1. Transport

TECHNICAL NOTE

Job Name: Development of Bristol Airport to Accommodate 12 mppa

Job No: 43321

Date: January 2019

Prepared By: D Townsend

Subject: **Post-Submission Sensitivity Tests**

1. Introduction

1.1. As part of an approach to meeting passenger demand, Bristol Airport Limited (BAL) is seeking planning permission to increase the permitted passenger cap from 10 million passengers per annum (mppa) to 12 mppa. To accommodate the additional 2 mppa, existing infrastructure will be improved, new infrastructure delivered and current operations amended (the Proposed Development).

1.2. Peter Brett Associates LLP (PBA) were commissioned by BAL to prepare the Transport Assessment (TA) to support the planning application for the development of Bristol Airport to accommodate 12 mppa which was submitted to North Somerset Council (NSC) in December 2018.

1.3. This Technical Note (TN) has been prepared to set out the results of the agreed post submission sensitivity testing.

2. Sensitivity Test Discussions & Consultation

2.1. During the pre-application discussions NSC agreed the submitted TA should be based on a core test related to a forecast passenger public transport mode share of 15%, which would be applied to the increase in passengers from 8.2 mppa (2017) to 10 mppa and 12 mppa. As presented in the TA the Core Test has been based on the following:

Core Test

- Passenger public transport mode share at 15% for both 10 mppa and 12 mppa scenarios (applies to increase in passengers only, existing passenger mode share inherent in actual counts); and
- Employee public transport mode share at 10% for both 10 mppa and 12 mppa. (applies to increase in employees only, existing employee mode share inherent in actual counts)

2.2. A TN setting out the methodology for the sensitivity test was submitted and agreed with NSC officers. The submitted TN and NSC responses are contained within **Appendix A** of this note.

2.3. As agreed with NSC the following sensitivity test has been undertaken:

Sensitivity Test Case 1

- Passenger public transport mode share at 12.5% for both 10 mppa and 12 mppa scenarios (applies to increase in passengers only, existing passenger mode share inherent in actual counts); and
- Employee public transport mode share at 10% for both 10 mppa and 12 mppa scenarios (applies to increase in employees only, existing employee mode share inherent in actual counts).

Sensitivity Test Case 2

- Passenger public transport mode share at 17.5% for both 10 mppa and 12 mppa scenarios (applies to increase in passengers only, existing passenger mode share inherent in actual counts); and

- 25% of Employees travelling by modes other than Single Vehicle Occupancy (SOV), (applies to increase in employees only, existing employee mode share inherent in actual counts). This aligns with the targets set out in the Workplace Travel Plan for the Bristol Airport site, as submitted with the planning application.

3. 12 mppa Forecast Daily Travel Demand

3.1. **Table 3.1** presents the total predicted two-way daily travel demand when Bristol Airport reaches 12 mppa, segmented into people, public transport and vehicular increases during the peak month of August for the Core Test, Sensitivity Test 1 and Sensitivity Test 2.

Table 3.1: 12 mppa Daily Forecast Travel Demand – Core Test, Sensitivity Test 1 & 2

	Mode	Core Test	Sensitivity Test 1	Sensitivity Test 2
Passengers	Total People	41,240	41,240	41,240
	Public Transport	5,987	4,989	6,984
	Vehicles	29,778	30,640	28,694
Employees	Total People	5,339	5,339	5,339
	Public Transport	503	503	694
	Vehicles	4,591	4,591	4,431
Logistics	Total People	-	-	-
	Public Transport	-	-	-
	Vehicles	142	142	142
Combined	Total People	46,579	46,579	46,579
	Public Transport	6,489	5,492	7,678
	Vehicles	34,511	35,373	33,267

Note: Passenger numbers relate to an average weekday in August which has been weighted to the validated 12 mppa flight schedule

3.2. Sensitivity Test 1 is predicted to result in the following compared to the Core Test:

- Daily decrease of 997 public transport journeys to / from the Bristol Airport site in the peak month of August: and

- Daily increase of 862 vehicle movements to / from the Bristol Airport site in the peak month of August.

- The daily employee public transport and vehicle profile mirrors the core test contained in the submitted TA.

3.3. Sensitivity Test 2 is predicted to result in the following compared to the Core Test:

- Daily increase of 997 passenger public transport journeys in the peak month of August:

- Daily increase of 191 employee public transport journeys in the peak month of August:
- Daily decrease of 1,084 passenger vehicle movements in the peak month of August; and
- Daily decrease of 160 employee vehicle movements in the peak month of August.

4. Sensitivity Test 1 Hourly Vehicle Profile

4.1. **Table 4.1** sets out the hourly vehicular profile for the 12 mppa Core Test and 12 mppa Sensitivity Test 1.

Table 4.1: 12mppa Core Test Vs 12mppa Sensitivity Test 1 Hourly Net Impact

Time	Core Test (12 mppa)			Sensitivity Test 1 (12 mpaa)			Comparison		
	Inbound	Outbound	Total	Inbound	Outbound	Total	Inbound	Outbound	Total
00:00 - 01:00	537	1024	1,561	553	1,054	1,606	+16	+29	+45
01:00 – 02:00	105	204	309	108	210	317	+3	+6	+9
02:00 – 03:00	533	692	1,224	542	709	1,251	+9	+17	+27
03:00 – 04:00	120	176	296	123	181	304	+3	+5	+8
04:00 – 05:00	191	184	375	195	189	385	+5	+5	+10
05:00 – 06:00	965	389	1,355	983	400	1,384	+18	+11	+29
06:00 – 07:00	1,622	1,137	2,759	1,660	1157	2,817	+37	+21	+58
07:00 – 08:00	1,108	737	1846	1,134	753	1,887	+26	+16	+41
08:00 – 09:00	482	247	728	493	254	747	+11	+7	+18
09:00 – 10:00	584	472	1,056	598	485	1,083	+14	+13	+28
10:00 – 11:00	579	553	1,133	596	569	1,165	+17	+16	+32
11:00 – 12:00	699	683	1,382	719	702	1,421	+20	+20	+40
12:00 – 13:00	1,078	870	1,949	1,104	890	1,993	+25	+20	+45
13:00 – 14:00	1,277	1506	2,783	1,314	1549	2,863	+37	+43	+80
14:00 – 15:00	1062	966	2,028	1,085	993	2,077	+23	+27	+50
15:00 – 16:00	702	564	1,266	719	579	1,299	+17	+16	+33
16:00 – 17:00	909	855	1,764	935	879	1,814	+26	+24	+50
17:00 – 18:00	1,020	1313	2,333	1,049	1,340	2,389	+29	+27	+56
18:00 – 19:00	1,288	1245	2,533	1,319	1,272	2,591	+30	+27	+58
19:00 – 20:00	1144	1343	2,487	1,173	1,375	2,549	+30	+32	+62
20:00 – 21:00	667	835	1,502	684	859	1,543	+17	+24	+41
21:00 – 22:00	190	338	528	196	346	542	+5	+8	+13

Time	Core Test (12 mppa)			Sensitivity Test 1 (12 mpaa)			Comparison		
	Inbound	Outbound	Total	Inbound	Outbound	Total	Inbound	Outbound	Total
22:00 – 23:00	152	269	422	157	276	433	+4	+7	+11
23:00 – 24:00	242	652	894	249	665	913	+7	+13	+20
Daily	**17,256**	**17,256**	**34,511**	**17,687**	**17,687**	**35,373**	**+431**	**+431**	**+862**

4.2. As agreed with NSC the following peak hours have been assessed and presented in the submitted TA:

- AM Peak (08:00 – 09:00);
- Airport Peak (13:00 – 14:00); and
- PM Peak (17:00 – 18:00).

4.3. As shown in **Table 4.1** during the morning peak (08:00 – 09:00) hour, the vehicle increase between the 12 mppa Core Test and 12 mppa Sensitivity Test 1 is 18 vehicles. This represents an average of one additional vehicle every 3 minutes. Therefore, the impacts of the Sensitivity Test 1 during the morning peak are likely to be insignificant and the Core Test presented in the TA provides a robust assessment. No further detailed junction assessments are therefore proposed. **Figure 4.1** shows the morning peak link net impact of the Sensitivity Test 1 compared to the Core Test.

4.4. The vehicle impact associated with Sensitivity Test 1 during the Airport peak (13:00 – 14:00) is predicted to be 80 additional vehicles compared to the Core Test. This represents an average of an additional 1.3 vehicles per minute compared to the Core Test presented in the submitted TA. As presented in the TA the background network traffic at the Airport peak is lower than during the typical morning and evening peak periods. The predicted impact is most concentrated to the A38 roundabout with Bristol Airport as shown on **Figure 4.2**. The wider impact associated with the sensitivity test is diluted across the network. For example, the impact at the A38 signalised junction with Downside Road is 64 vehicles; this represents an average of one additional vehicle movement through the junction every signal cycles. Given the significant upgrade works proposed as part of the Development Proposal at the A38 roundabout with Bristol Airport and the minimal impact on the wider network, it is considered that the Core Test presented in the TA provides a robust assessment and no further detailed junction modelling is proposed.

4.5. As shown in Table 4.1 during the evening peak (17:00 – 18:00) hour the vehicle increase between the 12 mppa Core Test and 12 mppa Sensitivity Test 1 is predicted to be 56 vehicles. This represents an average of one additional vehicle every minute during the evening peak. As shown on **Figure 4.3** the highest impact is at the A38 roundabout with Bristol Airport. Beyond the Bristol Airport site access roundabout the impact is diluted; for example the impact at the A38 signalised junction with Downside Road is 45 vehicles. This represents an average of one additional vehicle movement through the junction every signal cycles. Given the significant upgrade works comprising part of the Development Proposals at the A38 roundabout with Bristol Airport, and the minimal impact on the wider network, the Core Test presented in the TA is considered to provide a robust assessment and no further detailed junction modelling is proposed.

5. Conclusion

5.1. The agreed sensitivity test for the development of Bristol Airport to accommodate 12 mppa has demonstrated that the Core Test, set out in the TA, presents a robust assessment in terms of predicted transport impacts. Therefore, the following conclusions, contained within the TA, are still considered valid and appropriate having undertaken the agreed sensitivity analysis:

- An ambitious and updated ASAS will be developed in partnership with the Airport Transport Forum (ATF). BAL is committed to continuing to promote more sustainable means of surface access and an updated ASAS will achieve this based on the success of similar recent investments. For example, the recent public transport investment by BAL has increased the frequency of the Airport Flyer to Bristol City Centre to 8 buses an hour, in upgraded double decker buses.

- An assessment year of 2026 has been evaluated, since this is the point at which passenger numbers are forecast to reach 12 mppa, subject to the Development Proposals gaining planning consent. The July 2018 traffic surveys, which informs the established baseline traffic conditions, includes airport and non-airport traffic and relates to estimated passenger numbers of 8.6 mppa. The traffic volumes within the survey have been factored up to estimate the future background traffic conditions in the year 2026. A separate trip generation exercise has been carried out which estimates the transport effects of the increase in passengers from the 8.2 mppa scenario to the 10 and 12 mppa. Therefore, the assessment is robust as the background traffic volumes scaled up to the year 2026 include airport-related traffic equivalent to 1.4 mppa.

- There will be a continued growth in demand for bus and coach services to and from the Bristol Airport site for both passengers and employees. BAL has a successful track record in facilitating and promoting additional or new bus and coach services to meet demand as it arises through the new and ambitious ASAS.

- The TA has identified a number of mitigation measures which will be implemented or continued in order to offset or reduce the impacts of growth to 12 mppa. Such measures include highway improvements, on-site parking improvements as well as commitments to public transport and sustainable transport improvements.

- Overall, the TA demonstrates that the Development Proposals will not have a significant adverse impact on the operation of the wider local or strategic highway network even allowing for the robust traffic flow forecast approach, and that the junction improvements proposed will provide a significant improvement in the local area compared with the currently permitted scheme.

- In addition, significant improvements are being made for public transport provision and a comprehensive package of further improvements is being explored through the ATF and ASAS.

- The application is therefore considered to be policy compliant and the measures proposed will more than mitigate any potentially adverse impacts compared with the permitted development.

Appendix A: Sensitivity Testing Method Statement (Agreed with NSC)

TECHNICAL NOTE

Job Name: Development of Bristol Airport to Accommodate 12 mppa

Job No: 43321

Date: November 2018

Prepared By: Y Hujair

Subject: **Post-Submission Sensitivity Testing Method Statement**

1. Introduction

1.1. Peter Brett Associates (PBA) have undertaken a Transport Assessment (TA) to support the planning application for Bristol Airport Limited (BAL) to develop Bristol Airport to accommodate 12 million passengers per annum (mppa).

1.2. The assessment methodology presented within the TA has been determined through scoping and engagement with key stakeholders, including North Somerset Council (NSC), Bristol City Council (BCC), Bath and North East Somerset (BaNES), Highways England (HE) and Somerset County Council (SCC), as part of the formal pre-application process.

1.3. A TA Scoping Report was submitted to the key stakeholders and was formally commented on by officers. In addition to the TA Scoping Report, a further Technical Note was submitted which sought to address comments raised by officers.

1.4. As part of the pre-application discussions, it was agreed the TA would be based on a core test of 15% passenger Public Transport (PT) modal share to reflect the S106 target set as part of the 10mppa planning consent, and that post-submission, sensitivity testing regarding the forecast passenger modal share would be undertaken and submitted for consideration as part of any officer recommendations on the application.

1.5. NSC has requested sensitivity testing relating to the PT mode share percentage because there is potential for either a higher or lower percentage to be realised in the future, and the tests will give an indication of the possible range of outcomes. Therefore, the post-submission assessment will focus on the possibility of the target not having been reached by Bristol Airport at 10 mppa, and the possibility that the target is surpassed before Bristol Airport reaches 10 mppa purely for the purpose of testing the potential highways impact of the development.

1.6. This Technical Note therefore sets out the proposed sensitivity testing methodology for agreement with officers and key stakeholders.

2. Background

2.1. The TA methodology is a core test, which is based on an overall PT mode share of 15% for the additional passengers from the 2017/8 survey base up to the 10 mppa and 12 mppa tests.

2.2. Traffic surveys were undertaken in July 2018 over an agreed study area with NSC, which recorded the current traffic movements to / from Bristol Airport.

2.3. This section summarises the trip generation methodology the TA has followed.

Baseline Travel Demand Methodology

2.4. The assessment establishes a comprehensive baseline understanding of the transport conditions and utilises the following methodology to forecast the 10 mppa and 12 mppa scenarios.

2.5. This assessment uses 2017 as the baseline year for passenger throughput at the Bristol Airport site, drawing on the most recent up to date and validated full calendar years' worth of data. Baseline conditions around the Bristol Airport site have been established by desktop research, site visits, comprehensive traffic surveys, Bristol Airport commercial data and Civil Aviation Authority (CAA) data.

2.6. The following data sources have been used in the core test assessment:

- 24-hour classified turning counts carried out in July 2018 by Intelligent Data Collection Limited (ID);
- Employee Travel Survey (2017);
- CAA survey data (2015);
- CAA published data (2017);
- Bristol Airport passenger ticket scanning data (2017);
- Bristol Airport published data; and
- Bristol Airport commercial data (2017).

2.7. Travel demand has been determined in the following categories:

- Air passengers;
- Employees; and
- Operational and Logistical movements.

2.8. The passenger numbers have been segmented based on origin /destination data from the CAA survey (2015). The areas closest to Bristol Airport have been segmented into the smallest zones to distinguish travel direction. Based on the CAA passenger survey data, 96% of passengers at Bristol Airport have an origin or destination in the South West of England or South Wales. Furthermore, the 2015 CAA passenger survey provides data on passenger's mode of travel to and from Bristol Airport.

2.9. BAL has historically monitored PT modal share using ticket information for the Bristol Flyer bus service and some third-party bus and coach operators, which indicated in 2017 that current PT patronage is at around 12.5% of all trips. The CAA data has been used to understand how modal share varies by journey origin, and has been adjusted to reflect this overall PT modal share of 12.5%.

2.10. The modal share for each catchment has been applied to the passenger trip generation from each area, again leading to an overall PT mode share of 12.5%.

2.11. In addition, to determine associated traffic volumes with passenger numbers, average group sizes recorded in the 2015 CAA survey have been used for each vehicular mode to understand vehicle occupancy rates.

2.12. The average occupancy rates over the year have been used to ensure the assessment is robust and accounts for variation in trends, as the CAA data indicates that car occupancy rates are much higher during August, which would relate to less estimated vehicle trips.

2.13. Currently 3,459 Full Time Equivalent (FTE) employees are employed at Bristol Airport, the majority working in shift patterns. The Employee Travel Survey (2017), which had a response rate of 828 employees - representing 24% of the FTE figure, has been used to understand employee catchments and modal share. It is important to note that the trends found within the analysis of the Employee Travel Survey has been applied to the total number of FTEs.

2.14. As has been carried out for the passenger trip generation, a mode share has been considered by each catchment. This modal share has been applied to the trip generation to determine the baseline travel demand associated with the existing Bristol Airport site.

Forecast Travel Demand Methodology

2.15. Based on the approach to establish a baseline understanding of the current travel demand associated with Bristol Airport in 2017 (at 8.2 mppa), the future travel demand associated with the 10 mppa and 12 mppa scenarios has been forecast.

2.16. As BAL have consent for growth up to 10 mppa, the assessment focuses on the transport implications of the growth of Bristol Airport between the 10 mppa and 12 mppa. BAL forecast to reach 12 mppa by the year 2026.

2.17. Passenger trips have been calculated using a peak-week flight schedule in August, which provides the number of Airline seats available on each scheduled flight.

2.18. The daily profile of passengers has been distributed using the most recent CAA survey data from 2015, which provides surface origin and destination information. Mode share information by origin and destination has been applied to the passenger numbers to determine the number of journeys across the study area by each mode, by hour. This has been adjusted to reflect an overall passenger PT mode share of 15% (Core Test).

2.19. Employee trips have been calculated similarly, using a peak estimation of Full Time Equivalents (FTEs) for August. Shift pattern information from Bristol Airport business partners has been used to quantify the proportion of FTEs that travel to Bristol Airport on any given day. The start and finish times have been used to create a daily profile of employee trips.

2.20. An updated Workplace Travel Plan (WTP) has also been produced and will be submitted as part of the suite of planning application documents for the development of Bristol Airport to accommodate 12 mppa. Within the WTP, a stretch target of 25% non-single occupancy vehicle (SOV) for employees has been established, which BAL will work towards using the measures detailed in the WTP. The Core Test within the TA does not use this target to forecast employee travel behaviour and the associated effects on the surrounding transport network to ensure the assessment is robust.

2.21. The above has been carried out for the existing Bristol Airport operation, the consented 10 mppa and 12 mppa Development Proposals.

Assessment Scenarios

2.22. The following scenarios have been assessed in the TA:

- 2026 reference case (10 mppa); and
- 2026 test case (12 mppa).

TECHNICAL NOTE

3. Mode Share Monitoring

3.1. As part of the application for Bristol Airport to grow to 10 mppa, permitted in 2011, BAL committed to working towards a target 15% passenger PT mode share. Progress towards this target has been monitored using ticket information from a combination of bus service providers. BAL estimate that the current passenger PT mode share is 12.5%.

3.2. The 15% PT target is ambitious. As passenger numbers grow at Bristol Airport, incremental percentage changes relate to increasingly more in terms of absolute numbers. Bristol Airport intend on improving PT connections in the short and long term through the development of an Airport Surface Access Strategy (ASAS), which will be supported by the Airport Transport Forum (ATF) and Steering Group, and thus achieving greater PT patronage.

3.3. There is however, some evidence that the 15% PT level may have already been reached based on an analysis of the most recent CAA passenger survey carried out at Bristol Airport in 2015. Although only a snapshot sample (albeit a statistically significant size), this suggested that over 17% of passengers travel to Bristol Airport by PT.

3.4. It would therefore seem reasonable to use the PT mode shares derived from the bus tickets and the CAA data as ranges on which to base the sensitivity tests.

3.5. For employees, the Employee Travel Survey, carried out in 2017, indicates that 9% of employees travel to work using PT. The Airport Flyer bus data indicates 10% of staff trips are made using this service, which suggests that the PT mode share may be greater than 10% if third party bus ticket information was collected.

3.6. **Table 3.1** summarises the comparison detailed above. The overall PT mode share the TA tests, weighted based on the number of trips associated with passengers and employees, is 12.2%.

Table 3.1: Mode Share Analysis Comparison

	TA Methodology	Other Data
Staff	10%	10.1%
PAX	12.5%	24.5%
Overall	12.2%	22.9%

Note: 'Other Data' refers to the 2015 CAA data for passengers and the Airport Flyer ticket information for employees

3.7. The above demonstrates the inherent variability in different data sources. As part of the approach to better understand the implications of changes in passenger PT mode share, BAL has committed to carrying out annual comprehensive and bespoke CAA type surveys to reduce any such variability. This will establish a new baseline to inform future surface access strategies and monitoring of progress against targets.

4. Proposed Scope of Works

Sensitivity Testing

4.1. The sensitivity testing will relate to two alternative PT mode share outcomes, which will be applied to the 10 mppa and 12 mppa scenarios.

4.2. Sensitivity Test Case 1 - Upper Impact Test

The first test will be based on an assumption that the passenger PT mode share does not improve between the existing Bristol Airport operation and the forecast 10 mppa and 12 mppa. Therefore, the case will relate to a 12.5% PT patronage.

The employee PT mode share will remain at 10% based on an assumption that the employee PT mode share does not improve between the existing Bristol Airport operation and the forecast year 2026.

This will result in a higher number of car trips on the network compared with the Core Test.

4.3. Sensitivity Test Case 2 - Lower Impact Test

The second test will relate to a stretch passenger PT mode share target of 17.5%. High-level PT capacity analysis has been undertaken within the Surface Access Improvement Opportunities section of the TA. It has concluded that the existing measures that have been implemented in association with the consent for Bristol Airport to expand to 10 mppa would have sufficient capacity for an additional 5% passengers at 10 mppa to travel by PT, allowing the overall passenger mode share to reach 17.5% from the current 12.5%.

The second test will also relate to the stretch employee mode share target, associated with the WTP, of 25% non-SOV.

This will result in a lower number of car trips on the network compared with the Core Test.

Proposed Trip Generation and Distribution Methodology

4.4. The passenger trip generation methodology will follow the TA methodology described above to establish highway network impacts.

4.5. The employee trip generation methodology will also follow the TA methodology described above. The mode share will be varied in accordance with the sensitivity test.

4.6. The trip generation methodology for operations and logistics will remain consistent with the TA.

Proposed Traffic Assignment Methodology

4.7. The combined vehicle trips associated with passengers, employees and operations / logistics will be calculated using the methodology in the TA.

4.8. The Bristol Airport Strategic Highway Tool (BASHT) will be used in to assign vehicle trips to the network in the study area. The outputs will be used to inform specific junction capacity impacts and assessments.

Proposed Off-Site Junction Assessment Methodology

4.9. Detailed assessments will be undertaken at the following junctions within the study area:

- Junction 1 A38 / Bristol Airport Northern Roundabout
- Junction 2 A38 / Bristol Airport Southern Roundabout
- Junction 3 Downside Road / Bristol Airport Service Access
- Junction 4a A38 / Downside Road

- Junction 4b A38 / West Lane
- Junction 5 A38 / Barrow Lane
- Junction 6 A38 / Barrow Street
- Junction 7 A38 / A4174 SBL

4.10. These assessments are to understand the sensitivity of the junction operations to changes in passenger PT mode share.

4.11. As has been detailed within the TA, there are proposed junction improvements associated with the 12 mppa planning application, which will also be assessed using the outputs from both sensitivity tests within this scope of works.

4.12. A summary table will be prepared to show the predicted ranges of traffic flows and impacts for the Core Test (15% of additional passengers by PT), Upper Impact Test (12.5% of additional passengers by PT), and Lower Impact Test (17.5% of additional passengers by PT)

4.13. Based on the identification of possible highway impacts, mitigation schemes may be required to ensure the network is able to operate to a satisfactory service level, or one which is not significantly worse than that which would arise with the 10mppa consented development. Where possible, these will focus on sustainable transport measures which will encourage additional PT use.

DOCUMENT ISSUE RECORD

Technical Note No	Rev	Date	Prepared	Checked	Approved
43321/TN009	-	30.11.18	YH	DT	SW

Peter Brett Associates LLP disclaims any responsibility to the Client and others in respect of any matters outside the scope of this report. This report has been prepared with reasonable skill, care and diligence within the terms of the Contract with the Client and generally in accordance with the appropriate ACE Agreement and taking account of the manpower, resources, investigations and testing devoted to it by agreement with the Client. This report is confidential to the Client and Peter Brett Associates LLP accepts no responsibility of whatsoever nature to third parties to whom this report or any part thereof is made known. Any such party relies upon the report at their own risk.
© Peter Brett Associates LLP 2015
Peter Brett Associates LLP Caversham Bridge House Waterman Place, Reading Berkshire RG1 8DN
T: +44 (0)118 950 0761 F: +44 (0)118 959 7498 E: reading@peterbrett.com

TECHNICAL NOTE

Job Name:	Development of Bristol Airport to Accommodate 12 mppa
Job No:	43321
Note No:	43321/TN010
Date:	January 2019
Prepared By:	Y Hujair
Subject:	**Comparison of modal shares between UK regional airports**

1. Introduction

1.1. Bristol Airport Limited (BAL) submitted a planning application to North Somerset Council (NSC) in December 2018 (ref. 18/P/5118/OUT) for permission to expand Bristol Airport beyond the permitted passenger cap of 10 million passengers per annum (mppa) to 12 mppa.

1.2. The application includes a Transport Assessment that tests the proposed development with a passenger public transport (PT) mode share of 15%. BAL intends to set a series of passenger mode share targets as part of the emerging Airport Surface Access Strategy (ASAS).

1.3. NSC has requested a review of current passenger mode shares for airports in the UK for comparison purposes.

2. Background

2.1. As part of the application for Bristol Airport to grow to 10 mppa, permitted in 2011, BAL committed to working towards a target 15% passenger PT mode share. Progress towards this target has been monitored using ticket information from a combination of bus service providers. Using this method, BAL estimates that the current (2017) passenger PT mode share is 12.5%.

2.2. Bristol Airport is intent on working with transport authorities and operators to improve PT connections in the short and long term through the development of an ASAS, which will be supported by the Airport Transport Forum (ATF) and Steering Group.

2.3. There are many ways of measuring passenger mode splits, but the most consistent and widely used data across all UK airports is from the surveys undertaken by the Civil Aviation Authority (CAA). The most recent CAA passenger survey was carried out at Bristol Airport in 2015. Although only a snapshot sample (albeit a statistically significant size), this suggested that some 17% of passengers travel to Bristol Airport by PT.

2.4. This technical note provides a high-level comparison between regional airports in the UK that have similar characteristics to Bristol Airport, and set out differences in mode share and possible influencing factors these differences could be attributed to.

3. Methodology and Data Sources

3.1. The following airports have been considered in this comparison. These have been selected as they have some broadly similar characteristics with Bristol Airport in terms of function and scale. However, as will be set out in this note, there are other factors that influence passenger mode share.

- Birmingham Airport
- Cardiff Airport
- Liverpool John Lennon Airport
- London Luton Airport
- Manchester Airport
- Newcastle International Airport
- London Stansted Airport

3.2. Each of the above airports have a publicly available ASAS, within which the mode share at the time of publication, and the monitoring strategy, is reported. The data sources of the mode shares reported in this comparison are consistent with those used within each respective ASAS.

3.3. All of the airports listed above use the CAA passenger survey data to understand and report passenger mode shares. The most up to date survey report is the CAA Passenger Survey Report 2017, which includes data for all the above airports except for Cardiff Airport.

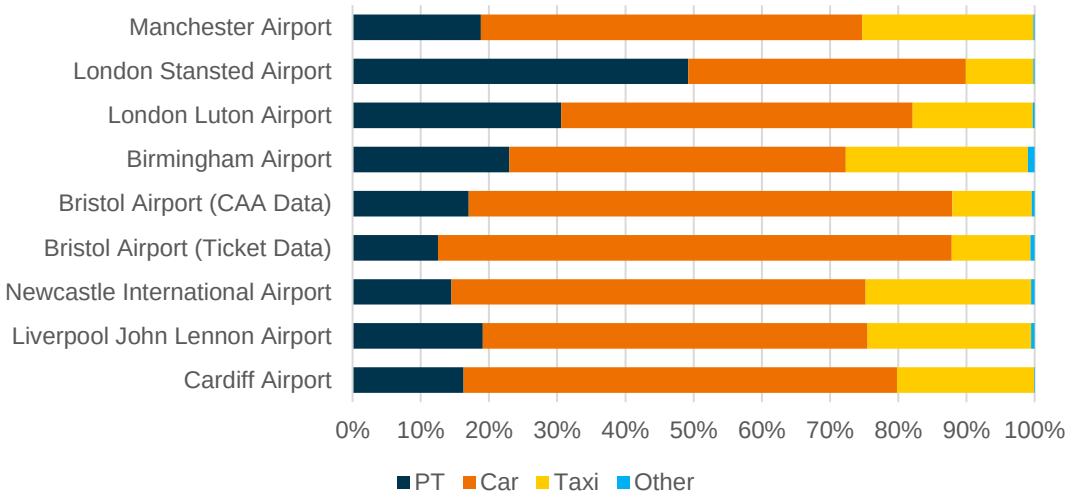
3.4. The most up to date and publicly available passenger mode share for Cardiff Airport is from the CAA passenger survey conducted in 2015, which is the same year as the most recent survey conducted at Bristol Airport.

3.5. As described above, BAL historically monitored passenger mode share using ticket information from a combination of bus service providers with a recorded PT proportion of 12.5%. CAA data shows a PT proportion of 17% for Bristol. This differs from the 12.5% primarily because it relates to main (or first) mode of travel. This means that CAA would record a rail trip transferring to taxi as 'rail', whereas the airport data would record it as non PT because they did not use a bus to get to the airport from the station. To ensure the comparison provided in this note is meaningful, the most up to date mode share derived from the same format CAA passenger survey for all airports has been used.

4. Results

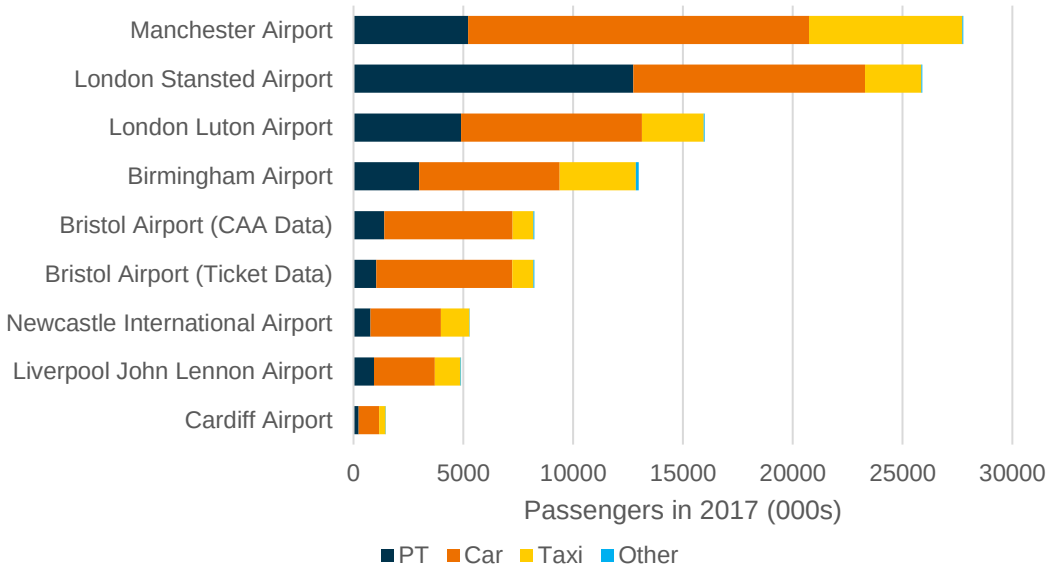
4.1. **Figure 4.1** presents the most up to date reported passenger mode share for each airport.

Figure 4.1: Mode Shares by Airport



4.2. **Figure 4.2** presents the number of passengers travelling by each mode at each airport.

Figure 4.2: Mode Shares in Absolute Passenger Numbers by Airport (000s)



4.3. There will be a number of influencing factors affecting passenger mode share including catchment area, destinations served, travel group type and transport infrastructure provision. In terms of transport provision, the relative merits in terms of cost and convenience of each means of travel will be key.

4.4. For a high-level overview, **Table 4.1** provides a summary of the strategic transport infrastructure provision and PT passenger mode share for each airport.

Table 4.1: Transport infrastructure by airport

Airport	Size (passenger throughput in 2017)	Railway Station	Motorway Link	Dual Carriageway Link	PT Mode Share
London Stansted Airport	25,903,000	✓	✓	✓	49%
London Luton Airport	15,989,000	✗	✓	✓	31%
Birmingham Airport	12,982,000	✓	✓	✓	23%
Manchester Airport	27,773,000	✓	✓	✓	19%
Liverpool John Lennon Airport	4,897,000	✗	✗	✓	19%
Bristol Airport CAA (Bus Ticket data)	8,233,000	✗	✗	✗	17% (13%)
Cardiff Airport	1,464,000	✗	✗	✗	16%
Newcastle International Airport	5,298,000	✗	✗	✓	15%

4.1. Of the airports that have been compared, London Stansted has the greatest passenger PT mode share. Stansted benefits from a railway station which allows passengers access directly to the door of the terminal. There are also a significant number of coaches and buses that serve the airport, again served by a bus station adjacent to the terminal. The core catchment area includes London where car ownership and use is in general much lower than in other parts of the country. Similarly, a large number of visitors from other countries are travelling onwards to London by coach or train.

4.2. Similar characteristics apply to Luton, although it does not have the benefit of a railway station at the terminal. There is however a high frequency shuttle bus link to the nearby Luton station.

4.3. Outside of the airports that serve London, there is a significant drop-off in PT passenger mode share ranging from 15% to 23%. Only two of these (Birmingham and Manchester) are served by a railway station.

4.4. The above data suggests that Bristol airport provides a relatively good level of accessibility by public transport based on its catchment and characteristics. It also shows that incremental increases in PT mode share will require the continued effort and investment that BAL has committed to.

4.5. It is evident that the current target by PT for Bristol of 15% (measured against it's own currently recorded base of 12.5% is an ambitious target.

TECHNICAL NOTE

Job Name: Bristol Airport

Job No: 43321/5501

Note No: TN011

Date: 22nd January 2019

Prepared By: S Blain

Subject: **Response to NSC Modelling Comments**

1. Introduction

1.1.1 This technical note has been prepared by Peter Brett Associates (PBA), now part of Stantec, to respond to comments raised by North Somerset Council (NSC), dated 20th December 2018, in relation to junction modelling. A copy of the comments are contained within **Appendix A**.

1.1.2 PBA have provided recorded baseline traffic flows (2018) and forecast traffic flows (2026) under **Appendix B**. The full junction assessment outputs are contained within **Appendix C**.

2. Junction 4: Downside Road/A38

1.2.1 The following comments have been raised by NSC in relation to A38/Downside Road signalised junction:

- *"Model layout seems fine. Saturation flows are based on RR67 calculations with roughly the correct geometry used;*
- *Model omits private access on south side of junction, although given infrequent usage. This is acceptable;*
- *Phase allocation is inconsistent with controller specification information from NSC (attached for information and to be passed onto PBA). This is not a problem in itself; it just makes checking the model difficult as phases are assigned differently;*
- *The minimum green for the Toucan crossing phase is 5 in the controller specification, not 4 as modelled. This is not an issue if the pedestrian stage is assumed not to appear (see below);*
- *Intergreens are consistent with controller specification;*
- *Modelled staging sequence omits pedestrian stage, although, again, given infrequent usage. This is acceptable;*
- *At this time we have no flow information with which to check the modelled base (2018) and forecast flows but this is expected at this stage;*
- *I note that the same cycle time is used for particular periods in the base and forecast years with the result that conditions are artificially bad, e.g. forecast IP. Cycle time should be optimised under growth conditions as this is what MOVA will do."*

1.2.2 The A38/Downside Road LinSig model has been updated to reflect the controller specification received from NSC. The minimum green for the Toucan crossing phase has been increased to 5 seconds. The toucan crossing remains unused due to infrequent use.

1.2.3 The "Cycle Time Optimisation" tool within LinSig was utilised to calculate the cycle times for the baseline and future year scenarios.

1.2.4 The results of the junction capacity assessment at the existing A38 signalised junction with Downside Road is summarised in **Table 1**.

Table 1: A38 / Downside Road Existing Layout - Capacity Results Summary

Junction	Arm	AM Peak Hour (0800-0900)		Inter Peak Hour (1300-1400)		PM Peak Hour (1700-1800)	
		DOS	Queue	DOS	Queue	DOS	Queue
2018 Survey Flows							
A38/Downside Road	A38 (N)	81.6	24.3	73.8	18.7	99.2	57.8
	Downside Road	78.4	10.7	73.5	8.5	96.5	13.9
	A38 (S)	78.8	23.9	65.9	15.2	81.8	24.8
PRC (%)		10.3		22.0		-10.2	
2026 Reference Case							
A38/Downside Road	A38 (N)	98.3	51.0	97.9	51.0	119.9	205.4
	Downside Road	95.3	16.9	93.4	13.8	120.0	37.1
	A38 (S)	92.4	40.7	89.1	36.1	99.7	70.2
PRC (%)		-9.3		-8.7		-33.3	
2026 Test Case							
A38/Downside Road	A38 (N)	104.3	80.8	110.0	125.8	128.6	273.6
	Downside Road	102.1	22.9	108.6	26.3	123.7	41.9
	A38 (S)	95.3	48.2	101.8	83.8	107.7	131.6
PRC (%)		-15.9		-22.2		-42.9	

DOS – Degree of Saturation, PRC – Practical Reserve Capacity

1.2.5 The results indicate the existing A38 signal junction is operating over capacity in the 2018 survey flow evening peak, with the PRC recorded at -10.2%. In the 2018 survey flows morning peak and inter peak the junction is operating within capacity.

3. Junction 5: A38/Barrow Street

1.3.1 The following comments have been raised by NSC in relation to A38/Barrow Street signalised junction:

- "Model layout seems fine and consistent with the layout, flare lengths etc. on street. It is unclear why the Barrow Lane major-minor priority junction is included in the model. This would be better modelled using PICADY
- Saturation flows are based on RR67 calculations for turning movements. The southbound right turn radius used in the calculations is 20m but the turn looks tighter than this. This needs to be checked. Saturation flows for the ahead movements are manually entered at 2,200 and 2,250 for nearside and offside lane respectively. These seem high and more robust values based on RR67 calculations should be used;
- Model assumes balanced utility of A38 ahead lanes. In practice, due to 2-1 merges on exit, traffic will be heavily biased to the nearside lane, particularly since the two lanes catering for the ahead

movement are short so most drivers will see little benefit in moving to lane 2. A study carried out on the use of merge on exit arrangements shows that typically only around 26% use a secondary lane for a movement which has to subsequently merge on the exit from the junction. Local experience suggests that 26% is overly optimistic. The applicant should provide evidence of actual lane usage.

- Again, phase allocation is inconsistent with controller specification information from NSC (attached for information and to be passed onto PBA);
- Intergreens are notably shorter than those in the controller configuration (e.g. all Phase D terminations are 8s compared to 5 and 7 as modelled) and so need to be corrected to the on-street configuration;
- Again, at this time we have no flow information with which to check the modelled base (2018) and forecast flows but this is expected at this stage;
- Once again, the same cycle time is used for particular periods in the base and forecast years. Cycle time optimisation should be carried where the junction is over-capacity with the upper limit on cycle time governed by existing MOVA information and TOTALG value."

1.3.2 The Barrow Lane priority junction has been included within the Barrow Street LinSig model to model the platoon effect on traffic that the Barrow Street junction will create. This will create gaps within oncoming traffic, allowing right turners out of Barrow Lane.

1.3.3 Saturation flows have been measured from video footage of the junction. Where saturation flows could not be measured due to insufficient data or junction blocking the geometric measurements and RR67 were applied.

1.3.4 Traffic flows were assigned using a "delayed based assignment", which resulted in a balanced utility of the A38 ahead lanes. PBA have updated the model to reflect the 2-1 merges on the exist of the A38. Video footage of the junction was used to calculate the existing lane usage percentage. **Table 2** shows the lane usage percentage for the peak periods.

Table 2: Lane Usage %

Arm	Lane	Usage %		
		AM	IP	PM
A38 Bridgewater Road (N)	Nearside	74%	83%	74%
	Offside	26%	17%	26%
A38 Bridgewater Road (S)	Nearside	60%	70%	57%
	Offside	40%	30%	43%

1.3.5 The increase in volume, queues and delay will result in a larger number of cars using the offside lane. As such the forecast scenarios, have been adjusted to reflect this by adjusting the lane usage.

1.3.6 Saturation and lane usage calculations can be found attached under **Appendix D**.

1.3.7 The A38/Barrow Street LinSig model has been updated to reflect the controller specification received from NSC. The "Cycle Time Optimisation" tool within LinSig was utilised to calculate the cycle times for the baseline and future year scenarios.

1.3.8 The results of the junction capacity assessment at the existing A38 priority junction with Barrow Lane and the existing A38 signal junction with Barrow Street are summarised in **Table 3**.

Table 3: A38 / Barrow Lane & A38 / Barrow Street Existing Layout - Capacity Results Summary

Junction	Arm	AM Peak Hour (0800-0900)		Inter Peak Hour (1300-1400)		PM Peak Hour (1700-1800)	
		DOS	Queue	DOS	Queue	DOS	Queue
2018 Survey Flows							
A38 / Barrow Street	A38 Bridgewater Road (W)	78.1	11.4	74.8	9.2	74.5	9.1
	B3130 Barrow Street	76.9	6.3	55.7	2.7	70.3	5.8
	A38 Bridgewater Road (E)	50.1	2.5	42.5	5.1	63.7	10.4
PRC (%)		15.2		20.4		20.9	
A38/Barrow Lane	A38 Bridgewater Road (W)	54.7	0.6	43.1	0.4	44.9	0.5
	Barrow Lane	72.7	2.7	51.7	1.0	73.7	2.7
PRC (%)		23.8		74.2		22.1	
2026 Reference Case							
A38 / Barrow Street	A38 Bridgewater Road (W)	87.6	14.9	85.3	12.2	87.5	13.2
	B3130 Barrow Street	88.0	8.6	65.0	3.3	86.4	8.5
	A38 Bridgewater Road (E)	57.4	8.0	57.1	8.1	75.8	14.6
PRC (%)		2.2		5.5		2.9	
A38/Barrow Lane	A38 Bridgewater Road (W)	64.6	0.9	58.2	0.7	60.5	0.8
	Barrow Lane	128.4	6.4	108.7	15.1	145.2	26.8
PRC (%)		-42.6		-20.8		-61.3	
2026 Test Case							
A38 / Barrow Street	A38 Bridgewater Road (W)	88.0	15.5	91.1	15.0	89.3	14.3
	B3130 Barrow Street	89.3	9.0	65.0	3.3	93.0	10.5
	A38 Bridgewater Road (E)	58.2	8.9	63.9	9.7	74.9	14.4
PRC (%)		0.8		-1.2		-3.3	
A38/Barrow Lane	A38 Bridgewater Road (W)	66.9	1.0	67.2	1.0	65.0	1.0
	Barrow Lane	149.1	32.2	167.4	35.3	181.4	35.0
PRC (%)		-65.6		-86.0		-101.5	

DOS – Degree of Saturation, PRC – Practical Reserve Capacity

1.3.9 The 2026 Reference Case and 2026 Test Case models have been optimised to reflect the operation of MOVA.

4. Junction 7: A38/Colliters Way

1.4.1 The following comments have been raised by NSC in relation to A38/Colliters Way (South Bristol Link (SBL)) signalised roundabout:

- "Model layout seems fine and consistent with the layout, flare lengths etc. on street;
- Saturation flows are based on RR67 but some values seem high, e.g. 2,100 in some circulating lanes. This is due to fairly generous lane widths and radii used in the calculations. Since internal lanes will be subject to edge friction because of the presence of traffic in adjacent lanes, the 'treat as nearside' should be used in the RR67 calculations to model more robust saturation flow values;
- Phase allocations, stage etc. are consistent with controller specification information (see attached) and updated staging understood to have been implemented by NSC in early 2018;
- Pedestrian phases L, M and P has terminating intergreens of 12s, but Phases K and O have only 5, but are 12s in the controller specification; Updated
- Phase delays are not consistent with controller specification (attached);
- Again, we've no flow information with which to check the base (2018) and forecast modelled flows."

1.4.2 PBA drawing 43321/5501/SK002 shows the geometries of the A38/Colliters Way (SBL). Geometries and radii for A38/Colliters Way have been measured using OS Mapping and swept path analysis.

1.4.3 The A38/Colliters Way (SBL) LinSig model has been updated to reflect the presence of traffic in adjacent lanes on the circulatory lanes by treating the lanes as nearside. Pedestrian phase L, M and P terminating intergreens have been updated to 12 seconds to reflect the controller specification received from NSC.

1.4.4 As highlighted in NSC's comments above, the staging of A38/Colliters Way was implemented by NSC in early 2018, as such the phase delays outlined in the controller specification are outdated. PBA have utilised the "Intergreen and Phase Delay" tool to find spare green time and phase delays.

1.4.5 The results of the junction capacity assessment at the existing A4174 SBL signalised roundabout with the A38 are summarised in **Table 4**.

Table 4: SBL / A38 Existing Layout - Capacity Results Summary

Junction	Arm	AM Peak Hour (0800-0900)		Inter Peak Hour (1300-1400)		PM Peak Hour (1700-1800)	
		DOS	Queue	DOS	Queue	DOS	Queue
2018 Survey Flows							
SBL / A38	SBL (N) – Ahead & Left	54.1	5.3	58.4	4.4	73.2	6.9
	SBL (N) – Ahead	28.6	2.7	36.7	2.5	55.0	4.6
	SBL (N) – Circulatory Ahead	28.2	2.8	17.6	1.5	22.0	2.0
	SBL (N) – Circulatory Right Ahead	37.7	3.9	24.2	2.2	30.5	2.8
	A38 (N) – Ahead + Left	56.3	3.2	44.7	2.2	70.9	4.4

Junction	Arm	AM Peak Hour (0800-0900)		Inter Peak Hour (1300-1400)		PM Peak Hour (1700-1800)	
		DOS	Queue	DOS	Queue	DOS	Queue
	A38 (N) – Ahead	35.9	1.9	18.4	0.8	50.3	2.9
	A38 (N) – Circulatory Ahead	20.6	1.5	21.4	0.7	28.7	1.4
	A38 (N) – Circulatory Right Ahead	32.2	1.9	27.7	0.7	37.8	3.1
	A38 (N) – Circulatory Right	13.8	0.1	13.5	0.1	21.9	0.7
	SBL (S) – Left	44.6	4.3	41.5	2.7	54.4	4.2
	SBL (S) – Ahead	60.9	4.7	43.8	2.5	54.8	3.6
	SBL (S) – Circulatory Ahead	21.4	1.9	20.1	1.0	32.2	2.1
	SBL (S) – Circulatory Ahead	34.5	4.2	27.3	1.2	45.6	2.8
	SBL (S) – Circulatory Right	10.7	0.7	4.9	0.3	14.6	1.2
	A38 (S) – Left	57.8	4.0	47.2	2.4	39.2	2.1
	A38 (S) – Ahead	56.7	3.8	34.9	1.6	45.7	2.5
	A38 (S) – Circulatory Ahead	39.1	1.0	27.1	0.5	42.2	1.1
	A38 (S) – Circulatory Right Ahead	46.9	2.4	36.8	1.0	51.1	2.5
	PRC (%)	47.7		54.1		22.9	
2026 Ref Case							
SBL / A38	SBL (N) – Ahead & Left	65.4	6.8	65.1	5.8	80.8	9.0
	SBL (N) – Ahead	35.8	3.4	46.6	3.7	65.0	6.3
	SBL (N) – Circulatory Ahead	32.4	3.3	21.9	2.0	27.5	2.7
	SBL (N) – Circulatory Right Ahead	42.4	4.4	33.7	3.2	36.5	3.6
	A38 (N) – Ahead + Left	69.4	4.3	58.8	3.4	76.3	5.8
	A38 (N) – Ahead	41.0	2.2	20.0	1.0	50.5	3.4
	A38 (N) – Circulatory Ahead	24.7	1.7	26.1	1.1	34.0	2.0
	A38 (N) – Circulatory Right Ahead	37.5	3.1	33.7	1.9	44.6	4.8
	A38 (N) – Circulatory Right	16.5	0.1	18.7	0.1	27.9	1.9
	SBL (S) – Left	50.9	5.0	47.4	3.4	58.6	5.2
	SBL (S) – Ahead	70.7	7.0	49.8	3.0	60.8	4.3

TECHNICAL NOTE

Junction	Arm	AM Peak Hour (0800-0900)		Inter Peak Hour (1300-1400)		PM Peak Hour (1700-1800)	
		DOS	Queue	DOS	Queue	DOS	Queue
	SBL (S) – Circulatory Ahead	28.2	2.6	28.6	1.5	40.1	2.7
	SBL (S) – Circulatory Ahead	41.6	5.5	37.6	1.8	57.1	7.8
	SBL (S) – Circulatory Right	12.2	0.9	5.7	0.3	16.9	1.0
	A38 (S) – Left	66.2	5.0	64.2	4.2	49.1	3.1
	A38 (S) – Ahead	64.2	4.5	46.5	2.5	55.1	3.4
	A38 (S) – Circulatory Ahead	45.3	2.5	32.5	0.6	47.3	2.4
	A38 (S) – Circulatory Right Ahead	57.1	6.3	41.3	1.3	55.6	5.6
	PRC (%)	27.2		38.2		11.4	
2026 Test Case							
SBL / A38	SBL (N) – Ahead & Left	68.6	7.2	70.2	6.5	83.4	9.8
	SBL (N) – Ahead	41.0	3.8	52.6	4.3	68.9	7.0
	SBL (N) – Circulatory Ahead	32.2	3.2	27.5	2.5	29.2	2.8
	SBL (N) – Circulatory Right Ahead	42.3	4.4	34.7	3.3	38.5	3.8
	A38 (N) – Ahead + Left	74.9	4.9	69.6	4.4	82.0	6.7
	A38 (N) – Ahead	41.0	2.2	20.0	1.0	50.5	3.4
	A38 (N) – Circulatory Ahead	25.3	1.7	27.9	1.1	35.1	2.0
	A38 (N) – Circulatory Right Ahead	38.1	3.7	35.6	2.5	45.8	4.9
	A38 (N) – Circulatory Right	18.0	0.1	21.1	0.2	29.6	2.5
	SBL (S) – Left	50.9	5.0	51.1	3.5	62.3	5.4
	SBL (S) – Ahead	70.6	7.0	54.1	3.3	64.2	4.6
	SBL (S) – Circulatory Ahead	31.4	3.0	34.8	2.1	43.4	3.1
	SBL (S) – Circulatory Ahead	45.1	6.2	42.1	2.5	59.1	8.4
	SBL (S) – Circulatory Right	12.2	0.9	5.5	0.3	16.5	1.0
	A38 (S) – Left	66.6	5.1	73.5	5.3	52.5	3.4
	A38 (S) – Ahead	64.2	4.5	46.3	2.5	55.6	3.4
	A38 (S) – Circulatory Ahead	47.9	4.9	32.0	0.6	49.2	1.4

Junction	Arm	AM Peak Hour (0800-0900)		Inter Peak Hour (1300-1400)		PM Peak Hour (1700-1800)	
		DOS	Queue	DOS	Queue	DOS	Queue
	A38 (S) – Circulatory Right Ahead	59.1	6.6	46.4	1.3	59.1	5.8
	PRC (%)	20.2		22.5		7.9	

DOS – Degree of Saturation, PRC – Practical Reserve Capacity

1.4.6 The existing signalised A38 junction with SBL are predicted to operate within capacity in each scenario assessed.

1.4.7 Given the above junction assessment results, the impact of the development is not considered 'severe' in the context of the NPPF.

