

APPENDIX C: Traffic survey data

Bath
Classified Junction Count

Site 1 of 4
A4 Newbridge Road (East)
A4 Newbridge Road (West)
A431 Newbridge Hill

Lat/Long
lat 51.384557° lon -2.386564°

Date
Thursday 04 October 2018

Weather
Cloudy
Temp: 14°C

0700 - 1000 (Weekday AM Peak)

TIME	Movement 1.1: Left from A4 Newbridge Road (East) to A4 Newbridge Road (West)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	1	0	28	1	9	0	1	4	44	48.50
0715 - 0730	0	1	38	1	4	0	0	6	50	55.40
0730 - 0745	0	0	34	0	6	2	0	5	47	53.00
0745 - 0800	0	1	53	0	7	1	0	4	66	69.90
Hourly Total	1	2	153	2	26	3	1	19	207	226.80
Hourly Average	0.25	0.50	38.25	0.50	6.50	0.75	0.25	4.75	51.75	56.70
0800 - 0815	1	3	60	0	3	2	1	5	75	79.70
0815 - 0830	1	3	59	1	5	1	0	6	76	79.90
0830 - 0845	0	3	69	2	7	2	1	5	89	94.50
0845 - 0900	0	1	50	0	6	1	0	6	64	69.90
Hourly Total	2	10	238	3	21	6	2	22	304	324.00
Hourly Average	0.50	2.50	59.50	0.75	5.25	1.50	0.50	5.50	76.00	81.00
0900 - 0915	1	0	62	0	7	1	0	4	75	78.70
0915 - 0930	0	2	52	0	14	1	0	9	78	86.30
0930 - 0945	0	0	46	0	10	1	0	7	64	71.50
0945 - 1000	0	1	52	0	6	1	1	5	66	72.20
Hourly Total	1	3	212	0	37	4	1	25	283	308.70
Hourly Average	0.25	0.75	53.00	0.00	9.25	1.00	0.25	6.25	70.75	77.18
Session Total	4	15	603	5	84	13	4	66	794	859.50
Session Average	0.33	1.25	50.25	0.42	7.00	1.08	0.33	5.50	66.17	71.63

Date
Thursday 04 October 2018

Weather
Light Rain
Temp: 13°C

1500 - 1900 (Weekday PM Peak)

TIME	Movement 1.1: Left from A4 Newbridge Road (East) to A4 Newbridge Road (West)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1500 - 1515	1	1	77	0	16	1	1	3	100	103.40
1515 - 1530	1	1	83	0	13	2	1	9	110	119.90
1530 - 1545	1	0	70	0	10	1	1	3	86	90.00
1545 - 1600	1	1	55	0	17	0	0	6	80	84.60
Hourly Total	4	3	285	0	56	4	3	21	376	397.90
Hourly Average	1.00	0.75	71.25	0.00	14.00	1.00	0.75	5.25	94.00	99.48
1600 - 1615	1	0	62	0	14	1	0	7	85	91.70
1615 - 1630	2	2	53	2	18	0	0	4	81	82.20
1630 - 1645	3	4	52	0	17	0	0	7	83	85.20
1645 - 1700	1	0	52	0	7	1	0	6	67	72.70
Hourly Total	7	6	219	2	56	2	0	24	316	331.80
Hourly Average	1.75	1.50	54.75	0.50	14.00	0.50	0.00	6.00	79.00	82.95
1700 - 1715	3	2	75	1	5	0	0	6	92	94.40
1715 - 1730	3	5	57	0	7	0	0	6	78	78.60
1730 - 1745	3	4	79	0	6	0	0	4	96	95.20
1745 - 1800	4	5	58	0	12	0	0	3	82	78.80
Hourly Total	13	16	269	1	30	0	0	19	348	347.00
Hourly Average	3.25	4.00	67.25	0.25	7.50	0.00	0.00	4.75	87.00	86.75
1800 - 1815	3	3	69	1	8	1	0	8	93	97.30
1815 - 1830	3	2	60	1	5	1	0	4	76	76.90
1830 - 1845	4	2	71	1	3	1	0	9	91	96.10
1845 - 1900	1	1	80	0	4	0	0	6	92	96.60
Hourly Total	11	8	280	3	20	3	0	27	352	366.90
Hourly Average	2.75	2.00	70.00	0.75	5.00	0.75	0.00	6.75	88.00	91.73
Session Total	35	33	1053	6	162	9	3	91	1392	1443.60
Session Average	2.19	2.06	65.81	0.38	10.13	0.56	0.19	5.69	87.00	90.23

Bath
Classified Junction Count

Site 1 of 4
A4 Newbridge Road (East)
A4 Newbridge Road (West)
A431 Newbridge Hill

Lat/Long
lat 51.384557° lon -2.386564°

Date
Thursday 04 October 2018

Weather
Cloudy
Temp: 14°C

0700 - 1000 (Weekday AM Peak)

TIME	Movement 1.2: Northbound from A4 Newbridge Road (East) to A431 Newbridge Hill								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	1	2	103	0	9	0	0	2	117	117.00
0715 - 0730	1	6	109	1	12	1	0	5	135	136.10
0730 - 0745	2	1	104	1	14	1	0	3	126	127.30
0745 - 0800	8	5	117	0	11	0	0	1	142	133.60
Hourly Total	12	14	433	2	46	2	0	11	520	514.00
Hourly Average	3.00	3.50	108.25	0.50	11.50	0.50	0.00	2.75	130.00	128.50
0800 - 0815	3	1	77	3	10	0	0	4	98	99.00
0815 - 0830	2	0	77	1	7	1	0	2	90	90.90
0830 - 0845	1	1	93	0	8	2	0	3	108	110.60
0845 - 0900	1	0	64	0	12	0	0	4	81	84.20
Hourly Total	7	2	311	4	37	3	0	13	377	384.70
Hourly Average	1.75	0.50	77.75	1.00	9.25	0.75	0.00	3.25	94.25	96.18
0900 - 0915	2	0	107	1	6	0	1	2	119	120.70
0915 - 0930	1	0	86	1	9	2	0	4	103	107.20
0930 - 0945	2	1	88	0	11	0	0	5	107	109.80
0945 - 1000	0	1	91	0	8	0	0	3	103	105.40
Hourly Total	5	2	372	2	34	2	1	14	432	443.10
Hourly Average	1.25	0.50	93.00	0.50	8.50	0.50	0.25	3.50	108.00	110.78
Session Total	24	18	1116	8	117	7	1	38	1329	1341.80
Session Average	2.00	1.50	93.00	0.67	9.75	0.58	0.08	3.17	110.75	111.82

Date
Thursday 04 October 2018

Weather
Light Rain
Temp: 13°C

1500 - 1900 (Weekday PM Peak)

TIME	Movement 1.2: Northbound from A4 Newbridge Road (East) to A431 Newbridge Hill								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1500 - 1515	2	0	110	1	15	2	0	2	132	133.40
1515 - 1530	1	0	87	3	11	0	0	4	106	109.20
1530 - 1545	1	2	83	1	7	0	0	2	96	96.00
1545 - 1600	1	0	128	2	23	1	0	4	159	162.70
Hourly Total	5	2	408	7	56	3	0	12	493	501.30
Hourly Average	1.25	0.50	102.00	1.75	14.00	0.75	0.00	3.00	123.25	125.33
1600 - 1615	3	0	111	4	22	0	0	2	142	141.60
1615 - 1630	4	2	106	2	19	0	0	5	138	138.60
1630 - 1645	1	2	107	0	18	1	0	1	130	129.50
1645 - 1700	0	4	110	1	25	0	0	2	142	141.60
Hourly Total	8	8	434	7	84	1	0	10	552	551.30
Hourly Average	2.00	2.00	108.50	1.75	21.00	0.25	0.00	2.50	138.00	137.83
1700 - 1715	1	2	123	0	12	0	0	3	141	142.00
1715 - 1730	0	1	91	2	18	0	0	2	114	115.40
1730 - 1745	2	3	85	0	7	0	0	4	101	101.60
1745 - 1800	2	1	84	0	9	0	0	3	99	99.80
Hourly Total	5	7	383	2	46	0	0	12	455	458.80
Hourly Average	1.25	1.75	95.75	0.50	11.50	0.00	0.00	3.00	113.75	114.70
1800 - 1815	1	0	87	1	4	0	0	1	94	94.20
1815 - 1830	1	1	93	0	5	0	2	1	103	105.20
1830 - 1845	0	1	95	1	9	0	0	5	111	115.40
1845 - 1900	0	1	106	0	5	0	0	3	115	117.40
Hourly Total	2	3	381	2	23	0	2	10	423	432.20
Hourly Average	0.50	0.75	95.25	0.50	5.75	0.00	0.50	2.50	105.75	108.05
Session Total	20	20	1606	18	209	4	2	44	1923	1943.60
Session Average	1.25	1.25	100.38	1.13	13.06	0.25	0.13	2.75	120.19	121.48

Bath
Classified Junction Count

Site 1 of 4
A4 Newbridge Road (East)
A4 Newbridge Road (West)
A431 Newbridge Hill

Lat/Long
lat 51.384557° lon -2.386564°

Date
Thursday 04 October 2018

Weather
Cloudy
Temp: 14°C

0700 - 1000 (Weekday AM Peak)

TIME	Movement 1.4: Right from A4 Newbridge Road (West) to A4 Newbridge Road (East)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	3	57	0	21	2	0	2	85	86.20
0715 - 0730	1	2	87	0	25	3	0	4	122	125.50
0730 - 0745	1	4	98	0	30	2	0	4	139	140.80
0745 - 0800	5	4	119	0	23	2	0	4	157	155.60
Hourly Total	7	13	361	0	99	9	0	14	503	508.10
Hourly Average	1.75	3.25	90.25	0.00	24.75	2.25	0.00	3.50	125.75	127.03
0800 - 0815	2	5	115	0	25	2	0	5	154	155.40
0815 - 0830	1	6	126	0	13	2	0	4	152	152.60
0830 - 0845	3	5	105	1	21	4	0	2	141	139.60
0845 - 0900	2	6	83	0	20	2	0	6	119	120.80
Hourly Total	8	22	429	1	79	10	0	17	566	568.40
Hourly Average	2.00	5.50	107.25	0.25	19.75	2.50	0.00	4.25	141.50	142.10
0900 - 0915	2	4	118	0	28	7	0	10	169	178.50
0915 - 0930	4	3	116	0	31	1	0	6	161	162.50
0930 - 0945	3	0	98	0	18	1	0	11	131	140.10
0945 - 1000	0	3	88	0	21	2	0	7	121	127.20
Hourly Total	9	10	420	0	98	11	0	34	582	608.30
Hourly Average	2.25	2.50	105.00	0.00	24.50	2.75	0.00	8.50	145.50	152.08
Session Total	24	45	1210	1	276	30	0	65	1651	1684.80
Session Average	2.00	3.75	100.83	0.08	23.00	2.50	0.00	5.42	137.58	140.40

Date
Thursday 04 October 2018

Weather
Light Rain
Temp: 13°C

1500 - 1900 (Weekday PM Peak)

TIME	Movement 1.4: Right from A4 Newbridge Road (West) to A4 Newbridge Road (East)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1500 - 1515	1	0	102	0	17	1	0	4	125	128.70
1515 - 1530	1	0	63	0	11	0	1	1	77	78.50
1530 - 1545	1	0	81	2	7	0	0	7	98	104.20
1545 - 1600	1	2	74	2	13	0	0	5	97	100.00
Hourly Total	4	2	320	4	48	1	1	17	397	411.40
Hourly Average	1.00	0.50	80.00	1.00	12.00	0.25	0.25	4.25	99.25	102.85
1600 - 1615	1	1	105	1	19	0	0	5	132	135.60
1615 - 1630	0	0	85	1	4	0	0	6	96	102.00
1630 - 1645	1	0	88	1	10	0	0	7	107	113.20
1645 - 1700	2	3	76	2	9	0	0	4	96	96.60
Hourly Total	4	4	354	5	42	0	0	22	431	447.40
Hourly Average	1.00	1.00	88.50	1.25	10.50	0.00	0.00	5.50	107.75	111.85
1700 - 1715	0	1	50	1	7	0	0	4	63	66.40
1715 - 1730	0	0	111	2	6	0	0	3	122	125.00
1730 - 1745	2	3	93	1	4	0	0	8	111	115.60
1745 - 1800	3	3	63	0	6	0	0	2	77	74.80
Hourly Total	5	7	317	4	23	0	0	17	373	381.80
Hourly Average	1.25	1.75	79.25	1.00	5.75	0.00	0.00	4.25	93.25	95.45
1800 - 1815	4	2	73	1	5	0	0	4	89	88.60
1815 - 1830	2	1	75	1	7	0	1	6	93	98.10
1830 - 1845	3	1	97	2	13	0	0	4	120	121.00
1845 - 1900	3	2	91	1	8	0	0	5	110	111.40
Hourly Total	12	6	336	5	33	0	1	19	412	419.10
Hourly Average	3.00	1.50	84.00	1.25	8.25	0.00	0.25	4.75	103.00	104.78
Session Total	25	19	1327	18	146	1	2	75	1613	1659.70
Session Average	1.56	1.19	82.94	1.13	9.13	0.06	0.13	4.69	100.81	103.73

Bath
Classified Junction Count

Site 1 of 4
A4 Newbridge Road (East)
A4 Newbridge Road (West)
A431 Newbridge Hill

Lat/Long
lat 51.384557° lon -2.386564°

Date
Thursday 04 October 2018

Weather
Cloudy
Temp: 14°C

0700 - 1000 (Weekday AM Peak)

TIME	Movement 1.5: Southbound from A431 Newbridge Hill to A4 Newbridge Road (East)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	3	0	55	0	17	0	0	3	78	78.60
0715 - 0730	3	2	95	2	31	0	0	2	135	133.40
0730 - 0745	2	0	130	0	27	0	0	4	163	165.40
0745 - 0800	4	3	118	1	25	2	0	3	156	155.00
Hourly Total	12	5	398	3	100	2	0	12	532	532.40
Hourly Average	3.00	1.25	99.50	0.75	25.00	0.50	0.00	3.00	133.00	133.10
0800 - 0815	0	2	121	1	19	0	0	3	146	147.80
0815 - 0830	0	2	129	0	15	1	0	3	150	152.30
0830 - 0845	1	2	112	0	10	1	1	6	133	138.80
0845 - 0900	6	0	124	0	18	3	0	2	153	151.70
Hourly Total	7	6	486	1	62	5	1	14	582	590.60
Hourly Average	1.75	1.50	121.50	0.25	15.50	1.25	0.25	3.50	145.50	147.65
0900 - 0915	3	2	107	2	15	1	0	2	132	130.90
0915 - 0930	2	2	113	4	16	4	0	2	143	144.20
0930 - 0945	0	0	89	1	13	0	0	1	104	105.00
0945 - 1000	0	3	97	4	17	5	0	5	131	136.70
Hourly Total	5	7	406	11	61	10	0	10	510	516.80
Hourly Average	1.25	1.75	101.50	2.75	15.25	2.50	0.00	2.50	127.50	129.20
Session Total	24	18	1290	15	223	17	1	36	1624	1639.80
Session Average	2.00	1.50	107.50	1.25	18.58	1.42	0.08	3.00	135.33	136.65

Date
Thursday 04 October 2018

Weather
Light Rain
Temp: 13°C

1500 - 1900 (Weekday PM Peak)

TIME	Movement 1.5: Southbound from A431 Newbridge Hill to A4 Newbridge Road (East)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1500 - 1515	4	1	104	0	14	1	0	3	127	126.70
1515 - 1530	0	0	90	0	12	2	0	2	106	109.00
1530 - 1545	2	2	116	2	5	0	0	3	130	130.20
1545 - 1600	0	1	116	1	12	1	0	4	135	138.90
Hourly Total	6	4	426	3	43	4	0	12	498	504.80
Hourly Average	1.50	1.00	106.50	0.75	10.75	1.00	0.00	3.00	124.50	126.20
1600 - 1615	1	4	130	5	16	1	0	2	159	158.30
1615 - 1630	2	3	76	1	11	0	0	2	95	93.60
1630 - 1645	4	0	109	2	16	0	0	3	134	133.80
1645 - 1700	5	1	79	0	7	0	0	4	96	95.40
Hourly Total	12	8	394	8	50	1	0	11	484	481.10
Hourly Average	3.00	2.00	98.50	2.00	12.50	0.25	0.00	2.75	121.00	120.28
1700 - 1715	1	2	102	0	13	2	0	1	121	121.00
1715 - 1730	3	3	113	0	4	0	0	5	128	128.80
1730 - 1745	5	2	103	0	5	0	0	2	117	113.80
1745 - 1800	5	1	86	0	10	1	0	3	106	104.90
Hourly Total	14	8	404	0	32	3	0	11	472	468.50
Hourly Average	3.50	2.00	101.00	0.00	8.00	0.75	0.00	2.75	118.00	117.13
1800 - 1815	2	0	67	3	4	1	0	2	79	79.90
1815 - 1830	2	1	113	1	6	1	0	3	127	128.30
1830 - 1845	0	2	112	0	4	0	0	1	119	118.80
1845 - 1900	1	2	101	0	2	0	0	2	108	108.00
Hourly Total	5	5	393	4	16	2	0	8	433	435.00
Hourly Average	1.25	1.25	98.25	1.00	4.00	0.50	0.00	2.00	108.25	108.75
Session Total	37	25	1617	15	141	10	0	42	1887	1889.40
Session Average	2.31	1.56	101.06	0.94	8.81	0.63	0.00	2.63	117.94	118.09

Bath
Classified Junction Count

Site 2 of 4
Charmouth Road
A4 Newbridge Road (East)
Garage Entrance
A4 Newbridge Road (West)

Lat/Long
lat 51.385015° lon -2.395829°

Date
Thursday 04 October 2018

Weather
Cloudy
Temp: 14°C

0700 - 1000 (Weekday AM Peak)

TIME	Movement 2.1: Left from Charmouth Road to A4 Newbridge Road (East)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	0	0	0	0	0	0	0	0.00
0715 - 0730	0	0	3	0	0	0	0	0	3	3.00
0730 - 0745	0	0	3	0	0	0	0	0	3	3.00
0745 - 0800	4	0	2	0	1	0	0	0	7	3.80
Hourly Total	4	0	8	0	1	0	0	0	13	9.80
Hourly Average	1.00	0.00	2.00	0.00	0.25	0.00	0.00	0.00	3.25	2.45
0800 - 0815	0	0	0	0	0	0	0	0	0	0.00
0815 - 0830	0	0	1	0	0	0	0	0	1	1.00
0830 - 0845	0	0	2	0	0	0	0	0	2	2.00
0845 - 0900	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	3	0	0	0	0	0	3	3.00
Hourly Average	0.00	0.00	0.75	0.00	0.00	0.00	0.00	0.00	0.75	0.75
0900 - 0915	0	0	0	0	0	0	0	0	0	0.00
0915 - 0930	1	0	2	0	0	0	0	0	3	2.20
0930 - 0945	0	0	2	0	0	0	0	0	2	2.00
0945 - 1000	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	1	0	5	0	0	0	0	0	6	5.20
Hourly Average	0.25	0.00	1.25	0.00	0.00	0.00	0.00	0.00	1.50	1.30
Session Total	5	0	16	0	1	0	0	0	22	18.00
Session Average	0.42	0.00	1.33	0.00	0.08	0.00	0.00	0.00	1.83	1.50

Date
Thursday 04 October 2018

Weather
Light Rain
Temp: 13°C

1500 - 1900 (Weekday PM Peak)

TIME	Movement 2.1: Left from Charmouth Road to A4 Newbridge Road (East)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1500 - 1515	0	0	0	0	0	0	0	0	0	0.00
1515 - 1530	0	0	0	0	0	0	0	0	0	0.00
1530 - 1545	1	0	1	0	0	0	0	0	2	1.20
1545 - 1600	1	0	0	0	1	1	0	0	3	2.70
Hourly Total	2	0	1	0	1	1	0	0	5	3.90
Hourly Average	0.50	0.00	0.25	0.00	0.25	0.25	0.00	0.00	1.25	0.98
1600 - 1615	0	0	2	0	1	0	0	0	3	3.00
1615 - 1630	0	0	0	0	0	0	0	0	0	0.00
1630 - 1645	0	0	2	0	0	0	0	0	2	2.00
1645 - 1700	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	0	0	5	0	1	0	0	0	6	6.00
Hourly Average	0.00	0.00	1.25	0.00	0.25	0.00	0.00	0.00	1.50	1.50
1700 - 1715	0	0	2	0	0	0	0	0	2	2.00
1715 - 1730	0	0	3	0	0	0	0	0	3	3.00
1730 - 1745	0	0	1	0	1	0	0	0	2	2.00
1745 - 1800	0	0	2	0	0	0	0	0	2	2.00
Hourly Total	0	0	8	0	1	0	0	0	9	9.00
Hourly Average	0.00	0.00	2.00	0.00	0.25	0.00	0.00	0.00	2.25	2.25
1800 - 1815	1	0	0	0	0	0	0	0	1	0.20
1815 - 1830	0	0	1	0	0	0	0	0	1	1.00
1830 - 1845	0	0	0	0	0	0	0	0	0	0.00
1845 - 1900	0	0	0	0	1	0	0	0	1	1.00
Hourly Total	1	0	1	0	1	0	0	0	3	2.20
Hourly Average	0.25	0.00	0.25	0.00	0.25	0.00	0.00	0.00	0.75	0.55
Session Total	3	0	15	0	4	1	0	0	23	21.10
Session Average	0.19	0.00	0.94	0.00	0.25	0.06	0.00	0.00	1.44	1.32

Bath
Classified Junction Count

Site 2 of 4
Charmouth Road
A4 Newbridge Road (East)
Garage Entrance
A4 Newbridge Road (West)

Lat/Long
lat 51.385015° lon -2.395829°

Date
Thursday 04 October 2018

Weather
Cloudy
Temp: 14°C

0700 - 1000 (Weekday AM Peak)

TIME	Movement 2.3: Right from Charmouth Road to A4 Newbridge Road (West)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	0	0	0	0	0	0	0	0.00
0715 - 0730	0	0	0	0	0	0	0	0	0	0.00
0730 - 0745	0	0	0	0	0	0	0	0	0	0.00
0745 - 0800	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
0800 - 0815	0	0	0	0	0	0	0	0	0	0.00
0815 - 0830	0	0	1	0	0	0	0	0	1	1.00
0830 - 0845	0	0	0	0	0	0	0	0	0	0.00
0845 - 0900	1	0	0	0	0	0	0	0	1	0.20
Hourly Total	1	0	1	0	0	0	0	0	2	1.20
Hourly Average	0.25	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.50	0.30
0900 - 0915	0	0	0	0	0	1	0	0	1	1.50
0915 - 0930	0	0	0	0	0	0	0	0	0	0.00
0930 - 0945	0	0	0	0	0	0	0	0	0	0.00
0945 - 1000	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	1	0	0	1	1.50
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.25	0.00	0.00	0.25	0.38
Session Total	1	0	1	0	0	1	0	0	3	2.70
Session Average	0.08	0.00	0.08	0.00	0.00	0.08	0.00	0.00	0.25	0.23

Date
Thursday 04 October 2018

Weather
Light Rain
Temp: 13°C

1500 - 1900 (Weekday PM Peak)

TIME	Movement 2.3: Right from Charmouth Road to A4 Newbridge Road (West)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1500 - 1515	0	0	0	0	0	0	0	0	0	0.00
1515 - 1530	0	0	0	0	0	0	0	0	0	0.00
1530 - 1545	0	0	0	0	0	0	0	0	0	0.00
1545 - 1600	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
1600 - 1615	0	0	0	0	0	0	0	0	0	0.00
1615 - 1630	0	0	0	0	0	0	0	0	0	0.00
1630 - 1645	0	0	2	0	0	0	0	0	2	2.00
1645 - 1700	0	0	2	0	0	0	0	0	2	2.00
Hourly Total	0	0	4	0	0	0	0	0	4	4.00
Hourly Average	0.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00	1.00	1.00
1700 - 1715	0	0	3	0	0	0	0	0	3	3.00
1715 - 1730	0	0	2	0	0	0	0	0	2	2.00
1730 - 1745	0	0	1	0	0	0	0	0	1	1.00
1745 - 1800	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	0	0	7	0	0	0	0	0	7	7.00
Hourly Average	0.00	0.00	1.75	0.00	0.00	0.00	0.00	0.00	1.75	1.75
1800 - 1815	0	0	2	0	0	0	0	0	2	2.00
1815 - 1830	0	0	4	0	0	0	0	0	4	4.00
1830 - 1845	0	0	0	0	0	0	0	0	0	0.00
1845 - 1900	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	6	0	0	0	0	0	6	6.00
Hourly Average	0.00	0.00	1.50	0.00	0.00	0.00	0.00	0.00	1.50	1.50
Session Total	0	0	17	0	0	0	0	0	17	17.00
Session Average	0.00	0.00	1.06	0.00	0.00	0.00	0.00	0.00	1.06	1.06

Bath
Classified Junction Count

Site 2 of 4
Charmouth Road
A4 Newbridge Road (East)
Garage Entrance
A4 Newbridge Road (West)

Lat/Long
lat 51.385015° lon -2.395829°

Date
Thursday 04 October 2018

Weather
Cloudy
Temp: 14°C

0700 - 1000 (Weekday AM Peak)

TIME	Movement 2.4: Left from A4 Newbridge Road (East) to Garage Entrance								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	1	0	0	0	0	0	1	1.00
0715 - 0730	0	0	1	0	0	0	0	0	1	1.00
0730 - 0745	0	0	1	0	0	0	0	0	1	1.00
0745 - 0800	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	0	0	4	0	0	0	0	0	4	4.00
Hourly Average	0.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00	1.00	1.00
0800 - 0815	0	0	2	0	0	0	0	0	2	2.00
0815 - 0830	0	0	3	0	0	0	0	0	3	3.00
0830 - 0845	0	0	1	0	0	0	0	0	1	1.00
0845 - 0900	0	0	4	0	0	0	0	0	4	4.00
Hourly Total	0	0	10	0	0	0	0	0	10	10.00
Hourly Average	0.00	0.00	2.50	0.00	0.00	0.00	0.00	0.00	2.50	2.50
0900 - 0915	0	0	2	0	0	0	0	0	2	2.00
0915 - 0930	0	0	1	0	1	0	0	0	2	2.00
0930 - 0945	0	0	0	0	1	0	0	0	1	1.00
0945 - 1000	0	0	2	0	0	0	0	0	2	2.00
Hourly Total	0	0	5	0	2	0	0	0	7	7.00
Hourly Average	0.00	0.00	1.25	0.00	0.50	0.00	0.00	0.00	1.75	1.75
Session Total	0	0	19	0	2	0	0	0	21	21.00
Session Average	0.00	0.00	1.58	0.00	0.17	0.00	0.00	0.00	1.75	1.75

Date
Thursday 04 October 2018

Weather
Light Rain
Temp: 13°C

1500 - 1900 (Weekday PM Peak)

TIME	Movement 2.4: Left from A4 Newbridge Road (East) to Garage Entrance								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1500 - 1515	0	0	1	0	0	0	0	0	1	1.00
1515 - 1530	0	0	1	0	0	0	0	0	1	1.00
1530 - 1545	0	0	1	0	0	0	0	0	1	1.00
1545 - 1600	0	0	0	0	2	0	0	0	2	2.00
Hourly Total	0	0	3	0	2	0	0	0	5	5.00
Hourly Average	0.00	0.00	0.75	0.00	0.50	0.00	0.00	0.00	1.25	1.25
1600 - 1615	0	0	1	0	0	0	0	0	1	1.00
1615 - 1630	0	0	2	0	0	0	0	0	2	2.00
1630 - 1645	0	0	0	0	0	0	0	0	0	0.00
1645 - 1700	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	0	0	4	0	0	0	0	0	4	4.00
Hourly Average	0.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00	1.00	1.00
1700 - 1715	0	0	0	0	0	0	0	0	0	0.00
1715 - 1730	0	0	0	0	0	0	0	0	0	0.00
1730 - 1745	0	0	1	0	0	0	0	0	1	1.00
1745 - 1800	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	1	0	0	0	0	0	1	1.00
Hourly Average	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.25	0.25
1800 - 1815	0	0	0	0	0	0	0	0	0	0.00
1815 - 1830	0	0	0	0	0	0	0	0	0	0.00
1830 - 1845	0	0	0	0	0	0	0	0	0	0.00
1845 - 1900	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Session Total	0	0	8	0	2	0	0	0	10	10.00
Session Average	0.00	0.00	0.50	0.00	0.13	0.00	0.00	0.00	0.63	0.63

Bath
Classified Junction Count

Site 2 of 4
Charmouth Road
A4 Newbridge Road (East)
Garage Entrance
A4 Newbridge Road (West)

Lat/Long
lat 51.385015° lon -2.395829°

Date
Thursday 04 October 2018

Weather
Cloudy
Temp: 14°C

0700 - 1000 (Weekday AM Peak)

TIME	Movement 2.5: Northbound from A4 Newbridge Road (East) to A4 Newbridge Road (West)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	33	1	9	0	1	5	49	55.30
0715 - 0730	1	1	45	0	4	0	0	5	56	59.60
0730 - 0745	0	0	37	0	6	2	0	5	50	56.00
0745 - 0800	0	1	50	1	8	1	0	4	65	68.90
Hourly Total	1	2	165	2	27	3	1	19	220	239.80
Hourly Average	0.25	0.50	41.25	0.50	6.75	0.75	0.25	4.75	55.00	59.95
0800 - 0815	1	2	58	0	3	1	1	5	71	75.80
0815 - 0830	1	4	83	0	6	3	0	4	101	103.30
0830 - 0845	0	3	76	3	9	0	1	8	100	107.50
0845 - 0900	0	1	63	0	10	1	0	5	80	84.90
Hourly Total	2	10	280	3	28	5	2	22	352	371.50
Hourly Average	0.50	2.50	70.00	0.75	7.00	1.25	0.50	5.50	88.00	92.88
0900 - 0915	0	0	57	0	13	1	0	4	75	79.50
0915 - 0930	1	1	41	0	6	1	0	8	58	65.10
0930 - 0945	0	1	48	0	8	0	0	7	64	70.40
0945 - 1000	0	1	40	0	7	2	1	6	57	64.70
Hourly Total	1	3	186	0	34	4	1	25	254	279.70
Hourly Average	0.25	0.75	46.50	0.00	8.50	1.00	0.25	6.25	63.50	69.93
Session Total	4	15	631	5	89	12	4	66	826	891.00
Session Average	0.33	1.25	52.58	0.42	7.42	1.00	0.33	5.50	68.83	74.25

Date
Thursday 04 October 2018

Weather
Light Rain
Temp: 13°C

1500 - 1900 (Weekday PM Peak)

TIME	Movement 2.5: Northbound from A4 Newbridge Road (East) to A4 Newbridge Road (West)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1500 - 1515	0	1	57	0	15	1	1	4	79	84.20
1515 - 1530	0	1	67	0	17	1	1	5	92	98.20
1530 - 1545	0	0	72	0	9	2	1	7	91	100.30
1545 - 1600	0	1	76	0	16	0	0	5	98	102.40
Hourly Total	0	3	272	0	57	4	3	21	360	385.10
Hourly Average	0.00	0.75	68.00	0.00	14.25	1.00	0.75	5.25	90.00	96.28
1600 - 1615	1	1	71	0	20	1	0	6	100	105.10
1615 - 1630	2	1	66	1	14	0	0	6	90	93.80
1630 - 1645	1	4	79	1	15	0	0	6	106	108.80
1645 - 1700	2	0	84	0	14	1	0	6	107	111.90
Hourly Total	6	6	300	2	63	2	0	24	403	419.60
Hourly Average	1.50	1.50	75.00	0.50	15.75	0.50	0.00	6.00	100.75	104.90
1700 - 1715	1	6	84	1	5	0	0	6	103	104.60
1715 - 1730	1	2	76	0	10	0	0	6	95	99.00
1730 - 1745	3	3	75	0	6	0	0	4	91	90.80
1745 - 1800	4	5	64	0	13	0	0	3	89	85.80
Hourly Total	9	16	299	1	34	0	0	19	378	380.20
Hourly Average	2.25	4.00	74.75	0.25	8.50	0.00	0.00	4.75	94.50	95.05
1800 - 1815	2	2	84	0	7	1	0	8	104	109.70
1815 - 1830	3	1	62	2	5	1	0	4	78	79.50
1830 - 1845	3	3	69	0	5	0	0	10	90	95.80
1845 - 1900	2	1	81	1	5	1	0	5	96	99.30
Hourly Total	10	7	296	3	22	3	0	27	368	384.30
Hourly Average	2.50	1.75	74.00	0.75	5.50	0.75	0.00	6.75	92.00	96.08
Session Total	25	32	1167	6	176	9	3	91	1509	1569.20
Session Average	1.56	2.00	72.94	0.38	11.00	0.56	0.19	5.69	94.31	98.08

Bath
Classified Junction Count

Site 2 of 4
Charmouth Road
A4 Newbridge Road (East)
Garage Entrance
A4 Newbridge Road (West)

Lat/Long
lat 51.385015° lon -2.395829°

Date
Thursday 04 October 2018

Weather
Cloudy
Temp: 14°C

0700 - 1000 (Weekday AM Peak)

TIME	Movement 2.6: Right from A4 Newbridge Road (East) to Charmouth Roac								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	2	0	1	0	0	0	3	3.00
0715 - 0730	0	0	4	0	0	0	0	0	4	4.00
0730 - 0745	0	0	8	0	0	0	0	0	8	8.00
0745 - 0800	0	0	4	0	0	0	0	0	4	4.00
Hourly Total	0	0	18	0	1	0	0	0	19	19.00
Hourly Average	0.00	0.00	4.50	0.00	0.25	0.00	0.00	0.00	4.75	4.75
0800 - 0815	0	0	4	0	0	0	0	0	4	4.00
0815 - 0830	0	0	6	0	0	0	0	0	6	6.00
0830 - 0845	0	0	14	0	0	1	0	0	15	15.50
0845 - 0900	0	0	2	0	0	0	0	0	2	2.00
Hourly Total	0	0	26	0	0	1	0	0	27	27.50
Hourly Average	0.00	0.00	6.50	0.00	0.00	0.25	0.00	0.00	6.75	6.88
0900 - 0915	0	0	3	0	0	0	0	0	3	3.00
0915 - 0930	0	0	4	0	0	0	0	0	4	4.00
0930 - 0945	0	0	1	0	0	0	0	0	1	1.00
0945 - 1000	0	0	4	0	0	0	0	0	4	4.00
Hourly Total	0	0	12	0	0	0	0	0	12	12.00
Hourly Average	0.00	0.00	3.00	0.00	0.00	0.00	0.00	0.00	3.00	3.00
Session Total	0	0	56	0	1	1	0	0	58	58.50
Session Average	0.00	0.00	4.67	0.00	0.08	0.08	0.00	0.00	4.83	4.88

Date
Thursday 04 October 2018

Weather
Light Rain
Temp: 13°C

1500 - 1900 (Weekday PM Peak)

TIME	Movement 2.6: Right from A4 Newbridge Road (East) to Charmouth Roac								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1500 - 1515	2	0	7	0	0	0	0	0	9	7.40
1515 - 1530	1	0	2	0	0	0	0	0	3	2.20
1530 - 1545	1	0	2	0	0	0	0	0	3	2.20
1545 - 1600	0	0	4	0	0	0	0	0	4	4.00
Hourly Total	4	0	15	0	0	0	0	0	19	15.80
Hourly Average	1.00	0.00	3.75	0.00	0.00	0.00	0.00	0.00	4.75	3.95
1600 - 1615	0	0	2	0	1	0	0	0	3	3.00
1615 - 1630	0	0	10	0	1	0	0	0	11	11.00
1630 - 1645	1	0	3	0	0	0	0	0	4	3.20
1645 - 1700	0	0	6	0	0	0	0	0	6	6.00
Hourly Total	1	0	21	0	2	0	0	0	24	23.20
Hourly Average	0.25	0.00	5.25	0.00	0.50	0.00	0.00	0.00	6.00	5.80
1700 - 1715	0	0	5	0	1	0	0	0	6	6.00
1715 - 1730	3	0	6	0	0	0	0	0	9	6.60
1730 - 1745	0	0	8	0	1	0	0	0	9	9.00
1745 - 1800	1	0	0	0	0	0	0	0	1	0.20
Hourly Total	4	0	19	0	2	0	0	0	25	21.80
Hourly Average	1.00	0.00	4.75	0.00	0.50	0.00	0.00	0.00	6.25	5.45
1800 - 1815	1	0	6	0	1	0	0	0	8	7.20
1815 - 1830	0	0	3	0	0	0	0	0	3	3.00
1830 - 1845	0	0	5	0	0	0	0	0	5	5.00
1845 - 1900	0	0	2	0	0	0	0	0	2	2.00
Hourly Total	1	0	16	0	1	0	0	0	18	17.20
Hourly Average	0.25	0.00	4.00	0.00	0.25	0.00	0.00	0.00	4.50	4.30
Session Total	10	0	71	0	5	0	0	0	86	78.00
Session Average	0.63	0.00	4.44	0.00	0.31	0.00	0.00	0.00	5.38	4.88

Bath
Classified Junction Count

Site 2 of 4
Charmouth Road
A4 Newbridge Road (East)
Garage Entrance
A4 Newbridge Road (West)

Lat/Long
lat 51.385015° lon -2.395829°

Date
Thursday 04 October 2018

Weather
Cloudy
Temp: 14°C

0700 - 1000 (Weekday AM Peak)

TIME	Movement 2.7: Left from Garage Entrance to A4 Newbridge Road (West)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	0	0	0	0	0	0	0	0.00
0715 - 0730	0	0	0	0	0	0	0	0	0	0.00
0730 - 0745	0	0	0	0	0	0	0	0	0	0.00
0745 - 0800	0	0	0	0	1	0	0	0	1	1.00
Hourly Total	0	0	0	0	1	0	0	0	1	1.00
Hourly Average	0.00	0.00	0.00	0.00	0.25	0.00	0.00	0.00	0.25	0.25
0800 - 0815	0	0	1	0	0	0	0	0	1	1.00
0815 - 0830	0	0	1	0	0	0	0	0	1	1.00
0830 - 0845	0	0	0	0	0	0	0	0	0	0.00
0845 - 0900	0	0	2	0	0	0	0	0	2	2.00
Hourly Total	0	0	4	0	0	0	0	0	4	4.00
Hourly Average	0.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00	1.00	1.00
0900 - 0915	0	0	2	0	1	0	0	0	3	3.00
0915 - 0930	0	0	1	0	1	0	0	0	2	2.00
0930 - 0945	0	0	1	0	0	0	0	0	1	1.00
0945 - 1000	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	4	0	2	0	0	0	6	6.00
Hourly Average	0.00	0.00	1.00	0.00	0.50	0.00	0.00	0.00	1.50	1.50
Session Total	0	0	8	0	3	0	0	0	11	11.00
Session Average	0.00	0.00	0.67	0.00	0.25	0.00	0.00	0.00	0.92	0.92

Date
Thursday 04 October 2018

Weather
Light Rain
Temp: 13°C

1500 - 1900 (Weekday PM Peak)

TIME	Movement 2.7: Left from Garage Entrance to A4 Newbridge Road (West)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1500 - 1515	0	0	3	0	0	0	0	0	3	3.00
1515 - 1530	0	0	2	0	0	0	0	0	2	2.00
1530 - 1545	0	0	0	0	0	0	0	0	0	0.00
1545 - 1600	0	0	2	0	0	0	0	0	2	2.00
Hourly Total	0	0	7	0	0	0	0	0	7	7.00
Hourly Average	0.00	0.00	1.75	0.00	0.00	0.00	0.00	0.00	1.75	1.75
1600 - 1615	0	0	6	0	0	0	0	0	6	6.00
1615 - 1630	0	0	4	0	1	0	0	0	5	5.00
1630 - 1645	0	0	0	0	1	0	0	0	1	1.00
1645 - 1700	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	10	0	2	0	0	0	12	12.00
Hourly Average	0.00	0.00	2.50	0.00	0.50	0.00	0.00	0.00	3.00	3.00
1700 - 1715	0	0	5	0	0	0	0	0	5	5.00
1715 - 1730	0	0	0	0	1	0	0	0	1	1.00
1730 - 1745	0	0	4	0	0	0	0	0	4	4.00
1745 - 1800	0	0	2	0	0	0	0	0	2	2.00
Hourly Total	0	0	11	0	1	0	0	0	12	12.00
Hourly Average	0.00	0.00	2.75	0.00	0.25	0.00	0.00	0.00	3.00	3.00
1800 - 1815	0	1	2	0	0	0	0	0	3	2.40
1815 - 1830	0	0	0	0	0	0	0	0	0	0.00
1830 - 1845	0	0	0	0	0	0	0	0	0	0.00
1845 - 1900	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	1	2	0	0	0	0	0	3	2.40
Hourly Average	0.00	0.25	0.50	0.00	0.00	0.00	0.00	0.00	0.75	0.60
Session Total	0	1	30	0	3	0	0	0	34	33.40
Session Average	0.00	0.06	1.88	0.00	0.19	0.00	0.00	0.00	2.13	2.09

Bath
Classified Junction Count

Site 2 of 4
Charmouth Road
A4 Newbridge Road (East)
Garage Entrance
A4 Newbridge Road (West)

Lat/Long
lat 51.385015° lon -2.395829°

Date
Thursday 04 October 2018

Weather
Cloudy
Temp: 14°C

0700 - 1000 (Weekday AM Peak)

TIME	Movement 2.9: Right from Garage Entrance to A4 Newbridge Road (East)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	0	0	0	0	0	0	0	0.00
0715 - 0730	0	0	0	0	0	0	0	0	0	0.00
0730 - 0745	0	0	0	0	0	0	0	0	0	0.00
0745 - 0800	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
0800 - 0815	0	0	0	0	0	0	0	0	0	0.00
0815 - 0830	0	0	0	0	0	0	0	0	0	0.00
0830 - 0845	0	1	0	0	0	0	0	0	1	0.40
0845 - 0900	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	1	0	0	0	0	0	0	1	0.40
Hourly Average	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.00	0.25	0.10
0900 - 0915	0	0	0	0	0	0	0	0	0	0.00
0915 - 0930	1	0	1	0	1	0	0	0	3	2.20
0930 - 0945	0	0	1	0	0	0	0	0	1	1.00
0945 - 1000	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	1	0	3	0	1	0	0	0	5	4.20
Hourly Average	0.25	0.00	0.75	0.00	0.25	0.00	0.00	0.00	1.25	1.05
Session Total	1	1	3	0	1	0	0	0	6	4.60
Session Average	0.08	0.08	0.25	0.00	0.08	0.00	0.00	0.00	0.50	0.38

Date
Thursday 04 October 2018

Weather
Light Rain
Temp: 13°C

1500 - 1900 (Weekday PM Peak)

TIME	Movement 2.9: Right from Garage Entrance to A4 Newbridge Road (East)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1500 - 1515	0	0	0	0	0	0	0	0	0	0.00
1515 - 1530	0	0	2	0	1	0	0	0	3	3.00
1530 - 1545	0	0	1	0	0	0	0	0	1	1.00
1545 - 1600	0	0	3	0	0	0	0	0	3	3.00
Hourly Total	0	0	6	0	1	0	0	0	7	7.00
Hourly Average	0.00	0.00	1.50	0.00	0.25	0.00	0.00	0.00	1.75	1.75
1600 - 1615	0	1	1	0	1	0	0	0	3	2.40
1615 - 1630	0	0	5	0	0	0	0	0	5	5.00
1630 - 1645	0	0	1	0	0	0	0	0	1	1.00
1645 - 1700	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	1	7	0	1	0	0	0	9	8.40
Hourly Average	0.00	0.25	1.75	0.00	0.25	0.00	0.00	0.00	2.25	2.10
1700 - 1715	0	0	3	0	0	0	0	0	3	3.00
1715 - 1730	0	0	2	0	0	0	0	0	2	2.00
1730 - 1745	0	0	4	0	0	0	0	0	4	4.00
1745 - 1800	0	0	2	0	0	0	0	0	2	2.00
Hourly Total	0	0	11	0	0	0	0	0	11	11.00
Hourly Average	0.00	0.00	2.75	0.00	0.00	0.00	0.00	0.00	2.75	2.75
1800 - 1815	0	0	0	0	0	0	0	0	0	0.00
1815 - 1830	0	0	0	0	0	0	0	0	0	0.00
1830 - 1845	0	0	0	0	0	0	0	0	0	0.00
1845 - 1900	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Session Total	0	1	24	0	2	0	0	0	27	26.40
Session Average	0.00	0.06	1.50	0.00	0.13	0.00	0.00	0.00	1.69	1.65

Bath
Classified Junction Count

Site 2 of 4
Charmouth Road
A4 Newbridge Road (East)
Garage Entrance
A4 Newbridge Road (West)

Lat/Long
lat 51.385015° lon -2.395829°

Date
Thursday 04 October 2018

Weather
Cloudy
Temp: 14°C

0700 - 1000 (Weekday AM Peak)

TIME	Movement 2.10: Left from A4 Newbridge Road (West) to Charmouth Roac								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	1	0	0	0	0	0	1	1.00
0715 - 0730	0	0	1	0	0	0	0	0	1	1.00
0730 - 0745	0	0	9	0	0	0	0	0	9	9.00
0745 - 0800	0	0	8	0	0	0	0	0	8	8.00
Hourly Total	0	0	19	0	0	0	0	0	19	19.00
Hourly Average	0.00	0.00	4.75	0.00	0.00	0.00	0.00	0.00	4.75	4.75
0800 - 0815	0	0	7	0	0	0	0	0	7	7.00
0815 - 0830	0	0	5	0	0	0	0	0	5	5.00
0830 - 0845	0	0	29	0	2	0	0	0	31	31.00
0845 - 0900	0	0	25	0	0	0	0	0	25	25.00
Hourly Total	0	0	66	0	2	0	0	0	68	68.00
Hourly Average	0.00	0.00	16.50	0.00	0.50	0.00	0.00	0.00	17.00	17.00
0900 - 0915	0	0	6	0	0	0	0	0	6	6.00
0915 - 0930	0	0	4	0	1	0	0	0	5	5.00
0930 - 0945	0	0	5	0	0	0	0	0	5	5.00
0945 - 1000	0	0	4	0	0	0	0	0	4	4.00
Hourly Total	0	0	19	0	1	0	0	0	20	20.00
Hourly Average	0.00	0.00	4.75	0.00	0.25	0.00	0.00	0.00	5.00	5.00
Session Total	0	0	104	0	3	0	0	0	107	107.00
Session Average	0.00	0.00	8.67	0.00	0.25	0.00	0.00	0.00	8.92	8.92

Date
Thursday 04 October 2018

Weather
Light Rain
Temp: 13°C

1500 - 1900 (Weekday PM Peak)

TIME	Movement 2.10: Left from A4 Newbridge Road (West) to Charmouth Roac								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1500 - 1515	0	0	16	0	0	0	0	0	16	16.00
1515 - 1530	0	0	18	0	0	0	0	0	18	18.00
1530 - 1545	0	0	2	0	0	0	0	0	2	2.00
1545 - 1600	0	0	3	0	0	0	0	0	3	3.00
Hourly Total	0	0	39	0	0	0	0	0	39	39.00
Hourly Average	0.00	0.00	9.75	0.00	0.00	0.00	0.00	0.00	9.75	9.75
1600 - 1615	0	0	3	0	0	0	0	0	3	3.00
1615 - 1630	0	0	8	0	1	0	0	0	9	9.00
1630 - 1645	0	0	7	0	0	0	0	0	7	7.00
1645 - 1700	0	0	9	0	0	0	0	0	9	9.00
Hourly Total	0	0	27	0	1	0	0	0	28	28.00
Hourly Average	0.00	0.00	6.75	0.00	0.25	0.00	0.00	0.00	7.00	7.00
1700 - 1715	0	0	5	0	0	0	0	0	5	5.00
1715 - 1730	0	0	6	0	0	0	0	0	6	6.00
1730 - 1745	0	0	4	0	0	0	0	0	4	4.00
1745 - 1800	0	0	8	0	0	0	0	0	8	8.00
Hourly Total	0	0	23	0	0	0	0	0	23	23.00
Hourly Average	0.00	0.00	5.75	0.00	0.00	0.00	0.00	0.00	5.75	5.75
1800 - 1815	0	0	4	0	0	0	0	0	4	4.00
1815 - 1830	0	0	0	0	0	0	0	0	0	0.00
1830 - 1845	0	0	1	0	1	0	0	0	2	2.00
1845 - 1900	0	0	3	0	0	0	0	0	3	3.00
Hourly Total	0	0	8	0	1	0	0	0	9	9.00
Hourly Average	0.00	0.00	2.00	0.00	0.25	0.00	0.00	0.00	2.25	2.25
Session Total	0	0	97	0	2	0	0	0	99	99.00
Session Average	0.00	0.00	6.06	0.00	0.13	0.00	0.00	0.00	6.19	6.19

Bath
Classified Junction Count

Site 2 of 4
Charmouth Road
A4 Newbridge Road (East)
Garage Entrance
A4 Newbridge Road (West)

Lat/Long
lat 51.385015° lon -2.395829°

Date
Thursday 04 October 2018

Weather
Cloudy
Temp: 14°C

0700 - 1000 (Weekday AM Peak)

