0	36	5	1	1	0	0	0	43
08:15	0	0	0	0	0	0	0	0	21	1	2	0	1	0	0	25
08:30	0	0	0	0	0	0	0	0	26	7	1	1	0	0	0	35
08:45	0	0	0	0	0	0	0	0	20	1	3	1	0	0	0	25
H/TOT	0	0	0	0	0	0	0	0	103	14	7	3	1	0	0	128
09:00	0	0	0	0	0	0	0	0	25	4	1	3	0	0	0	33
09:15	0	0	0	0	0	0	0	0	13	2	2	2	0	0	0	19
09:30	0	0	0	0	0	0	0	0	17	7	2	2	0	0	0	28
09:45	0	0	0	0	0	0	0	0	15	3	1	2	0	0	0	21
H/TOT	0	0	0	0	0	0	0	0	70	16	6	9	0	0	0	101
10:00	0	0	0	0	0	0	0	0	11	1	0	1	0	0	0	13
10:15	0	0	0	0	0	0	0	0	9	3	2	3	0	0	0	17
10:30	0	0	0	0	0	0	0	0	13	5	3	5	0	0	0	26
10:45	0	0	0	0	0	0	0	0	13	5	1	0	0	0	0	19
H/TOT	0	0	0	0	0	0	0	0	46	14	6	9	0	0	0	75
11:00	0	0	0	0	0	0	0	0	10	4	1	2	0	0	0	17
11:15	0	0	0	0	0	0	0	0	12	4	3	1	0	0	0	20
11:30	0	0	0	0	0	0	0	0	13	4	2	2	0	0	0	21
11:45	0	0	0	0	0	0	0	0	14	1	1	4	0	0	0	20
H/TOT	0	0	0	0	0	0	0	0	49	13	7	9	0	0	0	78
12:00	0	0	0	0	0	0	0	0	17	5	2	1	0	0	0	25
12:15	0	0	0	0	0	0	0	0	20	2	2	2	0	0	0	26
12:30	0	0	0	0	0	0	0	0	12	4	1	3	0	0	0	20
12:45	0	0	0	0	0	0	0	0	18	4	1	0	0	0	0	23
H/TOT	0	0	0	0	0	0	0	0	67	15	6	6	0	0	0	94
13:00	0	0	0	0	0	0	0	0	20	1	0	2	0	0	0	23
13:15	0	0	0	0	0	0	0	0	13	3	3	3	0	0	0	22
13:30	0	0	0	0	0	0	0	0	17	1	1	3	0	0	0	22
13:45	0	0	0	0	0	0	0	0	16	4	1	1	0	0	0	22
H/TOT	0	0	0	0	0	0	0	0	66	9	5	9	0	0	0	89
14:00	0	0	0	0	0	0	0	0	31	9	2	3	0	0	0	45
14:15	0	0	0	0	0	0	0	0	30	4	4	3	0	0	0	41
14:30	0	0	0	0	0	0	0	0	20	4	1	4	0	0	0	29
14:45	0	0	0	0	0	0	0	0	24	5	1	1	0	0	0	31
H/TOT	0	0	0	0	0	0	0	0	105	22	8	11	0	0	0	146
15:00	0	0	0	0	0	0	0	0	28	7	0	1	0	0	0	36
15:15	0	0	0	0	0	0	0	0	22	6	3	2	2	0	0	35
15:30	0	0	0	0	0	0	0	0	44	11	0	2	1	0	0	58
15:45	0	0	0	0	0	0	0	0	28	6	1	0	0	0	0	35
H/TOT	0	0	0	0	0	0	0	0	122	30	4	5	3	0	0	164
16:00	0	0	0	0	0	0	0	0	78	10	1	0	0	0	0	89
16:15	0	0	0	0	0	0	0	0	66	11	2	1	0	2	0	82
16:30	0	0	0	0	0	0	0	0	94	7	2	3	0	0	0	106
16:45	0	0	0	0	0	0	0	0	64	1	2	1	0	1	0	69
H/TOT	0	0	0	0	0	0	0	0	302	29	7	5	0	3	0	346
17:00	0	0	0	0	0	0	0	0	63	2	1	2	0	0	0	68
17:15	0	0	0	0	0	0	0	0	51	3	0	2	0	0	0	56
17:30	0	0	0	0	0	0	0	0	89	6	1	1	0	0	0	97
17:45	0	0	0	0	0	0	0	0	41	1	0	0	0	0	0	42
H/TOT	0	0	0	0	0	0	0	0	244	12	2	5	0	0	0	263
18:00	0	0	0	0	0	0	0	0	42	0	0	0	0	1	0	43
18:15	0	0	0	0	0	0	0	0	35	0	0	0	0	0	0	35
18:30	0	0	0	0	0	0	0	0	41	1	0	2	0	0	0	44
18:45	0	0	0	0	0	0	0	0	18	0	0	0	0	0	0	18
H/TOT	0	0	0	0	0	0	0	0	136	1	0	2	0	1	0	140
P/TOT	0	0	0	0	0	0	0	0	1414	191	69	82	4	4	0	1764

MANUAL CLASSIFIED COUNTS

JOB REF: 10913

JOB NAME: IMMINGHAM

SITE: 1 **DATE:** 16/11/2021

LOCATION: A160 / A180 (E) / A180 (W) **DAY:** TUESDAY

TIME	A TO C FROM A160 TO A180 (W)								B TO A FROM A180 (E) TO A160							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	25	6	3	114	0	0	0	148	94	6	0	1	0	0	0	101
07:15	33	3	4	93	0	0	0	133	107	7	2	1	1	1	0	119
07:30	33	12	6	74	0	0	0	125	112	12	2	0	2	0	0	128
07:45	25	8	5	94	0	0	0	132	85	11	1	2	0	0	0	99
H/TOT	116	29	18	375	0	0	0	538	398	36	5	4	3	1	0	447
08:00	39	11	3	112	1	0	0	166	39	8	0	2	0	0	0	49
08:15	18	10	9	80	0	0	0	117	19	3	3	4	0	0	0	29
08:30	23	9	7	97	0	0	0	136	22	8	1	1	0	0	0	32
08:45	16	11	2	100	0	0	0	129	20	3	1	2	0	0	0	26
H/TOT	96	41	21	389	1	0	0	548	100	22	5	9	0	0	0	136
09:00	17	6	2	85	0	0	0	110	21	5	1	0	0	0	0	27
09:15	11	7	1	74	0	0	0	93	17	4	1	1	0	0	0	23
09:30	12	10	2	75	0	0	0	99	9	1	2	2	0	0	0	14
09:45	13	11	6	67	0	0	0	97	5	5	2	2	0	0	0	14
H/TOT	53	34	11	301	0	0	0	399	52	15	6	5	0	0	0	78
10:00	15	8	2	69	0	0	0	94	6	3	4	1	0	0	0	14
10:15	22	2	7	71	0	0	0	102	13	9	2	4	0	0	0	28
10:30	12	7	4	54	0	0	0	77	11	8	0	3	0	0	0	22
10:45	16	9	5	66	0	0	0	96	8	4	3	3	0	0	0	18
H/TOT	65	26	18	260	0	0	0	369	38	24	9	11	0	0	0	82
11:00	15	9	5	69	0	0	0	98	13	5	3	1	0	0	0	22
11:15	17	12	10	50	0	0	0	89	10	7	2	6	0	0	0	25
11:30	16	9	3	65	0	0	0	93	13	4	1	2	0	0	0	20
11:45	17	11	9	66	0	0	0	103	9	5	0	1	0	1	0	16
H/TOT	65	41	27	250	0	0	0	383	45	21	6	10	0	1	0	83
12:00	13	9	4	60	0	1	0	87	12	3	2	2	0	0	0	19
12:15	17	11	4	72	0	0	0	104	12	3	1	3	0	0	0	19
12:30	20	16	2	48	0	0	0	86	17	6	1	4	0	0	0	28
12:45	18	14	3	49	2	0	0	86	18	0	4	2	0	0	0	24
H/TOT	68	50	13	229	2	1	0	363	59	12	8	11	0	0	0	90
13:00	17	7	4	66	0	0	0	94	12	1	1	1	0	0	0	15
13:15	14	12	6	56	0	0	0	88	20	1	4	9	0	0	0	34
13:30	22	12	3	55	0	0	0	92	10	5	4	1	0	0	0	20
13:45	16	9	11	59	0	0	0	95	15	1	1	3	0	0	0	20
H/TOT	69	40	24	236	0	0	0	369	57	8	10	14	0	0	0	89
14:00	22	6	6	56	0	0	0	90	16	3	1	5	0	0	0	25
14:15	28	12	4	61	0	0	0	105	19	1	0	2	0	0	0	22
14:30	27	18	7	66	0	0	0	118	21	2	2	4	0	0	0	29
14:45	34	20	4	58	0	0	0	116	24	5	3	1	0	0	0	33
H/TOT	111	56	21	241	0	0	0	429	80	11	6	12	0	0	0	109
15:00	45	19	2	67	0	0	0	133	9	5	0	1	0	0	0	15
15:15	37	26	7	68	0	0	0	138	18	7	5	1	0	0	0	31
15:30	46	26	6	79	0	0	0	157	17	5	0	1	0	0	0	23
15:45	50	17	8	50	0	0	0	125	19	3	2	3	0	0	0	27
H/TOT	178	88	23	264	0	0	0	553	63	20	7	6	0	0	0	96
16:00	87	19	5	65	0	0	0	176	33	3	5	3	0	0	0	44
16:15	86	17	5	67	0	0	0	175	19	3	0	0	0	0	0	22
16:30	95	27	5	58	0	0	0	185	31	2	0	3	0	0	0	36
16:45	102	10	3	56	0	0	0	171	35	1	1	1	0	0	0	38
H/TOT	370	73	18	246	0	0	0	707	118	9	6	7	0	0	0	140
17:00	106	12	2	46	1	0	0	167	33	0	0	1	0	0	0	34
17:15	82	8	1	58	0	0	0	149	43	2	0	3	0	0	0	48
17:30	121	5	2	49	1	0	0	178	31	2	1	0	1	0	0	35
17:45	55	5	0	28	0	0	0	88	52	0	1	1	0	0	0	54
H/TOT	364	30	5	181	2	0	0	582	159	4	2	5	1	0	0	171
18:00	49	0	2	50	0	0	0	101	36	0	1	2	0	0	0	39
18:15	40	1	0	35	0	0	0	76	24	0	1	3	0	0	0	28
18:30	30	0	2	40	0	0	0	72	12	1	0	0	0	0	0	13
18:45	26	1	1	28	0	0	0	56	13	0	0	0	0	0	0	13
H/TOT	145	2	5	153	0	0	0	305	85	1	2	5	0	0	0	93
P/TOT	1700	510	204	3125	5	1	0	5545	1254	183	72	99	4	2	0	1614

MANUAL CLASSIFIED COUNTS

JOB REF: 10913

JOB NAME: IMMINGHAM

SITE: 1 **DATE:** 16/11/2021

LOCATION: A160 / A180 (E) / A180 (W) **DAY:** TUESDAY

TIME	B TO B FROM A180 (E) TO A180 (E)								B TO C FROM A180 (E) TO A180 (W)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
08:45	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
H/TOT	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0
09:00	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
09:15	1	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	2	1	0	0	0	0	0	3	0	0	0	0	0	0	0	0
10:00	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
H/TOT	2	0	0	0	0	0	0	2	1	0	0	1	0	0	0	2
11:00	2	1	0	0	0	0	0	3	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	1	0	1	0	0	0	0	2	0	0	0	0	0	0	0	0
11:45	0	1	0	1	0	0	0	2	0	0	0	0	0	0	0	0
H/TOT	3	2	1	1	0	0	0	7	0	0	0	0	0	0	0	0
12:00	1	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0
12:15	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	1	1	0	1	0	0	0	3	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
13:30	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0
14:00	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0
14:45	1	0	1	0	0	0	0	2	0	0	0	0	0	0	0	0
H/TOT	2	0	1	1	0	0	0	4	0	0	0	1	0	0	0	1
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30	0	1	0	1	0	0	0	2	0	0	0	0	0	0	0	0
15:45	1	0	0	1	0	0	0	2	0	0	0	0	0	0	0	0
H/TOT	1	1	0	2	0	0	0	4	0	0	0	0	0	0	0	0
16:00	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0
16:15	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	2	0	0	0	0	0	2	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
18:00	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
P/TOT	20	7	2	5	0	0	0	34	1	0	0	2	0	0	0	3

MANUAL CLASSIFIED COUNTS

JOB REF: 10913

JOB NAME: IMMINGHAM

SITE: 1 **DATE:** 16/11/2021

LOCATION: A160 / A180 (E) / A180 (W) **DAY:** TUESDAY

TIME	C TO A FROM A180 (W) TO A160								C TO B FROM A180 (W) TO A180 (E)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	97	23	6	43	1	0	0	170	0	0	0	0	0	0	0	0
07:15	98	36	6	47	1	1	0	189	0	0	0	0	0	0	0	0
07:30	128	50	9	62	1	0	0	250	0	0	0	0	0	0	0	0
07:45	118	32	5	53	0	0	0	208	0	0	0	0	0	0	0	0
H/TOT	441	141	26	205	3	1	0	817	0	0	0	0	0	0	0	0
08:00	56	28	11	44	0	0	0	139	0	0	0	0	0	0	0	0
08:15	49	17	5	46	0	0	0	117	0	0	0	0	0	0	0	0
08:30	44	16	4	49	0	0	0	113	0	0	0	0	0	0	0	0
08:45	47	20	6	58	0	0	0	131	0	0	0	0	0	0	0	0
H/TOT	196	81	26	197	0	0	0	500	0	0	0	0	0	0	0	0
09:00	41	17	2	51	0	0	0	111	0	0	0	1	0	0	0	1
09:15	31	13	10	57	0	0	0	111	0	0	0	0	0	0	0	0
09:30	19	10	1	53	0	0	0	83	0	0	0	0	0	0	0	0
09:45	21	19	8	51	0	0	0	99	0	0	0	0	0	0	0	0
H/TOT	112	59	21	212	0	0	0	404	0	0	0	1	0	0	0	1
10:00	10	10	3	63	0	0	0	86	0	0	0	0	0	0	0	0
10:15	17	7	5	62	0	0	0	91	0	0	0	0	0	0	0	0
10:30	19	4	4	62	1	0	0	90	0	0	0	0	0	0	0	0
10:45	24	7	8	76	0	0	0	115	0	0	0	1	0	0	0	1
H/TOT	70	28	20	263	1	0	0	382	0	0	0	1	0	0	0	1
11:00	11	11	5	51	0	0	0	78	0	0	0	0	0	0	0	0
11:15	17	6	5	56	0	0	0	84	0	0	0	0	0	0	0	0
11:30	9	7	5	59	0	0	0	80	0	0	0	0	0	0	0	0
11:45	12	4	2	58	0	0	0	76	0	0	0	0	0	0	0	0
H/TOT	49	28	17	224	0	0	0	318	0	0	0	0	0	0	0	0
12:00	13	3	2	65	0	0	0	83	0	0	0	0	0	0	0	0
12:15	6	8	5	89	0	0	0	108	0	0	0	0	0	0	0	0
12:30	18	14	1	66	0	0	0	99	1	0	0	0	0	0	0	1
12:45	17	6	3	79	0	0	0	105	0	0	1	0	0	0	0	1
H/TOT	54	31	11	299	0	0	0	395	1	0	1	0	0	0	0	2
13:00	19	7	5	70	0	0	0	101	0	0	0	0	0	0	0	0
13:15	14	9	7	72	0	0	0	102	0	0	0	0	0	0	0	0
13:30	18	10	5	66	0	0	0	99	0	0	0	0	0	0	0	0
13:45	12	10	3	90	0	0	0	115	0	0	0	0	0	0	0	0
H/TOT	63	36	20	298	0	0	0	417	0	0	0	0	0	0	0	0
14:00	19	8	5	89	0	0	0	121	0	0	0	1	0	0	0	1
14:15	20	9	4	83	0	0	0	116	2	0	0	0	0	0	0	2
14:30	18	8	3	94	0	0	0	123	0	0	0	0	0	0	0	0
14:45	17	4	3	91	0	0	0	115	0	0	0	0	0	0	0	0
H/TOT	74	29	15	357	0	0	0	475	2	0	0	1	0	0	0	3
15:00	22	10	4	83	0	0	0	119	0	0	0	0	0	0	0	0
15:15	21	10	1	93	0	0	0	125	1	0	0	0	0	0	0	1
15:30	15	9	5	91	0	0	0	120	0	0	0	0	0	0	0	0
15:45	24	7	8	88	0	0	0	127	0	0	0	0	0	0	0	0
H/TOT	82	36	18	355	0	0	0	491	1	0	0	0	0	0	0	1
16:00	30	5	6	63	1	0	0	105	0	0	0	0	0	0	0	0
16:15	28	5	7	98	0	0	0	138	0	0	0	0	0	0	0	0
16:30	43	4	6	85	0	0	0	138	0	0	0	0	0	0	0	0
16:45	31	1	2	73	0	0	0	107	0	0	0	0	0	0	0	0
H/TOT	132	15	21	319	1	0	0	488	0	0	0	0	0	0	0	0
17:00	42	3	0	70	0	0	0	115	0	0	0	0	0	0	0	0
17:15	54	1	0	48	0	0	0	103	0	0	0	0	0	0	0	0
17:30	45	0	0	41	0	0	0	86	0	0	0	0	0	0	0	0
17:45	42	0	1	42	0	0	0	85	0	0	0	0	0	0	0	0
H/TOT	183	4	1	201	0	0	0	389	0	0	0	0	0	0	0	0
18:00	43	1	0	40	0	0	0	84	0	0	0	0	0	0	0	0
18:15	22	2	0	42	0	0	0	66	0	0	0	0	0	0	0	0
18:30	29	0	0	48	0	0	0	77	0	0	0	0	0	0	0	0
18:45	14	0	1	38	0	0	0	53	0	0	0	0	0	0	0	0
H/TOT	108	3	1	168	0	0	0	280	0	0	0	0	0	0	0	0
P/TOT	1564	491	197	3098	5	1	0	5356	4	0	1	3	0	0	0	8

MANUAL CLASSIFIED COUNTS

JOB REF: 10913

JOB NAME: IMMINGHAM

SITE: 1 **DATE:** 16/11/2021

LOCATION: A160 / A180 (E) / A180 (W) **DAY:** TUESDAY

TIME	C TO C FROM A180 (W) TO A180 (W)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0
07:45	1	0	0	0	0	0	0	1
H/TOT	1	0	0	0	0	0	0	1
08:00	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0
09:45	0	0	0	1	0	0	0	1
H/TOT	0	0	0	1	0	0	0	1
10:00	0	1	0	0	0	0	0	1
10:15	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0
10:45	1	0	0	0	0	0	0	1
H/TOT	1	1	0	0	0	0	0	2
11:00	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0
11:45	0	0	0	1	0	0	0	1
H/TOT	0	0	0	1	0	0	0	1
12:00	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0
12:30	1	0	0	0	0	0	0	1
12:45	0	0	0	0	0	0	0	0
H/TOT	1	0	0	0	0	0	0	1
13:00	0	1	0	0	0	0	0	1
13:15	1	0	0	0	0	0	0	1
13:30	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0
H/TOT	1	1	0	0	0	0	0	2
14:00	1	0	0	0	0	0	0	1
14:15	0	0	0	0	0	0	0	0
14:30	0	1	0	0	0	0	0	1
14:45	0	0	0	0	0	0	0	0
H/TOT	1	1	0	0	0	0	0	2
15:00	0	0	1	0	0	0	0	1
15:15	0	0	1	0	0	0	0	1
15:30	1	1	0	0	0	0	0	2
15:45	1	0	0	0	0	0	0	1
H/TOT	2	1	2	0	0	0	0	5
16:00	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
17:00	0	1	0	0	0	0	0	1
17:15	0	0	0	1	0	0	0	1
17:30	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0
H/TOT	0	1	0	1	0	0	0	2
18:00	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
P/TOT	7	5	2	3	0	0	0	17

MANUAL CLASSIFIED COUNTS

JOB REF: 10913

JOB NAME: IMMINGHAM

SITE: 1 **DATE:** 16/11/2021

LOCATION: A160 / A180 (E) / A180 (W) **DAY:** TUESDAY

TIME	TO ARM A A160								FROM ARM A A160							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	191	29	6	44	1	0	0	271	48	8	5	115	0	0	0	176
07:15	205	43	8	48	2	2	0	308	54	8	6	96	0	0	0	164
07:30	240	62	11	62	3	0	0	378	66	12	12	76	0	0	0	166
07:45	203	43	6	55	0	0	0	307	52	17	6	97	0	0	0	172
H/TOT	839	177	31	209	6	2	0	1264	220	45	29	384	0	0	0	678
08:00	95	36	11	46	0	0	0	188	75	16	4	113	1	0	0	209
08:15	68	20	8	50	0	0	0	146	39	11	11	80	1	0	0	142
08:30	66	24	5	50	0	0	0	145	49	16	8	98	0	0	0	171
08:45	67	23	7	60	0	0	0	157	36	12	5	101	0	0	0	154
H/TOT	296	103	31	206	0	0	0	636	199	55	28	392	2	0	0	676
09:00	62	22	3	51	0	0	0	138	42	10	3	88	0	0	0	143
09:15	48	17	11	58	0	0	0	134	24	9	3	76	0	0	0	112
09:30	28	11	3	55	0	0	0	97	29	17	4	77	0	0	0	127
09:45	26	24	10	53	0	0	0	113	28	14	7	69	0	0	0	118
H/TOT	164	74	27	217	0	0	0	482	123	50	17	310	0	0	0	500
10:00	16	13	7	64	0	0	0	100	26	9	2	70	0	0	0	107
10:15	30	16	7	66	0	0	0	119	31	5	9	74	0	0	0	119
10:30	30	12	4	65	1	0	0	112	25	12	7	59	0	0	0	103
10:45	32	11	11	79	0	0	0	133	29	14	6	66	0	0	0	115
H/TOT	108	52	29	274	1	0	0	464	111	40	24	269	0	0	0	444
11:00	24	16	8	52	0	0	0	100	25	13	6	71	0	0	0	115
11:15	27	13	7	62	0	0	0	109	29	16	13	51	0	0	0	109
11:30	22	11	6	61	0	0	0	100	29	13	5	67	0	0	0	114
11:45	21	9	2	59	0	1	0	92	31	12	10	70	0	0	0	123
H/TOT	94	49	23	234	0	1	0	401	114	54	34	259	0	0	0	461
12:00	25	6	4	67	0	0	0	102	30	14	6	61	0	1	0	112
12:15	18	11	6	92	0	0	0	127	37	13	6	74	0	0	0	130
12:30	35	20	2	70	0	0	0	127	32	20	3	51	0	0	0	106
12:45	35	6	7	81	0	0	0	129	36	18	4	49	2	0	0	109
H/TOT	113	43	19	310	0	0	0	485	135	65	19	235	2	1	0	457
13:00	31	8	6	71	0	0	0	116	37	8	4	68	0	0	0	117
13:15	34	10	11	81	0	0	0	136	27	15	9	59	0	0	0	110
13:30	28	15	9	67	0	0	0	119	39	13	4	58	0	0	0	114
13:45	27	11	4	93	0	0	0	135	32	13	12	60	0	0	0	117
H/TOT	120	44	30	312	0	0	0	506	135	49	29	245	0	0	0	458
14:00	35	11	6	94	0	0	0	146	53	15	8	59	0	0	0	135
14:15	39	10	4	85	0	0	0	138	58	16	8	64	0	0	0	146
14:30	39	10	5	98	0	0	0	152	47	22	8	70	0	0	0	147
14:45	41	9	6	92	0	0	0	148	58	25	5	59	0	0	0	147
H/TOT	154	40	21	369	0	0	0	584	216	78	29	252	0	0	0	575
15:00	31	15	4	84	0	0	0	134	73	26	2	68	0	0	0	169
15:15	39	17	6	94	0	0	0	156	59	32	10	70	2	0	0	173
15:30	32	14	5	92	0	0	0	143	90	37	6	81	1	0	0	215
15:45	43	10	10	91	0	0	0	154	78	23	9	50	0	0	0	160
H/TOT	145	56	25	361	0	0	0	587	300	118	27	269	3	0	0	717
16:00	63	8	11	66	1	0	0	149	165	29	6	65	0	0	0	265
16:15	47	8	7	98	0	0	0	160	152	28	7	68	0	2	0	257
16:30	74	6	6	88	0	0	0	174	189	34	7	61	0	0	0	291
16:45	66	2	3	74	0	0	0	145	166	11	5	57	0	1	0	240
H/TOT	250	24	27	326	1	0	0	628	672	102	25	251	0	3	0	1053
17:00	75	3	0	71	0	0	0	149	169	14	3	48	1	0	0	235
17:15	97	3	0	51	0	0	0	151	133	11	1	60	0	0	0	205
17:30	76	2	1	41	1	0	0	121	210	11	3	50	1	0	0	275
17:45	94	0	2	43	0	0	0	139	96	6	0	28	0	0	0	130
H/TOT	342	8	3	206	1	0	0	560	608	42	7	186	2	0	0	845
18:00	79	1	1	42	0	0	0	123	91	0	2	50	0	1	0	144
18:15	46	2	1	45	0	0	0	94	75	1	0	35	0	0	0	111
18:30	41	1	0	48	0	0	0	90	71	1	2	42	0	0	0	116
18:45	27	0	1	38	0	0	0	66	44	1	1	28	0	0	0	74
H/TOT	193	4	3	173	0	0	0	373	281	3	5	155	0	1	0	445
P/TOT	2818	674	269	3197	9	3	0	6970	3114	701	273	3207	9	5	0	7309

MANUAL CLASSIFIED COUNTS

JOB REF: 10913

JOB NAME: IMMINGHAM

SITE: 1 **DATE:** 16/11/2021

LOCATION: A160 / A180 (E) / A180 (W) **DAY:** TUESDAY

TIME	TO ARM B A180 (E)								FROM ARM B A180 (E)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	23	2	2	1	0	0	0	28	94	6	0	1	0	0	0	101
07:15	21	5	2	3	0	0	0	31	107	7	2	1	1	1	0	119
07:30	33	0	6	2	0	0	0	41	112	12	2	0	2	0	0	128
07:45	27	9	1	3	0	0	0	40	85	11	1	2	0	0	0	99
H/TOT	104	16	11	9	0	0	0	140	398	36	5	4	3	1	0	447
08:00	37	5	1	1	0	0	0	44	40	8	0	2	0	0	0	50
08:15	21	1	2	0	1	0	0	25	19	3	3	4	0	0	0	29
08:30	27	7	1	1	0	0	0	36	23	8	1	1	0	0	0	33
08:45	21	1	3	1	0	0	0	26	21	3	1	2	0	0	0	27
H/TOT	106	14	7	3	1	0	0	131	103	22	5	9	0	0	0	139
09:00	26	4	1	4	0	0	0	35	22	5	1	0	0	0	0	28
09:15	14	3	2	2	0	0	0	21	18	5	1	1	0	0	0	25
09:30	17	7	2	2	0	0	0	28	9	1	2	2	0	0	0	14
09:45	15	3	1	2	0	0	0	21	5	5	2	2	0	0	0	14
H/TOT	72	17	6	10	0	0	0	105	54	16	6	5	0	0	0	81
10:00	12	1	0	1	0	0	0	14	8	3	4	1	0	0	0	16
10:15	9	3	2	3	0	0	0	17	13	9	2	4	0	0	0	28
10:30	14	5	3	5	0	0	0	27	12	8	0	3	0	0	0	23
10:45	13	5	1	1	0	0	0	20	8	4	3	4	0	0	0	19
H/TOT	48	14	6	10	0	0	0	78	41	24	9	12	0	0	0	86
11:00	12	5	1	2	0	0	0	20	15	6	3	1	0	0	0	25
11:15	12	4	3	1	0	0	0	20	10	7	2	6	0	0	0	25
11:30	14	4	3	2	0	0	0	23	14	4	2	2	0	0	0	22
11:45	14	2	1	5	0	0	0	22	9	6	0	2	0	1	0	18
H/TOT	52	15	8	10	0	0	0	85	48	23	7	11	0	1	0	90
12:00	18	6	2	1	0	0	0	27	13	4	2	2	0	0	0	21
12:15	20	2	2	3	0	0	0	27	12	3	1	4	0	0	0	20
12:30	13	4	1	3	0	0	0	21	17	6	1	4	0	0	0	28
12:45	18	4	2	0	0	0	0	24	18	0	4	2	0	0	0	24
H/TOT	69	16	7	7	0	0	0	99	60	13	8	12	0	0	0	93
13:00	20	1	0	2	0	0	0	23	12	1	1	1	0	0	0	15
13:15	15	3	3	3	0	0	0	24	22	1	4	9	0	0	0	36
13:30	18	1	1	3	0	0	0	23	11	5	4	1	0	0	0	21
13:45	16	4	1	1	0	0	0	22	15	1	1	3	0	0	0	20
H/TOT	69	9	5	9	0	0	0	92	60	8	10	14	0	0	0	92
14:00	32	9	2	4	0	0	0	47	17	3	1	6	0	0	0	27
14:15	32	4	4	3	0	0	0	43	19	1	0	2	0	0	0	22
14:30	20	4	1	5	0	0	0	30	21	2	2	5	0	0	0	30
14:45	25	5	2	1	0	0	0	33	25	5	4	1	0	0	0	35
H/TOT	109	22	9	13	0	0	0	153	82	11	7	14	0	0	0	114
15:00	28	7	0	1	0	0	0	36	9	5	0	1	0	0	0	15
15:15	23	6	3	2	2	0	0	36	18	7	5	1	0	0	0	31
15:30	44	12	0	3	1	0	0	60	17	6	0	2	0	0	0	25
15:45	29	6	1	1	0	0	0	37	20	3	2	4	0	0	0	29
H/TOT	124	31	4	7	3	0	0	169	64	21	7	8	0	0	0	100
16:00	78	11	1	0	0	0	0	90	33	4	5	3	0	0	0	45
16:15	66	12	2	1	0	2	0	83	19	4	0	0	0	0	0	23
16:30	94	7	2	3	0	0	0	106	31	2	0	3	0	0	0	36
16:45	64	1	2	1	0	1	0	69	35	1	1	1	0	0	0	38
H/TOT	302	31	7	5	0	3	0	348	118	11	6	7	0	0	0	142
17:00	63	2	1	2	0	0	0	68	33	0	0	1	0	0	0	34
17:15	52	3	0	2	0	0	0	57	44	2	0	3	0	0	0	49
17:30	89	6	1	1	0	0	0	97	31	2	1	0	1	0	0	35
17:45	41	1	0	0	0	0	0	42	52	0	1	1	0	0	0	54
H/TOT	245	12	2	5	0	0	0	264	160	4	2	5	1	0	0	172
18:00	43	0	0	0	0	1	0	44	37	0	1	2	0	0	0	40
18:15	35	0	0	0	0	0	0	35	24	0	1	3	0	0	0	28
18:30	42	1	0	2	0	0	0	45	13	1	0	0	0	0	0	14
18:45	18	0	0	0	0	0	0	18	13	0	0	0	0	0	0	13
H/TOT	138	1	0	2	0	1	0	142	87	1	2	5	0	0	0	95
P/TOT	1438	198	72	90	4	4	0	1806	1275	190	74	106	4	2	0	1651

MANUAL CLASSIFIED COUNTS

JOB REF: 10913

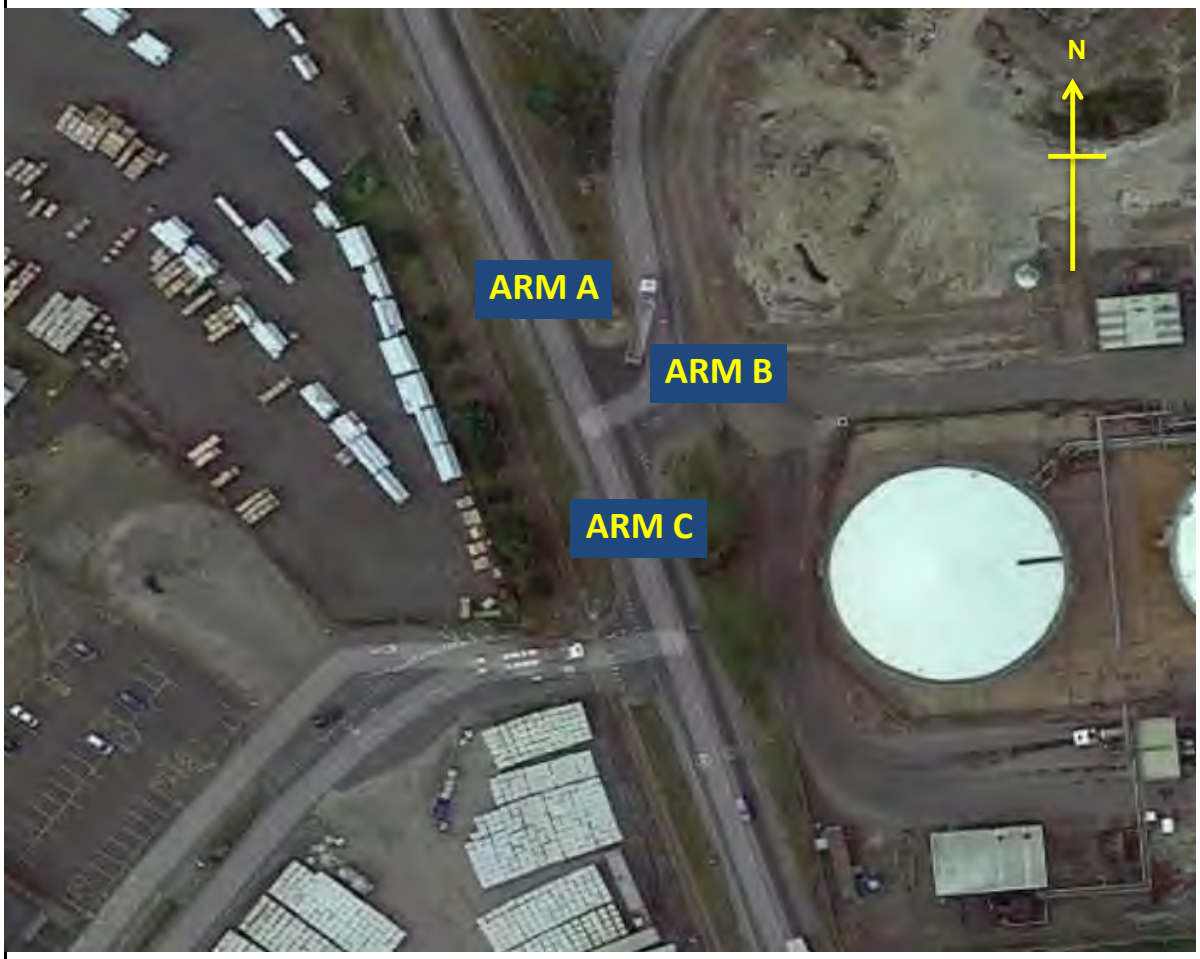
JOB NAME: IMMINGHAM

SITE: 1 **DATE:** 16/11/2021

LOCATION: A160 / A180 (E) / A180 (W) **DAY:** TUESDAY

TIME	TO ARM C A180 (W)								FROM ARM C A180 (W)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	25	6	3	114	0	0	0	148	97	23	6	43	1	0	0	170
07:15	33	3	4	93	0	0	0	133	98	36	6	47	1	1	0	189
07:30	33	12	6	74	0	0	0	125	128	50	9	62	1	0	0	250
07:45	26	8	5	94	0	0	0	133	119	32	5	53	0	0	0	209
H/TOT	117	29	18	375	0	0	0	539	442	141	26	205	3	1	0	818
08:00	39	11	3	112	1	0	0	166	56	28	11	44	0	0	0	139
08:15	18	10	9	80	0	0	0	117	49	17	5	46	0	0	0	117
08:30	23	9	7	97	0	0	0	136	44	16	4	49	0	0	0	113
08:45	16	11	2	100	0	0	0	129	47	20	6	58	0	0	0	131
H/TOT	96	41	21	389	1	0	0	548	196	81	26	197	0	0	0	500
09:00	17	6	2	85	0	0	0	110	41	17	2	52	0	0	0	112
09:15	11	7	1	74	0	0	0	93	31	13	10	57	0	0	0	111
09:30	12	10	2	75	0	0	0	99	19	10	1	53	0	0	0	83
09:45	13	11	6	68	0	0	0	98	21	19	8	52	0	0	0	100
H/TOT	53	34	11	302	0	0	0	400	112	59	21	214	0	0	0	406
10:00	16	9	2	69	0	0	0	96	10	11	3	63	0	0	0	87
10:15	22	2	7	71	0	0	0	102	17	7	5	62	0	0	0	91
10:30	12	7	4	54	0	0	0	77	19	4	4	62	1	0	0	90
10:45	17	9	5	67	0	0	0	98	25	7	8	77	0	0	0	117
H/TOT	67	27	18	261	0	0	0	373	71	29	20	264	1	0	0	385
11:00	15	9	5	69	0	0	0	98	11	11	5	51	0	0	0	78
11:15	17	12	10	50	0	0	0	89	17	6	5	56	0	0	0	84
11:30	16	9	3	65	0	0	0	93	9	7	5	59	0	0	0	80
11:45	17	11	9	67	0	0	0	104	12	4	2	59	0	0	0	77
H/TOT	65	41	27	251	0	0	0	384	49	28	17	225	0	0	0	319
12:00	13	9	4	60	0	1	0	87	13	3	2	65	0	0	0	83
12:15	17	11	4	72	0	0	0	104	6	8	5	89	0	0	0	108
12:30	21	16	2	48	0	0	0	87	20	14	1	66	0	0	0	101
12:45	18	14	3	49	2	0	0	86	17	6	4	79	0	0	0	106
H/TOT	69	50	13	229	2	1	0	364	56	31	12	299	0	0	0	398
13:00	17	8	4	66	0	0	0	95	19	8	5	70	0	0	0	102
13:15	15	12	6	56	0	0	0	89	15	9	7	72	0	0	0	103
13:30	22	12	3	55	0	0	0	92	18	10	5	66	0	0	0	99
13:45	16	9	11	59	0	0	0	95	12	10	3	90	0	0	0	115
H/TOT	70	41	24	236	0	0	0	371	64	37	20	298	0	0	0	419
14:00	23	6	6	57	0	0	0	92	20	8	5	90	0	0	0	123
14:15	28	12	4	61	0	0	0	105	22	9	4	83	0	0	0	118
14:30	27	19	7	66	0	0	0	119	18	9	3	94	0	0	0	124
14:45	34	20	4	58	0	0	0	116	17	4	3	91	0	0	0	115
H/TOT	112	57	21	242	0	0	0	432	77	30	15	358	0	0	0	480
15:00	45	19	3	67	0	0	0	134	22	10	5	83	0	0	0	120
15:15	37	26	8	68	0	0	0	139	22	10	2	93	0	0	0	127
15:30	47	27	6	79	0	0	0	159	16	10	5	91	0	0	0	122
15:45	51	17	8	50	0	0	0	126	25	7	8	88	0	0	0	128
H/TOT	180	89	25	264	0	0	0	558	85	37	20	355	0	0	0	497
16:00	87	19	5	65	0	0	0	176	30	5	6	63	1	0	0	105
16:15	86	17	5	67	0	0	0	175	28	5	7	98	0	0	0	138
16:30	95	27	5	58	0	0	0	185	43	4	6	85	0	0	0	138
16:45	102	10	3	56	0	0	0	171	31	1	2	73	0	0	0	107
H/TOT	370	73	18	246	0	0	0	707	132	15	21	319	1	0	0	488
17:00	106	13	2	46	1	0	0	168	42	4	0	70	0	0	0	116
17:15	82	8	1	59	0	0	0	150	54	1	0	49	0	0	0	104
17:30	121	5	2	49	1	0	0	178	45	0	0	41	0	0	0	86
17:45	55	5	0	28	0	0	0	88	42	0	1	42	0	0	0	85
H/TOT	364	31	5	182	2	0	0	584	183	5	1	202	0	0	0	391
18:00	49	0	2	50	0	0	0	101	43	1	0	40	0	0	0	84
18:15	40	1	0	35	0	0	0	76	22	2	0	42	0	0	0	66
18:30	30	0	2	40	0	0	0	72	29	0	0	48	0	0	0	77
18:45	26	1	1	28	0	0	0	56	14	0	1	38	0	0	0	53
H/TOT	145	2	5	153	0	0	0	305	108	3	1	168	0	0	0	280
P/TOT	1708	515	206	3130	5	1	0	5565	1575	496	200	3104	5	1	0	5381

SITE: 2	AUTI SURVEYS LTD	DATE: 20TH APRIL 2022
LOCATION: IMMINGHAM DOCK		DAY: WEDNESDAY



JOB TITLE: IMMINGHAM DOCK	JOB NUMBER: 11240

MANUAL CLASSIFIED COUNTS

JOB REF: 11240

JOB NAME: IMMINGHAM DOCK

SITE: 2 **DATE:** 20/04/2022

LOCATION: ROBINSON ROAD (N) / EAST DOCK ROAD / ROBINSON ROAD (S) **DAY:** WEDNESDAY

TIME	A TO B FROM ROBINSON ROAD (N) TO EAST DOCK ROAD								A TO C FROM ROBINSON ROAD (N) TO ROBINSON ROAD (S)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	0	0	2	0	0	0	2	4	3	0	8	0	0	0	15
07:15	0	0	0	0	0	0	0	0	2	2	0	5	0	0	0	9
07:30	0	0	0	1	0	0	0	1	1	4	3	9	0	0	0	17
07:45	0	0	0	1	0	0	0	1	3	2	1	12	0	0	0	18
H/TOT	0	0	0	4	0	0	0	4	10	11	4	34	0	0	0	59
08:00	2	0	2	1	0	0	0	5	14	2	3	10	0	0	0	29
08:15	1	0	1	1	0	0	0	3	7	3	3	12	0	0	0	25
08:30	0	0	0	0	0	0	0	0	18	4	4	13	0	0	0	39
08:45	0	0	1	0	0	0	0	1	4	6	6	9	0	0	0	25
H/TOT	3	0	4	2	0	0	0	9	43	15	16	44	0	0	0	118
09:00	0	0	0	1	0	0	0	1	22	7	2	9	0	0	0	40
09:15	0	0	0	1	0	0	0	1	10	3	2	13	0	0	0	28
09:30	1	0	2	4	0	0	0	7	10	3	3	9	0	0	0	25
09:45	0	0	0	0	0	0	0	0	5	8	1	13	0	0	0	27
H/TOT	1	0	2	6	0	0	0	9	47	21	8	44	0	0	0	120
10:00	0	1	1	1	0	0	0	3	5	8	3	6	0	0	0	22
10:15	0	1	0	0	0	0	0	1	3	3	6	4	0	0	0	16
10:30	0	0	0	0	0	0	0	0	3	4	1	9	0	0	0	17
10:45	0	1	0	2	0	0	0	3	3	8	5	8	0	0	0	24
H/TOT	0	3	1	3	0	0	0	7	14	23	15	27	0	0	0	79
11:00	0	0	0	2	0	0	0	2	7	5	2	15	0	0	0	29
11:15	0	0	0	2	0	0	0	2	5	5	3	7	0	0	0	20
11:30	0	0	0	2	0	0	0	2	3	4	3	9	0	0	0	19
11:45	0	1	0	0	0	0	0	1	7	10	4	11	0	0	0	32
H/TOT	0	1	0	6	0	0	0	7	22	24	12	42	0	0	0	100
12:00	1	0	0	2	0	0	0	3	15	5	4	14	0	0	0	38
12:15	1	0	1	2	0	0	0	4	9	7	3	14	0	0	0	33
12:30	0	0	0	2	0	0	0	2	7	4	1	10	0	2	0	24
12:45	0	0	0	1	0	0	0	1	9	3	2	12	0	0	0	26
H/TOT	2	0	1	7	0	0	0	10	40	19	10	50	0	2	0	121
13:00	0	1	2	1	0	0	0	4	18	11	6	7	0	0	0	42
13:15	1	1	0	3	0	0	0	5	7	7	2	12	0	0	0	28
13:30	1	0	0	2	0	0	0	3	9	2	3	12	0	0	0	26
13:45	0	0	0	0	0	0	0	0	9	5	1	9	0	0	0	24
H/TOT	2	2	2	6	0	0	0	12	43	25	12	40	0	0	0	120
14:00	0	0	0	1	0	0	0	1	18	9	4	10	0	0	0	41
14:15	1	1	0	1	0	0	0	3	9	5	6	13	0	0	0	33
14:30	0	0	0	2	0	0	0	2	10	6	7	12	0	1	0	36
14:45	0	0	1	3	0	0	0	4	9	3	3	7	0	0	0	22
H/TOT	1	1	1	7	0	0	0	10	46	23	20	42	0	1	0	132
15:00	0	1	0	0	0	0	0	1	16	11	1	10	0	1	0	39
15:15	0	0	0	0	0	0	0	0	12	5	3	11	0	1	1	33
15:30	0	0	0	3	0	0	0	3	11	6	7	11	0	0	1	36
15:45	1	1	1	1	0	0	0	4	15	7	7	16	0	0	0	45
H/TOT	1	2	1	4	0	0	0	8	54	29	18	48	0	2	2	153
16:00	0	1	3	0	0	0	0	4	47	13	4	18	0	1	2	85
16:15	0	2	0	1	0	0	0	3	36	12	3	14	0	0	0	65
16:30	0	0	0	1	0	0	0	1	58	10	0	9	0	0	3	80
16:45	0	0	0	0	0	0	0	0	34	2	5	14	0	0	1	56
H/TOT	0	3	3	2	0	0	0	8	175	37	12	55	0	1	6	286
17:00	0	0	0	1	0	0	0	1	73	6	2	18	0	0	0	99
17:15	0	1	0	1	0	0	0	2	26	2	6	11	0	0	0	45
17:30	0	1	0	1	0	0	0	2	29	3	5	8	0	2	1	48
17:45	0	0	0	2	0	0	0	2	32	5	3	10	0	1	0	51
H/TOT	0	2	0	5	0	0	0	7	160	16	16	47	0	3	1	243
18:00	0	1	0	1	0	0	0	2	31	3	2	5	0	0	1	42
18:15	0	0	0	2	0	0	0	2	12	3	6	6	0	0	0	27
18:30	0	0	0	0	0	0	0	0	8	0	3	4	0	0	0	15
18:45	0	0	0	0	0	0	0	0	9	2	5	5	0	0	0	21
H/TOT	0	1	0	3	0	0	0	4	60	8	16	20	0	0	1	105
P/TOT	10	15	15	55	0	0	0	95	714	251	159	493	0	9	10	1636

MANUAL CLASSIFIED COUNTS

JOB REF: 11240

JOB NAME: IMMINGHAM DOCK

SITE: 2 **DATE:** 20/04/2022

LOCATION: ROBINSON ROAD (N) / EAST DOCK ROAD / ROBINSON ROAD (S) **DAY:** WEDNESDAY

TIME	B TO A FROM EAST DOCK ROAD TO ROBINSON ROAD (N)								B TO C FROM EAST DOCK ROAD TO ROBINSON ROAD (S)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	0	0	2	0	0	0	2	0	0	0	4	0	0	0	4
07:15	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2
07:30	0	1	0	1	0	0	0	2	0	0	0	6	0	0	0	6
07:45	0	2	2	2	0	0	0	6	0	0	0	4	0	0	0	4
H/TOT	0	3	2	5	0	0	0	10	0	0	0	16	0	0	0	16
08:00	0	0	0	0	0	0	0	0	1	0	0	4	0	0	0	5
08:15	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	5
08:30	2	0	3	1	0	0	0	6	0	0	0	1	0	0	0	1
08:45	0	0	0	1	0	0	0	1	0	0	2	3	0	0	0	5
H/TOT	2	0	3	2	0	0	0	7	1	0	2	13	0	0	0	16
09:00	0	0	0	2	0	0	0	2	0	0	0	1	0	0	0	1
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
09:45	1	0	0	2	0	0	0	3	0	0	0	0	0	0	0	0
H/TOT	1	0	0	4	0	0	0	5	0	1	0	1	0	0	0	2
10:00	0	0	0	2	0	0	0	2	0	0	0	5	0	0	0	5
10:15	0	0	0	1	0	0	0	1	0	1	1	6	0	0	0	8
10:30	0	1	0	0	0	0	0	1	0	0	0	4	0	0	0	4
10:45	0	0	1	0	0	0	0	1	0	0	0	4	0	0	0	4
H/TOT	0	1	1	3	0	0	0	5	0	1	1	19	0	0	0	21
11:00	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	5
11:15	0	1	0	1	0	0	0	2	0	0	0	3	0	0	0	3
11:30	1	1	0	3	0	0	0	5	0	0	0	5	0	0	0	5
11:45	0	0	1	1	0	0	0	2	1	0	0	4	0	0	0	5
H/TOT	1	2	1	5	0	0	0	9	1	0	0	17	0	0	0	18
12:00	0	0	3	2	0	0	0	5	0	0	0	1	0	0	0	1
12:15	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0
12:30	1	0	0	1	0	0	0	2	0	0	0	2	0	0	0	2
12:45	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4
H/TOT	1	0	5	3	0	0	0	9	0	0	0	7	0	0	0	7
13:00	0	0	0	1	0	0	0	1	0	0	0	5	0	0	0	5
13:15	0	1	1	1	0	0	0	3	0	0	0	4	0	0	0	4
13:30	1	0	1	0	0	0	0	2	0	0	0	6	0	0	0	6
13:45	0	1	0	1	0	0	0	2	0	0	0	6	0	0	0	6
H/TOT	1	2	2	3	0	0	0	8	0	0	0	21	0	0	0	21
14:00	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	5
14:15	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	5
14:30	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	5
14:45	0	0	0	0	0	0	0	0	0	0	1	3	0	0	0	4
H/TOT	0	0	0	0	0	0	0	0	0	0	1	18	0	0	0	19
15:00	0	1	0	1	0	0	0	2	0	0	0	1	0	0	0	1
15:15	2	0	3	0	0	0	0	5	0	0	1	1	0	0	0	2
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	1	1	1	0	0	0	3	1	0	0	3	0	0	0	4
H/TOT	2	2	4	2	0	0	0	10	1	0	1	5	0	0	0	7
16:00	0	2	0	3	0	0	0	5	0	0	0	5	0	0	0	5
16:15	0	0	0	0	0	0	0	0	1	0	1	5	0	0	0	7
16:30	0	0	0	2	0	0	0	2	0	2	0	6	0	0	0	8
16:45	0	0	0	6	0	0	0	6	0	0	1	3	0	0	0	4
H/TOT	0	2	0	11	0	0	0	13	1	2	2	19	0	0	0	24
17:00	0	0	1	0	0	0	0	1	0	0	0	3	0	0	0	3
17:15	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	5
17:30	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	2
17:45	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
H/TOT	0	0	2	0	0	0	0	2	0	1	0	9	0	0	0	10
18:00	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
18:15	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
H/TOT	1	1	0	0	0	0	0	2	0	0	0	1	0	0	0	1
P/TOT	9	13	20	38	0	0	0	80	4	5	7	146	0	0	0	162

MANUAL CLASSIFIED COUNTS

JOB REF: 11240

JOB NAME: IMMINGHAM DOCK

SITE: 2 **DATE:** 20/04/2022

LOCATION: ROBINSON ROAD (N) / EAST DOCK ROAD / ROBINSON ROAD (S) **DAY:** WEDNESDAY

TIME	C TO A FROM ROBINSON ROAD (S) TO ROBINSON ROAD (N)								C TO B FROM ROBINSON ROAD (S) TO EAST DOCK ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	17	12	3	9	0	0	4	45	0	0	0	1	0	0	0	1
07:15	47	7	6	8	0	0	2	70	0	2	0	2	0	0	0	4
07:30	57	10	5	14	0	2	0	88	1	0	0	1	0	0	0	2
07:45	57	14	4	14	0	1	0	90	0	1	0	0	0	0	0	1
H/TOT	178	43	18	45	0	3	6	293	1	3	0	4	0	0	0	8
08:00	39	6	3	13	0	0	1	62	1	0	0	0	0	0	0	1
08:15	36	10	5	10	0	1	0	62	0	0	0	0	0	0	0	0
08:30	29	7	3	14	0	1	0	54	0	0	0	3	0	0	0	3
08:45	24	12	4	14	0	0	0	54	0	0	0	0	0	0	0	0
H/TOT	128	35	15	51	0	2	1	232	1	0	0	3	0	0	0	4
09:00	12	7	3	10	0	0	0	32	0	0	0	0	0	0	0	0
09:15	12	8	4	17	0	0	0	41	0	0	0	1	0	0	0	1
09:30	7	6	2	8	0	0	0	23	0	0	0	2	0	0	0	2
09:45	5	6	4	6	0	0	0	21	0	0	0	3	0	0	0	3
H/TOT	36	27	13	41	0	0	0	117	0	0	0	6	0	0	0	6
10:00	4	5	2	11	0	0	0	22	0	0	1	2	0	0	0	3
10:15	7	3	3	13	0	0	0	26	0	0	1	2	0	0	0	3
10:30	3	9	3	12	0	0	0	27	0	0	0	0	0	0	0	0
10:45	8	4	2	16	0	0	0	30	0	0	0	1	0	0	0	1
H/TOT	22	21	10	52	0	0	0	105	0	0	2	5	0	0	0	7
11:00	5	6	3	12	0	1	0	27	0	0	0	2	0	0	0	2
11:15	6	7	5	17	0	0	0	35	0	0	0	2	0	0	0	2
11:30	11	4	4	14	0	0	0	33	0	0	0	1	0	0	0	1
11:45	4	7	4	11	0	0	0	26	0	0	1	4	0	0	0	5
H/TOT	26	24	16	54	0	1	0	121	0	0	1	9	0	0	0	10
12:00	5	5	2	6	0	0	0	18	0	0	0	1	0	0	0	1
12:15	7	3	1	10	0	0	0	21	0	0	0	1	0	0	0	1
12:30	8	5	4	8	0	0	0	25	0	0	0	1	0	0	0	1
12:45	11	2	4	7	0	0	0	24	0	0	0	2	0	0	0	2
H/TOT	31	15	11	31	0	0	0	88	0	0	0	5	0	0	0	5
13:00	18	6	4	11	0	1	1	41	0	0	0	0	0	0	0	0
13:15	20	2	3	13	0	0	0	38	0	0	0	0	0	0	0	0
13:30	15	8	5	20	0	0	0	48	0	0	1	1	0	0	0	2
13:45	13	7	1	18	0	0	0	39	0	0	0	1	0	0	0	1
H/TOT	66	23	13	62	0	1	1	166	0	0	1	2	0	0	0	3
14:00	3	4	3	20	0	0	0	30	0	0	0	0	0	0	0	0
14:15	6	4	2	16	0	0	0	28	0	0	0	1	0	0	0	1
14:30	7	7	2	12	0	0	0	28	0	0	0	3	0	0	0	3
14:45	4	7	2	17	0	0	0	30	0	0	0	2	0	0	0	2
H/TOT	20	22	9	65	0	0	0	116	0	0	0	6	0	0	0	6
15:00	7	3	3	11	0	0	0	24	0	0	0	0	0	0	0	0
15:15	3	1	5	13	0	0	0	22	0	0	1	0	0	0	0	1
15:30	6	5	1	9	0	0	0	21	0	0	0	1	0	0	0	1
15:45	3	2	3	17	0	0	0	25	0	0	0	2	0	0	0	2
H/TOT	19	11	12	50	0	0	0	92	0	0	1	3	0	0	0	4
16:00	3	4	1	15	0	0	0	23	0	0	0	1	0	0	0	1
16:15	4	1	1	12	0	0	0	18	0	0	0	0	0	0	0	0
16:30	7	2	0	5	0	0	0	14	0	0	2	5	0	0	0	7
16:45	6	1	2	11	0	1	0	21	0	0	0	2	0	0	0	2
H/TOT	20	8	4	43	0	1	0	76	0	0	2	8	0	0	0	10
17:00	15	1	0	11	0	0	0	27	0	0	0	0	0	0	0	0
17:15	17	1	0	6	0	0	0	24	0	0	0	0	0	0	0	0
17:30	16	3	2	6	0	1	0	28	0	0	0	0	0	0	0	0
17:45	8	1	0	5	0	0	0	14	0	0	0	0	0	0	0	0
H/TOT	56	6	2	28	0	1	0	93	0	0	0	0	0	0	0	0
18:00	4	3	2	0	0	1	0	10	0	0	0	0	0	0	0	0
18:15	8	0	0	1	0	0	0	9	0	0	0	0	0	0	0	0
18:30	6	1	1	3	0	0	0	11	1	0	0	0	0	0	0	1
18:45	3	0	0	4	0	0	0	7	0	0	0	1	0	0	0	1
H/TOT	21	4	3	8	0	1	0	37	1	0	0	1	0	0	0	2
P/TOT	623	239	126	530	0	10	8	1536	3	3	7	52	0	0	0	65

MANUAL CLASSIFIED COUNTS

JOB REF: 11240

JOB NAME: IMMINGHAM DOCK

SITE: 2 **DATE:** 20/04/2022

LOCATION: ROBINSON ROAD (N) / EAST DOCK ROAD / ROBINSON ROAD (S) **DAY:** WEDNESDAY

TIME	TO ARM A ROBINSON ROAD (N)								FROM ARM A ROBINSON ROAD (N)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	17	12	3	11	0	0	4	47	4	3	0	10	0	0	0	17
07:15	47	7	6	8	0	0	2	70	2	2	0	5	0	0	0	9
07:30	57	11	5	15	0	2	0	90	1	4	3	10	0	0	0	18
07:45	57	16	6	16	0	1	0	96	3	2	1	13	0	0	0	19
H/TOT	178	46	20	50	0	3	6	303	10	11	4	38	0	0	0	63
08:00	39	6	3	13	0	0	1	62	16	2	5	11	0	0	0	34
08:15	36	10	5	10	0	1	0	62	8	3	4	13	0	0	0	28
08:30	31	7	6	15	0	1	0	60	18	4	4	13	0	0	0	39
08:45	24	12	4	15	0	0	0	55	4	6	7	9	0	0	0	26
H/TOT	130	35	18	53	0	2	1	239	46	15	20	46	0	0	0	127
09:00	12	7	3	12	0	0	0	34	22	7	2	10	0	0	0	41
09:15	12	8	4	17	0	0	0	41	10	3	2	14	0	0	0	29
09:30	7	6	2	8	0	0	0	23	11	3	5	13	0	0	0	32
09:45	6	6	4	8	0	0	0	24	5	8	1	13	0	0	0	27
H/TOT	37	27	13	45	0	0	0	122	48	21	10	50	0	0	0	129
10:00	4	5	2	13	0	0	0	24	5	9	4	7	0	0	0	25
10:15	7	3	3	14	0	0	0	27	3	4	6	4	0	0	0	17
10:30	3	10	3	12	0	0	0	28	3	4	1	9	0	0	0	17
10:45	8	4	3	16	0	0	0	31	3	9	5	10	0	0	0	27
H/TOT	22	22	11	55	0	0	0	110	14	26	16	30	0	0	0	86
11:00	5	6	3	12	0	1	0	27	7	5	2	17	0	0	0	31
11:15	6	8	5	18	0	0	0	37	5	5	3	9	0	0	0	22
11:30	12	5	4	17	0	0	0	38	3	4	3	11	0	0	0	21
11:45	4	7	5	12	0	0	0	28	7	11	4	11	0	0	0	33
H/TOT	27	26	17	59	0	1	0	130	22	25	12	48	0	0	0	107
12:00	5	5	5	8	0	0	0	23	16	5	4	16	0	0	0	41
12:15	7	3	3	10	0	0	0	23	10	7	4	16	0	0	0	37
12:30	9	5	4	9	0	0	0	27	7	4	1	12	0	2	0	26
12:45	11	2	4	7	0	0	0	24	9	3	2	13	0	0	0	27
H/TOT	32	15	16	34	0	0	0	97	42	19	11	57	0	2	0	131
13:00	18	6	4	12	0	1	1	42	18	12	8	8	0	0	0	46
13:15	20	3	4	14	0	0	0	41	8	8	2	15	0	0	0	33
13:30	16	8	6	20	0	0	0	50	10	2	3	14	0	0	0	29
13:45	13	8	1	19	0	0	0	41	9	5	1	9	0	0	0	24
H/TOT	67	25	15	65	0	1	1	174	45	27	14	46	0	0	0	132
14:00	3	4	3	20	0	0	0	30	18	9	4	11	0	0	0	42
14:15	6	4	2	16	0	0	0	28	10	6	6	14	0	0	0	36
14:30	7	7	2	12	0	0	0	28	10	6	7	14	0	1	0	38
14:45	4	7	2	17	0	0	0	30	9	3	4	10	0	0	0	26
H/TOT	20	22	9	65	0	0	0	116	47	24	21	49	0	1	0	142
15:00	7	4	3	12	0	0	0	26	16	12	1	10	0	1	0	40
15:15	5	1	8	13	0	0	0	27	12	5	3	11	0	1	1	33
15:30	6	5	1	9	0	0	0	21	11	6	7	14	0	0	1	39
15:45	3	3	4	18	0	0	0	28	16	8	8	17	0	0	0	49
H/TOT	21	13	16	52	0	0	0	102	55	31	19	52	0	2	2	161
16:00	3	6	1	18	0	0	0	28	47	14	7	18	0	1	2	89
16:15	4	1	1	12	0	0	0	18	36	14	3	15	0	0	0	68
16:30	7	2	0	7	0	0	0	16	58	10	0	10	0	0	3	81
16:45	6	1	2	17	0	1	0	27	34	2	5	14	0	0	1	56
H/TOT	20	10	4	54	0	1	0	89	175	40	15	57	0	1	6	294
17:00	15	1	1	11	0	0	0	28	73	6	2	19	0	0	0	100
17:15	17	1	0	6	0	0	0	24	26	3	6	12	0	0	0	47
17:30	16	3	2	6	0	1	0	28	29	4	5	9	0	2	1	50
17:45	8	1	1	5	0	0	0	15	32	5	3	12	0	1	0	53
H/TOT	56	6	4	28	0	1	0	95	160	18	16	52	0	3	1	250
18:00	5	3	2	0	0	1	0	11	31	4	2	6	0	0	1	44
18:15	8	1	0	1	0	0	0	10	12	3	6	8	0	0	0	29
18:30	6	1	1	3	0	0	0	11	8	0	3	4	0	0	0	15
18:45	3	0	0	4	0	0	0	7	9	2	5	5	0	0	0	21
H/TOT	22	5	3	8	0	1	0	39	60	9	16	23	0	0	1	109
P/TOT	632	252	146	568	0	10	8	1616	724	266	174	548	0	9	10	1731

MANUAL CLASSIFIED COUNTS

JOB REF: 11240

JOB NAME: IMMINGHAM DOCK

SITE: 2 **DATE:** 20/04/2022

LOCATION: ROBINSON ROAD (N) / EAST DOCK ROAD / ROBINSON ROAD (S) **DAY:** WEDNESDAY

TIME	TO ARM B EAST DOCK ROAD								FROM ARM B EAST DOCK ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	0	0	3	0	0	0	3	0	0	0	6	0	0	0	6
07:15	0	2	0	2	0	0	0	4	0	0	0	2	0	0	0	2
07:30	1	0	0	2	0	0	0	3	0	1	0	7	0	0	0	8
07:45	0	1	0	1	0	0	0	2	0	2	2	6	0	0	0	10
H/TOT	1	3	0	8	0	0	0	12	0	3	2	21	0	0	0	26
08:00	3	0	2	1	0	0	0	6	1	0	0	4	0	0	0	5
08:15	1	0	1	1	0	0	0	3	0	0	0	5	0	0	0	5
08:30	0	0	0	3	0	0	0	3	2	0	3	2	0	0	0	7
08:45	0	0	1	0	0	0	0	1	0	0	2	4	0	0	0	6
H/TOT	4	0	4	5	0	0	0	13	3	0	5	15	0	0	0	23
09:00	0	0	0	1	0	0	0	1	0	0	0	3	0	0	0	3
09:15	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0
09:30	1	0	2	6	0	0	0	9	0	1	0	0	0	0	0	1
09:45	0	0	0	3	0	0	0	3	1	0	0	2	0	0	0	3
H/TOT	1	0	2	12	0	0	0	15	1	1	0	5	0	0	0	7
10:00	0	1	2	3	0	0	0	6	0	0	0	7	0	0	0	7
10:15	0	1	1	2	0	0	0	4	0	1	1	7	0	0	0	9
10:30	0	0	0	0	0	0	0	0	0	1	0	4	0	0	0	5
10:45	0	1	0	3	0	0	0	4	0	0	1	4	0	0	0	5
H/TOT	0	3	3	8	0	0	0	14	0	2	2	22	0	0	0	26
11:00	0	0	0	4	0	0	0	4	0	0	0	5	0	0	0	5
11:15	0	0	0	4	0	0	0	4	0	1	0	4	0	0	0	5
11:30	0	0	0	3	0	0	0	3	1	1	0	8	0	0	0	10
11:45	0	1	1	4	0	0	0	6	1	0	1	5	0	0	0	7
H/TOT	0	1	1	15	0	0	0	17	2	2	1	22	0	0	0	27
12:00	1	0	0	3	0	0	0	4	0	0	3	3	0	0	0	6
12:15	1	0	1	3	0	0	0	5	0	0	2	0	0	0	0	2
12:30	0	0	0	3	0	0	0	3	1	0	0	3	0	0	0	4
12:45	0	0	0	3	0	0	0	3	0	0	0	4	0	0	0	4
H/TOT	2	0	1	12	0	0	0	15	1	0	5	10	0	0	0	16
13:00	0	1	2	1	0	0	0	4	0	0	0	6	0	0	0	6
13:15	1	1	0	3	0	0	0	5	0	1	1	5	0	0	0	7
13:30	1	0	1	3	0	0	0	5	1	0	1	6	0	0	0	8
13:45	0	0	0	1	0	0	0	1	0	1	0	7	0	0	0	8
H/TOT	2	2	3	8	0	0	0	15	1	2	2	24	0	0	0	29
14:00	0	0	0	1	0	0	0	1	0	0	0	5	0	0	0	5
14:15	1	1	0	2	0	0	0	4	0	0	0	5	0	0	0	5
14:30	0	0	0	5	0	0	0	5	0	0	0	5	0	0	0	5
14:45	0	0	1	5	0	0	0	6	0	0	1	3	0	0	0	4
H/TOT	1	1	1	13	0	0	0	16	0	0	1	18	0	0	0	19
15:00	0	1	0	0	0	0	0	1	0	1	0	2	0	0	0	3
15:15	0	0	1	0	0	0	0	1	2	0	4	1	0	0	0	7
15:30	0	0	0	4	0	0	0	4	0	0	0	0	0	0	0	0
15:45	1	1	1	3	0	0	0	6	1	1	1	4	0	0	0	7
H/TOT	1	2	2	7	0	0	0	12	3	2	5	7	0	0	0	17
16:00	0	1	3	1	0	0	0	5	0	2	0	8	0	0	0	10
16:15	0	2	0	1	0	0	0	3	1	0	1	5	0	0	0	7
16:30	0	0	2	6	0	0	0	8	0	2	0	8	0	0	0	10
16:45	0	0	0	2	0	0	0	2	0	0	1	9	0	0	0	10
H/TOT	0	3	5	10	0	0	0	18	1	4	2	30	0	0	0	37
17:00	0	0	0	1	0	0	0	1	0	0	1	3	0	0	0	4
17:15	0	1	0	1	0	0	0	2	0	0	0	5	0	0	0	5
17:30	0	1	0	1	0	0	0	2	0	1	0	1	0	0	0	2
17:45	0	0	0	2	0	0	0	2	0	0	1	0	0	0	0	1
H/TOT	0	2	0	5	0	0	0	7	0	1	2	9	0	0	0	12
18:00	0	1	0	1	0	0	0	2	1	0	0	0	0	0	0	1
18:15	0	0	0	2	0	0	0	2	0	1	0	0	0	0	0	1
18:30	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
18:45	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0	1
H/TOT	1	1	0	4	0	0	0	6	1	1	0	1	0	0	0	3
P/TOT	13	18	22	107	0	0	0	160	13	18	27	184	0	0	0	242

MANUAL CLASSIFIED COUNTS

JOB REF: 11240

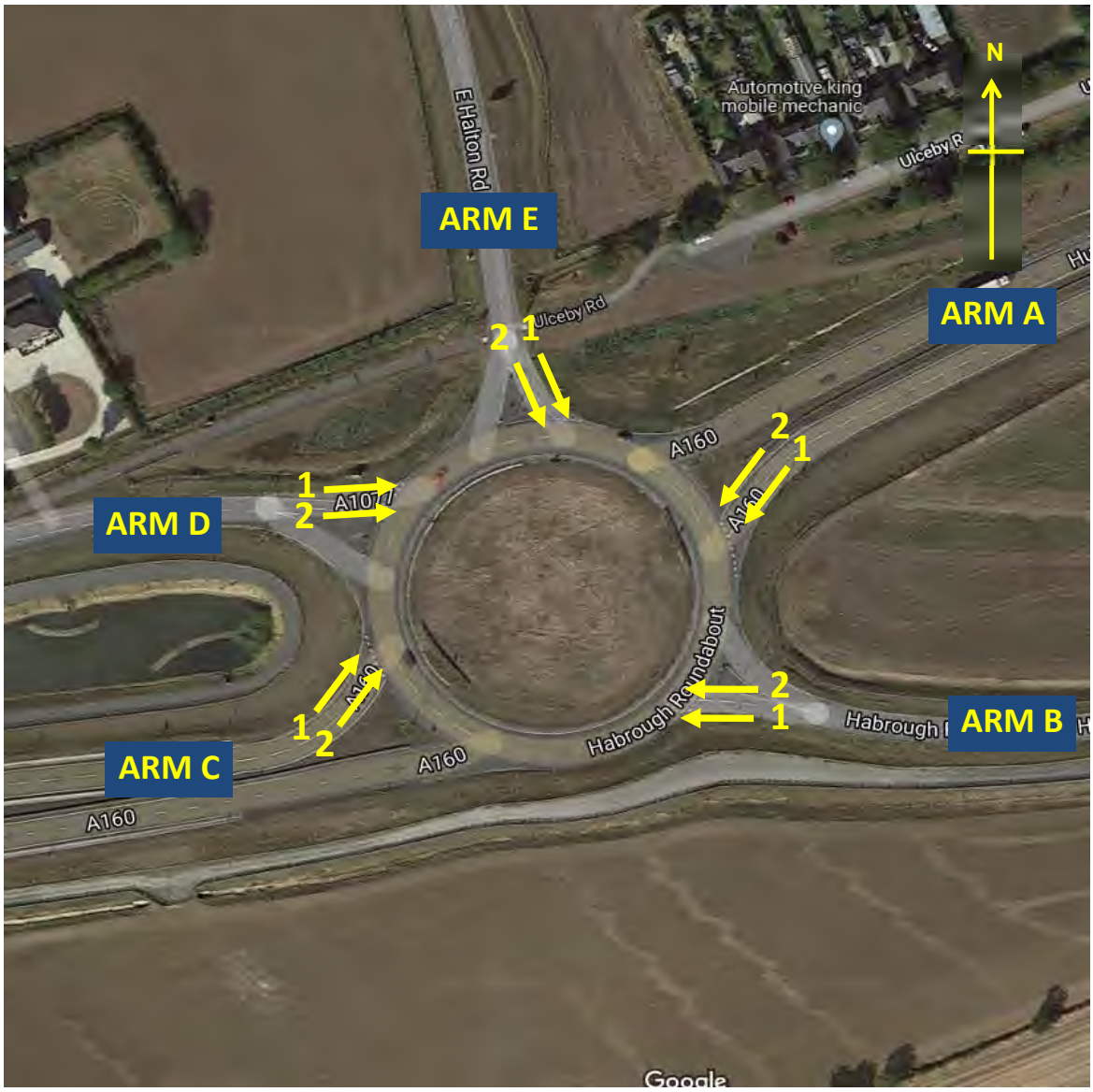
JOB NAME: IMMINGHAM DOCK

SITE: 2 **DATE:** 20/04/2022

LOCATION: ROBINSON ROAD (N) / EAST DOCK ROAD / ROBINSON ROAD (S) **DAY:** WEDNESDAY

TIME	TO ARM C ROBINSON ROAD (S)								FROM ARM C ROBINSON ROAD (S)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	4	3	0	12	0	0	0	19	17	12	3	10	0	0	4	46
07:15	2	2	0	7	0	0	0	11	47	9	6	10	0	0	2	74
07:30	1	4	3	15	0	0	0	23	58	10	5	15	0	2	0	90
07:45	3	2	1	16	0	0	0	22	57	15	4	14	0	1	0	91
H/TOT	10	11	4	50	0	0	0	75	179	46	18	49	0	3	6	301
08:00	15	2	3	14	0	0	0	34	40	6	3	13	0	0	1	63
08:15	7	3	3	17	0	0	0	30	36	10	5	10	0	1	0	62
08:30	18	4	4	14	0	0	0	40	29	7	3	17	0	1	0	57
08:45	4	6	8	12	0	0	0	30	24	12	4	14	0	0	0	54
H/TOT	44	15	18	57	0	0	0	134	129	35	15	54	0	2	1	236
09:00	22	7	2	10	0	0	0	41	12	7	3	10	0	0	0	32
09:15	10	3	2	13	0	0	0	28	12	8	4	18	0	0	0	42
09:30	10	4	3	9	0	0	0	26	7	6	2	10	0	0	0	25
09:45	5	8	1	13	0	0	0	27	5	6	4	9	0	0	0	24
H/TOT	47	22	8	45	0	0	0	122	36	27	13	47	0	0	0	123
10:00	5	8	3	11	0	0	0	27	4	5	3	13	0	0	0	25
10:15	3	4	7	10	0	0	0	24	7	3	4	15	0	0	0	29
10:30	3	4	1	13	0	0	0	21	3	9	3	12	0	0	0	27
10:45	3	8	5	12	0	0	0	28	8	4	2	17	0	0	0	31
H/TOT	14	24	16	46	0	0	0	100	22	21	12	57	0	0	0	112
11:00	7	5	2	20	0	0	0	34	5	6	3	14	0	1	0	29
11:15	5	5	3	10	0	0	0	23	6	7	5	19	0	0	0	37
11:30	3	4	3	14	0	0	0	24	11	4	4	15	0	0	0	34
11:45	8	10	4	15	0	0	0	37	4	7	5	15	0	0	0	31
H/TOT	23	24	12	59	0	0	0	118	26	24	17	63	0	1	0	131
12:00	15	5	4	15	0	0	0	39	5	5	2	7	0	0	0	19
12:15	9	7	3	14	0	0	0	33	7	3	1	11	0	0	0	22
12:30	7	4	1	12	0	2	0	26	8	5	4	9	0	0	0	26
12:45	9	3	2	16	0	0	0	30	11	2	4	9	0	0	0	26
H/TOT	40	19	10	57	0	2	0	128	31	15	11	36	0	0	0	93
13:00	18	11	6	12	0	0	0	47	18	6	4	11	0	1	1	41
13:15	7	7	2	16	0	0	0	32	20	2	3	13	0	0	0	38
13:30	9	2	3	18	0	0	0	32	15	8	6	21	0	0	0	50
13:45	9	5	1	15	0	0	0	30	13	7	1	19	0	0	0	40
H/TOT	43	25	12	61	0	0	0	141	66	23	14	64	0	1	1	169
14:00	18	9	4	15	0	0	0	46	3	4	3	20	0	0	0	30
14:15	9	5	6	18	0	0	0	38	6	4	2	17	0	0	0	29
14:30	10	6	7	17	0	1	0	41	7	7	2	15	0	0	0	31
14:45	9	3	4	10	0	0	0	26	4	7	2	19	0	0	0	32
H/TOT	46	23	21	60	0	1	0	151	20	22	9	71	0	0	0	122
15:00	16	11	1	11	0	1	0	40	7	3	3	11	0	0	0	24
15:15	12	5	4	12	0	1	1	35	3	1	6	13	0	0	0	23
15:30	11	6	7	11	0	0	1	36	6	5	1	10	0	0	0	22
15:45	16	7	7	19	0	0	0	49	3	2	3	19	0	0	0	27
H/TOT	55	29	19	53	0	2	2	160	19	11	13	53	0	0	0	96
16:00	47	13	4	23	0	1	2	90	3	4	1	16	0	0	0	24
16:15	37	12	4	19	0	0	0	72	4	1	1	12	0	0	0	18
16:30	58	12	0	15	0	0	3	88	7	2	2	10	0	0	0	21
16:45	34	2	6	17	0	0	1	60	6	1	2	13	0	1	0	23
H/TOT	176	39	14	74	0	1	6	310	20	8	6	51	0	1	0	86
17:00	73	6	2	21	0	0	0	102	15	1	0	11	0	0	0	27
17:15	26	2	6	16	0	0	0	50	17	1	0	6	0	0	0	24
17:30	29	4	5	9	0	2	1	50	16	3	2	6	0	1	0	28
17:45	32	5	3	10	0	1	0	51	8	1	0	5	0	0	0	14
H/TOT	160	17	16	56	0	3	1	253	56	6	2	28	0	1	0	93
18:00	31	3	2	5	0	0	1	42	4	3	2	0	0	1	0	10
18:15	12	3	6	6	0	0	0	27	8	0	0	1	0	0	0	9
18:30	8	0	3	4	0	0	0	15	7	1	1	3	0	0	0	12
18:45	9	2	5	6	0	0	0	22	3	0	0	5	0	0	0	8
H/TOT	60	8	16	21	0	0	1	106	22	4	3	9	0	1	0	39
P/TOT	718	256	166	639	0	9	10	1798	626	242	133	582	0	10	8	1601

SITE: 2	AUTO SURVEYS LTD	DATE: 16TH NOVEMBER 2021
LOCATION:A160 / HABROUGH RD / ULCEBY RD / E HALTON RD		DAY: TUESDAY



JOB TITLE: IMMINGHAM		JOB NUMBER: 10913

QUEUE LENGTHS

JOB REF: 10913

JOB NAME: IMMINGHAM

SITE: 2

LOCATION: A160 HUMBER RD / HABROUGH RD / A160 / ULCEBY RD / E HALTON RD

NOTE: Queue Lengths recorded by the number of vehicles queuing at each 5-minute interval, by lane

TIME	ARM A A160 HUMBER RD		ARM B HABROUGH RD		ARM C A160		ARM D ULCEBY RD		ARM E E HALTON RD	
	LANE 1	LANE 2	LANE 1	LANE 2	LANE 1	LANE 2	LANE 1	LANE 2	LANE 1	LANE 2
07:00	0	0	0	0	1	0	1	0	0	1
07:05	1	0	0	0	0	0	0	0	0	0
07:10	0	0	0	0	0	0	0	0	0	0
07:15	1	0	0	0	0	0	0	1	0	1
07:20	0	0	0	0	2	2	0	0	1	0
07:25	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	1	0	1
07:35	1	3	0	0	0	0	0	0	0	0
07:40	0	0	0	0	0	0	1	0	0	0
07:45	0	0	0	0	0	0	0	0	1	0
07:50	0	0	0	0	0	0	3	2	1	0
07:55	0	0	0	0	0	0	1	1	2	0
08:00	0	0	0	0	0	0	0	2	0	0
08:05	0	0	0	0	0	0	0	0	0	0
08:10	0	0	0	0	1	0	0	0	0	1
08:15	0	0	0	0	0	0	0	0	0	0
08:20	0	0	0	0	0	0	0	0	0	0
08:25	0	0	0	0	0	0	1	1	0	2
08:30	1	0	0	0	0	0	4	5	0	1
08:35	0	0	0	0	0	0	3	0	0	4
08:40	0	0	1	0	0	0	0	0	0	0
08:45	0	0	0	0	1	0	0	0	0	0
08:50	0	0	0	0	0	0	2	0	0	1
08:55	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0
09:05	0	0	0	0	0	0	0	0	0	2
09:10	0	0	0	0	0	0	0	0	0	0
09:15	1	1	0	4	0	0	0	0	0	0
09:20	0	0	0	0	0	0	0	0	0	0
09:25	0	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0
09:35	0	0	0	0	0	0	1	0	2	0
09:40	0	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	1
09:50	0	0	0	0	0	0	0	0	0	0
09:55	0	0	0	0	0	0	0	1	0	0

TIME	ARM A A160 HUMBER RD		ARM B HABROUGH RD		ARM C A160	
	LANE 1	LANE 2	LANE 1	LANE 2	LANE 1	LANE 2
16:00	0	0	0	0	4	4
16:05	2	1	0	0	0	0
16:10	0	0	0	0	0	0
16:15	0	0	0	0	3	0
16:20	0	0	0	0	0	0
16:25	0	0	0	0	0	0
16:30	0	0	0	0	0	0
16:35	0	0	1	0	0	0
16:40	0	0	0	0	1	0
16:45	0	0	0	0	0	0
16:50	0	0	0	0	0	0
16:55	0	0	0	0	0	0
17:00	0	0	0	0	0	0
17:05	0	0	0	0	0	0
17:10	0	0	0	0	0	0
17:15	0	0	0	1	1	1
17:20	0	0	0	0	0	0
17:25	0	0	0	0	0	0
17:30	1	1	0	0	0	0
17:35	0	0	1	0	0	0
17:40	0	0	0	1	0	0
17:45	0	0	0	0	0	0
17:50	0	0	0	0	5	0
17:55	0	0	0	0	0	0
18:00	0	0	0	0	0	0
18:05	0	0	0	0	0	0
18:10	0	0	0	0	0	0
18:15	0	0	1	0	0	0
18:20	0	0	0	0	0	0
18:25	0	0	0	0	0	0
18:30	0	0	0	0	0	0
18:35	0	0	0	0	0	0
18:40	0	0	0	0	0	0
18:45	0	0	0	0	0	0
18:50	0	0	0	0	0	0
18:55	0	0	0	0	0	0

MANUAL CLASSIFIED COUNTS

JOB REF: 10913

JOB NAME: IMMINGHAM

SITE: 2 **DATE:** 16/11/2021

LOCATION: A160 HUMBER RD / HABROUGH RD / A160 / ULCEBY RD / E HALTON RD **DAY:** TUESDAY

TIME	A TO A FROM A160 HUMBER RD TO A160 HUMBER RD								A TO B FROM A160 HUMBER RD TO HABROUGH RD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	0	0	0	0	0	0	0	1	1	1	1	0	0	0	4
07:15	0	0	0	0	0	0	0	0	0	0	3	1	0	0	0	4
07:30	0	0	0	0	0	0	0	0	3	0	0	1	0	0	0	4
07:45	0	0	1	0	0	0	0	1	0	0	2	1	1	0	0	4
H/TOT	0	0	1	0	0	0	0	1	4	1	6	4	1	0	0	16
08:00	0	0	1	1	0	0	0	2	1	0	0	0	0	0	0	1
08:15	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0	1
08:30	0	0	0	1	0	0	0	1	1	0	1	0	0	0	0	2
08:45	0	0	0	0	0	0	0	0	2	0	0	1	0	0	0	3
H/TOT	0	0	1	3	0	0	0	4	4	0	1	2	0	0	0	7
09:00	0	0	1	0	0	0	0	1	2	1	0	0	0	0	0	3
09:15	0	0	0	1	0	0	0	1	0	1	1	0	0	0	0	2
09:30	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2
09:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
H/TOT	0	0	1	1	0	0	0	2	3	2	3	0	0	0	0	8
10:00	0	0	0	1	0	0	0	1	1	0	0	0	0	0	0	1
10:15	0	0	0	2	0	0	0	2	1	0	0	0	0	0	0	1
10:30	0	0	0	0	0	0	0	0	0	1	1	1	0	0	0	3
10:45	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	1
H/TOT	0	0	1	3	0	0	0	4	3	1	1	1	0	0	0	6
11:00	0	0	0	0	0	0	0	0	1	2	2	0	0	0	0	5
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	5	2	0	0	0	0	0	7
11:45	0	0	0	1	0	0	0	1	1	0	0	0	0	0	0	1
H/TOT	0	0	0	1	0	0	0	1	7	4	2	0	0	0	0	13
12:00	0	0	0	0	0	0	0	0	4	1	0	0	0	0	0	5
12:15	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	4
12:30	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	3
12:45	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0
H/TOT	0	0	0	1	0	0	0	1	9	3	0	0	0	0	0	12
13:00	0	0	1	0	0	0	0	1	3	0	0	0	0	1	0	4
13:15	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	3
13:30	0	0	1	1	0	0	0	2	2	1	0	0	0	0	0	3
13:45	0	0	2	1	0	0	0	3	4	0	2	0	0	0	0	6
H/TOT	0	0	4	2	0	0	0	6	11	2	2	0	0	1	0	16
14:00	0	0	1	0	0	0	0	1	5	2	0	0	0	0	0	7
14:15	0	0	1	2	0	0	0	3	1	1	1	1	0	0	0	4
14:30	0	0	0	3	0	0	0	3	3	1	1	0	0	0	0	5
14:45	0	0	1	2	0	0	0	3	9	0	0	0	0	0	0	9
H/TOT	0	0	3	7	0	0	0	10	18	4	2	1	0	0	0	25
15:00	0	0	2	0	0	0	0	2	4	0	0	0	0	0	0	4
15:15	0	0	1	1	0	0	0	2	7	0	1	0	0	0	0	8
15:30	0	0	2	0	0	0	0	2	11	1	0	0	0	0	0	12
15:45	0	0	0	3	0	0	0	3	8	2	0	0	0	0	0	10
H/TOT	0	0	5	4	0	0	0	9	30	3	1	0	0	0	0	34
16:00	0	0	1	1	0	0	0	2	15	6	0	0	0	0	0	21
16:15	0	0	0	2	0	0	0	2	16	4	0	0	0	0	0	20
16:30	0	0	2	0	0	0	0	2	37	1	0	0	0	0	0	38
16:45	0	0	3	1	0	0	0	4	34	0	0	0	1	0	0	35
H/TOT	0	0	6	4	0	0	0	10	102	11	0	0	1	0	0	114
17:00	0	0	1	2	0	0	0	3	40	0	0	0	0	0	0	40
17:15	0	0	1	2	0	0	0	3	16	0	0	0	0	0	0	16
17:30	0	0	3	1	0	0	0	4	18	1	0	0	0	0	0	19
17:45	0	0	1	1	0	0	0	2	7	1	0	0	0	0	0	8
H/TOT	0	0	6	6	0	0	0	12	81	2	0	0	0	0	0	83
18:00	0	0	1	1	0	0	0	2	10	3	0	0	0	0	0	13
18:15	0	0	0	1	0	0	0	1	13	0	0	0	0	0	0	13
18:30	0	0	0	0	0	0	0	0	7	0	0	1	0	0	0	8
18:45	0	0	0	1	0	0	0	1	5	0	0	0	0	0	0	5
H/TOT	0	0	1	3	0	0	0	4	35	3	0	1	0	0	0	39
P/TOT	0	0	29	35	0	0	0	64	307	36	18	9	2	1	0	373

MANUAL CLASSIFIED COUNTS

JOB REF: 10913

JOB NAME: IMMINGHAM

SITE: 2 **DATE:** 16/11/2021

LOCATION: A160 HUMBER RD / HABROUGH RD / A160 / ULCEBY RD / E HALTON RD **DAY:** TUESDAY

TIME	A TO C FROM A160 HUMBER RD TO A160								A TO D FROM A160 HUMBER RD TO ULCEBY RD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	14	4	6	95	0	0	0	119	2	1	0	9	0	0	0	12
07:15	15	3	5	71	0	0	0	94	1	0	0	3	1	0	0	5
07:30	16	5	5	72	0	0	0	98	3	1	0	5	0	0	0	9
07:45	13	7	5	84	0	0	0	109	5	1	1	4	0	0	0	11
H/TOT	58	19	21	322	0	0	0	420	11	3	1	21	1	0	0	37
08:00	14	2	6	86	0	0	0	108	3	0	2	4	0	0	0	9
08:15	7	7	9	72	0	0	0	95	3	1	1	4	0	0	0	9
08:30	9	5	8	83	0	0	0	105	1	2	1	2	0	0	0	6
08:45	10	6	1	84	0	0	0	101	2	2	2	3	0	0	0	9
H/TOT	40	20	24	325	0	0	0	409	9	5	6	13	0	0	0	33
09:00	4	3	1	77	0	0	0	85	3	1	1	5	0	0	0	10
09:15	4	6	4	59	0	0	0	73	4	3	0	6	0	0	0	13
09:30	3	8	3	68	0	0	0	82	1	1	1	6	0	0	0	9
09:45	9	8	3	58	0	0	0	78	2	1	0	6	0	0	0	9
H/TOT	20	25	11	262	0	0	0	318	10	6	2	23	0	0	0	41
10:00	11	6	3	51	0	0	0	71	2	3	0	4	0	0	0	9
10:15	7	1	8	63	0	0	0	79	3	0	0	3	0	0	0	6
10:30	9	3	2	53	0	0	0	67	4	1	0	0	0	0	0	5
10:45	7	6	5	59	0	0	0	77	5	1	0	7	0	0	0	13
H/TOT	34	16	18	226	0	0	0	294	14	5	0	14	0	0	0	33
11:00	10	1	6	57	0	0	0	74	2	1	1	3	0	0	0	7
11:15	5	11	10	45	0	0	0	71	0	0	1	1	0	0	0	2
11:30	17	5	2	56	0	0	0	80	6	3	1	3	0	0	0	13
11:45	17	7	6	67	0	0	0	97	2	0	0	5	0	0	0	7
H/TOT	49	24	24	225	0	0	0	322	10	4	3	12	0	0	0	29
12:00	13	9	5	48	0	1	0	76	5	1	0	6	0	0	0	12
12:15	14	7	5	54	0	0	0	80	3	0	0	2	0	1	0	6
12:30	15	11	0	39	2	0	0	67	4	1	0	2	0	0	0	7
12:45	12	8	4	44	0	0	0	68	4	1	1	4	0	0	0	10
H/TOT	54	35	14	185	2	1	0	291	16	3	1	14	0	1	0	35
13:00	8	6	2	55	0	0	0	71	3	1	0	2	0	0	0	6
13:15	13	8	7	58	0	0	0	86	8	2	0	5	0	0	0	15
13:30	17	1	1	56	0	0	0	75	5	3	0	5	0	0	0	13
13:45	11	6	7	49	0	0	0	73	0	0	0	2	0	0	0	2
H/TOT	49	21	17	218	0	0	0	305	16	6	0	14	0	0	0	36
14:00	20	9	5	45	0	0	0	79	2	1	1	3	0	0	0	7
14:15	26	3	5	50	0	0	0	84	4	2	1	4	0	0	0	11
14:30	19	12	5	59	0	0	0	95	4	0	1	2	0	0	0	7
14:45	29	13	5	50	0	0	0	97	2	1	1	7	0	0	0	11
H/TOT	94	37	20	204	0	0	0	355	12	4	4	16	0	0	0	36
15:00	36	9	4	54	0	0	0	103	7	1	1	3	0	0	0	12
15:15	32	18	9	65	0	0	0	124	6	3	0	4	0	0	0	13
15:30	61	18	5	65	0	0	0	149	4	0	2	3	0	0	0	9
15:45	41	14	7	44	0	0	0	106	6	3	2	3	0	0	0	14
H/TOT	170	59	25	228	0	0	0	482	23	7	5	13	0	0	0	48
16:00	123	19	2	58	0	0	0	202	9	0	1	4	0	0	0	14
16:15	114	24	8	60	0	0	0	206	9	0	0	7	0	0	0	16
16:30	105	32	3	57	0	1	0	198	11	0	0	5	0	0	0	16
16:45	113	12	2	44	0	0	0	171	8	1	1	9	1	0	0	20
H/TOT	455	87	15	219	0	1	0	777	37	1	2	25	1	0	0	66
17:00	101	9	3	42	0	0	0	155	15	1	1	8	0	0	0	25
17:15	78	12	1	50	0	0	0	141	11	0	0	4	0	0	0	15
17:30	104	10	2	42	0	2	0	160	13	1	0	5	0	0	0	19
17:45	49	7	0	22	0	0	0	78	11	1	1	7	0	0	0	20
H/TOT	332	38	6	156	0	2	0	534	50	3	2	24	0	0	0	79
18:00	52	2	1	38	0	1	0	94	7	0	2	5	0	0	0	14
18:15	35	1	0	35	0	0	0	71	5	1	1	1	0	0	0	8
18:30	38	4	2	29	0	0	0	73	6	0	0	1	0	0	0	7
18:45	30	1	1	27	0	0	0	59	4	1	2	3	0	0	0	10
H/TOT	155	8	4	129	0	1	0	297	22	2	5	10	0	0	0	39
P/TOT	1510	389	199	2699	2	5	0	4804	230	49	31	199	2	1	0	512

MANUAL CLASSIFIED COUNTS

JOB REF: 10913

JOB NAME: IMMINGHAM

SITE: 2 **DATE:** 16/11/2021

LOCATION: A160 HUMBER RD / HABROUGH RD / A160 / ULCEBY RD / E HALTON RD **DAY:** TUESDAY

TIME	A TO E FROM A160 HUMBER RD TO E HALTON RD								B TO A FROM HABROUGH RD TO A160 HUMBER RD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	1	1	0	6	0	0	0	8	22	3	0	0	0	0	0	25
07:15	3	2	0	5	0	0	0	10	28	1	1	0	0	0	0	30
07:30	2	0	1	2	0	0	0	5	39	2	0	0	0	0	0	41
07:45	6	0	1	3	0	0	0	10	42	6	1	0	0	0	0	49
H/TOT	12	3	2	16	0	0	0	33	131	12	2	0	0	0	0	145
08:00	8	3	0	4	0	0	0	15	14	1	0	0	1	0	0	16
08:15	0	2	3	8	0	0	0	13	11	0	0	3	0	0	0	14
08:30	5	4	1	6	0	0	0	16	9	4	1	1	0	0	0	15
08:45	5	0	3	5	0	0	0	13	7	1	0	0	0	0	0	8
H/TOT	18	9	7	23	0	0	0	57	41	6	1	4	1	0	0	53
09:00	2	0	5	4	0	0	0	11	5	0	0	0	0	0	0	5
09:15	2	1	0	1	0	0	0	4	5	1	0	1	0	0	0	7
09:30	4	2	1	3	0	0	0	10	2	2	0	1	0	0	0	5
09:45	1	2	3	2	0	0	0	8	5	0	0	0	0	0	0	5
H/TOT	9	5	9	10	0	0	0	33	17	3	0	2	0	0	0	22
10:00	4	1	1	1	0	0	0	7	1	1	0	0	0	0	0	2
10:15	5	2	4	5	0	0	0	16	0	0	1	0	0	0	0	1
10:30	5	2	2	5	0	0	0	14	0	1	1	0	0	0	0	2
10:45	4	3	3	2	0	0	0	12	2	1	2	1	0	0	0	6
H/TOT	18	8	10	13	0	0	0	49	3	3	4	1	0	0	0	11
11:00	3	1	0	6	0	0	0	10	1	1	0	2	0	0	0	4
11:15	3	3	2	5	0	0	0	13	1	2	0	0	0	0	0	3
11:30	11	2	2	3	0	0	0	18	4	1	0	1	0	0	0	6
11:45	5	1	2	8	0	0	0	16	3	0	0	0	0	0	0	3
H/TOT	22	7	6	22	0	0	0	57	9	4	0	3	0	0	0	16
12:00	6	4	4	3	0	0	0	17	1	0	0	1	0	0	0	2
12:15	6	2	1	3	0	0	0	12	3	3	0	1	0	0	0	7
12:30	4	1	4	6	0	0	0	15	1	1	1	0	0	0	0	3
12:45	2	1	2	2	0	0	0	7	3	0	1	1	0	0	0	5
H/TOT	18	8	11	14	0	0	0	51	8	4	2	3	0	0	0	17
13:00	2	2	3	7	0	0	0	14	2	2	0	0	0	0	0	4
13:15	5	2	2	10	0	0	0	19	4	0	0	0	0	0	0	4
13:30	6	5	2	10	0	0	0	23	1	0	1	0	0	0	0	2
13:45	5	2	4	8	0	1	0	20	5	0	0	1	0	0	0	6
H/TOT	18	11	11	35	0	1	0	76	12	2	1	1	0	0	0	16
14:00	6	1	2	6	0	0	0	15	3	1	0	0	0	0	0	4
14:15	2	1	4	13	0	0	0	20	1	0	1	0	0	0	0	2
14:30	4	2	5	5	0	0	0	16	1	0	1	0	0	0	0	2
14:45	6	5	3	5	0	0	0	19	3	1	1	0	0	0	0	5
H/TOT	18	9	14	29	0	0	0	70	8	2	3	0	0	0	0	13
15:00	10	1	1	7	0	0	0	19	2	1	0	0	1	0	0	4
15:15	7	4	4	2	0	0	0	17	0	0	0	0	0	0	0	0
15:30	7	1	3	4	0	0	0	15	0	0	1	0	0	0	0	1
15:45	9	4	4	9	0	0	0	26	1	3	1	0	0	0	0	5
H/TOT	33	10	12	22	0	0	0	77	3	4	2	0	1	0	0	10
16:00	12	2	2	8	0	0	0	24	2	1	0	0	0	0	0	3
16:15	7	0	3	16	0	0	0	26	4	0	0	1	0	0	0	5
16:30	10	3	4	14	0	0	0	31	5	0	0	0	0	0	0	5
16:45	10	1	6	11	0	0	0	28	4	0	0	0	0	0	0	4
H/TOT	39	6	15	49	0	0	0	109	15	1	0	1	0	0	0	17
17:00	5	2	2	8	0	0	0	17	1	1	1	0	1	0	0	4
17:15	6	3	5	9	0	0	0	23	3	0	0	0	0	0	0	3
17:30	9	1	8	5	0	1	0	24	4	2	0	0	0	0	0	6
17:45	8	1	4	6	0	0	0	19	3	0	0	0	0	0	0	3
H/TOT	28	7	19	28	0	1	0	83	11	3	1	0	1	0	0	16
18:00	4	0	2	7	0	0	0	13	5	0	0	0	0	0	0	5
18:15	6	0	2	4	0	0	0	12	10	0	1	0	0	0	0	11
18:30	3	1	4	4	0	0	0	12	1	0	1	0	0	0	0	2
18:45	4	2	0	5	0	0	0	11	0	0	0	0	0	0	0	0
H/TOT	17	3	8	20	0	0	0	48	16	0	2	0	0	0	0	18
P/TOT	250	86	124	281	0	2	0	743	274	44	18	15	3	0	0	354

MANUAL CLASSIFIED COUNTS

JOB REF: 10913

JOB NAME: IMMINGHAM

SITE: 2 **DATE:** 16/11/2021

LOCATION: A160 HUMBER RD / HABROUGH RD / A160 / ULCEBY RD / E HALTON RD **DAY:** TUESDAY

TIME	B TO B FROM HABROUGH RD TO HABROUGH RD								B TO C FROM HABROUGH RD TO A160							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	0	0	0	0	0	0	0	7	1	0	0	0	0	0	8
07:15	0	0	0	0	0	0	0	0	12	2	0	0	0	0	0	14
07:30	0	0	0	0	0	0	0	0	9	2	1	0	0	0	0	12
07:45	0	0	0	0	0	0	0	0	14	1	2	0	0	0	0	17
H/TOT	0	0	0	0	0	0	0	0	42	6	3	0	0	0	0	51
08:00	0	0	0	0	0	0	0	0	14	5	1	1	0	0	0	21
08:15	0	0	0	0	0	0	0	0	7	0	1	0	0	0	0	8
08:30	0	0	0	0	0	0	0	0	6	1	1	0	0	0	0	8
08:45	0	0	0	0	0	0	0	0	5	5	0	0	0	0	0	10
H/TOT	0	0	0	0	0	0	0	0	32	11	3	1	0	0	0	47
09:00	0	0	0	0	0	0	0	0	6	3	0	1	0	0	0	10
09:15	0	0	0	0	0	0	0	0	6	1	0	0	0	0	0	7
09:30	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	5
09:45	0	0	0	0	0	0	0	0	8	1	0	0	0	0	0	9
H/TOT	0	0	0	0	0	0	0	0	25	5	0	1	0	0	0	31
10:00	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3
10:15	0	0	0	0	0	0	0	0	5	0	1	0	0	0	0	6
10:30	0	0	0	0	0	0	0	0	3	2	0	0	0	0	0	5
10:45	0	0	0	0	0	0	0	0	4	1	0	0	0	0	0	5
H/TOT	0	0	0	0	0	0	0	0	15	3	1	0	0	0	0	19
11:00	0	0	0	0	0	0	0	0	4	2	0	0	0	0	0	6
11:15	0	0	0	0	0	0	0	0	7	1	0	0	0	0	0	8
11:30	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	3
11:45	0	0	0	0	0	0	0	0	2	0	1	0	0	0	0	3
H/TOT	0	0	0	0	0	0	0	0	14	5	1	0	0	0	0	20
12:00	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	4
12:15	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	4
12:30	0	0	0	0	0	0	0	0	7	2	0	0	0	0	0	9
12:45	0	0	0	0	0	0	0	0	4	1	0	1	0	0	0	6
H/TOT	0	0	0	0	0	0	0	0	16	6	0	1	0	0	0	23
13:00	0	0	0	0	0	0	0	0	4	4	1	0	0	0	0	9
13:15	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	3
13:30	0	0	0	0	0	0	0	0	5	2	0	0	0	0	0	7
13:45	0	0	0	0	0	0	0	0	6	1	1	0	0	0	0	8
H/TOT	0	0	0	0	0	0	0	0	16	8	3	0	0	0	0	27
14:00	0	0	0	0	0	0	0	0	5	1	0	0	0	0	0	6
14:15	0	0	0	0	0	0	0	0	3	2	0	0	0	0	0	5
14:30	0	0	0	0	0	0	0	0	10	3	0	0	0	0	0	13
14:45	0	0	0	0	0	0	0	0	9	1	0	0	0	0	0	10
H/TOT	0	0	0	0	0	0	0	0	27	7	0	0	0	0	0	34
15:00	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4
15:15	0	0	0	0	0	0	0	0	3	2	0	0	0	0	0	5
15:30	0	0	0	0	0	0	0	0	4	5	0	0	0	0	0	9
15:45	0	0	0	0	0	0	0	0	8	1	0	0	0	0	0	9
H/TOT	0	0	0	0	0	0	0	0	19	8	0	0	0	0	0	27
16:00	0	0	0	0	0	0	0	0	10	1	0	0	0	0	0	11
16:15	0	0	0	0	0	0	0	0	6	1	0	0	0	0	0	7
16:30	0	0	0	0	0	0	0	0	7	3	0	0	0	0	0	10
16:45	0	0	0	0	0	0	0	0	9	2	0	0	0	0	0	11
H/TOT	0	0	0	0	0	0	0	0	32	7	0	0	0	0	0	39
17:00	0	0	0	0	0	0	0	0	6	3	0	0	0	0	0	9
17:15	0	0	0	0	0	0	0	0	4	1	0	0	0	0	0	5
17:30	0	0	0	0	0	0	0	0	10	1	0	0	0	0	0	11
17:45	0	0	0	0	0	0	0	0	4	2	0	0	0	0	0	6
H/TOT	0	0	0	0	0	0	0	0	24	7	0	0	0	0	0	31
18:00	0	0	0	0	0	0	0	0	7	1	0	0	0	0	0	8
18:15	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	5
18:30	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	5
18:45	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	7
H/TOT	0	0	0	0	0	0	0	0	24	1	0	0	0	0	0	25
P/TOT	0	0	0	0	0	0	0	0	286	74	11	3	0	0	0	374