Appendix A Modelling Comments

JACOBS

Memorandum

Churchill House
Churchill Way
Cardiff, CF10 2HH
www.jacobs.com

`

Subject	**Bristol Airport Transport Assessment Technical Note Issue 1**
Project Name	Bristol Airport
Attention	Steve Thorne, North Somerset Council
From	Simon Shapland, Jacobs
Date	10/01/2019

1. Introduction

Jacobs are reviewing the submitted Transport Assessment for the expansion of Bristol Airport on behalf of North Somerset Council. This technical note is to aid ongoing discussions and inform the progress meeting of the 11th January 2019. This note has been prepared without prejudice and does not constitute a formal consultation response on the planning application.

2. Highway Network

The extent of the Highway Network to be used in the assessment was determined at the pre-application stage, and the list of 13 junctions which have been surveyed was accepted. The caveat to this is that should the assignment assessment demonstrate any additional areas of concerns which have not been picked up by the surveys then additional assessment work may be required. At this stage we have queries about the assignment (which is covered later) and reserve the right to request additional junction assessment if required. As an example, the current assignment model does not increase traffic at Backwell crossroads, so this has not been assessed within the TA.

TEMPRO growth has been applied to July 2018 surveys to an assessment year of 2026. This factor has been applied to all traffic recorded within the surveys, including existing trips to and from the Airport. Therefore, there is an element of 'double counting' within the assessment, as growth in trips to and from the airport would be expected to be assessed within the TA methodology, rather than relying on TEMPRO growth factors. This results in an overly robust assessment of the highway conditions which could have implications when assessing the mitigation requirements and determining any phasing of improvements on the network.

3. Forecast Travel Demands

The methodology to determine the forecast travel demands was agreed at the pre-application stage and the TA appears to follow the agreed approach. Detailed comments on this will be submitted in the formal highways consultation response.

The assessment has assumed a robust 15% split of passengers travelling by public transport, a figure agreed when considering the earlier 10mppa application. It is understood that recent surveys by Bristol

Airport suggest that the Airport currently has a figure of approximately 12.5% modal split for public transport.

As agreed at the pre-application stage, given the scale of the development and the impact that relatively small changes to modal splits can make on the resultant trip generations, a sensitivity test assuming a lower public transport modal split is to be provided by the applicant. We understand that this assessment is currently being produced, as we will require sight of this before providing final highway comments on the application.

4. Surface Access Improvement Opportunities

The TA states that, to ensure more sustainable modes are encouraged, a new and ambitious airport surface access strategy (ASAS) will be produced through the S106 process. This will consider improvements to public transport services, travel plan measures and improvements to local highway infrastructure.

Detailed comments on the local highway infrastructure improvements will be provided as part of the consultation response, following a review of the modelling work.

As part of this a high-level assessment of the existing public transport network has been completed and has identified that the current bus network is able to absorb the predicted increase in travel demand from both passengers and employees at the Airport. No further details about the capacity of the network, or how this has been assessed has been provided within the TA, and further clarification of this is requested. Having adequate capacity on the public transport network is a key driver which influences the attractiveness of public transport , and the likelihood that passengers will use it as their mode of choice for journeys to or from the airport.

5. Forecast Traffic Assignment

To assign new vehicle trips from the 2mppa increase onto the highway network, a basic buffer network has been developed within SATURN, which considers link distance between specific nodes and recorded HERE speed data. Assigned traffic network diagrams for each scenario have been provided in Appendix G of the TA. It would be useful to understand more about the modelling. For example, how the zones have been assumed for North Somerset as this will ultimately impact the route choice for vehicles to these areas. As an example, the assigned traffic network diagram for the AM peak shows 4 outbound and 9 inbound vehicles to the airport using Downside Road. The diagram appears to show all this traffic heading to Clevedon, but presumably this also includes traffic from Yatton and Nailsea. Equally the model only shows an increase of 2 outbound trips from Weston-super-Mare to the airport during this period. Given the relatively low amount of total generation during the AM peak it could be that these numbers are correct, however it would be useful to understand how the model is assigning traffic to the North Somerset area, and if there are multiple nodes which cover this.

Paragraph 10.2.1 states that the use of dummy simulation nodes within the network allows the junction turning counts to be provided. Turning count diagrams have not been provided within the TA, and whilst it is possible to consider movements using the assigned traffic network diagrams it would be helpful, for our consideration of the numerical impact at each junction and assist our review of the modelling if turning count diagrams of each critical junction could be provided.

6. Residual Highway Impact

As discussed at the pre-application stage, there is a need to consider additional assessment years beyond those identified within the TA. The TA is has tested two scenarios: a 2026 Baseline + committed development (2026 reference case including the 10mppa consent) and 2026 Baseline + Committed development + proposed 12 mppa Development (2026 Test Case).

It is understood that the airport is expected to reach the 12mppa in 2026, hence this choice of assessment year. It is also expected that the airport will reach its current consent limit of 10mppa in 2021. There is therefore a gap of 5 years where effectively no assessment has been undertaken (2021 to 2026) but where there will be an impact on the highway network as passenger numbers grow from 10mppa to 12mppa. There could be an impact which requires mitigation as soon as the airport exceeds its 10mppa consent, and it is understood that PBA are preparing phasing assessment which considers this. This assessment will be necessary to determine the earliest point which highway mitigation measures are required, and subsequently inform the conditions and S106 process.

At this stage, given a number of outstanding queries in respect of the total impact and phasing assessment, an in-depth review of the modelling has not been completed as this work would be abortive if the inputs change. Notwithstanding this, we have reviewed some of the inputs to the LINSIG modelling, which has been used to assess the signalised junctions within the study area. There are a number of initial concerns about this which have been already been raised with PBA. For completeness those comments are reproduced below

J4_Downside Road_A38_Signalised Junction Existing.lsg3x

- Model layout seems fine. Saturation flows are based on RR67 calculations with roughly the correct geometry used;
- Model omits private access on south side of junction, although given infrequent usage this is acceptable;
- Phase allocation is inconsistent with controller specification information received from NSC. Although not necessarily a problem in itself, it just makes audit difficult as phases are assigned differently. This information can be made available.
- The minimum green for the Toucan crossing phase is 5 seconds in the controller specification and not 4 seconds as modelled. This is not an issue if the pedestrian stage is assumed not to appear (see below);
- Inter-greens are consistent with controller specification;
- Modelled staging sequence omits the pedestrian stage, although once again given its infrequent usage this is acceptable;
- The same cycle time is used for particular periods in the base and forecast years with the result that conditions are artificially bad, e.g. forecast interpeak Cycle time should be optimised under growth conditions as this is what MOVA will do.

J5_A38_Barrow Street_&_J6_A38_Barrow Lane.lsg3x

- Model layout seems fine and consistent with the on-site geometry. It is unclear why the Barrow Lane major-minor priority junction is included in the model. This would be better modelled using PICADY;
- Saturation flows are based on RR67 calculations for turning movements. The southbound right turn radius used is 20m but the turn looks tighter and needs to be checked. Saturation flows for the ahead movements are manually entered at 2,200 and 2,250 for nearside and offside lane respectively. These seem a little high and more robust values based on RR67 calculations should be used;
- The model assumes balanced utility of A38 ahead lanes. In practice, due to 2-1 merges on exit, traffic will be heavily biased to the nearside lane, particularly because the two ahead lanes are short and most drivers will see little benefit in moving to lane 2. A study carried out on the use of merge on exit arrangements shows that typically only around 26% use a secondary lane for a movement which has to merge on exit from the junction;
- Again, phase allocation is inconsistent with controller specification information from NSC;
- Inter-greens are notably shorter than those in the controller configuration (e.g. all Phase D terminations are 8 seconds compared to 5 and 7 as modelled) and need to be corrected to the on-street configuration;

- Once again, the same cycle time is used for particular periods in the base and forecast years. Cycle time optimisation should be carried out where the junction is over-capacity with the upper limit governed by existing MOVA information and TOTALG value.

J7_A38_Colliters Way_Signalised Roundabout.lsg3x

- Model layout seems fine and consistent with the layout, flare lengths etc. on street;
- Saturation flows are based on RR67 but some values seem high, e.g. 2,100 in some circulating lanes. This is due to fairly generous lane widths and radii used in the calculations. Since internal lanes will be subject to edge friction, because of the presence of traffic in adjacent lanes, the 'treat as nearside' should be used in the RR67 calculations to model more robust saturation flow values;
- Phase allocations, stage etc. are consistent with controller specification information (see attached) and updated staging is understood to have been implemented by NSC in early 2019;
- Pedestrian phases L, M and P have terminating inter-greens of 12 seconds, but Phases K and O have only 5, but are 12 in the controller specification;
- Phase delays are not consistent with controller specification (attached);

It should be noted that the performance of the proposed mitigation for the A38/Downside Road junction will be dependent on the assumed usage of the secondary lane for the A38 northbound ahead movement and merge on exit arrangement, in the same way as described above in relation to the Barrow Street signals. It would be prudent that the models should only model a maximum of around 26% of traffic using the secondary lane for this movement;

Similarly, the modelling for A38/Downside Road junction should take account of the likely imbalance in lane utility on the southbound lanes and the likely usage of lanes at the A38/Airport roundabout as this will have a large bearing on the operation of the proposed layout

In respect of the modelling of the existing roundabout accesses to the airport; paragraph 11.2.2 states that the modelling of these have been validated against the recorded queue length information. Details of this validation should be provided for review.

7. Transport Assessment and Environmental Statement

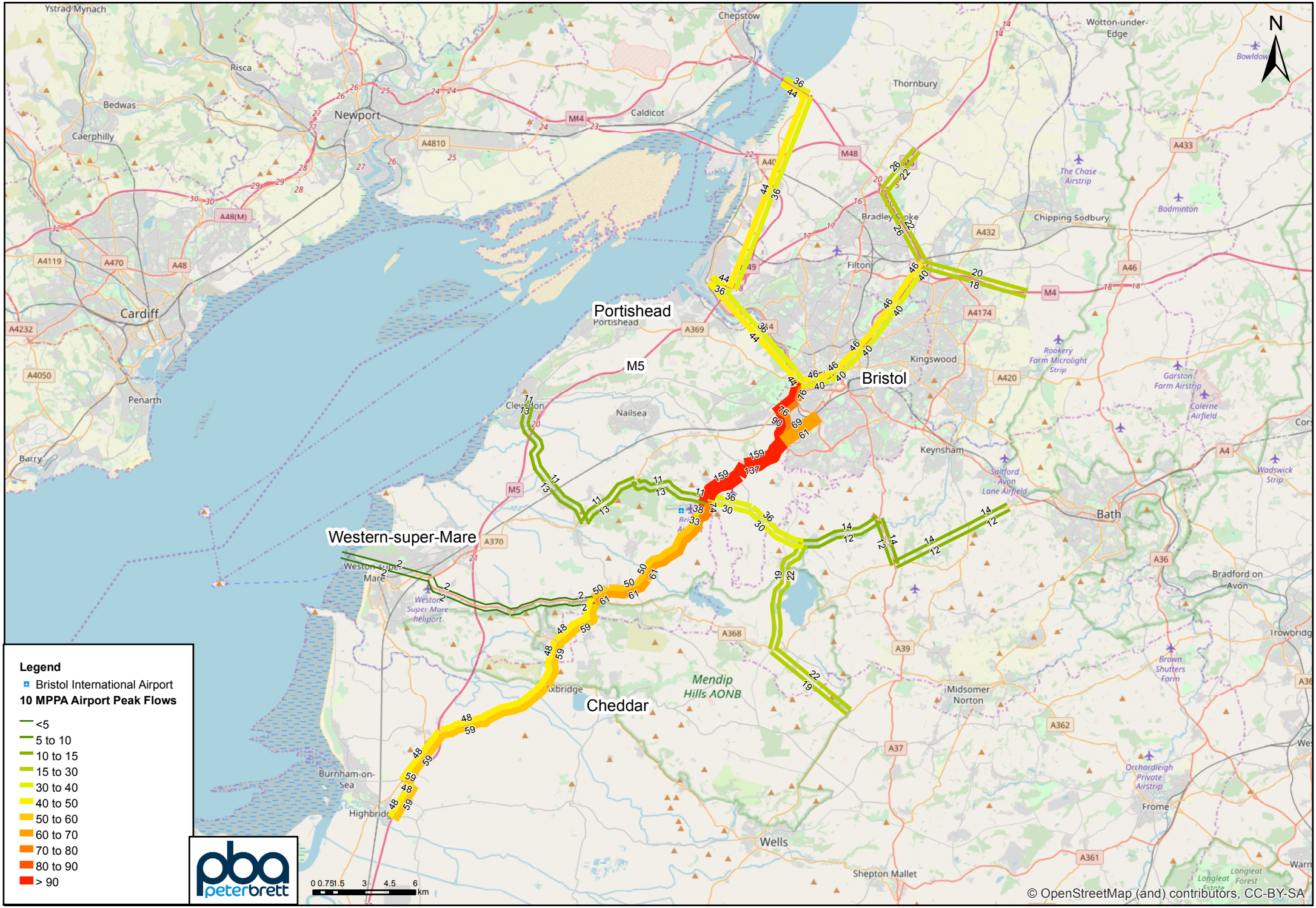
The Environmental Statement submitted in support of the planning application has several elements which are informed by the assessment contained reported in the TA. Given there are outstanding queries in respect of the total impact of the development, resolution of those could have a knock-on impact on the content of the Environmental Statement.

8. Conclusions

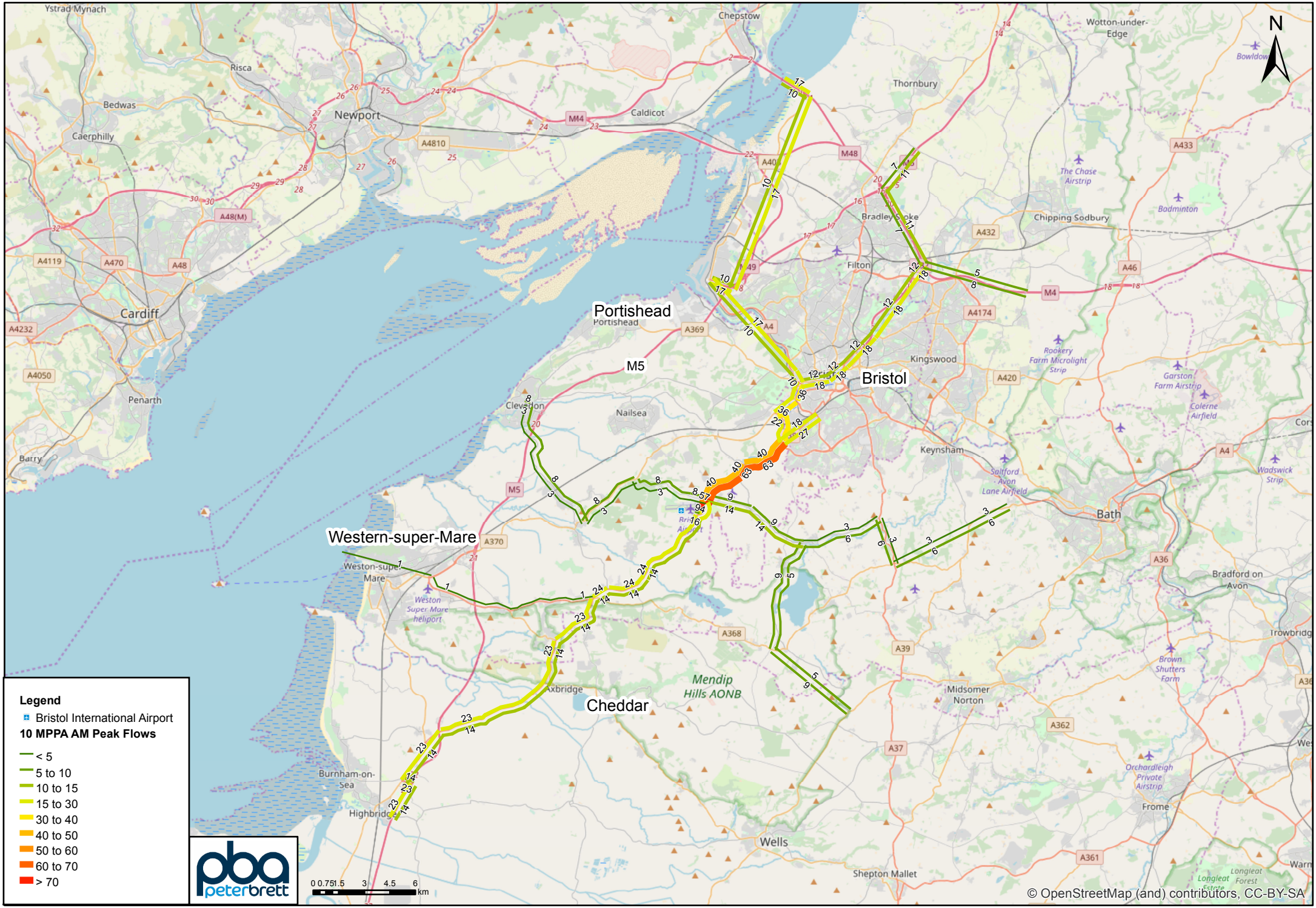
This technical note has provided an initial review of the Transport Assessment prepared by PBA in support of the planning application at Bristol Airport for an expansion to 12 million passengers per annum.

Whilst many key issues were agreed at the pre-application stage, there are a number of outstanding assessment elements which are required before Highways can provide a final consultation response to the proposals.

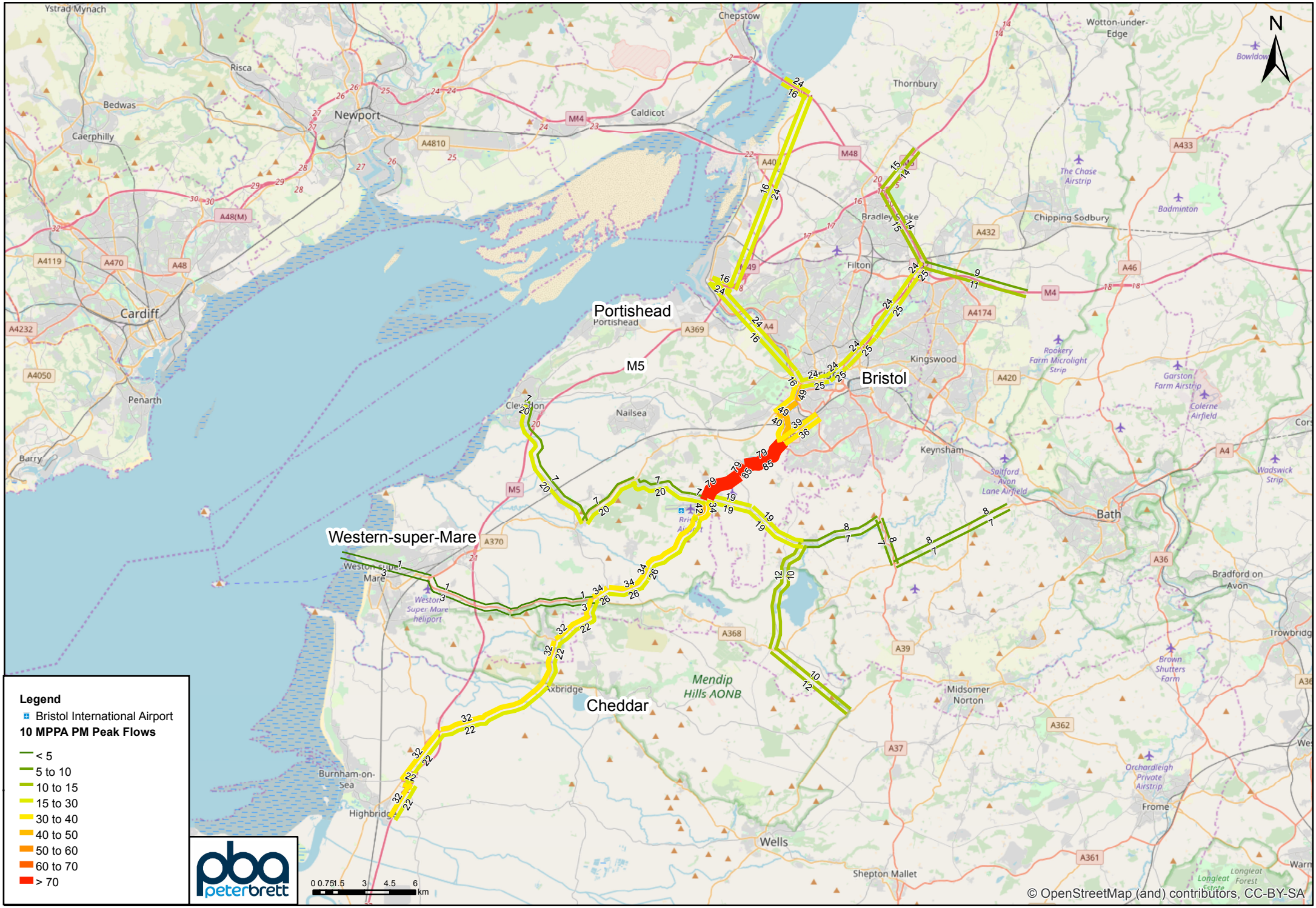
Appendix B Traffic Flows



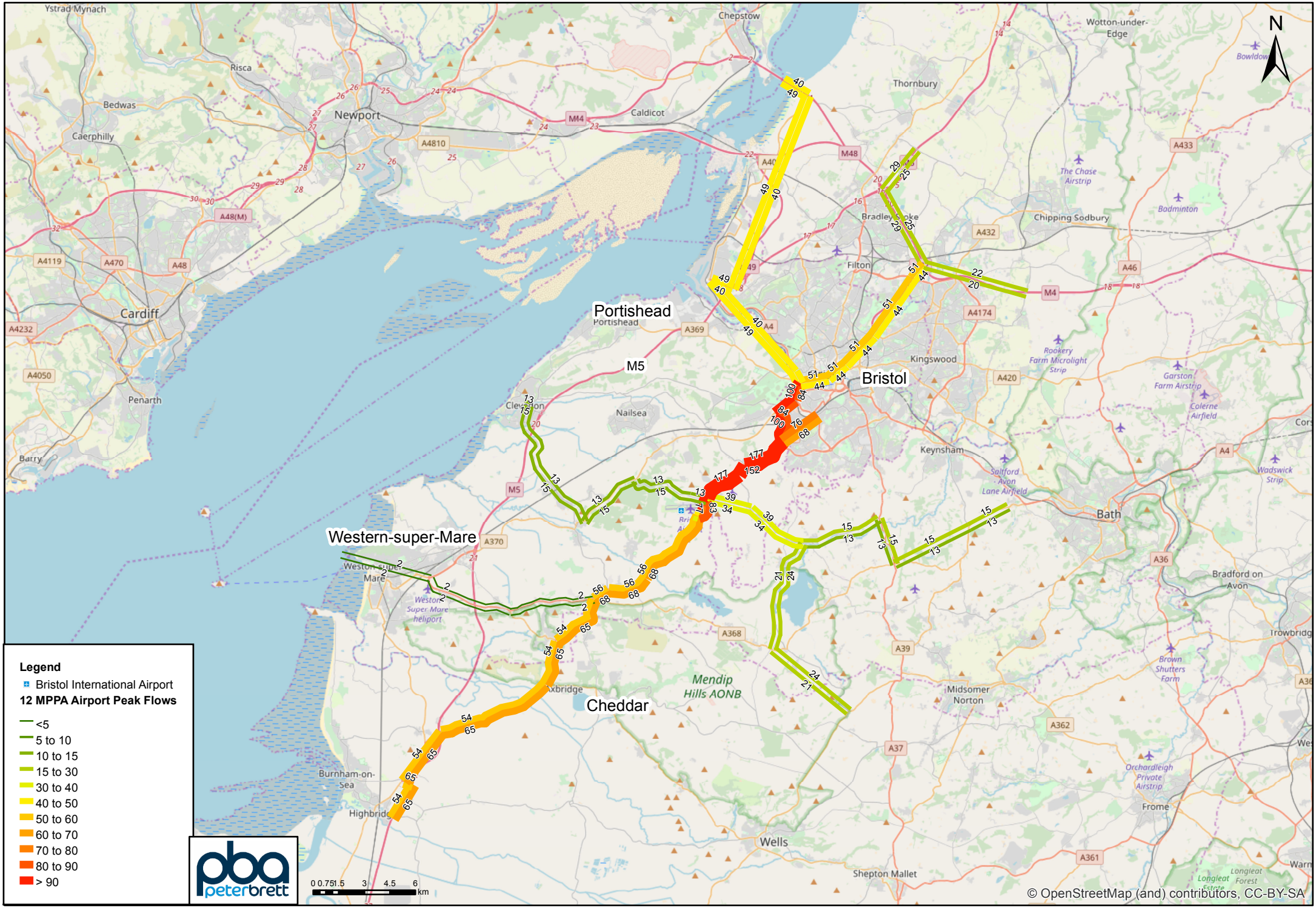
© Peter Brett Associates LLP 2018.



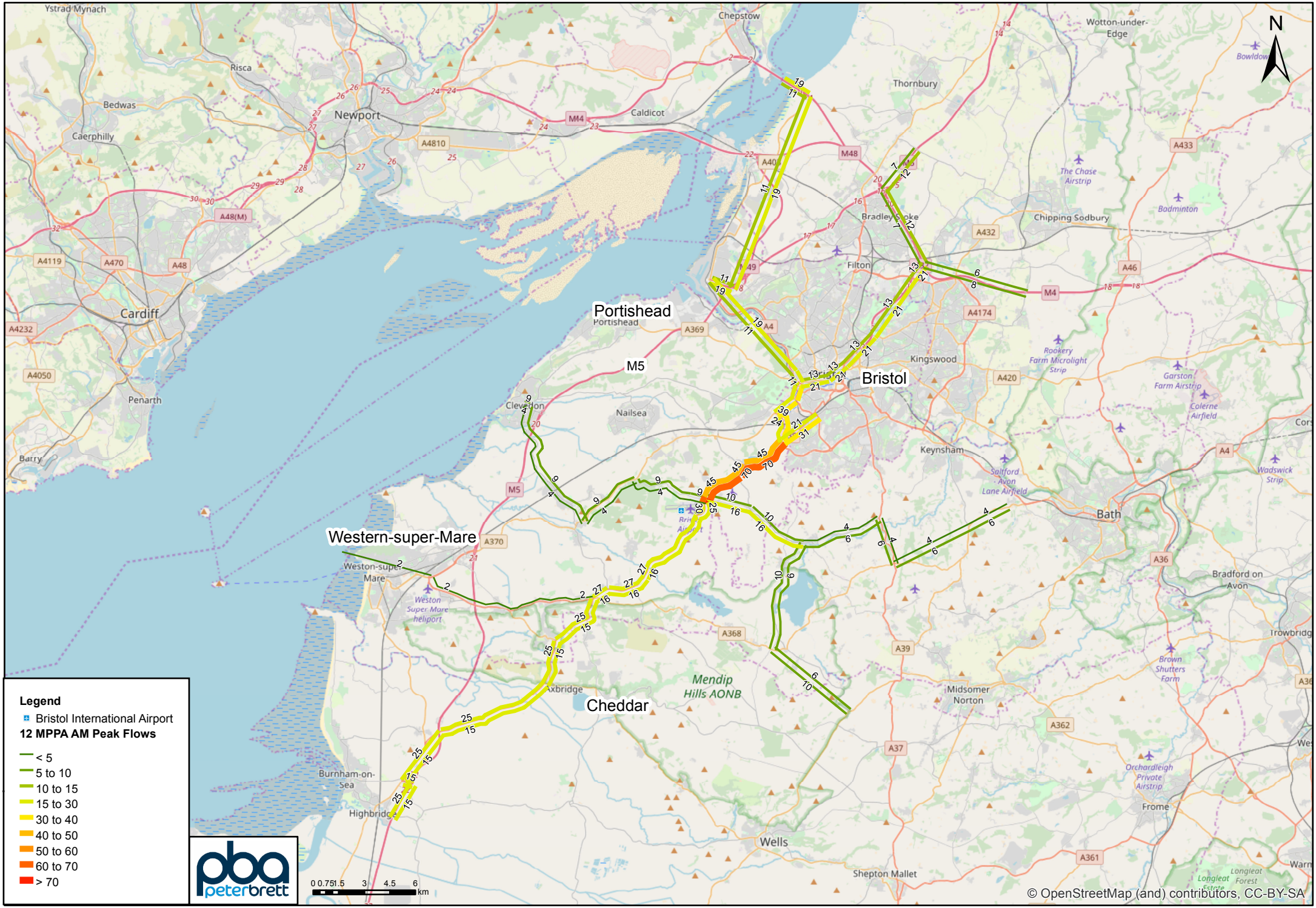
© Peter Brett Associates LLP 2018.



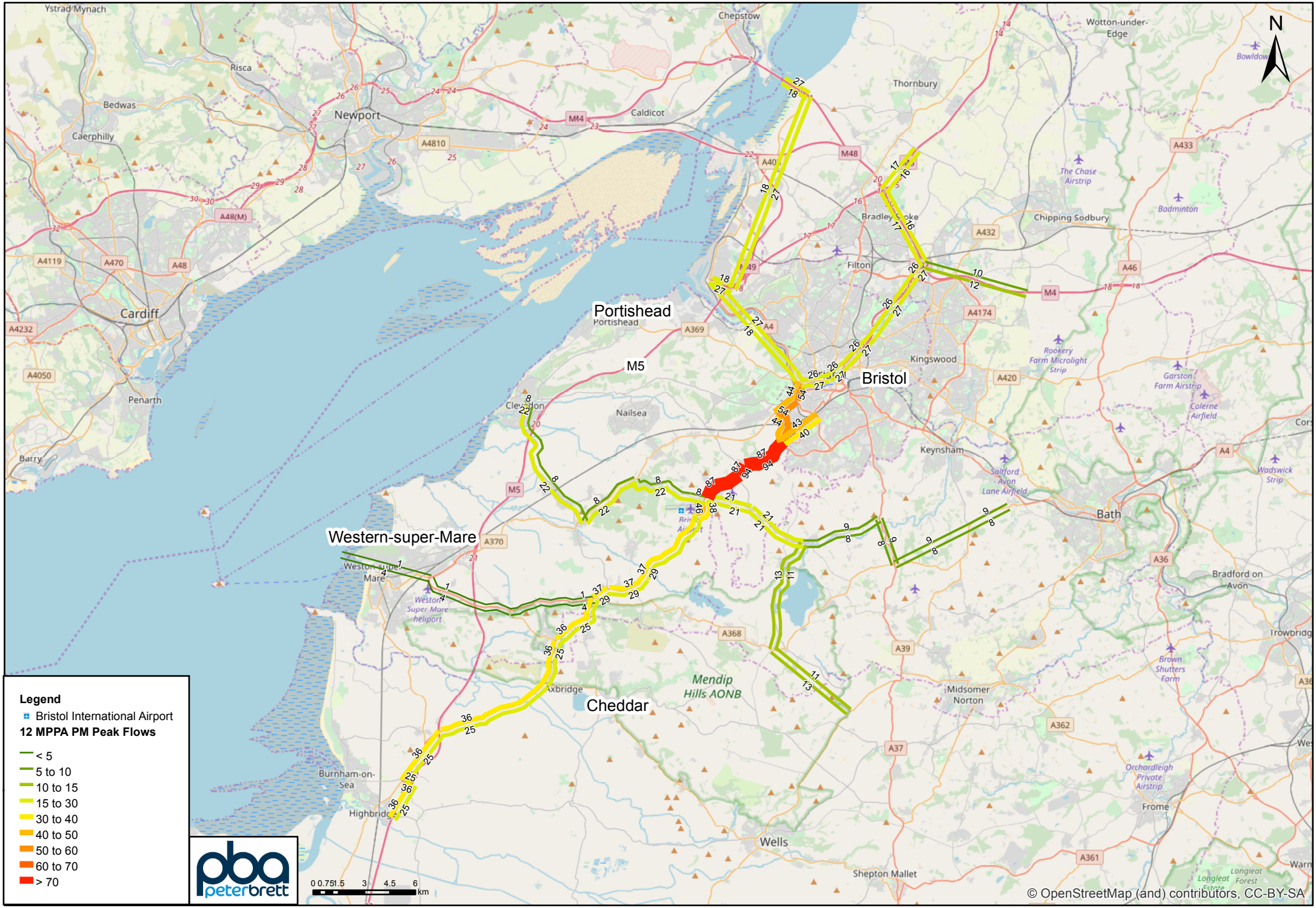
© Peter Brett Associates LLP 2018.



© Peter Brett Associates LLP 2018.



© Peter Brett Associates LLP 2018.



© Peter Brett Associates LLP 2018.

Intelligent Data Collection Limited
Bristol Airport

Client:	Peter Brett Associates
Project Number:	ID04020
Junction Number:	Site 4
Date of Survey:	10.07.2018
Junction Name:	Lime Kiln Roundabout
Junction Type:	4-arm Roundabout

Quality Assurance and Issue Record

Quality Assurance

Revision	Rev A			
Date	09.08.2018			
Prepared by	Gabriela Zelenkova			
Signature				
Checked by	Luke Martin			
Signature				
Project Director	Paul O'Neill			
Signature				
Project number	ID04020			
File Ref	ID04020 Bristol Airport - MCC Site 4 - 10.07.2018			

Issue Sheet

Issued to	Date			
	10.08.2018			
Andrew Lovegrove	E-mail			

Contents Page

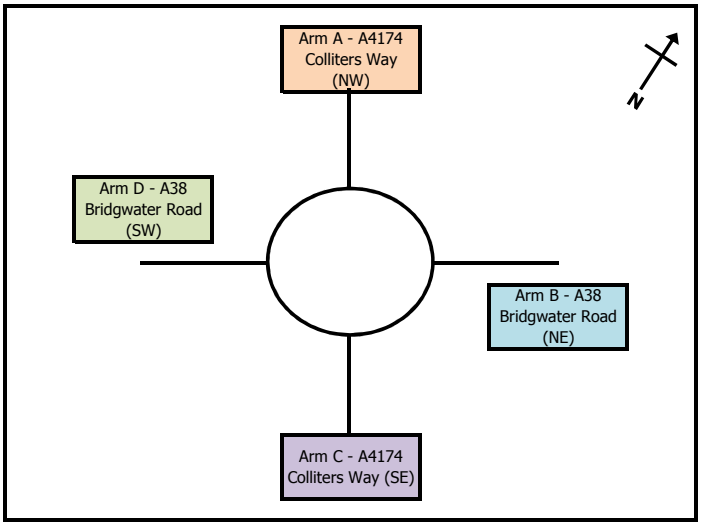
Location Plan & Summary
MCC Data
PCU Data
Movement Matrices

Intelligent Data Collection Limited

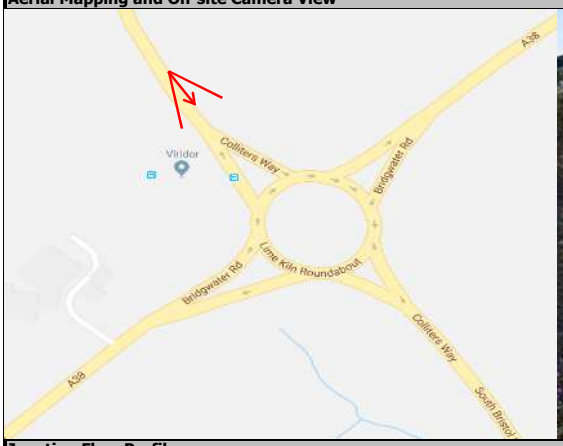
Client:	Peter Brett Associates	**Date of Survey:**	10.07.2018
Project Number:	ID04020	**Junction Name:**	Lime Kiln Roundabout
Junction Number:	Site 4	**Junction Type:**	4-arm Roundabout

X Coordinate	Y Coordinate	Google Maps Link	
51.41909501786242	-2.6360576627323553	Click Here	
AM Peak Conditions	**Inter-Peak Conditions**	**PM Peak Conditions**	
Dry	Dry	Dry	

Junction Layout

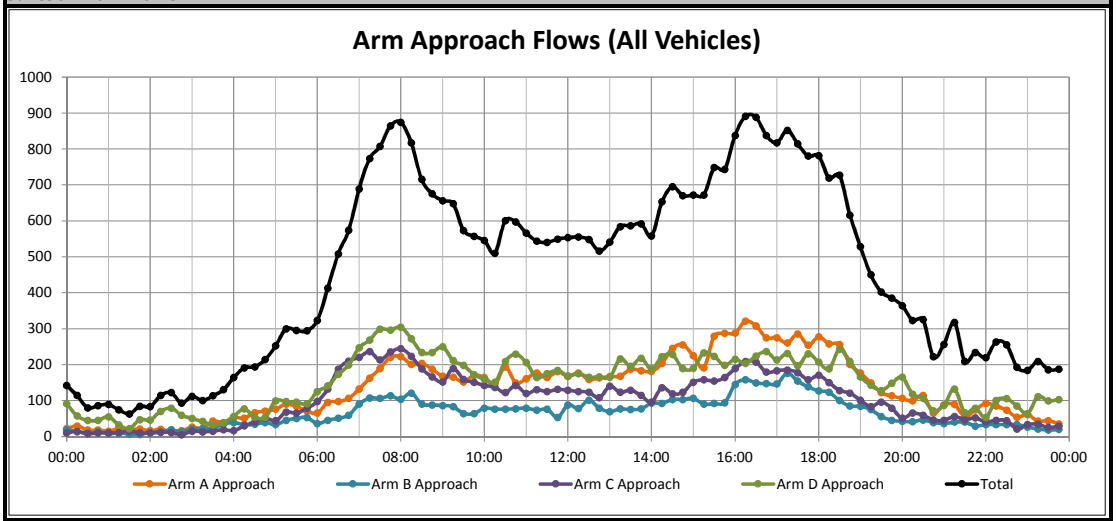


Aerial Mapping and On-site Camera View





Junction Flow Profile



Additional Notes (Factors which may impact on survey results such as accidents, roadworks, special events):

Intelligent Data Collection Limited

Client: Peter Brett Associates
Project Number: ID04020
Junction Number: Site 4

Date of Survey: 10.07.2018
Junction Name: Lime Kiln Roundabout
Junction Type: 4-arm Roundabout

Arm A: A4174 Colliters Way (NW)
Arm B: A38 Bridgwater Road (NE)
Arm C: A4174 Colliters Way (SE)
Arm D: A38 Bridgwater Road (SW)

	A to A								A to D								A to C							
Time	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total
00:00	0	0	0	0	0	0	0	0	15	0	0	0	0	0	0	15	6	1	0	0	0	0	0	7
00:15	0	0	0	0	0	0	0	0	21	1	0	0	0	0	0	22	7	0	0	0	0	0	0	7
00:30	0	0	0	0	0	0	0	0	15	0	0	0	0	0	0	15	3	0	0	0	0	0	0	3
00:45	0	0	0	0	0	0	0	0	10	2	0	0	0	0	0	12	4	2	0	0	0	0	0	6
01:00	0	0	0	0	0	0	0	0	15	0	0	0	0	0	0	15	0	0	0	0	0	0	0	0
01:15	0	0	0	0	0	0	0	0	18	0	0	0	0	0	0	18	3	0	0	0	0	0	0	3
01:30	0	0	0	0	0	0	0	0	16	2	0	0	1	0	0	19	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	0	0	15	0	0	0	1	0	0	16	4	0	0	0	0	0	0	4
02:00	0	0	0	0	0	0	0	0	11	2	0	0	0	0	0	13	2	0	0	0	0	0	0	2
02:15	0	0	0	0	0	0	0	0	15	1	2	0	0	0	0	18	2	0	0	0	0	0	0	2
02:30	0	0	0	0	0	0	0	0	9	2	0	0	0	0	0	11	2	0	0	0	0	0	0	2
02:45	0	0	0	0	0	0	0	0	14	0	0	0	0	0	0	14	1	0	0	0	0	0	0	1
03:00	0	0	0	0	0	0	0	0	24	0	1	0	0	0	0	25	1	0	0	0	0	0	0	1
03:15	0	0	0	0	0	0	0	0	21	2	0	0	0	0	0	23	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0	41	0	0	0	0	1	0	42	1	0	0	0	0	0	0	1
03:45	0	0	0	0	0	0	0	0	35	0	0	0	2	0	0	37	2	0	0	0	0	0	0	2
04:00	0	0	0	0	0	0	0	0	47	2	0	1	0	0	0	50	2	0	0	0	0	0	0	2
04:15	0	0	0	0	0	0	0	0	38	5	0	3	0	1	0	47	3	0	1	0	0	0	0	4
04:30	0	0	0	0	0	0	0	0	58	2	1	1	1	0	0	63	2	1	0	0	0	0	0	3
04:45	0	0	0	0	0	0	0	0	65	2	0	0	1	0	0	68	1	0	0	1	0	1	0	3
05:00	0	0	0	0	0	0	0	0	63	1	0	0	0	0	0	64	5	5	0	1	0	0	0	11
05:15	0	0	0	0	0	0	0	0	66	8	1	1	0	1	0	77	10	0	0	1	0	1	0	12
05:30	0	0	0	0	0	0	0	0	68	1	0	1	1	0	0	71	6	3	1	2	0	0	0	12
05:45	0	0	0	0	0	0	0	0	49	3	0	1	1	0	0	54	10	2	0	2	0	0	0	14
06:00	0	0	0	0	0	0	0	0	41	1	2	3	0	0	0	47	10	2	1	1	0	0	0	14
06:15	0	0	0	0	0	0	0	0	38	6	0	1	1	1	0	47	34	5	2	1	0	0	0	42
06:30	0	0	0	0	0	0	0	0	50	0	0	0	0	1	0	51	24	9	0	2	3	0	0	38
06:45	0	0	0	0	0	0	0	0	33	9	0	2	1	0	0	45	38	8	0	2	0	0	0	48
07:00	0	0	0	0	0	0	0	0	23	4	1	2	1	0	0	31	73	11	1	5	0	0	0	90
07:15	1	0	0	0	0	0	0	1	39	7	0	2	0	0	0	48	70	17	3	3	0	0	0	93
07:30	0	0	0	0	0	0	0	0	46	8	3	1	0	0	0	58	83	18	3	2	0	0	0	106
07:45	2	0	0	0	0	0	0	2	47	8	2	1	1	0	0	59	83	17	5	0	0	1	0	106
08:00	1	0	0	0	0	0	0	1	57	7	4	2	1	2	0	73	81	16	2	5	0	0	0	104
08:15	0	0	0	0	0	0	0	0	41	9	6	3	0	0	0	59	77	15	3	2	0	0	0	97
08:30	0	0	0	0	0	0	0	0	63	5	1	1	1	0	0	71	66	11	2	4	1	0	0	84
08:45	2	0	0	0	0	0	0	2	43	8	1	1	0	0	0	53	67	17	7	4	2	1	0	98
09:00	0	0	0	0	0	0	0	0	44	7	1	0	0	0	0	52	63	10	3	4	1	0	0	81
09:15	1	0	0	0	0	0	0	1	53	8	0	4	0	0	0	65	56	8	3	3	0	1	0	71
09:30	0	0	0	0	0	0	0	0	45	14	0	1	0	2	0	62	57	8	1	2	0	1	0	69
09:45	0	0	0	0	0	0	0	0	67	7	0	2	0	0	0	76	50	16	7	3	2	0	0	78
10:00	0	0	0	0	0	0	0	0	66	3	2	2	1	0	0	74	53	14	2	4	0	1	0	74
10:15	0	0	0	0	0	0	0	0	56	6	1	4	0	0	0	67	44	20	1	0	0	0	0	65
10:30	1	0	0	0	0	0	0	1	94	5	1	6	0	1	0	107	57	16	2	0	0	0	0	75
10:45	1	0	0	0	0	0	0	1	53	4	1	3	2	0	0	63	57	8	2	2	2	2	0	73
11:00	0	0	0	0	0	0	0	0	76	5	5	1	0	0	0	87	49	12	3	0	0	0	0	64
11:15	0	0	0	0	0	0	0	0	77	11	0	5	1	0	0	94	54	7	3	0	0	0	0	64
11:30	0	0	0	0	0	0	0	0	59	14	1	2	1	0	0	77	63	10	2	0	0	0	0	75
11:45	0	0	0	0	0	0	0	0	68	8	3	1	2	1	0	83	60	13	1	7	0	2	0	83
12:00	0	0	0	0	0	0	0	0	64	6	1	3	2	0	0	76	55	17	4	3	0	2	0	81
12:15	0	0	0	0	0	0	0	0	61	9	3	1	1	0	0	75	51	21	5	1	0	1	0	79
12:30	0	0	0	0	0	0	0	0	64	7	1	3	0	0	0	75	58	10	3	0	0	0	0	71
12:45	0	0	0	0	0	0	0	0	58	8	2	2	1	6	0	77	57	9	5	2	1	1	0	75
13:00	0	0	0	0	0	0	0	0	58	8	0	2	0	1	0	69	51	21	3	1	0	3	0	79
13:15	0	0	0	0	0	0	0	0	67	7	0	2	0	0	0	76	61	16	1	4	0	1	0	83
13:30	0	0	0	0	0	0	0	0	52	11	1	5	0	2	0	71	77	15	3	1	0	2	0	98
13:45	0	0	0	0	0	0	0	0	59	8	2	1	1	0	0	71	56	27	4	1	0	1	0	89
14:00	0	0	0	0	0	0	0	0	86	1	3	1	1	0	0	92	52	18	4	1	0	0	0	75
14:15	0	0	0	0	0	0	0	0	74	8	0	2	1	0	1	86	82	16	0	3	1	3	0	105
14:30	0	0	0	0	0	0	0	0	75	8	1	1	1	0	0	86	93	31	5	3	2	2	0	136
14:45	0	0	0	0	0	0	0	0	93	10	1	5	4	1	0	114	86	27	2	4	0	2	0	121
15:00	0	0	0	0	0	0	0	0	91	4	2	3	0	3	0	103	79	24	1	2	0	0	0	106
15:15	0	0	0	0	0	0	0	0	74	8	3	4	2	0	0	91	54	17	2	1	1	1	0	76
15:30	0	0	0	0	0	0	0	0	111	10	1	1	0	2	0	125	87	35	4	0	0	3	0	129
15:45	0	0	0	0	0	0	0	0	95	14	2	7	1	0	0	119	98	31	3	6	0	4	0	142
16:00	0	0	0	0	0	0	0	0	109	10	2	3	1	1	0	126	98	30	2	0	0	4	0	134
16:15	0	0	0	0	0	0	0	0	134	18	2	1	0	2	0	157	101	32	5	0	0	0	0	138
16:30	0	1	0	0	0	0	0	1	151	14	0	1	0	2	0	168	83	19	0	1	0	1	0	104
16:45	0	0	0	0	0	0	0	0	101	15	1	2	0	1	0	120	103	18	1	0	0	3	0	125
17:00	0	0	0	0	0	0	0	0	103	9	2	1	2	4	0	121	91	22	0	0	0	2	0	115
17:15	0	0	0	0	0	0	0	0	105	5	2	1	1	3	0	117	96	17	0	0	0	5	1	119
17:30	0	0	0	0	0	0	0	0	117	6	0	0	0	2	2	127	111	15	1	3	0	2	0	132
17:45	0	0	0	0	0	0	0	0	99	2	0	1	0	3	2	107	97	17	0	0	0	0	0	114
18:00	0	0	0	0	0	0	0	0	119	3	1	1	0	3	0	127	113	9	1	1	0	1	0	125
18:15	0	0	0	0	0	0	0	0	102	3	0	2	0	3	0	110	101	12	1	1	2	4	0	121
18:30	0	0	0	0	0	0	0	0	88	5	0	2	0	2	0	97	113	14	1	2	0	1	3	134
18:45	0	0	0	0	0	0	0	0	87	4	0	0	0	0	0	91	73	7	1	1	1	2	0	85
19:00	1	0	0	0	0	0	0	1	74	0	0	0	2	1	0	77	64	11	1	0	0	1	0	77
19:15	0	0	0	0	0	0	0	0	70	5	0	0	2	0	0	77	52	6	0	1	1	0	1	61
19:30	1	0	0	0	0	0	0	1	53	1	0	1	0	0	0	55	47	8	0	0	0	0	1	56
19:45	0	0	0	0	0	0	0	0	36	6	0	1	0	0	0	43	49	8	0	1	2	0	0	60
20:00	0	0	0	0	0	0	0	0	54	0	0	0	1	0	0	55	36	4	0	0	1	0	0	41
20:15	0	0	0	0	0	0	0	0	42	2	0	0	1	1	0	46	42	2	0	0	1	1	0	46
20:30	0	0	0	0	0	0	0	0	59	8	0	1	0	1	0	69	36	4	0	0	0	0	0	40
20:45	0	0	0	0	0	0	0	0	31	0	0	1	0	1	0	33	22	3	0	0	1	1	0	27
21:00	0	0	0	0	0	0	0	0	36	2	1	2	0	0	0	41	31	2	0	0	1	0	0	34
21:15	0	0	0	0	0	0	0	0	44	5	0	0	1	0	0	50	35	0	0	0	1	1	0	37
21:30	0	0	0	0	0	0	0	0	28	0	0	1	0	0	0	29	19	2	0	1	0	1	0	23
21:45	0	0	0	0	0	0	0	0	26	4	0	0	1	1	0	32	34	0	0	3	0	0	0	37
22:00	0	0	0	0	0	0	0	0	43	3	0	0	0	1	0	47	34	7	0	1	0	0	0	42
22:15	0	0	0	0	0	0	0	0	30	4	0	0	0	0	0	34	41	5	0	0	0	1	0	47
22:30	0	0	0	0	0	0	0	0	44	1	1	1	0	0	0	47	17	0	0	2	0	0	0	19
22:45	0	0	0	0	0	0	0	0	33	3	0	0	0	0	0	36	15	0	0	0	0	1	0	16
23:00	0	0	0	0	0	0	0	0	41	3	0	1	0	0	0	45	13	2	0	0	0	0	0	15
23:15	0	0	0	0	0	0	0	0	28	0	0	0	0	0	0	28	12	0	0	1	0	0	0	13
23:30	0	0	0	0	0	0	0	0	34	0	0	1	3	0	0	38	6	0	0	0	0	0	0	6
23:45	0	0	0	0	0	0	0	0	26	0	0	0	0	0	0	26	4	3	0	1	0	0	0	8