TIME	Movement 2.11: Southbound from A4 Newbridge Road (West) to A4 Newbridge Road (East)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	2	72	0	16	1	0	3	94	96.30
0715 - 0730	0	2	98	0	25	5	0	3	133	137.30
0730 - 0745	2	5	119	0	32	3	0	4	165	165.90
0745 - 0800	1	4	131	0	32	0	0	4	172	172.80
Hourly Total	3	13	420	0	105	9	0	14	564	572.30
Hourly Average	0.75	3.25	105.00	0.00	26.25	2.25	0.00	3.50	141.00	143.08
0800 - 0815	1	4	132	1	30	2	0	5	175	177.80
0815 - 0830	1	10	117	0	18	2	0	3	151	148.20
0830 - 0845	3	1	113	0	17	3	0	3	140	141.50
0845 - 0900	3	5	126	0	21	3	0	6	164	166.10
Hourly Total	8	20	488	1	86	10	0	17	630	633.60
Hourly Average	2.00	5.00	122.00	0.25	21.50	2.50	0.00	4.25	157.50	158.40
0900 - 0915	3	3	103	0	28	4	0	10	151	158.80
0915 - 0930	2	3	99	0	35	3	0	7	149	154.10
0930 - 0945	2	1	92	0	16	3	0	11	125	135.30
0945 - 1000	1	2	78	0	15	1	0	6	103	107.50
Hourly Total	8	9	372	0	94	11	0	34	528	555.70
Hourly Average	2.00	2.25	93.00	0.00	23.50	2.75	0.00	8.50	132.00	138.93
Session Total	19	42	1280	1	285	30	0	65	1722	1761.60
Session Average	1.58	3.50	106.67	0.08	23.75	2.50	0.00	5.42	143.50	146.80

Date
Thursday 04 October 2018

Weather
Light Rain
Temp: 13°C

1500 - 1900 (Weekday PM Peak)

TIME	Movement 2.11: Southbound from A4 Newbridge Road (West) to A4 Newbridge Road (East)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1500 - 1515	0	0	73	1	10	0	0	3	87	90.00
1515 - 1530	1	0	54	2	13	0	1	4	75	79.50
1530 - 1545	0	0	76	0	8	0	0	5	89	94.00
1545 - 1600	1	2	68	1	12	0	0	5	89	92.00
Hourly Total	2	2	271	4	43	0	1	17	340	355.50
Hourly Average	0.50	0.50	67.75	1.00	10.75	0.00	0.25	4.25	85.00	88.88
1600 - 1615	0	1	77	1	14	0	0	6	99	104.40
1615 - 1630	2	0	76	0	5	0	0	7	90	95.40
1630 - 1645	1	0	62	2	10	0	0	5	80	84.20
1645 - 1700	1	3	63	2	5	0	0	4	78	79.40
Hourly Total	4	4	278	5	34	0	0	22	347	363.40
Hourly Average	1.00	1.00	69.50	1.25	8.50	0.00	0.00	5.50	86.75	90.85
1700 - 1715	1	1	66	2	7	0	0	4	81	83.60
1715 - 1730	1	1	81	2	4	0	0	2	91	91.60
1730 - 1745	1	2	75	0	2	0	0	9	89	96.00
1745 - 1800	2	3	81	0	9	0	0	2	97	95.60
Hourly Total	5	7	303	4	22	0	0	17	358	366.80
Hourly Average	1.25	1.75	75.75	1.00	5.50	0.00	0.00	4.25	89.50	91.70
1800 - 1815	3	2	76	1	8	0	0	5	95	96.40
1815 - 1830	3	1	85	1	6	0	1	4	101	103.30
1830 - 1845	1	1	68	0	8	0	0	3	81	82.60
1845 - 1900	4	2	83	3	8	0	0	7	107	109.60
Hourly Total	11	6	312	5	30	0	1	19	384	391.90
Hourly Average	2.75	1.50	78.00	1.25	7.50	0.00	0.25	4.75	96.00	97.98
Session Total	22	19	1164	18	129	0	2	75	1429	1477.60
Session Average	1.38	1.19	72.75	1.13	8.06	0.00	0.13	4.69	89.31	92.35

Bath
Classified Junction Count

Site 3 of 4
A4 Newbridge Road (East)
Hartwells Garage 2 (Hansons)
A4 Newbridge Road (West)

Lat/Long
lat 51.385143° lon -2.396156°

Date
Thursday 04 October 2018

Weather
Cloudy
Temp: 14°C

0700 - 1000 (Weekday AM Peak)

TIME	Movement 3.1: Left from A4 Newbridge Road (East) to Hartwells Garage 2 (Hansons)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	0	0	0	0	0	0	0	0.00
0715 - 0730	0	0	0	0	0	0	0	0	0	0.00
0730 - 0745	0	0	0	0	0	0	0	0	0	0.00
0745 - 0800	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
0800 - 0815	0	0	0	0	0	0	0	0	0	0.00
0815 - 0830	0	0	0	0	0	0	0	0	0	0.00
0830 - 0845	0	0	0	0	0	0	0	0	0	0.00
0845 - 0900	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
0900 - 0915	0	0	0	0	0	0	0	0	0	0.00
0915 - 0930	0	0	0	0	0	0	0	0	0	0.00
0930 - 0945	0	0	0	0	0	0	0	0	0	0.00
0945 - 1000	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Session Total	0	0	0	0	0	0	0	0	0	0.00
Session Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Date
Thursday 04 October 2018

Weather
Light Rain
Temp: 13°C

1500 - 1900 (Weekday PM Peak)

TIME	Movement 3.1: Left from A4 Newbridge Road (East) to Hartwells Garage 2 (Hansons)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1500 - 1515	0	0	0	0	0	0	0	0	0	0.00
1515 - 1530	0	0	0	0	0	0	0	0	0	0.00
1530 - 1545	0	0	0	0	0	0	0	0	0	0.00
1545 - 1600	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
1600 - 1615	0	0	0	0	0	0	0	0	0	0.00
1615 - 1630	0	0	0	0	0	0	0	0	0	0.00
1630 - 1645	0	0	0	0	0	0	0	0	0	0.00
1645 - 1700	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
1700 - 1715	0	0	0	0	0	0	0	0	0	0.00
1715 - 1730	0	0	0	0	0	0	0	0	0	0.00
1730 - 1745	0	0	0	0	0	0	0	0	0	0.00
1745 - 1800	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
1800 - 1815	0	0	0	0	0	0	0	0	0	0.00
1815 - 1830	0	0	0	0	0	1	0	0	1	1.50
1830 - 1845	0	0	0	0	0	0	0	0	0	0.00
1845 - 1900	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	1	0	0	1	1.50
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.25	0.00	0.00	0.25	0.38
Session Total	0	0	0	0	0	1	0	0	1	1.50
Session Average	0.00	0.00	0.00	0.00	0.00	0.06	0.00	0.00	0.06	0.09

Bath
Classified Junction Count

Site 3 of 4
A4 Newbridge Road (East)
Hartwells Garage 2 (Hansons)
A4 Newbridge Road (West)

Lat/Long
lat 51.385143° lon -2.396156°

Date
Thursday 04 October 2018

Weather
Cloudy
Temp: 14°C

0700 - 1000 (Weekday AM Peak)

TIME	Movement 3.2: Northbound from A4 Newbridge Road (East) to A4 Newbridge Road (West)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	33	1	9	0	1	5	49	55.30
0715 - 0730	1	1	45	0	4	0	0	5	56	59.60
0730 - 0745	0	0	37	0	6	2	0	5	50	56.00
0745 - 0800	0	1	50	1	9	1	0	4	66	69.90
Hourly Total	1	2	165	2	28	3	1	19	221	240.80
Hourly Average	0.25	0.50	41.25	0.50	7.00	0.75	0.25	4.75	55.25	60.20
0800 - 0815	1	2	59	0	3	1	1	5	72	76.80
0815 - 0830	1	4	85	0	6	3	0	4	103	105.30
0830 - 0845	0	3	76	3	9	0	1	8	100	107.50
0845 - 0900	1	1	65	0	10	1	0	5	83	87.10
Hourly Total	3	10	285	3	28	5	2	22	358	376.70
Hourly Average	0.75	2.50	71.25	0.75	7.00	1.25	0.50	5.50	89.50	94.18
0900 - 0915	0	0	59	0	14	2	0	4	79	84.00
0915 - 0930	1	1	42	0	7	1	0	8	60	67.10
0930 - 0945	0	1	49	0	8	0	0	7	65	71.40
0945 - 1000	0	1	40	0	7	2	1	6	57	64.70
Hourly Total	1	3	190	0	36	5	1	25	261	287.20
Hourly Average	0.25	0.75	47.50	0.00	9.00	1.25	0.25	6.25	65.25	71.80
Session Total	5	15	640	5	92	13	4	66	840	904.70
Session Average	0.42	1.25	53.33	0.42	7.67	1.08	0.33	5.50	70.00	75.39

Date
Thursday 04 October 2018

Weather
Light Rain
Temp: 13°C

1500 - 1900 (Weekday PM Peak)

TIME	Movement 3.2: Northbound from A4 Newbridge Road (East) to A4 Newbridge Road (West)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1500 - 1515	0	1	60	0	15	1	1	4	82	87.20
1515 - 1530	0	1	69	0	17	1	1	5	94	100.20
1530 - 1545	0	0	72	0	9	2	1	7	91	100.30
1545 - 1600	0	1	78	0	16	0	0	5	100	104.40
Hourly Total	0	3	279	0	57	4	3	21	367	392.10
Hourly Average	0.00	0.75	69.75	0.00	14.25	1.00	0.75	5.25	91.75	98.03
1600 - 1615	1	1	77	0	20	1	0	6	106	111.10
1615 - 1630	2	1	70	1	15	0	0	6	95	98.80
1630 - 1645	1	4	81	1	16	0	0	6	109	111.80
1645 - 1700	2	0	86	0	14	1	0	6	109	113.90
Hourly Total	6	6	314	2	65	2	0	24	419	435.60
Hourly Average	1.50	1.50	78.50	0.50	16.25	0.50	0.00	6.00	104.75	108.90
1700 - 1715	1	6	92	1	5	0	0	6	111	112.60
1715 - 1730	1	2	78	0	11	0	0	6	98	102.00
1730 - 1745	3	3	80	0	6	0	0	4	96	95.80
1745 - 1800	4	5	67	0	13	0	0	3	92	88.80
Hourly Total	9	16	317	1	35	0	0	19	397	399.20
Hourly Average	2.25	4.00	79.25	0.25	8.75	0.00	0.00	4.75	99.25	99.80
1800 - 1815	2	3	88	0	7	1	0	8	109	114.10
1815 - 1830	3	1	66	2	5	0	0	4	81	82.00
1830 - 1845	3	3	69	0	5	0	0	10	90	95.80
1845 - 1900	2	1	81	1	5	1	0	5	96	99.30
Hourly Total	10	8	304	3	22	2	0	27	376	391.20
Hourly Average	2.50	2.00	76.00	0.75	5.50	0.50	0.00	6.75	94.00	97.80
Session Total	25	33	1214	6	179	8	3	91	1559	1618.10
Session Average	1.56	2.06	75.88	0.38	11.19	0.50	0.19	5.69	97.44	101.13

Bath
Classified Junction Count

Site 3 of 4
A4 Newbridge Road (East)
Hartwells Garage 2 (Hansons)
A4 Newbridge Road (West)

Lat/Long
lat 51.385143° lon -2.396156°

Date
Thursday 04 October 2018

Weather
Cloudy
Temp: 14°C

0700 - 1000 (Weekday AM Peak)

TIME	Movement 3.3: Left from Hartwells Garage 2 (Hansons) to A4 Newbridge Road (West)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	0	0	0	0	0	0	0	0.00
0715 - 0730	0	0	0	0	0	0	0	0	0	0.00
0730 - 0745	0	0	0	0	0	0	0	0	0	0.00
0745 - 0800	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
0800 - 0815	0	0	0	0	0	0	0	0	0	0.00
0815 - 0830	0	0	0	0	0	0	0	0	0	0.00
0830 - 0845	0	0	0	0	0	0	0	0	0	0.00
0845 - 0900	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
0900 - 0915	0	0	0	0	0	0	0	0	0	0.00
0915 - 0930	0	0	0	0	0	0	0	0	0	0.00
0930 - 0945	0	0	0	0	0	0	0	0	0	0.00
0945 - 1000	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Session Total	0	0	0	0	0	0	0	0	0	0.00
Session Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Date
Thursday 04 October 2018

Weather
Light Rain
Temp: 13°C

1500 - 1900 (Weekday PM Peak)

TIME	Movement 3.3: Left from Hartwells Garage 2 (Hansons) to A4 Newbridge Road (West)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1500 - 1515	0	0	0	0	0	0	0	0	0	0.00
1515 - 1530	0	0	0	0	1	0	0	0	1	1.00
1530 - 1545	0	0	0	0	2	0	0	0	2	2.00
1545 - 1600	0	0	3	0	0	0	0	0	3	3.00
Hourly Total	0	0	3	0	3	0	0	0	6	6.00
Hourly Average	0.00	0.00	0.75	0.00	0.75	0.00	0.00	0.00	1.50	1.50
1600 - 1615	0	0	0	0	0	0	0	0	0	0.00
1615 - 1630	0	0	0	0	0	0	0	0	0	0.00
1630 - 1645	0	0	0	0	0	0	0	0	0	0.00
1645 - 1700	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	0	0	1	0	0	0	0	0	1	1.00
Hourly Average	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.25	0.25
1700 - 1715	0	0	0	0	0	0	0	0	0	0.00
1715 - 1730	0	0	0	0	0	0	0	0	0	0.00
1730 - 1745	0	0	0	0	0	0	0	0	0	0.00
1745 - 1800	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
1800 - 1815	0	0	0	0	0	0	0	0	0	0.00
1815 - 1830	0	0	0	0	0	0	0	0	0	0.00
1830 - 1845	0	0	0	0	0	0	0	0	0	0.00
1845 - 1900	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Session Total	0	0	4	0	3	0	0	0	7	7.00
Session Average	0.00	0.00	0.25	0.00	0.19	0.00	0.00	0.00	0.44	0.44

Bath
Classified Junction Count

Site 3 of 4
A4 Newbridge Road (East)
Hartwells Garage 2 (Hansons)
A4 Newbridge Road (West)

Lat/Long
lat 51.385143° lon -2.396156°

Date
Thursday 04 October 2018

Weather
Cloudy
Temp: 14°C

0700 - 1000 (Weekday AM Peak)

TIME	Movement 3.5: Southbound from A4 Newbridge Road (West) to A4 Newbridge Road (East)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	2	73	0	16	1	0	3	95	97.30
0715 - 0730	0	2	100	0	25	5	0	3	135	139.30
0730 - 0745	2	5	129	0	32	3	0	4	175	175.90
0745 - 0800	1	4	140	0	32	0	0	4	181	181.80
Hourly Total	3	13	442	0	105	9	0	14	586	594.30
Hourly Average	0.75	3.25	110.50	0.00	26.25	2.25	0.00	3.50	146.50	148.58
0800 - 0815	1	4	140	1	30	2	0	5	183	185.80
0815 - 0830	1	10	126	0	18	2	0	3	160	157.20
0830 - 0845	3	3	146	0	19	3	0	3	177	177.30
0845 - 0900	3	5	151	0	21	3	0	6	189	191.10
Hourly Total	8	22	563	1	88	10	0	17	709	711.40
Hourly Average	2.00	5.50	140.75	0.25	22.00	2.50	0.00	4.25	177.25	177.85
0900 - 0915	3	3	110	0	28	4	0	10	158	165.80
0915 - 0930	2	3	106	0	37	3	0	7	158	163.10
0930 - 0945	2	1	98	0	16	3	0	11	131	141.30
0945 - 1000	1	3	83	0	15	1	0	6	109	112.90
Hourly Total	8	10	397	0	96	11	0	34	556	583.10
Hourly Average	2.00	2.50	99.25	0.00	24.00	2.75	0.00	8.50	139.00	145.78
Session Total	19	45	1402	1	289	30	0	65	1851	1888.80
Session Average	1.58	3.75	116.83	0.08	24.08	2.50	0.00	5.42	154.25	157.40

Date
Thursday 04 October 2018

Weather
Light Rain
Temp: 13°C

1500 - 1900 (Weekday PM Peak)

TIME	Movement 3.5: Southbound from A4 Newbridge Road (West) to A4 Newbridge Road (East)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1500 - 1515	0	0	89	1	10	0	0	3	103	106.00
1515 - 1530	1	0	73	2	13	0	1	4	94	98.50
1530 - 1545	0	0	80	0	8	0	0	5	93	98.00
1545 - 1600	1	2	72	1	12	0	0	5	93	96.00
Hourly Total	2	2	314	4	43	0	1	17	383	398.50
Hourly Average	0.50	0.50	78.50	1.00	10.75	0.00	0.25	4.25	95.75	99.63
1600 - 1615	0	1	83	1	14	0	0	6	105	110.40
1615 - 1630	2	0	86	0	6	0	0	7	101	106.40
1630 - 1645	1	0	69	2	10	0	0	5	87	91.20
1645 - 1700	1	3	74	2	5	0	0	4	89	90.40
Hourly Total	4	4	312	5	35	0	0	22	382	398.40
Hourly Average	1.00	1.00	78.00	1.25	8.75	0.00	0.00	5.50	95.50	99.60
1700 - 1715	1	1	71	2	7	0	0	4	86	88.60
1715 - 1730	1	1	87	2	4	0	0	2	97	97.60
1730 - 1745	1	2	79	0	2	0	0	9	93	100.00
1745 - 1800	2	3	89	0	9	0	0	2	105	103.60
Hourly Total	5	7	326	4	22	0	0	17	381	389.80
Hourly Average	1.25	1.75	81.50	1.00	5.50	0.00	0.00	4.25	95.25	97.45
1800 - 1815	3	2	80	1	8	0	0	5	99	100.40
1815 - 1830	3	1	85	1	6	0	1	4	101	103.30
1830 - 1845	1	1	70	0	9	0	0	3	84	85.60
1845 - 1900	4	2	86	3	8	0	0	7	110	112.60
Hourly Total	11	6	321	5	31	0	1	19	394	401.90
Hourly Average	2.75	1.50	80.25	1.25	7.75	0.00	0.25	4.75	98.50	100.48
Session Total	22	19	1273	18	131	0	2	75	1540	1588.60
Session Average	1.38	1.19	79.56	1.13	8.19	0.00	0.13	4.69	96.25	99.29

Bath
Classified Junction Count

Site 4 of 4
Old Newbridge Hill
A4 Newbridge Road (East)
Brassmill Lane
A4 Newbridge Road (West)

Lat/Long
lat 51.388867° lon -2.402649°

Date
Thursday 04 October 2018

Weather
Cloudy
Temp: 14°C

0700 - 1000 (Weekday AM Peak)

TIME	Movement 4.1: Left from Old Newbridge Hill to A4 Newbridge Road (East)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	1	0	0	0	0	0	1	1.00
0715 - 0730	0	0	3	0	0	0	0	0	3	3.00
0730 - 0745	0	0	4	0	1	0	0	0	5	5.00
0745 - 0800	0	0	2	0	1	0	0	0	3	3.00
Hourly Total	0	0	10	0	2	0	0	0	12	12.00
Hourly Average	0.00	0.00	2.50	0.00	0.50	0.00	0.00	0.00	3.00	3.00
0800 - 0815	0	0	3	0	3	0	0	0	6	6.00
0815 - 0830	0	0	1	1	0	0	0	0	2	2.00
0830 - 0845	0	0	3	0	0	0	0	0	3	3.00
0845 - 0900	0	0	1	0	2	0	0	0	3	3.00
Hourly Total	0	0	8	1	5	0	0	0	14	14.00
Hourly Average	0.00	0.00	2.00	0.25	1.25	0.00	0.00	0.00	3.50	3.50
0900 - 0915	0	0	2	0	0	0	0	0	2	2.00
0915 - 0930	1	0	4	0	1	0	0	0	6	5.20
0930 - 0945	0	0	0	0	0	0	0	0	0	0.00
0945 - 1000	0	0	2	0	0	0	0	0	2	2.00
Hourly Total	1	0	8	0	1	0	0	0	10	9.20
Hourly Average	0.25	0.00	2.00	0.00	0.25	0.00	0.00	0.00	2.50	2.30
Session Total	1	0	26	1	8	0	0	0	36	35.20
Session Average	0.08	0.00	2.17	0.08	0.67	0.00	0.00	0.00	3.00	2.93

Date
Thursday 04 October 2018

Weather
Light Rain
Temp: 13°C

1500 - 1900 (Weekday PM Peak)

TIME	Movement 4.1: Left from Old Newbridge Hill to A4 Newbridge Road (East)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1500 - 1515	2	0	6	0	0	0	0	0	8	6.40
1515 - 1530	0	0	4	0	0	0	0	0	4	4.00
1530 - 1545	0	0	4	0	1	0	0	0	5	5.00
1545 - 1600	0	0	5	0	0	0	0	0	5	5.00
Hourly Total	2	0	19	0	1	0	0	0	22	20.40
Hourly Average	0.50	0.00	4.75	0.00	0.25	0.00	0.00	0.00	5.50	5.10
1600 - 1615	0	0	2	0	0	0	0	0	2	2.00
1615 - 1630	0	1	6	0	0	0	0	0	7	6.40
1630 - 1645	0	0	2	0	0	0	0	0	2	2.00
1645 - 1700	0	0	2	0	0	0	0	0	2	2.00
Hourly Total	0	1	12	0	0	0	0	0	13	12.40
Hourly Average	0.00	0.25	3.00	0.00	0.00	0.00	0.00	0.00	3.25	3.10
1700 - 1715	0	0	2	0	0	0	0	0	2	2.00
1715 - 1730	0	0	2	0	0	0	0	0	2	2.00
1730 - 1745	0	0	0	0	0	0	0	0	0	0.00
1745 - 1800	0	0	6	0	1	0	0	0	7	7.00
Hourly Total	0	0	10	0	1	0	0	0	11	11.00
Hourly Average	0.00	0.00	2.50	0.00	0.25	0.00	0.00	0.00	2.75	2.75
1800 - 1815	0	0	1	0	0	0	0	0	1	1.00
1815 - 1830	0	0	1	0	0	0	0	0	1	1.00
1830 - 1845	0	0	3	0	0	0	0	0	3	3.00
1845 - 1900	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	5	0	0	0	0	0	5	5.00
Hourly Average	0.00	0.00	1.25	0.00	0.00	0.00	0.00	0.00	1.25	1.25
Session Total	2	1	46	0	2	0	0	0	51	48.80
Session Average	0.13	0.06	2.88	0.00	0.13	0.00	0.00	0.00	3.19	3.05

Bath
Classified Junction Count

Site 4 of 4
Old Newbridge Hill
A4 Newbridge Road (East)
Brassmill Lane
A4 Newbridge Road (West)

Lat/Long
lat 51.388867° lon -2.402649°

Date
Thursday 04 October 2018

Weather
Cloudy
Temp: 14°C

0700 - 1000 (Weekday AM Peak)

TIME	Movement 4.2: Westbound from Old Newbridge Hill to Brassmill Lane								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	3	0	1	0	0	0	4	4.00
0715 - 0730	0	0	9	0	2	0	0	0	11	11.00
0730 - 0745	0	0	9	0	2	0	0	0	11	11.00
0745 - 0800	0	0	4	0	1	0	0	0	5	5.00
Hourly Total	0	0	25	0	6	0	0	0	31	31.00
Hourly Average	0.00	0.00	6.25	0.00	1.50	0.00	0.00	0.00	7.75	7.75
0800 - 0815	0	0	3	0	0	0	0	0	3	3.00
0815 - 0830	0	0	4	0	0	0	0	0	4	4.00
0830 - 0845	0	0	4	0	0	0	0	0	4	4.00
0845 - 0900	0	0	4	0	0	0	0	0	4	4.00
Hourly Total	0	0	15	0	0	0	0	0	15	15.00
Hourly Average	0.00	0.00	3.75	0.00	0.00	0.00	0.00	0.00	3.75	3.75
0900 - 0915	0	0	10	0	1	0	0	0	11	11.00
0915 - 0930	0	0	5	0	1	0	0	0	6	6.00
0930 - 0945	0	0	3	0	0	0	0	0	3	3.00
0945 - 1000	0	0	2	0	0	0	0	0	2	2.00
Hourly Total	0	0	20	0	2	0	0	0	22	22.00
Hourly Average	0.00	0.00	5.00	0.00	0.50	0.00	0.00	0.00	5.50	5.50
Session Total	0	0	60	0	8	0	0	0	68	68.00
Session Average	0.00	0.00	5.00	0.00	0.67	0.00	0.00	0.00	5.67	5.67

Date
Thursday 04 October 2018

Weather
Light Rain
Temp: 13°C

1500 - 1900 (Weekday PM Peak)

TIME	Movement 4.2: Westbound from Old Newbridge Hill to Brassmill Lane								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1500 - 1515	0	0	1	0	0	0	0	0	1	1.00
1515 - 1530	0	0	2	0	0	0	0	0	2	2.00
1530 - 1545	1	0	2	0	2	0	0	0	5	4.20
1545 - 1600	2	0	3	0	0	0	0	0	5	3.40
Hourly Total	3	0	8	0	2	0	0	0	13	10.60
Hourly Average	0.75	0.00	2.00	0.00	0.50	0.00	0.00	0.00	3.25	2.65
1600 - 1615	0	0	1	0	0	0	0	0	1	1.00
1615 - 1630	1	0	2	0	0	0	0	0	3	2.20
1630 - 1645	0	0	0	0	0	0	0	0	0	0.00
1645 - 1700	0	0	0	1	0	0	0	0	1	1.00
Hourly Total	1	0	3	1	0	0	0	0	5	4.20
Hourly Average	0.25	0.00	0.75	0.25	0.00	0.00	0.00	0.00	1.25	1.05
1700 - 1715	1	0	4	0	0	0	0	0	5	4.20
1715 - 1730	0	0	2	0	1	0	0	0	3	3.00
1730 - 1745	0	0	0	0	0	0	0	0	0	0.00
1745 - 1800	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	1	0	7	0	1	0	0	0	9	8.20
Hourly Average	0.25	0.00	1.75	0.00	0.25	0.00	0.00	0.00	2.25	2.05
1800 - 1815	0	0	0	0	0	0	0	0	0	0.00
1815 - 1830	1	0	5	0	0	0	0	0	6	5.20
1830 - 1845	0	0	3	0	0	0	0	0	3	3.00
1845 - 1900	0	0	4	0	1	0	0	0	5	5.00
Hourly Total	1	0	12	0	1	0	0	0	14	13.20
Hourly Average	0.25	0.00	3.00	0.00	0.25	0.00	0.00	0.00	3.50	3.30
Session Total	6	0	30	1	4	0	0	0	41	36.20
Session Average	0.38	0.00	1.88	0.06	0.25	0.00	0.00	0.00	2.56	2.26

Bath
Classified Junction Count

Site 4 of 4
Old Newbridge Hill
A4 Newbridge Road (East)
Brassmill Lane
A4 Newbridge Road (West)

Lat/Long
lat 51.388867° lon -2.402649°

Date
Thursday 04 October 2018

Weather
Cloudy
Temp: 14°C

0700 - 1000 (Weekday AM Peak)

TIME	Movement 4.3: Right from Old Newbridge Hill to A4 Newbridge Road (West)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	26	0	4	1	0	0	31	31.50
0715 - 0730	1	1	31	0	7	0	0	0	40	38.60
0730 - 0745	0	0	48	0	5	0	0	0	53	53.00
0745 - 0800	0	1	40	0	4	0	0	0	45	44.40
Hourly Total	1	2	145	0	20	1	0	0	169	167.50
Hourly Average	0.25	0.50	36.25	0.00	5.00	0.25	0.00	0.00	42.25	41.88
0800 - 0815	0	0	34	0	5	0	0	0	39	39.00
0815 - 0830	0	0	32	0	3	0	0	0	35	35.00
0830 - 0845	0	0	28	0	1	1	0	0	30	30.50
0845 - 0900	0	0	38	0	2	0	0	0	40	40.00
Hourly Total	0	0	132	0	11	1	0	0	144	144.50
Hourly Average	0.00	0.00	33.00	0.00	2.75	0.25	0.00	0.00	36.00	36.13
0900 - 0915	1	0	41	0	4	0	0	0	46	45.20
0915 - 0930	0	0	33	0	10	0	0	0	43	43.00
0930 - 0945	0	0	38	0	4	0	0	0	42	42.00
0945 - 1000	0	0	38	0	7	0	0	0	45	45.00
Hourly Total	1	0	150	0	25	0	0	0	176	175.20
Hourly Average	0.25	0.00	37.50	0.00	6.25	0.00	0.00	0.00	44.00	43.80
Session Total	2	2	427	0	56	2	0	0	489	487.20
Session Average	0.17	0.17	35.58	0.00	4.67	0.17	0.00	0.00	40.75	40.60

Date
Thursday 04 October 2018

Weather
Light Rain
Temp: 13°C

1500 - 1900 (Weekday PM Peak)

TIME	Movement 4.3: Right from Old Newbridge Hill to A4 Newbridge Road (West)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1500 - 1515	0	1	45	0	7	1	0	0	54	53.90
1515 - 1530	0	2	49	1	6	1	0	0	59	58.30
1530 - 1545	0	2	51	0	3	0	0	0	56	54.80
1545 - 1600	0	1	43	0	6	0	0	0	50	49.40
Hourly Total	0	6	188	1	22	2	0	0	219	216.40
Hourly Average	0.00	1.50	47.00	0.25	5.50	0.50	0.00	0.00	54.75	54.10
1600 - 1615	0	0	43	0	9	1	0	0	53	53.50
1615 - 1630	0	0	49	0	12	0	0	0	61	61.00
1630 - 1645	0	0	33	0	6	0	0	0	39	39.00
1645 - 1700	0	1	44	0	3	0	0	0	48	47.40
Hourly Total	0	1	169	0	30	1	0	0	201	200.90
Hourly Average	0.00	0.25	42.25	0.00	7.50	0.25	0.00	0.00	50.25	50.23
1700 - 1715	0	0	37	0	3	0	0	0	40	40.00
1715 - 1730	0	2	46	0	4	0	0	0	52	50.80
1730 - 1745	0	0	37	0	2	0	0	0	39	39.00
1745 - 1800	0	0	59	0	5	0	0	0	64	64.00
Hourly Total	0	2	179	0	14	0	0	0	195	193.80
Hourly Average	0.00	0.50	44.75	0.00	3.50	0.00	0.00	0.00	48.75	48.45
1800 - 1815	0	0	42	0	4	0	0	0	46	46.00
1815 - 1830	2	0	64	0	4	0	0	0	70	68.40
1830 - 1845	0	0	45	0	2	0	0	0	47	47.00
1845 - 1900	0	1	43	0	8	0	0	0	52	51.40
Hourly Total	2	1	194	0	18	0	0	0	215	212.80
Hourly Average	0.50	0.25	48.50	0.00	4.50	0.00	0.00	0.00	53.75	53.20
Session Total	2	10	730	1	84	3	0	0	830	823.90
Session Average	0.13	0.63	45.63	0.06	5.25	0.19	0.00	0.00	51.88	51.49

Bath
Classified Junction Count

Site 4 of 4
Old Newbridge Hill
A4 Newbridge Road (East)
Brassmill Lane
A4 Newbridge Road (West)

Lat/Long
lat 51.388867° lon -2.402649°

Date
Thursday 04 October 2018

Weather
Cloudy
Temp: 14°C

0700 - 1000 (Weekday AM Peak)

TIME	Movement 4.4: Left from A4 Newbridge Road (East) to Brassmill Lane								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	3	0	0	0	1	0	4	5.30
0715 - 0730	1	0	4	0	1	0	0	0	6	5.20
0730 - 0745	0	1	2	0	0	0	0	0	3	2.40
0745 - 0800	0	0	11	0	2	0	0	0	13	13.00
Hourly Total	1	1	20	0	3	0	1	0	26	25.90
Hourly Average	0.25	0.25	5.00	0.00	0.75	0.00	0.25	0.00	6.50	6.48
0800 - 0815	0	0	10	1	3	0	0	0	14	14.00
0815 - 0830	1	1	7	0	2	0	0	0	11	9.60
0830 - 0845	1	0	12	0	3	0	0	0	16	15.20
0845 - 0900	0	1	11	0	3	0	0	0	15	14.40
Hourly Total	2	2	40	1	11	0	0	0	56	53.20
Hourly Average	0.50	0.50	10.00	0.25	2.75	0.00	0.00	0.00	14.00	13.30
0900 - 0915	1	0	5	0	3	1	0	0	10	9.70
0915 - 0930	0	0	3	0	2	1	0	0	5	5.00
0930 - 0945	0	1	10	0	1	0	0	0	12	11.40
0945 - 1000	0	0	3	0	1	0	0	0	4	4.00
Hourly Total	1	1	21	0	7	1	0	0	31	30.10
Hourly Average	0.25	0.25	5.25	0.00	1.75	0.25	0.00	0.00	7.75	7.53
Session Total	4	4	81	1	21	1	1	0	113	109.20
Session Average	0.33	0.33	6.75	0.08	1.75	0.08	0.08	0.00	9.42	9.10

Date
Thursday 04 October 2018

Weather
Light Rain
Temp: 13°C

1500 - 1900 (Weekday PM Peak)

TIME	Movement 4.4: Left from A4 Newbridge Road (East) to Brassmill Lane								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1500 - 1515	0	0	1	0	0	0	1	0	2	3.30
1515 - 1530	0	0	3	0	0	1	0	0	4	4.50
1530 - 1545	0	0	2	0	3	0	0	0	5	5.00
1545 - 1600	0	0	3	0	0	0	0	0	3	3.00
Hourly Total	0	0	9	0	3	1	1	0	14	15.80
Hourly Average	0.00	0.00	2.25	0.00	0.75	0.25	0.25	0.00	3.50	3.95
1600 - 1615	0	0	3	0	0	0	0	0	3	3.00
1615 - 1630	0	0	4	0	0	0	0	0	4	4.00
1630 - 1645	0	1	5	0	2	0	0	0	8	7.40
1645 - 1700	0	0	4	0	0	0	0	0	4	4.00
Hourly Total	0	1	16	0	2	0	0	0	19	18.40
Hourly Average	0.00	0.25	4.00	0.00	0.50	0.00	0.00	0.00	4.75	4.60
1700 - 1715	0	0	1	0	1	0	0	0	2	2.00
1715 - 1730	0	0	5	0	0	0	0	0	5	5.00
1730 - 1745	0	1	5	0	0	0	0	0	6	5.40
1745 - 1800	0	0	1	0	2	0	0	0	3	3.00
Hourly Total	0	1	12	0	3	0	0	0	16	15.40
Hourly Average	0.00	0.25	3.00	0.00	0.75	0.00	0.00	0.00	4.00	3.85
1800 - 1815	0	0	2	0	2	0	0	0	4	4.00
1815 - 1830	1	0	2	0	0	0	0	0	3	2.20
1830 - 1845	0	0	0	0	1	0	0	0	1	1.00
1845 - 1900	0	0	2	0	0	0	0	0	2	2.00
Hourly Total	1	0	6	0	3	0	0	0	10	9.20
Hourly Average	0.25	0.00	1.50	0.00	0.75	0.00	0.00	0.00	2.50	2.30
Session Total	1	2	43	0	11	1	1	0	59	58.80
Session Average	0.06	0.13	2.69	0.00	0.69	0.06	0.06	0.00	3.69	3.68

Bath
Classified Junction Count

Site 4 of 4
Old Newbridge Hill
A4 Newbridge Road (East)
Brassmill Lane
A4 Newbridge Road (West)

Lat/Long
lat 51.388867° lon -2.402649°

Date
Thursday 04 October 2018

Weather
Cloudy
Temp: 14°C

0700 - 1000 (Weekday AM Peak)

TIME	Movement 4.5: Northbound from A4 Newbridge Road (East) to A4 Newbridge Road (West)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	32	2	8	0	0	6	48	54.00
0715 - 0730	0	0	45	0	6	1	0	4	56	60.50
0730 - 0745	0	0	43	0	6	1	0	5	55	60.50
0745 - 0800	0	1	70	0	9	1	0	4	85	88.90
Hourly Total	0	1	190	2	29	3	0	19	244	263.90
Hourly Average	0.00	0.25	47.50	0.50	7.25	0.75	0.00	4.75	61.00	65.98
0800 - 0815	0	2	69	0	6	0	1	4	82	86.10
0815 - 0830	0	2	120	0	5	3	0	6	136	142.30
0830 - 0845	1	2	89	0	8	1	1	8	110	117.80
0845 - 0900	0	2	86	0	10	1	0	4	103	106.30
Hourly Total	1	8	364	0	29	5	2	22	431	452.50
Hourly Average	0.25	2.00	91.00	0.00	7.25	1.25	0.50	5.50	107.75	113.13
0900 - 0915	0	0	76	0	13	2	0	4	95	100.00
0915 - 0930	0	1	58	0	7	1	0	8	75	82.90
0930 - 0945	0	1	47	0	10	0	0	5	63	67.40
0945 - 1000	0	0	39	0	3	1	1	8	52	61.80
Hourly Total	0	2	220	0	33	4	1	25	285	312.10
Hourly Average	0.00	0.50	55.00	0.00	8.25	1.00	0.25	6.25	71.25	78.03
Session Total	1	11	774	2	91	12	3	66	960	1028.50
Session Average	0.08	0.92	64.50	0.17	7.58	1.00	0.25	5.50	80.00	85.71

Date
Thursday 04 October 2018

Weather
Light Rain
Temp: 13°C

1500 - 1900 (Weekday PM Peak)

TIME	Movement 4.5: Northbound from A4 Newbridge Road (East) to A4 Newbridge Road (West)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1500 - 1515	0	1	77	0	16	0	0	4	98	101.40
1515 - 1530	0	0	92	0	14	1	1	4	112	117.80
1530 - 1545	0	0	84	0	13	2	1	8	108	118.30
1545 - 1600	0	2	86	0	18	0	0	5	111	114.80
Hourly Total	0	3	339	0	61	3	2	21	429	452.30
Hourly Average	0.00	0.75	84.75	0.00	15.25	0.75	0.50	5.25	107.25	113.08
1600 - 1615	1	1	100	0	20	1	0	7	130	136.10
1615 - 1630	1	1	79	0	21	0	0	6	108	112.60
1630 - 1645	2	3	86	1	15	0	0	6	113	115.60
1645 - 1700	2	0	106	1	12	1	0	5	127	130.90
Hourly Total	6	5	371	2	68	2	0	24	478	495.20
Hourly Average	1.50	1.25	92.75	0.50	17.00	0.50	0.00	6.00	119.50	123.80
1700 - 1715	1	4	97	0	11	1	0	7	121	125.30
1715 - 1730	1	2	131	0	13	0	0	6	153	157.00
1730 - 1745	3	4	93	0	4	0	0	4	108	107.20
1745 - 1800	4	4	112	0	14	0	0	2	136	132.40
Hourly Total	9	14	433	0	42	1	0	19	518	521.90
Hourly Average	2.25	3.50	108.25	0.00	10.50	0.25	0.00	4.75	129.50	130.48
1800 - 1815	2	2	93	1	5	1	0	6	110	113.70
1815 - 1830	2	2	84	1	6	0	0	6	101	104.20
1830 - 1845	3	3	68	1	6	0	0	8	89	92.80
1845 - 1900	2	1	68	0	5	1	0	7	84	89.30
Hourly Total	9	8	313	3	22	2	0	27	384	400.00
Hourly Average	2.25	2.00	78.25	0.75	5.50	0.50	0.00	6.75	96.00	100.00
Session Total	24	30	1456	5	193	8	2	91	1809	1869.40
Session Average	1.50	1.88	91.00	0.31	12.06	0.50	0.13	5.69	113.06	116.84

Bath
Classified Junction Count

Site 4 of 4
Old Newbridge Hill
A4 Newbridge Road (East)
Brassmill Lane
A4 Newbridge Road (West)

Lat/Long
lat 51.388867° lon -2.402649°

Date
Thursday 04 October 2018

Weather
Cloudy
Temp: 14°C

0700 - 1000 (Weekday AM Peak)

TIME	Movement 4.6: Right from A4 Newbridge Road (East) to Old Newbridge Hill								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	0	0	0	0	0	0	0	0.00
0715 - 0730	0	0	0	0	0	0	0	0	0	0.00
0730 - 0745	0	0	0	0	0	0	0	0	0	0.00
0745 - 0800	0	0	2	0	0	0	0	0	2	2.00
Hourly Total	0	0	2	0	0	0	0	0	2	2.00
Hourly Average	0.00	0.00	0.50	0.00	0.00	0.00	0.00	0.00	0.50	0.50
0800 - 0815	0	0	1	1	0	1	0	0	3	3.50
0815 - 0830	0	0	0	1	0	0	0	0	1	1.00
0830 - 0845	0	0	0	0	0	0	0	0	0	0.00
0845 - 0900	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	0	0	2	2	0	1	0	0	5	5.50
Hourly Average	0.00	0.00	0.50	0.50	0.00	0.25	0.00	0.00	1.25	1.38
0900 - 0915	0	0	2	0	0	0	0	0	2	2.00
0915 - 0930	0	0	1	0	1	0	0	0	2	2.00
0930 - 0945	0	0	1	0	0	0	0	0	1	1.00
0945 - 1000	0	0	3	0	1	0	0	0	4	4.00
Hourly Total	0	0	7	0	2	0	0	0	9	9.00
Hourly Average	0.00	0.00	1.75	0.00	0.50	0.00	0.00	0.00	2.25	2.25
Session Total	0	0	11	2	2	1	0	0	16	16.50
Session Average	0.00	0.00	0.92	0.17	0.17	0.08	0.00	0.00	1.33	1.38

Date
Thursday 04 October 2018

Weather
Light Rain
Temp: 13°C

1500 - 1900 (Weekday PM Peak)

TIME	Movement 4.6: Right from A4 Newbridge Road (East) to Old Newbridge Hill								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1500 - 1515	0	0	1	0	0	0	0	0	1	1.00
1515 - 1530	0	0	2	0	2	0	0	0	4	4.00
1530 - 1545	0	0	2	0	0	0	0	0	2	2.00
1545 - 1600	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	5	0	2	0	0	0	7	7.00
Hourly Average	0.00	0.00	1.25	0.00	0.50	0.00	0.00	0.00	1.75	1.75
1600 - 1615	0	0	0	0	2	0	0	0	2	2.00
1615 - 1630	0	0	2	0	1	0	0	0	3	3.00
1630 - 1645	0	0	2	0	0	0	0	0	2	2.00
1645 - 1700	0	0	2	0	0	0	0	0	2	2.00
Hourly Total	0	0	6	0	3	0	0	0	9	9.00
Hourly Average	0.00	0.00	1.50	0.00	0.75	0.00	0.00	0.00	2.25	2.25
1700 - 1715	0	1	2	1	1	0	0	0	5	4.40
1715 - 1730	0	0	2	0	0	0	0	0	2	2.00
1730 - 1745	0	0	1	0	1	0	0	0	2	2.00
1745 - 1800	0	0	3	0	1	0	0	0	4	4.00
Hourly Total	0	1	8	1	3	0	0	0	13	12.40
Hourly Average	0.00	0.25	2.00	0.25	0.75	0.00	0.00	0.00	3.25	3.10
1800 - 1815	0	0	5	0	0	0	0	0	5	5.00
1815 - 1830	0	0	0	0	0	0	0	0	0	0.00
1830 - 1845	0	0	2	0	0	0	0	0	2	2.00
1845 - 1900	0	0	6	0	0	0	0	0	6	6.00
Hourly Total	0	0	13	0	0	0	0	0	13	13.00
Hourly Average	0.00	0.00	3.25	0.00	0.00	0.00	0.00	0.00	3.25	3.25
Session Total	0	1	32	1	8	0	0	0	42	41.40
Session Average	0.00	0.06	2.00	0.06	0.50	0.00	0.00	0.00	2.63	2.59

Bath
Classified Junction Count

Site 4 of 4
Old Newbridge Hill
A4 Newbridge Road (East)
Brassmill Lane
A4 Newbridge Road (West)

Lat/Long
lat 51.388867° lon -2.402649°

Date
Thursday 04 October 2018

Weather
Cloudy
Temp: 14°C

0700 - 1000 (Weekday AM Peak)

TIME	Movement 4.7: Left from Brassmill Lane to A4 Newbridge Road (West)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	0	0	1	0	0	0	1	1.00
0715 - 0730	1	0	5	0	3	1	0	0	10	9.70
0730 - 0745	0	0	5	0	5	0	0	0	10	10.00
0745 - 0800	0	0	6	0	2	0	1	0	9	10.30
Hourly Total	1	0	16	0	11	1	1	0	30	31.00
Hourly Average	0.25	0.00	4.00	0.00	2.75	0.25	0.25	0.00	7.50	7.75
0800 - 0815	1	0	4	0	2	0	0	0	7	6.20
0815 - 0830	0	0	6	0	1	2	0	0	9	10.00
0830 - 0845	0	0	1	0	5	1	0	0	7	7.50
0845 - 0900	0	0	6	0	3	2	0	0	11	12.00
Hourly Total	1	0	17	0	11	5	0	0	34	35.70
Hourly Average	0.25	0.00	4.25	0.00	2.75	1.25	0.00	0.00	8.50	8.93
0900 - 0915	0	0	7	0	5	2	0	0	14	15.00
0915 - 0930	0	0	6	0	3	0	0	0	9	9.00
0930 - 0945	1	0	5	0	4	2	0	0	12	12.20
0945 - 1000	0	0	6	0	5	1	0	0	12	12.50
Hourly Total	1	0	24	0	17	5	0	0	47	48.70
Hourly Average	0.25	0.00	6.00	0.00	4.25	1.25	0.00	0.00	11.75	12.18
Session Total	3	0	57	0	39	11	1	0	111	115.40
Session Average	0.25	0.00	4.75	0.00	3.25	0.92	0.08	0.00	9.25	9.62

Date
Thursday 04 October 2018

Weather
Light Rain
Temp: 13°C

1500 - 1900 (Weekday PM Peak)

TIME	Movement 4.7: Left from Brassmill Lane to A4 Newbridge Road (West)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1500 - 1515	1	0	48	0	6	1	0	0	56	55.70
1515 - 1530	1	0	9	1	2	1	0	0	14	13.70
1530 - 1545	1	1	15	0	2	3	1	0	23	24.40
1545 - 1600	0	0	16	0	7	0	1	0	24	25.30
Hourly Total	3	1	88	1	17	5	2	0	117	119.10
Hourly Average	0.75	0.25	22.00	0.25	4.25	1.25	0.50	0.00	29.25	29.78
1600 - 1615	0	0	55	0	7	0	0	0	62	62.00
1615 - 1630	0	1	17	0	9	0	0	0	27	26.40
1630 - 1645	3	2	29	0	12	0	0	0	46	42.40
1645 - 1700	0	1	26	1	6	0	0	0	34	33.40
Hourly Total	3	4	127	1	34	0	0	0	169	164.20
Hourly Average	0.75	1.00	31.75	0.25	8.50	0.00	0.00	0.00	42.25	41.05
1700 - 1715	1	3	41	0	4	0	0	0	49	46.40
1715 - 1730	1	0	8	0	1	0	0	0	10	9.20
1730 - 1745	1	0	28	0	3	0	0	0	32	31.20
1745 - 1800	2	0	17	0	2	0	0	0	21	19.40
Hourly Total	5	3	94	0	10	0	0	0	112	106.20
Hourly Average	1.25	0.75	23.50	0.00	2.50	0.00	0.00	0.00	28.00	26.55
1800 - 1815	0	0	27	0	1	0	0	0	28	28.00
1815 - 1830	0	1	12	0	1	0	0	0	14	13.40
1830 - 1845	0	1	9	0	1	0	0	0	11	10.40
1845 - 1900	0	0	10	0	2	0	0	0	12	12.00
Hourly Total	0	2	58	0	5	0	0	0	65	63.80
Hourly Average	0.00	0.50	14.50	0.00	1.25	0.00	0.00	0.00	16.25	15.95
Session Total	11	10	367	2	66	5	2	0	463	453.30
Session Average	0.69	0.63	22.94	0.13	4.13	0.31	0.13	0.00	28.94	28.33

Bath
Classified Junction Count

Site 4 of 4
Old Newbridge Hill
A4 Newbridge Road (East)
Brassmill Lane
A4 Newbridge Road (West)

Lat/Long
lat 51.388867° lon -2.402649°

Date
Thursday 04 October 2018

Weather
Cloudy
Temp: 14°C

0700 - 1000 (Weekday AM Peak)

TIME	Movement 4.8: Eastbound from Brassmill Lane to Old Newbridge Hill								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	0	0	0	0	0	0	0	0.00
0715 - 0730	1	0	1	0	1	0	0	0	3	2.20
0730 - 0745	0	0	2	0	1	0	0	0	3	3.00
0745 - 0800	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	1	0	3	0	2	0	0	0	6	5.20
Hourly Average	0.25	0.00	0.75	0.00	0.50	0.00	0.00	0.00	1.50	1.30
0800 - 0815	0	0	1	0	1	0	0	0	2	2.00
0815 - 0830	0	0	0	0	0	0	0	0	0	0.00
0830 - 0845	1	0	4	0	0	0	0	0	5	4.20
0845 - 0900	0	0	1	0	1	0	0	0	2	2.00
Hourly Total	1	0	6	0	2	0	0	0	9	8.20
Hourly Average	0.25	0.00	1.50	0.00	0.50	0.00	0.00	0.00	2.25	2.05
0900 - 0915	0	0	2	0	2	0	1	0	5	6.30
0915 - 0930	0	0	3	0	1	0	0	0	4	4.00
0930 - 0945	0	0	1	0	2	0	0	0	3	3.00
0945 - 1000	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	0	0	7	0	5	0	1	0	13	14.30
Hourly Average	0.00	0.00	1.75	0.00	1.25	0.00	0.25	0.00	3.25	3.58
Session Total	2	0	16	0	9	0	1	0	28	27.70
Session Average	0.17	0.00	1.33	0.00	0.75	0.00	0.08	0.00	2.33	2.31