MANUAL CLASSIFIED COUNTS

JOB REF: 10913

JOB NAME: IMMINGHAM

SITE: 2 **DATE:** 16/11/2021

LOCATION: A160 HUMBER RD / HABROUGH RD / A160 / ULCEBY RD / E HALTON RD **DAY:** TUESDAY

TIME	B TO D FROM HABROUGH RD TO ULCEBY RD								B TO E FROM HABROUGH RD TO E HALTON RD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	0	0	0	0	0	0	0	17	5	1	1	0	0	0	24
07:15	0	0	0	0	0	0	0	0	23	4	0	0	1	0	0	28
07:30	0	1	0	0	0	0	0	1	25	3	0	1	0	0	0	29
07:45	1	0	1	0	0	0	0	2	25	5	0	1	0	0	0	31
H/TOT	1	1	1	0	0	0	0	3	90	17	1	3	1	0	0	112
08:00	1	1	0	0	1	0	0	3	8	2	0	0	0	0	0	10
08:15	3	1	1	0	0	0	0	5	6	1	0	0	0	0	0	7
08:30	1	0	0	0	0	1	0	2	14	4	1	0	0	0	0	19
08:45	3	0	0	0	0	0	0	3	17	1	1	0	0	0	0	19
H/TOT	8	2	1	0	1	1	0	13	45	8	2	0	0	0	0	55
09:00	1	0	0	0	0	1	0	2	12	2	0	0	0	0	0	14
09:15	0	0	0	0	0	0	0	0	9	1	0	0	0	0	0	10
09:30	3	0	0	0	0	0	0	3	4	2	0	0	0	0	0	6
09:45	4	0	0	0	0	0	0	4	6	2	0	0	0	0	0	8
H/TOT	8	0	0	0	0	1	0	9	31	7	0	0	0	0	0	38
10:00	3	0	0	0	0	0	0	3	8	0	0	0	0	0	0	8
10:15	1	0	0	0	0	0	0	1	7	4	0	0	0	0	0	11
10:30	2	2	2	0	0	0	0	6	4	2	0	0	0	0	0	6
10:45	4	1	0	0	0	0	0	5	5	1	0	0	0	0	0	6
H/TOT	10	3	2	0	0	0	0	15	24	7	0	0	0	0	0	31
11:00	6	0	0	0	0	0	0	6	12	4	1	0	0	0	0	17
11:15	6	0	0	0	0	0	0	6	3	0	0	0	0	0	0	3
11:30	2	1	1	0	0	0	0	4	3	5	3	0	0	0	0	11
11:45	2	2	1	0	0	0	0	5	2	4	1	0	0	0	0	7
H/TOT	16	3	2	0	0	0	0	21	20	13	5	0	0	0	0	38
12:00	1	3	0	0	0	0	0	4	7	0	0	0	0	0	0	7
12:15	4	1	0	0	0	0	1	6	3	1	0	1	0	0	0	5
12:30	5	0	1	0	0	0	0	6	13	2	1	0	0	0	0	16
12:45	1	2	0	0	0	0	0	3	8	3	0	0	0	0	0	11
H/TOT	11	6	1	0	0	0	1	19	31	6	1	1	0	0	0	39
13:00	7	1	0	0	0	0	0	8	12	2	0	0	0	0	0	14
13:15	2	1	0	0	0	0	0	3	6	2	1	0	0	0	0	9
13:30	6	0	1	0	0	0	0	7	3	1	0	0	0	0	0	4
13:45	2	1	0	0	0	0	0	3	5	1	0	0	0	0	0	6
H/TOT	17	3	1	0	0	0	0	21	26	6	1	0	0	0	0	33
14:00	2	0	0	0	0	0	0	2	9	2	0	0	0	0	0	11
14:15	3	0	0	0	0	0	0	3	13	1	0	0	0	1	0	15
14:30	6	3	0	0	0	0	0	9	11	2	0	0	0	0	0	13
14:45	7	0	0	0	0	0	0	7	12	2	0	0	0	0	0	14
H/TOT	18	3	0	0	0	0	0	21	45	7	0	0	0	1	0	53
15:00	3	1	0	0	0	0	0	4	9	2	0	1	0	0	0	12
15:15	2	0	1	0	0	0	0	3	11	2	0	0	0	0	0	13
15:30	4	0	0	0	0	0	0	4	16	2	0	0	0	0	0	18
15:45	3	0	0	0	0	0	0	3	14	1	1	0	0	0	0	16
H/TOT	12	1	1	0	0	0	0	14	50	7	1	1	0	0	0	59
16:00	5	0	0	0	0	0	0	5	8	1	0	0	0	0	0	9
16:15	3	0	0	0	0	0	0	3	8	1	0	0	0	0	0	9
16:30	2	1	0	0	0	0	0	3	6	2	0	0	0	0	0	8
16:45	4	3	0	0	0	0	0	7	10	5	0	0	1	0	0	16
H/TOT	14	4	0	0	0	0	0	18	32	9	0	0	1	0	0	42
17:00	3	0	0	0	0	0	0	3	7	3	0	0	0	0	0	10
17:15	8	0	1	0	0	0	0	9	11	2	0	0	0	0	0	13
17:30	4	0	0	0	0	0	0	4	13	2	0	0	0	0	0	15
17:45	3	0	0	0	0	0	0	3	8	1	0	0	0	0	0	9
H/TOT	18	0	1	0	0	0	0	19	39	8	0	0	0	0	0	47
18:00	8	0	0	0	0	0	0	8	10	0	0	0	0	0	0	10
18:15	8	1	0	0	0	0	0	9	6	0	0	0	0	0	0	6
18:30	3	0	0	0	0	0	0	3	2	2	0	0	0	0	0	4
18:45	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2
H/TOT	21	1	0	0	0	0	0	22	20	2	0	0	0	0	0	22
P/TOT	154	27	10	0	1	2	1	195	453	97	11	5	2	1	0	569

MANUAL CLASSIFIED COUNTS

JOB REF: 10913

JOB NAME: IMMINGHAM

SITE: 2 **DATE:** 16/11/2021

LOCATION: A160 HUMBER RD / HABROUGH RD / A160 / ULCEBY RD / E HALTON RD **DAY:** TUESDAY

TIME	C TO A FROM A160 TO A160 HUMBER RD								C TO B FROM A160 TO HABROUGH RD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	131	26	4	32	0	0	0	193	6	2	0	0	0	0	0	8
07:15	158	24	9	41	0	1	0	233	4	5	0	0	0	0	0	9
07:30	186	41	5	47	0	0	0	279	9	2	1	0	0	0	0	12
07:45	161	22	8	48	0	0	0	239	3	6	0	0	0	0	0	9
H/TOT	636	113	26	168	0	1	0	944	22	15	1	0	0	0	0	38
08:00	68	21	8	39	0	0	0	136	6	3	0	0	0	0	0	9
08:15	33	9	7	46	0	0	0	95	1	0	0	0	0	0	0	1
08:30	38	8	5	43	0	0	0	94	8	2	0	1	0	0	0	11
08:45	46	12	7	47	0	0	0	112	3	3	0	0	0	0	0	6
H/TOT	185	50	27	175	0	0	0	437	18	8	0	1	0	0	0	27
09:00	35	11	2	37	0	0	0	85	6	2	0	0	0	0	0	8
09:15	26	9	5	49	0	0	0	89	3	3	0	0	0	0	0	6
09:30	14	8	5	44	0	0	0	71	1	0	0	0	0	0	0	1
09:45	18	15	8	45	0	0	0	86	3	4	1	0	0	0	0	8
H/TOT	93	43	20	175	0	0	0	331	13	9	1	0	0	0	0	23
10:00	9	5	0	52	0	0	0	66	1	2	1	0	0	0	0	4
10:15	11	4	9	53	0	0	0	77	1	2	0	0	0	0	0	3
10:30	10	4	4	48	1	0	0	67	5	2	1	0	0	0	0	8
10:45	11	3	9	58	0	0	0	81	7	0	0	0	0	0	0	7
H/TOT	41	16	22	211	1	0	0	291	14	6	2	0	0	0	0	22
11:00	12	7	2	46	0	0	0	67	3	2	2	0	0	0	0	7
11:15	15	3	7	50	0	0	0	75	5	2	0	0	0	0	0	7
11:30	6	7	3	45	0	0	0	61	5	0	1	1	0	0	0	7
11:45	9	2	1	40	0	0	0	52	5	1	0	0	0	0	0	6
H/TOT	42	19	13	181	0	0	0	255	18	5	3	1	0	0	0	27
12:00	4	2	3	62	0	0	0	71	3	0	0	0	0	0	0	3
12:15	5	1	1	66	0	0	0	73	5	3	0	0	0	0	0	8
12:30	12	11	3	56	0	0	0	82	2	1	0	0	0	0	0	3
12:45	9	4	3	66	0	0	0	82	4	0	0	1	0	0	0	5
H/TOT	30	18	10	250	0	0	0	308	14	4	0	1	0	0	0	19
13:00	23	3	2	64	0	0	0	92	2	2	0	0	0	0	0	4
13:15	10	6	9	59	0	0	0	84	6	1	0	0	0	0	0	7
13:30	14	8	8	53	0	0	0	83	4	2	0	0	0	0	0	6
13:45	12	7	3	75	0	0	0	97	5	0	0	0	0	0	0	5
H/TOT	59	24	22	251	0	0	0	356	17	5	0	0	0	0	0	22
14:00	8	8	8	68	0	0	0	92	6	1	0	1	0	0	0	8
14:15	12	7	1	72	0	0	0	92	6	2	1	1	0	0	0	10
14:30	13	5	8	94	0	0	0	120	7	2	0	0	0	0	0	9
14:45	13	3	4	77	0	0	0	97	5	2	0	0	0	0	0	7
H/TOT	46	23	21	311	0	0	0	401	24	7	1	2	0	0	0	34
15:00	11	7	4	73	0	0	0	95	6	0	0	1	0	0	0	7
15:15	9	6	1	77	0	0	0	93	9	4	0	0	0	0	0	13
15:30	11	3	5	72	0	0	0	91	6	4	0	0	0	0	0	10
15:45	4	2	6	72	0	0	0	84	6	2	0	0	0	0	0	8
H/TOT	35	18	16	294	0	0	0	363	27	10	0	1	0	0	0	38
16:00	15	5	10	53	0	0	0	83	12	2	0	0	0	0	0	14
16:15	15	7	4	69	0	0	0	95	7	1	0	0	0	0	0	8
16:30	18	3	7	70	0	0	0	98	19	3	0	1	0	0	0	23
16:45	15	1	2	62	0	0	0	80	10	2	2	0	0	0	0	14
H/TOT	63	16	23	254	0	0	0	356	48	8	2	1	0	0	0	59
17:00	19	6	0	52	0	0	0	77	12	2	1	0	0	0	0	15
17:15	27	3	1	43	0	0	0	74	16	3	0	0	0	0	0	19
17:30	21	5	0	26	0	0	0	52	9	2	0	0	0	1	0	12
17:45	37	1	2	33	0	0	0	73	11	1	0	0	0	0	0	12
H/TOT	104	15	3	154	0	0	0	276	48	8	1	0	0	1	0	58
18:00	44	4	2	34	0	0	0	84	10	3	0	0	0	0	0	13
18:15	17	5	1	28	0	0	0	51	3	3	0	0	0	0	0	6
18:30	16	2	0	41	0	0	0	59	7	1	0	0	0	0	0	8
18:45	5	0	1	36	0	0	0	42	6	2	0	0	0	0	0	8
H/TOT	82	11	4	139	0	0	0	236	26	9	0	0	0	0	0	35
P/TOT	1416	366	207	2563	1	1	0	4554	289	94	11	7	0	1	0	402

MANUAL CLASSIFIED COUNTS

JOB REF: 10913

JOB NAME: IMMINGHAM

SITE: 2 **DATE:** 16/11/2021

LOCATION: A160 HUMBER RD / HABROUGH RD / A160 / ULCEBY RD / E HALTON RD **DAY:** TUESDAY

TIME	C TO C FROM A160 TO A160								C TO D FROM A160 TO ULCEBY RD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	6
07:15	0	0	0	0	0	0	0	0	5	3	0	2	1	0	0	11
07:30	0	0	0	0	0	0	0	0	5	0	2	6	0	0	0	13
07:45	0	0	0	0	0	0	0	0	2	0	0	3	0	0	0	5
H/TOT	0	0	0	0	0	0	0	0	12	6	2	14	1	0	0	35
08:00	0	0	0	0	0	0	0	0	3	2	1	3	0	0	0	9
08:15	0	0	0	0	0	0	0	0	1	4	0	1	0	0	0	6
08:30	0	0	0	0	0	0	0	0	3	3	0	2	0	0	0	8
08:45	0	0	0	0	0	0	0	0	6	0	0	4	0	0	0	10
H/TOT	0	0	0	0	0	0	0	0	13	9	1	10	0	0	0	33
09:00	0	0	0	0	0	0	0	0	3	2	2	3	0	0	0	10
09:15	0	0	0	0	0	0	0	0	4	1	2	6	0	0	0	13
09:30	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	4
09:45	0	0	0	0	0	0	0	0	4	0	0	5	0	0	0	9
H/TOT	0	0	0	0	0	0	0	0	11	5	4	16	0	0	0	36
10:00	0	0	0	0	0	0	0	0	2	2	1	4	0	0	0	9
10:15	0	0	0	0	0	0	0	0	2	2	2	5	0	0	0	11
10:30	0	0	0	0	0	0	0	0	4	2	0	5	0	0	0	11
10:45	0	0	0	0	0	0	0	0	7	1	0	4	0	0	0	12
H/TOT	0	0	0	0	0	0	0	0	15	7	3	18	0	0	0	43
11:00	0	0	0	0	0	0	0	0	3	1	2	6	0	0	0	12
11:15	0	0	0	0	0	0	0	0	1	1	0	8	0	0	0	10
11:30	0	0	0	0	0	0	0	0	3	2	2	5	0	0	0	12
11:45	0	0	0	0	0	0	0	0	4	1	0	9	0	1	0	15
H/TOT	0	0	0	0	0	0	0	0	11	5	4	28	0	1	0	49
12:00	0	0	0	0	0	0	0	0	5	3	0	5	0	0	0	13
12:15	0	0	0	0	0	0	0	0	3	0	1	9	0	0	0	13
12:30	0	0	0	0	0	0	0	0	9	0	0	3	0	0	0	12
12:45	0	0	0	0	0	0	0	0	5	1	0	5	0	0	0	11
H/TOT	0	0	0	0	0	0	0	0	22	4	1	22	0	0	0	49
13:00	0	0	0	0	0	0	0	0	2	1	1	5	0	0	0	9
13:15	0	0	0	0	0	0	0	0	5	1	1	9	0	0	0	16
13:30	0	0	0	0	0	0	0	0	3	0	1	9	0	0	0	13
13:45	0	0	0	0	0	0	0	0	4	1	0	8	0	0	0	13
H/TOT	0	0	0	0	0	0	0	0	14	3	3	31	0	0	0	51
14:00	0	0	0	0	0	0	0	0	5	0	1	10	0	0	0	16
14:15	0	0	0	0	0	0	0	0	7	1	2	4	0	0	0	14
14:30	0	0	0	0	0	0	0	0	5	0	0	4	0	0	0	9
14:45	0	0	0	0	0	0	0	0	8	2	1	3	0	0	0	14
H/TOT	0	0	0	0	0	0	0	0	25	3	4	21	0	0	0	53
15:00	0	0	0	0	0	0	0	0	3	1	2	6	0	0	0	12
15:15	0	0	0	0	0	0	0	0	9	1	0	7	0	0	0	17
15:30	0	0	0	0	0	0	0	0	5	3	0	4	0	0	0	12
15:45	0	0	0	0	0	0	0	0	9	3	0	5	0	0	0	17
H/TOT	0	0	0	0	0	0	0	0	26	8	2	22	0	0	0	58
16:00	0	0	0	0	0	0	0	0	10	2	1	2	0	0	0	15
16:15	0	0	0	0	0	0	0	0	7	3	0	7	0	0	0	17
16:30	0	0	0	0	0	0	0	0	9	2	0	9	0	0	0	20
16:45	0	0	0	0	0	0	0	0	14	2	1	3	0	0	0	20
H/TOT	0	0	0	0	0	0	0	0	40	9	2	21	0	0	0	72
17:00	0	0	0	0	0	0	0	0	14	3	1	5	0	0	0	23
17:15	0	0	0	0	0	0	0	0	20	4	0	4	0	0	0	28
17:30	0	0	0	0	0	0	0	0	8	0	0	3	1	0	0	12
17:45	0	0	0	0	0	0	0	0	9	1	0	4	0	0	0	14
H/TOT	0	0	0	0	0	0	0	0	51	8	1	16	1	0	0	77
18:00	0	0	0	0	0	0	0	0	3	1	0	2	0	0	0	6
18:15	0	0	0	0	0	0	0	0	5	0	0	3	0	1	0	9
18:30	0	0	0	0	0	0	0	0	4	1	1	2	0	0	0	8
18:45	0	0	0	0	0	0	0	0	5	1	0	2	0	0	0	8
H/TOT	0	0	0	0	0	0	0	0	17	3	1	9	0	1	0	31
P/TOT	0	0	0	0	0	0	0	0	257	70	28	228	2	2	0	587

MANUAL CLASSIFIED COUNTS

JOB REF: 10913

JOB NAME: IMMINGHAM

SITE: 2 **DATE:** 16/11/2021

LOCATION: A160 HUMBER RD / HABROUGH RD / A160 / ULCEBY RD / E HALTON RD **DAY:** TUESDAY

TIME	C TO E FROM A160 TO E HALTON RD								D TO A FROM ULCEBY RD TO A160 HUMBER RD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	42	12	0	6	1	0	0	61	7	0	1	8	0	0	0	16
07:15	27	16	1	6	0	1	0	51	11	2	4	5	0	0	0	22
07:30	38	14	1	9	2	0	0	64	12	2	0	6	0	0	0	20
07:45	51	12	4	3	0	0	0	70	13	4	0	3	1	0	0	21
H/TOT	158	54	6	24	3	1	0	246	43	8	5	22	1	0	0	79
08:00	25	11	0	3	0	0	0	39	11	1	0	9	0	1	0	22
08:15	22	9	1	2	0	0	0	34	6	3	1	3	0	0	0	13
08:30	22	13	2	3	0	0	0	40	14	1	1	3	0	0	0	19
08:45	10	5	0	8	0	0	0	23	5	0	3	5	0	0	0	13
H/TOT	79	38	3	16	0	0	0	136	36	5	5	20	0	1	0	67
09:00	18	9	0	8	0	0	0	35	8	1	0	4	0	0	0	13
09:15	18	3	0	6	0	0	0	27	5	0	1	5	0	0	0	11
09:30	9	1	3	7	0	0	0	20	2	1	0	6	0	0	0	9
09:45	7	4	2	2	0	0	0	15	3	2	1	6	0	0	0	12
H/TOT	52	17	5	23	0	0	0	97	18	4	2	21	0	0	0	45
10:00	3	4	2	6	0	0	0	15	5	0	1	5	0	0	0	11
10:15	12	5	1	6	0	0	0	24	4	0	1	9	0	0	0	14
10:30	14	7	0	10	0	0	0	31	2	1	1	5	0	0	0	9
10:45	7	4	2	12	0	0	0	25	5	2	0	6	0	0	0	13
H/TOT	36	20	5	34	0	0	0	95	16	3	3	25	0	0	0	47
11:00	8	7	3	5	0	0	0	23	2	0	0	5	0	0	0	7
11:15	6	7	1	8	0	0	0	22	1	2	1	3	0	0	0	7
11:30	6	5	0	8	0	0	0	19	4	0	1	8	0	0	0	13
11:45	5	6	2	4	0	0	0	17	7	0	1	7	0	1	0	16
H/TOT	25	25	6	25	0	0	0	81	14	2	3	23	0	1	0	43
12:00	13	0	2	4	0	0	0	19	8	1	0	7	0	0	0	16
12:15	4	3	4	11	0	0	0	22	4	1	0	4	0	0	0	9
12:30	14	5	0	11	0	0	0	30	6	0	0	10	0	0	0	16
12:45	12	3	4	6	0	0	0	25	4	1	0	4	0	0	0	9
H/TOT	43	11	10	32	0	0	0	96	22	3	0	25	0	0	0	50
13:00	8	2	1	6	0	0	0	17	4	0	0	8	0	1	0	13
13:15	13	3	2	6	0	0	0	24	3	2	0	2	0	0	0	7
13:30	6	3	1	6	0	0	0	16	4	2	1	5	0	0	0	12
13:45	9	5	0	8	0	0	0	22	6	3	0	14	0	0	0	23
H/TOT	36	13	4	26	0	0	0	79	17	7	1	29	0	1	0	55
14:00	9	4	0	14	0	0	0	27	7	3	2	8	0	1	0	21
14:15	15	3	0	3	0	0	0	21	2	0	3	6	0	0	0	11
14:30	14	5	0	5	0	0	0	24	8	1	1	3	0	0	0	13
14:45	15	2	0	6	0	0	0	23	3	1	1	10	0	0	0	15
H/TOT	53	14	0	28	0	0	0	95	20	5	7	27	0	1	0	60
15:00	9	7	0	10	0	0	0	26	4	0	1	2	0	0	0	7
15:15	9	4	4	13	0	0	0	30	7	0	0	5	0	0	0	12
15:30	11	7	1	13	0	0	0	32	3	1	2	5	0	0	0	11
15:45	15	3	0	12	0	0	0	30	6	4	1	4	0	0	0	15
H/TOT	44	21	5	48	0	0	0	118	20	5	4	16	0	0	0	45
16:00	16	5	6	7	1	0	0	35	3	0	1	2	0	0	0	6
16:15	18	2	1	16	0	0	0	37	4	1	0	3	0	0	0	8
16:30	18	1	0	9	0	0	0	28	3	0	0	5	1	0	0	9
16:45	21	3	1	8	1	0	0	34	3	1	0	4	0	0	0	8
H/TOT	73	11	8	40	2	0	0	134	13	2	1	14	1	0	0	31
17:00	17	4	2	11	0	0	0	34	3	1	1	3	0	1	0	9
17:15	25	2	0	8	0	0	0	35	8	1	0	4	0	0	0	13
17:30	29	4	1	10	0	0	0	44	4	0	0	4	0	0	0	8
17:45	27	3	0	8	0	0	0	38	2	1	0	4	0	0	0	7
H/TOT	98	13	3	37	0	0	0	151	17	3	1	15	0	1	0	37
18:00	15	1	1	9	0	0	0	26	2	0	0	1	0	0	0	3
18:15	16	3	1	7	0	0	0	27	7	0	0	1	0	0	0	8
18:30	11	0	0	6	0	0	0	17	3	0	0	0	0	0	0	3
18:45	9	1	0	4	0	0	0	14	1	0	1	0	0	0	0	2
H/TOT	51	5	2	26	0	0	0	84	13	0	1	2	0	0	0	16
P/TOT	748	242	57	359	5	1	0	1412	249	47	33	239	2	5	0	575

MANUAL CLASSIFIED COUNTS

JOB REF: 10913

JOB NAME: IMMINGHAM

SITE: 2 **DATE:** 16/11/2021

LOCATION: A160 HUMBER RD / HABROUGH RD / A160 / ULCEBY RD / E HALTON RD **DAY:** TUESDAY

TIME	D TO B FROM ULCEBY RD TO HABROUGH RD								D TO C FROM ULCEBY RD TO A160							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	0	0	0	0	0	0	0	8	1	0	4	0	0	0	13
07:15	2	0	0	0	0	0	0	2	11	3	0	5	0	0	0	19
07:30	2	0	1	0	0	0	0	3	14	0	1	2	0	0	0	17
07:45	0	3	0	0	0	0	0	3	10	5	0	3	0	0	0	18
H/TOT	4	3	1	0	0	0	0	8	43	9	1	14	0	0	0	67
08:00	2	1	1	0	0	0	0	4	19	1	0	6	1	0	0	27
08:15	1	0	0	0	0	0	0	1	9	0	0	3	0	0	0	12
08:30	0	0	0	0	0	0	0	0	15	0	0	6	0	0	0	21
08:45	3	0	1	1	0	0	0	5	5	0	1	2	0	0	0	8
H/TOT	6	1	2	1	0	0	0	10	48	1	1	17	1	0	0	68
09:00	6	0	0	0	0	0	0	6	7	1	0	5	0	0	0	13
09:15	3	1	0	0	0	0	0	4	4	1	1	6	0	0	0	12
09:30	1	1	0	0	0	0	0	2	3	1	1	4	0	0	0	9
09:45	1	0	1	0	0	0	0	2	4	1	1	6	0	0	0	12
H/TOT	11	2	1	0	0	0	0	14	18	4	3	21	0	0	0	46
10:00	3	1	0	0	0	0	0	4	2	0	1	6	0	0	0	9
10:15	4	1	0	0	0	0	0	5	7	2	1	6	0	0	0	16
10:30	4	1	0	0	0	0	0	5	5	1	0	2	0	0	0	8
10:45	2	0	1	0	0	0	0	3	9	2	1	3	0	0	0	15
H/TOT	13	3	1	0	0	0	0	17	23	5	3	17	0	0	0	48
11:00	4	0	0	0	0	0	0	4	5	1	0	4	0	0	0	10
11:15	2	1	0	0	0	0	0	3	4	4	0	2	0	0	0	10
11:30	1	0	0	0	0	0	0	1	8	0	0	3	0	0	0	11
11:45	4	0	0	0	0	0	0	4	1	2	1	4	0	0	0	8
H/TOT	11	1	0	0	0	0	0	12	18	7	1	13	0	0	0	39
12:00	1	1	0	1	0	0	0	3	7	0	1	4	0	0	0	12
12:15	1	1	1	0	0	0	0	3	7	0	0	6	0	0	0	13
12:30	2	0	0	0	0	0	0	2	2	1	2	4	0	0	0	9
12:45	2	3	0	0	0	0	0	5	8	1	0	3	0	0	0	12
H/TOT	6	5	1	1	0	0	0	13	24	2	3	17	0	0	0	46
13:00	3	0	0	0	0	0	0	3	5	1	0	4	0	0	0	10
13:15	3	1	0	1	0	0	0	5	6	0	2	1	0	0	0	9
13:30	5	1	0	1	0	0	0	7	5	1	0	3	0	0	0	9
13:45	4	1	1	0	0	0	0	6	0	0	1	3	0	0	0	4
H/TOT	15	3	1	2	0	0	0	21	16	2	3	11	0	0	0	32
14:00	8	0	0	0	0	0	0	8	8	2	1	2	0	0	0	13
14:15	1	1	0	0	0	0	0	2	5	4	0	4	0	0	0	13
14:30	2	1	0	0	0	0	0	3	4	0	1	4	0	0	0	9
14:45	4	1	0	0	0	0	0	5	6	3	0	5	0	0	0	14
H/TOT	15	3	0	0	0	0	0	18	23	9	2	15	0	0	0	49
15:00	2	0	2	0	0	0	0	4	7	4	0	4	0	0	0	15
15:15	2	1	0	1	0	0	0	4	3	4	0	5	1	0	0	13
15:30	8	2	0	2	0	0	0	12	8	2	0	5	1	0	0	16
15:45	2	0	0	0	0	0	0	2	0	0	0	5	0	0	0	5
H/TOT	14	3	2	3	0	0	0	22	18	10	0	19	2	0	0	49
16:00	2	1	1	0	0	0	0	4	3	3	0	3	0	0	0	9
16:15	4	1	0	0	0	0	0	5	5	1	0	4	0	0	0	10
16:30	2	1	0	0	0	0	0	3	4	2	1	3	0	0	0	10
16:45	1	1	0	0	0	0	0	2	5	1	2	2	0	0	0	10
H/TOT	9	4	1	0	0	0	0	14	17	7	3	12	0	0	0	39
17:00	3	0	0	1	0	0	0	4	6	1	0	3	0	0	0	10
17:15	6	0	0	0	0	0	0	6	4	1	0	3	0	0	0	8
17:30	0	1	0	0	0	0	0	1	4	2	0	3	0	0	0	9
17:45	2	0	0	0	0	0	0	2	6	3	0	5	0	0	0	14
H/TOT	11	1	0	1	0	0	0	13	20	7	0	14	0	0	0	41
18:00	2	1	0	0	1	0	0	4	4	0	0	3	0	0	0	7
18:15	6	1	1	0	0	0	0	8	10	0	0	2	0	0	0	12
18:30	7	0	0	0	0	0	0	7	3	0	0	4	0	0	0	7
18:45	6	0	0	0	0	0	0	6	1	0	0	2	0	0	0	3
H/TOT	21	2	1	0	1	0	0	25	18	0	0	11	0	0	0	29
P/TOT	136	31	11	8	1	0	0	187	286	63	20	181	3	0	0	553

MANUAL CLASSIFIED COUNTS

JOB REF: 10913

JOB NAME: IMMINGHAM

SITE: 2 **DATE:** 16/11/2021

LOCATION: A160 HUMBER RD / HABROUGH RD / A160 / ULCEBY RD / E HALTON RD **DAY:** TUESDAY

TIME	D TO D FROM ULCEBY RD TO ULCEBY RD								D TO E FROM ULCEBY RD TO E HALTON RD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	0	0	0	0	0	0	0	1	1	0	1	0	0	0	3
07:15	0	0	0	0	0	0	0	0	1	3	1	0	0	0	0	5
07:30	0	0	0	0	0	0	0	0	4	0	0	0	2	0	0	6
07:45	0	0	0	0	0	0	0	0	2	1	1	1	0	0	0	5
H/TOT	0	0	0	0	0	0	0	0	8	5	2	2	2	0	0	19
08:00	0	0	0	0	0	0	0	0	5	0	1	0	0	0	0	6
08:15	0	0	0	0	0	0	0	0	3	0	1	0	0	0	0	4
08:30	0	0	0	0	0	0	0	0	1	0	1	1	0	0	0	3
08:45	0	0	0	0	0	0	0	0	1	0	0	4	0	0	0	5
H/TOT	0	0	0	0	0	0	0	0	10	0	3	5	0	0	0	18
09:00	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	6
09:15	0	0	0	0	0	0	0	0	1	0	1	2	0	0	0	4
09:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
09:45	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	4
H/TOT	0	0	0	0	0	0	0	0	11	1	1	2	0	0	0	15
10:00	0	0	0	0	0	0	0	0	3	0	0	2	0	0	0	5
10:15	0	0	0	0	0	0	0	0	3	2	0	2	0	0	0	7
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	2
H/TOT	0	0	0	0	0	0	0	0	7	2	0	5	0	0	0	14
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	1	1	0	2	0	0	0	4
11:30	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	2	2	0	2	0	0	0	6
12:00	0	0	0	0	0	0	0	0	2	0	0	1	0	0	0	3
12:15	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	4
12:30	0	0	0	0	0	0	0	0	3	0	1	0	0	0	0	4
12:45	0	0	0	0	0	0	0	0	1	0	0	3	0	0	0	4
H/TOT	0	0	0	0	0	0	0	0	6	1	2	6	0	0	0	15
13:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
13:15	0	0	0	0	0	0	0	0	2	0	0	3	0	0	0	5
13:30	0	0	0	0	0	0	0	0	2	4	0	3	0	0	0	9
13:45	0	0	0	0	0	0	0	0	2	0	1	1	1	0	0	5
H/TOT	0	0	0	0	0	0	0	0	7	4	1	7	1	0	0	20
14:00	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
14:15	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2
14:30	0	0	0	0	0	0	0	0	4	0	0	1	0	0	0	5
14:45	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	4
H/TOT	0	0	0	0	0	0	0	0	7	1	0	4	0	0	0	12
15:00	0	0	0	0	0	0	0	0	2	0	0	1	0	0	0	3
15:15	0	0	0	0	0	0	0	0	1	0	0	2	0	0	0	3
15:30	0	0	0	0	0	0	0	0	2	1	2	2	0	0	0	7
15:45	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3
H/TOT	0	0	0	0	0	0	0	0	8	1	2	5	0	0	0	16
16:00	0	0	0	0	0	0	0	0	1	0	2	2	0	0	0	5
16:15	0	0	0	0	0	0	0	0	3	1	0	2	0	0	0	6
16:30	0	0	0	0	0	0	0	0	4	0	0	2	0	0	0	6
16:45	0	0	0	0	0	0	0	0	2	0	0	2	1	0	0	5
H/TOT	0	0	0	0	0	0	0	0	10	1	2	8	1	0	0	22
17:00	0	0	0	0	0	0	0	0	3	2	0	2	0	0	0	7
17:15	0	0	0	0	0	0	0	0	2	0	1	2	0	0	0	5
17:30	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2
17:45	0	0	0	0	0	0	0	0	2	1	0	2	0	0	0	5
H/TOT	0	0	0	0	0	0	0	0	8	4	1	6	0	0	0	19
18:00	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	2
18:15	0	0	0	0	0	0	0	0	1	0	0	2	0	0	0	3
18:30	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3
18:45	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2
H/TOT	0	0	0	0	0	0	0	0	5	0	0	4	1	0	0	10
P/TOT	0	0	0	0	0	0	0	0	89	22	14	56	5	0	0	186

MANUAL CLASSIFIED COUNTS

JOB REF: 10913

JOB NAME: IMMINGHAM

SITE: 2 **DATE:** 16/11/2021

LOCATION: A160 HUMBER RD / HABROUGH RD / A160 / ULCEBY RD / E HALTON RD **DAY:** TUESDAY

TIME	E TO A FROM E HALTON RD TO A160 HUMBER RD								E TO B FROM E HALTON RD TO HABROUGH RD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	5	0	1	0	0	0	1	7	8	1	0	0	0	0	0	9
07:15	3	3	3	4	0	0	0	13	5	3	0	2	0	0	0	10
07:30	8	1	3	3	0	0	0	15	9	1	0	0	0	0	0	10
07:45	6	1	1	3	0	0	0	11	10	2	0	0	1	0	0	13
H/TOT	22	5	8	10	0	0	1	46	32	7	0	2	1	0	0	42
08:00	3	3	3	6	1	0	0	16	13	0	0	0	0	0	0	13
08:15	9	1	1	3	0	0	0	14	7	1	0	0	0	0	0	8
08:30	7	0	1	2	0	0	0	10	9	1	0	0	0	0	0	10
08:45	4	1	0	3	0	0	0	8	8	0	1	0	0	0	0	9
H/TOT	23	5	5	14	1	0	0	48	37	2	1	0	0	0	0	40
09:00	8	1	1	0	0	0	0	10	9	5	0	1	0	0	0	15
09:15	5	1	3	9	0	0	0	18	2	2	0	1	0	0	0	5
09:30	6	1	3	7	0	0	0	17	7	1	0	0	0	0	0	8
09:45	4	3	1	4	0	0	0	12	4	0	0	1	0	0	0	5
H/TOT	23	6	8	20	0	0	0	57	22	8	0	3	0	0	0	33
10:00	7	2	4	5	0	0	0	18	9	1	0	0	0	0	0	10
10:15	3	0	2	0	0	0	0	5	10	3	0	0	0	0	0	13
10:30	3	1	3	3	0	0	0	10	5	2	0	0	1	0	0	8
10:45	1	0	1	2	0	0	0	4	6	1	0	0	0	0	0	7
H/TOT	14	3	10	10	0	0	0	37	30	7	0	0	1	0	0	38
11:00	5	3	2	8	0	0	0	18	9	0	2	0	0	0	0	11
11:15	2	3	1	2	0	0	0	8	3	4	0	0	0	0	0	7
11:30	1	2	4	5	0	0	0	12	9	4	0	1	0	0	0	14
11:45	4	8	2	1	0	0	0	15	10	1	0	0	0	0	0	11
H/TOT	12	16	9	16	0	0	0	53	31	9	2	1	0	0	0	43
12:00	4	1	0	5	0	0	0	10	8	2	0	1	0	0	0	11
12:15	2	3	1	4	0	0	0	10	8	6	0	0	0	0	0	14
12:30	1	0	3	5	0	0	0	9	10	3	0	0	0	0	0	13
12:45	8	2	5	4	0	0	0	19	10	2	1	0	0	0	0	13
H/TOT	15	6	9	18	0	0	0	48	36	13	1	1	0	0	0	51
13:00	4	0	4	3	0	0	0	11	9	0	0	0	0	0	0	9
13:15	2	3	4	2	0	0	0	11	8	0	0	0	0	0	0	8
13:30	0	1	6	4	0	1	0	12	8	2	0	0	0	0	0	10
13:45	5	3	2	2	0	0	0	12	8	5	0	0	0	0	0	13
H/TOT	11	7	16	11	0	1	0	46	33	7	0	0	0	0	0	40
14:00	5	1	0	3	0	0	0	9	6	1	1	0	0	0	0	8
14:15	3	1	0	6	0	0	0	10	6	1	0	0	0	0	0	7
14:30	5	1	2	2	0	0	0	10	8	3	0	1	0	0	0	12
14:45	2	0	1	5	0	0	0	8	11	4	0	0	0	0	0	15
H/TOT	15	3	3	16	0	0	0	37	31	9	1	1	0	0	0	42
15:00	3	3	2	0	0	0	0	8	6	5	0	0	0	0	0	11
15:15	2	2	1	5	0	0	0	10	11	6	0	0	0	0	0	17
15:30	6	0	1	1	0	0	0	8	14	2	0	0	0	0	0	16
15:45	2	2	3	4	0	0	0	11	19	3	2	0	0	0	0	24
H/TOT	13	7	7	10	0	0	0	37	50	16	2	0	0	0	0	68
16:00	6	0	4	4	0	0	0	14	26	2	0	0	0	0	0	28
16:15	4	1	1	1	0	0	0	7	16	7	0	0	1	0	0	24
16:30	4	2	2	1	0	0	0	9	24	10	0	0	0	0	0	34
16:45	4	1	1	2	0	0	0	8	20	3	0	0	0	0	0	23
H/TOT	18	4	8	8	0	0	0	38	86	22	0	0	1	0	0	109
17:00	6	3	1	2	1	0	0	13	35	10	1	0	0	0	0	46
17:15	7	1	1	1	0	0	0	10	22	5	0	0	0	0	0	27
17:30	5	2	0	4	0	0	0	11	25	5	1	0	0	0	0	31
17:45	8	2	1	6	0	0	0	17	11	2	0	0	0	0	0	13
H/TOT	26	8	3	13	1	0	0	51	93	22	2	0	0	0	0	117
18:00	1	0	2	2	0	0	0	5	15	0	0	0	0	0	0	15
18:15	7	1	1	1	0	0	0	10	7	2	0	0	0	0	0	9
18:30	2	1	1	1	0	0	0	5	8	1	0	0	0	0	0	9
18:45	4	0	1	0	0	0	0	5	2	1	0	0	0	0	0	3
H/TOT	14	2	5	4	0	0	0	25	32	4	0	0	0	0	0	36
P/TOT	206	72	91	150	2	1	1	523	513	126	9	8	3	0	0	659

MANUAL CLASSIFIED COUNTS

JOB REF: 10913

JOB NAME: IMMINGHAM

SITE: 2 **DATE:** 16/11/2021

LOCATION: A160 HUMBER RD / HABROUGH RD / A160 / ULCEBY RD / E HALTON RD **DAY:** TUESDAY

TIME	E TO C FROM E HALTON RD TO A160								E TO D FROM E HALTON RD TO ULCEBY RD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	21	2	1	16	0	0	0	40	1	0	0	0	0	0	0	1
07:15	17	5	2	9	0	0	0	33	1	0	0	1	0	0	0	2
07:30	21	4	4	5	0	0	0	34	2	1	0	0	0	0	0	3
07:45	22	7	1	8	0	0	0	38	2	0	0	0	1	0	0	3
H/TOT	81	18	8	38	0	0	0	145	6	1	0	1	1	0	0	9
08:00	24	7	1	7	1	0	0	40	4	0	1	2	0	0	0	7
08:15	14	3	1	10	0	0	0	28	0	0	0	0	0	0	0	0
08:30	24	9	1	11	0	0	0	45	2	0	0	3	0	0	0	5
08:45	14	3	1	11	0	0	0	29	8	0	0	2	0	0	0	10
H/TOT	76	22	4	39	1	0	0	142	14	0	1	7	0	0	0	22
09:00	21	4	2	8	0	0	0	35	0	1	0	3	0	0	0	4
09:15	13	5	1	5	0	0	0	24	1	0	0	0	0	0	0	1
09:30	16	4	1	3	0	0	0	24	3	0	0	1	0	0	0	4
09:45	10	3	2	7	0	0	0	22	5	0	0	0	0	0	0	5
H/TOT	60	16	6	23	0	0	0	105	9	1	0	4	0	0	0	14
10:00	8	4	0	8	0	0	0	20	1	0	1	0	0	0	0	2
10:15	7	3	2	6	0	0	0	18	1	0	0	0	0	0	0	1
10:30	10	9	2	5	0	0	0	26	3	2	0	0	0	0	0	5
10:45	8	3	1	6	0	0	0	18	2	1	0	0	0	0	0	3
H/TOT	33	19	5	25	0	0	0	82	7	3	1	0	0	0	0	11
11:00	8	6	2	8	0	0	0	24	1	1	1	0	0	0	0	3
11:15	13	5	4	3	0	0	0	25	1	0	0	2	0	0	0	3
11:30	3	3	1	3	0	0	0	10	2	3	0	2	0	0	0	7
11:45	12	2	3	6	0	0	0	23	1	0	1	1	0	0	0	3
H/TOT	36	16	10	20	0	0	0	82	5	4	2	5	0	0	0	16
12:00	8	5	0	3	0	0	0	16	3	0	0	0	0	0	0	3
12:15	8	6	1	11	0	0	0	26	2	2	0	0	0	0	0	4
12:30	9	8	2	4	0	0	0	23	3	1	1	0	0	0	0	5
12:45	11	7	0	4	0	0	0	22	3	0	2	0	0	0	0	5
H/TOT	36	26	3	22	0	0	0	87	11	3	3	0	0	0	0	17
13:00	19	3	1	6	0	0	0	29	1	0	0	2	0	0	0	3
13:15	8	5	0	2	0	0	0	15	4	0	0	0	0	0	0	4
13:30	12	5	3	4	0	0	0	24	3	0	0	0	0	0	0	3
13:45	16	6	4	7	0	0	0	33	3	0	1	1	0	0	0	5
H/TOT	55	19	8	19	0	0	0	101	11	0	1	3	0	0	0	15
14:00	19	2	2	6	0	0	0	29	0	1	0	2	0	0	0	3
14:15	21	10	2	6	0	0	0	39	2	0	0	0	0	0	0	2
14:30	13	8	1	9	0	0	0	31	2	1	0	0	0	0	0	3
14:45	18	8	2	5	0	0	0	33	2	0	0	0	0	0	0	2
H/TOT	71	28	7	26	0	0	0	132	6	2	0	2	0	0	0	10
15:00	21	14	1	3	0	0	0	39	4	0	0	1	0	0	0	5
15:15	16	9	1	3	1	0	0	30	4	0	3	1	0	0	0	8
15:30	19	12	2	8	1	0	0	42	1	1	0	1	0	0	0	3
15:45	27	10	2	3	0	0	0	42	8	0	0	0	0	0	0	8
H/TOT	83	45	6	17	2	0	0	153	17	1	3	3	0	0	0	24
16:00	43	10	2	4	0	1	0	60	6	1	0	1	1	0	0	9
16:15	21	7	1	5	0	0	0	34	5	2	0	0	0	0	0	7
16:30	45	6	5	2	0	0	0	58	6	1	0	0	0	0	0	7
16:45	34	5	0	5	1	1	0	46	4	0	1	1	0	0	0	6
H/TOT	143	28	8	16	1	2	0	198	21	4	1	2	1	0	0	29
17:00	48	16	1	6	0	1	0	72	7	2	0	0	0	0	0	9
17:15	36	4	0	2	0	0	0	42	8	0	0	1	1	0	0	10
17:30	61	11	1	5	1	0	0	79	4	0	1	3	0	1	0	9
17:45	24	6	1	3	0	0	0	34	3	1	1	1	0	0	0	6
H/TOT	169	37	3	16	1	1	0	227	22	3	2	5	1	1	0	34
18:00	18	4	1	7	1	0	0	31	0	0	0	0	0	0	0	0
18:15	18	2	0	0	0	0	0	20	1	0	0	1	0	0	0	2
18:30	17	3	0	2	0	0	0	22	0	0	0	0	0	0	0	0
18:45	7	1	0	2	0	0	0	10	1	0	0	0	0	0	0	1
H/TOT	60	10	1	11	1	0	0	83	2	0	0	1	0	0	0	3
P/TOT	903	284	69	272	6	3	0	1537	131	22	14	33	3	1	0	204

MANUAL CLASSIFIED COUNTS

JOB REF: 10913

JOB NAME: IMMINGHAM

SITE: 2 **DATE:** 16/11/2021

LOCATION: A160 HUMBER RD / HABROUGH RD / A160 / ULCEBY RD / E HALTON RD **DAY:** TUESDAY

TIME	E TO E FROM E HALTON RD TO E HALTON RD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
P/TOT	0	0	0	0	0	0	0	0

MANUAL CLASSIFIED COUNTS

JOB REF: 10913

JOB NAME: IMMINGHAM

SITE: 2 **DATE:** 16/11/2021

LOCATION: A160 HUMBER RD / HABROUGH RD / A160 / ULCEBY RD / E HALTON RD **DAY:** TUESDAY

TIME	TO ARM A A160 HUMBER RD								FROM ARM A A160 HUMBER RD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	165	29	6	40	0	0	1	241	18	7	7	111	0	0	0	143
07:15	200	30	17	50	0	1	0	298	19	5	8	80	1	0	0	113
07:30	245	46	8	56	0	0	0	355	24	6	6	80	0	0	0	116
07:45	222	33	11	54	1	0	0	321	24	8	10	92	1	0	0	135
H/TOT	832	138	42	200	1	1	1	1215	85	26	31	363	2	0	0	507
08:00	96	26	12	55	2	1	0	192	26	5	9	95	0	0	0	135
08:15	59	13	9	56	0	0	0	137	10	10	13	86	0	0	0	119
08:30	68	13	8	50	0	0	0	139	16	11	11	92	0	0	0	130
08:45	62	14	10	55	0	0	0	141	19	8	6	93	0	0	0	126
H/TOT	285	66	39	216	2	1	0	609	71	34	39	366	0	0	0	510
09:00	56	13	4	41	0	0	0	114	11	5	8	86	0	0	0	110
09:15	41	11	9	65	0	0	0	126	10	11	5	67	0	0	0	93
09:30	24	12	8	58	0	0	0	102	8	11	7	77	0	0	0	103
09:45	30	20	10	55	0	0	0	115	13	11	6	66	0	0	0	96
H/TOT	151	56	31	219	0	0	0	457	42	38	26	296	0	0	0	402
10:00	22	8	5	63	0	0	0	98	18	10	4	57	0	0	0	89
10:15	18	4	13	64	0	0	0	99	16	3	12	73	0	0	0	104
10:30	15	7	9	56	1	0	0	88	18	7	5	59	0	0	0	89
10:45	19	6	13	67	0	0	0	105	17	10	9	68	0	0	0	104
H/TOT	74	25	40	250	1	0	0	390	69	30	30	257	0	0	0	386
11:00	20	11	4	61	0	0	0	96	16	5	9	66	0	0	0	96
11:15	19	10	9	55	0	0	0	93	8	14	13	51	0	0	0	86
11:30	15	10	8	59	0	0	0	92	39	12	5	62	0	0	0	118
11:45	23	10	4	49	0	1	0	87	25	8	8	81	0	0	0	122
H/TOT	77	41	25	224	0	1	0	368	88	39	35	260	0	0	0	422
12:00	17	4	3	75	0	0	0	99	28	15	9	57	0	1	0	110
12:15	14	8	2	75	0	0	0	99	26	10	6	59	0	1	0	102
12:30	20	12	7	71	0	0	0	110	25	14	4	47	2	0	0	92
12:45	24	7	9	76	0	0	0	116	18	10	7	51	0	0	0	86
H/TOT	75	31	21	297	0	0	0	424	97	49	26	214	2	2	0	390
13:00	33	5	7	75	0	1	0	121	16	9	6	64	0	1	0	96
13:15	19	11	13	63	0	0	0	106	28	13	9	73	0	0	0	123
13:30	19	11	17	63	0	1	0	111	30	10	4	72	0	0	0	116
13:45	28	13	7	93	0	0	0	141	20	8	15	60	0	1	0	104
H/TOT	99	40	44	294	0	2	0	479	94	40	34	269	0	2	0	439
14:00	23	13	11	79	0	1	0	127	33	13	9	54	0	0	0	109
14:15	18	8	6	86	0	0	0	118	33	7	12	70	0	0	0	122
14:30	27	7	12	102	0	0	0	148	30	15	12	69	0	0	0	126
14:45	21	5	8	94	0	0	0	128	46	19	10	64	0	0	0	139
H/TOT	89	33	37	361	0	1	0	521	142	54	43	257	0	0	0	496
15:00	20	11	9	75	1	0	0	116	57	11	8	64	0	0	0	140
15:15	18	8	3	88	0	0	0	117	52	25	15	72	0	0	0	164
15:30	20	4	11	78	0	0	0	113	83	20	12	72	0	0	0	187
15:45	13	11	11	83	0	0	0	118	64	23	13	59	0	0	0	159
H/TOT	71	34	34	324	1	0	0	464	256	79	48	267	0	0	0	650
16:00	26	6	16	60	0	0	0	108	159	27	6	71	0	0	0	263
16:15	27	9	5	76	0	0	0	117	146	28	11	85	0	0	0	270
16:30	30	5	11	76	1	0	0	123	163	36	9	76	0	1	0	285
16:45	26	3	6	69	0	0	0	104	165	14	12	65	2	0	0	258
H/TOT	109	23	38	281	1	0	0	452	633	105	38	297	2	1	0	1076
17:00	29	11	4	59	2	1	0	106	161	12	7	60	0	0	0	240
17:15	45	5	3	50	0	0	0	103	111	15	7	65	0	0	0	198
17:30	34	9	3	35	0	0	0	81	144	13	13	53	0	3	0	226
17:45	50	4	4	44	0	0	0	102	75	10	6	36	0	0	0	127
H/TOT	158	29	14	188	2	1	0	392	491	50	33	214	0	3	0	791
18:00	52	4	5	38	0	0	0	99	73	5	6	51	0	1	0	136
18:15	41	6	3	31	0	0	0	81	59	2	3	41	0	0	0	105
18:30	22	3	2	42	0	0	0	69	54	5	6	35	0	0	0	100
18:45	10	0	3	37	0	0	0	50	43	4	3	36	0	0	0	86
H/TOT	125	13	13	148	0	0	0	299	229	16	18	163	0	1	0	427
P/TOT	2145	529	378	3002	8	7	1	6070	2297	560	401	3223	6	9	0	6496

MANUAL CLASSIFIED COUNTS

JOB REF: 10913

JOB NAME: IMMINGHAM

SITE: 2 **DATE:** 16/11/2021

LOCATION: A160 HUMBER RD / HABROUGH RD / A160 / ULCEBY RD / E HALTON RD **DAY:** TUESDAY

TIME	TO ARM B HABROUGH RD								FROM ARM B HABROUGH RD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	15	4	1	1	0	0	0	21	46	9	1	1	0	0	0	57
07:15	11	8	3	3	0	0	0	25	63	7	1	0	1	0	0	72
07:30	23	3	2	1	0	0	0	29	73	8	1	1	0	0	0	83
07:45	13	11	2	1	2	0	0	29	82	12	4	1	0	0	0	99
H/TOT	62	26	8	6	2	0	0	104	264	36	7	3	1	0	0	311
08:00	22	4	1	0	0	0	0	27	37	9	1	1	2	0	0	50
08:15	9	1	0	1	0	0	0	11	27	2	2	3	0	0	0	34
08:30	18	3	1	1	0	0	0	23	30	9	3	1	0	1	0	44
08:45	16	3	2	2	0	0	0	23	32	7	1	0	0	0	0	40
H/TOT	65	11	4	4	0	0	0	84	126	27	7	5	2	1	0	168
09:00	23	8	0	1	0	0	0	32	24	5	0	1	0	1	0	31
09:15	8	7	1	1	0	0	0	17	20	3	0	1	0	0	0	24
09:30	9	2	2	0	0	0	0	13	14	4	0	1	0	0	0	19
09:45	9	4	2	1	0	0	0	16	23	3	0	0	0	0	0	26
H/TOT	49	21	5	3	0	0	0	78	81	15	0	3	0	1	0	100
10:00	14	4	1	0	0	0	0	19	15	1	0	0	0	0	0	16
10:15	16	6	0	0	0	0	0	22	13	4	2	0	0	0	0	19
10:30	14	6	2	1	1	0	0	24	9	7	3	0	0	0	0	19
10:45	16	1	1	0	0	0	0	18	15	4	2	1	0	0	0	22
H/TOT	60	17	4	1	1	0	0	83	52	16	7	1	0	0	0	76
11:00	17	4	6	0	0	0	0	27	23	7	1	2	0	0	0	33
11:15	10	7	0	0	0	0	0	17	17	3	0	0	0	0	0	20
11:30	20	6	1	2	0	0	0	29	10	9	4	1	0	0	0	24
11:45	20	2	0	0	0	0	0	22	9	6	3	0	0	0	0	18
H/TOT	67	19	7	2	0	0	0	95	59	25	8	3	0	0	0	95
12:00	16	4	0	2	0	0	0	22	12	4	0	1	0	0	0	17
12:15	17	11	1	0	0	0	0	29	12	7	0	2	0	0	1	22
12:30	16	5	0	0	0	0	0	21	26	5	3	0	0	0	0	34
12:45	16	5	1	1	0	0	0	23	16	6	1	2	0	0	0	25
H/TOT	65	25	2	3	0	0	0	95	66	22	4	5	0	0	1	98
13:00	17	2	0	0	0	1	0	20	25	9	1	0	0	0	0	35
13:15	19	3	0	1	0	0	0	23	13	4	2	0	0	0	0	19
13:30	19	6	0	1	0	0	0	26	15	3	2	0	0	0	0	20
13:45	21	6	3	0	0	0	0	30	18	3	1	1	0	0	0	23
H/TOT	76	17	3	2	0	1	0	99	71	19	6	1	0	0	0	97
14:00	25	4	1	1	0	0	0	31	19	4	0	0	0	0	0	23
14:15	14	5	2	2	0	0	0	23	20	3	1	0	0	1	0	25
14:30	20	7	1	1	0	0	0	29	28	8	1	0	0	0	0	37
14:45	29	7	0	0	0	0	0	36	31	4	1	0	0	0	0	36
H/TOT	88	23	4	4	0	0	0	119	98	19	3	0	0	1	0	121
15:00	18	5	2	1	0	0	0	26	18	4	0	1	1	0	0	24
15:15	29	11	1	1	0	0	0	42	16	4	1	0	0	0	0	21
15:30	39	9	0	2	0	0	0	50	24	7	1	0	0	0	0	32
15:45	35	7	2	0	0	0	0	44	26	5	2	0	0	0	0	33
H/TOT	121	32	5	4	0	0	0	162	84	20	4	1	1	0	0	110
16:00	55	11	1	0	0	0	0	67	25	3	0	0	0	0	0	28
16:15	43	13	0	0	1	0	0	57	21	2	0	1	0	0	0	24
16:30	82	15	0	1	0	0	0	98	20	6	0	0	0	0	0	26
16:45	65	6	2	0	1	0	0	74	27	10	0	0	1	0	0	38
H/TOT	245	45	3	1	2	0	0	296	93	21	0	1	1	0	0	116
17:00	90	12	2	1	0	0	0	105	17	7	1	0	1	0	0	26
17:15	60	8	0	0	0	0	0	68	26	3	1	0	0	0	0	30
17:30	52	9	1	0	0	1	0	63	31	5	0	0	0	0	0	36
17:45	31	4	0	0	0	0	0	35	18	3	0	0	0	0	0	21
H/TOT	233	33	3	1	0	1	0	271	92	18	2	0	1	0	0	113
18:00	37	7	0	0	1	0	0	45	30	1	0	0	0	0	0	31
18:15	29	6	1	0	0	0	0	36	29	1	1	0	0	0	0	31
18:30	29	2	0	1	0	0	0	32	11	2	1	0	0	0	0	14
18:45	19	3	0	0	0	0	0	22	11	0	0	0	0	0	0	11
H/TOT	114	18	1	1	1	0	0	135	81	4	2	0	0	0	0	87
P/TOT	1245	287	49	32	6	2	0	1621	1167	242	50	23	6	3	1	1492

MANUAL CLASSIFIED COUNTS

JOB REF: 10913

JOB NAME: IMMINGHAM

SITE: 2 **DATE:** 16/11/2021

LOCATION: A160 HUMBER RD / HABROUGH RD / A160 / ULCEBY RD / E HALTON RD **DAY:** TUESDAY

TIME	TO ARM C A160								FROM ARM C A160							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	50	8	7	115	0	0	0	180	179	43	4	41	1	0	0	268
07:15	55	13	7	85	0	0	0	160	194	48	10	49	1	2	0	304
07:30	60	11	11	79	0	0	0	161	238	57	9	62	2	0	0	368
07:45	59	20	8	95	0	0	0	182	217	40	12	54	0	0	0	323
H/TOT	224	52	33	374	0	0	0	683	828	188	35	206	4	2	0	1263
08:00	71	15	8	100	2	0	0	196	102	37	9	45	0	0	0	193
08:15	37	10	11	85	0	0	0	143	57	22	8	49	0	0	0	136
08:30	54	15	10	100	0	0	0	179	71	26	7	49	0	0	0	153
08:45	34	14	3	97	0	0	0	148	65	20	7	59	0	0	0	151
H/TOT	196	54	32	382	2	0	0	666	295	105	31	202	0	0	0	633
09:00	38	11	3	91	0	0	0	143	62	24	4	48	0	0	0	138
09:15	27	13	6	70	0	0	0	116	51	16	7	61	0	0	0	135
09:30	27	13	5	75	0	0	0	120	24	11	8	53	0	0	0	96
09:45	31	13	6	71	0	0	0	121	32	23	11	52	0	0	0	118
H/TOT	123	50	20	307	0	0	0	500	169	74	30	214	0	0	0	487
10:00	24	10	4	65	0	0	0	103	15	13	4	62	0	0	0	94
10:15	26	6	12	75	0	0	0	119	26	13	12	64	0	0	0	115
10:30	27	15	4	60	0	0	0	106	33	15	5	63	1	0	0	117
10:45	28	12	7	68	0	0	0	115	32	8	11	74	0	0	0	125
H/TOT	105	43	27	268	0	0	0	443	106	49	32	263	1	0	0	451
11:00	27	10	8	69	0	0	0	114	26	17	9	57	0	0	0	109
11:15	29	21	14	50	0	0	0	114	27	13	8	66	0	0	0	114
11:30	29	10	3	62	0	0	0	104	20	14	6	59	0	0	0	99
11:45	32	11	11	77	0	0	0	131	23	10	3	53	0	1	0	90
H/TOT	117	52	36	258	0	0	0	463	96	54	26	235	0	1	0	412
12:00	31	15	6	55	0	1	0	108	25	5	5	71	0	0	0	106
12:15	31	15	6	71	0	0	0	123	17	7	6	86	0	0	0	116
12:30	33	22	4	47	2	0	0	108	37	17	3	70	0	0	0	127
12:45	35	17	4	52	0	0	0	108	30	8	7	78	0	0	0	123
H/TOT	130	69	20	225	2	1	0	447	109	37	21	305	0	0	0	472
13:00	36	14	4	65	0	0	0	119	35	8	4	75	0	0	0	122
13:15	28	14	10	61	0	0	0	113	34	11	12	74	0	0	0	131
13:30	39	9	4	63	0	0	0	115	27	13	10	68	0	0	0	118
13:45	33	13	13	59	0	0	0	118	30	13	3	91	0	0	0	137
H/TOT	136	50	31	248	0	0	0	465	126	45	29	308	0	0	0	508
14:00	52	14	8	53	0	0	0	127	28	13	9	93	0	0	0	143
14:15	55	19	7	60	0	0	0	141	40	13	4	80	0	0	0	137
14:30	46	23	7	72	0	0	0	148	39	12	8	103	0	0	0	162
14:45	62	25	7	60	0	0	0	154	41	9	5	86	0	0	0	141
H/TOT	215	81	29	245	0	0	0	570	148	47	26	362	0	0	0	583
15:00	68	27	5	61	0	0	0	161	29	15	6	90	0	0	0	140
15:15	54	33	10	73	2	0	0	172	36	15	5	97	0	0	0	153
15:30	92	37	7	78	2	0	0	216	33	17	6	89	0	0	0	145
15:45	76	25	9	52	0	0	0	162	34	10	6	89	0	0	0	139
H/TOT	290	122	31	264	4	0	0	711	132	57	23	365	0	0	0	577
16:00	179	33	4	65	0	1	0	282	53	14	17	62	1	0	0	147
16:15	146	33	9	69	0	0	0	257	47	13	5	92	0	0	0	157
16:30	161	43	9	62	0	1	0	276	64	9	7	89	0	0	0	169
16:45	161	20	4	51	1	1	0	238	60	8	6	73	1	0	0	148
H/TOT	647	129	26	247	1	3	0	1053	224	44	35	316	2	0	0	621
17:00	161	29	4	51	0	1	0	246	62	15	4	68	0	0	0	149
17:15	122	18	1	55	0	0	0	196	88	12	1	55	0	0	0	156
17:30	179	24	3	50	1	2	0	259	67	11	1	39	1	1	0	120
17:45	83	18	1	30	0	0	0	132	84	6	2	45	0	0	0	137
H/TOT	545	89	9	186	1	3	0	833	301	44	8	207	1	1	0	562
18:00	81	7	2	48	1	1	0	140	72	9	3	45	0	0	0	129
18:15	68	3	0	37	0	0	0	108	41	11	2	38	0	1	0	93
18:30	63	7	2	35	0	0	0	107	38	4	1	49	0	0	0	92
18:45	45	2	1	31	0	0	0	79	25	4	1	42	0	0	0	72
H/TOT	257	19	5	151	1	1	0	434	176	28	7	174	0	1	0	386
P/TOT	2985	810	299	3155	11	8	0	7268	2710	772	303	3157	8	5	0	6955

MANUAL CLASSIFIED COUNTS

JOB REF: 10913

JOB NAME: IMMINGHAM

SITE: 2 **DATE:** 16/11/2021

LOCATION: A160 HUMBER RD / HABROUGH RD / A160 / ULCEBY RD / E HALTON RD **DAY:** TUESDAY

TIME	TO ARM D ULCEBY RD								FROM ARM D ULCEBY RD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	3	4	0	12	0	0	0	19	16	2	1	13	0	0	0	32
07:15	7	3	0	6	2	0	0	18	25	8	5	10	0	0	0	48
07:30	10	3	2	11	0	0	0	26	32	2	2	8	2	0	0	46
07:45	10	1	2	7	1	0	0	21	25	13	1	7	1	0	0	47
H/TOT	30	11	4	36	3	0	0	84	98	25	9	38	3	0	0	173
08:00	11	3	4	9	1	0	0	28	37	3	2	15	1	1	0	59
08:15	7	6	2	5	0	0	0	20	19	3	2	6	0	0	0	30
08:30	7	5	1	7	0	1	0	21	30	1	2	10	0	0	0	43
08:45	19	2	2	9	0	0	0	32	14	0	5	12	0	0	0	31
H/TOT	44	16	9	30	1	1	0	101	100	7	11	43	1	1	0	163
09:00	7	4	3	11	0	1	0	26	27	2	0	9	0	0	0	38
09:15	9	4	2	12	0	0	0	27	13	2	3	13	0	0	0	31
09:30	7	3	1	9	0	0	0	20	7	3	1	10	0	0	0	21
09:45	15	1	0	11	0	0	0	27	11	4	3	12	0	0	0	30
H/TOT	38	12	6	43	0	1	0	100	58	11	7	44	0	0	0	120
10:00	8	5	2	8	0	0	0	23	13	1	2	13	0	0	0	29
10:15	7	2	2	8	0	0	0	19	18	5	2	17	0	0	0	42
10:30	13	7	2	5	0	0	0	27	11	3	1	7	0	0	0	22
10:45	18	4	0	11	0	0	0	33	17	4	2	10	0	0	0	33
H/TOT	46	18	6	32	0	0	0	102	59	13	7	47	0	0	0	126
11:00	12	3	4	9	0	0	0	28	11	1	0	9	0	0	0	21
11:15	8	1	1	11	0	0	0	21	8	8	1	7	0	0	0	24
11:30	13	9	4	10	0	0	0	36	14	1	1	11	0	0	0	27
11:45	9	3	2	15	0	1	0	30	12	2	2	11	0	1	0	28
H/TOT	42	16	11	45	0	1	0	115	45	12	4	38	0	1	0	100
12:00	14	7	0	11	0	0	0	32	18	2	1	13	0	0	0	34
12:15	12	3	1	11	0	1	1	29	12	3	2	12	0	0	0	29
12:30	21	2	2	5	0	0	0	30	13	1	3	14	0	0	0	31
12:45	13	4	3	9	0	0	0	29	15	5	0	10	0	0	0	30
H/TOT	60	16	6	36	0	1	1	120	58	11	6	49	0	0	0	124
13:00	13	3	1	9	0	0	0	26	13	1	0	12	0	1	0	27
13:15	19	4	1	14	0	0	0	38	14	3	2	7	0	0	0	26
13:30	17	3	2	14	0	0	0	36	16	8	1	12	0	0	0	37
13:45	9	2	1	11	0	0	0	23	12	4	3	18	1	0	0	38
H/TOT	58	12	5	48	0	0	0	123	55	16	6	49	1	1	0	128
14:00	9	2	2	15	0	0	0	28	23	5	3	11	0	1	0	43
14:15	16	3	3	8	0	0	0	30	8	5	3	12	0	0	0	28
14:30	17	4	1	6	0	0	0	28	18	2	2	8	0	0	0	30
14:45	19	3	2	10	0	0	0	34	16	6	1	15	0	0	0	38
H/TOT	61	12	8	39	0	0	0	120	65	18	9	46	0	1	0	139
15:00	17	3	3	10	0	0	0	33	15	4	3	7	0	0	0	29
15:15	21	4	4	12	0	0	0	41	13	5	0	13	1	0	0	32
15:30	14	4	2	8	0	0	0	28	21	6	4	14	1	0	0	46
15:45	26	6	2	8	0	0	0	42	11	4	1	9	0	0	0	25
H/TOT	78	17	11	38	0	0	0	144	60	19	8	43	2	0	0	132
16:00	30	3	2	7	1	0	0	43	9	4	4	7	0	0	0	24
16:15	24	5	0	14	0	0	0	43	16	4	0	9	0	0	0	29
16:30	28	4	0	14	0	0	0	46	13	3	1	10	1	0	0	28
16:45	30	6	3	13	1	0	0	53	11	3	2	8	1	0	0	25
H/TOT	112	18	5	48	2	0	0	185	49	14	7	34	2	0	0	106
17:00	39	6	2	13	0	0	0	60	15	4	1	9	0	1	0	30
17:15	47	4	1	9	1	0	0	62	20	2	1	9	0	0	0	32
17:30	29	1	1	11	1	1	0	44	9	4	0	7	0	0	0	20
17:45	26	3	2	12	0	0	0	43	12	5	0	11	0	0	0	28
H/TOT	141	14	6	45	2	1	0	209	56	15	2	36	0	1	0	110
18:00	18	1	2	7	0	0	0	28	9	1	0	4	2	0	0	16
18:15	19	2	1	5	0	1	0	28	24	1	1	5	0	0	0	31
18:30	13	1	1	3	0	0	0	18	16	0	0	4	0	0	0	20
18:45	12	2	2	5	0	0	0	21	8	0	1	4	0	0	0	13
H/TOT	62	6	6	20	0	1	0	95	57	2	2	17	2	0	0	80
P/TOT	772	168	83	460	8	6	1	1498	760	163	78	484	11	5	0	1501

MANUAL CLASSIFIED COUNTS

JOB REF: 10913

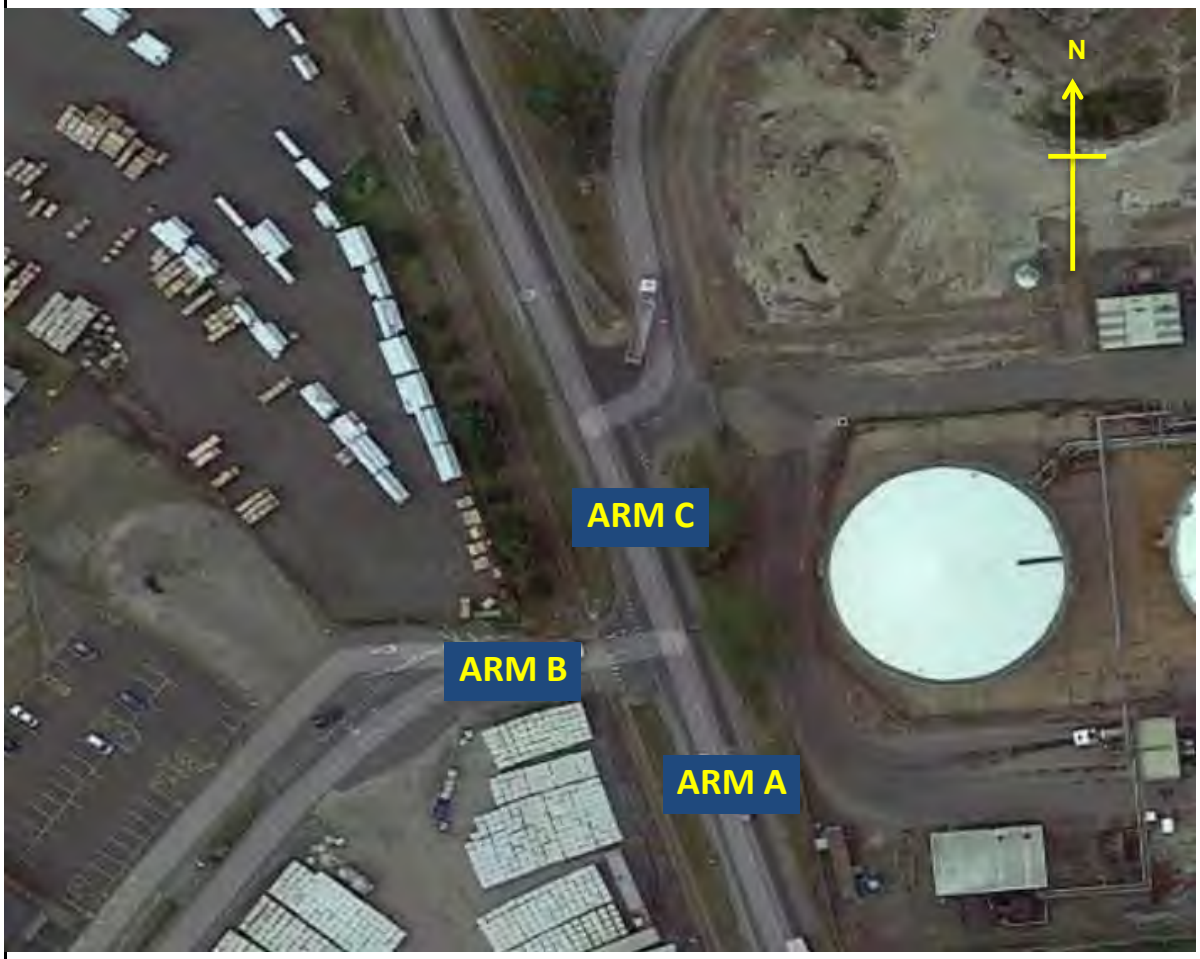
JOB NAME: IMMINGHAM

SITE: 2 **DATE:** 16/11/2021

LOCATION: A160 HUMBER RD / HABROUGH RD / A160 / ULCEBY RD / E HALTON RD **DAY:** TUESDAY

TIME	TO ARM E E HALTON RD								FROM ARM E E HALTON RD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	61	19	1	14	1	0	0	96	35	3	2	16	0	0	1	57
07:15	54	25	2	11	1	1	0	94	26	11	5	16	0	0	0	58
07:30	69	17	2	12	4	0	0	104	40	7	7	8	0	0	0	62
07:45	84	18	6	8	0	0	0	116	40	10	2	11	2	0	0	65
H/TOT	268	79	11	45	6	1	0	410	141	31	16	51	2	0	1	242
08:00	46	16	1	7	0	0	0	70	44	10	5	15	2	0	0	76
08:15	31	12	5	10	0	0	0	58	30	5	2	13	0	0	0	50
08:30	42	21	5	10	0	0	0	78	42	10	2	16	0	0	0	70
08:45	33	6	4	17	0	0	0	60	34	4	2	16	0	0	0	56
H/TOT	152	55	15	44	0	0	0	266	150	29	11	60	2	0	0	252
09:00	38	11	5	12	0	0	0	66	38	11	3	12	0	0	0	64
09:15	30	5	1	9	0	0	0	45	21	8	4	15	0	0	0	48
09:30	18	5	4	10	0	0	0	37	32	6	4	11	0	0	0	53
09:45	17	9	5	4	0	0	0	35	23	6	3	12	0	0	0	44
H/TOT	103	30	15	35	0	0	0	183	114	31	14	50	0	0	0	209
10:00	18	5	3	9	0	0	0	35	25	7	5	13	0	0	0	50
10:15	27	13	5	13	0	0	0	58	21	6	4	6	0	0	0	37
10:30	23	11	2	15	0	0	0	51	21	14	5	8	1	0	0	49
10:45	17	8	5	15	0	0	0	45	17	5	2	8	0	0	0	32
H/TOT	85	37	15	52	0	0	0	189	84	32	16	35	1	0	0	168
11:00	23	12	4	11	0	0	0	50	23	10	7	16	0	0	0	56
11:15	13	11	3	15	0	0	0	42	19	12	5	7	0	0	0	43
11:30	21	13	5	11	0	0	0	50	15	12	5	11	0	0	0	43
11:45	12	11	5	12	0	0	0	40	27	11	6	8	0	0	0	52
H/TOT	69	47	17	49	0	0	0	182	84	45	23	42	0	0	0	194
12:00	28	4	6	8	0	0	0	46	23	8	0	9	0	0	0	40
12:15	13	7	6	17	0	0	0	43	20	17	2	15	0	0	0	54
12:30	34	8	6	17	0	0	0	65	23	12	6	9	0	0	0	50
12:45	23	7	6	11	0	0	0	47	32	11	8	8	0	0	0	59
H/TOT	98	26	24	53	0	0	0	201	98	48	16	41	0	0	0	203
13:00	23	6	4	13	0	0	0	46	33	3	5	11	0	0	0	52
13:15	26	7	5	19	0	0	0	57	22	8	4	4	0	0	0	38
13:30	17	13	3	19	0	0	0	52	23	8	9	8	0	1	0	49
13:45	21	8	5	17	1	1	0	53	32	14	7	10	0	0	0	63
H/TOT	87	34	17	68	1	1	0	208	110	33	25	33	0	1	0	202
14:00	24	7	2	21	0	0	0	54	30	5	3	11	0	0	0	49
14:15	30	5	4	18	0	1	0	58	32	12	2	12	0	0	0	58
14:30	33	9	5	11	0	0	0	58	28	13	3	12	0	0	0	56
14:45	36	10	3	11	0	0	0	60	33	12	3	10	0	0	0	58
H/TOT	123	31	14	61	0	1	0	230	123	42	11	45	0	0	0	221
15:00	30	10	1	19	0	0	0	60	34	22	3	4	0	0	0	63
15:15	28	10	8	17	0	0	0	63	33	17	5	9	1	0	0	65
15:30	36	11	6	19	0	0	0	72	40	15	3	10	1	0	0	69
15:45	41	8	5	21	0	0	0	75	56	15	7	7	0	0	0	85
H/TOT	135	39	20	76	0	0	0	270	163	69	18	30	2	0	0	282
16:00	37	8	10	17	1	0	0	73	81	13	6	9	1	1	0	111
16:15	36	4	4	34	0	0	0	78	46	17	2	6	1	0	0	72
16:30	38	6	4	25	0	0	0	73	79	19	7	3	0	0	0	108
16:45	43	9	7	21	3	0	0	83	62	9	2	8	1	1	0	83
H/TOT	154	27	25	97	4	0	0	307	268	58	17	26	3	2	0	374
17:00	32	11	4	21	0	0	0	68	96	31	3	8	1	1	0	140
17:15	44	7	6	19	0	0	0	76	73	10	1	4	1	0	0	89
17:30	52	8	9	15	0	1	0	85	95	18	3	12	1	1	0	130
17:45	45	6	4	16	0	0	0	71	46	11	3	10	0	0	0	70
H/TOT	173	32	23	71	0	1	0	300	310	70	10	34	3	2	0	429
18:00	30	1	3	16	1	0	0	51	34	4	3	9	1	0	0	51
18:15	29	3	3	13	0	0	0	48	33	5	1	2	0	0	0	41
18:30	19	3	4	10	0	0	0	36	27	5	1	3	0	0	0	36
18:45	15	3	0	11	0	0	0	29	14	2	1	2	0	0	0	19
H/TOT	93	10	10	50	1	0	0	164	108	16	6	16	1	0	0	147
P/TOT	1540	447	206	701	12	4	0	2910	1753	504	183	463	14	5	1	2923

SITE: 3	AUTI SURVEYS LTD	DATE: 20TH APRIL 2022
LOCATION: IMMINGHAM DOCK		DAY: WEDNESDAY



JOB TITLE: IMMINGHAM DOCK	JOB NUMBER: 11240

MANUAL CLASSIFIED COUNTS

JOB REF: 11240

JOB NAME: IMMINGHAM DOCK

SITE: 3 **DATE:** 20/04/2022

LOCATION: ROBINSON ROAD (S) / GRESLEY WAY / ROBINSON ROAD (N) **DAY:** WEDNESDAY

TIME	A TO B FROM ROBINSON ROAD (S) TO GRESLEY WAY								A TO C FROM ROBINSON ROAD (S) TO ROBINSON ROAD (N)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	3	4	3	1	0	0	1	12	17	11	3	9	0	0	4	44
07:15	2	2	0	3	0	0	0	7	47	9	6	9	0	0	2	73
07:30	1	2	0	1	0	0	0	4	57	9	5	14	0	2	0	87
07:45	2	0	1	1	0	0	0	4	57	15	4	14	0	1	0	91
H/TOT	8	8	4	6	0	0	1	27	178	44	18	46	0	3	6	295
08:00	1	2	0	3	0	0	0	6	40	6	3	12	0	0	1	62
08:15	2	2	0	2	0	0	0	6	36	9	5	10	0	1	0	61
08:30	4	1	0	2	0	0	0	7	29	5	3	13	0	1	0	51
08:45	5	0	0	0	0	0	0	5	24	12	4	14	0	0	0	54
H/TOT	12	5	0	7	0	0	0	24	129	32	15	49	0	2	1	228
09:00	1	1	0	1	0	0	0	3	12	6	3	10	0	0	0	31
09:15	2	3	0	0	0	0	0	5	12	7	4	18	0	0	0	41
09:30	0	3	0	0	0	0	0	3	7	4	2	9	0	0	0	22
09:45	0	1	1	2	0	0	0	4	5	6	4	7	0	0	0	22
H/TOT	3	8	1	3	0	0	0	15	36	23	13	44	0	0	0	116
10:00	0	1	1	1	0	0	0	3	4	5	2	11	0	0	0	22
10:15	0	2	0	2	0	0	0	4	7	3	4	14	0	0	0	28
10:30	3	1	1	1	0	0	0	6	3	8	2	12	0	0	0	25
10:45	0	2	0	2	0	0	0	4	6	3	2	17	0	0	0	28
H/TOT	3	6	2	6	0	0	0	17	20	19	10	54	0	0	0	103
11:00	1	1	0	5	0	0	0	7	5	5	3	12	0	1	0	26
11:15	1	1	1	2	0	0	0	5	6	7	5	18	0	0	0	36
11:30	0	0	0	3	0	0	0	3	11	3	4	12	0	0	0	30
11:45	0	0	1	1	0	0	0	2	4	7	4	12	0	0	0	27
H/TOT	2	2	2	11	0	0	0	17	26	22	16	54	0	1	0	119
12:00	0	0	0	1	0	0	0	1	5	5	2	6	0	0	0	18
12:15	1	1	1	2	0	0	0	5	7	3	1	10	0	0	0	21
12:30	2	0	2	1	0	0	0	5	8	5	4	9	0	0	0	26
12:45	1	0	0	5	0	0	0	6	11	2	4	8	0	0	0	25
H/TOT	4	1	3	9	0	0	0	17	31	15	11	33	0	0	0	90
13:00	0	3	0	3	0	0	0	6	18	5	4	11	0	1	1	40
13:15	0	0	0	2	0	0	0	2	20	2	3	13	0	0	0	38
13:30	0	0	0	2	0	0	0	2	15	7	5	20	0	0	0	47
13:45	0	1	2	2	0	0	0	5	13	7	1	18	0	0	0	39
H/TOT	0	4	2	9	0	0	0	15	66	21	13	62	0	1	1	164
14:00	0	0	1	3	0	0	0	4	3	3	3	19	0	0	0	28
14:15	0	0	1	3	0	0	0	4	6	4	2	18	0	0	0	30
14:30	1	2	0	0	0	0	0	3	6	7	2	14	0	0	0	29
14:45	0	1	2	2	0	0	0	5	4	6	2	17	0	0	0	29
H/TOT	1	3	4	8	0	0	0	16	19	20	9	68	0	0	0	116
15:00	0	1	0	0	0	0	0	1	7	3	3	10	0	0	0	23
15:15	0	0	0	4	0	0	0	4	3	1	6	13	0	0	0	23
15:30	1	0	0	2	0	0	0	3	6	5	1	9	0	0	0	21
15:45	0	1	1	0	0	0	0	2	2	2	2	18	0	0	0	24
H/TOT	1	2	1	6	0	0	0	10	18	11	12	50	0	0	0	91
16:00	0	0	1	0	0	0	0	1	3	4	1	15	0	0	0	23
16:15	0	0	0	1	0	0	0	1	2	1	1	12	0	0	0	16
16:30	0	1	1	0	0	0	0	2	7	2	1	5	0	0	0	15
16:45	0	0	0	1	0	0	0	1	6	1	2	12	0	1	0	22
H/TOT	0	1	2	2	0	0	0	5	18	8	5	44	0	1	0	76
17:00	1	0	0	0	0	0	0	1	15	1	0	11	0	0	0	27
17:15	0	0	1	1	0	0	0	2	17	1	0	6	0	0	0	24
17:30	1	0	1	7	0	0	0	9	15	3	2	6	0	1	0	27
17:45	1	0	0	0	0	0	0	1	8	1	0	5	0	0	0	14
H/TOT	3	0	2	8	0	0	0	13	55	6	2	28	0	1	0	92
18:00	0	0	0	0	0	1	0	1	4	3	2	0	0	1	0	10
18:15	0	0	0	0	0	0	0	0	8	0	0	1	0	0	0	9
18:30	1	0	0	0	0	0	0	1	7	1	1	3	0	0	0	12
18:45	1	0	0	0	0	0	0	1	3	0	0	5	0	0	0	8
H/TOT	2	0	0	0	0	1	0	3	22	4	3	9	0	1	0	39
P/TOT	39	40	23	75	0	1	1	179	618	225	127	541	0	10	8	1529

MANUAL CLASSIFIED COUNTS

JOB REF: 11240

JOB NAME: IMMINGHAM DOCK

SITE: 3 **DATE:** 20/04/2022

LOCATION: ROBINSON ROAD (S) / GRESLEY WAY / ROBINSON ROAD (N) **DAY:** WEDNESDAY

TIME	B TO A FROM GRESLEY WAY TO ROBINSON ROAD (S)								B TO C FROM GRESLEY WAY TO ROBINSON ROAD (N)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	1	0	0	2	0	0	0	3	0	1	0	1	0	0	0	2
07:15	0	1	2	3	0	0	0	6	0	0	0	1	0	0	0	1
07:30	0	0	0	0	0	0	0	0	1	1	0	1	0	0	0	3
07:45	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0
H/TOT	1	1	2	6	0	0	0	10	1	2	0	3	0	0	0	6
08:00	1	0	0	2	0	0	0	3	0	0	0	1	0	0	0	1
08:15	0	1	0	1	0	0	0	2	0	1	0	0	0	0	0	1
08:30	1	0	0	1	0	0	0	2	0	2	0	4	0	0	0	6
08:45	1	1	2	2	0	0	0	6	0	0	0	0	0	0	0	0
H/TOT	3	2	2	6	0	0	0	13	0	3	0	5	0	0	0	8
09:00	0	0	1	1	0	0	0	2	0	1	0	0	0	0	0	1
09:15	0	1	0	2	0	0	0	3	0	1	0	0	0	0	0	1
09:30	0	0	0	1	0	0	0	1	0	2	0	1	0	0	0	3
09:45	1	1	0	1	0	0	0	3	0	0	0	2	0	0	0	2
H/TOT	1	2	1	5	0	0	0	9	0	4	0	3	0	0	0	7
10:00	2	1	1	0	0	0	0	4	0	0	1	2	0	0	0	3
10:15	0	1	0	6	0	0	0	7	0	0	0	1	0	0	0	1
10:30	1	2	0	2	0	0	0	5	0	1	1	0	0	0	0	2
10:45	0	1	0	1	0	0	0	2	2	1	0	0	0	0	0	3
H/TOT	3	5	1	9	0	0	0	18	2	2	2	3	0	0	0	9
11:00	1	3	0	0	0	0	0	4	0	1	0	1	0	0	0	2
11:15	0	1	1	2	0	0	0	4	0	0	0	2	0	0	0	2
11:30	2	1	0	1	0	0	0	4	0	1	0	3	0	0	0	4
11:45	0	0	2	1	0	0	0	3	0	0	1	3	0	0	0	4
H/TOT	3	5	3	4	0	0	0	15	0	2	1	9	0	0	0	12
12:00	0	1	0	4	0	0	0	5	0	0	0	1	0	0	0	1
12:15	0	1	0	1	0	0	0	2	0	0	0	1	0	0	0	1
12:30	2	0	2	2	0	0	0	6	0	0	0	0	0	0	0	0
12:45	1	0	1	1	0	0	0	3	0	0	0	1	0	0	0	1
H/TOT	3	2	3	8	0	0	0	16	0	0	0	3	0	0	0	3
13:00	1	3	0	2	0	0	0	6	0	1	0	0	0	0	0	1
13:15	1	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0
13:30	0	1	0	2	0	0	0	3	0	1	1	1	0	0	0	3
13:45	1	1	3	2	0	0	0	7	0	0	0	1	0	0	0	1
H/TOT	3	6	3	6	0	0	0	18	0	2	1	2	0	0	0	5
14:00	0	4	1	4	0	0	0	9	0	1	0	1	0	0	0	2
14:15	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0
14:30	1	0	1	1	0	0	0	3	1	0	0	0	0	0	0	1
14:45	2	0	0	0	0	0	0	2	0	1	0	2	0	0	0	3
H/TOT	3	4	2	7	0	0	0	16	1	2	0	3	0	0	0	6
15:00	0	3	0	3	0	0	0	6	0	0	0	1	0	0	0	1
15:15	2	3	0	1	0	0	0	6	0	0	0	0	0	0	0	0
15:30	4	1	4	1	0	0	0	10	0	0	0	1	0	0	0	1
15:45	1	0	1	0	0	0	0	2	1	0	1	1	0	0	0	3
H/TOT	7	7	5	5	0	0	0	24	1	0	1	3	0	0	0	5
16:00	2	2	1	1	0	0	0	6	0	0	0	1	0	0	0	1
16:15	1	1	0	4	0	0	0	6	2	0	0	0	0	0	0	2
16:30	2	0	0	1	0	0	0	3	0	0	1	5	0	0	0	6
16:45	4	0	0	1	0	0	0	5	0	0	0	1	0	0	0	1
H/TOT	9	3	1	7	0	0	0	20	2	0	1	7	0	0	0	10
17:00	0	0	1	1	0	0	0	2	0	0	0	0	0	0	0	0
17:15	6	3	0	1	0	0	0	10	0	0	0	0	0	0	0	0
17:30	4	0	0	3	0	0	0	7	1	0	0	0	0	0	0	1
17:45	3	0	0	2	0	0	0	5	0	0	0	0	0	0	0	0
H/TOT	13	3	1	7	0	0	0	24	1	0	0	0	0	0	0	1
18:00	4	1	0	0	0	0	0	5	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	1	0	0	1	2	0	0	0	0	0	0	0	0
H/TOT	4	1	0	1	0	0	1	7	0	0	0	0	0	0	0	0
P/TOT	53	41	24	71	0	0	1	190	8	17	6	41	0	0	0	72

MANUAL CLASSIFIED COUNTS

JOB REF: 11240

JOB NAME: IMMINGHAM DOCK

SITE: 3 **DATE:** 20/04/2022

LOCATION: ROBINSON ROAD (S) / GRESLEY WAY / ROBINSON ROAD (N) **DAY:** WEDNESDAY

TIME	C TO A FROM ROBINSON ROAD (N) TO ROBINSON ROAD (S)								C TO B FROM ROBINSON ROAD (N) TO GRESLEY WAY							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	4	2	0	12	0	0	0	18	0	1	0	0	0	0	0	1
07:15	2	2	0	7	0	0	0	11	0	0	0	0	0	0	0	0
07:30	1	3	3	15	0	0	0	22	0	1	0	0	0	0	0	1
07:45	2	2	1	16	0	0	0	21	1	0	0	0	0	0	0	1
H/TOT	9	9	4	50	0	0	0	72	1	2	0	0	0	0	0	3
08:00	15	2	3	13	0	0	0	33	0	0	0	1	0	0	0	1
08:15	7	3	3	17	0	0	0	30	0	0	0	0	0	0	0	0
08:30	18	3	4	14	0	0	0	39	0	1	0	0	0	0	0	1
08:45	4	6	7	11	0	0	0	28	0	0	1	1	0	0	0	2
H/TOT	44	14	17	55	0	0	0	130	0	1	1	2	0	0	0	4
09:00	22	7	2	10	0	0	0	41	0	0	0	0	0	0	0	0
09:15	10	3	1	13	0	0	0	27	0	0	1	0	0	0	0	1
09:30	9	4	3	9	0	0	0	25	1	0	0	0	0	0	0	1
09:45	5	7	1	12	0	0	0	25	0	1	0	1	0	0	0	2
H/TOT	46	21	7	44	0	0	0	118	1	1	1	1	0	0	0	4
10:00	5	7	3	10	0	0	0	25	0	1	0	1	0	0	0	2
10:15	3	4	6	9	0	0	0	22	0	0	1	1	0	0	0	2
10:30	3	4	1	13	0	0	0	21	0	0	0	0	0	0	0	0
10:45	3	8	5	12	0	0	0	28	0	0	0	0	0	0	0	0
H/TOT	14	23	15	44	0	0	0	96	0	1	1	2	0	0	0	4
11:00	8	5	2	20	0	0	0	35	0	0	0	0	0	0	0	0
11:15	4	5	3	9	0	0	0	21	0	0	0	1	0	0	0	1
11:30	3	4	3	13	0	0	0	23	0	0	0	1	0	0	0	1
11:45	8	10	4	15	0	0	0	37	0	0	0	0	0	0	0	0
H/TOT	23	24	12	57	0	0	0	116	0	0	0	2	0	0	0	2
12:00	15	5	4	15	0	0	0	39	0	0	0	0	0	0	0	0
12:15	9	6	3	14	0	0	0	32	0	1	0	0	0	0	0	1
12:30	7	4	1	11	0	2	0	25	0	0	0	1	0	0	0	1
12:45	9	3	2	16	0	0	0	30	0	0	0	0	0	0	0	0
H/TOT	40	18	10	56	0	2	0	126	0	1	0	1	0	0	0	2
13:00	18	11	6	11	0	0	0	46	0	0	0	1	0	0	0	1
13:15	7	6	2	16	0	0	0	31	0	1	0	0	0	0	0	1
13:30	9	2	3	18	0	0	0	32	0	0	0	0	0	0	0	0
13:45	8	5	1	14	0	0	0	28	1	0	0	1	0	0	0	2
H/TOT	42	24	12	59	0	0	0	137	1	1	0	2	0	0	0	4
14:00	18	8	4	13	0	0	0	43	0	1	0	2	0	0	0	3
14:15	8	5	6	18	0	0	0	37	1	0	0	0	0	0	0	1
14:30	10	6	7	17	0	1	0	41	0	0	0	0	0	0	0	0
14:45	9	2	3	10	0	0	0	24	0	1	1	0	0	0	0	2
H/TOT	45	21	20	58	0	1	0	145	1	2	1	2	0	0	0	6
15:00	16	10	1	11	0	1	0	39	0	1	0	0	0	0	0	1
15:15	12	5	4	12	0	1	1	35	0	0	0	0	0	0	0	0
15:30	11	6	7	11	0	0	1	36	0	0	0	0	0	0	0	0
15:45	16	7	7	19	0	0	0	49	0	0	0	0	0	0	0	0
H/TOT	55	28	19	53	0	2	2	159	0	1	0	0	0	0	0	1
16:00	46	13	4	23	0	1	2	89	1	0	0	0	0	0	0	1
16:15	37	12	3	19	0	0	0	71	0	0	1	0	0	0	0	1
16:30	58	12	0	14	0	0	3	87	0	0	0	1	0	0	0	1
16:45	34	2	6	17	0	0	1	60	0	0	0	0	0	0	0	0
H/TOT	175	39	13	73	0	1	6	307	1	0	1	1	0	0	0	3
17:00	73	6	2	21	0	0	0	102	0	0	0	0	0	0	0	0
17:15	26	2	6	16	0	0	0	50	0	0	0	0	0	0	0	0
17:30	29	4	5	9	0	2	1	50	0	0	0	0	0	0	0	0
17:45	32	5	3	9	0	1	0	50	0	0	0	1	0	0	0	1
H/TOT	160	17	16	55	0	3	1	252	0	0	0	1	0	0	0	1
18:00	31	3	2	5	0	0	1	42	0	0	0	0	0	0	0	0
18:15	12	3	6	6	0	0	0	27	0	0	0	0	0	0	0	0
18:30	8	0	3	4	0	0	0	15	0	0	0	0	0	0	0	0
18:45	9	2	5	6	0	0	0	22	0	0	0	0	0	0	0	0
H/TOT	60	8	16	21	0	0	1	106	0	0	0	0	0	0	0	0
P/TOT	713	246	161	625	0	9	10	1764	5	10	5	14	0	0	0	34

MANUAL CLASSIFIED COUNTS

JOB REF: 11240

JOB NAME: IMMINGHAM DOCK

SITE: 3 **DATE:** 20/04/2022

LOCATION: ROBINSON ROAD (S) / GRESLEY WAY / ROBINSON ROAD (N) **DAY:** WEDNESDAY

TIME	TO ARM A ROBINSON ROAD (S)								FROM ARM A ROBINSON ROAD (S)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	5	2	0	14	0	0	0	21	20	15	6	10	0	0	5	56
07:15	2	3	2	10	0	0	0	17	49	11	6	12	0	0	2	80
07:30	1	3	3	15	0	0	0	22	58	11	5	15	0	2	0	91
07:45	2	2	1	17	0	0	0	22	59	15	5	15	0	1	0	95
H/TOT	10	10	6	56	0	0	0	82	186	52	22	52	0	3	7	322
08:00	16	2	3	15	0	0	0	36	41	8	3	15	0	0	1	68
08:15	7	4	3	18	0	0	0	32	38	11	5	12	0	1	0	67
08:30	19	3	4	15	0	0	0	41	33	6	3	15	0	1	0	58
08:45	5	7	9	13	0	0	0	34	29	12	4	14	0	0	0	59
H/TOT	47	16	19	61	0	0	0	143	141	37	15	56	0	2	1	252
09:00	22	7	3	11	0	0	0	43	13	7	3	11	0	0	0	34
09:15	10	4	1	15	0	0	0	30	14	10	4	18	0	0	0	46
09:30	9	4	3	10	0	0	0	26	7	7	2	9	0	0	0	25
09:45	6	8	1	13	0	0	0	28	5	7	5	9	0	0	0	26
H/TOT	47	23	8	49	0	0	0	127	39	31	14	47	0	0	0	131
10:00	7	8	4	10	0	0	0	29	4	6	3	12	0	0	0	25
10:15	3	5	6	15	0	0	0	29	7	5	4	16	0	0	0	32
10:30	4	6	1	15	0	0	0	26	6	9	3	13	0	0	0	31
10:45	3	9	5	13	0	0	0	30	6	5	2	19	0	0	0	32
H/TOT	17	28	16	53	0	0	0	114	23	25	12	60	0	0	0	120
11:00	9	8	2	20	0	0	0	39	6	6	3	17	0	1	0	33
11:15	4	6	4	11	0	0	0	25	7	8	6	20	0	0	0	41
11:30	5	5	3	14	0	0	0	27	11	3	4	15	0	0	0	33
11:45	8	10	6	16	0	0	0	40	4	7	5	13	0	0	0	29
H/TOT	26	29	15	61	0	0	0	131	28	24	18	65	0	1	0	136
12:00	15	6	4	19	0	0	0	44	5	5	2	7	0	0	0	19
12:15	9	7	3	15	0	0	0	34	8	4	2	12	0	0	0	26
12:30	9	4	3	13	0	2	0	31	10	5	6	10	0	0	0	31
12:45	10	3	3	17	0	0	0	33	12	2	4	13	0	0	0	31
H/TOT	43	20	13	64	0	2	0	142	35	16	14	42	0	0	0	107
13:00	19	14	6	13	0	0	0	52	18	8	4	14	0	1	1	46
13:15	8	7	2	16	0	0	0	33	20	2	3	15	0	0	0	40
13:30	9	3	3	20	0	0	0	35	15	7	5	22	0	0	0	49
13:45	9	6	4	16	0	0	0	35	13	8	3	20	0	0	0	44
H/TOT	45	30	15	65	0	0	0	155	66	25	15	71	0	1	1	179
14:00	18	12	5	17	0	0	0	52	3	3	4	22	0	0	0	32
14:15	8	5	6	20	0	0	0	39	6	4	3	21	0	0	0	34
14:30	11	6	8	18	0	1	0	44	7	9	2	14	0	0	0	32
14:45	11	2	3	10	0	0	0	26	4	7	4	19	0	0	0	34
H/TOT	48	25	22	65	0	1	0	161	20	23	13	76	0	0	0	132
15:00	16	13	1	14	0	1	0	45	7	4	3	10	0	0	0	24
15:15	14	8	4	13	0	1	1	41	3	1	6	17	0	0	0	27
15:30	15	7	11	12	0	0	1	46	7	5	1	11	0	0	0	24
15:45	17	7	8	19	0	0	0	51	2	3	3	18	0	0	0	26
H/TOT	62	35	24	58	0	2	2	183	19	13	13	56	0	0	0	101
16:00	48	15	5	24	0	1	2	95	3	4	2	15	0	0	0	24
16:15	38	13	3	23	0	0	0	77	2	1	1	13	0	0	0	17
16:30	60	12	0	15	0	0	3	90	7	3	2	5	0	0	0	17
16:45	38	2	6	18	0	0	1	65	6	1	2	13	0	1	0	23
H/TOT	184	42	14	80	0	1	6	327	18	9	7	46	0	1	0	81
17:00	73	6	3	22	0	0	0	104	16	1	0	11	0	0	0	28
17:15	32	5	6	17	0	0	0	60	17	1	1	7	0	0	0	26
17:30	33	4	5	12	0	2	1	57	16	3	3	13	0	1	0	36
17:45	35	5	3	11	0	1	0	55	9	1	0	5	0	0	0	15
H/TOT	173	20	17	62	0	3	1	276	58	6	4	36	0	1	0	105
18:00	35	4	2	5	0	0	1	47	4	3	2	0	0	2	0	11
18:15	12	3	6	6	0	0	0	27	8	0	0	1	0	0	0	9
18:30	8	0	3	4	0	0	0	15	8	1	1	3	0	0	0	13
18:45	9	2	5	7	0	0	1	24	4	0	0	5	0	0	0	9
H/TOT	64	9	16	22	0	0	2	113	24	4	3	9	0	2	0	42
P/TOT	766	287	185	696	0	9	11	1954	657	265	150	616	0	11	9	1708

MANUAL CLASSIFIED COUNTS

JOB REF: 11240

JOB NAME: IMMINGHAM DOCK

SITE: 3 **DATE:** 20/04/2022

LOCATION: ROBINSON ROAD (S) / GRESLEY WAY / ROBINSON ROAD (N) **DAY:** WEDNESDAY

TIME	TO ARM B GRESLEY WAY								FROM ARM B GRESLEY WAY							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	3	5	3	1	0	0	1	13	1	1	0	3	0	0	0	5
07:15	2	2	0	3	0	0	0	7	0	1	2	4	0	0	0	7
07:30	1	3	0	1	0	0	0	5	1	1	0	1	0	0	0	3
07:45	3	0	1	1	0	0	0	5	0	0	0	1	0	0	0	1
H/TOT	9	10	4	6	0	0	1	30	2	3	2	9	0	0	0	16
08:00	1	2	0	4	0	0	0	7	1	0	0	3	0	0	0	4
08:15	2	2	0	2	0	0	0	6	0	2	0	1	0	0	0	3
08:30	4	2	0	2	0	0	0	8	1	2	0	5	0	0	0	8
08:45	5	0	1	1	0	0	0	7	1	1	2	2	0	0	0	6
H/TOT	12	6	1	9	0	0	0	28	3	5	2	11	0	0	0	21
09:00	1	1	0	1	0	0	0	3	0	1	1	1	0	0	0	3
09:15	2	3	1	0	0	0	0	6	0	2	0	2	0	0	0	4
09:30	1	3	0	0	0	0	0	4	0	2	0	2	0	0	0	4
09:45	0	2	1	3	0	0	0	6	1	1	0	3	0	0	0	5
H/TOT	4	9	2	4	0	0	0	19	1	6	1	8	0	0	0	16
10:00	0	2	1	2	0	0	0	5	2	1	2	2	0	0	0	7
10:15	0	2	1	3	0	0	0	6	0	1	0	7	0	0	0	8
10:30	3	1	1	1	0	0	0	6	1	3	1	2	0	0	0	7
10:45	0	2	0	2	0	0	0	4	2	2	0	1	0	0	0	5
H/TOT	3	7	3	8	0	0	0	21	5	7	3	12	0	0	0	27
11:00	1	1	0	5	0	0	0	7	1	4	0	1	0	0	0	6
11:15	1	1	1	3	0	0	0	6	0	1	1	4	0	0	0	6
11:30	0	0	0	4	0	0	0	4	2	2	0	4	0	0	0	8
11:45	0	0	1	1	0	0	0	2	0	0	3	4	0	0	0	7
H/TOT	2	2	2	13	0	0	0	19	3	7	4	13	0	0	0	27
12:00	0	0	0	1	0	0	0	1	0	1	0	5	0	0	0	6
12:15	1	2	1	2	0	0	0	6	0	1	0	2	0	0	0	3
12:30	2	0	2	2	0	0	0	6	2	0	2	2	0	0	0	6
12:45	1	0	0	5	0	0	0	6	1	0	1	2	0	0	0	4
H/TOT	4	2	3	10	0	0	0	19	3	2	3	11	0	0	0	19
13:00	0	3	0	4	0	0	0	7	1	4	0	2	0	0	0	7
13:15	0	1	0	2	0	0	0	3	1	1	0	0	0	0	0	2
13:30	0	0	0	2	0	0	0	2	0	2	1	3	0	0	0	6
13:45	1	1	2	3	0	0	0	7	1	1	3	3	0	0	0	8
H/TOT	1	5	2	11	0	0	0	19	3	8	4	8	0	0	0	23
14:00	0	1	1	5	0	0	0	7	0	5	1	5	0	0	0	11
14:15	1	0	1	3	0	0	0	5	0	0	0	2	0	0	0	2
14:30	1	2	0	0	0	0	0	3	2	0	1	1	0	0	0	4
14:45	0	2	3	2	0	0	0	7	2	1	0	2	0	0	0	5
H/TOT	2	5	5	10	0	0	0	22	4	6	2	10	0	0	0	22
15:00	0	2	0	0	0	0	0	2	0	3	0	4	0	0	0	7
15:15	0	0	0	4	0	0	0	4	2	3	0	1	0	0	0	6
15:30	1	0	0	2	0	0	0	3	4	1	4	2	0	0	0	11
15:45	0	1	1	0	0	0	0	2	2	0	2	1	0	0	0	5
H/TOT	1	3	1	6	0	0	0	11	8	7	6	8	0	0	0	29
16:00	1	0	1	0	0	0	0	2	2	2	1	2	0	0	0	7
16:15	0	0	1	1	0	0	0	2	3	1	0	4	0	0	0	8
16:30	0	1	1	1	0	0	0	3	2	0	1	6	0	0	0	9
16:45	0	0	0	1	0	0	0	1	4	0	0	2	0	0	0	6
H/TOT	1	1	3	3	0	0	0	8	11	3	2	14	0	0	0	30
17:00	1	0	0	0	0	0	0	1	0	0	1	1	0	0	0	2
17:15	0	0	1	1	0	0	0	2	6	3	0	1	0	0	0	10
17:30	1	0	1	7	0	0	0	9	5	0	0	3	0	0	0	8
17:45	1	0	0	1	0	0	0	2	3	0	0	2	0	0	0	5
H/TOT	3	0	2	9	0	0	0	14	14	3	1	7	0	0	0	25
18:00	0	0	0	0	0	1	0	1	4	1	0	0	0	0	0	5
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
18:45	1	0	0	0	0	0	0	1	0	0	0	1	0	0	1	2
H/TOT	2	0	0	0	0	1	0	3	4	1	0	1	0	0	1	7
P/TOT	44	50	28	89	0	1	1	213	61	58	30	112	0	0	1	262