Start Time	Rolling Hour							Total	Rolling Hour							Total	Rolling Hour							Total
00:00	0	0	0	0	0	0	0	0	61	3	0	0	0	0	0	64	20	3	0	0	0	0	0	23
00:15	0	0	0	0	0	0	0	0	61	3	0	0	0	0	0	64	14	2	0	0	0	0	0	16
00:30	0	0	0	0	0	0	0	0	58	2	0	0	0	0	0	60	10	2	0	0	0	0	0	12
00:45	0	0	0	0	0	0	0	0	59	4	0	0	1	0	0	64	7	2	0	0	0	0	0	9
01:00	0	0	0	0	0	0	0	0	64	2	0	0	2	0	0	68	7	0	0	0	0	0	0	7
01:15	0	0	0	0	0	0	0	0	60	4	0	0	2	0	0	66	9	0	0	0	0	0	0	9
01:30	0	0	0	0	0	0	0	0	57	5	2	0	2	0	0	66	8	0	0	0	0	0	0	8
01:45	0	0	0	0	0	0	0	0	50	5	2	0	1	0	0	58	10	0	0	0	0	0	0	10
02:00	0	0	0	0	0	0	0	0	49	5	2	0	0	0	0	56	7	0	0	0	0	0	0	7
02:15	0	0	0	0	0	0	0	0	62	3	3	0	0	0	0	68	6	0	0	0	0	0	0	6
02:30	0	0	0	0	0	0	0	0	68	4	1	0	0	0	0	73	4	0	0	0	0	0	0	4
02:45	0	0	0	0	0	0	0	0	100	2	1	0	0	1	0	104	3	0	0	0	0	0	0	3
03:00	0	0	0	0	0	0	0	0	121	2	1	0	2	1	0	127	4	0	0	0	0	0	0	4
03:15	0	0	0	0	0	0	0	0	144	4	0	1	2	1	0	152	5	0	0	0	0	0	0	5
03:30	0	0	0	0	0	0	0	0	161	7	0	4	2	2	0	176	8	0	1	0	0	0	0	9
03:45	0	0	0	0	0	0	0	0	178	9	1	5	3	1	0	197	9	1	1	0	0	0	0	11
04:00	0	0	0	0	0	0	0	0	208	11	1	5	2	1	0	228	8	1	1	1	0	1	0	12
04:15	0	0	0	0	0	0	0	0	224	10	1	4	2	1	0	242	11	6	1	2	0	1	0	21
04:30	0	0	0	0	0	0	0	0	252	13	2	2	2	1	0	272	18	6	0	3	0	2	0	29
04:45	0	0	0	0	0	0	0	0	262	12	1	2	2	1	0	280	22	8	1	5	0	2	0	38
05:00	0	0	0	0	0	0	0	0	246	13	1	3	2	1	0	266	31	10	1	6	0	1	0	49
05:15	0	0	0	0	0	0	0	0	224	13	3	6	2	1	0	249	36	7	2	6	0	1	0	52
05:30	0	0	0	0	0	0	0	0	196	11	2	6	3	1	0	219	60	12	4	6	0	0	0	82
05:45	0	0	0	0	0	0	0	0	178	10	2	5	2	2	0	199	78	18	3	6	3	0	0	108
06:00	0	0	0	0	0	0	0	0	162	16	2	6	2	2	0	190	106	24	3	6	3	0	0	142
06:15	0	0	0	0	0	0	0	0	144	19	1	5	3	2	0	174	169	33	3	10	3	0	0	218
06:30	1	0	0	0	0	0	0	1	145	20	1	6	2	1	0	175	205	45	4	12	3	0	0	269
06:45	1	0	0	0	0	0	0	1	141	28	4	7	2	0	0	182	264	54	7	12	0	0	0	337
07:00	3	0	0	0	0	0	0	3	155	27	6	6	2	0	0	196	309	63	12	10	0	1	0	395
07:15	4	0	0	0	0	0	0	4	189	30	9	6	2	2	0	238	317	68	13	10	0	1	0	409
07:30	3	0	0	0	0	0	0	3	191	32	15	7	2	2	0	249	324	66	13	9	0	1	0	413
07:45	3	0	0	0	0	0	0	3	208	29	13	7	3	2	0	262	307	59	12	11	1	1	0	391
08:00	3	0	0	0	0	0	0	3	204	29	12	7	2	2	0	256	291	59	14	15	3	1	0	383
08:15	2	0	0	0	0	0	0	2	191	29	9	5	1	0	0	235	273	53	15	14	4	1	0	360
08:30	3	0	0	0	0	0	0	3	203	28	3	6	1	0	0	241	252	46	15	15	4	2	0	334
08:45	3	0	0	0	0	0	0	3	185	37	2	6	0	2	0	232	243	43	14	13	3	3	0	319
09:00	1	0	0	0	0	0	0	1	209	36	1	7	0	2	0	255	226	42	14	12	3	2	0	299
09:15	1	0	0	0	0	0	0	1	231	32	2	9	1	2	0	277	216	46	13	12	2	3	0	292
09:30	0	0	0	0	0	0	0	0	234	30	3	9	1	2	0	279	204	58	11	9	2	2	0	286
09:45	1	0	0	0	0	0	0	1	283	21	4	14	1	1	0	324	204	66	12	7	2	1	0	292
10:00	2	0	0	0	0	0	0	2	269	18	5	15	3	1	0	311	211	58	7	6	2	3	0	287
10:15	2	0	0	0	0	0	0	2	279	20	8	14	2	1	0	324	207	56	8	2	2	2	0	277
10:30	2	0	0	0	0	0	0	2	300	25	7	15	3	1	0	351	217	43	10	2	2	2	0	276
10:45	1	0	0	0	0	0	0	1	265	34	7	11	4	0	0	321	223	37	10	2	2	2	0	276
11:00	0	0	0	0	0	0	0	0	280	38	9	9	4	1	0	341	226	42	9	7	0	2	0	286
11:15	0	0	0	0	0	0	0	0	268	39	5	11	6	1	0	330	232	47	10	10	0	4	0	303
11:30	0	0	0	0	0	0	0	0	252	37	8	7	6	1	0	311	229	61	12	11	0	5	0	318
11:45	0	0	0	0	0	0	0	0	257	30	8	8	5	1	0	309	224	61	13	11	0	5	0	314
12:00	0	0	0	0	0	0	0	0	247	30	7	9	4	6	0	303	221	57	17	6	1	4	0	306
12:15	0	0	0	0	0	0	0	0	241	32	6	8	2	7	0	296	217	61	16	4	1	5	0	304
12:30	0	0	0	0	0	0	0	0	247	30	3	9	1	7	0	297	227	56	12	7	1	5	0	308
12:45	0	0	0	0	0	0	0	0	235	34	3	11	1	9	0	293	246	61	12	8	1	7	0	335
13:00	0	0	0	0	0	0	0	0	236	34	3	10	1	3	0	287	245	79	11	7	0	7	0	349
13:15	0	0	0	0	0	0	0	0	264	27	6	9	2	2	0	310	246	76	12	7	0	4	0	345
13:30	0	0	0	0	0	0	0	0	271	28	6	9	3	2	1	320	267	76	11	6	1	6	0	367
13:45	0	0	0	0	0	0	0	0	294	25	6	5	4	0	1	335	283	92	13	8	3	6	0	405
14:00	0	0	0	0	0	0	0	0	328	27	5	9	7	1	1	378	313	92	11	11	3	7	0	437
14:15	0	0	0	0	0	0	0	0	333	30	4	11	6	4	1	389	340	98	8	12	3	7	0	468
14:30	0	0	0	0	0	0	0	0	333	30	7	13	7	4	0	394	312	99	10	10	3	5	0	439
14:45	0	0	0	0	0	0	0	0	369	32	7	13	6	6	0	433	306	103	9	7	1	6	0	432
15:00	0	0	0	0	0	0	0	0	371	36	8	15	3	5	0	438	318	107	10	9	1	8	0	453
15:15	0	0	0	0	0	0	0	0	389	42	8	15	4	3	0	461	337	113	11	7	1	12	0	481
15:30	0	0	0	0	0	0	0	0	449	52	7	12	2	5	0	527	384	128	14	6	0	11	0	543
15:45	0	1	0	0	0	0	0	1	489	56	6	12	2	5	0	570	380	112	10	7	0	9	0	518
16:00	0	1	0	0	0	0	0	1	495	57	5	7	1	6	0	571	385	99	8	1	0	8	0	501
16:15	0	1	0	0	0	0	0	1	489	56	5	5	2	9	0	566	378	91	6	1	0	6	0	482
16:30	0	1	0	0	0	0	0	1	460	43	5	5	3	10	0	526	373	76	1	1	0	11	1	463
16:45	0	0	0	0	0	0	0	0	426	35	5	4	3	10	2	485	401	72	2	3	0	12	1	491
17:00	0	0	0	0	0	0	0	0	424	22	4	3	3	12	4	472	395	71	1	3	0	9	1	480
17:15	0	0	0	0	0	0	0	0	440	16	3	3	1	11	4	478	417	58	2	4	0	8	1	490
17:30	0	0	0	0	0	0	0	0	437	14	1	4	0	11	4	471	422	53	3	5	2	7	0	492
17:45	0	0	0	0	0	0	0	0	408	13	1	6	0	11	2	441	424	52	3	4	2	6	3	494
18:00	0	0	0	0	0	0	0	0	396	15	1	5	0	8	0	425	400	42	4	5	3	8	3	465
18:15	1	0	0	0	0	0	0	1	351	12	0	4	2	6	0	375	351	44	4	4	3	8	3	417
18:30	1	0	0	0	0	0	0	1	319	14	0	2	4	3	0	342	302	38	3	4	2	4	4	357
18:45	2	0	0	0	0	0	0	2	284	10	0	1	4	1	0	300	236	32	2	2	2	3	2	279
19:00	2	0	0	0	0	0	0	2	233	12	0	2	4	1	0	252	212	33	1	2	3	1	2	254
19:15	1	0	0	0	0	0	0	1	213	12	0	2	3	0	0	230	184	26	0	2	4	0	2	218
19:30	1	0	0	0	0	0	0	1	185	9	0	2	2	1	0	199	174	22	0	1	4	1	1	203
19:45	0	0	0	0	0	0	0	0	191	16	0	2	2	2	0	213	163	18	0	1	4	1	0	187
20:00	0	0	0	0	0	0	0	0	186	10	0	2	2	3	0	203	136	13	0	0	3	2	0	154
20:15	0	0	0	0	0	0	0	0	168	12	1	4	1	3	0	189	131	11	0	0	3	2	0	147
20:30	0	0	0	0	0	0	0	0	170	15	1	4	1	2	0	193	124	9	0	0	3	2	0	138
20:45	0	0	0	0	0	0	0	0	139	7	1	4	1	1	0	153	107	7	0	1	3	3	0	121
21:00	0	0	0	0	0	0	0	0	134	11	1	3	2	1	0	152	119	4	0	4	2	2	0	131
21:15	0	0	0	0	0	0	0	0	141	12	0	1	2	2	0	158	122	9	0	5	1	2	0	139
21:30	0	0	0	0	0	0	0	0	127	11	0	1	1	2	0	142	128	14	0	5	0	2	0	149
21:45	0	0	0	0	0	0	0	0	143	12	1	1	1	2	0	160	126	12	0	6	0	1	0	145
22:00	0	0	0	0	0	0	0	0	150	11	1	1	0	1	0	164	107	12	0	3	0	2	0	124
22:15	0	0	0	0	0	0	0	0	148	11	1	2	0	0	0	162	86	7	0	2	0	2	0	97
22:30	0	0	0	0	0	0	0	0	146	7	1	2	0	0	0	156	57	2	0	3	0	1	0	63
22:45	0	0	0	0	0	0	0	0	136	6	0	2	3	0	0	147	46	2	0	1	0	1	0	50
23:00	0	0	0	0	0	0	0	0	129	3	0	2	3	0	0	137	35	5	0	2	0	0	0	42

Intelligent Data Collection Limited

Client: Peter Brett Associates
Project Number: ID04020
Junction Number: Site 4

Date of Survey: 10.07.2018
Junction Name: Lime Kiln Roundabout
Junction Type: 4-arm Roundabout

Arm A: A4174 Colliters Way (NW)
Arm B: A38 Bridgwater Road (NE)
Arm C: A4174 Colliters Way (SE)
Arm D: A38 Bridgwater Road (SW)

	A to B								B to B								B to A							
Time	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total
00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
01:15	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
01:45	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
02:00	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
05:15	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
05:30	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
05:45	2	1	0	0	0	0	0	3	0	0	0	0	0	0	0	0	10	1	0	0	0	0	0	11
06:00	2	2	0	0	0	0	0	4	0	0	0	0	0	0	0	0	7	2	0	0	0	0	0	9
06:15	4	2	0	0	0	0	0	6	0	0	0	0	0	0	0	0	3	4	0	0	0	0	0	7
06:30	7	1	0	0	0	0	0	8	0	0	0	0	0	0	0	0	9	5	0	0	0	0	0	14
06:45	11	2	0	0	0	0	0	13	0	0	0	0	0	0	0	0	13	6	0	0	0	0	0	19
07:00	9	2	0	0	0	0	0	11	0	0	0	0	0	0	0	0	30	4	0	0	0	0	0	34
07:15	16	4	0	0	0	0	0	20	0	0	0	0	0	0	0	0	26	5	0	0	0	0	0	31
07:30	23	2	0	0	0	0	0	25	0	0	0	0	0	0	0	0	17	9	0	0	0	1	0	27
07:45	39	11	0	2	0	1	0	53	0	0	0	0	0	0	0	0	26	9	1	0	0	0	0	36
08:00	39	5	0	0	0	0	0	44	0	0	0	0	0	0	0	0	27	4	0	0	0	0	0	31
08:15	37	3	1	0	0	4	0	45	0	1	0	0	0	0	0	1	23	5	1	0	0	0	0	29
08:30	42	6	0	0	0	0	0	48	0	0	0	0	0	0	0	0	19	7	0	0	0	0	0	26
08:45	23	9	0	0	0	2	0	34	0	0	0	0	0	0	0	0	14	3	1	0	0	0	0	18
09:00	28	4	0	0	2	1	0	35	0	0	0	0	0	0	0	0	17	4	1	0	0	0	0	22
09:15	20	8	0	0	0	0	0	28	0	0	0	0	0	0	0	0	27	2	0	0	0	0	0	29
09:30	19	2	0	0	0	0	0	21	0	0	0	0	0	0	0	0	13	3	0	0	0	0	0	16
09:45	13	2	1	0	0	0	0	16	0	0	0	0	0	0	0	0	7	4	0	1	0	0	0	12
10:00	10	5	1	0	0	0	0	16	0	0	0	0	0	0	0	0	9	2	2	0	0	0	0	13
10:15	10	4	0	0	0	0	0	14	1	0	0	0	0	0	0	1	9	5	0	0	0	0	0	14
10:30	9	2	0	0	0	0	0	11	0	0	0	0	0	0	0	0	11	0	0	0	0	0	0	11
10:45	6	5	1	0	0	0	0	12	0	0	0	0	0	0	0	0	8	4	1	0	0	0	0	13
11:00	8	2	0	0	0	0	0	10	0	0	0	0	0	0	0	0	15	5	1	0	0	0	0	21
11:15	13	2	2	2	0	0	0	19	0	0	0	0	0	0	0	0	9	4	0	0	0	0	0	13
11:30	11	1	0	0	0	0	0	12	0	0	0	0	0	0	0	0	13	2	0	0	0	0	0	15
11:45	13	2	0	0	0	0	0	15	0	0	0	0	0	0	0	0	11	2	0	1	0	0	0	14
12:00	8	2	0	0	0	0	0	10	0	0	0	0	0	0	0	0	15	6	2	0	0	0	0	23
12:15	16	7	0	0	0	0	0	23	0	0	0	0	0	0	0	0	12	3	0	0	0	1	0	16
12:30	10	2	0	1	0	0	0	13	0	0	0	0	0	0	0	0	14	4	0	2	0	0	0	20
12:45	8	2	1	0	0	0	0	11	0	0	0	0	0	0	0	0	11	0	0	0	0	1	0	12
13:00	15	2	2	0	0	0	0	19	0	0	0	0	0	0	0	0	5	7	1	0	0	0	0	13
13:15	5	3	1	0	0	0	0	9	0	0	0	0	0	0	0	0	12	3	1	0	0	0	0	16
13:30	18	0	0	0	0	0	0	18	0	0	0	0	0	0	0	0	9	3	1	0	0	0	0	13
13:45	20	2	1	0	0	0	0	23	1	0	0	0	0	0	0	1	8	3	0	0	0	0	0	11
14:00	8	6	0	0	0	0	0	14	0	0	0	0	0	0	0	0	13	3	0	0	0	0	0	16
14:15	8	3	1	0	0	0	0	12	0	0	0	0	0	0	0	0	13	1	0	1	0	0	0	15
14:30	17	3	1	0	0	2	0	23	0	0	0	0	0	0	0	0	16	1	2	0	0	0	0	19
14:45	17	3	0	0	0	0	0	20	0	1	0	0	0	0	0	1	16	5	0	0	1	0	0	22
15:00	10	4	1	0	1	0	0	16	0	0	0	0	0	0	0	0	15	9	2	0	0	0	0	26
15:15	18	5	1	0	0	0	0	24	0	0	0	0	0	0	0	0	12	2	0	0	0	0	0	14
15:30	15	10	0	0	0	0	0	25	0	0	0	0	0	0	0	0	10	3	0	0	0	0	0	13
15:45	18	6	2	0	0	0	0	26	0	1	0	0	0	0	0	1	15	2	2	0	0	0	0	19
16:00	22	5	1	0	0	0	0	28	0	0	0	0	0	0	0	0	45	8	1	0	0	0	0	54
16:15	17	9	0	0	0	0	0	26	0	0	0	0	0	0	0	0	52	5	0	0	0	0	0	57
16:30	25	6	1	0	0	3	0	35	0	0	0	0	0	0	0	0	52	5	0	0	0	0	0	57
16:45	27	3	0	0	0	0	0	30	0	0	0	0	0	0	0	0	35	6	0	0	0	1	0	42
17:00	31	8	0	0	0	0	0	39	0	0	0	0	0	0	0	0	40	3	0	0	0	1	2	46
17:15	18	5	1	0	0	0	0	24	0	0	0	0	0	0	0	0	37	3	1	0	0	4	0	45
17:30	23	3	0	0	0	0	0	26	0	0	0	0	0	0	0	0	41	3	0	0	0	0	0	44
17:45	29	4	0	0	0	0	0	33	0	0	0	0	0	0	0	0	32	3	0	0	0	1	0	36
18:00	22	2	1	0	0	0	0	25	0	0	0	0	0	0	0	0	26	4	0	0	0	1	0	31
18:15	24	3	0	0	0	0	0	27	0	0	0	0	0	0	0	0	25	2	0	0	0	1	0	28
18:30	22	2	0	0	0	1	0	25	0	0	0	0	0	0	0	0	12	1	0	0	0	1	0	14
18:45	21	4	0	0	0	0	0	25	0	0	0	0	0	0	0	0	9	0	0	0	0	0	0	9
19:00	19	3	0	0	0	0	0	22	0	0	0	0	0	0	0	0	13	1	0	0	0	0	0	14
19:15	9	1	0	1	0	0	0	11	0	0	0	0	0	0	0	0	15	1	0	0	0	0	0	16
19:30	9	1	0	0	0	0	0	10	0	0	0	0	0	0	0	0	14	0	0	0	0	0	0	14
19:45	10	0	0	0	0	0	0	10	0	0	0	0	0	0	0	0	3	3	0	0	0	0	0	6
20:00	9	1	0	0	0	0	0	10	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	7
20:15	7	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3
20:30	3	2	0	0	0	0	0	5	0	1	0	0	0	0	0	1	7	0	0	0	0	0	0	7
20:45	4	1	0	0	0	0	0	5	0	0	0	0	0	0	0	0	7	4	0	0	0	0	0	11
21:00	13	0	0	0	0	0	0	13	0	0	0	0	0	0	0	0	10	0	0	0	0	0	0	10
21:15	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	11	4	0	0	0	0	0	15
21:30	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	6
21:45	5	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4
22:00	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	2	0	0	0	0	2	0	4
22:15	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4
22:30	7	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	6
22:45	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4
23:00	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	5
23:15	1	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
23:45	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	2	0	1	0	0	0	0	3

Start Time	Rolling Hour							Total	Rolling Hour							Total	Rolling Hour							Total
00:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
00:15	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
00:30	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
00:45	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
01:00	2	0	0	0	0	0	0	2	1	0	0	0	0	0	0	1	1	1	0	0	0	0	0	2
01:15	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2
01:30	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	3
01:45	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2
02:00	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
02:15	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
02:30	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2
03:15	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	3
03:30	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	3
03:45	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
04:00	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
04:15	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
04:30	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4
04:45	2	0	0	1	0	0	0	3	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	6
05:00	4	1	0	1	0	0	0	6	0	0	0	0	0	0	0	0	16	1	0	0	0	0	0	17
05:15	5	3	0	1	0	0	0	9	0	0	0	0	0	0	0	0	21	3	0	0	0	0	0	24
05:30	8	5	0	1	0	0	0	14	0	0	0	0	0	0	0	0	22	7	0	0	0	0	0	29
05:45	15	6	0	0	0	0	0	21	0	0	0	0	0	0	0	0	29	12	0	0	0	0	0	41
06:00	24	7	0	0	0	0	0	31	0	0	0	0	0	0	0	0	32	17	0	0	0	0	0	49
06:15	31	7	0	0	0	0	0	38	0	0	0	0	0	0	0	0	55	19	0	0	0	0	0	74
06:30	43	9	0	0	0	0	0	52	0	0	0	0	0	0	0	0	78	20	0	0	0	0	0	98
06:45	59	10	0	0	0	0	0	69	0	0	0	0	0	0	0	0	86	24	0	0	0	1	0	111
07:00	87	19	0	2	0	1	0	109	0	0	0	0	0	0	0	0	99	27	1	0	0	1	0	128
07:15	117	22	0	2	0	1	0	142	0	0	0	0	0	0	0	0	96	27	1	0	0	1	0	125
07:30	138	21	1	2	0	5	0	167	0	1	0	0	0	0	0	1	93	27	2	0	0	1	0	123
07:45	157	25	1	2	0	5	0	190	0	1	0	0	0	0	0	1	95	25	2	0	0	0	0	122
08:00	141	23	1	0	0	6	0	171	0	1	0	0	0	0	0	1	83	19	2	0	0	0	0	104
08:15	130	22	1	0	2	7	0	162	0	1	0	0	0	0	0	1	73	19	3	0	0	0	0	95
08:30	113	27	0	0	2	3	0	145	0	0	0	0	0	0	0	0	77	16	2	0	0	0	0	95
08:45	90	23	0	0	2	3	0	118	0	0	0	0	0	0	0	0	71	12	2	0	0	0	0	85
09:00	80	16	1	0	2	1	0	100	0	0	0	0	0	0	0	0	64	13	1	1	0	0	0	79
09:15	62	17	2	0	0	0	0	81	0	0	0	0	0	0	0	0	56	11	2	1	0	0	0	70
09:30	52	13	2	0	0	0	0	67	1	0	0	0	0	0	0	1	38	14	2	1	0	0	0	55
09:45	42	13	2	0	0	0	0	57	1	0	0	0	0	0	0	1	36	11	2	1	0	0	0	50
10:00	35	16	2	0	0	0	0	53	1	0	0	0	0	0	0	1	37	11	3	0	0	0	0	51
10:15	33	13	1	0	0	0	0	47	1	0	0	0	0	0	0	1	43	14	2	0	0	0	0	59
10:30	36	11	3	2	0	0	0	52	0	0	0	0	0	0	0	0	43	13	2	0	0	0	0	58
10:45	38	10	3	2	0	0	0	53	0	0	0	0	0	0	0	0	45	15	2	0	0	0	0	62
11:00	45	7	2	2	0	0	0	56	0	0	0	0	0	0	0	0	48	13	1	1	0	0	0	63
11:15	45	7	2	2	0	0	0	56	0	0	0	0	0	0	0	0	48	14	2	1	0	0	0	65
11:30	48	12	0	0	0	0	0	60	0	0	0	0	0	0	0	0	51	13	2	1	0	1	0	68
11:45	47	13	0	1	0	0	0	61	0	0	0	0	0	0	0	0	52	15	2	3	0	1	0	73
12:00	42	13	1	1	0	0	0	57	0	0	0	0	0	0	0	0	52	13	2	2	0	2	0	71
12:15	49	13	3	1	0	0	0	66	0	0	0	0	0	0	0	0	42	14	1	2	0	2	0	61
12:30	38	9	4	1	0	0	0	52	0	0	0	0	0	0	0	0	42	14	2	2	0	1	0	61
12:45	46	7	4	0	0	0	0	57	0	0	0	0	0	0	0	0	37	13	3	0	0	1	0	54
13:00	58	7	4	0	0	0	0	69	1	0	0	0	0	0	0	1	34	16	3	0	0	0	0	53
13:15	51	11	2	0	0	0	0	64	1	0	0	0	0	0	0	1	42	12	2	0	0	0	0	56
13:30	54	11	2	0	0	0	0	67	1	0	0	0	0	0	0	1	43	10	1	1	0	0	0	55
13:45	53	14	3	0	0	2	0	72	1	0	0	0	0	0	0	1	50	8	2	1	0	0	0	61
14:00	50	15	2	0	0	2	0	69	0	1	0	0	0	0	0	1	58	10	2	1	1	0	0	72
14:15	52	13	3	0	1	2	0	71	0	1	0	0	0	0	0	1	60	16	4	1	1	0	0	82
14:30	62	15	3	0	1	2	0	83	0	1	0	0	0	0	0	1	59	17	4	0	1	0	0	81
14:45	60	22	2	0	1	0	0	85	0	1	0	0	0	0	0	1	53	19	2	0	1	0	0	75
15:00	61	25	4	0	1	0	0	91	0	1	0	0	0	0	0	1	52	16	4	0	0	0	0	72
15:15	73	26	4	0	0	0	0	103	0	1	0	0	0	0	0	1	82	15	3	0	0	0	0	100
15:30	72	30	3	0	0	0	0	105	0	1	0	0	0	0	0	1	122	18	3	0	0	0	0	143
15:45	82	26	4	0	0	3	0	115	0	1	0	0	0	0	0	1	164	20	3	0	0	0	0	187
16:00	91	23	2	0	0	3	0	119	0	0	0	0	0	0	0	0	184	24	1	0	0	1	0	210
16:15	100	26	1	0	0	3	0	130	0	0	0	0	0	0	0	0	179	19	0	0	0	2	2	202
16:30	101	22	2	0	0	3	0	128	0	0	0	0	0	0	0	0	164	17	1	0	0	6	2	190
16:45	99	19	1	0	0	0	0	119	0	0	0	0	0	0	0	0	153	15	1	0	0	6	2	177
17:00	101	20	1	0	0	0	0	122	0	0	0	0	0	0	0	0	150	12	1	0	0	6	2	171
17:15	92	14	2	0	0	0	0	108	0	0	0	0	0	0	0	0	136	13	1	0	0	6	0	156
17:30	98	12	1	0	0	0	0	111	0	0	0	0	0	0	0	0	124	12	0	0	0	3	0	139
17:45	97	11	1	0	0	1	0	110	0	0	0	0	0	0	0	0	95	10	0	0	0	4	0	109
18:00	89	11	1	0	0	1	0	102	0	0	0	0	0	0	0	0	72	7	0	0	0	3	0	82
18:15	86	12	0	0	0	1	0	99	0	0	0	0	0	0	0	0	59	4	0	0	0	2	0	65
18:30	71	10	0	1	0	1	0	83	0	0	0	0	0	0	0	0	49	3	0	0	0	1	0	53
18:45	58	9	0	1	0	0	0	68	0	0	0	0	0	0	0	0	51	2	0	0	0	0	0	53
19:00	47	5	0	1	0	0	0	53	0	0	0	0	0	0	0	0	45	5	0	0	0	0	0	50
19:15	37	3	0	1	0	0	0	41	0	0	0	0	0	0	0	0	39	4	0	0	0	0	0	43
19:30	35	2	0	0	0	0	0	37	0	0	0	0	0	0	0	0	27	3	0	0	0	0	0	30
19:45	29	3	0	0	0	0	0	32	0	1	0	0	0	0	0	1	20	3	0	0	0	0	0	23
20:00	23	4	0	0	0	0	0	27	0	1	0	0	0	0	0	1	24	4	0	0	0	0	0	28
20:15	27	3	0	0	0	0	0	30	0	1	0	0	0	0	0	1	27	4	0	0	0	0	0	31
20:30	22	3	0	0	0	0	0	25	0	1	0	0	0	0	0	1	35	8	0	0	0	0	0	43
20:45	23	1	0	0	0	0	0	24	0	0	0	0	0	0	0	0	34	8	0	0	0	0	0	42
21:00	24	0	0	0	0	0	0	24	0	0	0	0	0	0	0	0	31	4	0	0	0	0	0	35
21:15	14	0	0	0	0	0	0	14	0	0	0	0	0	0	0	0	23	4	0	0	0	2	0	29
21:30	16	0	0	0	0	0	0	16	0	0	0	0	0	0	0	0	16	0	0	0	0	2	0	18
21:45	19	0	0	0	0	0	0	19	0	0	0	0	0	0	0	0	16	0	0	0	0	2	0	18
22:00	16	0	0	0	0	0	0	16	0	0	0	0	0	0	0	0	16	0	0	0	0	2	0	18
22:15	14	0	0	0	0	0	0	14	0	0	0	0	0	0	0	0	19	0	0	0	0	0	0	19
22:30	11	1	0	0	0	0	0	12	0	0	0	0	0	0	0	0	15	0	0	0	0	0	0	15
22:45	4	1	0	0	0	0	0	5	0	0	0	0	0	0	0	0	11	0	0	0	0	0	0	11
23:00	3	1	0	0	0	0	0	4	0	0	0	0	0	0	0	0	9	0	1	0	0	0	0	10

Intelligent Data Collection Limited

Client: Peter Brett Associates
Project Number: ID04020
Junction Number: Site 4

Date of Survey: 10.07.2018
Junction Name: Lime Kiln Roundabout
Junction Type: 4-arm Roundabout

Arm A: A4174 Colliters Way (NW)
Arm B: A38 Bridgwater Road (NE)
Arm C: A4174 Colliters Way (SE)
Arm D: A38 Bridgwater Road (SW)

	B to D								B to C								C to C							
Time	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total
00:00	17	1	0	0	1	0	0	19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:15	10	1	0	0	1	0	0	12	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
00:30	5	2	0	0	1	0	0	8	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
00:45	10	2	0	0	0	0	0	12	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0
01:00	7	0	0	0	1	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15	8	0	0	0	0	0	0	8	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
01:30	4	0	0	0	1	0	0	5	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
01:45	4	0	0	1	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	11	0	0	0	0	0	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15	10	1	0	0	0	0	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	18	0	0	1	0	0	0	19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	12	0	0	0	1	0	0	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	20	1	0	0	0	0	0	21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15	22	0	0	0	0	0	0	22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	21	0	0	0	0	0	0	21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	32	0	0	0	1	0	0	33	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
04:00	38	0	0	0	0	0	0	38	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15	30	1	0	2	0	0	0	33	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30	29	3	0	0	1	0	0	33	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
04:45	35	3	0	0	0	1	0	39	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	29	1	1	0	0	0	0	31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15	41	0	0	0	1	0	0	42	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
05:30	46	2	0	0	0	0	0	48	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45	32	5	0	2	1	2	0	42	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	21	4	0	0	1	1	0	27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15	24	9	1	1	2	1	0	38	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30	27	7	1	0	2	0	0	37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45	30	7	0	0	2	1	0	40	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	38	13	1	0	1	0	3	56	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	54	18	0	1	1	1	0	75	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
07:30	61	10	0	2	3	1	1	78	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
07:45	53	18	3	0	1	0	0	75	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
08:00	58	10	0	0	1	2	0	71	1	0	0	1	0	0	0	2	0	0	0	0	0	0	0	0
08:15	66	16	2	1	3	1	0	89	1	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0
08:30	40	15	1	0	1	0	0	57	5	1	0	0	1	0	0	7	0	0	0	0	0	0	0	0
08:45	51	11	1	1	2	1	0	67	2	0	0	0	1	0	0	3	0	0	0	0	0	0	0	0
09:00	45	10	5	0	2	1	0	63	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
09:15	42	9	0	0	2	0	0	53	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
09:30	34	10	0	0	1	2	0	47	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
09:45	40	6	1	2	2	0	0	51	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
10:00	51	8	1	2	2	0	0	64	1	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0
10:15	48	7	1	1	1	1	0	59	1	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0
10:30	55	4	0	0	3	0	0	62	2	0	0	1	0	0	0	3	0	0	0	0	0	0	0	0
10:45	44	12	3	1	1	0	0	61	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0
11:00	45	9	1	1	1	0	0	57	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
11:15	45	9	1	2	2	1	0	60	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	46	10	2	0	1	0	0	59	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
11:45	31	4	0	1	2	0	0	38	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
12:00	52	7	0	1	3	1	0	64	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
12:15	46	11	0	0	1	0	0	58	2	1	0	1	0	0	0	4	0	0	0	0	0	0	0	0
12:30	59	12	3	2	2	0	0	78	2	1	0	0	0	0	0	3	0	0	0	0	0	0	0	0
12:45	49	9	1	3	1	0	0	63	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0
13:00	40	5	2	2	3	0	0	52	3	1	0	0	0	0	0	4	0	0	0	0	0	0	0	0
13:15	45	7	1	2	1	0	0	56	2	3	0	0	0	0	0	5	0	0	0	0	0	0	0	0
13:30	49	6	0	0	2	3	0	60	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
13:45	37	16	1	1	1	4	0	60	4	0	1	0	0	0	0	5	0	0	0	0	0	0	0	0
14:00	53	12	0	1	3	2	0	71	2	3	0	1	0	0	0	6	0	0	0	0	0	0	0	0
14:15	59	7	2	0	1	0	0	69	6	1	1	0	0	0	0	8	0	0	0	0	0	0	0	0
14:30	59	11	2	0	4	4	0	80	2	0	2	0	0	0	0	4	0	0	0	0	0	0	0	0
14:45	65	9	0	0	1	2	0	77	0	3	0	0	0	0	0	3	0	0	0	0	0	0	0	0
15:00	67	8	0	0	2	1	0	78	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
15:15	60	7	0	1	2	2	0	72	3	1	0	0	0	0	0	4	0	1	0	0	0	0	0	1
15:30	60	13	0	0	2	2	0	77	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
15:45	57	8	0	0	1	4	0	70	3	1	0	0	0	0	0	4	0	0	0	0	0	0	0	0
16:00	69	11	0	3	2	0	0	85	5	1	0	0	0	0	0	6	0	0	0	0	0	0	0	0
16:15	82	11	0	1	2	0	0	96	4	1	0	0	0	0	0	5	0	0	0	0	0	0	0	0
16:30	66	16	0	1	2	0	0	85	6	1	0	0	0	0	0	7	0	0	0	0	0	0	0	0
16:45	79	11	3	2	2	1	0	98	6	1	0	0	0	0	0	7	0	0	0	0	0	0	0	0
17:00	77	12	0	0	2	3	4	98	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
17:15	110	9	0	0	1	4	0	124	5	2	0	0	0	0	0	7	0	0	0	0	0	0	0	0
17:30	97	7	0	0	2	1	0	107	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0
17:45	79	9	0	0	2	4	1	95	4	3	0	0	0	0	0	7	0	0	0	0	0	0	0	0
18:00	80	4	0	1	0	2	0	87	7	2	0	0	0	0	0	9	0	0	0	0	0	0	0	0
18:15	79	5	0	0	0	4	0	88	6	1	0	0	0	0	0	7	2	0	0	0	0	0	0	2
18:30	73	5	0	0	3	3	2	86	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	65	6	0	0	1	3	0	75	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
19:00	60	3	0	0	2	3	0	68	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
19:15	46	7	0	0	0	0	0	53	6	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0
19:30	34	5	0	0	0	0	0	39	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0
19:45	32	3	0	0	1	0	0	36	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0
20:00	24	6	0	0	1	0	0	31	3	1	0	0	0	0	0	4	0	0	0	0	0	0	0	0
20:15	26	3	0	1	0	0	0	30	3	3	0	0	0	2	0	8	0	0	0	0	0	0	0	0
20:30	31	4	0	0	0	1	0	36	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
20:45	23	1	0	0	1	1	0	26	2	0	0	0	0	0	0	2	1	0	0	0	0	0	0	1
21:00	22	2	0	0	1	0	0	25	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
21:15	23	0	0	0	1	0	0	24	1	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
21:30	27	2	0	0	0	1	0	30	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0
21:45	20	1	0	0	1	1	0	23	2	0	0	0	0	0	0	2	1	0	0	0	0	0	0	1
22:00	25	1	0	0	1	0	0	27	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
22:15	24	0	0	0	1	2	0	27	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
22:30	26	0	0	0	0	0	0	26	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
22:45	27	2	0	0	0	0	0	29	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	17	2	0	0	2	0	0	21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:15	17	2	0	0	1	0	0	20	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
23:30	15	0	0	1	0	0	0	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:45	15	1	0	0	0	0	0	16	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0

Start Time	Rolling Hour							Total	Rolling Hour							Total	Rolling Hour							Total
00:00	42	6	0	0	3	0	0	51	2	1	0	0	0	0	0	3	0	0	0	0	0	0	0	0
00:15	32	5	0	0	3	0	0	40	2	1	0	0	0	0	0	3	0	0	0	0	0	0	0	0
00:30	30	4	0	0	2	0	0	36	2	1	0	0	0	0	0	3	0	0	0	0	0	0	0	0
00:45	29	2	0	0	2	0	0	33	2	1	0	0	0	0	0	3	0	0	0	0	0	0	0	0
01:00	23	0	0	1	2	0	0	26	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
01:15	27	0	0	1	1	0	0	29	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
01:30	29	1	0	1	1	0	0	32	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
01:45	43	1	0	2	0	0	0	46	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	51	1	0	1	1	0	0	54	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15	60	2	0	1	1	0	0	64	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	72	1	0	1	1	0	0	75	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	75	1	0	0	1	0	0	77	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	95	1	0	0	1	0	0	97	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
03:15	113	0	0	0	1	0	0	114	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
03:30	121	1	0	2	1	0	0	125	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
03:45	129	4	0	2	2	0	0	137	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
04:00	132	7	0	2	1	1	0	143	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
04:15	123	8	1	2	1	1	0	136	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
04:30	134	7	1	0	2	1	0	145	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
04:45	151	6	1	0	1	1	0	160	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
05:00	148	8	1	2	2	2	0	163	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
05:15	140	11	0	2	3	3	0	159	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
05:30	123	20	1	3	4	4	0	155	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45	104	25	2	3	6	4	0	144	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	102	27	2	1	7	3	0	142	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15	119	36	3	1	7	2	3	171	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30	149	45	2	1	6	2	3	208	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
06:45	183	48	1	3	7	3	4	249	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
07:00	206	59	4	3	6	2	4	284	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0
07:15	226	56	3	3	6	4	1	299	5	0	0	1	0	0	0	6	0	0	0	0	0	0	0	0
07:30	238	54	5	3	8	4	1	313	5	1	0	1	0	0	0	7	0	0	0	0	0	0	0	0
07:45	217	59	6	1	6	3	0	292	9	2	0	1	1	0	0	13	0	0	0	0	0	0	0	0
08:00	215	52	4	2	7	4	0	284	9	2	0	1	2	0	0	14	0	0	0	0	0	0	0	0
08:15	202	52	9	2	8	3	0	276	9	2	0	0	2	0	0	13	0	0	0	0	0	0	0	0
08:30	178	45	7	1	7	2	0	240	9	1	0	0	2	0	0	12	0	0	0	0	0	0	0	0
08:45	172	40	6	1	7	4	0	230	4	0	1	0	1	0	0	6	0	0	0	0	0	0	0	0
09:00	161	35	6	2	7	3	0	214	3	0	1	0	0	0	0	4	0	0	0	0	0	0	0	0
09:15	167	33	2	4	7	2	0	215	3	1	1	0	0	0	0	5	0	0	0	0	0	0	0	0
09:30	173	31	3	5	6	3	0	221	3	2	1	0	0	0	0	6	0	0	0	0	0	0	0	0
09:45	194	25	3	5	8	1	0	236	5	2	0	1	0	0	0	8	0	0	0	0	0	0	0	0
10:00	198	31	5	4	7	1	0	246	7	2	0	1	0	0	0	10	0	0	0	0	0	0	0	0
10:15	192	32	5	3	6	1	0	239	7	1	0	1	0	0	0	9	0	0	0	0	0	0	0	0
10:30	189	34	5	4	7	1	0	240	6	0	0	1	0	0	0	7	0	0	0	0	0	0	0	0
10:45	180	40	7	4	5	1	0	237	6	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0
11:00	167	32	4	4	6	1	0	214	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0
11:15	174	30	3	4	8	2	0	221	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0
11:30	175	32	2	2	7	1	0	219	6	1	0	1	0	0	0	8	0	0	0	0	0	0	0	0
11:45	188	34	3	4	8	1	0	238	6	2	0	1	0	0	0	9	0	0	0	0	0	0	0	0
12:00	206	39	4	6	7	1	0	263	9	2	0	1	0	0	0	12	0	0	0	0	0	0	0	0
12:15	194	37	6	7	7	0	0	251	11	3	0	1	0	0	0	15	0	0	0	0	0	0	0	0
12:30	193	33	7	9	7	0	0	249	11	5	0	0	0	0	0	16	0	0	0	0	0	0	0	0
12:45	183	27	4	7	7	3	0	231	11	4	0	0	0	0	0	15	0	0	0	0	0	0	0	0
13:00	171	34	4	5	7	7	0	228	11	4	1	0	0	0	0	16	0	0	0	0	0	0	0	0
13:15	184	41	2	4	7	9	0	247	10	6	1	1	0	0	0	18	0	0	0	0	0	0	0	0
13:30	198	41	3	2	7	9	0	260	14	4	2	1	0	0	0	21	0	0	0	0	0	0	0	0
13:45	208	46	5	2	9	10	0	280	14	4	4	1	0	0	0	23	0	0	0	0	0	0	0	0
14:00	236	39	4	1	9	8	0	297	10	7	3	1	0	0	0	21	0	0	0	0	0	0	0	0
14:15	250	35	4	0	8	7	0	304	10	4	3	0	0	0	0	17	0	0	0	0	0	0	0	0
14:30	251	35	2	1	9	9	0	307	7	4	2	0	0	0	0	13	0	1	0	0	0	0	0	1
14:45	252	37	0	1	7	7	0	304	7	4	0	0	0	0	0	11	0	1	0	0	0	0	0	1
15:00	244	36	0	1	7	9	0	297	10	2	0	0	0	0	0	12	0	1	0	0	0	0	0	1
15:15	246	39	0	4	7	8	0	304	13	3	0	0	0	0	0	16	0	1	0	0	0	0	0	1
15:30	268	43	0	4	7	6	0	328	14	3	0	0	0	0	0	17	0	0	0	0	0	0	0	0
15:45	274	46	0	5	7	4	0	336	18	4	0	0	0	0	0	22	0	0	0	0	0	0	0	0
16:00	296	49	3	7	8	1	0	364	21	4	0	0	0	0	0	25	0	0	0	0	0	0	0	0
16:15	304	50	3	4	8	4	4	377	18	3	0	0	0	0	0	21	0	0	0	0	0	0	0	0
16:30	332	48	3	3	7	8	4	405	19	4	0	0	0	0	0	23	0	0	0	0	0	0	0	0
16:45	363	39	3	2	7	9	4	427	16	3	0	0	0	0	0	19	0	0	0	0	0	0	0	0
17:00	363	37	0	0	7	12	5	424	14	5	0	0	0	0	0	19	0	0	0	0	0	0	0	0
17:15	366	29	0	1	5	11	1	413	19	7	0	0	0	0	0	26	0	0	0	0	0	0	0	0
17:30	335	25	0	1	4	11	1	377	20	6	0	0	0	0	0	26	2	0	0	0	0	0	0	2
17:45	311	23	0	1	5	13	3	356	17	6	0	0	0	0	0	23	2	0	0	0	0	0	0	2
18:00	297	20	0	1	4	12	2	336	14	3	0	0	0	0	0	17	2	0	0	0	0	0	0	2
18:15	277	19	0	0	6	13	2	317	9	1	0	0	0	0	0	10	2	0	0	0	0	0	0	2
18:30	244	21	0	0	6	9	2	282	9	0	0	0	0	0	0	9	0	0	0	0	0	0	0	0
18:45	205	21	0	0	3	6	0	235	12	0	0	0	0	0	0	12	0	0	0	0	0	0	0	0
19:00	172	18	0	0	3	3	0	196	14	0	0	0	0	0	0	14	0	0	0	0	0	0	0	0
19:15	136	21	0	0	2	0	0	159	15	1	0	0	0	0	0	16	0	0	0	0	0	0	0	0
19:30	116	17	0	1	2	0	0	136	12	4	0	0	0	2	0	18	0	0	0	0	0	0	0	0
19:45	113	16	0	1	2	1	0	133	11	4	0	0	0	2	0	17	0	0	0	0	0	0	0	0
20:00	104	14	0	1	2	2	0	123	10	4	0	0	0	2	0	16	1	0	0	0	0	0	0	1
20:15	102	10	0	1	2	2	0	117	8	3	0	0	0	2	0	13	1	0	0	0	0	0	0	1
20:30	99	7	0	0	3	2	0	111	6	0	0	0	0	0	0	6	1	1	0	0	0	0	0	2
20:45	95	5	0	0	3	2	0	105	8	0	0	0	0	0	0	8	1	1	0	0	0	0	0	2
21:00	92	5	0	0	3	2	0	102	8	0	0	0	0	0	0	8	1	1	0	0	0	0	0	2
21:15	95	4	0	0	3	2	0	104	9	0	0	0	0	0	0	9	1	1	0	0	0	0	0	2
21:30	96	4	0	0	3	4	0	107	10	0	0	0	0	0	0	10	1	0	0	0	0	0	0	1
21:45	95	2	0	0	3	3	0	103	7	0	0	0	0	0	0	7	1	0	0	0	0	0	0	1
22:00	102	3	0	0	2	2	0	109	5	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0
22:15	94	4	0	0	3	2	0	103	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0
22:30	87	6	0	0	3	0	0	96	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
22:45	76	6	0	1	3	0	0	86	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
23:00	64	5	0	1	3	0	0	73	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0