Date
Thursday 04 October 2018

Weather
Light Rain
Temp: 13°C

1500 - 1900 (Weekday PM Peak)

TIME	Movement 4.8: Eastbound from Brassmill Lane to Old Newbridge Hill								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1500 - 1515	0	0	4	0	0	0	0	0	4	4.00
1515 - 1530	0	0	3	0	0	0	0	0	3	3.00
1530 - 1545	0	0	5	0	1	0	0	0	6	6.00
1545 - 1600	0	0	4	0	3	0	0	0	7	7.00
Hourly Total	0	0	16	0	4	0	0	0	20	20.00
Hourly Average	0.00	0.00	4.00	0.00	1.00	0.00	0.00	0.00	5.00	5.00
1600 - 1615	0	0	10	0	1	0	0	0	11	11.00
1615 - 1630	0	0	2	0	0	0	0	0	2	2.00
1630 - 1645	0	0	5	0	4	0	0	0	9	9.00
1645 - 1700	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	0	0	18	0	5	0	0	0	23	23.00
Hourly Average	0.00	0.00	4.50	0.00	1.25	0.00	0.00	0.00	5.75	5.75
1700 - 1715	0	0	2	0	0	0	0	0	2	2.00
1715 - 1730	0	0	3	0	0	0	0	0	3	3.00
1730 - 1745	0	0	9	0	0	0	0	0	9	9.00
1745 - 1800	0	0	3	0	1	0	0	0	4	4.00
Hourly Total	0	0	17	0	1	0	0	0	18	18.00
Hourly Average	0.00	0.00	4.25	0.00	0.25	0.00	0.00	0.00	4.50	4.50
1800 - 1815	0	0	4	0	1	0	0	0	5	5.00
1815 - 1830	0	0	2	0	0	0	0	0	2	2.00
1830 - 1845	0	0	4	0	0	0	0	0	4	4.00
1845 - 1900	0	0	5	0	0	0	0	0	5	5.00
Hourly Total	0	0	15	0	1	0	0	0	16	16.00
Hourly Average	0.00	0.00	3.75	0.00	0.25	0.00	0.00	0.00	4.00	4.00
Session Total	0	0	66	0	11	0	0	0	77	77.00
Session Average	0.00	0.00	4.13	0.00	0.69	0.00	0.00	0.00	4.81	4.81

Bath
Classified Junction Count

Site 4 of 4
Old Newbridge Hill
A4 Newbridge Road (East)
Brassmill Lane
A4 Newbridge Road (West)

Lat/Long
lat 51.388867° lon -2.402649°

Date
Thursday 04 October 2018

Weather
Cloudy
Temp: 14°C

0700 - 1000 (Weekday AM Peak)

TIME	Movement 4.9: Right from Brassmill Lane to A4 Newbridge Road (East)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	0	0	0	0	0	0	0	0.00
0715 - 0730	0	0	0	0	1	0	0	0	1	1.00
0730 - 0745	1	0	1	0	0	0	0	0	2	1.20
0745 - 0800	0	0	3	0	2	0	0	0	5	5.00
Hourly Total	1	0	4	0	3	0	0	0	8	7.20
Hourly Average	0.25	0.00	1.00	0.00	0.75	0.00	0.00	0.00	2.00	1.80
0800 - 0815	0	0	2	0	2	2	0	0	6	7.00
0815 - 0830	0	0	2	0	1	0	0	0	3	3.00
0830 - 0845	0	0	3	0	1	0	0	0	4	4.00
0845 - 0900	0	0	10	0	2	2	0	0	14	15.00
Hourly Total	0	0	17	0	6	4	0	0	27	29.00
Hourly Average	0.00	0.00	4.25	0.00	1.50	1.00	0.00	0.00	6.75	7.25
0900 - 0915	0	0	5	0	3	0	0	0	8	8.00
0915 - 0930	0	0	4	0	7	1	0	0	12	12.50
0930 - 0945	0	0	0	0	4	1	0	0	5	5.50
0945 - 1000	0	0	4	0	3	1	0	0	8	8.50
Hourly Total	0	0	13	0	17	3	0	0	33	34.50
Hourly Average	0.00	0.00	3.25	0.00	4.25	0.75	0.00	0.00	8.25	8.63
Session Total	1	0	34	0	26	7	0	0	68	70.70
Session Average	0.08	0.00	2.83	0.00	2.17	0.58	0.00	0.00	5.67	5.89

Date
Thursday 04 October 2018

Weather
Light Rain
Temp: 13°C

1500 - 1900 (Weekday PM Peak)

TIME	Movement 4.9: Right from Brassmill Lane to A4 Newbridge Road (East)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1500 - 1515	0	0	4	0	0	0	0	0	4	4.00
1515 - 1530	0	0	1	0	1	0	0	0	2	2.00
1530 - 1545	0	0	4	0	1	0	0	0	5	5.00
1545 - 1600	0	0	5	0	1	0	0	0	6	6.00
Hourly Total	0	0	14	0	3	0	0	0	17	17.00
Hourly Average	0.00	0.00	3.50	0.00	0.75	0.00	0.00	0.00	4.25	4.25
1600 - 1615	0	0	6	0	1	0	0	0	7	7.00
1615 - 1630	0	0	4	0	2	0	0	0	6	6.00
1630 - 1645	1	0	0	0	1	0	0	0	2	1.20
1645 - 1700	0	0	5	0	2	0	0	0	7	7.00
Hourly Total	1	0	15	0	6	0	0	0	22	21.20
Hourly Average	0.25	0.00	3.75	0.00	1.50	0.00	0.00	0.00	5.50	5.30
1700 - 1715	0	0	3	0	1	0	0	0	4	4.00
1715 - 1730	0	0	2	0	0	0	0	0	2	2.00
1730 - 1745	0	0	3	0	0	0	0	0	3	3.00
1745 - 1800	1	0	2	0	0	0	0	0	3	2.20
Hourly Total	1	0	10	0	1	0	0	0	12	11.20
Hourly Average	0.25	0.00	2.50	0.00	0.25	0.00	0.00	0.00	3.00	2.80
1800 - 1815	0	0	0	0	0	0	0	0	0	0.00
1815 - 1830	0	0	2	0	0	0	0	0	2	2.00
1830 - 1845	0	0	1	0	0	0	0	0	1	1.00
1845 - 1900	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	0	0	4	0	0	0	0	0	4	4.00
Hourly Average	0.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00	1.00	1.00
Session Total	2	0	43	0	10	0	0	0	55	53.40
Session Average	0.13	0.00	2.69	0.00	0.63	0.00	0.00	0.00	3.44	3.34

Bath
Classified Junction Count

Site 4 of 4
Old Newbridge Hill
A4 Newbridge Road (East)
Brassmill Lane
A4 Newbridge Road (West)

Lat/Long
lat 51.388867° lon -2.402649°

Date
Thursday 04 October 2018

Weather
Cloudy
Temp: 14°C

0700 - 1000 (Weekday AM Peak)

TIME	Movement 4.10: Left from A4 Newbridge Road (West) to Old Newbridge Hill								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	1	73	0	10	0	0	0	84	83.40
0715 - 0730	0	0	72	2	9	0	0	0	83	83.00
0730 - 0745	3	0	74	0	7	2	0	0	86	84.60
0745 - 0800	0	1	57	0	15	0	0	0	73	72.40
Hourly Total	3	2	276	2	41	2	0	0	326	323.40
Hourly Average	0.75	0.50	69.00	0.50	10.25	0.50	0.00	0.00	81.50	80.85
0800 - 0815	1	0	53	0	11	0	0	0	65	64.20
0815 - 0830	0	1	73	0	7	0	0	0	81	80.40
0830 - 0845	0	1	60	0	11	1	0	0	73	72.90
0845 - 0900	0	3	50	0	13	0	0	0	66	64.20
Hourly Total	1	5	236	0	42	1	0	0	285	281.70
Hourly Average	0.25	1.25	59.00	0.00	10.50	0.25	0.00	0.00	71.25	70.43
0900 - 0915	1	0	58	0	11	1	0	0	71	70.70
0915 - 0930	0	0	55	0	6	3	0	0	64	65.50
0930 - 0945	1	0	44	0	8	2	0	0	55	55.20
0945 - 1000	0	0	49	0	7	0	0	0	56	56.00
Hourly Total	2	0	206	0	32	6	0	0	246	247.40
Hourly Average	0.50	0.00	51.50	0.00	8.00	1.50	0.00	0.00	61.50	61.85
Session Total	6	7	718	2	115	9	0	0	857	852.50
Session Average	0.50	0.58	59.83	0.17	9.58	0.75	0.00	0.00	71.42	71.04

Date
Thursday 04 October 2018

Weather
Light Rain
Temp: 13°C

1500 - 1900 (Weekday PM Peak)

TIME	Movement 4.10: Left from A4 Newbridge Road (West) to Old Newbridge Hill								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1500 - 1515	0	1	50	0	4	0	0	0	55	54.40
1515 - 1530	0	0	48	0	9	1	0	0	58	58.50
1530 - 1545	0	1	46	1	8	0	0	0	56	55.40
1545 - 1600	0	0	46	0	12	0	0	0	58	58.00
Hourly Total	0	2	190	1	33	1	0	0	227	226.30
Hourly Average	0.00	0.50	47.50	0.25	8.25	0.25	0.00	0.00	56.75	56.58
1600 - 1615	1	2	42	0	7	0	0	0	52	50.00
1615 - 1630	0	0	58	0	12	0	0	0	70	70.00
1630 - 1645	0	1	44	0	13	0	0	0	58	57.40
1645 - 1700	1	0	54	0	9	0	0	0	64	63.20
Hourly Total	2	3	198	0	41	0	0	0	244	240.60
Hourly Average	0.50	0.75	49.50	0.00	10.25	0.00	0.00	0.00	61.00	60.15
1700 - 1715	1	0	45	0	4	0	0	0	50	49.20
1715 - 1730	0	0	59	0	8	0	0	0	67	67.00
1730 - 1745	1	0	53	1	12	0	0	0	67	66.20
1745 - 1800	0	1	61	0	4	0	0	0	66	65.40
Hourly Total	2	1	218	1	28	0	0	0	250	247.80
Hourly Average	0.50	0.25	54.50	0.25	7.00	0.00	0.00	0.00	62.50	61.95
1800 - 1815	1	2	55	1	5	1	0	0	65	63.50
1815 - 1830	0	0	45	0	2	0	0	0	47	47.00
1830 - 1845	0	1	53	0	3	0	0	0	57	56.40
1845 - 1900	3	1	47	0	3	0	0	0	54	51.00
Hourly Total	4	4	200	1	13	1	0	0	223	217.90
Hourly Average	1.00	1.00	50.00	0.25	3.25	0.25	0.00	0.00	55.75	54.48
Session Total	8	10	806	3	115	2	0	0	944	932.60
Session Average	0.50	0.63	50.38	0.19	7.19	0.13	0.00	0.00	59.00	58.29

Bath
Classified Junction Count

Site 4 of 4
Old Newbridge Hill
A4 Newbridge Road (East)
Brassmill Lane
A4 Newbridge Road (West)

Lat/Long
lat 51.388867° lon -2.402649°

Date
Thursday 04 October 2018

Weather
Cloudy
Temp: 14°C

0700 - 1000 (Weekday AM Peak)

TIME	Movement 4.11: Southbound from A4 Newbridge Road (West) to A4 Newbridge Road (East)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	2	77	0	17	3	0	3	102	105.30
0715 - 0730	0	2	131	0	25	3	0	3	164	167.30
0730 - 0745	1	5	133	0	33	3	0	4	179	180.70
0745 - 0800	1	4	148	0	31	0	0	4	188	188.80
Hourly Total	2	13	489	0	106	9	0	14	633	642.10
Hourly Average	0.50	3.25	122.25	0.00	26.50	2.25	0.00	3.50	158.25	160.53
0800 - 0815	1	5	160	0	31	0	0	5	202	203.20
0815 - 0830	1	8	152	0	22	1	0	3	187	184.90
0830 - 0845	3	3	154	0	16	2	0	3	181	180.80
0845 - 0900	3	6	140	0	14	3	0	6	172	173.50
Hourly Total	8	22	606	0	83	6	0	17	742	742.40
Hourly Average	2.00	5.50	151.50	0.00	20.75	1.50	0.00	4.25	185.50	185.60
0900 - 0915	4	3	106	0	27	3	0	11	154	161.50
0915 - 0930	1	3	91	0	22	2	0	9	128	135.40
0930 - 0945	1	1	96	0	13	2	0	9	122	130.60
0945 - 1000	1	3	78	0	16	1	0	5	104	106.90
Hourly Total	7	10	371	0	78	8	0	34	508	534.40
Hourly Average	1.75	2.50	92.75	0.00	19.50	2.00	0.00	8.50	127.00	133.60
Session Total	17	45	1466	0	267	23	0	65	1883	1918.90
Session Average	1.42	3.75	122.17	0.00	22.25	1.92	0.00	5.42	156.92	159.91

Date
Thursday 04 October 2018

Weather
Light Rain
Temp: 13°C

1500 - 1900 (Weekday PM Peak)

TIME	Movement 4.11: Southbound from A4 Newbridge Road (West) to A4 Newbridge Road (East)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1500 - 1515	0	1	80	1	11	0	0	3	96	98.40
1515 - 1530	0	0	62	2	8	0	1	4	77	82.30
1530 - 1545	0	0	71	0	8	0	0	5	84	89.00
1545 - 1600	0	1	71	1	12	0	0	5	90	94.40
Hourly Total	0	2	284	4	39	0	1	17	347	364.10
Hourly Average	0.00	0.50	71.00	1.00	9.75	0.00	0.25	4.25	86.75	91.03
1600 - 1615	0	1	73	1	12	0	0	5	92	96.40
1615 - 1630	2	0	77	1	8	0	0	7	95	100.40
1630 - 1645	0	0	67	1	7	0	0	7	82	89.00
1645 - 1700	1	2	67	2	2	0	0	3	77	78.00
Hourly Total	3	3	284	5	29	0	0	22	346	363.80
Hourly Average	0.75	0.75	71.00	1.25	7.25	0.00	0.00	5.50	86.50	90.95
1700 - 1715	0	1	64	0	5	0	0	4	74	77.40
1715 - 1730	2	1	84	2	4	0	0	3	96	96.80
1730 - 1745	1	2	84	2	4	0	0	8	101	107.00
1745 - 1800	1	3	86	0	8	0	0	2	100	99.40
Hourly Total	4	7	318	4	21	0	0	17	371	380.60
Hourly Average	1.00	1.75	79.50	1.00	5.25	0.00	0.00	4.25	92.75	95.15
1800 - 1815	2	2	72	1	8	0	0	6	91	94.20
1815 - 1830	2	1	85	2	7	0	1	4	102	105.10
1830 - 1845	4	1	67	1	7	0	0	2	82	80.20
1845 - 1900	3	2	72	1	7	0	0	7	92	95.40
Hourly Total	11	6	296	5	29	0	1	19	367	374.90
Hourly Average	2.75	1.50	74.00	1.25	7.25	0.00	0.25	4.75	91.75	93.73
Session Total	18	18	1182	18	118	0	2	75	1431	1483.40
Session Average	1.13	1.13	73.88	1.13	7.38	0.00	0.13	4.69	89.44	92.71

Bath
Classified Junction Count

Site 4 of 4
Old Newbridge Hill
A4 Newbridge Road (East)
Brassmill Lane
A4 Newbridge Road (West)

Lat/Long
lat 51.388867° lon -2.402649°

Date
Thursday 04 October 2018

Weather
Cloudy
Temp: 14°C

0700 - 1000 (Weekday AM Peak)

TIME	Movement 4.12: Right from A4 Newbridge Road (West) to Brassmill Lane								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	1	0	9	1	5	1	0	0	17	16.70
0715 - 0730	0	1	16	0	7	0	0	0	24	23.40
0730 - 0745	0	2	20	0	6	2	0	0	30	29.80
0745 - 0800	0	0	34	0	7	0	0	0	41	41.00
Hourly Total	1	3	79	1	25	3	0	0	112	110.90
Hourly Average	0.25	0.75	19.75	0.25	6.25	0.75	0.00	0.00	28.00	27.73
0800 - 0815	1	0	18	0	4	0	0	0	23	22.20
0815 - 0830	0	1	25	0	4	0	0	0	30	29.40
0830 - 0845	1	1	22	0	5	1	0	0	30	29.10
0845 - 0900	0	0	27	0	8	1	1	0	37	38.80
Hourly Total	2	2	92	0	21	2	1	0	120	119.50
Hourly Average	0.50	0.50	23.00	0.00	5.25	0.50	0.25	0.00	30.00	29.88
0900 - 0915	0	0	15	0	6	1	0	0	22	22.50
0915 - 0930	0	1	10	0	4	1	0	0	16	15.90
0930 - 0945	1	0	5	0	4	0	1	0	11	11.50
0945 - 1000	0	0	9	0	5	1	0	0	15	15.50
Hourly Total	1	1	39	0	19	3	1	0	64	65.40
Hourly Average	0.25	0.25	9.75	0.00	4.75	0.75	0.25	0.00	16.00	16.35
Session Total	4	6	210	1	65	8	2	0	296	295.80
Session Average	0.33	0.50	17.50	0.08	5.42	0.67	0.17	0.00	24.67	24.65

Date
Thursday 04 October 2018

Weather
Light Rain
Temp: 13°C

1500 - 1900 (Weekday PM Peak)

TIME	Movement 4.12: Right from A4 Newbridge Road (West) to Brassmill Lane								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1500 - 1515	0	0	6	0	1	0	0	0	7	7.00
1515 - 1530	0	0	10	0	2	0	0	0	12	12.00
1530 - 1545	0	0	9	0	4	0	0	0	13	13.00
1545 - 1600	0	0	12	0	1	0	0	0	13	13.00
Hourly Total	0	0	37	0	8	0	0	0	45	45.00
Hourly Average	0.00	0.00	9.25	0.00	2.00	0.00	0.00	0.00	11.25	11.25
1600 - 1615	1	0	5	0	1	0	0	0	7	6.20
1615 - 1630	0	0	4	0	4	0	0	0	8	8.00
1630 - 1645	0	0	4	0	4	0	0	0	8	8.00
1645 - 1700	0	2	6	1	4	0	0	0	13	11.80
Hourly Total	1	2	19	1	13	0	0	0	36	34.00
Hourly Average	0.25	0.50	4.75	0.25	3.25	0.00	0.00	0.00	9.00	8.50
1700 - 1715	1	0	4	0	1	0	0	0	6	5.20
1715 - 1730	0	0	7	0	0	0	0	0	7	7.00
1730 - 1745	1	1	7	0	1	0	0	0	10	8.60
1745 - 1800	0	0	8	0	1	0	0	0	9	9.00
Hourly Total	2	1	26	0	3	0	0	0	32	29.80
Hourly Average	0.50	0.25	6.50	0.00	0.75	0.00	0.00	0.00	8.00	7.45
1800 - 1815	1	0	4	0	0	0	0	0	5	4.20
1815 - 1830	0	1	4	0	1	0	0	0	6	5.40
1830 - 1845	0	0	3	0	1	0	0	0	4	4.00
1845 - 1900	0	0	5	0	1	0	0	0	6	6.00
Hourly Total	1	1	16	0	3	0	0	0	21	19.60
Hourly Average	0.25	0.25	4.00	0.00	0.75	0.00	0.00	0.00	5.25	4.90
Session Total	4	4	98	1	27	0	0	0	134	128.40
Session Average	0.25	0.25	6.13	0.06	1.69	0.00	0.00	0.00	8.38	8.03

Town, County

Report Id 57718
Site Name Site 1 of 1
Description Newbridge Road, 37m North West of Osbourne Road
Direction Northbound

Tuesday 16 October 2018

Time	Hourly Totals	15 Minute Bin Drops				Cycles	Motor Cycles	Car Van	Car Van Towing	Number Vehicle Classes ARX Scheme								Double Road Train	Triple Road Train	Vehicle Speed										P-Tile 0.9	Average Speed	Standard Deviation				
		00-15	15-30	30-45	45-00					2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	5 Axle Artic	6 Axle Artic	7 Axle Artic	8 Axle Artic	MPH <10mph			MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph				MPH 60 <65mph	MPH 65 <70mph		
0000-0100	25	5	6	9	5	0	0	19	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	34.2	30.6	5.0
0100-0200	11	3	2	4	2	0	0	7	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	34.5	28.0	5.0	
0200-0300	11	3	2	3	3	0	0	5	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	39.1	29.8	5.1	
0300-0400	19	3	5	8	3	0	0	11	0	8	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	34.2	29.1	5.7	
0400-0500	24	3	3	5	13	0	0	15	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	34.4	30.9	3.9	
0500-0600	51	4	14	15	18	0	0	39	0	9	1	1	0	0	1	0	0	0	0	0	0	0	0	3	1	20	23	4	0	0	0	0	34.3	30.4	4.5	
0600-0700	180	27	28	50	75	0	2	151	1	22	3	1	0	0	0	0	0	0	0	0	0	0	0	0	22	114	36	6	1	1	0	0	0	33.4	28.9	3.8
0700-0800	511	73	113	141	184	1	2	455	4	39	8	2	0	0	0	0	0	0	0	0	0	0	24	15	43	221	187	18	2	0	1	0	0	29.0	23.9	5.4
0800-0900	521	138	98	124	161	5	10	451	2	40	8	3	0	2	0	0	0	0	0	0	0	0	4	19	116	234	136	11	1	0	0	0	0	28.8	23.0	4.5
0900-1000	550	172	134	121	123	5	7	481	4	43	7	3	0	0	0	0	0	0	0	0	0	0	5	28	288	208	20	1	0	0	0	0	0	28.7	24.9	3.5
1000-1100	418	113	112	89	104	1	4	357	0	49	5	2	0	0	0	0	0	0	0	0	0	0	3	1	20	205	173	15	0	1	0	0	0	28.8	25.1	3.7
1100-1200	353	108	84	73	88	0	5	309	0	33	6	0	0	0	0	0	0	0	0	0	0	0	1	12	155	173	12	0	0	0	0	0	0	28.9	25.6	3.2
1200-1300	358	113	73	84	88	1	7	286	5	54	1	2	0	2	0	0	0	0	0	0	0	0	0	1	16	173	153	15	0	0	0	0	0	28.9	25.3	3.3
1300-1400	334	84	90	85	75	0	3	287	2	41	1	0	0	0	0	0	0	0	0	0	0	0	2	12	147	156	16	1	0	0	0	0	0	29.0	25.6	3.4
1400-1500	362	100	87	82	93	0	6	307	0	40	6	1	0	0	1	0	0	0	0	0	0	0	0	17	156	170	19	0	0	0	0	0	0	29.1	25.6	3.4
1500-1600	340	77	94	84	85	0	2	308	2	25	2	1	0	0	0	0	0	0	0	0	0	1	3	41	156	122	15	2	0	0	0	0	0	29.0	24.6	4.1
1600-1700	385	86	98	110	91	3	5	340	4	30	3	0	0	0	0	0	0	0	0	0	0	0	2	39	204	135	5	0	0	0	0	0	0	28.5	24.3	3.4
1700-1800	343	86	76	87	94	1	3	315	2	18	4	0	0	0	0	0	0	0	0	0	0	0	1	20	128	170	24	0	0	0	0	0	0	29.3	25.9	3.6
1800-1900	383	106	94	95	88	2	5	347	2	19	6	2	0	0	0	0	0	0	0	0	0	0	2	21	193	162	4	1	0	0	0	0	0	28.6	24.9	3.2
1900-2000	268	72	89	51	56	3	2	246	0	8	9	0	0	0	0	0	0	0	0	0	0	0	2	14	97	144	11	0	0	0	0	0	0	29.1	25.8	3.5
2000-2100	161	49	49	32	31	1	1	147	0	8	4	0	0	0	0	0	0	0	0	0	0	0	1	0	5	48	85	20	2	0	0	0	0	29.9	26.8	4.0
2100-2200	113	21	31	34	27	0	1	107	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	2	18	76	14	2	1	0	0	0	0	32.9	28.0	3.6
2200-2300	103	29	28	27	19	0	0	95	0	4	3	1	0	0	0	0	0	0	0	0	0	0	0	1	17	61	21	2	1	0	0	0	0	33.4	28.4	3.8
2300-0000	56	14	18	9	15	0	1	50	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	4	34	15	2	1	0	0	0	0	33.6	29.6	3.7
0700-1900	4658	1256	1153	1175	1224	19	59	4243	27	431	57	16	0	4	1	0	0	0	0	0	0	0	32	52	385	2260	1945	174	8	1	1	0	0	28.9	24.9	3.7
0600-2300	5580	1425	1350	1342	1463	23	65	4894	28	473	74	17	0	4	1	0	0	0	0	0	0	0	33	54	406	2445	2344	255	18	3	2	0	0	29.5	25.5	3.7
0600-0000	5739	1468	1396	1378	1497	23	66	5039	28	480	79	18	0	4	1	0	0	0	0	0	0	0	33	54	407	2466	2459	291	22	5	2	0	0	29.9	25.9	3.7
0000-0000	5880	1489	1428	1422	1541	23	66	5135	28	522	80	19	0	4	2	1	0	0	0	0	0	0	33	55	410	2480	2514	347	33	5	3	0	0	31.2	26.9	4.0

Wednesday 17 October 2018

Time	Hourly Totals	15 Minute Bin Drops				Number Vehicle Classes ARX Scheme														Vehicle Speed										P-Tile 0/9	Average Speed	Standard Deviation	
		00-15	15-30	30-45	45-00	Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph				MPH 60 <65mph
0000 - 0100	29	9	7	11	2	0	0	25	0	3	1	0	0	0	0	0	0	0	0	0	0	2	17	7	1	0	2	0	0	0	34.3	30.6	5.8
0100 - 0200	34	9	8	8	9	0	0	26	0	7	1	0	0	0	0	0	0	0	0	0	1	3	13	10	7	0	0	0	0	28.9	30.8	5.1	
0200 - 0300	15	6	1	2	6	0	0	10	0	4	1	0	0	0	0	0	0	0	0	0	0	2	7	6	0	0	0	0	33.6	29.3	3.5		
0300 - 0400	15	3	4	5	3	0	0	8	0	7	0	0	0	0	0	0	0	0	0	0	0	0	5	7	1	2	0	0	39.8	33.0	5.0		
0400 - 0500	23	5	4	4	10	0	0	13	0	10	0	0	0	0	0	0	0	0	0	0	0	0	7	11	3	2	0	0	39.3	33.0	4.5		
0500 - 0600	44	5	12	13	14	0	1	32	0	11	0	0	0	0	0	0	0	0	0	0	1	3	11	22	6	1	0	0	38.7	31.6	4.7		
0600 - 0700	193	20	40	61	72	1	4	162	0	18	6	2	0	0	0	0	0	0	0	0	2	31	112	41	6	0	1	0	33.5	28.6	4.1		
0700 - 0800	552	78	126	153	195	4	7	480	1	41	17	1	0	0	1	0	0	0	0	3	44	237	243	25	0	0	0	29.0	25.2	3.6			
0800 - 0900	576	149	148	140	141	6	6	519	2	33	5	6	1	0	0	0	0	0	5	132	292	142	7	0	0	0	0	28.6	23.1	3.7			
0900 - 1000	469	134	141	94	100	2	3	413	3	33	8	5	1	0	0	0	0	0	2	27	234	194	11	1	0	0	0	28.7	25.0	3.3			
1000 - 1100	360	84	98	92	86	0	2	293	2	50	10	2	1	0	0	0	0	0	0	14	156	176	14	0	0	0	0	28.9	25.6	3.2			
1100 - 1200	379	85	96	85	113	0	5	322	0	48	2	1	0	0	1	0	0	0	11	161	191	15	1	0	0	0	0	29.0	25.5	3.2			
1200 - 1300	345	76	91	96	82	1	2	288	2	49	3	0	0	0	0	0	0	0	1	11	150	162	15	0	1	0	5	0	29.1	26.1	4.7		
1300 - 1400	377	85	104	105	83	1	5	329	2	33	1	4	2	0	0	0	0	0	2	20	159	176	17	3	0	0	0	29.1	25.6	3.6			
1400 - 1500	377	64	71	81	101	0	0	274	1	38	3	1	0	0	0	0	0	0	8	140	167	2	0	0	0	0	0	28.7	25.6	2.8			
1500 - 1600	370	84	79	103	104	1	0	334	2	29	3	0	0	1	0	0	0	0	2	25	222	115	6	0	0	0	0	28.3	24.5	3.1			
1600 - 1700	361	80	106	101	74	2	4	315	1	36	2	0	0	1	0	0	0	1	1	26	167	163	3	0	0	0	0	28.7	24.9	3.3			
1700 - 1800	419	113	85	118	103	1	7	389	2	12	7	1	0	0	0	0	0	0	6	169	227	14	3	0	0	0	0	29.0	26.1	3.1			
1800 - 1900	372	95	94	79	104	6	6	343	1	11	4	1	0	0	0	0	0	7	16	150	173	20	2	1	0	0	3	29.2	25.9	5.2			
1900 - 2000	276	91	67	63	55	2	4	256	0	11	3	0	0	0	0	0	0	0	1	8	96	156	14	0	1	0	0	0	29.2	26.2	3.4		
2000 - 2100	152	52	41	32	27	2	1	137	0	7	4	1	0	0	0	0	0	0	1	6	42	81	17	5	0	0	0	30.0	27.0	4.2			
2100 - 2200	134	25	41	31	37	0	0	123	1	5	5	0	0	0	0	0	0	0	4	36	75	17	1	1	0	0	0	29.9	27.2	3.8			
2200 - 2300	106	26	23	24	33	0	0	103	0	2	1	0	0	0	0	0	0	0	1	16	63	23	2	1	0	0	0	33.4	28.6	3.7			
2300 - 0000	71	16	23	15	17	0	2	62	0	4	3	0	0	0	0	0	0	0	2	9	42	12	6	0	0	0	0	34.0	28.8	4.3			
0700 - 1900	4699	1127	1239	1247	1286	24	47	4299	19	413	65	22	5	3	1	1	0	1	23	340	2237	2129	149	10	2	0	5	0	28.9	25.2	3.7		
0400 - 2000	5454	1315	1423	1434	1477	29	56	4977	20	454	83	25	5	3	1	1	0	1	25	360	2442	2553	238	22	4	0	6	0	29.0	25.4	3.8		
0600 - 0000	5831	1357	1474	1473	1527	29	58	5142	20	460	87	25	5	3	1	1	0	1	25	363	2467	2658	273	30	5	0	6	0	29.1	25.5	3.9		
0000 - 0000	5991	1394	1510	1516	1571	29	59	5256	20	502	90	25	5	3	1	1	0	1	25	365	2477	2718	336	48	10	2	6	0	29.2	25.7	4.0		

Thursday 18 October 2018

Time	Hourly Totals	15 Minute Bin Drops				Cycles	Motor Cycles	Car Van Towing	Number Vehicle Classes ARX Scheme							Vehicle Speed										P-Tile 0/9	Average Speed	Standard Deviation						
		00-15	15-30	30-45	45-00				2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph				MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <100mph	
0000-0100	31	8	11	7	5	0	0	22	0	6	3	0	0	0	0	0	0	0	1	2	14	10	3	1	0	0	0	0	0	0	0	34.8	30.4	5.0
0100-0200	16	2	9	2	3	0	0	12	0	3	1	0	0	0	0	0	0	0	0	0	3	3	5	4	0	0	1	0	0	0	29.3	32.7	7.6	
0200-0300	30	12	5	7	6	0	0	25	0	4	1	0	0	0	0	0	0	0	0	0	4	16	7	2	1	0	0	0	0	34.3	29.7	4.6		
0300-0400	11	2	2	6	1	0	0	8	0	2	1	0	0	0	0	0	0	0	0	1	1	3	3	3	0	0	0	0	0	30.0	30.7	6.5		
0400-0500	27	3	7	5	12	0	0	16	0	9	2	0	0	0	0	0	0	0	0	0	3	10	6	7	1	0	0	0	0	30.2	31.7	5.5		
0500-0600	46	10	7	10	19	0	2	33	0	8	3	0	0	0	0	0	0	0	0	1	5	16	18	6	0	0	0	0	34.8	30.5	4.7			
0600-0700	178	21	31	50	76	2	5	144	0	24	2	0	1	0	0	0	0	0	1	4	26	108	37	2	0	0	0	0	33.2	28.1	3.7			
0700-0800	600	97	148	161	194	4	3	517	5	47	18	5	0	0	1	0	0	0	3	45	262	269	19	2	0	0	0	28.9	25.2	3.6				
0800-0900	592	143	148	133	170	10	7	521	2	32	12	7	1	0	0	0	0	2	22	109	327	125	5	2	0	0	0	28.4	22.8	4.0				
0900-1000	497	139	125	121	112	1	8	427	0	38	17	5	0	0	1	0	0	0	2	9	157	300	29	0	0	0	0	29.3	26.5	3.1				
1000-1100	412	110	97	96	109	4	10	350	0	32	12	3	0	1	0	0	0	0	2	8	181	202	14	5	0	0	0	29.0	25.8	3.4				
1100-1200	417	95	121	93	108	2	7	348	0	45	11	2	0	2	0	0	0	0	8	140	242	26	1	0	0	0	0	29.3	26.5	3.1				
1200-1300	370	99	95	77	99	1	7	306	1	51	4	0	0	0	0	0	0	0	13	117	213	25	2	0	0	0	0	29.4	26.5	3.4				
1300-1400	338	94	65	77	102	0	6	289	1	40	2	0	0	0	0	0	0	1	8	110	194	22	3	0	0	0	0	29.4	26.5	3.4				
1400-1500	346	83	76	99	88	3	3	292	1	46	1	0	0	0	0	0	0	2	5	112	198	27	2	0	0	0	0	29.4	26.6	3.4				
1500-1600	387	97	95	105	90	0	2	339	0	43	2	1	0	0	0	0	0	6	50	162	148	20	1	0	0	0	0	29.1	24.7	4.2				
1600-1700	384	104	83	101	96	3	5	337	1	36	1	1	0	0	0	0	0	1	12	136	215	20	0	0	0	0	0	29.2	26.1	3.2				
1700-1800	417	105	92	106	114	1	5	378	3	26	3	1	0	0	0	0	0	7	24	148	220	17	1	0	0	0	0	29.1	25.6	3.7				
1800-1900	359	102	75	77	105	5	4	332	0	12	6	0	0	0	0	0	0	3	22	134	179	21	0	0	0	0	0	29.2	25.7	3.7				
1900-2000	278	72	79	67	60	1	5	256	0	7	5	4	0	0	0	0	0	0	7	87	160	22	2	0	0	0	0	29.5	26.7	3.4				
2000-2100	173	51	45	40	37	1	1	157	1	9	4	0	0	0	0	0	0	1	4	46	102	18	2	0	0	0	0	29.7	27.0	3.6				
2100-2200	126	32	31	39	24	1	0	118	0	6	1	0	0	0	0	0	0	1	1	28	71	21	2	2	0	0	0	33.5	27.9	4.2				
2200-2300	102	29	25	25	23	1	0	94	0	7	0	0	0	0	0	0	0	1	4	14	58	22	3	0	0	0	0	33.5	28.1	4.2				
2300-0000	77	21	18	24	14	1	0	72	0	3	1	0	0	0	0	0	0	1	1	13	42	18	2	0	0	0	0	33.6	28.3	4.1				
0700-1900	5119	1268	1220	1244	1387	34	67	4436	14	448	89	25	1	3	1	1	0	2	49	313	1986	2505	245	19	0	0	0	29.1	25.6	3.7				
0600-2200	5874	1444	1406	1440	1584	39	78	5111	15	494	101	29	2	3	1	1	0	2	52	329	2173	2946	343	27	2	0	0	29.2	25.8	3.8				
0600-0000	6053	1494	1489	1489	1621	41	78	5277	15	504	102	29	2	3	1	1	0	2	54	334	2200	3046	383	32	2	0	0	29.3	25.9	3.8				
0000-0000	6214	1531	1490	1526	1667	41	80	5393	15	536	113	29	2	3	1	1	0	2	54	337	2218	3108	432	57	5	0	1	0	29.4	26.0	3.9			

Friday 19 October 2018

Time	Hourly Totals	15 Minute Bin Drops				Cycles	Motor Cycles	Car Van	Car Van Towing	Number Vehicle Classes ARX Scheme						Double Road Train	Triple Road Train	Vehicle Speed										P-Tile 0/9	Average Speed	Standard Deviation														
		00-15	15-30	30-45	45-00					2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic			6 Axle Artic	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph				MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <100mph										
0000-0100	37	13	13	8	3	0	0	32	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33.4	29.1	4.3			
0100-0200	17	4	5	5	3	0	0	11	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33.5	29.5	3.4	
0200-0300	18	4	7	4	3	0	0	13	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33.9	31.1	3.9	
0300-0400	16	5	4	3	4	0	0	12	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	39.4	31.1	5.1	
0400-0500	21	4	3	7	7	0	1	11	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	39.0	33.2	4.3	
0500-0600	41	12	8	7	14	2	2	28	0	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	35.0	30.8	5.8	
0600-0700	151	15	33	51	52	0	2	118	1	27	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33.7	29.6	3.7	
0700-0800	561	92	115	163	191	5	6	477	6	50	14	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29.0	25.1	4.0	
0800-0900	618	151	158	141	168	8	7	541	4	31	20	5	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28.6	22.3	4.2	
0900-1000	464	114	117	115	118	2	1	408	4	37	9	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29.3	24.9	5.0	
1000-1100	420	102	99	110	109	1	5	358	1	49	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29.3	26.2	3.4	
1100-1200	422	88	126	98	110	1	4	374	1	32	9	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29.4	26.4	3.4	
1200-1300	372	99	98	81	0	4	325	2	34	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29.4	26.3	3.5	
1300-1400	378	101	95	88	94	2	5	319	3	45	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29.5	26.1	3.9	
1400-1500	376	90	94	96	96	3	2	322	5	41	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29.6	26.8	3.5	
1500-1600	389	123	85	99	82	2	1	356	2	27	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28.7	24.6	3.6	
1600-1700	367	89	94	95	89	1	6	319	1	38	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29.3	26.6	3.3	
1700-1800	357	99	86	89	83	2	6	329	1	12	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29.2	26.0	3.8	
1800-1900	318	88	76	70	84	2	6	289	2	11	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29.3	25.9	3.6	
1900-2000	263	88	59	63	53	2	2	243	0	8	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29.4	26.1	3.6	
2000-2100	187	54	65	31	37	0	1	166	1	7	9	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29.6	27.1	3.4	
2100-2200	142	37	33	32	40	0	4	131	1	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33.0	28.0	3.2	
2200-2300	123	34	28	28	33	0	0	114	0	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33.5	27.6	3.8	
2300-0000	86	22	24	18	22	0	1	79	0	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33.1	28.6	3.3	
0700-1900	5942	1236	1243	1258	1305	29	53	4417	32	407	78	19	4	1	1	1	0	0	0	18	71	350	1866	2433	286	18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29.2	25.5	4.0	
0600-2000	5785	1430	1423	1435	1467	31	62	5075	35	454	95	26	4	1	1	1	0	0	18	73	365	2049	2584	399	25	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29.5	25.7	4.0
0600-0000	5994	1486	1485	1481	1542	31	63	5268	35	466	98	26	4	1	1	1	0	0	18	73	368	2088	2980	434	31	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29.4	25.8	4.1
0000-0000	6144	1528	1525	1515	1576	33	66	5375	35	503	99	26	4	1	1	1	0	0	18	74	370	2095	3053	481	45	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29.4	25.9	4.1	

Saturday 20 October 2018

Time	Hourly Totals	15 Minute Bin Drops				Number Vehicle Classes ARX Scheme														Vehicle Speed										P-Tile 0.9	Average Speed	Standard Deviation										
		00-15	15-30	30-45	45-00	Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph				MPH 60 <65mph	MPH 65 <10mph								
0000-0100	65	21	18	16	10	0	0	58	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	34.8	30.2	5.1			
0100-0200	38	9	9	15	5	0	0	29	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29.1	30.9	5.4			
0200-0300	24	6	8	6	4	0	1	18	0	5	0	0	0	0	0	0	0	0	0	0	0	0	2	9	8	5	0	0	0	0	0	0	0	0	0	0	38.9	31.3	4.6			
0300-0400	23	4	9	3	7	0	1	17	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	1	11	5	1	0	0	0	0	0	0	0	0	0	0	39.3	31.7	5.0		
0400-0500	19	4	4	4	5	0	0	15	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	6	5	0	0	0	0	0	0	0	0	0	0	38.9	32.2	4.2		
0500-0600	33	7	6	9	11	0	0	27	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	2	9	17	4	1	0	0	0	0	0	0	0	0	0	0	38.7	31.9	4.3	
0600-0700	50	4	15	15	16	1	0	34	0	11	3	0	1	0	0	0	0	0	0	0	0	0	1	6	24	17	1	0	0	0	0	0	0	0	0	0	0	0	33.7	28.8	4.4	
0700-0800	167	28	42	40	57	0	0	142	0	19	5	1	0	0	0	0	0	0	0	0	0	0	1	12	96	48	9	1	0	0	0	0	0	0	0	0	0	0	33.8	29.6	3.7	
0800-0900	219	35	47	65	72	1	0	191	0	14	12	0	1	0	0	0	0	0	0	0	0	2	6	51	131	27	2	0	0	0	0	0	0	0	0	0	0	0	29.8	27.1	3.7	
0900-1000	312	66	86	65	95	3	3	281	1	11	9	3	0	1	0	0	0	0	0	0	0	1	9	78	196	27	1	0	0	0	0	0	0	0	0	0	0	0	0	29.5	26.9	3.3
1000-1100	335	70	64	107	94	2	1	312	0	15	4	1	0	0	0	0	0	0	0	0	0	2	15	78	207	30	3	0	0	0	0	0	0	0	0	0	0	0	0	29.6	26.8	3.7
1100-1200	380	99	83	94	104	1	4	353	1	17	3	0	1	0	0	0	0	0	0	0	0	4	102	244	29	1	0	0	0	0	0	0	0	0	0	0	0	0	0	29.5	27.0	3.0
1200-1300	369	90	101	84	94	1	6	334	1	19	5	2	1	0	0	0	0	0	0	0	0	1	8	79	256	25	0	0	0	0	0	0	0	0	0	0	0	0	0	29.4	27.0	3.0
1300-1400	362	81	106	88	87	0	8	332	1	18	2	0	0	1	0	0	0	0	0	0	0	1	10	87	235	27	2	0	0	0	0	0	0	0	0	0	0	0	0	29.5	26.9	3.3
1400-1500	366	92	97	80	97	1	4	338	2	18	3	0	0	0	0	0	0	0	0	0	0	1	0	2	71	260	31	0	1	0	0	0	0	0	0	0	0	0	0	29.6	27.4	3.0
1500-1600	292	73	75	67	77	0	6	269	0	17	0	0	0	0	0	0	0	0	0	0	0	0	1	94	172	22	3	0	0	0	0	0	0	0	0	0	0	0	0	29.5	26.8	3.2
1600-1700	298	80	64	78	76	1	7	267	2	18	2	0	0	1	0	0	0	0	0	0	0	2	5	94	157	35	4	1	0	0	0	0	0	0	0	0	0	0	0	29.9	26.9	3.9
1700-1800	294	72	71	56	95	0	5	278	0	7	4	0	0	0	0	0	0	0	0	0	0	0	4	66	189	29	5	1	0	0	0	0	0	0	0	0	0	0	0	29.8	27.5	3.4
1800-1900	301	89	64	72	76	0	5	278	0	13	3	2	0	0	0	0	0	0	0	0	0	1	4	69	200	22	5	0	0	0	0	0	0	0	0	0	0	0	0	29.6	27.2	3.3
1900-2000	256	79	62	58	57	0	2	237	1	9	7	0	0	0	0	0	0	0	0	0	0	0	8	71	143	24	7	2	0	0	1	0	0	0	0	0	0	0	29.9	27.3	4.3	
2000-2100	161	53	48	23	37	1	1	156	0	2	1	0	0	0	0	0	0	0	0	0	0	0	2	32	91	27	7	2	0	0	0	0	0	0	0	0	0	0	33.8	28.3	4.2	
2100-2200	140	46	27	42	25	0	0	134	0	3	3	0	0	0	0	0	0	0	0	0	0	0	4	27	77	22	8	1	1	0	0	0	0	0	0	0	0	0	34.0	28.4	4.7	
2200-2300	100	21	22	25	32	0	0	93	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	24	54	16	5	1	0	0	0	0	0	0	0	0	0	0	33.9	28.3	4.2	
2300-0000	111	29	29	26	27	0	2	100	0	8	1	0	0	0	0	0	0	0	0	0	0	0	1	16	69	20	5	0	0	0	0	0	0	0	0	0	0	0	33.4	28.5	3.7	
0700-1900	3695	875	900	896	1024	10	49	3375	8	186	52	9	3	3	0	0	0	0	0	0	0	1	10	69	881	2343	352	35	4	0	0	0	0	0	0	0	0	29.7	27.2	3.4		
0600-2000	4302	1057	1052	1034	1159	12	52	3936	9	211	66	9	4	3	0	0	0	0	0	0	0	1	11	84	1017	2678	442	58	9	1	1	0	0	0	0	0	0	0	29.8	27.8	3.6	
0600-0000	4513	1107	1103	1085	1218	12	54	4129	9	226	67	9	4	3	0	0	0	0	0	0	0	1	11	85	1057	2801	478	68	10	1	1	0	0	0	0	0	0	0	0	29.8	27.3	3.6
0000-0000	4715	1158	1159	1138	1260	12	56	4293	9	262	67	9	4	3	0	0	0	0	0	0	0	1	11	85	1072	2893	536	100	13	2	2	0	0	0	0	0	0	0	29.9	27.5	3.7	

Virtual Day (7.00)

Time	Hourly Totals	15 Minute Bin Drops				Cycles	Motor Cycles	Car Van Towing	Number Vehicle Classes ARX Scheme						Vehicle Speed											P-Tile 0.9	Average Speed	Standard Deviation									
		00-15	15-30	30-45	45-00				2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph				MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <100mph				
0000 - 0100	38	10	11	11	6	0	0	32	0	6	1	0	0	0	0	0	0	0	0	0	0	1	3	21	10	3	1	1	0	0	0	0	0	0	34.3	30.2	5.1
0100 - 0200	27	7	8	7	5	0	0	21	0	5	0	0	0	0	0	0	0	0	0	0	0	0	3	10	9	4	0	0	0	0	0	0	0	0	32.2	30.9	5.6
0200 - 0300	19	5	5	4	5	0	0	15	0	4	0	0	0	0	0	0	0	0	0	0	0	0	2	8	6	2	0	0	0	0	0	0	0	36.4	30.9	5.2	
0300 - 0400	18	5	5	4	4	0	0	12	0	5	0	0	0	0	0	0	0	0	0	0	0	0	1	7	6	3	1	0	0	0	0	0	0	38.4	31.7	5.3	
0400 - 0500	20	3	4	5	8	0	0	14	0	7	0	0	0	0	0	0	0	0	0	0	0	0	1	7	8	4	1	0	0	0	0	0	0	37.6	31.8	4.3	
0500 - 0600	42	7	9	11	15	0	1	31	0	8	1	0	0	0	0	0	0	0	0	0	0	0	1	4	14	17	5	1	0	0	0	0	0	36.5	30.9	4.9	
0600 - 0700	136	15	27	40	54	1	3	110	0	18	3	0	0	0	0	0	0	0	0	0	0	1	18	80	31	4	1	0	0	0	0	0	0	33.5	28.8	3.9	
0700 - 0800	425	65	97	118	145	3	4	369	3	35	10	1	0	0	0	0	0	0	0	0	0	4	5	30	166	192	25	3	0	0	0	0	0	30.5	26.3	4.1	
0800 - 0900	456	112	108	109	127	6	6	403	2	25	10	4	1	0	0	0	0	0	0	0	0	1	13	83	219	126	12	2	0	0	0	0	0	29.5	24.4	4.1	
0900 - 1000	434	113	110	103	108	3	4	382	2	31	9	3	0	0	0	0	0	0	0	0	0	2	4	21	161	219	26	1	0	0	0	0	0	29.7	26.0	3.6	
1000 - 1100	382	91	91	99	101	2	4	330	1	35	8	2	0	0	0	0	0	0	0	0	0	1	4	12	140	200	23	2	0	0	0	0	0	29.7	26.1	3.6	
1100 - 1200	380	93	101	86	100	1	4	335	0	30	7	1	0	0	0	0	0	0	0	0	0	1	11	130	212	24	1	0	0	0	0	0	29.3	26.3	3.3		
1200 - 1300	366	95	92	87	92	2	4	317	2	35	4	1	0	0	0	0	0	0	0	0	0	2	12	118	209	23	1	0	0	1	0	0	29.3	26.4	3.5		
1300 - 1400	363	92	91	92	88	1	5	320	2	31	2	1	0	0	0	0	0	0	0	0	0	2	12	116	205	25	2	0	0	0	0	0	29.4	26.4	3.5		
1400 - 1500	349	87	84	85	93	1	3	306	1	33	3	1	0	0	0	0	0	0	0	0	0	1	8	113	201	25	1	0	0	0	0	0	29.4	26.5	3.2		
1500 - 1600	348	88	86	88	86	1	4	315	2	25	1	1	0	0	0	0	0	0	0	0	0	2	29	153	147	16	2	0	0	0	0	0	29.0	25.3	3.6		
1600 - 1700	346	83	86	94	83	2	5	307	2	27	3	0	0	0	0	0	0	0	0	0	0	1	14	124	186	19	1	0	0	0	0	0	29.2	26.2	3.3		
1700 - 1800	354	92	82	89	91	1	6	325	1	14	6	1	0	0	0	0	0	0	0	0	0	4	16	120	191	20	2	0	0	0	0	0	29.3	26.1	3.6		
1800 - 1900	324	88	79	71	86	3	5	297	1	11	6	1	0	0	0	0	0	0	0	0	0	2	14	122	166	17	1	0	0	0	0	0	29.2	26.0	3.8		
1900 - 2000	245	74	65	56	50	1	3	225	0	8	6	1	0	0	0	0	0	0	0	0	0	1	7	85	132	17	2	0	0	0	0	0	29.4	26.4	3.5		
2000 - 2100	156	47	43	33	33	1	1	143	0	6	4	1	0	0	0	0	0	0	0	0	0	0	3	40	89	19	3	0	0	0	0	0	30.9	27.3	3.8		
2100 - 2200	122	31	31	32	28	0	1	113	1	4	2	0	0	0	0	0	0	0	0	0	0	0	2	25	70	19	3	1	0	0	0	0	33.0	27.9	4.1		
2200 - 2300	96	26	23	24	23	0	0	90	0	5	1	0	0	0	0	0	0	0	0	0	0	0	2	19	55	18	4	1	0	0	0	0	33.7	28.4	4.3		
2300 - 0000	73	19	20	17	17	0	1	66	0	4	2	0	0	0	0	0	0	0	0	0	0	0	1	9	44	15	4	1	0	0	0	0	33.8	29.0	4.0		
0700 - 1900	4527	1099	1107	1121	1200	26	54	4006	19	332	89	17	1	0	0	0	0	0	0	0	0	8	41	262	1662	2254	255	19	0	0	1	0	0	29.5	26.0	3.6	
0600 - 2000	5186	1266	1273	1292	1365	29	62	4597	20	368	84	19	1	0	0	0	0	0	0	0	0	8	43	275	1850	2625	341	31	2	0	1	0	0	30.0	26.4	3.7	
0600 - 0000	5355	1311	1316	1323	1405	29	63	4753	20	377	87	19	1	0	0	0	0	0	0	0	0	8	43	278	1878	2724	374	39	4	0	1	0	0	30.4	26.7	3.7	
0000 - 0000	5519	1348	1358	1365	1448	29	64	4878	20	412	89	19	1	0	0	0	0	0	0	0	0	8	43	280	1892	2791	430	60	8	1	1	0	0	32.0	27.8	4.1	