MANUAL CLASSIFIED COUNTS

JOB REF: 11240

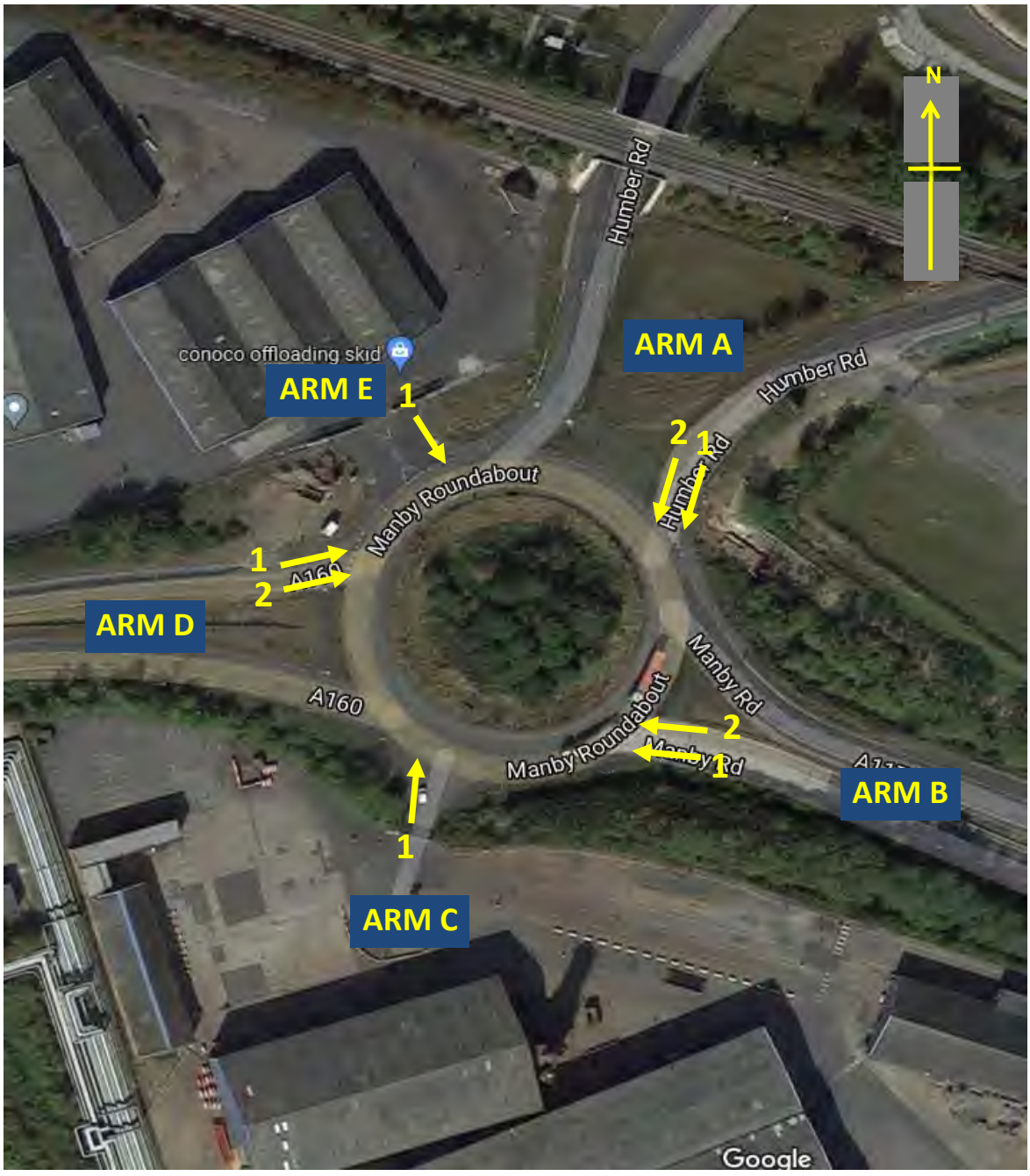
JOB NAME: IMMINGHAM DOCK

SITE: 3 **DATE:** 20/04/2022

LOCATION: ROBINSON ROAD (S) / GRESLEY WAY / ROBINSON ROAD (N) **DAY:** WEDNESDAY

TIME	TO ARM C ROBINSON ROAD (N)								FROM ARM C ROBINSON ROAD (N)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	17	12	3	10	0	0	4	46	4	3	0	12	0	0	0	19
07:15	47	9	6	10	0	0	2	74	2	2	0	7	0	0	0	11
07:30	58	10	5	15	0	2	0	90	1	4	3	15	0	0	0	23
07:45	57	15	4	14	0	1	0	91	3	2	1	16	0	0	0	22
H/TOT	179	46	18	49	0	3	6	301	10	11	4	50	0	0	0	75
08:00	40	6	3	13	0	0	1	63	15	2	3	14	0	0	0	34
08:15	36	10	5	10	0	1	0	62	7	3	3	17	0	0	0	30
08:30	29	7	3	17	0	1	0	57	18	4	4	14	0	0	0	40
08:45	24	12	4	14	0	0	0	54	4	6	8	12	0	0	0	30
H/TOT	129	35	15	54	0	2	1	236	44	15	18	57	0	0	0	134
09:00	12	7	3	10	0	0	0	32	22	7	2	10	0	0	0	41
09:15	12	8	4	18	0	0	0	42	10	3	2	13	0	0	0	28
09:30	7	6	2	10	0	0	0	25	10	4	3	9	0	0	0	26
09:45	5	6	4	9	0	0	0	24	5	8	1	13	0	0	0	27
H/TOT	36	27	13	47	0	0	0	123	47	22	8	45	0	0	0	122
10:00	4	5	3	13	0	0	0	25	5	8	3	11	0	0	0	27
10:15	7	3	4	15	0	0	0	29	3	4	7	10	0	0	0	24
10:30	3	9	3	12	0	0	0	27	3	4	1	13	0	0	0	21
10:45	8	4	2	17	0	0	0	31	3	8	5	12	0	0	0	28
H/TOT	22	21	12	57	0	0	0	112	14	24	16	46	0	0	0	100
11:00	5	6	3	13	0	1	0	28	8	5	2	20	0	0	0	35
11:15	6	7	5	20	0	0	0	38	4	5	3	10	0	0	0	22
11:30	11	4	4	15	0	0	0	34	3	4	3	14	0	0	0	24
11:45	4	7	5	15	0	0	0	31	8	10	4	15	0	0	0	37
H/TOT	26	24	17	63	0	1	0	131	23	24	12	59	0	0	0	118
12:00	5	5	2	7	0	0	0	19	15	5	4	15	0	0	0	39
12:15	7	3	1	11	0	0	0	22	9	7	3	14	0	0	0	33
12:30	8	5	4	9	0	0	0	26	7	4	1	12	0	2	0	26
12:45	11	2	4	9	0	0	0	26	9	3	2	16	0	0	0	30
H/TOT	31	15	11	36	0	0	0	93	40	19	10	57	0	2	0	128
13:00	18	6	4	11	0	1	1	41	18	11	6	12	0	0	0	47
13:15	20	2	3	13	0	0	0	38	7	7	2	16	0	0	0	32
13:30	15	8	6	21	0	0	0	50	9	2	3	18	0	0	0	32
13:45	13	7	1	19	0	0	0	40	9	5	1	15	0	0	0	30
H/TOT	66	23	14	64	0	1	1	169	43	25	12	61	0	0	0	141
14:00	3	4	3	20	0	0	0	30	18	9	4	15	0	0	0	46
14:15	6	4	2	18	0	0	0	30	9	5	6	18	0	0	0	38
14:30	7	7	2	14	0	0	0	30	10	6	7	17	0	1	0	41
14:45	4	7	2	19	0	0	0	32	9	3	4	10	0	0	0	26
H/TOT	20	22	9	71	0	0	0	122	46	23	21	60	0	1	0	151
15:00	7	3	3	11	0	0	0	24	16	11	1	11	0	1	0	40
15:15	3	1	6	13	0	0	0	23	12	5	4	12	0	1	1	35
15:30	6	5	1	10	0	0	0	22	11	6	7	11	0	0	1	36
15:45	3	2	3	19	0	0	0	27	16	7	7	19	0	0	0	49
H/TOT	19	11	13	53	0	0	0	96	55	29	19	53	0	2	2	160
16:00	3	4	1	16	0	0	0	24	47	13	4	23	0	1	2	90
16:15	4	1	1	12	0	0	0	18	37	12	4	19	0	0	0	72
16:30	7	2	2	10	0	0	0	21	58	12	0	15	0	0	3	88
16:45	6	1	2	13	0	1	0	23	34	2	6	17	0	0	1	60
H/TOT	20	8	6	51	0	1	0	86	176	39	14	74	0	1	6	310
17:00	15	1	0	11	0	0	0	27	73	6	2	21	0	0	0	102
17:15	17	1	0	6	0	0	0	24	26	2	6	16	0	0	0	50
17:30	16	3	2	6	0	1	0	28	29	4	5	9	0	2	1	50
17:45	8	1	0	5	0	0	0	14	32	5	3	10	0	1	0	51
H/TOT	56	6	2	28	0	1	0	93	160	17	16	56	0	3	1	253
18:00	4	3	2	0	0	1	0	10	31	3	2	5	0	0	1	42
18:15	8	0	0	1	0	0	0	9	12	3	6	6	0	0	0	27
18:30	7	1	1	3	0	0	0	12	8	0	3	4	0	0	0	15
18:45	3	0	0	5	0	0	0	8	9	2	5	6	0	0	0	22
H/TOT	22	4	3	9	0	1	0	39	60	8	16	21	0	0	1	106
P/TOT	626	242	133	582	0	10	8	1601	718	256	166	639	0	9	10	1798

SITE: 3		DATE: 16TH NOVEMBER 2021
LOCATION: HUMBER RD / MANBY RD / ACCESS / A160 / CONOCO		DAY: TUESDAY



JOB TITLE: IMMINGHAM		JOB NUMBER: 10913

QUEUE LENGTHS

JOB REF: 10913

JOB NAME: IMMINGHAM

SITE: 3

LOCATION: HUMBER RD / A1173 MANBY RD / PORT SERVICES ACCESS / A160 / CONOCO ACCESS

NOTE: Queue Lengths recorded by the number of vehicles queuing at each 5-minute interval, by lane

TIME	ARM A HUMBER RD		ARM B A1173 MANBY RD		ARM C PORT SERVICES ACCESS	ARM D A160		ARM E CONOCO ACCESS
	LANE 1	LANE 2	LANE 1	LANE 2	LANE 1	LANE 1	LANE 2	LANE 1
07:00	0	3	2	3	0	0	0	0
07:05	0	0	0	0	0	0	0	0
07:10	0	0	0	0	0	0	0	0
07:15	0	0	0	2	0	0	0	0
07:20	0	0	0	0	0	0	0	0
07:25	0	0	2	1	0	0	0	0
07:30	0	0	0	2	0	0	0	0
07:35	0	0	0	1	0	0	0	0
07:40	0	0	0	0	0	0	0	0
07:45	0	0	0	3	0	0	0	0
07:50	8	0	0	0	0	0	0	0
07:55	0	0	0	0	0	0	0	0
08:00	0	0	0	1	0	0	0	1
08:05	0	0	0	0	0	0	0	0
08:10	0	0	1	2	0	0	0	0
08:15	0	0	2	0	0	0	0	0
08:20	0	0	0	0	0	0	0	0
08:25	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0
08:35	0	0	0	0	0	0	0	0
08:40	7	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0
08:50	0	0	0	2	0	0	0	0
08:55	0	0	1	1	0	0	0	0
09:00	0	0	1	1	0	0	0	0
09:05	0	0	0	0	0	0	0	0
09:10	0	0	0	2	0	0	0	0
09:15	1	0	0	0	0	0	0	0
09:20	0	0	0	0	0	0	0	0
09:25	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0
09:35	0	0	0	0	0	0	0	0
09:40	0	0	0	1	0	0	0	0
09:45	0	0	0	0	0	0	0	0
09:50	0	0	0	0	1	1	0	0
09:55	0	0	0	0	0	0	0	0

TIME	ARM A HUMBER RD		ARM B A1173 MANBY RD		ARM C PORT SERVICES ACCESS
	LANE 1	LANE 2	LANE 1	LANE 2	LANE 1
16:00	0	0	0	3	0
16:05	0	0	0	0	0
16:10	0	0	0	0	0
16:15	1	0	0	0	0
16:20	0	0	0	0	0
16:25	0	0	0	0	0
16:30	0	0	0	1	0
16:35	0	0	0	0	0
16:40	0	0	0	0	0
16:45	0	0	0	0	0
16:50	0	0	0	0	0
16:55	0	0	0	0	0
17:00	0	0	0	0	0
17:05	0	0	0	0	0
17:10	6	0	0	0	0
17:15	0	0	0	0	0
17:20	0	0	0	0	0
17:25	0	0	0	0	0
17:30	0	0	0	0	0
17:35	0	0	0	0	0
17:40	0	0	1	0	0
17:45	0	0	0	0	0
17:50	0	0	0	0	0
17:55	0	0	0	0	0
18:00	0	0	0	0	0
18:05	0	0	0	0	0
18:10	0	0	0	0	0
18:15	0	0	0	0	0
18:20	0	0	0	0	0
18:25	0	0	0	0	0
18:30	0	0	0	0	0
18:35	0	0	0	1	0
18:40	0	0	0	0	0
18:45	0	0	0	0	0
18:50	0	0	1	0	0
18:55	0	0	0	0	0

MANUAL CLASSIFIED COUNTS

JOB REF: 10913

JOB NAME: IMMINGHAM

SITE: 3 **DATE:** 16/11/2021

LOCATION: HUMBER RD / A1173 MANBY RD / PORT SERVICES ACCESS / A160 / CONOCO ACCESS **DAY:** TUESDAY

TIME	A TO A FROM HUMBER RD TO HUMBER RD								A TO B FROM HUMBER RD TO A1173 MANBY RD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	1	0	1	0	0	0	2	11	0	1	5	0	0	0	17
07:15	0	0	0	1	0	0	0	1	3	5	1	4	0	0	0	13
07:30	1	0	0	1	0	0	0	2	5	5	1	6	0	0	0	17
07:45	4	1	1	1	0	0	0	7	5	2	1	3	0	0	0	11
H/TOT	5	2	1	4	0	0	0	12	24	12	4	18	0	0	0	58
08:00	0	3	1	1	0	0	0	5	3	2	2	3	0	0	1	11
08:15	2	0	0	0	0	0	0	2	4	10	2	7	0	0	0	23
08:30	0	2	1	1	0	0	0	4	2	2	2	11	0	0	0	17
08:45	17	2	3	3	0	0	0	25	4	6	2	4	0	0	0	16
H/TOT	19	7	5	5	0	0	0	36	13	20	8	25	0	0	1	67
09:00	16	1	0	1	0	0	0	18	4	7	2	4	0	0	0	17
09:15	0	0	0	1	0	0	0	1	5	4	2	2	0	0	0	13
09:30	17	0	0	1	0	0	0	18	5	4	2	8	0	0	0	19
09:45	16	3	1	1	0	0	0	21	3	4	4	3	0	0	0	14
H/TOT	49	4	1	4	0	0	0	58	17	19	10	17	0	0	0	63
10:00	0	0	0	0	0	0	0	0	6	7	5	3	0	0	0	21
10:15	10	0	0	1	0	0	0	11	3	3	4	3	0	0	0	13
10:30	14	2	0	2	0	0	0	18	6	4	4	9	0	0	0	23
10:45	8	1	0	1	0	0	0	10	3	6	1	5	0	0	0	15
H/TOT	32	3	0	4	0	0	0	39	18	20	14	20	0	0	0	72
11:00	8	1	1	0	0	0	0	10	7	4	4	6	0	0	0	21
11:15	0	1	0	3	0	0	0	4	6	6	1	7	0	0	0	20
11:30	0	2	0	4	0	0	0	6	5	7	1	8	0	0	0	21
11:45	9	0	2	4	0	0	0	15	11	8	3	7	0	0	0	29
H/TOT	17	4	3	11	0	0	0	35	29	25	9	28	0	0	0	91
12:00	12	1	0	2	0	0	0	15	15	4	4	0	0	0	0	23
12:15	15	0	1	2	0	0	0	18	9	10	4	9	0	0	0	32
12:30	10	1	1	0	0	0	0	12	9	12	2	2	0	0	0	25
12:45	14	1	2	1	0	0	0	18	11	2	3	6	0	1	0	23
H/TOT	51	3	4	5	0	0	0	63	44	28	13	17	0	1	0	103
13:00	7	1	0	1	0	0	0	9	10	8	5	9	0	0	0	32
13:15	8	0	0	2	0	0	0	10	7	2	4	15	0	0	0	28
13:30	16	4	2	2	0	0	0	24	15	6	2	5	0	0	0	28
13:45	16	1	3	3	0	0	0	23	11	4	5	6	0	0	0	26
H/TOT	47	6	5	8	0	0	0	66	43	20	16	35	0	0	0	114
14:00	1	2	1	0	0	0	0	4	17	7	12	9	0	0	0	45
14:15	0	2	0	2	0	0	0	4	10	11	8	14	0	0	0	43
14:30	1	2	4	1	0	0	0	8	10	8	5	9	0	0	0	32
14:45	15	2	3	1	0	0	0	21	25	9	7	7	0	0	0	48
H/TOT	17	8	8	4	0	0	0	37	62	35	32	39	0	0	0	168
15:00	0	2	1	2	0	0	0	5	24	4	9	10	0	0	0	47
15:15	16	3	2	1	0	0	0	22	8	1	7	10	0	0	0	26
15:30	14	2	3	0	0	0	0	19	17	13	8	7	0	0	0	45
15:45	2	3	0	1	0	0	0	6	27	6	5	8	0	0	0	46
H/TOT	32	10	6	4	0	0	0	52	76	24	29	35	0	0	0	164
16:00	16	2	3	2	0	0	0	23	69	10	4	11	0	0	0	94
16:15	2	1	3	2	0	0	0	8	34	9	2	13	0	1	0	59
16:30	4	3	6	0	0	0	0	13	54	6	7	14	0	1	0	82
16:45	2	1	0	2	0	0	0	5	50	2	3	11	0	2	0	68
H/TOT	24	7	12	6	0	0	0	49	207	27	16	49	0	4	0	303
17:00	9	0	1	0	0	1	0	11	64	4	1	11	0	0	0	80
17:15	2	1	2	1	0	0	0	6	38	1	8	9	0	2	0	58
17:30	2	1	3	1	0	0	0	7	37	3	5	9	0	0	1	55
17:45	2	0	0	0	0	0	0	2	20	2	5	9	0	1	0	37
H/TOT	15	2	6	2	0	1	0	26	159	10	19	38	0	3	1	230
18:00	1	2	0	1	0	0	0	4	36	3	7	10	0	1	0	57
18:15	1	0	0	4	0	0	0	5	15	0	2	9	0	0	0	26
18:30	0	0	1	2	0	0	0	3	19	3	5	8	0	0	0	35
18:45	1	0	1	0	0	0	0	2	13	1	3	7	0	0	0	24
H/TOT	3	2	2	7	0	0	0	14	83	7	17	34	0	1	0	142
P/TOT	311	58	53	64	0	1	0	487	775	247	187	355	0	9	2	1575

MANUAL CLASSIFIED COUNTS

JOB REF: 10913

JOB NAME: IMMINGHAM

SITE: 3 **DATE:** 16/11/2021

LOCATION: HUMBER RD / A1173 MANBY RD / PORT SERVICES ACCESS / A160 / CONOCO ACCESS **DAY:** TUESDAY

TIME	A TO C FROM HUMBER RD TO PORT SERVICES ACCESS								A TO D FROM HUMBER RD TO A160							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	0	0	0	0	0	0	0	8	2	5	79	0	0	0	94
07:15	0	0	0	0	0	0	0	0	2	2	1	61	0	1	0	67
07:30	0	0	0	0	0	0	0	0	6	2	3	60	0	0	0	71
07:45	0	0	0	1	0	0	0	1	2	0	4	72	0	0	0	78
H/TOT	0	0	0	1	0	0	0	1	18	6	13	272	0	1	0	310
08:00	0	0	0	2	0	0	0	2	4	1	6	72	0	0	0	83
08:15	0	0	0	0	0	0	0	0	4	1	4	63	0	0	0	72
08:30	0	0	0	0	0	0	0	0	4	0	1	67	0	0	0	72
08:45	0	0	1	0	0	0	0	1	2	3	2	71	0	0	0	78
H/TOT	0	0	1	2	0	0	0	3	14	5	13	273	0	0	0	305
09:00	0	0	0	0	0	0	0	0	1	2	5	60	0	0	0	68
09:15	0	0	0	0	0	0	0	0	1	2	2	54	0	0	0	59
09:30	0	1	0	0	0	0	0	1	1	2	6	56	0	0	0	65
09:45	0	0	0	0	0	0	0	0	1	6	6	47	0	0	0	60
H/TOT	0	1	0	0	0	0	0	1	4	12	19	217	0	0	0	252
10:00	0	0	0	0	0	0	0	0	2	3	3	46	0	0	0	54
10:15	0	0	0	0	0	0	0	0	3	4	7	46	0	0	0	60
10:30	0	0	0	1	0	0	0	1	3	1	4	47	0	0	0	55
10:45	0	0	0	0	0	0	0	0	4	5	7	65	0	0	0	81
H/TOT	0	0	0	1	0	0	0	1	12	13	21	204	0	0	0	250
11:00	0	0	0	1	0	0	0	1	4	4	7	39	0	0	0	54
11:15	0	0	0	0	0	0	0	0	3	7	6	41	0	0	0	57
11:30	0	0	0	0	0	0	0	0	3	2	4	42	0	0	0	51
11:45	0	0	0	0	0	0	0	0	7	3	9	74	0	0	0	93
H/TOT	0	0	0	1	0	0	0	1	17	16	26	196	0	0	0	255
12:00	0	0	0	0	0	0	0	0	5	6	4	44	0	0	0	59
12:15	0	0	0	0	0	0	0	0	3	9	7	42	0	0	0	61
12:30	0	0	0	0	0	0	0	0	8	4	4	35	2	0	0	53
12:45	0	0	0	0	0	0	0	0	2	5	4	50	0	0	0	61
H/TOT	0	0	0	0	0	0	0	0	18	24	19	171	2	0	0	234
13:00	0	0	0	0	0	0	0	0	4	5	5	51	0	0	0	65
13:15	0	0	0	0	0	0	0	0	3	6	4	48	0	0	0	61
13:30	0	0	0	0	0	0	0	0	11	8	8	64	0	0	0	91
13:45	0	0	0	0	0	0	0	0	5	2	11	43	0	0	0	61
H/TOT	0	0	0	0	0	0	0	0	23	21	28	206	0	0	0	278
14:00	0	0	0	0	0	0	0	0	8	6	4	47	0	0	0	65
14:15	0	0	0	0	0	0	0	0	10	7	6	51	0	0	0	74
14:30	0	0	0	0	0	0	0	0	3	8	6	42	0	0	0	59
14:45	0	0	0	0	0	0	0	0	8	5	11	53	0	0	0	77
H/TOT	0	0	0	0	0	0	0	0	29	26	27	193	0	0	0	275
15:00	0	0	0	0	0	0	0	0	10	7	6	45	0	0	0	68
15:15	0	0	0	0	0	0	0	0	11	12	12	53	0	0	0	88
15:30	0	0	0	0	0	0	0	0	16	9	10	50	0	0	0	85
15:45	0	0	0	0	0	0	0	0	15	8	13	54	0	0	0	90
H/TOT	0	0	0	0	0	0	0	0	52	36	41	202	0	0	0	331
16:00	0	0	0	0	0	0	0	0	39	7	7	61	2	0	0	116
16:15	0	0	0	0	0	0	0	0	26	5	5	57	0	0	0	93
16:30	0	0	0	0	0	0	0	0	42	9	7	53	0	0	0	111
16:45	0	0	0	0	0	0	0	0	31	1	5	50	0	0	0	87
H/TOT	0	0	0	0	0	0	0	0	138	22	24	221	2	0	0	407
17:00	0	0	0	0	0	0	0	0	45	3	6	47	0	0	0	101
17:15	0	0	0	0	0	0	0	0	19	1	9	41	0	0	0	70
17:30	0	0	0	0	0	0	0	0	25	0	7	31	0	1	0	64
17:45	0	0	0	0	0	0	0	0	26	3	3	29	0	0	0	61
H/TOT	0	0	0	0	0	0	0	0	115	7	25	148	0	1	0	296
18:00	0	0	0	0	0	0	0	0	14	0	6	32	0	0	0	52
18:15	0	0	0	0	0	0	0	0	6	2	10	28	0	0	0	46
18:30	0	0	0	0	0	0	0	0	5	0	1	26	0	0	0	32
18:45	0	0	0	0	0	0	0	0	16	0	3	21	0	0	0	40
H/TOT	0	0	0	0	0	0	0	0	41	2	20	107	0	0	0	170
P/TOT	0	1	1	5	0	0	0	7	481	190	276	2410	4	2	0	3363

MANUAL CLASSIFIED COUNTS

JOB REF: 10913

JOB NAME: IMMINGHAM

SITE: 3 **DATE:** 16/11/2021

LOCATION: HUMBER RD / A1173 MANBY RD / PORT SERVICES ACCESS / A160 / CONOCO ACCESS **DAY:** TUESDAY

TIME	A TO E FROM HUMBER RD TO CONOCO ACCESS								B TO A FROM A1173 MANBY RD TO HUMBER RD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	0	0	0	0	0	0	0	31	10	12	14	0	1	0	68
07:15	0	0	0	0	0	0	0	0	53	15	5	8	0	0	0	81
07:30	0	0	0	0	0	0	0	0	66	15	12	10	0	0	0	103
07:45	0	0	0	0	0	0	0	0	49	15	9	4	0	0	1	78
H/TOT	0	0	0	0	0	0	0	0	199	55	38	36	0	1	1	330
08:00	0	0	0	0	0	0	0	0	16	8	8	3	0	0	0	35
08:15	0	0	0	0	0	0	0	0	24	10	10	7	0	1	0	52
08:30	0	0	0	0	0	0	0	0	23	8	3	7	0	0	1	42
08:45	0	0	0	0	0	0	0	0	19	12	4	6	0	0	0	41
H/TOT	0	0	0	0	0	0	0	0	82	38	25	23	0	1	1	170
09:00	0	0	0	0	0	0	0	0	6	12	1	9	0	0	0	28
09:15	0	0	0	0	0	0	0	0	5	6	8	7	0	0	0	26
09:30	0	0	0	0	0	0	0	0	9	3	8	8	0	0	0	28
09:45	0	0	0	0	0	0	0	0	8	12	2	4	0	0	0	26
H/TOT	0	0	0	0	0	0	0	0	28	33	19	28	0	0	0	108
10:00	0	0	0	0	0	0	0	0	4	5	5	9	0	0	0	23
10:15	0	0	0	0	0	0	0	0	7	11	3	4	0	0	0	25
10:30	0	0	0	0	0	0	0	0	10	6	2	3	0	0	0	21
10:45	0	0	0	0	0	0	0	0	8	7	4	7	0	0	0	26
H/TOT	0	0	0	0	0	0	0	0	29	29	14	23	0	0	0	95
11:00	0	0	0	0	0	0	0	0	8	7	1	4	0	0	0	20
11:15	0	0	0	0	0	0	0	0	9	3	4	4	0	0	0	20
11:30	0	0	0	0	0	0	0	0	9	7	1	8	0	0	0	25
11:45	0	0	0	0	0	0	0	0	10	6	5	8	0	0	0	29
H/TOT	0	0	0	0	0	0	0	0	36	23	11	24	0	0	0	94
12:00	0	0	0	0	0	0	0	0	3	7	4	7	0	0	0	21
12:15	0	0	0	0	0	0	0	0	15	6	3	15	0	1	0	40
12:30	0	0	0	0	0	0	0	0	13	10	1	5	0	0	0	29
12:45	0	0	0	0	0	0	0	0	12	8	2	9	0	0	0	31
H/TOT	0	0	0	0	0	0	0	0	43	31	10	36	0	1	0	121
13:00	0	0	0	0	0	0	0	0	15	7	3	8	0	1	0	34
13:15	0	0	0	0	0	0	0	0	12	7	2	11	0	0	0	32
13:30	0	0	0	0	0	0	0	0	22	6	3	13	0	0	0	44
13:45	0	0	0	0	0	0	0	0	7	4	5	4	0	0	0	20
H/TOT	0	0	0	0	0	0	0	0	56	24	13	36	0	1	0	130
14:00	0	0	0	0	0	0	0	0	8	7	2	16	0	0	0	33
14:15	0	0	0	0	0	0	0	0	10	5	2	6	0	0	0	23
14:30	0	0	0	0	0	0	0	0	7	4	3	9	0	0	0	23
14:45	0	0	0	0	0	0	0	0	8	6	2	11	0	0	0	27
H/TOT	0	0	0	0	0	0	0	0	33	22	9	42	0	0	0	106
15:00	0	0	0	0	0	0	0	0	5	2	4	6	0	0	0	17
15:15	0	0	0	0	0	0	0	0	2	8	3	13	0	0	0	26
15:30	0	0	0	0	0	0	0	0	19	7	4	16	0	0	0	46
15:45	0	0	0	0	0	0	0	0	5	2	2	8	0	0	0	17
H/TOT	0	0	0	0	0	0	0	0	31	19	13	43	0	0	0	106
16:00	0	0	0	0	0	0	0	0	15	1	0	12	0	0	0	28
16:15	0	0	0	0	0	0	0	0	7	5	2	9	0	0	0	23
16:30	0	0	0	0	0	0	0	0	18	2	0	10	0	0	0	30
16:45	0	0	0	0	0	0	0	0	19	6	1	8	0	0	0	34
H/TOT	0	0	0	0	0	0	0	0	59	14	3	39	0	0	0	115
17:00	0	0	0	0	0	0	0	0	13	2	4	7	0	0	0	26
17:15	0	0	0	0	0	0	0	0	13	1	1	5	0	0	0	20
17:30	0	0	0	0	0	0	0	0	8	2	1	6	0	2	0	19
17:45	0	0	0	0	0	0	0	0	14	1	3	3	0	0	0	21
H/TOT	0	0	0	0	0	0	0	0	48	6	9	21	0	2	0	86
18:00	0	0	0	0	0	0	0	0	10	0	2	2	0	0	0	14
18:15	0	0	0	0	0	0	0	0	11	0	0	6	0	0	0	17
18:30	0	0	0	0	0	0	0	0	9	1	0	4	0	0	0	14
18:45	0	0	0	0	0	0	0	0	5	1	1	3	0	0	0	10
H/TOT	0	0	0	0	0	0	0	0	35	2	3	15	0	0	0	55
P/TOT	0	0	0	0	0	0	0	0	679	296	167	366	0	6	2	1516

MANUAL CLASSIFIED COUNTS

JOB REF: 10913

JOB NAME: IMMINGHAM

SITE: 3 **DATE:** 16/11/2021

LOCATION: HUMBER RD / A1173 MANBY RD / PORT SERVICES ACCESS / A160 / CONOCO ACCESS **DAY:** TUESDAY

TIME	B TO B FROM A1173 MANBY RD TO A1173 MANBY RD								B TO C FROM A1173 MANBY RD TO PORT SERVICES ACCESS							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	1	0	1	0	0	0	2	0	0	0	1	0	0	0	1
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	1	0	2	0	0	0	3	0	0	0	1	0	0	0	1
08:00	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
08:15	0	2	0	0	0	0	0	2	0	0	0	0	0	0	0	0
08:30	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
08:45	0	2	1	0	0	0	0	3	0	0	0	0	0	0	0	0
H/TOT	2	4	1	0	0	0	0	7	0	0	0	0	0	0	0	0
09:00	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0
09:15	1	0	1	0	0	0	0	2	0	0	0	0	0	0	0	0
09:30	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
09:45	1	2	0	0	0	0	0	3	0	0	0	0	0	0	0	0
H/TOT	3	3	1	0	0	0	0	7	0	0	0	0	0	0	0	0
10:00	2	1	1	0	0	0	0	4	0	0	0	0	0	0	0	0
10:15	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0
10:30	0	1	1	0	0	0	0	2	0	1	0	0	0	0	0	1
10:45	1	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0
H/TOT	3	4	2	0	0	0	0	9	0	1	0	0	0	0	0	1
11:00	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
11:15	0	0	1	1	0	0	0	2	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45	0	1	1	1	0	0	0	3	0	0	0	0	0	0	0	0
H/TOT	0	1	3	2	0	0	0	6	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15	1	2	2	0	0	0	0	5	0	0	0	0	0	0	0	0
12:30	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
12:45	0	1	1	0	0	0	0	2	0	0	0	0	0	0	0	0
H/TOT	3	3	3	0	0	0	0	9	0	0	0	0	0	0	0	0
13:00	0	1	0	1	0	0	0	2	0	0	0	0	0	0	0	0
13:15	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0
13:30	2	1	0	0	0	0	0	3	0	0	0	0	0	0	0	0
13:45	1	0	1	0	0	0	0	2	0	1	0	0	0	0	0	1
H/TOT	3	3	1	1	0	0	0	8	0	1	0	0	0	0	0	1
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0
14:30	2	1	1	0	0	0	0	4	0	0	0	1	0	0	0	1
14:45	0	2	0	1	0	0	0	3	0	0	0	0	0	0	0	0
H/TOT	5	3	1	1	0	0	0	10	0	0	0	1	0	0	0	1
15:00	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
15:15	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0
15:30	8	1	0	0	0	0	0	9	0	0	0	0	0	0	0	0
15:45	1	1	1	0	0	0	0	3	0	0	0	0	0	0	0	0
H/TOT	10	3	1	0	0	0	0	14	0	0	0	0	0	0	0	0
16:00	1	0	0	1	0	0	0	2	0	0	0	0	0	0	0	0
16:15	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
16:30	5	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0
16:45	3	0	0	0	0	0	0	3	0	0	0	1	0	0	0	1
H/TOT	10	0	0	1	0	0	0	11	0	0	0	1	0	0	0	1
17:00	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
17:15	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0
17:30	1	0	0	1	0	0	0	2	0	0	0	0	0	0	0	0
17:45	0	2	0	0	0	0	0	2	0	0	0	0	0	0	0	0
H/TOT	5	2	0	1	0	0	0	8	0	0	0	0	0	0	0	0
18:00	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	1	1	0	0	0	2	0	0	0	0	0	0	0	0
H/TOT	0	1	1	1	0	0	0	3	0	0	0	0	0	0	0	0
P/TOT	44	28	14	9	0	0	0	95	0	2	0	3	0	0	0	5

MANUAL CLASSIFIED COUNTS

JOB REF: 10913

JOB NAME: IMMINGHAM

SITE: 3 **DATE:** 16/11/2021

LOCATION: HUMBER RD / A1173 MANBY RD / PORT SERVICES ACCESS / A160 / CONOCO ACCESS **DAY:** TUESDAY

TIME	B TO D FROM A1173 MANBY RD TO A160								B TO E FROM A1173 MANBY RD TO CONOCO ACCESS							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	33	13	2	8	0	2	0	58	0	0	0	0	0	0	0	0
07:15	37	7	6	4	1	2	1	58	0	0	0	0	0	0	0	0
07:30	38	4	9	5	3	1	1	61	0	0	0	0	0	0	0	0
07:45	31	11	6	6	0	0	0	54	0	0	0	0	0	0	0	0
H/TOT	139	35	23	23	4	5	2	231	0	0	0	0	0	0	0	0
08:00	23	7	6	3	0	0	0	39	1	0	0	0	0	0	0	1
08:15	12	7	4	9	0	0	0	32	0	0	0	0	0	0	0	0
08:30	20	14	5	9	0	0	0	48	0	0	0	0	0	0	0	0
08:45	23	10	4	8	0	0	0	45	0	0	0	0	0	0	0	0
H/TOT	78	38	19	29	0	0	0	164	1	0	0	0	0	0	0	1
09:00	13	6	0	3	0	0	0	22	0	0	0	0	0	0	0	0
09:15	10	11	2	7	0	0	0	30	0	0	0	0	0	0	0	0
09:30	11	12	1	9	0	0	0	33	0	0	0	1	0	0	0	1
09:45	25	7	4	3	0	0	0	39	0	0	0	0	0	0	0	0
H/TOT	59	36	7	22	0	0	0	124	0	0	0	1	0	0	0	1
10:00	15	6	4	4	0	0	0	29	0	0	0	0	0	0	0	0
10:15	11	7	4	4	0	0	0	26	0	0	0	0	0	0	0	0
10:30	15	6	1	2	0	0	0	24	0	0	0	0	0	0	0	0
10:45	24	6	6	9	1	0	0	46	0	0	0	0	0	0	0	0
H/TOT	65	25	15	19	1	0	0	125	0	0	0	0	0	0	0	0
11:00	14	1	3	5	0	0	0	23	0	0	0	0	0	0	0	0
11:15	12	7	4	4	0	0	0	27	0	0	0	0	0	0	0	0
11:30	31	12	2	3	0	0	0	48	0	0	0	0	0	0	0	0
11:45	16	12	10	0	0	0	0	38	0	0	0	0	0	0	0	0
H/TOT	73	32	19	12	0	0	0	136	0	0	0	0	0	0	0	0
12:00	26	14	3	5	0	1	0	49	0	0	0	0	0	0	0	0
12:15	14	4	4	6	0	0	0	28	0	0	0	0	0	0	0	0
12:30	19	11	1	1	0	0	0	32	0	0	0	0	0	0	0	0
12:45	23	6	1	6	0	0	0	36	0	0	0	0	0	0	0	0
H/TOT	82	35	9	18	0	1	0	145	0	0	0	0	0	0	0	0
13:00	15	7	0	2	0	1	0	25	0	0	0	0	0	0	0	0
13:15	18	12	6	2	0	0	0	38	0	0	0	0	0	0	0	0
13:30	23	10	4	6	0	0	0	43	0	0	0	0	0	0	0	0
13:45	27	10	1	4	0	0	0	42	0	0	0	0	0	0	0	0
H/TOT	83	39	11	14	0	1	0	148	0	0	0	0	0	0	0	0
14:00	23	5	7	6	0	0	0	41	0	0	0	0	0	0	0	0
14:15	15	4	7	9	0	0	0	35	0	0	0	0	0	0	0	0
14:30	21	11	10	2	0	0	0	44	0	0	1	0	0	0	0	1
14:45	18	11	2	6	0	0	0	37	0	0	0	0	0	0	0	0
H/TOT	77	31	26	23	0	0	0	157	0	0	1	0	0	0	0	1
15:00	31	4	6	5	0	0	1	47	0	0	0	0	0	0	0	0
15:15	24	11	7	4	0	0	0	46	0	0	0	0	0	0	0	0
15:30	22	11	8	0	0	0	0	41	0	0	0	0	0	0	0	0
15:45	26	12	4	2	0	1	0	45	0	0	0	0	0	0	0	0
H/TOT	103	38	25	11	0	1	1	179	0	0	0	0	0	0	0	0
16:00	48	10	0	9	0	0	0	67	0	0	0	0	0	0	0	0
16:15	28	10	12	2	0	0	0	52	0	0	0	0	0	0	0	0
16:30	25	11	5	7	0	0	0	48	0	0	0	0	0	0	0	0
16:45	27	11	5	3	0	0	1	47	0	0	0	0	0	0	0	0
H/TOT	128	42	22	21	0	0	1	214	0	0	0	0	0	0	0	0
17:00	41	10	5	1	0	0	0	57	0	0	0	0	0	0	0	0
17:15	46	10	2	7	0	2	0	67	0	0	0	0	0	0	0	0
17:30	36	11	7	4	1	0	0	59	0	0	0	0	0	0	0	0
17:45	24	6	4	7	0	0	0	41	0	0	0	0	0	0	0	0
H/TOT	147	37	18	19	1	2	0	224	0	0	0	0	0	0	0	0
18:00	24	4	1	3	0	0	0	32	0	0	0	0	0	0	0	0
18:15	17	1	3	3	0	0	0	24	0	0	0	0	0	0	0	0
18:30	23	0	0	6	0	0	0	29	0	0	0	0	0	0	0	0
18:45	13	7	3	3	0	0	0	26	0	0	0	0	0	0	0	0
H/TOT	77	12	7	15	0	0	0	111	0	0	0	0	0	0	0	0
P/TOT	1111	400	201	226	6	10	4	1958	1	0	1	1	0	0	0	3

MANUAL CLASSIFIED COUNTS

JOB REF: 10913

JOB NAME: IMMINGHAM

SITE: 3 **DATE:** 16/11/2021

LOCATION: HUMBER RD / A1173 MANBY RD / PORT SERVICES ACCESS / A160 / CONOCO ACCESS **DAY:** TUESDAY

TIME	C TO A FROM PORT SERVICES ACCESS TO HUMBER RD								C TO B FROM PORT SERVICES ACCESS TO A1173 MANBY RD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0
07:15	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0
07:30	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0
07:45	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0
H/TOT	0	0	0	4	0	0	0	4	0	0	0	0	0	0	0	0
08:00	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0
H/TOT	0	0	0	3	0	0	0	3	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0
09:30	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0
09:45	0	0	0	3	0	0	0	3	0	0	0	0	0	0	0	0
H/TOT	0	0	0	5	0	0	0	5	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0
10:30	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
14:15	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
14:30	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	1	0	0	0	0	0	0	1	0	0	0	2	0	0	0	2
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2
16:15	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
H/TOT	0	0	0	0	0	0	0	0	1	1	0	2	0	0	0	4
17:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
17:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
P/TOT	1	0	0	14	0	0	0	15	3	1	0	4	0	0	0	8

MANUAL CLASSIFIED COUNTS

JOB REF: 10913

JOB NAME: IMMINGHAM

SITE: 3 **DATE:** 16/11/2021

LOCATION: HUMBER RD / A1173 MANBY RD / PORT SERVICES ACCESS / A160 / CONOCO ACCESS **DAY:** TUESDAY

TIME	C TO C FROM PORT SERVICES ACCESS TO PORT SERVICES ACCESS								C TO D FROM PORT SERVICES ACCESS TO A160							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
07:30	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2
08:30	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4
09:00	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	2
09:15	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2
09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	4
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	2
10:30	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
10:45	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4
H/TOT	0	0	0	0	0	0	0	0	0	2	0	5	0	0	0	7
11:00	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3
11:15	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2
11:30	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3
11:45	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2
H/TOT	0	0	0	0	0	0	0	0	0	0	0	10	0	0	0	10
12:00	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	2
12:15	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	1	0	2	0	0	0	3
13:00	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2
13:15	0	0	0	0	0	0	0	0	0	1	0	2	0	0	0	3
13:30	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
13:45	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
H/TOT	0	0	0	0	0	0	0	0	0	1	0	6	0	0	0	7
14:00	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2
14:15	0	0	0	0	0	0	0	0	0	1	0	2	0	0	0	3
14:30	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
14:45	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3
H/TOT	0	0	0	0	0	0	0	0	0	1	0	8	0	0	0	9
15:00	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2
15:15	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
15:30	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3
15:45	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
H/TOT	0	0	0	0	0	0	0	0	0	0	0	7	0	0	0	7
16:00	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	2
16:15	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
H/TOT	0	0	0	0	0	0	0	0	1	1	0	4	0	0	0	6
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
P/TOT	0	0	0	0	0	0	0	0	1	7	1	50	0	0	0	59

MANUAL CLASSIFIED COUNTS

JOB REF: 10913

JOB NAME: IMMINGHAM

SITE: 3 **DATE:** 16/11/2021

LOCATION: HUMBER RD / A1173 MANBY RD / PORT SERVICES ACCESS / A160 / CONOCO ACCESS **DAY:** TUESDAY

TIME	C TO E FROM PORT SERVICES ACCESS TO CONOCO ACCESS								D TO A FROM A160 TO HUMBER RD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	0	0	0	0	0	0	0	28	13	7	30	0	0	0	78
07:15	0	0	0	0	0	0	0	0	29	14	4	43	0	0	0	90
07:30	0	0	0	0	0	0	0	0	36	19	6	36	0	0	0	97
07:45	0	0	0	0	0	0	0	0	37	14	11	40	0	0	0	102
H/TOT	0	0	0	0	0	0	0	0	130	60	28	149	0	0	0	367
08:00	0	0	0	0	0	0	0	0	15	11	9	40	0	0	0	75
08:15	0	0	0	0	0	0	0	0	17	4	8	35	0	0	0	64
08:30	0	0	0	0	0	0	0	0	12	8	4	49	0	0	0	73
08:45	0	0	0	0	0	0	0	0	18	8	6	30	0	0	0	62
H/TOT	0	0	0	0	0	0	0	0	62	31	27	154	0	0	0	274
09:00	0	0	0	0	0	0	0	0	10	4	5	39	0	0	0	58
09:15	0	0	0	0	0	0	0	0	9	6	7	39	0	0	0	61
09:30	0	0	0	0	0	0	0	0	7	2	10	43	0	0	0	62
09:45	0	0	0	0	0	0	0	0	8	8	6	39	0	0	0	61
H/TOT	0	0	0	0	0	0	0	0	34	20	28	160	0	0	0	242
10:00	0	0	0	0	0	0	0	0	4	2	5	45	0	0	0	56
10:15	0	0	0	0	0	0	0	0	5	4	4	58	0	0	0	71
10:30	0	0	0	0	0	0	0	0	3	0	5	39	0	0	0	47
10:45	0	0	0	0	0	0	0	0	3	1	8	39	1	0	0	52
H/TOT	0	0	0	0	0	0	0	0	15	7	22	181	1	0	0	226
11:00	0	0	0	0	0	0	0	0	0	3	3	57	0	0	0	63
11:15	0	0	0	0	0	0	0	0	3	4	5	34	0	0	0	46
11:30	0	0	0	0	0	0	0	0	1	1	3	38	0	0	0	43
11:45	0	0	0	0	0	0	0	0	4	3	2	38	0	0	0	47
H/TOT	0	0	0	0	0	0	0	0	8	11	13	167	0	0	0	199
12:00	0	0	0	0	0	0	0	0	6	0	1	42	0	0	0	49
12:15	0	0	0	0	0	0	0	0	4	2	2	41	0	0	0	49
12:30	0	0	0	0	0	0	0	0	2	4	1	50	0	0	0	57
12:45	0	0	0	0	0	0	0	0	8	3	2	61	0	0	0	74
H/TOT	0	0	0	0	0	0	0	0	20	9	6	194	0	0	0	229
13:00	0	0	0	0	0	0	0	0	7	8	3	52	0	0	0	70
13:15	0	0	0	0	0	0	0	0	5	1	7	49	0	0	0	62
13:30	0	0	0	0	0	0	0	0	2	6	0	43	0	0	0	51
13:45	0	0	0	0	0	0	0	0	4	5	2	53	0	0	0	64
H/TOT	0	0	0	0	0	0	0	0	18	20	12	197	0	0	0	247
14:00	0	1	0	0	0	0	0	1	5	7	5	63	0	0	0	80
14:15	0	0	0	0	0	0	0	0	1	4	5	54	0	0	0	64
14:30	0	0	0	0	0	0	0	0	3	1	7	64	0	0	0	75
14:45	0	0	0	0	0	0	0	0	5	3	6	69	0	0	0	83
H/TOT	0	1	0	0	0	0	0	1	14	15	23	250	0	0	0	302
15:00	0	0	0	0	0	0	0	0	2	2	4	57	0	0	0	65
15:15	0	0	0	0	0	0	0	0	5	3	6	55	0	0	0	69
15:30	0	0	0	0	0	0	0	0	2	0	3	48	0	0	0	53
15:45	0	0	0	0	0	0	0	0	0	2	4	53	0	0	0	59
H/TOT	0	0	0	0	0	0	0	0	9	7	17	213	0	0	0	246
16:00	0	0	0	0	0	0	0	0	2	1	1	44	0	0	0	48
16:15	0	0	0	0	0	0	0	0	1	2	4	48	0	0	0	55
16:30	0	0	0	0	0	0	0	0	6	2	3	46	1	0	0	58
16:45	0	0	0	0	0	0	0	0	7	0	2	53	0	0	0	62
H/TOT	0	0	0	0	0	0	0	0	16	5	10	191	1	0	0	223
17:00	0	0	0	0	0	0	0	0	4	2	1	42	0	0	0	49
17:15	0	0	0	0	0	0	0	0	6	2	4	29	0	0	0	41
17:30	0	0	0	0	0	0	0	0	9	3	2	34	0	0	0	48
17:45	0	0	0	0	0	0	0	0	1	0	1	24	0	0	0	26
H/TOT	0	0	0	0	0	0	0	0	20	7	8	129	0	0	0	164
18:00	0	0	0	0	0	0	0	0	3	0	4	31	0	0	0	38
18:15	0	0	0	0	0	0	0	0	5	3	2	25	0	0	0	35
18:30	0	0	0	0	0	0	0	0	3	1	1	30	0	0	0	35
18:45	0	0	0	0	0	0	0	0	4	0	1	25	0	0	0	30
H/TOT	0	0	0	0	0	0	0	0	15	4	8	111	0	0	0	138
P/TOT	0	1	0	0	0	0	0	1	361	196	202	2096	2	0	0	2857

MANUAL CLASSIFIED COUNTS

JOB REF: 10913

JOB NAME: IMMINGHAM

SITE: 3 **DATE:** 16/11/2021

LOCATION: HUMBER RD / A1173 MANBY RD / PORT SERVICES ACCESS / A160 / CONOCO ACCESS **DAY:** TUESDAY

TIME	D TO B FROM A160 TO A1173 MANBY RD								D TO C FROM A160 TO PORT SERVICES ACCESS							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	24	2	1	5	0	0	0	32	0	0	0	0	0	0	0	0
07:15	26	7	6	4	0	7	0	50	0	0	0	1	0	0	0	1
07:30	24	8	4	5	0	0	0	41	0	0	0	1	0	0	0	1
07:45	36	12	1	8	0	0	0	57	0	0	0	1	0	0	0	1
H/TOT	110	29	12	22	0	7	0	180	0	0	0	3	0	0	0	3
08:00	22	16	2	4	2	0	0	46	0	0	0	1	0	0	0	1
08:15	39	5	6	4	0	1	0	55	0	0	0	1	0	0	0	1
08:30	35	7	6	3	0	0	0	51	0	1	0	1	0	0	0	2
08:45	33	6	1	3	0	0	0	43	0	0	0	1	0	0	0	1
H/TOT	129	34	15	14	2	1	0	195	0	1	0	4	0	0	0	5
09:00	34	7	7	1	0	0	0	49	0	0	0	1	0	0	0	1
09:15	19	10	6	5	0	0	0	40	0	0	0	3	0	0	0	3
09:30	21	7	5	5	0	0	0	38	0	0	0	7	0	0	0	7
09:45	16	10	5	6	0	0	0	37	1	0	0	3	0	0	0	4
H/TOT	90	34	23	17	0	0	0	164	1	0	0	14	0	0	0	15
10:00	20	9	2	4	0	0	0	35	0	1	0	0	0	0	0	1
10:15	20	2	10	8	0	0	0	40	0	0	0	1	0	0	0	1
10:30	11	5	2	3	0	0	0	21	0	0	0	2	0	0	0	2
10:45	18	10	3	4	0	0	0	35	0	0	0	3	0	0	0	3
H/TOT	69	26	17	19	0	0	0	131	0	1	0	6	0	0	0	7
11:00	24	3	3	4	0	0	0	34	0	0	0	1	0	0	0	1
11:15	12	10	5	2	0	0	0	29	0	0	0	0	0	0	0	0
11:30	12	10	4	8	0	0	0	34	0	0	0	2	0	0	0	2
11:45	18	15	4	4	0	1	0	42	0	0	0	1	0	0	0	1
H/TOT	66	38	16	18	0	1	0	139	0	0	0	4	0	0	0	4
12:00	22	5	0	9	0	0	0	36	0	0	0	0	0	0	0	0
12:15	16	8	2	10	0	1	0	37	1	1	0	2	0	0	0	4
12:30	25	11	2	7	0	0	0	45	0	0	0	0	0	0	0	0
12:45	16	9	2	5	0	0	0	32	0	0	0	0	0	0	0	0
H/TOT	79	33	6	31	0	1	0	150	1	1	0	2	0	0	0	4
13:00	32	2	4	8	0	1	0	47	0	0	0	1	0	0	0	1
13:15	18	9	8	2	0	0	0	37	0	1	0	2	0	0	0	3
13:30	22	8	8	2	0	0	0	40	0	1	0	4	0	0	0	5
13:45	19	9	7	9	0	0	0	44	0	0	0	1	0	0	0	1
H/TOT	91	28	27	21	0	1	0	168	0	2	0	8	0	0	0	10
14:00	24	11	5	3	0	0	0	43	0	0	0	2	0	0	0	2
14:15	21	9	0	9	0	0	0	39	0	0	0	3	0	0	0	3
14:30	25	6	3	7	0	0	0	41	0	0	0	2	0	0	0	2
14:45	22	12	4	2	0	0	0	40	0	0	0	1	0	0	0	1
H/TOT	92	38	12	21	0	0	0	163	0	0	0	8	0	0	0	8
15:00	25	6	4	5	0	0	0	40	0	0	0	3	0	0	0	3
15:15	21	9	5	13	0	0	0	48	0	0	0	1	0	0	0	1
15:30	33	6	4	6	0	0	0	49	0	0	0	1	0	0	0	1
15:45	16	10	6	8	0	0	0	40	0	0	0	2	0	0	0	2
H/TOT	95	31	19	32	0	0	0	177	0	0	0	7	0	0	0	7
16:00	41	14	8	4	0	1	1	69	0	0	0	1	0	0	0	1
16:15	43	5	5	8	0	0	1	62	0	0	0	2	0	0	0	2
16:30	43	4	4	6	1	2	0	60	0	0	0	0	0	0	0	0
16:45	34	3	6	6	0	0	0	49	0	1	0	0	0	0	0	1
H/TOT	161	26	23	24	1	3	2	240	0	1	0	3	0	0	0	4
17:00	39	6	3	8	1	1	0	58	0	0	0	0	0	0	0	0
17:15	40	5	3	7	0	0	0	55	0	0	0	0	0	0	0	0
17:30	53	4	2	0	0	0	0	59	0	0	0	0	0	0	0	0
17:45	31	6	1	5	0	1	0	44	0	0	0	0	0	0	0	0
H/TOT	163	21	9	20	1	2	0	216	0	0	0	0	0	0	0	0
18:00	29	6	2	6	0	0	0	43	0	0	0	0	0	0	0	0
18:15	30	4	3	0	0	0	0	37	0	0	0	0	0	0	0	0
18:30	29	3	4	7	0	0	0	43	0	0	0	0	0	0	0	0
18:45	23	2	0	6	0	0	0	31	0	0	0	0	0	0	0	0
H/TOT	111	15	9	19	0	0	0	154	0	0	0	0	0	0	0	0
P/TOT	1256	353	188	258	4	16	2	2077	2	6	0	59	0	0	0	67

MANUAL CLASSIFIED COUNTS

JOB REF: 10913

JOB NAME: IMMINGHAM

SITE: 3 **DATE:** 16/11/2021

LOCATION: HUMBER RD / A1173 MANBY RD / PORT SERVICES ACCESS / A160 / CONOCO ACCESS **DAY:** TUESDAY

TIME	D TO D FROM A160 TO A160								D TO E FROM A160 TO CONOCO ACCESS							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	0	1	2	0	0	0	3	0	0	0	0	0	0	0	0
07:15	0	0	1	2	0	0	0	3	0	0	0	1	0	0	0	1
07:30	1	1	0	0	0	0	0	2	0	0	0	1	0	0	0	1
07:45	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0
H/TOT	1	2	2	4	0	0	0	9	0	0	0	2	0	0	0	2
08:00	0	1	2	0	0	0	0	3	0	0	0	0	0	0	0	0
08:15	1	3	0	1	0	0	0	5	0	0	0	0	0	0	0	0
08:30	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
08:45	0	0	0	3	0	0	0	3	0	0	1	1	0	0	0	2
H/TOT	2	4	2	4	0	0	0	12	0	0	1	1	0	0	0	2
09:00	0	1	1	0	0	0	0	2	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30	0	0	1	2	0	0	0	3	0	0	0	1	0	0	0	1
09:45	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0
H/TOT	0	2	2	2	0	0	0	6	0	0	0	1	0	0	0	1
10:00	3	0	2	0	0	0	0	5	0	0	0	0	0	0	0	0
10:15	0	1	1	4	0	0	0	6	0	0	0	0	0	0	0	0
10:30	0	0	0	1	0	0	0	1	0	1	0	1	0	0	0	2
10:45	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0
H/TOT	3	2	3	5	0	0	0	13	0	1	0	1	0	0	0	2
11:00	1	0	1	1	0	0	0	3	0	0	0	1	0	0	0	1
11:15	0	1	2	1	0	0	0	4	0	0	0	0	0	0	0	0
11:30	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
11:45	0	0	0	2	0	0	0	2	0	1	0	0	0	0	0	1
H/TOT	2	1	3	4	0	0	0	10	0	1	0	1	0	0	0	2
12:00	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1
12:15	0	1	1	2	0	0	0	4	1	1	0	2	0	0	0	4
12:30	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0
12:45	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	1
H/TOT	1	1	2	3	0	0	0	7	1	1	1	3	0	0	0	6
13:00	0	0	2	3	0	0	0	5	0	0	1	1	0	0	0	2
13:15	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0
13:30	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	1	2	5	0	0	0	8	0	0	1	1	0	0	0	2
14:00	0	0	0	1	0	0	0	1	0	0	1	0	0	0	0	1
14:15	1	1	0	1	0	0	0	3	0	0	0	1	0	0	0	1
14:30	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
14:45	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0
H/TOT	1	1	0	3	0	0	0	5	0	0	1	2	0	0	0	3
15:00	1	0	0	1	0	0	0	2	1	0	0	0	0	0	0	1
15:15	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	1
15:30	1	0	1	2	0	0	0	4	0	0	0	0	0	0	0	0
15:45	0	0	0	1	0	0	0	1	0	0	1	0	0	0	0	1
H/TOT	2	1	1	4	0	0	0	8	1	0	1	1	0	0	0	3
16:00	1	0	0	1	0	0	0	2	0	0	0	0	0	0	0	0
16:15	0	1	0	0	0	0	0	1	0	0	0	2	0	0	0	2
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	1	0	0	1	0	0	0	2	0	0	0	0	0	0	0	0
H/TOT	2	1	0	2	0	0	0	5	0	0	0	2	0	0	0	2
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	2	0	0	8	0	0	0	10	0	0	0	0	0	0	0	0
17:30	2	0	0	4	0	0	0	6	0	0	0	0	0	0	0	0
17:45	1	0	0	2	0	0	0	3	0	0	0	0	0	0	0	0
H/TOT	5	0	0	14	0	0	0	19	0	0	0	0	0	0	0	0
18:00	5	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	5	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0
P/TOT	24	16	17	50	0	0	0	107	2	3	5	15	0	0	0	25

MANUAL CLASSIFIED COUNTS

JOB REF: 10913

JOB NAME: IMMINGHAM

SITE: 3 **DATE:** 16/11/2021

LOCATION: HUMBER RD / A1173 MANBY RD / PORT SERVICES ACCESS / A160 / CONOCO ACCESS **DAY:** TUESDAY

TIME	E TO A FROM CONOCO ACCESS TO HUMBER RD								E TO B FROM CONOCO ACCESS TO A1173 MANBY RD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15	0	1	0	0	0	0	0	1	0	1	0	0	0	0	0	1
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	1	0	0	0	0	0	1	0	1	0	0	0	0	0	1
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
P/TOT	0	1	0	0	0	0	0	1	2	2	1	0	0	0	0	5

MANUAL CLASSIFIED COUNTS

JOB REF: 10913

JOB NAME: IMMINGHAM

SITE: 3 **DATE:** 16/11/2021

LOCATION: HUMBER RD / A1173 MANBY RD / PORT SERVICES ACCESS / A160 / CONOCO ACCESS **DAY:** TUESDAY

TIME	E TO C FROM CONOCO ACCESS TO PORT SERVICES ACCESS								E TO D FROM CONOCO ACCESS TO A160							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
08:45	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
H/TOT	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	3
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
11:30	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
12:30	0	0	0	0	0	0	0	0	0	1	1	1	0	0	0	3
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	4
13:00	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
H/TOT	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2
14:00	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
14:15	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	2
15:00	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	2
16:00	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
17:00	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
P/TOT	0	0	0	0	0	0	0	0	0	2	4	14	0	0	0	20

MANUAL CLASSIFIED COUNTS

JOB REF: 10913

JOB NAME: IMMINGHAM

SITE: 3 **DATE:** 16/11/2021

LOCATION: HUMBER RD / A1173 MANBY RD / PORT SERVICES ACCESS / A160 / CONOCO ACCESS **DAY:** TUESDAY

TIME	E TO E FROM CONOCO ACCESS TO CONOCO ACCESS							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
P/TOT	0	0	0	0	0	0	0	0

MANUAL CLASSIFIED COUNTS

JOB REF: 10913

JOB NAME: IMMINGHAM

SITE: 3 **DATE:** 16/11/2021

LOCATION: HUMBER RD / A1173 MANBY RD / PORT SERVICES ACCESS / A160 / CONOCO ACCESS **DAY:** TUESDAY

TIME	TO ARM A HUMBER RD								FROM ARM A HUMBER RD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	59	24	19	46	0	1	0	149	19	3	6	85	0	0	0	113
07:15	82	29	9	53	0	0	0	173	5	7	2	66	0	1	0	81
07:30	103	34	18	48	0	0	0	203	12	7	4	67	0	0	0	90
07:45	90	30	21	46	0	0	1	188	11	3	6	77	0	0	0	97
H/TOT	334	117	67	193	0	1	1	713	47	20	18	295	0	1	0	381
08:00	31	22	18	45	0	0	0	116	7	6	9	78	0	0	1	101
08:15	43	14	18	42	0	1	0	118	10	11	6	70	0	0	0	97
08:30	35	18	8	57	0	0	1	119	6	4	4	79	0	0	0	93
08:45	54	22	13	41	0	0	0	130	23	11	8	78	0	0	0	120
H/TOT	163	76	57	185	0	1	1	483	46	32	27	305	0	0	1	411
09:00	32	17	6	49	0	0	0	104	21	10	7	65	0	0	0	103
09:15	14	12	15	48	0	0	0	89	6	6	4	57	0	0	0	73
09:30	33	5	18	53	0	0	0	109	23	7	8	65	0	0	0	103
09:45	32	23	9	47	0	0	0	111	20	13	11	51	0	0	0	95
H/TOT	111	57	48	197	0	0	0	413	70	36	30	238	0	0	0	374
10:00	8	7	10	54	0	0	0	79	8	10	8	49	0	0	0	75
10:15	22	15	7	64	0	0	0	108	16	7	11	50	0	0	0	84
10:30	27	8	7	45	0	0	0	87	23	7	8	59	0	0	0	97
10:45	19	9	12	47	1	0	0	88	15	12	8	71	0	0	0	106
H/TOT	76	39	36	210	1	0	0	362	62	36	35	229	0	0	0	362
11:00	16	11	5	61	0	0	0	93	19	9	12	46	0	0	0	86
11:15	12	8	9	41	0	0	0	70	9	14	7	51	0	0	0	81
11:30	10	10	4	50	0	0	0	74	8	11	5	54	0	0	0	78
11:45	23	9	9	50	0	0	0	91	27	11	14	85	0	0	0	137
H/TOT	61	38	27	202	0	0	0	328	63	45	38	236	0	0	0	382
12:00	21	8	5	51	0	0	0	85	32	11	8	46	0	0	0	97
12:15	34	9	6	58	0	1	0	108	27	19	12	53	0	0	0	111
12:30	25	15	3	55	0	0	0	98	27	17	7	37	2	0	0	90
12:45	34	12	6	71	0	0	0	123	27	8	9	57	0	1	0	102
H/TOT	114	44	20	235	0	1	0	414	113	55	36	193	2	1	0	400
13:00	29	16	6	61	0	1	0	113	21	14	10	61	0	0	0	106
13:15	25	8	9	62	0	0	0	104	18	8	8	65	0	0	0	99
13:30	40	16	5	58	0	0	0	119	42	18	12	71	0	0	0	143
13:45	27	10	10	60	0	0	0	107	32	7	19	52	0	0	0	110
H/TOT	121	50	30	241	0	1	0	443	113	47	49	249	0	0	0	458
14:00	14	16	8	79	0	0	0	117	26	15	17	56	0	0	0	114
14:15	11	11	7	62	0	0	0	91	20	20	14	67	0	0	0	121
14:30	12	7	14	74	0	0	0	107	14	18	15	52	0	0	0	99
14:45	28	11	11	81	0	0	0	131	48	16	21	61	0	0	0	146
H/TOT	65	45	40	296	0	0	0	446	108	69	67	236	0	0	0	480
15:00	7	6	9	65	0	0	0	87	34	13	16	57	0	0	0	120
15:15	23	14	11	69	0	0	0	117	35	16	21	64	0	0	0	136
15:30	35	9	10	64	0	0	0	118	47	24	21	57	0	0	0	149
15:45	7	7	6	62	0	0	0	82	44	17	18	63	0	0	0	142
H/TOT	72	36	36	260	0	0	0	404	160	70	76	241	0	0	0	547
16:00	33	4	4	58	0	0	0	99	124	19	14	74	2	0	0	233
16:15	10	8	9	59	0	0	0	86	62	15	10	72	0	1	0	160
16:30	28	7	9	56	1	0	0	101	100	18	20	67	0	1	0	206
16:45	28	7	3	63	0	0	0	101	83	4	8	63	0	2	0	160
H/TOT	99	26	25	236	1	0	0	387	369	56	52	276	2	4	0	759
17:00	26	4	6	49	0	1	0	86	118	7	8	58	0	1	0	192
17:15	21	4	7	35	0	0	0	67	59	3	19	51	0	2	0	134
17:30	19	6	6	41	0	2	0	74	64	4	15	41	0	1	1	126
17:45	17	1	4	27	0	0	0	49	48	5	8	38	0	1	0	100
H/TOT	83	15	23	152	0	3	0	276	289	19	50	188	0	5	1	552
18:00	14	2	6	34	0	0	0	56	51	5	13	43	0	1	0	113
18:15	17	3	2	35	0	0	0	57	22	2	12	41	0	0	0	77
18:30	12	2	2	36	0	0	0	52	24	3	7	36	0	0	0	70
18:45	10	1	3	28	0	0	0	42	30	1	7	28	0	0	0	66
H/TOT	53	8	13	133	0	0	0	207	127	11	39	148	0	1	0	326
P/TOT	1352	551	422	2540	2	7	2	4876	1567	496	517	2834	4	12	2	5432

MANUAL CLASSIFIED COUNTS

JOB REF: 10913

JOB NAME: IMMINGHAM

SITE: 3 **DATE:** 16/11/2021

LOCATION: HUMBER RD / A1173 MANBY RD / PORT SERVICES ACCESS / A160 / CONOCO ACCESS **DAY:** TUESDAY

TIME	TO ARM B A1173 MANBY RD								FROM ARM B A1173 MANBY RD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	35	2	2	11	0	0	0	50	64	23	14	23	0	3	0	127
07:15	29	12	7	8	0	7	0	63	90	22	11	12	1	2	1	139
07:30	29	14	5	12	0	0	0	60	104	20	21	17	3	1	1	167
07:45	41	14	2	11	0	0	0	68	80	26	15	10	0	0	1	132
H/TOT	134	42	16	42	0	7	0	241	338	91	61	62	4	6	3	565
08:00	26	18	4	7	2	0	1	58	41	15	14	6	0	0	0	76
08:15	43	17	8	11	0	1	0	80	36	19	14	16	0	1	0	86
08:30	38	9	8	14	0	0	0	69	44	22	8	16	0	0	1	91
08:45	37	14	4	7	0	0	0	62	42	24	9	14	0	0	0	89
H/TOT	144	58	24	39	2	1	1	269	163	80	45	52	0	1	1	342
09:00	38	15	9	5	0	0	0	67	19	19	1	12	0	0	0	51
09:15	25	14	9	7	0	0	0	55	16	17	11	14	0	0	0	58
09:30	27	11	7	13	0	0	0	58	21	15	9	18	0	0	0	63
09:45	20	16	9	9	0	0	0	54	34	21	6	7	0	0	0	68
H/TOT	110	56	34	34	0	0	0	234	90	72	27	51	0	0	0	240
10:00	28	17	8	7	0	0	0	60	21	12	10	13	0	0	0	56
10:15	23	6	14	11	0	0	0	54	18	19	7	8	0	0	0	52
10:30	17	11	7	12	0	0	0	47	25	14	4	5	0	0	0	48
10:45	22	17	4	9	0	0	0	52	33	14	10	16	1	0	0	74
H/TOT	90	51	33	39	0	0	0	213	97	59	31	42	1	0	0	230
11:00	31	7	8	10	0	0	0	56	22	8	5	9	0	0	0	44
11:15	18	16	7	10	0	0	0	51	21	10	9	9	0	0	0	49
11:30	17	17	5	16	0	0	0	55	40	19	3	11	0	0	0	73
11:45	29	24	8	12	0	1	0	74	26	19	16	9	0	0	0	70
H/TOT	95	64	28	48	0	1	0	236	109	56	33	38	0	0	0	236
12:00	37	9	4	9	0	0	0	59	29	21	7	12	0	1	0	70
12:15	26	21	8	19	0	1	0	75	30	12	9	21	0	1	0	73
12:30	36	23	4	9	0	0	0	72	34	21	2	6	0	0	0	63
12:45	27	12	6	11	0	1	0	57	35	15	4	15	0	0	0	69
H/TOT	126	65	22	48	0	2	0	263	128	69	22	54	0	2	0	275
13:00	42	11	9	18	0	1	0	81	30	15	3	11	0	2	0	61
13:15	25	12	12	17	0	0	0	66	30	20	8	13	0	0	0	71
13:30	39	15	11	7	0	0	0	72	47	17	7	19	0	0	0	90
13:45	31	13	13	15	0	0	0	72	35	15	7	8	0	0	0	65
H/TOT	137	51	45	57	0	1	0	291	142	67	25	51	0	2	0	287
14:00	41	18	17	13	0	0	0	89	31	12	9	22	0	0	0	74
14:15	34	20	8	24	0	0	0	86	28	9	9	15	0	0	0	61
14:30	37	15	9	16	0	0	0	77	30	16	15	12	0	0	0	73
14:45	47	23	11	10	0	0	0	91	26	19	4	18	0	0	0	67
H/TOT	159	76	45	63	0	0	0	343	115	56	37	67	0	0	0	275
15:00	50	10	13	15	0	0	0	88	37	6	10	11	0	0	1	65
15:15	29	11	12	23	0	0	0	75	26	20	10	17	0	0	0	73
15:30	58	20	12	13	0	0	0	103	49	19	12	16	0	0	0	96
15:45	44	17	12	16	0	0	0	89	32	15	7	10	0	1	0	65
H/TOT	181	58	49	67	0	0	0	355	144	60	39	54	0	1	1	299
16:00	114	25	12	16	0	1	1	169	64	11	0	22	0	0	0	97
16:15	78	14	7	22	0	1	1	123	36	15	14	11	0	0	0	76
16:30	102	10	11	20	1	3	0	147	48	13	5	17	0	0	0	83
16:45	87	5	9	18	0	2	0	121	49	17	6	12	0	0	1	85
H/TOT	381	54	39	76	1	7	2	560	197	56	25	62	0	0	1	341
17:00	105	10	4	19	1	1	0	140	55	12	9	8	0	0	0	84
17:15	82	6	11	16	0	2	0	117	62	11	3	12	0	2	0	90
17:30	91	7	7	10	0	0	1	116	45	13	8	11	1	2	0	80
17:45	51	10	6	14	0	2	0	83	38	9	7	10	0	0	0	64
H/TOT	329	33	28	59	1	5	1	456	200	45	27	41	1	4	0	318
18:00	65	10	9	16	0	1	0	101	34	5	3	5	0	0	0	47
18:15	45	4	5	9	0	0	0	63	28	1	3	9	0	0	0	41
18:30	48	6	9	15	0	0	0	78	32	1	0	10	0	0	0	43
18:45	36	3	4	14	0	0	0	57	18	8	5	7	0	0	0	38
H/TOT	194	23	27	54	0	1	0	299	112	15	11	31	0	0	0	169
P/TOT	2080	631	390	626	4	25	4	3760	1835	726	383	605	6	16	6	3577

MANUAL CLASSIFIED COUNTS

JOB REF: 10913

JOB NAME: IMMINGHAM

SITE: 3 **DATE:** 16/11/2021

LOCATION: HUMBER RD / A1173 MANBY RD / PORT SERVICES ACCESS / A160 / CONOCO ACCESS **DAY:** TUESDAY

TIME	TO ARM C PORT SERVICES ACCESS								FROM ARM C PORT SERVICES ACCESS							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
07:15	0	0	0	1	0	0	0	1	0	0	0	2	0	0	0	2
07:30	0	0	0	2	0	0	0	2	0	0	0	2	0	0	0	2
07:45	0	0	0	2	0	0	0	2	0	0	0	1	0	0	0	1
H/TOT	0	0	0	5	0	0	0	5	0	0	0	6	0	0	0	6
08:00	0	0	0	3	0	0	0	3	0	0	0	1	0	0	0	1
08:15	0	0	0	1	0	0	0	1	0	0	0	2	0	0	0	2
08:30	0	1	0	1	0	0	0	2	0	0	0	2	0	0	0	2
08:45	0	0	1	1	0	0	0	2	0	0	0	2	0	0	0	2
H/TOT	0	1	1	6	0	0	0	8	0	0	0	7	0	0	0	7
09:00	0	0	0	1	0	0	0	1	0	1	1	0	0	0	0	2
09:15	0	0	0	3	0	0	0	3	0	0	0	3	0	0	0	3
09:30	0	1	0	7	0	0	0	8	0	0	0	1	0	0	0	1
09:45	1	0	0	3	0	0	0	4	0	0	0	3	0	0	0	3
H/TOT	1	1	0	14	0	0	0	16	0	1	1	7	0	0	0	9
10:00	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0
10:15	0	0	0	1	0	0	0	1	0	1	0	2	0	0	0	3
10:30	0	1	0	3	0	0	0	4	0	1	0	1	0	0	0	2
10:45	0	0	0	3	0	0	0	3	0	0	0	4	0	0	0	4
H/TOT	0	2	0	7	0	0	0	9	0	2	0	7	0	0	0	9
11:00	0	0	0	2	0	0	0	2	0	0	0	3	0	0	0	3
11:15	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2
11:30	0	0	0	2	0	0	0	2	0	0	0	3	0	0	0	3
11:45	0	0	0	1	0	0	0	1	0	0	0	2	0	0	0	2
H/TOT	0	0	0	5	0	0	0	5	0	0	0	10	0	0	0	10
12:00	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	2
12:15	1	1	0	2	0	0	0	4	0	0	0	1	0	0	0	1
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	1	1	0	2	0	0	0	4	0	1	0	2	0	0	0	3
13:00	0	0	0	1	0	0	0	1	0	0	0	2	0	0	0	2
13:15	0	1	0	2	0	0	0	3	0	1	0	2	0	0	0	3
13:30	0	1	0	4	0	0	0	5	0	0	0	1	0	0	0	1
13:45	0	1	0	1	0	0	0	2	0	0	0	1	0	0	0	1
H/TOT	0	3	0	8	0	0	0	11	0	1	0	6	0	0	0	7
14:00	0	0	0	2	0	0	0	2	0	1	0	3	0	0	0	4
14:15	0	0	0	3	0	0	0	3	0	1	0	3	0	0	0	4
14:30	0	0	0	3	0	0	0	3	1	0	0	1	0	0	0	2
14:45	0	0	0	1	0	0	0	1	0	0	0	3	0	0	0	3
H/TOT	0	0	0	9	0	0	0	9	1	2	0	10	0	0	0	13
15:00	0	0	0	3	0	0	0	3	0	0	0	2	0	0	0	2
15:15	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0	1
15:30	0	0	0	1	0	0	0	1	0	0	0	3	0	0	0	3
15:45	0	0	0	2	0	0	0	2	0	0	0	1	0	0	0	1
H/TOT	0	0	0	7	0	0	0	7	0	0	0	7	0	0	0	7
16:00	0	0	0	1	0	0	0	1	2	1	0	1	0	0	0	4
16:15	0	0	0	2	0	0	0	2	0	0	0	4	0	0	0	4
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	1	0	1	0	0	0	2	0	1	0	1	0	0	0	2
H/TOT	0	1	0	4	0	0	0	5	2	2	0	6	0	0	0	10
17:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
17:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
P/TOT	2	9	1	67	0	0	0	79	5	9	1	68	0	0	0	83

MANUAL CLASSIFIED COUNTS

JOB REF: 10913

JOB NAME: IMMINGHAM

SITE: 3 **DATE:** 16/11/2021

LOCATION: HUMBER RD / A1173 MANBY RD / PORT SERVICES ACCESS / A160 / CONOCO ACCESS **DAY:** TUESDAY

TIME	TO ARM D A160								FROM ARM D A160							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	41	15	8	89	0	2	0	155	52	15	9	37	0	0	0	113
07:15	39	9	8	68	1	3	1	129	55	21	11	51	0	7	0	145
07:30	45	7	12	66	3	1	1	135	61	28	10	43	0	0	0	142
07:45	33	12	10	78	0	0	0	133	73	27	12	49	0	0	0	161
H/TOT	158	43	38	301	4	6	2	552	241	91	42	180	0	7	0	561
08:00	27	9	14	76	0	0	0	126	37	28	13	45	2	0	0	125
08:15	17	11	8	75	0	0	0	111	57	12	14	41	0	1	0	125
08:30	25	14	6	79	0	0	0	124	48	16	10	53	0	0	0	127
08:45	25	13	7	82	0	0	0	127	51	14	8	38	0	0	0	111
H/TOT	94	47	35	312	0	0	0	488	193	70	45	177	2	1	0	488
09:00	14	10	7	63	0	0	0	94	44	12	13	41	0	0	0	110
09:15	11	13	4	63	0	0	0	91	28	16	13	47	0	0	0	104
09:30	12	14	8	68	0	0	0	102	28	9	16	58	0	0	0	111
09:45	26	14	10	50	0	0	0	100	25	19	11	48	0	0	0	103
H/TOT	63	51	29	244	0	0	0	387	125	56	53	194	0	0	0	428
10:00	20	9	9	50	0	0	0	88	27	12	9	49	0	0	0	97
10:15	14	13	12	56	0	0	0	95	25	7	15	71	0	0	0	118
10:30	18	8	5	50	0	0	0	81	14	6	7	46	0	0	0	73
10:45	28	12	13	78	1	0	0	132	21	12	11	46	1	0	0	91
H/TOT	80	42	39	234	1	0	0	396	87	37	42	212	1	0	0	379
11:00	19	5	11	48	0	0	0	83	25	6	7	64	0	0	0	102
11:15	15	15	12	49	0	0	0	91	15	15	12	37	0	0	0	79
11:30	35	14	6	49	0	0	0	104	14	11	7	48	0	0	0	80
11:45	23	15	19	78	0	0	0	135	22	19	6	45	0	1	0	93
H/TOT	92	49	48	224	0	0	0	413	76	51	32	194	0	1	0	354
12:00	32	21	7	50	0	1	0	111	29	5	1	52	0	0	0	87
12:15	17	14	12	52	0	0	0	95	22	13	5	57	0	1	0	98
12:30	27	16	6	38	2	0	0	89	27	15	3	58	0	0	0	103
12:45	25	11	6	56	0	0	0	98	24	12	6	66	0	0	0	108
H/TOT	101	62	31	196	2	1	0	393	102	45	15	233	0	1	0	396
13:00	19	12	7	59	0	1	0	98	39	10	10	65	0	1	0	125
13:15	21	19	10	54	0	0	0	104	23	11	15	55	0	0	0	104
13:30	34	19	12	71	0	0	0	136	24	16	8	49	0	0	0	97
13:45	32	12	12	49	0	0	0	105	23	14	9	63	0	0	0	109
H/TOT	106	62	41	233	0	1	0	443	109	51	42	232	0	1	0	435
14:00	31	12	11	56	0	0	0	110	29	18	11	69	0	0	0	127
14:15	26	13	14	63	0	0	0	116	23	14	5	68	0	0	0	110
14:30	24	19	16	45	0	0	0	104	28	7	10	74	0	0	0	119
14:45	26	16	13	63	0	0	0	118	27	15	10	73	0	0	0	125
H/TOT	107	60	54	227	0	0	0	448	107	54	36	284	0	0	0	481
15:00	42	11	12	54	0	0	1	120	29	8	8	66	0	0	0	111
15:15	35	24	19	58	0	0	0	136	26	13	11	70	0	0	0	120
15:30	39	20	20	55	0	0	0	134	36	6	8	57	0	0	0	107
15:45	41	20	17	58	0	1	0	137	16	12	11	64	0	0	0	103
H/TOT	157	75	68	225	0	1	1	527	107	39	38	257	0	0	0	441
16:00	89	17	7	73	2	0	0	188	44	15	9	50	0	1	1	120
16:15	54	16	17	62	0	0	0	149	44	8	9	60	0	0	1	122
16:30	67	20	12	60	0	0	0	159	49	6	7	52	2	2	0	118
16:45	59	13	10	54	0	0	1	137	42	4	8	60	0	0	0	114
H/TOT	269	66	46	249	2	0	1	633	179	33	33	222	2	3	2	474
17:00	86	13	11	49	0	0	0	159	43	8	4	50	1	1	0	107
17:15	67	11	11	56	0	2	0	147	48	7	7	44	0	0	0	106
17:30	63	11	14	40	1	1	0	130	64	7	4	38	0	0	0	113
17:45	51	9	7	38	0	0	0	105	33	6	2	31	0	1	0	73
H/TOT	267	44	43	183	1	3	0	541	188	28	17	163	1	2	0	399
18:00	43	4	7	35	0	0	0	89	37	6	6	37	0	0	0	86
18:15	23	3	13	31	0	0	0	70	35	7	5	25	0	0	0	72
18:30	28	0	1	32	0	0	0	61	32	4	5	37	0	0	0	78
18:45	29	7	6	24	0	0	0	66	27	2	1	31	0	0	0	61
H/TOT	123	14	27	122	0	0	0	286	131	19	17	130	0	0	0	297
P/TOT	1617	615	499	2750	10	12	4	5507	1645	574	412	2478	6	16	2	5133

MANUAL CLASSIFIED COUNTS

JOB REF: 10913

JOB NAME: IMMINGHAM

SITE: 3 **DATE:** 16/11/2021

LOCATION: HUMBER RD / A1173 MANBY RD / PORT SERVICES ACCESS / A160 / CONOCO ACCESS **DAY:** TUESDAY

TIME	TO ARM E CONOCO ACCESS								FROM ARM E CONOCO ACCESS							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0
07:30	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0
08:00	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
08:45	0	0	1	1	0	0	0	2	0	0	1	0	0	0	0	1
H/TOT	1	0	1	1	0	0	0	3	0	0	1	2	0	0	0	3
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30	0	0	0	2	0	0	0	2	0	0	0	1	0	0	0	1
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	2	0	0	0	2	0	0	0	1	0	0	0	1
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
10:30	0	1	0	1	0	0	0	2	0	1	0	0	0	0	0	1
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	1	0	1	0	0	0	2	0	1	0	1	0	0	0	2
11:00	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
11:30	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
11:45	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0
H/TOT	0	1	0	1	0	0	0	2	0	0	0	2	0	0	0	2
12:00	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0
12:15	1	1	0	2	0	0	0	4	0	2	0	1	0	0	0	3
12:30	0	0	0	0	0	0	0	0	0	1	1	1	0	0	0	3
12:45	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
H/TOT	1	1	1	3	0	0	0	6	0	3	1	2	0	0	0	6
13:00	0	0	1	1	0	0	0	2	0	0	0	1	0	0	0	1
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
13:45	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
H/TOT	0	0	1	1	0	0	0	2	0	0	1	2	0	0	0	3
14:00	0	1	1	0	0	0	0	2	0	1	0	0	0	0	0	1
14:15	0	0	0	1	0	0	0	1	0	0	1	0	0	0	0	1
14:30	0	0	1	1	0	0	0	2	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	1	2	2	0	0	0	5	0	1	1	0	0	0	0	2
15:00	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1
15:15	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
15:45	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
H/TOT	1	0	1	1	0	0	0	3	0	0	1	1	0	0	0	2
16:00	0	0	0	0	0	0	0	0	2	0	0	1	0	0	0	3
16:15	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	2	0	0	0	2	2	0	0	1	0	0	0	3
17:00	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
P/TOT	3	4	6	16	0	0	0	29	2	5	5	14	0	0	0	26

SITE: 4	AUTI SURVEYS LTD	DATE: 20TH APRIL 2022
LOCATION: IMMINGHAM DOCK		DAY: WEDNESDAY

JOB TITLE: IMMINGHAM DOCK		JOB NUMBER: 11240

MANUAL CLASSIFIED COUNTS

JOB REF: 11240

JOB NAME: IMMINGHAM DOCK

SITE: 4 **DATE:** 20/04/2022

LOCATION: ROBINSON ROAD (E) / CRESCENT ACCESS ROAD / ROBINSON ROAD (N) **DAY:** WEDNESDAY

TIME	A TO B FROM ROBINSON ROAD (E) TO CRESCENT ACCESS ROAD								A TO C FROM ROBINSON ROAD (E) TO ROBINSON ROAD (N)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	0	0	0	0	0	0	0	20	15	6	10	0	0	5	56
07:15	0	0	0	0	0	0	0	0	49	11	6	9	0	0	2	77
07:30	1	0	0	0	0	0	0	1	62	11	5	13	0	2	0	93
07:45	0	0	0	0	0	0	0	0	55	15	5	10	0	1	0	86
H/TOT	1	0	0	0	0	0	0	1	186	52	22	42	0	3	7	312
08:00	2	0	0	0	0	0	0	2	41	8	3	11	0	0	1	64
08:15	0	0	1	0	0	0	0	1	38	11	5	10	0	1	0	65
08:30	0	0	0	0	0	0	0	0	33	6	2	11	0	1	0	53
08:45	0	0	0	0	0	0	0	0	29	11	3	12	0	0	0	55
H/TOT	2	0	1	0	0	0	0	3	141	36	13	44	0	2	1	237
09:00	0	0	0	0	0	0	0	0	12	7	3	11	0	0	0	33
09:15	0	0	0	0	0	0	0	0	14	10	4	14	0	0	0	42
09:30	0	0	0	0	0	0	0	0	7	7	0	9	0	0	0	23
09:45	0	0	0	0	0	0	0	0	5	7	5	9	0	0	0	26
H/TOT	0	0	0	0	0	0	0	0	38	31	12	43	0	0	0	124
10:00	0	0	1	0	0	0	0	1	4	6	3	9	0	0	0	22
10:15	0	0	0	0	0	0	0	0	7	4	4	11	0	0	0	26
10:30	0	0	0	0	0	0	0	0	6	9	3	10	0	0	0	28
10:45	0	1	0	0	0	0	0	1	6	5	2	14	0	0	0	27
H/TOT	0	1	1	0	0	0	0	2	23	24	12	44	0	0	0	103
11:00	0	0	0	0	0	0	0	0	6	5	3	15	0	1	0	30
11:15	0	0	0	0	0	0	0	0	7	8	6	15	0	0	0	36
11:30	0	0	0	0	0	0	0	0	11	3	3	11	0	0	0	28
11:45	0	0	0	0	0	0	0	0	4	7	5	10	0	0	0	26
H/TOT	0	0	0	0	0	0	0	0	28	23	17	51	0	1	0	120
12:00	0	0	0	0	0	0	0	0	5	5	2	6	0	0	0	18
12:15	1	0	0	0	0	0	0	1	7	4	2	11	0	0	0	24
12:30	0	0	0	0	0	0	0	0	10	5	6	9	0	0	0	30
12:45	0	0	0	0	0	0	0	0	12	2	4	12	0	0	0	30
H/TOT	1	0	0	0	0	0	0	1	34	16	14	38	0	0	0	102
13:00	0	0	0	0	0	0	0	0	18	8	4	9	0	1	1	41
13:15	0	0	0	0	0	0	0	0	22	2	3	12	0	0	0	39
13:30	0	0	0	0	0	0	0	0	13	7	5	18	0	0	0	43
13:45	0	0	0	1	0	0	0	1	13	8	2	16	0	0	0	39
H/TOT	0	0	0	1	0	0	0	1	66	25	14	55	0	1	1	162
14:00	0	0	0	0	0	0	0	0	3	3	5	17	0	0	0	28
14:15	0	0	0	0	0	0	0	0	6	4	2	17	0	0	0	29
14:30	0	0	0	0	0	0	0	0	8	9	2	11	0	0	0	30
14:45	0	0	0	1	0	0	0	1	3	7	4	15	0	0	0	29
H/TOT	0	0	0	1	0	0	0	1	20	23	13	60	0	0	0	116
15:00	0	1	0	0	0	0	0	1	7	4	2	10	0	0	0	23
15:15	0	0	0	0	0	0	0	0	3	1	6	17	0	0	0	27
15:30	0	0	0	0	0	0	0	0	7	5	1	11	0	0	0	24
15:45	0	0	0	0	0	0	0	0	3	3	2	17	0	0	0	25
H/TOT	0	1	0	0	0	0	0	1	20	13	11	55	0	0	0	99
16:00	0	0	0	0	0	0	0	0	2	3	3	10	0	0	0	18
16:15	0	0	0	0	0	0	0	0	2	1	0	8	0	0	0	11
16:30	0	0	0	0	0	0	0	0	8	3	1	1	0	0	0	13
16:45	0	0	0	0	0	0	0	0	5	1	1	7	0	1	0	15
H/TOT	0	0	0	0	0	0	0	0	17	8	5	26	0	1	0	57
17:00	0	0	0	0	0	0	0	0	13	1	0	8	0	0	0	22
17:15	0	0	0	0	0	0	0	0	17	1	1	4	0	0	0	23
17:30	0	0	0	0	0	0	0	0	16	3	3	8	0	1	0	31
17:45	0	0	0	0	0	0	0	0	9	1	0	4	0	0	0	14
H/TOT	0	0	0	0	0	0	0	0	55	6	4	24	0	1	0	90
18:00	0	0	0	0	0	0	0	0	4	2	2	0	0	2	0	10
18:15	0	0	0	0	0	0	0	0	9	0	0	1	0	0	0	10
18:30	0	0	0	0	0	0	0	0	7	1	1	3	0	0	0	12
18:45	0	0	0	0	0	0	0	0	4	0	0	5	0	0	0	9
H/TOT	0	0	0	0	0	0	0	0	24	3	3	9	0	2	0	41
P/TOT	4	2	2	2	0	0	0	10	652	260	140	491	0	11	9	1563

MANUAL CLASSIFIED COUNTS

JOB REF: 11240

JOB NAME: IMMINGHAM DOCK

SITE: 4 **DATE:** 20/04/2022

LOCATION: ROBINSON ROAD (E) / CRESCENT ACCESS ROAD / ROBINSON ROAD (N) **DAY:** WEDNESDAY

TIME	B TO A FROM CRESCENT ACCESS ROAD TO ROBINSON ROAD (E)								B TO C FROM CRESCENT ACCESS ROAD TO ROBINSON ROAD (N)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3
07:30	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2
07:45	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	5
H/TOT	0	0	0	0	0	0	0	0	0	0	0	10	0	0	0	10
08:00	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4
08:15	0	0	0	1	0	0	0	1	0	0	0	2	0	0	0	2
08:30	1	0	0	0	0	0	0	1	0	1	1	4	0	0	0	6
08:45	0	0	1	0	0	0	0	1	0	0	1	2	0	0	0	3
H/TOT	1	0	1	1	0	0	0	3	0	1	2	12	0	0	0	15
09:00	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
09:15	0	0	0	1	0	0	0	1	0	0	0	3	0	0	0	3
09:30	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	1	0	0	0	1	0	0	2	4	0	0	0	6
10:00	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3
10:15	0	1	1	0	0	0	0	2	0	1	0	5	0	0	0	6
10:30	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3
10:45	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	5
H/TOT	0	1	1	0	0	0	0	2	0	1	0	16	0	0	0	17
11:00	0	0	0	0	0	0	0	0	0	1	0	3	0	0	0	4
11:15	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4
11:30	0	0	0	0	0	0	0	0	0	0	1	4	0	0	0	5
11:45	0	0	0	1	0	0	0	1	0	0	0	3	0	0	0	3
H/TOT	0	0	0	1	0	0	0	1	0	1	1	14	0	0	0	16
12:00	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	1
12:15	0	0	0	1	0	0	0	1	1	0	0	1	0	0	0	2
12:30	0	0	1	0	0	0	0	1	0	0	0	1	0	0	0	1
12:45	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0	1
H/TOT	0	1	1	2	0	0	0	4	1	0	0	4	0	0	0	5
13:00	1	0	0	1	0	0	0	2	0	0	0	5	0	0	0	5
13:15	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4
13:30	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3
13:45	0	0	0	2	0	0	0	2	0	0	1	4	0	0	0	5
H/TOT	1	0	0	3	0	0	0	4	0	0	1	16	0	0	0	17
14:00	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	5
14:15	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4
14:30	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3
14:45	0	0	0	1	0	0	0	1	0	0	1	4	0	0	0	5
H/TOT	0	0	0	1	0	0	0	1	0	0	1	16	0	0	0	17
15:00	0	0	0	3	0	0	0	3	0	0	0	0	0	0	0	0
15:15	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	1	0	0	0	1	0	0	1	2	0	0	0	3
H/TOT	0	0	0	6	0	0	0	6	0	0	1	2	0	0	0	3
16:00	1	0	0	1	0	0	1	3	0	1	0	4	0	0	0	5
16:15	0	1	0	1	0	0	0	2	0	0	0	5	0	0	0	5
16:30	0	0	0	0	0	0	0	0	0	0	1	4	0	0	0	5
16:45	0	0	0	0	0	0	0	0	0	0	1	6	0	0	0	7
H/TOT	1	1	0	2	0	0	1	5	0	1	2	19	0	0	0	22
17:00	5	0	0	0	0	0	0	5	3	0	0	3	0	0	0	6
17:15	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3
17:30	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	6
17:45	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
H/TOT	7	0	0	0	0	0	0	7	3	0	0	12	0	0	0	15
18:00	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
P/TOT	10	3	3	17	0	0	1	34	4	5	10	125	0	0	0	144

MANUAL CLASSIFIED COUNTS

JOB REF: 11240

JOB NAME: IMMINGHAM DOCK

SITE: 4 **DATE:** 20/04/2022

LOCATION: ROBINSON ROAD (E) / CRESCENT ACCESS ROAD / ROBINSON ROAD (N) **DAY:** WEDNESDAY

TIME	C TO A FROM ROBINSON ROAD (N) TO ROBINSON ROAD (E)								C TO B FROM ROBINSON ROAD (N) TO CRESCENT ACCESS ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	5	2	0	12	0	0	0	19	0	0	0	2	0	0	0	2
07:15	2	3	2	8	0	0	0	15	0	0	0	2	0	0	0	2
07:30	1	3	3	10	0	0	0	17	0	0	0	5	0	0	0	5
07:45	2	2	1	13	0	0	0	18	0	0	0	3	0	0	0	3
H/TOT	10	10	6	43	0	0	0	69	0	0	0	12	0	0	0	12
08:00	16	2	3	13	0	0	0	34	0	0	0	3	0	0	0	3
08:15	7	4	3	14	0	0	0	28	0	0	0	4	0	0	0	4
08:30	19	3	4	13	0	0	0	39	0	0	0	1	0	0	0	1
08:45	5	7	8	11	0	0	0	31	0	0	1	3	0	0	0	4
H/TOT	47	16	18	51	0	0	0	132	0	0	1	11	0	0	0	12
09:00	22	7	3	10	0	0	0	42	0	0	0	1	0	0	0	1
09:15	10	4	1	14	0	0	0	29	0	0	0	1	0	0	0	1
09:30	9	4	2	10	0	0	0	25	0	0	1	0	0	0	0	1
09:45	6	8	1	13	0	0	0	28	0	0	0	0	0	0	0	0
H/TOT	47	23	7	47	0	0	0	124	0	0	1	2	0	0	0	3
10:00	7	8	4	5	0	0	0	24	0	0	0	5	0	0	0	5
10:15	3	4	6	11	0	0	0	24	0	0	0	4	0	0	0	4
10:30	4	7	1	11	0	0	0	23	0	0	0	4	0	0	0	4
10:45	3	8	5	10	0	0	0	26	0	1	0	3	0	0	0	4
H/TOT	17	27	16	37	0	0	0	97	0	1	0	16	0	0	0	17
11:00	9	8	2	16	0	0	0	35	0	0	0	4	0	0	0	4
11:15	4	6	4	8	0	0	0	22	0	0	0	3	0	0	0	3
11:30	5	5	2	10	0	0	0	22	0	0	1	4	0	0	0	5
11:45	8	10	6	13	0	0	0	37	0	0	0	3	0	0	0	3
H/TOT	26	29	14	47	0	0	0	116	0	0	1	14	0	0	0	15
12:00	15	6	4	19	0	0	0	44	0	0	0	0	0	0	0	0
12:15	9	7	3	15	0	0	0	34	0	0	0	0	0	0	0	0
12:30	9	4	3	13	0	2	0	31	0	0	0	0	0	0	0	0
12:45	9	3	3	13	0	0	0	28	0	0	0	4	0	0	0	4
H/TOT	42	20	13	60	0	2	0	137	0	0	0	4	0	0	0	4
13:00	19	13	6	9	0	0	0	47	1	0	0	4	0	0	0	5
13:15	8	8	2	13	0	0	0	31	0	0	0	3	0	0	0	3
13:30	8	3	3	16	0	0	0	30	0	0	0	4	0	0	0	4
13:45	10	6	3	12	0	0	0	31	0	0	1	4	0	0	0	5
H/TOT	45	30	14	50	0	0	0	139	1	0	1	15	0	0	0	17
14:00	18	12	5	13	0	0	0	48	0	0	0	3	0	0	0	3
14:15	8	5	6	17	0	0	0	36	0	0	0	4	0	0	0	4
14:30	11	6	7	13	0	1	0	38	0	0	1	4	0	0	0	5
14:45	11	2	3	10	0	0	0	26	0	0	0	1	0	0	0	1
H/TOT	48	25	21	53	0	1	0	148	0	0	1	12	0	0	0	13
15:00	16	13	1	14	0	1	0	45	0	0	0	0	0	0	0	0
15:15	14	7	4	13	0	1	1	40	0	0	0	0	0	0	0	0
15:30	15	8	10	11	0	0	1	45	0	0	1	1	0	0	0	2
15:45	18	6	8	17	0	0	0	49	0	0	0	2	0	0	0	2
H/TOT	63	34	23	55	0	2	2	179	0	0	1	3	0	0	0	4
16:00	47	16	4	18	0	1	1	87	0	0	1	5	0	0	0	6
16:15	38	13	3	18	0	0	1	73	0	0	0	6	0	0	0	6
16:30	60	12	0	12	0	0	3	87	0	0	0	3	0	0	0	3
16:45	37	2	5	13	0	0	1	58	0	0	1	5	0	0	0	6
H/TOT	182	43	12	61	0	1	6	305	0	0	2	19	0	0	0	21
17:00	74	6	2	20	0	0	0	102	0	0	0	3	0	0	0	3
17:15	32	5	7	16	0	0	0	60	0	0	0	0	0	0	0	0
17:30	33	4	5	11	0	2	1	56	0	0	0	1	0	0	0	1
17:45	34	5	3	11	0	1	0	54	0	0	0	0	0	0	0	0
H/TOT	173	20	17	58	0	3	1	272	0	0	0	4	0	0	0	4
18:00	36	3	2	5	0	0	1	47	0	1	0	0	0	0	0	1
18:15	12	3	6	6	0	0	0	27	0	0	0	0	0	0	0	0
18:30	8	0	3	4	0	0	0	15	0	0	0	0	0	0	0	0
18:45	9	2	5	7	0	0	1	24	0	0	0	0	0	0	0	0
H/TOT	65	8	16	22	0	0	2	113	0	1	0	0	0	0	0	1
P/TOT	765	285	177	584	0	9	11	1831	1	2	8	112	0	0	0	123

MANUAL CLASSIFIED COUNTS

JOB REF: 11240

JOB NAME: IMMINGHAM DOCK

SITE: 4 **DATE:** 20/04/2022

LOCATION: ROBINSON ROAD (E) / CRESCENT ACCESS ROAD / ROBINSON ROAD (N) **DAY:** WEDNESDAY

TIME	TO ARM A ROBINSON ROAD (E)								FROM ARM A ROBINSON ROAD (E)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	5	2	0	12	0	0	0	19	20	15	6	10	0	0	5	56
07:15	2	3	2	8	0	0	0	15	49	11	6	9	0	0	2	77
07:30	1	3	3	10	0	0	0	17	63	11	5	13	0	2	0	94
07:45	2	2	1	13	0	0	0	18	55	15	5	10	0	1	0	86
H/TOT	10	10	6	43	0	0	0	69	187	52	22	42	0	3	7	313
08:00	16	2	3	13	0	0	0	34	43	8	3	11	0	0	1	66
08:15	7	4	3	15	0	0	0	29	38	11	6	10	0	1	0	66
08:30	20	3	4	13	0	0	0	40	33	6	2	11	0	1	0	53
08:45	5	7	9	11	0	0	0	32	29	11	3	12	0	0	0	55
H/TOT	48	16	19	52	0	0	0	135	143	36	14	44	0	2	1	240
09:00	22	7	3	10	0	0	0	42	12	7	3	11	0	0	0	33
09:15	10	4	1	15	0	0	0	30	14	10	4	14	0	0	0	42
09:30	9	4	2	10	0	0	0	25	7	7	0	9	0	0	0	23
09:45	6	8	1	13	0	0	0	28	5	7	5	9	0	0	0	26
H/TOT	47	23	7	48	0	0	0	125	38	31	12	43	0	0	0	124
10:00	7	8	4	5	0	0	0	24	4	6	4	9	0	0	0	23
10:15	3	5	7	11	0	0	0	26	7	4	4	11	0	0	0	26
10:30	4	7	1	11	0	0	0	23	6	9	3	10	0	0	0	28
10:45	3	8	5	10	0	0	0	26	6	6	2	14	0	0	0	28
H/TOT	17	28	17	37	0	0	0	99	23	25	13	44	0	0	0	105
11:00	9	8	2	16	0	0	0	35	6	5	3	15	0	1	0	30
11:15	4	6	4	8	0	0	0	22	7	8	6	15	0	0	0	36
11:30	5	5	2	10	0	0	0	22	11	3	3	11	0	0	0	28
11:45	8	10	6	14	0	0	0	38	4	7	5	10	0	0	0	26
H/TOT	26	29	14	48	0	0	0	117	28	23	17	51	0	1	0	120
12:00	15	7	4	19	0	0	0	45	5	5	2	6	0	0	0	18
12:15	9	7	3	16	0	0	0	35	8	4	2	11	0	0	0	25
12:30	9	4	4	13	0	2	0	32	10	5	6	9	0	0	0	30
12:45	9	3	3	14	0	0	0	29	12	2	4	12	0	0	0	30
H/TOT	42	21	14	62	0	2	0	141	35	16	14	38	0	0	0	103
13:00	20	13	6	10	0	0	0	49	18	8	4	9	0	1	1	41
13:15	8	8	2	13	0	0	0	31	22	2	3	12	0	0	0	39
13:30	8	3	3	16	0	0	0	30	13	7	5	18	0	0	0	43
13:45	10	6	3	14	0	0	0	33	13	8	2	17	0	0	0	40
H/TOT	46	30	14	53	0	0	0	143	66	25	14	56	0	1	1	163
14:00	18	12	5	13	0	0	0	48	3	3	5	17	0	0	0	28
14:15	8	5	6	17	0	0	0	36	6	4	2	17	0	0	0	29
14:30	11	6	7	13	0	1	0	38	8	9	2	11	0	0	0	30
14:45	11	2	3	11	0	0	0	27	3	7	4	16	0	0	0	30
H/TOT	48	25	21	54	0	1	0	149	20	23	13	61	0	0	0	117
15:00	16	13	1	17	0	1	0	48	7	5	2	10	0	0	0	24
15:15	14	7	4	15	0	1	1	42	3	1	6	17	0	0	0	27
15:30	15	8	10	11	0	0	1	45	7	5	1	11	0	0	0	24
15:45	18	6	8	18	0	0	0	50	3	3	2	17	0	0	0	25
H/TOT	63	34	23	61	0	2	2	185	20	14	11	55	0	0	0	100
16:00	48	16	4	19	0	1	2	90	2	3	3	10	0	0	0	18
16:15	38	14	3	19	0	0	1	75	2	1	0	8	0	0	0	11
16:30	60	12	0	12	0	0	3	87	8	3	1	1	0	0	0	13
16:45	37	2	5	13	0	0	1	58	5	1	1	7	0	1	0	15
H/TOT	183	44	12	63	0	1	7	310	17	8	5	26	0	1	0	57
17:00	79	6	2	20	0	0	0	107	13	1	0	8	0	0	0	22
17:15	32	5	7	16	0	0	0	60	17	1	1	4	0	0	0	23
17:30	33	4	5	11	0	2	1	56	16	3	3	8	0	1	0	31
17:45	36	5	3	11	0	1	0	56	9	1	0	4	0	0	0	14
H/TOT	180	20	17	58	0	3	1	279	55	6	4	24	0	1	0	90
18:00	36	3	2	5	0	0	1	47	4	2	2	0	0	2	0	10
18:15	12	3	6	6	0	0	0	27	9	0	0	1	0	0	0	10
18:30	8	0	3	4	0	0	0	15	7	1	1	3	0	0	0	12
18:45	9	2	5	7	0	0	1	24	4	0	0	5	0	0	0	9
H/TOT	65	8	16	22	0	0	2	113	24	3	3	9	0	2	0	41
P/TOT	775	288	180	601	0	9	12	1865	656	262	142	493	0	11	9	1573