Intelligent Data Collection Limited

Client: Peter Brett Associates
Project Number: ID04020
Junction Number: Site 4

Date of Survey: 10.07.2018
Junction Name: Lime Kiln Roundabout
Junction Type: 4-arm Roundabout

Arm A: A4174 Colliters Way (NW)
Arm B: A38 Bridgwater Road (NE)
Arm C: A4174 Colliters Way (SE)
Arm D: A38 Bridgwater Road (SW)

	C to B								C to A								C to D							
Time	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total
00:00	0	0	0	0	0	0	0	0	5	1	0	0	0	0	0	6	3	0	0	1	0	0	0	4
00:15	0	0	0	0	0	0	0	0	2	1	0	2	0	0	0	5	9	0	0	0	0	0	0	9
00:30	0	0	0	0	0	0	0	0	4	0	1	0	0	0	0	5	2	1	0	0	0	0	0	3
00:45	0	0	0	0	0	0	0	0	3	0	0	1	0	0	0	4	6	0	0	0	0	0	0	6
01:00	0	0	0	0	0	0	0	0	2	0	0	1	0	0	0	3	7	0	0	0	0	0	0	7
01:15	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	4	7	0	0	0	0	0	0	7
01:30	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	13	0	0	0	1	0	0	14
01:45	1	0	0	0	0	0	0	1	0	1	0	2	0	0	0	3	6	0	0	0	0	0	0	6
02:00	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	6	0	0	0	0	1	0	7
02:15	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	9	0	0	0	1	0	0	10
02:30	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	9	0	0	0	0	0	0	9
02:45	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	4	0	0	0	0	0	0	4
03:00	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	11	2	0	0	0	0	0	13
03:15	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	8	1	0	1	0	0	0	10
03:30	0	0	0	0	0	0	0	0	4	1	0	0	0	0	0	5	9	0	1	0	0	0	0	10
03:45	0	0	0	0	0	0	0	0	5	0	0	0	1	0	0	6	12	0	0	0	1	0	0	13
04:00	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4	10	2	0	0	0	0	0	12
04:15	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	23	3	2	0	0	0	0	28
04:30	0	0	0	0	0	0	0	0	12	2	0	0	1	0	0	15	22	1	2	0	0	0	0	25
04:45	0	0	0	0	0	0	0	0	19	3	0	0	0	0	0	22	25	0	3	0	1	0	0	29
05:00	2	0	0	0	0	0	0	2	8	0	0	1	1	2	0	12	28	2	0	0	0	0	0	30
05:15	0	0	1	0	0	0	0	1	25	4	0	0	0	1	0	30	31	4	1	0	1	0	0	37
05:30	0	2	0	0	0	0	0	2	29	3	0	0	0	1	0	33	25	4	0	0	1	0	0	30
05:45	0	0	0	0	0	0	0	0	33	8	1	1	3	0	0	46	27	5	0	1	1	0	0	33
06:00	0	0	0	0	0	0	0	0	50	13	2	0	3	0	0	68	21	7	0	0	0	1	0	29
06:15	0	0	0	0	0	0	0	0	68	16	1	2	1	1	0	89	31	10	1	0	1	0	0	43
06:30	3	0	0	0	0	0	0	3	89	35	2	1	3	2	0	132	40	9	2	0	0	1	0	52
06:45	0	0	0	0	0	0	0	0	118	25	1	1	2	3	1	151	37	17	2	0	2	1	0	59
07:00	1	0	0	1	0	0	0	2	112	42	1	1	4	4	0	164	41	13	0	0	0	0	0	54
07:15	0	0	0	0	0	0	0	0	130	39	0	3	1	2	0	175	38	20	1	1	0	1	0	61
07:30	0	0	0	0	0	0	0	0	101	33	0	3	0	5	0	142	50	13	2	0	1	5	0	71
07:45	1	0	0	0	0	0	0	1	115	33	2	3	1	3	0	157	50	21	1	3	1	1	0	77
08:00	0	0	0	0	0	0	2	2	120	31	0	3	0	6	2	162	55	18	3	2	2	0	0	80
08:15	1	0	0	0	0	0	0	1	114	30	4	4	0	1	0	153	43	18	4	0	1	3	0	69
08:30	3	0	0	0	0	0	0	3	101	15	1	3	1	2	0	123	42	18	0	1	1	0	0	62
08:45	4	0	0	0	0	0	0	4	80	19	3	1	0	2	1	106	43	9	2	2	0	0	0	56
09:00	1	3	0	0	0	0	0	4	78	13	2	3	0	4	0	100	33	8	4	0	1	2	0	48
09:15	0	0	0	0	0	1	0	1	107	19	4	6	0	2	0	138	34	13	1	1	0	1	0	50
09:30	3	1	0	0	0	0	0	4	85	16	6	1	0	3	0	111	33	6	0	3	2	0	0	44
09:45	3	0	1	0	0	0	0	4	68	22	3	2	0	0	0	95	43	5	1	1	2	0	0	52
10:00	6	3	0	0	0	0	0	9	75	18	3	2	0	0	0	98	23	11	0	0	1	0	0	35
10:15	1	0	0	1	0	0	0	2	66	16	4	1	0	1	0	88	35	5	1	2	3	1	0	47
10:30	2	0	0	0	0	0	0	2	44	15	4	5	0	0	0	68	44	6	0	0	0	2	0	52
10:45	3	1	0	0	0	0	0	4	62	13	1	2	1	3	0	82	45	4	2	4	0	1	0	56
11:00	4	0	1	0	0	0	0	5	55	11	9	1	0	1	0	77	30	5	0	2	1	0	0	38
11:15	3	0	0	0	0	0	0	3	54	15	3	1	0	0	0	73	44	6	1	1	0	2	0	54
11:30	0	0	0	0	0	0	0	0	56	16	0	0	1	0	0	73	44	7	1	0	0	0	0	52
11:45	3	2	0	0	0	0	0	5	49	16	2	2	0	0	1	70	47	6	1	1	1	0	0	56
12:00	2	3	0	0	0	0	0	5	60	19	3	3	0	1	0	86	32	4	0	0	1	1	0	38
12:15	1	0	0	0	0	0	0	1	55	17	2	0	0	0	0	74	40	7	2	1	0	0	0	50
12:30	1	0	0	0	0	0	0	1	62	8	2	1	1	0	0	74	40	7	0	0	0	1	0	48
12:45	2	0	1	0	0	0	0	3	51	12	3	5	1	2	0	74	24	6	0	0	0	1	0	31
13:00	3	4	0	0	0	0	0	7	66	13	3	2	0	0	0	84	42	4	0	2	1	0	0	49
13:15	5	2	1	0	0	0	0	8	52	11	5	0	0	1	0	69	36	6	1	0	1	2	0	46
13:30	1	0	0	0	0	0	0	1	64	11	4	1	0	1	0	81	38	7	2	0	0	0	0	47
13:45	3	0	0	0	0	0	0	3	50	11	1	2	0	0	0	64	38	5	0	0	0	4	0	47
14:00	2	0	1	0	0	0	0	3	42	11	0	2	0	2	0	57	29	5	0	0	1	1	0	36
14:15	6	0	0	1	0	0	0	7	60	13	3	2	0	0	0	78	43	7	1	0	0	0	0	51
14:30	4	1	0	0	0	0	0	5	45	11	0	2	1	1	0	60	46	7	0	1	0	0	0	54
14:45	1	1	0	0	0	0	0	2	56	15	2	1	4	1	0	79	34	3	4	0	1	0	0	42
15:00	1	5	0	0	0	0	0	6	68	14	3	2	0	0	0	87	49	8	0	0	0	1	0	58
15:15	5	1	0	0	0	0	0	6	76	9	1	4	0	2	0	92	47	7	3	0	1	1	0	59
15:30	5	2	0	0	0	2	0	9	63	15	0	4	0	0	0	82	53	5	1	2	2	0	0	63
15:45	9	2	0	0	1	1	0	13	65	11	3	5	0	1	0	85	54	8	3	1	0	0	0	66
16:00	8	1	0	0	0	0	0	9	98	16	3	0	2	0	0	119	55	5	0	1	0	0	0	61
16:15	16	0	0	0	0	0	0	16	81	27	3	1	1	0	0	113	66	10	0	1	1	2	0	80
16:30	13	1	0	0	0	0	0	14	87	27	0	0	0	1	0	115	60	16	1	1	0	0	0	78
16:45	9	2	0	0	0	0	0	11	91	20	1	3	0	0	0	115	41	9	0	0	2	1	0	53
17:00	0	0	0	0	0	0	0	0	88	12	0	1	0	0	0	101	62	19	0	0	0	0	1	82
17:15	2	0	0	0	0	0	0	2	94	12	3	1	1	0	0	111	65	6	0	0	1	0	0	72
17:30	2	2	0	0	0	0	0	4	97	11	3	3	0	0	0	114	49	9	2	0	0	0	0	60
17:45	2	0	0	0	0	0	0	2	84	11	2	0	0	0	0	97	53	4	0	1	1	0	0	59
18:00	4	0	0	0	0	0	0	4	90	6	0	0	0	0	0	96	59	7	1	1	0	0	2	70
18:15	2	0	0	0	0	0	0	2	87	5	0	1	0	2	0	95	38	9	2	0	1	1	0	51
18:30	1	0	0	0	0	0	0	1	69	7	0	0	0	0	0	76	44	7	0	0	0	0	0	51
18:45	1	0	0	0	0	0	0	1	64	2	1	0	0	0	0	67	45	5	0	1	1	1	0	53
19:00	3	0	0	0	0	0	0	3	59	5	0	0	2	0	0	66	24	5	0	0	0	3	0	32
19:15	3	0	0	0	0	0	0	3	42	9	1	0	1	3	0	56	22	2	0	0	0	0	0	24
19:30	1	0	0	0	0	0	0	1	48	4	0	0	0	3	0	55	34	5	1	0	0	0	0	40
19:45	1	0	0	0	0	0	0	1	37	2	1	0	1	0	0	41	35	1	0	0	1	0	0	37
20:00	0	0	0	0	0	0	0	0	27	1	0	0	0	0	2	30	20	1	0	0	0	0	0	21
20:15	0	0	0	0	0	0	0	0	36	5	0	0	0	0	0	41	21	2	0	0	0	1	0	24
20:30	4	0	0	0	0	0	0	4	27	3	0	0	0	0	0	30	25	0	0	0	0	0	0	25
20:45	2	5	0	0	0	0	0	7	21	0	0	0	0	0	0	21	15	2	0	0	0	0	0	17
21:00	2	1	0	0	0	0	0	3	25	0	1	1	0	0	0	27	11	3	0	1	0	0	0	15
21:15	3	0	0	0	0	0	0	3	36	0	0	0	0	1	0	37	15	0	0	0	0	0	0	15
21:30	3	0	0	0	0	0	0	3	22	0	0	0	0	0	0	22	17	5	0	0	0	0	0	22
21:45	2	0	0	0	0	0	0	2	20	0	0	0	0	2	0	22	25	2	0	0	0	0	0	27
22:00	4	0	0	0	0	0	0	4	25	0	0	0	0	1	0	26	11	0	0	0	0	0	0	11
22:15	0	0	0	0	0	0	0	0	25	0	0	0	0	0	0	25	17	3	0	0	0	0	0	20
22:30	1	0	0	0	0	0	0	1	22	2	0	0	0	1	0	25	14	2	0	0	1	1	0	18
22:45	1	0	0	0	0	0	0	1	10	0	0	1	0	0	0	11	8	0	0	1	0	0	0	9
23:00	1	0	0	0	0	0	0	1	16	0	0	0	0	2	0	18	14	0	0	0	0	0	0	14
23:15	0	0	0	0	0	0	0	0	12	2	0	0	1	0	0	15	19	0	0	0	0	0	0	19
23:30	0	0	0	0	0	0	0	0	13	1	0	0	0	0	0	14	11	0	0	0	0	0	0	11
23:45	0	0	0	0	0	0	0	0	5	0	0	4	0	1	0	10	16	1	1	0	1	0	0	19

Start Time	Rolling Hour							Total	Rolling Hour							Total	Rolling Hour							Total
00:00	0	0	0	0	0	0	0	0	14	2	1	3	0	0	0	20	20	1	0	1	0	0	0	22
00:15	0	0	0	0	0	0	0	0	11	1	1	4	0	0	0	17	24	1	0	0	0	0	0	25
00:30	0	0	0	0	0	0	0	0	11	2	1	2	0	0	0	16	22	1	0	0	0	0	0	23
00:45	0	0	0	0	0	0	0	0	7	2	0	3	0	0	0	12	33	0	0	0	1	0	0	34
01:00	1	0	0	0	0	0	0	1	4	3	0	4	0	0	0	11	33	0	0	0	1	0	0	34
01:15	1	0	0	0	0	0	0	1	5	3	0	3	0	0	0	11	32	0	0	0	1	1	0	34
01:30	1	0	0	0	0	0	0	1	5	1	0	3	0	0	0	9	34	0	0	0	2	1	0	37
01:45	1	0	0	0	0	0	0	1	7	1	0	2	0	0	0	10	30	0	0	0	1	1	0	32
02:00	0	0	0	0	0	0	0	0	7	1	0	0	0	0	0	8	28	0	0	0	1	1	0	30
02:15	0	0	0	0	0	0	0	0	6	1	0	0	0	0	0	7	33	2	0	0	1	0	0	36
02:30	0	0	0	0	0	0	0	0	7	1	0	0	0	0	0	8	32	3	0	1	0	0	0	36
02:45	0	0	0	0	0	0	0	0	9	2	0	0	0	0	0	11	32	3	1	1	0	0	0	37
03:00	0	0	0	0	0	0	0	0	14	1	0	0	1	0	0	16	40	3	1	1	1	0	0	46
03:15	0	0	0	0	0	0	0	0	16	1	0	0	1	0	0	18	39	3	1	1	1	0	0	45
03:30	0	0	0	0	0	0	0	0	15	1	0	0	1	0	0	17	54	5	3	0	1	0	0	63
03:45	0	0	0	0	0	0	0	0	23	2	0	0	2	0	0	27	67	6	4	0	1	0	0	78
04:00	0	0	0	0	0	0	0	0	37	5	0	0	1	0	0	43	80	6	7	0	1	0	0	94
04:15	2	0	0	0	0	0	0	2	41	5	0	1	2	2	0	51	98	6	7	0	1	0	0	112
04:30	2	0	1	0	0	0	0	3	64	9	0	1	2	3	0	79	106	7	6	0	2	0	0	121
04:45	2	2	1	0	0	0	0	5	81	10	0	1	1	4	0	97	109	10	4	0	3	0	0	126
05:00	2	2	1	0	0	0	0	5	95	15	1	2	4	4	0	121	111	15	1	1	2	0	0	130
05:15	0	2	1	0	0	0	0	3	137	28	3	1	6	2	0	177	104	20	1	1	2	1	0	129
05:30	0	2	0	0	0	0	0	2	180	40	4	3	7	2	0	236	104	26	1	1	2	1	0	135
05:45	3	0	0	0	0	0	0	3	240	72	6	4	10	3	0	335	119	31	3	1	1	2	0	157
06:00	3	0	0	0	0	0	0	3	325	89	6	4	9	6	1	440	129	43	5	0	3	3	0	183
06:15	4	0	0	1	0	0	0	5	387	118	5	5	10	10	1	536	149	49	5	0	3	2	0	208
06:30	4	0	0	1	0	0	0	5	449	141	4	6	10	11	1	622	156	59	5	1	2	3	0	226
06:45	1	0	0	1	0	0	0	2	461	139	2	8	7	14	1	632	166	63	5	1	3	7	0	245
07:00	2	0	0	1	0	0	0	3	458	147	3	10	6	14	0	638	179	67	4	4	2	7	0	263
07:15	1	0	0	0	0	0	2	3	466	136	2	12	2	16	2	636	193	72	7	6	4	7	0	289
07:30	2	0	0	0	0	0	2	4	450	127	6	13	1	15	2	614	198	70	10	5	5	9	0	297
07:45	5	0	0	0	0	0	2	7	450	109	7	13	2	12	2	595	190	75	8	6	5	4	0	288
08:00	8	0	0	0	0	0	2	10	415	95	8	11	1	11	3	544	183	63	9	5	4	3	0	267
08:15	9	3	0	0	0	0	0	12	373	77	10	11	1	9	1	482	161	53	10	3	3	5	0	235
08:30	8	3	0	0	0	1	0	12	366	66	10	13	1	10	1	467	152	48	7	4	2	3	0	216
08:45	8	4	0	0	0	1	0	13	350	67	15	11	0	11	1	455	143	36	7	6	3	3	0	198
09:00	7	4	1	0	0	1	0	13	338	70	15	12	0	9	0	444	143	32	6	5	5	3	0	194
09:15	12	4	1	0	0	1	0	18	335	75	16	11	0	5	0	442	133	35	2	5	5	1	0	181
09:30	13	4	1	1	0	0	0	19	294	72	16	6	0	4	0	392	134	27	2	6	8	1	0	178
09:45	12	3	1	1	0	0	0	17	253	71	14	10	0	1	0	349	145	27	2	3	6	3	0	186
10:00	12	4	0	1	0	0	0	17	247	62	12	10	1	4	0	336	147	26	3	6	4	4	0	190
10:15	10	1	1	1	0	0	0	13	227	55	18	9	1	5	0	315	154	20	3	8	4	4	0	193
10:30	12	1	1	0	0	0	0	14	215	54	17	9	1	4	0	300	163	21	3	7	1	5	0	200
10:45	10	1	1	0	0	0	0	12	227	55	13	4	2	4	0	305	163	22	4	7	1	3	0	200
11:00	10	2	1	0	0	0	0	13	214	58	14	4	1	1	1	293	165	24	3	4	2	2	0	200
11:15	8	5	0	0	0	0	0	13	219	66	8	6	1	1	1	302	167	23	3	2	2	3	0	200
11:30	6	5	0	0	0	0	0	11	220	68	7	5	1	1	1	303	163	24	4	2	2	1	0	196
11:45	7	5	0	0	0	0	0	12	226	60	9	6	1	1	1	304	159	24	3	2	2	2	0	192
12:00	6	3	1	0	0	0	0	10	228	56	10	9	2	3	0	308	136	24	2	1	1	3	0	167
12:15	7	4	1	0	0	0	0	12	234	50	10	8	2	2	0	306	146	24	2	3	1	2	0	178
12:30	11	6	2	0	0	0	0	19	231	44	13	8	2	3	0	301	142	23	1	2	2	4	0	174
12:45	11	6	2	0	0	0	0	19	233	47	15	8	1	4	0	308	140	23	3	2	2	3	0	173
13:00	12	6	1	0	0	0	0	19	232	46	13	5	0	2	0	298	154	22	3	2	2	6	0	189
13:15	11	2	2	0	0	0	0	15	208	44	10	5	0	4	0	271	141	23	3	0	2	7	0	176
13:30	12	0	1	1	0	0	0	14	216	46	8	7	0	3	0	280	148	24	3	0	1	5	0	181
13:45	15	1	1	1	0	0	0	18	197	46	4	8	1	3	0	259	156	24	1	1	1	5	0	188
14:00	13	2	1	1	0	0	0	17	203	50	5	7	5	4	0	274	152	22	5	1	2	1	0	183
14:15	12	7	0	1	0	0	0	20	229	53	8	7	5	2	0	304	172	25	5	1	1	1	0	205
14:30	11	8	0	0	0	0	0	19	245	49	6	9	5	4	0	318	176	25	7	1	2	2	0	213
14:45	12	9	0	0	0	2	0	23	263	53	6	11	4	3	0	340	183	23	8	2	4	2	0	222
15:00	20	10	0	0	1	3	0	34	272	49	7	15	0	3	0	346	203	28	7	3	3	2	0	246
15:15	27	6	0	0	1	3	0	37	302	51	7	13	2	3	0	378	209	25	7	4	3	1	0	249
15:30	38	5	0	0	1	3	0	47	307	69	9	10	3	1	0	399	228	28	4	5	3	2	0	270
15:45	46	4	0	0	1	1	0	52	331	81	9	6	3	2	0	432	235	39	4	4	1	2	0	285
16:00	46	4	0	0	0	0	0	50	357	90	7	4	3	1	0	462	222	40	1	3	3	3	0	272
16:15	38	3	0	0	0	0	0	41	347	86	4	5	1	1	0	444	229	54	1	2	3	3	1	293
16:30	24	3	0	0	0	0	0	27	360	71	4	5	1	1	0	442	228	50	1	1	3	1	1	285
16:45	13	4	0	0	0	0	0	17	370	55	7	8	1	0	0	441	217	43	2	0	3	1	1	267
17:00	6	2	0	0	0	0	0	8	363	46	8	5	1	0	0	423	229	38	2	1	2	0	1	273
17:15	10	2	0	0	0	0	0	12	365	40	8	4	1	0	0	418	226	26	3	2	2	0	2	261
17:30	10	2	0	0	0	0	0	12	358	33	5	4	0	2	0	402	199	29	5	2	2	1	2	240
17:45	9	0	0	0	0	0	0	9	330	29	2	1	0	2	0	364	194	27	3	2	2	1	2	231
18:00	8	0	0	0	0	0	0	8	310	20	1	1	0	2	0	334	186	28	3	2	2	2	2	225
18:15	7	0	0	0	0	0	0	7	279	19	1	1	2	2	0	304	151	26	2	1	2	5	0	187
18:30	8	0	0	0	0	0	0	8	234	23	2	0	3	3	0	265	135	19	0	1	1	4	0	160
18:45	8	0	0	0	0	0	0	8	213	20	2	0	3	6	0	244	125	17	1	1	1	4	0	149
19:00	8	0	0	0	0	0	0	8	186	20	2	0	4	6	0	218	115	13	1	0	1	3	0	133
19:15	5	0	0	0	0	0	0	5	154	16	2	0	2	6	2	182	111	9	1	0	1	0	0	122
19:30	2	0	0	0	0	0	0	2	148	12	1	0	1	3	2	167	110	9	1	0	1	1	0	122
19:45	5	0	0	0	0	0	0	5	127	11	1	0	1	0	2	142	101	4	0	0	1	1	0	107
20:00	6	5	0	0	0	0	0	11	111	9	0	0	0	0	2	122	81	5	0	0	0	1	0	87
20:15	8	6	0	0	0	0	0	14	109	8	1	1	0	0	0	119	72	7	0	1	0	1	0	81
20:30	11	6	0	0	0	0	0	17	109	3	1	1	0	1	0	115	66	5	0	1	0	0	0	72
20:45	10	6	0	0	0	0	0	16	104	0	1	1	0	1	0	107	58	10	0	1	0	0	0	69
21:00	10	1	0	0	0	0	0	11	103	0	1	1	0	3	0	108	68	10	0	1	0	0	0	79
21:15	12	0	0	0	0	0	0	12	103	0	0	0	0	4	0	107	68	7	0	0	0	0	0	75
21:30	9	0	0	0	0	0	0	9	92	0	0	0	0	3	0	95	70	10	0	0	0	0	0	80
21:45	7	0	0	0	0	0	0	7	92	2	0	0	0	4	0	98	67	7	0	0	1	1	0	76
22:00	6	0	0	0	0	0	0	6	82	2	0	1	0	2	0	87	50	5	0	1	1	1	0	58
22:15	3	0	0	0	0	0	0	3	73	2	0	1	0	3	0	79	53	5	0	1	1	1	0	61
22:30	3	0	0	0	0	0	0	3	60	4	0	1	1	3	0	69	55	2	0	1	1	1	0	60
22:45	2	0	0	0	0	0	0	2	51	3	0	1	1	2	0	58	52	0	0	1	0	0	0	53
23:00	1	0	0	0	0	0	0	1	46	3	0	4	1	3	0	57	60	1	1	0	1	0	0	63

Intelligent Data Collection Limited

Client: Peter Brett Associates
Project Number: ID04020
Junction Number: Site 4

Date of Survey: 10.07.2018
Junction Name: Lime Kiln Roundabout
Junction Type: 4-arm Roundabout

Arm A: A4174 Colliters Way (NW)
Arm B: A38 Bridgwater Road (NE)
Arm C: A4174 Colliters Way (SE)
Arm D: A38 Bridgwater Road (SW)

	D to D								D to C								D to B							
Time	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total
00:00	0	0	0	0	0	0	0	0	15	0	0	0	0	0	0	15	24	2	0	0	2	0	0	28
00:15	0	0	0	0	0	0	0	0	8	1	0	0	1	0	0	10	19	0	0	0	1	0	0	20
00:30	0	0	0	0	0	0	0	0	5	3	0	1	0	0	0	9	18	3	0	0	0	0	0	21
00:45	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	7	10	1	0	0	1	0	0	12
01:00	0	0	0	0	0	0	0	0	11	1	0	0	0	0	0	12	17	0	0	0	0	0	0	17
01:15	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	9	0	0	0	0	0	0	9
01:30	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	3	5	0	0	0	1	0	0	6
01:45	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	7	5	1	0	0	0	0	0	6
02:00	0	0	0	0	0	0	0	0	7	0	0	0	1	0	0	8	11	1	0	0	0	0	0	12
02:15	0	0	0	0	0	0	0	0	14	1	0	0	0	0	0	15	17	0	0	0	0	0	0	17
02:30	0	0	0	0	0	0	0	0	12	0	1	0	0	0	0	13	18	0	0	0	0	0	0	18
02:45	0	0	0	0	0	0	0	0	15	1	0	0	0	0	0	16	10	1	0	0	0	0	0	11
03:00	0	0	0	0	0	0	0	0	2	0	0	0	1	0	0	3	13	0	0	0	1	0	0	14
03:15	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	7	9	0	0	0	0	0	0	9
03:30	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	9	0	0	0	0	0	0	9
03:45	0	0	0	0	0	0	0	0	5	2	0	0	0	0	0	7	4	0	1	0	0	0	0	5
04:00	0	0	0	0	0	0	0	0	8	0	0	0	0	0	0	8	17	0	0	0	1	0	0	18
04:15	0	0	0	0	0	0	0	0	13	0	1	0	0	0	0	14	19	2	0	0	0	0	0	21
04:30	0	0	0	0	0	0	0	0	10	0	0	0	0	0	0	10	24	1	0	0	0	0	0	25
04:45	0	0	0	0	0	0	0	0	9	2	0	1	0	0	0	12	21	0	0	0	0	2	0	23
05:00	0	0	0	0	0	0	0	0	21	0	0	1	1	0	0	23	28	3	0	0	1	0	0	32
05:15	0	0	0	0	0	0	0	0	15	2	0	1	0	0	0	18	37	2	0	2	0	0	0	41
05:30	0	0	0	0	0	0	0	0	12	1	0	0	0	0	0	13	34	3	0	0	1	0	0	38
05:45	0	0	0	0	0	0	0	0	18	0	0	0	0	0	0	18	31	3	0	1	1	0	0	36
06:00	0	0	0	0	0	0	0	0	19	5	0	0	1	0	0	25	41	2	3	3	1	0	0	50
06:15	0	0	0	0	0	0	0	0	24	4	0	0	0	0	0	28	43	1	2	1	1	1	0	49
06:30	0	0	0	0	0	0	0	0	26	7	2	0	0	0	0	35	52	7	1	0	0	1	0	61
06:45	0	0	0	0	0	0	0	0	40	7	0	0	2	1	0	50	43	9	0	3	1	1	0	57
07:00	0	0	0	0	0	0	0	0	22	7	2	1	1	0	0	33	67	19	0	2	2	2	0	92
07:15	0	0	0	0	0	0	0	0	35	14	1	1	0	1	0	52	75	12	0	0	0	0	0	87
07:30	0	0	0	0	0	0	0	0	55	8	1	0	1	0	0	65	87	23	2	2	2	0	0	116
07:45	0	0	0	0	0	0	0	0	43	14	1	3	0	2	0	63	121	15	1	0	2	1	0	140
08:00	0	0	0	0	0	0	0	0	36	12	0	2	1	0	0	51	118	12	1	0	2	5	5	143
08:15	0	0	0	0	0	0	0	0	49	10	2	2	0	0	0	63	84	10	1	1	1	1	0	98
08:30	0	0	0	0	0	0	0	0	49	8	2	0	1	2	0	62	70	9	1	0	2	1	3	86
08:45	0	0	0	0	0	0	0	0	28	18	1	2	0	1	0	50	101	2	0	2	1	5	0	111
09:00	2	0	0	0	0	0	0	2	43	4	2	0	1	0	0	50	65	15	0	0	2	2	2	86
09:15	0	1	0	0	0	0	0	1	28	7	3	1	0	0	0	39	61	14	0	2	2	0	0	79
09:30	1	1	0	0	0	0	0	2	33	12	2	0	0	0	0	47	52	10	2	0	2	0	0	66
09:45	0	0	0	0	0	0	0	0	29	6	1	1	0	0	0	37	45	10	3	0	2	0	0	60
10:00	0	0	0	0	0	0	0	0	29	5	0	0	1	0	0	35	42	11	1	3	2	2	0	61
10:15	0	0	0	0	0	0	0	0	28	1	1	0	0	2	0	32	46	5	2	0	2	0	0	55
10:30	0	0	0	0	0	0	0	0	21	4	0	2	0	0	0	27	61	9	2	2	4	1	0	79
10:45	1	0	0	0	0	0	0	1	35	2	1	2	1	1	0	42	70	11	0	2	1	1	0	85
11:00	0	0	0	0	0	0	0	0	31	3	3	0	1	0	0	38	68	13	0	0	2	1	0	84
11:15	0	0	0	0	0	0	0	0	24	9	1	0	0	0	0	34	37	11	1	2	1	0	0	52
11:30	0	0	0	0	0	0	0	0	23	8	1	3	2	0	0	37	36	12	0	1	2	0	3	54
11:45	0	0	0	0	0	0	0	0	37	12	0	0	0	1	0	50	51	15	3	2	2	0	0	73
12:00	2	0	0	0	0	0	0	2	27	2	2	0	2	0	0	33	68	9	0	0	2	1	0	80
12:15	0	0	0	0	0	0	0	0	31	5	0	0	0	1	0	37	46	18	2	1	2	2	0	71
12:30	0	0	0	0	0	0	0	0	30	2	0	0	1	0	0	33	39	9	0	2	1	1	0	52
12:45	0	0	0	0	0	0	0	0	33	10	0	1	0	0	0	44	32	5	2	0	1	1	0	41
13:00	1	0	0	0	0	0	0	1	28	3	0	1	1	0	0	33	45	16	0	0	3	0	0	64
13:15	0	0	0	0	0	0	0	0	34	6	2	1	0	3	0	46	51	10	2	0	1	1	0	65
13:30	2	0	0	0	0	0	0	2	40	5	1	0	1	0	0	47	53	13	2	0	2	1	0	71
13:45	1	0	0	0	0	0	0	1	42	5	0	0	1	1	0	49	61	9	1	2	0	0	0	73
14:00	0	0	0	0	0	0	0	0	45	3	0	1	1	0	0	50	56	10	1	0	2	0	0	69
14:15	1	0	0	0	0	0	0	1	42	12	1	0	0	1	0	56	65	8	0	0	1	1	0	75
14:30	0	0	0	0	0	0	0	0	53	8	1	1	1	0	0	64	66	6	2	0	2	2	0	78
14:45	1	0	0	0	0	0	0	1	41	8	2	0	0	0	0	51	48	13	1	0	1	0	0	63
15:00	0	0	0	0	0	0	0	0	46	8	1	2	1	2	0	60	46	8	1	0	2	3	0	60
15:15	1	0	0	0	0	0	0	1	52	4	2	3	0	0	0	61	73	4	1	0	2	2	0	82
15:30	0	0	0	0	0	0	0	0	39	14	2	0	1	2	0	58	58	12	0	2	2	2	0	76
15:45	0	0	0	0	0	0	0	0	48	17	2	0	0	0	0	67	50	11	1	0	2	0	0	64
16:00	1	1	0	0	0	0	0	2	47	9	0	0	1	1	0	58	59	17	0	0	3	0	0	79
16:15	0	0	0	0	0	0	0	0	40	10	1	1	0	1	0	53	47	13	1	0	1	1	0	63
16:30	0	0	0	0	0	0	0	0	54	11	1	0	0	0	0	66	57	16	1	1	0	3	0	78
16:45	0	1	0	0	0	0	0	1	48	12	0	0	1	0	0	61	72	15	1	0	2	2	0	92
17:00	0	0	0	0	0	0	0	0	55	11	0	2	1	0	0	69	66	9	0	0	1	0	0	76
17:15	0	0	0	0	0	0	0	0	47	15	0	0	3	1	0	66	80	15	1	2	0	0	0	98
17:30	0	0	0	0	0	0	0	0	42	6	1	0	0	0	0	49	58	10	0	0	2	1	0	71
17:45	0	0	0	0	0	0	0	0	49	15	2	0	0	1	0	67	72	14	0	0	0	1	0	87
18:00	1	0	0	0	0	0	0	1	46	8	1	1	1	0	0	57	57	13	1	0	2	0	0	73
18:15	1	0	0	0	0	0	0	1	25	6	0	0	1	3	0	35	61	9	1	0	2	2	0	75
18:30	0	0	0	0	0	0	0	0	50	9	0	0	0	1	0	60	61	6	0	0	3	0	0	70
18:45	0	0	0	0	0	0	0	0	46	9	0	0	1	0	0	56	54	12	0	0	2	0	0	68
19:00	0	0	0	0	0	0	0	0	25	2	0	0	0	2	0	29	50	15	0	0	1	3	1	70
19:15	0	0	0	0	0	0	0	0	25	6	0	0	1	0	0	32	34	4	0	0	1	0	3	42
19:30	0	0	0	0	0	0	0	0	26	4	0	0	1	0	0	31	39	3	0	0	2	3	0	47
19:45	0	0	0	0	0	0	0	0	23	3	1	0	0	0	0	27	44	8	0	0	0	0	1	53
20:00	0	0	0	0	0	0	0	0	33	3	0	0	0	2	0	38	56	4	0	0	2	1	0	63
20:15	0	0	0	0	0	0	0	0	28	0	0	0	1	0	0	29	37	4	0	0	1	1	0	43
20:30	0	0	0	0	0	0	0	0	31	3	0	0	0	0	0	34	34	2	0	0	1	0	0	37
20:45	0	0	0	0	0	0	0	0	16	5	1	0	0	0	0	22	18	2	0	0	1	0	0	21
21:00	0	0	0	0	0	0	0	0	17	2	0	0	1	1	0	21	27	5	0	0	0	0	0	32
21:15	0	0	0	0	0	0	0	0	27	2	0	0	0	0	0	29	30	6	0	0	1	0	1	38
21:30	0	0	0	0	0	0	0	0	11	2	0	0	0	0	0	13	20	0	0	0	1	1	1	23
21:45	0	0	0	0	0	0	0	0	25	4	0	0	0	1	0	30	22	3	0	0	1	5	0	31
22:00	0	0	0	0	0	0	0	0	10	0	0	0	1	0	0	11	14	3	0	0	0	0	0	17
22:15	0	0	0	0	0	0	0	0	15	0	0	2	0	0	0	17	35	4	0	0	1	0	0	40
22:30	0	0	0	0	0	0	0	0	14	0	0	0	2	0	0	16	25	2	0	0	1	1	0	29
22:45	0	0	0	0	0	0	0	0	21	0	0	0	0	0	0	21	25	3	0	0	1	2	0	31
23:00	0	0	0	0	0	0	0	0	17	2	0	0	1	0	0	20	12	1	0	0	0	2	0	15
23:15	0	0	0	0	0	0	0	0	16	0	0	0	0	1	0	17	35	1	0	0	1	0	0	37
23:30	0	0	0	0	0	0	0	0	17	3	0	0	0	0	0	20	26	0	0	0	0	0	0	26
23:45	0	0	0	0	0	0	0	0	12	1	0	0	0	0	0	13	29	3	0	0	2	0	0	34

Start Time	Rolling Hour							Total	Rolling Hour							Total	Rolling Hour							Total
00:00	0	0	0	0	0	0	0	0	35	4	0	1	1	0	0	41	71	6	0	0	4	0	0	81
00:15	0	0	0	0	0	0	0	0	31	5	0	1	1	0	0	38	64	4	0	0	2	0	0	70
00:30	0	0	0	0	0	0	0	0	26	4	0	1	0	0	0	31	54	4	0	0	1	0	0	59
00:45	0	0	0	0	0	0	0	0	22	3	0	0	0	0	0	25	41	1	0	0	2	0	0	44
01:00	0	0	0	0	0	0	0	0	22	3	0	0	0	0	0	25	36	1	0	0	1	0	0	38
01:15	0	0	0	0	0	0	0	0	18	2	0	0	1	0	0	21	30	2	0	0	1	0	0	33
01:30	0	0	0	0	0	0	0	0	29	3	0	0	1	0	0	33	38	2	0	0	1	0	0	41
01:45	0	0	0	0	0	0	0	0	40	1	1	0	1	0	0	43	51	2	0	0	0	0	0	53
02:00	0	0	0	0	0	0	0	0	48	2	1	0	1	0	0	52	56	2	0	0	0	0	0	58
02:15	0	0	0	0	0	0	0	0	43	2	1	0	1	0	0	47	58	1	0	0	1	0	0	60
02:30	0	0	0	0	0	0	0	0	36	1	1	0	1	0	0	39	50	1	0	0	1	0	0	52
02:45	0	0	0	0	0	0	0	0	26	1	0	0	1	0	0	28	41	1	0	0	1	0	0	43
03:00	0	0	0	0	0	0	0	0	16	2	0	0	1	0	0	19	35	0	1	0	1	0	0	37
03:15	0	0	0	0	0	0	0	0	22	2	0	0	0	0	0	24	39	0	1	0	1	0	0	41
03:30	0	0	0	0	0	0	0	0	28	2	1	0	0	0	0	31	49	2	1	0	1	0	0	53
03:45	0	0	0	0	0	0	0	0	36	2	1	0	0	0	0	39	64	3	1	0	1	0	0	69
04:00	0	0	0	0	0	0	0	0	40	2	1	1	0	0	0	44	81	3	0	0	1	2	0	87
04:15	0	0	0	0	0	0	0	0	53	2	1	2	1	0	0	59	92	6	0	0	1	2	0	101
04:30	0	0	0	0	0	0	0	0	55	4	0	3	1	0	0	63	110	6	0	2	1	2	0	121
04:45	0	0	0	0	0	0	0	0	57	5	0	3	1	0	0	66	120	8	0	2	2	2	0	134
05:00	0	0	0	0	0	0	0	0	66	3	0	2	1	0	0	72	130	11	0	3	3	0	0	147
05:15	0	0	0	0	0	0	0	0	64	8	0	1	1	0	0	74	143	10	3	6	3	0	0	165
05:30	0	0	0	0	0	0	0	0	73	10	0	0	1	0	0	84	149	9	5	5	4	1	0	173
05:45	0	0	0	0	0	0	0	0	87	16	2	0	1	0	0	106	167	13	6	5	3	2	0	196
06:00	0	0	0	0	0	0	0	0	109	23	2	0	3	1	0	138	179	19	6	7	3	3	0	217
06:15	0	0	0	0	0	0	0	0	112	25	4	1	3	1	0	146	205	36	3	6	4	5	0	259
06:30	0	0	0	0	0	0	0	0	123	35	5	2	3	2	0	170	237	47	1	5	3	4	0	297
06:45	0	0	0	0	0	0	0	0	152	36	4	2	4	2	0	200	272	63	2	7	5	3	0	352
07:00	0	0	0	0	0	0	0	0	155	43	5	5	2	3	0	213	350	69	3	4	6	3	0	435
07:15	0	0	0	0	0	0	0	0	169	48	3	6	2	3	0	231	401	62	4	2	6	6	5	486
07:30	0	0	0	0	0	0	0	0	183	44	4	7	2	2	0	242	410	60	5	3	7	7	5	497
07:45	0	0	0	0	0	0	0	0	177	44	5	7	2	4	0	239	393	46	4	1	7	8	8	467
08:00	0	0	0	0	0	0	0	0	162	48	5	6	2	3	0	226	373	33	3	3	6	12	8	438
08:15	2	0	0	0	0	0	0	2	169	40	7	4	2	3	0	225	320	36	2	3	6	9	5	381
08:30	2	1	0	0	0	0	0	3	148	37	8	3	2	3	0	201	297	40	1	4	7	8	5	362
08:45	3	2	0	0	0	0	0	5	132	41	8	3	1	1	0	186	279	41	2	4	7	7	2	342
09:00	3	2	0	0	0	0	0	5	133	29	8	2	1	0	0	173	223	49	5	2	8	2	2	291
09:15	1	2	0	0	0	0	0	3	119	30	6	2	1	0	0	158	200	45	6	5	8	2	0	266
09:30	1	1	0	0	0	0	0	2	119	24	4	1	1	2	0	151	185	36	8	3	8	2	0	242
09:45	0	0	0	0	0	0	0	0	107	16	2	3	1	2	0	131	194	35	8	5	10	3	0	255
10:00	1	0	0	0	0	0	0	1	113	12	2	4	2	3	0	136	219	36	5	7	9	4	0	280
10:15	1	0	0	0	0	0	0	1	115	10	5	4	2	3	0	139	245	38	4	4	9	3	0	303
10:30	1	0	0	0	0	0	0	1	111	18	5	4	2	1	0	141	236	44	3	6	8	3	0	300
10:45	1	0	0	0	0	0	0	1	113	22	6	5	4	1	0	151	211	47	1	5	6	2	3	275
11:00	0	0	0	0	0	0	0	0	115	32	5	3	3	1	0	159	192	51	4	5	7	1	3	263
11:15	2	0	0	0	0	0	0	2	111	31	4	3	4	1	0	154	192	47	4	5	7	1	3	259
11:30	2	0	0	0	0	0	0	2	118	27	3	3	4	2	0	157	201	54	5	4	8	3	3	278
11:45	2	0	0	0	0	0	0	2	125	21	2	0	3	2	0	153	204	51	5	5	7	4	0	276
12:00	2	0	0	0	0	0	0	2	121	19	2	1	3	1	0	147	185	41	4	3	6	5	0	244
12:15	1	0	0	0	0	0	0	1	122	20	0	2	2	1	0	147	162	48	4	3	7	4	0	228
12:30	1	0	0	0	0	0	0	1	125	21	2	3	2	3	0	156	167	40	4	2	6	3	0	222
12:45	3	0	0	0	0	0	0	3	135	24	3	3	2	3	0	170	181	44	6	0	7	3	0	241
13:00	4	0	0	0	0	0	0	4	144	19	3	2	3	4	0	175	210	48	5	2	6	2	0	273
13:15	3	0	0	0	0	0	0	3	161	19	3	2	3	4	0	192	221	42	6	2	5	2	0	278
13:30	4	0	0	0	0	0	0	4	169	25	2	1	3	2	0	202	235	40	4	2	5	2	0	288
13:45	2	0	0	0	0	0	0	2	182	28	2	2	3	2	0	219	248	33	4	2	5	3	0	295
14:00	2	0	0	0	0	0	0	2	181	31	4	2	2	1	0	221	235	37	4	0	6	3	0	285
14:15	2	0	0	0	0	0	0	2	182	36	5	3	2	3	0	231	225	35	4	0	6	6	0	276
14:30	2	0	0	0	0	0	0	2	192	28	6	6	2	2	0	236	233	31	5	0	7	7	0	283
14:45	2	0	0	0	0	0	0	2	178	34	7	5	2	4	0	230	225	37	3	2	7	7	0	281
15:00	1	0	0	0	0	0	0	1	185	43	7	5	2	4	0	246	227	35	3	2	8	7	0	282
15:15	2	1	0	0	0	0	0	3	186	44	6	3	2	3	0	244	240	44	2	2	9	4	0	301
15:30	1	1	0	0	0	0	0	2	174	50	5	1	2	4	0	236	214	53	2	2	8	3	0	282
15:45	1	1	0	0	0	0	0	2	189	47	4	1	1	2	0	244	213	57	3	1	6	4	0	284
16:00	1	2	0	0	0	0	0	3	189	42	2	1	2	2	0	238	235	61	3	1	6	6	0	312
16:15	0	1	0	0	0	0	0	1	197	44	2	3	2	1	0	249	242	53	3	1	4	6	0	309
16:30	0	1	0	0	0	0	0	1	204	49	1	2	5	1	0	262	275	55	3	3	3	5	0	344
16:45	0	1	0	0	0	0	0	1	192	44	1	2	5	1	0	245	276	49	2	2	5	3	0	337
17:00	0	0	0	0	0	0	0	0	193	47	3	2	4	2	0	251	276	48	1	2	3	2	0	332
17:15	1	0	0	0	0	0	0	1	184	44	4	1	4	2	0	239	267	52	2	2	4	2	0	329
17:30	2	0	0	0	0	0	0	2	162	35	4	1	2	4	0	208	248	46	2	0	6	4	0	306
17:45	2	0	0	0	0	0	0	2	170	38	3	1	2	5	0	219	251	42	2	0	7	3	0	305
18:00	2	0	0	0	0	0	0	2	167	32	1	1	3	4	0	208	233	40	2	0	9	2	0	286
18:15	1	0	0	0	0	0	0	1	146	26	0	0	2	6	0	180	226	42	1	0	8	5	1	283
18:30	0	0	0	0	0	0	0	0	146	26	0	0	2	3	0	177	199	37	0	0	7	3	4	250
18:45	0	0	0	0	0	0	0	0	122	21	0	0	3	2	0	148	177	34	0	0	6	6	4	227
19:00	0	0	0	0	0	0	0	0	99	15	1	0	2	2	0	119	167	30	0	0	4	6	5	212
19:15	0	0	0	0	0	0	0	0	107	16	1	0	2	2	0	128	173	19	0	0	5	4	4	205
19:30	0	0	0	0	0	0	0	0	110	10	1	0	2	2	0	125	176	19	0	0	5	5	1	206
19:45	0	0	0	0	0	0	0	0	115	9	1	0	1	2	0	128	171	18	0	0	4	2	1	196
20:00	0	0	0	0	0	0	0	0	108	11	1	0	1	2	0	123	145	12	0	0	5	2	0	164
20:15	0	0	0	0	0	0	0	0	92	10	1	0	2	1	0	106	116	13	0	0	3	1	0	133
20:30	0	0	0	0	0	0	0	0	91	12	1	0	1	1	0	106	109	15	0	0	3	0	1	128
20:45	0	0	0	0	0	0	0	0	71	11	1	0	1	1	0	85	95	13	0	0	3	1	2	114
21:00	0	0	0	0	0	0	0	0	80	10	0	0	1	2	0	93	99	14	0	0	3	6	2	124
21:15	0	0	0	0	0	0	0	0	73	8	0	0	1	1	0	83	86	12	0	0	3	6	2	109
21:30	0	0	0	0	0	0	0	0	61	6	0	2	1	1	0	71	91	10	0	0	3	6	1	111
21:45	0	0	0	0	0	0	0	0	64	4	0	2	1	3	0	74	96	12	0	0	3	6	0	117
22:00	0	0	0	0	0	0	0	0	60	0	0	2	1	2	0	65	99	12	0	0	3	3	0	117
22:15	0	0	0	0	0	0	0	0	67	2	0	2	1	2	0	74	97	10	0	0	3	5	0	115
22:30	0	0	0	0	0	0	0	0	68	2	0	0	1	3	0	74	97	7	0	0	3	5	0	112
22:45	0	0	0	0	0	0	0	0	71	5	0	0	1	1	0	78	98	5	0	0	2	4	0	109
23:00	0	0	0	0	0	0	0	0	62	6	0	0	1	1	0	70	102	5	0	0	3	2	0	112