Virtual Week (1.00)

Time	Hourly Totals	15 Minute Bin Drops				Cycles	Motor Cycles	Car Van	Car Van Towing	Number Vehicle Classes ARX Scheme							Double Road Train	Triple Road Train	Vehicle Speed										P-Title 0.9	Average Speed	Standard Deviation			
		00-15	15-30	30-45	45-00					2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic			MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph				MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph
Tue	5880	1489	1428	1422	1541	23	66	5135	28	522	80	19	0	4	2	1	0	0	33	55	410	2480	2514	347	33	5	3	0	0	0	0	31.2	26.9	4.0
Wed	5991	1394	1510	1516	1571	29	59	5266	20	502	90	25	5	3	1	1	0	0	1	25	365	2477	2718	336	48	10	2	6	0	3	0	29.2	25.7	4.0
Thu	6214	1531	1490	1526	1667	41	80	5393	15	536	113	29	2	3	1	1	0	0	2	54	337	2218	3108	432	57	5	0	1	0	0	0	29.4	26.0	3.9
Fri	6144	1528	1525	1515	1576	33	66	5375	35	503	99	26	4	1	1	1	0	0	18	74	370	2095	3053	481	45	8	0	0	0	0	0	29.4	25.9	4.1
Sat	4715	1158	1159	1138	1260	12	56	4293	9	262	67	9	4	3	0	0	0	0	1	11	85	1072	2893	536	100	13	2	2	0	0	0	29.9	27.5	3.7
Sun	3943	928	946	1020	1049	16	44	3644	11	177	44	4	0	3	0	0	0	0	2	12	63	819	2444	520	65	14	1	3	0	0	0	33.2	27.6	3.7
Mon	5753	1411	1444	1425	1473	40	78	5047	24	395	130	30	2	4	1	2	0	0	13	70	341	2076	2806	381	51	7	3	1	4	0	0	29.4	25.8	4.2

Town, County

Report Id 57718
 Site Name Site 1 of 1
 Description Newbridge Road, 37m North West of Osbourne Road
 Direction Southbound

Tuesday 16 October 2018

Time	Hourly Totals	00-15	15 Minute Bin Drops			45-00	Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	Number Vehicle Classes ARX Scheme						Double Road Train	Triple Road Train	Vehicle Speed											P-Tile 85%	Average Speed	Standard Deviation						
			15-30	30-45	45-00							3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic			MPH <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph				MPH 60 <65mph	MPH 65 <70mph				
0000-0100	22	5	2	9	6	1	1	16	0	4	0	0	0	0	0	0	0	0	0	0	1	1	2	11	3	4	0	0	0	0	0	0	0	0	0	0	39.1	28.9	6.3
0100-0200	14	3	5	4	2	0	0	10	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	2	5	5	2	0	0	0	0	0	0	0	0	0	34.9	30.5	4.7
0200-0300	12	2	3	2	5	0	0	10	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	5	4	0	0	0	0	0	0	0	0	0	44.3	31.8	6.1	
0300-0400	16	3	8	2	3	0	0	14	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	3	7	4	1	0	0	0	0	0	0	0	0	34.1	28.3	5.0	
0400-0500	18	5	4	5	4	0	0	17	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2	11	4	1	0	0	0	0	0	0	0	0	0	33.6	29.1	3.7	
0500-0600	44	14	8	8	14	0	1	34	0	8	0	0	0	0	0	0	0	0	0	0	0	1	5	16	18	4	0	0	0	0	0	0	0	0	34.5	30.2	4.5		
0600-0700	114	11	28	30	45	2	0	95	0	17	0	0	0	0	0	0	0	0	0	0	2	3	3	27	56	21	2	0	0	0	0	0	0	0	33.7	26.9	5.2		
0700-0800	248	40	52	71	85	1	4	221	0	21	0	0	0	0	0	0	0	0	0	0	0	5	36	119	73	12	3	0	0	0	0	0	0	29	24.2	4.4			
0800-0900	377	85	114	95	83	2	6	340	2	25	1	0	1	0	0	0	0	0	0	0	14	31	80	170	78	4	0	0	0	0	0	0	0	0	28.7	21.7	5.1		
0900-1000	286	70	80	67	69	3	2	236	0	38	5	2	0	0	0	0	0	0	0	0	1	10	30	151	90	4	0	0	0	0	0	0	0	0	28.5	23.8	4.0		
1000-1100	268	74	63	67	64	2	3	217	1	41	3	1	0	0	0	0	0	0	0	0	1	5	28	136	92	5	1	0	0	0	0	0	0	28.6	24.2	3.9			
1100-1200	304	68	78	74	84	7	6	243	1	41	5	1	0	0	0	0	0	0	0	0	3	15	41	143	93	9	0	0	0	0	0	0	0	28.8	23.5	4.6			
1200-1300	279	62	72	71	74	1	2	234	0	37	4	0	0	0	0	0	0	0	0	0	1	10	39	138	85	6	0	0	0	0	0	0	0	28.7	23.6	4.2			
1300-1400	304	71	80	73	80	3	1	261	0	31	2	5	1	0	0	0	0	0	0	0	2	14	39	130	107	12	0	0	0	0	0	0	0	29	24.0	4.6			
1400-1500	339	74	95	79	91	3	5	292	2	33	3	0	0	0	0	0	0	0	0	0	1	21	53	146	103	15	0	0	0	0	0	0	0	29	23.5	4.8			
1500-1600	358	84	101	89	84	4	4	314	2	29	4	0	1	0	0	0	0	0	0	0	8	28	48	173	90	11	0	0	0	0	0	0	0	28.8	22.8	5.1			
1600-1700	456	121	109	131	95	6	6	394	4	35	8	2	0	0	0	0	0	0	0	0	7	64	97	202	78	7	1	0	0	0	0	0	0	28.8	21.3	5.1			
1700-1800	452	109	117	110	116	19	6	399	2	21	2	2	0	0	0	0	0	0	0	0	2	39	96	179	121	11	1	0	3	0	0	0	0	29	22.8	5.4			
1800-1900	300	99	82	53	66	13	4	259	2	18	1	2	0	0	0	0	0	0	0	0	6	27	54	129	75	8	1	0	0	0	0	0	0	28.9	23.5	5.2			
1900-2000	209	66	52	52	39	8	0	190	0	11	0	0	0	0	0	0	0	0	0	0	4	7	24	81	83	9	0	1	0	0	0	0	0	29.1	24.3	5.0			
2000-2100	173	36	57	40	40	3	3	158	0	9	0	0	0	0	0	0	0	0	0	0	2	1	7	55	90	16	1	1	0	0	0	0	0	29.6	26.3	4.4			
2100-2200	149	45	33	43	28	2	1	138	1	7	0	0	0	0	0	0	0	0	0	0	5	3	55	70	15	1	0	0	0	0	0	0	0	29.6	26.0	4.3			
2200-2300	109	37	38	20	14	1	1	101	0	6	0	0	0	0	0	0	0	0	0	0	1	4	42	45	14	3	0	0	0	0	0	0	0	33.9	26.5	4.4			
2300-0000	47	14	16	7	10	0	0	41	0	5	1	0	0	0	0	0	0	0	0	0	1	2	6	27	7	4	0	0	0	0	0	0	0	34	28.2	5.0			
0700-1900	3971	957	1043	980	991	64	49	3410	16	370	38	15	3	1	2	3	0	0	0	0	46	269	641	1816	1065	104	7	0	3	0	0	0	0	28.8	23.2	4.7			
0600-2200	4616	1115	1213	1145	1143	79	53	3991	17	414	38	15	3	1	2	3	0	0	0	0	54	285	678	2034	1384	165	11	2	3	0	0	0	0	29.2	23.6	4.7			
0600-0000	4772	1166	1267	1172	1167	80	54	4133	17	425	39	15	3	1	2	3	0	0	0	0	54	287	684	2082	1456	186	18	2	3	0	0	0	0	29.8	24.2	4.7			
0000-0000	4898	1198	1297	1202	1201	81	56	4234	17	446	39	15	3	1	3	3	0	0	0	0	54	288	687	2097	1511	224	30	4	3	0	0	0	0	31.5	25.6	4.8			

Wednesday 17 October 2018

Time	Hourly Totals	15 Minute Bin Drops				Cycles	Motor Cycles	Car Van Towing	Number Vehicle Classes ARX Scheme						Vehicle Speed														P-Tile 85%	Average Speed	Standard Deviation									
		00-15	15-30	30-45	45-00				2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph				MPH 60 <65mph	MPH 65 <100mph							
0000 -0100	28	8	12	4	4	1	1	22	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	34.9	29.1	6.6
0100 -0200	22	4	3	10	5	1	0	21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	34.5	28.5	6.5
0200 -0300	21	7	5	4	5	1	0	19	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	34.2	28.7	5.5
0300 -0400	15	5	4	3	3	0	0	11	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	34.7	30.3	5.0
0400 -0500	26	5	9	7	5	0	0	26	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33.4	29.5	3.9
0500 -0600	45	14	5	12	14	0	1	35	0	8	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	34.2	28.0	4.9
0600 -0700	114	16	25	32	41	4	1	98	0	10	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33.9	27.3	5.0
0700 -0800	243	46	63	70	64	3	3	202	0	31	1	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28.6	24.4	3.7
0800 -0900	345	97	89	94	85	1	5	329	0	21	5	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28.6	21.4	4.6
0900 -1000	251	68	60	58	65	3	0	212	0	30	4	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28.7	22.7	4.6
1000 -1100	271	74	63	83	51	1	1	219	1	47	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28.7	24.5	4.4
1100 -1200	291	75	72	62	82	4	4	233	4	36	5	3	0	0	0	2	0	0	1	12	38	146	88	6	0	0	0	0	0	0	0	0	0	0	0	0	0	28.6	23.6	4.2
1200 -1300	326	86	90	71	79	1	2	284	1	34	2	2	0	0	0	0	0	0	4	11	44	158	104	3	1	0	1	0	0	0	0	0	0	0	0	0	0	28.7	23.6	4.5
1300 -1400	290	56	63	100	71	3	2	248	0	32	1	3	0	0	0	0	0	0	1	0	5	16	38	123	97	10	1	0	0	0	0	0	0	0	0	0	0	29	23.6	5.0
1400 -1500	307	86	60	85	76	3	2	269	0	27	3	3	0	0	0	0	0	0	3	16	33	137	107	11	0	0	0	0	0	0	0	0	0	0	0	0	0	28.9	23.9	4.7
1500 -1600	349	93	75	76	105	7	4	295	2	33	7	1	0	0	0	0	0	0	5	34	58	175	70	7	0	0	0	0	0	0	0	0	0	0	0	0	0	28.6	22.2	4.9
1600 -1700	463	119	119	121	104	8	2	415	4	28	3	2	0	0	0	1	0	0	0	7	58	91	184	118	4	1	0	0	0	0	0	0	0	0	0	0	0	28.8	21.9	5.2
1700 -1800	412	96	110	103	103	9	13	364	0	21	1	3	0	0	0	1	0	0	0	5	14	55	198	127	11	0	1	1	0	0	0	0	0	0	0	0	0	28.8	23.7	4.7
1800 -1900	330	107	91	61	71	9	7	294	1	15	3	1	0	0	0	0	0	0	2	16	53	145	98	15	1	0	0	0	0	0	0	0	0	0	0	0	0	29	23.6	4.8
1900 -2000	223	63	65	45	50	3	3	207	0	9	1	0	0	0	0	0	0	0	0	7	17	93	90	15	1	0	0	0	0	0	0	0	0	0	0	0	0	29.2	25.1	4.3
2000 -2100	156	41	36	40	39	2	3	138	0	12	1	0	0	0	0	0	0	0	0	2	5	53	83	11	1	1	0	0	0	0	0	0	0	0	0	0	0	29.4	26.3	4.0
2100 -2200	130	30	32	42	26	1	1	122	0	4	1	1	0	0	0	0	0	0	0	1	6	44	62	16	0	1	0	0	0	0	0	0	0	0	0	0	0	29.8	26.5	4.2
2200 -2300	148	45	38	34	31	2	2	140	0	3	1	0	0	0	0	0	0	0	0	1	5	7	43	71	20	1	0	0	0	0	0	0	0	0	0	0	0	29.9	26.2	4.8
2300 -0000	64	24	16	9	15	1	0	60	0	3	0	0	0	0	0	0	0	0	0	1	1	17	29	11	5	0	0	0	0	0	0	0	0	0	0	0	34.2	27.9	4.9	
0700 -1900	3698	1003	955	984	956	52	45	3364	13	355	35	24	3	1	2	3	1	0	48	232	590	1815	1122	83	5	1	2	0	0	0	0	0	0	0	0	0	28.8	23.2	4.7	
0600 -2000	4521	1153	1113	1143	1112	62	53	3929	13	390	38	26	3	1	2	3	1	0	46	245	624	2032	1406	151	10	3	2	0	0	0	0	0	0	0	0	0	0	28.9	23.4	4.8
0600 -0000	4733	1222	1167	1186	1158	65	55	4129	13	396	39	26	3	1	2	3	1	0	49	251	632	2092	1506	182	16	3	2	0	0	0	0	0	0	0	0	0	0	29.0	23.7	4.9
0000 -0000	4890	1265	1205	1226	1194	68	57	4263	13	413	39	26	3	2	2	3	1	0	49	254	637	2116	1580	219	26	7	2	0	0	0	0	0	0	0	0	0	29.0	23.9	5.0	

Thursday 18 October 2018

Time	Hourly Totals	15 Minute Bin Drops				Number Vehicle Classes ARX Scheme													Vehicle Speed										P-Title 85%	Average Speed	Standard Deviation				
		00-15	15-30	30-45	45-00	Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph				MPH 55 <60mph	MPH 60 <65mph	MPH 65 <100mph	
0000 - 0100	24	7	9	3	5	0	2	14	0	8	0	0	0	0	0	0	0	0	0	0	6	8	4	5	1	0	0	0	0	0	0	0	39.3	30.3	6.1
0100 - 0200	17	5	3	4	5	0	0	15	0	2	0	0	0	0	0	0	0	0	0	2	9	3	3	0	0	0	0	0	0	0	0	39.1	30.1	4.7	
0200 - 0300	16	5	4	4	3	0	0	14	0	2	0	0	0	0	0	0	0	0	0	6	4	3	2	0	1	0	0	0	0	0	39.4	29.6	7.2		
0300 - 0400	29	3	11	7	8	0	0	24	0	5	0	0	0	0	0	0	0	0	0	5	14	8	2	0	0	0	0	0	0	34.1	29.2	4.2			
0400 - 0500	18	5	4	6	3	0	0	14	0	4	0	0	0	0	0	0	0	0	0	1	2	10	3	1	1	0	0	0	0	34.4	29.1	5.8			
0500 - 0600	30	7	4	8	11	0	1	23	0	6	0	0	0	0	0	0	0	0	0	4	10	13	3	0	0	0	0	0	34.6	30.5	4.3				
0600 - 0700	101	12	25	29	35	1	0	90	0	9	0	0	0	1	0	0	0	0	1	15	54	29	2	0	0	0	0	0	33.5	28.7	3.8				
0700 - 0800	251	46	50	75	80	4	2	219	1	24	0	1	0	0	0	0	3	17	34	99	81	17	0	0	0	0	0	29.2	23.8	5.2					
0800 - 0900	387	87	97	117	86	4	6	342	3	23	7	0	2	0	0	0	18	61	83	165	53	7	0	0	0	0	0	28.8	20.5	5.5					
0900 - 1000	300	79	90	62	69	4	2	262	1	27	0	1	0	2	1	0	0	3	19	36	140	98	4	0	0	0	0	28.7	23.4	4.6					
1000 - 1100	255	55	68	67	65	1	2	210	1	37	4	0	0	0	0	0	3	10	18	112	105	6	1	0	0	0	0	28.9	24.4	4.5					
1100 - 1200	283	63	67	79	74	7	5	208	3	55	4	0	0	0	1	0	0	4	22	26	141	81	9	0	0	0	0	28.7	23.3	4.9					
1200 - 1300	302	66	73	81	82	3	0	263	0	34	1	0	0	1	0	0	0	1	13	37	148	93	9	1	0	0	0	28.8	23.8	4.4					
1300 - 1400	325	73	89	76	87	4	7	269	2	39	4	0	0	0	0	0	3	11	44	160	98	9	0	0	0	0	0	28.7	23.6	4.3					
1400 - 1500	350	78	75	100	97	4	5	293	1	41	4	1	0	1	0	0	1	21	40	156	120	11	1	0	0	0	28.9	23.9	4.6						
1500 - 1600	370	82	100	91	97	4	8	329	0	25	3	1	0	0	0	0	6	20	71	163	99	10	1	0	0	0	0	28.9	22.9	4.9					
1600 - 1700	440	123	103	122	92	7	6	388	1	31	4	1	1	0	0	0	3	33	47	204	138	14	0	1	0	0	0	28.8	23.5	4.8					
1700 - 1800	364	88	101	83	92	10	3	321	0	25	3	2	0	0	0	0	1	19	64	146	129	5	0	0	0	0	0	28.8	23.5	4.5					
1800 - 1900	326	94	92	83	57	9	4	292	0	21	0	0	0	0	0	0	9	38	134	124	20	1	0	0	0	0	29.2	24.7	4.4						
1900 - 2000	200	54	51	48	47	2	1	185	1	11	0	0	0	0	0	0	0	7	15	70	91	12	4	1	0	0	0	29.4	25.6	4.8					
2000 - 2100	145	40	44	37	24	1	2	137	0	4	1	0	0	0	0	0	0	2	12	46	75	8	2	0	0	0	0	29.3	25.8	4.2					
2100 - 2200	141	41	45	27	28	0	1	136	0	3	1	0	0	0	0	0	0	1	3	48	71	16	1	1	0	0	0	29.8	26.7	4.0					
2200 - 2300	122	31	45	20	26	0	2	117	0	3	0	0	0	0	0	0	0	3	6	48	54	11	0	0	0	0	0	29.4	25.6	4.1					
2300 - 0000	61	27	14	12	8	1	1	57	0	2	0	0	0	0	0	0	0	1	1	15	28	14	1	1	0	0	0	33.8	27.9	4.8					
0700 - 1900	3953	934	1005	1036	976	61	50	3396	13	382	34	6	4	4	2	1	0	46	255	538	1768	1219	121	5	1	0	0	28.9	23.4	4.8					
0600 - 2000	4540	1081	1170	1177	1112	65	54	3944	14	409	36	6	4	4	3	1	0	46	266	568	1947	1310	186	14	3	0	0	29.0	23.8	4.9					
0600 - 0000	4723	1139	1229	1209	1146	66	57	4118	14	414	36	6	4	4	3	1	0	46	270	575	2010	1592	211	15	4	0	0	29.0	23.9	4.9					
0000 - 0000	4857	1171	1264	1241	1181	66	60	4222	14	441	36	6	4	4	3	1	0	46	270	576	2035	1647	245	31	6	1	0	29.1	24.0	5.0					

Friday 19 October 2018

Time	Hourly Totals	15 Minute Bin Drops				Cycles	Motor Cycles	Car Van	Car Van Towing	Number Vehicle Classes ARX Scheme						Double Road Train	Triple Road Train	Vehicle Speed										P-Title 85%	Average Speed	Standard Deviation							
		00-15	15-30	30-45	45-00					2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic			6 Axle Artic	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph				MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <100mph			
0000 - 0100	27	11	6	4	6	1	1	20	0	5	0	0	0	0	0	0	1	2	15	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33.3	28.2	4.7
0100 - 0200	22	5	8	5	4	0	0	20	0	2	0	0	0	0	0	0	0	0	4	11	5	1	0	1	0	0	0	0	0	0	0	0	0	0	34.3	29.6	5.6
0200 - 0300	14	6	2	2	4	0	0	12	0	2	0	0	0	0	0	0	0	0	1	4	4	5	0	0	0	0	0	0	0	0	0	0	0	39	32.6	5.0	
0300 - 0400	13	5	4	2	2	0	0	12	0	1	0	0	0	0	0	0	0	0	0	3	8	2	0	0	0	0	0	0	0	0	0	0	0	38.1	32.6	3.2	
0400 - 0500	28	5	13	5	5	0	0	25	0	2	0	0	0	0	0	0	0	0	1	12	11	3	1	0	0	0	0	0	0	0	0	0	0	34.9	31.4	4.3	
0500 - 0600	39	11	5	9	14	0	0	31	0	7	0	0	0	0	0	0	0	0	3	15	16	4	0	1	0	0	0	0	0	0	0	0	0	34.8	31.2	4.8	
0600 - 0700	110	12	26	35	37	2	1	91	1	14	1	0	0	0	0	0	1	2	8	19	52	25	3	0	0	0	0	0	0	0	0	0	0	33.8	27.4	5.3	
0700 - 0800	244	37	46	63	98	3	4	218	2	16	0	1	0	0	0	0	2	9	20	99	102	11	1	0	0	0	0	0	0	0	0	0	0	29.1	24.7	4.5	
0800 - 0900	330	83	67	99	81	5	3	299	0	26	4	2	0	0	0	1	0	4	29	67	161	66	2	1	0	0	0	0	0	0	0	0	0	0	28.6	22.0	4.7
0900 - 1000	292	84	66	76	66	3	3	250	1	33	1	1	0	0	0	0	1	7	48	149	80	5	2	0	0	0	0	0	0	0	0	0	0	28.6	23.5	4.1	
1000 - 1100	264	88	47	79	50	3	3	209	3	40	3	2	0	0	0	1	0	4	16	43	128	64	7	2	0	0	0	0	0	0	0	0	0	28.8	22.9	4.9	
1100 - 1200	286	78	74	65	69	5	6	231	3	37	2	1	1	0	0	0	0	8	42	132	93	10	1	0	0	0	0	0	0	0	0	0	0	28.9	24.0	4.2	
1200 - 1300	343	95	94	81	73	1	1	300	0	40	1	0	0	0	0	0	5	19	30	160	115	12	2	0	0	0	0	0	0	0	0	0	0	28.9	23.9	4.8	
1300 - 1400	337	83	91	81	82	3	7	288	1	33	2	3	0	0	0	0	2	17	46	162	96	13	1	0	0	0	0	0	0	0	0	0	0	28.9	23.6	4.6	
1400 - 1500	373	86	83	95	109	0	6	334	3	28	1	1	0	0	0	0	1	13	48	131	157	21	2	0	0	0	0	0	0	0	0	0	0	29.2	24.7	4.7	
1500 - 1600	401	107	93	106	95	7	8	351	2	32	0	0	0	0	0	1	0	10	43	66	172	100	10	0	0	0	0	0	0	0	0	0	0	28.9	22.2	5.4	
1600 - 1700	373	105	84	86	98	10	6	318	5	33	1	0	0	0	0	0	3	14	34	187	119	15	1	0	0	0	0	0	0	0	0	0	0	28.8	24.1	4.4	
1700 - 1800	366	93	95	91	87	5	8	328	4	13	5	3	0	0	0	0	4	14	45	151	144	7	0	1	0	0	0	0	0	0	0	0	0	28.9	24.1	4.6	
1800 - 1900	301	84	81	78	58	10	1	262	4	23	0	1	0	0	0	0	3	24	41	125	94	13	1	0	0	0	0	0	0	0	0	0	0	29	23.4	5.1	
1900 - 2000	201	54	50	49	48	1	2	187	0	11	0	0	0	0	0	0	1	3	9	93	77	13	5	0	0	0	0	0	0	0	0	0	0	29.3	25.5	4.4	
2000 - 2100	163	57	38	38	30	1	2	152	0	6	2	0	0	0	0	0	0	2	11	55	78	17	0	0	0	0	0	0	0	0	0	0	0	29.6	26.0	4.1	
2100 - 2200	143	33	32	39	39	1	1	134	0	7	0	0	0	0	0	0	1	2	10	44	61	24	1	0	0	0	0	0	0	0	0	0	0	33.7	26.3	4.8	
2200 - 2300	102	23	29	26	24	0	2	98	0	2	0	0	0	0	0	0	0	0	35	50	12	4	1	0	0	0	0	0	0	0	0	0	0	33.9	27.4	4.2	
2300 - 0000	92	26	26	21	19	0	1	88	0	3	0	0	0	0	0	0	0	0	22	51	15	4	0	0	0	0	0	0	0	0	0	0	0	33.7	28.1	3.8	
0700 - 1900	3910	1023	921	1000	966	55	56	3978	28	354	20	15	1	0	0	3	0	39	213	530	1757	1230	126	14	1	0	0	0	0	0	0	0	28.9	23.6	4.8		
0600 - 2000	4527	1179	1067	1161	1120	60	62	3942	29	392	23	15	1	0	0	3	0	42	222	568	1968	1498	205	23	1	0	0	0	0	0	0	0	0	29.0	23.9	4.8	
0600 - 0000	4721	1228	1122	1208	1163	60	65	4128	29	397	23	15	1	0	0	3	0	42	222	568	2025	1599	232	31	2	0	0	0	0	0	0	0	0	29.1	24.1	4.9	
0000 - 0000	4864	1271	1160	1235	1198	61	66	4248	29	416	23	15	1	1	1	3	0	42	223	569	2036	1659	284	46	3	2	0	0	0	0	0	0	0	29.2	24.3	5.0	

Saturday 20 October 2018

Time	Hourly Totals	15 Minute Bin Drops				Number Vehicle Classes ARX Scheme													Vehicle Speed										P-Title 85%	Average Speed	Standard Deviation	
		00-15	15-30	30-45	45-00	Cycles	Motor Cycles	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph				MPH 60 <65mph
0000 -0100	52	14	14	13	11	1	1	47	0	2	1	0	0	0	0	0	0	0	4	1	2	33	8	2	0	0	0	0	0	33.7	28.2	6.1
0100 -0200	23	7	7	3	4	0	0	22	0	0	1	0	0	0	0	0	0	0	2	8	7	5	1	0	0	0	0	0	34.2	26.9	5.2	
0200 -0300	30	8	9	8	5	0	0	27	0	3	0	0	0	0	0	0	0	2	0	0	17	10	1	0	0	0	0	33.5	29.0	5.2		
0300 -0400	32	4	14	8	6	0	0	30	0	2	0	0	0	0	0	0	0	0	0	3	16	10	2	1	0	0	0	34.3	30.2	4.4		
0400 -0500	22	10	5	5	2	0	0	20	0	2	0	0	0	0	0	0	0	0	0	1	14	5	2	0	0	0	0	33.9	29.8	3.6		
0500 -0600	24	6	6	5	7	0	0	21	0	3	0	0	0	0	0	0	0	0	0	7	10	5	2	0	0	0	0	34.3	28.4	4.6		
0600 -0700	51	4	11	18	18	2	0	44	0	4	1	0	0	0	0	0	0	2	0	3	26	14	5	1	0	0	0	34.6	29.8	5.4		
0700 -0800	81	21	18	20	22	1	2	66	0	12	0	0	0	0	0	0	0	1	4	35	30	11	0	0	0	0	29.8	25.8	4.2			
0800 -0900	155	32	42	34	47	3	3	135	0	11	2	1	0	0	0	0	0	0	11	60	73	10	0	1	0	0	29.3	25.8	3.9			
0900 -1000	227	47	56	64	60	2	0	202	3	17	2	0	1	0	0	0	2	12	25	90	85	12	1	0	0	0	29.2	24.3	4.9			
1000 -1100	233	48	57	63	65	1	1	213	2	15	0	0	1	0	0	0	1	4	22	108	90	7	1	0	0	0	28.8	24.6	4.0			
1100 -1200	244	45	66	68	67	2	4	217	1	17	2	0	0	0	1	0	5	12	26	111	85	4	1	0	0	0	28.8	23.6	4.8			
1200 -1300	265	64	68	69	64	3	4	244	1	12	1	0	0	0	0	0	4	25	98	119	13	1	0	0	0	0	29.2	25.0	4.3			
1300 -1400	268	71	60	75	62	3	4	247	0	12	2	0	0	0	0	0	2	7	24	117	101	17	0	0	0	0	29.1	24.7	4.4			
1400 -1500	275	68	72	68	67	6	5	241	1	19	1	2	0	0	0	0	3	11	34	119	97	9	2	0	0	0	29	24.0	4.7			
1500 -1600	298	81	71	82	64	3	4	271	0	14	2	4	0	0	0	0	1	10	23	137	102	21	2	0	0	0	29.3	24.9	5.0			
1600 -1700	317	89	80	70	78	0	1	299	0	16	1	0	0	0	0	0	3	13	17	126	145	11	2	0	0	0	29	24.9	4.5			
1700 -1800	301	91	69	65	76	4	3	270	0	21	2	0	1	0	0	0	3	3	12	106	157	18	2	0	0	0	29.3	25.9	4.1			
1800 -1900	244	59	75	51	59	2	2	227	0	11	2	0	0	0	0	0	1	3	11	130	87	9	3	0	0	0	28.8	24.9	3.9			
1900 -2000	173	39	42	38	54	0	2	156	1	14	0	0	0	0	0	0	1	2	11	59	89	8	3	0	0	0	29.3	25.8	4.2			
2000 -2100	132	48	31	29	24	0	1	122	0	9	0	0	0	0	0	0	0	0	1	50	70	8	3	0	0	0	29.4	26.6	3.5			
2100 -2200	113	22	25	41	25	0	0	112	0	1	0	0	0	0	0	0	0	4	32	61	13	3	0	0	0	0	29.9	27.1	3.9			
2200 -2300	125	24	31	34	36	1	0	121	0	3	0	0	0	0	0	0	1	2	51	54	16	1	0	0	0	0	29.8	26.4	3.9			
2300 -0000	111	41	28	22	20	1	3	103	0	3	1	0	0	0	0	0	1	2	4	27	56	16	5	0	0	0	33.8	27.1	5.0			
0700 -1900	2908	714	734	729	731	30	33	2632	8	177	17	7	3	0	0	1	0	0	21	85	234	1237	1171	142	15	1	0	29.1	26.8	4.5		
0400 -2200	3377	827	845	855	852	32	36	3066	9	205	18	7	3	0	0	1	0	22	89	250	1381	1117	185	29	2	0	29.2	25.1	4.5			
0600 -0000	3613	892	902	911	908	34	39	3290	9	211	19	7	3	0	0	1	0	23	92	256	1459	1527	217	35	2	0	29.2	25.2	4.5			
0000 -0000	3796	941	957	953	945	35	40	3457	9	223	21	7	3	0	0	1	0	23	98	259	1480	1624	260	45	5	0	29.4	25.4	4.6			

Sunday 21 October 2018

Table with columns: Time, Hourly Totals, 15 Minute Bin Drops (00-15, 15-30, 30-45, 45-00), Number Vehicle Classes ARX Scheme, Vehicle Speed, P-Title 85%, Average Speed, Standard Deviation.

Monday 22 October 2018

Table with columns: Time, Hourly Totals, 15 Minute Bin Drops (00-15, 15-30, 30-45, 45-00), Number Vehicle Classes ARX Scheme, Vehicle Speed, P-Title 85%, Average Speed, Standard Deviation.

Virtual Day (7.00)

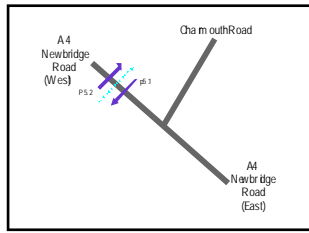
Time	Hourly Totals	15 Minute Bin Drops				Cycles	Motor Cycles	Car Van	Car Van Towing	Number Vehicle Classes ARX Scheme						Double Road Train	Triple Road Train	Vehicle Speed											P-Title 85%	Average Speed	Standard Deviation							
		00-15	15-30	30-45	45-00					2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic			6 Axle Artic	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph				MPH 55 <60mph	MPH 60 <65mph	MPH 65 <10mph				
0000 - 0100	37	10	10	9	8	1	1	30	0	4	0	0	0	0	0	0	0	1	0	4	19	8	3	1	0	0	0	0	0	0	0	0	0	0	0	36.1	29.5	5.6
0100 - 0200	20	5	6	5	4	0	0	19	0	2	0	0	0	0	0	0	0	0	0	1	3	8	7	2	0	0	0	0	0	0	0	0	0	0	35.3	30.0	5.1	
0200 - 0300	20	7	5	4	4	0	0	18	0	2	0	0	0	0	0	0	0	0	0	0	3	8	6	2	1	0	0	0	0	0	0	0	0	38.4	30.8	5.6		
0300 - 0400	23	5	8	4	6	0	0	19	0	3	0	0	0	0	0	0	0	0	0	0	2	9	7	2	0	0	0	0	0	0	0	0	0	35.5	30.3	4.7		
0400 - 0500	22	6	6	6	4	0	0	20	0	2	0	0	0	0	0	0	0	0	0	0	2	11	7	2	1	0	0	0	0	0	0	0	0	34.2	29.9	4.5		
0500 - 0600	33	10	5	8	10	0	1	26	0	6	0	0	0	0	0	0	0	0	0	1	5	12	11	4	0	0	0	0	0	0	0	0	0	35.7	30.0	4.8		
0600 - 0700	89	11	21	25	32	2	1	77	0	9	1	0	0	0	0	0	0	0	0	2	3	17	43	21	2	0	0	0	0	0	0	0	0	33.9	28.1	4.8		
0700 - 0800	195	34	42	54	65	2	3	170	1	18	1	0	0	0	0	0	0	1	7	21	85	68	12	1	0	0	0	0	0	0	0	0	0	29.8	24.8	4.6		
0800 - 0900	294	73	74	78	69	3	5	262	1	19	3	1	1	0	0	0	0	7	28	62	130	61	7	0	0	0	0	0	0	0	0	0	0	0	29.5	22.8	4.8	
0900 - 1000	249	64	65	58	62	3	2	214	1	27	2	1	0	0	0	0	0	2	11	30	118	82	6	1	0	0	0	0	0	0	0	0	0	28.8	23.9	4.4		
1000 - 1100	248	61	59	66	62	2	2	209	1	30	2	1	0	0	0	0	0	3	9	26	110	93	6	1	0	0	0	0	0	0	0	0	0	28.8	24.2	4.4		
1100 - 1200	268	63	68	67	70	5	4	221	2	32	3	1	0	0	0	0	0	3	12	30	128	86	9	0	0	0	0	0	0	0	0	0	0	28.8	23.8	4.5		
1200 - 1300	303	71	80	76	76	2	2	267	1	29	2	0	0	0	0	0	0	2	12	33	134	112	10	1	0	0	0	0	0	0	0	0	0	28.9	24.2	4.4		
1300 - 1400	298	70	75	77	76	3	4	257	1	29	2	2	0	0	0	0	0	2	11	35	129	109	11	1	0	0	0	0	0	0	0	0	0	28.9	24.2	4.4		
1400 - 1500	321	76	77	84	84	3	4	282	1	27	2	1	0	0	0	0	0	2	14	39	135	117	12	1	0	0	0	0	0	0	0	0	0	29	24.2	4.5		
1500 - 1600	352	88	85	88	91	4	7	311	1	25	3	1	0	0	0	0	0	5	24	53	155	101	14	0	0	0	0	0	0	0	0	0	0	29	23.4	4.9		
1600 - 1700	396	111	97	98	90	6	4	354	3	25	3	1	0	0	0	0	0	4	32	51	168	128	12	1	0	0	0	0	0	0	0	0	0	28.9	23.5	4.8		
1700 - 1800	363	95	95	84	89	9	7	324	1	18	2	2	0	0	0	0	0	3	18	51	150	129	12	1	0	1	0	0	0	0	0	0	0	29	24.0	4.7		
1800 - 1900	280	85	76	62	57	7	4	250	1	16	1	1	0	0	0	0	0	2	14	36	123	93	12	1	0	0	0	0	0	0	0	0	0	29	24.1	4.6		
1900 - 2000	185	49	50	43	43	2	1	170	0	11	0	0	0	0	0	0	0	1	5	14	69	81	13	3	0	0	0	0	0	0	0	0	0	30	25.5	4.6		
2000 - 2100	145	40	38	37	30	1	2	132	0	8	1	0	0	0	0	0	0	1	6	49	75	11	2	0	0	0	0	0	0	0	0	0	29.5	26.2	4.0			
2100 - 2200	126	32	32	36	26	1	1	120	0	4	1	0	0	0	0	0	0	2	5	43	60	15	2	0	0	0	0	0	0	0	0	0	0	30.9	26.5	4.4		
2200 - 2300	106	28	32	24	22	1	1	100	0	4	0	0	0	0	0	0	0	1	4	36	49	14	2	0	0	0	0	0	0	0	0	0	0	32	26.7	4.4		
2300 - 0000	66	22	19	13	12	1	1	62	0	3	0	0	0	0	0	0	0	1	2	14	35	12	4	0	0	0	0	0	0	0	0	0	0	34	28.2	4.8		
0700 - 1900	3567	891	893	892	891	49	48	3121	15	295	26	12	1	0	0	1	0	36	192	467	1565	1179	123	9	0	1	0	0	0	0	0	0	29.0	23.9	4.6			
0600 - 2000	4112	1023	1034	1033	1022	55	53	3620	15	327	29	12	1	0	0	1	0	37	202	495	1743	1438	183	18	0	1	0	0	0	0	0	0	29.5	24.6	4.6			
0600 - 0000	4284	1073	1085	1070	1056	57	55	3782	15	334	29	12	1	0	0	1	0	37	204	501	1793	1522	209	24	0	1	0	0	0	0	0	0	0	29.9	24.9	4.6		
0000 - 0000	4439	1116	1125	1106	1092	58	57	3914	15	353	29	12	1	0	0	1	0	37	205	503	1812	1589	255	39	3	1	0	0	0	0	0	0	31.4	26.2	4.7			

Virtual Week (1.00)

Time	Hourly Totals	15 Minute Bin Drops				Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	Number Vehicle Classes ARX Scheme						Double Road Train	Triple Road Train	Vehicle Speed											P-Tile 85%	Average Speed	Standard Deviation			
		00-15	15-30	30-45	45-00						3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic			MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph				MPH 60 <65mph	MPH 65 <140mph	
Tue	4898	1198	1297	1202	1201	81	56	4234	17	446	39	15	3	1	3	3	0	54	288	687	2097	1511	224	30	4	3	0	0	0	0	0	0	31.5	25.6	4.8
Wed	4990	1265	1285	1226	1194	68	57	4263	13	413	39	26	3	2	3	1	0	49	254	637	2116	1580	219	26	7	2	0	0	0	0	0	29	23.9	5.0	
Thu	4857	1171	1264	1241	1181	66	60	4222	14	441	36	6	4	4	3	1	0	46	270	576	2035	1647	245	31	6	1	0	0	0	0	0	29.1	24.0	5.0	
Fri	4864	1271	1160	1235	1198	61	66	4248	29	416	23	15	1	1	1	3	0	42	223	569	2036	1659	284	46	3	2	0	0	0	0	0	29.2	24.3	5.0	
Sat	3796	941	957	953	945	35	40	3457	9	223	21	7	3	0	0	1	0	23	98	259	1480	1624	260	45	5	0	2	0	0	0	0	29.4	25.4	4.6	
Sun	3257	805	885	773	794	38	48	2996	10	147	6	8	0	0	0	4	0	7	73	163	1081	1575	304	49	3	2	0	0	0	0	0	29.6	26.1	4.5	
Mon	4531	1159	1123	1108	1141	42	65	3972	18	374	42	6	2	3	2	5	0	41	222	635	1833	1520	237	38	5	0	0	0	0	0	0	29.2	24.0	5.0	

Bath
Pedestrian Survey

Site 5 of 5
Chamouth road
A4 Newbridge Road (East)
A4 Newbridge Road (West)



Amount of Altmock measurement (evaluated)

Lat/Long
lat 51.384858° lon -2.395517°

Date
Thursday 04 October 2018

Weather
Cloudy
Temp: 14°C

0700 - 1000 (Weekday AM Peak)

TIME	p5.1	p5.2
0700 - 0715	0	0
0715 - 0730	0	2
0730 - 0745	0	2
0745 - 0800	2	8
Hourly Total	2	12
Hourly Average	0.50	3.00
0800 - 0815	0	8
0815 - 0830	1	5
0830 - 0845	3	10
0845 - 0900	8	9
Hourly Total	12	32
Hourly Average	3.00	20.50
0900 - 0915	0	5
0915 - 0930	0	1
0930 - 0945	1	0
0945 - 1000	0	0
Hourly Total	1	6
Hourly Average	0.25	1.50
Session Total	15	100
Session Average	1.25	8.33

Date
Thursday 04 October 2018

Weather
Light Rain
Temp: 13°C

1500 - 1900 (Weekday PM Peak)

TIME	p5.1	p5.2
1500 - 1515	2	4
1515 - 1530	15	0
1530 - 1545	4	1
1545 - 1600	5	3
Hourly Total	26	8
Hourly Average	6.50	2.00
1600 - 1615	2	2
1615 - 1630	5	0
1630 - 1645	17	4
1645 - 1700	2	1
Hourly Total	26	7
Hourly Average	6.50	1.75
1700 - 1715	7	0
1715 - 1730	2	6
1730 - 1745	2	6
1745 - 1800	0	1
Hourly Total	11	13
Hourly Average	2.75	3.25
1800 - 1815	6	7
1815 - 1830	3	1
1830 - 1845	6	0
1845 - 1900	0	1
Hourly Total	15	9
Hourly Average	3.75	2.25
Session Total	78	37
Session Average	4.88	2.31

Amount of Altmock measurement (evaluated)

Lat/Long
lat 51.384858° lon -2.395517°

Date
Thursday 04 October 2018

Weather
Cloudy
Temp: 14°C

0700 - 1000 (Weekday AM Peak)

TIME	p5.1	p5.2
0700 - 0715	0	0
0715 - 0730	0	0
0730 - 0745	1	2
0745 - 0800	0	2
Hourly Total	1	4
Hourly Average	0.25	1.00
0800 - 0815	0	5
0815 - 0830	3	7
0830 - 0845	2	0
0845 - 0900	6	0
Hourly Total	11	12
Hourly Average	2.75	3.00
0900 - 0915	4	1
0915 - 0930	5	1
0930 - 0945	4	0
0945 - 1000	1	1
Hourly Total	14	3
Hourly Average	3.50	0.75
Session Total	26	19
Session Average	2.17	1.58

Date
Thursday 04 October 2018

Weather
Light Rain
Temp: 13°C

1500 - 1900 (Weekday PM Peak)

TIME	p5.1	p5.2
1500 - 1515	16	4
1515 - 1530	43	2
1530 - 1545	10	0
1545 - 1600	3	0
Hourly Total	72	6
Hourly Average	18.00	1.50
1600 - 1615	2	3
1615 - 1630	4	0
1630 - 1645	9	2
1645 - 1700	9	6
Hourly Total	15	11
Hourly Average	3.75	2.75
1700 - 1715	2	1
1715 - 1730	2	0
1730 - 1745	4	3
1745 - 1800	5	0
Hourly Total	14	4
Hourly Average	3.50	1.00
1800 - 1815	0	0
1815 - 1830	1	3
1830 - 1845	1	5
1845 - 1900	0	0
Hourly Total	2	8
Hourly Average	0.50	2.00
Session Total	103	29
Session Average	6.44	1.81

Amount of Altmock measurement (evaluated)

Lat/Long
lat 51.384858° lon -2.395517°

Date
Thursday 04 October 2018

Weather
Cloudy
Temp: 14°C

0700 - 1000 (Weekday AM Peak)

TIME	Green Man Called
0700 - 0715	0
0715 - 0730	2
0730 - 0745	1
0745 - 0800	3
Hourly Total	6
Hourly Average	1.50
0800 - 0815	3
0815 - 0830	3
0830 - 0845	11
0845 - 0900	2
Hourly Total	19
Hourly Average	4.75
0900 - 0915	3
0915 - 0930	1
0930 - 0945	0
0945 - 1000	0
Hourly Total	4
Hourly Average	1.00
Session Total	29
Session Average	2.42

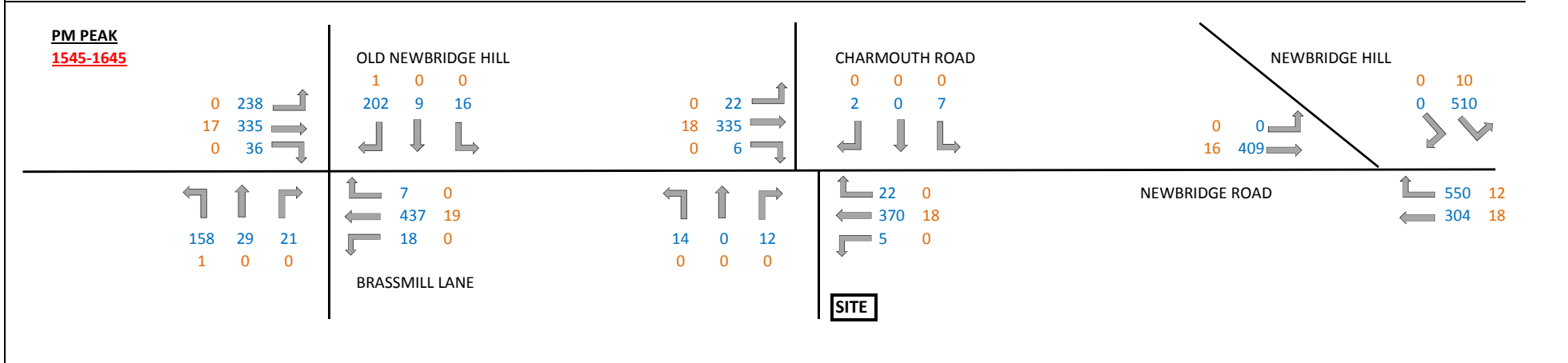
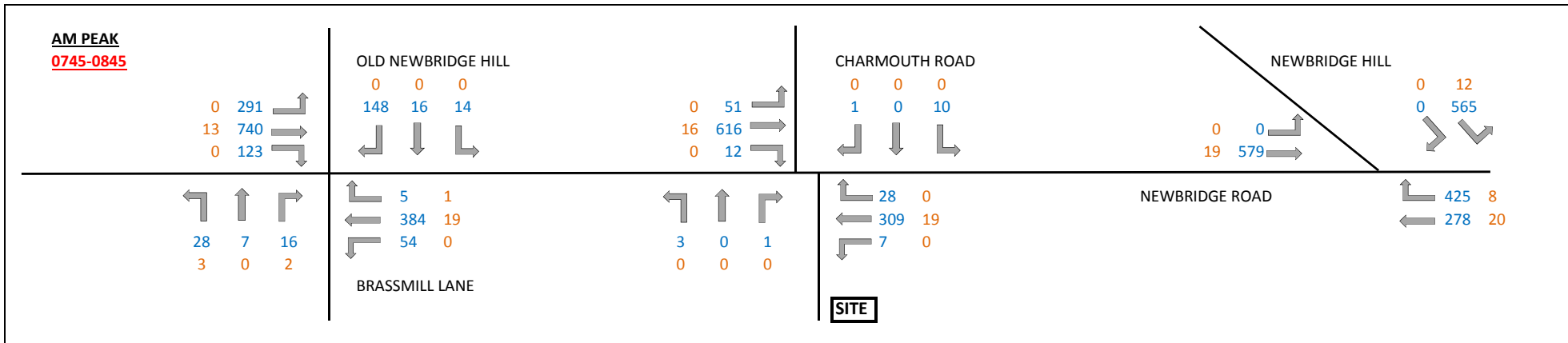
Date
Thursday 04 October 2018