MANUAL CLASSIFIED COUNTS

JOB REF: 11240

JOB NAME: IMMINGHAM DOCK

SITE: 4 **DATE:** 20/04/2022

LOCATION: ROBINSON ROAD (E) / CRESCENT ACCESS ROAD / ROBINSON ROAD (N) **DAY:** WEDNESDAY

TIME	TO ARM B CRESCENT ACCESS ROAD								FROM ARM B CRESCENT ACCESS ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0
07:15	0	0	0	2	0	0	0	2	0	0	0	3	0	0	0	3
07:30	1	0	0	5	0	0	0	6	0	0	0	2	0	0	0	2
07:45	0	0	0	3	0	0	0	3	0	0	0	5	0	0	0	5
H/TOT	1	0	0	12	0	0	0	13	0	0	0	10	0	0	0	10
08:00	2	0	0	3	0	0	0	5	0	0	0	4	0	0	0	4
08:15	0	0	1	4	0	0	0	5	0	0	0	3	0	0	0	3
08:30	0	0	0	1	0	0	0	1	1	1	1	4	0	0	0	7
08:45	0	0	1	3	0	0	0	4	0	0	2	2	0	0	0	4
H/TOT	2	0	2	11	0	0	0	15	1	1	3	13	0	0	0	18
09:00	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0	1
09:15	0	0	0	1	0	0	0	1	0	0	0	4	0	0	0	4
09:30	0	0	1	0	0	0	0	1	0	0	2	0	0	0	0	2
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	1	2	0	0	0	3	0	0	2	5	0	0	0	7
10:00	0	0	1	5	0	0	0	6	0	0	0	3	0	0	0	3
10:15	0	0	0	4	0	0	0	4	0	2	1	5	0	0	0	8
10:30	0	0	0	4	0	0	0	4	0	0	0	3	0	0	0	3
10:45	0	2	0	3	0	0	0	5	0	0	0	5	0	0	0	5
H/TOT	0	2	1	16	0	0	0	19	0	2	1	16	0	0	0	19
11:00	0	0	0	4	0	0	0	4	0	1	0	3	0	0	0	4
11:15	0	0	0	3	0	0	0	3	0	0	0	4	0	0	0	4
11:30	0	0	1	4	0	0	0	5	0	0	1	4	0	0	0	5
11:45	0	0	0	3	0	0	0	3	0	0	0	4	0	0	0	4
H/TOT	0	0	1	14	0	0	0	15	0	1	1	15	0	0	0	17
12:00	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	2
12:15	1	0	0	0	0	0	0	1	1	0	0	2	0	0	0	3
12:30	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	2
12:45	0	0	0	4	0	0	0	4	0	0	0	2	0	0	0	2
H/TOT	1	0	0	4	0	0	0	5	1	1	1	6	0	0	0	9
13:00	1	0	0	4	0	0	0	5	1	0	0	6	0	0	0	7
13:15	0	0	0	3	0	0	0	3	0	0	0	4	0	0	0	4
13:30	0	0	0	4	0	0	0	4	0	0	0	3	0	0	0	3
13:45	0	0	1	5	0	0	0	6	0	0	1	6	0	0	0	7
H/TOT	1	0	1	16	0	0	0	18	1	0	1	19	0	0	0	21
14:00	0	0	0	3	0	0	0	3	0	0	0	5	0	0	0	5
14:15	0	0	0	4	0	0	0	4	0	0	0	4	0	0	0	4
14:30	0	0	1	4	0	0	0	5	0	0	0	3	0	0	0	3
14:45	0	0	0	2	0	0	0	2	0	0	1	5	0	0	0	6
H/TOT	0	0	1	13	0	0	0	14	0	0	1	17	0	0	0	18
15:00	0	1	0	0	0	0	0	1	0	0	0	3	0	0	0	3
15:15	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2
15:30	0	0	1	1	0	0	0	2	0	0	0	0	0	0	0	0
15:45	0	0	0	2	0	0	0	2	0	0	1	3	0	0	0	4
H/TOT	0	1	1	3	0	0	0	5	0	0	1	8	0	0	0	9
16:00	0	0	1	5	0	0	0	6	1	1	0	5	0	0	1	8
16:15	0	0	0	6	0	0	0	6	0	1	0	6	0	0	0	7
16:30	0	0	0	3	0	0	0	3	0	0	1	4	0	0	0	5
16:45	0	0	1	5	0	0	0	6	0	0	1	6	0	0	0	7
H/TOT	0	0	2	19	0	0	0	21	1	2	2	21	0	0	1	27
17:00	0	0	0	3	0	0	0	3	8	0	0	3	0	0	0	11
17:15	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3
17:30	0	0	0	1	0	0	0	1	0	0	0	6	0	0	0	6
17:45	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
H/TOT	0	0	0	4	0	0	0	4	10	0	0	12	0	0	0	22
18:00	0	1	0	0	0	0	0	1	0	1	0	0	0	0	0	1
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	1	0	0	0	0	0	1	0	1	0	0	0	0	0	1
P/TOT	5	4	10	114	0	0	0	133	14	8	13	142	0	0	1	178

MANUAL CLASSIFIED COUNTS

JOB REF: 11240

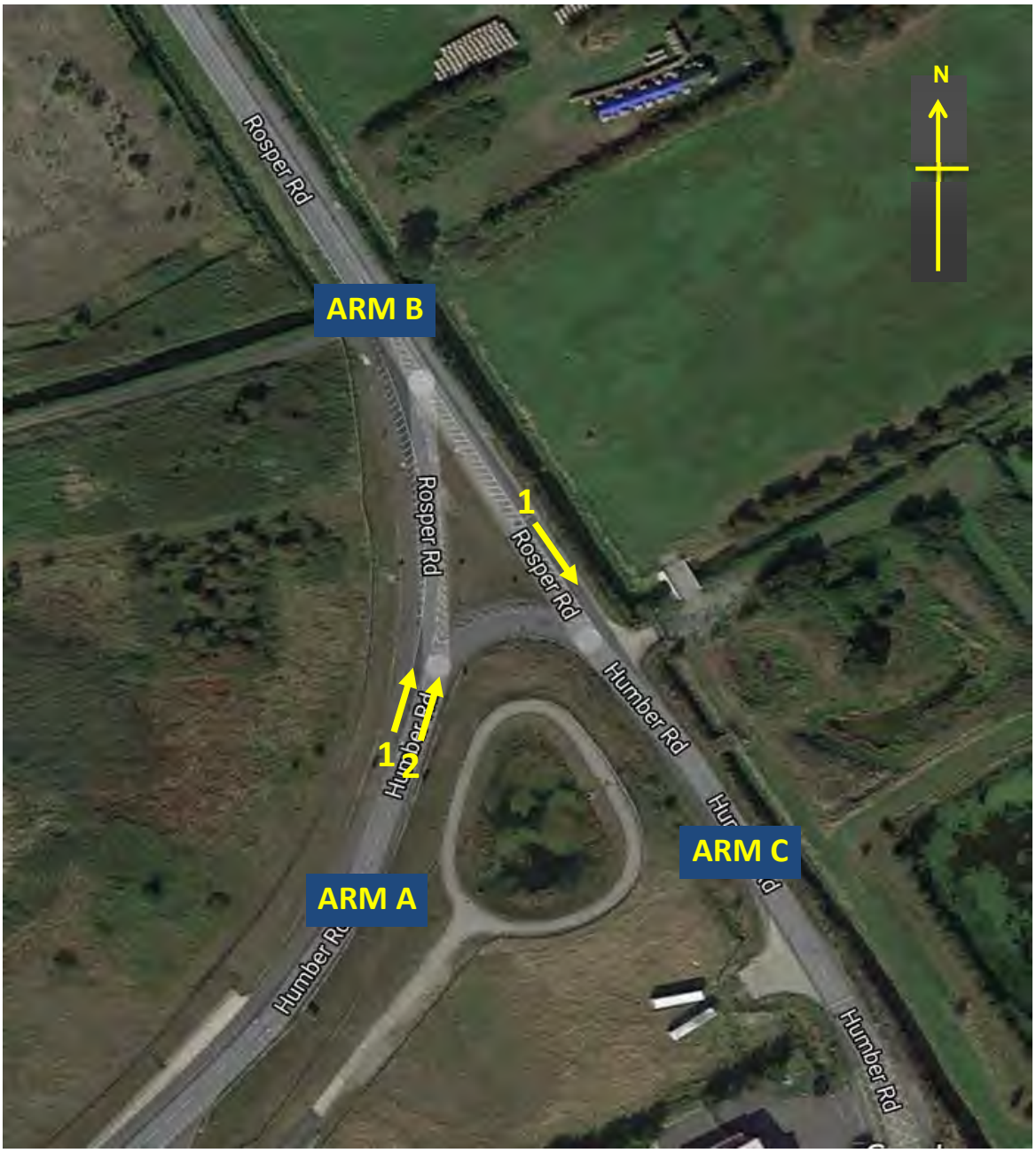
JOB NAME: IMMINGHAM DOCK

SITE: 4 **DATE:** 20/04/2022

LOCATION: ROBINSON ROAD (E) / CRESCENT ACCESS ROAD / ROBINSON ROAD (N) **DAY:** WEDNESDAY

TIME	TO ARM C ROBINSON ROAD (N)								FROM ARM C ROBINSON ROAD (N)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	20	15	6	10	0	0	5	56	5	2	0	14	0	0	0	21
07:15	49	11	6	12	0	0	2	80	2	3	2	10	0	0	0	17
07:30	62	11	5	15	0	2	0	95	1	3	3	15	0	0	0	22
07:45	55	15	5	15	0	1	0	91	2	2	1	16	0	0	0	21
H/TOT	186	52	22	52	0	3	7	322	10	10	6	55	0	0	0	81
08:00	41	8	3	15	0	0	1	68	16	2	3	16	0	0	0	37
08:15	38	11	5	12	0	1	0	67	7	4	3	18	0	0	0	32
08:30	33	7	3	15	0	1	0	59	19	3	4	14	0	0	0	40
08:45	29	11	4	14	0	0	0	58	5	7	9	14	0	0	0	35
H/TOT	141	37	15	56	0	2	1	252	47	16	19	62	0	0	0	144
09:00	12	7	3	12	0	0	0	34	22	7	3	11	0	0	0	43
09:15	14	10	4	17	0	0	0	45	10	4	1	15	0	0	0	30
09:30	7	7	2	9	0	0	0	25	9	4	3	10	0	0	0	26
09:45	5	7	5	9	0	0	0	26	6	8	1	13	0	0	0	28
H/TOT	38	31	14	47	0	0	0	130	47	23	8	49	0	0	0	127
10:00	4	6	3	12	0	0	0	25	7	8	4	10	0	0	0	29
10:15	7	5	4	16	0	0	0	32	3	4	6	15	0	0	0	28
10:30	6	9	3	13	0	0	0	31	4	7	1	15	0	0	0	27
10:45	6	5	2	19	0	0	0	32	3	9	5	13	0	0	0	30
H/TOT	23	25	12	60	0	0	0	120	17	28	16	53	0	0	0	114
11:00	6	6	3	18	0	1	0	34	9	8	2	20	0	0	0	39
11:15	7	8	6	19	0	0	0	40	4	6	4	11	0	0	0	25
11:30	11	3	4	15	0	0	0	33	5	5	3	14	0	0	0	27
11:45	4	7	5	13	0	0	0	29	8	10	6	16	0	0	0	40
H/TOT	28	24	18	65	0	1	0	136	26	29	15	61	0	0	0	131
12:00	5	5	2	7	0	0	0	19	15	6	4	19	0	0	0	44
12:15	8	4	2	12	0	0	0	26	9	7	3	15	0	0	0	34
12:30	10	5	6	10	0	0	0	31	9	4	3	13	0	2	0	31
12:45	12	2	4	13	0	0	0	31	9	3	3	17	0	0	0	32
H/TOT	35	16	14	42	0	0	0	107	42	20	13	64	0	2	0	141
13:00	18	8	4	14	0	1	1	46	20	13	6	13	0	0	0	52
13:15	22	2	3	16	0	0	0	43	8	8	2	16	0	0	0	34
13:30	13	7	5	21	0	0	0	46	8	3	3	20	0	0	0	34
13:45	13	8	3	20	0	0	0	44	10	6	4	16	0	0	0	36
H/TOT	66	25	15	71	0	1	1	179	46	30	15	65	0	0	0	156
14:00	3	3	5	22	0	0	0	33	18	12	5	16	0	0	0	51
14:15	6	4	2	21	0	0	0	33	8	5	6	21	0	0	0	40
14:30	8	9	2	14	0	0	0	33	11	6	8	17	0	1	0	43
14:45	3	7	5	19	0	0	0	34	11	2	3	11	0	0	0	27
H/TOT	20	23	14	76	0	0	0	133	48	25	22	65	0	1	0	161
15:00	7	4	2	10	0	0	0	23	16	13	1	14	0	1	0	45
15:15	3	1	6	17	0	0	0	27	14	7	4	13	0	1	1	40
15:30	7	5	1	11	0	0	0	24	15	8	11	12	0	0	1	47
15:45	3	3	3	19	0	0	0	28	18	6	8	19	0	0	0	51
H/TOT	20	13	12	57	0	0	0	102	63	34	24	58	0	2	2	183
16:00	2	4	3	14	0	0	0	23	47	16	5	23	0	1	1	93
16:15	2	1	0	13	0	0	0	16	38	13	3	24	0	0	1	79
16:30	8	3	2	5	0	0	0	18	60	12	0	15	0	0	3	90
16:45	5	1	2	13	0	1	0	22	37	2	6	18	0	0	1	64
H/TOT	17	9	7	45	0	1	0	79	182	43	14	80	0	1	6	326
17:00	16	1	0	11	0	0	0	28	74	6	2	23	0	0	0	105
17:15	17	1	1	7	0	0	0	26	32	5	7	16	0	0	0	60
17:30	16	3	3	14	0	1	0	37	33	4	5	12	0	2	1	57
17:45	9	1	0	4	0	0	0	14	34	5	3	11	0	1	0	54
H/TOT	58	6	4	36	0	1	0	105	173	20	17	62	0	3	1	276
18:00	4	3	2	0	0	2	0	11	36	4	2	5	0	0	1	48
18:15	9	0	0	1	0	0	0	10	12	3	6	6	0	0	0	27
18:30	7	1	1	3	0	0	0	12	8	0	3	4	0	0	0	15
18:45	4	0	0	5	0	0	0	9	9	2	5	7	0	0	1	24
H/TOT	24	4	3	9	0	2	0	42	65	9	16	22	0	0	2	114
P/TOT	656	265	150	616	0	11	9	1707	766	287	185	696	0	9	11	1954

SITE: 4	AUTI SURVEYS LTD	DATE: 16TH NOVEMBER 2021
LOCATION: ROSPER RD / HUMBER RD		DAY: TUESDAY



JOB TITLE: IMMINGHAM		JOB NUMBER: 10913

QUEUE LENGTHS

JOB REF: 10913

JOB NAME: IMMINGHAM

SITE: 4 **DATE:** 16/11/2021

LOCATION: HUMBER RD (SW) / ROSPER RD / HUMBER RD (SE) **DAY:** TUESDAY

NOTE: Queue Lengths recorded by the number of vehicles queuing at each 5-minute interval, by lane

TIME	ARM A HUMBER RD (SW)		ARM B ROSPER RD
	LANE 1	LANE 2	LANE 1
07:00	0	0	0
07:05	0	0	0
07:10	0	0	0
07:15	0	0	0
07:20	0	0	0
07:25	0	3	0
07:30	0	0	0
07:35	0	0	0
07:40	0	0	0
07:45	0	0	0
07:50	0	0	0
07:55	0	0	0
08:00	0	0	0
08:05	0	0	0
08:10	0	0	0
08:15	0	0	0
08:20	0	0	0
08:25	0	0	0
08:30	0	0	0
08:35	0	0	0
08:40	0	0	0
08:45	0	0	0
08:50	0	0	0
08:55	0	0	0
09:00	0	0	0
09:05	0	0	0
09:10	0	0	0
09:15	0	0	0
09:20	0	0	0
09:25	0	0	0
09:30	0	0	0
09:35	0	0	0
09:40	0	0	0
09:45	0	0	0
09:50	0	0	0
09:55	0	0	0

TIME	ARM A HUMBER RD (SW)		ARM B ROSPER RD
	LANE 1	LANE 2	LANE 1
16:00	0	0	0
16:05	0	0	0
16:10	0	0	0
16:15	0	0	0
16:20	0	0	0
16:25	0	0	0
16:30	0	0	0
16:35	0	0	0
16:40	0	0	0
16:45	0	0	0
16:50	0	0	0
16:55	0	0	0
17:00	0	0	0
17:05	0	0	0
17:10	0	0	0
17:15	0	0	0
17:20	0	0	0
17:25	0	0	0
17:30	0	0	0
17:35	0	0	0
17:40	0	0	0
17:45	0	0	0
17:50	0	0	0
17:55	0	0	0
18:00	0	1	0
18:05	0	0	0
18:10	0	0	0
18:15	0	0	0
18:20	0	0	0
18:25	0	0	0
18:30	0	0	0
18:35	0	0	0
18:40	0	0	0
18:45	0	0	0
18:50	0	0	0
18:55	0	0	0

MANUAL CLASSIFIED COUNTS

JOB REF: 10913

JOB NAME: IMMINGHAM

SITE: 4 **DATE:** 16/11/2021

LOCATION: HUMBER RD (SW) / ROSPER RD / HUMBER RD (SE) **DAY:** TUESDAY

TIME	A TO B FROM HUMBER RD (SW) TO ROSPER RD								A TO C FROM HUMBER RD (SW) TO HUMBER RD (SE)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	38	5	9	9	0	2	0	63	29	12	10	32	0	0	0	83
07:15	61	13	5	6	0	0	0	85	24	14	7	47	0	0	0	92
07:30	64	11	5	8	0	0	0	88	36	19	12	38	0	0	0	105
07:45	57	18	9	9	0	0	1	94	39	12	12	37	0	0	0	100
H/TOT	220	47	28	32	0	2	1	330	128	57	41	154	0	0	0	380
08:00	17	14	8	6	0	0	0	45	13	8	10	40	0	0	0	71
08:15	25	10	8	10	0	1	0	54	18	3	10	33	0	0	0	64
08:30	11	10	3	9	0	0	1	34	25	8	5	48	0	0	0	86
08:45	26	9	4	10	0	0	0	49	29	9	8	27	0	0	0	73
H/TOT	79	43	23	35	0	1	1	182	85	28	33	148	0	0	0	294
09:00	23	11	3	10	0	0	0	47	10	8	3	43	0	0	0	64
09:15	3	2	5	9	0	0	0	19	10	7	9	39	0	0	0	65
09:30	23	4	8	4	0	0	0	39	10	5	11	46	0	0	0	72
09:45	25	10	3	8	0	0	0	46	6	10	7	37	0	0	0	60
H/TOT	74	27	19	31	0	0	0	151	36	30	30	165	0	0	0	261
10:00	2	4	4	9	0	0	0	19	5	1	4	47	0	0	0	57
10:15	11	9	3	11	0	0	0	34	7	4	4	55	0	0	0	70
10:30	26	5	1	6	0	0	0	38	3	3	5	39	0	0	0	50
10:45	11	4	6	10	1	0	0	32	6	4	7	36	0	0	0	53
H/TOT	50	22	14	36	1	0	0	123	21	12	20	177	0	0	0	230
11:00	12	3	2	11	0	0	0	28	3	6	2	49	0	0	0	60
11:15	6	5	3	9	0	0	0	23	5	6	4	27	0	0	0	42
11:30	6	7	2	12	0	0	0	27	6	2	2	40	0	0	0	50
11:45	13	4	8	16	0	0	0	41	6	5	1	33	0	0	0	45
H/TOT	37	19	15	48	0	0	0	119	20	19	9	149	0	0	0	197
12:00	20	4	5	11	0	0	0	40	7	2	0	42	0	0	0	51
12:15	26	3	2	12	0	0	0	43	8	3	2	44	0	0	0	57
12:30	16	9	2	10	0	0	0	37	7	6	1	43	0	0	0	57
12:45	21	3	2	19	0	0	0	45	12	7	3	52	0	0	0	74
H/TOT	83	19	11	52	0	0	0	165	34	18	6	181	0	0	0	239
13:00	14	11	1	11	0	0	0	37	15	3	4	50	0	0	0	72
13:15	15	5	4	18	0	0	0	42	8	3	5	44	0	0	0	60
13:30	29	10	3	18	0	0	0	60	10	5	1	40	0	0	0	56
13:45	22	4	6	11	0	0	0	43	3	7	3	45	0	0	0	58
H/TOT	80	30	14	58	0	0	0	182	36	18	13	179	0	0	0	246
14:00	8	6	4	26	0	0	0	44	6	7	4	52	0	0	0	69
14:15	2	9	4	19	0	0	0	34	3	4	3	45	0	0	0	55
14:30	6	4	5	24	0	0	0	39	5	2	8	49	0	0	0	64
14:45	20	7	5	15	0	0	0	47	6	3	7	65	0	0	0	81
H/TOT	36	26	18	84	0	0	0	164	20	16	22	211	0	0	0	269
15:00	4	4	4	16	0	0	0	28	2	2	4	50	0	0	0	58
15:15	21	9	4	16	0	0	0	50	4	3	7	53	0	0	0	67
15:30	20	3	4	28	0	0	0	55	5	2	6	31	0	0	0	44
15:45	3	5	0	18	0	0	0	26	2	1	3	42	0	0	0	48
H/TOT	48	21	12	78	0	0	0	159	13	8	20	176	0	0	0	217
16:00	30	1	3	24	0	0	0	58	1	1	3	32	0	0	0	37
16:15	6	2	5	21	0	0	0	34	2	2	4	39	0	0	0	47
16:30	15	4	6	19	0	0	0	44	5	1	3	41	0	0	0	50
16:45	17	6	1	18	0	0	0	42	10	3	2	41	0	0	0	56
H/TOT	68	13	15	82	0	0	0	178	18	7	12	153	0	0	0	190
17:00	18	0	4	16	0	1	0	39	10	3	3	33	0	0	0	49
17:15	9	1	2	10	0	0	0	22	12	2	4	24	0	0	0	42
17:30	8	1	1	16	0	2	0	28	9	2	4	25	0	0	0	40
17:45	10	1	4	5	0	0	1	21	6	1	2	20	0	0	0	29
H/TOT	45	3	11	47	0	3	1	110	37	8	13	102	0	0	0	160
18:00	8	1	2	7	0	0	0	18	6	1	3	25	0	0	0	35
18:15	8	1	0	15	0	0	0	24	8	2	2	21	0	0	0	33
18:30	4	1	1	13	0	0	0	19	8	1	1	20	0	0	0	30
18:45	6	0	1	2	0	0	0	9	5	1	2	25	0	0	0	33
H/TOT	26	3	4	37	0	0	0	70	27	5	8	91	0	0	0	131
P/TOT	846	273	184	620	1	6	3	1933	475	226	227	1886	0	0	0	2814

MANUAL CLASSIFIED COUNTS

JOB REF: 10913

JOB NAME: IMMINGHAM

SITE: 4 **DATE:** 16/11/2021

LOCATION: HUMBER RD (SW) / ROSPER RD / HUMBER RD (SE) **DAY:** TUESDAY

TIME	B TO A FROM ROSPER RD TO HUMBER RD (SW)								B TO C FROM ROSPER RD TO HUMBER RD (SE)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	0	0	0	0	0	0	0	13	4	4	35	0	0	0	56
07:15	0	0	0	0	0	0	0	0	11	7	1	30	0	1	0	50
07:30	0	0	0	0	0	0	0	0	7	6	7	28	0	0	0	48
07:45	0	0	0	0	0	0	0	0	9	5	0	33	0	0	0	47
H/TOT	0	0	0	0	0	0	0	0	40	22	12	126	0	1	0	201
08:00	0	0	0	0	0	0	0	0	7	3	3	22	0	0	1	36
08:15	0	0	0	0	0	0	0	0	8	2	7	29	0	0	0	46
08:30	0	0	0	0	0	0	0	0	9	1	6	31	0	1	0	48
08:45	0	0	0	0	0	0	0	0	6	6	2	22	0	0	0	36
H/TOT	0	0	0	0	0	0	0	0	30	12	18	104	0	1	1	166
09:00	0	0	0	0	0	0	0	0	5	6	7	16	0	0	0	34
09:15	0	0	0	0	0	0	0	0	5	9	5	15	0	0	0	34
09:30	0	0	0	0	0	0	0	0	5	6	1	16	0	0	0	28
09:45	0	0	0	0	0	0	0	0	5	3	3	13	0	0	0	24
H/TOT	0	0	0	0	0	0	0	0	20	24	16	60	0	0	0	120
10:00	0	0	0	0	0	0	0	0	2	7	4	11	0	0	0	24
10:15	0	0	0	0	0	0	0	0	2	4	5	10	0	0	0	21
10:30	0	0	0	0	0	0	0	0	8	7	5	16	0	0	0	36
10:45	0	0	0	0	0	0	0	0	4	8	6	25	0	0	0	43
H/TOT	0	0	0	0	0	0	0	0	16	26	20	62	0	0	0	124
11:00	0	0	0	0	0	0	0	0	4	7	3	13	0	0	0	27
11:15	0	0	0	0	0	0	0	0	3	8	10	11	0	0	0	32
11:30	0	0	0	0	0	0	0	0	4	7	2	9	0	0	0	22
11:45	0	0	0	0	0	0	0	0	13	4	6	16	0	0	0	39
H/TOT	0	0	0	0	0	0	0	0	24	26	21	49	0	0	0	120
12:00	0	0	0	0	0	0	0	0	12	6	3	11	0	0	0	32
12:15	0	0	0	0	0	0	0	0	12	11	6	14	0	0	0	43
12:30	0	0	0	0	0	0	0	0	8	6	5	9	2	0	0	30
12:45	0	0	0	0	0	0	0	0	10	4	4	22	0	0	0	40
H/TOT	0	0	0	0	0	0	0	0	42	27	18	56	2	0	0	145
13:00	0	0	0	0	0	0	0	0	11	6	5	15	0	0	0	37
13:15	0	0	0	0	0	0	0	0	7	5	4	20	0	0	0	36
13:30	0	0	0	0	0	0	0	0	12	7	2	12	0	0	0	33
13:45	0	0	0	0	0	0	0	0	13	2	8	13	0	0	0	36
H/TOT	0	0	0	0	0	0	0	0	43	20	19	60	0	0	0	142
14:00	0	0	0	0	0	0	0	0	15	5	14	12	0	0	0	46
14:15	0	0	0	0	0	0	0	0	16	15	8	29	0	0	0	68
14:30	0	0	0	0	0	0	0	0	7	13	5	16	0	0	0	41
14:45	0	0	0	0	0	0	0	0	23	11	6	17	0	0	0	57
H/TOT	0	0	0	0	0	0	0	0	61	44	33	74	0	0	0	212
15:00	0	0	0	0	0	0	0	0	19	8	9	18	0	0	0	54
15:15	0	0	0	0	0	0	0	0	12	7	10	21	0	0	0	50
15:30	0	0	0	0	0	0	0	0	17	14	8	18	0	0	0	57
15:45	0	0	0	0	0	0	0	0	27	13	7	16	0	0	0	63
H/TOT	0	0	0	0	0	0	0	0	75	42	34	73	0	0	0	224
16:00	0	0	0	0	0	0	0	0	62	10	3	22	0	0	0	97
16:15	0	0	0	0	0	0	0	0	31	7	6	27	0	0	0	71
16:30	0	0	0	0	0	0	0	0	53	11	10	29	0	1	2	106
16:45	0	0	0	0	0	0	0	0	45	2	3	19	0	2	0	71
H/TOT	0	0	0	0	0	0	0	0	191	30	22	97	0	3	2	345
17:00	0	0	0	0	0	0	0	0	47	6	3	18	0	1	0	75
17:15	0	0	0	0	0	0	0	0	31	1	4	18	0	0	1	55
17:30	0	0	0	0	0	0	0	0	30	0	2	20	0	0	1	53
17:45	0	0	0	0	0	0	0	0	17	3	6	17	0	0	0	43
H/TOT	0	0	0	0	0	0	0	0	125	10	15	73	0	1	2	226
18:00	0	0	0	0	0	0	0	0	24	1	5	15	0	1	0	46
18:15	0	0	0	0	0	0	0	0	10	0	2	16	0	0	0	28
18:30	0	0	0	0	0	0	0	0	13	3	5	10	0	0	0	31
18:45	0	0	0	0	0	0	0	0	6	0	4	5	0	0	0	15
H/TOT	0	0	0	0	0	0	0	0	53	4	16	46	0	1	0	120
P/TOT	0	0	0	0	0	0	0	0	720	287	244	880	2	7	5	2145

MANUAL CLASSIFIED COUNTS

JOB REF: 10913

JOB NAME: IMMINGHAM

SITE: 4 **DATE:** 16/11/2021

LOCATION: HUMBER RD (SW) / ROSPER RD / HUMBER RD (SE) **DAY:** TUESDAY

TIME	C TO A FROM HUMBER RD (SE) TO HUMBER RD (SW)								C TO B FROM HUMBER RD (SE) TO ROSPER RD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
P/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

MANUAL CLASSIFIED COUNTS

JOB REF: 10913

JOB NAME: IMMINGHAM

SITE: 4 **DATE:** 16/11/2021

LOCATION: HUMBER RD (SW) / ROSPER RD / HUMBER RD (SE) **DAY:** TUESDAY

TIME	TO ARM A HUMBER RD (SW)								FROM ARM A HUMBER RD (SW)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	0	0	0	0	0	0	0	67	17	19	41	0	2	0	146
07:15	0	0	0	0	0	0	0	0	85	27	12	53	0	0	0	177
07:30	0	0	0	0	0	0	0	0	100	30	17	46	0	0	0	193
07:45	0	0	0	0	0	0	0	0	96	30	21	46	0	0	1	194
H/TOT	0	0	0	0	0	0	0	0	348	104	69	186	0	2	1	710
08:00	0	0	0	0	0	0	0	0	30	22	18	46	0	0	0	116
08:15	0	0	0	0	0	0	0	0	43	13	18	43	0	1	0	118
08:30	0	0	0	0	0	0	0	0	36	18	8	57	0	0	1	120
08:45	0	0	0	0	0	0	0	0	55	18	12	37	0	0	0	122
H/TOT	0	0	0	0	0	0	0	0	164	71	56	183	0	1	1	476
09:00	0	0	0	0	0	0	0	0	33	19	6	53	0	0	0	111
09:15	0	0	0	0	0	0	0	0	13	9	14	48	0	0	0	84
09:30	0	0	0	0	0	0	0	0	33	9	19	50	0	0	0	111
09:45	0	0	0	0	0	0	0	0	31	20	10	45	0	0	0	106
H/TOT	0	0	0	0	0	0	0	0	110	57	49	196	0	0	0	412
10:00	0	0	0	0	0	0	0	0	7	5	8	56	0	0	0	76
10:15	0	0	0	0	0	0	0	0	18	13	7	66	0	0	0	104
10:30	0	0	0	0	0	0	0	0	29	8	6	45	0	0	0	88
10:45	0	0	0	0	0	0	0	0	17	8	13	46	1	0	0	85
H/TOT	0	0	0	0	0	0	0	0	71	34	34	213	1	0	0	353
11:00	0	0	0	0	0	0	0	0	15	9	4	60	0	0	0	88
11:15	0	0	0	0	0	0	0	0	11	11	7	36	0	0	0	65
11:30	0	0	0	0	0	0	0	0	12	9	4	52	0	0	0	77
11:45	0	0	0	0	0	0	0	0	19	9	9	49	0	0	0	86
H/TOT	0	0	0	0	0	0	0	0	57	38	24	197	0	0	0	316
12:00	0	0	0	0	0	0	0	0	27	6	5	53	0	0	0	91
12:15	0	0	0	0	0	0	0	0	34	6	4	56	0	0	0	100
12:30	0	0	0	0	0	0	0	0	23	15	3	53	0	0	0	94
12:45	0	0	0	0	0	0	0	0	33	10	5	71	0	0	0	119
H/TOT	0	0	0	0	0	0	0	0	117	37	17	233	0	0	0	404
13:00	0	0	0	0	0	0	0	0	29	14	5	61	0	0	0	109
13:15	0	0	0	0	0	0	0	0	23	8	9	62	0	0	0	102
13:30	0	0	0	0	0	0	0	0	39	15	4	58	0	0	0	116
13:45	0	0	0	0	0	0	0	0	25	11	9	56	0	0	0	101
H/TOT	0	0	0	0	0	0	0	0	116	48	27	237	0	0	0	428
14:00	0	0	0	0	0	0	0	0	14	13	8	78	0	0	0	113
14:15	0	0	0	0	0	0	0	0	5	13	7	64	0	0	0	89
14:30	0	0	0	0	0	0	0	0	11	6	13	73	0	0	0	103
14:45	0	0	0	0	0	0	0	0	26	10	12	80	0	0	0	128
H/TOT	0	0	0	0	0	0	0	0	56	42	40	295	0	0	0	433
15:00	0	0	0	0	0	0	0	0	6	6	8	66	0	0	0	86
15:15	0	0	0	0	0	0	0	0	25	12	11	69	0	0	0	117
15:30	0	0	0	0	0	0	0	0	25	5	10	59	0	0	0	99
15:45	0	0	0	0	0	0	0	0	5	6	3	60	0	0	0	74
H/TOT	0	0	0	0	0	0	0	0	61	29	32	254	0	0	0	376
16:00	0	0	0	0	0	0	0	0	31	2	6	56	0	0	0	95
16:15	0	0	0	0	0	0	0	0	8	4	9	60	0	0	0	81
16:30	0	0	0	0	0	0	0	0	20	5	9	60	0	0	0	94
16:45	0	0	0	0	0	0	0	0	27	9	3	59	0	0	0	98
H/TOT	0	0	0	0	0	0	0	0	86	20	27	235	0	0	0	368
17:00	0	0	0	0	0	0	0	0	28	3	7	49	0	1	0	88
17:15	0	0	0	0	0	0	0	0	21	3	6	34	0	0	0	64
17:30	0	0	0	0	0	0	0	0	17	3	5	41	0	2	0	68
17:45	0	0	0	0	0	0	0	0	16	2	6	25	0	0	1	50
H/TOT	0	0	0	0	0	0	0	0	82	11	24	149	0	3	1	270
18:00	0	0	0	0	0	0	0	0	14	2	5	32	0	0	0	53
18:15	0	0	0	0	0	0	0	0	16	3	2	36	0	0	0	57
18:30	0	0	0	0	0	0	0	0	12	2	2	33	0	0	0	49
18:45	0	0	0	0	0	0	0	0	11	1	3	27	0	0	0	42
H/TOT	0	0	0	0	0	0	0	0	53	8	12	128	0	0	0	201
P/TOT	0	0	0	0	0	0	0	0	1321	499	411	2506	1	6	3	4747

MANUAL CLASSIFIED COUNTS

JOB REF: 10913

JOB NAME: IMMINGHAM

SITE: 4 **DATE:** 16/11/2021

LOCATION: HUMBER RD (SW) / ROSPER RD / HUMBER RD (SE) **DAY:** TUESDAY

TIME	TO ARM B ROSPER RD								FROM ARM B ROSPER RD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	38	5	9	9	0	2	0	63	13	4	4	35	0	0	0	56
07:15	61	13	5	6	0	0	0	85	11	7	1	30	0	1	0	50
07:30	64	11	5	8	0	0	0	88	7	6	7	28	0	0	0	48
07:45	57	18	9	9	0	0	1	94	9	5	0	33	0	0	0	47
H/TOT	220	47	28	32	0	2	1	330	40	22	12	126	0	1	0	201
08:00	17	14	8	6	0	0	0	45	7	3	3	22	0	0	1	36
08:15	25	10	8	10	0	1	0	54	8	2	7	29	0	0	0	46
08:30	11	10	3	9	0	0	1	34	9	1	6	31	0	1	0	48
08:45	26	9	4	10	0	0	0	49	6	6	2	22	0	0	0	36
H/TOT	79	43	23	35	0	1	1	182	30	12	18	104	0	1	1	166
09:00	23	11	3	10	0	0	0	47	5	6	7	16	0	0	0	34
09:15	3	2	5	9	0	0	0	19	5	9	5	15	0	0	0	34
09:30	23	4	8	4	0	0	0	39	5	6	1	16	0	0	0	28
09:45	25	10	3	8	0	0	0	46	5	3	3	13	0	0	0	24
H/TOT	74	27	19	31	0	0	0	151	20	24	16	60	0	0	0	120
10:00	2	4	4	9	0	0	0	19	2	7	4	11	0	0	0	24
10:15	11	9	3	11	0	0	0	34	2	4	5	10	0	0	0	21
10:30	26	5	1	6	0	0	0	38	8	7	5	16	0	0	0	36
10:45	11	4	6	10	1	0	0	32	4	8	6	25	0	0	0	43
H/TOT	50	22	14	36	1	0	0	123	16	26	20	62	0	0	0	124
11:00	12	3	2	11	0	0	0	28	4	7	3	13	0	0	0	27
11:15	6	5	3	9	0	0	0	23	3	8	10	11	0	0	0	32
11:30	6	7	2	12	0	0	0	27	4	7	2	9	0	0	0	22
11:45	13	4	8	16	0	0	0	41	13	4	6	16	0	0	0	39
H/TOT	37	19	15	48	0	0	0	119	24	26	21	49	0	0	0	120
12:00	20	4	5	11	0	0	0	40	12	6	3	11	0	0	0	32
12:15	26	3	2	12	0	0	0	43	12	11	6	14	0	0	0	43
12:30	16	9	2	10	0	0	0	37	8	6	5	9	2	0	0	30
12:45	21	3	2	19	0	0	0	45	10	4	4	22	0	0	0	40
H/TOT	83	19	11	52	0	0	0	165	42	27	18	56	2	0	0	145
13:00	14	11	1	11	0	0	0	37	11	6	5	15	0	0	0	37
13:15	15	5	4	18	0	0	0	42	7	5	4	20	0	0	0	36
13:30	29	10	3	18	0	0	0	60	12	7	2	12	0	0	0	33
13:45	22	4	6	11	0	0	0	43	13	2	8	13	0	0	0	36
H/TOT	80	30	14	58	0	0	0	182	43	20	19	60	0	0	0	142
14:00	8	6	4	26	0	0	0	44	15	5	14	12	0	0	0	46
14:15	2	9	4	19	0	0	0	34	16	15	8	29	0	0	0	68
14:30	6	4	5	24	0	0	0	39	7	13	5	16	0	0	0	41
14:45	20	7	5	15	0	0	0	47	23	11	6	17	0	0	0	57
H/TOT	36	26	18	84	0	0	0	164	61	44	33	74	0	0	0	212
15:00	4	4	4	16	0	0	0	28	19	8	9	18	0	0	0	54
15:15	21	9	4	16	0	0	0	50	12	7	10	21	0	0	0	50
15:30	20	3	4	28	0	0	0	55	17	14	8	18	0	0	0	57
15:45	3	5	0	18	0	0	0	26	27	13	7	16	0	0	0	63
H/TOT	48	21	12	78	0	0	0	159	75	42	34	73	0	0	0	224
16:00	30	1	3	24	0	0	0	58	62	10	3	22	0	0	0	97
16:15	6	2	5	21	0	0	0	34	31	7	6	27	0	0	0	71
16:30	15	4	6	19	0	0	0	44	53	11	10	29	0	1	2	106
16:45	17	6	1	18	0	0	0	42	45	2	3	19	0	2	0	71
H/TOT	68	13	15	82	0	0	0	178	191	30	22	97	0	3	2	345
17:00	18	0	4	16	0	1	0	39	47	6	3	18	0	1	0	75
17:15	9	1	2	10	0	0	0	22	31	1	4	18	0	0	1	55
17:30	8	1	1	16	0	2	0	28	30	0	2	20	0	0	1	53
17:45	10	1	4	5	0	0	1	21	17	3	6	17	0	0	0	43
H/TOT	45	3	11	47	0	3	1	110	125	10	15	73	0	1	2	226
18:00	8	1	2	7	0	0	0	18	24	1	5	15	0	1	0	46
18:15	8	1	0	15	0	0	0	24	10	0	2	16	0	0	0	28
18:30	4	1	1	13	0	0	0	19	13	3	5	10	0	0	0	31
18:45	6	0	1	2	0	0	0	9	6	0	4	5	0	0	0	15
H/TOT	26	3	4	37	0	0	0	70	53	4	16	46	0	1	0	120
P/TOT	846	273	184	620	1	6	3	1933	720	287	244	880	2	7	5	2145

MANUAL CLASSIFIED COUNTS

JOB REF: 10913

JOB NAME: IMMINGHAM

SITE: 4 **DATE:** 16/11/2021

LOCATION: HUMBER RD (SW) / ROSPER RD / HUMBER RD (SE) **DAY:** TUESDAY

TIME	TO ARM C HUMBER RD (SE)								FROM ARM C HUMBER RD (SE)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	42	16	14	67	0	0	0	139	0	0	0	0	0	0	0	0
07:15	35	21	8	77	0	1	0	142	0	0	0	0	0	0	0	0
07:30	43	25	19	66	0	0	0	153	0	0	0	0	0	0	0	0
07:45	48	17	12	70	0	0	0	147	0	0	0	0	0	0	0	0
H/TOT	168	79	53	280	0	1	0	581	0	0	0	0	0	0	0	0
08:00	20	11	13	62	0	0	1	107	0	0	0	0	0	0	0	0
08:15	26	5	17	62	0	0	0	110	0	0	0	0	0	0	0	0
08:30	34	9	11	79	0	1	0	134	0	0	0	0	0	0	0	0
08:45	35	15	10	49	0	0	0	109	0	0	0	0	0	0	0	0
H/TOT	115	40	51	252	0	1	1	460	0	0	0	0	0	0	0	0
09:00	15	14	10	59	0	0	0	98	0	0	0	0	0	0	0	0
09:15	15	16	14	54	0	0	0	99	0	0	0	0	0	0	0	0
09:30	15	11	12	62	0	0	0	100	0	0	0	0	0	0	0	0
09:45	11	13	10	50	0	0	0	84	0	0	0	0	0	0	0	0
H/TOT	56	54	46	225	0	0	0	381	0	0	0	0	0	0	0	0
10:00	7	8	8	58	0	0	0	81	0	0	0	0	0	0	0	0
10:15	9	8	9	65	0	0	0	91	0	0	0	0	0	0	0	0
10:30	11	10	10	55	0	0	0	86	0	0	0	0	0	0	0	0
10:45	10	12	13	61	0	0	0	96	0	0	0	0	0	0	0	0
H/TOT	37	38	40	239	0	0	0	354	0	0	0	0	0	0	0	0
11:00	7	13	5	62	0	0	0	87	0	0	0	0	0	0	0	0
11:15	8	14	14	38	0	0	0	74	0	0	0	0	0	0	0	0
11:30	10	9	4	49	0	0	0	72	0	0	0	0	0	0	0	0
11:45	19	9	7	49	0	0	0	84	0	0	0	0	0	0	0	0
H/TOT	44	45	30	198	0	0	0	317	0	0	0	0	0	0	0	0
12:00	19	8	3	53	0	0	0	83	0	0	0	0	0	0	0	0
12:15	20	14	8	58	0	0	0	100	0	0	0	0	0	0	0	0
12:30	15	12	6	52	2	0	0	87	0	0	0	0	0	0	0	0
12:45	22	11	7	74	0	0	0	114	0	0	0	0	0	0	0	0
H/TOT	76	45	24	237	2	0	0	384	0	0	0	0	0	0	0	0
13:00	26	9	9	65	0	0	0	109	0	0	0	0	0	0	0	0
13:15	15	8	9	64	0	0	0	96	0	0	0	0	0	0	0	0
13:30	22	12	3	52	0	0	0	89	0	0	0	0	0	0	0	0
13:45	16	9	11	58	0	0	0	94	0	0	0	0	0	0	0	0
H/TOT	79	38	32	239	0	0	0	388	0	0	0	0	0	0	0	0
14:00	21	12	18	64	0	0	0	115	0	0	0	0	0	0	0	0
14:15	19	19	11	74	0	0	0	123	0	0	0	0	0	0	0	0
14:30	12	15	13	65	0	0	0	105	0	0	0	0	0	0	0	0
14:45	29	14	13	82	0	0	0	138	0	0	0	0	0	0	0	0
H/TOT	81	60	55	285	0	0	0	481	0	0	0	0	0	0	0	0
15:00	21	10	13	68	0	0	0	112	0	0	0	0	0	0	0	0
15:15	16	10	17	74	0	0	0	117	0	0	0	0	0	0	0	0
15:30	22	16	14	49	0	0	0	101	0	0	0	0	0	0	0	0
15:45	29	14	10	58	0	0	0	111	0	0	0	0	0	0	0	0
H/TOT	88	50	54	249	0	0	0	441	0	0	0	0	0	0	0	0
16:00	63	11	6	54	0	0	0	134	0	0	0	0	0	0	0	0
16:15	33	9	10	66	0	0	0	118	0	0	0	0	0	0	0	0
16:30	58	12	13	70	0	1	2	156	0	0	0	0	0	0	0	0
16:45	55	5	5	60	0	2	0	127	0	0	0	0	0	0	0	0
H/TOT	209	37	34	250	0	3	2	535	0	0	0	0	0	0	0	0
17:00	57	9	6	51	0	1	0	124	0	0	0	0	0	0	0	0
17:15	43	3	8	42	0	0	1	97	0	0	0	0	0	0	0	0
17:30	39	2	6	45	0	0	1	93	0	0	0	0	0	0	0	0
17:45	23	4	8	37	0	0	0	72	0	0	0	0	0	0	0	0
H/TOT	162	18	28	175	0	1	2	386	0	0	0	0	0	0	0	0
18:00	30	2	8	40	0	1	0	81	0	0	0	0	0	0	0	0
18:15	18	2	4	37	0	0	0	61	0	0	0	0	0	0	0	0
18:30	21	4	6	30	0	0	0	61	0	0	0	0	0	0	0	0
18:45	11	1	6	30	0	0	0	48	0	0	0	0	0	0	0	0
H/TOT	80	9	24	137	0	1	0	251	0	0	0	0	0	0	0	0
P/TOT	1195	513	471	2766	2	7	5	4959	0	0	0	0	0	0	0	0

SITE: 5	AUTI SURVEYS LTD	DATE: 20TH APRIL 2022
LOCATION: IMMINGHAM DOCK		DAY: WEDNESDAY

JOB TITLE: IMMINGHAM DOCK		JOB NUMBER: 11240

MANUAL CLASSIFIED COUNTS

JOB REF: 11240

JOB NAME: IMMINGHAM DOCK

SITE: 5 **DATE:** 20/04/2022

LOCATION: ROBINSON ROAD (W) / EAST RIVERSIDE / ROBINSON ROAD (E) **DAY:** WEDNESDAY

TIME	A TO B FROM ROBINSON ROAD (W) TO EAST RIVERSIDE								A TO C FROM ROBINSON ROAD (W) TO ROBINSON ROAD (E)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	1	0	1	0	0	0	2	5	1	0	11	0	0	0	17
07:15	0	1	1	1	0	0	0	3	2	2	1	7	0	0	0	12
07:30	0	2	1	2	0	0	0	5	1	1	2	6	0	0	0	10
07:45	0	1	0	1	0	0	0	2	2	1	1	14	0	0	0	18
H/TOT	0	5	2	5	0	0	0	12	10	5	4	38	0	0	0	57
08:00	0	0	0	3	0	0	0	3	16	2	3	10	0	0	0	31
08:15	0	0	0	0	0	0	0	0	7	4	3	15	0	0	0	29
08:30	0	0	1	2	0	0	0	3	20	3	3	11	0	0	0	37
08:45	0	3	4	1	0	0	0	8	5	4	5	10	0	0	0	24
H/TOT	0	3	5	6	0	0	0	14	48	13	14	46	0	0	0	121
09:00	0	1	2	0	0	0	0	3	22	7	1	10	0	0	0	40
09:15	0	2	1	0	0	0	0	3	10	2	0	15	0	0	0	27
09:30	0	3	1	1	0	0	0	5	9	1	1	9	0	0	0	20
09:45	1	1	0	0	0	0	0	2	5	7	1	13	0	0	0	26
H/TOT	1	7	4	1	0	0	0	13	46	17	3	47	0	0	0	113
10:00	0	1	1	1	0	0	0	3	7	7	3	4	0	0	0	21
10:15	0	0	0	1	0	0	0	1	3	5	7	10	0	0	0	25
10:30	0	2	0	2	0	0	0	4	4	5	1	9	0	0	0	19
10:45	0	1	0	3	0	0	0	4	3	7	5	7	0	0	0	22
H/TOT	0	4	1	7	0	0	0	12	17	24	16	30	0	0	0	87
11:00	0	0	0	1	0	0	0	1	8	8	2	15	0	0	0	33
11:15	0	0	0	1	0	0	0	1	5	6	4	7	0	0	0	22
11:30	0	1	0	2	0	0	0	3	5	4	2	8	0	0	0	19
11:45	0	1	2	1	0	0	0	4	8	8	4	13	0	0	0	33
H/TOT	0	2	2	5	0	0	0	9	26	26	12	43	0	0	0	107
12:00	1	2	0	1	0	0	0	4	14	5	4	18	0	0	0	41
12:15	1	1	2	0	0	0	0	4	8	6	1	16	0	0	0	31
12:30	0	2	0	2	0	0	0	4	8	2	4	11	0	2	0	27
12:45	0	1	1	2	0	0	0	4	10	2	2	12	0	0	0	26
H/TOT	2	6	3	5	0	0	0	16	40	15	11	57	0	2	0	125
13:00	1	3	3	2	0	0	0	9	19	10	3	8	0	0	0	40
13:15	1	2	0	2	0	0	0	5	7	6	2	11	0	0	0	26
13:30	0	0	0	3	0	0	0	3	8	3	3	13	0	0	0	27
13:45	0	2	1	1	0	0	0	4	10	4	2	13	0	0	0	29
H/TOT	2	7	4	8	0	0	0	21	44	23	10	45	0	0	0	122
14:00	0	0	0	4	0	0	0	4	18	12	5	9	0	0	0	44
14:15	0	1	0	2	0	0	0	3	8	4	6	15	0	0	0	33
14:30	0	2	2	3	0	0	0	7	11	4	5	9	0	1	0	30
14:45	0	0	0	1	0	0	0	1	11	2	3	11	0	0	0	27
H/TOT	0	3	2	10	0	0	0	15	48	22	19	44	0	1	0	134
15:00	0	2	0	0	0	0	0	2	16	10	1	17	0	1	0	45
15:15	1	2	1	0	0	0	0	4	13	6	3	15	0	1	0	38
15:30	0	0	2	1	0	0	0	3	15	8	7	9	0	0	1	40
15:45	0	0	2	2	0	0	0	4	19	6	7	17	0	0	0	49
H/TOT	1	4	5	3	0	0	0	13	63	30	18	58	0	2	1	172
16:00	0	4	0	3	0	0	0	7	47	12	4	16	0	1	2	82
16:15	0	2	0	2	0	0	0	4	38	12	3	17	0	0	2	72
16:30	0	0	0	2	0	0	0	2	59	12	0	9	0	0	3	83
16:45	0	0	0	2	0	0	0	2	38	2	5	12	0	0	1	58
H/TOT	0	6	0	9	0	0	0	15	182	38	12	54	0	1	8	295
17:00	0	1	0	1	0	0	0	2	79	6	2	18	0	0	0	105
17:15	0	0	0	1	0	0	0	1	32	5	7	15	0	0	0	59
17:30	0	0	0	1	0	0	0	1	31	3	5	10	0	2	1	52
17:45	0	0	0	0	0	0	0	0	39	6	3	11	0	1	0	60
H/TOT	0	1	0	3	0	0	0	4	181	20	17	54	0	3	1	276
18:00	1	0	0	0	0	0	0	1	35	3	2	5	0	0	1	46
18:15	0	0	0	0	0	0	0	0	12	3	6	6	0	0	0	27
18:30	0	0	0	0	0	0	0	0	8	0	3	4	0	0	0	15
18:45	0	0	0	1	0	0	0	1	9	2	6	6	0	0	2	25
H/TOT	1	0	0	1	0	0	0	2	64	8	17	21	0	0	3	113
P/TOT	7	48	28	63	0	0	0	146	769	241	153	537	0	9	13	1722

MANUAL CLASSIFIED COUNTS

JOB REF: 11240

JOB NAME: IMMINGHAM DOCK

SITE: 5 **DATE:** 20/04/2022

LOCATION: ROBINSON ROAD (W) / EAST RIVERSIDE / ROBINSON ROAD (E) **DAY:** WEDNESDAY

TIME	B TO A FROM EAST RIVERSIDE TO ROBINSON ROAD (W)								B TO C FROM EAST RIVERSIDE TO ROBINSON ROAD (E)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	6	4	1	0	0	0	11	2	1	0	0	0	0	0	3
07:15	1	0	0	1	0	0	0	2	0	2	2	0	0	0	0	4
07:30	0	0	1	0	0	0	0	1	1	2	0	0	0	0	0	3
07:45	0	1	0	1	0	0	0	2	0	1	0	0	0	0	0	1
H/TOT	1	7	5	3	0	0	0	16	3	6	2	0	0	0	0	11
08:00	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
08:15	0	2	1	2	0	0	0	5	0	3	0	0	0	0	0	3
08:30	0	0	0	1	0	0	0	1	0	3	0	2	0	0	0	5
08:45	0	5	0	0	0	0	0	5	0	2	0	0	0	0	0	2
H/TOT	0	7	1	3	0	0	0	11	0	9	0	2	0	0	0	11
09:00	0	2	0	1	0	0	0	3	0	0	1	0	0	0	0	1
09:15	0	1	1	0	0	0	0	2	0	1	0	0	0	0	0	1
09:30	0	1	0	0	0	0	0	1	0	1	1	0	0	0	0	2
09:45	0	3	2	2	0	0	0	7	0	0	0	0	0	0	0	0
H/TOT	0	7	3	3	0	0	0	13	0	2	2	0	0	0	0	4
10:00	0	1	1	0	0	0	0	2	4	2	0	0	0	0	0	6
10:15	0	1	0	1	0	0	0	2	1	0	1	0	0	0	0	2
10:30	0	2	0	1	0	0	0	3	0	4	0	1	0	0	0	5
10:45	0	3	0	3	0	0	0	6	1	0	0	0	0	0	0	1
H/TOT	0	7	1	5	0	0	0	13	6	6	1	1	0	0	0	14
11:00	0	0	0	1	0	0	0	1	1	1	0	0	0	0	1	3
11:15	0	1	1	1	0	0	0	3	0	1	0	0	0	0	0	1
11:30	1	1	0	1	0	0	0	3	1	0	0	0	0	0	0	1
11:45	0	0	0	1	0	0	0	1	0	2	0	0	0	0	0	2
H/TOT	1	2	1	4	0	0	0	8	2	4	0	0	0	0	1	7
12:00	1	0	0	1	0	0	0	2	1	1	1	0	0	0	0	3
12:15	1	0	1	0	0	0	0	2	1	0	0	0	0	0	0	1
12:30	1	1	3	1	0	0	0	6	1	3	1	0	0	0	0	5
12:45	0	0	1	0	0	0	0	1	0	1	0	0	0	0	0	1
H/TOT	3	1	5	2	0	0	0	11	3	5	2	0	0	0	0	10
13:00	1	1	0	0	0	0	0	2	1	3	0	0	0	0	0	4
13:15	0	0	0	2	0	0	0	2	0	0	0	1	0	0	0	1
13:30	0	1	2	0	0	0	0	3	0	1	1	0	0	0	0	2
13:45	0	4	0	1	0	0	0	5	0	0	0	0	0	0	0	0
H/TOT	1	6	2	3	0	0	0	12	1	4	1	1	0	0	0	7
14:00	0	0	1	2	0	0	0	3	0	0	0	0	0	0	0	0
14:15	0	1	0	1	0	0	0	2	0	2	0	1	0	0	0	3
14:30	0	1	2	0	0	0	0	3	2	0	0	0	0	0	0	2
14:45	0	1	2	2	0	0	0	5	1	4	0	1	0	0	0	6
H/TOT	0	3	5	5	0	0	0	13	3	6	0	2	0	0	0	11
15:00	1	1	0	0	0	0	0	2	2	3	0	1	0	0	0	6
15:15	0	0	1	0	0	0	0	1	3	2	0	0	0	0	0	5
15:30	0	1	0	0	0	0	0	1	0	0	2	0	0	0	0	2
15:45	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2
H/TOT	1	2	1	0	0	0	0	4	5	7	2	1	0	0	0	15
16:00	0	0	0	1	0	0	0	1	0	0	1	0	0	0	0	1
16:15	0	0	0	2	0	0	0	2	8	2	0	0	0	1	0	11
16:30	0	0	0	0	0	0	0	0	8	2	0	0	0	1	0	11
16:45	0	1	0	2	0	0	0	3	7	0	0	1	0	1	0	9
H/TOT	0	1	0	5	0	0	0	6	23	4	1	1	0	3	0	32
17:00	0	0	0	1	0	0	0	1	5	3	0	1	0	0	0	9
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	1	0	0	0	1	6	0	0	0	0	0	0	6
17:45	0	0	0	0	0	0	0	0	3	0	1	1	0	0	0	5
H/TOT	0	0	0	2	0	0	0	2	14	3	1	2	0	0	0	20
18:00	0	0	0	0	0	0	0	0	3	0	0	0	0	0	1	4
18:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
18:30	1	0	0	0	0	0	0	1	2	0	0	0	0	0	0	2
18:45	0	0	0	2	0	0	0	2	2	0	0	0	0	0	0	2
H/TOT	1	0	0	2	0	0	0	3	8	0	0	0	0	0	1	9
P/TOT	8	43	24	37	0	0	0	112	68	56	12	10	0	3	2	151

MANUAL CLASSIFIED COUNTS

JOB REF: 11240

JOB NAME: IMMINGHAM DOCK

SITE: 5 **DATE:** 20/04/2022

LOCATION: ROBINSON ROAD (W) / EAST RIVERSIDE / ROBINSON ROAD (E) **DAY:** WEDNESDAY

TIME	C TO A FROM ROBINSON ROAD (E) TO ROBINSON ROAD (W)								C TO B FROM ROBINSON ROAD (E) TO EAST RIVERSIDE							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	19	9	2	8	0	0	5	43	4	0	0	1	0	0	0	5
07:15	48	12	5	9	0	0	2	76	5	3	0	2	0	0	0	10
07:30	65	10	5	13	0	2	0	95	3	3	0	1	0	1	0	8
07:45	56	14	5	9	0	1	0	85	1	2	0	2	0	0	0	5
H/TOT	188	45	17	39	0	3	7	299	13	8	0	6	0	1	0	28
08:00	41	8	2	10	0	0	1	62	1	0	0	1	0	0	0	2
08:15	35	9	5	7	0	1	0	57	0	0	0	1	0	0	0	1
08:30	37	6	2	11	0	1	0	57	0	3	0	0	0	0	0	3
08:45	25	7	3	12	0	0	0	47	3	3	0	0	0	0	0	6
H/TOT	138	30	12	40	0	2	1	223	4	6	0	2	0	0	0	12
09:00	14	4	3	10	0	0	0	31	0	1	0	2	0	1	0	4
09:15	12	10	3	14	0	0	0	39	0	4	0	3	0	0	0	7
09:30	7	5	0	9	0	0	0	21	2	3	0	2	0	0	0	7
09:45	5	4	3	7	0	0	0	19	2	0	0	1	0	0	0	3
H/TOT	38	23	9	40	0	0	0	110	4	8	0	8	0	1	0	21
10:00	4	5	3	10	0	0	0	22	1	1	0	1	0	0	0	3
10:15	7	3	4	10	0	0	0	24	0	1	0	0	0	0	0	1
10:30	6	7	3	9	0	0	0	25	0	2	0	2	0	0	0	4
10:45	6	3	2	11	0	0	0	22	1	1	0	0	0	0	0	2
H/TOT	23	18	12	40	0	0	0	93	2	5	0	3	0	0	0	10
11:00	6	5	3	14	0	1	0	29	2	1	0	1	0	0	0	4
11:15	7	7	5	14	0	0	0	33	3	1	0	3	0	0	0	7
11:30	10	2	3	10	0	0	0	25	1	2	2	0	0	0	0	5
11:45	4	7	5	9	0	0	0	25	0	1	0	1	0	0	0	2
H/TOT	27	21	16	47	0	1	0	112	6	5	2	5	0	0	0	18
12:00	4	5	2	5	0	0	0	16	3	0	2	1	0	0	0	6
12:15	7	4	1	11	0	0	0	23	0	2	0	1	0	0	0	3
12:30	8	4	3	8	0	0	0	23	0	0	0	2	0	0	0	2
12:45	12	2	3	12	0	0	0	29	1	1	0	1	0	0	0	3
H/TOT	31	15	9	36	0	0	0	91	4	3	2	5	0	0	0	14
13:00	17	7	4	9	0	1	1	39	0	1	0	4	0	0	0	5
13:15	24	2	3	11	0	0	0	40	0	1	0	0	0	0	0	1
13:30	12	6	3	17	0	0	0	38	1	1	1	2	0	0	0	5
13:45	13	4	2	16	0	0	0	35	0	1	0	0	0	0	0	1
H/TOT	66	19	12	53	0	1	1	152	1	4	1	6	0	0	0	12
14:00	3	3	4	15	0	0	0	25	0	1	0	2	0	0	0	3
14:15	6	2	2	17	0	0	0	27	1	1	1	1	0	0	0	4
14:30	8	9	1	10	0	0	0	28	0	2	0	3	0	0	0	5
14:45	3	5	1	14	0	0	0	23	1	3	0	0	0	0	0	4
H/TOT	20	19	8	56	0	0	0	103	2	7	1	6	0	0	0	16
15:00	6	5	2	10	0	0	0	23	1	1	0	3	0	0	1	6
15:15	3	1	5	17	0	0	0	26	0	0	0	1	0	0	0	1
15:30	7	4	1	11	0	0	0	23	0	0	1	1	0	0	0	2
15:45	3	3	2	17	0	0	0	25	0	0	1	0	0	0	0	1
H/TOT	19	13	10	55	0	0	0	97	1	1	2	5	0	0	1	10
16:00	2	3	3	10	0	0	0	18	0	0	0	0	0	0	0	0
16:15	2	1	0	5	0	0	1	9	0	0	1	1	0	0	0	2
16:30	8	3	1	1	0	0	0	13	0	0	0	0	0	0	0	0
16:45	5	0	1	5	0	1	0	12	0	0	0	1	0	0	0	1
H/TOT	17	7	5	21	0	1	1	52	0	0	1	2	0	0	0	3
17:00	13	1	0	7	0	0	0	21	0	0	1	2	0	0	0	3
17:15	17	1	1	4	0	0	0	23	0	1	0	1	0	0	0	2
17:30	16	3	3	7	0	1	0	30	0	0	1	2	0	0	0	3
17:45	9	1	0	4	0	0	0	14	0	0	0	0	0	0	0	0
H/TOT	55	6	4	22	0	1	0	88	0	1	2	5	0	0	0	8
18:00	4	2	2	0	0	2	0	10	0	0	0	0	0	0	1	1
18:15	9	0	0	1	0	0	0	10	0	1	0	0	0	0	0	1
18:30	6	1	1	3	0	0	0	11	1	0	0	3	0	0	0	4
18:45	4	0	0	3	0	0	0	7	0	0	0	0	0	0	0	0
H/TOT	23	3	3	7	0	2	0	38	1	1	0	3	0	0	1	6
P/TOT	645	219	117	456	0	11	10	1458	38	49	11	56	0	2	2	158

MANUAL CLASSIFIED COUNTS

JOB REF: 11240

JOB NAME: IMMINGHAM DOCK

SITE: 5 **DATE:** 20/04/2022

LOCATION: ROBINSON ROAD (W) / EAST RIVERSIDE / ROBINSON ROAD (E) **DAY:** WEDNESDAY

TIME	TO ARM A ROBINSON ROAD (W)								FROM ARM A ROBINSON ROAD (W)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	19	15	6	9	0	0	5	54	5	2	0	12	0	0	0	19
07:15	49	12	5	10	0	0	2	78	2	3	2	8	0	0	0	15
07:30	65	10	6	13	0	2	0	96	1	3	3	8	0	0	0	15
07:45	56	15	5	10	0	1	0	87	2	2	1	15	0	0	0	20
H/TOT	189	52	22	42	0	3	7	315	10	10	6	43	0	0	0	69
08:00	41	8	2	10	0	0	1	62	16	2	3	13	0	0	0	34
08:15	35	11	6	9	0	1	0	62	7	4	3	15	0	0	0	29
08:30	37	6	2	12	0	1	0	58	20	3	4	13	0	0	0	40
08:45	25	12	3	12	0	0	0	52	5	7	9	11	0	0	0	32
H/TOT	138	37	13	43	0	2	1	234	48	16	19	52	0	0	0	135
09:00	14	6	3	11	0	0	0	34	22	8	3	10	0	0	0	43
09:15	12	11	4	14	0	0	0	41	10	4	1	15	0	0	0	30
09:30	7	6	0	9	0	0	0	22	9	4	2	10	0	0	0	25
09:45	5	7	5	9	0	0	0	26	6	8	1	13	0	0	0	28
H/TOT	38	30	12	43	0	0	0	123	47	24	7	48	0	0	0	126
10:00	4	6	4	10	0	0	0	24	7	8	4	5	0	0	0	24
10:15	7	4	4	11	0	0	0	26	3	5	7	11	0	0	0	26
10:30	6	9	3	10	0	0	0	28	4	7	1	11	0	0	0	23
10:45	6	6	2	14	0	0	0	28	3	8	5	10	0	0	0	26
H/TOT	23	25	13	45	0	0	0	106	17	28	17	37	0	0	0	99
11:00	6	5	3	15	0	1	0	30	8	8	2	16	0	0	0	34
11:15	7	8	6	15	0	0	0	36	5	6	4	8	0	0	0	23
11:30	11	3	3	11	0	0	0	28	5	5	2	10	0	0	0	22
11:45	4	7	5	10	0	0	0	26	8	9	6	14	0	0	0	37
H/TOT	28	23	17	51	0	1	0	120	26	28	14	48	0	0	0	116
12:00	5	5	2	6	0	0	0	18	15	7	4	19	0	0	0	45
12:15	8	4	2	11	0	0	0	25	9	7	3	16	0	0	0	35
12:30	9	5	6	9	0	0	0	29	8	4	4	13	0	2	0	31
12:45	12	2	4	12	0	0	0	30	10	3	3	14	0	0	0	30
H/TOT	34	16	14	38	0	0	0	102	42	21	14	62	0	2	0	141
13:00	18	8	4	9	0	1	1	41	20	13	6	10	0	0	0	49
13:15	24	2	3	13	0	0	0	42	8	8	2	13	0	0	0	31
13:30	12	7	5	17	0	0	0	41	8	3	3	16	0	0	0	30
13:45	13	8	2	17	0	0	0	40	10	6	3	14	0	0	0	33
H/TOT	67	25	14	56	0	1	1	164	46	30	14	53	0	0	0	143
14:00	3	3	5	17	0	0	0	28	18	12	5	13	0	0	0	48
14:15	6	3	2	18	0	0	0	29	8	5	6	17	0	0	0	36
14:30	8	10	3	10	0	0	0	31	11	6	7	12	0	1	0	37
14:45	3	6	3	16	0	0	0	28	11	2	3	12	0	0	0	28
H/TOT	20	22	13	61	0	0	0	116	48	25	21	54	0	1	0	149
15:00	7	6	2	10	0	0	0	25	16	12	1	17	0	1	0	47
15:15	3	1	6	17	0	0	0	27	14	8	4	15	0	1	0	42
15:30	7	5	1	11	0	0	0	24	15	8	9	10	0	0	1	43
15:45	3	3	2	17	0	0	0	25	19	6	9	19	0	0	0	53
H/TOT	20	15	11	55	0	0	0	101	64	34	23	61	0	2	1	185
16:00	2	3	3	11	0	0	0	19	47	16	4	19	0	1	2	89
16:15	2	1	0	7	0	0	1	11	38	14	3	19	0	0	2	76
16:30	8	3	1	1	0	0	0	13	59	12	0	11	0	0	3	85
16:45	5	1	1	7	0	1	0	15	38	2	5	14	0	0	1	60
H/TOT	17	8	5	26	0	1	1	58	182	44	12	63	0	1	8	310
17:00	13	1	0	8	0	0	0	22	79	7	2	19	0	0	0	107
17:15	17	1	1	4	0	0	0	23	32	5	7	16	0	0	0	60
17:30	16	3	3	8	0	1	0	31	31	3	5	11	0	2	1	53
17:45	9	1	0	4	0	0	0	14	39	6	3	11	0	1	0	60
H/TOT	55	6	4	24	0	1	0	90	181	21	17	57	0	3	1	280
18:00	4	2	2	0	0	2	0	10	36	3	2	5	0	0	1	47
18:15	9	0	0	1	0	0	0	10	12	3	6	6	0	0	0	27
18:30	7	1	1	3	0	0	0	12	8	0	3	4	0	0	0	15
18:45	4	0	0	5	0	0	0	9	9	2	6	7	0	0	2	26
H/TOT	24	3	3	9	0	2	0	41	65	8	17	22	0	0	3	115
P/TOT	653	262	141	493	0	11	10	1570	776	289	181	600	0	9	13	1868

MANUAL CLASSIFIED COUNTS

JOB REF: 11240

JOB NAME: IMMINGHAM DOCK

SITE: 5 **DATE:** 20/04/2022

LOCATION: ROBINSON ROAD (W) / EAST RIVERSIDE / ROBINSON ROAD (E) **DAY:** WEDNESDAY

TIME	TO ARM B EAST RIVERSIDE								FROM ARM B EAST RIVERSIDE							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	4	1	0	2	0	0	0	7	2	7	4	1	0	0	0	14
07:15	5	4	1	3	0	0	0	13	1	2	2	1	0	0	0	6
07:30	3	5	1	3	0	1	0	13	1	2	1	0	0	0	0	4
07:45	1	3	0	3	0	0	0	7	0	2	0	1	0	0	0	3
H/TOT	13	13	2	11	0	1	0	40	4	13	7	3	0	0	0	27
08:00	1	0	0	4	0	0	0	5	0	1	0	0	0	0	0	1
08:15	0	0	0	1	0	0	0	1	0	5	1	2	0	0	0	8
08:30	0	3	1	2	0	0	0	6	0	3	0	3	0	0	0	6
08:45	3	6	4	1	0	0	0	14	0	7	0	0	0	0	0	7
H/TOT	4	9	5	8	0	0	0	26	0	16	1	5	0	0	0	22
09:00	0	2	2	2	0	1	0	7	0	2	1	1	0	0	0	4
09:15	0	6	1	3	0	0	0	10	0	2	1	0	0	0	0	3
09:30	2	6	1	3	0	0	0	12	0	2	1	0	0	0	0	3
09:45	3	1	0	1	0	0	0	5	0	3	2	2	0	0	0	7
H/TOT	5	15	4	9	0	1	0	34	0	9	5	3	0	0	0	17
10:00	1	2	1	2	0	0	0	6	4	3	1	0	0	0	0	8
10:15	0	1	0	1	0	0	0	2	1	1	1	1	0	0	0	4
10:30	0	4	0	4	0	0	0	8	0	6	0	2	0	0	0	8
10:45	1	2	0	3	0	0	0	6	1	3	0	3	0	0	0	7
H/TOT	2	9	1	10	0	0	0	22	6	13	2	6	0	0	0	27
11:00	2	1	0	2	0	0	0	5	1	1	0	1	0	0	1	4
11:15	3	1	0	4	0	0	0	8	0	2	1	1	0	0	0	4
11:30	1	3	2	2	0	0	0	8	2	1	0	1	0	0	0	4
11:45	0	2	2	2	0	0	0	6	0	2	0	1	0	0	0	3
H/TOT	6	7	4	10	0	0	0	27	3	6	1	4	0	0	1	15
12:00	4	2	2	2	0	0	0	10	2	1	1	1	0	0	0	5
12:15	1	3	2	1	0	0	0	7	2	0	1	0	0	0	0	3
12:30	0	2	0	4	0	0	0	6	2	4	4	1	0	0	0	11
12:45	1	2	1	3	0	0	0	7	0	1	1	0	0	0	0	2
H/TOT	6	9	5	10	0	0	0	30	6	6	7	2	0	0	0	21
13:00	1	4	3	6	0	0	0	14	2	4	0	0	0	0	0	6
13:15	1	3	0	2	0	0	0	6	0	0	0	3	0	0	0	3
13:30	1	1	1	5	0	0	0	8	0	2	3	0	0	0	0	5
13:45	0	3	1	1	0	0	0	5	0	4	0	1	0	0	0	5
H/TOT	3	11	5	14	0	0	0	33	2	10	3	4	0	0	0	19
14:00	0	1	0	6	0	0	0	7	0	0	1	2	0	0	0	3
14:15	1	2	1	3	0	0	0	7	0	3	0	2	0	0	0	5
14:30	0	4	2	6	0	0	0	12	2	1	2	0	0	0	0	5
14:45	1	3	0	1	0	0	0	5	1	5	2	3	0	0	0	11
H/TOT	2	10	3	16	0	0	0	31	3	9	5	7	0	0	0	24
15:00	1	3	0	3	0	0	1	8	3	4	0	1	0	0	0	8
15:15	1	2	1	1	0	0	0	5	3	2	1	0	0	0	0	6
15:30	0	0	3	2	0	0	0	5	0	1	2	0	0	0	0	3
15:45	0	0	3	2	0	0	0	5	0	2	0	0	0	0	0	2
H/TOT	2	5	7	8	0	0	1	23	6	9	3	1	0	0	0	19
16:00	0	4	0	3	0	0	0	7	0	0	1	1	0	0	0	2
16:15	0	2	1	3	0	0	0	6	8	2	0	2	0	1	0	13
16:30	0	0	0	2	0	0	0	2	8	2	0	0	0	1	0	11
16:45	0	0	0	3	0	0	0	3	7	1	0	3	0	1	0	12
H/TOT	0	6	1	11	0	0	0	18	23	5	1	6	0	3	0	38
17:00	0	1	1	3	0	0	0	5	5	3	0	2	0	0	0	10
17:15	0	1	0	2	0	0	0	3	0	0	0	0	0	0	0	0
17:30	0	0	1	3	0	0	0	4	6	0	0	1	0	0	0	7
17:45	0	0	0	0	0	0	0	0	3	0	1	1	0	0	0	5
H/TOT	0	2	2	8	0	0	0	12	14	3	1	4	0	0	0	22
18:00	1	0	0	0	0	0	1	2	3	0	0	0	0	0	1	4
18:15	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	1
18:30	1	0	0	3	0	0	0	4	3	0	0	0	0	0	0	3
18:45	0	0	0	1	0	0	0	1	2	0	0	2	0	0	0	4
H/TOT	2	1	0	4	0	0	1	8	9	0	0	2	0	0	1	12
P/TOT	45	97	39	119	0	2	2	304	76	99	36	47	0	3	2	263

MANUAL CLASSIFIED COUNTS

JOB REF: 11240

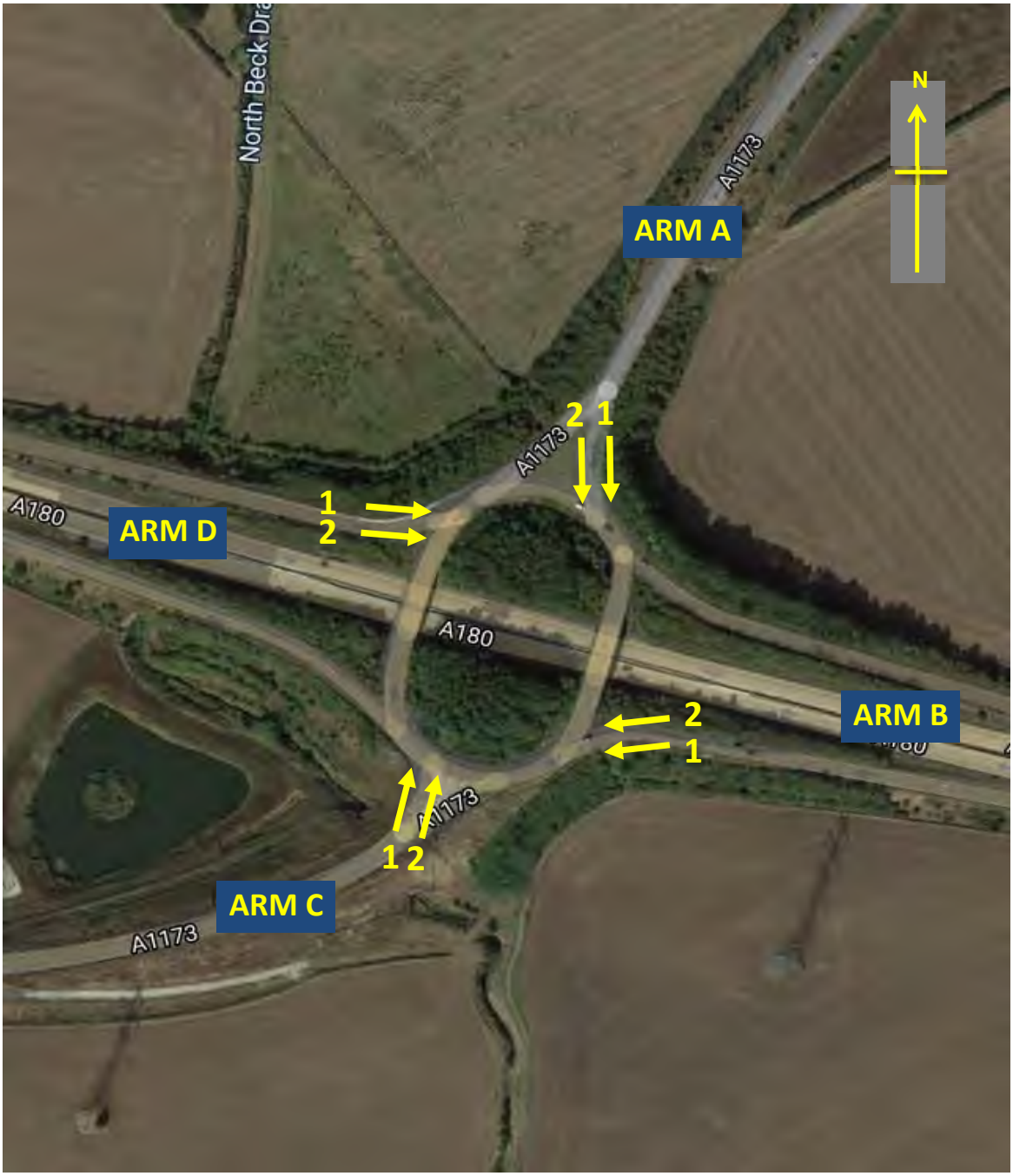
JOB NAME: IMMINGHAM DOCK

SITE: 5 **DATE:** 20/04/2022

LOCATION: ROBINSON ROAD (W) / EAST RIVERSIDE / ROBINSON ROAD (E) **DAY:** WEDNESDAY

TIME	TO ARM C ROBINSON ROAD (E)								FROM ARM C ROBINSON ROAD (E)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	7	2	0	11	0	0	0	20	23	9	2	9	0	0	5	48
07:15	2	4	3	7	0	0	0	16	53	15	5	11	0	0	2	86
07:30	2	3	2	6	0	0	0	13	68	13	5	14	0	3	0	103
07:45	2	2	1	14	0	0	0	19	57	16	5	11	0	1	0	90
H/TOT	13	11	6	38	0	0	0	68	201	53	17	45	0	4	7	327
08:00	16	3	3	10	0	0	0	32	42	8	2	11	0	0	1	64
08:15	7	7	3	15	0	0	0	32	35	9	5	8	0	1	0	58
08:30	20	6	3	13	0	0	0	42	37	9	2	11	0	1	0	60
08:45	5	6	5	10	0	0	0	26	28	10	3	12	0	0	0	53
H/TOT	48	22	14	48	0	0	0	132	142	36	12	42	0	2	1	235
09:00	22	7	2	10	0	0	0	41	14	5	3	12	0	1	0	35
09:15	10	3	0	15	0	0	0	28	12	14	3	17	0	0	0	46
09:30	9	2	2	9	0	0	0	22	9	8	0	11	0	0	0	28
09:45	5	7	1	13	0	0	0	26	7	4	3	8	0	0	0	22
H/TOT	46	19	5	47	0	0	0	117	42	31	9	48	0	1	0	131
10:00	11	9	3	4	0	0	0	27	5	6	3	11	0	0	0	25
10:15	4	5	8	10	0	0	0	27	7	4	4	10	0	0	0	25
10:30	4	9	1	10	0	0	0	24	6	9	3	11	0	0	0	29
10:45	4	7	5	7	0	0	0	23	7	4	2	11	0	0	0	24
H/TOT	23	30	17	31	0	0	0	101	25	23	12	43	0	0	0	103
11:00	9	9	2	15	0	0	1	36	8	6	3	15	0	1	0	33
11:15	5	7	4	7	0	0	0	23	10	8	5	17	0	0	0	40
11:30	6	4	2	8	0	0	0	20	11	4	5	10	0	0	0	30
11:45	8	10	4	13	0	0	0	35	4	8	5	10	0	0	0	27
H/TOT	28	30	12	43	0	0	1	114	33	26	18	52	0	1	0	130
12:00	15	6	5	18	0	0	0	44	7	5	4	6	0	0	0	22
12:15	9	6	1	16	0	0	0	32	7	6	1	12	0	0	0	26
12:30	9	5	5	11	0	2	0	32	8	4	3	10	0	0	0	25
12:45	10	3	2	12	0	0	0	27	13	3	3	13	0	0	0	32
H/TOT	43	20	13	57	0	2	0	135	35	18	11	41	0	0	0	105
13:00	20	13	3	8	0	0	0	44	17	8	4	13	0	1	1	44
13:15	7	6	2	12	0	0	0	27	24	3	3	11	0	0	0	41
13:30	8	4	4	13	0	0	0	29	13	7	4	19	0	0	0	43
13:45	10	4	2	13	0	0	0	29	13	5	2	16	0	0	0	36
H/TOT	45	27	11	46	0	0	0	129	67	23	13	59	0	1	1	164
14:00	18	12	5	9	0	0	0	44	3	4	4	17	0	0	0	28
14:15	8	6	6	16	0	0	0	36	7	3	3	18	0	0	0	31
14:30	13	4	5	9	0	1	0	32	8	11	1	13	0	0	0	33
14:45	12	6	3	12	0	0	0	33	4	8	1	14	0	0	0	27
H/TOT	51	28	19	46	0	1	0	145	22	26	9	62	0	0	0	119
15:00	18	13	1	18	0	1	0	51	7	6	2	13	0	0	1	29
15:15	16	8	3	15	0	1	0	43	3	1	5	18	0	0	0	27
15:30	15	8	9	9	0	0	1	42	7	4	2	12	0	0	0	25
15:45	19	8	7	17	0	0	0	51	3	3	3	17	0	0	0	26
H/TOT	68	37	20	59	0	2	1	187	20	14	12	60	0	0	1	107
16:00	47	12	5	16	0	1	2	83	2	3	3	10	0	0	0	18
16:15	46	14	3	17	0	1	2	83	2	1	1	6	0	0	1	11
16:30	67	14	0	9	0	1	3	94	8	3	1	1	0	0	0	13
16:45	45	2	5	13	0	1	1	67	5	0	1	6	0	1	0	13
H/TOT	205	42	13	55	0	4	8	327	17	7	6	23	0	1	1	55
17:00	84	9	2	19	0	0	0	114	13	1	1	9	0	0	0	24
17:15	32	5	7	15	0	0	0	59	17	2	1	5	0	0	0	25
17:30	37	3	5	10	0	2	1	58	16	3	4	9	0	1	0	33
17:45	42	6	4	12	0	1	0	65	9	1	0	4	0	0	0	14
H/TOT	195	23	18	56	0	3	1	296	55	7	6	27	0	1	0	96
18:00	38	3	2	5	0	0	2	50	4	2	2	0	0	2	1	11
18:15	13	3	6	6	0	0	0	28	9	1	0	1	0	0	0	11
18:30	10	0	3	4	0	0	0	17	7	1	1	6	0	0	0	15
18:45	11	2	6	6	0	0	2	27	4	0	0	3	0	0	0	7
H/TOT	72	8	17	21	0	0	4	122	24	4	3	10	0	2	1	44
P/TOT	837	297	165	547	0	12	15	1873	683	268	128	512	0	13	12	1616

SITE: 5	AUTI SURVEYS LTD	DATE: 16TH NOVEMBER 2021
LOCATION: A180 / A1173		DAY: TUESDAY



JOB TITLE: IMMINGHAM		JOB NUMBER: 10913

QUEUE LENGTHS

JOB REF: 10913

JOB NAME: IMMINGHAM

SITE: 5 **DATE:**

LOCATION: A1173 (N) / A180 (E) / A1173 (S) / A180 (W) **DAY:**

NOTE: Queue Lengths recorded by the number of vehicles queuing at each 5-minute interval, by lane

TIME	ARM A A1173 (N)		ARM B A180 (E)		ARM C A1173 (S)		ARM D A180 (W)	
	LANE 1	LANE 2	LANE 1	LANE 2	LANE 1	LANE 2	LANE 1	LANE 2
07:00	0	0	0	1	0	3	1	0
07:05	0	0	0	0	0	0	0	0
07:10	0	0	0	0	0	0	0	0
07:15	0	0	0	2	2	0	2	1
07:20	0	0	0	0	0	0	0	0
07:25	0	0	0	4	0	0	2	0
07:30	0	0	0	0	1	2	1	0
07:35	0	0	0	0	0	0	0	0
07:40	0	0	0	0	1	5	4	0
07:45	0	0	0	0	0	0	1	0
07:50	0	0	0	0	0	0	11	0
07:55	0	0	1	0	0	0	2	0
08:00	0	0	0	0	0	0	0	0
08:05	0	0	0	0	0	0	2	0
08:10	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	2	0
08:20	0	0	0	0	0	0	0	0
08:25	0	0	0	4	0	0	4	0
08:30	0	0	0	0	0	0	3	0
08:35	0	0	0	0	0	0	0	0
08:40	0	0	0	0	0	1	0	0
08:45	0	0	0	0	0	0	0	0
08:50	0	0	0	0	0	1	0	0
08:55	0	0	0	0	0	1	0	0
09:00	0	0	0	0	0	0	0	0
09:05	0	0	0	0	0	0	0	0
09:10	0	0	0	0	0	0	1	1
09:15	0	0	0	0	0	0	0	0
09:20	0	0	0	0	0	0	0	0
09:25	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0
09:35	0	0	0	0	0	0	0	0
09:40	0	0	0	0	0	0	1	0
09:45	0	0	0	0	0	3	0	0
09:50	0	0	0	0	0	0	0	0
09:55	0	0	0	0	0	0	0	0

TIME	ARM A A1173 (N)		ARM B A180 (E)		ARM C A1173 (S)	
	LANE 1	LANE 2	LANE 1	LANE 2	LANE 1	LANE 2
16:00	0	0	0	0	0	0
16:05	0	0	0	0	0	0
16:10	0	0	1	0	0	0
16:15	0	0	0	0	0	0
16:20	0	0	0	0	0	0
16:25	0	0	0	0	0	0
16:30	0	0	0	0	0	0
16:35	0	0	0	0	0	0
16:40	0	0	0	0	0	0
16:45	0	0	1	0	0	0
16:50	0	0	0	0	0	0
16:55	0	0	0	0	0	0
17:00	0	0	0	0	0	0
17:05	0	0	2	0	0	0
17:10	0	0	5	2	0	0
17:15	0	0	0	0	0	0
17:20	0	0	2	0	1	1
17:25	0	1	0	0	0	0
17:30	0	0	1	0	0	0
17:35	0	0	0	0	0	0
17:40	0	0	0	1	0	0
17:45	0	0	0	0	0	0
17:50	0	0	0	0	0	0
17:55	0	0	0	0	0	0
18:00	0	0	0	0	0	0
18:05	0	0	0	0	0	0
18:10	0	0	0	0	0	0
18:15	0	0	0	0	0	0
18:20	0	0	0	0	0	0
18:25	0	0	0	0	0	0
18:30	0	0	0	0	0	0
18:35	0	0	0	0	0	0
18:40	0	0	0	0	0	0
18:45	0	0	0	0	0	0
18:50	0	0	0	0	0	0
18:55	0	0	0	0	0	0

MANUAL CLASSIFIED COUNTS

JOB REF: 10913

JOB NAME: IMMINGHAM

SITE: 5 **DATE:** 16/11/2021

LOCATION: A1173 (N) / A180 (E) / A1173 (S) **DAY:** TUESDAY

TIME	A TO A FROM A1173 (N) TO A1173 (N)								A TO B FROM A1173 (N) TO A180 (E)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	0	0	0	0	0	0	0	20	3	2	0	0	0	0	25
07:15	0	0	0	0	0	0	0	0	9	1	1	2	0	0	0	13
07:30	0	0	0	0	0	0	0	0	19	1	0	3	0	0	0	23
07:45	0	0	0	0	0	0	0	0	27	4	6	7	0	0	0	44
H/TOT	0	0	0	0	0	0	0	0	75	9	9	12	0	0	0	105
08:00	0	0	0	0	0	0	0	0	27	3	3	3	0	1	0	37
08:15	0	0	0	0	0	0	0	0	18	9	3	2	0	0	0	32
08:30	0	0	0	0	0	0	0	0	10	7	3	8	0	0	0	28
08:45	0	0	0	0	0	0	0	0	23	9	4	5	0	0	0	41
H/TOT	0	0	0	0	0	0	0	0	78	28	13	18	0	1	0	138
09:00	0	0	0	0	0	0	0	0	20	7	4	3	0	0	0	34
09:15	0	0	0	0	0	0	0	0	16	16	3	4	0	0	0	39
09:30	0	0	0	0	0	0	0	0	26	7	3	3	0	0	0	39
09:45	0	0	0	0	0	0	0	0	18	10	4	4	0	0	0	36
H/TOT	0	0	0	0	0	0	0	0	80	40	14	14	0	0	0	148
10:00	0	0	0	0	0	0	0	0	19	10	1	3	0	0	0	33
10:15	0	0	0	0	0	0	0	0	25	7	3	5	0	0	0	40
10:30	0	0	0	0	0	0	0	0	20	7	1	3	0	0	0	31
10:45	0	0	0	0	0	0	0	0	22	7	2	3	0	0	0	34
H/TOT	0	0	0	0	0	0	0	0	86	31	7	14	0	0	0	138
11:00	0	0	0	0	0	0	0	0	16	6	4	2	0	0	0	28
11:15	0	0	0	0	0	0	0	0	22	10	2	3	0	0	0	37
11:30	0	0	0	0	0	0	0	0	21	8	0	1	0	0	0	30
11:45	0	0	0	0	0	0	0	0	21	11	5	4	0	1	0	42
H/TOT	0	0	0	0	0	0	0	0	80	35	11	10	0	1	0	137
12:00	0	0	0	0	0	0	0	0	32	8	2	1	0	0	0	43
12:15	0	0	0	0	0	0	0	0	23	12	0	5	0	1	0	41
12:30	0	0	0	0	0	0	0	0	24	9	2	4	0	0	0	39
12:45	0	0	0	0	0	0	0	0	25	9	1	2	0	0	0	37
H/TOT	0	0	0	0	0	0	0	0	104	38	5	12	0	1	0	160
13:00	0	0	0	0	0	0	0	0	25	6	2	4	0	0	0	37
13:15	0	0	0	0	0	0	0	0	28	15	3	6	0	0	0	52
13:30	0	0	0	0	0	0	0	0	40	10	2	4	0	0	0	56
13:45	0	0	0	0	0	0	0	0	29	6	5	1	0	0	0	41
H/TOT	0	0	0	0	0	0	0	0	122	37	12	15	0	0	0	186
14:00	0	0	0	0	0	0	0	0	44	3	4	5	0	0	0	56
14:15	0	0	0	0	0	0	0	0	28	11	5	2	0	1	0	47
14:30	0	0	0	0	0	0	0	0	54	20	3	1	0	0	0	78
14:45	0	0	0	0	0	0	0	0	39	16	4	4	0	0	0	63
H/TOT	0	0	0	0	0	0	0	0	165	50	16	12	0	1	0	244
15:00	0	0	0	0	0	0	0	0	64	17	7	1	0	0	0	89
15:15	0	0	0	0	0	0	0	0	52	11	2	3	1	1	0	70
15:30	0	0	0	0	0	0	0	0	74	14	1	1	0	0	0	90
15:45	0	0	0	0	0	0	0	0	76	20	6	1	0	0	0	103
H/TOT	0	0	0	0	0	0	0	0	266	62	16	6	1	1	0	352
16:00	0	0	0	0	0	0	0	0	122	24	1	1	0	0	0	148
16:15	0	0	0	0	0	0	0	0	103	23	3	0	0	1	0	130
16:30	0	0	0	0	0	0	0	0	137	24	2	3	0	0	0	166
16:45	0	0	0	0	0	0	0	0	109	25	3	0	1	2	0	140
H/TOT	0	0	0	0	0	0	0	0	471	96	9	4	1	3	0	584
17:00	0	0	0	0	0	0	0	0	128	17	0	0	0	0	0	145
17:15	0	0	0	0	0	0	0	0	73	10	1	0	1	1	0	86
17:30	0	0	0	0	0	0	0	0	84	13	1	1	0	0	0	99
17:45	0	0	0	0	0	0	0	0	56	6	1	2	1	2	0	68
H/TOT	0	0	0	0	0	0	0	0	341	46	3	3	2	3	0	398
18:00	0	0	0	0	0	0	0	0	65	12	1	3	0	0	0	81
18:15	0	0	0	0	0	0	0	0	40	11	0	3	1	0	0	55
18:30	0	0	0	0	0	0	0	0	48	10	0	3	0	0	0	61
18:45	0	0	0	0	0	0	0	0	37	2	2	1	0	0	0	42
H/TOT	0	0	0	0	0	0	0	0	190	35	3	10	1	0	0	239
P/TOT	0	0	0	0	0	0	0	0	2058	507	118	130	5	11	0	2829

MANUAL CLASSIFIED COUNTS

JOB REF: 10913

JOB NAME: IMMINGHAM

SITE: 5 **DATE:** 16/11/2021

LOCATION: A1173 (N) / A180 (E) / A1173 (S) **DAY:** TUESDAY

TIME	A TO C FROM A1173 (N) TO A1173 (S)								A TO D FROM A1173 (N) TO A180 (W)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	3	1	1	2	0	0	0	7	0	1	1	9	1	0	0	12
07:15	0	1	0	2	0	0	0	3	5	3	3	11	0	0	0	22
07:30	1	0	0	2	0	0	0	3	4	0	3	9	0	0	0	16
07:45	3	1	0	1	0	0	0	5	3	3	3	10	0	0	0	19
H/TOT	7	3	1	7	0	0	0	18	12	7	10	39	1	0	0	69
08:00	3	1	1	0	0	0	0	5	3	3	3	20	0	0	0	29
08:15	3	0	3	0	0	0	0	6	3	6	3	17	0	0	0	29
08:30	3	0	2	0	0	0	0	5	4	6	2	14	0	0	0	26
08:45	1	2	0	5	0	0	0	8	5	2	3	14	0	0	0	24
H/TOT	10	3	6	5	0	0	0	24	15	17	11	65	0	0	0	108
09:00	3	0	2	2	0	0	0	7	0	4	3	19	0	0	0	26
09:15	0	3	0	3	0	0	0	6	2	2	3	13	0	0	0	20
09:30	5	0	0	2	0	0	0	7	2	1	2	11	0	0	0	16
09:45	2	1	1	0	0	0	0	4	4	1	2	10	0	0	0	17
H/TOT	10	4	3	7	0	0	0	24	8	8	10	53	0	0	0	79
10:00	1	2	0	0	0	0	0	3	0	3	2	11	0	0	0	16
10:15	0	2	5	0	0	0	0	7	4	5	3	16	0	0	0	28
10:30	1	2	0	0	0	0	0	3	1	7	2	8	0	0	0	18
10:45	1	2	1	2	0	0	0	6	4	2	0	14	0	0	0	20
H/TOT	3	8	6	2	0	0	0	19	9	17	7	49	0	0	0	82
11:00	0	0	2	7	0	0	0	9	4	2	3	14	0	0	0	23
11:15	5	0	3	2	0	0	0	10	2	3	4	19	0	0	0	28
11:30	0	3	0	0	0	0	0	3	9	4	1	16	0	0	0	30
11:45	1	4	0	0	0	0	0	5	7	8	3	10	0	0	0	28
H/TOT	6	7	5	9	0	0	0	27	22	17	11	59	0	0	0	109
12:00	6	2	0	0	0	0	0	8	4	4	2	13	0	0	0	23
12:15	1	2	1	1	0	0	0	5	5	3	3	6	0	0	0	17
12:30	6	1	0	3	0	0	0	10	2	9	3	10	0	0	0	24
12:45	6	2	0	2	0	0	1	11	3	4	1	10	0	0	0	18
H/TOT	19	7	1	6	0	0	1	34	14	20	9	39	0	0	0	82
13:00	9	1	1	1	0	0	0	12	7	6	1	12	0	0	0	26
13:15	4	3	0	3	0	0	0	10	4	0	2	7	0	0	0	13
13:30	1	1	0	0	0	0	0	2	7	6	7	18	0	0	0	38
13:45	7	0	0	1	0	0	0	8	4	4	3	9	0	0	0	20
H/TOT	21	5	1	5	0	0	0	32	22	16	13	46	0	0	0	97
14:00	0	5	2	2	0	0	0	9	11	1	4	8	0	0	0	24
14:15	1	7	0	0	0	0	0	8	16	5	3	16	3	0	0	43
14:30	2	2	1	1	0	0	0	6	10	4	3	8	0	0	0	25
14:45	6	2	2	0	1	0	0	11	15	4	2	13	0	0	0	34
H/TOT	9	16	5	3	1	0	0	34	52	14	12	45	3	0	0	126
15:00	9	1	1	1	0	0	0	12	13	22	1	15	0	0	0	51
15:15	10	1	1	0	0	0	0	12	17	12	0	17	0	0	0	46
15:30	11	4	1	4	0	0	0	20	19	9	3	12	0	0	0	43
15:45	18	1	1	1	0	1	0	22	19	10	7	17	0	0	0	53
H/TOT	48	7	4	6	0	1	0	66	68	53	11	61	0	0	0	193
16:00	31	9	1	1	0	0	0	42	49	11	6	10	0	0	0	76
16:15	22	5	0	2	0	0	0	29	30	4	4	17	0	0	0	55
16:30	28	7	0	4	0	0	0	39	46	9	4	9	0	0	0	68
16:45	27	7	1	0	0	0	1	36	36	7	3	10	0	0	0	56
H/TOT	108	28	2	7	0	0	1	146	161	31	17	46	0	0	0	255
17:00	65	3	1	1	0	0	0	70	32	9	0	8	0	0	0	49
17:15	27	2	1	1	0	0	0	31	28	8	1	8	0	0	0	45
17:30	21	6	0	3	0	0	0	30	18	8	2	11	0	0	0	39
17:45	9	1	0	0	0	0	0	10	19	2	2	6	0	0	0	29
H/TOT	122	12	2	5	0	0	0	141	97	27	5	33	0	0	0	162
18:00	8	1	1	0	0	0	0	10	10	0	1	7	0	0	0	18
18:15	2	2	0	1	0	0	0	5	9	0	1	6	0	0	0	16
18:30	10	1	1	0	0	0	0	12	9	3	0	10	0	0	0	22
18:45	7	1	0	0	0	0	0	8	4	0	0	2	0	0	0	6
H/TOT	27	5	2	1	0	0	0	35	32	3	2	25	0	0	0	62
P/TOT	390	105	38	63	1	1	2	600	512	230	118	560	4	0	0	1424

MANUAL CLASSIFIED COUNTS

JOB REF: 10913

JOB NAME: IMMINGHAM

SITE: 5 **DATE:** 16/11/2021

LOCATION: A1173 (N) / A180 (E) / A1173 (S) **DAY:** TUESDAY

TIME	B TO A FROM A180 (E) TO A1173 (N)								B TO B FROM A180 (E) TO A180 (E)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	91	20	6	3	1	2	0	123	0	0	0	0	0	0	0	0
07:15	112	31	1	5	0	2	0	151	0	0	0	0	0	0	0	0
07:30	144	26	5	1	0	0	0	176	0	0	0	0	0	0	0	0
07:45	110	28	5	1	2	1	0	147	0	0	0	0	0	0	0	0
H/TOT	457	105	17	10	3	5	0	597	0	0	0	0	0	0	0	0
08:00	71	32	3	1	1	0	0	108	0	0	0	0	0	0	0	0
08:15	82	20	9	3	0	1	0	115	0	0	0	0	0	0	0	0
08:30	79	20	4	0	1	0	0	104	0	0	0	0	0	0	0	0
08:45	86	12	4	6	0	0	0	108	0	0	0	0	0	0	0	0
H/TOT	318	84	20	10	2	1	0	435	0	0	0	0	0	0	0	0
09:00	39	11	5	6	0	1	0	62	0	0	0	0	0	0	0	0
09:15	23	6	3	2	0	0	0	34	0	0	0	0	0	0	0	0
09:30	30	12	2	4	0	0	0	48	0	0	0	0	0	0	0	0
09:45	33	15	3	2	0	0	0	53	0	0	0	0	0	0	0	0
H/TOT	125	44	13	14	0	1	0	197	0	0	0	0	0	0	0	0
10:00	29	5	3	6	0	0	0	43	0	0	0	0	0	0	0	0
10:15	26	9	4	2	0	0	0	41	0	0	0	0	0	0	0	0
10:30	26	4	2	1	0	0	0	33	0	0	0	0	0	0	0	0
10:45	23	11	2	2	0	0	0	38	0	0	0	0	0	0	0	0
H/TOT	104	29	11	11	0	0	0	155	0	0	0	0	0	0	0	0
11:00	21	10	2	2	0	0	0	35	0	0	0	0	0	0	0	0
11:15	18	6	7	3	0	0	0	34	0	0	0	0	0	0	0	0
11:30	20	13	2	2	0	1	0	38	0	0	0	0	0	0	0	0
11:45	23	11	4	2	0	0	0	40	0	0	0	0	0	0	0	0
H/TOT	82	40	15	9	0	1	0	147	0	0	0	0	0	0	0	0
12:00	19	15	2	3	0	0	0	39	0	0	0	0	0	0	0	0
12:15	24	12	4	4	0	0	0	44	0	0	0	0	0	0	0	0
12:30	32	10	3	2	0	1	0	48	0	0	0	0	0	0	0	0
12:45	26	12	3	3	0	0	0	44	0	0	0	0	0	0	0	0
H/TOT	101	49	12	12	0	1	0	175	0	0	0	0	0	0	0	0
13:00	35	10	1	3	0	0	0	49	0	0	0	0	0	0	0	0
13:15	28	7	3	3	0	0	0	41	0	0	0	0	0	0	0	0
13:30	27	5	4	5	0	0	0	41	0	0	0	0	0	0	0	0
13:45	26	9	5	9	0	0	0	49	0	0	0	0	0	0	0	0
H/TOT	116	31	13	20	0	0	0	180	0	0	0	0	0	0	0	0
14:00	25	9	6	0	0	0	0	40	0	0	0	0	0	0	0	0
14:15	27	11	4	4	0	0	0	46	0	0	0	0	0	0	0	0
14:30	31	6	3	5	0	0	0	45	0	0	0	0	0	0	0	0
14:45	34	4	5	4	0	0	0	47	0	0	0	0	0	0	0	0
H/TOT	117	30	18	13	0	0	0	178	0	0	0	0	0	0	0	0
15:00	32	11	3	4	0	0	0	50	0	0	0	0	0	0	0	0
15:15	30	10	3	3	0	0	0	46	0	0	0	0	0	0	0	0
15:30	30	6	6	2	0	0	0	44	0	0	0	0	0	0	0	0
15:45	30	5	1	4	0	0	0	40	0	0	0	0	0	0	0	0
H/TOT	122	32	13	13	0	0	0	180	0	0	0	0	0	0	0	0
16:00	27	7	4	1	0	1	0	40	0	0	0	0	0	0	0	0
16:15	28	5	3	2	1	0	0	39	0	0	0	0	0	0	0	0
16:30	32	4	0	4	0	0	0	40	0	0	0	0	0	0	0	0
16:45	24	5	3	0	0	0	0	32	0	0	0	0	0	0	0	0
H/TOT	111	21	10	7	1	1	0	151	0	0	0	0	0	0	0	0
17:00	35	3	2	1	0	0	0	41	0	0	0	0	0	0	0	0
17:15	34	4	1	0	1	0	0	40	0	0	0	0	0	0	0	0
17:30	31	2	1	2	0	0	0	36	0	0	0	0	0	0	0	0
17:45	33	4	1	1	1	0	0	40	0	0	0	0	0	0	0	0
H/TOT	133	13	5	4	2	0	0	157	0	0	0	0	0	0	0	0
18:00	41	2	1	0	0	1	0	45	0	0	0	0	0	0	0	0
18:15	36	3	1	2	0	0	0	42	0	0	0	0	0	0	0	0
18:30	21	1	0	1	0	0	0	23	0	0	0	0	0	0	0	0
18:45	12	2	2	1	0	0	0	17	0	0	0	0	0	0	0	0
H/TOT	110	8	4	4	0	1	0	127	0	0	0	0	0	0	0	0
P/TOT	1896	486	151	127	8	11	0	2679	0	0	0	0	0	0	0	0