Intelligent Data Collection Limited

Client: Peter Brett Associates
Project Number: ID04020
Junction Number: Site 4

Date of Survey: 10.07.2018
Junction Name: Lime Kiln Roundabout
Junction Type: 4-arm Roundabout

Arm A: A4174 Colliters Way (NW)
Arm B: A38 Bridgwater Road (NE)
Arm C: A4174 Colliters Way (SE)
Arm D: A38 Bridgwater Road (SW)

	D to A							
Time	**Cars**	**LGV**	**OGV1**	**OGV2**	**Buses**	**M/C**	**Cycle**	**Total**
00:00	43	4	1	0	0	0	0	48
00:15	23	1	0	0	3	0	0	27
00:30	13	0	1	1	0	0	0	15
00:45	24	2	0	0	0	0	0	26
01:00	23	3	0	0	0	0	0	26
01:15	18	2	0	0	0	0	0	20
01:30	12	1	0	0	0	0	0	13
01:45	30	4	0	0	0	0	0	34
02:00	26	0	0	0	0	0	0	26
02:15	34	3	0	0	1	0	0	38
02:30	43	5	0	0	0	0	0	48
02:45	32	0	0	0	0	0	0	32
03:00	31	2	0	0	0	0	0	33
03:15	25	1	0	0	0	0	0	26
03:30	21	0	0	0	0	0	0	21
03:45	26	0	0	0	0	0	0	26
04:00	28	0	0	1	1	0	0	30
04:15	39	0	2	0	1	0	0	42
04:30	19	0	0	0	0	0	0	19
04:45	17	1	0	0	0	0	0	18
05:00	39	2	2	1	0	0	0	44
05:15	37	0	0	1	0	0	0	38
05:30	40	3	0	2	0	0	0	45
05:45	29	4	0	2	0	2	0	37
06:00	39	3	0	3	1	2	2	50
06:15	52	4	2	3	1	1	1	64
06:30	59	8	1	7	0	2	0	77
06:45	65	17	0	9	0	1	0	92
07:00	105	14	0	2	0	1	0	122
07:15	105	14	2	4	3	1	0	129
07:30	91	17	2	3	0	4	1	118
07:45	80	10	0	2	1	0	0	93
08:00	86	13	4	3	0	2	2	110
08:15	95	12	0	1	1	2	0	111
08:30	72	5	0	7	1	0	1	86
08:45	66	5	0	1	0	1	0	73
09:00	99	7	4	2	0	0	0	112
09:15	73	10	2	3	1	1	2	92
09:30	60	9	8	5	1	0	0	83
09:45	58	7	3	3	4	0	0	75
10:00	54	6	2	2	0	0	0	64
10:15	58	2	2	2	0	0	0	64
10:30	92	8	1	2	0	0	0	103
10:45	88	10	0	0	2	1	0	101
11:00	65	11	2	3	0	3	0	84
11:15	69	5	0	3	0	1	0	78
11:30	69	7	4	4	0	0	0	84
11:45	52	6	3	0	0	0	0	61
12:00	48	4	0	1	1	0	0	54
12:15	49	12	3	2	0	1	0	67
12:30	70	7	0	1	1	1	0	80
12:45	68	8	0	2	2	1	0	81
13:00	59	2	3	2	0	1	0	67
13:15	90	8	2	3	1	1	0	105
13:30	68	5	1	1	0	0	0	75
13:45	80	8	0	2	4	1	0	95
14:00	58	3	3	4	1	0	0	69
14:15	82	5	0	3	0	0	0	90
14:30	73	7	3	2	1	0	0	86
14:45	56	9	3	2	2	2	0	74
15:00	59	5	2	2	1	1	0	70
15:15	80	8	1	0	0	0	0	89
15:30	67	17	0	1	2	0	2	89
15:45	56	9	1	0	1	0	0	67
16:00	62	7	2	2	2	1	0	76
16:15	76	3	0	2	2	2	2	87
16:30	68	10	0	2	0	0	0	80
16:45	70	12	0	0	0	0	0	82
17:00	60	4	1	1	1	1	0	68
17:15	58	7	1	0	0	1	0	67
17:30	67	6	2	0	2	0	0	77
17:45	70	2	1	1	2	0	0	76
18:00	66	8	0	1	1	0	0	76
18:15	68	7	0	0	1	1	0	77
18:30	106	6	1	0	0	0	0	113
18:45	73	10	0	1	1	0	0	85
19:00	67	0	0	0	0	0	0	67
19:15	63	4	0	1	1	0	0	69
19:30	45	2	0	3	0	0	0	50
19:45	63	3	0	0	1	0	1	68
20:00	59	3	1	1	0	0	0	64
20:15	45	0	0	0	1	0	0	46
20:30	35	0	0	0	0	0	0	35
20:45	26	3	0	0	0	0	0	29
21:00	31	3	0	0	0	0	0	34
21:15	65	0	0	0	0	0	0	65
21:30	25	4	0	1	0	0	0	30
21:45	17	0	0	0	1	0	0	18
22:00	23	0	0	0	1	1	0	25
22:15	41	0	0	2	0	0	0	43
22:30	57	3	0	0	0	0	0	60
22:45	30	2	0	1	0	0	0	33
23:00	28	1	0	0	0	0	0	29
23:15	54	3	0	0	0	0	0	57
23:30	50	2	0	0	0	1	0	53
23:45	52	1	0	1	2	0	0	56

Start Time	Rolling Hour							Total
00:00	103	7	2	1	3	0	0	116
00:15	83	6	1	1	3	0	0	94
00:30	78	7	1	1	0	0	0	87
00:45	77	8	0	0	0	0	0	85
01:00	83	10	0	0	0	0	0	93
01:15	86	7	0	0	0	0	0	93
01:30	102	8	0	0	1	0	0	111
01:45	133	12	0	0	1	0	0	146
02:00	135	8	0	0	1	0	0	144
02:15	140	10	0	0	1	0	0	151
02:30	131	8	0	0	0	0	0	139
02:45	109	3	0	0	0	0	0	112
03:00	103	3	0	0	0	0	0	106
03:15	100	1	0	1	1	0	0	103
03:30	114	0	2	1	2	0	0	119
03:45	112	0	2	1	2	0	0	117
04:00	103	1	2	1	2	0	0	109
04:15	114	3	4	1	1	0	0	123
04:30	112	3	2	2	0	0	0	119
04:45	133	6	2	4	0	0	0	145
05:00	145	9	2	6	0	2	0	164
05:15	145	10	0	8	1	4	2	170
05:30	160	14	2	10	2	5	3	196
05:45	179	19	3	15	2	7	3	228
06:00	215	32	3	22	2	6	3	283
06:15	281	43	3	21	1	5	1	355
06:30	334	53	3	22	3	5	0	420
06:45	366	62	4	18	3	7	1	461
07:00	381	55	4	11	4	6	1	462
07:15	362	54	8	12	4	7	3	450
07:30	352	52	6	9	2	8	3	432
07:45	333	40	4	13	3	4	3	400
08:00	319	35	4	12	2	5	3	380
08:15	332	29	4	11	2	3	1	382
08:30	310	27	6	13	2	2	3	363
08:45	298	31	14	11	2	2	2	360
09:00	290	33	17	13	6	1	2	362
09:15	245	32	15	13	6	1	2	314
09:30	230	24	15	12	5	0	0	286
09:45	262	23	8	9	4	0	0	306
10:00	292	26	5	6	2	1	0	332
10:15	303	31	5	7	2	4	0	352
10:30	314	34	3	8	2	5	0	366
10:45	291	33	6	10	2	5	0	347
11:00	255	29	9	10	0	4	0	307
11:15	238	22	7	8	1	1	0	277
11:30	218	29	10	7	1	1	0	266
11:45	219	29	6	4	2	2	0	262
12:00	235	31	3	6	4	3	0	282
12:15	246	29	6	7	3	4	0	295
12:30	287	25	5	8	4	4	0	333
12:45	285	23	6	8	3	3	0	328
13:00	297	23	6	8	5	3	0	342
13:15	296	24	6	10	6	2	0	344
13:30	288	21	4	10	5	1	0	329
13:45	293	23	6	11	6	1	0	340
14:00	269	24	9	11	4	2	0	319
14:15	270	26	8	9	4	3	0	320
14:30	268	29	9	6	4	3	0	319
14:45	262	39	6	5	5	3	2	322
15:00	262	39	4	3	4	1	2	315
15:15	265	41	4	3	5	1	2	321
15:30	261	36	3	5	7	3	4	319
15:45	262	29	3	6	5	3	2	310
16:00	276	32	2	6	4	3	2	325
16:15	274	29	1	5	3	3	2	317
16:30	256	33	2	3	1	2	0	297
16:45	255	29	4	1	3	2	0	294
17:00	255	19	5	2	5	2	0	288
17:15	261	23	4	2	5	1	0	296
17:30	271	23	3	2	6	1	0	306
17:45	310	23	2	2	4	1	0	342
18:00	313	31	1	2	3	1	0	351
18:15	314	23	1	1	2	1	0	342
18:30	309	20	1	2	2	0	0	334
18:45	248	16	0	5	2	0	0	271
19:00	238	9	0	4	2	0	1	254
19:15	230	12	1	5	2	0	1	251
19:30	212	8	1	4	2	0	1	228
19:45	202	6	1	1	2	0	1	213
20:00	165	6	1	1	1	0	0	174
20:15	137	6	0	0	1	0	0	144
20:30	157	6	0	0	0	0	0	163
20:45	147	10	0	1	0	0	0	158
21:00	138	7	0	1	1	0	0	147
21:15	130	4	0	1	2	1	0	138
21:30	106	4	0	3	2	1	0	116
21:45	138	3	0	2	2	1	0	146
22:00	151	5	0	3	1	1	0	161
22:15	156	6	0	3	0	0	0	165
22:30	169	9	0	1	0	0	0	179
22:45	162	8	0	1	0	1	0	172
23:00	184	7	0	1	2	1	0	195

Intelligent Data Collection Limited

Client: Peter Brett Associates
Project Number: ID04020
Junction Number: Site 4

Date of Survey: 10.07.2018
Junction Name: Lime Kiln Roundabout
Junction Type: 4-arm Roundabout

	Arm A Approach								Arm A Exit							
Time	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total
00:00	21	1	0	0	0	0	0	22	48	5	1	0	0	0	0	54
00:15	28	1	0	0	0	0	0	29	25	2	0	2	3	0	0	32
00:30	18	0	0	0	0	0	0	18	17	0	2	1	0	0	0	20
00:45	14	4	0	0	0	0	0	18	27	2	0	1	0	0	0	30
01:00	15	0	0	0	0	0	0	15	25	3	0	1	0	0	0	29
01:15	22	0	0	0	0	0	0	22	20	4	0	0	0	0	0	24
01:30	16	2	0	0	1	0	0	19	12	2	0	1	0	0	0	15
01:45	20	0	0	0	1	0	0	21	31	5	0	2	0	0	0	38
02:00	14	2	0	0	0	0	0	16	29	0	0	0	0	0	0	29
02:15	17	1	2	0	0	0	0	20	36	4	0	0	1	0	0	41
02:30	11	2	0	0	0	0	0	13	45	5	0	0	0	0	0	50
02:45	16	0	0	0	0	0	0	16	32	1	0	0	0	0	0	33
03:00	25	0	1	0	0	0	0	26	33	2	0	0	0	0	0	35
03:15	21	2	0	0	0	0	0	23	28	1	0	0	0	0	0	29
03:30	42	0	0	0	0	1	0	43	26	2	0	0	0	0	0	28
03:45	37	0	0	0	2	0	0	39	31	0	0	0	1	0	0	32
04:00	50	2	0	1	0	0	0	53	33	0	0	1	1	0	0	35
04:15	41	5	1	3	0	1	0	51	41	0	2	0	1	0	0	44
04:30	60	3	1	1	1	0	0	66	31	2	0	0	1	0	0	34
04:45	66	2	0	1	1	1	0	71	36	4	0	0	0	0	0	40
05:00	69	6	0	1	0	0	0	76	49	2	2	2	1	2	0	58
05:15	77	8	1	2	0	2	0	90	64	4	0	1	0	1	0	70
05:30	74	4	1	4	1	0	0	84	71	6	0	2	0	1	0	80
05:45	61	6	0	3	1	0	0	71	72	13	1	3	3	2	0	94
06:00	53	5	3	4	0	0	0	65	96	18	2	3	4	2	2	127
06:15	76	13	2	2	1	1	0	95	123	24	3	5	2	2	1	160
06:30	81	10	0	2	3	1	0	97	157	48	3	8	3	4	0	223
06:45	82	19	0	4	1	0	0	106	196	48	1	10	2	4	1	262
07:00	105	17	2	7	1	0	0	132	247	60	1	3	4	5	0	320
07:15	126	28	3	5	0	0	0	162	262	58	2	7	4	3	0	336
07:30	152	28	6	3	0	0	0	189	209	59	2	6	0	10	1	287
07:45	171	36	7	3	1	2	0	220	223	52	3	5	2	3	0	288
08:00	178	28	6	7	1	2	0	222	234	48	4	6	0	8	4	304
08:15	155	27	10	5	0	4	0	201	232	47	5	5	1	3	0	293
08:30	171	22	3	5	2	0	0	203	192	27	1	10	2	2	1	235
08:45	135	34	8	5	2	3	0	187	162	27	4	2	0	3	1	199
09:00	135	21	4	4	3	1	0	168	194	24	7	5	0	4	0	234
09:15	130	24	3	7	0	1	0	165	208	31	6	9	1	3	2	260
09:30	121	24	1	3	0	3	0	152	158	28	14	6	1	3	0	210
09:45	130	25	8	5	2	0	0	170	133	33	6	6	4	0	0	182
10:00	129	22	5	6	1	1	0	164	138	26	7	4	0	0	0	175
10:15	110	30	2	4	0	0	0	146	133	23	6	3	0	1	0	166
10:30	161	23	3	6	0	1	0	194	148	23	5	7	0	0	0	183
10:45	117	17	4	5	4	2	0	149	159	27	2	2	3	4	0	197
11:00	133	19	8	1	0	0	0	161	135	27	12	4	0	4	0	182
11:15	144	20	5	7	1	0	0	177	132	24	3	4	0	1	0	164
11:30	133	25	3	2	1	0	0	164	138	25	4	4	1	0	0	172
11:45	141	23	4	8	2	3	0	181	112	24	5	3	0	0	1	145
12:00	127	25	5	6	2	2	0	167	123	29	5	4	1	1	0	163
12:15	128	37	8	2	1	1	0	177	116	32	5	2	0	2	0	157
12:30	132	19	4	4	0	0	0	159	146	19	2	4	2	1	0	174
12:45	123	19	8	4	2	7	0	163	130	20	3	7	3	4	0	167
13:00	124	31	5	3	0	4	0	167	130	22	7	4	0	1	0	164
13:15	133	26	2	6	0	1	0	168	154	22	8	3	1	2	0	190
13:30	147	26	4	6	0	4	0	187	141	19	6	2	0	1	0	169
13:45	135	37	7	2	1	1	0	183	138	22	1	4	4	1	0	170
14:00	146	25	7	2	1	0	0	181	113	17	3	6	1	2	0	142
14:15	164	27	1	5	2	3	1	203	155	19	3	6	0	0	0	183
14:30	185	42	7	4	3	4	0	245	134	19	5	4	2	1	0	165
14:45	196	40	3	9	4	3	0	255	128	29	5	3	7	3	0	175
15:00	180	32	4	5	1	3	0	225	142	28	7	4	1	1	0	183
15:15	146	30	6	5	3	1	0	191	168	19	2	4	0	2	0	195
15:30	213	55	5	1	0	5	0	279	140	35	0	5	2	0	2	184
15:45	211	51	7	13	1	4	0	287	136	22	6	5	1	1	0	171
16:00	229	45	5	3	1	5	0	288	205	31	6	2	4	1	0	249
16:15	252	59	7	1	0	2	0	321	209	35	3	3	3	2	2	257
16:30	259	40	1	2	0	6	0	308	207	43	0	2	0	1	0	253
16:45	231	36	2	2	0	4	0	275	196	38	1	3	0	1	0	239
17:00	225	39	2	1	2	6	0	275	188	19	1	2	1	2	2	215
17:15	219	27	3	1	1	8	1	260	189	22	5	1	1	5	0	223
17:30	251	24	1	3	0	4	2	285	205	20	5	3	2	0	0	235
17:45	225	23	0	1	0	3	2	254	186	16	3	1	2	1	0	209
18:00	254	14	3	2	0	4	0	277	182	18	0	1	1	1	0	203
18:15	227	18	1	3	2	7	0	258	180	14	0	1	1	4	0	200
18:30	223	21	1	4	0	4	3	256	187	14	1	0	0	1	0	203
18:45	181	15	1	1	1	2	0	201	146	12	1	1	1	0	0	161
19:00	158	14	1	0	2	2	0	177	140	6	0	0	2	0	0	148
19:15	131	12	0	2	3	0	1	149	120	14	1	1	2	3	0	141
19:30	110	10	0	1	0	0	1	122	108	6	0	3	0	3	0	120
19:45	95	14	0	2	2	0	0	113	103	8	1	0	2	0	1	115
20:00	99	5	0	0	2	0	0	106	93	4	1	1	0	0	2	101
20:15	91	4	0	0	2	2	0	99	84	5	0	0	1	0	0	90
20:30	98	14	0	1	0	1	0	114	69	3	0	0	0	0	0	72
20:45	57	4	0	1	1	2	0	65	54	7	0	0	0	0	0	61
21:00	80	4	1	2	1	0	0	88	66	3	1	1	0	0	0	71
21:15	81	5	0	0	2	1	0	89	112	4	0	0	0	1	0	117
21:30	51	2	0	2	0	1	0	56	53	4	0	1	0	0	0	58
21:45	65	4	0	3	1	1	0	74	41	0	0	0	1	2	0	44
22:00	80	10	0	1	0	1	0	92	50	0	0	0	1	4	0	55
22:15	75	9	0	0	0	1	0	85	70	0	0	2	0	0	0	72
22:30	68	1	1	3	0	0	0	73	85	5	0	0	0	1	0	91
22:45	50	3	0	0	0	1	0	54	44	2	0	2	0	0	0	48
23:00	55	5	0	1	0	0	0	61	49	1	0	0	0	2	0	52
23:15	41	1	0	1	0	0	0	43	66	5	0	0	1	0	0	72
23:30	40	0	0	1	3	0	0	44	65	3	0	0	0	1	0	69
23:45	31	3	0	1	0	0	0	35	59	1	1	5	2	1	0	69

Start Time	Rolling Hour							Total	Rolling Hour							Total
00:00	81	6	0	0	0	0	0	87	117	9	3	4	3	0	0	136
00:15	75	5	0	0	0	0	0	80	94	7	2	5	3	0	0	111
00:30	69	4	0	0	0	0	0	73	89	9	2	3	0	0	0	103
00:45	67	6	0	0	1	0	0	74	84	11	0	3	0	0	0	98
01:00	73	2	0	0	2	0	0	77	88	14	0	4	0	0	0	106
01:15	72	4	0	0	2	0	0	78	92	11	0	3	0	0	0	106
01:30	67	5	2	0	2	0	0	76	108	11	0	3	1	0	0	123
01:45	62	5	2	0	1	0	0	70	141	14	0	2	1	0	0	158
02:00	58	5	2	0	0	0	0	65	142	10	0	0	1	0	0	153
02:15	69	3	3	0	0	0	0	75	146	12	0	0	1	0	0	159
02:30	73	4	1	0	0	0	0	78	138	9	0	0	0	0	0	147
02:45	104	2	1	0	0	1	0	108	119	6	0	0	0	0	0	125
03:00	125	2	1	0	2	1	0	131	118	5	0	0	1	0	0	124
03:15	150	4	0	1	2	1	0	158	118	3	0	1	2	0	0	124
03:30	170	7	1	4	2	2	0	186	131	2	2	1	3	0	0	139
03:45	188	10	2	5	3	1	0	209	136	2	2	1	4	0	0	145
04:00	217	12	2	6	2	2	0	241	141	6	2	1	3	0	0	153
04:15	236	16	2	6	2	2	0	264	157	8	4	2	3	2	0	176
04:30	272	19	2	5	2	3	0	303	180	12	2	3	2	3	0	202
04:45	286	20	2	8	2	3	0	321	220	16	2	5	1	4	0	248
05:00	281	24	2	10	2	2	0	321	256	25	3	8	4	6	0	302
05:15	265	23	5	13	2	2	0	310	303	41	3	9	7	6	2	371
05:30	264	28	6	13	3	1	0	315	362	61	6	13	9	7	3	461
05:45	271	34	5	11	5	2	0	328	448	103	9	19	12	10	3	604
06:00	292	47	5	12	5	2	0	363	572	138	9	26	11	12	4	772
06:15	344	59	4	15	6	2	0	430	723	180	8	26	11	15	2	965
06:30	394	74	5	18	5	1	0	497	862	214	7	28	13	16	1	1141
06:45	465	92	11	19	2	0	0	589	914	225	6	26	10	22	2	1205
07:00	554	109	18	18	2	2	0	703	941	229	8	21	10	21	1	1231
07:15	627	120	22	18	2	4	0	793	928	217	11	24	6	24	5	1215
07:30	656	119	29	18	2	8	0	832	898	206	14	22	3	24	5	1172
07:45	675	113	26	20	4	8	0	846	881	174	13	26	5	16	5	1120
08:00	639	111	27	22	5	9	0	813	820	149	14	23	3	16	6	1031
08:15	596	104	25	19	7	8	0	759	780	125	17	22	3	12	2	961
08:30	571	101	18	21	7	5	0	723	756	109	18	26	3	12	4	928
08:45	521	103	16	19	5	8	0	672	722	110	31	22	2	13	3	903
09:00	516	94	16	19	5	5	0	655	693	116	33	26	6	10	2	886
09:15	510	95	17	21	3	5	0	651	637	118	33	25	6	6	2	827
09:30	490	101	16	18	3	4	0	632	562	110	33	19	5	4	0	733
09:45	530	100	18	21	3	2	0	674	552	105	24	20	4	1	0	706
10:00	517	92	14	21	5	4	0	653	578	99	20	16	3	5	0	721
10:15	521	89	17	16	4	3	0	650	575	100	25	16	3	9	0	728
10:30	555	79	20	19	5	3	0	681	574	101	22	17	3	9	0	726
10:45	527	81	20	15	6	2	0	651	564	103	21	14	4	9	0	715
11:00	551	87	20	18	4	3	0	683	517	100	24	15	1	5	1	663
11:15	545	93	17	23	6	5	0	689	505	102	17	15	2	2	1	644
11:30	529	110	20	18	6	6	0	689	489	110	19	13	2	3	1	637
11:45	528	104	21	20	5	6	0	684	497	104	17	13	3	4	1	639
12:00	510	100	25	16	5	10	0	666	515	100	15	17	6	8	0	661
12:15	507	106	25	13	3	12	0	666	522	93	17	17	5	8	0	662
12:30	512	95	19	17	2	12	0	657	560	83	20	18	6	8	0	695
12:45	527	102	19	19	2	16	0	685	555	83	24	16	4	8	0	690
13:00	539	120	18	17	1	10	0	705	563	85	22	13	5	5	0	693
13:15	561	114	20	16	2	6	0	719	546	80	18	15	6	6	0	671
13:30	592	115	19	15	4	8	1	754	547	77	13	18	5	4	0	664
13:45	630	131	22	13	7	8	1	812	540	77	12	20	7	4	0	660
14:00	691	134	18	20	10	10	1	884	530	84	16	19	10	6	0	665
14:15	725	141	15	23	10	13	1	928	559	95	20	17	10	5	0	706
14:30	707	144	20	23	11	11	0	916	572	95	19	15	10	7	0	718
14:45	735	157	18	20	8	12	0	950	578	111	14	16	10	6	2	737
15:00	750	168	22	24	5	13	0	982	586	104	15	18	4	4	2	733
15:15	799	181	23	22	5	15	0	1045	649	107	14	16	7	4	2	799
15:30	905	210	24	18	2	16	0	1175	690	123	15	15	10	4	4	861
15:45	951	195	20	19	2	17	0	1204	757	131	15	12	8	5	2	930
16:00	971	180	15	8	1	17	0	1192	817	147	10	10	7	5	2	998
16:15	967	174	12	6	2	18	0	1179	800	135	5	10	4	6	4	964
16:30	934	142	8	6	3	24	1	1118	780	122	7	8	2	9	2	930
16:45	926	126	8	7	3	22	3	1095	778	99	12	9	4	8	2	912
17:00	920	113	6	6	3	21	5	1074	768	77	14	7	6	8	2	882
17:15	949	88	7	7	1	19	5	1076	762	76	13	6	6	7	0	870
17:30	957	79	5	9	2	18	4	1074	753	68	8	6	6	6	0	847
17:45	929	76	5	10	2	18	5	1045	735	62	4	3	4	7	0	815
18:00	885	68	6	10	3	17	3	992	695	58	2	3	3	6	0	767
18:15	789	68	4	8	5	15	3	892	653	46	2	2	4	5	0	712
18:30	693	62	3	7	6	8	4	783	593	46	3	2	5	4	0	653
18:45	580	51	2	4	6	4	2	649	514	38	2	5	5	6	0	570
19:00	494	50	1	5	7	2	2	561	471	34	2	4	6	6	1	524
19:15	435	41	0	5	7	0	2	490	424	32	3	5	4	6	3	477
19:30	395	33	0	3	6	2	1	440	388	23	2	4	3	3	3	426
19:45	383	37	0	3	6	3	0	432	349	20	2	1	3	0	3	378
20:00	345	27	0	2	5	5	0	384	300	19	1	1	1	0	2	324
20:15	326	26	1	4	4	5	0	366	273	18	1	1	1	0	0	294
20:30	316	27	1	4	4	4	0	356	301	17	1	1	0	1	0	321
20:45	269	15	1	5	4	4	0	298	285	18	1	2	0	1	0	307
21:00	277	15	1	7	4	3	0	307	272	11	1	2	1	3	0	290
21:15	277	21	0	6	3	4	0	311	256	8	0	1	2	7	0	274
21:30	271	25	0	6	1	4	0	307	214	4	0	3	2	6	0	229
21:45	288	24	1	7	1	3	0	324	246	5	0	2	2	7	0	262
22:00	273	23	1	4	0	3	0	304	249	7	0	4	1	5	0	266
22:15	248	18	1	4	0	2	0	273	248	8	0	4	0	3	0	263
22:30	214	10	1	5	0	1	0	231	244	13	0	2	1	3	0	263
22:45	186	9	0	3	3	1	0	202	224	11	0	2	1	3	0	241
23:00	167	9	0	4	3	0	0	183	239	10	1	5	3	4	0	262

Intelligent Data Collection Limited

Client: Peter Brett Associates
Project Number: ID04020
Junction Number: Site 4

Date of Survey: 10.07.2018
Junction Name: Lime Kiln Roundabout
Junction Type: 4-arm Roundabout

	Arm B Approach								Arm B Exit							
Time	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total
00:00	17	1	0	0	1	0	0	19	24	2	0	0	2	0	0	28
00:15	12	1	0	0	1	0	0	14	20	0	0	0	1	0	0	21
00:30	6	2	0	0	1	0	0	9	18	3	0	0	0	0	0	21
00:45	10	3	0	0	0	0	0	13	10	1	0	0	1	0	0	12
01:00	8	0	0	0	1	0	0	9	18	0	0	0	0	0	0	18
01:15	9	0	0	0	0	0	0	9	10	0	0	0	0	0	0	10
01:30	5	1	0	0	1	0	0	7	5	0	0	0	1	0	0	6
01:45	5	0	0	1	0	0	0	6	7	1	0	0	0	0	0	8
02:00	11	0	0	0	0	0	0	11	12	1	0	0	0	0	0	13
02:15	10	2	0	0	0	0	0	12	17	0	0	0	0	0	0	17
02:30	18	0	0	1	0	0	0	19	18	0	0	0	0	0	0	18
02:45	12	0	0	0	1	0	0	13	11	1	0	0	0	0	0	12
03:00	20	1	0	0	0	0	0	21	13	0	0	0	1	0	0	14
03:15	22	0	0	0	0	0	0	22	9	0	0	0	0	0	0	9
03:30	22	1	0	0	0	0	0	23	9	0	0	0	0	0	0	9
03:45	33	0	0	0	1	0	0	34	4	0	1	0	0	0	0	5
04:00	39	0	0	0	0	0	0	39	18	0	0	0	1	0	0	19
04:15	30	1	0	2	0	0	0	33	19	2	0	0	0	0	0	21
04:30	30	3	0	0	1	0	0	34	24	1	0	0	0	0	0	25
04:45	35	3	0	0	0	1	0	39	21	0	0	0	0	2	0	23
05:00	31	1	1	0	0	0	0	33	31	3	0	0	1	0	0	35
05:15	44	0	0	0	1	0	0	45	38	2	1	2	0	0	0	43
05:30	48	2	0	0	0	0	0	50	34	5	0	1	1	0	0	41
05:45	42	6	0	2	1	2	0	53	33	4	0	1	1	0	0	39
06:00	28	6	0	0	1	1	0	36	43	4	3	3	1	0	0	54
06:15	27	13	1	1	2	1	0	45	47	3	2	1	1	1	0	55
06:30	36	12	1	0	2	0	0	51	62	8	1	0	0	1	0	72
06:45	43	13	0	0	2	1	0	59	54	11	0	3	1	1	0	70
07:00	68	17	1	0	1	0	3	90	77	21	0	3	2	2	0	105
07:15	81	23	0	1	1	1	0	107	91	16	0	0	0	0	0	107
07:30	79	19	0	2	3	2	1	106	110	25	2	2	2	0	0	141
07:45	81	27	4	0	1	0	0	113	161	26	1	2	2	2	0	194
08:00	86	14	0	1	1	2	0	104	157	17	1	0	2	5	7	189
08:15	90	23	3	1	3	1	0	121	122	14	2	1	1	5	0	145
08:30	64	23	1	0	2	0	0	90	115	15	1	0	2	1	3	137
08:45	67	14	2	1	3	1	0	88	128	11	0	2	1	7	0	149
09:00	63	14	6	0	2	1	0	86	94	22	0	0	4	3	2	125
09:15	70	11	0	0	2	0	0	83	81	22	0	2	2	1	0	108
09:30	47	13	1	0	1	2	0	64	74	13	2	0	2	0	0	91
09:45	48	10	1	3	2	0	0	64	61	12	5	0	2	0	0	80
10:00	61	11	3	2	2	0	0	79	58	19	2	3	2	2	0	86
10:15	59	13	1	1	1	1	0	76	58	9	2	1	2	0	0	72
10:30	68	4	0	1	3	0	0	76	72	11	2	2	4	1	0	92
10:45	55	16	4	1	1	0	0	77	79	17	1	2	1	1	0	101
11:00	61	14	2	1	1	0	0	79	80	15	1	0	2	1	0	99
11:15	54	13	1	2	2	1	0	73	53	13	3	4	1	0	0	74
11:30	61	12	2	0	1	0	0	76	47	13	0	1	2	0	3	66
11:45	43	6	0	2	2	0	0	53	67	19	3	2	2	0	0	93
12:00	68	13	2	1	3	1	0	88	78	14	0	0	2	1	0	95
12:15	60	15	0	1	1	1	0	78	63	25	2	1	2	2	0	95
12:30	75	17	3	4	2	0	0	101	50	11	0	3	1	1	0	66
12:45	64	9	1	3	1	1	0	79	42	7	4	0	1	1	0	55
13:00	48	13	3	2	3	0	0	69	63	22	2	0	3	0	0	90
13:15	59	13	2	2	1	0	0	77	61	15	4	0	1	1	0	82
13:30	60	9	1	0	2	3	0	75	72	13	2	0	2	1	0	90
13:45	50	19	2	1	1	4	0	77	85	11	2	2	0	0	0	100
14:00	68	18	0	2	3	2	0	93	66	16	2	0	2	0	0	86
14:15	78	9	3	1	1	0	0	92	79	11	1	1	1	1	0	94
14:30	77	12	6	0	4	4	0	103	87	10	3	0	2	4	0	106
14:45	81	18	0	0	2	2	0	103	66	18	1	0	1	0	0	86
15:00	84	17	2	0	2	1	0	106	57	17	2	0	3	3	0	82
15:15	75	10	0	1	2	2	0	90	96	10	2	0	2	2	0	112
15:30	72	16	0	0	2	2	0	92	78	24	0	2	2	4	0	110
15:45	75	12	2	0	1	4	0	94	77	20	3	0	3	1	0	104
16:00	119	20	1	3	2	0	0	145	89	23	1	0	3	0	0	116
16:15	138	17	0	1	2	0	0	158	80	22	1	0	1	1	0	105
16:30	124	22	0	1	2	0	0	149	95	23	2	1	0	6	0	127
16:45	120	18	3	2	2	2	0	147	108	20	1	0	2	2	0	133
17:00	119	15	0	0	2	4	6	146	97	17	0	0	1	0	0	115
17:15	152	14	1	0	1	8	0	176	100	20	2	2	0	0	0	124
17:30	141	10	0	0	2	1	0	154	83	15	0	0	2	1	0	101
17:45	115	15	0	0	2	5	1	138	103	18	0	0	0	1	0	122
18:00	113	10	0	1	0	3	0	127	83	15	2	0	2	0	0	102
18:15	110	8	0	0	0	5	0	123	87	12	1	0	2	2	0	104
18:30	85	6	0	0	3	4	2	100	84	8	0	0	3	1	0	96
18:45	75	6	0	0	1	3	0	85	76	16	0	0	2	0	0	94
19:00	75	4	0	0	2	3	0	84	72	18	0	0	1	3	1	95
19:15	67	8	0	0	0	0	0	75	46	5	0	1	1	0	3	56
19:30	51	5	0	0	0	0	0	56	49	4	0	0	2	3	0	58
19:45	38	6	0	0	1	0	0	45	55	8	0	0	0	0	1	64
20:00	34	7	0	0	1	0	0	42	65	5	0	0	2	1	0	73
20:15	32	6	0	1	0	2	0	41	44	4	0	0	1	1	0	50
20:30	40	5	0	0	0	1	0	46	41	5	0	0	1	0	0	47
20:45	32	5	0	0	1	1	0	39	24	8	0	0	1	0	0	33
21:00	33	2	0	0	1	0	0	36	42	6	0	0	0	0	0	48
21:15	35	4	0	0	1	0	0	40	35	6	0	0	1	0	1	43
21:30	37	2	0	0	0	1	0	40	27	0	0	0	1	1	1	30
21:45	26	1	0	0	1	1	0	29	29	3	0	0	1	5	0	38
22:00	29	1	0	0	1	2	0	33	21	3	0	0	0	0	0	24
22:15	30	0	0	0	1	2	0	33	39	4	0	0	1	0	0	44
22:30	33	0	0	0	0	0	0	33	33	2	0	0	1	1	0	37
22:45	31	2	0	0	0	0	0	33	28	3	0	0	1	2	0	34
23:00	22	2	0	0	2	0	0	26	14	1	0	0	0	2	0	17
23:15	18	2	0	0	1	0	0	21	36	2	0	0	1	0	0	39
23:30	17	0	0	1	0	0	0	18	26	0	0	0	0	0	0	26
23:45	18	1	1	0	0	0	0	20	30	3	0	0	2	0	0	35

Start Time	Rolling Hour							Total	Rolling Hour							Total
00:00	45	7	0	0	3	0	0	55	72	6	0	0	4	0	0	82
00:15	36	6	0	0	3	0	0	45	66	4	0	0	2	0	0	72
00:30	33	5	0	0	2	0	0	40	56	4	0	0	1	0	0	61
00:45	32	4	0	0	2	0	0	38	43	1	0	0	2	0	0	46
01:00	27	1	0	1	2	0	0	31	40	1	0	0	1	0	0	42
01:15	30	1	0	1	1	0	0	33	34	2	0	0	1	0	0	37
01:30	31	3	0	1	1	0	0	36	41	2	0	0	1	0	0	44
01:45	44	2	0	2	0	0	0	48	54	2	0	0	0	0	0	56
02:00	51	2	0	1	1	0	0	55	58	2	0	0	0	0	0	60
02:15	60	3	0	1	1	0	0	65	59	1	0	0	1	0	0	61
02:30	72	1	0	1	1	0	0	75	51	1	0	0	1	0	0	53
02:45	76	2	0	0	1	0	0	79	42	1	0	0	1	0	0	44
03:00	97	2	0	0	1	0	0	100	35	0	1	0	1	0	0	37
03:15	116	1	0	0	1	0	0	118	40	0	1	0	1	0	0	42
03:30	124	2	0	2	1	0	0	129	50	2	1	0	1	0	0	54
03:45	132	4	0	2	2	0	0	140	65	3	1	0	1	0	0	70
04:00	134	7	0	2	1	1	0	145	82	3	0	0	1	2	0	88
04:15	126	8	1	2	1	1	0	139	95	6	0	0	1	2	0	104
04:30	140	7	1	0	2	1	0	151	114	6	1	2	1	2	0	126
04:45	158	6	1	0	1	1	0	167	124	10	1	3	2	2	0	142
05:00	165	9	1	2	2	2	0	181	136	14	1	4	3	0	0	158
05:15	162	14	0	2	3	3	0	184	148	15	4	7	3	0	0	177
05:30	145	27	1	3	4	4	0	184	157	16	5	6	4	1	0	189
05:45	133	37	2	3	6	4	0	185	185	19	6	5	3	2	0	220
06:00	134	44	2	1	7	3	0	191	206	26	6	7	3	3	0	251
06:15	174	55	3	1	7	2	3	245	240	43	3	7	4	5	0	302
06:30	228	65	2	1	6	2	3	307	284	56	1	6	3	4	0	354
06:45	271	72	1	3	7	4	4	362	332	73	2	8	5	3	0	423
07:00	309	86	5	3	6	3	4	416	439	88	3	7	6	4	0	547
07:15	327	83	4	4	6	5	1	430	519	84	4	4	6	7	7	631
07:30	336	83	7	4	8	5	1	444	550	82	6	5	7	12	7	669
07:45	321	87	8	2	7	3	0	428	555	72	5	3	7	13	10	665
08:00	307	74	6	3	9	4	0	403	522	57	4	3	6	18	10	620
08:15	284	74	12	2	10	3	0	385	459	62	3	3	8	16	5	556
08:30	264	62	9	1	9	2	0	347	418	70	1	4	9	12	5	519
08:45	247	52	9	1	8	4	0	321	377	68	2	4	9	11	2	473
09:00	228	48	8	3	7	3	0	297	310	69	7	2	10	4	2	404
09:15	226	45	5	5	7	2	0	290	274	66	9	5	8	3	0	365
09:30	215	47	6	6	6	3	0	283	251	53	11	4	8	2	0	329
09:45	236	38	5	7	8	1	0	295	249	51	11	6	10	3	0	330
10:00	243	44	8	5	7	1	0	308	267	56	7	8	9	4	0	351
10:15	243	47	7	4	6	1	0	308	289	52	6	5	9	3	0	364
10:30	238	47	7	5	7	1	0	305	284	56	7	8	8	3	0	366
10:45	231	55	9	4	5	1	0	305	259	58	5	7	6	2	3	340
11:00	219	45	5	5	6	1	0	281	247	60	7	7	7	1	3	332
11:15	226	44	5	5	8	2	0	290	245	59	6	7	7	1	3	328
11:30	232	46	4	4	7	2	0	295	255	71	5	4	8	3	3	349
11:45	246	51	5	8	8	2	0	320	258	69	5	6	7	4	0	349
12:00	267	54	6	9	7	3	0	346	233	57	6	4	6	5	0	311
12:15	247	54	7	10	7	2	0	327	218	65	8	4	7	4	0	306
12:30	246	52	9	11	7	1	0	326	216	55	10	3	6	3	0	293
12:45	231	44	7	7	7	4	0	300	238	57	12	0	7	3	0	317
13:00	217	54	8	5	7	7	0	298	281	61	10	2	6	2	0	362
13:15	237	59	5	5	7	9	0	322	284	55	10	2	5	2	0	358
13:30	256	55	6	4	7	9	0	337	302	51	7	3	5	2	0	370
13:45	273	58	11	4	9	10	0	365	317	48	8	3	5	5	0	386
14:00	304	57	9	3	10	8	0	391	298	55	7	1	6	5	0	372
14:15	320	56	11	1	9	7	0	404	289	56	7	1	7	8	0	368
14:30	317	57	8	1	10	9	0	402	306	55	8	0	8	9	0	386
14:45	312	61	2	1	8	7	0	391	297	69	5	2	8	9	0	390
15:00	306	55	4	1	7	9	0	382	308	71	7	2	10	10	0	408
15:15	341	58	3	4	7	8	0	421	340	77	6	2	10	7	0	442
15:30	404	65	3	4	7	6	0	489	324	89	5	2	9	6	0	435
15:45	456	71	3	5	7	4	0	546	341	88	7	1	7	8	0	452
16:00	501	77	4	7	8	2	0	599	372	88	5	1	6	9	0	481
16:15	501	72	3	4	8	6	6	600	380	82	4	1	4	9	0	480
16:30	515	69	4	3	7	14	6	618	400	80	5	3	3	8	0	499
16:45	532	57	4	2	7	15	6	623	388	72	3	2	5	3	0	473
17:00	527	54	1	0	7	18	7	614	383	70	2	2	3	2	0	462
17:15	521	49	1	1	5	17	1	595	369	68	4	2	4	2	0	449
17:30	479	43	0	1	4	14	1	542	356	60	3	0	6	4	0	429
17:45	423	39	0	1	5	17	3	488	357	53	3	0	7	4	0	424
18:00	383	30	0	1	4	15	2	435	330	51	3	0	9	3	0	396
18:15	345	24	0	0	6	15	2	392	319	54	1	0	8	6	1	389
18:30	302	24	0	0	6	10	2	344	278	47	0	1	7	4	4	341
18:45	268	23	0	0	3	6	0	300	243	43	0	1	6	6	4	303
19:00	231	23	0	0	3	3	0	260	222	35	0	1	4	6	5	273
19:15	190	26	0	0	2	0	0	218	215	22	0	1	5	4	4	251
19:30	155	24	0	1	2	2	0	184	213	21	0	0	5	5	1	245
19:45	144	24	0	1	2	3	0	174	205	22	0	0	4	2	1	234
20:00	138	23	0	1	2	4	0	168	174	22	0	0	5	2	0	203
20:15	137	18	0	1	2	4	0	162	151	23	0	0	3	1	0	178
20:30	140	16	0	0	3	2	0	161	142	25	0	0	3	0	1	171
20:45	137	13	0	0	3	2	0	155	128	20	0	0	3	1	2	154
21:00	131	9	0	0	3	2	0	145	133	15	0	0	3	6	2	159
21:15	127	8	0	0	3	4	0	142	112	12	0	0	3	6	2	135
21:30	122	4	0	0	3	6	0	135	116	10	0	0	3	6	1	136
21:45	118	2	0	0	3	5	0	128	122	12	0	0	3	6	0	143
22:00	123	3	0	0	2	4	0	132	121	12	0	0	3	3	0	139
22:15	116	4	0	0	3	2	0	125	114	10	0	0	3	5	0	132
22:30	104	6	0	0	3	0	0	113	111	8	0	0	3	5	0	127
22:45	88	6	0	1	3	0	0	98	104	6	0	0	2	4	0	116
23:00	75	5	1	1	3	0	0	85	106	6	0	0	3	2	0	117

Intelligent Data Collection Limited

Client: Peter Brett Associates
Project Number: ID04020
Junction Number: Site 4

Date of Survey: 10.07.2018
Junction Name: Lime Kiln Roundabout
Junction Type: 4-arm Roundabout

	Arm C Approach								Arm C Exit							
Time	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total
00:00	8	1	0	1	0	0	0	10	21	1	0	0	0	0	0	22
00:15	11	1	0	2	0	0	0	14	16	1	0	0	1	0	0	18
00:30	6	1	1	0	0	0	0	8	9	3	0	1	0	0	0	13
00:45	9	0	0	1	0	0	0	10	11	3	0	0	0	0	0	14
01:00	9	0	0	1	0	0	0	10	11	1	0	0	0	0	0	12
01:15	9	2	0	0	0	0	0	11	7	0	0	0	0	0	0	7
01:30	13	0	0	1	1	0	0	15	2	2	0	0	0	0	0	4
01:45	7	1	0	2	0	0	0	10	11	0	0	0	0	0	0	11
02:00	9	0	0	0	0	1	0	10	9	0	0	0	1	0	0	10
02:15	11	0	0	0	1	0	0	12	16	1	0	0	0	0	0	17
02:30	11	0	0	0	0	0	0	11	14	0	1	0	0	0	0	15
02:45	4	1	0	0	0	0	0	5	16	1	0	0	0	0	0	17
03:00	13	2	0	0	0	0	0	15	3	0	0	0	1	0	0	4
03:15	11	1	0	1	0	0	0	13	7	0	0	0	0	0	0	7
03:30	13	1	1	0	0	0	0	15	3	0	0	0	0	0	0	3
03:45	17	0	0	0	2	0	0	19	8	2	0	0	0	0	0	10
04:00	14	2	0	0	0	0	0	16	10	0	0	0	0	0	0	10
04:15	25	3	2	0	0	0	0	30	16	0	2	0	0	0	0	18
04:30	34	3	2	0	1	0	0	40	13	1	0	0	0	0	0	14
04:45	44	3	3	0	1	0	0	51	10	2	0	2	0	1	0	15
05:00	38	2	0	1	1	2	0	44	26	5	0	2	1	0	0	34
05:15	56	8	2	0	1	1	0	68	26	2	0	2	0	1	0	31
05:30	54	9	0	0	1	1	0	65	18	4	1	2	0	0	0	25
05:45	60	13	1	2	3	0	0	79	28	2	0	2	0	0	0	32
06:00	71	20	2	0	3	1	0	97	29	7	1	1	1	0	0	39
06:15	99	26	2	2	2	1	0	132	58	9	2	1	0	0	0	70
06:30	132	44	4	1	3	3	0	187	50	16	2	2	3	0	0	73
06:45	155	42	3	1	4	4	1	210	78	15	0	2	2	1	0	98
07:00	154	55	1	2	4	4	0	220	95	18	3	6	1	0	0	123
07:15	168	59	1	4	1	3	0	236	106	31	4	4	0	1	0	146
07:30	151	46	2	3	1	10	0	213	139	26	4	2	1	0	0	172
07:45	166	54	3	6	2	4	0	235	128	31	6	3	0	3	0	171
08:00	175	49	3	5	2	6	4	244	118	28	2	8	1	0	0	157
08:15	158	48	8	4	1	4	0	223	127	26	5	4	0	0	0	162
08:30	146	33	1	4	2	2	0	188	120	20	4	4	3	2	0	153
08:45	127	28	5	3	0	2	1	166	97	35	8	6	3	2	0	151
09:00	112	24	6	3	1	6	0	152	107	14	5	4	2	0	0	132
09:15	141	32	5	7	0	4	0	189	85	15	6	4	0	1	0	111
09:30	121	23	6	4	2	3	0	159	90	20	4	2	0	1	0	117
09:45	114	27	5	3	2	0	0	151	80	22	8	4	2	0	0	116
10:00	104	32	3	2	1	0	0	142	83	20	2	4	1	1	0	111
10:15	102	21	5	4	3	2	0	137	73	22	2	0	0	2	0	99
10:30	90	21	4	5	0	2	0	122	80	20	2	3	0	0	0	105
10:45	110	18	3	6	1	4	0	142	95	10	3	4	3	3	0	118
11:00	89	16	10	3	1	1	0	120	81	15	6	0	1	0	0	103
11:15	101	21	4	2	0	2	0	130	78	16	4	0	0	0	0	98
11:30	100	23	1	0	1	0	0	125	88	18	3	3	2	0	0	114
11:45	99	24	3	3	1	0	1	131	98	25	1	7	0	3	0	134
12:00	94	26	3	3	1	2	0	129	83	19	6	3	2	2	0	115
12:15	96	24	4	1	0	0	0	125	84	27	5	2	0	2	0	120
12:30	103	15	2	1	1	1	0	123	90	13	3	0	1	0	0	107
12:45	77	18	4	5	1	3	0	108	94	19	5	3	1	1	0	123
13:00	111	21	3	4	1	0	0	140	82	25	3	2	1	3	0	116
13:15	93	19	7	0	1	3	0	123	97	25	3	5	0	4	0	134
13:30	103	18	6	1	0	1	0	129	119	20	4	1	1	2	0	147
13:45	91	16	1	2	0	4	0	114	102	32	5	1	1	2	0	143
14:00	73	16	1	2	1	3	0	96	99	24	4	3	1	0	0	131
14:15	109	20	4	3	0	0	0	136	130	29	2	3	1	4	0	169
14:30	95	19	0	3	1	1	0	119	148	39	8	4	3	2	0	204
14:45	91	19	6	1	5	1	0	123	127	38	4	4	0	2	0	175
15:00	118	27	3	2	0	1	0	151	127	32	2	4	1	2	0	168
15:15	128	18	4	4	1	3	0	158	109	23	4	4	1	1	0	142
15:30	121	22	1	6	2	2	0	154	128	49	6	0	1	5	0	189
15:45	128	21	6	6	1	2	0	164	149	49	5	6	0	4	0	213
16:00	161	22	3	1	2	0	0	189	150	40	2	0	1	5	0	198
16:15	163	37	3	2	2	2	0	209	145	43	6	1	0	1	0	196
16:30	160	44	1	1	0	1	0	207	143	31	1	1	0	1	0	177
16:45	141	31	1	3	2	1	0	179	157	31	1	0	1	3	0	193
17:00	150	31	0	1	0	0	1	183	148	33	0	2	1	2	0	186
17:15	161	18	3	1	2	0	0	185	148	34	0	0	3	6	1	192
17:30	148	22	5	3	0	0	0	178	156	21	2	3	0	2	0	184
17:45	139	15	2	1	1	0	0	158	150	35	2	0	0	1	0	188
18:00	153	13	1	1	0	0	2	170	166	19	2	2	1	1	0	191
18:15	129	14	2	1	1	3	0	150	134	19	1	1	3	7	0	165
18:30	114	14	0	0	0	0	0	128	163	23	1	2	0	2	3	194
18:45	110	7	1	1	1	1	0	121	120	16	1	1	2	2	0	142
19:00	86	10	0	0	2	3	0	101	91	13	1	0	0	3	0	108
19:15	67	11	1	0	1	3	0	83	83	12	0	1	2	0	1	99
19:30	83	9	1	0	0	3	0	96	76	12	0	0	1	0	1	90
19:45	73	3	1	0	2	0	0	79	75	11	1	1	2	0	0	90
20:00	47	2	0	0	0	0	2	51	72	8	0	0	1	2	0	83
20:15	57	7	0	0	0	1	0	65	73	5	0	0	2	3	0	83
20:30	56	3	0	0	0	0	0	59	69	7	0	0	0	0	0	76
20:45	39	7	0	0	0	0	0	46	41	8	1	0	1	1	0	52
21:00	38	4	1	2	0	0	0	45	49	4	0	0	2	1	0	56
21:15	54	1	0	0	0	1	0	56	63	3	0	0	1	1	0	68
21:30	42	5	0	0	0	0	0	47	34	4	0	1	0	1	0	40
21:45	48	2	0	0	0	2	0	52	62	4	0	3	0	1	0	70
22:00	40	0	0	0	0	1	0	41	46	7	0	1	1	0	0	55
22:15	42	3	0	0	0	0	0	45	58	5	0	2	0	1	0	66
22:30	37	4	0	0	1	2	0	44	32	0	0	2	0	2	0	36
22:45	19	0	0	2	0	0	0	21	36	0	0	0	0	1	0	37
23:00	31	0	0	0	0	2	0	33	30	4	0	0	1	0	0	35
23:15	31	2	0	0	1	0	0	34	29	0	0	1	0	1	0	31
23:30	24	1	0	0	0	0	0	25	23	3	0	0	0	0	0	26
23:45	21	1	1	4	1	1	0	29	17	4	0	1	0	0	0	22