Weather
Light Rain
Temp: 13°C

1500 - 1900 (Weekday PM Peak)

TIME	Green Man Called
1500 - 1515	2
1515 - 1530	0
1530 - 1545	1
1545 - 1600	2
Hourly Total	5
Hourly Average	1.25
1600 - 1615	2
1615 - 1630	1
1630 - 1645	4
1645 - 1700	2
Hourly Total	9
Hourly Average	2.25
1700 - 1715	1
1715 - 1730	2
1730 - 1745	5
1745 - 1800	1
Hourly Total	9
Hourly Average	2.25
1800 - 1815	4
1815 - 1830	1
1830 - 1845	0
1845 - 1900	0
Hourly Total	5
Hourly Average	1.25
Session Total	28
Session Average	1.75

APPENDIX D: Traffic flow diagrams



Client:
Oakhill Group Limited

Project:
Proposed Housing, Hartwell Garage site
Newbridge Road, Bath

Title:
Observed Traffic Flows
Thursday 4th October 2018
xx = Lights
xx = Heavies

Date:
February 2019

Flow Diagram Number:
TFD01

AM PEAK
0745-0845

0 318
14 810
0 135

OLD NEWBRIDGE HILL

0 0 0
162 18 15

0 56
18 674
0 0

CHARMOUTH ROAD

0 0 0
1 0 11

NEWBRIDGE HILL

0 13
0 618
0 0
21 634

31 8 18
3 0 2

5 1
420 21
59 0

0 0 0
0 0 0

31 0
338 21
0 0

NEWBRIDGE ROAD

465 9
304 22

BRASSMILL LANE

SITE

TEMPRO growth factor 2018 - 2024 = 1.0943

PM PEAK
1545-1645

0 260
19 366
0 39

OLD NEWBRIDGE HILL

1 0 0
221 10 17

0 24
20 366
0 0

CHARMOUTH ROAD

0 0 0
2 0 8

NEWBRIDGE HILL

0 11
0 557
0 0
17 447

173 32 23
1 0 0

8 0
477 21
20 0

0 0 0
0 0 0

24 0
404 20
0 0

NEWBRIDGE ROAD

601 13
332 20

BRASSMILL LANE

SITE

TEMPRO growth factor 2018 - 2024 = 1.0923



Client:
Oakhill Group Limited

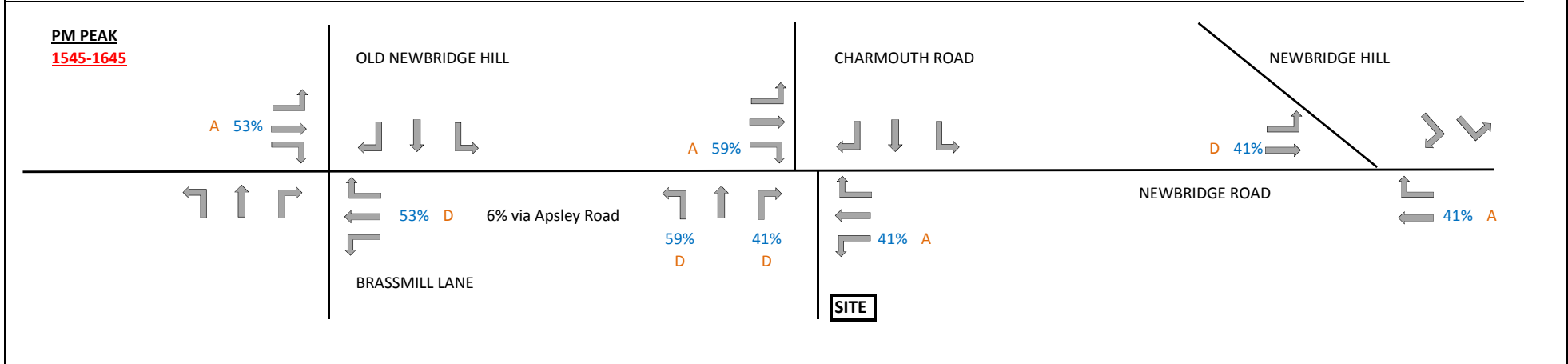
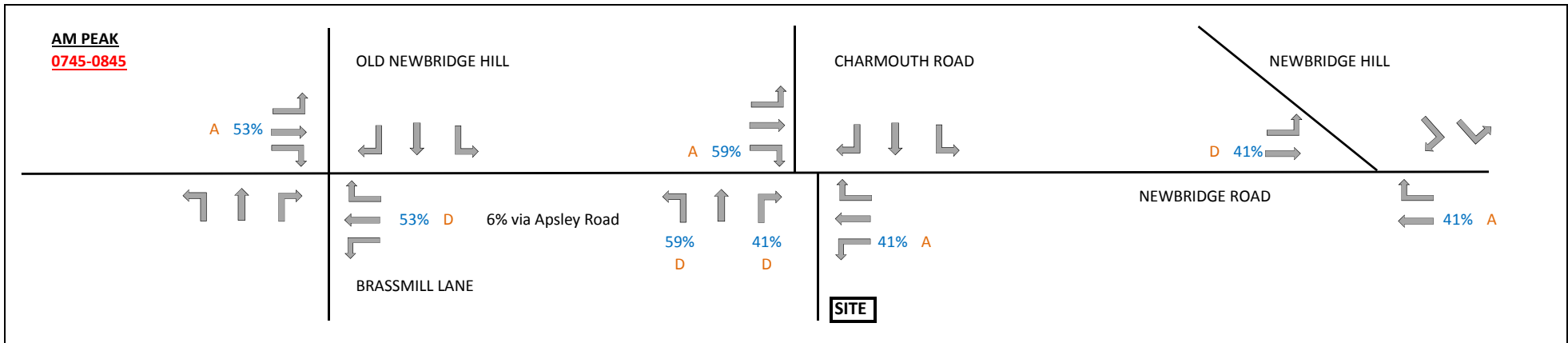
Project:
Proposed Housing, Hartwell Garage site
Newbridge Road, Bath

Title:
Base 2024

xx = Lights
xx = Heavies

Date:
February 2019

Flow Diagram Number:
TFD02



Client:
Oakhill Group Limited

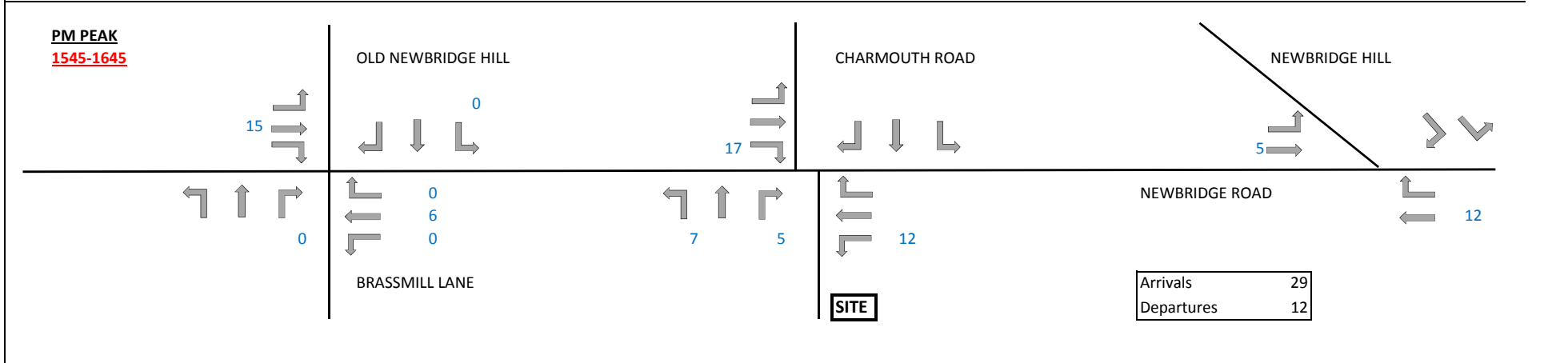
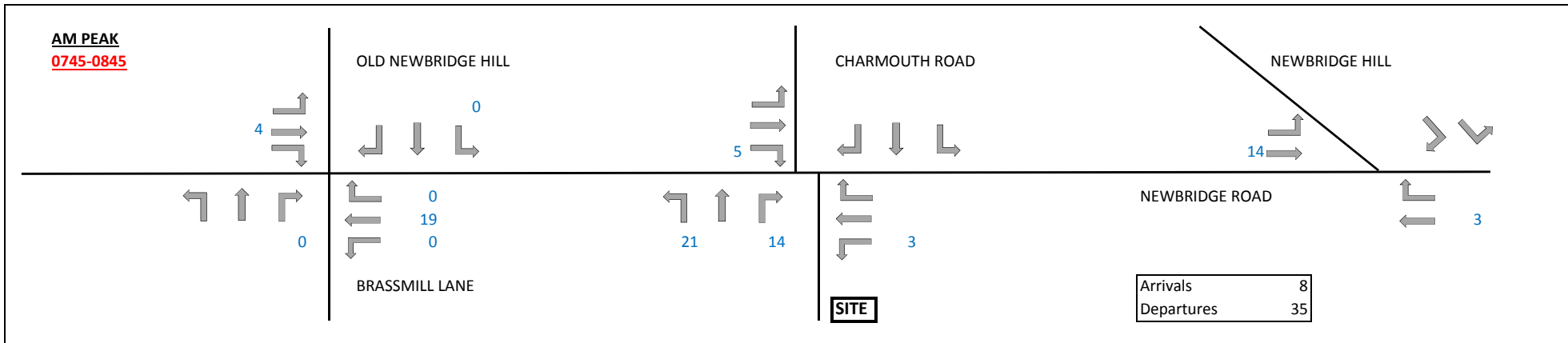
Project:
Proposed Housing, Hartwell Garage site
Newbridge Road, Bath

Title:
Distribution of residential traffic

xx = Lights
xx = Heavies

Date:
February 2019

Flow Diagram Number:
TFD03



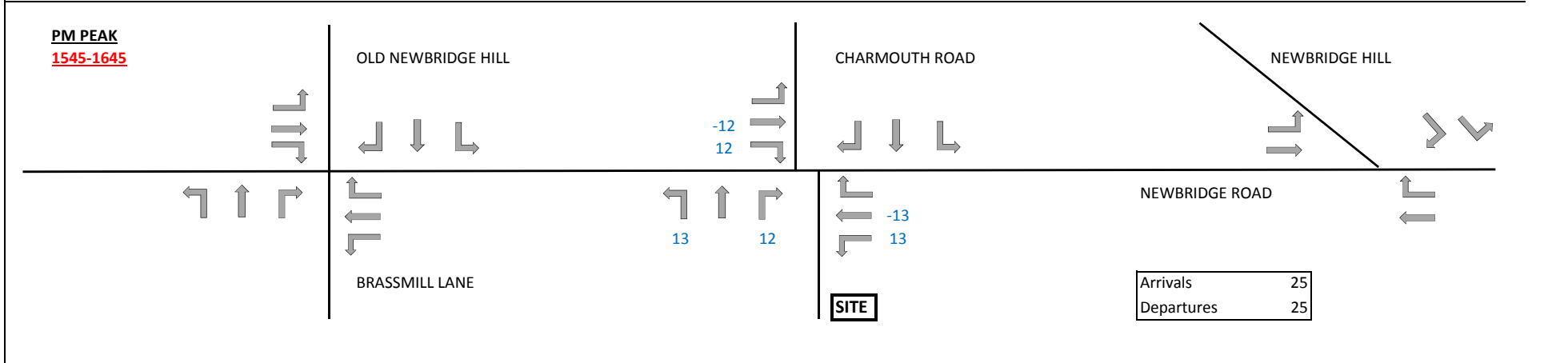
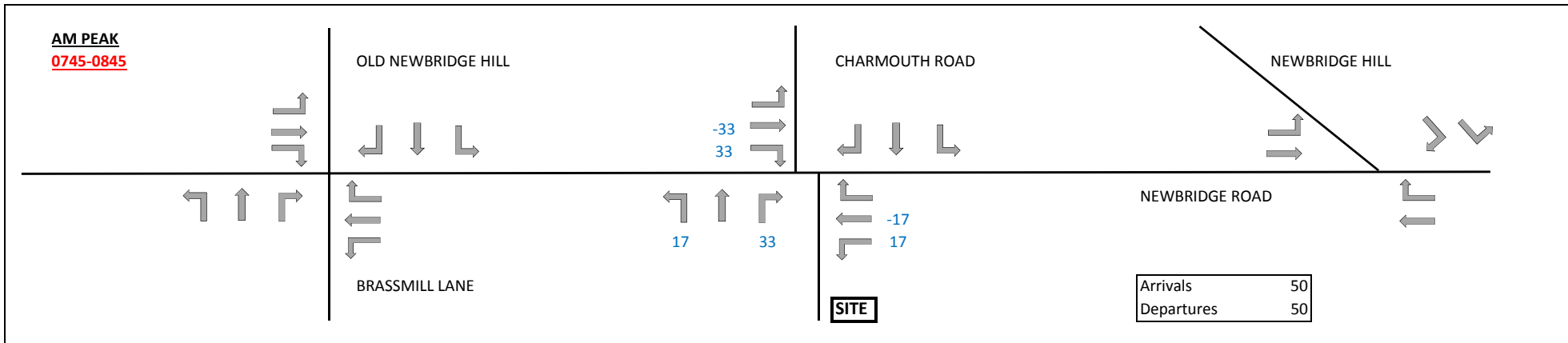
Client:
Oakhill Group Limited


Project:
Proposed Housing, Hartwell Garage site
Newbridge Road, Bath

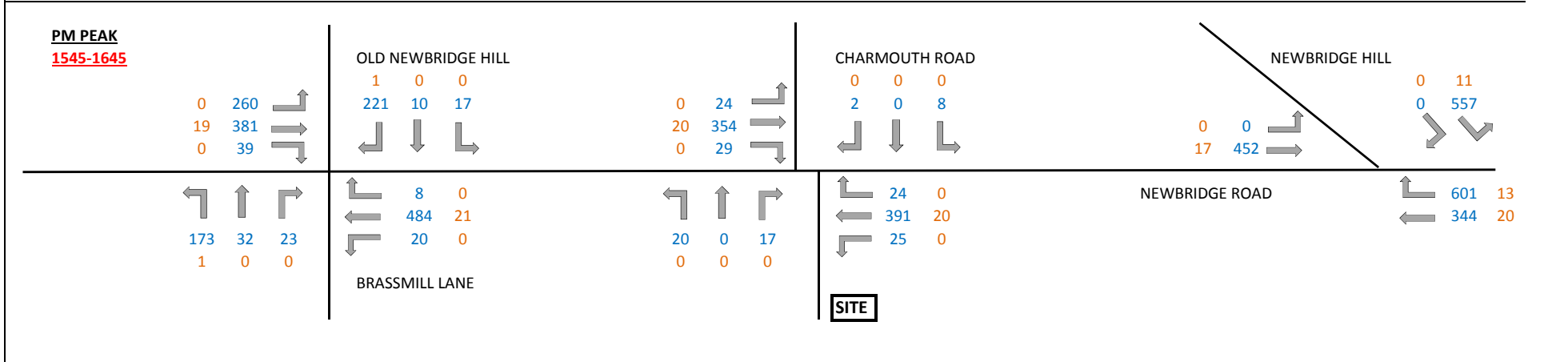
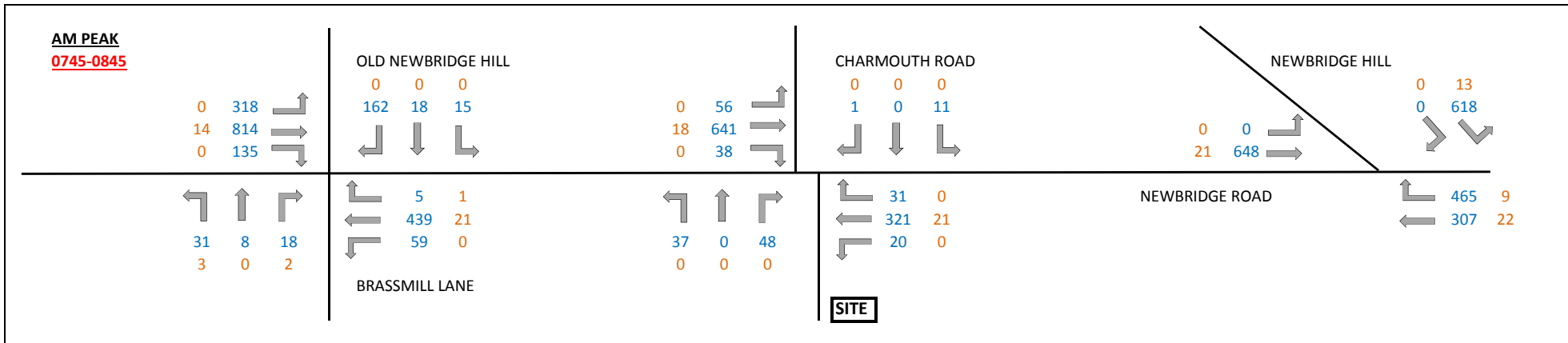
Title:
Residential and student traffic generation

Date:
March 2019

Flow Diagram Number:
TFD04



	Client: Oakhill Group Limited	Title: Passby flexible commercial unit traffic reassignment	Date: March 2019
	Project: Proposed Housing, Hartwell Garage site Newbridge Road, Bath		Flow Diagram Number: TFD05



Client:
Oakhill Group Limited

Project:
Proposed Housing, Hartwell Garage site
Newbridge Road, Bath

Title:
Forecast 2024 Traffic Flows

xx = Lights
xx = Heavies

Date:
March 2019

Flow Diagram Number:
TFD06

APPENDIX E: Accessibility appraisal



Table 3-5 Accessibility reduction for Residential Properties

Accessibility Rating	Points from Questionnaire	% secondary discount
Low	0-24	0%
Low-Moderate	25-34	0 to 10 %
Moderate	35-47	10 to 25%
High	48-58	25 to 50 %
Very high	59-69	50%+

Table 3-6 Accessibility reduction for Commercial Properties

Accessibility Rating	Points from Questionnaire	% secondary discount
Low	0-17	0%
Low-Moderate	18-25	0 to 10 %
Moderate	26-35	10 to 25%
High	36-42	25 to 50 %
Very high	43-51	50%+

A highly accessible site is located within favourable proximity to public transport nodes, local services and also has a physical layout that is sympathetic to pedestrians and cyclists. The highest acceptable distances for walking and cycling to facilities are set to 1000 metres and 2500 metres respectively, which are considered suitable for an average person to access everyday facilities. For access to a railway station the limit is set to 1500 metres. This is based on the assumption that the willingness to walk to a railway station is higher than to a bus stop, since the train is considered a higher quality mode of travel that generally is faster and more suitable for longer distance travel.

The accessibility assessment checklists are intended as a tool to support Bath and North East Somerset Council planning officers and developers in determining appropriate levels of parking provision.

Appendix C
Parking Standards -
Accessibility Assessment

Accessibility Assessment Residential Development

Criteria	Variation	Possible Score	Actual Score
Walking distance to nearest bus stop	Less than 200 metres	3	3
	Less than 400 metres	2	
	Less than 800 metres	1	
	More than 800 metres	0	
Frequency of principle bus service at nearest bus stop (if within 400 metres of the site)	15 minutes or less	5	5
	30 minutes or less	3	
	60 minutes or less	2	
	Over 60 minutes	0	
Number of bus services with an at least 60 minute weekday frequency stopping within 400 metres of the site	6 or more	5	
	2 to 5	3	3
	1	2	
	0	0	
Quality of nearest bus stop (if within 400 metres of the site)	Good: <ul style="list-style-type: none"> • Shelter, seating and flag • Timetables and Real-time information • Raised curbs and adequate footway width • Well lit, CCTV and overlooking buildings 	2	2 - assumes new shelter provided outside site
	Moderate: <ul style="list-style-type: none"> • Shelter and flag • Timetable information • Adequate footway width, no raised curb • Adequate lighting 	1	
	Poor: <ul style="list-style-type: none"> • Marked only by pole and flag • Little or no timetable information • Narrow footway • Little or no street lighting 	0	
Walking distance to nearest bus station or major interchange (five or more routes)	Less than 400 metres	5	
	Less than 1000 metres	3	
	More than 1000 metres	0	0

Bus

Accessibility Assessment Residential Development

Train

Criteria	Variation	Possible Score	Actual Score
Walking distance to nearest railway station	Less than 400 metres	5	<input type="checkbox"/>
	Less than 1000 metres	3	<input type="checkbox"/>
	Less than 1500 metres	1	1 - Oldfield Park
	More than 1500 metres	0	<input type="checkbox"/>
Trains per hour in each direction from nearest station (if within 1200 metres of the site)	5 or more	5	<input type="checkbox"/>
	3 to 4	3	<input type="checkbox"/>
	1 to 2	2	2
	Less than 1	0	<input type="checkbox"/>
Quality of nearest railway station (if within 1200 metres of the site)	Good: <ul style="list-style-type: none"> Heated and Enclosed waiting facilities Toilets Timetable and Real-time information More than one line served the station Ticket office and machines Staffed for a majority of the day CCTV and other security measures A good range of retail facilities Fully accessible with lifts and ramps Bus and taxi interchange within close proximity 	2	<input type="checkbox"/>
	Moderate: <ul style="list-style-type: none"> Waiting facilities – part enclosed Toilets Timetable and Real-time information Ability to purchase tickets Part-time staffing CCTV and other security measures Some retail facilities Some disabled accessibility Taxi rank only 	1	<input type="checkbox"/>
	Poor: <ul style="list-style-type: none"> Poor waiting facilities – not enclosed No toilets Timetables only Not staffed No security measures No retail facilities No disabled accessibility No taxi rank 	0	0

Accessibility Assessment Residential Development

Management of On Street Car Parking

Car Club Bays

Criteria	Variation	Possible Score	Actual Score				
<div style="background-color: #4F81BD; color: white; padding: 10px; text-align: center; margin-bottom: 10px;"> Is the planned development within a Residents Parking Zone? </div> <div style="background-color: #4F81BD; color: white; padding: 10px; text-align: center;"> Distance to edge of Residents Parking Zone (if within RPZ) </div>	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr><td style="text-align: center;">Yes</td></tr> <tr><td style="text-align: center;">No</td></tr> </table>	Yes	No	<div style="display: flex; flex-direction: column; align-items: center;"> <div style="margin-bottom: 10px;"> </div> <div> </div> </div>	<div style="display: flex; flex-direction: column; align-items: center;"> <div style="margin-bottom: 10px;"><input style="width: 40px; height: 30px;" type="text"/></div> <div style="border: 2px solid red; padding: 2px;"><input style="width: 40px; height: 30px;" type="text" value="0"/></div> </div>		
	Yes						
	No						
	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr><td style="text-align: center;">More than 400 metres</td></tr> <tr><td style="text-align: center;">More than 200 metres</td></tr> <tr><td style="text-align: center;">Less than 200 metres</td></tr> <tr><td style="text-align: center;">No CPZ</td></tr> </table>	More than 400 metres	More than 200 metres	Less than 200 metres	No CPZ	<div style="display: flex; flex-direction: column; align-items: center;"> <div style="margin-bottom: 10px;"></div> <div style="margin-bottom: 10px;"></div> <div style="margin-bottom: 10px;"></div> <div></div> </div>	<div style="display: flex; flex-direction: column; align-items: center;"> <div style="margin-bottom: 10px;"><input style="width: 40px; height: 30px;" type="text"/></div> <div style="margin-bottom: 10px;"><input style="width: 40px; height: 30px;" type="text"/></div> <div style="margin-bottom: 10px;"><input style="width: 40px; height: 30px;" type="text"/></div> <div style="border: 2px solid red; padding: 2px;"><input style="width: 40px; height: 30px;" type="text" value="0"/></div> </div>
	More than 400 metres						
	More than 200 metres						
	Less than 200 metres						
	No CPZ						
<table border="1" style="width: 100%; border-collapse: collapse;"> <tr><td style="text-align: center;">Less than 200 metres</td></tr> <tr><td style="text-align: center;">Less than 800 metres</td></tr> <tr><td style="text-align: center;">More than 800 metres</td></tr> </table>	Less than 200 metres	Less than 800 metres	More than 800 metres	<div style="display: flex; flex-direction: column; align-items: center;"> <div style="margin-bottom: 10px;"></div> <div style="margin-bottom: 10px;"></div> <div></div> </div>	<div style="display: flex; flex-direction: column; align-items: center;"> <div style="margin-bottom: 10px;"><input style="width: 40px; height: 30px;" type="text"/></div> <div style="margin-bottom: 10px;"><input style="width: 40px; height: 30px;" type="text"/></div> <div style="margin-bottom: 10px;"><input style="width: 40px; height: 30px;" type="text"/></div> </div>		
Less than 200 metres							
Less than 800 metres							
More than 800 metres							

3 - assumes bay is provided on site

Accessibility Assessment Residential Development

Walking

Criteria	Variation	Possible Score	Actual Score					
<div style="background-color: #4a86e8; color: white; padding: 10px; margin-bottom: 10px;"> Nearest educational centre within walking distance (800 metres or less) </div> <div style="background-color: #4a86e8; color: white; padding: 10px; margin-bottom: 10px;"> Nearest grocery shop within walking distance (800 metres or less) </div> <div style="background-color: #4a86e8; color: white; padding: 10px;"> Nearest General Practitioner or Pharmacy within walking distance (800 metres or less) </div>	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr><td style="text-align: center;">Primary and Secondary School / College</td></tr> <tr><td style="text-align: center;">Primary School</td></tr> <tr><td style="text-align: center;">Secondary School / College</td></tr> <tr><td style="text-align: center;">No facility</td></tr> </table>	Primary and Secondary School / College	Primary School	Secondary School / College	No facility	<div style="display: flex; flex-direction: column; align-items: center;"> <div style="margin-bottom: 5px;">5</div> <div style="margin-bottom: 5px;">3</div> <div style="margin-bottom: 5px;">2</div> <div style="margin-bottom: 5px;">0</div> </div>	<div style="border: 2px solid red; padding: 5px; color: red; font-weight: bold; margin-bottom: 10px;">5 - Newbridge primary & new Bath Spa campus on Locksbrook Rd</div> <div style="border: 1px solid black; width: 30px; height: 30px; margin-bottom: 10px;"></div> <div style="border: 1px solid black; width: 30px; height: 30px; margin-bottom: 10px;"></div> <div style="border: 1px solid black; width: 30px; height: 30px;"></div>	
	Primary and Secondary School / College							
	Primary School							
	Secondary School / College							
	No facility							
		<table border="1" style="width: 100%; border-collapse: collapse;"> <tr><td style="text-align: center;">Shopping Centre or High Street</td></tr> <tr><td style="text-align: center;">Super Market</td></tr> <tr><td style="text-align: center;">Corner Shop</td></tr> <tr><td style="text-align: center;">No facility</td></tr> </table>	Shopping Centre or High Street	Super Market	Corner Shop	No facility	<div style="display: flex; flex-direction: column; align-items: center;"> <div style="margin-bottom: 5px;">5</div> <div style="margin-bottom: 5px;">4</div> <div style="margin-bottom: 5px;">3</div> <div style="margin-bottom: 5px;">0</div> </div>	<div style="border: 2px solid red; padding: 5px; color: red; font-weight: bold; margin-bottom: 10px;">5 - Chelsea Road "Urban Local Centre" (Policy CP12)</div> <div style="border: 1px solid black; width: 30px; height: 30px; margin-bottom: 10px;"></div> <div style="border: 1px solid black; width: 30px; height: 30px; margin-bottom: 10px;"></div> <div style="border: 1px solid black; width: 30px; height: 30px;"></div>
	Shopping Centre or High Street							
	Super Market							
	Corner Shop							
	No facility							
		<table border="1" style="width: 100%; border-collapse: collapse;"> <tr><td style="text-align: center;">General Practitioner</td></tr> <tr><td style="text-align: center;">Pharmacy</td></tr> <tr><td style="text-align: center;">No facility</td></tr> </table>	General Practitioner	Pharmacy	No facility	<div style="display: flex; flex-direction: column; align-items: center;"> <div style="margin-bottom: 5px;">3</div> <div style="margin-bottom: 5px;">1</div> <div style="margin-bottom: 5px;">0</div> </div>	<div style="border: 2px solid red; padding: 5px; color: red; font-weight: bold; margin-bottom: 10px;">3</div> <div style="border: 1px solid black; width: 30px; height: 30px; margin-bottom: 10px;"></div> <div style="border: 1px solid black; width: 30px; height: 30px;"></div>	
	General Practitioner							
Pharmacy								
No facility								
<div style="background-color: #4a86e8; color: white; padding: 10px; text-align: center;"> Quality of pedestrian facilities </div>	<div style="border: 1px solid black; padding: 5px;"> Good: <ul style="list-style-type: none"> Footways of at least 1.5 metres wide Choice of pedestrian access points to sites in at least three directions (60° apart) Pedestrian routes are well maintained, well lit and designated for disabled access </div>	<div style="display: flex; flex-direction: column; align-items: center;"> <div style="margin-bottom: 5px;">3</div> </div>	<div style="border: 2px solid red; padding: 5px; color: red; font-weight: bold; margin-bottom: 10px;">3 - assumes links to east/west are provided</div> <div style="border: 1px solid black; width: 30px; height: 30px; margin-bottom: 10px;"></div>					
	<div style="border: 1px solid black; padding: 5px;"> Moderate: <ul style="list-style-type: none"> Footways present at minimum width of 1 metre Choice of pedestrian access in at least two directions (90° apart) Pedestrian routes are maintained to a reasonable standard, with some street lighting and some disabled facilities </div>	<div style="display: flex; flex-direction: column; align-items: center;"> <div style="margin-bottom: 5px;">2</div> </div>	<div style="border: 1px solid black; width: 30px; height: 30px; margin-bottom: 10px;"></div>					
	<div style="border: 1px solid black; padding: 5px;"> Poor: <ul style="list-style-type: none"> No footways adjacent to the site Pedestrian use an access where vehicles have priority Access from only one point No street lighting or disabled facilities </div>	<div style="display: flex; flex-direction: column; align-items: center;"> <div style="margin-bottom: 5px;">0</div> </div>	<div style="border: 1px solid black; width: 30px; height: 30px; margin-bottom: 10px;"></div>					

Accessibility Assessment Residential Development

Cycling

Criteria	Variation	Possible Score	Actual Score			
<p>Nearest educational centre within cycling distance (2500 metres or less)</p> <p>Nearest grocery shop within cycling distance (2500 metres or less)</p> <p>Number of major employment areas within cycling distance (2500 metres or less, sites identified to be agreed)</p>	<table border="1"> <tr><td>Primary and Secondary School / College</td></tr> <tr><td>Secondary School / College</td></tr> <tr><td>No Facility</td></tr> </table>	Primary and Secondary School / College	Secondary School / College	No Facility	<p>2</p> <p>1</p> <p>0</p>	<p>2</p> <p></p> <p></p>
	Primary and Secondary School / College					
	Secondary School / College					
	No Facility					
	<table border="1"> <tr><td>Shopping Centre or High Street</td></tr> <tr><td>Super Market</td></tr> <tr><td>No facility</td></tr> </table>	Shopping Centre or High Street	Super Market	No facility	<p>2</p> <p>1</p> <p>0</p>	<p></p> <p>1</p> <p></p>
	Shopping Centre or High Street					
	Super Market					
	No facility					
	<table border="1"> <tr><td>2 or more</td></tr> <tr><td>1</td></tr> <tr><td>No facility</td></tr> </table>	2 or more	1	No facility	<p>2</p> <p>1</p> <p>0</p>	<p>2 - Locksbrook industrial, city centre, hospital</p> <p></p> <p></p>
2 or more						
1						
No facility						
<p>Quality of Cycling Facilities</p>	<p>Good:</p> <ul style="list-style-type: none"> Secure and sheltered bike storage Good choice of safe access routes for cyclists Design and maintenance of surrounding area sympathetic to cyclists Topography in a majority of directions is suitable for cycling 	<p>2</p>	<p>2</p>			
	<p>Moderate:</p> <ul style="list-style-type: none"> On-road facilities and surfaces adequate for cyclists Some choice of safe access routes for cyclists Topography in some directions suitable for cycling 	<p>1</p>	<p></p>			
	<p>Poor:</p> <ul style="list-style-type: none"> Poor On-road facilities and surfaces Limited choice of safe access routes for cyclists Narrow roads, no cycle lanes Challenging topography in close proximity of site 	<p>0</p>	<p></p>			
<p>Total: 42 "moderate" 10-25% reduction possible</p>						

APPENDIX F: Site layout plans

Notes
 This drawing may be scaled for the purposes of Planning Applications. Land Registry and for Legal plans where the scale bar is used, and where it verifies that the drawing is an original or an accurate copy. It may not be scaled for construction purposes.
 Always refer to figured dimensions. All dimensions are to be checked on site. Discrepancies and/or ambiguities between this drawing and information given elsewhere must be reported immediately to this office for clarification before proceeding. All drawings are to be read in conjunction with the specification and all works to be carried out in accordance with latest British Standards / Codes of Practice.



Quantum of development:

Total Residential = 104 homes
 24 x 1B1P
 40 x 1B2P
 5 x 2B3P
 35 x 2B4P

Student living
 Total of 186 student bed spaces
 -157 beds in cluster flats
 - 29 x 1 bed studios

Flexible commercial unit = 148m²

Car Parking:
 Total across site = 117 spaces

Suggested allocation:
 Commercial unit = 3 spaces
 Student living = 0 spaces
 Residential living = 113 spaces
 Car club = 1 space

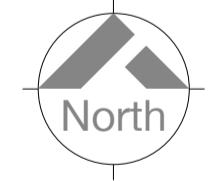
4 x car parking spaces to be wheelchair accessible. In addition to the above 2 no. motorcycle parking spaces will be allocated on site.

Secure Cycle storage:
 Residential = 208 spaces
 Student Living = 72 spaces

Visitor cycle parking = 12 stands. (external sheffield stands)

To be read alongside the Landscaping GA plan by NPA.

Rev	Date	Init	Notes	Checked
P4	18.04.19	EW	Issue for Planning	CM
P3	10.04.19	EW	Issue for Planning	CM
P2	04.04.19	EW	Issue for Planning	CM
P1	25.03.19	EW	Issue for Planning	CM



Client

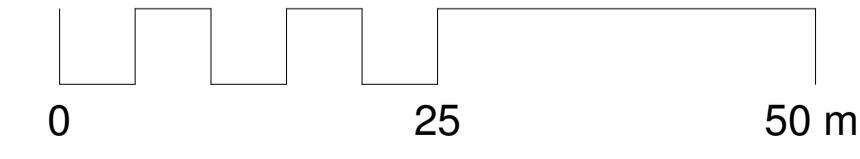
Drawing Originator



Project Title
Newbridge Road Bath

Drawing Title
Proposed Site Plan

Scale	Sheet	Drawn	Checked	Date
1 : 500	A1	EW	CM	18.03.19
Status	Project No. 4014			
PLANNING				
Drawing Reference	Drawing No.	Revision		
AWW-A-DWG-NEW	0110	P4		





Notes
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P2	04.04.19	EW	Issue for Planning	CM
P1	25.03.19	EW	Issue for Planning	CM

Rev	Date	Init	Notes	Chkd
-----	------	------	-------	------



Client

Drawing Originator



London - 7 Birch Lane, London, EC3V 9BW 020 7160 6000
 Bristol - Rivergate House, Bristol, BS1 6LS 0117 923 2535
 Plymouth - East Quay House, Plymouth, PL4 0HN 01752 261 282

RIBA Chartered Practice www.aww-uk.com

Project Title

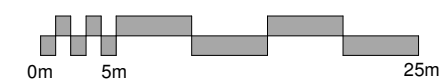
**Newbridge Road
 Bath**

Drawing Title

**Proposed Floor Plan -002
 (Lower Ground Floor)**

Scale	Sheet	Drawn	Checked	Date
1 : 500	A3	EW	CM	18.03.19

Status	Project No.	
PLANNING	4014	
Drawing Reference	Drawing No.	Revision
AWW-A-DWG-NEW	0201	P2





Notes
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P2	04.04.19	EW	Issue for Planning	CM
P1	25.03.19	EW	Issue for Planning	CM

Rev	Date	Init	Notes	Chkd
-----	------	------	-------	------



Client

Drawing Originator



London - 7 Birchin Lane, London, EC3V 9BW 020 7160 6000
 Bristol - Rivergate House, Bristol, BS1 6LS 0117 923 2535
 Plymouth - East Quay House, Plymouth, PL4 0HN 01752 261 282

RIBA Chartered Practice www.aww-uk.com

Project Title

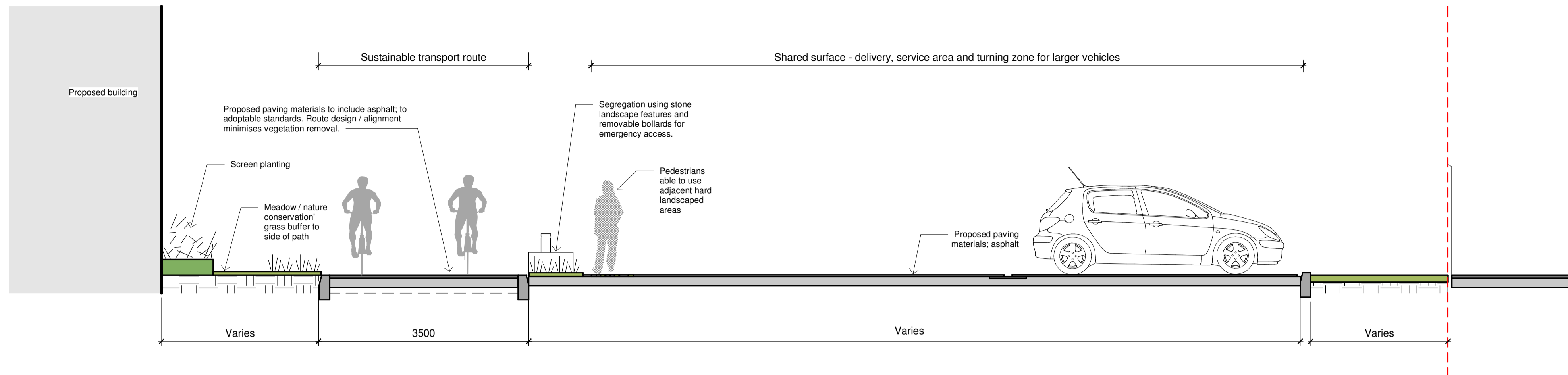
**Newbridge Road
 Bath**

Drawing Title

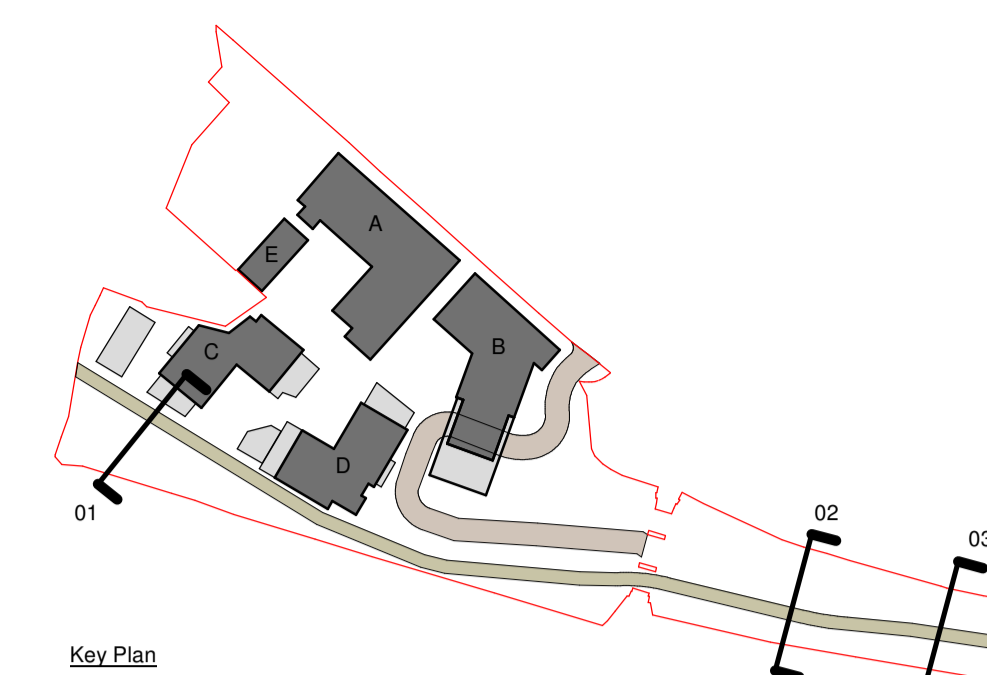
**Proposed Floor Plan 000
 (Newbridge Road)**

Scale	Sheet	Drawn	Checked	Date
1 : 500	A3	EW	CM	18.03.19

Status	Project No.	
PLANNING	4014	
Drawing Reference	Drawing No.	Revision
AWW-A-DWG-NEW	0203	P2



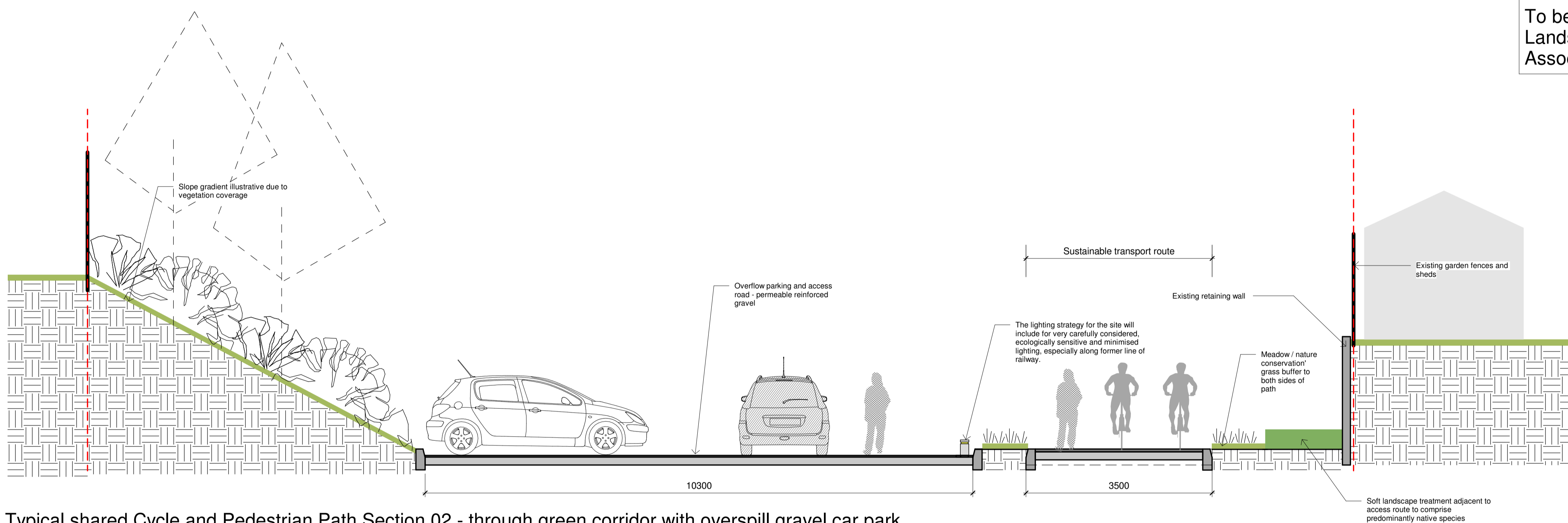
Typical shared Cycle and Pedestrian Path Section 01 - through the built section of the scheme



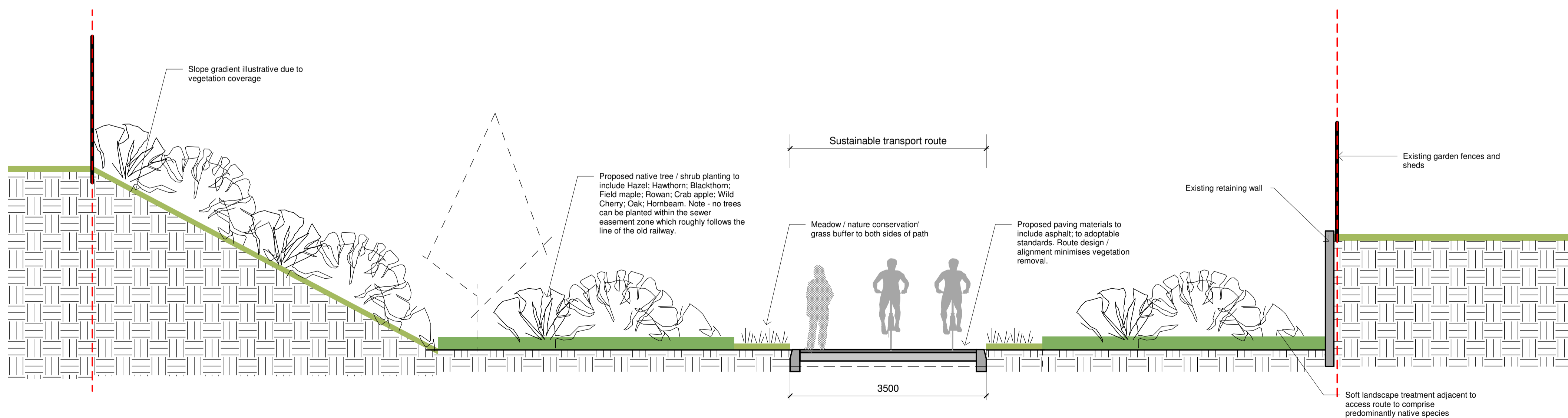
Key Plan

Note:
Illustrative sections for design intent purposes only - subject to further design development as part of any future reserved matters application.

To be read in conjunction with the GA Landscaping Plan by Nicholas Pearson Associates.