MANUAL CLASSIFIED COUNTS

JOB REF: 10913

JOB NAME: IMMINGHAM

SITE: 5 **DATE:** 16/11/2021

LOCATION: A1173 (N) / A180 (E) / A1173 (S) **DAY:** TUESDAY

TIME	B TO C FROM A180 (E) TO A1173 (S)								B TO D FROM A180 (E) TO A180 (W)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	8	2	0	0	1	0	0	11	0	1	0	0	0	0	0	1
07:15	13	6	0	0	0	0	0	19	1	0	0	0	0	0	0	1
07:30	18	4	1	0	1	0	0	24	0	0	0	0	0	0	0	0
07:45	23	8	1	0	0	0	0	32	0	0	0	0	0	0	0	0
H/TOT	62	20	2	0	2	0	0	86	1	1	0	0	0	0	0	2
08:00	18	5	1	0	0	0	0	24	0	1	0	0	0	0	0	1
08:15	32	9	2	0	0	0	0	43	0	0	0	0	0	0	0	0
08:30	32	8	0	0	0	0	0	40	0	0	0	1	0	0	0	1
08:45	21	11	3	0	0	2	0	37	0	0	0	0	0	0	0	0
H/TOT	103	33	6	0	0	2	0	144	0	1	0	1	0	0	0	2
09:00	17	6	0	0	0	0	0	23	0	0	0	0	0	0	0	0
09:15	23	5	2	0	0	0	0	30	2	0	0	0	0	0	0	2
09:30	23	6	1	1	0	0	0	31	0	0	0	0	0	0	0	0
09:45	21	4	1	0	0	0	0	26	0	0	0	0	0	0	0	0
H/TOT	84	21	4	1	0	0	0	110	2	0	0	0	0	0	0	2
10:00	22	6	0	0	0	0	0	28	0	0	0	0	0	0	0	0
10:15	21	2	2	0	0	0	0	25	0	0	0	0	0	0	0	0
10:30	24	5	2	0	0	2	0	33	0	0	0	0	0	0	0	0
10:45	17	8	0	2	0	0	0	27	0	1	0	0	0	0	0	1
H/TOT	84	21	4	2	0	2	0	113	0	1	0	0	0	0	0	1
11:00	18	7	0	0	0	0	0	25	0	0	0	0	0	0	0	0
11:15	30	3	1	0	0	0	0	34	0	1	0	0	0	0	0	1
11:30	28	5	1	0	0	0	0	34	1	0	0	0	0	0	0	1
11:45	24	5	1	0	0	0	0	30	1	0	0	0	0	0	0	1
H/TOT	100	20	3	0	0	0	0	123	2	1	0	0	0	0	0	3
12:00	22	5	0	0	0	0	0	27	0	0	0	0	0	0	0	0
12:15	23	4	1	1	0	0	0	29	0	0	0	0	0	0	0	0
12:30	27	4	1	0	0	0	0	32	1	0	0	1	0	0	0	2
12:45	23	5	2	0	0	0	0	30	0	1	0	0	0	0	0	1
H/TOT	95	18	4	1	0	0	0	118	1	1	0	1	0	0	0	3
13:00	26	6	0	0	0	0	0	32	0	0	0	1	0	0	0	1
13:15	20	7	1	0	0	0	0	28	0	0	0	0	0	0	0	0
13:30	25	4	0	0	0	0	0	29	0	1	0	0	0	0	0	1
13:45	29	5	1	0	0	1	0	36	0	0	0	0	0	0	0	0
H/TOT	100	22	2	0	0	1	0	125	0	1	0	1	0	0	0	2
14:00	29	3	1	0	0	0	0	33	0	0	0	0	0	0	0	0
14:15	34	5	1	0	0	1	0	41	0	0	0	0	0	0	0	0
14:30	47	7	0	0	0	0	0	54	0	0	0	0	1	0	0	1
14:45	41	10	0	0	0	0	0	51	0	0	0	0	0	0	0	0
H/TOT	151	25	2	0	0	1	0	179	0	0	0	0	1	0	0	1
15:00	41	5	2	1	0	0	0	49	0	0	0	0	0	0	0	0
15:15	42	5	2	2	0	0	0	51	0	0	0	0	0	0	0	0
15:30	28	7	1	0	0	0	0	36	0	0	0	0	0	0	0	0
15:45	26	5	0	0	0	0	0	31	0	0	0	0	0	0	0	0
H/TOT	137	22	5	3	0	0	0	167	0	0	0	0	0	0	0	0
16:00	37	12	0	0	0	0	0	49	0	0	0	0	0	0	0	0
16:15	37	4	3	1	0	1	0	46	0	0	0	0	0	0	0	0
16:30	45	4	1	0	0	1	0	51	0	0	0	0	0	0	0	0
16:45	51	5	2	0	0	0	0	58	0	0	0	0	0	0	0	0
H/TOT	170	25	6	1	0	2	0	204	0	0	0	0	0	0	0	0
17:00	75	15	1	1	0	1	0	93	1	1	0	0	0	0	0	2
17:15	62	5	0	0	0	0	0	67	0	0	0	0	0	0	0	0
17:30	61	8	0	0	0	0	0	69	0	0	0	0	0	0	0	0
17:45	58	4	0	0	1	0	0	63	0	0	0	0	0	0	0	0
H/TOT	256	32	1	1	1	1	0	292	1	1	0	0	0	0	0	2
18:00	44	3	0	0	0	0	0	47	0	0	0	0	0	0	0	0
18:15	30	6	0	1	0	1	0	38	0	0	0	0	0	0	0	0
18:30	27	1	0	0	0	0	0	28	0	0	0	0	0	0	0	0
18:45	26	2	0	0	0	0	0	28	0	0	0	0	0	1	0	1
H/TOT	127	12	0	1	0	1	0	141	0	0	0	0	0	1	0	1
P/TOT	1469	271	39	10	3	10	0	1802	7	7	0	3	1	1	0	19

MANUAL CLASSIFIED COUNTS

JOB REF: 10913

JOB NAME: IMMINGHAM

SITE: 5 **DATE:** 16/11/2021

LOCATION: A1173 (N) / A180 (E) / A1173 (S) **DAY:** TUESDAY

TIME	C TO A FROM A1173 (S) TO A1173 (N)								C TO B FROM A1173 (S) TO A180 (E)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	12	2	0	0	0	0	0	14	21	3	0	0	0	0	0	24
07:15	13	0	1	0	0	0	1	15	30	13	0	0	0	0	0	43
07:30	31	5	0	1	0	0	0	37	41	8	1	0	0	0	0	50
07:45	43	3	2	0	0	0	0	48	47	9	0	0	1	1	0	58
H/TOT	99	10	3	1	0	0	1	114	139	33	1	0	1	1	0	175
08:00	22	3	2	2	0	0	0	29	54	12	2	0	0	0	0	68
08:15	22	0	0	1	0	0	1	24	43	12	0	0	2	0	0	57
08:30	16	0	0	2	0	0	0	18	47	8	2	0	0	0	0	57
08:45	37	5	0	1	1	0	0	44	65	6	1	1	0	0	0	73
H/TOT	97	8	2	6	1	0	1	115	209	38	5	1	2	0	0	255
09:00	15	3	0	2	0	0	0	20	30	2	1	1	1	0	0	35
09:15	3	3	0	0	0	0	0	6	28	5	0	1	0	0	0	34
09:30	4	3	0	2	0	1	0	10	29	7	2	1	0	0	0	39
09:45	3	1	0	1	0	0	0	5	32	5	0	0	0	0	0	37
H/TOT	25	10	0	5	0	1	0	41	119	19	3	3	1	0	0	145
10:00	4	1	1	4	0	0	0	10	24	7	0	0	0	0	0	31
10:15	1	0	1	2	0	0	0	4	26	12	0	0	0	0	0	38
10:30	3	1	0	2	0	0	0	6	20	3	0	0	0	0	0	23
10:45	2	0	4	3	0	0	0	9	27	5	3	0	0	0	0	35
H/TOT	10	2	6	11	0	0	0	29	97	27	3	0	0	0	0	127
11:00	0	4	1	2	0	0	0	7	31	3	0	0	0	0	0	34
11:15	4	3	0	3	0	0	0	10	17	2	1	1	0	0	0	21
11:30	3	1	1	4	0	0	0	9	15	4	1	1	0	0	0	21
11:45	5	2	1	2	0	0	0	10	17	5	0	1	0	0	0	23
H/TOT	12	10	3	11	0	0	0	36	80	14	2	3	0	0	0	99
12:00	2	1	0	2	0	0	1	6	17	4	2	0	0	0	0	23
12:15	5	1	0	3	0	0	1	10	27	5	1	0	0	0	0	33
12:30	2	3	1	0	0	0	0	6	26	4	1	0	0	0	0	31
12:45	4	1	1	2	0	0	0	8	17	2	0	0	0	1	0	20
H/TOT	13	6	2	7	0	0	2	30	87	15	4	0	0	1	0	107
13:00	2	0	0	2	0	0	0	4	19	6	0	0	0	0	0	25
13:15	5	2	0	4	0	0	0	11	22	7	0	0	0	0	0	29
13:30	1	2	2	1	0	0	0	6	22	2	1	1	0	0	0	26
13:45	7	0	3	4	0	0	0	14	19	5	0	0	0	0	0	24
H/TOT	15	4	5	11	0	0	0	35	82	20	1	1	0	0	0	104
14:00	1	2	0	1	0	0	0	4	25	3	0	0	0	0	0	28
14:15	1	4	1	1	0	0	0	7	25	5	0	0	0	0	0	30
14:30	5	0	0	2	0	0	0	7	32	11	0	0	0	0	0	43
14:45	2	3	0	1	0	0	0	6	17	0	2	1	0	0	0	20
H/TOT	9	9	1	5	0	0	0	24	99	19	2	1	0	0	0	121
15:00	0	0	1	1	0	0	0	2	24	7	2	0	0	0	0	33
15:15	0	2	0	0	0	0	0	2	25	4	0	0	0	0	0	29
15:30	1	0	1	1	0	0	0	3	29	12	0	0	0	0	0	41
15:45	4	1	1	1	1	0	0	8	25	7	1	0	0	0	0	33
H/TOT	5	3	3	3	1	0	0	15	103	30	3	0	0	0	0	136
16:00	5	0	1	1	0	0	0	7	27	7	0	0	0	0	0	34
16:15	1	0	0	1	0	0	0	2	27	9	1	0	0	0	0	37
16:30	6	2	0	4	0	0	0	12	18	2	0	0	0	0	0	20
16:45	0	0	0	0	0	0	0	0	27	6	0	0	0	0	0	33
H/TOT	12	2	1	6	0	0	0	21	99	24	1	0	0	0	0	124
17:00	3	0	1	0	1	0	0	5	15	2	0	0	0	0	0	17
17:15	5	1	1	3	0	2	0	12	35	2	1	0	1	0	0	39
17:30	5	0	0	1	0	0	0	6	26	2	1	0	0	0	0	29
17:45	3	0	1	0	0	1	0	5	28	4	0	0	0	0	0	32
H/TOT	16	1	3	4	1	3	0	28	104	10	2	0	1	0	0	117
18:00	3	2	0	1	0	0	0	6	23	2	0	0	0	0	0	25
18:15	2	1	0	0	0	0	0	3	23	2	0	0	0	0	0	25
18:30	4	0	0	0	0	0	0	4	22	2	0	0	0	1	0	25
18:45	1	0	0	1	0	0	0	2	16	5	0	0	0	0	0	21
H/TOT	10	3	0	2	0	0	0	15	84	11	0	0	0	1	0	96
P/TOT	323	68	29	72	3	4	4	503	1302	260	27	9	5	3	0	1606

MANUAL CLASSIFIED COUNTS

JOB REF: 10913

JOB NAME: IMMINGHAM

SITE: 5 **DATE:** 16/11/2021

LOCATION: A1173 (N) / A180 (E) / A1173 (S) **DAY:** TUESDAY

TIME	C TO C FROM A1173 (S) TO A1173 (S)								C TO D FROM A1173 (S) TO A180 (W)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	0	0	0	0	0	0	0	12	4	0	1	0	0	0	17
07:15	0	0	0	0	0	0	0	0	19	3	0	1	0	0	0	23
07:30	0	0	0	0	0	0	0	0	17	5	1	0	0	0	0	23
07:45	0	0	0	0	0	0	0	0	18	4	0	0	0	0	0	22
H/TOT	0	0	0	0	0	0	0	0	66	16	1	2	0	0	0	85
08:00	0	0	0	0	0	0	0	0	17	5	1	0	0	0	0	23
08:15	0	0	0	0	0	0	0	0	13	4	2	0	0	0	0	19
08:30	0	0	0	0	0	0	0	0	8	0	0	0	0	0	0	8
08:45	0	0	0	0	0	0	0	0	8	1	0	0	0	0	0	9
H/TOT	0	0	0	0	0	0	0	0	46	10	3	0	0	0	0	59
09:00	0	0	0	0	0	0	0	0	5	2	1	0	0	0	0	8
09:15	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	7
09:30	0	0	0	0	0	0	0	0	3	2	1	1	0	0	0	7
09:45	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	3
H/TOT	0	0	0	0	0	0	0	0	17	5	2	1	0	0	0	25
10:00	0	0	0	0	0	0	0	0	10	1	0	1	0	0	0	12
10:15	0	0	0	0	0	0	0	0	2	0	0	1	0	0	0	3
10:30	0	0	0	0	0	0	0	0	3	0	0	1	0	0	0	4
10:45	0	0	0	0	0	0	0	0	6	3	0	0	0	0	0	9
H/TOT	0	0	0	0	0	0	0	0	21	4	0	3	0	0	0	28
11:00	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	3
11:15	0	0	0	0	0	0	0	0	6	2	1	0	0	0	0	9
11:30	0	0	0	0	0	0	0	0	4	0	1	1	0	0	0	6
11:45	0	0	0	0	0	0	0	0	6	1	1	2	0	0	0	10
H/TOT	0	0	0	0	0	0	0	0	18	4	3	3	0	0	0	28
12:00	0	0	0	0	0	0	0	0	3	1	1	1	0	0	0	6
12:15	0	0	0	0	0	0	0	0	2	1	1	0	0	0	0	4
12:30	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	4
12:45	0	0	0	0	0	0	0	0	3	1	2	0	0	0	0	6
H/TOT	0	0	0	0	0	0	0	0	11	4	4	1	0	0	0	20
13:00	0	0	0	0	0	0	0	0	4	1	0	1	0	0	0	6
13:15	0	0	0	0	0	0	0	0	4	0	1	0	0	0	0	5
13:30	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3
13:45	0	0	0	0	0	0	0	0	4	1	1	0	0	0	0	6
H/TOT	0	0	0	0	0	0	0	0	15	2	2	1	0	0	0	20
14:00	0	0	0	0	0	0	0	0	3	2	0	1	0	0	0	6
14:15	0	0	0	0	0	0	0	0	2	3	1	1	0	0	0	7
14:30	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4
14:45	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	4
H/TOT	0	0	0	0	0	0	0	0	11	7	1	2	0	0	0	21
15:00	0	0	0	0	0	0	0	0	3	2	0	0	0	0	0	5
15:15	0	0	0	0	0	0	0	0	6	1	0	0	0	0	0	7
15:30	0	0	0	0	0	0	0	0	7	0	0	1	0	0	0	8
15:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
H/TOT	0	0	0	0	0	0	0	0	17	3	0	1	0	0	0	21
16:00	0	0	0	0	0	0	0	0	2	2	1	0	0	0	0	5
16:15	0	0	0	0	0	0	0	0	2	3	0	0	0	0	0	5
16:30	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	3
16:45	0	0	0	0	0	0	0	0	9	2	0	1	0	0	0	12
H/TOT	0	0	0	0	0	0	0	0	15	8	1	1	0	0	0	25
17:00	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4
17:15	0	0	0	0	0	0	0	0	4	1	0	0	0	0	0	5
17:30	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4
17:45	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
H/TOT	0	0	0	0	0	0	0	0	14	1	0	0	0	0	0	15
18:00	0	0	0	0	0	0	0	0	10	1	0	1	0	0	0	12
18:15	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3
18:30	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	3
18:45	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2
H/TOT	0	0	0	0	0	0	0	0	16	3	0	1	0	0	0	20
P/TOT	0	0	0	0	0	0	0	0	267	67	17	16	0	0	0	367

MANUAL CLASSIFIED COUNTS

JOB REF: 10913

JOB NAME: IMMINGHAM

SITE: 5 **DATE:** 16/11/2021

LOCATION: A1173 (N) / A180 (E) / A1173 (S) **DAY:** TUESDAY

TIME	D TO A FROM A180 (W) TO A1173 (N)								D TO B FROM A180 (W) TO A180 (E)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	35	8	4	16	0	0	0	63	0	0	0	0	0	0	0	0
07:15	27	13	6	15	0	0	0	61	0	0	0	0	0	0	0	0
07:30	43	7	3	11	0	0	0	64	0	0	0	0	0	0	0	0
07:45	65	15	4	9	0	0	0	93	0	0	0	0	0	0	0	0
H/TOT	170	43	17	51	0	0	0	281	0	0	0	0	0	0	0	0
08:00	40	11	6	13	0	0	0	70	1	0	0	0	0	0	0	1
08:15	38	7	6	17	0	0	0	68	0	0	0	0	0	0	0	0
08:30	28	11	3	10	0	0	0	52	0	0	0	0	0	0	0	0
08:45	27	10	4	14	2	0	0	57	0	0	0	0	0	0	0	0
H/TOT	133	39	19	54	2	0	0	247	1	0	0	0	0	0	0	1
09:00	12	13	1	8	1	0	0	35	1	0	0	0	0	0	0	1
09:15	12	2	4	7	0	0	0	25	0	0	0	0	0	0	0	0
09:30	6	4	1	7	0	0	0	18	0	0	0	0	0	0	0	0
09:45	12	4	4	7	0	0	0	27	0	0	0	0	0	0	0	0
H/TOT	42	23	10	29	1	0	0	105	1	0	0	0	0	0	0	1
10:00	11	8	3	15	0	0	0	37	1	0	0	0	0	0	0	1
10:15	1	10	3	22	0	0	0	36	0	0	0	0	0	0	0	0
10:30	4	2	1	13	0	0	0	20	0	0	0	0	0	0	0	0
10:45	3	4	5	16	0	0	0	28	0	0	0	0	0	0	0	0
H/TOT	19	24	12	66	0	0	0	121	1	0	0	0	0	0	0	1
11:00	6	5	3	12	0	0	0	26	0	0	0	0	0	0	0	0
11:15	5	3	0	11	0	0	0	19	0	0	0	0	0	0	0	0
11:30	10	5	4	13	0	0	0	32	0	0	0	0	0	0	0	0
11:45	4	6	3	19	0	0	0	32	0	0	0	0	0	0	0	0
H/TOT	25	19	10	55	0	0	0	109	0	0	0	0	0	0	0	0
12:00	8	4	1	12	0	0	0	25	0	0	0	0	0	0	0	0
12:15	3	5	4	14	0	0	0	26	0	0	0	0	0	0	0	0
12:30	3	4	1	13	0	0	0	21	0	0	0	0	0	0	0	0
12:45	5	0	2	12	0	0	0	19	0	1	0	0	0	0	0	1
H/TOT	19	13	8	51	0	0	0	91	0	1	0	0	0	0	0	1
13:00	12	2	6	14	0	0	0	34	0	0	0	0	0	0	0	0
13:15	5	4	2	15	0	0	0	26	0	0	0	0	0	0	0	0
13:30	4	6	2	14	0	0	0	26	0	0	1	0	0	0	0	1
13:45	7	4	3	17	0	0	0	31	0	0	0	0	0	0	0	0
H/TOT	28	16	13	60	0	0	0	117	0	0	1	0	0	0	0	1
14:00	5	2	1	18	0	0	0	26	0	0	0	0	0	0	0	0
14:15	4	5	4	24	0	0	0	37	0	0	0	0	0	0	0	0
14:30	6	4	10	14	0	0	0	34	0	0	0	0	0	0	0	0
14:45	2	4	3	17	0	0	0	26	0	0	0	0	0	0	0	0
H/TOT	17	15	18	73	0	0	0	123	0	0	0	0	0	0	0	0
15:00	4	5	4	21	0	0	0	34	0	0	0	0	0	0	0	0
15:15	3	7	3	11	0	0	0	24	0	0	0	0	0	0	0	0
15:30	5	4	5	16	0	0	0	30	0	0	0	0	0	0	0	0
15:45	5	1	3	20	0	0	0	29	1	0	0	0	0	0	0	1
H/TOT	17	17	15	68	0	0	0	117	1	0	0	0	0	0	0	1
16:00	3	1	2	13	0	0	0	19	0	0	0	0	0	0	0	0
16:15	0	3	3	20	0	0	0	26	0	0	0	0	0	0	0	0
16:30	2	1	3	17	0	0	0	23	0	0	0	0	0	0	0	0
16:45	5	5	4	11	0	0	0	25	1	0	0	0	0	0	0	1
H/TOT	10	10	12	61	0	0	0	93	1	0	0	0	0	0	0	1
17:00	5	2	2	9	0	0	0	18	0	0	0	0	0	0	0	0
17:15	5	4	1	9	0	0	0	19	0	0	0	0	0	0	0	0
17:30	5	2	2	7	0	0	0	16	1	0	0	0	0	0	0	1
17:45	12	0	1	7	0	0	0	20	0	0	0	0	0	0	0	0
H/TOT	27	8	6	32	0	0	0	73	1	0	0	0	0	0	0	1
18:00	6	0	1	6	0	0	0	13	0	0	0	0	0	0	0	0
18:15	3	0	0	9	0	0	0	12	0	0	0	0	0	0	0	0
18:30	3	0	1	4	0	0	0	8	0	0	0	0	0	0	0	0
18:45	3	0	3	9	0	0	0	15	0	0	0	0	0	0	0	0
H/TOT	15	0	5	28	0	0	0	48	0	0	0	0	0	0	0	0
P/TOT	522	227	145	628	3	0	0	1525	6	1	1	0	0	0	0	8

MANUAL CLASSIFIED COUNTS

JOB REF: 10913

JOB NAME: IMMINGHAM

SITE: 5 **DATE:** 16/11/2021

LOCATION: A1173 (N) / A180 (E) / A1173 (S) **DAY:** TUESDAY

TIME	D TO C FROM A180 (W) TO A1173 (S)								D TO D FROM A180 (W) TO A180 (W)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
07:15	2	2	0	0	0	0	0	4	0	0	0	0	0	0	0	0
07:30	1	2	1	0	0	0	0	4	0	0	0	0	0	0	0	0
07:45	1	0	0	1	0	0	0	2	0	0	0	0	0	0	0	0
H/TOT	5	4	1	1	0	0	0	11	0	0	0	0	0	0	0	0
08:00	5	2	0	0	0	0	0	7	0	0	0	0	0	0	0	0
08:15	5	2	1	0	0	0	0	8	0	0	0	0	0	0	0	0
08:30	4	2	0	1	0	0	0	7	0	0	0	0	0	0	0	0
08:45	2	0	1	1	0	0	0	4	0	0	0	0	0	0	0	0
H/TOT	16	6	2	2	0	0	0	26	0	0	0	0	0	0	0	0
09:00	3	0	0	1	0	0	0	4	0	0	0	0	0	0	0	0
09:15	5	2	0	1	0	0	0	8	0	0	0	0	0	0	0	0
09:30	2	2	0	0	0	0	0	4	0	0	0	0	0	0	0	0
09:45	2	0	0	1	0	0	0	3	0	0	0	0	0	0	0	0
H/TOT	12	4	0	3	0	0	0	19	0	0	0	0	0	0	0	0
10:00	4	0	0	1	0	0	0	5	0	0	0	0	0	0	0	0
10:15	2	1	1	2	0	0	0	6	0	0	0	0	0	0	0	0
10:30	4	3	0	1	0	0	0	8	0	0	0	0	0	0	0	0
10:45	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
H/TOT	12	4	1	4	0	0	0	21	0	0	0	0	0	0	0	0
11:00	1	1	1	2	0	0	0	5	0	0	0	0	0	0	0	0
11:15	1	2	0	2	0	0	0	5	0	0	0	0	0	0	0	0
11:30	4	3	1	0	0	0	0	8	0	0	0	0	0	0	0	0
11:45	0	2	0	0	0	0	0	2	0	0	0	0	0	0	0	0
H/TOT	6	8	2	4	0	0	0	20	0	0	0	0	0	0	0	0
12:00	5	1	1	0	0	0	0	7	0	0	0	0	0	0	0	0
12:15	2	0	1	0	0	0	0	3	0	0	0	0	0	0	0	0
12:30	5	0	0	1	0	0	0	6	0	0	0	0	0	0	0	0
12:45	1	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0
H/TOT	13	2	2	1	0	0	0	18	0	0	0	0	0	0	0	0
13:00	2	1	0	1	0	0	0	4	0	0	0	0	0	0	0	0
13:15	2	1	0	1	0	0	0	4	0	0	0	0	0	0	0	0
13:30	2	0	0	2	0	0	0	4	0	0	0	0	0	0	0	0
13:45	3	1	0	1	0	0	0	5	0	0	0	0	0	0	0	0
H/TOT	9	3	0	5	0	0	0	17	0	0	0	0	0	0	0	0
14:00	2	0	0	1	0	0	0	3	0	0	0	0	0	0	0	0
14:15	7	2	0	0	0	0	0	9	0	0	0	0	0	0	0	0
14:30	6	1	0	0	0	0	0	7	0	0	0	0	0	0	0	0
14:45	6	1	0	0	0	0	0	7	0	0	0	0	0	0	0	0
H/TOT	21	4	0	1	0	0	0	26	0	0	0	0	0	0	0	0
15:00	6	2	0	0	0	0	0	8	0	0	0	0	0	0	0	0
15:15	1	2	0	0	0	0	0	3	0	0	0	0	0	0	0	0
15:30	10	4	0	0	0	0	0	14	0	0	0	0	0	0	0	0
15:45	6	2	0	0	0	0	0	8	0	0	0	0	0	0	0	0
H/TOT	23	10	0	0	0	0	0	33	0	0	0	0	0	0	0	0
16:00	11	5	0	1	0	0	0	17	0	0	0	0	0	0	0	0
16:15	14	4	0	0	0	0	0	18	0	0	0	0	0	0	0	0
16:30	9	2	1	1	0	0	0	13	0	0	0	0	0	0	0	0
16:45	10	2	2	0	0	0	0	14	0	0	0	0	0	0	0	0
H/TOT	44	13	3	2	0	0	0	62	0	0	0	0	0	0	0	0
17:00	13	2	0	1	0	0	0	16	0	0	0	0	0	0	0	0
17:15	18	3	3	0	0	0	0	24	0	0	0	0	0	0	0	0
17:30	13	1	0	0	0	0	0	14	0	0	0	0	0	0	0	0
17:45	7	3	1	0	0	0	0	11	0	0	0	0	0	0	0	0
H/TOT	51	9	4	1	0	0	0	65	0	0	0	0	0	0	0	0
18:00	6	1	0	1	0	0	0	8	0	0	0	0	0	0	0	0
18:15	11	0	0	0	0	0	0	11	0	0	0	0	0	0	0	0
18:30	15	0	0	0	0	0	0	15	0	0	0	0	0	0	0	0
18:45	3	1	0	0	0	0	0	4	0	0	0	0	0	0	0	0
H/TOT	35	2	0	1	0	0	0	38	0	0	0	0	0	0	0	0
P/TOT	247	69	15	25	0	0	0	356	0	0	0	0	0	0	0	0

MANUAL CLASSIFIED COUNTS

JOB REF: 10913

JOB NAME: IMMINGHAM

SITE: 5 **DATE:** 16/11/2021

LOCATION: A1173 (N) / A180 (E) / A1173 (S) **DAY:** TUESDAY

TIME	TO ARM A A1173 (N)								FROM ARM A A1173 (N)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	138	30	10	19	1	2	0	200	23	5	4	11	1	0	0	44
07:15	152	44	8	20	0	2	1	227	14	5	4	15	0	0	0	38
07:30	218	38	8	13	0	0	0	277	24	1	3	14	0	0	0	42
07:45	218	46	11	10	2	1	0	288	33	8	9	18	0	0	0	68
H/TOT	726	158	37	62	3	5	1	992	94	19	20	58	1	0	0	192
08:00	133	46	11	16	1	0	0	207	33	7	7	23	0	1	0	71
08:15	142	27	15	21	0	1	1	207	24	15	9	19	0	0	0	67
08:30	123	31	7	12	1	0	0	174	17	13	7	22	0	0	0	59
08:45	150	27	8	21	3	0	0	209	29	13	7	24	0	0	0	73
H/TOT	548	131	41	70	5	1	1	797	103	48	30	88	0	1	0	270
09:00	66	27	6	16	1	1	0	117	23	11	9	24	0	0	0	67
09:15	38	11	7	9	0	0	0	65	18	21	6	20	0	0	0	65
09:30	40	19	3	13	0	1	0	76	33	8	5	16	0	0	0	62
09:45	48	20	7	10	0	0	0	85	24	12	7	14	0	0	0	57
H/TOT	192	77	23	48	1	2	0	343	98	52	27	74	0	0	0	251
10:00	44	14	7	25	0	0	0	90	20	15	3	14	0	0	0	52
10:15	28	19	8	26	0	0	0	81	29	14	11	21	0	0	0	75
10:30	33	7	3	16	0	0	0	59	22	16	3	11	0	0	0	52
10:45	28	15	11	21	0	0	0	75	27	11	3	19	0	0	0	60
H/TOT	133	55	29	88	0	0	0	305	98	56	20	65	0	0	0	239
11:00	27	19	6	16	0	0	0	68	20	8	9	23	0	0	0	60
11:15	27	12	7	17	0	0	0	63	29	13	9	24	0	0	0	75
11:30	33	19	7	19	0	1	0	79	30	15	1	17	0	0	0	63
11:45	32	19	8	23	0	0	0	82	29	23	8	14	0	1	0	75
H/TOT	119	69	28	75	0	1	0	292	108	59	27	78	0	1	0	273
12:00	29	20	3	17	0	0	1	70	42	14	4	14	0	0	0	74
12:15	32	18	8	21	0	0	1	80	29	17	4	12	0	1	0	63
12:30	37	17	5	15	0	1	0	75	32	19	5	17	0	0	0	73
12:45	35	13	6	17	0	0	0	71	34	15	2	14	0	0	1	66
H/TOT	133	68	22	70	0	1	2	296	137	65	15	57	0	1	1	276
13:00	49	12	7	19	0	0	0	87	41	13	4	17	0	0	0	75
13:15	38	13	5	22	0	0	0	78	36	18	5	16	0	0	0	75
13:30	32	13	8	20	0	0	0	73	48	17	9	22	0	0	0	96
13:45	40	13	11	30	0	0	0	94	40	10	8	11	0	0	0	69
H/TOT	159	51	31	91	0	0	0	332	165	58	26	66	0	0	0	315
14:00	31	13	7	19	0	0	0	70	55	9	10	15	0	0	0	89
14:15	32	20	9	29	0	0	0	90	45	23	8	18	3	1	0	98
14:30	42	10	13	21	0	0	0	86	66	26	7	10	0	0	0	109
14:45	38	11	8	22	0	0	0	79	60	22	8	17	1	0	0	108
H/TOT	143	54	37	91	0	0	0	325	226	80	33	60	4	1	0	404
15:00	36	16	8	26	0	0	0	86	86	40	9	17	0	0	0	152
15:15	33	19	6	14	0	0	0	72	79	24	3	20	1	1	0	128
15:30	36	10	12	19	0	0	0	77	104	27	5	17	0	0	0	153
15:45	39	7	5	25	1	0	0	77	113	31	14	19	0	1	0	178
H/TOT	144	52	31	84	1	0	0	312	382	122	31	73	1	2	0	611
16:00	35	8	7	15	0	1	0	66	202	44	8	12	0	0	0	266
16:15	29	8	6	23	1	0	0	67	155	32	7	19	0	1	0	214
16:30	40	7	3	25	0	0	0	75	211	40	6	16	0	0	0	273
16:45	29	10	7	11	0	0	0	57	172	39	7	10	1	2	1	232
H/TOT	133	33	23	74	1	1	0	265	740	155	28	57	1	3	1	985
17:00	43	5	5	10	1	0	0	64	225	29	1	9	0	0	0	264
17:15	44	9	3	12	1	2	0	71	128	20	3	9	1	1	0	162
17:30	41	4	3	10	0	0	0	58	123	27	3	15	0	0	0	168
17:45	48	4	3	8	1	1	0	65	84	9	3	8	1	2	0	107
H/TOT	176	22	14	40	3	3	0	258	560	85	10	41	2	3	0	701
18:00	50	4	2	7	0	1	0	64	83	13	3	10	0	0	0	109
18:15	41	4	1	11	0	0	0	57	51	13	1	10	1	0	0	76
18:30	28	1	1	5	0	0	0	35	67	14	1	13	0	0	0	95
18:45	16	2	5	11	0	0	0	34	48	3	2	3	0	0	0	56
H/TOT	135	11	9	34	0	1	0	190	249	43	7	36	1	0	0	336
P/TOT	2741	781	325	827	14	15	4	4707	2960	842	274	753	10	12	2	4853

MANUAL CLASSIFIED COUNTS

JOB REF: 10913

JOB NAME: IMMINGHAM

SITE: 5 **DATE:** 16/11/2021

LOCATION: A1173 (N) / A180 (E) / A1173 (S) **DAY:** TUESDAY

TIME	TO ARM B A180 (E)								FROM ARM B A180 (E)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	41	6	2	0	0	0	0	49	99	23	6	3	2	2	0	135
07:15	39	14	1	2	0	0	0	56	126	37	1	5	0	2	0	171
07:30	60	9	1	3	0	0	0	73	162	30	6	1	1	0	0	200
07:45	74	13	6	7	1	1	0	102	133	36	6	1	2	1	0	179
H/TOT	214	42	10	12	1	1	0	280	520	126	19	10	5	5	0	685
08:00	82	15	5	3	0	1	0	106	89	38	4	1	1	0	0	133
08:15	61	21	3	2	2	0	0	89	114	29	11	3	0	1	0	158
08:30	57	15	5	8	0	0	0	85	111	28	4	1	1	0	0	145
08:45	88	15	5	6	0	0	0	114	107	23	7	6	0	2	0	145
H/TOT	288	66	18	19	2	1	0	394	421	118	26	11	2	3	0	581
09:00	51	9	5	4	1	0	0	70	56	17	5	6	0	1	0	85
09:15	44	21	3	5	0	0	0	73	48	11	5	2	0	0	0	66
09:30	55	14	5	4	0	0	0	78	53	18	3	5	0	0	0	79
09:45	50	15	4	4	0	0	0	73	54	19	4	2	0	0	0	79
H/TOT	200	59	17	17	1	0	0	294	211	65	17	15	0	1	0	309
10:00	44	17	1	3	0	0	0	65	51	11	3	6	0	0	0	71
10:15	51	19	3	5	0	0	0	78	47	11	6	2	0	0	0	66
10:30	40	10	1	3	0	0	0	54	50	9	4	1	0	2	0	66
10:45	49	12	5	3	0	0	0	69	40	20	2	4	0	0	0	66
H/TOT	184	58	10	14	0	0	0	266	188	51	15	13	0	2	0	269
11:00	47	9	4	2	0	0	0	62	39	17	2	2	0	0	0	60
11:15	39	12	3	4	0	0	0	58	48	10	8	3	0	0	0	69
11:30	36	12	1	2	0	0	0	51	49	18	3	2	0	1	0	73
11:45	38	16	5	5	0	1	0	65	48	16	5	2	0	0	0	71
H/TOT	160	49	13	13	0	1	0	236	184	61	18	9	0	1	0	273
12:00	49	12	4	1	0	0	0	66	41	20	2	3	0	0	0	66
12:15	50	17	1	5	0	1	0	74	47	16	5	5	0	0	0	73
12:30	50	13	3	4	0	0	0	70	60	14	4	3	0	1	0	82
12:45	42	12	1	2	0	1	0	58	49	18	5	3	0	0	0	75
H/TOT	191	54	9	12	0	2	0	268	197	68	16	14	0	1	0	296
13:00	44	12	2	4	0	0	0	62	61	16	1	4	0	0	0	82
13:15	50	22	3	6	0	0	0	81	48	14	4	3	0	0	0	69
13:30	62	12	4	5	0	0	0	83	52	10	4	5	0	0	0	71
13:45	48	11	5	1	0	0	0	65	55	14	6	9	0	1	0	85
H/TOT	204	57	14	16	0	0	0	291	216	54	15	21	0	1	0	307
14:00	69	6	4	5	0	0	0	84	54	12	7	0	0	0	0	73
14:15	53	16	5	2	0	1	0	77	61	16	5	4	0	1	0	87
14:30	86	31	3	1	0	0	0	121	78	13	3	5	1	0	0	100
14:45	56	16	6	5	0	0	0	83	75	14	5	4	0	0	0	98
H/TOT	264	69	18	13	0	1	0	365	268	55	20	13	1	1	0	358
15:00	88	24	9	1	0	0	0	122	73	16	5	5	0	0	0	99
15:15	77	15	2	3	1	1	0	99	72	15	5	5	0	0	0	97
15:30	103	26	1	1	0	0	0	131	58	13	7	2	0	0	0	80
15:45	102	27	7	1	0	0	0	137	56	10	1	4	0	0	0	71
H/TOT	370	92	19	6	1	1	0	489	259	54	18	16	0	0	0	347
16:00	149	31	1	1	0	0	0	182	64	19	4	1	0	1	0	89
16:15	130	32	4	0	0	1	0	167	65	9	6	3	1	1	0	85
16:30	155	26	2	3	0	0	0	186	77	8	1	4	0	1	0	91
16:45	137	31	3	0	1	2	0	174	75	10	5	0	0	0	0	90
H/TOT	571	120	10	4	1	3	0	709	281	46	16	8	1	3	0	355
17:00	143	19	0	0	0	0	0	162	111	19	3	2	0	1	0	136
17:15	108	12	2	0	2	1	0	125	96	9	1	0	1	0	0	107
17:30	111	15	2	1	0	0	0	129	92	10	1	2	0	0	0	105
17:45	84	10	1	2	1	2	0	100	91	8	1	1	2	0	0	103
H/TOT	446	56	5	3	3	3	0	516	390	46	6	5	3	1	0	451
18:00	88	14	1	3	0	0	0	106	85	5	1	0	0	1	0	92
18:15	63	13	0	3	1	0	0	80	66	9	1	3	0	1	0	80
18:30	70	12	0	3	0	1	0	86	48	2	0	1	0	0	0	51
18:45	53	7	2	1	0	0	0	63	38	4	2	1	0	1	0	46
H/TOT	274	46	3	10	1	1	0	335	237	20	4	5	0	3	0	269
P/TOT	3366	768	146	139	10	14	0	4443	3372	764	190	140	12	22	0	4500

MANUAL CLASSIFIED COUNTS

JOB REF: 10913

JOB NAME: IMMINGHAM

SITE: 5 **DATE:** 16/11/2021

LOCATION: A1173 (N) / A180 (E) / A1173 (S) **DAY:** TUESDAY

TIME	TO ARM C A1173 (S)								FROM ARM C A1173 (S)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	12	3	1	2	1	0	0	19	45	9	0	1	0	0	0	55
07:15	15	9	0	2	0	0	0	26	62	16	1	1	0	0	1	81
07:30	20	6	2	2	1	0	0	31	89	18	2	1	0	0	0	110
07:45	27	9	1	2	0	0	0	39	108	16	2	0	1	1	0	128
H/TOT	74	27	4	8	2	0	0	115	304	59	5	3	1	1	1	374
08:00	26	8	2	0	0	0	0	36	93	20	5	2	0	0	0	120
08:15	40	11	6	0	0	0	0	57	78	16	2	1	2	0	1	100
08:30	39	10	2	1	0	0	0	52	71	8	2	2	0	0	0	83
08:45	24	13	4	6	0	2	0	49	110	12	1	2	1	0	0	126
H/TOT	129	42	14	7	0	2	0	194	352	56	10	7	3	0	1	429
09:00	23	6	2	3	0	0	0	34	50	7	2	3	1	0	0	63
09:15	28	10	2	4	0	0	0	44	38	8	0	1	0	0	0	47
09:30	30	8	1	3	0	0	0	42	36	12	3	4	0	1	0	56
09:45	25	5	2	1	0	0	0	33	37	7	0	1	0	0	0	45
H/TOT	106	29	7	11	0	0	0	153	161	34	5	9	1	1	0	211
10:00	27	8	0	1	0	0	0	36	38	9	1	5	0	0	0	53
10:15	23	5	8	2	0	0	0	38	29	12	1	3	0	0	0	45
10:30	29	10	2	1	0	2	0	44	26	4	0	3	0	0	0	33
10:45	20	10	1	4	0	0	0	35	35	8	7	3	0	0	0	53
H/TOT	99	33	11	8	0	2	0	153	128	33	9	14	0	0	0	184
11:00	19	8	3	9	0	0	0	39	33	8	1	2	0	0	0	44
11:15	36	5	4	4	0	0	0	49	27	7	2	4	0	0	0	40
11:30	32	11	2	0	0	0	0	45	22	5	3	6	0	0	0	36
11:45	25	11	1	0	0	0	0	37	28	8	2	5	0	0	0	43
H/TOT	112	35	10	13	0	0	0	170	110	28	8	17	0	0	0	163
12:00	33	8	1	0	0	0	0	42	22	6	3	3	0	0	1	35
12:15	26	6	3	2	0	0	0	37	34	7	2	3	0	0	1	47
12:30	38	5	1	4	0	0	0	48	31	8	2	0	0	0	0	41
12:45	30	8	2	2	0	0	1	43	24	4	3	2	0	1	0	34
H/TOT	127	27	7	8	0	0	1	170	111	25	10	8	0	1	2	157
13:00	37	8	1	2	0	0	0	48	25	7	0	3	0	0	0	35
13:15	26	11	1	4	0	0	0	42	31	9	1	4	0	0	0	45
13:30	28	5	0	2	0	0	0	35	26	4	3	2	0	0	0	35
13:45	39	6	1	2	0	1	0	49	30	6	4	4	0	0	0	44
H/TOT	130	30	3	10	0	1	0	174	112	26	8	13	0	0	0	159
14:00	31	8	3	3	0	0	0	45	29	7	0	2	0	0	0	38
14:15	42	14	1	0	0	1	0	58	28	12	2	2	0	0	0	44
14:30	55	10	1	1	0	0	0	67	41	11	0	2	0	0	0	54
14:45	53	13	2	0	1	0	0	69	21	5	2	2	0	0	0	30
H/TOT	181	45	7	4	1	1	0	239	119	35	4	8	0	0	0	166
15:00	56	8	3	2	0	0	0	69	27	9	3	1	0	0	0	40
15:15	53	8	3	2	0	0	0	66	31	7	0	0	0	0	0	38
15:30	49	15	2	4	0	0	0	70	37	12	1	2	0	0	0	52
15:45	50	8	1	1	0	1	0	61	30	8	2	1	1	0	0	42
H/TOT	208	39	9	9	0	1	0	266	125	36	6	4	1	0	0	172
16:00	79	26	1	2	0	0	0	108	34	9	2	1	0	0	0	46
16:15	73	13	3	3	0	1	0	93	30	12	1	1	0	0	0	44
16:30	82	13	2	5	0	1	0	103	26	5	0	4	0	0	0	35
16:45	88	14	5	0	0	0	1	108	36	8	0	1	0	0	0	45
H/TOT	322	66	11	10	0	2	1	412	126	34	3	7	0	0	0	170
17:00	153	20	2	3	0	1	0	179	22	2	1	0	1	0	0	26
17:15	107	10	4	1	0	0	0	122	44	4	2	3	1	2	0	56
17:30	95	15	0	3	0	0	0	113	35	2	1	1	0	0	0	39
17:45	74	8	1	0	1	0	0	84	33	4	1	0	0	1	0	39
H/TOT	429	53	7	7	1	1	0	498	134	12	5	4	2	3	0	160
18:00	58	5	1	1	0	0	0	65	36	5	0	2	0	0	0	43
18:15	43	8	0	2	0	1	0	54	28	3	0	0	0	0	0	31
18:30	52	2	1	0	0	0	0	55	28	3	0	0	0	1	0	32
18:45	36	4	0	0	0	0	0	40	18	6	0	1	0	0	0	25
H/TOT	189	19	2	3	0	1	0	214	110	17	0	3	0	1	0	131
P/TOT	2106	445	92	98	4	11	2	2758	1892	395	73	97	8	7	4	2476

MANUAL CLASSIFIED COUNTS

JOB REF: 10913

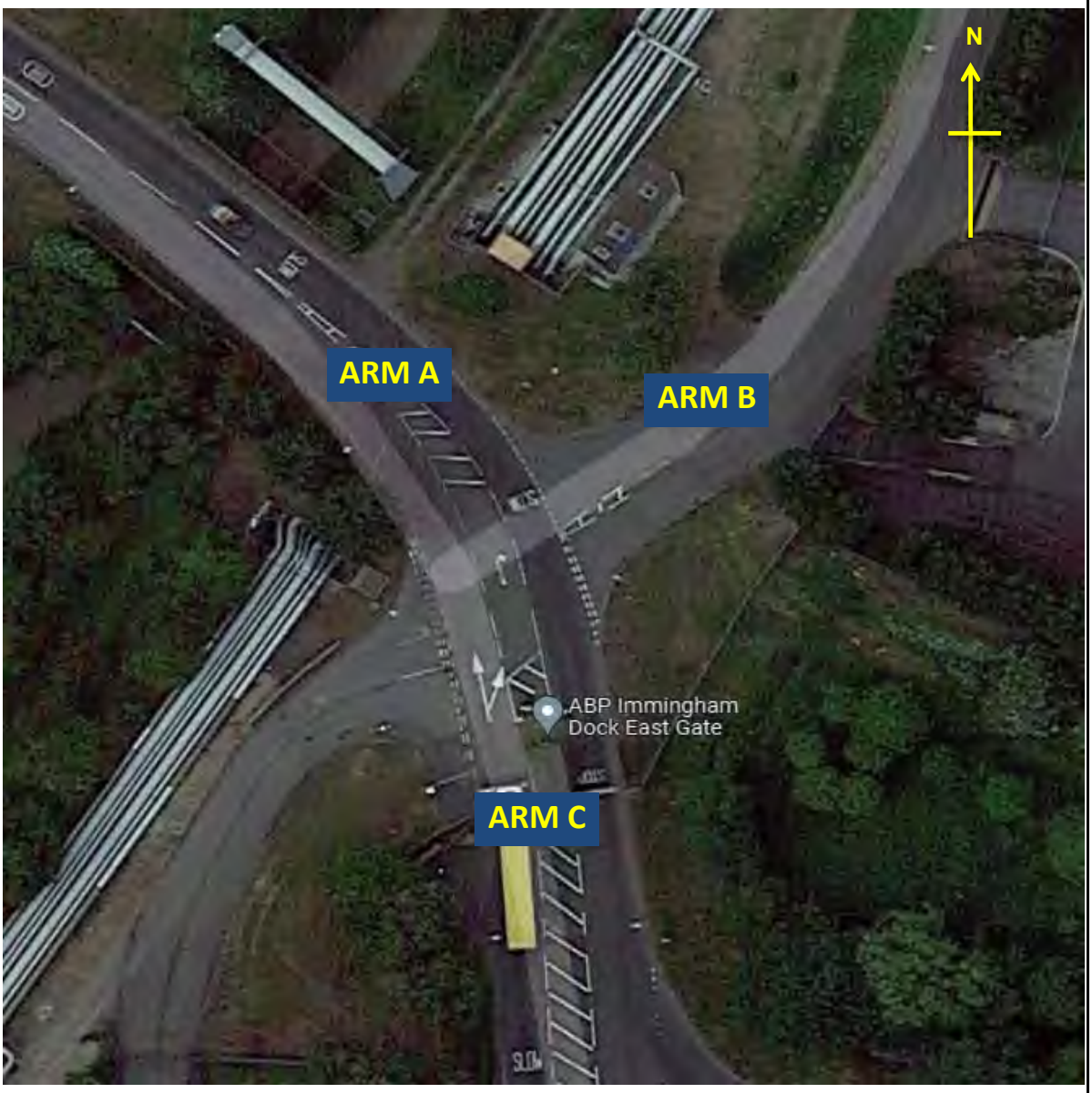
JOB NAME: IMMINGHAM

SITE: 5 **DATE:** 16/11/2021

LOCATION: A1173 (N) / A180 (E) / A1173 (S) **DAY:** TUESDAY

TIME	TO ARM D A180 (W)								FROM ARM D A180 (W)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	12	6	1	10	1	0	0	30	36	8	4	16	0	0	0	64
07:15	25	6	3	12	0	0	0	46	29	15	6	15	0	0	0	65
07:30	21	5	4	9	0	0	0	39	44	9	4	11	0	0	0	68
07:45	21	7	3	10	0	0	0	41	66	15	4	10	0	0	0	95
H/TOT	79	24	11	41	1	0	0	156	175	47	18	52	0	0	0	292
08:00	20	9	4	20	0	0	0	53	46	13	6	13	0	0	0	78
08:15	16	10	5	17	0	0	0	48	43	9	7	17	0	0	0	76
08:30	12	6	2	15	0	0	0	35	32	13	3	11	0	0	0	59
08:45	13	3	3	14	0	0	0	33	29	10	5	15	2	0	0	61
H/TOT	61	28	14	66	0	0	0	169	150	45	21	56	2	0	0	274
09:00	5	6	4	19	0	0	0	34	16	13	1	9	1	0	0	40
09:15	11	2	3	13	0	0	0	29	17	4	4	8	0	0	0	33
09:30	5	3	3	12	0	0	0	23	8	6	1	7	0	0	0	22
09:45	6	2	2	10	0	0	0	20	14	4	4	8	0	0	0	30
H/TOT	27	13	12	54	0	0	0	106	55	27	10	32	1	0	0	125
10:00	10	4	2	12	0	0	0	28	16	8	3	16	0	0	0	43
10:15	6	5	3	17	0	0	0	31	3	11	4	24	0	0	0	42
10:30	4	7	2	9	0	0	0	22	8	5	1	14	0	0	0	28
10:45	10	6	0	14	0	0	0	30	5	4	5	16	0	0	0	30
H/TOT	30	22	7	52	0	0	0	111	32	28	13	70	0	0	0	143
11:00	6	3	3	14	0	0	0	26	7	6	4	14	0	0	0	31
11:15	8	6	5	19	0	0	0	38	6	5	0	13	0	0	0	24
11:30	14	4	2	17	0	0	0	37	14	8	5	13	0	0	0	40
11:45	14	9	4	12	0	0	0	39	4	8	3	19	0	0	0	34
H/TOT	42	22	14	62	0	0	0	140	31	27	12	59	0	0	0	129
12:00	7	5	3	14	0	0	0	29	13	5	2	12	0	0	0	32
12:15	7	4	4	6	0	0	0	21	5	5	5	14	0	0	0	29
12:30	6	10	3	11	0	0	0	30	8	4	1	14	0	0	0	27
12:45	6	6	3	10	0	0	0	25	6	2	2	12	0	0	0	22
H/TOT	26	25	13	41	0	0	0	105	32	16	10	52	0	0	0	110
13:00	11	7	1	14	0	0	0	33	14	3	6	15	0	0	0	38
13:15	8	0	3	7	0	0	0	18	7	5	2	16	0	0	0	30
13:30	10	7	7	18	0	0	0	42	6	6	3	16	0	0	0	31
13:45	8	5	4	9	0	0	0	26	10	5	3	18	0	0	0	36
H/TOT	37	19	15	48	0	0	0	119	37	19	14	65	0	0	0	135
14:00	14	3	4	9	0	0	0	30	7	2	1	19	0	0	0	29
14:15	18	8	4	17	3	0	0	50	11	7	4	24	0	0	0	46
14:30	14	4	3	8	1	0	0	30	12	5	10	14	0	0	0	41
14:45	17	6	2	13	0	0	0	38	8	5	3	17	0	0	0	33
H/TOT	63	21	13	47	4	0	0	148	38	19	18	74	0	0	0	149
15:00	16	24	1	15	0	0	0	56	10	7	4	21	0	0	0	42
15:15	23	13	0	17	0	0	0	53	4	9	3	11	0	0	0	27
15:30	26	9	3	13	0	0	0	51	15	8	5	16	0	0	0	44
15:45	20	10	7	17	0	0	0	54	12	3	3	20	0	0	0	38
H/TOT	85	56	11	62	0	0	0	214	41	27	15	68	0	0	0	151
16:00	51	13	7	10	0	0	0	81	14	6	2	14	0	0	0	36
16:15	32	7	4	17	0	0	0	60	14	7	3	20	0	0	0	44
16:30	48	10	4	9	0	0	0	71	11	3	4	18	0	0	0	36
16:45	45	9	3	11	0	0	0	68	16	7	6	11	0	0	0	40
H/TOT	176	39	18	47	0	0	0	280	55	23	15	63	0	0	0	156
17:00	37	10	0	8	0	0	0	55	18	4	2	10	0	0	0	34
17:15	32	9	1	8	0	0	0	50	23	7	4	9	0	0	0	43
17:30	22	8	2	11	0	0	0	43	19	3	2	7	0	0	0	31
17:45	21	2	2	6	0	0	0	31	19	3	2	7	0	0	0	31
H/TOT	112	29	5	33	0	0	0	179	79	17	10	33	0	0	0	139
18:00	20	1	1	8	0	0	0	30	12	1	1	7	0	0	0	21
18:15	12	0	1	6	0	0	0	19	14	0	0	9	0	0	0	23
18:30	11	4	0	10	0	0	0	25	18	0	1	4	0	0	0	23
18:45	5	1	0	2	0	1	0	9	6	1	3	9	0	0	0	19
H/TOT	48	6	2	26	0	1	0	83	50	2	5	29	0	0	0	86
P/TOT	786	304	135	579	5	1	0	1810	775	297	161	653	3	0	0	1889

SITE: 6		DATE: 20TH APRIL 2022
LOCATION: IMMINGHAM DOCK		DAY: WEDNESDAY



JOB TITLE: IMMINGHAM DOCK		JOB NUMBER: 11240

MANUAL CLASSIFIED COUNTS

JOB REF: 11240

JOB NAME: IMMINGHAM DOCK

SITE: 6 **DATE:** 20/04/2022

LOCATION: ROBINSON ROAD (N) / IOT ACCESS ROAD / ROBINSON ROAD (S) **DAY:** WEDNESDAY

TIME	A TO B FROM ROBINSON ROAD (N) TO IOT ACCESS ROAD								A TO C FROM ROBINSON ROAD (N) TO ROBINSON ROAD (S)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	0	0	0	0	0	0	0	7	2	1	11	0	0	0	21
07:15	0	0	1	0	0	0	0	1	2	4	2	7	0	0	0	15
07:30	0	1	0	0	0	0	0	1	2	2	2	6	0	0	0	12
07:45	0	0	0	0	0	0	0	0	2	2	1	14	0	0	0	19
H/TOT	0	1	1	0	0	0	0	2	13	10	6	38	0	0	0	67
08:00	0	0	0	0	0	0	0	0	16	2	3	10	0	0	0	31
08:15	0	1	1	0	0	0	0	2	7	6	2	15	0	0	0	30
08:30	0	0	0	1	0	0	0	1	19	7	3	12	0	0	0	41
08:45	0	1	0	0	0	0	0	1	6	5	5	10	0	0	0	26
H/TOT	0	2	1	1	0	0	0	4	48	20	13	47	0	0	0	128
09:00	0	1	0	0	0	0	0	1	21	6	2	10	0	0	0	39
09:15	0	1	0	0	0	0	0	1	10	2	0	15	0	0	0	27
09:30	0	0	0	0	0	0	0	0	8	3	1	9	0	0	0	21
09:45	0	0	0	0	0	0	0	0	6	6	2	12	0	0	0	26
H/TOT	0	2	0	0	0	0	0	2	45	17	5	46	0	0	0	113
10:00	1	4	0	0	0	0	0	5	10	7	2	5	0	0	0	24
10:15	0	1	0	0	0	0	0	1	3	2	7	10	0	0	0	22
10:30	0	1	0	0	0	0	0	1	5	8	1	10	0	0	0	24
10:45	0	0	0	0	0	0	0	0	4	7	5	8	0	0	0	24
H/TOT	1	6	0	0	0	0	0	7	22	24	15	33	0	0	0	94
11:00	0	0	1	0	0	0	0	1	9	9	1	14	0	0	0	33
11:15	0	2	0	0	0	0	0	2	4	6	4	7	0	0	0	21
11:30	0	0	0	0	0	0	0	0	6	5	2	8	0	0	0	21
11:45	0	0	0	0	0	0	0	0	9	9	5	13	0	0	0	36
H/TOT	0	2	1	0	0	0	0	3	28	29	12	42	0	0	0	111
12:00	0	0	0	0	0	0	0	0	15	6	4	19	0	0	0	44
12:15	0	1	0	0	0	0	0	1	9	5	2	15	0	0	0	31
12:30	0	0	0	0	0	0	0	0	9	5	5	11	0	2	0	32
12:45	0	0	0	0	0	0	0	0	9	3	2	11	0	0	0	25
H/TOT	0	1	0	0	0	0	0	1	42	19	13	56	0	2	0	132
13:00	1	1	0	0	0	0	0	2	19	12	3	9	0	0	0	43
13:15	0	1	0	0	0	0	0	1	6	5	2	12	0	0	0	25
13:30	1	0	0	0	0	0	0	1	8	4	4	13	0	0	0	29
13:45	0	0	0	0	0	0	0	0	10	4	2	12	0	0	0	28
H/TOT	2	2	0	0	0	0	0	4	43	25	11	46	0	0	0	125
14:00	0	0	0	0	0	0	0	0	17	12	4	10	0	0	0	43
14:15	0	1	0	0	0	0	0	1	9	5	7	16	0	0	0	37
14:30	1	2	0	0	0	0	0	3	12	2	5	9	0	1	0	29
14:45	0	1	0	0	0	0	0	1	11	5	3	12	0	0	0	31
H/TOT	1	4	0	0	0	0	0	5	49	24	19	47	0	1	0	140
15:00	0	0	0	0	0	0	0	0	17	14	1	18	0	1	0	51
15:15	0	0	0	0	0	0	0	0	17	8	3	15	0	1	1	45
15:30	0	1	0	0	0	0	0	1	17	6	9	9	0	0	1	42
15:45	0	0	0	0	0	0	0	0	17	8	6	17	0	0	0	48
H/TOT	0	1	0	0	0	0	0	1	68	36	19	59	0	2	2	186
16:00	0	1	1	0	0	0	0	2	48	11	5	16	0	1	2	83
16:15	0	0	0	0	0	0	0	0	46	13	3	17	0	1	2	82
16:30	0	0	0	0	0	0	0	0	66	14	0	9	0	1	3	93
16:45	0	0	0	0	0	0	0	0	44	3	5	13	0	1	1	67
H/TOT	0	1	1	0	0	0	0	2	204	41	13	55	0	4	8	325
17:00	0	0	0	0	0	0	0	0	85	9	2	18	0	0	1	115
17:15	0	0	0	0	0	0	0	0	33	5	7	15	0	0	0	60
17:30	0	0	0	0	0	0	0	0	37	3	5	10	0	2	0	57
17:45	0	0	1	0	0	0	0	1	39	6	3	12	0	1	1	62
H/TOT	0	0	1	0	0	0	0	1	194	23	17	55	0	3	2	294
18:00	0	0	0	0	0	0	0	0	41	3	2	5	0	0	2	53
18:15	1	1	0	0	0	0	0	2	12	2	6	6	0	0	0	26
18:30	0	0	0	0	0	0	0	0	10	0	3	5	0	0	0	18
18:45	0	0	0	0	0	0	0	0	11	2	5	5	0	0	0	23
H/TOT	1	1	0	0	0	0	0	2	74	7	16	21	0	0	2	120
P/TOT	5	23	5	1	0	0	0	34	830	275	159	545	0	12	14	1835

MANUAL CLASSIFIED COUNTS

JOB REF: 11240

JOB NAME: IMMINGHAM DOCK

SITE: 6 **DATE:** 20/04/2022

LOCATION: ROBINSON ROAD (N) / IOT ACCESS ROAD / ROBINSON ROAD (S) **DAY:** WEDNESDAY

TIME	B TO A FROM IOT ACCESS ROAD TO ROBINSON ROAD (N)								B TO C FROM IOT ACCESS ROAD TO ROBINSON ROAD (S)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	1	0	0	0	0	1	0	1	0	1	0	0	0	2
07:45	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	3
H/TOT	0	0	1	0	0	0	0	1	1	2	2	1	0	0	0	6
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	2	0	0	0	0	0	2	0	1	3	0	0	0	0	4
08:30	0	1	0	1	0	0	0	2	0	1	1	0	0	0	0	2
08:45	0	0	1	0	0	0	0	1	2	0	0	0	0	0	0	2
H/TOT	0	3	1	1	0	0	0	5	2	2	4	0	0	0	0	8
09:00	0	0	0	0	0	0	0	0	1	2	2	0	0	0	0	5
09:15	0	3	0	1	0	0	0	4	0	2	0	0	0	0	0	2
09:30	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	2
09:45	0	1	0	0	0	0	0	1	1	2	0	0	0	0	0	3
H/TOT	0	4	0	1	0	0	0	5	3	6	3	0	0	0	0	12
10:00	0	0	0	0	0	0	0	0	2	2	1	0	0	0	0	5
10:15	1	1	0	0	0	0	0	2	0	3	2	0	0	0	0	5
10:30	1	0	0	0	0	0	0	1	1	4	1	0	0	0	0	6
10:45	1	1	0	0	0	0	0	2	0	2	0	0	0	0	0	2
H/TOT	3	2	0	0	0	0	0	5	3	11	4	0	0	0	0	18
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15	1	1	0	0	0	0	0	2	2	0	1	0	0	0	0	3
11:30	1	0	0	1	0	0	0	2	1	0	0	0	0	0	0	1
11:45	0	1	1	0	0	0	0	2	0	2	1	0	0	0	0	3
H/TOT	2	2	1	1	0	0	0	6	3	2	2	0	0	0	0	7
12:00	1	0	0	0	0	0	0	1	0	3	0	0	0	0	0	3
12:15	0	1	0	0	0	0	0	1	1	1	0	1	0	0	0	3
12:30	0	0	1	0	0	0	0	1	1	3	1	0	0	0	0	5
12:45	0	0	0	0	0	0	0	0	2	1	1	0	0	0	0	4
H/TOT	1	1	1	0	0	0	0	3	4	8	2	1	0	0	0	15
13:00	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2
13:15	0	0	0	0	0	0	0	0	3	1	2	1	0	0	0	7
13:30	0	0	1	0	0	0	0	1	0	5	2	0	0	0	0	7
13:45	1	0	0	0	0	0	0	1	1	0	2	0	0	0	0	3
H/TOT	1	0	1	0	0	0	0	2	4	8	6	1	0	0	0	19
14:00	0	1	0	0	0	0	0	1	2	3	2	0	0	0	0	7
14:15	0	1	0	0	0	0	0	1	0	2	0	0	0	0	0	2
14:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
14:45	0	2	0	0	0	0	0	2	2	1	1	0	0	0	0	4
H/TOT	0	4	0	0	0	0	0	4	5	6	3	0	0	0	0	14
15:00	1	1	0	0	0	0	0	2	3	0	0	0	0	0	0	3
15:15	0	0	0	0	0	0	0	0	11	2	0	0	0	0	0	13
15:30	1	1	0	0	0	0	0	2	4	0	0	0	0	0	0	4
15:45	0	0	0	0	0	0	0	0	6	3	0	0	0	0	0	9
H/TOT	2	2	0	0	0	0	0	4	24	5	0	0	0	0	0	29
16:00	0	0	0	0	0	0	0	0	11	4	1	1	0	0	0	17
16:15	0	0	0	0	0	0	0	0	17	0	0	0	0	0	0	17
16:30	1	0	0	0	0	0	0	1	8	1	0	0	0	0	0	9
16:45	1	0	0	0	0	0	0	1	8	1	0	0	0	0	0	9
H/TOT	2	0	0	0	0	0	0	2	44	6	1	1	0	0	0	52
17:00	0	0	0	0	0	0	0	0	3	1	1	1	0	1	0	7
17:15	0	1	0	0	0	0	0	1	3	0	0	0	0	0	0	3
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	5
H/TOT	0	1	0	0	0	0	0	1	11	1	1	1	0	1	0	15
18:00	0	0	0	0	0	0	0	0	6	2	1	0	0	0	0	9
18:15	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2
18:30	1	0	0	0	0	0	0	1	1	1	0	0	0	0	0	2
18:45	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3
H/TOT	1	0	0	0	0	0	0	1	11	4	1	0	0	0	0	16
P/TOT	12	19	5	3	0	0	0	39	115	61	29	5	0	1	0	211

MANUAL CLASSIFIED COUNTS

JOB REF: 11240

JOB NAME: IMMINGHAM DOCK

SITE: 6 **DATE:** 20/04/2022

LOCATION: ROBINSON ROAD (N) / IOT ACCESS ROAD / ROBINSON ROAD (S) **DAY:** WEDNESDAY

TIME	C TO A FROM ROBINSON ROAD (S) TO ROBINSON ROAD (N)								C TO B FROM ROBINSON ROAD (S) TO IOT ACCESS ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	21	9	2	9	0	0	5	46	12	2	1	0	0	0	1	16
07:15	56	15	6	11	0	0	2	90	9	1	0	0	0	0	0	10
07:30	68	13	3	14	0	3	0	101	15	1	1	0	0	0	1	18
07:45	57	16	5	11	0	1	0	90	11	4	0	0	0	0	0	15
H/TOT	202	53	16	45	0	4	7	327	47	8	2	0	0	0	2	59
08:00	42	8	2	11	0	0	1	64	4	2	3	1	0	0	0	10
08:15	36	6	5	8	0	1	0	56	4	1	0	0	0	0	0	5
08:30	37	9	2	10	0	1	0	59	4	1	0	0	0	0	0	5
08:45	29	9	2	12	0	0	0	52	3	1	1	1	0	0	0	6
H/TOT	144	32	11	41	0	2	1	231	15	5	4	2	0	0	0	26
09:00	14	4	3	13	0	1	0	35	3	0	0	0	0	0	0	3
09:15	12	12	3	15	0	0	0	42	2	2	0	0	0	0	0	4
09:30	9	8	0	11	0	0	0	28	2	1	1	0	0	0	0	4
09:45	7	3	3	10	0	0	0	23	1	1	3	0	0	0	0	5
H/TOT	42	27	9	49	0	1	0	128	8	4	4	0	0	0	0	16
10:00	5	6	3	9	0	0	0	23	0	1	1	0	0	0	0	2
10:15	7	2	4	10	0	0	0	23	2	0	0	0	0	0	0	2
10:30	6	8	3	11	0	0	0	28	2	3	0	0	0	0	0	5
10:45	5	4	2	11	0	0	0	22	0	0	2	0	0	0	0	2
H/TOT	23	20	12	41	0	0	0	96	4	4	3	0	0	0	0	11
11:00	9	6	3	15	0	1	0	34	0	1	0	0	0	0	0	1
11:15	8	7	5	17	0	0	0	37	1	1	0	0	0	0	0	2
11:30	10	4	5	9	0	0	0	28	1	2	1	1	0	0	0	5
11:45	4	7	4	10	0	0	0	25	0	3	0	0	0	0	0	3
H/TOT	31	24	17	51	0	1	0	124	2	7	1	1	0	0	0	11
12:00	6	5	4	8	0	0	0	23	0	3	0	0	0	0	0	3
12:15	7	5	2	11	0	0	0	25	1	1	2	0	0	0	0	4
12:30	8	4	1	10	0	0	0	23	0	2	0	0	0	0	0	2
12:45	14	3	3	13	0	0	0	33	4	0	4	0	0	0	0	8
H/TOT	35	17	10	42	0	0	0	104	5	6	6	0	0	0	0	17
13:00	17	8	4	13	0	1	1	44	0	2	1	0	0	0	0	3
13:15	24	3	3	13	0	0	0	43	4	0	0	0	0	0	0	4
13:30	13	7	3	17	0	0	0	40	2	2	0	0	0	0	0	4
13:45	12	5	2	16	0	0	0	35	4	1	2	0	0	0	0	7
H/TOT	66	23	12	59	0	1	1	162	10	5	3	0	0	0	0	18
14:00	3	5	4	18	0	0	0	30	2	0	1	0	0	0	0	3
14:15	7	2	3	17	0	0	0	29	0	0	2	0	0	0	0	2
14:30	9	9	2	12	0	0	0	32	3	6	0	0	0	0	0	9
14:45	4	6	1	14	0	0	0	25	0	2	1	0	0	0	0	3
H/TOT	23	22	10	61	0	0	0	116	5	8	4	0	0	0	0	17
15:00	6	4	2	13	0	0	1	26	0	0	1	0	0	0	0	1
15:15	3	1	4	19	0	0	0	27	0	2	0	0	0	0	0	2
15:30	6	3	2	11	0	0	0	22	0	2	0	0	0	0	0	2
15:45	2	4	3	17	0	0	0	26	1	1	2	0	0	0	0	4
H/TOT	17	12	11	60	0	0	1	101	1	5	3	0	0	0	0	9
16:00	3	2	3	10	0	0	0	18	2	0	0	0	0	0	0	2
16:15	2	1	1	6	0	0	1	11	2	1	0	0	0	0	0	3
16:30	6	3	1	1	0	0	0	11	2	0	1	0	0	0	0	3
16:45	4	0	1	6	0	1	0	12	1	2	0	0	0	0	0	3
H/TOT	15	6	6	23	0	1	1	52	7	3	1	0	0	0	0	11
17:00	13	1	1	9	0	0	0	24	0	0	0	0	0	0	0	0
17:15	17	1	1	5	0	0	0	24	0	0	0	0	0	0	0	0
17:30	16	3	4	9	0	1	0	33	0	0	0	0	0	0	0	0
17:45	9	1	0	4	0	0	0	14	3	0	0	0	0	0	0	3
H/TOT	55	6	6	27	0	1	0	95	3	0	0	0	0	0	0	3
18:00	4	2	2	0	0	2	1	11	0	0	0	0	0	0	0	0
18:15	9	1	0	1	0	0	0	11	5	1	0	0	0	0	0	6
18:30	6	1	1	6	0	0	0	14	0	0	0	0	0	0	0	0
18:45	4	0	0	3	0	0	0	7	0	0	0	0	0	0	0	0
H/TOT	23	4	3	10	0	2	1	43	5	1	0	0	0	0	0	6
P/TOT	676	246	123	509	0	13	12	1579	112	56	31	3	0	0	2	204

MANUAL CLASSIFIED COUNTS

JOB REF: 11240

JOB NAME: IMMINGHAM DOCK

SITE: 6 **DATE:** 20/04/2022

LOCATION: ROBINSON ROAD (N) / IOT ACCESS ROAD / ROBINSON ROAD (S) **DAY:** WEDNESDAY

TIME	TO ARM A ROBINSON ROAD (N)								FROM ARM A ROBINSON ROAD (N)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	21	9	2	9	0	0	5	46	7	2	1	11	0	0	0	21
07:15	56	15	6	11	0	0	2	90	2	4	3	7	0	0	0	16
07:30	68	13	4	14	0	3	0	102	2	3	2	6	0	0	0	13
07:45	57	16	5	11	0	1	0	90	2	2	1	14	0	0	0	19
H/TOT	202	53	17	45	0	4	7	328	13	11	7	38	0	0	0	69
08:00	42	8	2	11	0	0	1	64	16	2	3	10	0	0	0	31
08:15	36	8	5	8	0	1	0	58	7	7	3	15	0	0	0	32
08:30	37	10	2	11	0	1	0	61	19	7	3	13	0	0	0	42
08:45	29	9	3	12	0	0	0	53	6	6	5	10	0	0	0	27
H/TOT	144	35	12	42	0	2	1	236	48	22	14	48	0	0	0	132
09:00	14	4	3	13	0	1	0	35	21	7	2	10	0	0	0	40
09:15	12	15	3	16	0	0	0	46	10	3	0	15	0	0	0	28
09:30	9	8	0	11	0	0	0	28	8	3	1	9	0	0	0	21
09:45	7	4	3	10	0	0	0	24	6	6	2	12	0	0	0	26
H/TOT	42	31	9	50	0	1	0	133	45	19	5	46	0	0	0	115
10:00	5	6	3	9	0	0	0	23	11	11	2	5	0	0	0	29
10:15	8	3	4	10	0	0	0	25	3	3	7	10	0	0	0	23
10:30	7	8	3	11	0	0	0	29	5	9	1	10	0	0	0	25
10:45	6	5	2	11	0	0	0	24	4	7	5	8	0	0	0	24
H/TOT	26	22	12	41	0	0	0	101	23	30	15	33	0	0	0	101
11:00	9	6	3	15	0	1	0	34	9	9	2	14	0	0	0	34
11:15	9	8	5	17	0	0	0	39	4	8	4	7	0	0	0	23
11:30	11	4	5	10	0	0	0	30	6	5	2	8	0	0	0	21
11:45	4	8	5	10	0	0	0	27	9	9	5	13	0	0	0	36
H/TOT	33	26	18	52	0	1	0	130	28	31	13	42	0	0	0	114
12:00	7	5	4	8	0	0	0	24	15	6	4	19	0	0	0	44
12:15	7	6	2	11	0	0	0	26	9	6	2	15	0	0	0	32
12:30	8	4	2	10	0	0	0	24	9	5	5	11	0	2	0	32
12:45	14	3	3	13	0	0	0	33	9	3	2	11	0	0	0	25
H/TOT	36	18	11	42	0	0	0	107	42	20	13	56	0	2	0	133
13:00	17	8	4	13	0	1	1	44	20	13	3	9	0	0	0	45
13:15	24	3	3	13	0	0	0	43	6	6	2	12	0	0	0	26
13:30	13	7	4	17	0	0	0	41	9	4	4	13	0	0	0	30
13:45	13	5	2	16	0	0	0	36	10	4	2	12	0	0	0	28
H/TOT	67	23	13	59	0	1	1	164	45	27	11	46	0	0	0	129
14:00	3	6	4	18	0	0	0	31	17	12	4	10	0	0	0	43
14:15	7	3	3	17	0	0	0	30	9	6	7	16	0	0	0	38
14:30	9	9	2	12	0	0	0	32	13	4	5	9	0	1	0	32
14:45	4	8	1	14	0	0	0	27	11	6	3	12	0	0	0	32
H/TOT	23	26	10	61	0	0	0	120	50	28	19	47	0	1	0	145
15:00	7	5	2	13	0	0	1	28	17	14	1	18	0	1	0	51
15:15	3	1	4	19	0	0	0	27	17	8	3	15	0	1	1	45
15:30	7	4	2	11	0	0	0	24	17	7	9	9	0	0	1	43
15:45	2	4	3	17	0	0	0	26	17	8	6	17	0	0	0	48
H/TOT	19	14	11	60	0	0	1	105	68	37	19	59	0	2	2	187
16:00	3	2	3	10	0	0	0	18	48	12	6	16	0	1	2	85
16:15	2	1	1	6	0	0	1	11	46	13	3	17	0	1	2	82
16:30	7	3	1	1	0	0	0	12	66	14	0	9	0	1	3	93
16:45	5	0	1	6	0	1	0	13	44	3	5	13	0	1	1	67
H/TOT	17	6	6	23	0	1	1	54	204	42	14	55	0	4	8	327
17:00	13	1	1	9	0	0	0	24	85	9	2	18	0	0	1	115
17:15	17	2	1	5	0	0	0	25	33	5	7	15	0	0	0	60
17:30	16	3	4	9	0	1	0	33	37	3	5	10	0	2	0	57
17:45	9	1	0	4	0	0	0	14	39	6	4	12	0	1	1	63
H/TOT	55	7	6	27	0	1	0	96	194	23	18	55	0	3	2	295
18:00	4	2	2	0	0	2	1	11	41	3	2	5	0	0	2	53
18:15	9	1	0	1	0	0	0	11	13	3	6	6	0	0	0	28
18:30	7	1	1	6	0	0	0	15	10	0	3	5	0	0	0	18
18:45	4	0	0	3	0	0	0	7	11	2	5	5	0	0	0	23
H/TOT	24	4	3	10	0	2	1	44	75	8	16	21	0	0	2	122
P/TOT	688	265	128	512	0	13	12	1618	835	298	164	546	0	12	14	1869

MANUAL CLASSIFIED COUNTS

JOB REF: 11240

JOB NAME: IMMINGHAM DOCK

SITE: 6 **DATE:** 20/04/2022

LOCATION: ROBINSON ROAD (N) / IOT ACCESS ROAD / ROBINSON ROAD (S) **DAY:** WEDNESDAY

TIME	TO ARM B IOT ACCESS ROAD								FROM ARM B IOT ACCESS ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	12	2	1	0	0	0	1	16	1	0	0	0	0	0	0	1
07:15	9	1	1	0	0	0	0	11	0	0	0	0	0	0	0	0
07:30	15	2	1	0	0	0	1	19	0	1	1	1	0	0	0	3
07:45	11	4	0	0	0	0	0	15	0	1	2	0	0	0	0	3
H/TOT	47	9	3	0	0	0	2	61	1	2	3	1	0	0	0	7
08:00	4	2	3	1	0	0	0	10	0	0	0	0	0	0	0	0
08:15	4	2	1	0	0	0	0	7	0	3	3	0	0	0	0	6
08:30	4	1	0	1	0	0	0	6	0	2	1	1	0	0	0	4
08:45	3	2	1	1	0	0	0	7	2	0	1	0	0	0	0	3
H/TOT	15	7	5	3	0	0	0	30	2	5	5	1	0	0	0	13
09:00	3	1	0	0	0	0	0	4	1	2	2	0	0	0	0	5
09:15	2	3	0	0	0	0	0	5	0	5	0	1	0	0	0	6
09:30	2	1	1	0	0	0	0	4	1	0	1	0	0	0	0	2
09:45	1	1	3	0	0	0	0	5	1	3	0	0	0	0	0	4
H/TOT	8	6	4	0	0	0	0	18	3	10	3	1	0	0	0	17
10:00	1	5	1	0	0	0	0	7	2	2	1	0	0	0	0	5
10:15	2	1	0	0	0	0	0	3	1	4	2	0	0	0	0	7
10:30	2	4	0	0	0	0	0	6	2	4	1	0	0	0	0	7
10:45	0	0	2	0	0	0	0	2	1	3	0	0	0	0	0	4
H/TOT	5	10	3	0	0	0	0	18	6	13	4	0	0	0	0	23
11:00	0	1	1	0	0	0	0	2	0	0	0	0	0	0	0	0
11:15	1	3	0	0	0	0	0	4	3	1	1	0	0	0	0	5
11:30	1	2	1	1	0	0	0	5	2	0	0	1	0	0	0	3
11:45	0	3	0	0	0	0	0	3	0	3	2	0	0	0	0	5
H/TOT	2	9	2	1	0	0	0	14	5	4	3	1	0	0	0	13
12:00	0	3	0	0	0	0	0	3	1	3	0	0	0	0	0	4
12:15	1	2	2	0	0	0	0	5	1	2	0	1	0	0	0	4
12:30	0	2	0	0	0	0	0	2	1	3	2	0	0	0	0	6
12:45	4	0	4	0	0	0	0	8	2	1	1	0	0	0	0	4
H/TOT	5	7	6	0	0	0	0	18	5	9	3	1	0	0	0	18
13:00	1	3	1	0	0	0	0	5	0	2	0	0	0	0	0	2
13:15	4	1	0	0	0	0	0	5	3	1	2	1	0	0	0	7
13:30	3	2	0	0	0	0	0	5	0	5	3	0	0	0	0	8
13:45	4	1	2	0	0	0	0	7	2	0	2	0	0	0	0	4
H/TOT	12	7	3	0	0	0	0	22	5	8	7	1	0	0	0	21
14:00	2	0	1	0	0	0	0	3	2	4	2	0	0	0	0	8
14:15	0	1	2	0	0	0	0	3	0	3	0	0	0	0	0	3
14:30	4	8	0	0	0	0	0	12	1	0	0	0	0	0	0	1
14:45	0	3	1	0	0	0	0	4	2	3	1	0	0	0	0	6
H/TOT	6	12	4	0	0	0	0	22	5	10	3	0	0	0	0	18
15:00	0	0	1	0	0	0	0	1	4	1	0	0	0	0	0	5
15:15	0	2	0	0	0	0	0	2	11	2	0	0	0	0	0	13
15:30	0	3	0	0	0	0	0	3	5	1	0	0	0	0	0	6
15:45	1	1	2	0	0	0	0	4	6	3	0	0	0	0	0	9
H/TOT	1	6	3	0	0	0	0	10	26	7	0	0	0	0	0	33
16:00	2	1	1	0	0	0	0	4	11	4	1	1	0	0	0	17
16:15	2	1	0	0	0	0	0	3	17	0	0	0	0	0	0	17
16:30	2	0	1	0	0	0	0	3	9	1	0	0	0	0	0	10
16:45	1	2	0	0	0	0	0	3	9	1	0	0	0	0	0	10
H/TOT	7	4	2	0	0	0	0	13	46	6	1	1	0	0	0	54
17:00	0	0	0	0	0	0	0	0	3	1	1	1	0	1	0	7
17:15	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	4
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	3	0	1	0	0	0	0	4	5	0	0	0	0	0	0	5
H/TOT	3	0	1	0	0	0	0	4	11	2	1	1	0	1	0	16
18:00	0	0	0	0	0	0	0	0	6	2	1	0	0	0	0	9
18:15	6	2	0	0	0	0	0	8	1	1	0	0	0	0	0	2
18:30	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	3
18:45	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3
H/TOT	6	2	0	0	0	0	0	8	12	4	1	0	0	0	0	17
P/TOT	117	79	36	4	0	0	2	238	127	80	34	8	0	1	0	250

MANUAL CLASSIFIED COUNTS

JOB REF: 11240

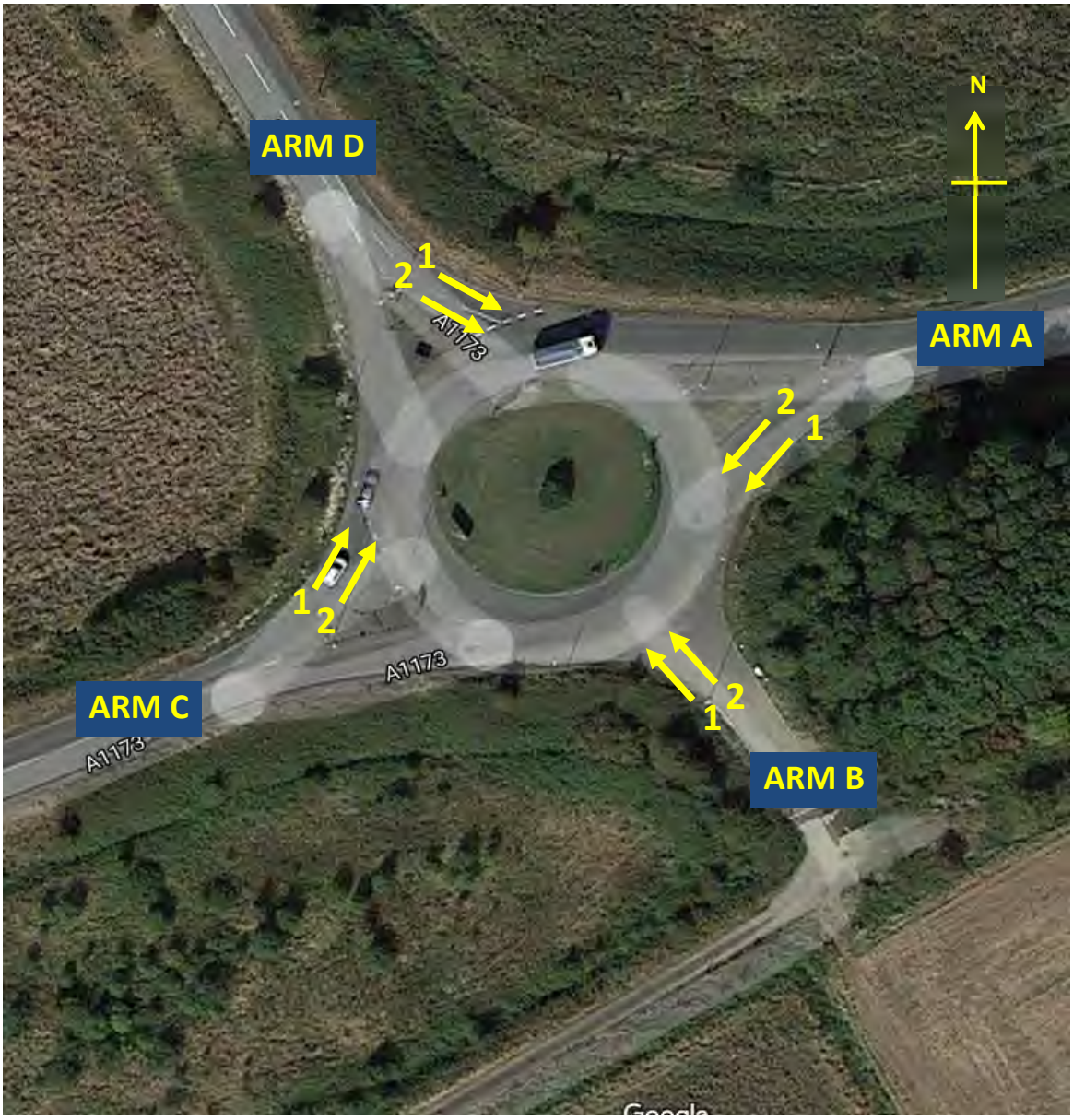
JOB NAME: IMMINGHAM DOCK

SITE: 6 **DATE:** 20/04/2022

LOCATION: ROBINSON ROAD (N) / IOT ACCESS ROAD / ROBINSON ROAD (S) **DAY:** WEDNESDAY

TIME	TO ARM C ROBINSON ROAD (S)								FROM ARM C ROBINSON ROAD (S)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	8	2	1	11	0	0	0	22	33	11	3	9	0	0	6	62
07:15	2	4	2	7	0	0	0	15	65	16	6	11	0	0	2	100
07:30	2	3	2	7	0	0	0	14	83	14	4	14	0	3	1	119
07:45	2	3	3	14	0	0	0	22	68	20	5	11	0	1	0	105
H/TOT	14	12	8	39	0	0	0	73	249	61	18	45	0	4	9	386
08:00	16	2	3	10	0	0	0	31	46	10	5	12	0	0	1	74
08:15	7	7	5	15	0	0	0	34	40	7	5	8	0	1	0	61
08:30	19	8	4	12	0	0	0	43	41	10	2	10	0	1	0	64
08:45	8	5	5	10	0	0	0	28	32	10	3	13	0	0	0	58
H/TOT	50	22	17	47	0	0	0	136	159	37	15	43	0	2	1	257
09:00	22	8	4	10	0	0	0	44	17	4	3	13	0	1	0	38
09:15	10	4	0	15	0	0	0	29	14	14	3	15	0	0	0	46
09:30	9	3	2	9	0	0	0	23	11	9	1	11	0	0	0	32
09:45	7	8	2	12	0	0	0	29	8	4	6	10	0	0	0	28
H/TOT	48	23	8	46	0	0	0	125	50	31	13	49	0	1	0	144
10:00	12	9	3	5	0	0	0	29	5	7	4	9	0	0	0	25
10:15	3	5	9	10	0	0	0	27	9	2	4	10	0	0	0	25
10:30	6	12	2	10	0	0	0	30	8	11	3	11	0	0	0	33
10:45	4	9	5	8	0	0	0	26	5	4	4	11	0	0	0	24
H/TOT	25	35	19	33	0	0	0	112	27	24	15	41	0	0	0	107
11:00	9	9	1	14	0	0	0	33	9	7	3	15	0	1	0	35
11:15	6	6	5	7	0	0	0	24	9	8	5	17	0	0	0	39
11:30	7	5	2	8	0	0	0	22	11	6	6	10	0	0	0	33
11:45	9	11	6	13	0	0	0	39	4	10	4	10	0	0	0	28
H/TOT	31	31	14	42	0	0	0	118	33	31	18	52	0	1	0	135
12:00	15	9	4	19	0	0	0	47	6	8	4	8	0	0	0	26
12:15	10	6	2	16	0	0	0	34	8	6	4	11	0	0	0	29
12:30	10	8	6	11	0	2	0	37	8	6	1	10	0	0	0	25
12:45	11	4	3	11	0	0	0	29	18	3	7	13	0	0	0	41
H/TOT	46	27	15	57	0	2	0	147	40	23	16	42	0	0	0	121
13:00	19	14	3	9	0	0	0	45	17	10	5	13	0	1	1	47
13:15	9	6	4	13	0	0	0	32	28	3	3	13	0	0	0	47
13:30	8	9	6	13	0	0	0	36	15	9	3	17	0	0	0	44
13:45	11	4	4	12	0	0	0	31	16	6	4	16	0	0	0	42
H/TOT	47	33	17	47	0	0	0	144	76	28	15	59	0	1	1	180
14:00	19	15	6	10	0	0	0	50	5	5	5	18	0	0	0	33
14:15	9	7	7	16	0	0	0	39	7	2	5	17	0	0	0	31
14:30	13	2	5	9	0	1	0	30	12	15	2	12	0	0	0	41
14:45	13	6	4	12	0	0	0	35	4	8	2	14	0	0	0	28
H/TOT	54	30	22	47	0	1	0	154	28	30	14	61	0	0	0	133
15:00	20	14	1	18	0	1	0	54	6	4	3	13	0	0	1	27
15:15	28	10	3	15	0	1	1	58	3	3	4	19	0	0	0	29
15:30	21	6	9	9	0	0	1	46	6	5	2	11	0	0	0	24
15:45	23	11	6	17	0	0	0	57	3	5	5	17	0	0	0	30
H/TOT	92	41	19	59	0	2	2	215	18	17	14	60	0	0	1	110
16:00	59	15	6	17	0	1	2	100	5	2	3	10	0	0	0	20
16:15	63	13	3	17	0	1	2	99	4	2	1	6	0	0	1	14
16:30	74	15	0	9	0	1	3	102	8	3	2	1	0	0	0	14
16:45	52	4	5	13	0	1	1	76	5	2	1	6	0	1	0	15
H/TOT	248	47	14	56	0	4	8	377	22	9	7	23	0	1	1	63
17:00	88	10	3	19	0	1	1	122	13	1	1	9	0	0	0	24
17:15	36	5	7	15	0	0	0	63	17	1	1	5	0	0	0	24
17:30	37	3	5	10	0	2	0	57	16	3	4	9	0	1	0	33
17:45	44	6	3	12	0	1	1	67	12	1	0	4	0	0	0	17
H/TOT	205	24	18	56	0	4	2	309	58	6	6	27	0	1	0	98
18:00	47	5	3	5	0	0	2	62	4	2	2	0	0	2	1	11
18:15	13	3	6	6	0	0	0	28	14	2	0	1	0	0	0	17
18:30	11	1	3	5	0	0	0	20	6	1	1	6	0	0	0	14
18:45	14	2	5	5	0	0	0	26	4	0	0	3	0	0	0	7
H/TOT	85	11	17	21	0	0	2	136	28	5	3	10	0	2	1	49
P/TOT	945	336	188	550	0	13	14	2046	788	302	154	512	0	13	14	1783

SITE: 6	AUTI SURVEYS LTD	DATE: 16TH NOVEMBER 2021
LOCATION: A1173 / KILN LN		DAY: TUESDAY



JOB TITLE: IMMINGHAM		JOB NUMBER: 10913

QUEUE LENGTHS

JOB REF: 10913

JOB NAME: IMMINGHAM

SITE: 6 **DATE:**

LOCATION: KILN LN / ACCESS / A1173 (W) / A1173 (N) **DAY:**

NOTE: Queue Lengths recorded by the number of vehicles queuing at each 5-minute interval, by lane

TIME	ARM A KILN LN		ARM B ACCESS		ARM C A1173 (W)		ARM D A1173 (N)	
	LANE 1	LANE 2	LANE 1	LANE 2	LANE 1	LANE 2	LANE 1	LANE 2
07:00	0	0	0	0	0	0	0	0
07:05	0	0	0	0	0	0	0	0
07:10	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	1
07:20	0	0	0	0	0	0	0	0
07:25	0	0	0	0	0	0	0	2
07:30	0	0	0	0	0	0	0	0
07:35	0	0	0	0	0	0	0	0
07:40	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0
07:50	0	0	0	0	0	0	0	8
07:55	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0
08:05	0	0	0	0	0	0	0	0
08:10	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	2	0	0
08:20	1	0	0	0	0	1	0	4
08:25	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0
08:35	0	0	0	0	0	0	0	0
08:40	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0
08:50	3	0	0	0	0	0	0	0
08:55	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0
09:05	0	0	0	0	0	0	0	0
09:10	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0
09:20	0	0	0	0	0	0	0	0
09:25	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0
09:35	0	0	0	0	0	0	0	0
09:40	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0
09:50	0	0	0	0	0	0	0	0
09:55	0	0	0	0	0	0	0	0

TIME	ARM A KILN LN		ARM B ACCESS		ARM C A1173 (W)	
	LANE 1	LANE 2	LANE 1	LANE 2	LANE 1	LANE 2
16:00	0	0	0	0	0	0
16:05	8	0	0	0	0	0
16:10	0	0	0	0	0	0
16:15	0	0	0	0	0	0
16:20	0	0	0	0	0	0
16:25	1	0	0	0	0	0
16:30	0	0	0	0	0	0
16:35	0	0	0	0	0	0
16:40	0	0	0	0	0	0
16:45	3	0	0	0	0	0
16:50	0	0	0	0	0	0
16:55	4	0	0	0	0	0
17:00	0	0	0	0	0	0
17:05	0	3	0	0	0	0
17:10	0	0	0	0	0	0
17:15	6	0	0	0	0	0
17:20	0	0	0	0	0	0
17:25	0	0	0	0	0	0
17:30	0	0	0	0	0	0
17:35	0	0	0	0	0	0
17:40	0	0	0	0	0	0
17:45	0	0	0	0	0	0
17:50	0	0	0	0	0	0
17:55	0	0	0	0	0	0
18:00	0	0	0	0	0	0
18:05	0	0	0	0	0	0
18:10	0	0	0	0	0	0
18:15	0	0	0	0	0	0
18:20	0	0	0	0	0	0
18:25	2	0	0	0	0	0
18:30	0	0	0	0	0	0
18:35	0	0	0	0	0	0
18:40	0	0	0	0	0	0
18:45	0	0	0	0	0	0
18:50	0	0	0	0	0	0
18:55	0	0	0	0	0	0

MANUAL CLASSIFIED COUNTS

JOB REF: 10913

JOB NAME: IMMINGHAM

SITE: 6 **DATE:** 16/11/2021

LOCATION: KILN LN / ACCESS / A1173 (W) **DAY:** TUESDAY

TIME	A TO A FROM KILN LN TO KILN LN								A TO B FROM KILN LN TO ACCESS							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
11:00	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	2
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	2
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
H/TOT	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
13:00	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
13:15	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	2
14:00	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
16:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
16:45	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2
H/TOT	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	4
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
P/TOT	0	0	0	0	0	0	0	0	6	5	3	0	0	0	0	14

MANUAL CLASSIFIED COUNTS

JOB REF: 10913

JOB NAME: IMMINGHAM

SITE: 6 **DATE:** 16/11/2021

LOCATION: KILN LN / ACCESS / A1173 (W) **DAY:** TUESDAY

TIME	A TO C FROM KILN LN TO A1173 (W)								A TO D FROM KILN LN TO A1173 (N)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	6	2	3	7	0	0	0	18	3	4	3	5	0	0	0	15
07:15	3	1	2	9	0	0	0	15	6	0	5	2	0	0	0	13
07:30	9	0	1	8	0	0	0	18	9	3	1	6	0	0	0	19
07:45	16	4	6	4	0	0	0	30	11	1	9	6	0	0	0	27
H/TOT	34	7	12	28	0	0	0	81	29	8	18	19	0	0	0	74
08:00	6	4	2	7	0	0	0	19	7	4	2	2	0	0	0	15
08:15	12	3	7	9	0	0	0	31	9	4	5	3	0	0	0	21
08:30	4	6	4	13	0	0	0	27	7	7	4	3	0	0	0	21
08:45	8	6	2	11	0	0	0	27	8	5	1	4	0	0	0	18
H/TOT	30	19	15	40	0	0	0	104	31	20	12	12	0	0	0	75
09:00	3	2	5	12	0	0	0	22	4	5	0	3	0	0	0	12
09:15	1	9	4	7	0	0	0	21	6	4	8	3	0	0	0	21
09:30	11	0	3	9	0	0	0	23	4	4	6	4	0	0	0	18
09:45	5	6	5	8	0	0	0	24	8	5	1	2	0	0	0	16
H/TOT	20	17	17	36	0	0	0	90	22	18	15	12	0	0	0	67
10:00	7	9	4	7	0	0	0	27	5	7	1	2	0	0	0	15
10:15	9	6	5	10	0	0	0	30	5	2	6	3	0	0	0	16
10:30	9	6	2	6	0	0	0	23	8	3	3	0	0	0	0	14
10:45	9	2	1	5	0	0	0	17	7	5	6	3	0	0	0	21
H/TOT	34	23	12	28	0	0	0	97	25	17	16	8	0	0	0	66
11:00	8	4	4	11	0	0	0	27	7	4	2	3	0	0	0	16
11:15	6	5	8	7	0	0	0	26	5	5	0	2	0	0	0	12
11:30	15	8	2	7	0	0	0	32	10	5	3	6	0	0	0	24
11:45	10	10	5	7	0	0	0	32	6	5	2	3	0	1	0	17
H/TOT	39	27	19	32	0	0	0	117	28	19	7	14	0	1	0	69
12:00	15	8	5	7	0	0	0	35	7	4	2	6	0	0	0	19
12:15	8	6	2	8	0	0	0	24	8	5	0	2	0	0	0	15
12:30	16	5	3	8	0	0	1	33	12	1	2	2	0	0	0	17
12:45	13	6	1	9	0	0	0	29	18	2	2	2	0	0	1	25
H/TOT	52	25	11	32	0	0	1	121	45	12	6	12	0	0	1	76
13:00	19	5	5	6	0	0	0	35	5	6	2	6	0	0	0	19
13:15	9	5	3	5	0	0	0	22	10	13	2	6	0	0	0	31
13:30	20	7	7	11	0	0	0	45	7	5	2	2	0	0	0	16
13:45	12	7	3	6	0	0	0	28	6	3	3	6	0	0	0	18
H/TOT	60	24	18	28	0	0	0	130	28	27	9	20	0	0	0	84
14:00	26	5	8	6	0	0	0	45	10	3	5	7	0	1	0	26
14:15	22	12	4	10	2	1	0	51	7	5	6	2	0	1	0	21
14:30	27	11	3	8	0	0	0	49	11	5	4	5	0	0	0	25
14:45	25	6	4	8	0	0	0	43	12	3	1	3	1	0	0	20
H/TOT	100	34	19	32	2	1	0	188	40	16	16	17	1	2	0	92
15:00	48	23	3	8	0	0	0	82	14	3	3	5	1	1	1	28
15:15	38	12	2	11	0	0	0	63	9	6	3	6	0	0	4	28
15:30	59	11	4	6	0	0	0	80	12	2	3	5	0	0	0	22
15:45	51	14	8	11	0	1	0	85	5	5	2	7	0	0	0	19
H/TOT	196	60	17	36	0	1	0	310	40	16	11	23	1	1	5	97
16:00	106	18	1	6	0	0	0	131	10	5	1	0	0	0	0	16
16:15	70	7	4	9	0	0	0	90	14	4	3	5	0	0	0	26
16:30	112	15	3	5	0	0	0	135	11	4	2	6	0	0	0	23
16:45	60	20	4	5	0	0	0	89	18	0	3	3	0	0	0	24
H/TOT	348	60	12	25	0	0	0	445	53	13	9	14	0	0	0	89
17:00	101	7	2	5	0	0	0	115	25	5	2	2	0	0	0	34
17:15	53	11	3	3	0	0	0	70	16	2	5	6	0	0	1	30
17:30	48	5	1	6	0	0	0	60	8	2	2	5	0	0	0	17
17:45	33	2	3	7	0	2	0	47	3	1	2	1	0	0	0	7
H/TOT	235	25	9	21	0	2	0	292	52	10	11	14	0	0	1	88
18:00	37	4	2	4	0	0	0	47	10	1	2	0	0	0	0	13
18:15	14	1	1	9	0	0	0	25	5	3	2	2	0	0	0	12
18:30	23	2	1	3	0	0	0	29	9	1	0	0	0	0	0	10
18:45	14	1	0	0	0	0	0	15	4	1	1	1	0	0	0	7
H/TOT	88	8	4	16	0	0	0	116	28	6	5	3	0	0	0	42
P/TOT	1236	329	165	354	2	4	1	2091	421	182	135	168	2	4	7	919

MANUAL CLASSIFIED COUNTS

JOB REF: 10913

JOB NAME: IMMINGHAM

SITE: 6 **DATE:** 16/11/2021

LOCATION: KILN LN / ACCESS / A1173 (W) **DAY:** TUESDAY

TIME	B TO A FROM ACCESS TO KILN LN								B TO B FROM ACCESS TO ACCESS							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
H/TOT	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	1	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	1	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0
15:00	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
P/TOT	3	2	3	0	0	0	0	8	0	0	0	0	0	0	0	0

MANUAL CLASSIFIED COUNTS

JOB REF: 10913

JOB NAME: IMMINGHAM

SITE: 6 **DATE:** 16/11/2021

LOCATION: KILN LN / ACCESS / A1173 (W) **DAY:** TUESDAY

TIME	B TO C FROM ACCESS TO A1173 (W)								B TO D FROM ACCESS TO A1173 (N)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
H/TOT	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	1	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	1	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
P/TOT	4	2	0	0	0	0	0	6	1	1	0	0	0	0	0	2

MANUAL CLASSIFIED COUNTS

JOB REF: 10913

JOB NAME: IMMINGHAM

SITE: 6 **DATE:** 16/11/2021

LOCATION: KILN LN / ACCESS / A1173 (W) **DAY:** TUESDAY

TIME	C TO A FROM A1173 (W) TO KILN LN								C TO B FROM A1173 (W) TO ACCESS							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	49	8	2	7	0	0	0	66	1	0	0	0	0	0	0	1
07:15	51	16	6	10	0	1	0	84	0	0	0	0	0	0	0	0
07:30	92	15	2	7	0	0	1	117	0	0	0	0	0	0	0	0
07:45	115	16	6	3	0	0	0	140	1	0	0	0	0	0	0	1
H/TOT	307	55	16	27	0	1	1	407	2	0	0	0	0	0	0	2
08:00	69	20	7	4	1	0	0	101	0	0	0	0	0	0	0	0
08:15	83	19	3	9	0	0	0	114	0	0	0	0	0	0	0	0
08:30	60	13	5	5	0	0	0	83	0	0	0	0	0	0	0	0
08:45	70	12	2	13	2	0	0	99	0	0	0	0	0	0	0	0
H/TOT	282	64	17	31	3	0	0	397	0	0	0	0	0	0	0	0
09:00	34	16	3	5	0	1	0	59	0	0	0	0	0	0	0	0
09:15	12	5	4	5	0	0	0	26	0	0	0	0	0	0	0	0
09:30	16	5	1	1	0	1	0	24	1	0	0	0	0	0	0	1
09:45	18	7	5	4	0	0	0	34	0	0	0	0	0	0	0	0
H/TOT	80	33	13	15	0	2	0	143	1	0	0	0	0	0	0	1
10:00	18	9	5	9	0	0	0	41	0	0	0	0	0	0	0	0
10:15	7	11	4	17	0	0	0	39	0	0	0	0	0	0	0	0
10:30	11	7	2	8	0	0	0	28	1	1	0	0	0	0	0	2
10:45	12	6	5	10	0	0	0	33	0	0	0	0	0	0	0	0
H/TOT	48	33	16	44	0	0	0	141	1	1	0	0	0	0	0	2
11:00	12	8	5	7	0	0	0	32	0	0	0	0	0	0	0	0
11:15	11	7	5	2	0	0	0	25	0	0	0	0	0	0	0	0
11:30	19	11	5	10	0	0	0	45	0	0	0	0	0	0	0	0
11:45	11	9	5	10	0	0	0	35	0	0	0	0	0	0	0	0
H/TOT	53	35	20	29	0	0	0	137	0	0	0	0	0	0	0	0
12:00	14	3	2	9	0	0	0	28	0	0	0	0	0	0	0	0
12:15	12	12	2	9	0	0	2	37	0	0	0	0	0	0	0	0
12:30	11	9	1	13	0	0	0	34	0	0	0	0	0	0	0	0
12:45	12	3	4	8	0	0	0	27	0	0	0	0	0	0	0	0
H/TOT	49	27	9	39	0	0	2	126	0	0	0	0	0	0	0	0
13:00	17	8	4	9	0	0	0	38	0	0	0	0	0	0	0	0
13:15	18	4	4	11	0	0	0	37	0	0	0	0	0	0	0	0
13:30	9	4	4	5	0	0	0	22	0	0	0	0	0	0	0	0
13:45	11	8	9	15	0	0	0	43	0	0	0	0	0	0	0	0
H/TOT	55	24	21	40	0	0	0	140	0	0	0	0	0	0	0	0
14:00	9	5	4	6	0	0	0	24	0	0	0	0	0	0	0	0
14:15	11	8	5	17	0	0	0	41	0	0	0	0	0	0	0	0
14:30	14	8	6	13	1	0	0	42	0	0	0	0	0	0	0	0
14:45	8	6	6	14	0	0	0	34	0	0	0	0	0	0	0	0
H/TOT	42	27	21	50	1	0	0	141	0	0	0	0	0	0	0	0
15:00	13	6	6	13	0	0	0	38	0	0	0	0	0	0	0	0
15:15	20	4	5	13	0	0	0	42	0	0	0	0	0	0	0	0
15:30	14	8	11	11	0	0	0	44	0	0	0	0	0	0	0	0
15:45	11	3	1	13	0	0	0	28	0	0	0	0	0	0	0	0
H/TOT	58	21	23	50	0	0	0	152	0	0	0	0	0	0	0	0
16:00	8	2	4	11	1	0	0	26	0	0	0	0	0	0	0	0
16:15	7	4	6	12	0	0	0	29	0	0	0	0	0	0	0	0
16:30	11	3	6	12	0	0	0	32	0	0	0	0	0	0	0	0
16:45	9	5	3	8	0	0	0	25	0	0	0	0	0	0	0	0
H/TOT	35	14	19	43	1	0	0	112	0	0	0	0	0	0	0	0
17:00	14	3	4	6	0	0	0	27	0	0	0	0	0	0	0	0
17:15	13	3	1	11	1	0	0	29	0	0	0	0	0	0	0	0
17:30	10	6	3	6	0	0	0	25	0	0	0	0	0	0	0	0
17:45	20	0	1	7	1	1	0	30	1	0	0	0	0	0	0	1
H/TOT	57	12	9	30	2	1	0	111	1	0	0	0	0	0	0	1
18:00	8	1	1	6	0	0	0	16	0	0	0	0	0	0	0	0
18:15	6	0	1	5	0	0	0	12	0	0	0	0	0	0	0	0
18:30	7	0	0	2	0	0	0	9	0	0	0	0	0	0	0	0
18:45	4	0	3	9	0	0	0	16	1	0	0	0	0	0	0	1
H/TOT	25	1	5	22	0	0	0	53	1	0	0	0	0	0	0	1
P/TOT	1091	346	189	420	7	4	3	2060	6	1	0	0	0	0	0	7