Start Time	Rolling Hour							Total	Rolling Hour							Total
00:00	34	3	1	4	0	0	0	42	57	8	0	1	1	0	0	67
00:15	35	2	1	4	0	0	0	42	47	8	0	1	1	0	0	57
00:30	33	3	1	2	0	0	0	39	38	7	0	1	0	0	0	46
00:45	40	2	0	3	1	0	0	46	31	6	0	0	0	0	0	37
01:00	38	3	0	4	1	0	0	46	31	3	0	0	0	0	0	34
01:15	38	3	0	3	1	1	0	46	29	2	0	0	1	0	0	32
01:30	40	1	0	3	2	1	0	47	38	3	0	0	1	0	0	42
01:45	38	1	0	2	1	1	0	43	50	1	1	0	1	0	0	53
02:00	35	1	0	0	1	1	0	38	55	2	1	0	1	0	0	59
02:15	39	3	0	0	1	0	0	43	49	2	1	0	1	0	0	53
02:30	39	4	0	1	0	0	0	44	40	1	1	0	1	0	0	43
02:45	41	5	1	1	0	0	0	48	29	1	0	0	1	0	0	31
03:00	54	4	1	1	2	0	0	62	21	2	0	0	1	0	0	24
03:15	55	4	1	1	2	0	0	63	28	2	0	0	0	0	0	30
03:30	69	6	3	0	2	0	0	80	37	2	2	0	0	0	0	41
03:45	90	8	4	0	3	0	0	105	47	3	2	0	0	0	0	52
04:00	117	11	7	0	2	0	0	137	49	3	2	2	0	1	0	57
04:15	141	11	7	1	3	2	0	165	65	8	2	4	1	1	0	81
04:30	172	16	7	1	4	3	0	203	75	10	0	6	1	2	0	94
04:45	192	22	5	1	4	4	0	228	80	13	1	8	1	2	0	105
05:00	208	32	3	3	6	4	0	256	98	13	1	8	1	1	0	122
05:15	241	50	5	2	8	3	0	309	101	15	2	7	1	1	0	127
05:30	284	68	5	4	9	3	0	373	133	22	4	6	1	0	0	166
05:45	362	103	9	5	11	5	0	495	165	34	5	6	4	0	0	214
06:00	457	132	11	4	12	9	1	626	215	47	5	6	6	1	0	280
06:15	540	167	10	6	13	12	1	749	281	58	7	11	6	1	0	364
06:30	609	200	9	8	12	14	1	853	329	80	9	14	6	2	0	440
06:45	628	202	7	10	10	21	1	879	418	90	11	14	4	2	0	539
07:00	639	214	7	15	8	21	0	904	468	106	17	15	2	4	0	612
07:15	660	208	9	18	6	23	4	928	491	116	16	17	2	4	0	646
07:30	650	197	16	18	6	24	4	915	512	111	17	17	2	3	0	662
07:45	645	184	15	19	7	16	4	890	493	105	17	19	4	5	0	643
08:00	606	158	17	16	5	14	5	821	462	109	19	22	7	4	0	623
08:15	543	133	20	14	4	14	1	729	451	95	22	18	8	4	0	598
08:30	526	117	17	17	3	14	1	695	409	84	23	18	8	5	0	547
08:45	501	107	22	17	3	15	1	666	379	84	23	16	5	4	0	511
09:00	488	106	22	17	5	13	0	651	362	71	23	14	4	2	0	476
09:15	480	114	19	16	5	7	0	641	338	77	20	14	3	3	0	455
09:30	441	103	19	13	8	5	0	589	326	84	16	10	3	4	0	443
09:45	410	101	17	14	6	4	0	552	316	84	14	11	3	3	0	431
10:00	406	92	15	17	5	8	0	543	331	72	9	11	4	6	0	433
10:15	391	76	22	18	5	9	0	521	329	67	13	7	4	5	0	425
10:30	390	76	21	16	2	9	0	514	334	61	15	7	4	3	0	424
10:45	400	78	18	11	3	7	0	517	342	59	16	7	6	3	0	433
11:00	389	84	18	8	3	3	1	506	345	74	14	10	3	3	0	449
11:15	394	94	11	8	3	4	1	515	347	78	14	13	4	5	0	461
11:30	389	97	11	7	3	2	1	510	353	89	15	15	4	7	0	483
11:45	392	89	12	8	3	3	1	508	355	84	15	12	3	7	0	476
12:00	370	83	13	10	3	6	0	485	351	78	19	8	4	5	0	465
12:15	387	78	13	11	3	4	0	496	350	84	16	7	3	6	0	466
12:30	384	73	16	10	4	7	0	494	363	82	14	10	3	8	0	480
12:45	384	76	20	10	3	7	0	500	392	89	15	11	3	10	0	520
13:00	398	74	17	7	2	8	0	506	400	102	15	9	3	11	0	540
13:15	360	69	15	5	2	11	0	462	417	101	16	10	3	8	0	555
13:30	376	70	12	8	1	8	0	475	450	105	15	8	4	8	0	590
13:45	368	71	6	10	2	8	0	465	479	124	19	11	6	8	0	647
14:00	368	74	11	9	7	5	0	474	504	130	18	14	5	8	0	679
14:15	413	85	13	9	6	3	0	529	532	138	16	15	5	10	0	716
14:30	432	83	13	10	7	6	0	551	511	132	18	16	5	7	0	689
14:45	458	86	14	13	8	7	0	586	491	142	16	12	3	10	0	674
15:00	495	88	14	18	4	8	0	627	513	153	17	14	3	12	0	712
15:15	538	83	14	17	6	7	0	665	536	161	17	10	3	15	0	742
15:30	573	102	13	15	7	6	0	716	572	181	19	7	2	15	0	796
15:45	612	124	13	10	5	5	0	769	587	163	14	8	1	11	0	784
16:00	625	134	8	7	6	4	0	784	595	145	10	2	2	10	0	764
16:15	614	143	5	7	4	4	1	778	593	138	8	4	2	7	0	752
16:30	612	124	5	6	4	2	1	754	596	129	2	3	5	12	1	748
16:45	600	102	9	8	4	1	1	725	609	119	3	5	5	13	1	755
17:00	598	86	10	6	3	0	1	704	602	123	4	5	4	11	1	750
17:15	601	68	11	6	3	0	2	691	620	109	6	5	4	10	1	755
17:30	569	64	10	6	2	3	2	656	606	94	7	6	4	11	0	728
17:45	535	56	5	3	2	3	2	606	613	96	6	5	4	11	3	738
18:00	506	48	4	3	2	4	2	569	583	77	5	6	6	12	3	692
18:15	439	45	3	2	4	7	0	500	508	71	4	4	5	14	3	609
18:30	377	42	2	1	4	7	0	433	457	64	3	4	4	7	4	543
18:45	346	37	3	1	4	10	0	401	370	53	2	2	5	5	2	439
19:00	309	33	3	0	5	9	0	359	325	48	2	2	5	3	2	387
19:15	270	25	3	0	3	6	2	309	306	43	1	2	6	2	2	362
19:30	260	21	2	0	2	4	2	291	296	36	1	1	6	5	1	346
19:45	233	15	1	0	2	1	2	254	289	31	1	1	5	5	0	332
20:00	199	19	0	0	0	1	2	221	255	28	1	0	4	6	0	294
20:15	190	21	1	2	0	1	0	215	232	24	1	0	5	5	0	267
20:30	187	15	1	2	0	1	0	206	222	22	1	0	4	3	0	252
20:45	173	17	1	2	0	1	0	194	187	19	1	1	4	4	0	216
21:00	182	12	1	2	0	3	0	200	208	15	0	4	3	4	0	234
21:15	184	8	0	0	0	4	0	196	205	18	0	5	2	3	0	233
21:30	172	10	0	0	0	3	0	185	200	20	0	7	1	3	0	231
21:45	167	9	0	0	1	5	0	182	198	16	0	8	1	4	0	227
22:00	138	7	0	2	1	3	0	151	172	12	0	5	1	4	0	194
22:15	129	7	0	2	1	4	0	143	156	9	0	4	1	4	0	174
22:30	118	6	0	2	2	4	0	132	127	4	0	3	1	4	0	139
22:45	105	3	0	2	1	2	0	113	118	7	0	1	1	2	0	129
23:00	107	4	1	4	2	3	0	121	99	11	0	2	1	1	0	114

Intelligent Data Collection Limited

Client: Peter Brett Associates
Project Number: ID04020
Junction Number: Site 4

Date of Survey: 10.07.2018
Junction Name: Lime Kiln Roundabout
Junction Type: 4-arm Roundabout

	Arm D Approach								Arm D Exit							
Time	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total
00:00	82	6	1	0	2	0	0	91	35	1	0	1	1	0	0	38
00:15	50	2	0	0	5	0	0	57	40	2	0	0	1	0	0	43
00:30	36	6	1	2	0	0	0	45	22	3	0	0	1	0	0	26
00:45	41	3	0	0	1	0	0	45	26	4	0	0	0	0	0	30
01:00	51	4	0	0	0	0	0	55	29	0	0	0	1	0	0	30
01:15	30	2	0	0	0	0	0	32	33	0	0	0	0	0	0	33
01:30	18	3	0	0	1	0	0	22	33	2	0	0	3	0	0	38
01:45	42	5	0	0	0	0	0	47	25	0	0	1	1	0	0	27
02:00	44	1	0	0	1	0	0	46	28	2	0	0	0	1	0	31
02:15	65	4	0	0	1	0	0	70	34	2	2	0	1	0	0	39
02:30	73	5	1	0	0	0	0	79	36	2	0	1	0	0	0	39
02:45	57	2	0	0	0	0	0	59	30	0	0	0	1	0	0	31
03:00	46	2	0	0	2	0	0	50	55	3	1	0	0	0	0	59
03:15	41	1	0	0	0	0	0	42	51	3	0	1	0	0	0	55
03:30	32	0	0	0	0	0	0	32	71	0	1	0	0	1	0	73
03:45	35	2	1	0	0	0	0	38	79	0	0	0	4	0	0	83
04:00	53	0	0	1	2	0	0	56	95	4	0	1	0	0	0	100
04:15	71	2	3	0	1	0	0	77	91	9	2	5	0	1	0	108
04:30	53	1	0	0	0	0	0	54	109	6	3	1	2	0	0	121
04:45	47	3	0	1	0	2	0	53	125	5	3	0	2	1	0	136
05:00	88	5	2	2	2	0	0	99	120	4	1	0	0	0	0	125
05:15	89	4	0	4	0	0	0	97	138	12	2	1	2	1	0	156
05:30	86	7	0	2	1	0	0	96	139	7	0	1	2	0	0	149
05:45	78	7	0	3	1	2	0	91	108	13	0	4	2	2	0	129
06:00	99	10	3	6	3	2	2	125	83	12	2	3	1	2	0	103
06:15	119	9	4	4	2	2	1	141	93	25	2	2	4	2	0	128
06:30	137	22	4	7	0	3	0	173	117	16	3	0	2	2	0	140
06:45	148	33	0	12	3	3	0	199	100	33	2	2	5	2	0	144
07:00	194	40	2	5	3	3	0	247	102	30	2	2	2	0	3	141
07:15	215	40	3	5	3	2	0	268	131	45	1	4	1	2	0	184
07:30	233	48	5	5	3	4	1	299	157	31	5	3	4	6	1	207
07:45	244	39	2	5	3	3	0	296	150	47	6	4	3	1	0	211
08:00	240	37	5	5	3	7	7	304	170	35	7	4	4	4	0	224
08:15	228	32	3	4	2	3	0	272	150	43	12	4	4	4	0	217
08:30	191	22	3	7	4	3	4	234	145	38	2	2	3	0	0	190
08:45	195	25	1	5	1	7	0	234	137	28	4	4	2	1	0	176
09:00	209	26	6	2	3	2	2	250	124	25	10	0	3	3	0	165
09:15	162	32	5	6	3	1	2	211	129	31	1	5	2	1	0	169
09:30	146	32	12	5	3	0	0	198	113	31	0	4	3	4	0	155
09:45	132	23	7	4	6	0	0	172	150	18	2	5	4	0	0	179
10:00	125	22	3	5	3	2	0	160	140	22	3	4	4	0	0	173
10:15	132	8	5	2	2	2	0	151	139	18	3	7	4	2	0	173
10:30	174	21	3	6	4	1	0	209	193	15	1	6	3	3	0	221
10:45	194	23	1	4	4	3	0	229	143	20	6	8	3	1	0	181
11:00	164	27	5	3	3	4	0	206	151	19	6	4	2	0	0	182
11:15	130	25	2	5	1	1	0	164	166	26	2	8	3	3	0	208
11:30	128	27	5	8	4	0	3	175	149	31	4	2	2	0	0	188
11:45	140	33	6	2	2	1	0	184	146	18	4	3	5	1	0	177
12:00	145	15	2	1	5	1	0	169	150	17	1	4	6	2	0	180
12:15	126	35	5	3	2	4	0	175	147	27	5	2	2	0	0	183
12:30	139	18	0	3	3	2	0	165	163	26	4	5	2	1	0	201
12:45	133	23	2	3	3	2	0	166	131	23	3	5	2	7	0	171
13:00	133	21	3	3	4	1	0	165	141	17	2	6	4	1	0	171
13:15	175	24	6	4	2	5	0	216	148	20	2	4	2	2	0	178
13:30	163	23	4	1	3	1	0	195	141	24	3	5	2	5	0	180
13:45	184	22	1	4	5	2	0	218	135	29	3	2	2	8	0	179
14:00	159	16	4	5	4	0	0	188	168	18	3	2	5	3	0	199
14:15	190	25	1	3	1	2	0	222	177	22	3	2	2	0	1	207
14:30	192	21	6	3	4	2	0	228	180	26	3	2	5	4	0	220
14:45	146	30	6	2	3	2	0	189	193	22	5	5	6	3	0	234
15:00	151	21	4	4	4	6	0	190	207	20	2	3	2	5	0	239
15:15	206	16	4	3	2	2	0	233	182	22	6	5	5	3	0	223
15:30	164	43	2	3	5	4	2	223	224	28	2	3	4	4	0	265
15:45	154	37	4	0	3	0	0	198	206	30	5	8	2	4	0	255
16:00	169	34	2	2	6	2	0	215	234	27	2	7	3	1	0	274
16:15	163	26	2	3	3	4	2	203	282	39	2	3	3	4	0	333
16:30	179	37	2	3	0	3	0	224	277	46	1	3	2	2	0	331
16:45	190	40	1	0	3	2	0	236	221	36	4	4	4	3	0	272
17:00	181	24	1	3	3	1	0	213	242	40	2	1	4	7	5	301
17:15	185	37	2	2	3	2	0	231	280	20	2	1	3	7	0	313
17:30	167	22	3	0	4	1	0	197	263	22	2	0	2	3	2	294
17:45	191	31	3	1	2	2	0	230	231	15	0	2	3	7	3	261
18:00	170	29	2	2	4	0	0	207	259	14	2	3	0	5	2	285
18:15	155	22	1	0	4	6	0	188	220	17	2	2	1	8	0	250
18:30	217	21	1	0	3	1	0	243	205	17	0	2	3	5	2	234
18:45	173	31	0	1	4	0	0	209	197	15	0	1	2	4	0	219
19:00	142	17	0	0	1	5	1	166	158	8	0	0	4	7	0	177
19:15	122	14	0	1	3	0	3	143	138	14	0	0	2	0	0	154
19:30	110	9	0	3	3	3	0	128	121	11	1	1	0	0	0	134
19:45	130	14	1	0	1	0	2	148	103	10	0	1	2	0	0	116
20:00	148	10	1	1	2	3	0	165	98	7	0	0	2	0	0	107
20:15	110	4	0	0	3	1	0	118	89	7	0	1	1	2	0	100
20:30	100	5	0	0	1	0	0	106	115	12	0	1	0	2	0	130
20:45	60	10	1	0	1	0	0	72	69	3	0	1	1	2	0	76
21:00	75	10	0	0	1	1	0	87	69	7	1	3	1	0	0	81
21:15	122	8	0	0	1	0	1	132	82	5	0	0	2	0	0	89
21:30	56	6	0	1	1	1	1	66	72	7	0	1	0	1	0	81
21:45	64	7	0	0	2	6	0	79	71	7	0	0	2	2	0	82
22:00	47	3	0	0	2	1	0	53	79	4	0	0	1	1	0	85
22:15	91	4	0	4	1	0	0	100	71	7	0	0	1	2	0	81
22:30	96	5	0	0	1	3	0	105	84	3	1	1	1	1	0	91
22:45	76	5	0	1	1	2	0	85	68	5	0	1	0	0	0	74
23:00	57	4	0	0	1	2	0	64	72	5	0	1	2	0	0	80
23:15	105	4	0	0	1	1	0	111	64	2	0	0	1	0	0	67
23:30	93	5	0	0	0	1	0	99	60	0	0	2	3	0	0	65
23:45	93	5	0	1	4	0	0	103	57	2	1	0	1	0	0	61

Start Time	Rolling Hour							Total	Rolling Hour							Total
00:00	209	17	2	2	8	0	0	238	123	10	0	1	3	0	0	137
00:15	178	15	1	2	6	0	0	202	117	9	0	0	3	0	0	129
00:30	158	15	1	2	1	0	0	177	110	7	0	0	2	0	0	119
00:45	140	12	0	0	2	0	0	154	121	6	0	0	4	0	0	131
01:00	141	14	0	0	1	0	0	156	120	2	0	1	5	0	0	128
01:15	134	11	0	0	2	0	0	147	119	4	0	1	4	1	0	129
01:30	169	13	0	0	3	0	0	185	120	6	2	1	5	1	0	135
01:45	224	15	1	0	2	0	0	242	123	6	2	2	2	1	0	136
02:00	239	12	1	0	2	0	0	254	128	6	2	1	2	1	0	140
02:15	241	13	1	0	3	0	0	258	155	7	3	1	2	0	0	168
02:30	217	10	1	0	2	0	0	230	172	8	1	2	1	0	0	184
02:45	176	5	0	0	2	0	0	183	207	6	2	1	1	1	0	218
03:00	154	5	1	0	2	0	0	162	256	6	2	1	4	1	0	270
03:15	161	3	1	1	2	0	0	168	296	7	1	2	4	1	0	311
03:30	191	4	4	1	3	0	0	203	336	13	3	6	4	2	0	364
03:45	212	5	4	1	3	0	0	225	374	19	5	7	6	1	0	412
04:00	224	6	3	2	3	2	0	240	420	24	8	7	4	2	0	465
04:15	259	11	5	3	3	2	0	283	445	24	9	6	4	2	0	490
04:30	277	13	2	7	2	2	0	303	492	27	9	2	6	2	0	538
04:45	310	19	2	9	3	2	0	345	522	28	6	2	6	2	0	566
05:00	341	23	2	11	4	2	0	383	505	36	3	6	6	3	0	559
05:15	352	28	3	15	5	4	2	409	468	44	4	9	7	5	0	537
05:30	382	33	7	15	7	6	3	453	423	57	4	10	9	6	0	509
05:45	433	48	11	20	6	9	3	530	401	66	7	9	9	8	0	500
06:00	503	74	11	29	8	10	3	638	393	86	9	7	12	8	0	515
06:15	598	104	10	28	8	11	1	760	412	104	9	6	13	6	3	553
06:30	694	135	9	29	9	11	0	887	450	124	8	8	10	6	3	609
06:45	790	161	10	27	12	12	1	1013	490	139	10	11	12	10	4	676
07:00	886	167	12	20	12	12	1	1110	540	153	14	13	10	9	4	743
07:15	932	164	15	20	12	16	8	1167	608	158	19	15	12	13	1	826
07:30	945	156	15	19	11	17	8	1171	627	156	30	15	15	15	1	859
07:45	903	130	13	21	12	16	11	1106	615	163	27	14	14	9	0	842
08:00	854	116	12	21	10	20	11	1044	602	144	25	14	13	9	0	807
08:15	823	105	13	18	10	15	6	990	556	134	28	10	12	8	0	748
08:30	757	105	15	20	11	13	8	929	535	122	17	11	10	5	0	700
08:45	712	115	24	18	10	10	4	893	503	115	15	13	10	9	0	665
09:00	649	113	30	17	15	3	4	831	516	105	13	14	12	8	0	668
09:15	565	109	27	20	15	3	2	741	532	102	6	18	13	5	0	676
09:30	535	85	27	16	14	4	0	681	542	89	8	20	15	6	0	680
09:45	563	74	18	17	15	5	0	692	622	73	9	22	15	5	0	746
10:00	625	74	12	17	13	8	0	749	615	75	13	25	14	6	0	748
10:15	664	79	14	15	13	10	0	795	626	72	16	25	12	6	0	757
10:30	662	96	11	18	12	9	0	808	653	80	15	26	11	7	0	792
10:45	616	102	13	20	12	8	3	774	609	96	18	22	10	4	0	759
11:00	562	112	18	18	10	6	3	729	612	94	16	17	12	4	0	755
11:15	543	100	15	16	12	3	3	692	611	92	11	17	16	6	0	753
11:30	539	110	18	14	13	6	3	703	592	93	14	11	15	3	0	728
11:45	550	101	13	9	12	8	0	693	606	88	14	14	15	4	0	741
12:00	543	91	9	10	13	9	0	675	591	93	13	16	12	10	0	735
12:15	531	97	10	12	12	9	0	671	582	93	14	18	10	9	0	726
12:30	580	86	11	13	12	10	0	712	583	86	11	20	10	11	0	721
12:45	604	91	15	11	12	9	0	742	561	84	10	20	10	15	0	700
13:00	655	90	14	12	14	9	0	794	565	90	10	17	10	16	0	708
13:15	681	85	15	14	14	8	0	817	592	91	11	13	11	18	0	736
13:30	696	86	10	13	13	5	0	823	621	93	12	11	11	16	1	765
13:45	725	84	12	15	14	6	0	856	660	95	12	8	14	15	1	805
14:00	687	92	17	13	12	6	0	827	718	88	14	11	18	10	1	860
14:15	679	97	17	12	12	12	0	829	757	90	13	12	15	12	1	900
14:30	695	88	20	12	13	12	0	840	762	90	16	15	18	15	0	916
14:45	667	110	16	12	14	14	2	835	806	92	15	16	17	15	0	961
15:00	675	117	14	10	14	12	2	844	819	100	15	19	13	16	0	982
15:15	693	130	12	8	16	8	2	869	846	107	15	23	14	12	0	1017
15:30	650	140	10	8	17	10	4	839	946	124	11	21	12	13	0	1127
15:45	665	134	10	8	12	9	2	840	999	142	10	21	10	11	0	1193
16:00	701	137	7	8	12	11	2	878	1014	148	9	17	12	10	0	1210
16:15	713	127	6	9	9	10	2	876	1022	161	9	11	13	16	5	1237
16:30	735	138	6	8	9	8	0	904	1020	142	9	9	13	19	5	1217
16:45	723	123	7	5	13	6	0	877	1006	118	10	6	13	20	7	1180
17:00	724	114	9	6	12	6	0	871	1016	97	6	4	12	24	10	1169
17:15	713	119	10	5	13	5	0	865	1033	71	6	6	8	22	7	1153
17:30	683	104	9	3	14	9	0	822	973	68	6	7	6	23	7	1090
17:45	733	103	7	3	13	9	0	868	915	63	4	9	7	25	7	1030
18:00	715	103	4	3	15	7	0	847	881	63	4	8	6	22	4	988
18:15	687	91	2	1	12	12	1	806	780	57	2	5	10	24	2	880
18:30	654	83	1	2	11	6	4	761	698	54	0	3	11	16	2	784
18:45	547	71	0	5	11	8	4	646	614	48	1	2	8	11	0	684
19:00	504	54	1	4	8	8	6	585	520	43	1	2	8	7	0	581
19:15	510	47	2	5	9	6	5	584	460	42	1	2	6	0	0	511
19:30	498	37	2	4	9	7	2	559	411	35	1	3	5	2	0	457
19:45	488	33	2	1	7	4	2	537	405	36	0	3	5	4	0	453
20:00	418	29	2	1	7	4	0	461	371	29	0	3	4	6	0	413
20:15	345	29	1	0	6	2	0	383	342	29	1	6	3	6	0	387
20:30	357	33	1	0	4	1	1	397	335	27	1	5	4	4	0	376
20:45	313	34	1	1	4	2	2	357	292	22	1	5	4	3	0	327
21:00	317	31	0	1	5	8	2	364	294	26	1	4	5	3	0	333
21:15	289	24	0	1	6	8	2	330	304	23	0	1	5	4	0	337
21:30	258	20	0	5	6	8	1	298	293	25	0	1	4	6	0	329
21:45	298	19	0	4	6	10	0	337	305	21	1	1	5	6	0	339
22:00	310	17	0	5	5	6	0	343	302	19	1	2	3	4	0	331
22:15	320	18	0	5	4	7	0	354	295	20	1	3	4	3	0	326
22:30	334	18	0	1	4	8	0	365	288	15	1	3	4	1	0	312
22:45	331	18	0	1	3	6	0	359	264	12	0	4	6	0	0	286
23:00	348	18	0	1	6	4	0	377	253	9	1	3	7	0	0	273

Intelligent Data Collection Limited

Client: Peter Brett Associates
Project Number: ID04020
Junction Number: Site 4

Date of Survey: 10.07.2018
Junction Name: Lime Kiln Roundabout
Junction Type: 4-arm Roundabout

	Total Junction Flow							
Time	**Cars**	**LGV**	**OGV1**	**OGV2**	**Buses**	**M/C**	**Cycle**	**Total**
00:00	128	9	1	1	3	0	0	142
00:15	101	5	0	2	6	0	0	114
00:30	66	9	2	2	1	0	0	80
00:45	74	10	0	1	1	0	0	86
01:00	83	4	0	1	1	0	0	89
01:15	70	4	0	0	0	0	0	74
01:30	52	6	0	1	4	0	0	63
01:45	74	6	0	3	1	0	0	84
02:00	78	3	0	0	1	1	0	83
02:15	103	7	2	0	2	0	0	114
02:30	113	7	1	1	0	0	0	122
02:45	89	3	0	0	1	0	0	93
03:00	104	5	1	0	2	0	0	112
03:15	95	4	0	1	0	0	0	100
03:30	109	2	1	0	0	1	0	113
03:45	122	2	1	0	5	0	0	130
04:00	156	4	0	2	2	0	0	164
04:15	167	11	6	5	1	1	0	191
04:30	177	10	3	1	3	0	0	194
04:45	192	11	3	2	2	4	0	214
05:00	226	14	3	4	3	2	0	252
05:15	266	20	3	6	2	3	0	300
05:30	262	22	1	6	3	1	0	295
05:45	241	32	1	10	6	4	0	294
06:00	251	41	8	10	7	4	2	323
06:15	321	61	9	9	7	5	1	413
06:30	386	88	9	10	8	7	0	508
06:45	428	107	3	17	10	8	1	574
07:00	521	129	6	14	9	7	3	689
07:15	590	150	7	15	5	6	0	773
07:30	615	141	13	13	7	16	2	807
07:45	662	156	16	14	7	9	0	864
08:00	679	128	14	18	7	17	11	874
08:15	631	130	24	14	6	12	0	817
08:30	572	100	8	16	10	5	4	715
08:45	524	101	16	14	6	13	1	675
09:00	519	85	22	9	9	10	2	656
09:15	503	99	13	20	5	6	2	648
09:30	435	92	20	12	6	8	0	573
09:45	424	85	21	15	12	0	0	557
10:00	419	87	14	15	7	3	0	545
10:15	403	72	13	11	6	5	0	510
10:30	493	69	10	18	7	4	0	601
10:45	476	74	12	16	10	9	0	597
11:00	447	76	25	8	5	5	0	566
11:15	429	79	12	16	4	4	0	544
11:30	422	87	11	10	7	0	3	540
11:45	423	86	13	15	7	4	1	549
12:00	434	79	12	11	11	6	0	553
12:15	410	111	17	7	4	6	0	555
12:30	449	69	9	12	6	3	0	548
12:45	397	69	15	15	7	13	0	516
13:00	416	86	14	12	8	5	0	541
13:15	460	82	17	12	4	9	0	584
13:30	473	76	15	8	5	9	0	586
13:45	460	94	11	9	7	11	0	592
14:00	446	75	12	11	9	5	0	558
14:15	541	81	9	12	4	5	1	653
14:30	549	94	19	10	12	11	0	695
14:45	514	107	15	12	14	8	0	670
15:00	533	97	13	11	7	11	0	672
15:15	555	74	14	13	8	8	0	672
15:30	570	136	8	10	9	13	2	748
15:45	568	121	19	19	6	10	0	743
16:00	678	121	11	9	11	7	0	837
16:15	716	139	12	7	7	8	2	891
16:30	722	143	4	7	2	10	0	888
16:45	682	125	7	7	7	9	0	837
17:00	675	109	3	5	7	11	7	817
17:15	717	96	9	4	7	18	1	852
17:30	707	78	9	6	6	6	2	814
17:45	670	84	5	3	5	10	3	780
18:00	690	66	6	6	4	7	2	781
18:15	621	62	4	4	7	21	0	719
18:30	639	62	2	4	6	9	5	727
18:45	539	59	2	3	7	6	0	616
19:00	461	45	1	0	7	13	1	528
19:15	387	45	1	3	7	3	4	450
19:30	354	33	1	4	3	6	1	402
19:45	336	37	2	2	6	0	2	385
20:00	328	24	1	1	5	3	2	364
20:15	290	21	0	1	5	6	0	323
20:30	294	27	0	1	1	2	0	325
20:45	188	26	1	1	3	3	0	222
21:00	226	20	2	4	3	1	0	256
21:15	292	18	0	0	4	2	1	317
21:30	186	15	0	3	1	3	1	209
21:45	203	14	0	3	4	10	0	234
22:00	196	14	0	1	3	5	0	219
22:15	238	16	0	4	2	3	0	263
22:30	234	10	1	3	2	5	0	255
22:45	176	10	0	3	1	3	0	193
23:00	165	11	0	1	3	4	0	184
23:15	195	9	0	1	3	1	0	209
23:30	174	6	0	2	3	1	0	186
23:45	163	10	2	6	5	1	0	187

Start Time	Rolling Hour								Total
00:00	369	33	3	6	11	0	0		422
00:15	324	28	2	6	9	0	0		369
00:30	293	27	2	4	3	0	0		329
00:45	279	24	0	3	6	0	0		312
01:00	279	20	0	5	6	0	0		310
01:15	274	19	0	4	6	1	0		304
01:30	307	22	2	4	8	1	0		344
01:45	368	23	3	4	4	1	0		403
02:00	383	20	3	1	4	1	0		412
02:15	409	22	4	1	5	0	0		441
02:30	401	19	2	2	3	0	0		427
02:45	397	14	2	1	3	1	0		418
03:00	430	13	3	1	7	1	0		455
03:15	482	12	2	3	7	1	0		507
03:30	554	19	8	7	8	2	0		598
03:45	622	27	10	8	11	1	0		679
04:00	692	36	12	10	8	5	0		763
04:15	762	46	15	12	9	7	0		851
04:30	861	55	12	13	10	9	0		960
04:45	946	67	10	18	10	10	0		1061
05:00	995	88	8	26	14	10	0		1141
05:15	1020	115	13	32	18	12	2		1212
05:30	1075	156	19	35	23	14	3		1325
05:45	1199	222	27	39	28	20	3		1538
06:00	1386	297	29	46	32	24	4		1818
06:15	1656	385	27	50	34	27	5		2184
06:30	1925	474	25	56	32	28	4		2544
06:45	2154	527	29	59	31	37	6		2843
07:00	2388	576	42	56	28	38	5		3133
07:15	2546	575	50	60	26	48	13		3318
07:30	2587	555	67	59	27	54	13		3362
07:45	2544	514	62	62	30	43	15		3270
08:00	2406	459	62	62	29	47	16		3081
08:15	2246	416	70	53	31	40	7		2863
08:30	2118	385	59	59	30	34	9		2694
08:45	1981	377	71	55	26	37	5		2552
09:00	1881	361	76	56	32	24	4		2434
09:15	1781	363	68	62	30	17	2		2323
09:30	1681	336	68	53	31	16	0		2185
09:45	1739	313	58	59	32	12	0		2213
10:00	1791	302	49	60	30	21	0		2253
10:15	1819	291	60	53	28	23	0		2274
10:30	1845	298	59	58	26	22	0		2308
10:45	1774	316	60	50	26	18	3		2247
11:00	1721	328	61	49	23	13	4		2199
11:15	1708	331	48	52	29	14	4		2186
11:30	1689	363	53	43	29	16	4		2197
11:45	1716	345	51	45	28	19	1		2205
12:00	1690	328	53	45	28	28	0		2172
12:15	1672	335	55	46	25	27	0		2160
12:30	1722	306	55	51	25	30	0		2189
12:45	1746	313	61	47	24	36	0		2227
13:00	1809	338	57	41	24	34	0		2303
13:15	1839	327	55	40	25	34	0		2320
13:30	1920	326	47	40	25	30	1		2389
13:45	1996	344	51	42	32	32	1		2498
14:00	2050	357	55	45	39	29	1		2576
14:15	2137	379	56	45	37	35	1		2690
14:30	2151	372	61	46	41	38	0		2709
14:45	2172	414	50	46	38	40	2		2762
15:00	2226	428	54	53	30	42	2		2835
15:15	2371	452	52	51	34	38	2		3000
15:30	2532	517	50	45	33	38	4		3219
15:45	2684	524	46	42	26	35	2		3359
16:00	2798	528	34	30	27	34	2		3453
16:15	2795	516	26	26	23	38	9		3433
16:30	2796	473	23	23	23	48	8		3394
16:45	2781	408	28	22	27	44	10		3320
17:00	2769	367	26	18	25	45	13		3263
17:15	2784	324	29	19	22	41	8		3227
17:30	2688	290	24	19	22	44	7		3094
17:45	2620	274	17	17	22	47	10		3007
18:00	2489	249	14	17	24	43	7		2843
18:15	2260	228	9	11	27	49	6		2590
18:30	2026	211	6	10	27	31	10		2321
18:45	1741	182	5	10	24	28	6		1996
19:00	1538	160	5	9	23	22	8		1765
19:15	1405	139	5	10	21	12	9		1601
19:30	1308	115	4	8	19	15	5		1474
19:45	1248	109	3	5	17	11	4		1397
20:00	1100	98	2	4	14	14	2		1234
20:15	998	94	3	7	12	12	0		1126
20:30	1000	91	3	6	11	8	1		1120
20:45	892	79	3	8	11	9	2		1004
21:00	907	67	2	10	12	16	2		1016
21:15	877	61	0	7	12	20	2		979
21:30	823	59	0	11	10	21	1		925
21:45	871	54	1	11	11	23	0		971
22:00	844	50	1	11	8	16	0		930
22:15	813	47	1	11	8	15	0		895
22:30	770	40	1	8	9	13	0		841
22:45	710	36	0	7	10	9	0		772
23:00	697	36	2	10	14	7	0		766

Intelligent Data Collection Limited

Client: Peter Brett Associates
Project Number: ID04020
Junction Number: Site 4

Date of Survey: 10.07.2018
Junction Name: Lime Kiln Roundabout
Junction Type: 4-arm Roundabout

intelligent

Arm A: A4174 Colliters Way (NW) **Arm B:** A38 Bridgwater Road (NE) **Arm C:** A4174 Colliters Way (SE) **Arm D:** A38 Bridgwater Road (SW)

	PCU Summary															
Time	A to A	A to D	A to C	A to B	B to B	B to A	B to D	B to C	C to C	C to B	C to A	C to D	D to D	D to C	D to B	D to A
00:00	0	15	7	0	0	0	21	0	0	0	6	6	0	15	31	49
00:15	0	22	7	0	1	0	14	1	0	0	9	9	0	12	22	32
00:30	0	15	3	0	0	0	10	1	0	0	6	3	0	11	21	18
00:45	0	12	6	0	0	0	12	1	0	0	6	6	0	7	14	26
01:00	0	15	0	0	1	0	10	0	0	0	5	7	0	12	17	26
01:15	0	18	3	1	0	0	8	1	0	0	4	7	0	3	9	20
01:30	0	21	0	0	0	1	7	1	0	0	3	16	0	3	8	13
01:45	0	18	4	1	0	1	7	0	0	1	7	6	0	7	6	34
02:00	0	13	2	1	0	0	11	0	0	0	3	6	0	10	12	26
02:15	0	20	2	0	0	1	11	0	0	0	2	12	0	15	17	40
02:30	0	11	2	0	0	0	21	0	0	0	2	9	0	14	18	48
02:45	0	14	1	1	0	0	15	0	0	0	1	4	0	16	11	32
03:00	0	26	1	0	0	0	21	0	0	0	2	13	0	5	16	33
03:15	0	23	0	0	0	0	22	0	0	0	3	12	0	7	9	26
03:30	0	41	1	0	0	2	21	0	0	0	5	11	0	2	9	21
03:45	0	40	2	0	0	0	35	1	0	0	8	15	0	7	6	26
04:00	0	52	2	1	0	1	38	0	0	0	4	12	0	8	20	33
04:15	0	52	5	0	0	0	37	0	0	0	2	30	0	15	21	45
04:30	0	67	3	0	0	0	35	1	0	0	17	27	0	10	25	19
04:45	0	70	4	0	0	0	38	0	0	0	22	33	0	14	22	18
05:00	0	64	13	1	0	2	32	0	0	2	14	30	0	26	34	48
05:15	0	79	13	1	0	2	44	1	0	2	29	39	0	20	45	40
05:30	0	74	17	3	0	2	48	0	0	2	32	32	0	13	40	49
05:45	0	57	18	3	0	11	46	0	0	0	53	35	0	18	39	40
06:00	0	55	17	4	0	9	28	0	0	0	74	28	0	27	60	54
06:15	0	50	46	6	0	7	43	0	0	0	95	45	0	28	54	71
06:30	0	50	46	8	0	14	41	0	0	3	139	53	0	37	61	90
06:45	0	50	52	13	0	19	42	0	0	0	154	63	0	52	64	109
07:00	0	37	100	11	0	34	55	0	0	4	170	54	0	38	98	125
07:15	1	52	101	20	0	31	78	1	0	0	181	63	0	54	87	142
07:30	0	63	113	25	0	26	85	1	0	0	145	71	0	67	125	122
07:45	2	64	110	56	0	37	79	2	0	1	164	85	0	68	143	98
08:00	1	81	115	44	0	31	71	4	0	0	162	90	0	56	139	116
08:15	0	70	104	44	1	30	97	2	0	1	164	72	0	69	102	113
08:30	0	75	95	48	0	26	59	9	0	3	130	65	0	64	86	100
08:45	2	56	114	33	0	19	72	5	0	4	108	62	0	54	113	74
09:00	0	53	93	37	0	23	70	1	0	4	105	52	2	53	86	119
09:15	1	73	79	28	0	29	56	1	0	0	152	52	1	44	86	98
09:30	0	63	73	21	0	16	47	2	0	4	117	53	2	49	71	101
09:45	0	80	93	17	0	14	59	1	0	5	102	58	0	40	66	89
10:00	0	81	83	17	0	15	72	2	0	9	105	37	0	37	69	70
10:15	0	76	66	14	1	14	63	2	0	4	93	56	0	32	60	70
10:30	1	119	77	11	0	11	67	5	0	2	81	51	0	31	90	108
10:45	1	73	80	13	0	14	67	3	0	4	86	65	1	48	90	103
11:00	0	93	67	10	0	22	61	1	0	6	86	43	0	42	86	90
11:15	0	105	67	25	0	13	67	0	0	3	78	56	0	35	58	83
11:30	0	83	77	12	0	15	62	2	0	0	75	53	0	47	56	95
11:45	0	90	96	15	0	16	43	1	0	5	75	60	0	49	83	64
12:00	0	86	89	10	0	25	70	1	0	5	94	39	2	38	82	57
12:15	0	81	85	23	0	15	60	6	0	1	76	54	0	36	77	73
12:30	0	82	74	15	0	24	88	3	0	1	79	47	0	35	57	83
12:45	0	81	84	12	0	11	71	4	0	4	87	30	0	46	44	87
13:00	0	72	82	21	0	14	62	4	0	7	91	54	1	36	69	73
13:15	0	80	91	10	0	17	62	5	0	9	73	47	0	48	68	113
13:30	0	80	101	18	0	14	61	2	0	1	86	49	2	49	75	78
13:45	0	76	94	24	1	11	62	6	0	3	69	45	1	50	78	104
14:00	0	98	81	14	0	16	76	8	0	4	60	37	0	53	73	81
14:15	0	90	110	13	0	17	72	9	0	9	85	52	1	56	76	96
14:30	0	90	148	23	0	21	85	6	0	5	65	56	0	68	82	94
14:45	0	130	129	20	1	24	77	3	0	2	88	47	1	53	65	82
15:00	0	109	111	18	0	28	80	2	0	6	94	57	0	65	62	77
15:15	0	104	81	25	0	14	76	4	1	6	99	63	1	69	85	90
15:30	0	127	131	25	0	13	79	2	0	8	90	71	0	60	82	92
15:45	0	136	154	28	1	21	69	4	0	14	97	71	0	69	68	69
16:00	0	134	133	29	0	55	94	6	0	9	125	63	2	59	84	84
16:15	0	160	143	26	0	57	101	5	0	16	119	82	0	55	65	91
16:30	1	169	105	34	0	57	90	7	0	14	114	81	0	67	79	84
16:45	0	124	124	30	0	41	107	7	0	11	122	55	1	63	95	82
17:00	0	125	114	39	0	43	95	2	0	0	103	81	0	74	78	72
17:15	0	120	115	25	0	44	123	7	0	2	117	74	0	70	103	67
17:30	0	124	137	26	0	44	109	3	0	4	122	62	0	50	73	82
17:45	0	105	114	33	0	35	95	7	0	2	99	62	0	68	86	82
18:00	0	128	127	26	0	30	88	9	0	4	96	71	1	61	77	79
18:15	0	112	124	27	0	27	86	7	2	2	96	54	1	35	78	78
18:30	0	100	135	24	0	13	87	0	0	1	76	51	0	59	75	114
18:45	0	91	88	25	0	9	75	1	0	1	68	56	0	58	71	88
19:00	1	79	77	22	0	14	69	2	0	3	69	30	0	28	69	67
19:15	0	80	63	13	0	16	53	6	0	3	57	24	0	34	41	72
19:30	1	57	55	10	0	14	39	3	0	1	53	41	0	33	48	56
19:45	0	45	65	10	0	6	38	3	0	1	43	39	0	28	52	69
20:00	0	57	43	10	0	7	33	4	0	0	28	21	0	37	65	67
20:15	0	47	47	7	0	3	32	7	0	0	41	23	0	31	44	48
20:30	0	70	40	5	1	7	35	2	0	4	30	25	0	34	39	35
20:45	0	34	28	5	0	11	27	2	1	7	21	17	0	23	23	29
21:00	0	46	36	13	0	10	27	1	0	3	30	17	0	22	32	34
21:15	0	52	38	2	0	15	26	1	1	3	36	15	0	29	39	65
21:30	0	31	24	4	0	6	29	4	0	3	22	22	0	13	23	32
21:45	0	33	43	5	0	4	24	2	1	2	21	27	0	29	30	20
22:00	0	46	44	3	0	3	29	2	0	4	25	11	0	13	17	26
22:15	0	34	46	4	0	4	27	2	0	0	25	20	0	21	42	47
22:30	0	50	23	7	0	6	26	1	0	1	24	19	0	15	30	60
22:45	0	36	15	2	0	4	29	0	0	1	13	11	0	21	31	35
23:00	0	47	15	1	0	5	24	0	0	1	17	14	0	22	14	29
23:15	0	28	15	2	0	0	22	1	0	0	17	19	0	16	39	57
23:30	0	44	6	0	0	2	18	0	0	0	14	11	0	20	26	52
23:45	0	26	10	1	0	4	16	1	0	0	17	21	0	13	37	61