Typical shared Cycle and Pedestrian Path Section 02 - through green corridor with overspill gravel car park

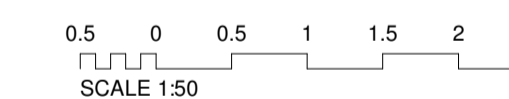


Typical shared Cycle and Pedestrian Path Section 03 - through green corridor

Notes
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P3	08.04.19	EW	Issue for Planning	EW
P2	04.04.19	EW	Issue for Planning	CM
P1	25.03.19	EW	Issue for Planning	CM

Rev	Date	Init	Notes	Chkd
-----	------	------	-------	------



Client

Drawing Originator

AWW inspired environments

London - 106 Weston Street London SE1 3QB 020 7 180 9000
Bristol - Riverside House, Bristol, BS1 4LS 01 17 923 3535
Plymouth - East Quay House, Plymouth, PL4 0HX 01752 261 282

RIBA Chartered Practice www.aww-uk.com

Project Title
Newbridge Road Bath

Drawing Title
Proposed illustrative sections through cycle route

Scale	Sheet	Drawn	Checked	Date
As indicated	A1	EW	CM	06.03.19
Status	Project No.		4014	
PLANNING				
Drawing Reference	Drawing No.	Revision		
AWW_A_DWG_NEW	0410	P3		

APPENDIX G: Visibility splays

Decked car park access

Newbridge Road

Visibility splay to north: 2.4m x 42m, commensurate with MfS requirements for 29.6mph 85th percentile speeds

Visibility splay to south: 2.4m x 43m, commensurate with MfS requirements for 30.2mph 85th percentile speeds



Bus stop

6000

37 parking

Existing pedestrian crossing

New trees

3-5 Storeys

Bins

4 Storeys

Residential car park access

3-5 Storeys

Bus stop

Existing trees to be retained

Visibility splay to north: 2.4m x 42m, commensurate with MfS requirements for 29.6mph 85th percentile speeds

Residential Parking Access

Visibility splay to east: 2.4m x 43m, commensurate with MfS requirements for 30.2mph 85th percentile speeds

4 Storeys

4 Storeys

Parking

Roslyn R

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Mayer Brown Limited
 Suite 501 CityPoint Temple Gate Bristol BS1 6PL
 Telephone 0117 9251027 Fax 0117 9251029
 bristoloffice@mayerbrown.co.uk www.mayerbrown.co.uk

client
OAKHILL GROUP LIMITED
 title
**NEWBRIDGE ROAD, BATH
 VISIBILITY SPLAYS**

scale 1:500 @ A3 | drawn by HI | checked by RG

date MARCH 2019 | cad file 01.dwg

drawing number **B/WPBath2.1/01** | rev. -

APPENDIX H: TRICS data

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
 Category : C - FLATS PRIVATELY OWNED
 MULTI-MODAL VEHICLES

Secondary Filtering selection:

Parameter: Number of dwellings
 Actual Range: 32 to 85 (units:)
 Range Selected by User: 30 to 200 (units:)

Public Transport Provision:

Selection by: Monday-Friday 0700-1900
 Include days where PT not known: Yes
 Range: 16 to 300

Date Range: 01/01/10 to 18/09/17

Selected survey days:

Monday 1 days
 Tuesday 3 days
 Wednesday 1 days

Selected survey types:

Manual count 5 days
 Directional ATC Count 0 days

Selected Locations:

Suburban Area (PPS6 Out of Centre) 5

Selected Location Sub Categories:

Residential Zone 2
 No Sub Category 3

Secondary Filtering selection:

Use Class:

C3 5 days

Population within 1 mile:

1,001 to 5,000 1 days
 20,001 to 25,000 1 days
 25,001 to 50,000 3 days

Population within 5 miles:

125,001 to 250,000 2 days
 250,001 to 500,000 3 days

Car ownership within 5 miles:

0.6 to 1.0 2 days
 1.1 to 1.5 3 days

Travel Plan:

No 5 days

PTAL Rating:

No PTAL Present 5 days

LIST OF SITES relevant to selection parameters

- | | | |
|---|---|---|
| 1 | CA-03-C-02
BLOCK OF FLATS
WESTFIELD ROAD
PETERBOROUGH
NETHERTON
Suburban Area (PPS6 Out of Centre)
No Sub Category
Total Number of dwellings: 44
<i>Survey date: TUESDAY 18/10/11</i> | CAMBRI D G E S H I R E

<i>Survey Type: MANUAL</i> |
| 2 | CA-03-C-03
BLOCKS OF FLATS
CROMWELL ROAD
CAMBRIDGE

Suburban Area (PPS6 Out of Centre)
No Sub Category
Total Number of dwellings: 82
<i>Survey date: MONDAY 18/09/17</i> | C A M B R I D G E S H I R E

<i>Survey Type: MANUAL</i> |
| 3 | EB-03-C-01
BLOCKS OF FLATS
MYRESIDE ROAD
EDINBURGH
CRAIGLOCKHART
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 32
<i>Survey date: TUESDAY 26/05/15</i> | C I T Y O F E D I N B U R G H

<i>Survey Type: MANUAL</i> |
| 4 | NT-03-C-01
HOUSES (SPLIT INTO FLATS)
LAWRENCE WAY
NOTTINGHAM

Suburban Area (PPS6 Out of Centre)
No Sub Category
Total Number of dwellings: 56
<i>Survey date: TUESDAY 08/11/16</i> | N O T T I N G H A M S H I R E

<i>Survey Type: MANUAL</i> |
| 5 | TV-03-C-02
FLATS
ACKLAM ROAD
MIDDLESBROUGH
LINTHORPE
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 85
<i>Survey date: WEDNESDAY 29/06/11</i> | T E E S V A L L E Y

<i>Survey Type: MANUAL</i> |

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
NT-03-C-02	Very close to another selected site - removed to avoid weighting to this locatio

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
 MULTI-MODAL VEHICLES
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	60	0.074	5	60	0.181	5	60	0.255
08:00 - 09:00	5	60	0.054	5	60	0.311	5	60	0.365
09:00 - 10:00	5	60	0.107	5	60	0.164	5	60	0.271
10:00 - 11:00	5	60	0.090	5	60	0.114	5	60	0.204
11:00 - 12:00	5	60	0.087	5	60	0.084	5	60	0.171
12:00 - 13:00	5	60	0.084	5	60	0.064	5	60	0.148
13:00 - 14:00	5	60	0.077	5	60	0.104	5	60	0.181
14:00 - 15:00	5	60	0.127	5	60	0.120	5	60	0.247
15:00 - 16:00	5	60	0.144	5	60	0.090	5	60	0.234
16:00 - 17:00	5	60	0.167	5	60	0.120	5	60	0.287
17:00 - 18:00	5	60	0.271	5	60	0.110	5	60	0.381
18:00 - 19:00	5	60	0.151	5	60	0.087	5	60	0.238
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.433			1.549			2.982

Parameter summary

Trip rate parameter range selected:	32 - 85 (units:)
Survey date date range:	01/01/10 - 18/09/17
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	1

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
 MULTI-MODAL OGVS
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	60	0.000	5	60	0.000	5	60	0.000
08:00 - 09:00	5	60	0.000	5	60	0.000	5	60	0.000
09:00 - 10:00	5	60	0.000	5	60	0.000	5	60	0.000
10:00 - 11:00	5	60	0.000	5	60	0.000	5	60	0.000
11:00 - 12:00	5	60	0.003	5	60	0.003	5	60	0.006
12:00 - 13:00	5	60	0.000	5	60	0.000	5	60	0.000
13:00 - 14:00	5	60	0.000	5	60	0.000	5	60	0.000
14:00 - 15:00	5	60	0.003	5	60	0.000	5	60	0.003
15:00 - 16:00	5	60	0.003	5	60	0.003	5	60	0.006
16:00 - 17:00	5	60	0.003	5	60	0.003	5	60	0.006
17:00 - 18:00	5	60	0.000	5	60	0.000	5	60	0.000
18:00 - 19:00	5	60	0.000	5	60	0.000	5	60	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.012			0.009			0.021

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
 MULTI-MODAL CYCLISTS
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	60	0.003	5	60	0.007	5	60	0.010
08:00 - 09:00	5	60	0.003	5	60	0.023	5	60	0.026
09:00 - 10:00	5	60	0.000	5	60	0.003	5	60	0.003
10:00 - 11:00	5	60	0.000	5	60	0.003	5	60	0.003
11:00 - 12:00	5	60	0.010	5	60	0.007	5	60	0.017
12:00 - 13:00	5	60	0.000	5	60	0.000	5	60	0.000
13:00 - 14:00	5	60	0.000	5	60	0.000	5	60	0.000
14:00 - 15:00	5	60	0.003	5	60	0.003	5	60	0.006
15:00 - 16:00	5	60	0.013	5	60	0.007	5	60	0.020
16:00 - 17:00	5	60	0.013	5	60	0.003	5	60	0.016
17:00 - 18:00	5	60	0.007	5	60	0.007	5	60	0.014
18:00 - 19:00	5	60	0.010	5	60	0.000	5	60	0.010
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.062			0.063			0.125

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
 MULTI-MODAL VEHICLE OCCUPANTS
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	60	0.080	5	60	0.217	5	60	0.297
08:00 - 09:00	5	60	0.064	5	60	0.411	5	60	0.475
09:00 - 10:00	5	60	0.130	5	60	0.211	5	60	0.341
10:00 - 11:00	5	60	0.114	5	60	0.151	5	60	0.265
11:00 - 12:00	5	60	0.120	5	60	0.137	5	60	0.257
12:00 - 13:00	5	60	0.114	5	60	0.087	5	60	0.201
13:00 - 14:00	5	60	0.087	5	60	0.124	5	60	0.211
14:00 - 15:00	5	60	0.167	5	60	0.144	5	60	0.311
15:00 - 16:00	5	60	0.221	5	60	0.147	5	60	0.368
16:00 - 17:00	5	60	0.224	5	60	0.161	5	60	0.385
17:00 - 18:00	5	60	0.344	5	60	0.154	5	60	0.498
18:00 - 19:00	5	60	0.194	5	60	0.120	5	60	0.314
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.859			2.064			3.923

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
 MULTI-MODAL PEDESTRIANS
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	60	0.007	5	60	0.137	5	60	0.144
08:00 - 09:00	5	60	0.033	5	60	0.161	5	60	0.194
09:00 - 10:00	5	60	0.054	5	60	0.107	5	60	0.161
10:00 - 11:00	5	60	0.060	5	60	0.067	5	60	0.127
11:00 - 12:00	5	60	0.050	5	60	0.060	5	60	0.110
12:00 - 13:00	5	60	0.074	5	60	0.087	5	60	0.161
13:00 - 14:00	5	60	0.060	5	60	0.064	5	60	0.124
14:00 - 15:00	5	60	0.054	5	60	0.100	5	60	0.154
15:00 - 16:00	5	60	0.117	5	60	0.064	5	60	0.181
16:00 - 17:00	5	60	0.120	5	60	0.067	5	60	0.187
17:00 - 18:00	5	60	0.164	5	60	0.067	5	60	0.231
18:00 - 19:00	5	60	0.117	5	60	0.037	5	60	0.154
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.910			1.018			1.928

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
 MULTI-MODAL PUBLIC TRANSPORT USERS
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	60	0.003	5	60	0.047	5	60	0.050
08:00 - 09:00	5	60	0.000	5	60	0.110	5	60	0.110
09:00 - 10:00	5	60	0.010	5	60	0.033	5	60	0.043
10:00 - 11:00	5	60	0.007	5	60	0.023	5	60	0.030
11:00 - 12:00	5	60	0.010	5	60	0.023	5	60	0.033
12:00 - 13:00	5	60	0.010	5	60	0.017	5	60	0.027
13:00 - 14:00	5	60	0.003	5	60	0.010	5	60	0.013
14:00 - 15:00	5	60	0.007	5	60	0.023	5	60	0.030
15:00 - 16:00	5	60	0.037	5	60	0.020	5	60	0.057
16:00 - 17:00	5	60	0.013	5	60	0.000	5	60	0.013
17:00 - 18:00	5	60	0.087	5	60	0.007	5	60	0.094
18:00 - 19:00	5	60	0.077	5	60	0.017	5	60	0.094
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.264			0.330			0.594

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
 MULTI-MODAL TOTAL PEOPLE
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	60	0.094	5	60	0.408	5	60	0.502
08:00 - 09:00	5	60	0.100	5	60	0.706	5	60	0.806
09:00 - 10:00	5	60	0.194	5	60	0.355	5	60	0.549
10:00 - 11:00	5	60	0.181	5	60	0.244	5	60	0.425
11:00 - 12:00	5	60	0.191	5	60	0.227	5	60	0.418
12:00 - 13:00	5	60	0.197	5	60	0.191	5	60	0.388
13:00 - 14:00	5	60	0.151	5	60	0.197	5	60	0.348
14:00 - 15:00	5	60	0.231	5	60	0.271	5	60	0.502
15:00 - 16:00	5	60	0.388	5	60	0.237	5	60	0.625
16:00 - 17:00	5	60	0.371	5	60	0.231	5	60	0.602
17:00 - 18:00	5	60	0.602	5	60	0.234	5	60	0.836
18:00 - 19:00	5	60	0.398	5	60	0.174	5	60	0.572
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.098			3.475			6.573

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
 Category : G - STUDENT ACCOMMODATION
 MULTI-MODAL VEHICLES

Secondary Filtering selection:

Parameter: Number of residents
 Actual Range: 72 to 110 (units:)
 Range Selected by User: 50 to 250 (units:)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/10 to 28/11/13

Selected survey days:

Wednesday 2 days
 Friday 1 days

Selected survey types:

Manual count 3 days
 Directional ATC Count 0 days

Selected Locations:

Suburban Area (PPS6 Out of Centre) 2
 Edge of Town 1

Selected Location Sub Categories:

Built-Up Zone 1
 No Sub Category 2

Secondary Filtering selection:

Use Class:

C3 3 days

Population within 1 mile:

15,001 to 20,000 1 days
 25,001 to 50,000 2 days

Population within 5 miles:

75,001 to 100,000 1 days
 100,001 to 125,000 1 days
 125,001 to 250,000 1 days

Car ownership within 5 miles:

0.5 or Less 1 days
 1.1 to 1.5 2 days

Travel Plan:

Yes 1 days
 No 2 days

PTAL Rating:

No PTAL Present 2 days
 3 Moderate 1 days

LIST OF SITES relevant to selection parameters

1	DE-03-G-01 STRAND ROAD LONDONDERRY	HALLS OF RESIDENCE	DERRY
	Suburban Area (PPS6 Out of Centre) No Sub Category Total Number of residents: 72 <i>Survey date: WEDNESDAY 17/10/12</i>		<i>Survey Type: MANUAL</i>
2	DV-03-G-02 COWLEY BRIDGE ROAD EXETER	STUDENT FLATS	DEVON
	Edge of Town No Sub Category Total Number of residents: 110 <i>Survey date: WEDNESDAY 05/10/11</i>		<i>Survey Type: MANUAL</i>
3	TH-03-G-01 KING DAVID LANE SHADWELL	STUDENT FLATS	TOWER HAMLETS
	Suburban Area (PPS6 Out of Centre) Built-Up Zone Total Number of residents: 100 <i>Survey date: FRIDAY 07/12/12</i>		<i>Survey Type: MANUAL</i>

TRIP RATE for Land Use 03 - RESIDENTIAL/G - STUDENT ACCOMMODATION
 MULTI-MODAL VEHICLES
 Calculation factor: 1 RESIDE
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	94	0.000	3	94	0.000	3	94	0.000
08:00 - 09:00	3	94	0.011	3	94	0.014	3	94	0.025
09:00 - 10:00	3	94	0.011	3	94	0.007	3	94	0.018
10:00 - 11:00	3	94	0.025	3	94	0.014	3	94	0.039
11:00 - 12:00	3	94	0.032	3	94	0.043	3	94	0.075
12:00 - 13:00	3	94	0.011	3	94	0.021	3	94	0.032
13:00 - 14:00	3	94	0.021	3	94	0.018	3	94	0.039
14:00 - 15:00	3	94	0.035	3	94	0.043	3	94	0.078
15:00 - 16:00	3	94	0.028	3	94	0.025	3	94	0.053
16:00 - 17:00	3	94	0.032	3	94	0.028	3	94	0.060
17:00 - 18:00	3	94	0.007	3	94	0.007	3	94	0.014
18:00 - 19:00	3	94	0.021	3	94	0.025	3	94	0.046
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.234			0.245			0.479

Parameter summary

Trip rate parameter range selected:	72 - 110 (units:)
Survey date date range:	01/01/10 - 28/11/13
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

TRIP RATE for Land Use 03 - RESIDENTIAL/G - STUDENT ACCOMMODATION
 MULTI-MODAL TAXIS
 Calculation factor: 1 RESIDE
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	94	0.000	3	94	0.000	3	94	0.000
08:00 - 09:00	3	94	0.004	3	94	0.004	3	94	0.008
09:00 - 10:00	3	94	0.000	3	94	0.000	3	94	0.000
10:00 - 11:00	3	94	0.000	3	94	0.000	3	94	0.000
11:00 - 12:00	3	94	0.018	3	94	0.018	3	94	0.036
12:00 - 13:00	3	94	0.007	3	94	0.007	3	94	0.014
13:00 - 14:00	3	94	0.004	3	94	0.004	3	94	0.008
14:00 - 15:00	3	94	0.021	3	94	0.021	3	94	0.042
15:00 - 16:00	3	94	0.004	3	94	0.004	3	94	0.008
16:00 - 17:00	3	94	0.018	3	94	0.018	3	94	0.036
17:00 - 18:00	3	94	0.004	3	94	0.004	3	94	0.008
18:00 - 19:00	3	94	0.014	3	94	0.014	3	94	0.028
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.094			0.094			0.188

TRIP RATE for Land Use 03 - RESIDENTIAL/G - STUDENT ACCOMMODATION
 MULTI-MODAL OGVS
 Calculation factor: 1 RESIDE
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	94	0.000	3	94	0.000	3	94	0.000
08:00 - 09:00	3	94	0.000	3	94	0.000	3	94	0.000
09:00 - 10:00	3	94	0.004	3	94	0.004	3	94	0.008
10:00 - 11:00	3	94	0.000	3	94	0.000	3	94	0.000
11:00 - 12:00	3	94	0.000	3	94	0.000	3	94	0.000
12:00 - 13:00	3	94	0.000	3	94	0.000	3	94	0.000
13:00 - 14:00	3	94	0.000	3	94	0.000	3	94	0.000
14:00 - 15:00	3	94	0.000	3	94	0.000	3	94	0.000
15:00 - 16:00	3	94	0.000	3	94	0.000	3	94	0.000
16:00 - 17:00	3	94	0.000	3	94	0.000	3	94	0.000
17:00 - 18:00	3	94	0.000	3	94	0.000	3	94	0.000
18:00 - 19:00	3	94	0.000	3	94	0.000	3	94	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.004			0.004			0.008

TRIP RATE for Land Use 03 - RESIDENTIAL/G - STUDENT ACCOMMODATION
 MULTI-MODAL CYCLISTS
 Calculation factor: 1 RESIDE
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	94	0.000	3	94	0.000	3	94	0.000
08:00 - 09:00	3	94	0.004	3	94	0.004	3	94	0.008
09:00 - 10:00	3	94	0.000	3	94	0.004	3	94	0.004
10:00 - 11:00	3	94	0.000	3	94	0.000	3	94	0.000
11:00 - 12:00	3	94	0.000	3	94	0.000	3	94	0.000
12:00 - 13:00	3	94	0.000	3	94	0.000	3	94	0.000
13:00 - 14:00	3	94	0.000	3	94	0.000	3	94	0.000
14:00 - 15:00	3	94	0.000	3	94	0.000	3	94	0.000
15:00 - 16:00	3	94	0.000	3	94	0.000	3	94	0.000
16:00 - 17:00	3	94	0.000	3	94	0.000	3	94	0.000
17:00 - 18:00	3	94	0.000	3	94	0.000	3	94	0.000
18:00 - 19:00	3	94	0.004	3	94	0.000	3	94	0.004
19:00 - 20:00	1	100	0.000	1	100	0.000	1	100	0.000
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.008			0.008			0.016

TRIP RATE for Land Use 03 - RESIDENTIAL/G - STUDENT ACCOMMODATION
 MULTI-MODAL VEHICLE OCCUPANTS
 Calculation factor: 1 RESIDE
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	94	0.000	3	94	0.000	3	94	0.000
08:00 - 09:00	3	94	0.007	3	94	0.018	3	94	0.025
09:00 - 10:00	3	94	0.018	3	94	0.011	3	94	0.029
10:00 - 11:00	3	94	0.025	3	94	0.014	3	94	0.039
11:00 - 12:00	3	94	0.018	3	94	0.057	3	94	0.075
12:00 - 13:00	3	94	0.007	3	94	0.021	3	94	0.028
13:00 - 14:00	3	94	0.025	3	94	0.014	3	94	0.039
14:00 - 15:00	3	94	0.021	3	94	0.057	3	94	0.078
15:00 - 16:00	3	94	0.035	3	94	0.025	3	94	0.060
16:00 - 17:00	3	94	0.035	3	94	0.021	3	94	0.056
17:00 - 18:00	3	94	0.007	3	94	0.018	3	94	0.025
18:00 - 19:00	3	94	0.011	3	94	0.021	3	94	0.032
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.209			0.277			0.486

TRIP RATE for Land Use 03 - RESIDENTIAL/G - STUDENT ACCOMMODATION
 MULTI-MODAL PEDESTRIANS
 Calculation factor: 1 RESIDE
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	94	0.004	3	94	0.004	3	94	0.008
08:00 - 09:00	3	94	0.007	3	94	0.149	3	94	0.156
09:00 - 10:00	3	94	0.018	3	94	0.092	3	94	0.110
10:00 - 11:00	3	94	0.060	3	94	0.078	3	94	0.138
11:00 - 12:00	3	94	0.050	3	94	0.096	3	94	0.146
12:00 - 13:00	3	94	0.128	3	94	0.085	3	94	0.213
13:00 - 14:00	3	94	0.096	3	94	0.082	3	94	0.178
14:00 - 15:00	3	94	0.110	3	94	0.057	3	94	0.167
15:00 - 16:00	3	94	0.096	3	94	0.039	3	94	0.135
16:00 - 17:00	3	94	0.142	3	94	0.145	3	94	0.287
17:00 - 18:00	3	94	0.099	3	94	0.050	3	94	0.149
18:00 - 19:00	3	94	0.096	3	94	0.092	3	94	0.188
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.906			0.969			1.875

TRIP RATE for Land Use 03 - RESIDENTIAL/G - STUDENT ACCOMMODATION
 MULTI-MODAL PUBLIC TRANSPORT USERS
 Calculation factor: 1 RESIDE
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	94	0.000	3	94	0.014	3	94	0.014
08:00 - 09:00	3	94	0.000	3	94	0.011	3	94	0.011
09:00 - 10:00	3	94	0.004	3	94	0.060	3	94	0.064
10:00 - 11:00	3	94	0.007	3	94	0.035	3	94	0.042
11:00 - 12:00	3	94	0.050	3	94	0.046	3	94	0.096
12:00 - 13:00	3	94	0.032	3	94	0.053	3	94	0.085
13:00 - 14:00	3	94	0.043	3	94	0.032	3	94	0.075
14:00 - 15:00	3	94	0.025	3	94	0.014	3	94	0.039
15:00 - 16:00	3	94	0.050	3	94	0.021	3	94	0.071
16:00 - 17:00	3	94	0.060	3	94	0.032	3	94	0.092
17:00 - 18:00	3	94	0.046	3	94	0.032	3	94	0.078
18:00 - 19:00	3	94	0.053	3	94	0.046	3	94	0.099
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.370			0.396			0.766

TRIP RATE for Land Use 03 - RESIDENTIAL/G - STUDENT ACCOMMODATION
 MULTI-MODAL TOTAL PEOPLE
 Calculation factor: 1 RESIDE
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	94	0.004	3	94	0.018	3	94	0.022
08:00 - 09:00	3	94	0.018	3	94	0.181	3	94	0.199
09:00 - 10:00	3	94	0.039	3	94	0.167	3	94	0.206
10:00 - 11:00	3	94	0.092	3	94	0.128	3	94	0.220
11:00 - 12:00	3	94	0.117	3	94	0.199	3	94	0.316
12:00 - 13:00	3	94	0.167	3	94	0.160	3	94	0.327
13:00 - 14:00	3	94	0.163	3	94	0.128	3	94	0.291
14:00 - 15:00	3	94	0.156	3	94	0.128	3	94	0.284
15:00 - 16:00	3	94	0.181	3	94	0.085	3	94	0.266
16:00 - 17:00	3	94	0.238	3	94	0.199	3	94	0.437
17:00 - 18:00	3	94	0.152	3	94	0.099	3	94	0.251
18:00 - 19:00	3	94	0.163	3	94	0.160	3	94	0.323
19:00 - 20:00	1	100	0.000	1	100	0.000	1	100	0.000
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.490			1.652			3.142

APPENDIX I: Trip distribution calculations

WF01BEW - Location of usual residence and place of work (OA level)

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population All usual residents ages 16 and over in employment the week before the census
 units Persons
 date 2011

place of work	currently residing in E02002992 :		Direction of travel	Route			
	Bath and North East Somerset	008					
Bristol, City of	229		West				
Cheltenham	1		Apsley Road				
Cotswold	2		Apsley Road	West	546	25%	53%
Gloucester	4		Apsley Road	East	420	19%	41%
South Gloucestershire	137		West	Apsley Road	61	3%	6%
Stroud	4		Apsley Road	Walk / public transport	1,132	52%	
Swindon	15		Apsley Road		2,159		
Wiltshire	132		East				
E02002985 : Bath and North East Somerset 001	7		West				
E02002986 : Bath and North East Somerset 002	16		West				
E02002987 : Bath and North East Somerset 003	10		West				
E02002988 : Bath and North East Somerset 004	16		East				
E02002989 : Bath and North East Somerset 005	35		Apsley Road				
E02002990 : Bath and North East Somerset 006	9		East				
E02002991 : Bath and North East Somerset 007	527		Walk / public transport				
E02002992 : Bath and North East Somerset 008	451		Walk / public transport				
E02002993 : Bath and North East Somerset 009	154		Walk / public transport				
E02002994 : Bath and North East Somerset 010	16		East				
E02002995 : Bath and North East Somerset 011	36		West				
E02002996 : Bath and North East Somerset 012	134		East				
E02002997 : Bath and North East Somerset 013	24		East				
E02002998 : Bath and North East Somerset 014	16		East				
E02002999 : Bath and North East Somerset 015	4		East				
E02003000 : Bath and North East Somerset 016	16		West				
E02003001 : Bath and North East Somerset 017	33		East				
E02003002 : Bath and North East Somerset 018	25		East				
E02003003 : Bath and North East Somerset 019	11		East				
E02003004 : Bath and North East Somerset 020	4		West				
E02003005 : Bath and North East Somerset 021	2		West				
E02003006 : Bath and North East Somerset 022	29		West				
E02003007 : Bath and North East Somerset 023	8		West				
E02003008 : Bath and North East Somerset 024	10		West				
E02003009 : Bath and North East Somerset 025	16		West				
E02003010 : Bath and North East Somerset 026	16		West				
E02003011 : Bath and North East Somerset 027	10		West				

In order to protect against disclosure of personal information, records have been swapped between different geographic areas. Some counts will be affected, particularly small counts at the l

APPENDIX J: PICADY output – Site access /Newbridge Road

TRL LIMITED

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CAPACITIES, QUEUES, AND DELAYS AT 3 OR 4-ARM MAJOR/MINOR PRIORITY JUNCTIONS

PICADY 5.1 ANALYSIS PROGRAM
RELEASE 5.0 (JUNE 2010) (Patch 15 Apr 2011)

ADAPTED FROM PICADY/3 WHICH IS CROWN COPYRIGHT
BY PERMISSION OF THE CONTROLLER OF HMSO

FOR SALES AND DISTRIBUTION INFORMATION,
PROGRAM ADVICE AND MAINTENANCE CONTACT:
TRL SOFTWARE SALES
TEL: CROWTHORNE (01344) 770758, FAX: 770356
EMAIL: software@trl.co.uk

THE USER OF THIS COMPUTER PROGRAM FOR THE SOLUTION OF AN ENGINEERING PROBLEM IS
IN NO WAY RELIEVED OF HIS/HER RESPONSIBILITY FOR THE CORRECTNESS OF THE SOLUTION

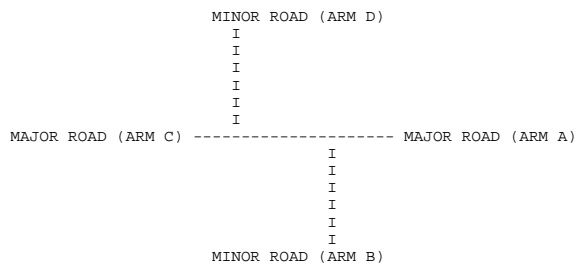
Run with file:-
"H:\WPBath2.1\05 Calculations\Junction modelling\
PICADY - Newbridge Rd_Site access_Charmouth Rd (V2 March2019).vpi"
(drive-on-the-left) at 09:31:22 on Tuesday, 26 March 2019

RUN INFORMATION

RUN TITLE : Site access
LOCATION : Newbridge Road, Bath
DATE : 26/03/19
CLIENT :
ENUMERATOR : hiorwerth [MBBPC06]
JOB NUMBER : B/WPBath2.1
STATUS :
DESCRIPTION :

MAJOR/MINOR JUNCTION CAPACITY AND DELAY

INPUT DATA



ARM A IS Newbridge Road (east)
ARM B IS Site
ARM C IS Newbridge Road (west)
ARM D IS Charmouth Road

STREAM LABELLING CONVENTION

STREAM A-B CONTAINS TRAFFIC GOING FROM ARM A TO ARM B
STREAM B-AC CONTAINS TRAFFIC GOING FROM ARM B TO ARM A AND TO ARM C
ETC.

GEOMETRIC DATA

I	DATA ITEM	I	MINOR ROAD B	I	MINOR ROAD D	I
I	TOTAL MAJOR ROAD CARRIAGEWAY WIDTH	I	(W) 9.20 M.	I	(W) 9.20 M.	I
I	CENTRAL RESERVE WIDTH	I	(WCR) 0.00 M.	I	(WCR) 0.00 M.	I
I	MAJOR ROAD RIGHT TURN - WIDTH	I	(WC-B) 2.20 M.	I	(WA-D) 2.20 M.	I
I	- VISIBILITY	I	(VC-B) 65.00 M.	I	(VA-D)150.00 M.	I
I	- BLOCKS TRAFFIC (SPACES)	I	NO (0)	I	YES (2)	I
I	MINOR ROAD - VISIBILITY TO LEFT	I	(VB-C) 11.0 M.	I	(VD-A) 11.0 M.	I
I	- VISIBILITY TO RIGHT	I	(VB-A) 9.0 M.	I	(VD-C) 16.0 M.	I
I	- LANE 1 WIDTH	I	(WB-C) 2.95 M.	I	(WD-A) 4.00 M.	I
I	- LANE 2 WIDTH	I	(WB-A) 0.00 M.	I	(WD-C) 0.00 M.	I

.SLOPES AND INTERCEPT

(NB:Streams may be combined, in which case capacity will be adjusted)

STREAM B-A

I	Intercept For	Slope For	Opposing	Slope For	Opposing	Slope For	Opposing	Slope For	Opposing	I
I	STREAM B-A	STREAM	A-C	STREAM	A-D	STREAM	A-B	STREAM	C-A	I
I	483.26		0.19		0.19		0.08		0.12	I

I	Slope For	Opposing	Slope For	Opposing	Slope For	Opposing	Slope For	Opposing	I
I	STREAM	D-A	STREAM	C-B	STREAM	D-B			I
I		0.12		0.27		0.27			I

STREAM D-C

I	Intercept For	Slope For	Opposing	Slope For	Opposing	Slope For	Opposing	Slope For	Opposing	I
I	STREAM D-C	STREAM	C-A	STREAM	C-B	STREAM	C-D	STREAM	A-C	I
I	538.05		0.21		0.21		0.08		0.13	I

I	Slope For	Opposing	Slope For	Opposing	Slope For	Opposing	Slope For	Opposing	I
I	STREAM	B-C	STREAM	A-D	STREAM	B-D			I
I		0.13		0.30		0.30			I

STREAM CD-B

I	Intercept For	Slope For	Opposing	Slope For	Opposing	Slope For	Opposing	Slope For	Opposing	I
I	STREAM CD-B	STREAM	A-B	STREAM	A-C	STREAM	A-D			I
I	660.83		0.20		0.20		0.19			I

STREAM AB-D

I	Intercept For	Slope For	Opposing	Slope For	Opposing	Slope For	Opposing	Slope For	Opposing	I
I	STREAM AB-D	STREAM	C-D	STREAM	C-A	STREAM	C-B			I
I	660.83		0.22		0.22		0.21			I

STREAM B-CD

I	Intercept For	Slope For	Opposing	Slope For	Opposing	Slope For	Opposing	Slope For	Opposing	I
I	STREAM B-CD	STREAM	A-C	STREAM	A-D	STREAM	A-B			I
I	626.45		0.21		0.21		0.08			I

STREAM D-AB

I	Intercept For	Slope For	Opposing	Slope For	Opposing	Slope For	Opposing	Slope For	Opposing	I
I	STREAM D-AB	STREAM	C-A	STREAM	C-B	STREAM	C-D			I
I	697.48		0.23		0.23		0.09			I

TRAFFIC DEMAND DATA

I	ARM	I	FLOW SCALE(%)	I
I	A	I	100	I
I	B	I	100	I
I	C	I	100	I
I	D	I	100	I

Demand set: AM 2024 forecast

TIME PERIOD BEGINS 07.30 AND ENDS 09.00

LENGTH OF TIME PERIOD - 90 MIN.
 LENGTH OF TIME SEGMENT - 15 MIN.

DEMAND FLOW PROFILES ARE SYNTHESISED FROM TURNING COUNT DATA

I	I	NUMBER OF MINUTES FROM START WHEN			RATE OF FLOW (VEH/MIN)			I						
		I	I	I	I	I	I							
I	ARM	I	I	I	I	I	I	I						
I		I	I	I	I	I	I	I						
I		I	I	I	I	I	I	I						
I		I	I	I	I	I	I	I						
I	ARM A	I	15.00	I	45.00	I	75.00	I	4.91	I	7.37	I	4.91	I
I	ARM B	I	15.00	I	45.00	I	75.00	I	1.06	I	1.59	I	1.06	I
I	ARM C	I	15.00	I	45.00	I	75.00	I	9.40	I	14.10	I	9.40	I
I	ARM D	I	15.00	I	45.00	I	75.00	I	0.15	I	0.23	I	0.15	I

Demand set: AM 2024 forecast

I	I	TURNING PROPORTIONS								I		
		TURNING COUNTS										
(PERCENTAGE OF H.V.S)												
I	I	TURNING PROPORTIONS								I		
		TURNING COUNTS										
(PERCENTAGE OF H.V.S)												
I	I	I	I	I	I	I	I	I	I	I		
											FROM/TO	ARM
TIME	FROM/TO	ARM	A	ARM	B	ARM	C	ARM	D			
I	07.30 - 09.00	I	I	I	I	I	I	I	I	I		
I		I	ARM A	I	0.000	I	0.051	I	0.870	I	0.079	I
I		I		I	0.0	I	20.0	I	342.0	I	31.0	I
I		I	(0.0)	I	(0.0)	I	(6.1)	I	(0.0)	I	(0.0)	I
I		I		I		I		I		I		I
I		I	ARM B	I	0.565	I	0.000	I	0.435	I	0.000	I
I		I		I	48.0	I	0.0	I	37.0	I	0.0	I
I		I	(0.0)	I	(0.0)	I	(0.0)	I	(0.0)	I	(0.0)	I
I		I		I		I		I		I		I
I		I	ARM C	I	0.875	I	0.051	I	0.000	I	0.074	I
I		I		I	658.0	I	38.0	I	0.0	I	56.0	I
I		I	(2.7)	I	(0.0)	I	(0.0)	I	(0.0)	I	(0.0)	I
I		I		I		I		I		I		I
I		I	ARM D	I	0.917	I	0.000	I	0.083	I	0.000	I
I		I		I	11.0	I	0.0	I	1.0	I	0.0	I
I		I	(0.0)	I	(0.0)	I	(0.0)	I	(0.0)	I	(0.0)	I
I		I		I		I		I		I		I

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA
 THE PERCENTAGE OF HEAVY VEHICLES VARIES OVER TURNING MOVEMENTS

PEDESTRIAN CROSSING DATA

C PEDESTRIAN CROSSING FLOW:

PELICAN CROSSINGS

I	(times in seconds)	I	ARM	C	I
I	amber time	I	1.0	I	1.0
I	"green" amber time	I	2.9	I	2.9
I	both signals red time	I	0.0	I	0.0
I	green man time	I	4.0	I	4.0
I	flashing amber time	I	6.0	I	6.0
I	minimum green time	I	20.0	I	20.0
I	queuing space(pcu)	I	10.0	I	10.0

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

FOR DEMAND SET AM 2024 forecast
 AND FOR TIME PERIOD 1

I	TIME	DEMAND	CAPACITY	DEMAND/	PEDESTRIAN	START	END	DELAY	GEOMETRIC DELAY	AVERAGE DELAY
I		(VEH/MIN)	(VEH/MIN)	CAPACITY	FLOW	QUEUE	QUEUE	(VEH.MIN/	(VEH.MIN/	PER ARRIVING
I				(RFC)	(PEDS/MIN)	(VEHS)	(VEHS)	TIME SEGMENT)	TIME SEGMENT)	VEHICLE (MIN)
I	07.30-07.45									
I	B-ACD	1.07	7.05	0.151		0.00	0.18	2.5		0.17
I	A-B	0.25								
I	A-C	4.29								
I	A-D	0.39								
I	AB-CD	(0.39)	8.89	0.044		0.00	0.04	0.6		0.12
I	AB-C	(4.75)								
I	D-ABC	0.15	9.08	0.017		0.00	0.02	0.2		0.11
I	C-AD	9.39	27.16	0.346	0.1	0.00	0.93	13.5		0.06
I	C-B	0.48	18.50	0.026	0.1	0.00	0.03	0.4		0.06
I	CD-A	(8.34)								
I	CD-B	(0.05)	0.92	0.052		0.00	0.01	0.1		1.14

I	TIME	DEMAND	CAPACITY	DEMAND/	PEDESTRIAN	START	END	DELAY	GEOMETRIC DELAY	AVERAGE DELAY
I		(VEH/MIN)	(VEH/MIN)	CAPACITY	FLOW	QUEUE	QUEUE	(VEH.MIN/	(VEH.MIN/	PER ARRIVING
I				(RFC)	(PEDS/MIN)	(VEHS)	(VEHS)	TIME SEGMENT)	TIME SEGMENT)	VEHICLE (MIN)
I	07.45-08.00									
I	B-ACD	1.27	6.66	0.191		0.18	0.23	3.4		0.19
I	A-B	0.30								
I	A-C	5.12								
I	A-D	0.46								
I	AB-CD	(0.46)	8.46	0.055		0.04	0.05	0.8		0.13
I	AB-C	(5.68)								
I	D-ABC	0.18	8.62	0.021		0.02	0.02	0.3		0.12
I	C-AD	11.21	26.89	0.417	0.2	0.93	1.35	19.5		0.06
I	C-B	0.57	18.42	0.031	0.2	0.03	0.03	0.5		0.06
I	CD-A	(10.00)								
I	CD-B	(0.06)	0.91	0.064		0.01	0.01	0.1		1.16

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	08.00-08.15										I
I	B-ACD	1.56	6.11	0.255		0.23	0.34	4.9		0.22	I
I	A-B	0.37									I
I	A-C	6.28									I
I	A-D	0.57									I
I	AB-CD	(0.57)	7.88	0.072		0.05	0.07	1.1		0.14	I
I	AB-C	(6.95)									I
I	D-ABC	0.22	7.98	0.028		0.02	0.03	0.4		0.13	I
I	C-AD	13.73	26.61	0.516	0.2	1.35	2.28	32.1		0.08	I
I	C-B	0.70	18.41	0.038	0.2	0.03	0.04	0.6		0.06	I
I	CD-A	(12.22)									I
I	CD-B	(0.07)	0.90	0.081		0.01	0.01	0.1		1.20	I

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	08.15-08.30										I
I	B-ACD	1.56	6.10	0.256		0.34	0.34	5.1		0.22	I
I	A-B	0.37									I
I	A-C	6.28									I
I	A-D	0.57									I
I	AB-CD	(0.57)	7.87	0.072		0.07	0.07	1.1		0.14	I
I	AB-C	(6.95)									I
I	D-ABC	0.22	7.97	0.028		0.03	0.03	0.4		0.13	I
I	C-AD	13.73	26.58	0.517	0.3	2.28	2.32	34.6		0.08	I
I	C-B	0.70	18.38	0.038	0.3	0.04	0.04	0.6		0.06	I
I	CD-A	(12.27)									I
I	CD-B	(0.07)	0.89	0.081		0.01	0.01	0.1		1.21	I

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	08.30-08.45										I
I	B-ACD	1.27	6.65	0.191		0.34	0.24	3.7		0.19	I
I	A-B	0.30									I
I	A-C	5.12									I
I	A-D	0.46									I
I	AB-CD	(0.46)	8.44	0.055		0.07	0.06	0.8		0.13	I
I	AB-C	(5.68)									I
I	D-ABC	0.18	8.59	0.021		0.03	0.02	0.3		0.12	I
I	C-AD	11.21	26.38	0.425	1.1	2.32	1.49	23.3		0.07	I
I	C-B	0.57	17.92	0.032	1.1	0.04	0.03	0.5		0.06	I
I	CD-A	(10.07)									I
I	CD-B	(0.06)	0.91	0.064		0.01	0.01	0.1		1.16	I

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	08.45-09.00										I
I	B-ACD	1.07	7.04	0.151		0.24	0.18	2.8		0.17	I
I	A-B	0.25									I
I	A-C	4.29									I
I	A-D	0.39									I
I	AB-CD	(0.39)	8.86	0.044		0.06	0.04	0.7		0.12	I
I	AB-C	(4.76)									I
I	D-ABC	0.15	9.06	0.017		0.02	0.02	0.3		0.11	I
I	C-AD	9.39	26.97	0.348	0.4	1.49	0.98	15.1		0.06	I
I	C-B	0.48	18.31	0.026	0.4	0.03	0.03	0.4		0.06	I
I	CD-A	(8.43)									I
I	CD-B	(0.05)	0.92	0.052		0.01	0.01	0.1		1.14	I

WARNING NO MARGINAL ANALYSIS OF CAPACITIES AS MAJOR ROAD BLOCKING MAY OCCUR

QUEUE FOR STREAM B-ACD

TIME SEGMENT	NO. OF VEHICLES ENDING IN QUEUE
07.45	0.2
08.00	0.2
08.15	0.3
08.30	0.3
08.45	0.2
09.00	0.2

QUEUE FOR STREAM AB-CD

TIME SEGMENT	NO. OF VEHICLES ENDING IN QUEUE
07.45	0.0
08.00	0.1
08.15	0.1
08.30	0.1
08.45	0.1
09.00	0.0

QUEUE FOR STREAM D-ABC

TIME SEGMENT	NO. OF VEHICLES ENDING IN QUEUE
07.45	0.0
08.00	0.0
08.15	0.0
08.30	0.0
08.45	0.0
09.00	0.0

 QUEUE FOR STREAM C-AD

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
07.45	0.9	*
08.00	1.3	*
08.15	2.2	**
08.30	2.2	**
08.45	1.4	*
09.00	0.9	*

 QUEUE FOR STREAM C-B

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
07.45	0.0
08.00	0.0
08.15	0.0
08.30	0.0
08.45	0.0
09.00	0.0

 QUEUE FOR STREAM CD-B

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
07.45	0.1
08.00	0.1
08.15	0.1
08.30	0.1
08.45	0.1
09.00	0.1

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

I	STREAM	I	TOTAL DEMAND	I	* QUEUEING *	I	* INCLUSIVE QUEUEING *	I	
I	I	I	I	I	* DELAY *	I	* DELAY *	I	
I	I	(VEH)	(VEH/H)	(MIN)	(MIN/VEH)	(MIN)	(MIN/VEH)	I	
I	B-ACD	I	117.0	I	78.0	I	22.4	I	0.19
I	A-B	I	27.5	I	18.4	I		I	
I	A-C	I	470.7	I	313.8	I		I	
I	A-D	I	42.7	I	28.4	I		I	
I	AB-CD	I	(42.7)	I	(28.4)	I	5.1	I	0.12
I	AB-C	I	(521.6)	I	(347.7)	I		I	
I	D-ABC	I	16.5	I	11.0	I	2.0	I	0.12
I	C-AD	I	1029.7	I	686.5	I	135.1	I	0.13
I	C-B	I	5.3	I	3.6	I	0.3	I	0.06
I	CD-A	I	(920.0)	I	(613.3)	I		I	
I	CD-B	I	(52.3)	I	(34.9)	I	6.3	I	0.12
I	ALL	I	1709.5	I	1139.7	I	171.1	I	0.10

* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD
 * INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD
 * THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

*****END OF RUN*****

.SLOPES AND INTERCEPT

(NB:Streams may be combined, in which case capacity will be adjusted)

STREAM B-A

I	Intercept	For	Slope	For	Opposing	Slope	For	Opposing	Slope	For	Opposing	Slope	For	Opposing
I	STREAM	B-A	STREAM	A-C	STREAM	A-D	STREAM	A-B	STREAM	C-A	I			
I		483.26		0.19		0.19		0.08		0.12	I			

I	Slope	For	Opposing	Slope	For	Opposing	Slope	For	Opposing	Slope	For	Opposing
I	STREAM	D-A	STREAM	C-B	STREAM	D-B	I					
I		0.12		0.27		0.27	I					

STREAM D-C

I	Intercept	For	Slope	For	Opposing	Slope	For	Opposing	Slope	For	Opposing
I	STREAM	D-C	STREAM	C-A	STREAM	C-B	STREAM	C-D	STREAM	A-C	I
I		538.05		0.21		0.21		0.08		0.13	I

I	Slope	For	Opposing	Slope	For	Opposing	Slope	For	Opposing
I	STREAM	B-C	STREAM	A-D	STREAM	B-D	I		
I		0.13		0.30		0.30	I		

STREAM CD-B

I	Intercept	For	Slope	For	Opposing	Slope	For	Opposing	Slope	For	Opposing
I	STREAM	CD-B	STREAM	A-B	STREAM	A-C	STREAM	A-D	STREAM	A-D	I
I		660.83		0.20		0.20		0.19			I

STREAM AB-D

I	Intercept	For	Slope	For	Opposing	Slope	For	Opposing	Slope	For	Opposing
I	STREAM	AB-D	STREAM	C-D	STREAM	C-A	STREAM	C-B	STREAM	C-B	I
I		660.83		0.22		0.22		0.21			I

STREAM B-CD

I	Intercept	For	Slope	For	Opposing	Slope	For	Opposing	Slope	For	Opposing
I	STREAM	B-CD	STREAM	A-C	STREAM	A-D	STREAM	A-B	STREAM	A-B	I
I		626.45		0.21		0.21		0.08			I

STREAM D-AB

I	Intercept	For	Slope	For	Opposing	Slope	For	Opposing	Slope	For	Opposing
I	STREAM	D-AB	STREAM	C-A	STREAM	C-B	STREAM	C-D	STREAM	C-D	I
I		697.48		0.23		0.23		0.09			I

TRAFFIC DEMAND DATA

I	ARM	I	FLOW SCALE(%)	I
I	A	I	100	I
I	B	I	100	I
I	C	I	100	I
I	D	I	100	I

Demand set: PM 2024 forecast

TIME PERIOD BEGINS 15.30 AND ENDS 17.00

LENGTH OF TIME PERIOD - 90 MIN.
 LENGTH OF TIME SEGMENT - 15 MIN.