MANUAL CLASSIFIED COUNTS

JOB REF: 10913

JOB NAME: IMMINGHAM

SITE: 6 **DATE:** 16/11/2021

LOCATION: KILN LN / ACCESS / A1173 (W) **DAY:** TUESDAY

TIME	C TO C FROM A1173 (W) TO A1173 (W)								C TO D FROM A1173 (W) TO A1173 (N)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	0	0	0	0	0	0	0	76	18	6	12	1	2	0	115
07:15	0	0	0	0	0	0	0	0	88	31	3	9	0	1	0	132
07:30	0	0	0	0	0	0	0	0	126	27	5	6	0	0	0	164
07:45	0	0	0	0	0	0	0	0	100	34	7	7	1	0	0	149
H/TOT	0	0	0	0	0	0	0	0	390	110	21	34	2	3	0	560
08:00	0	0	0	0	0	0	0	0	53	29	2	11	2	0	0	97
08:15	0	0	0	0	0	0	0	0	56	13	15	10	0	1	1	96
08:30	0	0	0	0	0	0	0	0	59	21	1	7	0	0	0	88
08:45	0	0	0	0	0	0	0	0	52	13	3	12	1	0	0	81
H/TOT	0	0	0	0	0	0	0	0	220	76	21	40	3	1	1	362
09:00	0	0	0	0	0	0	0	0	36	11	3	10	1	0	0	61
09:15	0	0	0	0	0	0	0	0	22	6	4	6	0	0	0	38
09:30	0	0	0	0	0	0	0	0	22	12	2	10	0	0	0	46
09:45	0	0	0	0	0	0	0	0	27	10	1	6	0	0	0	44
H/TOT	0	0	0	0	0	0	0	0	107	39	10	32	1	0	0	189
10:00	0	0	0	0	0	0	0	0	24	9	0	16	0	0	0	49
10:15	0	0	0	0	0	0	0	0	20	6	4	10	0	0	0	40
10:30	0	0	0	0	0	0	0	0	19	5	1	8	0	0	0	33
10:45	0	0	0	0	0	0	0	0	15	8	5	10	0	0	0	38
H/TOT	0	0	0	0	0	0	0	0	78	28	10	44	0	0	0	160
11:00	0	0	0	0	0	0	0	0	13	7	1	8	0	0	0	29
11:15	0	0	0	0	0	0	0	0	17	9	3	14	0	0	0	43
11:30	0	0	0	0	0	0	0	0	12	6	4	9	0	1	0	32
11:45	0	0	0	0	0	0	0	0	26	12	5	12	0	1	0	56
H/TOT	0	0	0	0	0	0	0	0	68	34	13	43	0	2	0	160
12:00	0	0	0	0	0	0	0	0	16	14	0	9	0	0	0	39
12:15	0	0	0	0	0	0	0	0	16	9	6	10	0	0	0	41
12:30	0	0	0	0	0	0	0	0	30	11	2	4	0	1	0	48
12:45	0	0	0	0	0	0	0	0	25	8	0	10	0	0	0	43
H/TOT	0	0	0	0	0	0	0	0	87	42	8	33	0	1	0	171
13:00	0	0	0	0	0	0	0	0	28	7	12	0	0	0	0	47
13:15	0	0	0	0	0	0	0	0	21	6	2	10	0	0	0	39
13:30	0	0	0	0	0	0	0	0	25	9	2	13	0	0	0	49
13:45	0	0	0	0	0	0	0	0	27	6	3	13	0	0	0	49
H/TOT	0	0	0	0	0	0	0	0	101	28	19	36	0	0	0	184
14:00	0	0	0	0	0	0	0	0	20	8	2	17	0	0	0	47
14:15	0	0	0	0	0	0	0	0	20	9	3	11	0	0	0	43
14:30	0	0	0	0	0	0	0	0	26	7	5	9	1	0	0	48
14:45	0	0	0	0	0	0	0	0	26	4	2	11	0	0	0	43
H/TOT	0	0	0	0	0	0	0	0	92	28	12	48	1	0	0	181
15:00	0	0	0	0	0	0	0	0	24	10	2	12	0	0	0	48
15:15	0	0	0	0	0	0	0	0	24	13	2	12	0	0	0	51
15:30	0	0	0	0	0	0	0	0	20	4	0	9	0	0	0	33
15:45	0	0	0	0	0	0	0	0	28	6	3	11	0	0	0	48
H/TOT	0	0	0	0	0	0	0	0	96	33	7	44	0	0	0	180
16:00	0	0	0	0	0	0	0	0	23	6	1	4	0	1	0	35
16:15	0	0	0	0	0	0	0	0	21	4	2	12	1	0	0	40
16:30	0	0	0	0	0	0	0	0	20	5	2	7	0	0	0	34
16:45	0	0	0	0	0	0	0	0	26	6	4	4	0	0	0	40
H/TOT	0	0	0	0	0	0	0	0	90	21	9	27	1	1	0	149
17:00	0	0	0	0	0	0	0	0	30	5	2	4	1	0	0	42
17:15	0	0	0	0	0	0	0	0	25	6	1	1	0	1	0	34
17:30	0	0	0	0	0	0	0	0	27	1	1	2	0	0	0	31
17:45	0	0	0	0	0	0	0	0	29	4	2	2	0	0	0	37
H/TOT	0	0	0	0	0	0	0	0	111	16	6	9	1	1	0	144
18:00	0	0	0	0	0	0	0	0	43	2	1	2	0	1	0	49
18:15	0	0	0	0	0	0	0	0	31	3	0	6	0	0	0	40
18:30	0	0	0	0	0	0	0	0	18	1	1	2	0	0	0	22
18:45	0	0	0	0	0	0	0	0	16	1	2	3	0	0	0	22
H/TOT	0	0	0	0	0	0	0	0	108	7	4	13	0	1	0	133
P/TOT	0	0	0	0	0	0	0	0	1548	462	140	403	9	10	1	2573

MANUAL CLASSIFIED COUNTS

JOB REF: 10913

JOB NAME: IMMINGHAM

SITE: 6 **DATE:** 16/11/2021

LOCATION: KILN LN / ACCESS / A1173 (W) **DAY:** TUESDAY

TIME	D TO A FROM A1173 (N) TO KILN LN								D TO B FROM A1173 (N) TO ACCESS							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	5	0	0	1	0	0	1	7	0	0	0	0	0	0	0	0
07:15	7	1	2	3	0	0	0	13	0	0	0	0	0	0	0	0
07:30	7	10	2	6	0	0	0	25	0	0	0	0	0	0	0	0
07:45	19	2	2	1	1	0	0	25	0	0	0	0	0	0	0	0
H/TOT	38	13	6	11	1	0	1	70	0	0	0	0	0	0	0	0
08:00	11	9	1	3	0	0	1	25	0	0	0	0	0	0	0	0
08:15	12	2	6	4	1	1	4	30	0	0	0	0	0	0	0	0
08:30	16	7	2	3	0	0	0	28	0	0	0	0	0	0	0	0
08:45	11	3	2	6	0	0	0	22	0	0	0	0	0	0	0	0
H/TOT	50	21	11	16	1	1	5	105	0	0	0	0	0	0	0	0
09:00	10	5	1	2	0	0	0	18	0	0	0	0	0	0	0	0
09:15	6	1	4	1	0	1	0	13	0	0	0	0	0	0	0	0
09:30	2	4	3	1	0	0	0	10	0	0	0	0	0	0	0	0
09:45	3	4	3	4	0	0	0	14	0	0	0	0	0	0	0	0
H/TOT	21	14	11	8	0	1	0	55	0	0	0	0	0	0	0	0
10:00	5	4	5	0	0	0	0	14	0	0	0	0	0	0	0	0
10:15	5	4	3	2	0	0	0	14	0	0	0	0	0	0	0	0
10:30	6	1	6	6	0	0	0	19	0	0	0	0	0	0	0	0
10:45	8	3	3	1	0	0	0	15	0	0	0	0	0	0	0	0
H/TOT	24	12	17	9	0	0	0	62	0	0	0	0	0	0	0	0
11:00	3	3	2	1	0	0	0	9	0	0	0	0	0	0	0	0
11:15	8	1	1	2	0	0	0	12	0	0	0	0	0	0	0	0
11:30	7	4	4	4	0	0	0	19	0	0	0	0	0	0	0	0
11:45	14	3	2	2	0	0	1	22	0	0	0	0	0	0	0	0
H/TOT	32	11	9	9	0	0	1	62	0	0	0	0	0	0	0	0
12:00	6	4	1	1	0	0	0	12	0	0	0	0	0	0	0	0
12:15	6	3	3	2	0	0	0	14	0	0	0	0	0	0	0	0
12:30	10	5	6	2	0	0	1	24	0	0	0	0	0	0	0	0
12:45	9	8	4	5	0	0	0	26	0	0	0	0	0	0	0	0
H/TOT	31	20	14	10	0	0	1	76	0	0	0	0	0	0	0	0
13:00	13	3	3	4	0	0	0	23	0	0	0	0	0	0	0	0
13:15	8	4	6	5	0	0	2	25	0	0	0	0	0	0	0	0
13:30	15	3	1	4	0	0	0	23	0	0	0	0	0	0	0	0
13:45	8	3	5	6	0	0	0	22	0	0	0	0	0	0	0	0
H/TOT	44	13	15	19	0	0	2	93	0	0	0	0	0	0	0	0
14:00	10	5	7	4	1	0	0	27	0	0	0	0	0	0	0	0
14:15	6	7	2	7	0	0	1	23	0	0	0	0	0	0	0	0
14:30	7	6	3	6	0	0	0	22	0	0	0	0	0	0	0	0
14:45	7	3	1	5	0	0	0	16	0	0	0	0	0	0	0	0
H/TOT	30	21	13	22	1	0	1	88	0	0	0	0	0	0	0	0
15:00	11	4	5	3	0	0	0	23	0	0	0	0	0	0	0	0
15:15	6	6	5	4	0	0	0	21	0	0	0	0	0	0	0	0
15:30	4	1	4	3	0	0	0	12	0	0	0	0	0	0	0	0
15:45	7	7	11	5	0	0	0	30	0	0	0	0	0	0	0	0
H/TOT	28	18	25	15	0	0	0	86	0	0	0	0	0	0	0	0
16:00	9	3	4	1	0	0	0	17	0	0	0	0	0	0	0	0
16:15	10	4	3	4	0	0	0	21	0	0	0	0	0	0	0	0
16:30	11	0	7	5	1	0	0	24	0	0	0	0	0	0	0	0
16:45	6	0	5	1	0	0	0	12	0	0	0	0	0	0	0	0
H/TOT	36	7	19	11	1	0	0	74	0	0	0	0	0	0	0	0
17:00	9	1	5	4	0	0	0	19	0	0	0	0	0	0	0	0
17:15	6	2	1	4	0	0	0	13	0	0	0	0	0	0	0	0
17:30	11	3	3	3	0	0	0	20	0	0	0	0	0	0	0	0
17:45	6	1	4	2	0	0	0	13	0	0	0	0	0	0	0	0
H/TOT	32	7	13	13	0	0	0	65	0	0	0	0	0	0	0	0
18:00	5	3	2	4	0	0	0	14	0	0	0	0	0	0	0	0
18:15	3	1	2	3	0	0	0	9	0	0	0	0	0	0	0	0
18:30	6	2	1	0	0	0	0	9	0	0	0	0	0	0	0	0
18:45	12	9	10	2	0	0	0	33	0	0	0	0	0	0	0	0
H/TOT	26	15	15	9	0	0	0	65	0	0	0	0	0	0	0	0
P/TOT	392	172	168	152	4	2	11	901	0	0	0	0	0	0	0	0

MANUAL CLASSIFIED COUNTS

JOB REF: 10913

JOB NAME: IMMINGHAM

SITE: 6 **DATE:** 16/11/2021

LOCATION: KILN LN / ACCESS / A1173 (W) **DAY:** TUESDAY

TIME	D TO C FROM A1173 (N) TO A1173 (W)								D TO D FROM A1173 (N) TO A1173 (N)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	15	1	1	7	1	0	0	25	0	0	0	0	0	0	0	0
07:15	11	3	2	5	0	0	0	21	0	0	0	0	0	0	0	0
07:30	19	0	2	8	0	0	0	29	0	0	0	0	0	0	0	0
07:45	18	2	3	15	0	0	0	38	0	0	0	0	0	0	0	0
H/TOT	63	6	8	35	1	0	0	113	0	0	0	0	0	0	0	0
08:00	22	5	4	13	0	0	0	44	0	0	0	0	0	0	0	0
08:15	14	7	1	21	0	1	0	44	0	0	0	0	0	0	0	0
08:30	13	9	3	9	0	0	0	34	0	0	0	0	0	0	0	0
08:45	21	4	5	12	0	0	0	42	0	0	0	0	0	0	0	0
H/TOT	70	25	13	55	0	1	0	164	0	0	0	0	0	0	0	0
09:00	20	11	6	15	0	0	0	52	0	0	0	0	0	0	0	0
09:15	20	9	2	7	0	0	0	38	0	0	0	0	0	0	0	0
09:30	21	6	2	8	0	0	0	37	0	0	0	0	0	0	0	0
09:45	18	7	2	4	0	0	0	31	0	0	0	0	0	0	0	0
H/TOT	79	33	12	34	0	0	0	158	0	0	0	0	0	0	0	0
10:00	14	6	1	8	0	0	0	29	0	0	0	0	0	0	0	0
10:15	15	8	2	11	0	0	0	36	0	0	0	0	0	0	0	0
10:30	17	8	3	7	0	0	0	35	0	0	0	0	0	0	0	0
10:45	20	7	1	10	0	0	0	38	0	0	0	0	0	0	0	0
H/TOT	66	29	7	36	0	0	0	138	0	0	0	0	0	0	0	0
11:00	15	3	5	14	0	0	0	37	0	0	0	0	0	0	0	0
11:15	23	10	2	17	0	0	0	52	0	0	0	0	0	0	0	0
11:30	16	6	0	7	0	0	0	29	0	0	0	0	0	0	0	0
11:45	25	8	2	8	0	1	0	44	1	0	0	0	0	0	0	1
H/TOT	79	27	9	46	0	1	0	162	1	0	0	0	0	0	0	1
12:00	26	7	0	8	0	0	0	41	0	0	0	0	0	0	0	0
12:15	19	11	2	5	0	1	0	38	0	0	0	0	0	0	0	0
12:30	19	10	1	8	0	0	0	38	0	0	0	0	0	0	0	0
12:45	21	11	0	5	0	0	0	37	0	0	0	0	0	0	0	0
H/TOT	85	39	3	26	0	1	0	154	0	0	0	0	0	0	0	0
13:00	23	6	2	10	0	0	0	41	0	0	0	0	0	0	0	0
13:15	28	12	2	9	0	0	0	51	0	0	0	0	0	0	0	0
13:30	36	9	2	11	0	0	0	58	0	0	0	0	0	0	0	0
13:45	24	5	4	5	0	0	0	38	0	0	0	0	0	0	0	0
H/TOT	111	32	10	35	0	0	0	188	0	0	0	0	0	0	0	0
14:00	29	5	3	9	0	0	0	46	0	0	0	0	0	0	0	0
14:15	28	11	3	7	1	0	0	50	0	1	0	0	0	0	0	1
14:30	41	13	4	6	0	0	0	64	0	0	0	0	0	0	0	0
14:45	34	17	4	9	1	0	0	65	0	0	0	0	0	0	0	0
H/TOT	132	46	14	31	2	0	0	225	0	1	0	0	0	0	0	1
15:00	44	14	5	5	0	0	0	68	0	0	0	0	0	0	0	0
15:15	40	8	1	9	1	1	0	60	0	0	0	0	0	0	0	0
15:30	47	17	5	11	0	0	0	80	0	0	0	0	0	0	0	0
15:45	72	16	5	8	0	0	0	101	0	0	0	0	0	0	0	0
H/TOT	203	55	16	33	1	1	0	309	0	0	0	0	0	0	0	0
16:00	101	23	5	6	0	1	0	136	0	0	0	0	0	0	0	0
16:15	78	17	3	12	0	0	0	110	0	0	0	0	0	0	0	0
16:30	122	21	2	9	0	1	1	156	0	0	0	0	0	0	0	0
16:45	101	18	2	6	1	1	0	129	0	0	0	0	0	0	0	0
H/TOT	402	79	12	33	1	3	1	531	0	0	0	0	0	0	0	0
17:00	106	14	0	4	0	0	0	124	0	0	0	0	0	0	0	0
17:15	76	9	0	5	1	0	0	91	0	0	0	0	0	0	0	0
17:30	78	9	0	8	0	0	0	95	0	0	0	0	0	0	0	0
17:45	51	1	0	2	1	0	0	55	0	0	0	0	0	0	0	0
H/TOT	311	33	0	19	2	0	0	365	0	0	0	0	0	0	0	0
18:00	46	9	1	4	0	0	0	60	0	0	0	0	0	0	0	0
18:15	43	7	0	4	1	0	0	55	0	0	0	0	0	0	0	0
18:30	48	7	0	5	0	0	0	60	0	0	0	0	0	0	0	0
18:45	35	2	1	4	0	0	0	42	0	0	0	0	0	0	0	0
H/TOT	172	25	2	17	1	0	0	217	0	0	0	0	0	0	0	0
P/TOT	1773	429	106	400	8	7	1	2724	0	0	0	0	0	0	0	0

MANUAL CLASSIFIED COUNTS

JOB REF: 10913

JOB NAME: IMMINGHAM

SITE: 6 **DATE:** 16/11/2021

LOCATION: KILN LN / ACCESS / A1173 (W) **DAY:** TUESDAY

TIME	TO ARM A KILN LN								FROM ARM A KILN LN							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	54	8	2	8	0	0	1	73	9	6	6	12	0	0	0	33
07:15	58	17	8	13	0	1	0	97	9	1	7	11	0	0	0	28
07:30	99	25	4	13	0	0	1	142	18	3	2	14	0	0	0	37
07:45	134	18	8	4	1	0	0	165	27	5	15	10	0	0	0	57
H/TOT	345	68	22	38	1	1	2	477	63	15	30	47	0	0	0	155
08:00	80	29	8	7	1	0	1	126	13	8	4	9	0	0	0	34
08:15	95	21	9	13	1	1	4	144	21	7	12	12	0	0	0	52
08:30	77	20	7	8	0	0	0	112	11	13	8	16	0	0	0	48
08:45	81	15	4	19	2	0	0	121	16	11	3	15	0	0	0	45
H/TOT	333	85	28	47	4	1	5	503	61	39	27	52	0	0	0	179
09:00	44	21	4	7	0	1	0	77	7	7	6	15	0	0	0	35
09:15	18	6	8	6	0	1	0	39	7	13	12	10	0	0	0	42
09:30	18	9	4	2	0	1	0	34	15	4	9	13	0	0	0	41
09:45	21	11	8	8	0	0	0	48	13	11	6	10	0	0	0	40
H/TOT	101	47	24	23	0	3	0	198	42	35	33	48	0	0	0	158
10:00	23	13	11	9	0	0	0	56	12	16	5	9	0	0	0	42
10:15	12	15	7	19	0	0	0	53	14	8	11	13	0	0	0	46
10:30	17	8	8	14	0	0	0	47	17	10	5	6	0	0	0	38
10:45	20	9	8	11	0	0	0	48	16	7	7	8	0	0	0	38
H/TOT	72	45	34	53	0	0	0	204	59	41	28	36	0	0	0	164
11:00	15	11	7	8	0	0	0	41	15	9	7	14	0	0	0	45
11:15	19	8	6	4	0	0	0	37	11	10	8	9	0	0	0	38
11:30	26	15	9	14	0	0	0	64	25	13	5	13	0	0	0	56
11:45	25	12	8	12	0	0	1	58	16	15	7	10	0	1	0	49
H/TOT	85	46	30	38	0	0	1	200	67	47	27	46	0	1	0	188
12:00	20	7	3	10	0	0	0	40	22	12	7	13	0	0	0	54
12:15	18	15	5	11	0	0	2	51	16	11	2	10	0	0	0	39
12:30	21	14	7	15	0	0	1	58	28	6	5	10	0	0	1	50
12:45	21	11	8	13	0	0	0	53	32	8	3	11	0	0	1	55
H/TOT	80	47	23	49	0	0	3	202	98	37	17	44	0	0	2	198
13:00	31	12	7	13	0	0	0	63	24	12	7	12	0	0	0	55
13:15	26	8	10	16	0	0	2	62	19	18	6	11	0	0	0	54
13:30	24	7	5	9	0	0	0	45	27	12	9	13	0	0	0	61
13:45	19	11	14	21	0	0	0	65	18	10	6	12	0	0	0	46
H/TOT	100	38	36	59	0	0	2	235	88	52	28	48	0	0	0	216
14:00	19	10	11	10	1	0	0	51	36	9	13	13	0	1	0	72
14:15	17	16	7	24	0	0	1	65	29	17	10	12	2	2	0	72
14:30	21	14	9	19	1	0	0	64	38	16	7	13	0	0	0	74
14:45	15	9	7	19	0	0	0	50	37	9	5	11	1	0	0	63
H/TOT	72	49	34	72	2	0	1	230	140	51	35	49	3	3	0	281
15:00	24	10	12	16	0	0	0	62	62	26	6	13	1	1	1	110
15:15	26	10	10	17	0	0	0	63	47	18	5	17	0	0	4	91
15:30	18	9	15	14	0	0	0	56	71	13	7	11	0	0	0	102
15:45	18	10	12	18	0	0	0	58	56	19	10	18	0	1	0	104
H/TOT	86	39	49	65	0	0	0	239	236	76	28	59	1	2	5	407
16:00	17	5	8	12	1	0	0	43	116	23	2	6	0	0	0	147
16:15	17	8	9	16	0	0	0	50	85	11	7	14	0	0	0	117
16:30	22	3	13	17	1	0	0	56	124	19	5	11	0	0	0	159
16:45	15	5	8	9	0	0	0	37	79	21	7	8	0	0	0	115
H/TOT	71	21	38	54	2	0	0	186	404	74	21	39	0	0	0	538
17:00	23	4	9	10	0	0	0	46	126	12	4	7	0	0	0	149
17:15	19	5	2	15	1	0	0	42	70	13	8	9	0	0	1	101
17:30	21	9	6	9	0	0	0	45	56	7	3	11	0	0	0	77
17:45	26	1	5	9	1	1	0	43	36	3	5	8	0	2	0	54
H/TOT	89	19	22	43	2	1	0	176	288	35	20	35	0	2	1	381
18:00	13	4	3	10	0	0	0	30	47	5	4	4	0	0	0	60
18:15	10	1	3	8	0	0	0	22	20	4	3	11	0	0	0	38
18:30	13	2	1	2	0	0	0	18	32	3	1	3	0	0	0	39
18:45	16	9	13	11	0	0	0	49	18	2	1	1	0	0	0	22
H/TOT	52	16	20	31	0	0	0	119	117	14	9	19	0	0	0	159
P/TOT	1486	520	360	572	11	6	14	2969	1663	516	303	522	4	8	8	3024

MANUAL CLASSIFIED COUNTS

JOB REF: 10913

JOB NAME: IMMINGHAM

SITE: 6 **DATE:** 16/11/2021

LOCATION: KILN LN / ACCESS / A1173 (W) **DAY:** TUESDAY

TIME	TO ARM B ACCESS								FROM ARM B ACCESS							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
H/TOT	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
08:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
H/TOT	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
09:00	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	1	0	1	0	0	0	0	2	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30	1	2	0	0	0	0	0	3	0	1	0	0	0	0	0	1
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	1	2	0	0	0	0	0	3	0	1	1	0	0	0	0	2
11:00	0	1	1	0	0	0	0	2	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
11:45	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
H/TOT	0	1	1	0	0	0	0	2	0	1	1	0	0	0	0	2
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
H/TOT	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
13:00	0	1	0	0	0	0	0	1	1	1	0	0	0	0	0	2
13:15	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	1	1	0	0	0	0	2	2	1	0	0	0	0	0	3
14:00	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	1	0	0	0	0	0	1	0	1	0	0	0	0	0	1
15:00	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
16:30	1	0	0	0	0	0	0	1	2	0	0	0	0	0	0	2
16:45	1	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0
H/TOT	3	1	0	0	0	0	0	4	2	0	0	0	0	0	0	2
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	1	0	0	0	0	0	0	1	1	1	0	0	0	0	0	2
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
H/TOT	2	0	0	0	0	0	0	2	1	1	0	0	0	0	0	2
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
H/TOT	2	0	0	0	0	0	0	2	1	0	0	0	0	0	0	1
P/TOT	12	6	3	0	0	0	0	21	8	5	3	0	0	0	0	16

MANUAL CLASSIFIED COUNTS

JOB REF: 10913

JOB NAME: IMMINGHAM

SITE: 6 **DATE:** 16/11/2021

LOCATION: KILN LN / ACCESS / A1173 (W) **DAY:** TUESDAY

TIME	TO ARM C A1173 (W)								FROM ARM C A1173 (W)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	21	3	4	14	1	0	0	43	126	26	8	19	1	2	0	182
07:15	14	4	4	14	0	0	0	36	139	47	9	19	0	2	0	216
07:30	28	0	3	16	0	0	0	47	218	42	7	13	0	0	1	281
07:45	34	6	9	19	0	0	0	68	216	50	13	10	1	0	0	290
H/TOT	97	13	20	63	1	0	0	194	699	165	37	61	2	4	1	969
08:00	28	9	6	20	0	0	0	63	122	49	9	15	3	0	0	198
08:15	26	10	8	30	0	1	0	75	139	32	18	19	0	1	1	210
08:30	17	15	7	22	0	0	0	61	119	34	6	12	0	0	0	171
08:45	29	10	7	23	0	0	0	69	122	25	5	25	3	0	0	180
H/TOT	100	44	28	95	0	1	0	268	502	140	38	71	6	1	1	759
09:00	23	13	11	27	0	0	0	74	70	27	6	15	1	1	0	120
09:15	21	18	6	14	0	0	0	59	34	11	8	11	0	0	0	64
09:30	32	6	5	17	0	0	0	60	39	17	3	11	0	1	0	71
09:45	23	13	7	12	0	0	0	55	45	17	6	10	0	0	0	78
H/TOT	99	50	29	70	0	0	0	248	188	72	23	47	1	2	0	333
10:00	21	15	5	15	0	0	0	56	42	18	5	25	0	0	0	90
10:15	24	14	7	21	0	0	0	66	27	17	8	27	0	0	0	79
10:30	26	15	5	13	0	0	0	59	31	13	3	16	0	0	0	63
10:45	29	9	2	15	0	0	0	55	27	14	10	20	0	0	0	71
H/TOT	100	53	19	64	0	0	0	236	127	62	26	88	0	0	0	303
11:00	23	7	9	25	0	0	0	64	25	15	6	15	0	0	0	61
11:15	29	15	10	24	0	0	0	78	28	16	8	16	0	0	0	68
11:30	31	14	2	14	0	0	0	61	31	17	9	19	0	1	0	77
11:45	35	18	7	15	0	1	0	76	37	21	10	22	0	1	0	91
H/TOT	118	54	28	78	0	1	0	279	121	69	33	72	0	2	0	297
12:00	41	15	5	15	0	0	0	76	30	17	2	18	0	0	0	67
12:15	27	17	4	13	0	1	0	62	28	21	8	19	0	0	2	78
12:30	35	15	4	16	0	0	1	71	41	20	3	17	0	1	0	82
12:45	34	17	1	14	0	0	0	66	37	11	4	18	0	0	0	70
H/TOT	137	64	14	58	0	1	1	275	136	69	17	72	0	1	2	297
13:00	42	11	7	16	0	0	0	76	45	15	16	9	0	0	0	85
13:15	37	17	5	14	0	0	0	73	39	10	6	21	0	0	0	76
13:30	57	16	9	22	0	0	0	104	34	13	6	18	0	0	0	71
13:45	36	12	7	11	0	0	0	66	38	14	12	28	0	0	0	92
H/TOT	172	56	28	63	0	0	0	319	156	52	40	76	0	0	0	324
14:00	55	10	11	15	0	0	0	91	29	13	6	23	0	0	0	71
14:15	50	23	7	17	3	1	0	101	31	17	8	28	0	0	0	84
14:30	68	24	7	14	0	0	0	113	40	15	11	22	2	0	0	90
14:45	59	23	8	17	1	0	0	108	34	10	8	25	0	0	0	77
H/TOT	232	80	33	63	4	1	0	413	134	55	33	98	2	0	0	322
15:00	92	37	8	13	0	0	0	150	37	16	8	25	0	0	0	86
15:15	78	20	3	20	1	1	0	123	44	17	7	25	0	0	0	93
15:30	106	28	9	17	0	0	0	160	34	12	11	20	0	0	0	77
15:45	123	30	13	19	0	1	0	186	39	9	4	24	0	0	0	76
H/TOT	399	115	33	69	1	2	0	619	154	54	30	94	0	0	0	332
16:00	207	41	6	12	0	1	0	267	31	8	5	15	1	1	0	61
16:15	148	24	7	21	0	0	0	200	28	8	8	24	1	0	0	69
16:30	236	36	5	14	0	1	1	293	31	8	8	19	0	0	0	66
16:45	161	38	6	11	1	1	0	218	35	11	7	12	0	0	0	65
H/TOT	752	139	24	58	1	3	1	978	125	35	28	70	2	1	0	261
17:00	207	21	2	9	0	0	0	239	44	8	6	10	1	0	0	69
17:15	130	21	3	8	1	0	0	163	38	9	2	12	1	1	0	63
17:30	126	14	1	14	0	0	0	155	37	7	4	8	0	0	0	56
17:45	84	3	3	9	1	2	0	102	50	4	3	9	1	1	0	68
H/TOT	547	59	9	40	2	2	0	659	169	28	15	39	3	2	0	256
18:00	83	13	3	8	0	0	0	107	51	3	2	8	0	1	0	65
18:15	57	8	1	13	1	0	0	80	37	3	1	11	0	0	0	52
18:30	71	9	1	8	0	0	0	89	25	1	1	4	0	0	0	31
18:45	49	3	1	4	0	0	0	57	21	1	5	12	0	0	0	39
H/TOT	260	33	6	33	1	0	0	333	134	8	9	35	0	1	0	187
P/TOT	3013	760	271	754	10	11	2	4821	2645	809	329	823	16	14	4	4640

MANUAL CLASSIFIED COUNTS

JOB REF: 10913

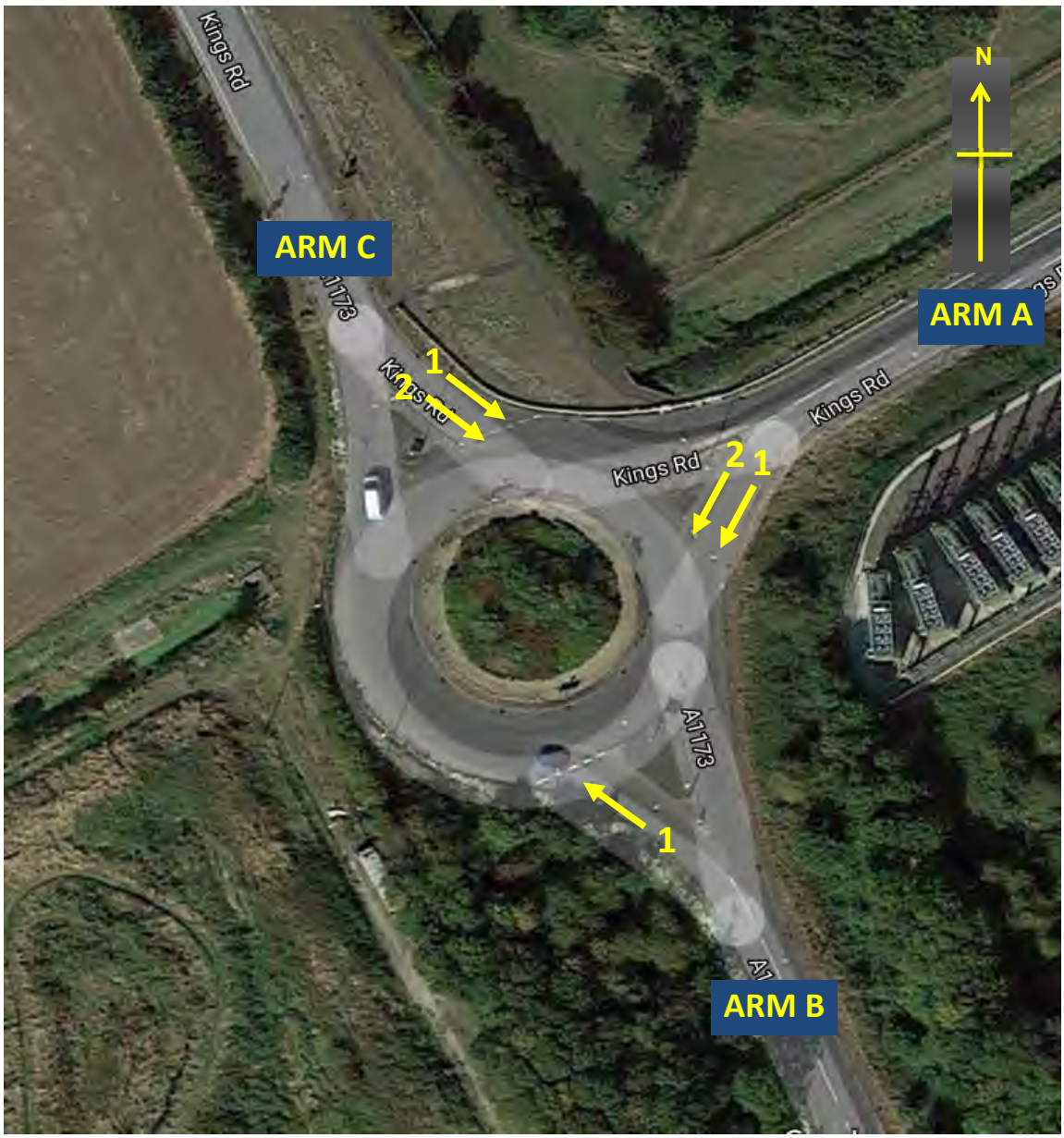
JOB NAME: IMMINGHAM

SITE: 6 **DATE:** 16/11/2021

LOCATION: KILN LN / ACCESS / A1173 (W) **DAY:** TUESDAY

TIME	TO ARM D A1173 (N)								FROM ARM D A1173 (N)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	79	22	9	17	1	2	0	130	20	1	1	8	1	0	1	32
07:15	94	31	8	11	0	1	0	145	18	4	4	8	0	0	0	34
07:30	135	30	6	12	0	0	0	183	26	10	4	14	0	0	0	54
07:45	111	35	16	13	1	0	0	176	37	4	5	16	1	0	0	63
H/TOT	419	118	39	53	2	3	0	634	101	19	14	46	2	0	1	183
08:00	60	33	4	13	2	0	0	112	33	14	5	16	0	0	1	69
08:15	65	17	20	13	0	1	1	117	26	9	7	25	1	2	4	74
08:30	66	28	5	10	0	0	0	109	29	16	5	12	0	0	0	62
08:45	61	18	4	16	1	0	0	100	32	7	7	18	0	0	0	64
H/TOT	252	96	33	52	3	1	1	438	120	46	24	71	1	2	5	269
09:00	40	16	3	13	1	0	0	73	30	16	7	17	0	0	0	70
09:15	28	10	12	9	0	0	0	59	26	10	6	8	0	1	0	51
09:30	26	16	8	14	0	0	0	64	23	10	5	9	0	0	0	47
09:45	35	15	2	8	0	0	0	60	21	11	5	8	0	0	0	45
H/TOT	129	57	25	44	1	0	0	256	100	47	23	42	0	1	0	213
10:00	29	16	1	18	0	0	0	64	19	10	6	8	0	0	0	43
10:15	25	8	10	13	0	0	0	56	20	12	5	13	0	0	0	50
10:30	27	8	4	8	0	0	0	47	23	9	9	13	0	0	0	54
10:45	22	13	11	13	0	0	0	59	28	10	4	11	0	0	0	53
H/TOT	103	45	26	52	0	0	0	226	90	41	24	45	0	0	0	200
11:00	20	11	3	11	0	0	0	45	18	6	7	15	0	0	0	46
11:15	22	14	3	16	0	0	0	55	31	11	3	19	0	0	0	64
11:30	22	12	7	15	0	1	0	57	23	10	4	11	0	0	0	48
11:45	33	17	7	15	0	2	0	74	40	11	4	10	0	1	1	67
H/TOT	97	54	20	57	0	3	0	231	112	38	18	55	0	1	1	225
12:00	23	18	2	15	0	0	0	58	32	11	1	9	0	0	0	53
12:15	24	14	6	12	0	0	0	56	25	14	5	7	0	1	0	52
12:30	42	12	4	6	0	1	0	65	29	15	7	10	0	0	1	62
12:45	43	10	2	12	0	0	1	68	30	19	4	10	0	0	0	63
H/TOT	132	54	14	45	0	1	1	247	116	59	17	36	0	1	1	230
13:00	33	13	14	6	0	0	0	66	36	9	5	14	0	0	0	64
13:15	31	19	4	16	0	0	0	70	36	16	8	14	0	0	2	76
13:30	32	14	4	15	0	0	0	65	51	12	3	15	0	0	0	81
13:45	33	9	6	19	0	0	0	67	32	8	9	11	0	0	0	60
H/TOT	129	55	28	56	0	0	0	268	155	45	25	54	0	0	2	281
14:00	30	11	7	24	0	1	0	73	39	10	10	13	1	0	0	73
14:15	27	15	9	13	0	1	0	65	34	19	5	14	1	0	1	74
14:30	37	12	9	14	1	0	0	73	48	19	7	12	0	0	0	86
14:45	38	7	3	14	1	0	0	63	41	20	5	14	1	0	0	81
H/TOT	132	45	28	65	2	2	0	274	162	68	27	53	3	0	1	314
15:00	38	13	5	17	1	1	1	76	55	18	10	8	0	0	0	91
15:15	33	19	5	18	0	0	4	79	46	14	6	13	1	1	0	81
15:30	32	6	3	14	0	0	0	55	51	18	9	14	0	0	0	92
15:45	33	11	5	18	0	0	0	67	79	23	16	13	0	0	0	131
H/TOT	136	49	18	67	1	1	5	277	231	73	41	48	1	1	0	395
16:00	33	11	2	4	0	1	0	51	110	26	9	7	0	1	0	153
16:15	35	8	5	17	1	0	0	66	88	21	6	16	0	0	0	131
16:30	31	9	4	13	0	0	0	57	133	21	9	14	1	1	1	180
16:45	44	6	7	7	0	0	0	64	107	18	7	7	1	1	0	141
H/TOT	143	34	18	41	1	1	0	238	438	86	31	44	2	3	1	605
17:00	55	10	4	6	1	0	0	76	115	15	5	8	0	0	0	143
17:15	41	8	6	7	0	1	1	64	82	11	1	9	1	0	0	104
17:30	35	3	3	7	0	0	0	48	89	12	3	11	0	0	0	115
17:45	32	5	4	3	0	0	0	44	57	2	4	4	1	0	0	68
H/TOT	163	26	17	23	1	1	1	232	343	40	13	32	2	0	0	430
18:00	53	3	3	2	0	1	0	62	51	12	3	8	0	0	0	74
18:15	36	6	2	8	0	0	0	52	46	8	2	7	1	0	0	64
18:30	27	2	1	2	0	0	0	32	54	9	1	5	0	0	0	69
18:45	20	2	3	4	0	0	0	29	47	11	11	6	0	0	0	75
H/TOT	136	13	9	16	0	1	0	175	198	40	17	26	1	0	0	282
P/TOT	1971	646	275	571	11	14	8	3496	2166	602	274	552	12	9	12	3627

SITE: 7	AUTI SURVEYS LTD	DATE: 16TH NOVEMBER 2021
LOCATION: A1173 / KINGS RD		DAY: TUESDAY



JOB TITLE: IMMINGHAM		JOB NUMBER: 10913

QUEUE LENGTHS

JOB REF: 10913

JOB NAME: IMMINGHAM

SITE: 7 **DATE:** 16/11/2021

LOCATION: KINGS RD / A1173 (S) / A1173 (N) **DAY:** TUESDAY

NOTE: Queue Lengths recorded by the number of vehicles queuing at each 5-minute interval, by lane

TIME	ARM A KINGS RD		ARM B A1173 (S)	ARM C A1173 (N)	
	LANE 1	LANE 2	LANE 1	LANE 1	LANE 2
07:00	0	0	0	0	0
07:05	0	0	0	0	0
07:10	0	0	0	0	0
07:15	0	0	0	0	0
07:20	0	0	0	0	0
07:25	0	0	0	0	0
07:30	0	0	0	0	0
07:35	0	0	0	1	0
07:40	0	0	0	0	0
07:45	0	0	0	0	0
07:50	0	0	0	0	0
07:55	1	0	0	0	0
08:00	0	0	0	0	0
08:05	0	0	0	0	0
08:10	0	0	0	0	0
08:15	0	0	0	0	0
08:20	0	0	0	0	0
08:25	0	0	0	0	0
08:30	0	0	0	0	0
08:35	0	0	0	0	0
08:40	0	0	0	0	0
08:45	0	0	0	0	0
08:50	0	0	0	0	0
08:55	0	0	0	0	0
09:00	0	0	0	0	0
09:05	0	0	0	0	0
09:10	0	0	0	0	0
09:15	0	0	0	0	0
09:20	0	0	0	0	0
09:25	0	0	0	0	0
09:30	0	0	0	0	0
09:35	0	0	0	0	0
09:40	0	0	0	0	0
09:45	0	0	0	0	0
09:50	0	0	0	0	0
09:55	0	0	0	0	0

TIME	ARM A KINGS RD		ARM B A1173 (S)	ARM C A1173 (N)	
	LANE 1	LANE 2	LANE 1	LANE 1	LANE 2
16:00	0	0	0	0	0
16:05	0	0	0	0	0
16:10	0	0	0	0	0
16:15	0	0	0	0	0
16:20	0	0	0	0	0
16:25	0	0	0	0	0
16:30	0	0	0	0	0
16:35	2	0	0	0	0
16:40	1	3	0	0	0
16:45	0	0	0	0	0
16:50	0	0	0	0	0
16:55	0	0	0	0	0
17:00	0	0	0	0	0
17:05	2	0	0	0	0
17:10	0	0	0	0	0
17:15	0	0	0	0	0
17:20	0	0	0	0	0
17:25	0	0	0	0	0
17:30	0	0	0	0	0
17:35	0	0	0	0	0
17:40	0	0	0	0	0
17:45	0	0	0	0	0
17:50	0	0	0	0	0
17:55	0	0	0	0	0
18:00	0	0	0	0	0
18:05	0	0	0	0	0
18:10	0	0	0	0	0
18:15	0	0	0	0	0
18:20	0	0	0	0	0
18:25	0	0	0	0	0
18:30	0	0	0	0	0
18:35	0	0	0	0	0
18:40	0	0	0	0	0
18:45	0	0	0	0	0
18:50	0	0	0	0	0
18:55	0	0	0	0	0

MANUAL CLASSIFIED COUNTS

JOB REF: 10913

JOB NAME: IMMINGHAM

SITE: 7 **DATE:** 16/11/2021

LOCATION: KINGS RD / A1173 (S) / A1173 (N) **DAY:** TUESDAY

TIME	A TO A FROM KINGS RD TO KINGS RD								A TO B FROM KINGS RD TO A1173 (S)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	0	0	0	0	0	0	0	2	0	0	5	2	0	0	9
07:15	0	0	0	0	0	0	0	0	3	1	1	3	0	0	0	8
07:30	0	0	0	0	0	0	0	0	1	0	1	5	0	0	0	7
07:45	0	0	0	0	0	0	0	0	0	3	0	10	0	0	0	13
H/TOT	0	0	0	0	0	0	0	0	6	4	2	23	2	0	0	37
08:00	0	0	0	0	0	0	0	0	3	1	0	10	0	0	0	14
08:15	0	0	0	0	0	0	0	0	0	2	0	7	0	0	0	9
08:30	0	0	0	0	0	0	0	0	1	4	1	4	0	0	0	10
08:45	0	0	0	0	0	0	0	0	2	0	2	9	0	0	0	13
H/TOT	0	0	0	0	0	0	0	0	6	7	3	30	0	0	0	46
09:00	0	0	0	0	0	0	0	0	1	1	0	12	0	0	0	14
09:15	0	0	0	0	0	0	0	0	0	1	1	5	0	0	0	7
09:30	0	0	0	0	0	0	0	0	2	1	1	4	0	0	0	8
09:45	1	0	0	0	0	0	0	1	5	3	0	5	0	0	0	13
H/TOT	1	0	0	0	0	0	0	1	8	6	2	26	0	0	0	42
10:00	0	0	0	0	0	0	0	0	0	3	1	3	0	0	0	7
10:15	0	0	0	0	0	0	0	0	1	3	2	6	0	0	0	12
10:30	0	0	0	0	0	0	0	0	2	1	2	5	0	0	0	10
10:45	0	0	0	0	0	0	0	0	4	3	1	5	0	0	0	13
H/TOT	0	0	0	0	0	0	0	0	7	10	6	19	0	0	0	42
11:00	1	0	0	0	0	0	0	1	3	2	1	6	0	0	0	12
11:15	0	0	0	0	0	0	0	0	1	2	1	14	0	0	0	18
11:30	0	0	0	1	0	0	0	1	2	6	0	5	0	0	0	13
11:45	0	1	0	1	0	0	0	2	7	0	0	7	0	1	0	15
H/TOT	1	1	0	2	0	0	0	4	13	10	2	32	0	1	0	58
12:00	0	0	0	0	0	0	0	0	2	2	0	7	0	0	0	11
12:15	0	0	0	0	0	0	0	0	2	1	1	4	0	0	0	8
12:30	0	0	0	0	0	0	0	0	3	5	0	3	0	0	0	11
12:45	0	0	0	0	0	0	0	0	0	2	0	4	0	0	0	6
H/TOT	0	0	0	0	0	0	0	0	7	10	1	18	0	0	0	36
13:00	0	0	0	0	0	0	0	0	3	2	0	6	0	0	0	11
13:15	0	0	0	0	0	0	0	0	7	3	0	3	0	0	0	13
13:30	0	0	0	0	0	0	0	0	5	1	3	8	0	0	0	17
13:45	0	0	0	0	0	0	0	0	1	1	0	4	0	0	0	6
H/TOT	0	0	0	0	0	0	0	0	16	7	3	21	0	0	0	47
14:00	0	0	0	0	0	0	0	0	4	5	2	5	1	0	0	17
14:15	0	0	0	0	0	0	0	0	5	4	0	6	1	0	0	16
14:30	0	0	0	0	0	0	0	0	9	7	6	0	9	0	0	31
14:45	0	0	0	0	0	0	0	0	2	5	1	4	1	0	0	13
H/TOT	0	0	0	0	0	0	0	0	20	21	9	15	12	0	0	77
15:00	0	0	0	0	0	0	0	0	11	4	1	3	0	0	0	19
15:15	0	0	0	0	0	0	0	0	8	4	0	4	0	0	0	16
15:30	0	0	0	0	0	0	0	0	10	4	0	9	0	0	0	23
15:45	0	0	0	0	0	0	0	0	15	3	5	7	0	0	0	30
H/TOT	0	0	0	0	0	0	0	0	44	15	6	23	0	0	0	88
16:00	0	0	0	0	0	0	0	0	23	8	2	6	0	0	0	39
16:15	0	0	0	0	0	0	0	0	19	4	0	5	0	0	0	28
16:30	0	0	0	0	0	0	0	0	33	11	0	5	0	0	0	49
16:45	0	0	0	0	0	0	0	0	18	8	1	6	0	0	0	33
H/TOT	0	0	0	0	0	0	0	0	93	31	3	22	0	0	0	149
17:00	0	0	0	0	0	0	0	0	35	5	0	3	0	0	0	43
17:15	0	0	0	0	0	0	0	0	20	6	1	6	0	0	0	33
17:30	0	0	0	0	0	0	0	0	20	3	0	5	0	0	0	28
17:45	0	0	0	0	0	0	0	0	9	0	0	0	0	0	0	9
H/TOT	0	0	0	0	0	0	0	0	84	14	1	14	0	0	0	113
18:00	0	0	0	0	0	0	0	0	4	1	0	2	0	0	0	7
18:15	0	0	0	0	0	0	0	0	10	1	0	1	0	0	0	12
18:30	0	0	0	0	0	0	0	0	9	2	0	2	0	0	0	13
18:45	0	0	0	0	0	0	0	0	3	0	0	1	0	0	0	4
H/TOT	0	0	0	0	0	0	0	0	26	4	0	6	0	0	0	36
P/TOT	2	1	0	2	0	0	0	5	330	139	38	249	14	1	0	771

MANUAL CLASSIFIED COUNTS

JOB REF: 10913

JOB NAME: IMMINGHAM

SITE: 7 **DATE:** 16/11/2021

LOCATION: KINGS RD / A1173 (S) / A1173 (N) **DAY:** TUESDAY

TIME	A TO C FROM KINGS RD TO A1173 (N)								B TO A FROM A1173 (S) TO KINGS RD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	10	1	1	0	0	0	0	12	26	9	1	6	0	1	0	43
07:15	5	3	2	1	2	1	0	14	29	14	1	4	0	0	0	48
07:30	6	4	2	2	0	0	0	14	47	7	0	5	0	0	0	59
07:45	5	3	1	1	1	0	0	11	43	12	4	5	0	0	0	64
H/TOT	26	11	6	4	3	1	0	51	145	42	6	20	0	1	0	214
08:00	8	5	4	0	0	0	0	17	22	11	1	5	0	0	0	39
08:15	5	9	1	3	0	0	0	18	18	7	8	5	0	0	0	38
08:30	5	7	4	2	0	0	0	18	16	5	2	7	0	0	0	30
08:45	8	5	3	2	0	0	0	18	14	7	0	8	1	0	0	30
H/TOT	26	26	12	7	0	0	0	71	70	30	11	25	1	0	0	137
09:00	5	9	1	1	0	0	0	16	12	6	1	5	1	0	0	25
09:15	4	5	4	4	0	0	0	17	5	0	1	5	0	0	0	11
09:30	6	8	1	1	0	1	0	17	6	3	0	4	0	0	0	13
09:45	7	11	0	1	0	0	0	19	8	2	1	6	0	0	0	17
H/TOT	22	33	6	7	0	1	0	69	31	11	3	20	1	0	0	66
10:00	2	2	4	1	0	0	0	9	8	4	0	9	0	0	0	21
10:15	11	11	2	3	0	0	0	27	4	2	4	7	0	0	0	17
10:30	9	5	3	2	0	0	0	19	6	1	1	8	0	0	0	16
10:45	7	9	7	1	0	0	0	24	1	5	5	8	0	0	0	19
H/TOT	29	27	16	7	0	0	0	79	19	12	10	32	0	0	0	73
11:00	14	4	2	1	0	0	1	22	4	3	0	6	0	0	0	13
11:15	5	6	3	0	0	0	0	14	2	1	0	11	0	0	0	14
11:30	18	6	2	4	0	0	0	30	1	1	2	6	0	0	0	10
11:45	9	7	1	4	0	0	1	22	6	3	1	8	0	0	0	18
H/TOT	46	23	8	9	0	0	2	88	13	8	3	31	0	0	0	55
12:00	18	4	0	3	0	0	0	25	4	3	1	6	0	0	0	14
12:15	13	8	4	1	0	0	0	26	4	3	2	5	0	0	0	14
12:30	16	9	3	1	0	0	0	29	2	3	2	3	0	0	0	10
12:45	11	7	3	0	0	0	0	21	2	0	0	5	0	0	0	7
H/TOT	58	28	10	5	0	0	0	101	12	9	5	19	0	0	0	45
13:00	11	3	1	2	0	0	0	17	4	5	2	8	0	0	0	19
13:15	15	4	0	3	0	0	0	22	8	4	1	6	0	0	0	19
13:30	4	2	3	1	0	0	1	11	7	4	0	6	0	0	0	17
13:45	7	4	3	2	0	0	0	16	3	1	2	6	0	0	0	12
H/TOT	37	13	7	8	0	0	1	66	22	14	5	26	0	0	0	67
14:00	13	4	1	3	0	0	0	21	2	2	0	11	0	0	0	15
14:15	13	7	4	1	0	0	0	25	1	5	2	9	0	0	0	17
14:30	7	3	1	2	0	0	0	13	1	2	6	5	0	0	0	14
14:45	13	6	4	1	0	0	0	24	4	2	1	2	0	0	0	9
H/TOT	46	20	10	7	0	0	0	83	8	11	9	27	0	0	0	55
15:00	13	2	1	3	0	0	0	19	1	1	1	7	0	0	0	10
15:15	5	5	2	1	0	0	0	13	0	5	1	5	0	0	0	11
15:30	13	3	2	0	0	0	1	19	3	1	0	7	0	0	0	11
15:45	13	7	0	2	1	0	0	23	2	1	2	4	0	0	0	9
H/TOT	44	17	5	6	1	0	1	74	6	8	4	23	0	0	0	41
16:00	34	7	1	2	0	1	0	45	3	1	0	3	0	0	0	7
16:15	18	2	0	2	1	0	0	23	5	1	0	7	0	0	0	13
16:30	31	10	0	0	0	1	2	44	0	1	1	0	0	0	0	2
16:45	25	7	0	2	1	0	0	35	1	1	1	2	0	0	0	5
H/TOT	108	26	1	6	2	2	2	147	9	4	2	12	0	0	0	27
17:00	31	7	0	3	0	0	0	41	2	1	1	1	1	0	0	6
17:15	27	3	0	0	1	0	0	31	7	4	0	0	0	0	0	11
17:30	17	1	1	0	0	0	0	19	5	1	0	1	0	0	0	7
17:45	15	1	0	0	1	0	0	17	2	1	0	1	0	0	0	4
H/TOT	90	12	1	3	2	0	0	108	16	7	1	3	1	0	0	28
18:00	5	0	1	0	0	0	0	6	3	0	0	0	0	0	0	3
18:15	6	0	0	0	0	0	0	6	5	2	0	1	0	0	0	8
18:30	10	1	0	0	0	0	1	12	1	0	1	1	0	0	0	3
18:45	7	0	0	1	0	0	0	8	2	0	0	2	0	0	0	4
H/TOT	28	1	1	1	0	0	1	32	11	2	1	4	0	0	0	18
P/TOT	560	237	83	70	8	4	7	969	362	158	60	242	3	1	0	826

MANUAL CLASSIFIED COUNTS

JOB REF: 10913

JOB NAME: IMMINGHAM

SITE: 7 **DATE:** 16/11/2021

LOCATION: KINGS RD / A1173 (S) / A1173 (N) **DAY:** TUESDAY

TIME	B TO B FROM A1173 (S) TO A1173 (S)								B TO C FROM A1173 (S) TO A1173 (N)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	0	0	0	0	0	0	0	66	7	7	12	1	1	0	94
07:15	0	0	0	0	0	0	0	0	75	19	8	6	0	1	0	109
07:30	0	1	0	0	0	0	0	1	85	19	7	8	0	0	0	119
07:45	0	0	0	0	0	0	0	0	79	19	9	8	1	0	0	116
H/TOT	0	1	0	0	0	0	0	1	305	64	31	34	2	2	0	438
08:00	0	0	0	0	0	0	0	0	44	23	8	8	2	0	0	85
08:15	0	0	0	0	0	0	0	0	47	11	12	7	0	1	0	78
08:30	0	0	0	0	0	0	0	0	49	21	5	4	0	0	1	80
08:45	0	0	0	0	0	0	0	0	56	9	5	6	0	0	0	76
H/TOT	0	0	0	0	0	0	0	0	196	64	30	25	2	1	1	319
09:00	0	0	0	0	0	0	0	0	31	9	2	8	0	0	0	50
09:15	0	0	0	0	0	0	0	0	24	10	11	5	0	0	0	50
09:30	0	0	0	0	0	0	0	0	17	11	5	8	0	0	0	41
09:45	0	1	0	0	0	0	0	1	31	13	4	5	0	0	0	53
H/TOT	0	1	0	0	0	0	0	1	103	43	22	26	0	0	0	194
10:00	0	0	0	0	0	0	0	0	22	8	3	10	0	0	0	43
10:15	0	0	0	0	0	0	0	0	25	7	6	5	0	0	0	43
10:30	0	0	0	0	0	0	0	0	26	5	3	0	0	0	0	34
10:45	0	0	0	0	0	0	0	0	20	10	7	6	0	0	0	43
H/TOT	0	0	0	0	0	0	0	0	93	30	19	21	0	0	0	163
11:00	0	1	0	0	0	0	0	1	20	8	2	5	0	0	0	35
11:15	0	0	0	0	0	0	0	0	21	12	4	6	0	0	0	43
11:30	0	0	1	0	0	0	0	1	19	11	2	10	0	0	1	43
11:45	0	0	0	0	0	0	0	0	28	14	5	7	0	0	0	54
H/TOT	0	1	1	0	0	0	0	2	88	45	13	28	0	0	1	175
12:00	0	0	0	0	0	0	0	0	23	13	2	9	0	0	0	47
12:15	0	0	0	0	0	0	0	0	26	14	3	7	0	0	0	50
12:30	0	0	1	0	0	0	0	1	42	5	2	5	0	0	0	54
12:45	0	0	1	0	0	0	0	1	43	11	2	7	0	1	0	64
H/TOT	0	0	2	0	0	0	0	2	134	43	9	28	0	1	0	215
13:00	0	0	0	0	0	0	0	0	26	8	2	8	0	0	0	44
13:15	0	0	0	0	0	0	0	0	28	14	3	10	0	0	0	55
13:30	0	0	0	0	0	0	0	0	27	10	4	8	0	0	0	49
13:45	0	0	0	0	0	0	0	0	29	7	4	13	0	0	0	53
H/TOT	0	0	0	0	0	0	0	0	110	39	13	39	0	0	0	201
14:00	0	0	0	1	0	0	0	1	31	7	7	14	0	1	0	60
14:15	0	0	0	0	0	0	0	0	32	14	6	5	0	1	0	58
14:30	0	0	0	0	0	0	0	0	33	8	5	6	1	0	0	53
14:45	0	0	0	0	0	0	0	0	39	6	3	10	0	0	0	58
H/TOT	0	0	0	1	0	0	0	1	135	35	21	35	1	2	0	229
15:00	1	0	0	0	0	0	0	1	41	9	4	11	1	1	1	68
15:15	0	1	1	0	0	0	0	2	36	15	4	13	0	0	4	72
15:30	0	1	0	0	0	0	0	1	33	6	4	10	0	0	0	53
15:45	0	0	0	0	0	0	0	0	32	11	3	13	0	0	0	59
H/TOT	1	2	1	0	0	0	0	4	142	41	15	47	1	1	5	252
16:00	0	0	0	0	0	0	0	0	43	8	2	2	0	1	1	57
16:15	0	0	0	0	0	0	0	0	34	5	5	11	1	1	0	57
16:30	0	0	0	0	0	0	0	0	41	7	1	13	0	0	0	62
16:45	0	0	0	0	0	0	0	0	39	5	5	7	0	0	0	56
H/TOT	0	0	0	0	0	0	0	0	157	25	13	33	1	2	1	232
17:00	0	0	0	0	0	0	0	0	59	6	2	6	0	1	0	74
17:15	2	0	1	0	0	0	0	3	40	5	6	7	0	2	1	61
17:30	0	0	1	0	0	0	0	1	32	3	6	0	0	0	0	41
17:45	0	0	0	0	0	0	0	0	36	3	3	1	0	0	0	43
H/TOT	2	0	2	0	0	0	0	4	167	17	17	14	0	3	1	219
18:00	0	0	0	0	0	0	0	0	42	3	4	2	0	1	0	52
18:15	0	0	0	1	0	0	0	1	41	3	2	8	0	0	0	54
18:30	0	0	0	0	0	0	0	0	33	2	0	1	0	0	0	36
18:45	0	0	0	1	0	0	0	1	18	2	3	1	0	0	0	24
H/TOT	0	0	0	2	0	0	0	2	134	10	9	12	0	1	0	166
P/TOT	3	5	6	3	0	0	0	17	1764	456	212	342	7	13	9	2803

MANUAL CLASSIFIED COUNTS

JOB REF: 10913

JOB NAME: IMMINGHAM

SITE: 7 **DATE:** 16/11/2021

LOCATION: KINGS RD / A1173 (S) / A1173 (N) **DAY:** TUESDAY

TIME	C TO A FROM A1173 (N) TO KINGS RD								C TO B FROM A1173 (N) TO A1173 (S)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	11	5	2	2	0	0	0	20	17	1	1	2	0	0	1	22
07:15	21	4	1	1	0	0	0	27	17	3	3	6	0	0	0	29
07:30	23	1	0	1	0	0	1	26	24	9	3	7	0	0	0	43
07:45	25	7	1	3	0	0	1	37	41	4	6	7	1	0	0	59
H/TOT	80	17	4	7	0	0	2	110	99	17	13	22	1	0	1	153
08:00	20	3	4	3	1	1	0	32	31	11	4	7	1	0	5	59
08:15	24	4	0	2	0	0	0	30	22	10	7	9	1	1	0	50
08:30	17	6	3	2	0	0	0	28	27	14	5	10	0	0	0	56
08:45	12	4	0	2	0	0	0	18	33	6	5	7	0	0	0	51
H/TOT	73	17	7	9	1	1	0	108	113	41	21	33	2	1	5	216
09:00	9	5	0	0	0	0	0	14	31	15	6	5	0	0	0	57
09:15	5	10	2	1	0	0	0	18	25	9	6	3	1	1	0	45
09:30	3	3	1	2	0	0	0	9	22	8	5	5	0	0	0	40
09:45	12	10	3	0	0	0	0	25	15	8	4	3	0	0	0	30
H/TOT	29	28	6	3	0	0	0	66	93	40	21	16	1	1	0	172
10:00	7	12	1	0	0	0	0	20	23	8	5	6	0	0	0	42
10:15	4	4	3	3	0	0	0	14	24	9	3	7	0	0	0	43
10:30	5	7	2	3	0	0	0	17	21	6	7	8	0	0	0	42
10:45	10	5	1	0	0	0	0	16	24	6	4	6	0	0	0	40
H/TOT	26	28	7	6	0	0	0	67	92	29	19	27	0	0	0	167
11:00	4	4	2	1	0	0	1	12	16	3	5	10	0	0	0	34
11:15	8	6	4	1	0	1	0	20	32	8	2	5	0	0	0	47
11:30	10	6	2	4	0	0	0	22	18	8	4	5	0	0	0	35
11:45	8	8	2	0	0	0	0	18	33	12	3	4	0	0	1	53
H/TOT	30	24	10	6	0	1	1	72	99	31	14	24	0	0	1	169
12:00	8	3	3	1	0	1	0	16	31	10	3	0	0	0	0	44
12:15	15	7	0	3	0	0	0	25	25	16	4	4	0	1	0	50
12:30	12	6	1	1	0	0	0	20	27	7	5	6	0	0	0	45
12:45	15	7	2	0	0	0	0	24	31	14	3	8	0	0	0	56
H/TOT	50	23	6	5	0	1	0	85	114	47	15	18	0	1	0	195
13:00	11	4	1	1	0	0	0	17	33	9	5	7	0	0	1	55
13:15	14	4	1	7	0	0	0	26	30	12	8	9	0	0	1	60
13:30	9	5	5	0	0	0	0	19	45	9	1	11	0	0	0	66
13:45	15	3	5	2	0	0	0	25	33	5	8	5	0	0	0	51
H/TOT	49	16	12	10	0	0	0	87	141	35	22	32	0	0	2	232
14:00	4	3	1	3	0	0	0	11	39	9	9	7	0	0	0	64
14:15	10	6	1	2	0	0	0	19	28	12	5	9	0	0	1	55
14:30	7	3	2	1	0	0	0	13	37	15	6	4	0	0	0	62
14:45	7	4	1	1	0	0	0	13	48	13	4	8	0	0	0	73
H/TOT	28	16	5	7	0	0	0	56	152	49	24	28	0	0	1	254
15:00	9	4	1	1	0	0	0	15	39	11	8	7	0	0	0	65
15:15	13	2	1	2	0	0	0	18	38	9	4	10	1	1	0	63
15:30	4	2	4	0	0	0	0	10	46	16	12	8	0	0	0	82
15:45	9	3	2	0	0	0	0	14	64	18	10	8	0	0	0	100
H/TOT	35	11	8	3	0	0	0	57	187	54	34	33	1	1	0	310
16:00	10	7	2	2	0	0	0	21	93	16	6	2	0	1	0	118
16:15	8	1	0	1	0	0	0	10	72	13	7	11	0	0	0	103
16:30	3	3	3	0	2	0	0	11	111	9	9	7	1	2	1	140
16:45	5	1	1	1	0	0	0	8	91	10	5	2	1	0	0	109
H/TOT	26	12	6	4	2	0	0	50	367	48	27	22	2	3	1	470
17:00	7	2	1	4	0	1	0	15	76	9	4	3	0	0	0	92
17:15	6	0	0	0	0	1	0	7	64	7	2	6	1	0	0	80
17:30	6	1	0	0	0	0	0	7	71	10	3	3	0	0	0	87
17:45	8	1	1	0	0	0	0	10	41	2	5	4	1	0	0	53
H/TOT	27	4	2	4	0	2	0	39	252	28	14	16	2	0	0	312
18:00	4	1	0	2	0	2	1	10	51	10	3	7	0	0	0	71
18:15	6	0	1	0	0	0	0	7	40	5	2	7	1	0	0	55
18:30	6	1	0	0	0	1	0	8	44	7	1	3	0	0	0	55
18:45	4	0	0	0	0	0	0	4	35	1	2	4	0	0	0	42
H/TOT	20	2	1	2	0	3	1	29	170	23	8	21	1	0	0	223
P/TOT	473	198	74	66	3	8	4	826	1879	442	232	292	10	7	11	2873

MANUAL CLASSIFIED COUNTS

JOB REF: 10913

JOB NAME: IMMINGHAM

SITE: 7 **DATE:** 16/11/2021

LOCATION: KINGS RD / A1173 (S) / A1173 (N) **DAY:** TUESDAY

TIME	C TO C FROM A1173 (N) TO A1173 (N)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	0	0	0	0	0	0	0
07:15	1	0	0	0	0	0	0	1
07:30	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0
H/TOT	1	0	0	0	0	0	0	1
08:00	0	0	0	0	0	0	0	0
08:15	0	3	0	1	0	0	0	4
08:30	0	0	0	0	0	0	0	0
08:45	1	0	0	1	0	0	0	2
H/TOT	1	3	0	2	0	0	0	6
09:00	0	1	0	0	0	0	0	1
09:15	1	0	0	0	1	0	0	2
09:30	0	0	1	0	0	0	0	1
09:45	1	0	0	0	0	0	0	1
H/TOT	2	1	1	0	1	0	0	5
10:00	1	0	0	0	0	0	0	1
10:15	1	0	0	0	0	0	0	1
10:30	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0
H/TOT	2	0	0	0	0	0	0	2
11:00	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
12:00	1	0	0	0	0	0	0	1
12:15	0	1	0	0	0	0	0	1
12:30	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0
H/TOT	1	1	0	0	0	0	0	2
13:00	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0
13:30	0	0	0	1	0	0	0	1
13:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	1	0	0	0	1
14:00	0	0	0	1	0	0	0	1
14:15	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	1	0	0	0	1
15:00	1	0	0	0	0	0	0	1
15:15	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0
15:45	1	0	0	0	0	0	0	1
H/TOT	2	0	0	0	0	0	0	2
16:00	1	0	0	0	0	0	0	1
16:15	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0
H/TOT	1	0	0	0	0	0	0	1
17:00	0	0	0	0	0	0	0	0
17:15	0	0	2	0	0	0	0	2
17:30	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0
H/TOT	0	0	2	0	0	0	0	2
18:00	0	0	0	0	0	0	0	0
18:15	0	0	0	1	0	0	0	1
18:30	0	0	0	0	0	0	0	0
18:45	0	0	0	1	0	0	0	1
H/TOT	0	0	0	2	0	0	0	2
P/TOT	10	5	3	6	1	0	0	25

MANUAL CLASSIFIED COUNTS

JOB REF: 10913

JOB NAME: IMMINGHAM

SITE: 7 **DATE:** 16/11/2021

LOCATION: KINGS RD / A1173 (S) / A1173 (N) **DAY:** TUESDAY

TIME	TO ARM A KINGS RD								FROM ARM A KINGS RD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	37	14	3	8	0	1	0	63	12	1	1	5	2	0	0	21
07:15	50	18	2	5	0	0	0	75	8	4	3	4	2	1	0	22
07:30	70	8	0	6	0	0	1	85	7	4	3	7	0	0	0	21
07:45	68	19	5	8	0	0	1	101	5	6	1	11	1	0	0	24
H/TOT	225	59	10	27	0	1	2	324	32	15	8	27	5	1	0	88
08:00	42	14	5	8	1	1	0	71	11	6	4	10	0	0	0	31
08:15	42	11	8	7	0	0	0	68	5	11	1	10	0	0	0	27
08:30	33	11	5	9	0	0	0	58	6	11	5	6	0	0	0	28
08:45	26	11	0	10	1	0	0	48	10	5	5	11	0	0	0	31
H/TOT	143	47	18	34	2	1	0	245	32	33	15	37	0	0	0	117
09:00	21	11	1	5	1	0	0	39	6	10	1	13	0	0	0	30
09:15	10	10	3	6	0	0	0	29	4	6	5	9	0	0	0	24
09:30	9	6	1	6	0	0	0	22	8	9	2	5	0	1	0	25
09:45	21	12	4	6	0	0	0	43	13	14	0	6	0	0	0	33
H/TOT	61	39	9	23	1	0	0	133	31	39	8	33	0	1	0	112
10:00	15	16	1	9	0	0	0	41	2	5	5	4	0	0	0	16
10:15	8	6	7	10	0	0	0	31	12	14	4	9	0	0	0	39
10:30	11	8	3	11	0	0	0	33	11	6	5	7	0	0	0	29
10:45	11	10	6	8	0	0	0	35	11	12	8	6	0	0	0	37
H/TOT	45	40	17	38	0	0	0	140	36	37	22	26	0	0	0	121
11:00	9	7	2	7	0	0	1	26	18	6	3	7	0	0	1	35
11:15	10	7	4	12	0	1	0	34	6	8	4	14	0	0	0	32
11:30	11	7	4	11	0	0	0	33	20	12	2	10	0	0	0	44
11:45	14	12	3	9	0	0	0	38	16	8	1	12	0	1	1	39
H/TOT	44	33	13	39	0	1	1	131	60	34	10	43	0	1	2	150
12:00	12	6	4	7	0	1	0	30	20	6	0	10	0	0	0	36
12:15	19	10	2	8	0	0	0	39	15	9	5	5	0	0	0	34
12:30	14	9	3	4	0	0	0	30	19	14	3	4	0	0	0	40
12:45	17	7	2	5	0	0	0	31	11	9	3	4	0	0	0	27
H/TOT	62	32	11	24	0	1	0	130	65	38	11	23	0	0	0	137
13:00	15	9	3	9	0	0	0	36	14	5	1	8	0	0	0	28
13:15	22	8	2	13	0	0	0	45	22	7	0	6	0	0	0	35
13:30	16	9	5	6	0	0	0	36	9	3	6	9	0	0	1	28
13:45	18	4	7	8	0	0	0	37	8	5	3	6	0	0	0	22
H/TOT	71	30	17	36	0	0	0	154	53	20	10	29	0	0	1	113
14:00	6	5	1	14	0	0	0	26	17	9	3	8	1	0	0	38
14:15	11	11	3	11	0	0	0	36	18	11	4	7	1	0	0	41
14:30	8	5	8	6	0	0	0	27	16	10	7	2	9	0	0	44
14:45	11	6	2	3	0	0	0	22	15	11	5	5	1	0	0	37
H/TOT	36	27	14	34	0	0	0	111	66	41	19	22	12	0	0	160
15:00	10	5	2	8	0	0	0	25	24	6	2	6	0	0	0	38
15:15	13	7	2	7	0	0	0	29	13	9	2	5	0	0	0	29
15:30	7	3	4	7	0	0	0	21	23	7	2	9	0	0	1	42
15:45	11	4	4	4	0	0	0	23	28	10	5	9	1	0	0	53
H/TOT	41	19	12	26	0	0	0	98	88	32	11	29	1	0	1	162
16:00	13	8	2	5	0	0	0	28	57	15	3	8	0	1	0	84
16:15	13	2	0	8	0	0	0	23	37	6	0	7	1	0	0	51
16:30	3	4	4	0	2	0	0	13	64	21	0	5	0	1	2	93
16:45	6	2	2	3	0	0	0	13	43	15	1	8	1	0	0	68
H/TOT	35	16	8	16	2	0	0	77	201	57	4	28	2	2	2	296
17:00	9	3	2	5	1	1	0	21	66	12	0	6	0	0	0	84
17:15	13	4	0	0	0	1	0	18	47	9	1	6	1	0	0	64
17:30	11	2	0	1	0	0	0	14	37	4	1	5	0	0	0	47
17:45	10	2	1	1	0	0	0	14	24	1	0	0	1	0	0	26
H/TOT	43	11	3	7	1	2	0	67	174	26	2	17	2	0	0	221
18:00	7	1	0	2	0	2	1	13	9	1	1	2	0	0	0	13
18:15	11	2	1	1	0	0	0	15	16	1	0	1	0	0	0	18
18:30	7	1	1	1	0	1	0	11	19	3	0	2	0	0	1	25
18:45	6	0	0	2	0	0	0	8	10	0	0	2	0	0	0	12
H/TOT	31	4	2	6	0	3	1	47	54	5	1	7	0	0	1	68
P/TOT	837	357	134	310	6	9	4	1657	892	377	121	321	22	5	7	1745

MANUAL CLASSIFIED COUNTS

JOB REF: 10913

JOB NAME: IMMINGHAM

SITE: 7 **DATE:** 16/11/2021

LOCATION: KINGS RD / A1173 (S) / A1173 (N) **DAY:** TUESDAY

TIME	TO ARM B A1173 (S)								FROM ARM B A1173 (S)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	19	1	1	7	2	0	1	31	92	16	8	18	1	2	0	137
07:15	20	4	4	9	0	0	0	37	104	33	9	10	0	1	0	157
07:30	25	10	4	12	0	0	0	51	132	27	7	13	0	0	0	179
07:45	41	7	6	17	1	0	0	72	122	31	13	13	1	0	0	180
H/TOT	105	22	15	45	3	0	1	191	450	107	37	54	2	3	0	653
08:00	34	12	4	17	1	0	5	73	66	34	9	13	2	0	0	124
08:15	22	12	7	16	1	1	0	59	65	18	20	12	0	1	0	116
08:30	28	18	6	14	0	0	0	66	65	26	7	11	0	0	1	110
08:45	35	6	7	16	0	0	0	64	70	16	5	14	1	0	0	106
H/TOT	119	48	24	63	2	1	5	262	266	94	41	50	3	1	1	456
09:00	32	16	6	17	0	0	0	71	43	15	3	13	1	0	0	75
09:15	25	10	7	8	1	1	0	52	29	10	12	10	0	0	0	61
09:30	24	9	6	9	0	0	0	48	23	14	5	12	0	0	0	54
09:45	20	12	4	8	0	0	0	44	39	16	5	11	0	0	0	71
H/TOT	101	47	23	42	1	1	0	215	134	55	25	46	1	0	0	261
10:00	23	11	6	9	0	0	0	49	30	12	3	19	0	0	0	64
10:15	25	12	5	13	0	0	0	55	29	9	10	12	0	0	0	60
10:30	23	7	9	13	0	0	0	52	32	6	4	8	0	0	0	50
10:45	28	9	5	11	0	0	0	53	21	15	12	14	0	0	0	62
H/TOT	99	39	25	46	0	0	0	209	112	42	29	53	0	0	0	236
11:00	19	6	6	16	0	0	0	47	24	12	2	11	0	0	0	49
11:15	33	10	3	19	0	0	0	65	23	13	4	17	0	0	0	57
11:30	20	14	5	10	0	0	0	49	20	12	5	16	0	0	1	54
11:45	40	12	3	11	0	1	1	68	34	17	6	15	0	0	0	72
H/TOT	112	42	17	56	0	1	1	229	101	54	17	59	0	0	1	232
12:00	33	12	3	7	0	0	0	55	27	16	3	15	0	0	0	61
12:15	27	17	5	8	0	1	0	58	30	17	5	12	0	0	0	64
12:30	30	12	6	9	0	0	0	57	44	8	5	8	0	0	0	65
12:45	31	16	4	12	0	0	0	63	45	11	3	12	0	1	0	72
H/TOT	121	57	18	36	0	1	0	233	146	52	16	47	0	1	0	262
13:00	36	11	5	13	0	0	1	66	30	13	4	16	0	0	0	63
13:15	37	15	8	12	0	0	1	73	36	18	4	16	0	0	0	74
13:30	50	10	4	19	0	0	0	83	34	14	4	14	0	0	0	66
13:45	34	6	8	9	0	0	0	57	32	8	6	19	0	0	0	65
H/TOT	157	42	25	53	0	0	2	279	132	53	18	65	0	0	0	268
14:00	43	14	11	13	1	0	0	82	33	9	7	26	0	1	0	76
14:15	33	16	5	15	1	0	1	71	33	19	8	14	0	1	0	75
14:30	46	22	12	4	9	0	0	93	34	10	11	11	1	0	0	67
14:45	50	18	5	12	1	0	0	86	43	8	4	12	0	0	0	67
H/TOT	172	70	33	44	12	0	1	332	143	46	30	63	1	2	0	285
15:00	51	15	9	10	0	0	0	85	43	10	5	18	1	1	1	79
15:15	46	14	5	14	1	1	0	81	36	21	6	18	0	0	4	85
15:30	56	21	12	17	0	0	0	106	36	8	4	17	0	0	0	65
15:45	79	21	15	15	0	0	0	130	34	12	5	17	0	0	0	68
H/TOT	232	71	41	56	1	1	0	402	149	51	20	70	1	1	5	297
16:00	116	24	8	8	0	1	0	157	46	9	2	5	0	1	1	64
16:15	91	17	7	16	0	0	0	131	39	6	5	18	1	1	0	70
16:30	144	20	9	12	1	2	1	189	41	8	2	13	0	0	0	64
16:45	109	18	6	8	1	0	0	142	40	6	6	9	0	0	0	61
H/TOT	460	79	30	44	2	3	1	619	166	29	15	45	1	2	1	259
17:00	111	14	4	6	0	0	0	135	61	7	3	7	1	1	0	80
17:15	86	13	4	12	1	0	0	116	49	9	7	7	0	2	1	75
17:30	91	13	4	8	0	0	0	116	37	4	7	1	0	0	0	49
17:45	50	2	5	4	1	0	0	62	38	4	3	2	0	0	0	47
H/TOT	338	42	17	30	2	0	0	429	185	24	20	17	1	3	1	251
18:00	55	11	3	9	0	0	0	78	45	3	4	2	0	1	0	55
18:15	50	6	2	9	1	0	0	68	46	5	2	10	0	0	0	63
18:30	53	9	1	5	0	0	0	68	34	2	1	2	0	0	0	39
18:45	38	1	2	6	0	0	0	47	20	2	3	4	0	0	0	29
H/TOT	196	27	8	29	1	0	0	261	145	12	10	18	0	1	0	186
P/TOT	2212	586	276	544	24	8	11	3661	2129	619	278	587	10	14	9	3646

MANUAL CLASSIFIED COUNTS

JOB REF: 10913

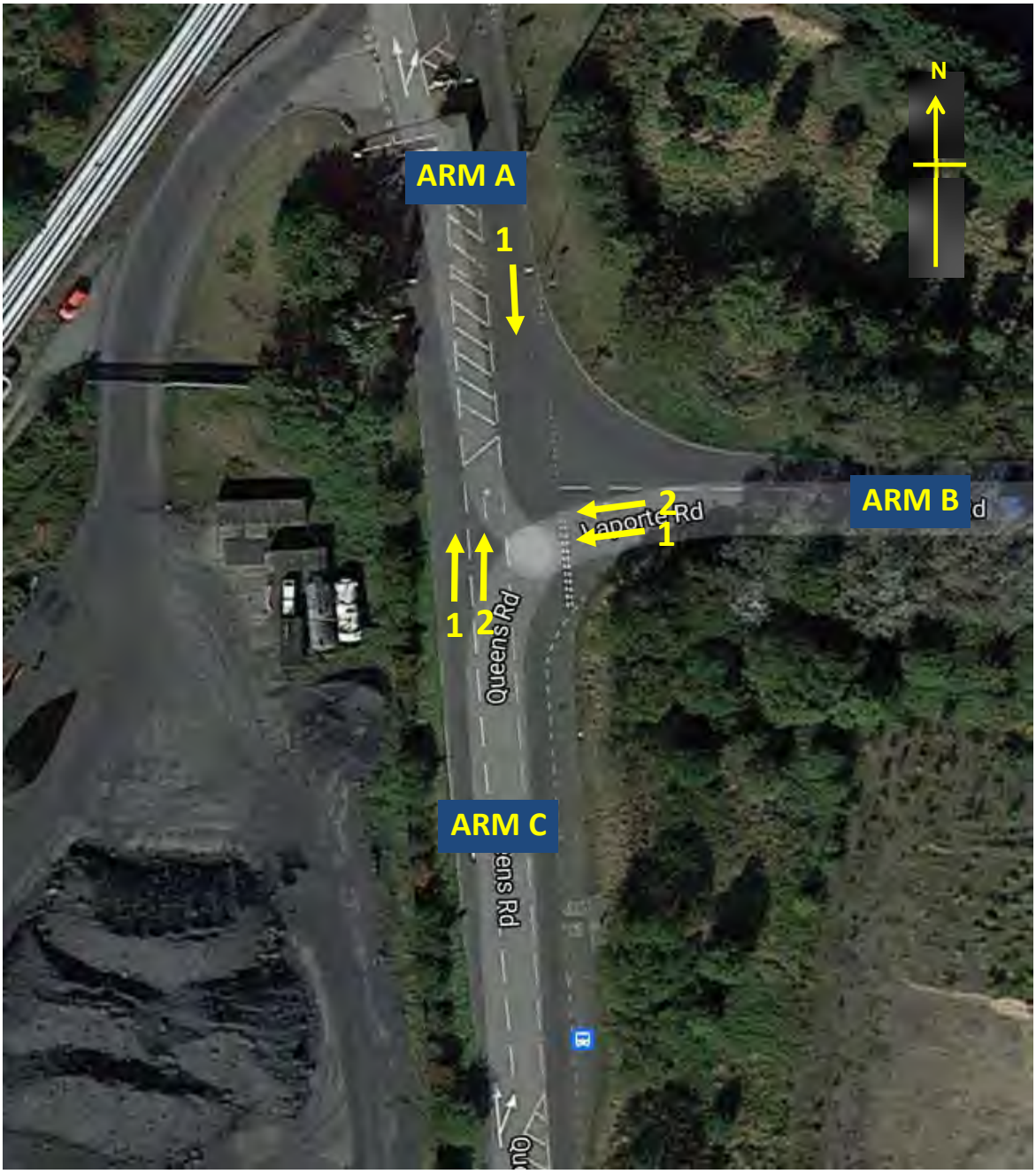
JOB NAME: IMMINGHAM

SITE: 7 **DATE:** 16/11/2021

LOCATION: KINGS RD / A1173 (S) / A1173 (N) **DAY:** TUESDAY

TIME	TO ARM C A1173 (N)								FROM ARM C A1173 (N)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	76	8	8	12	1	1	0	106	28	6	3	4	0	0	1	42
07:15	81	22	10	7	2	2	0	124	39	7	4	7	0	0	0	57
07:30	91	23	9	10	0	0	0	133	47	10	3	8	0	0	1	69
07:45	84	22	10	9	2	0	0	127	66	11	7	10	1	0	1	96
H/TOT	332	75	37	38	5	3	0	490	180	34	17	29	1	0	3	264
08:00	52	28	12	8	2	0	0	102	51	14	8	10	2	1	5	91
08:15	52	23	13	11	0	1	0	100	46	17	7	12	1	1	0	84
08:30	54	28	9	6	0	0	1	98	44	20	8	12	0	0	0	84
08:45	65	14	8	9	0	0	0	96	46	10	5	10	0	0	0	71
H/TOT	223	93	42	34	2	1	1	396	187	61	28	44	3	2	5	330
09:00	36	19	3	9	0	0	0	67	40	21	6	5	0	0	0	72
09:15	29	15	15	9	1	0	0	69	31	19	8	4	2	1	0	65
09:30	23	19	7	9	0	1	0	59	25	11	7	7	0	0	0	50
09:45	39	24	4	6	0	0	0	73	28	18	7	3	0	0	0	56
H/TOT	127	77	29	33	1	1	0	268	124	69	28	19	2	1	0	243
10:00	25	10	7	11	0	0	0	53	31	20	6	6	0	0	0	63
10:15	37	18	8	8	0	0	0	71	29	13	6	10	0	0	0	58
10:30	35	10	6	2	0	0	0	53	26	13	9	11	0	0	0	59
10:45	27	19	14	7	0	0	0	67	34	11	5	6	0	0	0	56
H/TOT	124	57	35	28	0	0	0	244	120	57	26	33	0	0	0	236
11:00	34	12	4	6	0	0	1	57	20	7	7	11	0	0	1	46
11:15	26	18	7	6	0	0	0	57	40	14	6	6	0	1	0	67
11:30	37	17	4	14	0	0	1	73	28	14	6	9	0	0	0	57
11:45	37	21	6	11	0	0	1	76	41	20	5	4	0	0	1	71
H/TOT	134	68	21	37	0	0	3	263	129	55	24	30	0	1	2	241
12:00	42	17	2	12	0	0	0	73	40	13	6	1	0	1	0	61
12:15	39	23	7	8	0	0	0	77	40	24	4	7	0	1	0	76
12:30	58	14	5	6	0	0	0	83	39	13	6	7	0	0	0	65
12:45	54	18	5	7	0	1	0	85	46	21	5	8	0	0	0	80
H/TOT	193	72	19	33	0	1	0	318	165	71	21	23	0	2	0	282
13:00	37	11	3	10	0	0	0	61	44	13	6	8	0	0	1	72
13:15	43	18	3	13	0	0	0	77	44	16	9	16	0	0	1	86
13:30	31	12	7	10	0	0	1	61	54	14	6	12	0	0	0	86
13:45	36	11	7	15	0	0	0	69	48	8	13	7	0	0	0	76
H/TOT	147	52	20	48	0	0	1	268	190	51	34	43	0	0	2	320
14:00	44	11	8	18	0	1	0	82	43	12	10	11	0	0	0	76
14:15	45	21	10	6	0	1	0	83	38	18	6	11	0	0	1	74
14:30	40	11	6	8	1	0	0	66	44	18	8	5	0	0	0	75
14:45	52	12	7	11	0	0	0	82	55	17	5	9	0	0	0	86
H/TOT	181	55	31	43	1	2	0	313	180	65	29	36	0	0	1	311
15:00	55	11	5	14	1	1	1	88	49	15	9	8	0	0	0	81
15:15	41	20	6	14	0	0	4	85	51	11	5	12	1	1	0	81
15:30	46	9	6	10	0	0	1	72	50	18	16	8	0	0	0	92
15:45	46	18	3	15	1	0	0	83	74	21	12	8	0	0	0	115
H/TOT	188	58	20	53	2	1	6	328	224	65	42	36	1	1	0	369
16:00	78	15	3	4	0	2	1	103	104	23	8	4	0	1	0	140
16:15	52	7	5	13	2	1	0	80	80	14	7	12	0	0	0	113
16:30	72	17	1	13	0	1	2	106	114	12	12	7	3	2	1	151
16:45	64	12	5	9	1	0	0	91	96	11	6	3	1	0	0	117
H/TOT	266	51	14	39	3	4	3	380	394	60	33	26	4	3	1	521
17:00	90	13	2	9	0	1	0	115	83	11	5	7	0	1	0	107
17:15	67	8	8	7	1	2	1	94	70	7	4	6	1	1	0	89
17:30	49	4	7	0	0	0	0	60	77	11	3	3	0	0	0	94
17:45	51	4	3	1	1	0	0	60	49	3	6	4	1	0	0	63
H/TOT	257	29	20	17	2	3	1	329	279	32	18	20	2	2	0	353
18:00	47	3	5	2	0	1	0	58	55	11	3	9	0	2	1	81
18:15	47	3	2	9	0	0	0	61	46	5	3	8	1	0	0	63
18:30	43	3	0	1	0	0	1	48	50	8	1	3	0	1	0	63
18:45	25	2	3	3	0	0	0	33	39	1	2	5	0	0	0	47
H/TOT	162	11	10	15	0	1	1	200	190	25	9	25	1	3	1	254
P/TOT	2334	698	298	418	16	17	16	3797	2362	645	309	364	14	15	15	3724

SITE: 8	AUTI SURVEYS LTD	DATE: 16TH NOVEMBER 2021
LOCATION: EAST GATE / LAPORTE RD / QUEENS RD		DAY: TUESDAY



JOB TITLE: IMMINGHAM		JOB NUMBER: 10913

QUEUE LENGTHS

JOB REF: 10913

JOB NAME: IMMINGHAM

SITE: 8 **DATE:** 16/11/2021

LOCATION: EAST GATE / LAPORTE RD / QUEENS RD **DAY:** TUESDAY

NOTE: Queue Lengths recorded by the number of vehicles queuing at each 5-minute interval, by lane

TIME	ARM A EAST GATE	ARM B LAPORTE RD		ARM C QUEENS RD	
	LANE 1	LANE 1	LANE 2	LANE 1	LANE 2
07:00	0	0	0	0	0
07:05	0	0	0	0	0
07:10	0	0	0	0	0
07:15	0	0	0	0	0
07:20	0	0	0	0	0
07:25	0	0	0	4	0
07:30	0	0	0	0	0
07:35	0	0	6	0	0
07:40	0	0	0	0	0
07:45	0	0	0	0	0
07:50	0	0	8	8	0
07:55	0	0	0	0	0
08:00	0	0	0	0	0
08:05	0	0	0	0	0
08:10	0	0	0	0	0
08:15	0	0	1	0	0
08:20	0	0	5	0	0
08:25	0	0	0	0	0
08:30	0	0	1	2	0
08:35	0	0	3	3	0
08:40	0	0	6	1	0
08:45	0	0	0	0	0
08:50	0	0	0	0	0
08:55	0	0	0	0	0
09:00	0	0	0	0	0
09:05	0	0	0	0	0
09:10	0	0	0	0	0
09:15	0	0	1	0	0
09:20	0	0	0	2	0
09:25	0	0	0	2	0
09:30	0	0	0	0	0
09:35	0	0	0	0	0
09:40	0	0	0	0	0
09:45	0	0	5	0	0
09:50	0	0	0	0	0
09:55	0	0	0	0	0

TIME	ARM A EAST GATE	ARM B LAPORTE RD		ARM C QUEENS RD	
	LANE 1	LANE 1	LANE 2	LANE 1	LANE 2
16:00	0	0	0	0	0
16:05	0	0	0	0	0
16:10	0	0	0	0	0
16:15	0	0	1	0	0
16:20	0	0	0	0	0
16:25	0	0	0	0	0
16:30	0	0	0	0	0
16:35	0	0	0	0	0
16:40	0	0	0	0	0
16:45	0	0	1	0	0
16:50	0	0	0	0	0
16:55	0	0	0	0	0
17:00	0	0	0	0	0
17:05	0	0	0	0	0
17:10	0	0	0	0	0
17:15	0	0	0	0	0
17:20	0	0	0	0	0
17:25	0	0	0	0	0
17:30	0	0	0	1	0
17:35	0	0	0	0	0
17:40	0	0	0	0	0
17:45	0	0	0	0	0
17:50	0	0	0	0	0
17:55	0	0	0	0	0
18:00	0	0	0	0	0
18:05	0	0	0	0	0
18:10	0	0	0	0	0
18:15	0	0	0	0	0
18:20	0	0	0	0	0
18:25	0	0	1	0	0
18:30	0	0	0	0	0
18:35	0	0	0	0	0
18:40	0	0	0	0	0
18:45	0	0	0	0	0
18:50	0	0	0	0	0
18:55	0	0	0	0	0

MANUAL CLASSIFIED COUNTS

JOB REF: 10913

JOB NAME: IMMINGHAM

SITE: 8 **DATE:** 16/11/2021

LOCATION: EAST GATE / LAPORTE RD / QUEENS RD **DAY:** TUESDAY

TIME	A TO B FROM EAST GATE TO LAPORTE RD								A TO C FROM EAST GATE TO QUEENS RD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	8	0	0	3	0	1	0	12	4	0	1	6	0	0	0	11
07:15	1	0	2	4	0	0	0	7	0	4	2	4	0	0	0	10
07:30	2	0	1	1	0	0	0	4	2	2	2	6	0	0	0	12
07:45	0	2	0	3	0	0	0	5	1	3	1	15	0	0	0	20
H/TOT	11	2	3	11	0	1	0	28	7	9	6	31	0	0	0	53
08:00	2	2	1	4	0	0	0	9	1	4	1	9	0	0	0	15
08:15	1	4	1	5	0	0	0	11	2	8	3	10	0	0	0	23
08:30	5	2	1	6	0	0	0	14	0	6	4	6	0	0	0	16
08:45	3	1	1	6	0	0	0	11	4	3	4	6	0	0	0	17
H/TOT	11	9	4	21	0	0	0	45	7	21	12	31	0	0	0	71
09:00	3	1	5	4	0	0	0	13	3	5	2	8	0	0	0	18
09:15	1	2	3	3	0	0	0	9	1	6	3	8	0	0	0	18
09:30	1	2	2	5	0	0	0	10	2	8	0	6	0	0	0	16
09:45	2	2	2	3	0	0	0	9	3	7	2	6	0	0	0	18
H/TOT	7	7	12	15	0	0	0	41	9	26	7	28	0	0	0	70
10:00	5	2	0	4	0	0	0	11	2	7	1	5	0	0	0	15
10:15	0	5	3	2	0	0	0	10	2	9	2	7	0	0	0	20
10:30	1	0	2	4	0	0	0	7	5	3	2	8	0	0	0	18
10:45	2	2	2	3	0	0	0	9	4	4	2	6	0	0	0	16
H/TOT	8	9	7	13	0	0	0	37	13	23	7	26	0	0	0	69
11:00	1	2	2	2	0	0	0	7	7	3	1	7	0	0	0	18
11:15	3	3	4	4	0	0	0	14	1	6	2	1	0	0	0	10
11:30	4	5	1	8	0	0	0	18	2	5	1	6	0	0	0	14
11:45	1	4	0	9	0	0	0	14	5	0	2	10	0	0	1	18
H/TOT	9	14	7	23	0	0	0	53	15	14	6	24	0	0	1	60
12:00	3	5	3	4	0	0	0	15	9	3	1	7	0	0	0	20
12:15	7	5	4	4	0	0	0	20	5	4	5	5	0	0	0	19
12:30	9	3	3	3	0	0	0	18	9	6	2	2	0	0	0	19
12:45	2	2	1	4	0	0	0	9	0	4	3	6	0	0	0	13
H/TOT	21	15	11	15	0	0	0	62	23	17	11	20	0	0	0	71
13:00	2	2	5	7	0	0	0	16	2	4	1	7	0	0	0	14
13:15	3	1	1	5	0	0	0	10	7	0	0	6	0	0	0	13
13:30	7	2	6	8	0	0	0	23	2	1	2	7	0	0	1	13
13:45	4	3	3	6	0	0	0	16	0	4	1	4	0	0	0	9
H/TOT	16	8	15	26	0	0	0	65	11	9	4	24	0	0	1	49
14:00	8	2	3	6	0	0	0	19	3	5	0	4	0	0	0	12
14:15	5	7	1	0	0	0	0	13	4	8	1	7	0	0	0	20
14:30	9	3	3	5	0	0	0	20	5	8	3	8	0	0	0	24
14:45	4	0	1	9	0	0	0	14	3	5	1	3	0	0	0	12
H/TOT	26	12	8	20	0	0	0	66	15	26	5	22	0	0	0	68
15:00	9	11	2	8	0	0	0	30	11	4	1	4	0	0	0	20
15:15	18	3	7	8	0	1	0	37	8	5	1	5	0	0	0	19
15:30	22	4	2	10	0	1	1	40	8	1	2	8	0	0	0	19
15:45	21	5	4	10	0	0	0	40	17	4	2	7	0	0	0	30
H/TOT	70	23	15	36	0	2	1	147	44	14	6	24	0	0	0	88
16:00	48	9	4	7	0	3	0	71	26	7	2	6	0	0	2	43
16:15	37	6	1	7	0	0	0	51	20	2	0	8	0	0	0	30
16:30	43	5	5	11	0	1	1	66	40	4	0	6	0	0	0	50
16:45	34	2	6	3	0	1	1	47	16	3	0	7	0	0	0	26
H/TOT	162	22	16	28	0	5	2	235	102	16	2	27	0	0	2	149
17:00	68	2	1	3	0	0	0	74	45	4	0	5	0	0	0	54
17:15	30	2	2	7	0	0	1	42	19	2	0	6	0	0	0	27
17:30	49	2	5	7	0	0	0	63	27	1	0	5	0	0	0	33
17:45	25	1	2	3	0	0	1	32	10	1	0	0	0	0	0	11
H/TOT	172	7	10	20	0	0	2	211	101	8	0	16	0	0	0	125
18:00	16	1	5	4	0	0	0	26	6	1	1	3	0	0	0	11
18:15	14	2	3	4	0	0	0	23	11	2	0	4	0	0	0	17
18:30	15	1	1	5	0	0	0	22	4	0	0	1	0	0	0	5
18:45	22	1	2	1	0	1	0	27	7	1	0	2	0	0	0	10
H/TOT	67	5	11	14	0	1	0	98	28	4	1	10	0	0	0	43
P/TOT	580	133	119	242	0	9	5	1088	375	187	67	283	0	0	4	916

MANUAL CLASSIFIED COUNTS

JOB REF: 10913

JOB NAME: IMMINGHAM

SITE: 8 **DATE:** 16/11/2021

LOCATION: EAST GATE / LAPORTE RD / QUEENS RD **DAY:** TUESDAY

TIME	B TO A FROM LAPORTE RD TO EAST GATE								B TO C FROM LAPORTE RD TO QUEENS RD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	29	4	5	3	0	1	0	42	7	0	0	1	0	0	0	8
07:15	36	15	5	6	0	4	0	66	3	3	3	2	0	1	0	12
07:30	37	12	3	3	0	0	0	55	6	2	0	1	0	0	0	9
07:45	37	6	3	3	0	0	0	49	6	3	0	1	1	0	1	12
H/TOT	139	37	16	15	0	5	0	212	22	8	3	5	1	1	1	41
08:00	23	8	3	2	0	2	1	39	6	1	2	1	0	0	0	10
08:15	19	4	4	2	0	0	0	29	2	2	1	1	0	0	0	6
08:30	22	8	2	5	0	0	0	37	4	2	0	0	0	0	0	6
08:45	20	6	5	4	0	2	0	37	3	4	1	2	0	0	0	10
H/TOT	84	26	14	13	0	4	1	142	15	9	4	4	0	0	0	32
09:00	8	4	1	6	0	0	0	19	3	2	1	2	1	0	0	9
09:15	7	2	3	3	0	0	0	15	1	0	2	1	0	0	0	4
09:30	6	4	3	1	0	0	0	14	3	3	2	0	0	1	0	9
09:45	3	2	0	4	0	0	0	9	2	5	0	1	0	0	0	8
H/TOT	24	12	7	14	0	0	0	57	9	10	5	4	1	1	0	30
10:00	1	1	0	2	0	0	0	4	1	2	1	0	0	0	0	4
10:15	6	3	1	9	0	0	0	19	7	1	1	1	0	0	0	10
10:30	2	0	0	4	0	0	0	6	2	2	2	0	0	0	0	6
10:45	2	3	6	6	0	0	0	17	1	6	5	2	0	0	0	14
H/TOT	11	7	7	21	0	0	0	46	11	11	9	3	0	0	0	34
11:00	3	1	3	2	0	0	0	9	5	2	0	1	0	0	0	8
11:15	7	3	3	1	0	0	0	14	3	2	0	1	0	0	0	6
11:30	6	1	2	4	0	0	0	13	9	5	1	2	0	0	0	17
11:45	7	6	2	6	0	1	0	22	6	0	0	1	0	0	0	7
H/TOT	23	11	10	13	0	1	0	58	23	9	1	5	0	0	0	38
12:00	8	1	2	8	0	0	1	20	2	4	1	1	0	0	0	8
12:15	13	2	4	3	0	0	1	23	3	6	0	0	1	0	0	10
12:30	7	3	3	6	0	0	0	19	5	2	1	1	0	0	0	9
12:45	5	4	2	7	0	0	0	18	1	5	0	1	0	0	0	7
H/TOT	33	10	11	24	0	0	2	80	11	17	2	3	1	0	0	34
13:00	7	2	3	5	0	0	0	17	7	1	0	1	0	0	0	9
13:15	7	5	1	3	0	1	0	17	3	2	2	1	0	0	0	8
13:30	4	4	1	3	0	0	0	12	1	0	3	0	0	0	0	4
13:45	3	1	3	6	0	0	0	13	2	4	3	1	0	0	0	10
H/TOT	21	12	8	17	0	1	0	59	13	7	8	3	0	0	0	31
14:00	3	3	2	8	0	0	0	16	6	2	0	2	0	0	0	10
14:15	1	4	3	11	0	0	0	19	4	1	3	1	0	0	0	9
14:30	2	4	2	11	0	0	0	19	3	0	0	2	0	0	0	5
14:45	4	2	2	3	0	0	0	11	2	2	2	1	0	0	0	7
H/TOT	10	13	9	33	0	0	0	65	15	5	5	6	0	0	0	31
15:00	3	1	4	6	0	0	0	14	7	2	2	2	0	0	0	13
15:15	0	4	3	3	0	0	0	10	2	3	0	0	0	0	1	6
15:30	2	1	5	5	0	0	0	13	4	1	2	0	0	0	1	8
15:45	2	5	2	6	0	0	0	15	7	3	0	2	1	0	0	13
H/TOT	7	11	14	20	0	0	0	52	20	9	4	4	1	0	2	40
16:00	1	0	2	6	0	0	0	9	13	1	2	2	0	1	0	19
16:15	2	0	2	2	0	0	0	6	9	1	0	0	1	0	0	11
16:30	3	0	2	3	0	0	0	8	16	6	0	0	0	2	3	27
16:45	14	0	0	2	0	0	0	16	16	3	0	1	1	0	0	21
H/TOT	20	0	6	13	0	0	0	39	54	11	2	3	2	3	3	78
17:00	10	0	0	5	0	0	0	15	7	0	0	1	0	0	0	8
17:15	13	0	2	1	0	0	0	16	10	1	0	0	1	0	0	12
17:30	15	0	1	1	0	0	0	17	6	0	1	1	0	0	0	8
17:45	8	0	3	1	0	0	2	14	5	1	0	0	1	0	0	7
H/TOT	46	0	6	8	0	0	2	62	28	2	1	2	2	0	0	35
18:00	8	0	1	3	0	0	0	12	0	0	0	0	0	0	0	0
18:15	12	0	0	2	0	0	0	14	2	0	0	0	0	0	0	2
18:30	1	0	0	0	0	0	0	1	4	0	0	0	0	0	1	5
18:45	3	0	0	2	0	0	0	5	4	1	0	0	0	0	0	5
H/TOT	24	0	1	7	0	0	0	32	10	1	0	0	0	0	1	12
P/TOT	442	139	109	198	0	11	5	904	231	99	44	42	8	5	7	436