Start Time	Rolling Hour															
00:00	0	64	23	0	1	0	56	3	0	0	27	24	0	44	87	124
00:15	0	64	16	0	2	0	45	3	0	0	26	25	0	41	73	101
00:30	0	60	12	1	1	0	39	3	0	0	21	23	0	33	61	90
00:45	0	66	9	1	1	1	36	3	0	0	18	36	0	25	47	85
01:00	0	71	7	2	1	2	31	2	0	1	19	36	0	25	40	93
01:15	0	69	9	3	0	2	32	2	0	1	17	35	0	23	35	93
01:30	0	71	8	2	0	3	35	1	0	1	15	39	0	35	43	113
01:45	0	61	10	2	0	2	50	0	0	1	14	33	0	45	53	148
02:00	0	58	7	2	0	1	57	0	0	0	8	31	0	54	58	146
02:15	0	71	6	1	0	1	67	0	0	0	7	38	0	49	62	153
02:30	0	74	4	1	0	0	78	0	0	0	8	38	0	41	54	139
02:45	0	104	3	1	0	2	79	0	0	0	11	40	0	30	45	112
03:00	0	130	4	0	0	2	99	1	0	0	18	50	0	21	39	106
03:15	0	156	5	1	0	3	116	1	0	0	20	49	0	24	43	106
03:30	0	185	10	1	0	3	130	1	0	0	19	67	0	32	55	126
03:45	0	211	12	1	0	1	144	2	0	0	30	83	0	40	71	124
04:00	0	241	14	1	0	1	148	1	0	0	45	102	0	47	87	116
04:15	0	253	25	1	0	2	142	1	0	2	55	120	0	65	101	130
04:30	0	280	34	2	0	4	148	2	0	4	82	129	0	70	125	125
04:45	0	287	47	5	0	6	162	1	0	6	98	134	0	73	140	154
05:00	0	275	61	8	0	17	170	1	0	6	129	136	0	77	157	176
05:15	0	266	65	11	0	24	166	1	0	4	189	134	0	77	184	182
05:30	0	236	97	16	0	29	165	0	0	2	255	140	0	86	192	214
05:45	0	212	127	21	0	41	158	0	0	3	361	162	0	109	214	255
06:00	0	205	161	31	0	49	154	0	0	3	462	190	0	144	238	324
06:15	0	188	244	38	0	74	182	0	0	7	558	216	0	155	276	395
06:30	1	190	300	52	0	98	217	1	0	7	644	234	0	182	310	466
06:45	1	202	366	69	0	110	260	2	0	4	650	252	0	212	373	498
07:00	3	216	424	112	0	128	297	4	0	5	660	273	0	228	453	488
07:15	4	259	439	145	0	125	313	8	0	1	652	309	0	246	494	479
07:30	3	278	441	169	1	124	332	9	0	2	635	318	0	261	509	450
07:45	3	290	424	192	1	124	307	16	0	5	620	312	0	257	470	427
08:00	3	282	428	168	1	106	300	19	0	8	564	289	0	243	440	403
08:15	2	254	406	162	1	98	298	16	0	12	507	251	2	240	387	407
08:30	3	257	381	146	0	97	258	15	0	11	495	231	3	215	371	392
08:45	3	244	359	119	0	87	245	8	0	12	482	218	5	200	356	393
09:00	1	268	338	103	0	82	232	5	0	13	475	215	5	186	308	408
09:15	1	296	328	83	0	74	234	6	0	18	474	199	3	169	292	359
09:30	0	299	315	69	1	59	240	7	0	22	415	203	2	157	266	330
09:45	1	355	319	59	1	54	260	10	0	20	380	201	0	139	285	336
10:00	2	348	306	55	1	54	268	12	0	19	365	208	1	147	309	350
10:15	2	360	290	48	1	61	258	11	0	16	347	215	1	152	326	370
10:30	2	390	291	59	0	60	262	9	0	15	332	215	1	156	324	384
10:45	1	354	291	60	0	64	258	6	0	13	325	217	1	171	290	371
11:00	0	372	306	62	0	66	234	4	0	14	313	212	0	173	283	332
11:15	0	364	329	62	0	69	242	4	0	13	321	208	2	169	279	299
11:30	0	340	347	60	0	71	235	10	0	11	319	206	2	170	297	289
11:45	0	338	344	63	0	80	260	11	0	12	323	200	2	158	298	277
12:00	0	329	332	60	0	75	288	14	0	11	335	170	2	155	259	300
12:15	0	315	325	71	0	65	280	17	0	13	332	186	1	153	245	316
12:30	0	314	331	58	0	66	283	16	0	21	329	179	1	165	237	356
12:45	0	313	358	61	0	56	257	15	0	21	336	181	3	180	255	351
13:00	0	308	368	73	1	56	247	17	0	20	318	195	4	184	289	368
13:15	0	334	367	66	1	58	262	21	0	17	287	178	3	201	294	376
13:30	0	345	386	69	1	58	272	25	0	17	299	182	4	209	302	359
13:45	0	355	433	74	1	65	296	29	0	21	278	189	2	228	308	375
14:00	0	409	468	70	1	77	311	26	0	20	297	192	2	231	296	353
14:15	0	419	498	74	1	89	315	20	0	22	331	212	2	242	285	349
14:30	0	433	469	86	1	86	319	15	1	19	346	223	2	255	294	343
14:45	0	469	451	88	1	78	312	11	1	22	371	238	2	246	294	341
15:00	0	475	476	96	1	76	304	12	1	34	379	261	1	262	296	328
15:15	0	501	499	107	1	103	317	16	1	37	410	267	3	256	318	335
15:30	0	556	560	108	1	146	343	17	0	47	430	286	2	243	298	336
15:45	1	598	535	117	1	190	354	22	0	53	455	297	2	250	295	328
16:00	1	587	505	119	0	210	391	25	0	50	480	281	3	244	322	340
16:15	1	578	486	129	0	199	393	21	0	41	458	299	1	259	316	328
16:30	1	539	458	128	0	185	415	23	0	27	456	291	1	274	354	305
16:45	0	494	490	120	0	172	435	19	0	17	464	272	1	257	348	303
17:00	0	475	480	123	0	166	422	19	0	8	441	279	0	262	340	303
17:15	0	477	494	110	0	153	415	26	0	12	434	269	1	249	339	310
17:30	0	469	503	112	0	137	377	26	2	12	413	249	2	214	314	321
17:45	0	445	501	110	0	107	355	23	2	9	367	238	2	224	316	353
18:00	0	431	475	102	0	80	335	17	2	8	336	231	2	213	300	360
18:15	1	382	425	98	0	64	316	10	2	7	309	191	1	179	292	347
18:30	1	350	364	84	0	52	284	9	0	8	270	161	0	178	255	342
18:45	2	307	284	70	0	53	236	12	0	8	247	151	0	151	228	284
19:00	2	261	261	55	0	50	199	14	0	8	222	134	0	122	209	264
19:15	1	238	226	43	0	43	162	16	0	5	181	124	0	131	206	263
19:30	1	205	209	37	0	30	141	17	0	2	166	124	0	128	210	239
19:45	0	219	194	32	1	23	137	16	0	5	142	108	0	129	200	218
20:00	0	208	157	27	1	28	127	15	1	11	120	86	0	124	170	178
20:15	0	197	150	30	1	31	121	12	1	14	122	82	0	109	137	146
20:30	0	202	141	25	1	43	114	6	2	17	117	74	0	108	132	163
20:45	0	162	126	24	0	42	108	8	2	16	109	71	0	87	116	160
21:00	0	161	140	24	0	35	105	8	2	11	109	81	0	93	123	150
21:15	0	162	149	14	0	28	107	9	2	12	105	75	0	84	108	142
21:30	0	144	157	16	0	17	109	10	1	9	93	80	0	76	111	124
21:45	0	163	156	19	0	17	106	7	1	7	96	77	0	78	118	152
22:00	0	166	129	16	0	17	111	5	0	6	88	61	0	69	120	168
22:15	0	167	100	14	0	19	106	3	0	3	79	64	0	78	117	171
22:30	0	161	68	12	0	15	101	2	0	3	71	63	0	74	114	181
22:45	0	155	51	5	0	11	92	1	0	2	60	55	0	79	110	173
23:00	0	145	46	4	0	11	79	2	0	1	64	65	0	71	115	199

Intelligent Data Collection Limited

Client: Peter Brett Associates
Project Number: ID04020
Junction Number: Site 4

Date of Survey: 10.07.2018
Junction Name: Lime Kiln Roundabout
Junction Type: 4-arm Roundabout

Arm A: A4174 Colliters Way (NW)
Arm B: A38 Bridgwater Road (NE)
Arm C: A4174 Colliters Way (SE)
Arm D: A38 Bridgwater Road (SW)

Count Method: Vehicles **Classes Included:** All Classes *Select the count method and desired user classes from the drop-downs in cells D10 and G10*

Maximum 15-minute Junction Flow:

AM Peak	**from:**	08:00	**until:**	08:15	**flow:**	874	*AM Peak covers 06:00 until 10:00*
Inter-Peak	**from:**	15:30	**until:**	15:45	**flow:**	748	*Inter-Peak covers 10:00 until 16:00*
PM Peak	**from:**	16:15	**until:**	16:30	**flow:**	891	*PM Peak covers 16:00 until 20:00*

Period Starting: 00:00 *Select the time from the drop-down in cell D18 to show the 15-minute data for that period*

Movement Counts

From \ To	A	B	C	D	Total
A	0	0	7	15	22
B	0	0	0	19	19
C	6	0	0	4	10
D	**48**	28	15	0	**91**
Total	**54**	28	22	38	142

HGV Proportions

From \ To	A	B	C	D	Total
A	0.0%	0.0%	0.0%	0.0%	0.0%
B	0.0%	0.0%	0.0%	5.3%	5.3%
C	0.0%	0.0%	0.0%	**25.0%**	**10.0%**
D	2.1%	7.1%	0.0%	0.0%	3.3%
Total	1.9%	**7.1%**	0.0%	5.3%	3.5%

Maximum Hourly Junction Flow:

AM Peak	**from:**	07:30	**until:**	08:30	**flow:**	3362
Inter-Peak	**from:**	15:45	**until:**	16:45	**flow:**	3359
PM Peak	**from:**	16:00	**until:**	17:00	**flow:**	3453

Period Starting: 00:00 *Select the time from the drop-down in cell D35 to show the hourly data for that period*

Movement Counts

From \ To	A	B	C	D	Total
A	0	0	23	64	87
B	0	1	3	51	55
C	20	0	0	22	42
D	**116**	81	41	0	**238**
Total	136	82	67	**137**	422

HGV Proportions

From \ To	A	B	C	D	Total
A	0.0%	0.0%	0.0%	0.0%	0.0%
B	0.0%	0.0%	0.0%	5.9%	5.5%
C	**20.0%**	0.0%	0.0%	4.5%	**11.9%**
D	5.2%	4.9%	4.9%	0.0%	5.0%
Total	**7.4%**	4.9%	3.0%	2.9%	4.7%

Bold entries in the above tables indicate the maximum movement, approach and exit flows for the selected time period, and similarly with the HGV proportions

Intelligent Data Collection Limited
Bristol Airport

Client:	Peter Brett Associates
Project Number:	ID04020
Junction Number:	Site 5
Date of Survey:	10.07.2018
Junction Name:	A38 Bridgwater Road / B3130 Barrow Street
Junction Type:	T-Junction

Quality Assurance and Issue Record

Quality Assurance

Revision	Rev A			
Date	09.08.2018			
Prepared by	Gabriela Zelenkova			
Signature				
Checked by	Luke Martin			
Signature				
Project Director	Paul O'Neill			
Signature				
Project number	ID04020			
File Ref	ID04020 Bristol Airport - MCC Site 5 - 10.07.2018			

Issue Sheet

	Date			
Issued to	10.08.2018			
Andrew Lovegrove	E-mail			

Contents Page

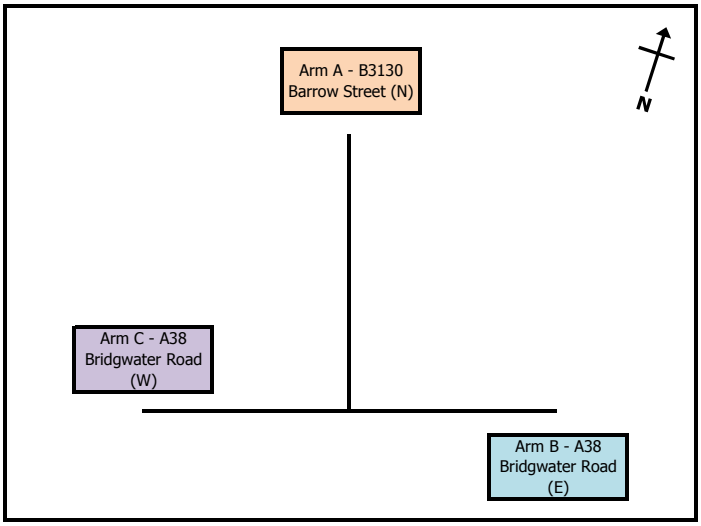
Location Plan & Summary
MCC Data
PCU Data
Movement Matrices

Intelligent Data Collection Limited

Client:	Peter Brett Associates	**Date of Survey:**	10.07.2018
Project Number:	ID04020	**Junction Name:**	A38 Bridgwater Road / B3130 Barrow Street
Junction Number:	Site 5	**Junction Type:**	T-Junction

X Coordinate	Y Coordinate	Google Maps Link	
51.40621085831195	-2.6672872260251097	Click Here	
AM Peak Conditions	**Inter-Peak Conditions**	**PM Peak Conditions**	
Dry	Dry	Dry	

Junction Layout

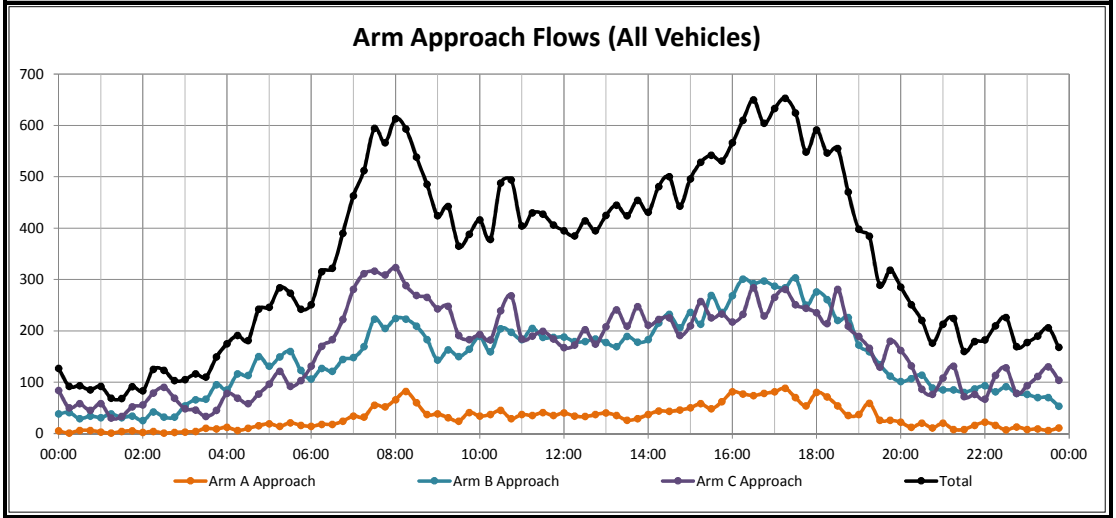


Aerial Mapping and On-site Camera View





Junction Flow Profile



Additional Notes (Factors which may impact on survey results such as accidents, roadworks, special events):

Intelligent Data Collection Limited

Client: Peter Brett Associates
Project Number: ID04020
Junction Number: Site 5

Date of Survey: 10.07.2018
Junction Name: A38 Bridgwater Road / B3130 Barrow Street
Junction Type: T-Junction

Arm A: B3130 Barrow Street (N)
Arm B: A38 Bridgwater Road (E)
Arm C: A38 Bridgwater Road (W)

	A to A								A to C								A to B							
Time	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total
00:00								0	4	0	0	0	0	0	0	4	1	0	0	0	0	0	0	1
00:15								0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
00:30								0	6	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0
00:45								0	5	0	0	0	0	0	0	5	1	0	0	0	0	0	0	1
01:00								0	2	0	0	0	0	0	0	2	1	0	0	0	0	0	0	1
01:15								0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
01:30								0	3	0	0	0	0	0	0	3	1	0	0	0	0	0	0	1
01:45								0	5	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0
02:00								0	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
02:15								0	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0
02:30								0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
02:45								0	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
03:00								0	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0
03:15								0	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0
03:30								0	9	1	0	0	0	0	0	10	0	0	0	0	0	0	0	0
03:45								0	9	0	0	0	0	0	0	9	0	0	0	0	0	0	0	0
04:00								0	12	0	0	0	0	0	0	12	0	0	0	0	0	0	0	0
04:15								0	6	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0
04:30								0	10	0	0	0	0	0	0	10	0	0	0	0	0	0	0	0
04:45								0	15	0	0	0	0	0	0	15	0	0	0	0	0	0	0	0
05:00								0	17	0	1	0	0	0	0	18	0	1	0	0	0	0	0	1
05:15								0	14	0	0	0	0	0	0	14	0	0	0	0	0	0	0	0
05:30								0	18	3	0	0	0	0	0	21	0	0	0	0	0	0	0	0
05:45								0	15	1	0	0	0	0	0	16	0	0	0	0	0	0	0	0
06:00								0	10	2	0	0	0	0	0	12	1	0	1	0	0	0	0	2
06:15								0	15	1	0	1	0	0	0	17	0	1	0	0	0	0	0	1
06:30								0	15	3	0	0	0	0	0	18	0	0	0	0	0	0	0	0
06:45								0	20	1	0	0	0	0	1	22	1	1	0	0	0	0	0	2
07:00								0	14	11	1	0	0	1	0	27	5	1	1	0	0	0	0	7
07:15								0	19	5	0	0	0	0	1	25	4	2	0	0	0	1	0	7
07:30								0	21	11	0	0	0	0	0	32	15	8	0	0	0	0	0	23
07:45								0	25	7	0	0	0	0	2	34	10	7	0	1	0	0	0	18
08:00								0	34	8	0	0	0	0	0	42	18	4	1	0	0	0	1	24
08:15								0	37	9	0	2	0	0	0	48	27	7	0	0	0	0	0	34
08:30								0	33	8	1	0	0	0	0	42	15	3	0	0	0	0	0	18
08:45								0	18	7	1	0	0	0	0	26	10	1	0	0	0	0	0	11
09:00								0	21	9	0	0	0	0	0	30	6	1	0	0	0	0	1	8
09:15								0	19	5	0	0	0	0	1	25	4	2	0	0	0	0	0	6
09:30								0	10	4	1	0	0	0	1	16	5	3	0	0	0	0	0	8
09:45								0	19	9	1	0	0	0	0	29	6	5	1	0	0	0	0	12
10:00								0	14	7	1	1	0	0	2	25	7	2	0	0	0	0	0	9
10:15								0	26	3	0	1	0	0	1	31	4	2	0	0	0	0	0	6
10:30								0	27	3	0	0	0	0	0	30	7	8	0	0	0	0	0	15
10:45								0	19	2	0	0	0	0	0	21	7	1	0	0	0	0	0	8
11:00								0	26	5	0	1	0	0	1	33	2	1	1	0	0	0	0	4
11:15								0	25	3	0	0	0	1	0	29	5	1	0	0	0	0	0	6
11:30								0	25	3	0	0	0	0	0	28	9	4	0	0	0	0	0	13
11:45								0	21	6	0	0	0	1	0	28	6	1	0	0	0	0	0	7
12:00								0	23	6	0	0	0	0	1	30	6	4	0	0	0	0	0	10
12:15								0	19	4	0	1	0	0	0	24	7	2	1	0	0	0	0	10
12:30								0	15	9	0	0	0	0	1	25	3	5	0	0	0	0	0	8
12:45								0	26	5	0	0	0	0	0	31	4	2	0	0	0	0	0	6
13:00								0	21	11	0	0	0	0	0	32	5	2	1	0	0	0	0	8
13:15								0	19	6	1	0	0	0	0	26	7	2	0	0	0	0	0	9
13:30								0	17	2	0	0	0	0	0	19	5	2	0	0	0	0	0	7
13:45								0	19	3	0	1	0	1	0	24	4	1	0	0	0	0	0	5
14:00								0	23	7	0	0	0	0	0	30	5	2	0	0	0	0	0	7
14:15								0	31	4	0	1	0	0	0	36	5	2	1	0	0	0	0	8
14:30								0	28	6	0	0	0	2	1	37	3	3	0	0	0	0	0	6
14:45								0	29	5	0	0	0	0	0	34	7	4	0	1	0	0	0	12
15:00								0	34	2	0	2	1	1	1	41	6	3	0	0	0	0	0	9
15:15								0	31	13	3	0	0	1	0	48	7	3	0	0	0	0	0	10
15:30								0	29	9	1	0	0	0	0	39	5	3	0	1	0	0	0	9
15:45								0	39	7	0	0	0	1	0	47	12	3	0	0	0	0	0	15
16:00								0	52	9	0	1	0	0	1	63	8	9	0	0	0	0	1	18
16:15								0	47	11	0	0	0	1	0	59	10	8	0	0	0	0	0	18
16:30								0	52	9	0	0	0	0	0	61	11	2	0	0	0	0	0	13
16:45								0	63	6	0	0	0	0	0	69	9	0	0	0	0	0	0	9
17:00								0	48	10	0	0	0	1	0	59	17	4	0	0	0	1	0	22
17:15								0	63	7	0	0	0	1	0	71	14	3	0	0	0	0	0	17
17:30								0	49	6	0	0	0	2	2	59	8	2	0	0	0	0	1	11
17:45								0	40	2	1	0	0	0	2	45	7	2	0	0	0	0	0	9
18:00								0	53	5	0	0	0	0	5	63	14	1	0	1	0	0	1	17
18:15								0	41	5	0	0	0	0	20	66	4	1	0	0	0	0	0	5
18:30								0	37	5	0	0	0	0	4	46	7	0	0	0	0	1	0	8
18:45								0	25	0	0	0	0	2	0	27	6	2	0	0	0	0	0	8
19:00								0	28	3	0	0	0	0	0	31	5	0	0	0	0	1	0	6
19:15								0	43	5	0	0	0	0	0	48	10	0	0	0	0	1	0	11
19:30								0	21	0	0	0	0	0	0	21	4	0	0	0	0	0	1	5
19:45								0	18	3	0	0	0	0	1	22	3	1	0	0	0	0	0	4
20:00								0	15	2	0	0	0	0	0	17	4	1	0	0	0	0	0	5
20:15								0	7	1	0	0	0	0	0	8	3	1	0	0	0	0	0	4
20:30								0	12	2	0	0	0	1	0	15	4	1	0	0	0	0	0	5
20:45								0	8	1	0	0	0	1	0	10	1	0	0	0	0	0	0	1
21:00								0	14	1	0	0	0	0	0	15	5	0	0	0	0	0	0	5
21:15								0	5	1	0	0	0	0	0	6	1	1	0	0	0	0	0	2
21:30								0	7	0	0	0	0	0	0	7	1	0	0	0	0	0	0	1
21:45								0	14	1	0	0	0	0	0	15	0	1	0	0	0	0	0	1
22:00								0	15	2	0	0	0	0	0	17	4	1	0	0	0	0	0	5
22:15								0	14	1	0	0	0	0	0	15	0	1	0	0	0	0	0	1
22:30								0	6	0	0	0	0	0	0	6	1	0	0	0	0	0	0	1
22:45								0	11	0	0	0	0	0	0	11	2	0	0	0	0	0	0	2
23:00								0	6	1	0	0	0	0	0	7	1	0	0	0	0	0	0	1
23:15								0	7	1	0	0	0	0	0	8	1	0	0	0	0	0	0	1
23:30								0	5	1	0	0	0	0	0	6	0	0	0	0	0	0	0	0
23:45								0	11	0	0	0	0	0	0	11	0	0	0	0	0	0	0	0

Start Time	Rolling Hour							Total	Rolling Hour							Total	Rolling Hour							Total
00:00	0	0	0	0	0	0	0	0	16	0	0	0	0	0	0	16	2	0	0	0	0	0	0	2
00:15	0	0	0	0	0	0	0	0	14	0	0	0	0	0	0	14	2	0	0	0	0	0	0	2
00:30	0	0	0	0	0	0	0	0	14	0	0	0	0	0	0	14	2	0	0	0	0	0	0	2
00:45	0	0	0	0	0	0	0	0	11	0	0	0	0	0	0	11	3	0	0	0	0	0	0	3
01:00	0	0	0	0	0	0	0	0	11	0	0	0	0	0	0	11	2	0	0	0	0	0	0	2
01:15	0	0	0	0	0	0	0	0	11	0	0	0	0	0	0	11	1	0	0	0	0	0	0	1
01:30	0	0	0	0	0	0	0	0	14	0	0	0	0	0	0	14	1	0	0	0	0	0	0	1
01:45	0	0	0	0	0	0	0	0	12	0	0	0	0	0	0	12	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	9	0	0	0	0	0	0	9	0	0	0	0	0	0	0	0
02:15	0	0	0	0	0	0	0	0	10	0	0	0	0	0	0	10	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	0	0	10	0	0	0	0	0	0	10	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0	18	1	0	0	0	0	0	19	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	25	1	0	0	0	0	0	26	0	0	0	0	0	0	0	0
03:15	0	0	0	0	0	0	0	0	34	1	0	0	0	0	0	35	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0	36	1	0	0	0	0	0	37	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	0	37	0	0	0	0	0	0	37	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	43	0	0	0	0	0	0	43	0	0	0	0	0	0	0	0
04:15	0	0	0	0	0	0	0	0	48	0	1	0	0	0	0	49	0	1	0	0	0	0	0	1
04:30	0	0	0	0	0	0	0	0	56	0	1	0	0	0	0	57	0	1	0	0	0	0	0	1
04:45	0	0	0	0	0	0	0	0	64	3	1	0	0	0	0	68	0	1	0	0	0	0	0	1
05:00	0	0	0	0	0	0	0	0	64	4	1	0	0	0	0	69	0	1	0	0	0	0	0	1
05:15	0	0	0	0	0	0	0	0	57	6	0	0	0	0	0	63	1	0	1	0	0	0	0	2
05:30	0	0	0	0	0	0	0	0	58	7	0	1	0	0	0	66	1	1	1	0	0	0	0	3
05:45	0	0	0	0	0	0	0	0	55	7	0	1	0	0	0	63	1	1	1	0	0	0	0	3
06:00	0	0	0	0	0	0	0	0	60	7	0	1	0	0	1	69	2	2	1	0	0	0	0	5
06:15	0	0	0	0	0	0	0	0	64	16	1	1	0	1	1	84	6	3	1	0	0	0	0	10
06:30	0	0	0	0	0	0	0	0	68	20	1	0	0	1	2	92	10	4	1	0	0	1	0	16
06:45	0	0	0	0	0	0	0	0	74	28	1	0	0	1	2	106	25	12	1	0	0	1	0	39
07:00	0	0	0	0	0	0	0	0	79	34	1	0	0	1	3	118	34	18	1	1	0	1	0	55
07:15	0	0	0	0	0	0	0	0	99	31	0	0	0	0	3	133	47	21	1	1	0	1	1	72
07:30	0	0	0	0	0	0	0	0	117	35	0	2	0	0	2	156	70	26	1	1	0	0	1	99
07:45	0	0	0	0	0	0	0	0	129	32	1	2	0	0	2	166	70	21	1	1	0	0	1	94
08:00	0	0	0	0	0	0	0	0	122	32	2	2	0	0	0	158	70	15	1	0	0	0	1	87
08:15	0	0	0	0	0	0	0	0	109	33	2	2	0	0	0	146	58	12	0	0	0	0	1	71
08:30	0	0	0	0	0	0	0	0	91	29	2	0	0	0	1	123	35	7	0	0	0	0	1	43
08:45	0	0	0	0	0	0	0	0	68	25	2	0	0	0	2	97	25	7	0	0	0	0	1	33
09:00	0	0	0	0	0	0	0	0	69	27	2	0	0	0	2	100	21	11	1	0	0	0	1	34
09:15	0	0	0	0	0	0	0	0	62	25	3	1	0	0	4	95	22	12	1	0	0	0	0	35
09:30	0	0	0	0	0	0	0	0	69	23	3	2	0	0	4	101	22	12	1	0	0	0	0	35
09:45	0	0	0	0	0	0	0	0	86	22	2	2	0	0	3	115	24	17	1	0	0	0	0	42
10:00	0	0	0	0	0	0	0	0	86	15	1	2	0	0	3	107	25	13	0	0	0	0	0	38
10:15	0	0	0	0	0	0	0	0	98	13	0	2	0	0	2	115	20	12	1	0	0	0	0	33
10:30	0	0	0	0	0	0	0	0	97	13	0	1	0	1	1	113	21	11	1	0	0	0	0	33
10:45	0	0	0	0	0	0	0	0	95	13	0	1	0	1	1	111	23	7	1	0	0	0	0	31
11:00	0	0	0	0	0	0	0	0	97	17	0	1	0	2	1	118	22	7	1	0	0	0	0	30
11:15	0	0	0	0	0	0	0	0	94	18	0	0	0	2	1	115	26	10	0	0	0	0	0	36
11:30	0	0	0	0	0	0	0	0	88	19	0	1	0	1	1	110	28	11	1	0	0	0	0	40
11:45	0	0	0	0	0	0	0	0	78	25	0	1	0	1	2	107	22	12	1	0	0	0	0	35
12:00	0	0	0	0	0	0	0	0	83	24	0	1	0	0	2	110	20	13	1	0	0	0	0	34
12:15	0	0	0	0	0	0	0	0	81	29	0	1	0	0	1	112	19	11	2	0	0	0	0	32
12:30	0	0	0	0	0	0	0	0	81	31	1	0	0	0	1	114	19	11	1	0	0	0	0	31
12:45	0	0	0	0	0	0	0	0	83	24	1	0	0	0	0	108	21	8	1	0	0	0	0	30
13:00	0	0	0	0	0	0	0	0	76	22	1	1	0	1	0	101	21	7	1	0	0	0	0	29
13:15	0	0	0	0	0	0	0	0	78	18	1	1	0	1	0	99	21	7	0	0	0	0	0	28
13:30	0	0	0	0	0	0	0	0	90	16	0	2	0	1	0	109	19	7	1	0	0	0	0	27
13:45	0	0	0	0	0	0	0	0	101	20	0	2	0	3	1	127	17	8	1	0	0	0	0	26
14:00	0	0	0	0	0	0	0	0	111	22	0	1	0	2	1	137	20	11	1	1	0	0	0	33
14:15	0	0	0	0	0	0	0	0	122	17	0	3	1	3	2	148	21	12	1	1	0	0	0	35
14:30	0	0	0	0	0	0	0	0	122	26	3	2	1	4	2	160	23	13	0	1	0	0	0	37
14:45	0	0	0	0	0	0	0	0	123	29	4	2	1	2	1	162	25	13	0	2	0	0	0	40
15:00	0	0	0	0	0	0	0	0	133	31	4	2	1	3	1	175	30	12	0	1	0	0	0	43
15:15	0	0	0	0	0	0	0	0	151	38	4	1	0	2	1	197	32	18	0	1	0	0	1	52
15:30	0	0	0	0	0	0	0	0	167	36	1	1	0	2	1	208	35	23	0	1	0	0	1	60
15:45	0	0	0	0	0	0	0	0	190	36	0	1	0	2	1	230	41	22	0	0	0	0	1	64
16:00	0	0	0	0	0	0	0	0	214	35	0	1	0	1	1	252	38	19	0	0	0	0	1	58
16:15	0	0	0	0	0	0	0	0	210	36	0	0	0	2	0	248	47	14	0	0	0	1	0	62
16:30	0	0	0	0	0	0	0	0	226	32	0	0	0	2	0	260	51	9	0	0	0	1	0	61
16:45	0	0	0	0	0	0	0	0	223	29	0	0	0	4	2	258	48	9	0	0	0	1	1	59
17:00	0	0	0	0	0	0	0	0	200	25	1	0	0	4	4	234	46	11	0	0	0	1	1	59
17:15	0	0	0	0	0	0	0	0	205	20	1	0	0	3	9	238	43	8	0	1	0	0	2	54
17:30	0	0	0	0	0	0	0	0	183	18	1	0	0	2	29	233	33	6	0	1	0	0	2	42
17:45	0	0	0	0	0	0	0	0	171	17	1	0	0	0	31	220	32	4	0	1	0	1	1	39
18:00	0	0	0	0	0	0	0	0	156	15	0	0	0	2	29	202	31	4	0	1	0	1	1	38
18:15	0	0	0	0	0	0	0	0	131	13	0	0	0	2	24	170	22	3	0	0	0	2	0	27
18:30	0	0	0	0	0	0	0	0	133	13	0	0	0	2	4	152	28	2	0	0	0	3	0	33
18:45	0	0	0	0	0	0	0	0	117	8	0	0	0	2	0	127	25	2	0	0	0	2	1	30
19:00	0	0	0	0	0	0	0	0	110	11	0	0	0	0	1	122	22	1	0	0	0	2	1	26
19:15	0	0	0	0	0	0	0	0	97	10	0	0	0	0	1	108	21	2	0	0	0	1	1	25
19:30	0	0	0	0	0	0	0	0	61	6	0	0	0	0	1	68	14	3	0	0	0	0	1	18
19:45	0	0	0	0	0	0	0	0	52	8	0	0	0	1	1	62	14	4	0	0	0	0	0	18
20:00	0	0	0	0	0	0	0	0	42	6	0	0	0	2	0	50	12	3	0	0	0	0	0	15
20:15	0	0	0	0	0	0	0	0	41	5	0	0	0	2	0	48	13	2	0	0	0	0	0	15
20:30	0	0	0	0	0	0	0	0	39	5	0	0	0	2	0	46	11	2	0	0	0	0	0	13
20:45	0	0	0	0	0	0	0	0	34	3	0	0	0	1	0	38	8	1	0	0	0	0	0	9
21:00	0	0	0	0	0	0	0	0	40	3	0	0	0	0	0	43	7	2	0	0	0	0	0	9
21:15	0	0	0	0	0	0	0	0	41	4	0	0	0	0	0	45	6	3	0	0	0	0	0	9
21:30	0	0	0	0	0	0	0	0	50	4	0	0	0	0	0	54	5	3	0	0	0	0	0	8
21:45	0	0	0	0	0	0	0	0	49	4	0	0	0	0	0	53	5	3	0	0	0	0	0	8
22:00	0	0	0	0	0	0	0	0	46	3	0	0	0	0	0	49	7	2	0	0	0	0	0	9
22:15	0	0	0	0	0	0	0	0	37	2	0	0	0	0	0	39	4	1	0	0	0	0	0	5
22:30	0	0	0	0	0	0	0	0	30	2	0	0	0	0	0	32	5	0	0	0	0	0	0	5
22:45	0	0	0	0	0	0	0	0	29	3	0	0	0	0	0	32	4	0	0	0	0	0	0	4
23:00	0	0	0	0	0	0	0	0	29	3	0	0	0	0	0	32	2	0	0	0	0	0	0	2

Intelligent Data Collection Limited

Client: Peter Brett Associates
Project Number: ID04020
Junction Number: Site 5

Date of Survey: 10.07.2018
Junction Name: A38 Bridgwater Road / B3130 Barrow Street
Junction Type: T-Junction

Arm A: B3130 Barrow Street (N)
Arm B: A38 Bridgwater Road (E)
Arm C: A38 Bridgwater Road (W)

	B to B								B to A								B to C							
Time	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total
00:00								0	0	0	0	0	0	0	0	0	36	0	0	1	1	0	0	38
00:15								0	0	0	0	0	0	0	0	0	36	4	0	0	1	0	0	41
00:30								0	0	0	0	0	0	0	0	0	25	3	0	0	1	0	0	29
00:45								0	1	0	0	0	0	0	0	1	27	6	0	0	0	0	0	33
01:00								0	0	0	0	0	0	0	0	0	28	0	0	0	2	1	0	31
01:15								0	0	0	0	0	0	0	0	0	38	0	0	0	0	0	0	38
01:30								0	0	0	0	0	0	0	0	0	28	2	0	0	1	0	0	31
01:45								0	0	0	0	0	0	0	0	0	31	1	0	1	1	0	0	34
02:00								0	0	0	0	0	0	0	0	0	23	1	0	0	0	1	0	25
02:15								0	0	0	0	0	0	0	0	0	36	3	2	0	1	0	0	42
02:30								0	0	0	0	0	0	0	0	0	30	1	0	0	1	0	0	32
02:45								0	0	0	0	0	0	0	0	0	29	1	0	1	1	0	0	32
03:00								0	0	0	0	0	0	0	0	0	50	2	1	0	1	0	0	54
03:15								0	0	0	0	0	0	0	0	0	62	3	0	1	1	0	0	66
03:30								0	0	0	0	0	0	0	0	0	64	1	0	1	0	1	0	67
03:45								0	0	0	0	0	0	0	0	0	90	1	0	0	4	0	0	95
04:00								0	0	0	0	0	0	0	0	0	82	3	0	0	0	0	0	85
04:15								0	0	0	0	0	0	0	0	0	104	3	3	5	0	1	0	116
04:30								0	0	0	0	0	0	0	0	0	97	11	2	2	0	1	0	113
04:45								0	0	2	0	0	0	0	0	2	137	3	3	1	3	1	0	148
05:00								0	1	0	0	0	0	0	0	1	128	1	1	0	0	0	0	130
05:15								0	1	0	0	0	0	0	0	1	136	7	1	1	2	1	0	148
05:30								0	1	0	0	0	0	0	0	1	148	8	1	1	1	0	0	159
05:45								0	2	1	1	0	0	0	0	4	97	14	0	3	3	2	0	119
06:00								0	1	1	0	0	0	0	0	2	85	12	1	3	1	1	1	104
06:15								0	2	4	0	0	0	0	0	6	87	24	3	2	3	2	0	121
06:30								0	1	0	0	0	0	0	0	1	98	14	4	1	2	1	0	120
06:45								0	3	3	0	0	0	0	0	6	100	30	1	2	3	2	0	138
07:00								0	10	3	1	0	0	0	0	14	99	26	3	2	3	1	0	134
07:15								0	12	12	0	0	0	0	1	25	99	38	1	3	2	1	0	144
07:30								0	17	12	0	0	0	1	0	30	153	25	3	3	4	5	0	193
07:45								0	21	14	0	0	0	0	0	35	122	32	9	3	3	1	0	170
08:00								0	24	6	1	0	0	0	0	31	143	34	4	6	3	3	0	193
08:15								0	20	11	0	0	0	1	0	32	143	29	12	2	2	3	0	191
08:30								0	20	8	0	0	0	0	0	28	141	29	4	2	5	0	0	181
08:45								0	16	3	0	0	0	0	0	19	128	28	1	4	2	1	0	164
09:00								0	3	6	1	0	0	1	0	11	102	18	6	2	3	1	0	132
09:15								0	10	2	1	0	0	0	0	13	116	27	1	3	2	1	0	150
09:30								0	2	7	0	0	0	0	1	10	104	25	1	4	2	4	0	140
09:45								0	8	3	1	0	0	1	0	13	125	18	0	4	4	0	0	151
10:00								0	5	4	0	0	0	0	1	10	146	19	7	3	4	0	0	179
10:15								0	2	3	0	0	0	0	1	6	123	16	2	6	4	2	0	153
10:30								0	5	0	0	0	0	0	0	5	170	15	4	5	3	2	0	199
10:45								0	7	2	0	0	0	0	0	9	158	16	3	7	3	1	0	188
11:00								0	4	1	1	0	0	0	0	6	147	17	5	5	2	1	0	177
11:15								0	6	1	0	0	0	0	0	7	163	19	5	6	2	3	0	198
11:30								0	8	0	0	0	0	0	0	8	143	25	3	5	3	0	0	179
11:45								0	6	0	1	0	0	0	0	7	151	17	5	2	4	1	0	180
12:00								0	6	2	0	0	0	0	0	8	144	23	2	5	4	2	0	180
12:15								0	6	2	0	0	0	0	0	8	141	23	3	2	2	0	0	171
12:30								0	3	5	2	0	0	0	0	10	139	21	3	3	2	1	0	169
12:45								0	9	2	1	0	0	1	0	13	134	21	2	6	3	5	0	171
13:00								0	8	2	0	1	0	0	0	11	133	18	3	5	4	3	0	166
13:15								0	9	1	0	0	0	0	0	10	128	25	1	4	1	0	0	159
13:30								0	7	3	0	0	0	0	0	10	143	22	2	5	3	4	0	179
13:45								0	5	1	0	0	0	0	0	6	134	24	4	3	2	5	0	172
14:00								0	9	4	0	0	0	0	0	13	145	14	1	2	4	4	0	170
14:15								0	4	4	1	0	0	0	0	9	173	22	6	2	2	0	1	206
14:30								0	6	4	0	0	0	0	0	10	187	25	3	1	4	2	0	222
14:45								0	3	2	0	0	0	0	0	5	166	18	4	5	7	1	0	201
15:00								0	7	2	0	1	0	0	0	10	192	23	2	2	2	5	0	226
15:15								0	5	3	1	0	0	0	0	9	172	19	3	5	3	2	0	204
15:30								0	9	2	0	1	0	0	1	13	207	34	3	4	4	4	0	256
15:45								0	5	2	1	1	0	0	0	9	189	25	2	6	1	4	0	227
16:00								0	5	1	0	0	0	0	0	6	220	32	1	6	3	0	0	262
16:15								0	7	3	0	0	0	0	0	10	247	31	2	4	3	4	0	291
16:30								0	12	3	0	0	0	0	0	15	237	31	1	3	3	2	0	277
16:45								0	8	6	0	0	0	0	0	14	239	37	1	2	3	0	1	283
17:00								0	13	4	0	0	0	0	0	17	222	30	3	3	4	8	0	270
17:15								0	17	0	0	0	0	0	0	17	229	22	2	1	4	7	2	267
17:30								0	12	1	0	0	0	0	0	13	264	18	3	0	1	3	1	290
17:45								0	10	2	0	0	0	0	1	13	211	13	0	1	3	8	1	237
18:00								0	7	0	0	0	0	0	0	7	244	10	2	4	2	3	4	269
18:15								0	5	1	0	0	0	0	0	6	230	14	0	2	3	6	0	255
18:30								0	3	0	0	0	0	0	1	4	193	9	1	2	3	8	0	216
18:45								0	2	0	0	0	0	0	0	2	204	15	0	0	3	2	0	224
19:00								0	4	0	0	0	0	0	1	5	148	8	0	1	4	4	2	167
19:15								0	5	0	0	0	0	1	0	6	141	9	0	0	2	1	0	153
19:30								0	4	1	1	0	0	0	0	6	121	7	0	0	0	0	0	128
19:45								0	4	0	0	0	0	0	0	4	102	4	0	0	2	0	0	108
20:00								0	3	0	0	0	0	0	0	3	86	10	0	1	1	0	0	98
20:15								0	2	0	0	0	0	0	0	2	93	7	0	1	2	2	0	105
20:30								0	1	0	0	0	0	0	0	1	97	12	0	1	0	3	0	113
20:45								0	1	1	0	0	0	0	0	2	81	3	0	1	2	0	0	87
21:00								0	0	0	0	0	0	0	1	1	74	3	2	2	1	2	0	84
21:15								0	4	0	0	0	0	0	0	4	75	3	0	0	2	1	0	81
21:30								0	0	0	0	0	0	0	0	0	74	2	0	1	0	2	1	80
21:45								0	3	0	0	0	0	0	0	3	78	3	0	0	3	0	0	84
22:00								0	3	0	0	0	0	0	0	3	82	3	0	0	1	4	0	90
22:15								0	4	0	0	0	0	0	0	4	71	3	0	0	1	2	0	77
22:30								0	0	0	0	0	0	0	0	0	80	7	0	1	2	1	0	91
22:45								0	2	0	0	0	0	0	0	2	72	3	0	1	0	0	0	76
23:00								0	1	0	0	0	0	0	0	1	70	2	0	1	1	1	0	75
23:15								0	0	1	0	0	0	0	0	1	65	3	0	0	1	0	0	69
23:30								0	1	0	0	0	0	0	0	1	65	0	1	2	1	0	0	69
23:45								0	1	0	0	0	0	0	0	1	48	1	1	0	2	0	0	52

Start Time	Rolling Hour							Total	Rolling Hour							Total	Rolling Hour							Total
00:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	124	13	0	1	3	0	0	141
00:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	116	13	0	0	4	1	0	134
00:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	118	9	0	0	3	1	0	131
00:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	121	8	0	0	3	1	0	133
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	125	3	0	1	4	1	0	134
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	120	4	0	1	2	1	0	128
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	118	7	2	1	3	1	0	132
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	120	6	2	1	3	1	0	133
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	118	6	2	1	3	1	0	131
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	145	7	3	1	4	0	0	160
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	171	7	1	2	3	0	0	184
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	205	7	1	3	2	1	0	219
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	266	7	1	2	5	1	0	282
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	298	8	0	2	4	1	0	313
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	340	8	3	6	4	2	0	363
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	373	18	5	7	4	2	0	409
04:00	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	420	20	8	8	3	3	0	462
04:15	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	3	466	18	9	8	3	3	0	507
04:30	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	4	498	22	7	4	5	3	0	539
04:45	0	0	0	0	0	0	0	0	3	2	0	0	0	0	0	5	549	19	6	3	6	2	0	585
05:00	0	0	0	0	0	0	0	0	5	1	1	0	0	0	0	7	509	30	3	5	6	3	0	556
05:15	0	0	0	0	0	0	0	0	5	2	1	0	0	0	0	8	466	41	3	8	7	4	1	530
05:30	0	0	0	0	0	0	0	0	6	6	1	0	0	0	0	13	417	58	5	9	8	5	1	503
05:45	0	0	0	0	0	0	0	0	6	6	1	0	0	0	0	13	367	64	8	9	9	6	1	464
06:00	0	0	0	0	0	0	0	0	7	8	0	0	0	0	0	15	370	80	9	8	9	6	1	483
06:15	0	0	0	0	0	0	0	0	16	10	1	0	0	0	0	27	384	94	11	7	11	6	0	513
06:30	0	0	0	0	0	0	0	0	26	18	1	0	0	0	1	46	396	108	9	8	10	5	0	536
06:45	0	0	0	0	0	0	0	0	42	30	1	0	0	1	1	75	451	119	8	10	12	9	0	609
07:00	0	0	0	0	0	0	0	0	60	41	1	0	0	1	1	104	473	121	16	11	12	8	0	641
07:15	0	0	0	0	0	0	0	0	74	44	1	0	0	1	1	121	517	129	17	15	12	10	0	700
07:30	0	0	0	0	0	0	0	0	82	43	1	0	0	2	0	128	561	120	28	14	12	12	0	747
07:45	0	0	0	0	0	0	0	0	85	39	1	0	0	1	0	126	549	124	29	13	13	7	0	735
08:00	0	0	0	0	0	0	0	0	80	28	1	0	0	1	0	110	555	120	21	14	12	7	0	729
08:15	0	0	0	0	0	0	0	0	59	28	1	0	0	2	0	90	514	104	23	10	12	5	0	668
08:30	0	0	0	0	0	0	0	0	49	19	2	0	0	1	0	71	487	102	12	11	12	3	0	627
08:45	0	0	0	0	0	0	0	0	31	18	2	0	0	1	1	53	450	98	9	13	9	7	0	586
09:00	0	0	0	0	0	0	0	0	23	18	3	0	0	2	1	47	447	88	8	13	11	6	0	573
09:15	0	0	0	0	0	0	0	0	25	16	2	0	0	1	2	46	491	89	9	14	12	5	0	620
09:30	0	0	0	0	0	0	0	0	17	17	1	0	0	1	3	39	498	78	10	17	14	6	0	623
09:45	0	0	0	0	0	0	0	0	20	10	1	0	0	1	2	34	564	68	13	18	15	4	0	682
10:00	0	0	0	0	0	0	0	0	19	9	0	0	0	0	2	30	597	66	16	21	14	5	0	719
10:15	0	0	0	0	0	0	0	0	18	6	1	0	0	0	1	26	598	64	14	23	12	6	0	717
10:30	0	0	0	0	0	0	0	0	22	4	1	0	0	0	0	27	638	67	17	23	10	7	0	762
10:45	0	0	0	0	0	0	0	0	25	4	1	0	0	0	0	30	611	77	16	23	10	5	0	742
11:00	0	0	0	0	0	0	0	0	24	2	2	0	0	0	0	28	604	78	18	18	11	5	0	734
11:15	0	0	0	0	0	0	0	0	26	3	1	0	0	0	0	30	601	84	15	18	13	6	0	737
11:30	0	0	0	0	0	0	0	0	26	4	1	0	0	0	0	31	579	88	13	14	13	3	0	710
11:45	0	0	0	0	0	0	0	0	21	9	3	0	0	0	0	33	575	84	13	12	12	4	0	700
12:00	0	0	0	0	0	0	0	0	24	11	3	0	0	1	0	39	558	88	10	16	11	8	0	691
12:15	0	0	0	0	0	0	0	0	26	11	3	1	0	1	0	42	547	83	11	16	11	9	0	677
12:30	0	0	0	0	0	0	0	0	29	10	3	1	0	1	0	44	534	85	9	18	10	9	0	665
12:45	0	0	0	0	0	0	0	0	33	8	1	1	0	1	0	44	538	86	8	20	11	12	0	675
13:00	0	0	0	0	0	0	0	0	29	7	0	1	0	0	0	37	538	89	10	17	10	12	0	676
13:15	0	0	0	0	0	0	0	0	30	9	0	0	0	0	0	39	550	85	8	14	10	13	0	680
13:30	0	0	0	0	0	0	0	0	25	12	1	0	0	0	0	38	595	82	13	12	11	13	1	727
13:45	0	0	0	0	0	0	0	0	24	13	1	0	0	0	0	38	639	85	14	8	12	11	1	770
14:00	0	0	0	0	0	0	0	0	22	14	1	0	0	0	0	37	671	79	14	10	17	7	1	799
14:15	0	0	0	0	0	0	0	0	20	12	1	1	0	0	0	34	718	88	15	10	15	8	1	855
14:30	0	0	0	0	0	0	0	0	21	11	1	1	0	0	0	34	717	85	12	13	16	10	0	853
14:45	0	0	0	0	0	0	0	0	24	9	1	2	0	0	1	37	737	94	12	16	16	12	0	887
15:00	0	0	0	0	0	0	0	0	26	9	2	3	0	0	1	41	760	101	10	17	10	15	0	913
15:15	0	0	0	0	0	0	0	0	24	8	2	2	0	0	1	37	788	110	9	21	11	10	0	949
15:30	0	0	0	0	0	0	0	0	26	8	1	2	0	0	1	38	863	122	8	20	11	12	0	1036
15:45	0	0	0	0	0	0	0	0	29	9	1	1	0	0	0	40	893	119	6	19	10	10	0	1057
16:00	0	0	0	0	0	0	0	0	32	13	0	0	0	0	0	45	943	131	5	15	12	6	1	1113
16:15	0	0	0	0	0	0	0	0	40	16	0	0	0	0	0	56	945	129	7	12	13	14	1	1121
16:30	0	0	0	0	0	0	0	0	50	13	0	0	0	0	0	63	927	120	7	9	14	17	3	1097
16:45	0	0	0	0	0	0	0	0	50	11	0	0	0	0	0	61	954	107	9	6	12	18	4	1110
17:00	0	0	0	0	0	0	0	0	52	7	0	0	0	0	1	60	926	83	8	5	12	26	4	1064
17:15	0	0	0	0	0	0	0	0	46	3	0	0	0	0	1	50	948	63	7	6	10	21	8	1063
17:30	0	0	0	0	0	0	0	0	34	4	0	0	0	0	1	39	949	55	5	7	9	20	6	1051
17:45	0	0	0	0	0	0	0	0	25	3	0	0	0	0	2	30	878	46	3	9	11	25	5	977
18:00	0	0	0	0	0	0	0	0	17	1	0	0	0	0	1	19	871	48	3	8	11	19	4	964
18:15	0	0	0	0	0	0	0	0	14	1	0	0	0	0	2	17	775	46	1	5	13	20	2	862
18:30	0	0	0	0	0	0	0	0	14	0	0	0	0	1	2	17	686	41	1	3	12	15	2	760
18:45	0	0	0	0	0	0	0	0	15	1	1	0	0	1	1	19	614	39	0	1	9	7	2	672
19:00	0	0	0	0	0	0	0	0	17	1	1	0	0	1	1	21	512	28	0	1	8	5	2	556
19:15	0	0	0	0	0	0	0	0	16	1	1	0	0	1	0	19	450	30	0	1	5	1	0	487
19:30	0	0	0	0	0	0	0	0	13	1	1	0	0	0	0	15	402	28	0	2	5	2	0	439
19:45	0	0	0	0	0	0	0	0	10	0	0	0	0	0	0	10	378	33	0	3	5	5	0	424
20:00	0	0	0	0	0	0	0	0	7	1	0	0	0	0	0	8	357	32	0	4	5	5	0	403
20:15	0	0	0	0	0	0	0	0	4	1	0	0	0	0	1	6	345	25	2	5	5	7	0	389
20:30	0	0	0	0	0	0	0	0	6	1	0	0	0	0	1	8	327	21	2	4	5	6	0	365
20:45	0	0	0	0	0	0	0	0	5	1	0	0	0	0	1	7	304	11	2	4	5	5	1	332
21:00	0	0	0	0	0	0	0	0	7	0	0	0	0	0	1	8	301	11	2	3	6	5	1	329
21:15	0	0	0	0	0	0	0	0	10	0	0	0	0	0	0	10	309	11	0	1	6	7	1	335
21:30	0	0	0	0	0	0	0	0	10	0	0	0	0	0	0	10	305	11	0	1	5	8	1	331
21:45	0	0	0	0	0	0	0	0	10	0	0	0	0	0	0	10	311	16	0	1	7	7	0	342
22:00	0	0	0	0	0	0	0	0	9	0	0	0	0	0	0	9	305	16	0	2	4	7	0	334
22:15	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	7	293	15	0	3	4	4	0	319
22:30	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	4	287	15	0	3	4	2	0	311
22:45	0	0	0	0	0	0	0	0	4	1	0	0	0	0	0	5	272	8	1	4	3	1	0	289
23:00	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	4	248	6	2	3	5	1	0	265