DEMAND FLOW PROFILES ARE SYNTHESISED FROM TURNING COUNT DATA

I	I	I	I	I	I	I	I	I	I	I			
I	ARM	FLOW STARTS	NUMBER OF MINUTES FROM START WHEN TOP OF PEAK IS REACHED	TOP OF PEAK IS REACHED	FLOW STOPS FALLING	RATE OF FLOW (VEH/MIN) BEFORE PEAK	AT TOP OF PEAK	AFTER PEAK					
I	ARM A	I	15.00	I	45.00	I	75.00	I	5.75	I	8.63	I	5.75
I	ARM B	I	15.00	I	45.00	I	75.00	I	0.46	I	0.69	I	0.46
I	ARM C	I	15.00	I	45.00	I	75.00	I	5.34	I	8.01	I	5.34
I	ARM D	I	15.00	I	45.00	I	75.00	I	0.13	I	0.19	I	0.13

Demand set: PM 2024 forecast

I	I	I	I	I	I	I	I	I	I	I	
I	TIME	FROM/TO	ARM A	ARM B	ARM C	ARM D	TURNING PROPORTIONS (PERCENTAGE OF H.V.S)				
I	15.30 - 17.00	I	I	I	I	I	I	I	I	I	
I		I	ARM A	I	0.000	I	0.054	I	0.893	I	0.052
I		I		I	0.0	I	25.0	I	411.0	I	24.0
I		I	(0.0)	I	(0.0)	I	(4.8)	I	(0.0)	I	(0.0)
I		I		I		I		I		I	
I		I	ARM B	I	0.459	I	0.000	I	0.541	I	0.000
I		I		I	17.0	I	0.0	I	20.0	I	0.0
I		I	(0.0)	I	(0.0)	I	(0.0)	I	(0.0)	I	(0.0)
I		I		I		I		I		I	
I		I	ARM C	I	0.876	I	0.068	I	0.000	I	0.056
I		I		I	374.0	I	29.0	I	0.0	I	24.0
I		I	(5.3)	I	(0.0)	I	(0.0)	I	(0.0)	I	(0.0)
I		I		I		I		I		I	
I		I	ARM D	I	0.800	I	0.000	I	0.200	I	0.000
I		I		I	8.0	I	0.0	I	2.0	I	0.0
I		I	(0.0)	I	(0.0)	I	(0.0)	I	(0.0)	I	(0.0)
I		I		I		I		I		I	

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA
 THE PERCENTAGE OF HEAVY VEHICLES VARIES OVER TURNING MOVEMENTS

PEDESTRIAN CROSSING DATA

C PEDESTRIAN CROSSING FLOW:

PELICAN CROSSINGS

I	(times in seconds)	I	ARM C I
I	amber time	I	1.0I
I	"green" amber time	I	2.9I
I	both signals red time	I	0.0I
I	green man time	I	4.0I
I	flashing amber time	I	6.0I
I	minimum green time	I	20.0I
I	queuing space(pcu)	I	10.0I

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

FOR DEMAND SET PM 2024 forecast
 AND FOR TIME PERIOD 2

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
I	15.30-15.45									
I	B-ACD	0.46	7.56	0.061		0.00	0.06	0.9		0.14
I	A-B	0.31								
I	A-C	5.16								
I	A-D	0.30								
I	AB-CD (0.30)		9.78	0.031		0.00	0.03	0.5		0.11
I	AB-C (5.41)									
I	D-ABC	0.13	9.44	0.013		0.00	0.01	0.2		0.11
I	C-AD	5.31	26.62	0.199	0.3	0.00	0.39	5.8		0.05
I	C-B	0.36	18.00	0.020	0.3	0.00	0.02	0.3		0.06
I	CD-A (4.77)									
I	CD-B (0.05)		1.19	0.040		0.00	0.01	0.1		0.87

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
I	15.45-16.00									
I	B-ACD	0.55	7.23	0.077		0.06	0.08	1.2		0.15
I	A-B	0.37								
I	A-C	6.16								
I	A-D	0.36								
I	AB-CD (0.36)		9.53	0.038		0.03	0.04	0.6		0.11
I	AB-C (6.46)									
I	D-ABC	0.15	9.13	0.016		0.01	0.02	0.2		0.11
I	C-AD	6.34	26.45	0.240	0.2	0.39	0.50	7.4		0.05
I	C-B	0.43	18.05	0.024	0.2	0.02	0.02	0.4		0.06
I	CD-A (5.72)									
I	CD-B (0.06)		1.16	0.050		0.01	0.01	0.1		0.90

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	16.00-16.15										I
I	B-ACD	0.68	6.77	0.100		0.08	0.11	1.6		0.16	I
I	A-B	0.46									I
I	A-C	7.54									I
I	A-D	0.44									I
I	AB-CD	(0.44)	9.20	0.048		0.04	0.05	0.7		0.11	I
I	AB-C	(7.91)									I
I	D-ABC	0.18	8.69	0.021		0.02	0.02	0.3		0.12	I
I	C-AD	7.76	26.17	0.297	0.2	0.50	0.68	10.0		0.05	I
I	C-B	0.53	18.07	0.029	0.2	0.02	0.03	0.4		0.06	I
I	CD-A	(7.00)									I
I	CD-B	(0.07)	1.13	0.063		0.01	0.01	0.1		0.94	I

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	16.15-16.30										I
I	B-ACD	0.68	6.77	0.100		0.11	0.11	1.7		0.16	I
I	A-B	0.46									I
I	A-C	7.54									I
I	A-D	0.44									I
I	AB-CD	(0.44)	9.20	0.048		0.05	0.05	0.7		0.11	I
I	AB-C	(7.91)									I
I	D-ABC	0.18	8.69	0.021		0.02	0.02	0.3		0.12	I
I	C-AD	7.76	26.17	0.297	0.2	0.68	0.69	10.3		0.05	I
I	C-B	0.53	18.07	0.029	0.2	0.03	0.03	0.5		0.06	I
I	CD-A	(7.01)									I
I	CD-B	(0.07)	1.13	0.063		0.01	0.01	0.1		0.94	I

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	16.30-16.45										I
I	B-ACD	0.55	7.22	0.077		0.11	0.08	1.3		0.15	I
I	A-B	0.37									I
I	A-C	6.16									I
I	A-D	0.36									I
I	AB-CD	(0.36)	9.53	0.038		0.05	0.04	0.6		0.11	I
I	AB-C	(6.46)									I
I	D-ABC	0.15	9.12	0.016		0.02	0.02	0.3		0.11	I
I	C-AD	6.34	26.23	0.242	0.5	0.69	0.52	8.0		0.05	I
I	C-B	0.43	17.84	0.024	0.5	0.03	0.03	0.4		0.06	I
I	CD-A	(5.73)									I
I	CD-B	(0.06)	1.16	0.050		0.01	0.01	0.1		0.90	I

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	16.45-17.00										I
I	B-ACD	0.46	7.55	0.061		0.08	0.07	1.0		0.14	I
I	A-B	0.31									I
I	A-C	5.16									I
I	A-D	0.30									I
I	AB-CD	(0.30)	9.77	0.031		0.04	0.03	0.5		0.11	I
I	AB-C	(5.41)									I
I	D-ABC	0.13	9.43	0.013		0.02	0.01	0.2		0.11	I
I	C-AD	5.31	26.68	0.199	0.2	0.52	0.40	6.1		0.05	I
I	C-B	0.36	18.07	0.020	0.2	0.03	0.02	0.3		0.06	I
I	CD-A	(4.80)									I
I	CD-B	(0.05)	1.18	0.041		0.01	0.01	0.1		0.88	I

WARNING NO MARGINAL ANALYSIS OF CAPACITIES AS MAJOR ROAD BLOCKING MAY OCCUR

QUEUE FOR STREAM B-ACD

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
15.45	0.1
16.00	0.1
16.15	0.1
16.30	0.1
16.45	0.1
17.00	0.1

QUEUE FOR STREAM AB-CD

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
15.45	0.0
16.00	0.0
16.15	0.0
16.30	0.0
16.45	0.0
17.00	0.0

QUEUE FOR STREAM D-ABC

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
15.45	0.0
16.00	0.0
16.15	0.0
16.30	0.0
16.45	0.0
17.00	0.0

QUEUE FOR STREAM C-AD

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
15.45	0.4	
16.00	0.5	
16.15	0.6	*
16.30	0.6	*
16.45	0.5	
17.00	0.4	

QUEUE FOR STREAM C-B

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
15.45	0.0
16.00	0.0
16.15	0.0
16.30	0.0
16.45	0.0
17.00	0.0

QUEUE FOR STREAM CD-B

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
15.45	0.0
16.00	0.1
16.15	0.1
16.30	0.1
16.45	0.1
17.00	0.0

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

I	STREAM	I	TOTAL DEMAND	I	* QUEUEING * * DELAY *	I	* INCLUSIVE QUEUEING * * DELAY *	I		
I		I	(VEH)	I	(VEH/H)	I	(MIN)	I	(MIN/VEH)	I
I	B-ACD	I	50.9	I	34.0	I	7.7	I	0.15	I
I	A-B	I	34.4	I	22.9	I		I		I
I	A-C	I	565.7	I	377.1	I		I		I
I	A-D	I	33.0	I	22.0	I		I		I
I	AB-CD	I	33.0	I	22.0	I	3.5	I	0.11	I
I	AB-C	I	593.2	I	395.5	I		I		I
I	D-ABC	I	13.8	I	9.2	I	1.5	I	0.11	I
I	C-AD	I	582.4	I	388.3	I	45.2	I	0.08	I
I	C-B	I	5.3	I	3.6	I	0.3	I	0.06	I
I	CD-A	I	525.4	I	350.3	I		I		I
I	CD-B	I	39.9	I	26.6	I	4.8	I	0.12	I
I	ALL	I	1285.6	I	857.1	I	63.1	I	0.05	I

* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD
 * INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD
 * THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

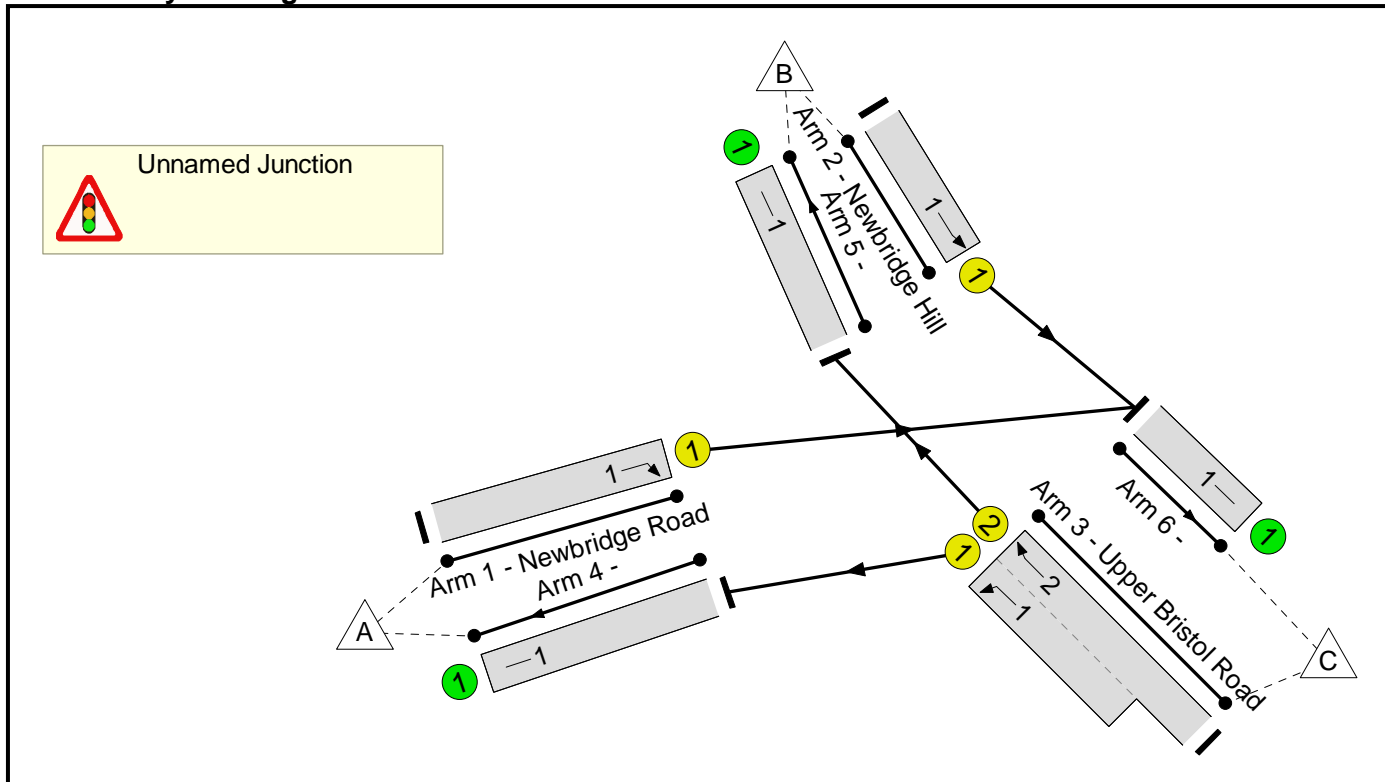
*****END OF RUN*****

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**APPENDIX K: LinSig output – Upper Bristol Road / Newbridge Road /
Newbridge Hill**

Full Input Data And Results
Full Input Data And Results

Junction Layout Diagram



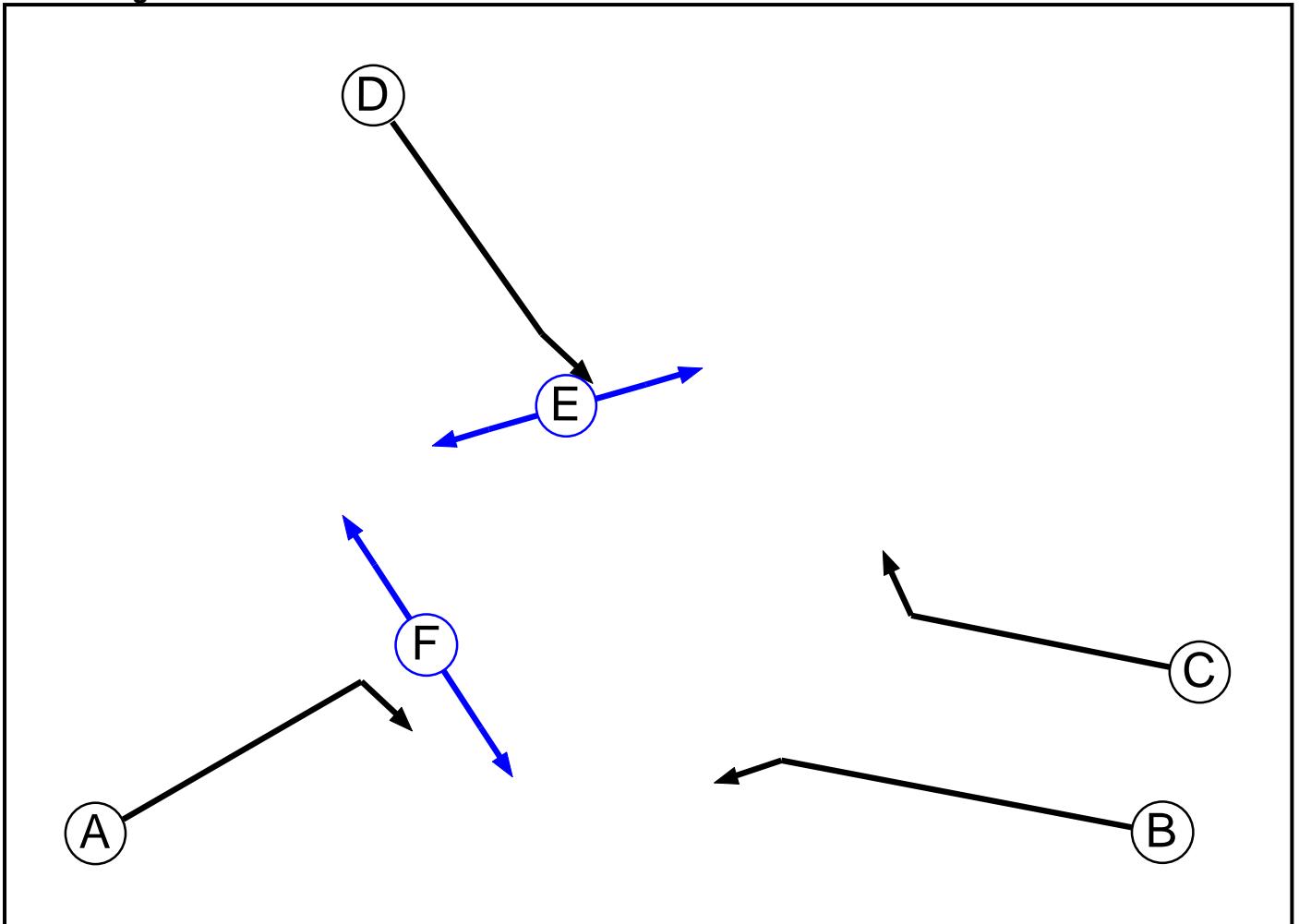
Lane Input Data

Junction: Unnamed Junction												
Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
1/1 (Newbridge Road)	U	A	2	3	60.0	Geom	-	4.00	0.00	Y	Arm 6 Right	28.00
2/1 (Newbridge Hill)	U	D	2	3	60.0	Geom	-	4.30	0.00	Y	Arm 6 Ahead	Inf
3/1 (Upper Bristol Road)	U	B	2	3	7.5	Geom	-	4.00	0.00	Y	Arm 4 Left	110.00
3/2 (Upper Bristol Road)	U	C	2	3	60.0	Geom	-	4.00	0.00	N	Arm 5 Ahead	Inf
4/1	U		2	3	60.0	Inf	-	-	-	-	-	-
5/1	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1	U		2	3	60.0	Inf	-	-	-	-	-	-

Give-Way Lane Input Data

Junction: Unnamed Junction
 There are no Opposed Lanes in this Junction

Phase Diagram



Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		7	7
B	Traffic		7	7
C	Traffic		7	7
D	Traffic		7	7
E	Pedestrian		6	6
F	Pedestrian		6	6

Full Input Data And Results

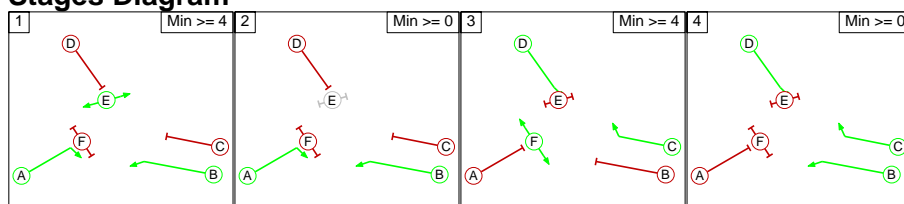
Phase Intergrens Matrix

		Starting Phase					
		A	B	C	D	E	F
Terminating Phase	A	-	6	6	-	6	
	B	-	-	-	-	-	6
	C	6	-	-	7	-	
	D	6	-	-	6	-	
	E	-	-	8	8	-	
	F	9	9	-	-	-	

Phases in Stage

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

Stages Diagram



Phase Delays

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

Prohibited Stage Changes

		To Stage			
		1	2	3	4
From Stage	1	-	0	8	8
	2	0	-	6	6
	3	9	9	-	9
	4	7	6	6	-

Full Input Data And Results

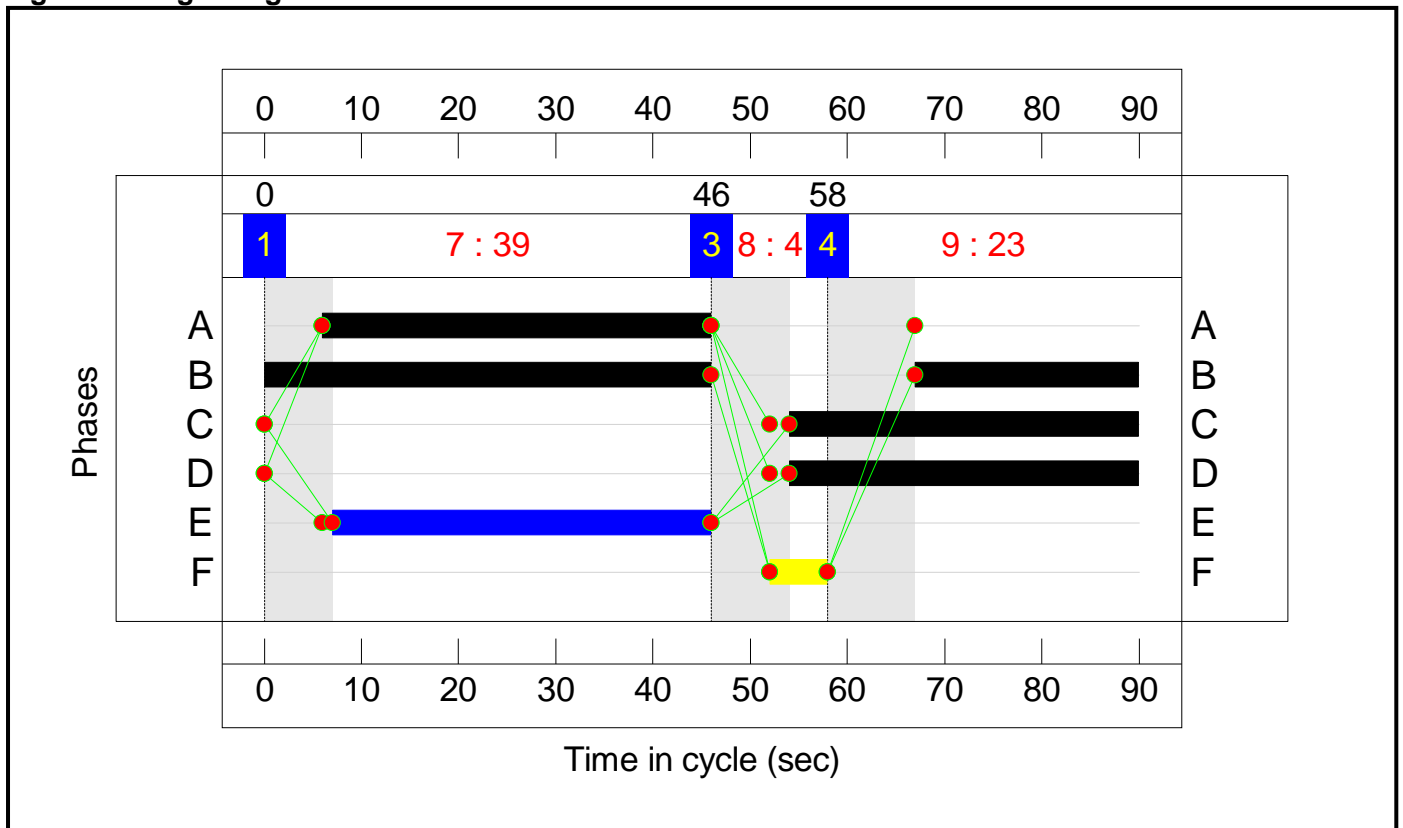
Scenario 1: 'AM 2018 observed' (FG1: 'AM 2018 observed', Plan 1: 'Network Control Plan 1')

Traffic Flows, Actual

Actual Flow :

Origin	Destination				Tot.
	A	B	C	Tot.	
A	0	0	617	617	
B	0	0	589	589	
C	318	441	0	759	
Tot.	318	441	1206	1965	

Signal Timings Diagram



Full Input Data And Results

Link Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	70.8%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	70.8%
1/1	Newbridge Road Right	U	N/A	N/A	A		1	40	-	617	1913	871	70.8%
2/1	Newbridge Hill Ahead	U	N/A	N/A	D		1	36	-	589	2045	841	70.1%
3/2+3/1	Upper Bristol Road Left Ahead	U	N/A	N/A	C B		1	36:69	-	759	2155:1988	1086	69.9%
4/1		U	N/A	N/A	-		-	-	-	318	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	441	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	1206	Inf	Inf	0.0%
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	0	0	0	9.6	3.5	0.0	13.1	-	-	-	-
Unnamed Junction	-	-	0	0	0	9.6	3.5	0.0	13.1	-	-	-	-
1/1	617	617	-	-	-	3.4	1.2	-	4.6	26.7	12.3	1.2	13.5
2/1	589	589	-	-	-	3.6	1.2	-	4.7	29.0	12.1	1.2	13.3
3/2+3/1	759	759	-	-	-	2.6	1.2	-	3.8	18.0	8.8	1.2	9.9
4/1	318	318	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	441	441	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	1206	1206	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1			PRC for Signalled Lanes (%):		27.1	Total Delay for Signalled Lanes (pcuHr):			13.11	Cycle Time (s): 90			
			PRC Over All Lanes (%):		27.1	Total Delay Over All Lanes(pcuHr):			13.11				

Full Input Data And Results

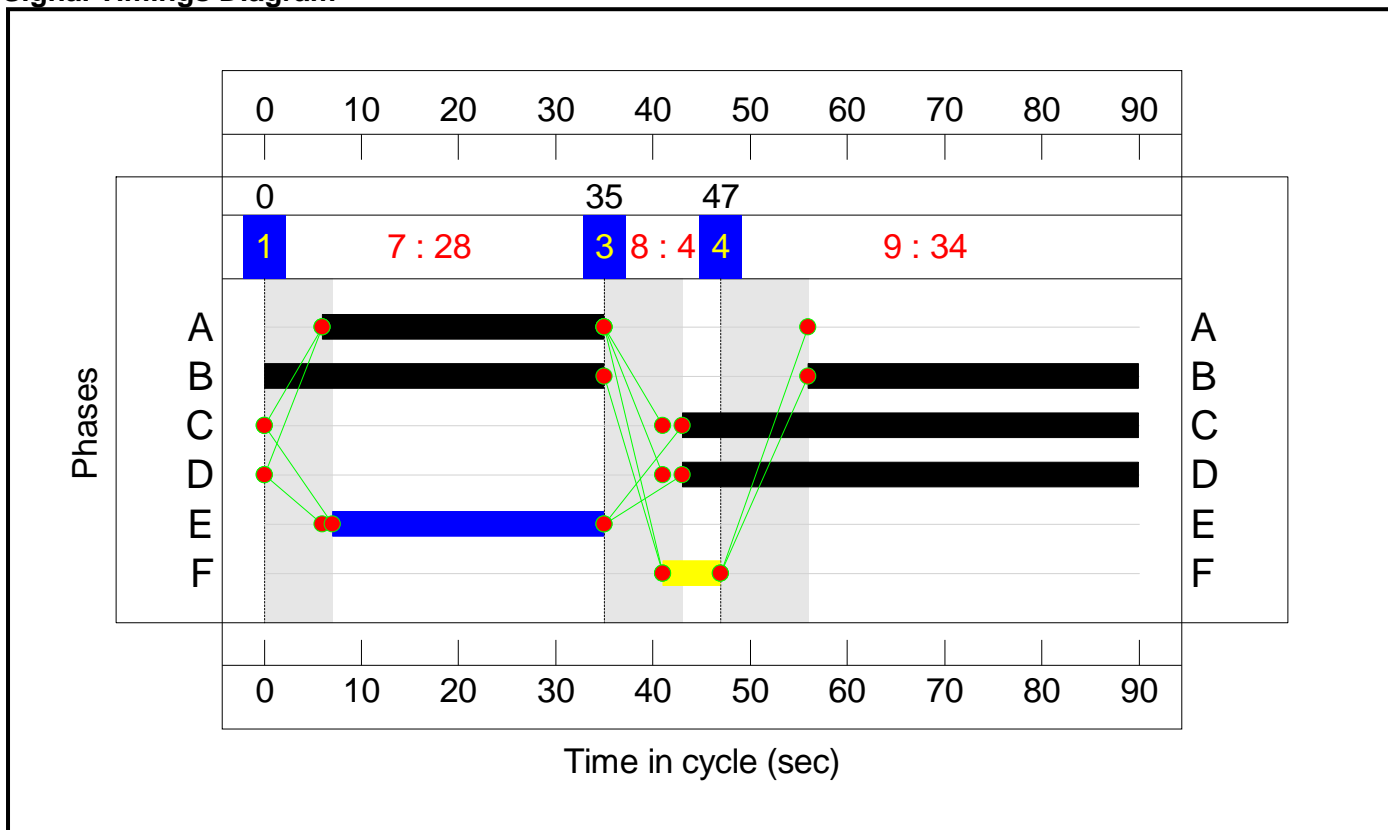
Scenario 2: 'PM 2018 observed' (FG2: 'PM 2018 observed', Plan 1: 'Network Control Plan 1')

Traffic Flows, Actual

Actual Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	0	441	441
	B	0	0	530	530
	C	340	574	0	914
	Tot.	340	574	971	1885

Signal Timings Diagram



Full Input Data And Results

Link Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	70.0%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	70.0%
1/1	Newbridge Road Right	U	N/A	N/A	A		1	29	-	441	1913	638	69.2%
2/1	Newbridge Hill Ahead	U	N/A	N/A	D		1	47	-	530	2045	1091	48.6%
3/2+3/1	Upper Bristol Road Left Ahead	U	N/A	N/A	C B		1	47:69	-	914	2155:1988	1305	70.0%
4/1		U	N/A	N/A	-		-	-	-	340	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	574	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	971	Inf	Inf	0.0%
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	0	0	0	7.5	2.7	0.0	10.3	-	-	-	-
Unnamed Junction	-	-	0	0	0	7.5	2.7	0.0	10.3	-	-	-	-
1/1	441	441	-	-	-	3.2	1.1	-	4.3	35.0	9.4	1.1	10.5
2/1	530	530	-	-	-	1.9	0.5	-	2.4	16.4	8.2	0.5	8.7
3/2+3/1	914	914	-	-	-	2.4	1.2	-	3.6	14.0	10.8	1.2	12.0
4/1	340	340	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	574	574	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	971	971	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1			PRC for Signalled Lanes (%): 28.5		28.5		Total Delay for Signalled Lanes (pcuHr): 10.28		10.28		Cycle Time (s): 90		
			PRC Over All Lanes (%):		28.5		Total Delay Over All Lanes(pcuHr):		10.28				

Full Input Data And Results

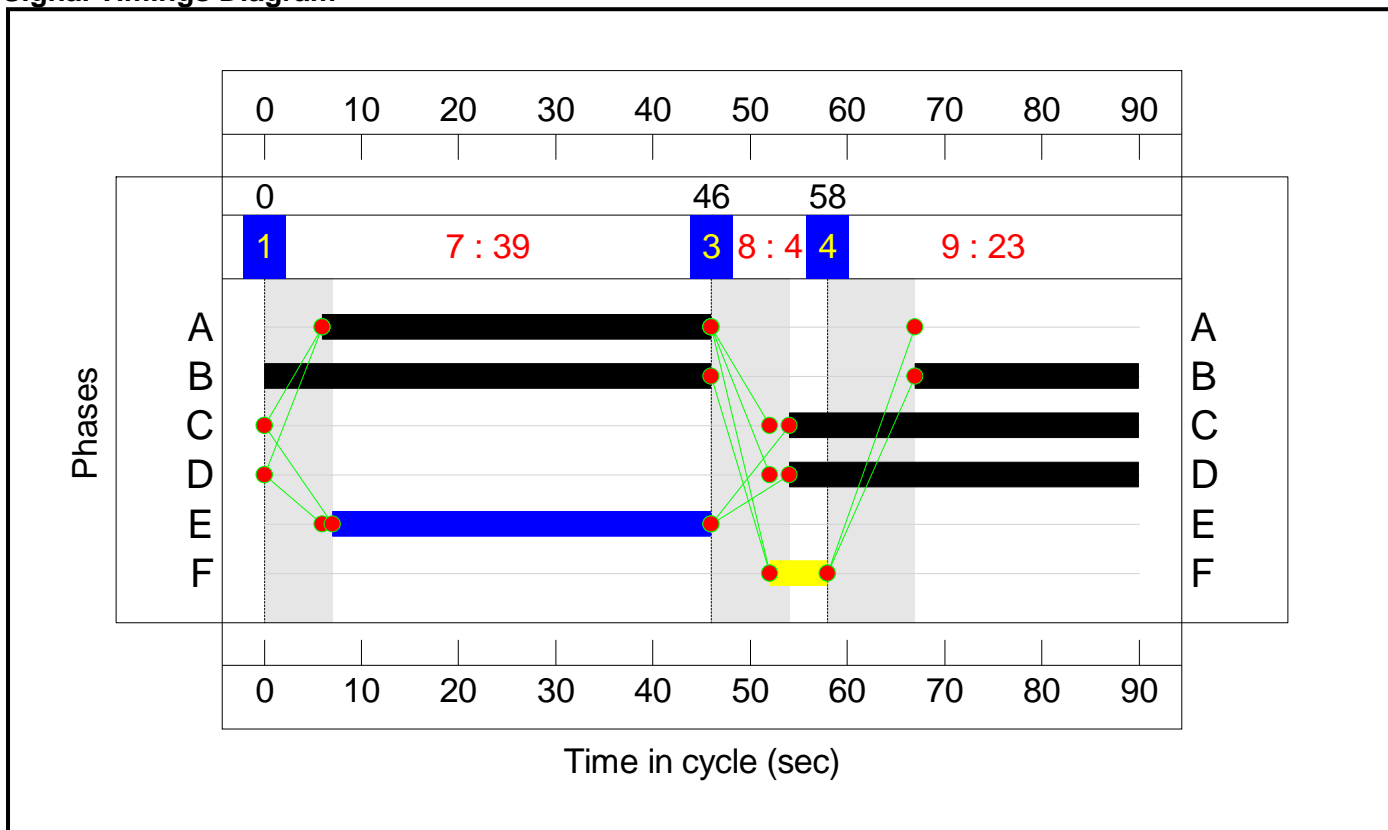
Scenario 3: 'AM 2024 base' (FG3: 'AM 2024 base', Plan 1: 'Network Control Plan 1')

Traffic Flows, Actual

Actual Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	0	675	675
	B	0	0	645	645
	C	348	483	0	831
	Tot.	348	483	1320	2151

Signal Timings Diagram



Full Input Data And Results

Link Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	
Network	-	-	N/A	-	-		-	-	-	-	-	-	77.5%	
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	77.5%	
1/1	Newbridge Road Right	U	N/A	N/A	A		1	40	-	675	1913	871	77.5%	
2/1	Newbridge Hill Ahead	U	N/A	N/A	D		1	36	-	645	2045	841	76.7%	
3/2+3/1	Upper Bristol Road Left Ahead	U	N/A	N/A	C B		1	36:69	-	831	2155:1988	1086	76.5%	
4/1		U	N/A	N/A	-		-	-	-	348	Inf	Inf	0.0%	
5/1		U	N/A	N/A	-		-	-	-	483	Inf	Inf	0.0%	
6/1		U	N/A	N/A	-		-	-	-	1320	Inf	Inf	0.0%	
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network	-	-	0	0	0	10.9	4.9	0.0	15.9	-	-	-	-	
Unnamed Junction	-	-	0	0	0	10.9	4.9	0.0	15.9	-	-	-	-	
1/1	675	675	-	-	-	3.9	1.7	-	5.6	29.6	14.1	1.7	15.8	
2/1	645	645	-	-	-	4.1	1.6	-	5.7	31.8	13.8	1.6	15.4	
3/2+3/1	831	831	-	-	-	3.0	1.6	-	4.6	19.9	11.0	1.6	12.6	
4/1	348	348	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
5/1	483	483	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/1	1320	1320	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
C1			PRC for Signalled Lanes (%):		16.2	Total Delay for Signalled Lanes (pcuHr):			15.86	Cycle Time (s):				90
			PRC Over All Lanes (%):		16.2	Total Delay Over All Lanes(pcuHr):			15.86					

Full Input Data And Results

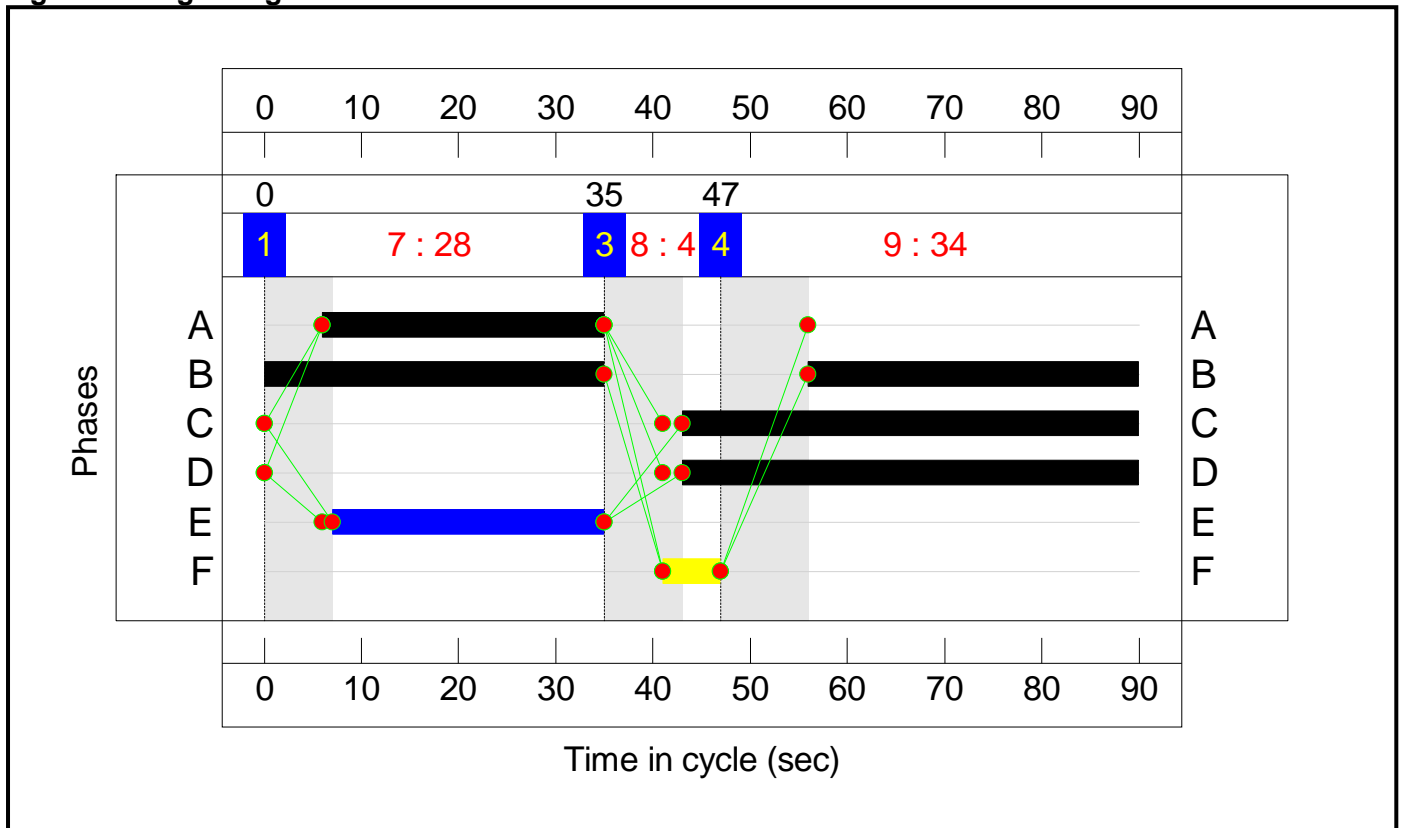
Scenario 4: 'PM 2024 base' (FG4: 'PM 2024 base', Plan 1: 'Network Control Plan 1')

Traffic Flows, Actual

Actual Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	0	482	482
	B	0	0	579	579
	C	371	627	0	998
	Tot.	371	627	1061	2059

Signal Timings Diagram



Full Input Data And Results

Link Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	
Network	-	-	N/A	-	-		-	-	-	-	-	-	76.5%	
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	76.5%	
1/1	Newbridge Road Right	U	N/A	N/A	A		1	29	-	482	1913	638	75.6%	
2/1	Newbridge Hill Ahead	U	N/A	N/A	D		1	47	-	579	2045	1091	53.1%	
3/2+3/1	Upper Bristol Road Left Ahead	U	N/A	N/A	C B		1	47:69	-	998	2155:1988	1305	76.5%	
4/1		U	N/A	N/A	-		-	-	-	371	Inf	Inf	0.0%	
5/1		U	N/A	N/A	-		-	-	-	627	Inf	Inf	0.0%	
6/1		U	N/A	N/A	-		-	-	-	1061	Inf	Inf	0.0%	
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network	-	-	0	0	0	8.6	3.7	0.0	12.3	-	-	-	-	
Unnamed Junction	-	-	0	0	0	8.6	3.7	0.0	12.3	-	-	-	-	
1/1	482	482	-	-	-	3.6	1.5	-	5.1	38.1	10.7	1.5	12.2	
2/1	579	579	-	-	-	2.2	0.6	-	2.8	17.2	9.3	0.6	9.9	
3/2+3/1	998	998	-	-	-	2.8	1.6	-	4.4	15.8	13.3	1.6	14.9	
4/1	371	371	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
5/1	627	627	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/1	1061	1061	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
C1			PRC for Signalled Lanes (%):		17.7	Total Delay for Signalled Lanes (pcuHr):			12.25	Cycle Time (s):				90
			PRC Over All Lanes (%):		17.7	Total Delay Over All Lanes(pcuHr):			12.25					

Full Input Data And Results

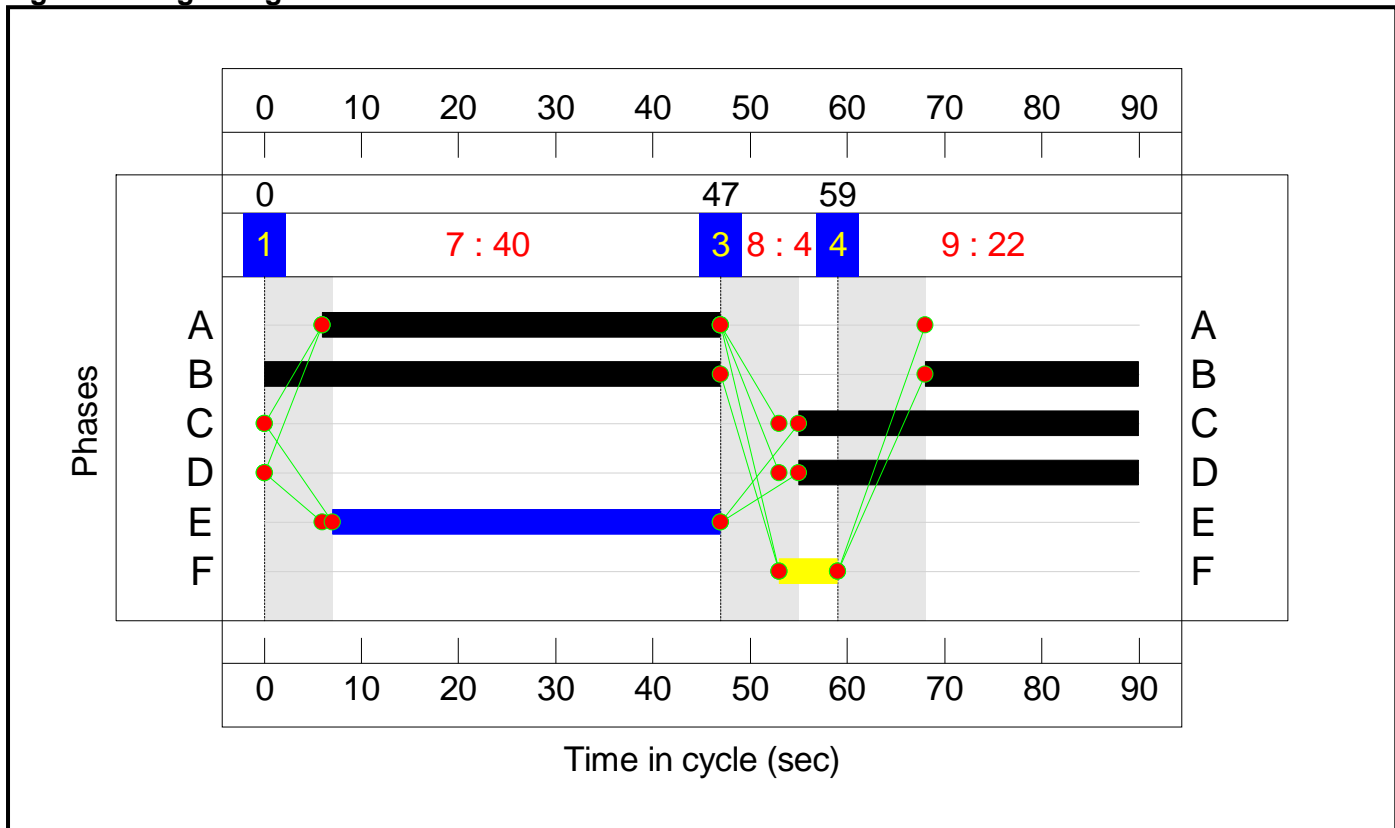
Scenario 5: 'AM 2024 forecast' (FG5: 'AM 2024 forecast', Plan 1: 'Network Control Plan 1')

Traffic Flows, Actual

Actual Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	0	690	690
	B	0	0	645	645
	C	351	483	0	834
	Tot.	351	483	1335	2169

Signal Timings Diagram



Full Input Data And Results

Link Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	
Network	-	-	N/A	-	-		-	-	-	-	-	-	78.9%	
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	78.9%	
1/1	Newbridge Road Right	U	N/A	N/A	A		1	41	-	690	1913	893	77.3%	
2/1	Newbridge Hill Ahead	U	N/A	N/A	D		1	35	-	645	2045	818	78.9%	
3/2+3/1	Upper Bristol Road Left Ahead	U	N/A	N/A	C B		1	35:69	-	834	2155:1988	1065	78.3%	
4/1		U	N/A	N/A	-		-	-	-	351	Inf	Inf	0.0%	
5/1		U	N/A	N/A	-		-	-	-	483	Inf	Inf	0.0%	
6/1		U	N/A	N/A	-		-	-	-	1335	Inf	Inf	0.0%	
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network	-	-	0	0	0	11.2	5.3	0.0	16.5	-	-	-	-	
Unnamed Junction	-	-	0	0	0	11.2	5.3	0.0	16.5	-	-	-	-	
1/1	690	690	-	-	-	3.8	1.7	-	5.5	28.8	14.4	1.7	16.0	
2/1	645	645	-	-	-	4.2	1.8	-	6.1	33.9	14.0	1.8	15.8	
3/2+3/1	834	834	-	-	-	3.1	1.8	-	4.9	21.1	11.5	1.8	13.2	
4/1	351	351	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
5/1	483	483	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/1	1335	1335	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
C1			PRC for Signalled Lanes (%):		14.1	Total Delay for Signalled Lanes (pcuHr):			16.46	Cycle Time (s):				90
			PRC Over All Lanes (%):		14.1	Total Delay Over All Lanes(pcuHr):			16.46					

Full Input Data And Results

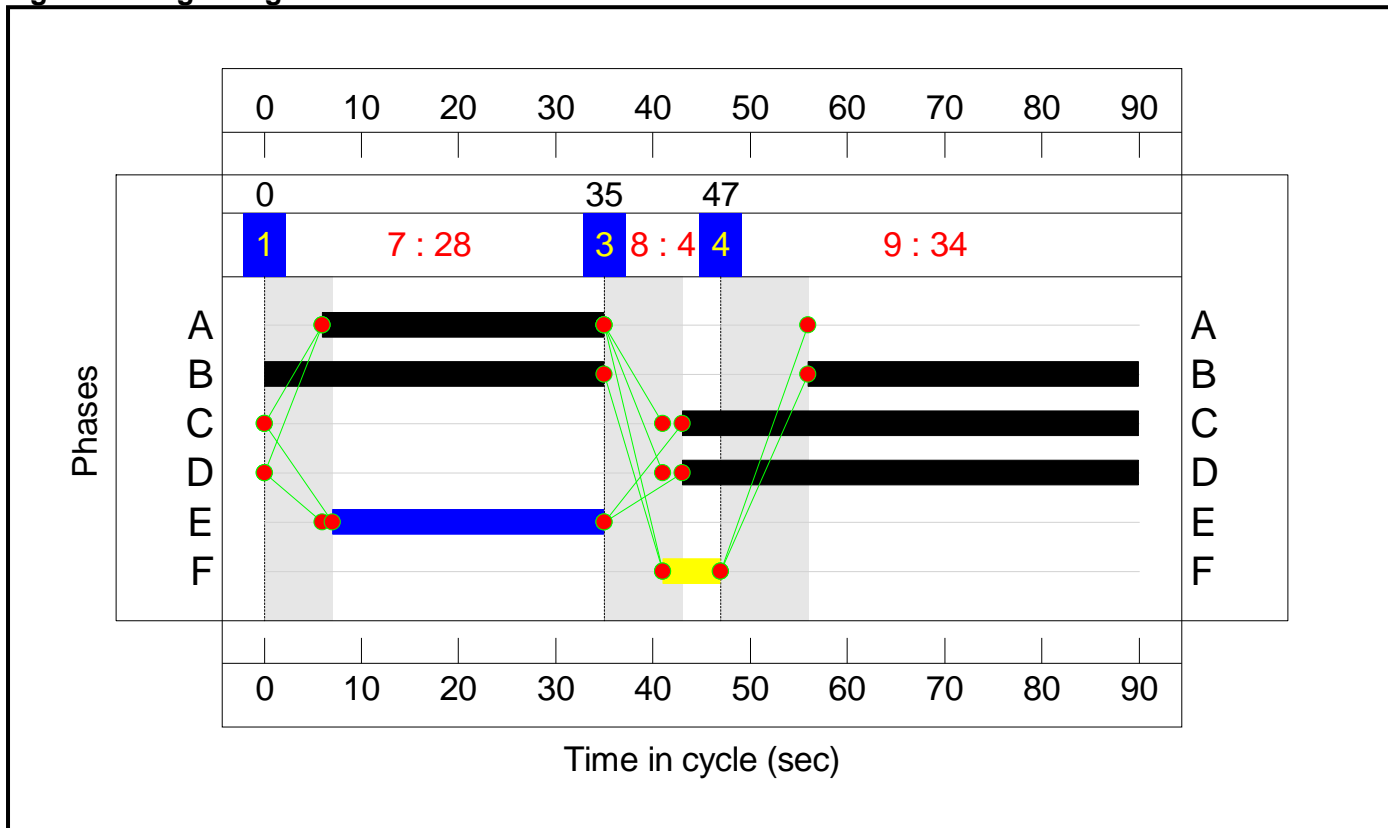
Scenario 6: 'PM 2024 forecast' (FG6: 'PM 2024 forecast', Plan 1: 'Network Control Plan 1')

Traffic Flows, Actual

Actual Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	0	487	487
	B	0	0	579	579
	C	383	627	0	1010
	Tot.	383	627	1066	2076

Signal Timings Diagram



Full Input Data And Results

Link Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	
Network	-	-	N/A	-	-		-	-	-	-	-	-	77.1%	
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	77.1%	
1/1	Newbridge Road Right	U	N/A	N/A	A		1	29	-	487	1913	638	76.4%	
2/1	Newbridge Hill Ahead	U	N/A	N/A	D		1	47	-	579	2045	1091	53.1%	
3/2+3/1	Upper Bristol Road Left Ahead	U	N/A	N/A	C B		1	47:69	-	1010	2155:1988	1310	77.1%	
4/1		U	N/A	N/A	-		-	-	-	383	Inf	Inf	0.0%	
5/1		U	N/A	N/A	-		-	-	-	627	Inf	Inf	0.0%	
6/1		U	N/A	N/A	-		-	-	-	1066	Inf	Inf	0.0%	
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network	-	-	0	0	0	8.6	3.8	0.0	12.4	-	-	-	-	
Unnamed Junction	-	-	0	0	0	8.6	3.8	0.0	12.4	-	-	-	-	
1/1	487	487	-	-	-	3.6	1.6	-	5.2	38.5	10.8	1.6	12.4	
2/1	579	579	-	-	-	2.2	0.6	-	2.8	17.2	9.3	0.6	9.9	
3/2+3/1	1010	1010	-	-	-	2.8	1.7	-	4.5	15.9	13.4	1.7	15.0	
4/1	383	383	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
5/1	627	627	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/1	1066	1066	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
C1			PRC for Signalled Lanes (%):		16.7	Total Delay for Signalled Lanes (pcuHr):			12.44	Cycle Time (s):				90
			PRC Over All Lanes (%):		16.7	Total Delay Over All Lanes (pcuHr):			12.44					

**APPENDIX L: PICADY output – Newbridge Road / Old Newbridge Hill /
Brassmill Lane**

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CAPACITIES, QUEUES, AND DELAYS AT 3 OR 4-ARM MAJOR/MINOR PRIORITY JUNCTIONS

PICADY 5.1 ANALYSIS PROGRAM
RELEASE 5.0 (JUNE 2010) (Patch 15 Apr 2011)

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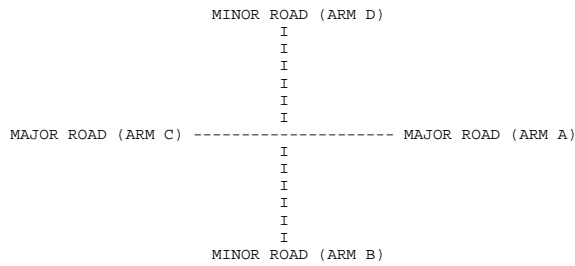
Run with file:-
"H:\WPBath2.1\05 Calculations\Junction modelling\
PICADY - Newbridge Rd_Brassmill Ln_Old Newbridge Hill (v2 March2019).vpi"
(drive-on-the-left) at 09:36:14 on Tuesday, 26 March 2019

RUN INFORMATION

RUN TITLE : Newbridge Road / Brassmill Lane / Old Newbridge Hill
LOCATION : Bath
DATE : 29/10/18
CLIENT :
ENUMERATOR : hiorwerth [MBBPC06]
JOB NUMBER : B/WPBath2.1
STATUS :
DESCRIPTION :

MAJOR/MINOR JUNCTION CAPACITY AND DELAY

INPUT DATA



ARM A IS Newbridge Road (east)
ARM B IS Brassmill Lane (south)
ARM C IS Newbridge Road (west)
ARM D IS Old Newbridge Hill (north)

STREAM LABELLING CONVENTION

STREAM A-B CONTAINS TRAFFIC GOING FROM ARM A TO ARM B
STREAM B-AC CONTAINS TRAFFIC GOING FROM ARM B TO ARM A AND TO ARM C
ETC.