MANUAL CLASSIFIED COUNTS

JOB REF: 10913

JOB NAME: IMMINGHAM

SITE: 8 **DATE:** 16/11/2021

LOCATION: EAST GATE / LAPORTE RD / QUEENS RD **DAY:** TUESDAY

TIME	C TO A FROM QUEENS RD TO EAST GATE								C TO B FROM QUEENS RD TO LAPORTE RD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	27	5	2	13	0	1	0	48	4	0	0	0	0	0	1	5
07:15	33	8	4	8	0	0	1	54	4	1	1	0	0	0	0	6
07:30	34	5	0	5	0	0	0	44	17	0	0	0	0	0	1	18
07:45	48	11	2	7	0	0	1	69	4	1	2	2	0	0	0	9
H/TOT	142	29	8	33	0	1	2	215	29	2	3	2	0	0	2	38
08:00	18	5	2	7	0	0	0	32	7	2	3	2	1	1	0	16
08:15	23	6	7	7	0	0	0	43	17	3	0	0	0	0	0	20
08:30	15	4	2	8	0	0	0	29	3	1	1	0	0	0	0	5
08:45	15	7	3	9	0	0	0	34	2	0	1	0	0	0	0	3
H/TOT	71	22	14	31	0	0	0	138	29	6	5	2	1	1	0	44
09:00	12	3	1	7	0	0	0	23	2	1	0	0	0	0	0	3
09:15	5	5	1	8	0	0	0	19	3	2	1	1	0	0	0	7
09:30	5	6	1	6	0	0	0	18	2	0	2	0	0	0	0	4
09:45	7	9	1	8	0	0	0	25	8	3	1	0	0	0	0	12
H/TOT	29	23	4	29	0	0	0	85	15	6	4	1	0	0	0	26
10:00	4	7	1	8	0	0	0	20	3	2	1	0	0	0	0	6
10:15	3	6	4	11	0	0	0	24	1	0	2	1	0	0	0	4
10:30	4	5	1	13	0	0	0	23	2	3	1	0	0	0	0	6
10:45	3	2	3	7	0	0	0	15	3	3	0	0	0	0	0	6
H/TOT	14	20	9	39	0	0	0	82	9	8	4	1	0	0	0	22
11:00	3	4	1	3	0	0	0	11	2	2	0	0	0	0	1	5
11:15	3	3	0	13	0	0	0	19	3	2	1	0	0	1	0	7
11:30	4	9	3	11	0	0	0	27	3	3	1	1	0	0	0	8
11:45	5	5	1	10	0	0	0	21	1	4	1	0	0	0	0	6
H/TOT	15	21	5	37	0	0	0	78	9	11	3	1	0	1	1	26
12:00	3	3	2	8	0	0	0	16	0	2	3	1	0	0	0	6
12:15	12	4	2	7	0	0	0	25	5	3	0	1	0	0	0	9
12:30	10	5	1	4	0	0	0	20	2	1	1	1	0	0	0	5
12:45	7	4	0	4	0	0	0	15	4	2	0	0	0	0	0	6
H/TOT	32	16	5	23	0	0	0	76	11	8	4	3	0	0	0	26
13:00	6	3	3	7	0	0	0	19	4	1	1	1	0	0	0	7
13:15	9	3	2	12	0	0	0	26	3	2	2	0	0	0	0	7
13:30	5	10	4	8	0	0	0	27	3	4	1	0	0	0	0	8
13:45	4	7	0	3	0	0	0	14	3	1	3	0	0	0	0	7
H/TOT	24	23	9	30	0	0	0	86	13	8	7	1	0	0	0	29
14:00	3	3	1	10	0	0	0	17	2	0	2	2	0	0	0	6
14:15	3	5	2	6	0	0	0	16	3	1	0	0	0	0	0	4
14:30	2	4	3	4	0	0	0	13	3	5	0	3	0	0	0	11
14:45	3	3	5	6	0	0	0	17	3	1	1	0	0	0	0	5
H/TOT	11	15	11	26	0	0	0	63	11	7	3	5	0	0	0	26
15:00	7	3	2	7	0	0	0	19	3	2	1	0	0	0	0	6
15:15	4	3	1	7	0	0	0	15	8	3	0	0	0	0	0	11
15:30	2	1	0	7	0	0	0	10	2	2	0	0	0	0	0	4
15:45	2	2	2	5	0	0	0	11	3	1	1	0	0	0	0	5
H/TOT	15	9	5	26	0	0	0	55	16	8	2	0	0	0	0	26
16:00	3	2	3	4	0	0	0	12	4	5	0	0	0	0	0	9
16:15	2	0	0	7	0	0	0	9	9	4	1	1	0	0	0	15
16:30	6	0	2	3	0	0	0	11	2	0	1	0	0	0	0	3
16:45	3	0	1	3	0	0	0	7	2	0	0	0	0	0	0	2
H/TOT	14	2	6	17	0	0	0	39	17	9	2	1	0	0	0	29
17:00	6	2	2	5	0	0	0	15	6	3	0	0	0	0	0	9
17:15	7	1	0	0	0	0	0	8	6	0	0	1	0	0	0	7
17:30	9	2	0	1	0	0	0	12	6	0	0	0	0	0	0	6
17:45	6	1	0	2	0	0	0	9	6	0	0	0	0	0	0	6
H/TOT	28	6	2	8	0	0	0	44	24	3	0	1	0	0	0	28
18:00	4	0	0	1	0	0	1	6	4	0	1	2	0	0	0	7
18:15	2	0	1	1	0	0	0	4	3	0	0	0	0	0	0	3
18:30	4	0	0	2	0	0	0	6	4	0	0	0	0	1	0	5
18:45	3	0	0	2	0	0	0	5	1	0	0	0	0	0	0	1
H/TOT	13	0	1	6	0	0	1	21	12	0	1	2	0	1	0	16
P/TOT	408	186	79	305	0	1	3	982	195	76	38	20	1	3	3	336

MANUAL CLASSIFIED COUNTS

JOB REF: 10913

JOB NAME: IMMINGHAM

SITE: 8 **DATE:** 16/11/2021

LOCATION: EAST GATE / LAPORTE RD / QUEENS RD **DAY:** TUESDAY

TIME	TO ARM A EAST GATE								FROM ARM A EAST GATE							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	56	9	7	16	0	2	0	90	12	0	1	9	0	1	0	23
07:15	69	23	9	14	0	4	1	120	1	4	4	8	0	0	0	17
07:30	71	17	3	8	0	0	0	99	4	2	3	7	0	0	0	16
07:45	85	17	5	10	0	0	1	118	1	5	1	18	0	0	0	25
H/TOT	281	66	24	48	0	6	2	427	18	11	9	42	0	1	0	81
08:00	41	13	5	9	0	2	1	71	3	6	2	13	0	0	0	24
08:15	42	10	11	9	0	0	0	72	3	12	4	15	0	0	0	34
08:30	37	12	4	13	0	0	0	66	5	8	5	12	0	0	0	30
08:45	35	13	8	13	0	2	0	71	7	4	5	12	0	0	0	28
H/TOT	155	48	28	44	0	4	1	280	18	30	16	52	0	0	0	116
09:00	20	7	2	13	0	0	0	42	6	6	7	12	0	0	0	31
09:15	12	7	4	11	0	0	0	34	2	8	6	11	0	0	0	27
09:30	11	10	4	7	0	0	0	32	3	10	2	11	0	0	0	26
09:45	10	11	1	12	0	0	0	34	5	9	4	9	0	0	0	27
H/TOT	53	35	11	43	0	0	0	142	16	33	19	43	0	0	0	111
10:00	5	8	1	10	0	0	0	24	7	9	1	9	0	0	0	26
10:15	9	9	5	20	0	0	0	43	2	14	5	9	0	0	0	30
10:30	6	5	1	17	0	0	0	29	6	3	4	12	0	0	0	25
10:45	5	5	9	13	0	0	0	32	6	6	4	9	0	0	0	25
H/TOT	25	27	16	60	0	0	0	128	21	32	14	39	0	0	0	106
11:00	6	5	4	5	0	0	0	20	8	5	3	9	0	0	0	25
11:15	10	6	3	14	0	0	0	33	4	9	6	5	0	0	0	24
11:30	10	10	5	15	0	0	0	40	6	10	2	14	0	0	0	32
11:45	12	11	3	16	0	1	0	43	6	4	2	19	0	0	1	32
H/TOT	38	32	15	50	0	1	0	136	24	28	13	47	0	0	1	113
12:00	11	4	4	16	0	0	1	36	12	8	4	11	0	0	0	35
12:15	25	6	6	10	0	0	1	48	12	9	9	9	0	0	0	39
12:30	17	8	4	10	0	0	0	39	18	9	5	5	0	0	0	37
12:45	12	8	2	11	0	0	0	33	2	6	4	10	0	0	0	22
H/TOT	65	26	16	47	0	0	2	156	44	32	22	35	0	0	0	133
13:00	13	5	6	12	0	0	0	36	4	6	6	14	0	0	0	30
13:15	16	8	3	15	0	1	0	43	10	1	1	11	0	0	0	23
13:30	9	14	5	11	0	0	0	39	9	3	8	15	0	0	1	36
13:45	7	8	3	9	0	0	0	27	4	7	4	10	0	0	0	25
H/TOT	45	35	17	47	0	1	0	145	27	17	19	50	0	0	1	114
14:00	6	6	3	18	0	0	0	33	11	7	3	10	0	0	0	31
14:15	4	9	5	17	0	0	0	35	9	15	2	7	0	0	0	33
14:30	4	8	5	15	0	0	0	32	14	11	6	13	0	0	0	44
14:45	7	5	7	9	0	0	0	28	7	5	2	12	0	0	0	26
H/TOT	21	28	20	59	0	0	0	128	41	38	13	42	0	0	0	134
15:00	10	4	6	13	0	0	0	33	20	15	3	12	0	0	0	50
15:15	4	7	4	10	0	0	0	25	26	8	8	13	0	1	0	56
15:30	4	2	5	12	0	0	0	23	30	5	4	18	0	1	1	59
15:45	4	7	4	11	0	0	0	26	38	9	6	17	0	0	0	70
H/TOT	22	20	19	46	0	0	0	107	114	37	21	60	0	2	1	235
16:00	4	2	5	10	0	0	0	21	74	16	6	13	0	3	2	114
16:15	4	0	2	9	0	0	0	15	57	8	1	15	0	0	0	81
16:30	9	0	4	6	0	0	0	19	83	9	5	17	0	1	1	116
16:45	17	0	1	5	0	0	0	23	50	5	6	10	0	1	1	73
H/TOT	34	2	12	30	0	0	0	78	264	38	18	55	0	5	4	384
17:00	16	2	2	10	0	0	0	30	113	6	1	8	0	0	0	128
17:15	20	1	2	1	0	0	0	24	49	4	2	13	0	0	1	69
17:30	24	2	1	2	0	0	0	29	76	3	5	12	0	0	0	96
17:45	14	1	3	3	0	0	2	23	35	2	2	3	0	0	1	43
H/TOT	74	6	8	16	0	0	2	106	273	15	10	36	0	0	2	336
18:00	12	0	1	4	0	0	1	18	22	2	6	7	0	0	0	37
18:15	14	0	1	3	0	0	0	18	25	4	3	8	0	0	0	40
18:30	5	0	0	2	0	0	0	7	19	1	1	6	0	0	0	27
18:45	6	0	0	4	0	0	0	10	29	2	2	3	0	1	0	37
H/TOT	37	0	2	13	0	0	1	53	95	9	12	24	0	1	0	141
P/TOT	850	325	188	503	0	12	8	1886	955	320	186	525	0	9	9	2004

MANUAL CLASSIFIED COUNTS

JOB REF: 10913

JOB NAME: IMMINGHAM

SITE: 8 **DATE:** 16/11/2021

LOCATION: EAST GATE / LAPORTE RD / QUEENS RD **DAY:** TUESDAY

TIME	TO ARM B LAPORTE RD								FROM ARM B LAPORTE RD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	12	0	0	3	0	1	1	17	36	4	5	4	0	1	0	50
07:15	5	1	3	4	0	0	0	13	39	18	8	8	0	5	0	78
07:30	19	0	1	1	0	0	1	22	43	14	3	4	0	0	0	64
07:45	4	3	2	5	0	0	0	14	43	9	3	4	1	0	1	61
H/TOT	40	4	6	13	0	1	2	66	161	45	19	20	1	6	1	253
08:00	9	4	4	6	1	1	0	25	29	9	5	3	0	2	1	49
08:15	18	7	1	5	0	0	0	31	21	6	5	3	0	0	0	35
08:30	8	3	2	6	0	0	0	19	26	10	2	5	0	0	0	43
08:45	5	1	2	6	0	0	0	14	23	10	6	6	0	2	0	47
H/TOT	40	15	9	23	1	1	0	89	99	35	18	17	0	4	1	174
09:00	5	2	5	4	0	0	0	16	11	6	2	8	1	0	0	28
09:15	4	4	4	4	0	0	0	16	8	2	5	4	0	0	0	19
09:30	3	2	4	5	0	0	0	14	9	7	5	1	0	1	0	23
09:45	10	5	3	3	0	0	0	21	5	7	0	5	0	0	0	17
H/TOT	22	13	16	16	0	0	0	67	33	22	12	18	1	1	0	87
10:00	8	4	1	4	0	0	0	17	2	3	1	2	0	0	0	8
10:15	1	5	5	3	0	0	0	14	13	4	2	10	0	0	0	29
10:30	3	3	3	4	0	0	0	13	4	2	2	4	0	0	0	12
10:45	5	5	2	3	0	0	0	15	3	9	11	8	0	0	0	31
H/TOT	17	17	11	14	0	0	0	59	22	18	16	24	0	0	0	80
11:00	3	4	2	2	0	0	1	12	8	3	3	3	0	0	0	17
11:15	6	5	5	4	0	1	0	21	10	5	3	2	0	0	0	20
11:30	7	8	2	9	0	0	0	26	15	6	3	6	0	0	0	30
11:45	2	8	1	9	0	0	0	20	13	6	2	7	0	1	0	29
H/TOT	18	25	10	24	0	1	1	79	46	20	11	18	0	1	0	96
12:00	3	7	6	5	0	0	0	21	10	5	3	9	0	0	1	28
12:15	12	8	4	5	0	0	0	29	16	8	4	3	1	0	1	33
12:30	11	4	4	4	0	0	0	23	12	5	4	7	0	0	0	28
12:45	6	4	1	4	0	0	0	15	6	9	2	8	0	0	0	25
H/TOT	32	23	15	18	0	0	0	88	44	27	13	27	1	0	2	114
13:00	6	3	6	8	0	0	0	23	14	3	3	6	0	0	0	26
13:15	6	3	3	5	0	0	0	17	10	7	3	4	0	1	0	25
13:30	10	6	7	8	0	0	0	31	5	4	4	3	0	0	0	16
13:45	7	4	6	6	0	0	0	23	5	5	6	7	0	0	0	23
H/TOT	29	16	22	27	0	0	0	94	34	19	16	20	0	1	0	90
14:00	10	2	5	8	0	0	0	25	9	5	2	10	0	0	0	26
14:15	8	8	1	0	0	0	0	17	5	5	6	12	0	0	0	28
14:30	12	8	3	8	0	0	0	31	5	4	2	13	0	0	0	24
14:45	7	1	2	9	0	0	0	19	6	4	4	4	0	0	0	18
H/TOT	37	19	11	25	0	0	0	92	25	18	14	39	0	0	0	96
15:00	12	13	3	8	0	0	0	36	10	3	6	8	0	0	0	27
15:15	26	6	7	8	0	1	0	48	2	7	3	3	0	0	1	16
15:30	24	6	2	10	0	1	1	44	6	2	7	5	0	0	1	21
15:45	24	6	5	10	0	0	0	45	9	8	2	8	1	0	0	28
H/TOT	86	31	17	36	0	2	1	173	27	20	18	24	1	0	2	92
16:00	52	14	4	7	0	3	0	80	14	1	4	8	0	1	0	28
16:15	46	10	2	8	0	0	0	66	11	1	2	2	1	0	0	17
16:30	45	5	6	11	0	1	1	69	19	6	2	3	0	2	3	35
16:45	36	2	6	3	0	1	1	49	30	3	0	3	1	0	0	37
H/TOT	179	31	18	29	0	5	2	264	74	11	8	16	2	3	3	117
17:00	74	5	1	3	0	0	0	83	17	0	0	6	0	0	0	23
17:15	36	2	2	8	0	0	1	49	23	1	2	1	1	0	0	28
17:30	55	2	5	7	0	0	0	69	21	0	2	2	0	0	0	25
17:45	31	1	2	3	0	0	1	38	13	1	3	1	1	0	2	21
H/TOT	196	10	10	21	0	0	2	239	74	2	7	10	2	0	2	97
18:00	20	1	6	6	0	0	0	33	8	0	1	3	0	0	0	12
18:15	17	2	3	4	0	0	0	26	14	0	0	2	0	0	0	16
18:30	19	1	1	5	0	1	0	27	5	0	0	0	0	0	1	6
18:45	23	1	2	1	0	1	0	28	7	1	0	2	0	0	0	10
H/TOT	79	5	12	16	0	2	0	114	34	1	1	7	0	0	1	44
P/TOT	775	209	157	262	1	12	8	1424	673	238	153	240	8	16	12	1340

MANUAL CLASSIFIED COUNTS

JOB REF: 10913

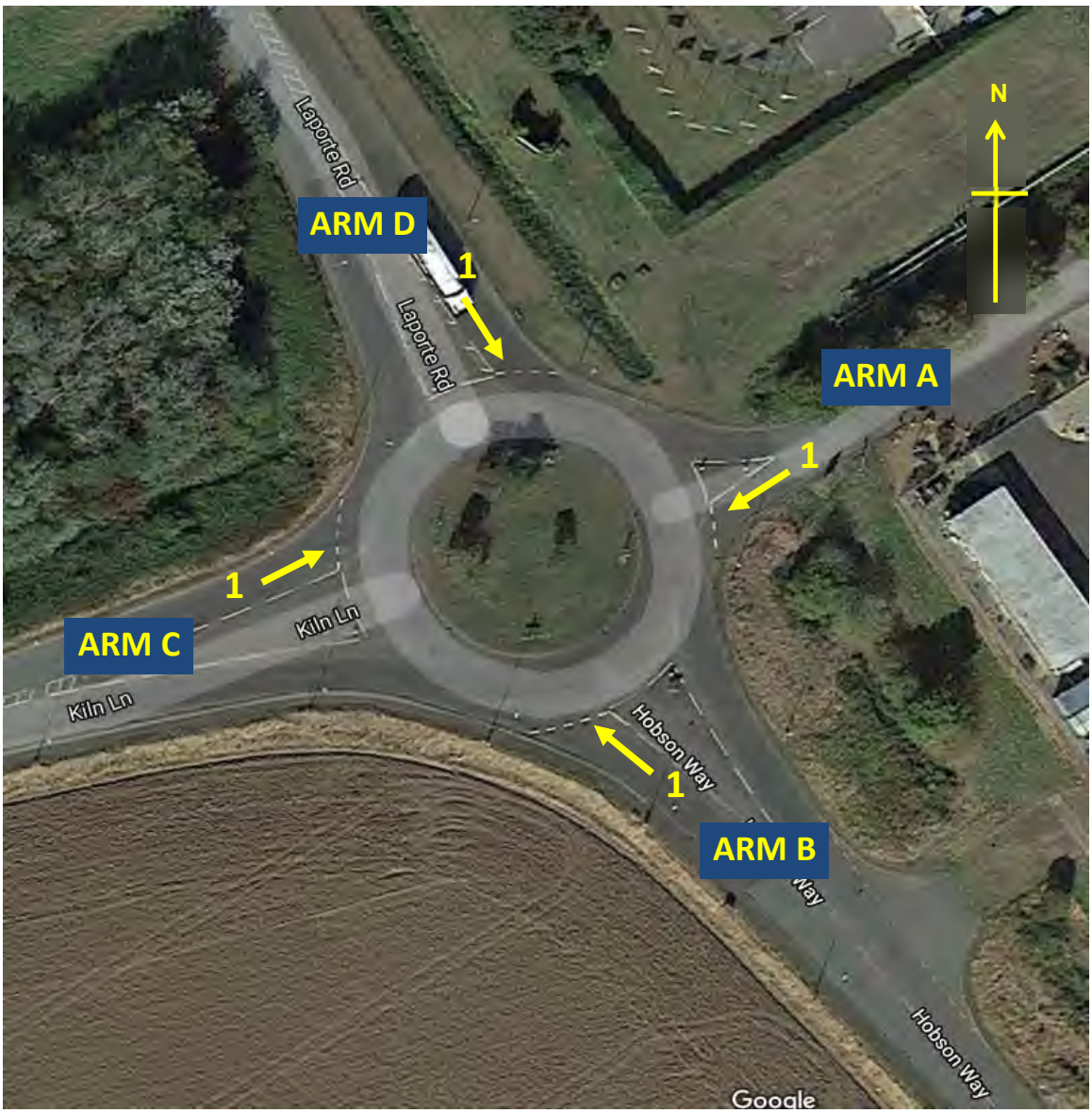
JOB NAME: IMMINGHAM

SITE: 8 **DATE:** 16/11/2021

LOCATION: EAST GATE / LAPORTE RD / QUEENS RD **DAY:** TUESDAY

TIME	TO ARM C QUEENS RD								FROM ARM C QUEENS RD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	11	0	1	7	0	0	0	19	31	5	2	13	0	1	1	53
07:15	3	7	5	6	0	1	0	22	37	9	5	8	0	0	1	60
07:30	8	4	2	7	0	0	0	21	51	5	0	5	0	0	1	62
07:45	7	6	1	16	1	0	1	32	52	12	4	9	0	0	1	78
H/TOT	29	17	9	36	1	1	1	94	171	31	11	35	0	1	4	253
08:00	7	5	3	10	0	0	0	25	25	7	5	9	1	1	0	48
08:15	4	10	4	11	0	0	0	29	40	9	7	7	0	0	0	63
08:30	4	8	4	6	0	0	0	22	18	5	3	8	0	0	0	34
08:45	7	7	5	8	0	0	0	27	17	7	4	9	0	0	0	37
H/TOT	22	30	16	35	0	0	0	103	100	28	19	33	1	1	0	182
09:00	6	7	3	10	1	0	0	27	14	4	1	7	0	0	0	26
09:15	2	6	5	9	0	0	0	22	8	7	2	9	0	0	0	26
09:30	5	11	2	6	0	1	0	25	7	6	3	6	0	0	0	22
09:45	5	12	2	7	0	0	0	26	15	12	2	8	0	0	0	37
H/TOT	18	36	12	32	1	1	0	100	44	29	8	30	0	0	0	111
10:00	3	9	2	5	0	0	0	19	7	9	2	8	0	0	0	26
10:15	9	10	3	8	0	0	0	30	4	6	6	12	0	0	0	28
10:30	7	5	4	8	0	0	0	24	6	8	2	13	0	0	0	29
10:45	5	10	7	8	0	0	0	30	6	5	3	7	0	0	0	21
H/TOT	24	34	16	29	0	0	0	103	23	28	13	40	0	0	0	104
11:00	12	5	1	8	0	0	0	26	5	6	1	3	0	0	1	16
11:15	4	8	2	2	0	0	0	16	6	5	1	13	0	1	0	26
11:30	11	10	2	8	0	0	0	31	7	12	4	12	0	0	0	35
11:45	11	0	2	11	0	0	1	25	6	9	2	10	0	0	0	27
H/TOT	38	23	7	29	0	0	1	98	24	32	8	38	0	1	1	104
12:00	11	7	2	8	0	0	0	28	3	5	5	9	0	0	0	22
12:15	8	10	5	5	1	0	0	29	17	7	2	8	0	0	0	34
12:30	14	8	3	3	0	0	0	28	12	6	2	5	0	0	0	25
12:45	1	9	3	7	0	0	0	20	11	6	0	4	0	0	0	21
H/TOT	34	34	13	23	1	0	0	105	43	24	9	26	0	0	0	102
13:00	9	5	1	8	0	0	0	23	10	4	4	8	0	0	0	26
13:15	10	2	2	7	0	0	0	21	12	5	4	12	0	0	0	33
13:30	3	1	5	7	0	0	1	17	8	14	5	8	0	0	0	35
13:45	2	8	4	5	0	0	0	19	7	8	3	3	0	0	0	21
H/TOT	24	16	12	27	0	0	1	80	37	31	16	31	0	0	0	115
14:00	9	7	0	6	0	0	0	22	5	3	3	12	0	0	0	23
14:15	8	9	4	8	0	0	0	29	6	6	2	6	0	0	0	20
14:30	8	8	3	10	0	0	0	29	5	9	3	7	0	0	0	24
14:45	5	7	3	4	0	0	0	19	6	4	6	6	0	0	0	22
H/TOT	30	31	10	28	0	0	0	99	22	22	14	31	0	0	0	89
15:00	18	6	3	6	0	0	0	33	10	5	3	7	0	0	0	25
15:15	10	8	1	5	0	0	1	25	12	6	1	7	0	0	0	26
15:30	12	2	4	8	0	0	1	27	4	3	0	7	0	0	0	14
15:45	24	7	2	9	1	0	0	43	5	3	3	5	0	0	0	16
H/TOT	64	23	10	28	1	0	2	128	31	17	7	26	0	0	0	81
16:00	39	8	4	8	0	1	2	62	7	7	3	4	0	0	0	21
16:15	29	3	0	8	1	0	0	41	11	4	1	8	0	0	0	24
16:30	56	10	0	6	0	2	3	77	8	0	3	3	0	0	0	14
16:45	32	6	0	8	1	0	0	47	5	0	1	3	0	0	0	9
H/TOT	156	27	4	30	2	3	5	227	31	11	8	18	0	0	0	68
17:00	52	4	0	6	0	0	0	62	12	5	2	5	0	0	0	24
17:15	29	3	0	6	1	0	0	39	13	1	0	1	0	0	0	15
17:30	33	1	1	6	0	0	0	41	15	2	0	1	0	0	0	18
17:45	15	2	0	0	1	0	0	18	12	1	0	2	0	0	0	15
H/TOT	129	10	1	18	2	0	0	160	52	9	2	9	0	0	0	72
18:00	6	1	1	3	0	0	0	11	8	0	1	3	0	0	1	13
18:15	13	2	0	4	0	0	0	19	5	0	1	1	0	0	0	7
18:30	8	0	0	1	0	0	1	10	8	0	0	2	0	1	0	11
18:45	11	2	0	2	0	0	0	15	4	0	0	2	0	0	0	6
H/TOT	38	5	1	10	0	0	1	55	25	0	2	8	0	1	1	37
P/TOT	606	286	111	325	8	5	11	1352	603	262	117	325	1	4	6	1318

SITE: 9	AUTI SURVEYS LTD	DATE: 16TH NOVEMBER 2021
LOCATION: AIR PRODUCTS ACCESS / HOBSON WAY / KILN LN / LAPORTE RD		DAY: TUESDAY



JOB TITLE: IMMINGHAM		JOB NUMBER: 10913

QUEUE LENGTHS

JOB REF: 10913

JOB NAME: IMMINGHAM

SITE: 9 **DATE:**

LOCATION: AIR PRODUCTS ACCESS / HOBSON WAY / KILN LN / LAPORTE RD **DAY:**

NOTE: Queue Lengths recorded by the number of vehicles queuing at each 5-minute interval, by lane

TIME	ARM A AIR PRODUCTS ACCESS	ARM B HOBSON WAY		ARM C KILN LN	ARM D LAPORTE RD
	LANE 1	LANE 1	LANE 2	LANE 1	LANE 1
07:00	0	0	0	0	0
07:05	0	0	0	2	0
07:10	0	0	0	0	0
07:15	0	0	0	0	0
07:20	0	0	0	0	0
07:25	0	0	0	0	0
07:30	0	0	0	0	0
07:35	0	0	0	0	0
07:40	0	0	0	0	0
07:45	0	0	0	0	0
07:50	0	0	0	1	0
07:55	0	0	0	0	0
08:00	0	0	0	0	0
08:05	0	0	0	0	0
08:10	0	0	0	0	0
08:15	0	0	0	0	0
08:20	0	0	0	0	0
08:25	0	0	0	0	0
08:30	0	0	0	0	0
08:35	0	0	0	0	0
08:40	0	0	0	0	0
08:45	0	0	0	0	0
08:50	0	0	0	0	0
08:55	0	0	0	0	0
09:00	0	0	0	0	0
09:05	0	0	0	0	0
09:10	0	0	0	0	0
09:15	0	0	0	0	0
09:20	0	0	0	0	0
09:25	0	0	0	0	0
09:30	0	0	0	0	0
09:35	0	0	0	0	1
09:40	0	0	0	0	0
09:45	0	0	0	0	0
09:50	0	0	0	0	0
09:55	0	0	0	0	0

TIME	ARM A AIR PRODUCTS ACCESS	ARM B HOBSON WAY		ARM C KILN LN
	LANE 1	LANE 1	LANE 2	LANE 1
16:00	0	0	0	0
16:05	0	0	0	0
16:10	0	0	0	0
16:15	0	2	0	0
16:20	0	0	0	0
16:25	0	0	0	0
16:30	0	0	0	0
16:35	0	0	0	0
16:40	0	0	0	0
16:45	0	2	2	0
16:50	0	0	0	0
16:55	0	0	0	0
17:00	0	0	0	0
17:05	0	0	0	0
17:10	0	0	0	0
17:15	0	0	0	0
17:20	0	0	0	0
17:25	0	0	0	0
17:30	0	0	0	0
17:35	0	0	0	0
17:40	0	0	0	0
17:45	0	0	0	0
17:50	0	0	0	0
17:55	0	0	0	0
18:00	0	0	0	0
18:05	0	0	0	0
18:10	0	0	0	0
18:15	0	0	0	0
18:20	0	0	0	0
18:25	0	0	0	0
18:30	0	0	0	0
18:35	0	0	0	0
18:40	0	0	0	0
18:45	0	0	0	0
18:50	0	0	0	0
18:55	0	0	0	0

MANUAL CLASSIFIED COUNTS

JOB REF: 10913

JOB NAME: IMMINGHAM

SITE: 9 **DATE:** 16/11/2021

LOCATION: AIR PRODUCTS ACCESS / HOBSON WAY / KILN LN **DAY:** TUESDAY

TIME	A TO A FROM AIR PRODUCTS ACCESS TO AIR PRODUCTS ACCESS								A TO B FROM AIR PRODUCTS ACCESS TO HOBSON WAY							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
H/TOT	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
P/TOT	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2

MANUAL CLASSIFIED COUNTS

JOB REF: 10913

JOB NAME: IMMINGHAM

SITE: 9 **DATE:** 16/11/2021

LOCATION: AIR PRODUCTS ACCESS / HOBSON WAY / KILN LN **DAY:** TUESDAY

TIME	A TO C FROM AIR PRODUCTS ACCESS TO KILN LN								A TO D FROM AIR PRODUCTS ACCESS TO LAPORTE RD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0
H/TOT	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0
16:30	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
16:45	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
H/TOT	3	1	0	0	0	0	0	4	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
P/TOT	3	4	0	0	0	0	0	7	0	0	0	0	0	0	0	0

MANUAL CLASSIFIED COUNTS

JOB REF: 10913

JOB NAME: IMMINGHAM

SITE: 9 **DATE:** 16/11/2021

LOCATION: AIR PRODUCTS ACCESS / HOBSON WAY / KILN LN **DAY:** TUESDAY

TIME	B TO A FROM HOBSON WAY TO AIR PRODUCTS ACCESS								B TO B FROM HOBSON WAY TO HOBSON WAY							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
09:45	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4
H/TOT	0	0	0	0	0	0	0	0	1	0	4	0	0	0	0	5
10:00	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2
11:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
11:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
11:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
13:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
P/TOT	0	0	0	0	0	0	0	0	7	0	6	0	0	0	0	13

MANUAL CLASSIFIED COUNTS

JOB REF: 10913

JOB NAME: IMMINGHAM

SITE: 9 **DATE:** 16/11/2021

LOCATION: AIR PRODUCTS ACCESS / HOBSON WAY / KILN LN **DAY:** TUESDAY

TIME	B TO C FROM HOBSON WAY TO KILN LN								B TO D FROM HOBSON WAY TO LAPORTE RD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	11	3	1	1	0	0	0	16	47	8	4	0	0	2	0	61
07:15	8	2	1	2	0	0	0	13	52	15	5	1	0	4	3	80
07:30	19	1	1	1	0	3	1	26	60	13	3	0	0	0	2	78
07:45	21	3	2	6	0	3	1	36	52	10	2	2	0	0	2	68
H/TOT	59	9	5	10	0	6	2	91	211	46	14	3	0	6	7	287
08:00	18	5	4	3	0	0	0	30	35	10	2	1	0	1	1	50
08:15	4	6	2	1	0	1	0	14	28	9	3	1	0	0	0	41
08:30	11	2	3	1	0	2	0	19	26	6	0	1	0	1	0	34
08:45	10	2	1	2	0	0	0	15	15	5	2	2	0	1	0	25
H/TOT	43	15	10	7	0	3	0	78	104	30	7	5	0	3	1	150
09:00	6	3	1	4	0	0	0	14	11	3	2	2	0	0	0	18
09:15	7	1	2	3	0	0	0	13	9	3	0	1	0	0	0	13
09:30	8	6	1	1	0	0	0	16	8	6	3	0	0	0	0	17
09:45	6	5	1	1	0	0	0	13	3	2	1	1	0	0	0	7
H/TOT	27	15	5	9	0	0	0	56	31	14	6	4	0	0	0	55
10:00	3	1	4	3	0	0	0	11	3	1	2	2	0	0	0	8
10:15	6	6	3	5	0	0	0	20	5	2	1	2	0	0	0	10
10:30	5	3	1	0	0	0	0	9	1	1	2	1	0	0	0	5
10:45	4	4	3	3	0	0	0	14	1	3	4	0	0	0	0	8
H/TOT	18	14	11	11	0	0	0	54	10	7	9	5	0	0	0	31
11:00	1	5	2	2	0	0	0	10	5	2	2	1	0	0	0	10
11:15	4	8	2	4	0	0	0	18	9	4	1	0	0	0	0	14
11:30	6	1	1	2	0	0	0	10	12	4	0	1	0	0	0	17
11:45	1	3	1	3	0	0	0	8	8	4	1	5	0	1	0	19
H/TOT	12	17	6	11	0	0	0	46	34	14	4	7	0	1	0	60
12:00	3	0	1	4	0	0	0	8	8	3	2	4	1	0	1	19
12:15	6	3	3	3	0	0	0	15	10	4	3	2	0	0	1	20
12:30	3	4	0	2	0	0	0	9	9	3	1	1	0	0	0	14
12:45	6	1	3	3	0	0	0	13	4	4	0	0	0	0	0	8
H/TOT	18	8	7	12	0	0	0	45	31	14	6	7	1	0	2	61
13:00	5	5	5	6	0	0	0	21	10	3	3	0	0	0	0	16
13:15	5	3	1	2	0	0	0	11	11	5	1	0	0	1	0	18
13:30	6	4	3	2	0	0	0	15	4	0	2	1	0	0	0	7
13:45	3	3	3	5	0	0	0	14	3	4	3	1	0	0	0	11
H/TOT	19	15	12	15	0	0	0	61	28	12	9	2	0	1	0	52
14:00	10	6	3	2	0	0	0	21	9	2	2	3	0	0	0	16
14:15	6	3	2	5	0	1	0	17	4	0	2	4	0	0	0	10
14:30	9	3	3	2	0	0	0	17	4	1	2	4	0	0	0	11
14:45	8	2	3	4	0	0	0	17	7	4	1	1	0	0	0	13
H/TOT	33	14	11	13	0	1	0	72	24	7	7	12	0	0	0	50
15:00	6	5	1	4	0	0	0	16	4	4	0	1	0	0	0	9
15:15	7	7	1	4	0	0	0	19	3	2	2	0	0	0	1	8
15:30	15	5	2	1	0	0	0	23	4	2	1	2	0	0	0	9
15:45	11	3	5	4	1	0	0	24	5	2	0	2	1	0	0	10
H/TOT	39	20	9	13	1	0	0	82	16	10	3	5	1	0	1	36
16:00	20	6	3	1	0	0	0	30	10	0	1	1	0	3	0	15
16:15	15	5	3	5	0	0	0	28	11	1	0	2	0	1	0	15
16:30	15	6	3	4	0	0	0	28	6	2	0	1	0	0	0	9
16:45	13	3	3	4	0	0	0	23	20	4	0	2	0	0	0	26
H/TOT	63	20	12	14	0	0	0	109	47	7	1	6	0	4	0	65
17:00	24	6	1	0	0	0	0	31	17	3	0	2	0	0	0	22
17:15	15	1	0	1	0	0	0	17	12	0	0	0	0	0	0	12
17:30	16	1	1	0	0	0	0	18	15	1	1	1	0	0	0	18
17:45	8	1	0	2	0	0	0	11	13	2	0	1	0	0	2	18
H/TOT	63	9	2	3	0	0	0	77	57	6	1	4	0	0	2	70
18:00	5	0	1	0	0	0	0	6	12	3	0	1	0	0	0	16
18:15	14	2	0	0	0	0	0	16	14	0	0	0	0	0	0	14
18:30	5	0	0	0	0	0	0	5	7	1	0	1	0	0	0	9
18:45	4	0	0	1	0	0	0	5	3	1	0	0	0	0	0	4
H/TOT	28	2	1	1	0	0	0	32	36	5	0	2	0	0	0	43
P/TOT	422	158	91	119	1	10	2	803	629	172	67	62	2	15	13	960

MANUAL CLASSIFIED COUNTS

JOB REF: 10913

JOB NAME: IMMINGHAM

SITE: 9 **DATE:** 16/11/2021

LOCATION: AIR PRODUCTS ACCESS / HOBSON WAY / KILN LN **DAY:** TUESDAY

TIME	C TO A FROM KILN LN TO AIR PRODUCTS ACCESS								C TO B FROM KILN LN TO HOBSON WAY							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	0	0	0	0	0	0	0	8	2	1	1	0	0	0	12
07:15	0	0	0	0	0	0	0	0	5	3	2	2	0	0	0	12
07:30	1	0	0	0	0	0	0	1	8	7	2	5	0	0	0	22
07:45	0	0	0	0	0	0	0	0	21	3	2	2	0	0	0	28
H/TOT	1	0	0	0	0	0	0	1	42	15	7	10	0	0	0	74
08:00	1	0	0	0	0	0	0	1	14	5	2	1	0	0	0	22
08:15	0	0	0	0	0	0	0	0	5	5	3	2	0	0	0	15
08:30	0	0	0	0	0	0	0	0	8	5	2	4	0	0	0	19
08:45	0	0	0	0	0	0	0	0	6	3	7	1	1	0	0	18
H/TOT	1	0	0	0	0	0	0	1	33	18	14	8	1	0	0	74
09:00	0	0	0	0	0	0	0	0	5	4	1	3	0	0	0	13
09:15	0	0	0	0	0	0	0	0	8	5	5	2	0	0	0	20
09:30	0	0	0	0	0	0	0	0	9	1	2	3	0	0	0	15
09:45	0	0	0	0	0	0	0	0	4	0	3	1	0	0	0	8
H/TOT	0	0	0	0	0	0	0	0	26	10	11	9	0	0	0	56
10:00	0	0	0	0	0	0	0	0	6	5	2	1	0	0	0	14
10:15	0	0	0	0	0	0	0	0	8	5	0	2	0	0	0	15
10:30	0	0	0	0	0	0	0	0	3	3	1	0	0	0	0	7
10:45	0	0	0	0	0	0	0	0	4	1	4	2	0	0	0	11
H/TOT	0	0	0	0	0	0	0	0	21	14	7	5	0	0	0	47
11:00	0	0	0	0	0	0	0	0	2	2	2	3	0	0	0	9
11:15	0	1	0	0	0	0	0	1	9	5	2	1	0	0	0	17
11:30	0	0	0	0	0	0	0	0	8	3	1	0	0	0	0	12
11:45	0	0	0	0	0	0	0	0	6	3	1	3	0	0	0	13
H/TOT	0	1	0	0	0	0	0	1	25	13	6	7	0	0	0	51
12:00	0	0	0	0	0	0	0	0	5	2	0	3	0	0	0	10
12:15	0	0	0	0	0	0	0	0	7	4	2	4	0	0	0	17
12:30	0	0	0	0	0	0	0	0	7	4	1	3	0	0	0	15
12:45	0	0	0	0	0	0	0	0	8	3	1	1	0	0	0	13
H/TOT	0	0	0	0	0	0	0	0	27	13	4	11	0	0	0	55
13:00	0	0	0	0	0	0	0	0	10	5	2	6	0	0	0	23
13:15	0	0	0	0	0	0	0	0	4	4	1	5	0	0	0	14
13:30	0	0	0	0	0	0	0	0	7	2	3	1	0	0	0	13
13:45	0	0	0	0	0	0	0	0	6	4	0	1	0	0	0	11
H/TOT	0	0	0	0	0	0	0	0	27	15	6	13	0	0	0	61
14:00	0	0	0	0	0	0	0	0	7	4	1	2	0	1	0	15
14:15	0	0	0	0	0	0	0	0	3	1	1	2	0	0	0	7
14:30	0	1	0	0	0	0	0	1	11	2	2	2	0	0	2	19
14:45	0	0	0	0	0	0	0	0	5	1	1	4	0	0	0	11
H/TOT	0	1	0	0	0	0	0	1	26	8	5	10	0	1	2	52
15:00	0	0	0	0	0	0	0	0	10	4	3	1	0	1	0	19
15:15	0	0	0	0	0	0	0	0	5	4	0	2	0	1	0	12
15:30	0	0	0	0	0	0	0	0	13	4	3	2	1	1	0	24
15:45	0	0	0	0	0	0	0	0	15	5	2	4	0	0	0	26
H/TOT	0	0	0	0	0	0	0	0	43	17	8	9	1	3	0	81
16:00	0	0	0	0	0	0	0	0	20	1	1	3	0	0	0	25
16:15	0	0	0	0	0	0	0	0	10	2	2	3	0	0	2	19
16:30	0	0	0	0	0	0	0	0	19	3	1	3	0	1	0	27
16:45	0	0	0	0	0	0	0	0	19	2	1	1	0	0	0	23
H/TOT	0	0	0	0	0	0	0	0	68	8	5	10	0	1	2	94
17:00	0	0	0	0	0	0	0	0	17	7	3	3	0	0	0	30
17:15	0	0	0	0	0	0	0	0	18	3	1	0	0	1	0	23
17:30	0	0	0	0	0	0	0	0	16	5	0	2	0	0	0	23
17:45	0	0	0	0	0	0	0	0	14	2	1	0	0	0	0	17
H/TOT	0	0	0	0	0	0	0	0	65	17	5	5	0	1	0	93
18:00	0	0	0	0	0	0	0	0	12	3	0	0	0	0	0	15
18:15	0	0	0	0	0	0	0	0	8	0	0	1	0	0	0	9
18:30	0	0	0	0	0	0	0	0	9	0	0	0	0	0	0	9
18:45	0	0	0	0	0	0	0	0	7	0	0	1	0	0	0	8
H/TOT	0	0	0	0	0	0	0	0	36	3	0	2	0	0	0	41
P/TOT	2	2	0	0	0	0	0	4	439	151	78	99	2	6	4	779

MANUAL CLASSIFIED COUNTS

JOB REF: 10913

JOB NAME: IMMINGHAM

SITE: 9 **DATE:** 16/11/2021

LOCATION: AIR PRODUCTS ACCESS / HOBSON WAY / KILN LN **DAY:** TUESDAY

TIME	C TO C FROM KILN LN TO KILN LN								C TO D FROM KILN LN TO LAPORTE RD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	1	0	0	0	0	0	0	1	28	3	2	6	0	0	0	39
07:15	0	0	0	0	0	0	0	0	18	6	4	6	0	0	0	34
07:30	0	0	0	0	0	0	0	0	31	3	1	7	0	0	1	43
07:45	1	0	0	0	0	0	0	1	33	11	3	5	1	0	0	53
H/TOT	2	0	0	0	0	0	0	2	110	23	10	24	1	0	1	169
08:00	0	0	0	0	0	0	0	0	21	6	3	2	0	1	0	33
08:15	0	0	0	0	0	0	0	0	17	1	2	4	0	0	0	24
08:30	0	0	0	0	0	0	0	0	14	4	2	5	0	0	0	25
08:45	2	0	0	0	0	0	0	2	6	4	6	4	0	0	0	20
H/TOT	2	0	0	0	0	0	0	2	58	15	13	15	0	1	0	102
09:00	0	0	0	0	0	0	0	0	9	3	1	7	1	0	0	21
09:15	0	0	0	0	0	0	0	0	1	1	3	3	0	0	0	8
09:30	0	0	0	0	0	0	0	0	5	2	1	3	0	0	0	11
09:45	1	0	0	0	0	0	0	1	3	3	0	3	0	0	0	9
H/TOT	1	0	0	0	0	0	0	1	18	9	5	16	1	0	0	49
10:00	0	0	0	0	0	0	0	0	3	2	0	0	0	0	0	5
10:15	0	0	0	0	0	0	0	0	2	1	1	10	0	0	0	14
10:30	0	0	0	0	0	0	0	0	2	4	0	4	0	0	0	10
10:45	0	0	0	0	0	0	0	0	3	2	5	6	0	0	0	16
H/TOT	0	0	0	0	0	0	0	0	10	9	6	20	0	0	0	45
11:00	0	0	0	0	0	0	0	0	1	3	1	2	0	0	0	7
11:15	0	0	0	0	0	0	0	0	5	2	4	4	0	0	0	15
11:30	0	0	1	0	0	0	0	1	3	1	3	5	0	0	0	12
11:45	0	0	0	0	0	0	0	0	2	5	2	8	0	0	0	17
H/TOT	0	0	1	0	0	0	0	1	11	11	10	19	0	0	0	51
12:00	1	0	0	0	0	0	0	1	5	2	1	4	0	0	0	12
12:15	0	0	0	0	0	0	0	0	3	2	1	2	0	0	0	8
12:30	0	0	0	0	0	0	0	0	1	2	3	4	0	0	0	10
12:45	0	0	0	0	0	0	0	0	1	4	2	7	0	0	0	14
H/TOT	1	0	0	0	0	0	0	1	10	10	7	17	0	0	0	44
13:00	0	0	0	0	0	0	0	0	3	1	1	8	0	0	0	13
13:15	0	0	0	0	0	0	0	0	2	4	3	7	0	0	0	16
13:30	0	0	1	0	0	0	0	1	0	2	2	4	0	0	0	8
13:45	2	0	0	0	0	0	0	2	2	0	2	6	0	0	0	10
H/TOT	2	0	1	0	0	0	0	3	7	7	8	25	0	0	0	47
14:00	0	0	0	1	0	0	0	1	1	5	1	8	0	0	0	15
14:15	2	0	0	0	0	0	0	2	4	4	1	10	0	0	0	19
14:30	0	0	0	0	0	0	0	0	4	2	3	7	0	0	0	16
14:45	0	0	0	1	0	0	0	1	0	1	2	5	0	0	0	8
H/TOT	2	0	0	2	0	0	0	4	9	12	7	30	0	0	0	58
15:00	0	0	0	0	0	0	0	0	2	0	4	6	0	0	0	12
15:15	0	0	0	0	0	0	0	0	0	2	2	5	0	0	0	9
15:30	0	1	0	1	0	0	0	2	3	2	3	3	0	0	0	11
15:45	0	0	0	0	0	0	0	0	1	1	2	7	0	0	0	11
H/TOT	0	1	0	1	0	0	0	2	6	5	11	21	0	0	0	43
16:00	0	0	0	1	0	0	0	1	1	0	3	5	0	0	0	9
16:15	2	1	0	0	0	0	0	3	1	0	3	0	1	0	0	5
16:30	0	0	0	0	0	0	0	0	0	1	2	5	0	0	0	8
16:45	0	0	0	0	0	0	0	0	5	1	0	3	1	0	0	10
H/TOT	2	1	0	1	0	0	0	4	7	2	8	13	2	0	0	32
17:00	0	0	0	0	0	0	0	0	3	0	0	2	0	0	0	5
17:15	0	0	0	1	0	0	0	1	1	0	3	1	1	0	0	6
17:30	1	0	0	0	0	0	0	1	3	0	2	1	0	0	0	6
17:45	0	0	0	0	0	0	0	0	3	0	2	0	1	0	0	6
H/TOT	1	0	0	1	0	0	0	2	10	0	7	4	2	0	0	23
18:00	0	0	0	0	0	0	0	0	3	1	1	2	0	0	0	7
18:15	0	0	0	0	0	0	0	0	5	0	0	1	0	0	0	6
18:30	0	0	0	0	0	0	0	0	3	1	0	1	0	0	0	5
18:45	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
H/TOT	0	0	0	0	0	0	0	0	13	2	1	4	0	0	0	20
P/TOT	13	2	2	5	0	0	0	22	269	105	93	208	6	1	1	683

MANUAL CLASSIFIED COUNTS

JOB REF: 10913

JOB NAME: IMMINGHAM

SITE: 9 **DATE:** 16/11/2021

LOCATION: AIR PRODUCTS ACCESS / HOBSON WAY / KILN LN **DAY:** TUESDAY

TIME	D TO A FROM LAPORTE RD TO AIR PRODUCTS ACCESS								D TO B FROM LAPORTE RD TO HOBSON WAY							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	0	0	0	0	0	0	0	8	2	0	2	0	1	0	13
07:15	0	0	0	0	0	0	0	0	4	0	0	1	0	0	0	5
07:30	0	0	0	0	0	0	0	0	10	0	1	1	0	0	0	12
07:45	0	0	0	0	0	0	0	0	4	2	1	1	0	0	0	8
H/TOT	0	0	0	0	0	0	0	0	26	4	2	5	0	1	0	38
08:00	0	0	0	0	0	0	0	0	4	3	1	1	1	1	0	11
08:15	0	0	0	0	0	0	0	0	9	4	1	2	0	0	0	16
08:30	0	0	0	0	0	0	0	0	9	2	1	1	0	0	0	13
08:45	0	0	0	0	0	0	0	0	4	2	1	3	0	0	0	10
H/TOT	0	0	0	0	0	0	0	0	26	11	4	7	1	1	0	50
09:00	0	0	0	0	0	0	0	0	3	2	2	0	0	0	0	7
09:15	0	0	0	0	0	0	0	0	4	2	0	1	0	0	0	7
09:30	0	0	0	0	0	0	0	0	2	1	3	1	0	0	0	7
09:45	0	1	0	0	0	0	0	1	6	1	2	0	0	0	0	9
H/TOT	0	1	0	0	0	0	0	1	15	6	7	2	0	0	0	30
10:00	0	0	0	0	0	0	0	0	7	6	1	2	0	0	0	16
10:15	0	0	0	0	0	0	0	0	2	3	3	1	0	0	0	9
10:30	0	1	0	0	0	0	0	1	3	3	0	0	0	0	0	6
10:45	0	0	0	0	0	0	0	0	3	4	0	2	0	0	0	9
H/TOT	0	1	0	0	0	0	0	1	15	16	4	5	0	0	0	40
11:00	0	0	0	0	0	0	0	0	1	6	1	0	0	0	1	9
11:15	0	0	0	0	0	0	0	0	4	2	2	2	0	1	1	12
11:30	0	0	0	0	0	0	0	0	5	8	0	2	0	0	0	15
11:45	0	0	0	0	0	0	0	0	4	3	1	3	0	0	0	11
H/TOT	0	0	0	0	0	0	0	0	14	19	4	7	0	1	2	47
12:00	0	0	0	0	0	0	0	0	4	3	2	1	0	0	0	10
12:15	0	0	0	0	0	0	0	0	9	5	1	1	0	0	0	16
12:30	0	0	0	0	0	0	0	0	5	4	2	0	0	0	0	11
12:45	0	0	0	0	0	0	0	0	6	4	1	0	0	0	0	11
H/TOT	0	0	0	0	0	0	0	0	24	16	6	2	0	0	0	48
13:00	0	0	0	0	0	0	0	0	7	3	2	0	0	0	0	12
13:15	0	0	0	0	0	0	0	0	5	2	2	1	0	0	0	10
13:30	0	0	0	0	0	0	0	0	7	3	6	3	0	0	0	19
13:45	0	0	0	0	0	0	0	0	7	3	1	0	0	0	1	12
H/TOT	0	0	0	0	0	0	0	0	26	11	11	4	0	0	1	53
14:00	0	0	0	0	0	0	0	0	11	1	2	3	0	0	0	17
14:15	0	0	0	0	0	0	0	0	9	6	1	0	0	0	0	16
14:30	0	0	0	0	0	0	0	0	16	6	2	1	0	1	0	26
14:45	0	0	0	0	0	0	0	0	15	0	2	1	0	0	0	18
H/TOT	0	0	0	0	0	0	0	0	51	13	7	5	0	1	0	77
15:00	0	0	0	0	0	0	0	0	12	9	2	0	0	0	0	23
15:15	0	0	0	0	0	0	0	0	24	7	2	0	0	2	0	35
15:30	0	0	0	0	0	0	0	0	16	9	2	2	0	0	1	30
15:45	0	0	0	0	0	0	0	0	23	11	4	0	0	0	0	38
H/TOT	0	0	0	0	0	0	0	0	75	36	10	2	0	2	1	126
16:00	0	0	0	0	0	0	0	0	59	14	2	3	0	3	1	82
16:15	0	0	0	0	0	0	0	0	48	13	3	3	0	0	1	68
16:30	0	0	0	0	0	0	0	0	64	11	0	0	0	1	2	78
16:45	0	0	0	0	0	0	0	0	35	6	0	4	0	0	2	47
H/TOT	0	0	0	0	0	0	0	0	206	44	5	10	0	4	6	275
17:00	0	0	0	0	0	0	0	0	65	5	0	0	0	2	1	73
17:15	0	0	0	0	0	0	0	0	39	2	0	0	0	0	0	41
17:30	0	0	0	0	0	0	0	0	46	3	2	0	0	0	0	51
17:45	0	0	0	0	0	0	0	0	30	5	0	0	0	0	0	35
H/TOT	0	0	0	0	0	0	0	0	180	15	2	0	0	2	1	200
18:00	0	0	0	0	0	0	0	0	23	3	3	1	0	2	0	32
18:15	0	0	0	0	0	0	0	0	14	5	0	1	0	0	0	20
18:30	0	0	0	0	0	0	0	0	26	3	0	1	0	1	0	31
18:45	0	0	0	0	0	0	0	0	28	1	1	0	0	0	0	30
H/TOT	0	0	0	0	0	0	0	0	91	12	4	3	0	3	0	113
P/TOT	0	2	0	0	0	0	0	2	749	203	66	52	1	15	11	1097

MANUAL CLASSIFIED COUNTS

JOB REF: 10913

JOB NAME: IMMINGHAM

SITE: 9 **DATE:** 16/11/2021

LOCATION: AIR PRODUCTS ACCESS / HOBSON WAY / KILN LN **DAY:** TUESDAY

TIME	D TO C FROM LAPORTE RD TO KILN LN								D TO D FROM LAPORTE RD TO LAPORTE RD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	1	2	0	2	0	0	0	5	0	0	0	0	0	0	0	0
07:15	0	0	2	5	0	0	0	7	0	0	0	0	0	0	0	0
07:30	1	0	0	4	0	0	0	5	0	0	0	0	0	0	0	0
07:45	1	0	1	3	0	0	0	5	0	0	0	0	0	0	0	0
H/TOT	3	2	3	14	0	0	0	22	0	0	0	0	0	0	0	0
08:00	1	2	1	5	0	0	0	9	0	0	0	0	0	0	0	0
08:15	1	0	1	3	0	0	0	5	0	0	0	0	0	0	0	0
08:30	0	1	2	6	0	0	0	9	0	0	0	0	0	0	0	0
08:45	1	1	2	3	0	0	0	7	0	0	0	0	0	0	0	0
H/TOT	3	4	6	17	0	0	0	30	0	0	0	0	0	0	0	0
09:00	3	0	3	4	0	0	0	10	0	1	0	0	0	0	0	1
09:15	1	2	2	4	0	0	0	9	0	0	0	0	0	0	0	0
09:30	3	2	2	7	0	0	0	14	0	0	0	0	0	0	0	0
09:45	0	1	0	3	0	0	0	4	0	0	0	0	0	0	0	0
H/TOT	7	5	7	18	0	0	0	37	0	1	0	0	0	0	0	1
10:00	3	0	0	2	0	0	0	5	0	0	0	0	0	0	0	0
10:15	0	1	3	3	0	0	0	7	0	0	0	0	0	0	0	0
10:30	1	2	5	4	0	0	0	12	0	0	0	0	0	0	0	0
10:45	2	1	2	4	0	0	0	9	0	1	0	0	0	0	0	1
H/TOT	6	4	10	13	0	0	0	33	0	1	0	0	0	0	0	1
11:00	2	2	2	3	0	0	0	9	0	0	0	0	0	0	0	0
11:15	1	2	3	2	0	0	0	8	0	0	0	0	0	0	0	0
11:30	2	3	1	7	0	0	0	13	0	0	0	0	0	0	0	0
11:45	0	4	0	10	0	0	0	14	0	0	0	0	0	0	0	0
H/TOT	5	11	6	22	0	0	0	44	0	0	0	0	0	0	0	0
12:00	1	3	2	4	0	0	0	10	0	0	0	0	0	0	0	0
12:15	5	1	3	8	0	0	0	17	0	0	0	0	0	0	0	0
12:30	3	2	2	3	0	0	0	10	0	0	0	0	0	0	0	0
12:45	2	4	0	5	0	0	0	11	0	0	0	0	0	0	0	0
H/TOT	11	10	7	20	0	0	0	48	0	0	0	0	0	0	0	0
13:00	3	4	5	10	0	0	0	22	0	0	0	0	0	0	0	0
13:15	3	2	0	4	0	0	0	9	0	0	0	1	0	0	0	1
13:30	2	3	2	8	0	0	0	15	0	0	0	0	0	0	0	0
13:45	2	4	5	0	0	0	0	11	0	0	0	0	0	0	0	0
H/TOT	10	13	12	22	0	0	0	57	0	0	0	1	0	0	0	1
14:00	2	2	3	8	0	0	0	15	0	0	0	0	0	0	0	0
14:15	2	1	0	4	0	0	0	7	0	0	0	0	0	0	0	0
14:30	3	3	2	6	0	0	0	14	0	0	0	0	0	0	0	0
14:45	3	4	0	7	0	0	0	14	0	0	0	0	0	0	0	0
H/TOT	10	10	5	25	0	0	0	50	0	0	0	0	0	0	0	0
15:00	3	5	1	8	0	0	0	17	0	0	0	0	0	0	0	0
15:15	8	4	4	11	0	0	0	27	0	0	0	0	0	0	0	0
15:30	4	0	0	8	0	0	0	12	0	0	0	0	0	0	0	0
15:45	12	3	0	9	0	1	0	25	0	0	0	0	0	0	0	0
H/TOT	27	12	5	36	0	1	0	81	0	0	0	0	0	0	0	0
16:00	26	4	5	7	0	0	0	42	0	0	0	0	0	0	0	0
16:15	32	4	0	6	0	0	0	42	0	0	0	0	0	0	0	0
16:30	50	7	7	9	0	0	0	73	0	0	0	0	0	0	0	0
16:45	18	1	3	4	0	0	0	26	0	0	0	0	0	0	0	0
H/TOT	126	16	15	26	0	0	0	183	0	0	0	0	0	0	0	0
17:00	17	2	1	3	0	0	0	23	0	0	0	0	0	0	0	0
17:15	17	0	3	7	0	0	0	27	0	0	0	0	0	0	0	0
17:30	12	3	4	9	0	0	0	28	0	0	0	0	0	0	0	0
17:45	11	1	2	4	0	0	0	18	0	0	0	0	0	0	0	0
H/TOT	57	6	10	23	0	0	0	96	0	0	0	0	0	0	0	0
18:00	8	1	2	4	0	0	0	15	0	0	0	0	0	0	0	0
18:15	3	0	4	2	0	0	0	9	0	0	0	0	0	0	0	0
18:30	4	1	1	1	0	0	0	7	0	0	0	0	0	0	0	0
18:45	6	0	1	4	0	0	0	11	0	0	0	0	0	0	0	0
H/TOT	21	2	8	11	0	0	0	42	0	0	0	0	0	0	0	0
P/TOT	286	95	94	247	0	1	0	723	0	1	0	0	0	0	0	1

MANUAL CLASSIFIED COUNTS

JOB REF: 10913

JOB NAME: IMMINGHAM

SITE: 9 **DATE:** 16/11/2021

LOCATION: AIR PRODUCTS ACCESS / HOBSON WAY / KILN LN **DAY:** TUESDAY

TIME	TO ARM A AIR PRODUCTS ACCESS								FROM ARM A AIR PRODUCTS ACCESS							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	1	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
07:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
H/TOT	1	0	0	0	0	0	0	1	1	1	0	0	0	0	0	2
08:00	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0
H/TOT	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30	0	1	0	0	0	0	0	1	0	2	0	0	0	0	0	2
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	1	0	0	0	0	0	1	0	2	0	0	0	0	0	2
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
H/TOT	0	1	0	0	0	0	0	1	0	1	0	0	0	0	0	1
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
16:30	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
16:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
H/TOT	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	4
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
P/TOT	2	4	0	0	0	0	0	6	4	5	0	0	0	0	0	9

MANUAL CLASSIFIED COUNTS

JOB REF: 10913

JOB NAME: IMMINGHAM

SITE: 9 **DATE:** 16/11/2021

LOCATION: AIR PRODUCTS ACCESS / HOBSON WAY / KILN LN **DAY:** TUESDAY

TIME	TO ARM B HOBSON WAY								FROM ARM B HOBSON WAY							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	16	4	1	3	0	1	0	25	58	11	5	1	0	2	0	77
07:15	9	3	2	3	0	0	0	17	60	17	6	3	0	4	3	93
07:30	18	7	3	6	0	0	0	34	79	14	4	1	0	3	3	104
07:45	26	5	3	3	0	0	0	37	73	13	4	8	0	3	3	104
H/TOT	69	19	9	15	0	1	0	113	270	55	19	13	0	12	9	378
08:00	18	8	3	2	1	1	0	33	53	15	6	4	0	1	1	80
08:15	14	9	4	4	0	0	0	31	32	15	5	2	0	1	0	55
08:30	17	7	3	5	0	0	0	32	37	8	3	2	0	3	0	53
08:45	10	5	8	4	1	0	0	28	25	7	3	4	0	1	0	40
H/TOT	59	29	18	15	2	1	0	124	147	45	17	12	0	6	1	228
09:00	8	6	3	3	0	0	0	20	17	6	3	6	0	0	0	32
09:15	12	7	5	3	0	0	0	27	16	4	2	4	0	0	0	26
09:30	12	2	5	4	0	0	0	23	17	12	4	1	0	0	0	34
09:45	10	1	9	1	0	0	0	21	9	7	6	2	0	0	0	24
H/TOT	42	16	22	11	0	0	0	91	59	29	15	13	0	0	0	116
10:00	13	11	5	3	0	0	0	32	6	2	8	5	0	0	0	21
10:15	10	8	3	3	0	0	0	24	11	8	4	7	0	0	0	30
10:30	6	7	1	0	0	0	0	14	6	4	3	1	0	0	0	14
10:45	7	5	4	4	0	0	0	20	5	7	7	3	0	0	0	22
H/TOT	36	31	13	10	0	0	0	90	28	21	22	16	0	0	0	87
11:00	4	8	3	3	0	0	1	19	7	7	4	3	0	0	0	21
11:15	14	7	4	3	0	1	1	30	14	12	3	4	0	0	0	33
11:30	14	11	1	2	0	0	0	28	19	5	1	3	0	0	0	28
11:45	10	6	2	6	0	0	0	24	9	7	2	8	0	1	0	27
H/TOT	42	32	10	14	0	1	2	101	49	31	10	18	0	1	0	109
12:00	9	5	2	4	0	0	0	20	11	3	3	8	1	0	1	27
12:15	16	9	3	5	0	0	0	33	16	7	6	5	0	0	1	35
12:30	13	8	3	3	0	0	0	27	13	7	1	3	0	0	0	24
12:45	14	7	2	1	0	0	0	24	10	5	3	3	0	0	0	21
H/TOT	52	29	10	13	0	0	0	104	50	22	13	19	1	0	2	107
13:00	18	8	4	6	0	0	0	36	16	8	8	6	0	0	0	38
13:15	9	6	3	6	0	0	0	24	16	8	2	2	0	1	0	29
13:30	14	5	9	4	0	0	0	32	10	4	5	3	0	0	0	22
13:45	13	7	1	1	0	0	1	23	6	7	6	6	0	0	0	25
H/TOT	54	26	17	17	0	0	1	115	48	27	21	17	0	1	0	114
14:00	18	5	3	5	0	1	0	32	19	8	5	5	0	0	0	37
14:15	12	7	2	2	0	0	0	23	10	3	4	9	0	1	0	27
14:30	27	8	4	3	0	1	2	45	13	4	5	6	0	0	0	28
14:45	20	1	3	5	0	0	0	29	15	6	4	5	0	0	0	30
H/TOT	77	21	12	15	0	2	2	129	57	21	18	25	0	1	0	122
15:00	23	13	5	1	0	1	0	43	11	9	1	5	0	0	0	26
15:15	29	11	2	2	0	3	0	47	10	9	3	4	0	0	1	27
15:30	29	13	5	4	1	1	1	54	19	7	3	3	0	0	0	32
15:45	38	16	6	4	0	0	0	64	16	5	5	6	2	0	0	34
H/TOT	119	53	18	11	1	5	1	208	56	30	12	18	2	0	1	119
16:00	79	15	3	6	0	3	1	107	30	6	4	2	0	3	0	45
16:15	58	15	5	6	0	0	3	87	26	6	3	7	0	1	0	43
16:30	83	14	1	3	0	2	2	105	21	8	3	5	0	0	0	37
16:45	54	8	1	5	0	0	2	70	33	7	3	6	0	0	0	49
H/TOT	274	52	10	20	0	5	8	369	110	27	13	20	0	4	0	174
17:00	82	12	3	3	0	2	1	103	41	9	1	2	0	0	0	53
17:15	57	5	1	0	0	1	0	64	27	1	0	1	0	0	0	29
17:30	62	8	2	2	0	0	0	74	31	2	2	1	0	0	0	36
17:45	44	7	1	0	0	0	0	52	21	3	0	3	0	0	2	29
H/TOT	245	32	7	5	0	3	1	293	120	15	3	7	0	0	2	147
18:00	35	6	3	1	0	2	0	47	17	3	1	1	0	0	0	22
18:15	22	5	0	2	0	0	0	29	28	2	0	0	0	0	0	30
18:30	35	3	0	1	0	1	0	40	12	1	0	1	0	0	0	14
18:45	35	1	1	1	0	0	0	38	7	1	0	1	0	0	0	9
H/TOT	127	15	4	5	0	3	0	154	64	7	1	3	0	0	0	75
P/TOT	1196	355	150	151	3	21	15	1891	1058	330	164	181	3	25	15	1776

MANUAL CLASSIFIED COUNTS

JOB REF: 10913

JOB NAME: IMMINGHAM

SITE: 9 **DATE:** 16/11/2021

LOCATION: AIR PRODUCTS ACCESS / HOBSON WAY / KILN LN **DAY:** TUESDAY

TIME	TO ARM C KILN LN								FROM ARM C KILN LN							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	13	5	1	3	0	0	0	22	37	5	3	7	0	0	0	52
07:15	8	2	3	7	0	0	0	20	23	9	6	8	0	0	0	46
07:30	20	2	1	5	0	3	1	32	40	10	3	12	0	0	1	66
07:45	23	3	3	9	0	3	1	42	55	14	5	7	1	0	0	82
H/TOT	64	12	8	24	0	6	2	116	155	38	17	34	1	0	1	246
08:00	19	7	5	8	0	0	0	39	36	11	5	3	0	1	0	56
08:15	5	6	3	4	0	1	0	19	22	6	5	6	0	0	0	39
08:30	11	3	5	7	0	2	0	28	22	9	4	9	0	0	0	44
08:45	13	3	3	5	0	0	0	24	14	7	13	5	1	0	0	40
H/TOT	48	19	16	24	0	3	0	110	94	33	27	23	1	1	0	179
09:00	9	3	4	8	0	0	0	24	14	7	2	10	1	0	0	34
09:15	8	3	4	7	0	0	0	22	9	6	8	5	0	0	0	28
09:30	11	8	3	8	0	0	0	30	14	3	3	6	0	0	0	26
09:45	7	6	1	4	0	0	0	18	8	3	3	4	0	0	0	18
H/TOT	35	20	12	27	0	0	0	94	45	19	16	25	1	0	0	106
10:00	6	1	4	5	0	0	0	16	9	7	2	1	0	0	0	19
10:15	6	7	6	8	0	0	0	27	10	6	1	12	0	0	0	29
10:30	6	6	6	4	0	0	0	22	5	7	1	4	0	0	0	17
10:45	6	5	5	7	0	0	0	23	7	3	9	8	0	0	0	27
H/TOT	24	19	21	24	0	0	0	88	31	23	13	25	0	0	0	92
11:00	3	7	4	5	0	0	0	19	3	5	3	5	0	0	0	16
11:15	5	10	5	6	0	0	0	26	14	8	6	5	0	0	0	33
11:30	8	4	3	9	0	0	0	24	11	4	5	5	0	0	0	25
11:45	1	7	1	13	0	0	0	22	8	8	3	11	0	0	0	30
H/TOT	17	28	13	33	0	0	0	91	36	25	17	26	0	0	0	104
12:00	5	3	3	8	0	0	0	19	11	4	1	7	0	0	0	23
12:15	11	4	6	11	0	0	0	32	10	6	3	6	0	0	0	25
12:30	6	6	2	5	0	0	0	19	8	6	4	7	0	0	0	25
12:45	8	5	3	8	0	0	0	24	9	7	3	8	0	0	0	27
H/TOT	30	18	14	32	0	0	0	94	38	23	11	28	0	0	0	100
13:00	8	9	10	16	0	0	0	43	13	6	3	14	0	0	0	36
13:15	8	5	1	6	0	0	0	20	6	8	4	12	0	0	0	30
13:30	8	7	6	10	0	0	0	31	7	4	6	5	0	0	0	22
13:45	7	7	8	5	0	0	0	27	10	4	2	7	0	0	0	23
H/TOT	31	28	25	37	0	0	0	121	36	22	15	38	0	0	0	111
14:00	12	8	6	11	0	0	0	37	8	9	2	11	0	1	0	31
14:15	10	4	2	9	0	1	0	26	9	5	2	12	0	0	0	28
14:30	12	6	5	8	0	0	0	31	15	5	5	9	0	0	2	36
14:45	11	7	3	12	0	0	0	33	5	2	3	10	0	0	0	20
H/TOT	45	25	16	40	0	1	0	127	37	21	12	42	0	1	2	115
15:00	9	10	2	12	0	0	0	33	12	4	7	7	0	1	0	31
15:15	15	11	5	15	0	0	0	46	5	6	2	7	0	1	0	21
15:30	19	6	2	10	0	0	0	37	16	7	6	6	1	1	0	37
15:45	23	6	5	13	1	1	0	49	16	6	4	11	0	0	0	37
H/TOT	66	33	14	50	1	1	0	165	49	23	19	31	1	3	0	126
16:00	46	10	8	9	0	0	0	73	21	1	4	9	0	0	0	35
16:15	49	11	3	11	0	0	0	74	13	3	5	3	1	0	2	27
16:30	67	13	10	13	0	0	0	103	19	4	3	8	0	1	0	35
16:45	32	4	6	8	0	0	0	50	24	3	1	4	1	0	0	33
H/TOT	194	38	27	41	0	0	0	300	77	11	13	24	2	1	2	130
17:00	41	8	2	3	0	0	0	54	20	7	3	5	0	0	0	35
17:15	32	1	3	9	0	0	0	45	19	3	4	2	1	1	0	30
17:30	29	4	5	9	0	0	0	47	20	5	2	3	0	0	0	30
17:45	19	2	2	6	0	0	0	29	17	2	3	0	1	0	0	23
H/TOT	121	15	12	27	0	0	0	175	76	17	12	10	2	1	0	118
18:00	13	1	3	4	0	0	0	21	15	4	1	2	0	0	0	22
18:15	17	2	4	2	0	0	0	25	13	0	0	2	0	0	0	15
18:30	9	1	1	1	0	0	0	12	12	1	0	1	0	0	0	14
18:45	10	0	1	5	0	0	0	16	9	0	0	1	0	0	0	10
H/TOT	49	4	9	12	0	0	0	74	49	5	1	6	0	0	0	61
P/TOT	724	259	187	371	1	11	2	1555	723	260	173	312	8	7	5	1488

MANUAL CLASSIFIED COUNTS

JOB REF: 10913

JOB NAME: IMMINGHAM

SITE: 9 **DATE:** 16/11/2021

LOCATION: AIR PRODUCTS ACCESS / HOBSON WAY / KILN LN **DAY:** TUESDAY

TIME	TO ARM D LAPORTE RD								FROM ARM D LAPORTE RD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	75	11	6	6	0	2	0	100	9	4	0	4	0	1	0	18
07:15	70	21	9	7	0	4	3	114	4	0	2	6	0	0	0	12
07:30	91	16	4	7	0	0	3	121	11	0	1	5	0	0	0	17
07:45	85	21	5	7	1	0	2	121	5	2	2	4	0	0	0	13
H/TOT	321	69	24	27	1	6	8	456	29	6	5	19	0	1	0	60
08:00	56	16	5	3	0	2	1	83	5	5	2	6	1	1	0	20
08:15	45	10	5	5	0	0	0	65	10	4	2	5	0	0	0	21
08:30	40	10	2	6	0	1	0	59	9	3	3	7	0	0	0	22
08:45	21	9	8	6	0	1	0	45	5	3	3	6	0	0	0	17
H/TOT	162	45	20	20	0	4	1	252	29	15	10	24	1	1	0	80
09:00	20	7	3	9	1	0	0	40	6	3	5	4	0	0	0	18
09:15	10	4	3	4	0	0	0	21	5	4	2	5	0	0	0	16
09:30	13	8	4	3	0	0	0	28	5	3	5	8	0	0	0	21
09:45	6	5	1	4	0	0	0	16	6	3	2	3	0	0	0	14
H/TOT	49	24	11	20	1	0	0	105	22	13	14	20	0	0	0	69
10:00	6	3	2	2	0	0	0	13	10	6	1	4	0	0	0	21
10:15	7	3	2	12	0	0	0	24	2	4	6	4	0	0	0	16
10:30	3	5	2	5	0	0	0	15	4	6	5	4	0	0	0	19
10:45	4	6	9	6	0	0	0	25	5	6	2	6	0	0	0	19
H/TOT	20	17	15	25	0	0	0	77	21	22	14	18	0	0	0	75
11:00	6	5	3	3	0	0	0	17	3	8	3	3	0	0	1	18
11:15	14	6	5	4	0	0	0	29	5	4	5	4	0	1	1	20
11:30	15	5	3	6	0	0	0	29	7	11	1	9	0	0	0	28
11:45	10	9	3	13	0	1	0	36	4	7	1	13	0	0	0	25
H/TOT	45	25	14	26	0	1	0	111	19	30	10	29	0	1	2	91
12:00	13	5	3	8	1	0	1	31	5	6	4	5	0	0	0	20
12:15	13	6	4	4	0	0	1	28	14	6	4	9	0	0	0	33
12:30	10	5	4	5	0	0	0	24	8	6	4	3	0	0	0	21
12:45	5	8	2	7	0	0	0	22	8	8	1	5	0	0	0	22
H/TOT	41	24	13	24	1	0	2	105	35	26	13	22	0	0	0	96
13:00	13	4	4	8	0	0	0	29	10	7	7	10	0	0	0	34
13:15	13	9	4	8	0	1	0	35	8	4	2	6	0	0	0	20
13:30	4	2	4	5	0	0	0	15	9	6	8	11	0	0	0	34
13:45	5	4	5	7	0	0	0	21	9	7	6	0	0	0	1	23
H/TOT	35	19	17	28	0	1	0	100	36	24	23	27	0	0	1	111
14:00	10	7	3	11	0	0	0	31	13	3	5	11	0	0	0	32
14:15	8	4	3	14	0	0	0	29	11	7	1	4	0	0	0	23
14:30	8	3	5	11	0	0	0	27	19	9	4	7	0	1	0	40
14:45	7	5	3	6	0	0	0	21	18	4	2	8	0	0	0	32
H/TOT	33	19	14	42	0	0	0	108	61	23	12	30	0	1	0	127
15:00	6	4	4	7	0	0	0	21	15	14	3	8	0	0	0	40
15:15	3	4	4	5	0	0	1	17	32	11	6	11	0	2	0	62
15:30	7	4	4	5	0	0	0	20	20	9	2	10	0	0	1	42
15:45	6	3	2	9	1	0	0	21	35	14	4	9	0	1	0	63
H/TOT	22	15	14	26	1	0	1	79	102	48	15	38	0	3	1	207
16:00	11	0	4	6	0	3	0	24	85	18	7	10	0	3	1	124
16:15	12	1	3	2	1	1	0	20	80	17	3	9	0	0	1	110
16:30	6	3	2	6	0	0	0	17	114	18	7	9	0	1	2	151
16:45	25	5	0	5	1	0	0	36	53	7	3	8	0	0	2	73
H/TOT	54	9	9	19	2	4	0	97	332	60	20	36	0	4	6	458
17:00	20	3	0	4	0	0	0	27	82	7	1	3	0	2	1	96
17:15	13	0	3	1	1	0	0	18	56	2	3	7	0	0	0	68
17:30	18	1	3	2	0	0	0	24	58	6	6	9	0	0	0	79
17:45	16	2	2	1	1	0	2	24	41	6	2	4	0	0	0	53
H/TOT	67	6	8	8	2	0	2	93	237	21	12	23	0	2	1	296
18:00	15	4	1	3	0	0	0	23	31	4	5	5	0	2	0	47
18:15	19	0	0	1	0	0	0	20	17	5	4	3	0	0	0	29
18:30	10	2	0	2	0	0	0	14	30	4	1	2	0	1	0	38
18:45	5	1	0	0	0	0	0	6	34	1	2	4	0	0	0	41
H/TOT	49	7	1	6	0	0	0	63	112	14	12	14	0	3	0	155
P/TOT	898	279	160	271	8	16	14	1646	1035	302	160	300	1	16	11	1825

Annex BD3
Personal Injury Collision Data

[redacted]

Validated Data

Crash Date:	Tuesday, February 17, 2015	**Time of Crash:**	1:54:00 PM	**Crash Reference:**	**2015160A00491**

Highest Injury Severity:	Serious	**Road Number:**	A160	**Number of Casualties:**	1
Highway Authority:	North East Lincolnshire			**Number of Vehicles:**	2
Local Authority:	North East Lincolnshire			**OS Grid Reference:**	513624 414317
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	60				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Not at or within 20 metres of junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Not Applicable				

For more information about the data please visit: [redacted]
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Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	-1	Male	46 - 55	Vehicle proceeding normally along the carriageway, on a right hand bend	Front	Journey as part of work	None	None
2	Car (excluding private hire)	14	Female	66 - 75	Vehicle proceeding normally along the carriageway, on a left hand bend	Front	Unknown	None	None

Casualties

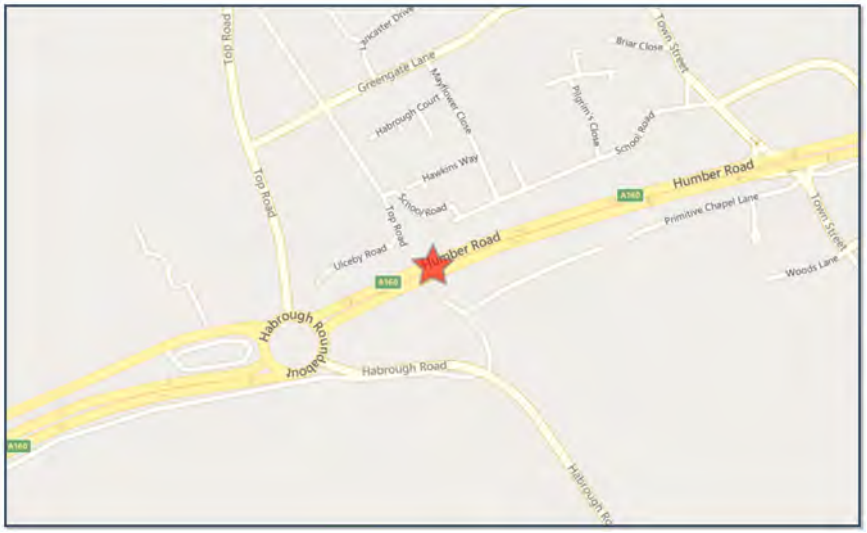
Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Serious	Driver or rider	Female	66 - 75	Unknown or other	Unknown or other

[redacted]

Validated Data

Crash Date:	Tuesday, May 26, 2015	**Time of Crash:**	5:46:00 PM	**Crash Reference:**	**2015160B01671**

Highest Injury Severity:	Slight	**Road Number:**	A160	**Number of Casualties:**	1
Highway Authority:	North Lincolnshire			**Number of Vehicles:**	2
Local Authority:	North Lincolnshire			**OS Grid Reference:**	514731 415926
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	60				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Roundabout				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Roundabout				
Junction Control:	Give way or uncontrolled				



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Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	8	Male	36 - 45	Vehicle is changing lane to the left	Back	Unknown	None	None
2	Goods vehicle 7.5 tonnes mgw and over	9	Male	26 - 35	Vehicle is slowing down or stopping	Front	Journey as part of work	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Male	36 - 45	Unknown or other	Unknown or other

[redacted]

Validated Data

Crash Date:	Friday, July 17, 2015	**Time of Crash:**	5:51:00 PM	**Crash Reference:**	**2015160B02371**

Highest Injury Severity:	Slight	**Road Number:**	A180	**Number of Casualties:**	2
Highway Authority:	North Lincolnshire			**Number of Vehicles:**	2
Local Authority:	North Lincolnshire			**OS Grid Reference:**	513340 414446
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	50				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Slip road				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				

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Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Goods vehicle 7.5 tonnes mgw and over	-1	Male	36 - 45	Vehicle is changing lane to the right (including slip road)	Front	Journey as part of work	None	None
2	Car (excluding private hire)	2	Male	46 - 55	Vehicle proceeding normally along the carriageway, not on a bend	Back	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Vehicle or pillion passenger	Female	36 - 45	Unknown or other	Unknown or other
2	2	Slight	Vehicle or pillion passenger	Female	16 - 20	Unknown or other	Unknown or other

[redacted]

Validated Data

Crash Date:	Wednesday, August 19, 2015	**Time of Crash:**	7:18:00 AM	**Crash Reference:**	**2015160B02711**

Highest Injury Severity:	Slight	**Road Number:**	A160	**Number of Casualties:**	1
Highway Authority:	North Lincolnshire			**Number of Vehicles:**	2
Local Authority:	North Lincolnshire			**OS Grid Reference:**	514720 415922
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Roundabout				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Roundabout				
Junction Control:	Give way or uncontrolled				

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Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Goods vehicle 7.5 tonnes mgw and over	-1	Male	26 - 35	Vehicle proceeding normally along the carriageway, not on a bend	Front	Journey as part of work	None	None
2	Car (excluding private hire)	7	Male	56 - 65	Vehicle proceeding normally along the carriageway, not on a bend	Nearside	Commuting to/from work	None	None

Casualties

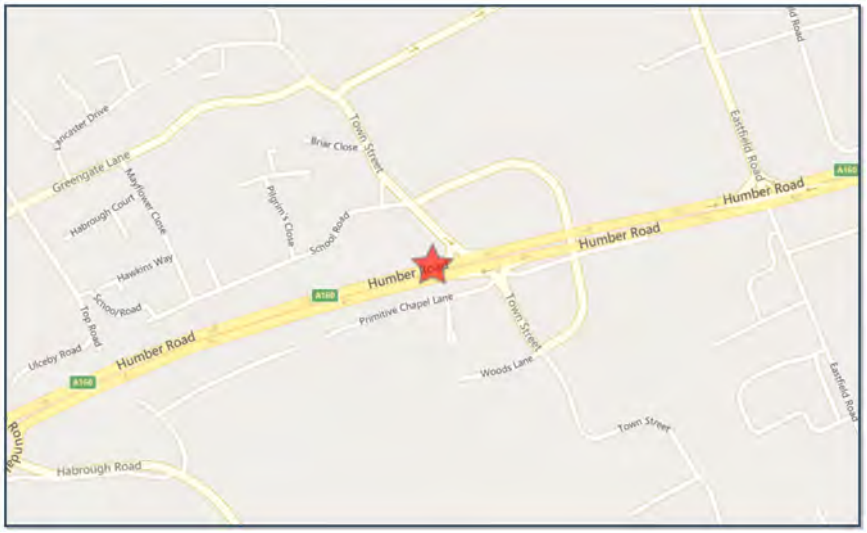
Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Vehicle or pillion passenger	Female	36 - 45	Unknown or other	Unknown or other

[redacted]

Validated Data

Crash Date:	Tuesday, March 15, 2016	**Time of Crash:**	8:39:00 AM	**Crash Reference:**	**2016160053294**

Highest Injury Severity:	Slight	**Road Number:**	A160	**Number of Casualties:**	1
Highway Authority:	North Lincolnshire			**Number of Vehicles:**	2
Local Authority:	North Lincolnshire			**OS Grid Reference:**	515201 416089
Weather Description:	Fine without high winds				
Road Surface Description:	Wet or Damp				
Speed Limit:	40				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	T or staggered junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Dual carriageway				
Junction Control:	Give way or uncontrolled				



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Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Goods vehicle 7.5 tonnes mgw and over	5	Male	36 - 45	Vehicle proceeding normally along the carriageway, not on a bend	Front	Other	None	None
2	Car (excluding private hire)	10	Male	56 - 65	Vehicle proceeding normally along the carriageway, not on a bend	Back	Other	None	None

Casualties

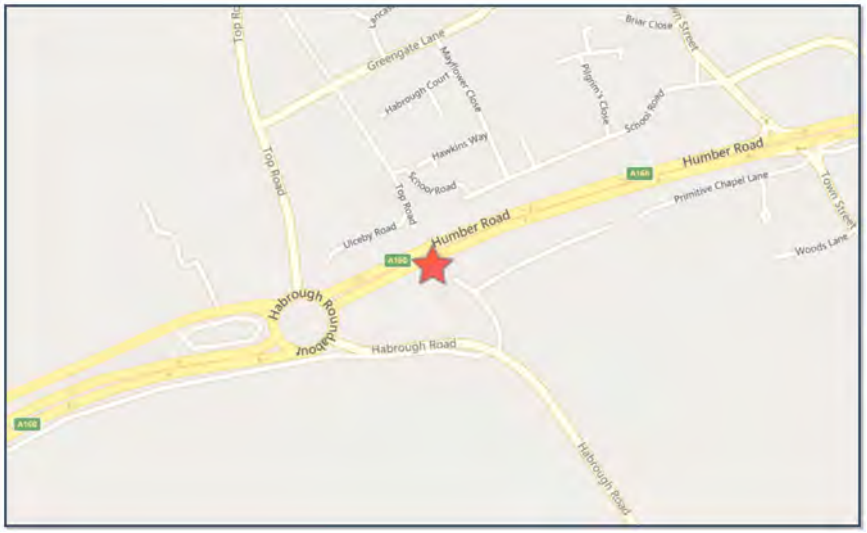
Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Male	56 - 65	Unknown or other	Unknown or other

[redacted]

Validated Data

Crash Date:	Saturday, November 05, 2016	**Time of Crash:**	8:15:00 PM	**Crash Reference:**	**2016160126590**

Highest Injury Severity:	Slight	**Road Number:**	A160	**Number of Casualties:**	1
Highway Authority:	North Lincolnshire			**Number of Vehicles:**	2
Local Authority:	North Lincolnshire			**OS Grid Reference:**	514717 415891
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Darkness: street lights present and lit				
Carriageway Hazards:	None				
Junction Detail:	Roundabout				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Roundabout				
Junction Control:	Give way or uncontrolled				



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Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	8	Female	21 - 25	Vehicle is in the act of turning left	Front	Unknown	None	None
2	Car (excluding private hire)	-1	Male	26 - 35	Vehicle proceeding normally along the carriageway, not on a bend	Front	Unknown	None	None

Casualties

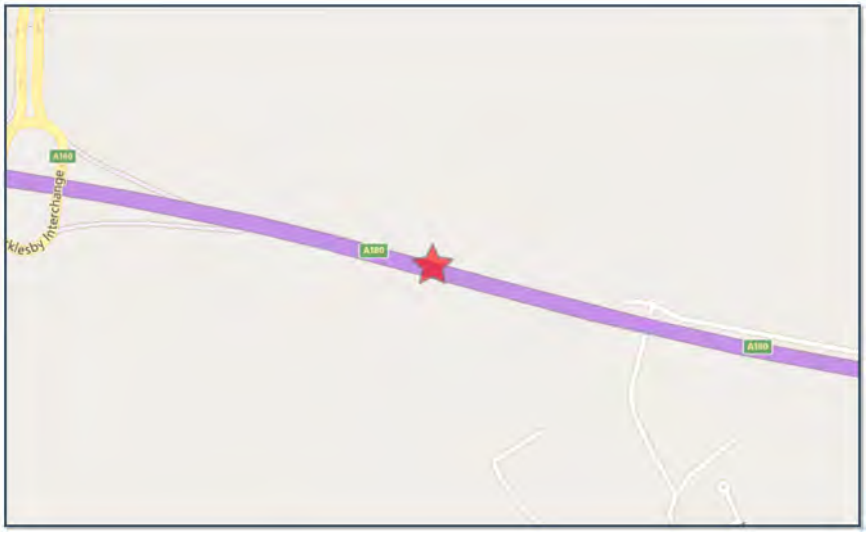
Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Female	21 - 25	Unknown or other	Unknown or other

[redacted]

Validated Data

Crash Date:	Sunday, November 20, 2016	**Time of Crash:**	5:33:00 PM	**Crash Reference:**	**2016160129866**

Highest Injury Severity:	Slight	**Road Number:**	A180	**Number of Casualties:**	2
Highway Authority:	North East Lincolnshire			**Number of Vehicles:**	2
Local Authority:	North East Lincolnshire			**OS Grid Reference:**	514317 414322
Weather Description:	Raining without high winds				
Road Surface Description:	Wet or Damp				
Speed Limit:	70				
Light Conditions:	Darkness: street lights present and lit				
Carriageway Hazards:	None				
Junction Detail:	Not at or within 20 metres of junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Dual carriageway				
Junction Control:	Not Applicable				



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Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	11	Male	66 - 75	Vehicle proceeding normally along the carriageway, not on a bend	Front	Other	None	None
2	Car (excluding private hire)	1	Female	36 - 45	Vehicle is parked in the carriageway	Back	Journey as part of work	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	2	Slight	Vehicle or pillion passenger	Female	Over 75	Unknown or other	Unknown or other
2	1	Slight	Driver or rider	Female	36 - 45	Unknown or other	Unknown or other

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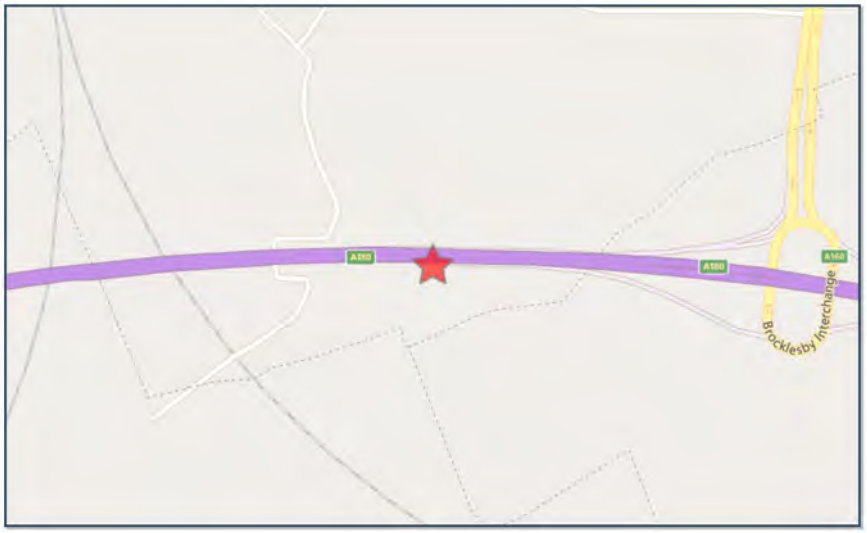
Validated Data

Crash Date:	Thursday, January 19, 2017	**Time of Crash:**	10:00:00 PM	**Crash Reference:**	**2017160147835**

Highest Injury Severity:	Serious	**Road Number:**	A180	**Number of Casualties:**	2
Highway Authority:	North Lincolnshire			**Number of Vehicles:**	2
Local Authority:	North Lincolnshire			**OS Grid Reference:**	513116 414453
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	70				
Light Conditions:	Darkness: no street lighting				
Carriageway Hazards:	None				
Junction Detail:	Not at or within 20 metres of junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Dual carriageway				
Junction Control:	Not Applicable				



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Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	17	Female	26 - 35	Vehicle proceeding normally along the carriageway, not on a bend	Front	Unknown	Kerb	Central crash barrier
2	Car (excluding private hire)	13	Male	56 - 65	Vehicle proceeding normally along the carriageway, not on a bend	Front	Unknown	None	None

Casualties

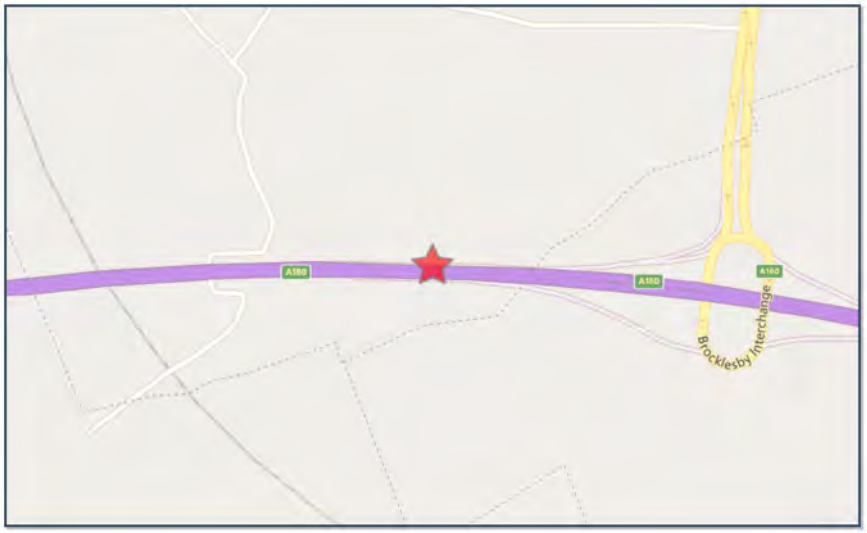
Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Serious	Driver or rider	Female	26 - 35	Unknown or other	Unknown or other
2	2	Slight	Driver or rider	Male	56 - 65	Unknown or other	Unknown or other

[redacted]

Validated Data

Crash Date:	Saturday, January 14, 2017	**Time of Crash:**	6:30:00 PM	**Crash Reference:**	**2017160153742**

Highest Injury Severity:	Slight	**Road Number:**	A180	**Number of Casualties:**	1
Highway Authority:	North Lincolnshire			**Number of Vehicles:**	2
Local Authority:	North Lincolnshire			**OS Grid Reference:**	513216 414470
Weather Description:	Fine without high winds				
Road Surface Description:	Wet or Damp				
Speed Limit:	70				
Light Conditions:	Darkness: no street lighting				
Carriageway Hazards:	None				
Junction Detail:	Not at or within 20 metres of junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Dual carriageway				
Junction Control:	Not Applicable				



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Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	-1	Male	26 - 35	Vehicle proceeding normally along the carriageway, not on a bend	Nearside	Commuting to/from work	Kerb	Entered ditch
2	Car (excluding private hire)	-1	Unknown	26 - 35	Vehicle proceeding normally along the carriageway, not on a bend	Did not impact	Unknown	None	None

Casualties

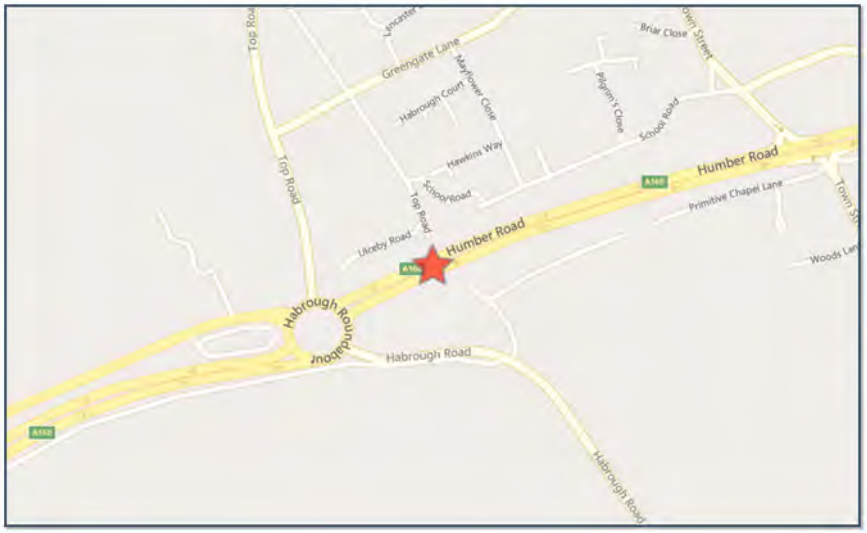
Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Male	26 - 35	Unknown or other	Unknown or other

[redacted]

Validated Data

Crash Date:	Tuesday, March 21, 2017	**Time of Crash:**	6:03:00 AM	**Crash Reference:**	**2017160165962**

Highest Injury Severity:	Slight	**Road Number:**	A160	**Number of Casualties:**	1
Highway Authority:	North Lincolnshire			**Number of Vehicles:**	2
Local Authority:	North Lincolnshire			**OS Grid Reference:**	514694 415904
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	T or staggered junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Roundabout				
Junction Control:	Give way or uncontrolled				



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Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	5	Female	66 - 75	Vehicle is moving off	Front	Unknown	None	None
2	Pedal cycle	-1	Male	36 - 45	Vehicle proceeding normally along the carriageway, not on a bend	Nearside	Unknown	None	None

Casualties

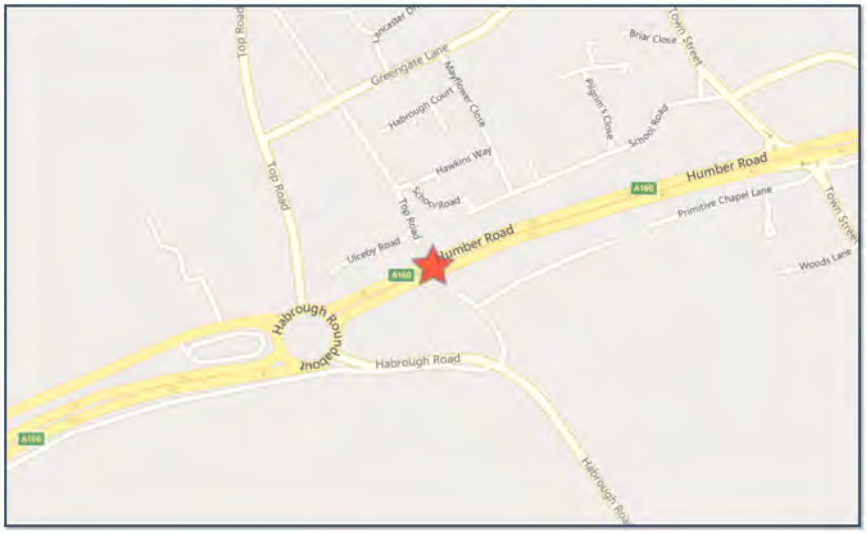
Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Male	36 - 45	Unknown or other	Unknown or other

[redacted]

Validated Data

Crash Date:	Saturday, April 08, 2017	**Time of Crash:**	12:52:00 PM	**Crash Reference:**	**2017160171736**

Highest Injury Severity:	Slight	**Road Number:**	A160	**Number of Casualties:**	1
Highway Authority:	North Lincolnshire			**Number of Vehicles:**	2
Local Authority:	North Lincolnshire			**OS Grid Reference:**	514711 415908
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	40				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Roundabout				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Roundabout				
Junction Control:	Give way or uncontrolled				



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Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	6	Male	36 - 45	Vehicle is passing another moving vehicle on its offside	Nearside	Unknown	Central island of roundabout	Nearside or offside crash barrier
2	Car (excluding private hire)	8	Male	46 - 55	Vehicle proceeding normally along the carriageway, not on a bend	Front	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Vehicle or pillion passenger	Female	46 - 55	Unknown or other	Unknown or other

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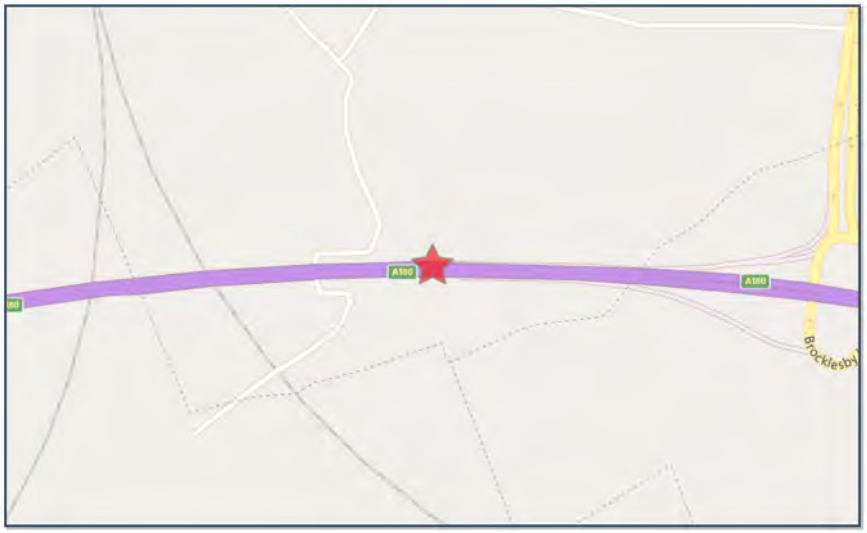
Validated Data

Crash Date:	Monday, September 04, 2017	**Time of Crash:**	5:37:00 AM	**Crash Reference:**	**2017160217004**

Highest Injury Severity:	Fatal	**Road Number:**	A180	**Number of Casualties:**	2
Highway Authority:	North Lincolnshire			**Number of Vehicles:**	3
Local Authority:	North Lincolnshire			**OS Grid Reference:**	513051 414467
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	70				
Light Conditions:	Darkness: no street lighting				
Carriageway Hazards:	None				
Junction Detail:	Not at or within 20 metres of junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Dual carriageway				
Junction Control:	Not Applicable				



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Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	7	Male	21 - 25	Vehicle proceeding normally along the carriageway, not on a bend	Front	Journey as part of work	None	Other permanent object
2	Car (excluding private hire)	3	Male	26 - 35	Vehicle proceeding normally along the carriageway, not on a bend	Front	Commuting to/from work	None	Central crash barrier
3	Goods vehicle 7.5 tonnes mgw and over	2	Female	36 - 45	Vehicle proceeding normally along the carriageway, not on a bend	Back	Journey as part of work	None	None

Casualties

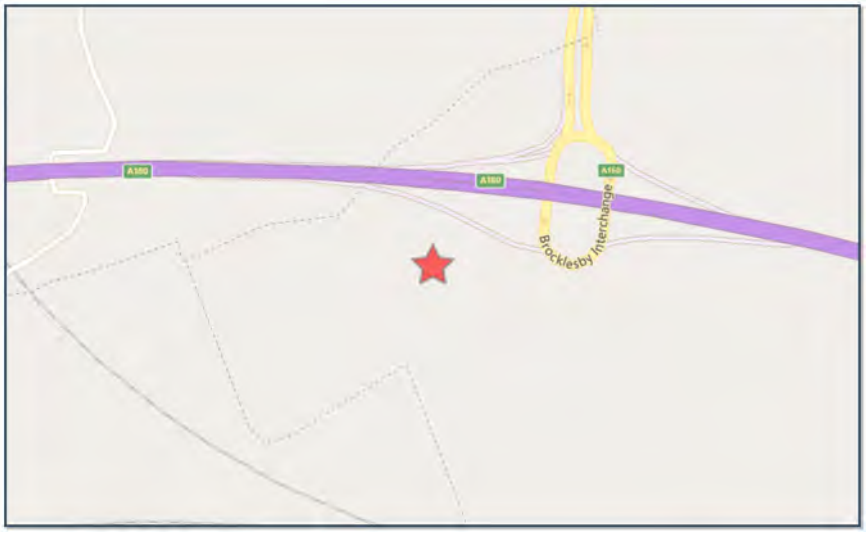
Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Fatal	Driver or rider	Male	21 - 25	Unknown or other	Unknown or other
2	2	Serious	Driver or rider	Male	26 - 35	Unknown or other	Unknown or other