GEOMETRIC DATA

I	DATA ITEM	I	MINOR ROAD B	I	MINOR ROAD D	I
I	TOTAL MAJOR ROAD CARRIAGEWAY WIDTH	I	(W) 8.60 M.	I	(W) 8.60 M.	I
I	CENTRAL RESERVE WIDTH	I	(WCR) 0.00 M.	I	(WCR) 0.00 M.	I
I		I		I		I
I	MAJOR ROAD RIGHT TURN - WIDTH	I	(WC-B) 2.20 M.	I	(WA-D) 3.20 M.	I
I	- VISIBILITY	I	(VC-B)150.00 M.	I	(VA-D)150.00 M.	I
I	- BLOCKS TRAFFIC (SPACES)	I	YES (3)	I	YES (1)	I
I		I		I		I
I	MINOR ROAD - VISIBILITY TO LEFT	I	(VB-C) 21.0 M.	I	(VD-A) 12.0 M.	I
I	- VISIBILITY TO RIGHT	I	(VB-A) 20.0 M.	I	(VD-C) 53.0 M.	I
I	- LANE 1 WIDTH	I	(WB-C) 3.75 M.	I	(WD-A) 3.55 M.	I
I	- LANE 2 WIDTH	I	(WB-A) 0.00 M.	I	(WD-C) 0.00 M.	I

.SLOPES AND INTERCEPT

(NB:Streams may be combined, in which case capacity will be adjusted)

STREAM B-C

I	Intercept For	Slope For	Opposing	Slope For	Opposing	I
I	STREAM B-C	STREAM	A-C	STREAM	A-B	I
I	684.32		0.24		0.09	I

STREAM D-A

I	Intercept For	Slope For	Opposing	Slope For	Opposing	I
I	STREAM D-A	STREAM	C-A	STREAM	C-D	I
I	693.50		0.24		0.09	I

STREAM B-A

I	Intercept For	Slope For	Opposing	Slope For	Opposing	Slope For	Opposing	Slope For	Opposing	I
I	STREAM B-A	STREAM	A-C	STREAM	A-D	STREAM	D-A	STREAM	D-B	I
I	531.36		0.22		0.22		0.22		0.22	I

I		Slope For	Opposing	Slope For	Opposing	Slope For	Opposing	Slope For	Opposing	I
I		STREAM	A-B	STREAM	C-A	STREAM	C-B	STREAM	D-C	I
I			0.09		0.14		0.31		0.11	I

STREAM D-C

I	Intercept For	Slope For	Opposing	Slope For	Opposing	Slope For	Opposing	Slope For	Opposing	I
I	STREAM D-C	STREAM	C-A	STREAM	C-B	STREAM	B-C	STREAM	B-D	I
I	535.33		0.22		0.22		0.22		0.22	I

I		Slope For	Opposing	Slope For	Opposing	Slope For	Opposing	Slope For	Opposing	I
I		STREAM	C-D	STREAM	A-C	STREAM	A-D	STREAM	B-A	I
I			0.09		0.14		0.31		0.11	I

STREAM C-B

I	Intercept For	Slope For	Opposing	Slope For	Opposing	Slope For	Opposing	I
I	STREAM C-B	STREAM	A-B	STREAM	A-C	STREAM	A-D	I
I	660.83		0.23		0.23		0.32	I

STREAM A-D

I	Intercept For	Slope For	Opposing	Slope For	Opposing	Slope For	Opposing	I
I	STREAM A-D	STREAM	C-A	STREAM	C-B	STREAM	C-D	I
I	732.75		0.25		0.36		0.25	I

B-D Stream From Left Hand Lane

I	Intercept For	Slope For	Opposing	Slope For	Opposing	Slope For	Opposing	Slope For	Opposing	I
I	STREAM B-D	STREAM	A-C	STREAM	A-D	STREAM	A-B	STREAM	C-B	I
I	531.36		0.22		0.22		0.09		0.31	I

I		Slope For	Opposing	Slope For	Opposing	Slope For	Opposing	Slope For	Opposing	I
I		STREAM	C-A	STREAM	C-D	STREAM	C-B	STREAM	C-D	I
I			0.14		0.14					I

B-D Stream From Right Hand Lane

I	Intercept For	Slope For	Opposing	Slope For	Opposing	Slope For	Opposing	Slope For	Opposing	I
I	STREAM B-D	STREAM	A-C	STREAM	A-D	STREAM	A-B	STREAM	C-B	I
I	531.36		0.22		0.22		0.09		0.31	I

I		Slope For	Opposing	Slope For	Opposing	Slope For	Opposing	Slope For	Opposing	I
I		STREAM	C-A	STREAM	C-D	STREAM	C-B	STREAM	C-D	I
I			0.14		0.14					I

D-B Stream From Left Hand Lane

I	Intercept For I STREAM B-D	Slope For Opposing STREAM C-A	Slope For Opposing STREAM C-B	Slope For Opposing STREAM C-D	Slope For Opposing STREAM A-D	I
I	535.33	0.22	0.22	0.09	0.31	I
I	Slope For Opposing STREAM A-C	Slope For Opposing STREAM A-B	Slope For Opposing	Slope For Opposing	I	
I	0.14	0.14			I	

D-B Stream From Right Hand Lane

I	Intercept For I STREAM B-D	Slope For Opposing STREAM C-A	Slope For Opposing STREAM C-B	Slope For Opposing STREAM C-D	Slope For Opposing STREAM A-D	I
I	535.33	0.22	0.22	0.09	0.31	I
I	Slope For Opposing STREAM A-C	Slope For Opposing STREAM A-B	Slope For Opposing	Slope For Opposing	I	
I	0.14	0.14			I	

TRAFFIC DEMAND DATA

I	ARM	I	FLOW SCALE(%)	I
I	A	I	100	I
I	B	I	100	I
I	C	I	100	I
I	D	I	100	I

Demand set: AM 2018 Observed

TIME PERIOD BEGINS 07.30 AND ENDS 09.00

LENGTH OF TIME PERIOD - 90 MIN.
LENGTH OF TIME SEGMENT - 15 MIN.

DEMAND FLOW PROFILES ARE SYNTHESISED FROM TURNING COUNT DATA

I	ARM	I	NUMBER OF MINUTES FROM START WHEN I FLOW STARTS I TOP OF PEAK I FLOW STOPS I BEFORE I AT TOP I AFTER	I	RATE OF FLOW (VEH/MIN) I PEAK I OF PEAK I PEAK	I
I	A	I	15.00 I 45.00 I 75.00 I 5.79 I 8.68 I 5.79	I		I
I	B	I	15.00 I 45.00 I 75.00 I 0.70 I 1.05 I 0.70	I		I
I	C	I	15.00 I 45.00 I 75.00 I 14.59 I 21.88 I 14.59	I		I
I	D	I	15.00 I 45.00 I 75.00 I 2.22 I 3.34 I 2.22	I		I

Demand set: AM 2018 Observed

I	TIME	I	FROM/TO	I	ARM	A	I	ARM	B	I	ARM	C	I	ARM	D	I
I	07.30 - 09.00	I	ARM A	I	0.000	I	0.117	I	0.870	I	0.013	I		I		I
I		I		I	0.0	I	54.0	I	403.0	I	6.0	I		I		I
I		I		I	(0.0)	I	(0.0)	I	(4.7)	I	(16.7)	I		I		I
I		I	ARM B	I	0.321	I	0.000	I	0.554	I	0.125	I		I		I
I		I		I	18.0	I	0.0	I	31.0	I	7.0	I		I		I
I		I		I	(11.1)	I	(0.0)	I	(9.7)	I	(0.0)	I		I		I
I		I	ARM C	I	0.645	I	0.105	I	0.000	I	0.249	I		I		I
I		I		I	753.0	I	123.0	I	0.0	I	291.0	I		I		I
I		I		I	(1.7)	I	(0.0)	I	(0.0)	I	(0.0)	I		I		I
I		I	ARM D	I	0.079	I	0.090	I	0.831	I	0.000	I		I		I
I		I		I	14.0	I	16.0	I	148.0	I	0.0	I		I		I
I		I		I	(0.0)	I	(0.0)	I	(0.0)	I	(0.0)	I		I		I

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA
THE PERCENTAGE OF HEAVY VEHICLES VARIES OVER TURNING MOVEMENTS

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

FOR DEMAND SET AM 2018 Observed
AND FOR TIME PERIOD 1

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	07.30-07.45										I
I	B-ACD	0.70	6.77	0.104		0.00	0.11	1.6		0.16	I
I	A-BCD	0.08	7.13	0.011		0.00	0.01	0.2		0.14	I
I	D-ABC	2.23	5.45	0.410		0.00	0.67	9.2		0.30	I
I	C-ABD	1.54	9.63	0.160		0.00	0.19	2.8		0.12	I

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	07.45-08.00										I
I	B-ACD	0.84	6.20	0.135		0.11	0.15	2.2		0.19	I
I	A-BCD	0.09	6.48	0.014		0.01	0.01	0.2		0.16	I
I	D-ABC	2.67	4.74	0.563		0.67	1.21	16.5		0.47	I
I	C-ABD	1.84	9.36	0.197		0.19	0.25	3.7		0.13	I

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.00-08.15									
B-ACD	1.03	5.35	0.192		0.15	0.23	3.4		0.23
A-BCD	0.11	5.58	0.020		0.01	0.02	0.3		0.18
D-ABC	3.27	3.74	0.873		1.21	4.10	47.0		1.25
C-ABD	2.26	8.99	0.251		0.25	0.34	5.1		0.15

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.15-08.30									
B-ACD	1.03	5.32	0.193		0.23	0.24	3.5		0.23
A-BCD	0.11	5.58	0.020		0.02	0.02	0.3		0.18
D-ABC	3.27	3.74	0.874		4.10	4.92	68.4		1.64
C-ABD	2.26	8.99	0.251		0.34	0.34	5.2		0.15

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.30-08.45									
B-ACD	0.84	6.15	0.136		0.24	0.16	2.5		0.19
A-BCD	0.09	6.47	0.014		0.02	0.01	0.2		0.16
D-ABC	2.67	4.73	0.564		4.92	1.39	27.3		0.60
C-ABD	1.84	9.36	0.197		0.34	0.25	3.8		0.13

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.45-09.00									
B-ACD	0.70	6.75	0.104		0.16	0.12	1.8		0.17
A-BCD	0.08	7.12	0.011		0.01	0.01	0.2		0.14
D-ABC	2.23	5.44	0.410		1.39	0.72	11.6		0.32
C-ABD	1.54	9.63	0.160		0.25	0.19	2.9		0.12

WARNING NO MARGINAL ANALYSIS OF CAPACITIES AS MAJOR ROAD BLOCKING MAY OCCUR

QUEUE FOR STREAM B-ACD

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
07.45	0.1
08.00	0.2
08.15	0.2
08.30	0.2
08.45	0.2
09.00	0.1

QUEUE FOR STREAM A-BCD

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
07.45	0.0
08.00	0.0
08.15	0.0
08.30	0.0
08.45	0.0
09.00	0.0

QUEUE FOR STREAM D-ABC

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
07.45	0.7 *
08.00	1.2 *
08.15	4.1 *****
08.30	4.9 *****
08.45	1.4 *
09.00	0.7 *

QUEUE FOR STREAM C-ABD

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
07.45	0.2
08.00	0.2
08.15	0.3
08.30	0.3
08.45	0.3
09.00	0.2

I 0.14 0.14 I

D-B Stream From Left Hand Lane

I Intercept For Stream D-B	Slope For Opposing Stream C-A	Slope For Opposing Stream C-B	Slope For Opposing Stream C-D	Slope For Opposing Stream A-D	I
535.33	0.22	0.22	0.09	0.31	I
Slope For Opposing Stream A-C	Slope For Opposing Stream A-B	Slope For Opposing Stream A-B	Slope For Opposing Stream A-D	I	
0.14	0.14			I	

D-B Stream From Right Hand Lane

I Intercept For Stream B-D	Slope For Opposing Stream C-A	Slope For Opposing Stream C-B	Slope For Opposing Stream C-D	Slope For Opposing Stream A-D	I
535.33	0.22	0.22	0.09	0.31	I
Slope For Opposing Stream A-C	Slope For Opposing Stream A-B	Slope For Opposing Stream A-B	Slope For Opposing Stream A-D	I	
0.14	0.14			I	

TRAFFIC DEMAND DATA

I ARM	I FLOW SCALE (%)	I
A	100	I
B	100	I
C	100	I
D	100	I

Demand set: PM 2018 Observed

TIME PERIOD BEGINS 15.30 AND ENDS 17.00

LENGTH OF TIME PERIOD - 90 MIN.
LENGTH OF TIME SEGMENT - 15 MIN.

DEMAND FLOW PROFILES ARE SYNTHESISED FROM TURNING COUNT DATA

I ARM	I NUMBER OF MINUTES FROM START WHEN FLOW STARTS	I TOP OF PEAK IS REACHED	I FLOW STOPS FALLING	I RATE OF FLOW (VEH/MIN) BEFORE PEAK	I AT TOP OF PEAK	I AFTER PEAK
A	15.00	45.00	75.00	6.01	9.02	6.01
B	15.00	45.00	75.00	2.61	3.92	2.61
C	15.00	45.00	75.00	7.82	11.74	7.82
D	15.00	45.00	75.00	2.85	4.27	2.85

Demand set: PM 2018 Observed

I TIME	I FROM/TO	I ARM	I A	I ARM	I B	I ARM	I C	I ARM	I D
15.30 - 17.00		A	0.000	0.037	0.948	0.015	7.0	(0.0)	(0.0)
		B	0.100	0.000	0.761	0.139	29.0	(0.0)	(0.0)
		C	0.562	0.058	0.000	0.380	238.0	(0.0)	(0.0)
		D	0.070	0.039	0.890	0.000	0.0	(0.0)	(0.0)

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA
THE PERCENTAGE OF HEAVY VEHICLES VARIES OVER TURNING MOVEMENTS

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

FOR DEMAND SET PM 2018 Observed
AND FOR TIME PERIOD 2

I TIME	I DEMAND (VEH/MIN)	I CAPACITY (VEH/MIN)	I DEMAND/CAPACITY (RFC)	I PEDESTRIAN FLOW (PEDS/MIN)	I START QUEUE (VEHS)	I END QUEUE (VEHS)	I DELAY (VEH.MIN/TIME SEGMENT)	I GEOMETRIC DELAY (VEH.MIN/TIME SEGMENT)	I AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
15.30-15.45									
B-ACD	2.62	8.75	0.300		0.00	0.42	6.0		0.16
A-BCD	0.09	10.13	0.009		0.00	0.01	0.1		0.10
D-ABC	2.86	6.33	0.452		0.00	0.80	11.0		0.28
C-ABD	0.45	9.58	0.047		0.00	0.05	0.7		0.11

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
15.45-16.00									
B-ACD	3.13	8.37	0.374		0.42	0.59	8.5		0.19
A-BCD	0.10	9.73	0.011		0.01	0.01	0.2		0.10
D-ABC	3.42	5.79	0.590		0.80	1.35	18.7		0.41
C-ABD	0.54	9.30	0.058		0.05	0.06	0.9		0.11

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
16.00-16.15									
B-ACD	3.84	7.81	0.491		0.59	0.93	13.3		0.25
A-BCD	0.13	9.17	0.014		0.01	0.01	0.2		0.11
D-ABC	4.18	5.05	0.828		1.35	3.62	44.1		0.87
C-ABD	0.66	8.92	0.074		0.06	0.08	1.2		0.12

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
16.15-16.30									
B-ACD	3.84	7.81	0.491		0.93	0.95	14.2		0.25
A-BCD	0.13	9.17	0.014		0.01	0.01	0.2		0.11
D-ABC	4.18	5.06	0.828		3.62	4.05	58.0		1.04
C-ABD	0.66	8.92	0.074		0.08	0.08	1.2		0.12

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
16.30-16.45									
B-ACD	3.13	8.36	0.375		0.95	0.61	9.6		0.19
A-BCD	0.10	9.73	0.011		0.01	0.01	0.2		0.10
D-ABC	3.42	5.79	0.590		4.05	1.53	27.1		0.48
C-ABD	0.54	9.30	0.058		0.08	0.06	0.9		0.11

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
16.45-17.00									
B-ACD	2.62	8.75	0.300		0.61	0.43	6.8		0.16
A-BCD	0.09	10.13	0.009		0.01	0.01	0.1		0.10
D-ABC	2.86	6.32	0.453		1.53	0.85	13.7		0.30
C-ABD	0.45	9.58	0.047		0.06	0.05	0.7		0.11

WARNING NO MARGINAL ANALYSIS OF CAPACITIES AS MAJOR ROAD BLOCKING MAY OCCUR

QUEUE FOR STREAM B-ACD

TIME SEGMENT	NO. OF VEHICLES
ENDING IN QUEUE	
15.45	0.4
16.00	0.6 *
16.15	0.9 *
16.30	1.0 *
16.45	0.6 *
17.00	0.4

QUEUE FOR STREAM A-BCD

TIME SEGMENT	NO. OF VEHICLES
ENDING IN QUEUE	
15.45	0.0
16.00	0.0
16.15	0.0
16.30	0.0
16.45	0.0
17.00	0.0

QUEUE FOR STREAM D-ABC

TIME SEGMENT	NO. OF VEHICLES
ENDING IN QUEUE	
15.45	0.8 *
16.00	1.4 *
16.15	3.6 ****
16.30	4.0 ****
16.45	1.5 **
17.00	0.9 *

QUEUE FOR STREAM C-ABD

TIME SEGMENT	NO. OF VEHICLES
ENDING IN QUEUE	
15.45	0.0
16.00	0.1
16.15	0.1
16.30	0.1
16.45	0.1
17.00	0.0

I 0.14 0.14 I

D-B Stream From Left Hand Lane

I Intercept For Stream D-B	Slope For Opposing Stream C-A	Slope For Opposing Stream C-B	Slope For Opposing Stream C-D	Slope For Opposing Stream A-D
I 535.33	0.22	0.22	0.09	0.31
Slope For Opposing Stream A-C	Slope For Opposing Stream A-B	Slope For Opposing Stream A-D	Slope For Opposing Stream A-D	
I 0.14	0.14			I

D-B Stream From Right Hand Lane

I Intercept For Stream B-D	Slope For Opposing Stream C-A	Slope For Opposing Stream C-B	Slope For Opposing Stream C-D	Slope For Opposing Stream A-D
I 535.33	0.22	0.22	0.09	0.31
Slope For Opposing Stream A-C	Slope For Opposing Stream A-B	Slope For Opposing Stream A-D	Slope For Opposing Stream A-D	
I 0.14	0.14			I

TRAFFIC DEMAND DATA

I ARM	I FLOW SCALE (%)	I
I A	I 100	I
I B	I 100	I
I C	I 100	I
I D	I 100	I

Demand set: AM 2024 base

TIME PERIOD BEGINS 07.30 AND ENDS 09.00

LENGTH OF TIME PERIOD - 90 MIN.
LENGTH OF TIME SEGMENT - 15 MIN.

DEMAND FLOW PROFILES ARE SYNTHESISED FROM TURNING COUNT DATA

I ARM	I NUMBER OF MINUTES FROM START WHEN FLOW STARTS	I TOP OF PEAK IS REACHED	I FLOW STOPS FALLING	I RATE OF FLOW (VEH/MIN) BEFORE PEAK	I AT TOP OF PEAK	I AFTER PEAK
I ARM A	I 15.00	I 45.00	I 75.00	I 6.34	I 9.51	I 6.34
I ARM B	I 15.00	I 45.00	I 75.00	I 0.77	I 1.16	I 0.77
I ARM C	I 15.00	I 45.00	I 75.00	I 15.96	I 23.94	I 15.96
I ARM D	I 15.00	I 45.00	I 75.00	I 2.44	I 3.66	I 2.44

Demand set: AM 2024 base

I TIME	I FROM/TO	I ARM	I A	I ARM	I B	I ARM	I C	I ARM	I D
I 07.30 - 09.00	I	I	I	I	I	I	I	I	I
I	I ARM A	I	I 0.000	I 0.116	I 0.870	I 0.014	I 7.0	I (0.0)	I (16.7)
I	I	I	I 0.0	I 59.0	I 441.0	I 7.0	I (0.0)	I (16.7)	I
I	I	I	I (0.0)	I (0.0)	I (4.7)	I (16.7)	I	I	I
I	I	I	I	I	I	I	I	I	I
I	I ARM B	I	I 0.323	I 0.000	I 0.548	I 0.129	I 8.0	I (0.0)	I (0.0)
I	I	I	I 20.0	I 0.0	I 34.0	I 8.0	I (0.0)	I (0.0)	I
I	I	I	I (11.1)	I (0.0)	I (9.7)	I (0.0)	I	I	I
I	I	I	I	I	I	I	I	I	I
I	I ARM C	I	I 0.645	I 0.106	I 0.000	I 0.249	I 318.0	I (0.0)	I (0.0)
I	I	I	I 824.0	I 135.0	I 0.0	I 318.0	I (0.0)	I (0.0)	I
I	I	I	I (1.7)	I (0.0)	I (0.0)	I (0.0)	I	I	I
I	I	I	I	I	I	I	I	I	I
I	I ARM D	I	I 0.077	I 0.092	I 0.831	I 0.000	I 0.0	I (0.0)	I (0.0)
I	I	I	I 15.0	I 18.0	I 162.0	I 0.0	I (0.0)	I (0.0)	I
I	I	I	I (0.0)	I (0.0)	I (0.0)	I (0.0)	I	I	I
I	I	I	I	I	I	I	I	I	I

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA
THE PERCENTAGE OF HEAVY VEHICLES VARIES OVER TURNING MOVEMENTS

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

FOR DEMAND SET AM 2024 base
AND FOR TIME PERIOD 1

I TIME	I DEMAND (VEH/MIN)	I CAPACITY (VEH/MIN)	I DEMAND/CAPACITY (RFC)	I PEDESTRIAN FLOW (PEDS/MIN)	I START QUEUE (VEHS)	I END QUEUE (VEHS)	I DELAY (VEH.MIN/TIME SEGMENT)	I GEOMETRIC DELAY (VEH.MIN/TIME SEGMENT)	I AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
I 07.30-07.45	I	I	I	I	I	I	I	I	I
I B-ACD	I 0.78	I 6.48	I 0.120	I	I 0.00	I 0.13	I 1.9	I	I 0.17
I A-BCD	I 0.09	I 6.81	I 0.013	I	I 0.00	I 0.01	I 0.2	I	I 0.15
I D-ABC	I 2.45	I 5.10	I 0.480	I	I 0.00	I 0.88	I 11.9	I	I 0.36
I C-ABD	I 1.69	I 9.50	I 0.178	I	I 0.00	I 0.22	I 3.2	I	I 0.13

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
07.45-08.00									
B-ACD	0.93	5.83	0.159		0.13	0.19	2.7		0.20
A-BCD	0.10	6.10	0.017		0.01	0.02	0.3		0.17
D-ABC	2.92	4.31	0.678		0.88	1.86	24.4		0.66
C-ABD	2.02	9.20	0.220		0.22	0.28	4.3		0.14

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.00-08.15									
B-ACD	1.14	4.85	0.234		0.19	0.30	4.3		0.27
A-BCD	0.13	5.12	0.025		0.02	0.03	0.4		0.20
D-ABC	3.58	3.22	1.111		1.86	10.41	98.8		2.61
C-ABD	2.48	8.79	0.282		0.28	0.41	6.1		0.16

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.15-08.30									
B-ACD	1.14	4.76	0.239		0.30	0.31	4.6		0.28
A-BCD	0.13	5.12	0.025		0.03	0.03	0.4		0.20
D-ABC	3.58	3.21	1.114		10.41	16.94	206.0		4.63
C-ABD	2.48	8.79	0.282		0.41	0.41	6.2		0.16

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.30-08.45									
B-ACD	0.93	5.64	0.165		0.31	0.20	3.1		0.21
A-BCD	0.10	6.10	0.017		0.03	0.02	0.3		0.17
D-ABC	2.92	4.29	0.681		16.94	2.82	131.0		2.49
C-ABD	2.02	9.20	0.220		0.41	0.29	4.4		0.14

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.45-09.00									
B-ACD	0.78	6.44	0.121		0.20	0.14	2.2		0.18
A-BCD	0.09	6.81	0.013		0.02	0.01	0.2		0.15
D-ABC	2.45	5.09	0.481		2.82	0.97	16.8		0.41
C-ABD	1.69	9.50	0.178		0.29	0.22	3.3		0.13

WARNING NO MARGINAL ANALYSIS OF CAPACITIES AS MAJOR ROAD BLOCKING MAY OCCUR

QUEUE FOR STREAM B-ACD

TIME SEGMENT	NO. OF VEHICLES IN QUEUE
07.45	0.1
08.00	0.2
08.15	0.3
08.30	0.3
08.45	0.2
09.00	0.1

QUEUE FOR STREAM A-BCD

TIME SEGMENT	NO. OF VEHICLES IN QUEUE
07.45	0.0
08.00	0.0
08.15	0.0
08.30	0.0
08.45	0.0
09.00	0.0

QUEUE FOR STREAM D-ABC

TIME SEGMENT	NO. OF VEHICLES IN QUEUE	
07.45	0.9	*
08.00	1.9	**
08.15	10.4	*****
08.30	16.9	*****
08.45	2.8	***
09.00	1.0	*

QUEUE FOR STREAM C-ABD

TIME SEGMENT	NO. OF VEHICLES IN QUEUE
07.45	0.2
08.00	0.3
08.15	0.4
08.30	0.4
08.45	0.3
09.00	0.2

I 0.14 0.14 I

D-B Stream From Left Hand Lane

I Intercept For Stream D-B	Slope For Opposing Stream C-A	Slope For Opposing Stream C-B	Slope For Opposing Stream C-D	Slope For Opposing Stream A-D
I 535.33	0.22	0.22	0.09	0.31
I Slope For Opposing Stream A-C	Slope For Opposing Stream A-B	Slope For Opposing Stream A-C	Slope For Opposing Stream A-D	
I 0.14	0.14			I

D-B Stream From Right Hand Lane

I Intercept For Stream B-D	Slope For Opposing Stream C-A	Slope For Opposing Stream C-B	Slope For Opposing Stream C-D	Slope For Opposing Stream A-D
I 535.33	0.22	0.22	0.09	0.31
I Slope For Opposing Stream A-C	Slope For Opposing Stream A-B	Slope For Opposing Stream A-C	Slope For Opposing Stream A-D	
I 0.14	0.14			I

TRAFFIC DEMAND DATA

I ARM	I FLOW SCALE (%)	I
I A	I 100	I
I B	I 100	I
I C	I 100	I
I D	I 100	I

Demand set: AM 2024 forecast

TIME PERIOD BEGINS 07.30 AND ENDS 09.00

LENGTH OF TIME PERIOD - 90 MIN.
LENGTH OF TIME SEGMENT - 15 MIN.

DEMAND FLOW PROFILES ARE SYNTHESISED FROM TURNING COUNT DATA

I ARM	I NUMBER OF MINUTES FROM START WHEN FLOW STARTS	I TOP OF PEAK IS REACHED	I FLOW STOPS FALLING	I RATE OF FLOW (VEH/MIN) BEFORE PEAK	I AT TOP OF PEAK	I AFTER PEAK
I ARM A	I 15.00	I 45.00	I 75.00	I 6.57	I 9.86	I 6.57
I ARM B	I 15.00	I 45.00	I 75.00	I 0.77	I 1.16	I 0.77
I ARM C	I 15.00	I 45.00	I 75.00	I 16.01	I 24.02	I 16.01
I ARM D	I 15.00	I 45.00	I 75.00	I 2.44	I 3.66	I 2.44

Demand set: AM 2024 forecast

I TIME	I FROM/TO	I ARM	I A	I ARM	I B	I ARM	I C	I ARM	I D
I 07.30 - 09.00	I	I	I	I	I	I	I	I	I
I	I ARM A	I 0.000	I 0.112	I 0.875	I 0.013	I 0.0	I 59.0	I 460.0	I 7.0
I	I	I (0.0)	I (0.0)	I (4.5)	I (16.7)	I	I	I	I
I	I ARM B	I 0.323	I 0.000	I 0.548	I 0.129	I 20.0	I 0.0	I 34.0	I 8.0
I	I	I (11.1)	I (0.0)	I (9.7)	I (0.0)	I	I	I	I
I	I ARM C	I 0.646	I 0.105	I 0.000	I 0.248	I 828.0	I 135.0	I 0.0	I 318.0
I	I	I (1.7)	I (0.0)	I (0.0)	I (0.0)	I	I	I	I
I	I ARM D	I 0.077	I 0.092	I 0.831	I 0.000	I 15.0	I 18.0	I 162.0	I 0.0
I	I	I (0.0)	I (0.0)	I (0.0)	I (0.0)	I	I	I	I

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA
THE PERCENTAGE OF HEAVY VEHICLES VARIES OVER TURNING MOVEMENTS

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

FOR DEMAND SET AM 2024 forecast
AND FOR TIME PERIOD 1

I TIME	I DEMAND (VEH/MIN)	I CAPACITY (VEH/MIN)	I DEMAND/CAPACITY (RFC)	I PEDESTRIAN FLOW (PEDS/MIN)	I START QUEUE (VEHS)	I END QUEUE (VEHS)	I DELAY (VEH.MIN/TIME SEGMENT)	I GEOMETRIC DELAY (VEH.MIN/TIME SEGMENT)	I AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
I 07.30-07.45	I	I	I	I	I	I	I	I	I
I B-ACD	I 0.78	I 6.42	I 0.121	I	I 0.00	I 0.14	I 2.0	I	I 0.18
I A-BCD	I 0.09	I 6.80	I 0.013	I	I 0.00	I 0.01	I 0.2	I	I 0.15
I D-ABC	I 2.45	I 5.06	I 0.484	I	I 0.00	I 0.89	I 12.1	I	I 0.37
I C-ABD	I 1.69	I 9.44	I 0.179	I	I 0.00	I 0.22	I 3.2	I	I 0.13

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
07.45-08.00									
B-ACD	0.93	5.75	0.161		0.14	0.19	2.7		0.21
A-BCD	0.10	6.09	0.017		0.01	0.02	0.3		0.17
D-ABC	2.92	4.26	0.686		0.89	1.92	25.1		0.68
C-ABD	2.02	9.14	0.221		0.22	0.29	4.3		0.14

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.00-08.15									
B-ACD	1.14	4.76	0.239		0.19	0.31	4.4		0.27
A-BCD	0.13	5.10	0.025		0.02	0.03	0.4		0.20
D-ABC	3.58	3.15	1.134		1.92	11.13	104.4		2.79
C-ABD	2.48	8.72	0.284		0.29	0.41	6.2		0.16

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.15-08.30									
B-ACD	1.14	4.65	0.245		0.31	0.32	4.7		0.28
A-BCD	0.13	5.10	0.025		0.03	0.03	0.4		0.20
D-ABC	3.58	3.15	1.137		11.13	18.45	222.6		5.02
C-ABD	2.48	8.72	0.284		0.41	0.42	6.3		0.16

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.30-08.45									
B-ACD	0.93	5.55	0.167		0.32	0.20	3.2		0.22
A-BCD	0.10	6.08	0.017		0.03	0.02	0.3		0.17
D-ABC	2.92	4.24	0.689		18.45	3.18	154.1		2.87
C-ABD	2.02	9.14	0.221		0.42	0.29	4.4		0.14

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.45-09.00									
B-ACD	0.78	6.37	0.122		0.20	0.14	2.2		0.18
A-BCD	0.09	6.80	0.013		0.02	0.01	0.2		0.15
D-ABC	2.45	5.04	0.485		3.18	0.99	17.6		0.43
C-ABD	1.69	9.44	0.179		0.29	0.22	3.3		0.13

WARNING NO MARGINAL ANALYSIS OF CAPACITIES AS MAJOR ROAD BLOCKING MAY OCCUR

QUEUE FOR STREAM B-ACD

TIME SEGMENT	NO. OF VEHICLES IN QUEUE
07.45	0.1
08.00	0.2
08.15	0.3
08.30	0.3
08.45	0.2
09.00	0.1

QUEUE FOR STREAM A-BCD

TIME SEGMENT	NO. OF VEHICLES IN QUEUE
07.45	0.0
08.00	0.0
08.15	0.0
08.30	0.0
08.45	0.0
09.00	0.0

QUEUE FOR STREAM D-ABC

TIME SEGMENT	NO. OF VEHICLES IN QUEUE
07.45	0.9 *
08.00	1.9 **
08.15	11.1 *****
08.30	18.5 *****
08.45	3.2 ***
09.00	1.0 *

QUEUE FOR STREAM C-ABD

TIME SEGMENT	NO. OF VEHICLES IN QUEUE
07.45	0.2
08.00	0.3
08.15	0.4
08.30	0.4
08.45	0.3
09.00	0.2

I 0.14 0.14 I

D-B Stream From Left Hand Lane

I Intercept For Stream D-B	Slope For Opposing Stream C-A	Slope For Opposing Stream C-B	Slope For Opposing Stream C-D	Slope For Opposing Stream A-D	I
I 535.33	0.22	0.22	0.09	0.31	I
I Slope For Opposing Stream A-C	Slope For Opposing Stream A-B	Slope For Opposing Stream A-B	Slope For Opposing Stream A-B	Slope For Opposing Stream A-D	I
I 0.14	0.14	0.14	0.14	0.14	I

D-B Stream From Right Hand Lane

I Intercept For Stream B-D	Slope For Opposing Stream C-A	Slope For Opposing Stream C-B	Slope For Opposing Stream C-D	Slope For Opposing Stream A-D	I
I 535.33	0.22	0.22	0.09	0.31	I
I Slope For Opposing Stream A-C	Slope For Opposing Stream A-B	Slope For Opposing Stream A-B	Slope For Opposing Stream A-B	Slope For Opposing Stream A-D	I
I 0.14	0.14	0.14	0.14	0.14	I

TRAFFIC DEMAND DATA

I ARM	I FLOW SCALE (%)	I
I A	I 100	I
I B	I 100	I
I C	I 100	I
I D	I 100	I

Demand set: PM 2024 base

TIME PERIOD BEGINS 15.30 AND ENDS 17.00

LENGTH OF TIME PERIOD - 90 MIN.
LENGTH OF TIME SEGMENT - 15 MIN.

DEMAND FLOW PROFILES ARE SYNTHESISED FROM TURNING COUNT DATA

I ARM	I NUMBER OF MINUTES FROM START WHEN FLOW STARTS TO RISE	I TOP OF PEAK IS REACHED	I FLOW STOPS FALLING	I RATE OF FLOW (VEH/MIN) BEFORE PEAK	I AT TOP OF PEAK	I AFTER PEAK
I ARM A	I 15.00	I 45.00	I 75.00	I 6.57	I 9.86	I 6.57
I ARM B	I 15.00	I 45.00	I 75.00	I 2.86	I 4.29	I 2.86
I ARM C	I 15.00	I 45.00	I 75.00	I 8.54	I 12.81	I 8.54
I ARM D	I 15.00	I 45.00	I 75.00	I 3.11	I 4.67	I 3.11

Demand set: PM 2024 base

I TIME	I FROM/TO	I ARM	I A	I ARM	I B	I ARM	I C	I ARM	I D
I 15.30 - 17.00	I	I	I	I	I	I	I	I	I
I	I ARM A	I	I 0.000	I 0.038	I 0.947	I 0.015	I	I	I
I	I	I	I 0.0	I 20.0	I 498.0	I 8.0	I	I	I
I	I	I	I (0.0)	I (0.0)	I (4.2)	I (0.0)	I	I	I
I	I	I	I	I	I	I	I	I	I
I	I ARM B	I	I 0.100	I 0.000	I 0.760	I 0.140	I	I	I
I	I	I	I 23.0	I 0.0	I 174.0	I 32.0	I	I	I
I	I	I	I (0.0)	I (0.0)	I (0.6)	I (0.0)	I	I	I
I	I	I	I	I	I	I	I	I	I
I	I ARM C	I	I 0.562	I 0.057	I 0.000	I 0.381	I	I	I
I	I	I	I 384.0	I 39.0	I 0.0	I 260.0	I	I	I
I	I	I	I (4.8)	I (0.0)	I (0.0)	I (0.0)	I	I	I
I	I	I	I	I	I	I	I	I	I
I	I ARM D	I	I 0.068	I 0.040	I 0.892	I 0.000	I	I	I
I	I	I	I 17.0	I 10.0	I 222.0	I 0.0	I	I	I
I	I	I	I (0.0)	I (0.0)	I (0.5)	I (0.0)	I	I	I
I	I	I	I	I	I	I	I	I	I

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA
THE PERCENTAGE OF HEAVY VEHICLES VARIES OVER TURNING MOVEMENTS

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

FOR DEMAND SET PM 2024 base
AND FOR TIME PERIOD 2

I TIME	I DEMAND (VEH/MIN)	I CAPACITY (VEH/MIN)	I DEMAND/CAPACITY (RFC)	I PEDESTRIAN FLOW (PEDS/MIN)	I START QUEUE (VEHS)	I END QUEUE (VEHS)	I DELAY (VEH.MIN/TIME SEGMENT)	I GEOMETRIC DELAY (VEH.MIN/TIME SEGMENT)	I AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
I 15.30-15.45	I	I	I	I	I	I	I	I	I
I B-ACD	I 2.87	I 8.57	I 0.335	I	I 0.00	I 0.50	I 7.0	I	I 0.17
I A-BCD	I 0.10	I 9.94	I 0.010	I	I 0.00	I 0.01	I 0.2	I	I 0.10
I D-ABC	I 3.12	I 6.07	I 0.515	I	I 0.00	I 1.01	I 13.8	I	I 0.33
I C-ABD	I 0.49	I 9.45	I 0.052	I	I 0.00	I 0.05	I 0.8	I	I 0.11

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
15.45-16.00									
B-ACD	3.43	8.14	0.422		0.50	0.71	10.2		0.21
A-BCD	0.12	9.50	0.013		0.01	0.01	0.2		0.11
D-ABC	3.73	5.48	0.680		1.01	1.93	25.8		0.53
C-ABD	0.58	9.14	0.064		0.05	0.07	1.0		0.12

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
16.00-16.15									
B-ACD	4.20	7.52	0.559		0.71	1.21	17.0		0.30
A-BCD	0.15	8.89	0.017		0.01	0.02	0.3		0.11
D-ABC	4.57	4.68	0.977		1.93	7.37	78.3		1.51
C-ABD	0.72	8.72	0.082		0.07	0.09	1.3		0.12

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
16.15-16.30									
B-ACD	4.20	7.50	0.560		1.21	1.24	18.5		0.30
A-BCD	0.15	8.89	0.017		0.02	0.02	0.3		0.11
D-ABC	4.57	4.68	0.975		7.37	9.92	130.9		2.27
C-ABD	0.72	8.72	0.082		0.09	0.09	1.3		0.12

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
16.30-16.45									
B-ACD	3.43	8.11	0.423		1.24	0.75	11.9		0.22
A-BCD	0.12	9.50	0.013		0.02	0.01	0.2		0.11
D-ABC	3.73	5.50	0.678		9.92	2.38	60.1		0.97
C-ABD	0.58	9.14	0.064		0.09	0.07	1.0		0.12

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
16.45-17.00									
B-ACD	2.87	8.56	0.336		0.75	0.51	8.0		0.18
A-BCD	0.10	9.94	0.010		0.01	0.01	0.2		0.10
D-ABC	3.12	6.07	0.515		2.38	1.11	18.3		0.36
C-ABD	0.49	9.45	0.052		0.07	0.06	0.8		0.11

WARNING NO MARGINAL ANALYSIS OF CAPACITIES AS MAJOR ROAD BLOCKING MAY OCCUR

QUEUE FOR STREAM B-ACD

TIME SEGMENT	NO. OF VEHICLES IN QUEUE
15.45	0.5
16.00	0.7 *
16.15	1.2 *
16.30	1.2 *
16.45	0.8 *
17.00	0.5 *

QUEUE FOR STREAM A-BCD

TIME SEGMENT	NO. OF VEHICLES IN QUEUE
15.45	0.0
16.00	0.0
16.15	0.0
16.30	0.0
16.45	0.0
17.00	0.0

QUEUE FOR STREAM D-ABC

TIME SEGMENT	NO. OF VEHICLES IN QUEUE
15.45	1.0 *
16.00	1.9 **
16.15	7.4 *****
16.30	9.9 *****
16.45	2.4 **
17.00	1.1 *

QUEUE FOR STREAM C-ABD

TIME SEGMENT	NO. OF VEHICLES IN QUEUE
15.45	0.1
16.00	0.1
16.15	0.1
16.30	0.1
16.45	0.1
17.00	0.1

I 0.14 0.14 I

D-B Stream From Left Hand Lane

I Intercept For Stream D-B	Slope For Opposing Stream C-A	Slope For Opposing Stream C-B	Slope For Opposing Stream C-D	Slope For Opposing Stream A-D
I 535.33	0.22	0.22	0.09	0.31
Slope For Opposing Stream A-C	Slope For Opposing Stream A-B	Slope For Opposing Stream A-C	Slope For Opposing Stream A-D	
I 0.14	0.14			I

D-B Stream From Right Hand Lane

I Intercept For Stream B-D	Slope For Opposing Stream C-A	Slope For Opposing Stream C-B	Slope For Opposing Stream C-D	Slope For Opposing Stream A-D
I 535.33	0.22	0.22	0.09	0.31
Slope For Opposing Stream A-C	Slope For Opposing Stream A-B	Slope For Opposing Stream A-C	Slope For Opposing Stream A-D	
I 0.14	0.14			I

TRAFFIC DEMAND DATA

I ARM	I FLOW SCALE (%)	I
I A	I 100	I
I B	I 100	I
I C	I 100	I
I D	I 100	I

Demand set: PM 2024 forecast

TIME PERIOD BEGINS 15.30 AND ENDS 17.00

LENGTH OF TIME PERIOD - 90 MIN.
LENGTH OF TIME SEGMENT - 15 MIN.

DEMAND FLOW PROFILES ARE SYNTHESISED FROM TURNING COUNT DATA

I ARM	I NUMBER OF MINUTES FROM START WHEN FLOW STARTS	I TOP OF PEAK IS REACHED	I FLOW STOPS FALLING	I RATE OF FLOW (VEH/MIN) BEFORE PEAK	I AT TOP OF PEAK	I AFTER PEAK
I ARM A	I 15.00	I 45.00	I 75.00	I 6.65	I 9.98	I 6.65
I ARM B	I 15.00	I 45.00	I 75.00	I 2.86	I 4.29	I 2.86
I ARM C	I 15.00	I 45.00	I 75.00	I 8.74	I 13.11	I 8.74
I ARM D	I 15.00	I 45.00	I 75.00	I 3.11	I 4.67	I 3.11

Demand set: PM 2024 forecast

I TIME	I FROM/TO	I ARM	I A	I ARM	I B	I ARM	I C	I ARM	I D
I 15.30 - 17.00	I	I	I	I	I	I	I	I	I
	I ARM A	I 0.000	I 0.038	I 0.947	I 0.015	I 0.0	I 20.0	I 504.0	I 8.0
		I (0.0)	I (0.0)	I (4.1)	I (0.0)	I	I	I	I
	I ARM B	I 0.100	I 0.000	I 0.760	I 0.140	I 23.0	I 0.0	I 174.0	I 32.0
		I (0.0)	I (0.0)	I (0.6)	I (0.0)	I	I	I	I
	I ARM C	I 0.572	I 0.056	I 0.000	I 0.372	I 400.0	I 39.0	I 0.0	I 260.0
		I (4.7)	I (0.0)	I (0.0)	I (0.0)	I	I	I	I
	I ARM D	I 0.068	I 0.040	I 0.892	I 0.000	I 17.0	I 10.0	I 222.0	I 0.0
		I (0.0)	I (0.0)	I (0.5)	I (0.0)	I	I	I	I

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA
THE PERCENTAGE OF HEAVY VEHICLES VARIES OVER TURNING MOVEMENTS

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

FOR DEMAND SET PM 2024 forecast
AND FOR TIME PERIOD 2

I TIME	I DEMAND (VEH/MIN)	I CAPACITY (VEH/MIN)	I DEMAND/CAPACITY (RFC)	I PEDESTRIAN FLOW (PEDS/MIN)	I START QUEUE (VEHS)	I END QUEUE (VEHS)	I DELAY (VEH.MIN/TIME SEGMENT)	I GEOMETRIC DELAY (VEH.MIN/TIME SEGMENT)	I AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
I 15.30-15.45									
I B-ACD	I 2.87	I 8.54	I 0.337		I 0.00	I 0.50	I 7.1		I 0.17
I A-BCD	I 0.10	I 9.89	I 0.010		I 0.00	I 0.01	I 0.2		I 0.10
I D-ABC	I 3.12	I 6.01	I 0.520		I 0.00	I 1.03	I 14.0		I 0.33
I C-ABD	I 0.49	I 9.43	I 0.052		I 0.00	I 0.05	I 0.8		I 0.11

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
15.45-16.00									
B-ACD	3.43	8.10	0.424		0.50	0.72	10.3		0.21
A-BCD	0.12	9.44	0.013		0.01	0.01	0.2		0.11
D-ABC	3.73	5.42	0.689		1.03	1.99	26.5		0.55
C-ABD	0.58	9.12	0.064		0.05	0.07	1.0		0.12

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
16.00-16.15									
B-ACD	4.20	7.47	0.563		0.72	1.23	17.2		0.30
A-BCD	0.15	8.82	0.017		0.01	0.02	0.3		0.12
D-ABC	4.57	4.59	0.994		1.99	7.96	83.1		1.62
C-ABD	0.72	8.70	0.082		0.07	0.09	1.3		0.13

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
16.15-16.30									
B-ACD	4.20	7.45	0.564		1.23	1.26	18.8		0.31
A-BCD	0.15	8.82	0.017		0.02	0.02	0.3		0.12
D-ABC	4.57	4.60	0.992		7.96	11.01	143.6		2.49
C-ABD	0.72	8.70	0.082		0.09	0.09	1.3		0.13

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
16.30-16.45									
B-ACD	3.43	8.06	0.425		1.26	0.76	12.0		0.22
A-BCD	0.12	9.44	0.013		0.02	0.01	0.2		0.11
D-ABC	3.73	5.44	0.686		11.01	2.50	68.2		1.10
C-ABD	0.58	9.12	0.064		0.09	0.07	1.0		0.12

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
16.45-17.00									
B-ACD	2.87	8.53	0.337		0.76	0.52	8.1		0.18
A-BCD	0.10	9.89	0.010		0.01	0.01	0.2		0.10
D-ABC	3.12	6.01	0.519		2.50	1.13	18.8		0.37
C-ABD	0.49	9.43	0.052		0.07	0.06	0.8		0.11

WARNING NO MARGINAL ANALYSIS OF CAPACITIES AS MAJOR ROAD BLOCKING MAY OCCUR

QUEUE FOR STREAM B-ACD

TIME SEGMENT	NO. OF VEHICLES
ENDING IN QUEUE	
15.45	0.5
16.00	0.7 *
16.15	1.2 *
16.30	1.3 *
16.45	0.8 *
17.00	0.5 *

QUEUE FOR STREAM A-BCD

TIME SEGMENT	NO. OF VEHICLES
ENDING IN QUEUE	
15.45	0.0
16.00	0.0
16.15	0.0
16.30	0.0
16.45	0.0
17.00	0.0

QUEUE FOR STREAM D-ABC

TIME SEGMENT	NO. OF VEHICLES
ENDING IN QUEUE	
15.45	1.0 *
16.00	2.0 ***
16.15	8.0 *****
16.30	11.0 *****
16.45	2.5 ***
17.00	1.1 *

QUEUE FOR STREAM C-ABD

TIME SEGMENT	NO. OF VEHICLES
ENDING IN QUEUE	
15.45	0.1
16.00	0.1
16.15	0.1
16.30	0.1
16.45	0.1
17.00	0.1

 QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

I	STREAM	I	TOTAL DEMAND	I	* QUEUEING *	I	* INCLUSIVE QUEUEING *	I						
I	I	I	I	I	* DELAY *	I	* DELAY *	I						
I	I	I	I	I	I	I	I	I						
I	I	I	(VEH)	(VEH/H)	(MIN)	(MIN/VEH)	(MIN)	(MIN/VEH)						
I	B-ACD	I	315.2	I	210.1	I	73.5	I	0.23	I	73.5	I	0.23	I
I	A-BCD	I	11.0	I	7.3	I	1.2	I	0.11	I	1.2	I	0.11	I
I	D-ABC	I	342.7	I	228.5	I	354.1	I	1.03	I	354.3	I	1.03	I
I	C-ABD	I	53.7	I	35.8	I	6.4	I	0.12	I	6.4	I	0.12	I
I	ALL	I	2352.3	I	1568.2	I	435.2	I	0.19	I	435.3	I	0.19	I

 * DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD
 * INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES
 WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD
 * THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS
 A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

*****END OF RUN*****

===== end of file =====