[redacted]

Validated Data

Crash Date:	Tuesday, September 12, 2017	**Time of Crash:**	2:57:00 PM	**Crash Reference:**	**2017160221501**

Highest Injury Severity:	Serious	**Road Number:**	A160	**Number of Casualties:**	1
Highway Authority:	North East Lincolnshire			**Number of Vehicles:**	1
Local Authority:	North East Lincolnshire			**OS Grid Reference:**	513466 414327
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Roundabout				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Dual carriageway				
Junction Control:	Give way or uncontrolled				



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Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Goods vehicle 7.5 tonnes mgw and over	4	Male	36 - 45	Vehicle proceeding normally along the carriageway, on a left hand bend	Nearside	Journey as part of work	Kerb	None

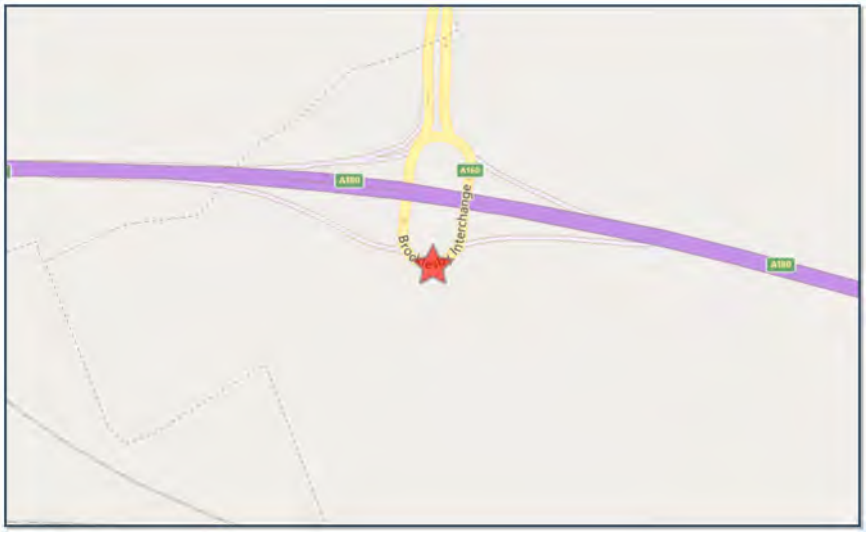
Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Serious	Driver or rider	Male	36 - 45	Unknown or other	Unknown or other

[redacted]

Validated Data

Crash Date:	Wednesday, December 06, 2017	**Time of Crash:**	6:14:00 PM	**Crash Reference:**	**2017160246885**
Highest Injury Severity:	Slight	**Road Number:**	A160	**Number of Casualties:**	2
Highway Authority:	North East Lincolnshire			**Number of Vehicles:**	2
Local Authority:	North East Lincolnshire			**OS Grid Reference:**	513685 414326
Weather Description:	Raining with high winds				
Road Surface Description:	Wet or Damp				
Speed Limit:	60				
Light Conditions:	Darkness: no street lighting				
Carriageway Hazards:	None				
Junction Detail:	Roundabout				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Dual carriageway				
Junction Control:	Give way or uncontrolled				



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Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	-1	Female	21 - 25	Vehicle is moving off	Front	Other	None	None
2	Car (excluding private hire)	0	Female	46 - 55	Vehicle proceeding normally along the carriageway, not on a bend	Front	Journey as part of work	Bollard/Refuge	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Female	21 - 25	Unknown or other	Unknown or other
2	2	Slight	Driver or rider	Female	46 - 55	Unknown or other	Unknown or other

[redacted]

Validated Data

Crash Date:	Friday, August 25, 2017	**Time of Crash:**	3:00:00 PM	**Crash Reference:**	**2017160253496**

Highest Injury Severity:	Slight	**Road Number:**	A160	**Number of Casualties:**	1
Highway Authority:	North East Lincolnshire			**Number of Vehicles:**	3
Local Authority:	North East Lincolnshire			**OS Grid Reference:**	513542 414437
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	40				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Roundabout				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Roundabout				
Junction Control:	Give way or uncontrolled				

For more information about the data please visit: [redacted]
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[redacted]

Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Goods vehicle 7.5 tonnes mgw and over	4	Male	46 - 55	Vehicle proceeding normally along the carriageway, not on a bend	Front	Journey as part of work	None	None
2	Goods vehicle 7.5 tonnes mgw and over	5	Male	46 - 55	Vehicle proceeding normally along the carriageway, not on a bend	Back	Journey as part of work	None	None
3	Car (excluding private hire)	4	Male	46 - 55	Vehicle proceeding normally along the carriageway, not on a bend	Back	Commuting to/from work	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
3	1	Slight	Driver or rider	Male	46 - 55	Unknown or other	Unknown or other

[redacted]

Validated Data

Crash Date:	Tuesday, February 27, 2018	**Time of Crash:**	9:20:00 AM	**Crash Reference:**	**2018160275209**

Highest Injury Severity:	Serious	**Road Number:**	A180	**Number of Casualties:**	1
Highway Authority:	North East Lincolnshire			**Number of Vehicles:**	1
Local Authority:	North East Lincolnshire			**OS Grid Reference:**	513632 414451
Weather Description:	Snowing without high winds				
Road Surface Description:	Wet or Damp				
Speed Limit:	70				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Not at or within 20 metres of junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Dual carriageway				
Junction Control:	Not Applicable				

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Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	4	Female	21 - 25	Vehicle proceeding normally along the carriageway, not on a bend	Front	Unknown	None	Nearside or offside crash barrier

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Serious	Driver or rider	Female	21 - 25	Unknown or other	Unknown or other

[redacted]

Validated Data

Crash Date:	Monday, March 12, 2018	**Time of Crash:**	2:49:00 PM	**Crash Reference:**	**2018160278021**

Highest Injury Severity:	Slight	**Road Number:**	A180	**Number of Casualties:**	1
Highway Authority:	North East Lincolnshire			**Number of Vehicles:**	2
Local Authority:	North East Lincolnshire			**OS Grid Reference:**	514084 414375
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	70				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Not at or within 20 metres of junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Dual carriageway				
Junction Control:	Not Applicable				

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Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Agricultural vehicle	-1	Female	56 - 65	Vehicle is changing lane to the left	Nearside	Unknown	None	None
2	Car (excluding private hire)	0	Female	36 - 45	Vehicle proceeding normally along the carriageway, not on a bend	Offside	Unknown	None	None

Casualties

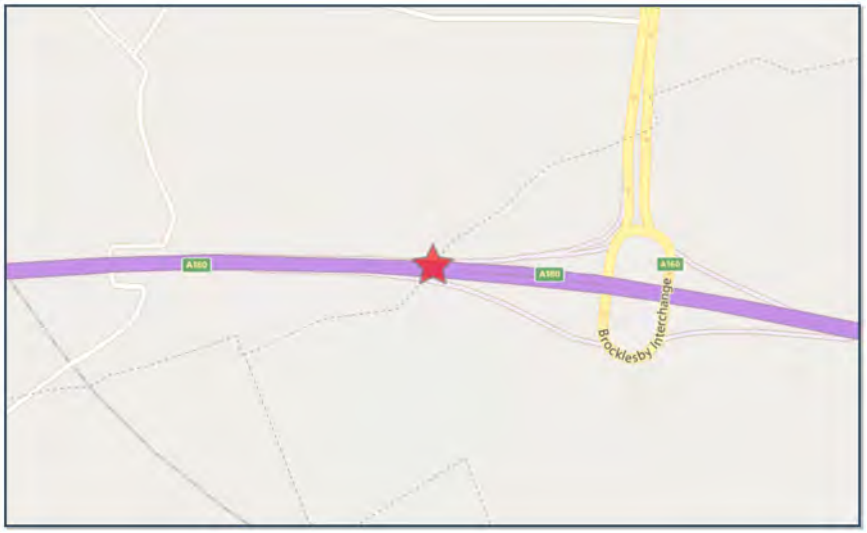
Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Female	36 - 45	Unknown or other	Unknown or other

[redacted]

Validated Data

Crash Date:	Monday, April 16, 2018	**Time of Crash:**	12:45:00 PM	**Crash Reference:**	**2018160286099**

Highest Injury Severity:	Slight	**Road Number:**	A180	**Number of Casualties:**	1
Highway Authority:	North Lincolnshire			**Number of Vehicles:**	2
Local Authority:	North Lincolnshire			**OS Grid Reference:**	513371 414470
Weather Description:	Unknown				
Road Surface Description:	Dry				
Speed Limit:	70				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Not at or within 20 metres of junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Dual carriageway				
Junction Control:	Not Applicable				



For more information about the data please visit: [redacted]
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Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	6	Male	21 - 25	Vehicle proceeding normally along the carriageway, not on a bend	Nearside	Unknown	None	None
2	Car (excluding private hire)	8	Male	46 - 55	Vehicle proceeding normally along the carriageway, not on a bend	Offside	Unknown	None	None

Casualties

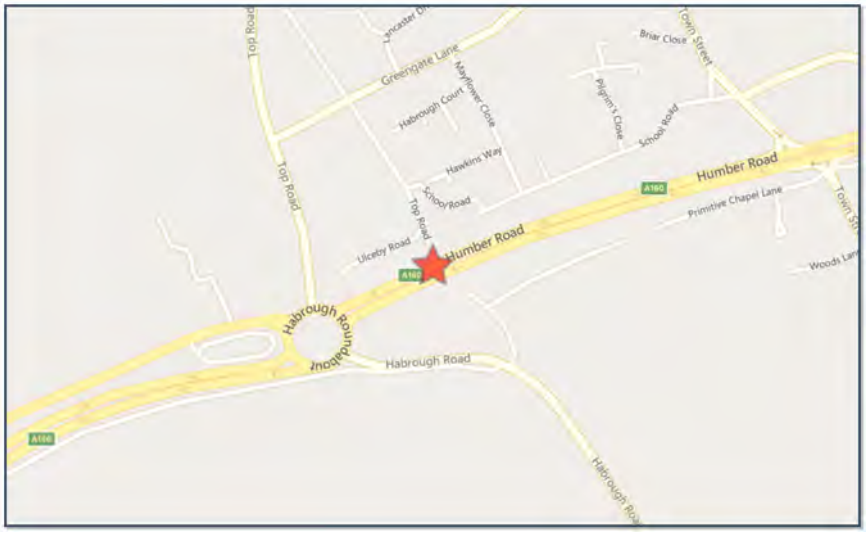
Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Male	46 - 55	Unknown or other	Unknown or other

[redacted]

Validated Data

Crash Date:	Friday, May 18, 2018	**Time of Crash:**	1:00:00 AM	**Crash Reference:**	**2018160297913**

Highest Injury Severity:	Slight	**Road Number:**	A160	**Number of Casualties:**	1
Highway Authority:	North Lincolnshire			**Number of Vehicles:**	1
Local Authority:	North Lincolnshire			**OS Grid Reference:**	514695 415910
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	50				
Light Conditions:	Darkness: street lights present and lit				
Carriageway Hazards:	None				
Junction Detail:	Roundabout				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Roundabout				
Junction Control:	Give way or uncontrolled				



For more information about the data please visit: [redacted]
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Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	-1	Male	46 - 55	Vehicle proceeding normally along the carriageway, not on a bend	Offside	Journey as part of work	Kerb	None

Casualties

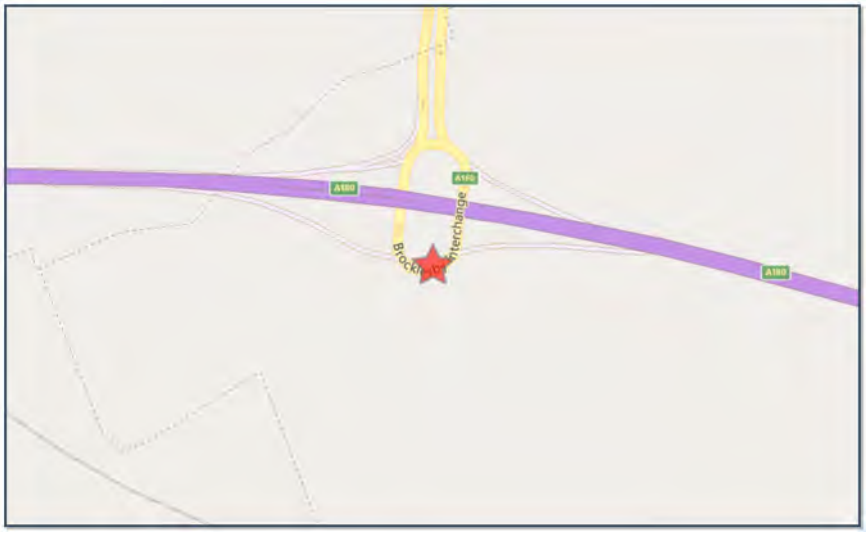
Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Male	46 - 55	Unknown or other	Unknown or other

[redacted]

Validated Data

Crash Date:	Sunday, February 17, 2019	**Time of Crash:**	10:37:00 AM	**Crash Reference:**	**2019160816750**

Highest Injury Severity:	Slight	**Road Number:**	A160	**Number of Casualties:**	1
Highway Authority:	North East Lincolnshire			**Number of Vehicles:**	1
Local Authority:	North East Lincolnshire			**OS Grid Reference:**	513693 414337
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	60				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Not at or within 20 metres of junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Roundabout				
Junction Control:	Not Applicable				



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Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Goods vehicle 7.5 tonnes mgw and over	12	Male	26 - 35	Vehicle proceeding normally along the carriageway, on a right hand bend	Nearside	Journey as part of work	None	Nearside or offside crash barrier

Casualties

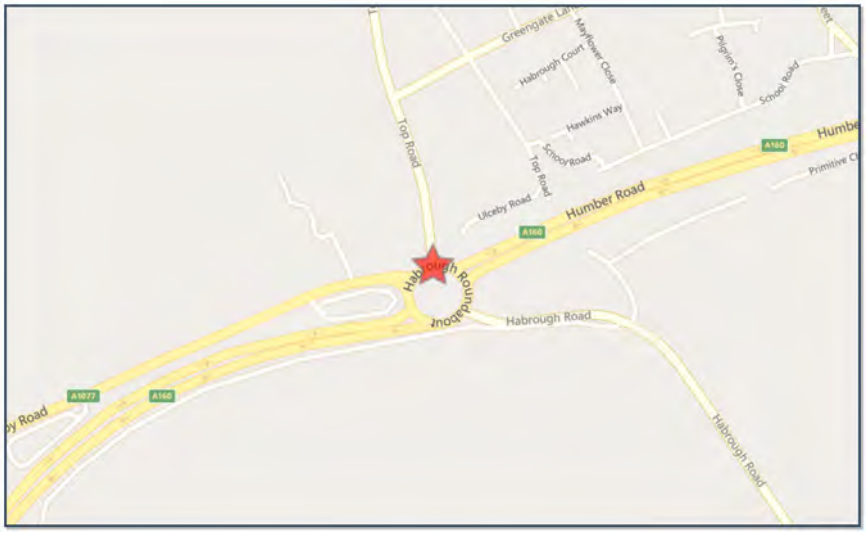
Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Male	26 - 35	Unknown or other	Unknown or other

[redacted]

Validated Data

Crash Date:	Monday, February 25, 2019	**Time of Crash:**	8:13:00 AM	**Crash Reference:**	**2019160818663**

Highest Injury Severity:	Slight	**Road Number:**	A160	**Number of Casualties:**	1
Highway Authority:	North Lincolnshire			**Number of Vehicles:**	2
Local Authority:	North Lincolnshire			**OS Grid Reference:**	514510 415838
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	60				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Roundabout				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Roundabout				
Junction Control:	Give way or uncontrolled				



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Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Goods vehicle 7.5 tonnes mgw and over	8	Male	46 - 55	Vehicle proceeding normally along the carriageway, not on a bend	Front	Journey as part of work	None	None
2	Van or goods vehicle 3.5 tonnes mgw and under	6	Male	66 - 75	Vehicle proceeding normally along the carriageway, not on a bend	Nearside	Other	None	Lamp post

Casualties

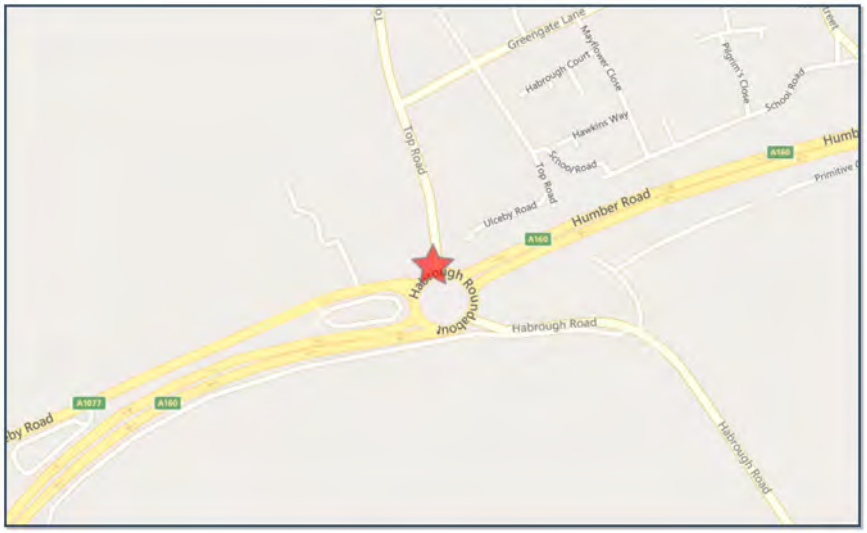
Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Male	66 - 75	Unknown or other	Unknown or other

[redacted]

Validated Data

Crash Date:	Friday, March 15, 2019	**Time of Crash:**	5:11:00 PM	**Crash Reference:**	**2019160835271**

Highest Injury Severity:	Serious	**Road Number:**	U0	**Number of Casualties:**	3
Highway Authority:	North Lincolnshire			**Number of Vehicles:**	3
Local Authority:	North Lincolnshire			**OS Grid Reference:**	514500 415854
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Not at or within 20 metres of junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Roundabout				
Junction Control:	Not Applicable				



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Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	3	Male	36 - 45	Vehicle is in the act of turning left	Front	Other	Kerb	Road sign/Traffic signal
2	Car (excluding private hire)	3	Female	26 - 35	Vehicle proceeding normally along the carriageway, not on a bend	Front	Unknown	None	None
3	Car (excluding private hire)	2	Male	46 - 55	Vehicle proceeding normally along the carriageway, not on a bend	Front	Unknown	None	None

Casualties

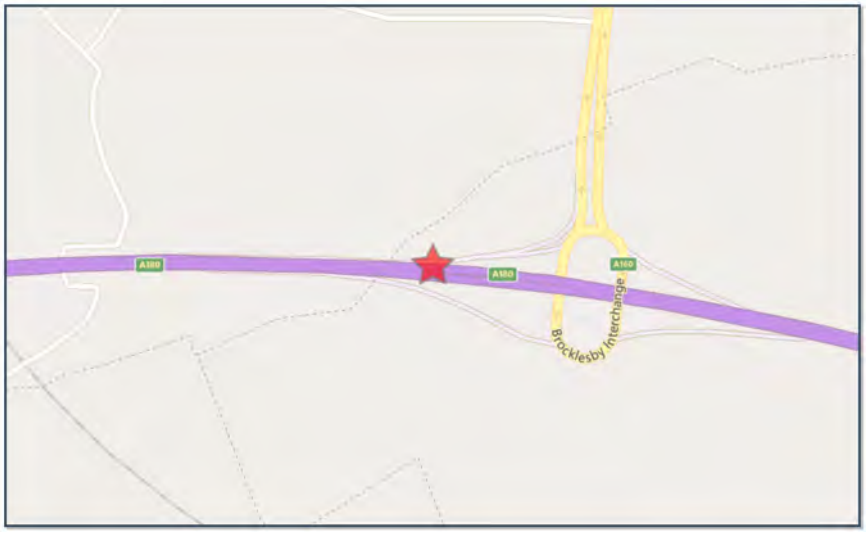
Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Serious	Driver or rider	Female	26 - 35	Unknown or other	Unknown or other
3	2	Serious	Driver or rider	Male	46 - 55	Unknown or other	Unknown or other
3	3	Slight	Vehicle or pillion passenger	Male	46 - 55	Unknown or other	Unknown or other

[redacted]

Validated Data

Crash Date:	Wednesday, February 05, 2020	**Time of Crash:**	7:36:00 AM	**Crash Reference:**	**2020160927000**

Highest Injury Severity:	Slight	**Road Number:**	A180	**Number of Casualties:**	2
Highway Authority:	North East Lincolnshire			**Number of Vehicles:**	1
Local Authority:	North East Lincolnshire			**OS Grid Reference:**	513444 414463
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	70				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Slip road				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Dual carriageway				
Junction Control:	Give way or uncontrolled				



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Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	2	Female	46 - 55	Vehicle proceeding normally along the carriageway, not on a bend	Front	Unknown	None	Nearside or offside crash barrier

Casualties

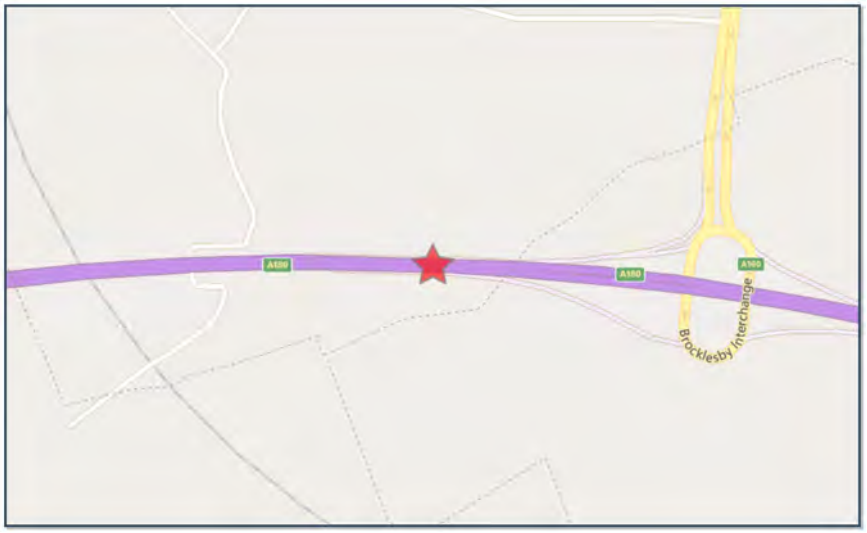
Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Female	46 - 55	Unknown or other	Unknown or other
1	2	Slight	Vehicle or pillion passenger	Male	46 - 55	Unknown or other	Unknown or other

[redacted]

Validated Data

Crash Date:	Tuesday, April 28, 2020	**Time of Crash:**	12:37:00 PM	**Crash Reference:**	**2020160951404**

Highest Injury Severity:	Slight	**Road Number:**	A180	**Number of Casualties:**	1
Highway Authority:	North Lincolnshire			**Number of Vehicles:**	1
Local Authority:	North Lincolnshire			**OS Grid Reference:**	513246 414461
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	70				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Not at or within 20 metres of junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Dual carriageway				
Junction Control:	Not Applicable				



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[redacted]

Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Goods vehicle 7.5 tonnes mgw and over	4	Male	46 - 55	Vehicle is changing lane to the right (including slip road)	Front	Journey as part of work	Bollard/Refuge	Tree

Casualties

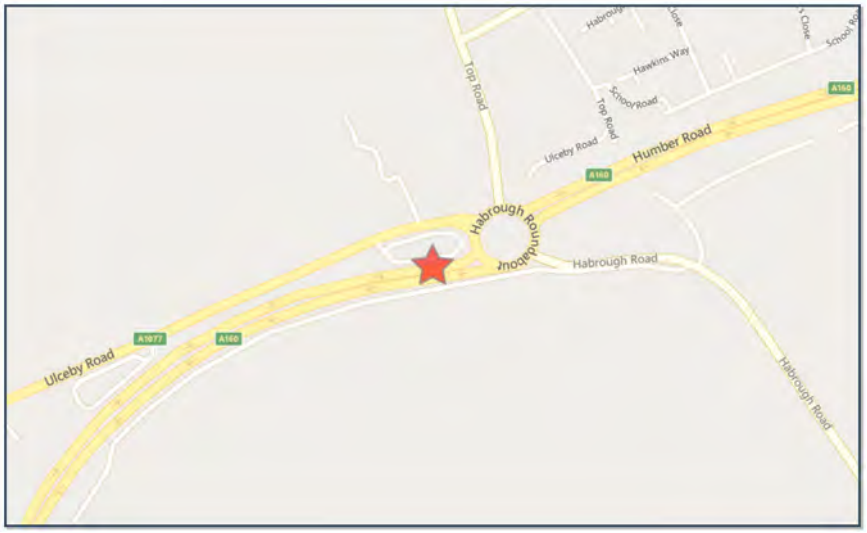
Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Male	46 - 55	Unknown or other	Unknown or other

[redacted]

Validated Data

Crash Date:	Sunday, May 17, 2020	**Time of Crash:**	2:30:00 AM	**Crash Reference:**	**2020160951639**

Highest Injury Severity:	Slight	**Road Number:**	A160	**Number of Casualties:**	1
Highway Authority:	North Lincolnshire			**Number of Vehicles:**	3
Local Authority:	North Lincolnshire			**OS Grid Reference:**	514407 415748
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	70				
Light Conditions:	Darkness: street lights present and lit				
Carriageway Hazards:	None				
Junction Detail:	Not at or within 20 metres of junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Dual carriageway				
Junction Control:	Not Applicable				



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Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	16	Male	26 - 35	Vehicle proceeding normally along the carriageway, not on a bend	Nearside	Other	None	Tree
2	Car (excluding private hire)	1	Male	36 - 45	Vehicle proceeding normally along the carriageway, not on a bend	Offside	Journey as part of work	None	None
3	Car (excluding private hire)	2	Male	36 - 45	Vehicle proceeding normally along the carriageway, not on a bend	Nearside	Journey as part of work	None	None

Casualties

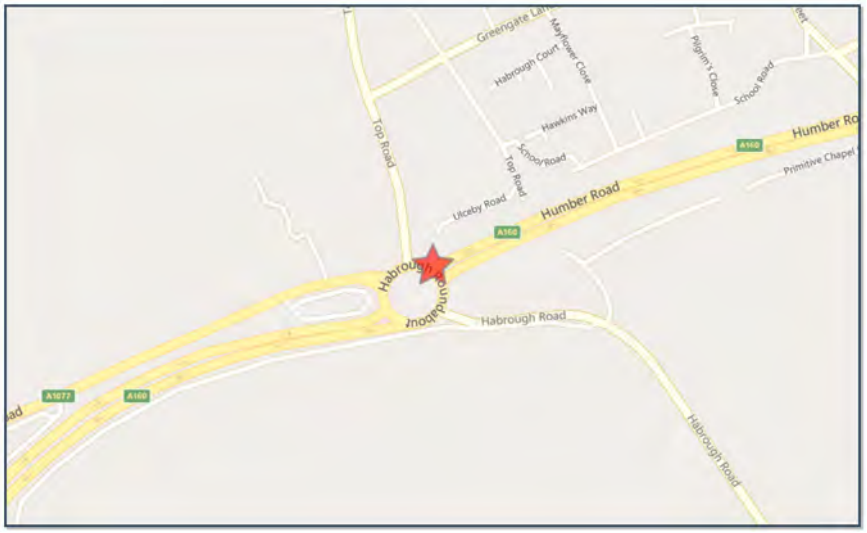
Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Vehicle or pillion passenger	Male	36 - 45	Unknown or other	Unknown or other

[redacted]

Validated Data

Crash Date:	Tuesday, June 23, 2020	**Time of Crash:**	8:48:00 AM	**Crash Reference:**	**2020160959539**

Highest Injury Severity:	Slight	**Road Number:**	A160	**Number of Casualties:**	1
Highway Authority:	North Lincolnshire			**Number of Vehicles:**	2
Local Authority:	North Lincolnshire			**OS Grid Reference:**	514549 415841
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	70				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Roundabout				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Roundabout				
Junction Control:	Give way or uncontrolled				



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Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Van or goods vehicle 3.5 tonnes mgw and under	1	Male	46 - 55	Vehicle proceeding normally along the carriageway, not on a bend	Front	Journey as part of work	None	None
2	Car (excluding private hire)	2	Female	21 - 25	Vehicle proceeding normally along the carriageway, not on a bend	Nearside	Commuting to/from work	None	None

Casualties

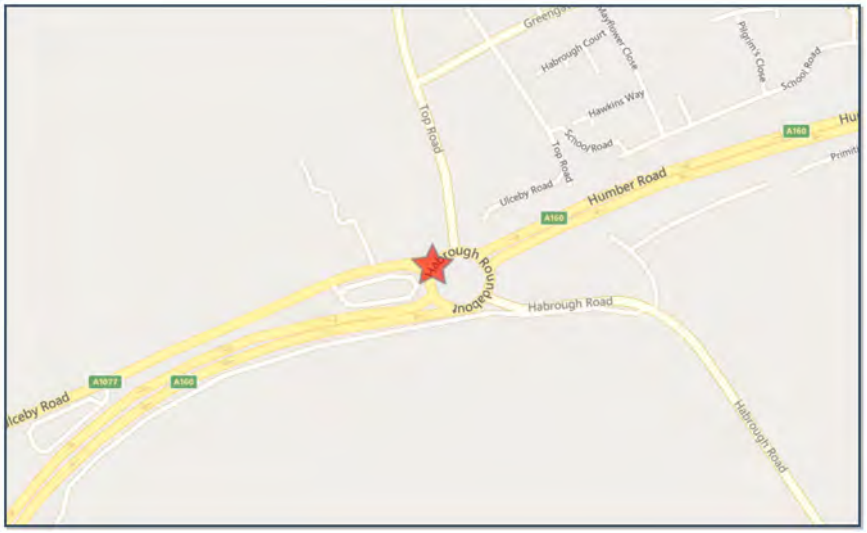
Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Female	21 - 25	Unknown or other	Unknown or other

[redacted]

Validated Data

Crash Date:	Monday, August 10, 2020	**Time of Crash:**	3:15:00 PM	**Crash Reference:**	**2020160979320**

Highest Injury Severity:	Slight	**Road Number:**	A1077	**Number of Casualties:**	1
Highway Authority:	North Lincolnshire			**Number of Vehicles:**	2
Local Authority:	North Lincolnshire			**OS Grid Reference:**	514476 415821
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Roundabout				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Roundabout				
Junction Control:	Give way or uncontrolled				



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Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	17	Male	26 - 35	Vehicle proceeding normally along the carriageway, not on a bend	Nearside	Unknown	None	None
2	Car (excluding private hire)	4	Female	26 - 35	Vehicle proceeding normally along the carriageway, not on a bend	Offside	Unknown	None	None

Casualties

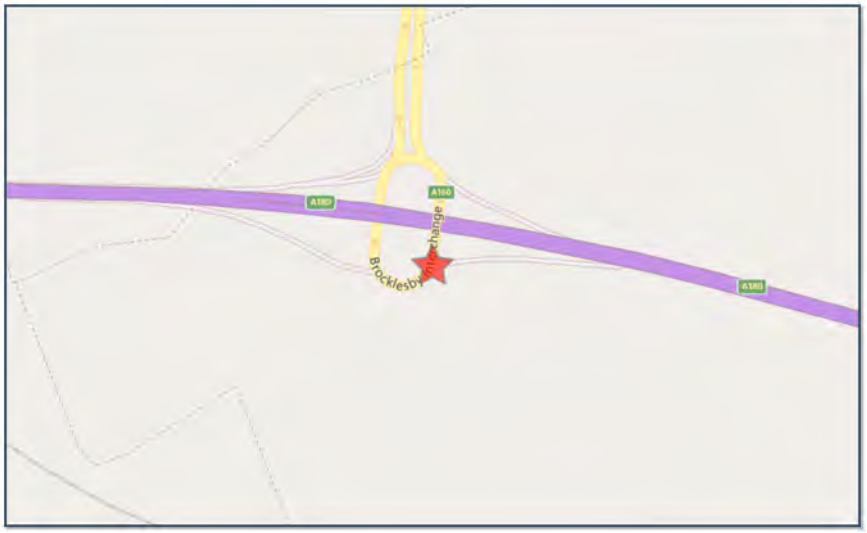
Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Female	26 - 35	Unknown or other	Unknown or other

[redacted]

Validated Data

Crash Date:	Friday, October 09, 2020	**Time of Crash:**	6:42:00 PM	**Crash Reference:**	**2020160988574**

Highest Injury Severity:	Slight	**Road Number:**	A160	**Number of Casualties:**	1
Highway Authority:	North East Lincolnshire			**Number of Vehicles:**	2
Local Authority:	North East Lincolnshire			**OS Grid Reference:**	513729 414362
Weather Description:	Fine without high winds				
Road Surface Description:	Wet or Damp				
Speed Limit:	60				
Light Conditions:	Darkness: street lights present but unlit				
Carriageway Hazards:	None				
Junction Detail:	Slip road				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Roundabout				
Junction Control:	Give way or uncontrolled				



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Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	17	Male	46 - 55	Vehicle is moving off	Front	Other	None	None
2	Car (excluding private hire)	5	Male	56 - 65	Vehicle proceeding normally along the carriageway, on a right hand bend	Nearside	Commuting to/from work	None	None

Casualties

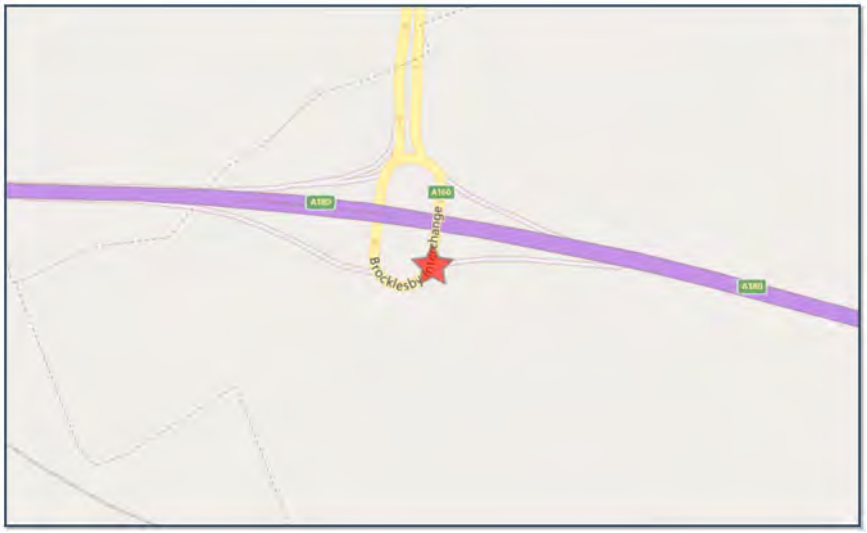
Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Male	56 - 65	Unknown or other	Unknown or other

[redacted]

Validated Data

Crash Date:	Friday, November 13, 2020	**Time of Crash:**	5:29:00 AM	**Crash Reference:**	**2020160998727**

Highest Injury Severity:	Serious	**Road Number:**	A160	**Number of Casualties:**	1
Highway Authority:	North East Lincolnshire			**Number of Vehicles:**	2
Local Authority:	North East Lincolnshire			**OS Grid Reference:**	513729 414365
Weather Description:	Fine without high winds				
Road Surface Description:	Wet or Damp				
Speed Limit:	70				
Light Conditions:	Darkness: no street lighting				
Carriageway Hazards:	None				
Junction Detail:	Roundabout				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Roundabout				
Junction Control:	Give way or uncontrolled				



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Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	11	Male	46 - 55	Vehicle proceeding normally along the carriageway, not on a bend	Front	Commuting to/from work	None	Nearside or offside crash barrier
2	Goods vehicle 7.5 tonnes mgw and over	1	Male	36 - 45	Vehicle is in the act of turning right	Nearside	Journey as part of work	None	None

Casualties

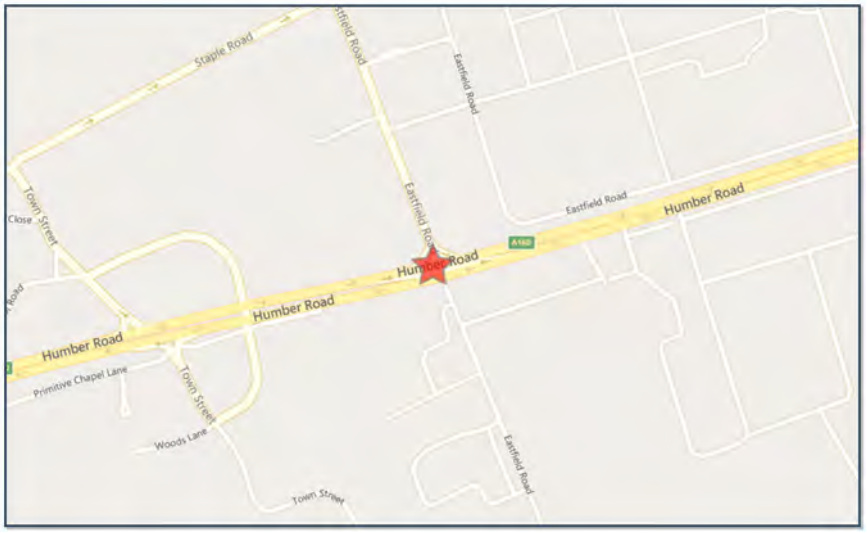
Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Serious	Driver or rider	Male	46 - 55	Unknown or other	Unknown or other

[redacted]

Validated Data

Crash Date:	Friday, December 11, 2020	**Time of Crash:**	5:30:00 PM	**Crash Reference:**	**2020161006261**

Highest Injury Severity:	Slight	**Road Number:**	A160	**Number of Casualties:**	1
Highway Authority:	North Lincolnshire			**Number of Vehicles:**	3
Local Authority:	North Lincolnshire			**OS Grid Reference:**	515704 416212
Weather Description:	Raining without high winds				
Road Surface Description:	Wet or Damp				
Speed Limit:	60				
Light Conditions:	Darkness: street lights present and lit				
Carriageway Hazards:	None				
Junction Detail:	Crossroads				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Dual carriageway				
Junction Control:	Auto traffic signal				



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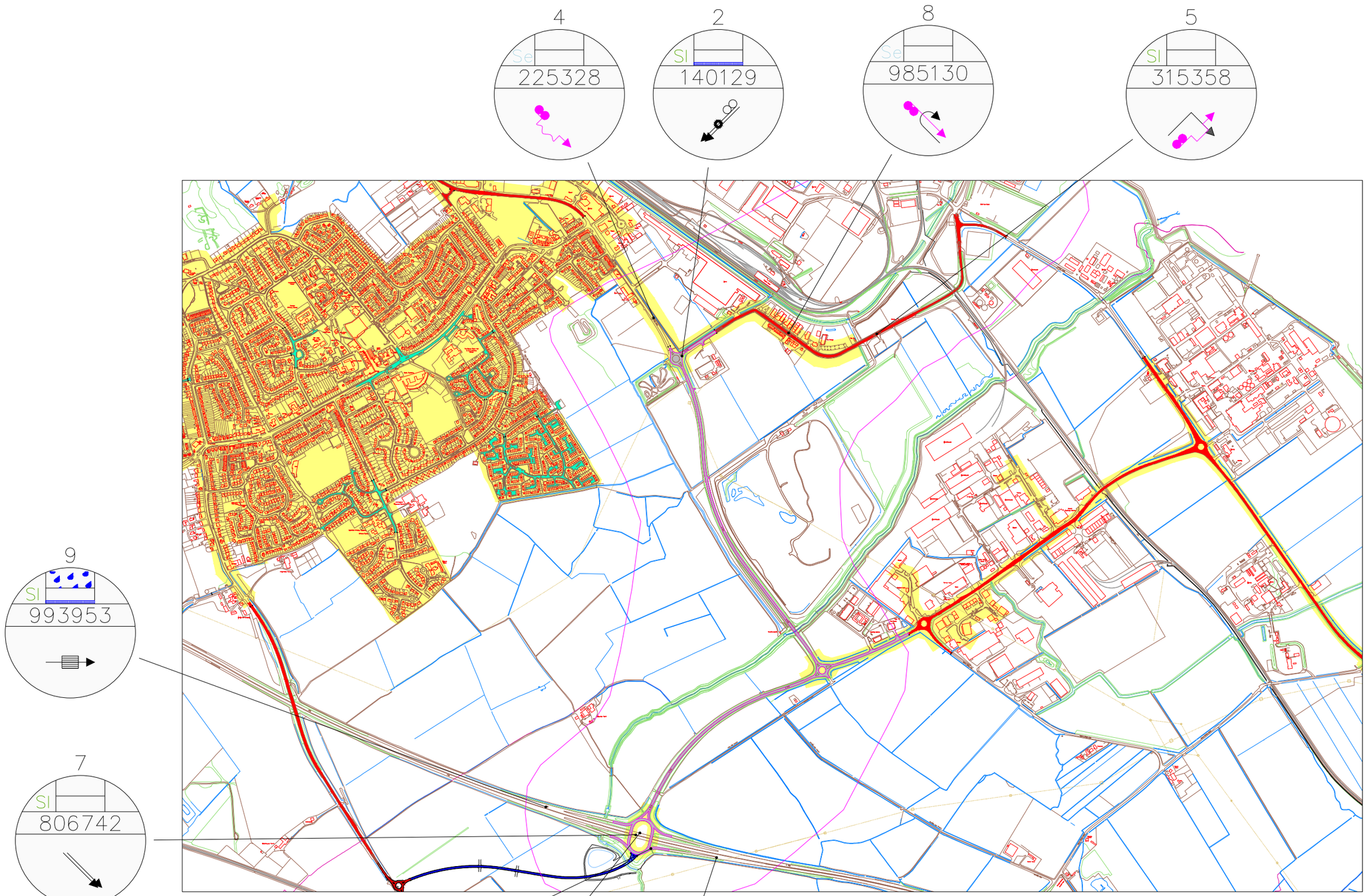
Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	10	Male	46 - 55	Vehicle is passing another moving vehicle on its offside	Nearside	Commuting to/from work	Kerb	None
2	Van or goods vehicle 3.5 tonnes mgw and under	0	Male	36 - 45	Vehicle proceeding normally along the carriageway, not on a bend	Offside	Journey as part of work	None	None
3	Goods vehicle 7.5 tonnes mgw and over	2	Male	26 - 35	Vehicle proceeding normally along the carriageway, not on a bend	Offside	Journey as part of work	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Male	46 - 55	Unknown or other	Unknown or other



Letter	Amendment	Drawn	Date

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New Oxford House, George Street, Grimsby, North East Lincolnshire, DN31 1HB
Tel: 01472 313131

CLIENT
NORTH EAST LINCOLNSHIRE COUNCIL

PROJECT
North East Lincolnshire Borough Council

TITLE
Queens Road, Immingham

DRAWN	APPROVED	FILE NAME
Pouch		Accident Plot
FILE REF.	DATE	DRAWING No.
	September 2021	1502
ORIGINAL SIZE	SCALE	
A3 (297 x 420)	NTS	

0 100 200 Scale Check (Millimetres), Do Not Scale from this drawing.

Queens Road, Immingham (5-years)

Accident Date BETWEEN '21-Aug-2016' AND '20-Aug-2021'

Number of Accidents - Fatal: 0 Serious: 3 Slight: 6

Casualties	Adults				Children (<16)				Total (inc. unk. age)			
	Fatal	Ser.	Slight	Total	Fatal	Ser.	Slight	Total	Fatal	Ser.	Slight	Total
PEDESTRIANS 00-04 Yr	-	-	-	-	0	0	0	0	0	0	0	0
PEDESTRIANS 05-15 Yr	-	-	-	-	0	0	0	0	0	0	0	0
PEDESTRIANS 16-59 Yr	0	0	0	0	-	-	-	-	0	0	0	0
PEDESTRIANS 60+ Yrs	0	0	0	0	-	-	-	-	0	0	0	0
PEDESTR unknown age	-	-	-	-	-	-	-	-	0	0	0	0
TOTAL PEDESTRIANS	0	0	0	0	0	0	0	0	0	0	0	0
P/CYCLISTS Rider	0	0	1	1	0	0	0	0	0	0	1	1
Passenger	0	0	0	0	0	0	0	0	0	0	0	0
M/C < 50cc Rider	0	0	0	0	0	0	0	0	0	0	0	0
Passenger	0	0	0	0	0	0	0	0	0	0	0	0
M/C 50 to 125 Rider	0	1	1	2	0	0	0	0	0	1	1	2
Passenger	0	0	0	0	0	0	0	0	0	0	0	0
M/C 125 to 500 Rider	0	0	0	0	0	0	0	0	0	0	0	0
Passenger	0	0	0	0	0	0	0	0	0	0	0	0
M/C >500cc Rider	0	1	0	1	0	0	0	0	0	1	0	1
Passenger	0	0	0	0	0	0	0	0	0	0	0	0
Electric M/C Rider	0	0	0	0	0	0	0	0	0	0	0	0
Passenger	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL 2-WH M/V Rider	0	2	1	3	0	0	0	0	0	2	1	3
Passenger	0	0	0	0	0	0	0	0	0	0	0	0
TAXI Driver	0	0	0	0	0	0	0	0	0	0	0	0
Passenger	0	0	0	0	0	0	0	0	0	0	0	0
CAR Driver	0	1	3	4	0	0	0	0	0	1	3	4
Passenger	0	0	5	5	0	0	1	1	0	0	6	6
MINIBUS 8-16 Driver	0	0	0	0	0	0	0	0	0	0	0	0
PASSENGERS Passenger	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL PRIVATE Driver	0	1	3	4	0	0	0	0	0	1	3	4
VEHICLES Passenger	0	0	5	5	0	0	1	1	0	0	6	6
RIDDEN HORSE Driver	0	0	0	0	0	0	0	0	0	0	0	0
Passenger	0	0	0	0	0	0	0	0	0	0	0	0
AGRICULTURAL Driver	0	0	0	0	0	0	0	0	0	0	0	0
VEHICLE Passenger	0	0	0	0	0	0	0	0	0	0	0	0
TRAM/LIGHT Driver	0	0	0	0	0	0	0	0	0	0	0	0
RAIL Passenger	0	0	0	0	0	0	0	0	0	0	0	0
BUS or COACH Driver	0	0	0	0	0	0	0	0	0	0	0	0
Passenger	0	0	0	0	0	0	0	0	0	0	0	0
GOODS <= 3.5 Driver	0	0	0	0	0	0	0	0	0	0	0	0
TONNES MGW Passenger	0	0	0	0	0	0	0	0	0	0	0	0
GOODS >3.5 & Driver	0	0	0	0	0	0	0	0	0	0	0	0
<7.5 TON. Passenger	0	0	0	0	0	0	0	0	0	0	0	0
GOODS >7.5 Driver	0	0	0	0	0	0	0	0	0	0	0	0
TONNES MGW Passenger	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL GOODS Driver	0	0	0	0	0	0	0	0	0	0	0	0
VEHICLES Passenger	0	0	0	0	0	0	0	0	0	0	0	0
M/CYCLE Driver	0	0	0	0	0	0	0	0	0	0	0	0
UNKNOWN CC Passenger	0	0	0	0	0	0	0	0	0	0	0	0
GOODS UNKNOWN Driver	0	0	0	0	0	0	0	0	0	0	0	0
TONNES Passenger	0	0	0	0	0	0	0	0	0	0	0	0
VEHICLE TYPE Driver	0	0	0	0	0	0	0	0	0	0	0	0
UNKNOWN Passenger	0	0	0	0	0	0	0	0	0	0	0	0
OTHER Driver	0	0	0	0	0	0	0	0	0	0	0	0
VEHICLES Passenger	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL PEDESTRIANS	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL RIDERS/DRIVERS	0	3	5	8	0	0	0	0	0	3	5	8
TOTAL PASSENGERS	0	0	5	5	0	0	1	1	0	0	6	6
GRAND TOTAL	0	3	10	13	0	0	1	1	0	3	11	14

* Number of casualties with unknown age: 0

Date: 01-September-2021
Time: 09:12:14

Title: **Queens Road, Immingham (5-years)**

Requested output: **F- Print (Full print) Crash Report**
Date: 01-September-2021
Accident Date BETWEEN '21-Aug-2016' AND '20-Aug-2021'

There were 9 reported crashes resulting in injury

F - Print Crash Report

Queens Road, Immingham (5-years)

Accident Date BETWEEN '21-Aug-2016' AND '20-Aug-2021'

No.1	**Police ref:** 1051876	Road **A180** Section	Map ref: E519398 N412751	Parish: District: North East Lincolnshire
Location	**A180**			
Description	Vehicle one (transporter) has been travelling Eastbound A180 and 300 yards from exit slip for STALLINGBOROUGH interchange vehicle two has been stationary with hazards in lane one. When vehicle one has released vehicle two is stationary he has attempted to move into lane 2 to swerve around vehicle two but has collided into vehicle two causing rear offside damage . First impact of vehicle one was offside rear trailer which has minor scruff damage .			
Severity SLIGHT	Date: 03/06/2021 Thu 10:29	L	Road Surface Dry Weather Fine	Speed limit 70mph
Dual carriageway		Not at or within 20m of junction No Human control within 50m		
Contributory Factors:				

Vehicle details Crash involved 2 vehicles

vehicle type	location	movement	dir	veh hit	sex
registration		b-test	1st hit	damaged	age
1 goods unknown weight	not at junction	overtaking on nearside	NW -> SE	0	male
	did not leave c'way	negative	nearside		56
2 car	not at junction	parked	P -> P	0	female
	did not leave c'way	not requested	offside		63

Casualty details Crash resulted in 1 casualty

class	severity	pedestrian location	dir	seat belt	PSV passenger	sex
		pedestrian movement	school name		**to/from school	age
passenger in veh 2	SLIGHT					male 15

F - Print Crash Report

Queens Road, Immingham (5-years)

Accident Date BETWEEN '21-Aug-2016' AND '20-Aug-2021'

No.2	**Police ref:** 140129	Road **A1173** Section	Map ref: E519573 N414729	Parish:
				District: North East Lincolnshire
Location	**KINGS ROAD, IMMINGHAM A1173**			
Description	Both vehicles travelling in a SW direction, veh 1 car travelling at speed comes into contact with veh 2 p/ c causing rider to fall off cycle.			

Severity SLIGHT	Date: 17/12/2016 Sat 14:00	L	Road Surface Wet Weather Fine	Speed limit 30mph

Roundabout	Roundabout No Human control within 50m

Contributory Factors: 403V001A

Vehicle details Crash involved 2 vehicles

vehicle type	location	movement	dir	veh hit	sex
registration		b-test	1st hit	damaged	age
1 car	approaching or parked on approach	going ahead other	NE -> SW	0	not known
	did not leave c'way	not contacted	front		29
2 pedal cycle	approaching or parked on approach	going ahead other	NE -> SW	0	male
	did not leave c'way	not applicable	offside		24

Casualty details Crash resulted in 1 casualty

class	severity	pedestrian location	dir	seat belt	PSV passenger	sex
		pedestrian movement	school name		**to/from school	age
driver/rider in veh 2	SLIGHT					male 24

F - Print Crash Report

Queens Road, Immingham (5-years)

Accident Date BETWEEN '21-Aug-2016' AND '20-Aug-2021'

No.3	**Police ref:** 153716	Road **A180** Section	Map ref: E519716 N412649	Parish: District: North East Lincolnshire
Location	**STALLINGBOROUGH A180 A1173**			
Description	Due to numerous rtc, A180 closed, Veh2 (car) realises road closure, brakes suddenly, Veh1 (car) did not react in time and impacts into rear of V2.			

Severity SLIGHT	Date: 06/12/2016 Tue 08:39	L	Road Surface Wet Weather Fog Mist	Speed limit 70mph
Slip road	Not at or within 20m of junction No Human control within 50m			
Contributory Factors: 406V001B				

Vehicle details Crash involved 2 vehicles

vehicle type	location	movement	dir	veh hit	sex
registration		b-test	1st hit	damaged	age
1 car	not at junction	stopping	E -> NW	0	female
	did not leave c'way	not requested	front		60
2 car	not at junction	stopping	E -> NW	0	female
	did not leave c'way	negative	back		66

Queens Road, Immingham (5-years)

Accident Date BETWEEN '21-Aug-2016' AND '20-Aug-2021'

Casualty details	Crash resulted in 5 casualties					
class	severity	pedestrian location	dir	seat belt	PSV passenger	sex
		pedestrian movement	school name		**to/from school	age
driver/rider	SLIGHT					female
in veh 1						60
passenger	SLIGHT					female
in veh 2						45
passenger	SLIGHT					male
in veh 1						52
passenger	SLIGHT					male
in veh 1						39
passenger	SLIGHT					female
in veh 1						51

F - Print Crash Report

Queens Road, Immingham (5-years)

Accident Date BETWEEN '21-Aug-2016' AND '20-Aug-2021'

No.4	**Police ref:** 225328	Road **A1173** Section	Map ref: E519455 N414887	Parish: District: North East Lincolnshire
Location	**A1173 KINGS ROAD, IMMINGHAM A1173**			
Description	Motorbike over taking vehicle at relatively slow speed. Starts to slow by pulling brake and bike falls from under him.			

Severity SERIOUS	Date: 25/09/2017 Mon 16:40	L	Road Surface Dry Weather Fine	Speed limit 30mph
Single carriageway	Not at or within 20m of junction No Human control within 50m			

Contributory Factors: 602V001B 203V001B 999V001B

Vehicle details Crash involved 1 vehicle

vehicle type	location	movement	dir	veh hit	sex
registration		b-test	1st hit	damaged	age
1 m/cycle > 500cc	not at junction	o/t stat vehicle on its O/S	NW -> SE	0	male
	did not leave c'way	not requested	nearside		27

Casualty details Crash resulted in 1 casualty

class	severity	pedestrian location	dir	seat belt	PSV passenger	sex
		pedestrian movement	school name		**to/from school	age
driver/rider in veh 1	SERIOUS					male 27

Queens Road, Immingham (5-years)

Accident Date BETWEEN '21-Aug-2016' AND '20-Aug-2021'

No.5	**Police ref:** 315358	Road **A1173** Section	Map ref: E520381 N414821	Parish: District: North East Lincolnshire
Location	**A1173 QUEENS ROAD, IMMINGHAM A1173**			
Description	The fiat had been turning right using a filter lane when the honda motor cycle which had been travelling behind the fiat has gone to overtake and has collided with the offside door .			
Severity SLIGHT	Date: 11/07/2018 Wed 05:45	L	Road Surface Dry Weather Fine	Speed limit 40mph
Single carriageway	Not at or within 20m of junction No Human control within 50m			
Contributory Factors: 406V002B				

Vehicle details Crash involved 2 vehicles

vehicle type	location	movement	dir	veh hit	sex
registration		b-test	1st hit	damaged	age
1 car	not at junction	turning right	SW -> SE	0	male
	did not leave c'way	negative	offside		37
2 m/cycle 50 - 125cc	not at junction	o/t moving vehicle on its O/S	SW -> NE	0	male
	did not leave c'way	negative	front		48

Casualty details Crash resulted in 1 casualty

class	severity	pedestrian location	dir	seat belt	PSV passenger	sex
		pedestrian movement	school name		**to/from school	age
driver/rider in veh 2	SLIGHT					male 48

F - Print Crash Report

Queens Road, Immingham (5-years)

Accident Date BETWEEN '21-Aug-2016' AND '20-Aug-2021'

No.6	**Police ref:** 322890	Road **A180** Section	Map ref: E519444 N412686	Parish: District: North East Lincolnshire
Location	**A180 WBC OFF SLIP A180 AT JN WITH A1173, STALLINBOROUGH A1173**			
Description	Both vehicles westbound off the A180 onto the Stallingborough junction A1173, V2 stops at the top of the slip road at the Give Way lines, V2 shunts into the rear of it.			

Severity SERIOUS	Date: 09/08/2018 Thu 16:10	L	Road Surface Dry Weather Fine	Speed limit 60mph
Slip road		Roundabout No Human control within 50m		

Contributory Factors: 602V001A

Vehicle details Crash involved 2 vehicles

vehicle type	location	movement	dir	veh hit	sex
registration		b-test	1st hit	damaged	age
1 goods unknown weight	approaching or parked on approach	going ahead other	E -> W	0	male
	did not leave c'way	negative	front		36
2 car	approaching or parked on approach	waiting to turn right	E -> W	0	male
	did not leave c'way	negative	back		35

Casualty details Crash resulted in 1 casualty

class	severity	pedestrian location	dir	seat belt	PSV passenger	sex
		pedestrian movement	school name		**to/from school	age
driver/rider in veh 2	SERIOUS					male 35

F - Print Crash Report

Queens Road, Immingham (5-years)

Accident Date BETWEEN '21-Aug-2016' AND '20-Aug-2021'

No.7	**Police ref:** 806742	Road **A180** Section	Map ref: E519381 N412743	Parish: District: North East Lincolnshire
Location				
Description	Vehicle 1 has been travelling on the A180 eastbound in lane 1 and has collided with the rear of vehicle 2			
Severity SLIGHT	Date: 31/12/2018 Mon 13:52	L	Road Surface Dry Weather Fine	Speed limit 70mph
Dual carriageway	Not at or within 20m of junction No Human control within 50m			
Contributory Factors: 502V001B 303V001B				

Vehicle details Crash involved 2 vehicles

vehicle type	location	movement	dir	veh hit	sex
registration		b-test	1st hit	damaged	age
1 car	not at junction	going ahead other	NW -> SE	0	male
	did not leave c'way	negative	front		25
2 goods unknown weight	not at junction	going ahead other	NW -> SE	0	male
	did not leave c'way	negative	back		31

Casualty details Crash resulted in 2 casualties

class	severity	pedestrian location	dir	seat belt	PSV passenger	sex
		pedestrian movement	school name		**to/from school	age
passenger in veh 1	SLIGHT					male 55
driver/rider in veh 1	SLIGHT					male 25

F - Print Crash Report

Queens Road, Immingham (5-years)

Accident Date BETWEEN '21-Aug-2016' AND '20-Aug-2021'

No.8	Police ref: 985130	Road **A1173** Section	Map ref: E520015 N414825	Parish: District: North East Lincolnshire
Location	**QUEENS ROAD (A1173) AT JUNCTION WITH PRINCE EDWARD DRIVE**			
Description	The Landrover had been parked on the offside in a layby. It pulled out into the carriaeway and pulled right across the road to do a U-turn. As it pulled into the middle of the road a motorcycle has collided with the offside of the Landrover causing the motorcyclist to fall off.			

Severity SERIOUS	Date: 28/09/2020 Mon 16:10	L	Road Surface Dry Weather Fine	Speed limit 40mph
Single carriageway		T or Staggered junction No Human control within 50m		
Contributory Factors: 602V001B 405V001A				

Vehicle details Crash involved 2 vehicles

vehicle type	location	movement	dir	veh hit	sex
registration		b-test	1st hit	damaged	age
1 car	approaching or parked on approach	u turn	SE -> SE	0	female
	did not leave c'way	negative	nearside		50
2 m/cycle 50 - 125cc	approaching or parked on approach	going ahead other	NW -> SE	0	male
	did not leave c'way	not requested	front		20

Casualty details Crash resulted in 1 casualty

class	severity	pedestrian location	dir	seat belt	PSV passenger	sex
		pedestrian movement	school name		**to/from school	age
driver/rider in veh 2	SERIOUS					male 20

F - Print Crash Report

Queens Road, Immingham (5-years)

Accident Date BETWEEN '21-Aug-2016' AND '20-Aug-2021'

No.9	**Police ref:** 993953	Road **A180** Section	Map ref: E519008 N412859	Parish: District: North East Lincolnshire
Location	**A180**			
Description	BOTH CARS WAS TRAVELING EAST BOUND TOWARDS GRIMSBY WHEN THE FORD C MAX UNDER TOOK THE VICTIM AND THEN PULLED INFRONT OF HIM THE C MAX WAS THEN TAPPING HIS BREAKS, SOME WORDS WAS THEN EXCHANGED THROUGH THE WINDOWS AND THEN THE VICTIM PULLED OVER ON THE A180 SLIP ROAD TO IMMINGHAM, THE C MAX DRIVER A MALE PULLED UP BEHIND THE VICTIM AND AS DOING SO HIT INFT TO THE REAR CASUING U/K VALUE OF DAMAGE TO THE BUMPER, VICTIM ASKED TO SWAP DETAILS WITH DRIVER HE SAID YES VICTIM WENT TO GET HIS MOBILE PHONE AS HE WAS DOING SO THE DRIVER OF THE C MAX WAS REVERSING AND AS HE DROVE OFF BRUSHED THE VICTIM CAUSING A SCUFF OF SKIN BUT THAT HAS DISERPERED AND THEY IS NO VISABLE INJURY, NO MEDICAL ATTION REQUIRED VICTIM DOES HAVE SOME FOOTAGE ON OF A FRONT FACING DRIVER CAM VICTIM JUST WANTS DAMAGE SORTING AND WOA GIVING			
Severity SLIGHT	Date: 24/10/2020 Sat 16:32	L	Road Surface Wet Weather Rain	Speed limit 70mph
Dual carriageway		Not at or within 20m of junction No Human control within 50m		
Contributory Factors:				

Vehicle details Crash involved 2 vehicles

vehicle type	location	movement	dir	veh hit	sex
registration		b-test	1st hit	damaged	age
1 car	not at junction	parked	W -> E	0	male
	did not leave c'way	not contacted	back		28
2 car	not at junction	going ahead other	W -> E	0	not known
	did not leave c'way	not contacted	front		?

Queens Road, Immingham (5-years)

Accident Date BETWEEN '21-Aug-2016' AND '20-Aug-2021'

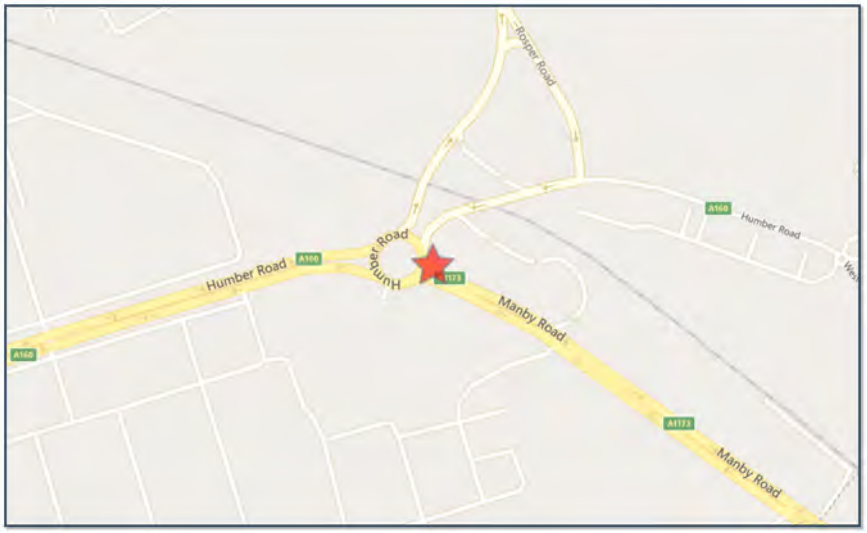
Casualty details	Crash resulted in 1 casualty					
class	severity	pedestrian location	dir	seat belt	PSV passenger	sex
		pedestrian movement	school name		**to/from school	age
driver/rider in veh 1	SLIGHT					male 28

[redacted]

Validated Data

Crash Date:	Saturday, January 23, 2016	**Time of Crash:**	5:22:00 AM	**Crash Reference:**	**2016160040401**

Highest Injury Severity:	Slight	**Road Number:**	A1173	**Number of Casualties:**	1
Highway Authority:	North Lincolnshire			**Number of Vehicles:**	2
Local Authority:	North Lincolnshire			**OS Grid Reference:**	517060 416581
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	40				
Light Conditions:	Darkness: street lights present and lit				
Carriageway Hazards:	None				
Junction Detail:	Roundabout				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				



For more information about the data please visit: [redacted]
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Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	16	Male	16 - 20	Vehicle proceeding normally along the carriageway, on a right hand bend	Front	Other	None	None
2	Car (excluding private hire)	-1	Male	46 - 55	Vehicle is parked in the carriageway	Back	Journey as part of work	None	None

Casualties

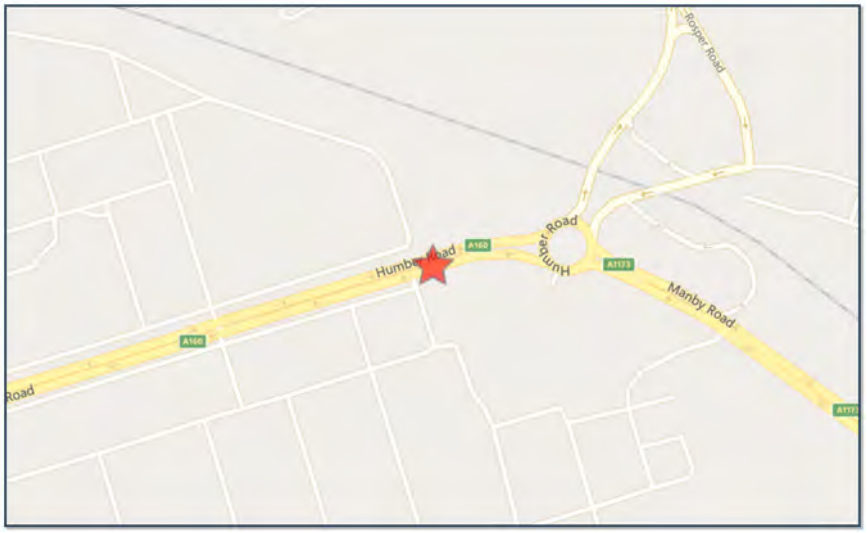
Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Male	16 - 20	Unknown or other	Unknown or other

[redacted]

Validated Data

Crash Date:	Monday, January 25, 2016	**Time of Crash:**	5:15:00 PM	**Crash Reference:**	**2016160042481**

Highest Injury Severity:	Slight	**Road Number:**	A160	**Number of Casualties:**	1
Highway Authority:	North Lincolnshire			**Number of Vehicles:**	2
Local Authority:	North Lincolnshire			**OS Grid Reference:**	516799 416552
Weather Description:	Fine without high winds				
Road Surface Description:	Wet or Damp				
Speed Limit:	60				
Light Conditions:	Darkness: street lights present and lit				
Carriageway Hazards:	None				
Junction Detail:	Not at or within 20 metres of junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Dual carriageway				
Junction Control:	Not Applicable				



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Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	14	Male	21 - 25	Vehicle is passing another moving vehicle on its offside	Offside	Other	None	None
2	Van or goods vehicle 3.5 tonnes mgw and under	6	Male	66 - 75	Vehicle proceeding normally along the carriageway, not on a bend	Nearside	Other	None	None

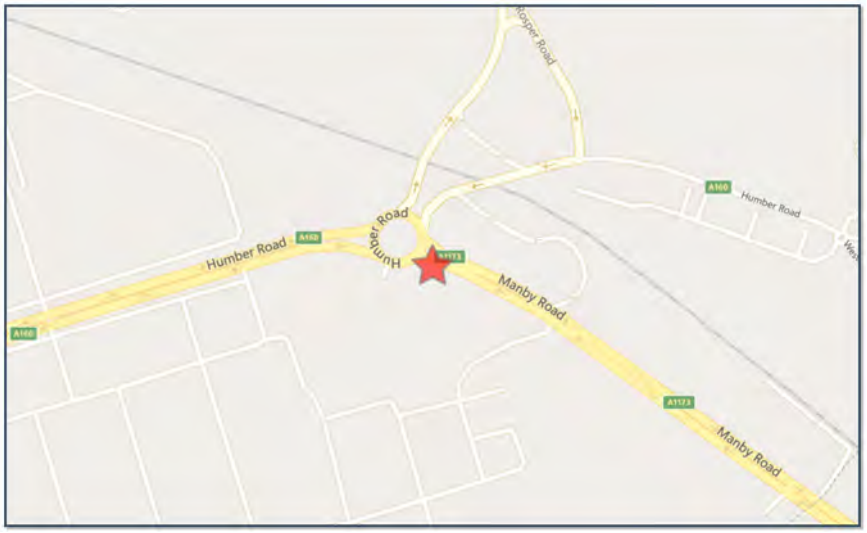
Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Male	21 - 25	Unknown or other	Unknown or other

[redacted]

Validated Data

Crash Date:	Wednesday, November 02, 2016	**Time of Crash:**	3:29:00 PM	**Crash Reference:**	**2016160124215**
Highest Injury Severity:	Slight	**Road Number:**	A1173	**Number of Casualties:**	1
Highway Authority:	North Lincolnshire			**Number of Vehicles:**	2
Local Authority:	North Lincolnshire			**OS Grid Reference:**	517060 416556
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	40				
Light Conditions:	Darkness: street lights present and lit				
Carriageway Hazards:	None				
Junction Detail:	Roundabout				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Roundabout				
Junction Control:	Give way or uncontrolled				



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Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Bus or coach (17+ passenger seats)	8	Unknown	Unknown	Vehicle is slowing down or stopping	Back	Journey as part of work	None	None
2	Car (excluding private hire)	2	Male	Over 75	Vehicle proceeding normally along the carriageway, not on a bend	Front	Other	None	None

Casualties

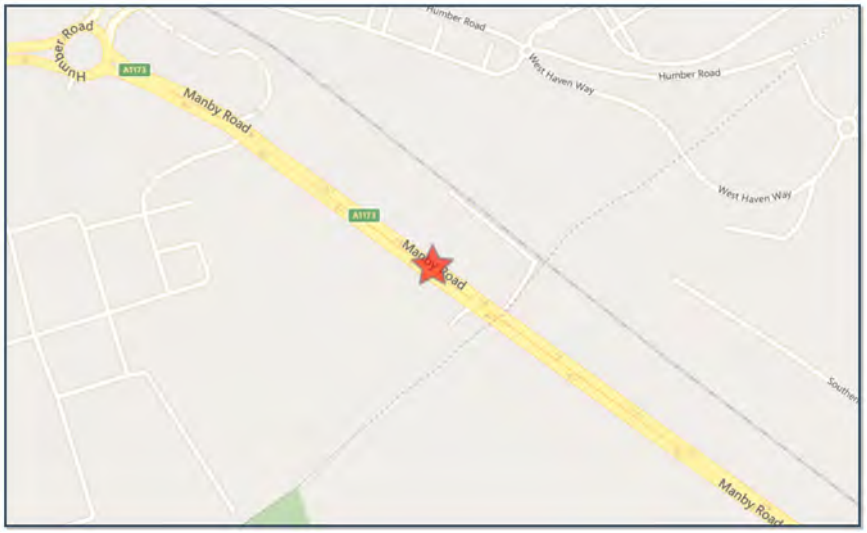
Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Male	Over 75	Unknown or other	Unknown or other

[redacted]

Validated Data

Crash Date:	Monday, May 01, 2017	**Time of Crash:**	4:00:00 AM	**Crash Reference:**	**2017160179048**

Highest Injury Severity:	Slight	**Road Number:**	U0	**Number of Casualties:**	1
Highway Authority:	North Lincolnshire			**Number of Vehicles:**	1
Local Authority:	North Lincolnshire			**OS Grid Reference:**	517557 416274
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Darkness: street lights present and lit				
Carriageway Hazards:	None				
Junction Detail:	Not at or within 20 metres of junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Dual carriageway				
Junction Control:	Not Applicable				



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Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	10	Male	26 - 35	Vehicle proceeding normally along the carriageway, not on a bend	Offside	Other	Kerb	Central crash barrier

Casualties

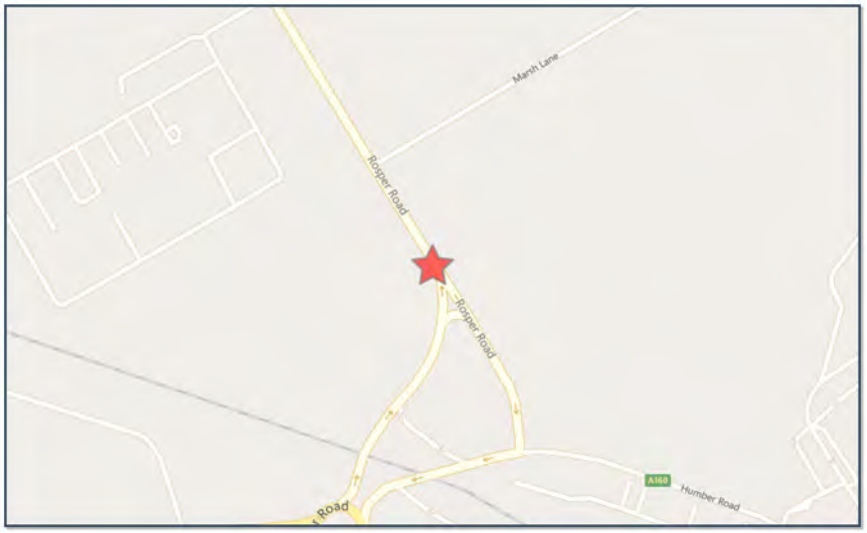
Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Vehicle or pillion passenger	Female	26 - 35	Unknown or other	Unknown or other

[redacted]

Validated Data

Crash Date:	Tuesday, February 26, 2019	**Time of Crash:**	10:02:00 AM	**Crash Reference:**	**2019160818888**

Highest Injury Severity:	Slight	**Road Number:**	U0	**Number of Casualties:**	1
Highway Authority:	North Lincolnshire			**Number of Vehicles:**	2
Local Authority:	North Lincolnshire			**OS Grid Reference:**	517140 417006
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	60				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Not at or within 20 metres of junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Not Applicable				



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Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Good vehicles of unknown weight	-1	Male	46 - 55	Vehicle is waiting to turn right	Back	Journey as part of work	None	None
2	Van or goods vehicle 3.5 tonnes mgw and under	4	Male	21 - 25	Vehicle proceeding normally along the carriageway, not on a bend	Front	Journey as part of work	None	None

Casualties

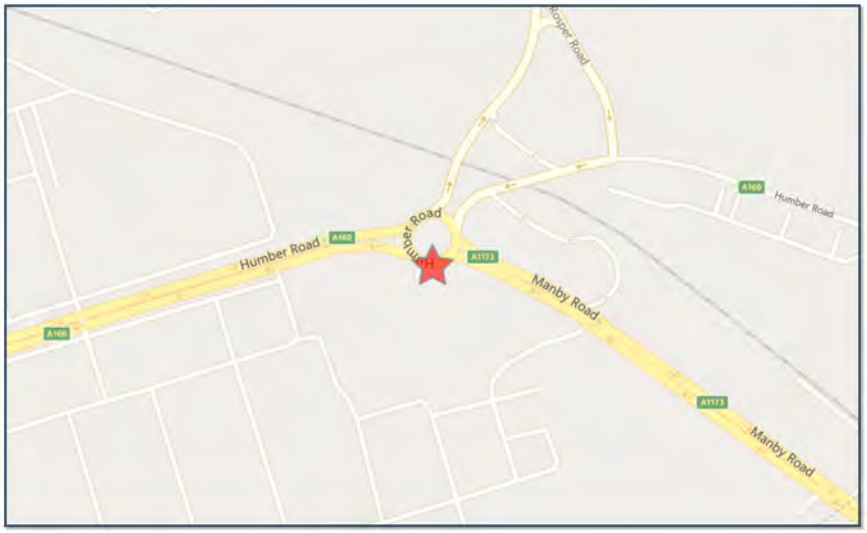
Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Male	46 - 55	Unknown or other	Unknown or other

[redacted]

Validated Data

Crash Date:	Monday, May 20, 2019	**Time of Crash:**	2:20:00 AM	**Crash Reference:**	**2019160842091**

Highest Injury Severity:	Slight	**Road Number:**	A160	**Number of Casualties:**	1
Highway Authority:	North Lincolnshire			**Number of Vehicles:**	2
Local Authority:	North Lincolnshire			**OS Grid Reference:**	517009 416552
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	40				
Light Conditions:	Darkness: street lights present and lit				
Carriageway Hazards:	None				
Junction Detail:	Roundabout				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Roundabout				
Junction Control:	Give way or uncontrolled				



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Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Good vehicles of unknown weight	-1	Male	26 - 35	Vehicle proceeding normally along the carriageway, not on a bend	Front	Journey as part of work	None	None
2	Car (excluding private hire)	-1	Male	16 - 20	Vehicle is in the act of turning left	Nearside	Journey as part of work	None	None

Casualties

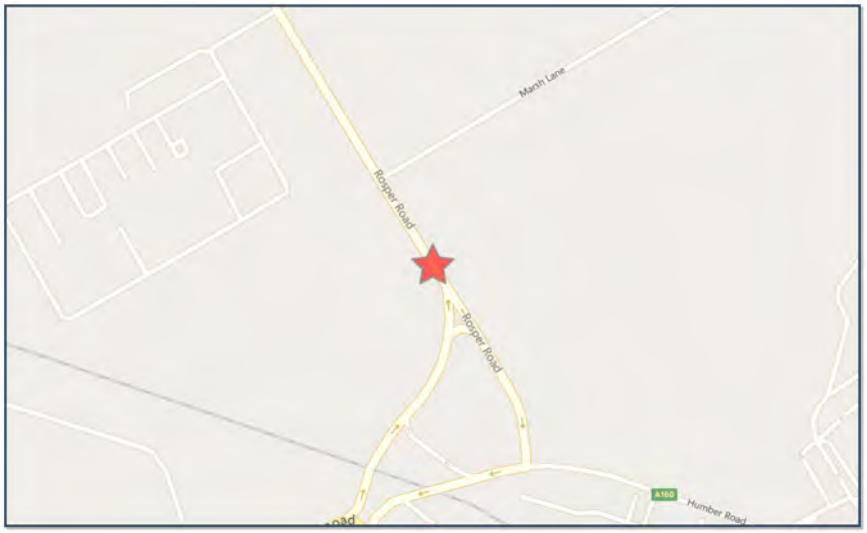
Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Male	16 - 20	Unknown or other	Unknown or other

[redacted]

Validated Data

Crash Date:	Friday, June 19, 2020	**Time of Crash:**	3:40:00 PM	**Crash Reference:**	**2020160959296**

Highest Injury Severity:	Slight	**Road Number:**	U0	**Number of Casualties:**	1
Highway Authority:	North Lincolnshire			**Number of Vehicles:**	2
Local Authority:	North Lincolnshire			**OS Grid Reference:**	517131 417024
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	40				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Not at or within 20 metres of junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Not Applicable				



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Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Goods vehicle 7.5 tonnes mgw and over	4	Unknown	16 - 20	Vehicle proceeding normally along the carriageway, not on a bend	Offside	Other	None	None
2	Car (excluding private hire)	4	Male	36 - 45	Vehicle proceeding normally along the carriageway, not on a bend	Nearside	Other	None	None

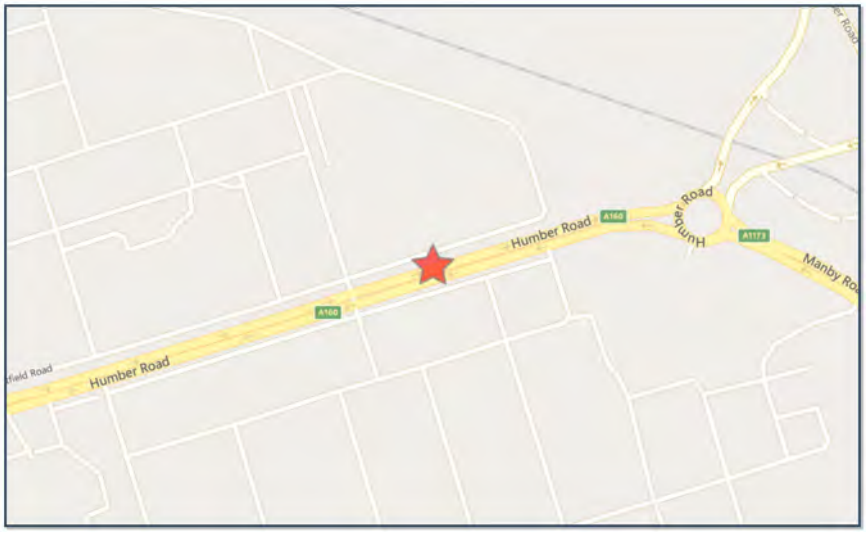
Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Male	36 - 45	Unknown or other	Unknown or other

[redacted]

Validated Data

Crash Date:	Wednesday, September 09, 2020	**Time of Crash:**	4:15:00 PM	**Crash Reference:**	**2020160979437**
Highest Injury Severity:	Serious	**Road Number:**	A160	**Number of Casualties:**	1
Highway Authority:	North Lincolnshire			**Number of Vehicles:**	1
Local Authority:	North Lincolnshire			**OS Grid Reference:**	516590 416499
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	40				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	Other object in carriageway				
Junction Detail:	Not at or within 20 metres of junction				
Junction Pedestrian Crossing:	Central refuge - no other controls				
Road Type:	Dual carriageway				
Junction Control:	Not Applicable				



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Validated Data

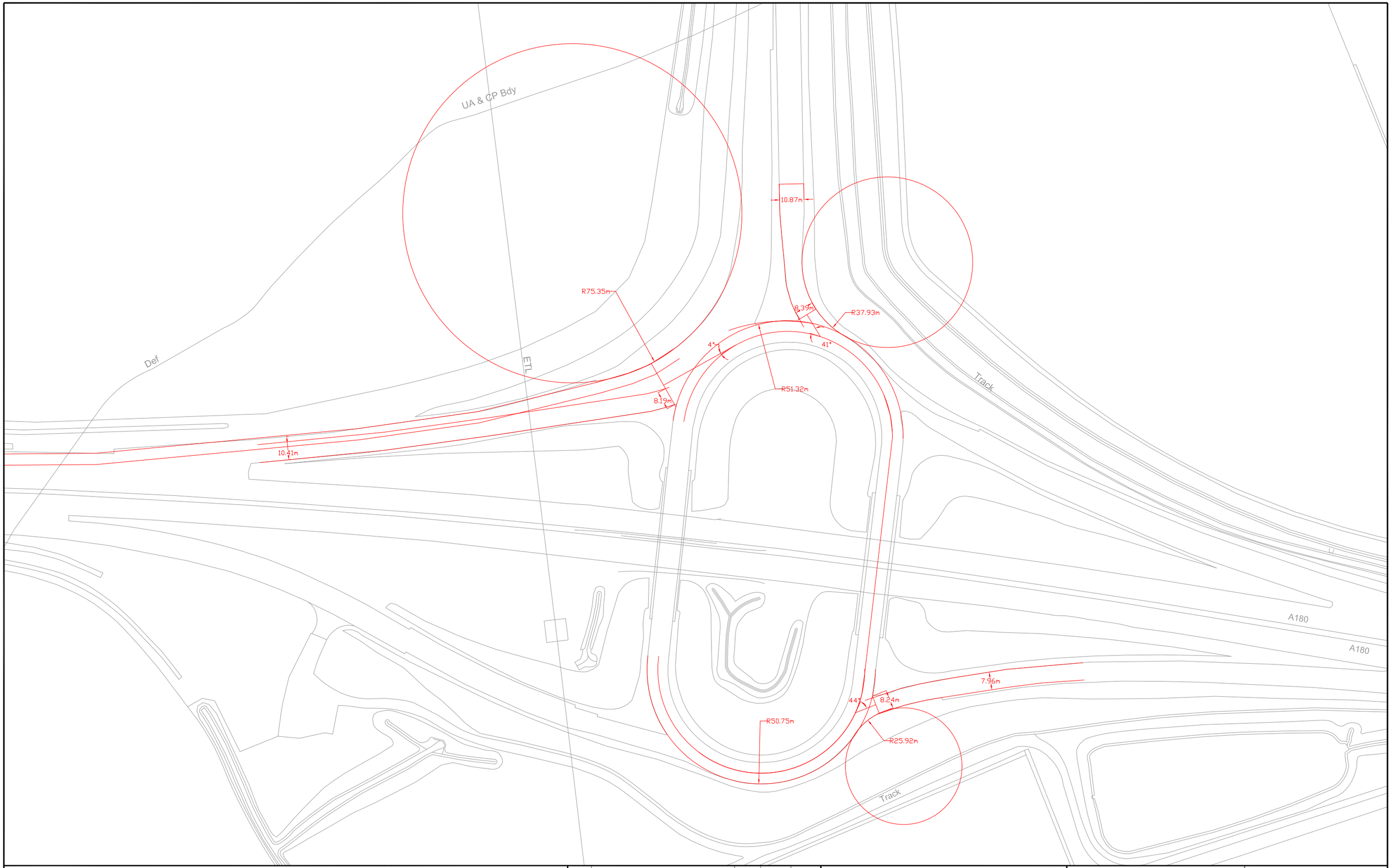
Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Motorcycle over 500cc	20	Male	36 - 45	Vehicle is passing another moving vehicle on its offside	Front	Commuting to/from work	Bollard/Refuge	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Serious	Driver or rider	Male	36 - 45	Unknown or other	Unknown or other

Annex BD4
Junction Measurements



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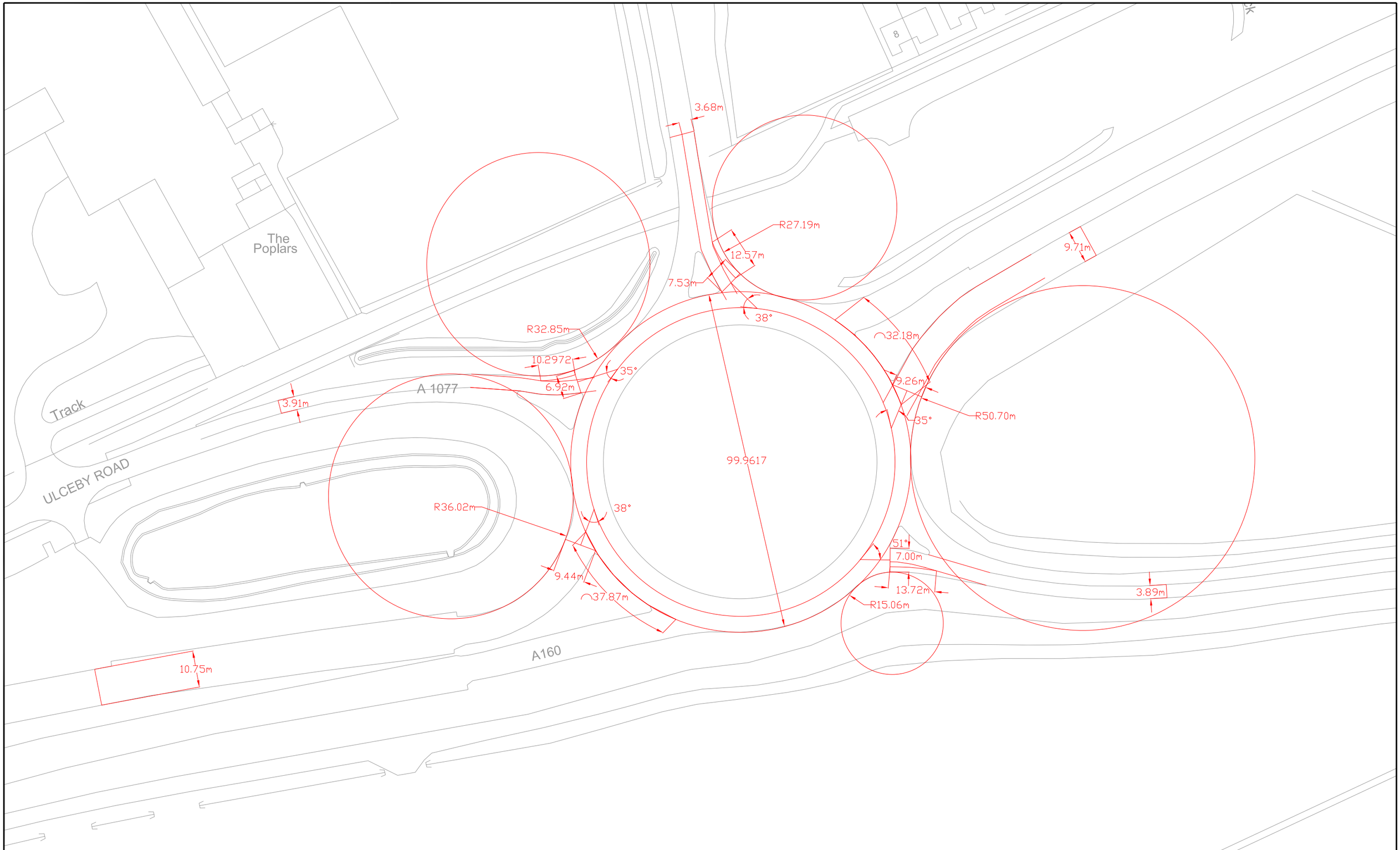
Fax: +44(0)1564 793983
[redacted]

JOB TITLE	CLIENT
Immingham	

DRAWING TITLE
Brocklesby Interchange
Arcady Geometry

SCALE	DRAWN BY	DATE	DRAWING No	REVISION
1/1500@A3	BP	23/02/22	23325~~1533~~-1	



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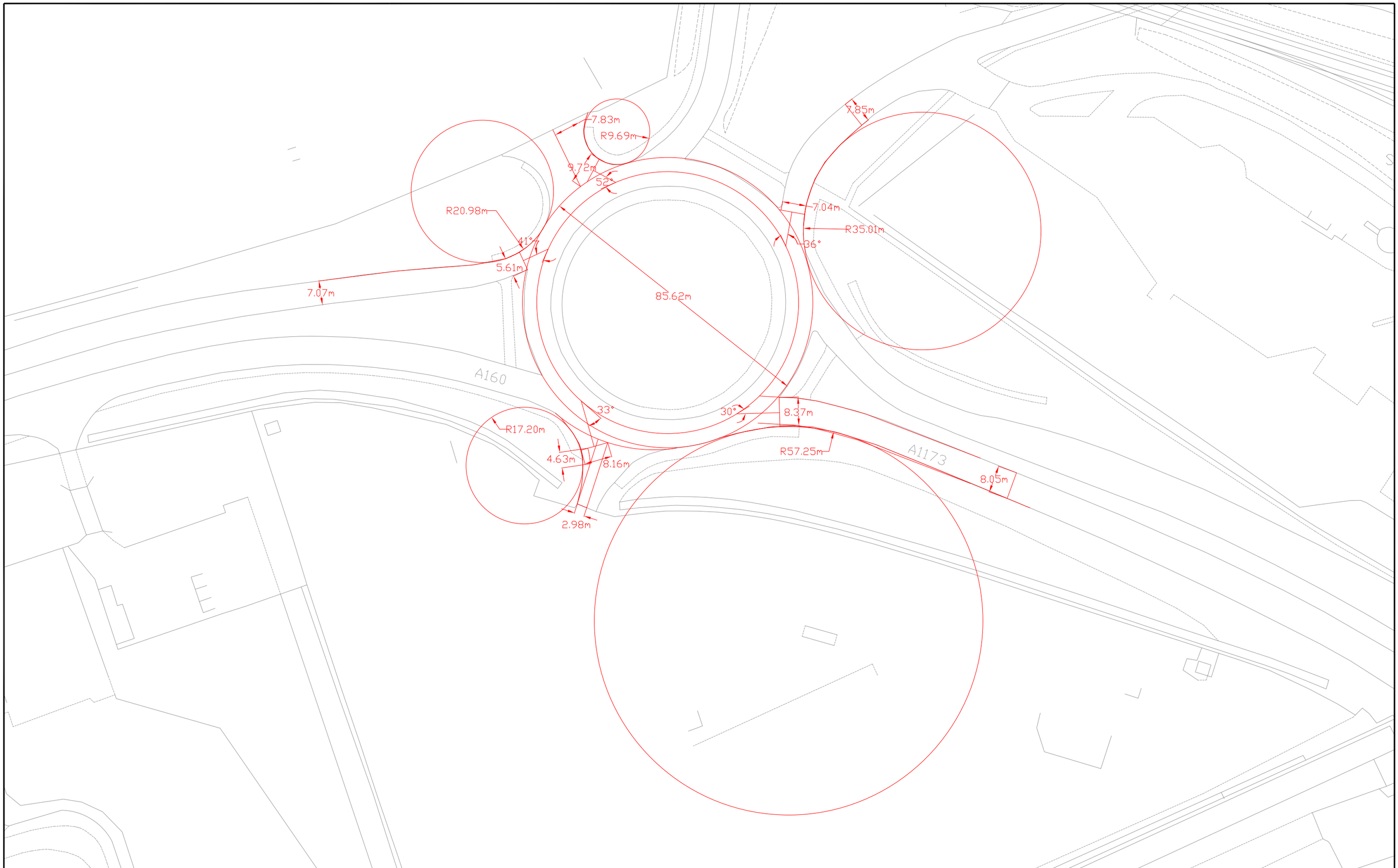
JOB TITLE: Immingham				CLIENT
DRAWING TITLE: Habrough Roundabout Arcady Geometry				
SCALE: 1/1000@A3	DRAWN BY: BP	DATE: 23/02/22	DRAWING No: 23325-1534-2	REVISION



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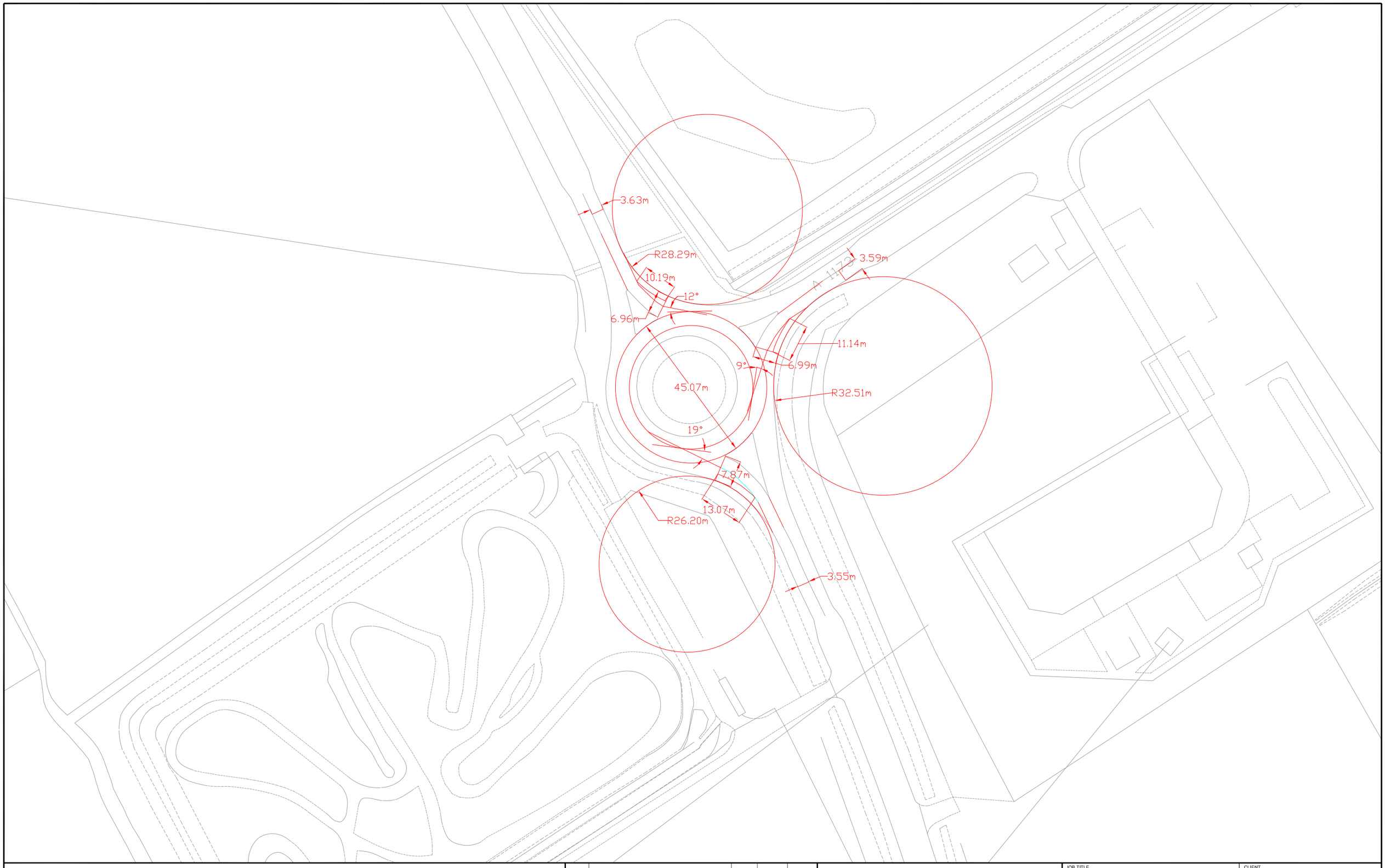
DRAWING TITLE: Manby Roundabout Arcady Geometry				
SCALE: 1/1000@A3	DRAWN BY: BP	DATE: 23/02/22	DRAWING No: 233251-1535-3	REVISION



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JOB TITLE	CLIENT
Immingham	

DRAWING TITLE
A1173 / Kings Road Roundabout
Arcady Geometry

SCALE	DRAWN BY	DATE	DRAWING No	REVISION
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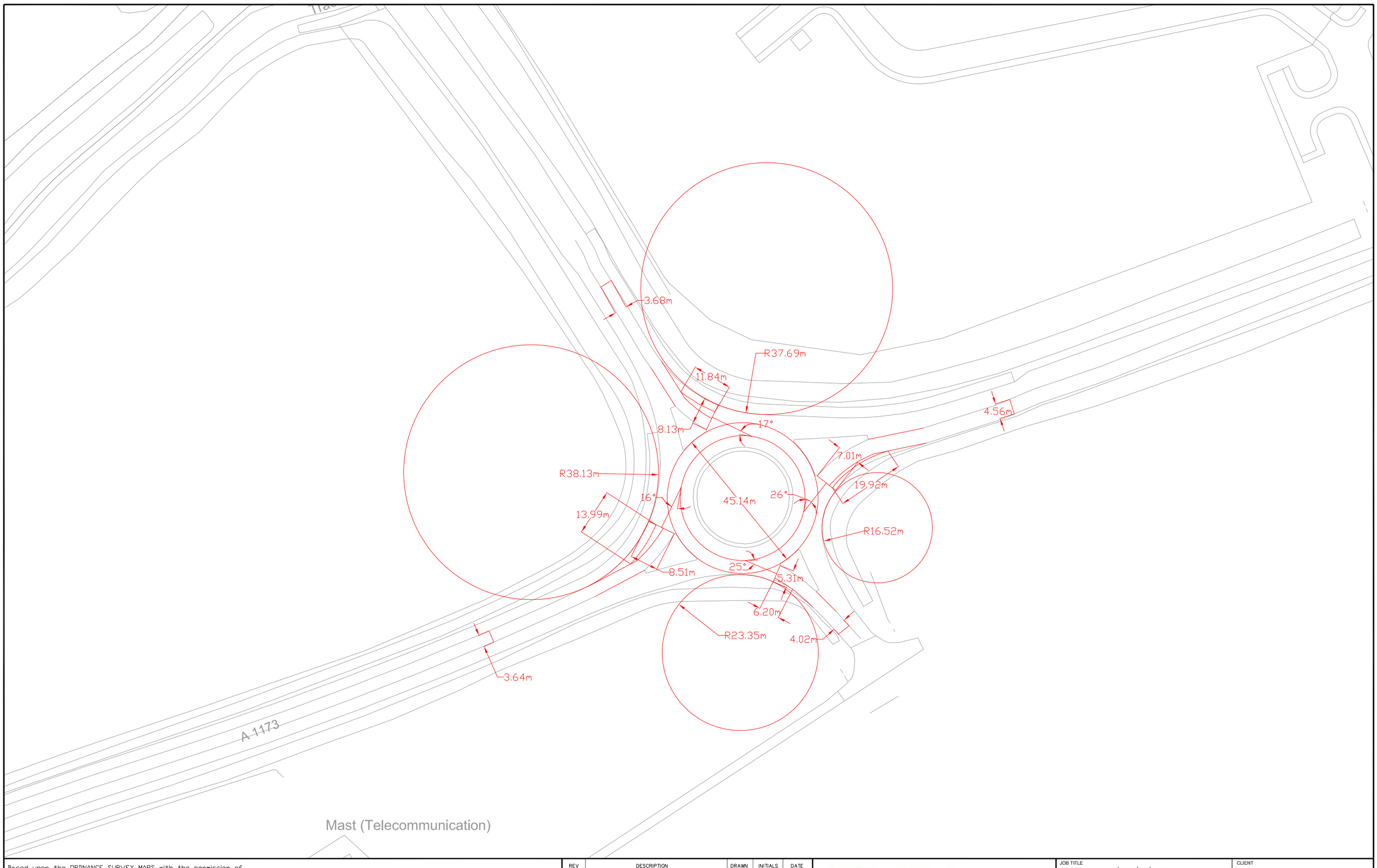

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JOB TITLE	CLIENT
Immingham	

DRAWING TITLE
A1173 / Kiln Lane Roundabout
Arcady Geometry

SCALE	DRAWN BY	DATE	DRAWING No	REVISION
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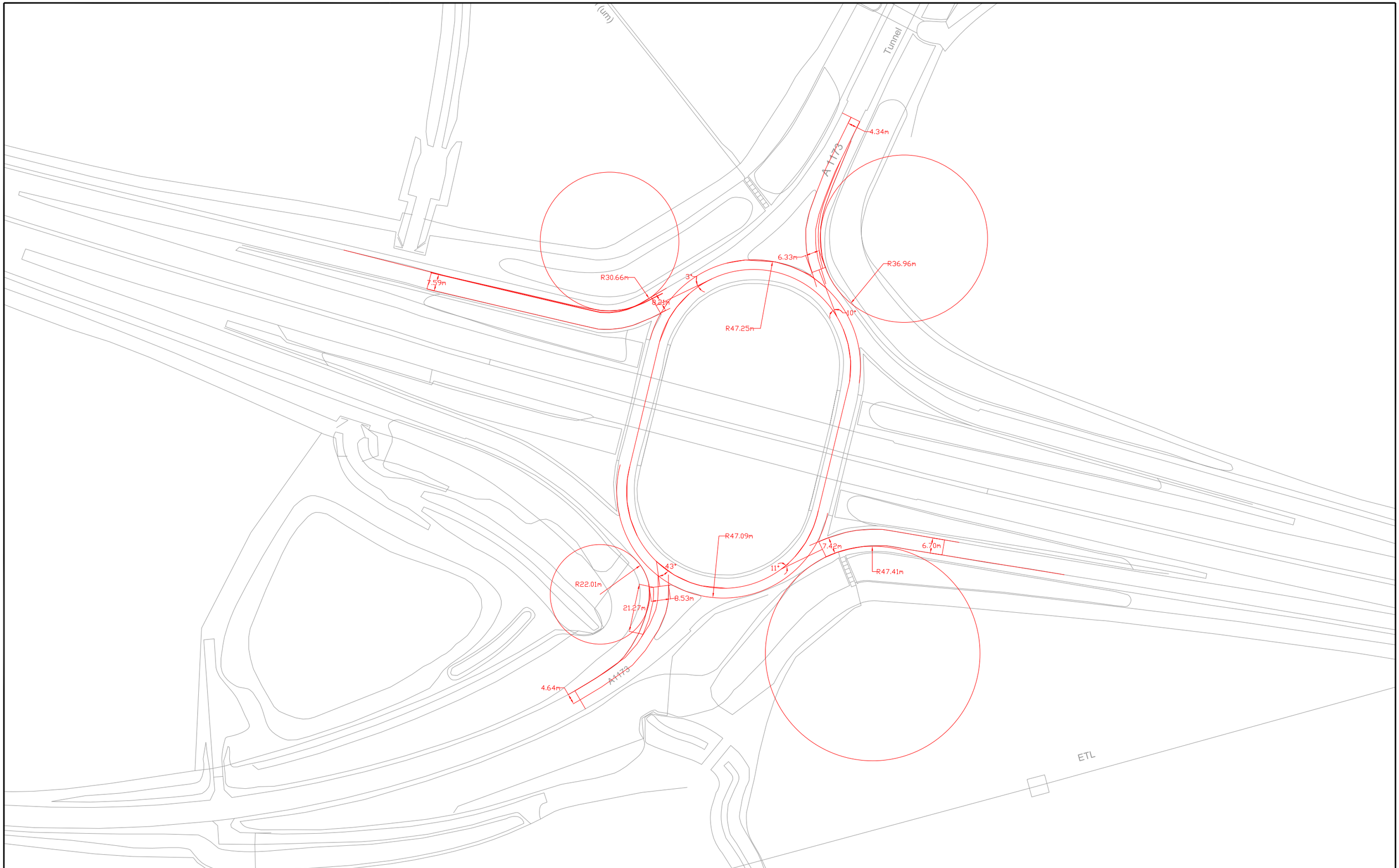

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[redacted]

JOB TITLE	CLIENT
Immingham	

DRAWING TITLE
A1173 / A180 Interchange
Arcady Geometry

SCALE	DRAWN BY	DATE	DRAWING No	REVISION
1/1500@A3	BP	23/02/22	233251538 6	

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