Intelligent Data Collection Limited

Client: Peter Brett Associates
Project Number: ID04020
Junction Number: Site 5

Date of Survey: 10.07.2018
Junction Name: A38 Bridgwater Road / B3130 Barrow Street
Junction Type: T-Junction

Arm A: B3130 Barrow Street (N)
Arm B: A38 Bridgwater Road (E)
Arm C: A38 Bridgwater Road (W)

	C to C								C to B								C to A							
Time	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total
00:00								0	72	3	1	0	2	0	0	78	6	0	0	0	0	0	0	6
00:15								0	40	3	0	0	4	1	0	48	2	0	0	0	0	0	0	2
00:30								0	45	3	1	2	1	0	0	52	6	0	0	0	0	0	0	6
00:45								0	34	4	1	0	1	0	0	40	5	0	0	0	0	0	0	5
01:00								0	51	1	0	0	0	0	0	52	6	0	0	0	0	0	0	6
01:15								0	26	1	0	0	1	0	0	28	2	0	0	0	0	0	0	2
01:30								0	27	4	0	0	0	0	0	31	2	0	0	0	0	0	0	2
01:45								0	38	5	0	0	3	0	0	46	6	0	0	0	0	0	0	6
02:00								0	49	1	0	0	0	0	0	50	6	0	0	0	0	0	0	6
02:15								0	66	4	1	0	1	0	0	72	7	0	0	0	0	0	0	7
02:30								0	78	2	1	0	0	0	0	81	9	0	0	0	0	0	0	9
02:45								0	58	2	1	0	1	0	0	62	7	0	0	0	0	0	0	7
03:00								0	43	0	0	0	2	0	0	45	3	0	0	0	0	0	0	3
03:15								0	41	1	0	0	0	0	0	42	4	0	0	0	0	0	0	4
03:30								0	31	1	0	0	0	0	0	32	1	0	0	0	0	0	0	1
03:45								0	38	2	1	0	0	0	0	41	4	0	0	0	0	0	0	4
04:00								0	64	0	0	1	3	0	0	68	10	0	0	0	0	0	0	10
04:15								0	53	3	2	0	1	0	0	59	10	0	0	0	0	0	0	10
04:30								0	51	2	1	1	0	0	0	55	3	0	0	0	0	0	0	3
04:45								0	64	4	1	0	0	2	0	71	5	1	0	0	0	0	0	6
05:00								0	77	4	1	2	2	0	0	86	10	0	0	0	0	0	0	10
05:15								0	101	6	0	4	0	0	0	111	8	1	0	0	0	0	1	10
05:30								0	75	5	1	2	1	0	0	84	6	2	0	0	0	0	0	8
05:45								0	76	8	1	4	1	2	3	95	5	3	0	0	0	0	0	8
06:00								0	92	9	1	4	3	0	1	110	16	4	0	1	0	0	0	21
06:15								0	128	10	4	4	2	3	1	152	14	4	0	0	0	0	0	18
06:30								0	121	24	3	8	0	2	0	158	20	5	0	0	0	0	0	25
06:45								0	142	27	2	9	4	3	1	188	23	8	0	0	0	2	1	34
07:00								0	186	39	1	4	2	4	0	236	39	4	0	0	0	2	0	45
07:15								0	214	36	1	5	4	1	0	261	36	12	0	1	0	0	1	50
07:30								0	223	37	4	5	2	3	1	275	33	5	1	0	0	1	1	41
07:45								0	213	27	2	4	3	1	1	251	44	11	0	0	0	1	2	58
08:00								0	235	27	5	3	3	6	5	284	32	6	0	1	0	0	0	39
08:15								0	180	22	4	6	4	4	2	222	56	7	1	0	0	1	1	66
08:30								0	194	18	2	7	2	1	2	226	35	8	0	0	0	0	0	43
08:45								0	189	18	2	4	3	6	1	223	29	11	0	0	0	1	1	42
09:00								0	158	17	5	2	2	3	3	190	50	3	0	0	0	0	0	53
09:15								0	161	24	6	8	3	1	0	203	39	6	0	0	0	0	0	45
09:30								0	125	21	12	3	5	0	0	166	21	4	0	0	0	0	0	25
09:45								0	114	20	4	5	3	1	0	147	26	6	1	1	0	0	2	36
10:00								0	134	19	4	4	3	1	0	165	26	2	0	0	0	0	0	28
10:15								0	127	14	3	2	2	1	0	149	23	8	1	0	0	1	0	33
10:30								0	170	17	2	6	4	2	0	201	35	2	0	1	0	0	0	38
10:45								0	195	20	2	3	4	2	0	226	30	10	1	0	0	1	0	42
11:00								0	126	14	4	2	2	4	1	153	25	6	0	0	0	0	0	31
11:15								0	126	28	2	6	2	1	0	165	21	2	0	0	0	2	0	25
11:30								0	142	17	2	8	3	0	3	175	16	6	1	1	0	0	0	24
11:45								0	118	26	5	3	3	1	0	156	21	6	0	0	0	0	1	28
12:00								0	114	20	3	1	4	1	0	143	16	8	0	0	0	0	0	24
12:15								0	112	28	2	1	2	4	0	149	18	5	0	0	0	0	0	23
12:30								0	143	19	0	5	2	2	1	172	21	9	0	0	0	0	0	30
12:45								0	108	21	2	4	4	2	0	141	31	2	0	0	0	0	0	33
13:00								0	137	23	3	3	3	1	0	170	30	8	0	0	0	0	0	38
13:15								0	160	23	7	3	3	3	0	199	33	6	1	1	0	0	1	42
13:30								0	145	22	3	1	3	1	0	175	28	6	0	0	0	0	0	34
13:45								0	177	22	3	5	5	1	0	213	26	6	0	1	0	1	0	34
14:00								0	157	11	2	4	3	1	0	178	30	2	0	0	0	0	1	33
14:15								0	152	26	4	2	2	3	0	189	29	4	0	0	0	0	0	33
14:30								0	166	21	4	3	4	1	0	199	20	5	0	0	0	1	0	26
14:45								0	125	19	8	4	4	2	0	162	24	4	0	0	0	0	1	29
15:00								0	142	19	3	1	3	2	0	170	32	8	0	0	0	0	0	40
15:15								0	184	27	5	3	3	0	1	223	30	4	0	0	0	0	0	34
15:30								0	139	34	1	2	4	8	1	189	33	2	0	1	0	0	0	36
15:45								0	152	31	2	0	4	1	0	190	39	3	1	0	0	0	0	43
16:00								0	147	23	2	2	3	5	0	182	23	10	1	0	0	0	1	35
16:15								0	154	26	3	2	2	3	1	191	31	9	0	0	0	1	0	41
16:30								0	186	27	3	3	1	1	0	221	48	15	0	0	0	0	0	63
16:45								0	154	24	2	2	3	2	0	187	37	5	0	0	0	0	0	42
17:00								0	176	24	0	1	4	0	0	205	52	4	0	0	0	3	1	60
17:15								0	174	31	4	2	1	2	1	215	62	3	0	0	0	0	1	66
17:30								0	168	20	2	0	4	1	1	196	51	3	0	1	0	0	0	55
17:45								0	178	24	5	1	4	2	0	214	27	3	0	0	0	0	0	30
18:00								0	161	20	2	2	2	0	0	187	44	4	0	0	0	0	0	48
18:15								0	160	17	1	0	3	3	2	186	28	0	0	0	0	0	0	28
18:30								0	215	15	1	1	3	1	0	236	41	4	0	0	0	0	0	45
18:45								0	140	19	0	1	4	1	0	165	40	4	0	0	0	0	0	44
19:00								0	129	14	0	0	2	5	1	151	35	2	0	0	0	0	1	38
19:15								0	126	11	0	3	2	1	5	148	16	1	0	0	0	0	1	18
19:30								0	92	12	1	1	3	2	1	112	15	1	0	0	0	0	1	17
19:45								0	143	6	1	0	2	0	1	153	25	1	0	0	0	0	1	27
20:00								0	128	5	0	1	1	4	2	141	17	2	0	0	0	1	1	21
20:15								0	103	7	0	0	2	1	0	113	19	0	0	0	0	0	0	19
20:30								0	73	1	1	0	1	0	0	76	7	2	0	0	0	1	0	10
20:45								0	54	9	0	0	1	0	0	64	10	0	0	0	0	0	2	12
21:00								0	88	4	0	0	2	1	1	96	12	0	0	0	0	0	0	12
21:15								0	101	5	0	0	1	0	2	109	18	3	0	0	0	1	0	22
21:30								0	58	1	0	1	1	2	0	63	8	1	0	0	0	0	0	9
21:45								0	59	4	0	0	2	4	0	69	7	0	0	0	0	0	0	7
22:00								0	51	4	0	0	2	1	0	58	8	1	0	0	0	0	0	9
22:15								0	90	2	0	4	1	0	0	97	15	1	0	0	0	0	0	16
22:30								0	103	4	0	1	1	5	0	114	14	0	0	0	0	0	0	14
22:45								0	62	4	0	0	1	0	0	67	11	0	0	0	0	0	0	11
23:00								0	80	4	0	0	1	1	0	86	6	1	0	0	0	0	0	7
23:15								0	94	3	1	0	1	1	0	100	9	1	0	0	0	1	0	11
23:30								0	108	2	0	0	1	1	0	112	17	1	0	0	0	0	0	18
23:45								0	84	5	1	0	2	0	0	92	11	1	0	0	0	0	0	12

Start Time	Rolling Hour							Total	Rolling Hour							Total	Rolling Hour							Total
00:00	0	0	0	0	0	0	0	0	191	13	3	2	8	1	0	218	19	0	0	0	0	0	0	19
00:15	0	0	0	0	0	0	0	0	170	11	2	2	6	1	0	192	19	0	0	0	0	0	0	19
00:30	0	0	0	0	0	0	0	0	156	9	2	2	3	0	0	172	19	0	0	0	0	0	0	19
00:45	0	0	0	0	0	0	0	0	138	10	1	0	2	0	0	151	15	0	0	0	0	0	0	15
01:00	0	0	0	0	0	0	0	0	142	11	0	0	4	0	0	157	16	0	0	0	0	0	0	16
01:15	0	0	0	0	0	0	0	0	140	11	0	0	4	0	0	155	16	0	0	0	0	0	0	16
01:30	0	0	0	0	0	0	0	0	180	14	1	0	4	0	0	199	21	0	0	0	0	0	0	21
01:45	0	0	0	0	0	0	0	0	231	12	2	0	4	0	0	249	28	0	0	0	0	0	0	28
02:00	0	0	0	0	0	0	0	0	251	9	3	0	2	0	0	265	29	0	0	0	0	0	0	29
02:15	0	0	0	0	0	0	0	0	245	8	3	0	4	0	0	260	26	0	0	0	0	0	0	26
02:30	0	0	0	0	0	0	0	0	220	5	2	0	3	0	0	230	23	0	0	0	0	0	0	23
02:45	0	0	0	0	0	0	0	0	173	4	1	0	3	0	0	181	15	0	0	0	0	0	0	15
03:00	0	0	0	0	0	0	0	0	153	4	1	0	2	0	0	160	12	0	0	0	0	0	0	12
03:15	0	0	0	0	0	0	0	0	174	4	1	1	3	0	0	183	19	0	0	0	0	0	0	19
03:30	0	0	0	0	0	0	0	0	186	6	3	1	4	0	0	200	25	0	0	0	0	0	0	25
03:45	0	0	0	0	0	0	0	0	206	7	4	2	4	0	0	223	27	0	0	0	0	0	0	27
04:00	0	0	0	0	0	0	0	0	232	9	4	2	4	2	0	253	28	1	0	0	0	0	0	29
04:15	0	0	0	0	0	0	0	0	245	13	5	3	3	2	0	271	28	1	0	0	0	0	0	29
04:30	0	0	0	0	0	0	0	0	293	16	3	7	2	2	0	323	26	2	0	0	0	0	1	29
04:45	0	0	0	0	0	0	0	0	317	19	3	8	3	2	0	352	29	4	0	0	0	0	1	34
05:00	0	0	0	0	0	0	0	0	329	23	3	12	4	2	3	376	29	6	0	0	0	0	1	36
05:15	0	0	0	0	0	0	0	0	344	28	3	14	5	2	4	400	35	10	0	1	0	0	1	47
05:30	0	0	0	0	0	0	0	0	371	32	7	14	7	5	5	441	41	13	0	1	0	0	0	55
05:45	0	0	0	0	0	0	0	0	417	51	9	20	6	7	5	515	55	16	0	1	0	0	0	72
06:00	0	0	0	0	0	0	0	0	483	70	10	25	9	8	3	608	73	21	0	1	0	2	1	98
06:15	0	0	0	0	0	0	0	0	577	100	10	25	8	12	2	734	96	21	0	0	0	4	1	122
06:30	0	0	0	0	0	0	0	0	663	126	7	26	10	10	1	843	118	29	0	1	0	4	2	154
06:45	0	0	0	0	0	0	0	0	765	139	8	23	12	11	2	960	131	29	1	1	0	5	3	170
07:00	0	0	0	0	0	0	0	0	836	139	8	18	11	9	2	1023	152	32	1	1	0	4	4	194
07:15	0	0	0	0	0	0	0	0	885	127	12	17	12	11	7	1071	145	34	1	2	0	2	4	188
07:30	0	0	0	0	0	0	0	0	851	113	15	18	12	14	9	1032	165	29	2	1	0	3	4	204
07:45	0	0	0	0	0	0	0	0	822	94	13	20	12	12	10	983	167	32	1	1	0	2	3	206
08:00	0	0	0	0	0	0	0	0	798	85	13	20	12	17	10	955	152	32	1	1	0	2	2	190
08:15	0	0	0	0	0	0	0	0	721	75	13	19	11	14	8	861	170	29	1	0	0	2	2	204
08:30	0	0	0	0	0	0	0	0	702	77	15	21	10	11	6	842	153	28	0	0	0	1	1	183
08:45	0	0	0	0	0	0	0	0	633	80	25	17	13	10	4	782	139	24	0	0	0	1	1	165
09:00	0	0	0	0	0	0	0	0	558	82	27	18	13	5	3	706	136	19	1	1	0	0	2	159
09:15	0	0	0	0	0	0	0	0	534	84	26	20	14	3	0	681	112	18	1	1	0	0	2	134
09:30	0	0	0	0	0	0	0	0	500	74	23	14	13	3	0	627	96	20	2	1	0	1	2	122
09:45	0	0	0	0	0	0	0	0	545	70	13	17	12	5	0	662	110	18	2	2	0	1	2	135
10:00	0	0	0	0	0	0	0	0	626	70	11	15	13	6	0	741	114	22	2	1	0	2	0	141
10:15	0	0	0	0	0	0	0	0	618	65	11	13	12	9	1	729	113	26	2	1	0	2	0	144
10:30	0	0	0	0	0	0	0	0	617	79	10	17	12	9	1	745	111	20	1	1	0	3	0	136
10:45	0	0	0	0	0	0	0	0	589	79	10	19	11	7	4	719	92	24	2	1	0	3	0	122
11:00	0	0	0	0	0	0	0	0	512	85	13	19	10	6	4	649	83	20	1	1	0	2	1	108
11:15	0	0	0	0	0	0	0	0	500	91	12	18	12	3	3	639	74	22	1	1	0	2	1	101
11:30	0	0	0	0	0	0	0	0	486	91	12	13	12	6	3	623	71	25	1	1	0	0	1	99
11:45	0	0	0	0	0	0	0	0	487	93	10	10	11	8	1	620	76	28	0	0	0	0	1	105
12:00	0	0	0	0	0	0	0	0	477	88	7	11	12	9	1	605	86	24	0	0	0	0	0	110
12:15	0	0	0	0	0	0	0	0	500	91	7	13	11	9	1	632	100	24	0	0	0	0	0	124
12:30	0	0	0	0	0	0	0	0	548	86	12	15	12	8	1	682	115	25	1	1	0	0	1	143
12:45	0	0	0	0	0	0	0	0	550	89	15	11	13	7	0	685	122	22	1	1	0	0	1	147
13:00	0	0	0	0	0	0	0	0	619	90	16	12	14	6	0	757	117	26	1	2	0	1	1	148
13:15	0	0	0	0	0	0	0	0	639	78	15	13	14	6	0	765	117	20	1	2	0	1	2	143
13:30	0	0	0	0	0	0	0	0	631	81	12	12	13	6	0	755	113	18	0	1	0	1	1	134
13:45	0	0	0	0	0	0	0	0	652	80	13	14	14	6	0	779	105	17	0	1	0	2	1	126
14:00	0	0	0	0	0	0	0	0	600	77	18	13	13	7	0	728	103	15	0	0	0	1	2	121
14:15	0	0	0	0	0	0	0	0	585	85	19	10	13	8	0	720	105	21	0	0	0	1	1	128
14:30	0	0	0	0	0	0	0	0	617	86	20	11	14	5	1	754	106	21	0	0	0	1	1	129
14:45	0	0	0	0	0	0	0	0	590	99	17	10	14	12	2	744	119	18	0	1	0	0	1	139
15:00	0	0	0	0	0	0	0	0	617	111	11	6	14	11	2	772	134	17	1	1	0	0	0	153
15:15	0	0	0	0	0	0	0	0	622	115	10	7	14	14	2	784	125	19	2	1	0	0	1	148
15:30	0	0	0	0	0	0	0	0	592	114	8	6	13	17	2	752	126	24	2	1	0	1	1	155
15:45	0	0	0	0	0	0	0	0	639	107	10	7	10	10	1	784	141	37	2	0	0	1	1	182
16:00	0	0	0	0	0	0	0	0	641	100	10	9	9	11	1	781	139	39	1	0	0	1	1	181
16:15	0	0	0	0	0	0	0	0	670	101	8	8	10	6	1	804	168	33	0	0	0	4	1	206
16:30	0	0	0	0	0	0	0	0	690	106	9	8	9	5	1	828	199	27	0	0	0	3	2	231
16:45	0	0	0	0	0	0	0	0	672	99	8	5	12	5	2	803	202	15	0	1	0	3	2	223
17:00	0	0	0	0	0	0	0	0	696	99	11	4	13	5	2	830	192	13	0	1	0	3	2	211
17:15	0	0	0	0	0	0	0	0	681	95	13	5	11	5	2	812	184	13	0	1	0	0	1	199
17:30	0	0	0	0	0	0	0	0	667	81	10	3	13	6	3	783	150	10	0	1	0	0	0	161
17:45	0	0	0	0	0	0	0	0	714	76	9	4	12	6	2	823	140	11	0	0	0	0	0	151
18:00	0	0	0	0	0	0	0	0	676	71	4	4	12	5	2	774	153	12	0	0	0	0	0	165
18:15	0	0	0	0	0	0	0	0	644	65	2	2	12	10	3	738	144	10	0	0	0	0	1	155
18:30	0	0	0	0	0	0	0	0	610	59	1	5	11	8	6	700	132	11	0	0	0	0	2	145
18:45	0	0	0	0	0	0	0	0	487	56	1	5	11	9	7	576	106	8	0	0	0	0	3	117
19:00	0	0	0	0	0	0	0	0	490	43	2	4	9	8	8	564	91	5	0	0	0	0	4	100
19:15	0	0	0	0	0	0	0	0	489	34	2	5	8	7	9	554	73	5	0	0	0	1	4	83
19:30	0	0	0	0	0	0	0	0	466	30	2	2	8	7	4	519	76	4	0	0	0	1	3	84
19:45	0	0	0	0	0	0	0	0	447	19	2	1	6	5	3	483	68	5	0	0	0	2	2	77
20:00	0	0	0	0	0	0	0	0	358	22	1	1	5	5	2	394	53	4	0	0	0	2	3	62
20:15	0	0	0	0	0	0	0	0	318	21	1	0	6	2	1	349	48	2	0	0	0	1	2	53
20:30	0	0	0	0	0	0	0	0	316	19	1	0	5	1	3	345	47	5	0	0	0	2	2	56
20:45	0	0	0	0	0	0	0	0	301	19	0	1	5	3	3	332	48	4	0	0	0	1	2	55
21:00	0	0	0	0	0	0	0	0	306	14	0	1	6	7	3	337	45	4	0	0	0	1	0	50
21:15	0	0	0	0	0	0	0	0	269	14	0	1	6	7	2	299	41	5	0	0	0	1	0	47
21:30	0	0	0	0	0	0	0	0	258	11	0	5	6	7	0	287	38	3	0	0	0	0	0	41
21:45	0	0	0	0	0	0	0	0	303	14	0	5	6	10	0	338	44	2	0	0	0	0	0	46
22:00	0	0	0	0	0	0	0	0	306	14	0	5	5	6	0	336	48	2	0	0	0	0	0	50
22:15	0	0	0	0	0	0	0	0	335	14	0	5	4	6	0	364	46	2	0	0	0	0	0	48
22:30	0	0	0	0	0	0	0	0	339	15	1	1	4	7	0	367	40	2	0	0	0	1	0	43
22:45	0	0	0	0	0	0	0	0	344	13	1	0	4	3	0	365	43	3	0	0	0	1	0	47
23:00	0	0	0	0	0	0	0	0	366	14	2	0	5	3	0	390	43	4	0	0	0	1	0	48

Intelligent Data Collection Limited

Client: Peter Brett Associates
Project Number: ID04020
Junction Number: Site 5

Date of Survey: 10.07.2018
Junction Name: A38 Bridgwater Road / B3130 Barrow Street
Junction Type: T-Junction

	Arm A Approach								Arm A Exit							
Time	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total
00:00	5	0	0	0	0	0	0	5	6	0	0	0	0	0	0	6
00:15	1	0	0	0	0	0	0	1	2	0	0	0	0	0	0	2
00:30	6	0	0	0	0	0	0	6	6	0	0	0	0	0	0	6
00:45	6	0	0	0	0	0	0	6	6	0	0	0	0	0	0	6
01:00	3	0	0	0	0	0	0	3	6	0	0	0	0	0	0	6
01:15	1	0	0	0	0	0	0	1	2	0	0	0	0	0	0	2
01:30	4	0	0	0	0	0	0	4	2	0	0	0	0	0	0	2
01:45	5	0	0	0	0	0	0	5	6	0	0	0	0	0	0	6
02:00	2	0	0	0	0	0	0	2	6	0	0	0	0	0	0	6
02:15	4	0	0	0	0	0	0	4	7	0	0	0	0	0	0	7
02:30	1	0	0	0	0	0	0	1	9	0	0	0	0	0	0	9
02:45	2	0	0	0	0	0	0	2	7	0	0	0	0	0	0	7
03:00	3	0	0	0	0	0	0	3	3	0	0	0	0	0	0	3
03:15	4	0	0	0	0	0	0	4	4	0	0	0	0	0	0	4
03:30	9	1	0	0	0	0	0	10	1	0	0	0	0	0	0	1
03:45	9	0	0	0	0	0	0	9	4	0	0	0	0	0	0	4
04:00	12	0	0	0	0	0	0	12	10	0	0	0	0	0	0	10
04:15	6	0	0	0	0	0	0	6	10	0	0	0	0	0	0	10
04:30	10	0	0	0	0	0	0	10	3	0	0	0	0	0	0	3
04:45	15	0	0	0	0	0	0	15	5	3	0	0	0	0	0	8
05:00	17	1	1	0	0	0	0	19	11	0	0	0	0	0	0	11
05:15	14	0	0	0	0	0	0	14	9	1	0	0	0	0	1	11
05:30	18	3	0	0	0	0	0	21	7	2	0	0	0	0	0	9
05:45	15	1	0	0	0	0	0	16	7	4	1	0	0	0	0	12
06:00	11	2	1	0	0	0	0	14	17	5	0	1	0	0	0	23
06:15	15	2	0	1	0	0	0	18	16	8	0	0	0	0	0	24
06:30	15	3	0	0	0	0	0	18	21	5	0	0	0	0	0	26
06:45	21	2	0	0	0	0	1	24	26	11	0	0	0	2	1	40
07:00	19	12	2	0	0	1	0	34	49	7	1	0	0	2	0	59
07:15	23	7	0	0	0	1	1	32	48	24	0	1	0	0	2	75
07:30	36	19	0	0	0	0	0	55	50	17	1	0	0	2	1	71
07:45	35	14	0	1	0	0	2	52	65	25	0	0	0	1	2	93
08:00	52	12	1	0	0	0	1	66	56	12	1	1	0	0	0	70
08:15	64	16	0	2	0	0	0	82	76	18	1	0	0	2	1	98
08:30	48	11	1	0	0	0	0	60	55	16	0	0	0	0	0	71
08:45	28	8	1	0	0	0	0	37	45	14	0	0	0	1	1	61
09:00	27	10	0	0	0	0	1	38	53	9	1	0	0	1	0	64
09:15	23	7	0	0	0	0	1	31	49	8	1	0	0	0	0	58
09:30	15	7	1	0	0	0	1	24	23	11	0	0	0	0	1	35
09:45	25	14	2	0	0	0	0	41	34	9	2	1	0	1	2	49
10:00	21	9	1	1	0	0	2	34	31	6	0	0	0	0	1	38
10:15	30	5	0	1	0	0	1	37	25	11	1	0	0	1	1	39
10:30	34	11	0	0	0	0	0	45	40	2	0	1	0	0	0	43
10:45	26	3	0	0	0	0	0	29	37	12	1	0	0	1	0	51
11:00	28	6	1	1	0	0	1	37	29	7	1	0	0	0	0	37
11:15	30	4	0	0	0	1	0	35	27	3	0	0	0	2	0	32
11:30	34	7	0	0	0	0	0	41	24	6	1	1	0	0	0	32
11:45	27	7	0	0	0	1	0	35	27	6	1	0	0	0	1	35
12:00	29	10	0	0	0	0	1	40	22	10	0	0	0	0	0	32
12:15	26	6	1	1	0	0	0	34	24	7	0	0	0	0	0	31
12:30	18	14	0	0	0	0	1	33	24	14	2	0	0	0	0	40
12:45	30	7	0	0	0	0	0	37	40	4	1	0	0	1	0	46
13:00	26	13	1	0	0	0	0	40	38	10	0	1	0	0	0	49
13:15	26	8	1	0	0	0	0	35	42	7	1	1	0	0	1	52
13:30	22	4	0	0	0	0	0	26	35	9	0	0	0	0	0	44
13:45	23	4	0	1	0	1	0	29	31	7	0	1	0	1	0	40
14:00	28	9	0	0	0	0	0	37	39	6	0	0	0	0	1	46
14:15	36	6	1	1	0	0	0	44	33	8	1	0	0	0	0	42
14:30	31	9	0	0	0	2	1	43	26	9	0	0	0	1	0	36
14:45	36	9	0	1	0	0	0	46	27	6	0	0	0	0	1	34
15:00	40	5	0	2	1	1	1	50	39	10	0	1	0	0	0	50
15:15	38	16	3	0	0	1	0	58	35	7	1	0	0	0	0	43
15:30	34	12	1	1	0	0	0	48	42	4	0	2	0	0	1	49
15:45	51	10	0	0	0	1	0	62	44	5	2	1	0	0	0	52
16:00	60	18	0	1	0	0	2	81	28	11	1	0	0	0	1	41
16:15	57	19	0	0	0	1	0	77	38	12	0	0	0	1	0	51
16:30	63	11	0	0	0	0	0	74	60	18	0	0	0	0	0	78
16:45	72	6	0	0	0	0	0	78	45	11	0	0	0	0	0	56
17:00	65	14	0	0	0	2	0	81	65	8	0	0	0	3	1	77
17:15	77	10	0	0	0	1	0	88	79	3	0	0	0	0	1	83
17:30	57	8	0	0	0	2	3	70	63	4	0	1	0	0	0	68
17:45	47	4	1	0	0	0	2	54	37	5	0	0	0	0	1	43
18:00	67	6	0	1	0	0	6	80	51	4	0	0	0	0	0	55
18:15	45	6	0	0	0	0	20	71	33	1	0	0	0	0	0	34
18:30	44	5	0	0	0	1	4	54	44	4	0	0	0	0	1	49
18:45	31	2	0	0	0	2	0	35	42	4	0	0	0	0	0	46
19:00	33	3	0	0	0	1	0	37	39	2	0	0	0	0	2	43
19:15	53	5	0	0	0	1	0	59	21	1	0	0	0	1	1	24
19:30	25	0	0	0	0	0	1	26	19	2	1	0	0	0	1	23
19:45	21	4	0	0	0	0	1	26	29	1	0	0	0	0	1	31
20:00	19	3	0	0	0	0	0	22	20	2	0	0	0	1	1	24
20:15	10	2	0	0	0	0	0	12	21	0	0	0	0	0	0	21
20:30	16	3	0	0	0	1	0	20	8	2	0	0	0	1	0	11
20:45	9	1	0	0	0	1	0	11	11	1	0	0	0	0	2	14
21:00	19	1	0	0	0	0	0	20	12	0	0	0	0	0	1	13
21:15	6	2	0	0	0	0	0	8	22	3	0	0	0	1	0	26
21:30	8	0	0	0	0	0	0	8	8	1	0	0	0	0	0	9
21:45	14	2	0	0	0	0	0	16	10	0	0	0	0	0	0	10
22:00	19	3	0	0	0	0	0	22	11	1	0	0	0	0	0	12
22:15	14	2	0	0	0	0	0	16	19	1	0	0	0	0	0	20
22:30	7	0	0	0	0	0	0	7	14	0	0	0	0	0	0	14
22:45	13	0	0	0	0	0	0	13	13	0	0	0	0	0	0	13
23:00	7	1	0	0	0	0	0	8	7	1	0	0	0	0	0	8
23:15	8	1	0	0	0	0	0	9	9	2	0	0	0	1	0	12
23:30	5	1	0	0	0	0	0	6	18	1	0	0	0	0	0	19
23:45	11	0	0	0	0	0	0	11	12	1	0	0	0	0	0	13

Start Time	Rolling Hour							Total	Rolling Hour							Total
00:00	18	0	0	0	0	0	0	18	20	0	0	0	0	0	0	20
00:15	16	0	0	0	0	0	0	16	20	0	0	0	0	0	0	20
00:30	16	0	0	0	0	0	0	16	20	0	0	0	0	0	0	20
00:45	14	0	0	0	0	0	0	14	16	0	0	0	0	0	0	16
01:00	13	0	0	0	0	0	0	13	16	0	0	0	0	0	0	16
01:15	12	0	0	0	0	0	0	12	16	0	0	0	0	0	0	16
01:30	15	0	0	0	0	0	0	15	21	0	0	0	0	0	0	21
01:45	12	0	0	0	0	0	0	12	28	0	0	0	0	0	0	28
02:00	9	0	0	0	0	0	0	9	29	0	0	0	0	0	0	29
02:15	10	0	0	0	0	0	0	10	26	0	0	0	0	0	0	26
02:30	10	0	0	0	0	0	0	10	23	0	0	0	0	0	0	23
02:45	18	1	0	0	0	0	0	19	15	0	0	0	0	0	0	15
03:00	25	1	0	0	0	0	0	26	12	0	0	0	0	0	0	12
03:15	34	1	0	0	0	0	0	35	19	0	0	0	0	0	0	19
03:30	36	1	0	0	0	0	0	37	25	0	0	0	0	0	0	25
03:45	37	0	0	0	0	0	0	37	27	0	0	0	0	0	0	27
04:00	43	0	0	0	0	0	0	43	28	3	0	0	0	0	0	31
04:15	48	1	1	0	0	0	0	50	29	3	0	0	0	0	0	32
04:30	56	1	1	0	0	0	0	58	28	4	0	0	0	0	1	33
04:45	64	4	1	0	0	0	0	69	32	6	0	0	0	0	1	39
05:00	64	5	1	0	0	0	0	70	34	7	1	0	0	0	1	43
05:15	58	6	1	0	0	0	0	65	40	12	1	1	0	0	1	55
05:30	59	8	1	1	0	0	0	69	47	19	1	1	0	0	0	68
05:45	56	8	1	1	0	0	0	66	61	22	1	1	0	0	0	85
06:00	62	9	1	1	0	0	1	74	80	29	0	1	0	2	1	113
06:15	70	19	2	1	0	1	1	94	112	31	1	0	0	4	1	149
06:30	78	24	2	0	0	2	2	108	144	47	1	1	0	4	3	200
06:45	99	40	2	0	0	2	2	145	173	59	2	1	0	6	4	245
07:00	113	52	2	1	0	2	3	173	212	73	2	1	0	5	5	298
07:15	146	52	1	1	0	1	4	205	219	78	2	2	0	3	5	309
07:30	187	61	1	3	0	0	3	255	247	72	3	1	0	5	4	332
07:45	199	53	2	3	0	0	3	260	252	71	2	1	0	3	3	332
08:00	192	47	3	2	0	0	1	245	232	60	2	1	0	3	2	300
08:15	167	45	2	2	0	0	1	217	229	57	2	0	0	4	2	294
08:30	126	36	2	0	0	0	2	166	202	47	2	0	0	2	1	254
08:45	93	32	2	0	0	0	3	130	170	42	2	0	0	2	2	218
09:00	90	38	3	0	0	0	3	134	159	37	4	1	0	2	3	206
09:15	84	37	4	1	0	0	4	130	137	34	3	1	0	1	4	180
09:30	91	35	4	2	0	0	4	136	113	37	3	1	0	2	5	161
09:45	110	39	3	2	0	0	3	157	130	28	3	2	0	2	4	169
10:00	111	28	1	2	0	0	3	145	133	31	2	1	0	2	2	171
10:15	118	25	1	2	0	0	2	148	131	32	3	1	0	2	1	170
10:30	118	24	1	1	0	1	1	146	133	24	2	1	0	3	0	163
10:45	118	20	1	1	0	1	1	142	117	28	3	1	0	3	0	152
11:00	119	24	1	1	0	2	1	148	107	22	3	1	0	2	1	136
11:15	120	28	0	0	0	2	1	151	100	25	2	1	0	2	1	131
11:30	116	30	1	1	0	1	1	150	97	29	2	1	0	0	1	130
11:45	100	37	1	1	0	1	2	142	97	37	3	0	0	0	1	138
12:00	103	37	1	1	0	0	2	144	110	35	3	0	0	1	0	149
12:15	100	40	2	1	0	0	1	144	126	35	3	1	0	1	0	166
12:30	100	42	2	0	0	0	1	145	144	35	4	2	0	1	1	187
12:45	104	32	2	0	0	0	0	138	155	30	2	2	0	1	1	191
13:00	97	29	2	1	0	1	0	130	146	33	1	3	0	1	1	185
13:15	99	25	1	1	0	1	0	127	147	29	1	2	0	1	2	182
13:30	109	23	1	2	0	1	0	136	138	30	1	1	0	1	1	172
13:45	118	28	1	2	0	3	1	153	129	30	1	1	0	2	1	164
14:00	131	33	1	2	0	2	1	170	125	29	1	0	0	1	2	158
14:15	143	29	1	4	1	3	2	183	125	33	1	1	0	1	1	162
14:30	145	39	3	3	1	4	2	197	127	32	1	1	0	1	1	163
14:45	148	42	4	4	1	2	1	202	143	27	1	3	0	0	2	176
15:00	163	43	4	3	1	3	1	218	160	26	3	4	0	0	1	194
15:15	183	56	4	2	0	2	2	249	149	27	4	3	0	0	2	185
15:30	202	59	1	2	0	2	2	268	152	32	3	3	0	1	2	193
15:45	231	58	0	1	0	2	2	294	170	46	3	1	0	1	1	222
16:00	252	54	0	1	0	1	2	310	171	52	1	0	0	1	1	226
16:15	257	50	0	0	0	3	0	310	208	49	0	0	0	4	1	262
16:30	277	41	0	0	0	3	0	321	249	40	0	0	0	3	2	294
16:45	271	38	0	0	0	5	3	317	252	26	0	1	0	3	2	284
17:00	246	36	1	0	0	5	5	293	244	20	0	1	0	3	3	271
17:15	248	28	1	1	0	3	11	292	230	16	0	1	0	0	2	249
17:30	216	24	1	1	0	2	31	275	184	14	0	1	0	0	1	200
17:45	203	21	1	1	0	1	32	259	165	14	0	0	0	0	2	181
18:00	187	19	0	1	0	3	30	240	170	13	0	0	0	0	1	184
18:15	153	16	0	0	0	4	24	197	158	11	0	0	0	0	3	172
18:30	161	15	0	0	0	5	4	185	146	11	0	0	0	1	4	162
18:45	142	10	0	0	0	4	1	157	121	9	1	0	0	1	4	136
19:00	132	12	0	0	0	2	2	148	108	6	1	0	0	1	5	121
19:15	118	12	0	0	0	1	2	133	89	6	1	0	0	2	4	102
19:30	75	9	0	0	0	0	2	86	89	5	1	0	0	1	3	99
19:45	66	12	0	0	0	1	1	80	78	5	0	0	0	2	2	87
20:00	54	9	0	0	0	2	0	65	60	5	0	0	0	2	3	70
20:15	54	7	0	0	0	2	0	63	52	3	0	0	0	1	3	59
20:30	50	7	0	0	0	2	0	59	53	6	0	0	0	2	3	64
20:45	42	4	0	0	0	1	0	47	53	5	0	0	0	1	3	62
21:00	47	5	0	0	0	0	0	52	52	4	0	0	0	1	1	58
21:15	47	7	0	0	0	0	0	54	51	5	0	0	0	1	0	57
21:30	55	7	0	0	0	0	0	62	48	3	0	0	0	0	0	51
21:45	54	7	0	0	0	0	0	61	54	2	0	0	0	0	0	56
22:00	53	5	0	0	0	0	0	58	57	2	0	0	0	0	0	59
22:15	41	3	0	0	0	0	0	44	53	2	0	0	0	0	0	55
22:30	35	2	0	0	0	0	0	37	43	3	0	0	0	1	0	47
22:45	33	3	0	0	0	0	0	36	47	4	0	0	0	1	0	52
23:00	31	3	0	0	0	0	0	34	46	5	0	0	0	1	0	52

Intelligent Data Collection Limited

Client: Peter Brett Associates
Project Number: ID04020
Junction Number: Site 5

Date of Survey: 10.07.2018
Junction Name: A38 Bridgwater Road / B3130 Barrow Street
Junction Type: T-Junction

	Arm B Approach								Arm B Exit							
Time	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total
00:00	36	0	0	1	1	0	0	38	73	3	1	0	2	0	0	79
00:15	36	4	0	0	1	0	0	41	40	3	0	0	4	1	0	48
00:30	25	3	0	0	1	0	0	29	45	3	1	2	1	0	0	52
00:45	28	6	0	0	0	0	0	34	35	4	1	0	1	0	0	41
01:00	28	0	0	0	2	1	0	31	52	1	0	0	0	0	0	53
01:15	38	0	0	0	0	0	0	38	26	1	0	0	1	0	0	28
01:30	28	2	0	0	1	0	0	31	28	4	0	0	0	0	0	32
01:45	31	1	0	1	1	0	0	34	38	5	0	0	3	0	0	46
02:00	23	1	0	0	0	1	0	25	49	1	0	0	0	0	0	50
02:15	36	3	2	0	1	0	0	42	66	4	1	0	1	0	0	72
02:30	30	1	0	0	1	0	0	32	78	2	1	0	0	0	0	81
02:45	29	1	0	1	1	0	0	32	58	2	1	0	1	0	0	62
03:00	50	2	1	0	1	0	0	54	43	0	0	0	2	0	0	45
03:15	62	3	0	1	0	0	0	66	41	1	0	0	0	0	0	42
03:30	64	1	0	1	0	1	0	67	31	1	0	0	0	0	0	32
03:45	90	1	0	0	4	0	0	95	38	2	1	0	0	0	0	41
04:00	82	3	0	0	0	0	0	85	64	0	0	1	3	0	0	68
04:15	104	3	3	5	0	1	0	116	53	3	2	0	1	0	0	59
04:30	97	11	2	2	0	1	0	113	51	2	1	1	0	0	0	55
04:45	137	5	3	1	3	1	0	150	64	4	1	0	0	2	0	71
05:00	129	1	1	0	0	0	0	131	77	5	1	2	2	0	0	87
05:15	137	7	1	1	2	1	0	149	101	6	0	4	0	0	0	111
05:30	149	8	1	1	1	0	0	160	75	5	1	2	1	0	0	84
05:45	99	15	1	3	3	2	0	123	76	8	1	4	1	2	3	95
06:00	86	13	1	3	1	1	1	106	93	9	2	4	3	0	1	112
06:15	89	28	3	2	3	2	0	127	128	11	4	4	2	3	1	153
06:30	99	14	4	1	2	1	0	121	121	24	3	8	0	2	0	158
06:45	103	33	1	2	3	2	0	144	143	28	2	9	4	3	1	190
07:00	109	29	4	2	3	1	0	148	191	40	2	4	2	4	0	243
07:15	111	50	1	3	2	1	1	169	218	38	1	5	4	2	0	268
07:30	170	37	3	3	4	6	0	223	238	45	4	5	2	3	1	298
07:45	143	46	9	3	3	1	0	205	223	34	2	5	3	1	1	269
08:00	167	40	5	6	3	3	0	224	253	31	6	3	3	6	6	308
08:15	163	40	12	2	2	4	0	223	207	29	4	6	4	4	2	256
08:30	161	37	4	2	5	0	0	209	209	21	2	7	2	1	2	244
08:45	144	31	1	4	2	1	0	183	199	19	2	4	3	6	1	234
09:00	105	24	7	2	3	2	0	143	164	18	5	2	2	3	4	198
09:15	126	29	2	3	2	1	0	163	165	26	6	8	3	1	0	209
09:30	106	32	1	4	2	4	1	150	130	24	12	3	5	0	0	174
09:45	133	21	1	4	4	1	0	164	120	25	5	5	3	1	0	159
10:00	151	23	7	3	4	0	1	189	141	21	4	4	3	1	0	174
10:15	125	19	2	6	4	2	1	159	131	16	3	2	2	1	0	155
10:30	175	15	4	5	3	2	0	204	177	25	2	6	4	2	0	216
10:45	165	18	3	7	3	1	0	197	202	21	2	3	4	2	0	234
11:00	151	18	6	5	2	1	0	183	128	15	5	2	2	4	1	157
11:15	169	20	5	6	2	3	0	205	131	29	2	6	2	1	0	171
11:30	151	25	3	5	3	0	0	187	151	21	2	8	3	0	3	188
11:45	157	17	6	2	4	1	0	187	124	27	5	3	3	1	0	163
12:00	150	25	2	5	4	2	0	188	120	24	3	1	4	1	0	153
12:15	147	25	3	2	2	0	0	179	119	30	3	1	2	4	0	159
12:30	142	26	5	3	2	1	0	179	146	24	0	5	2	2	1	180
12:45	143	23	3	6	3	6	0	184	112	23	2	4	4	2	0	147
13:00	141	20	3	6	4	3	0	177	142	25	4	3	3	1	0	178
13:15	137	26	1	4	1	0	0	169	167	25	7	3	3	3	0	208
13:30	150	25	2	5	3	4	0	189	150	24	3	1	3	1	0	182
13:45	139	25	4	3	2	5	0	178	181	23	3	5	5	1	0	218
14:00	154	18	1	2	4	4	0	183	162	13	2	4	3	1	0	185
14:15	177	26	7	2	2	0	1	215	157	28	5	2	2	3	0	197
14:30	193	29	3	1	4	2	0	232	169	24	4	3	4	1	0	205
14:45	169	20	4	5	7	1	0	206	132	23	8	5	4	2	0	174
15:00	199	25	2	3	2	5	0	236	148	22	3	1	3	2	0	179
15:15	177	22	4	5	3	2	0	213	191	30	5	3	3	0	1	233
15:30	216	36	3	5	4	4	1	269	144	37	1	3	4	8	1	198
15:45	194	27	3	7	1	4	0	236	164	34	2	0	4	1	0	205
16:00	225	33	1	6	3	0	0	268	155	32	2	2	3	5	1	200
16:15	254	34	2	4	3	4	0	301	164	34	3	2	2	3	1	209
16:30	249	34	1	3	3	2	0	292	197	29	3	3	1	1	0	234
16:45	247	43	1	2	3	0	1	297	163	24	2	2	3	2	0	196
17:00	235	34	3	3	4	8	0	287	193	28	0	1	4	1	0	227
17:15	246	22	2	1	4	7	2	284	188	34	4	2	1	2	1	232
17:30	276	19	3	0	1	3	1	303	176	22	2	0	4	1	2	207
17:45	221	15	0	1	3	8	2	250	185	26	5	1	4	2	0	223
18:00	251	10	2	4	2	3	4	276	175	21	2	3	2	0	1	204
18:15	235	15	0	2	3	6	0	261	164	18	1	0	3	3	2	191
18:30	196	9	1	2	3	8	1	220	222	15	1	1	3	2	0	244
18:45	206	15	0	0	3	2	0	226	146	21	0	1	4	1	0	173
19:00	152	8	0	1	4	4	3	172	134	14	0	0	2	6	1	157
19:15	146	9	0	0	2	2	0	159	136	11	0	3	2	2	5	159
19:30	125	8	1	0	0	0	0	134	96	12	1	1	3	2	2	117
19:45	106	4	0	0	2	0	0	112	146	7	1	0	2	0	1	157
20:00	89	10	0	1	1	0	0	101	132	6	0	1	1	4	2	146
20:15	95	7	0	1	2	2	0	107	106	8	0	0	2	1	0	117
20:30	98	12	0	1	0	3	0	114	77	2	1	0	1	0	0	81
20:45	82	4	0	1	2	0	0	89	55	9	0	0	1	0	0	65
21:00	74	3	2	2	1	2	1	85	93	4	0	0	2	1	1	101
21:15	79	3	0	0	2	1	0	85	102	6	0	0	1	0	2	111
21:30	74	2	0	1	0	2	1	80	59	1	0	1	1	2	0	64
21:45	81	3	0	0	3	0	0	87	59	5	0	0	2	4	0	70
22:00	85	3	0	0	1	4	0	93	55	5	0	0	2	1	0	63
22:15	75	3	0	0	1	2	0	81	90	3	0	4	1	0	0	98
22:30	80	7	0	1	2	1	0	91	104	4	0	1	1	5	0	115
22:45	74	3	0	1	0	0	0	78	64	4	0	0	1	0	0	69
23:00	71	2	0	1	1	1	0	76	81	4	0	0	1	1	0	87
23:15	65	4	0	0	1	0	0	70	95	3	1	0	1	1	0	101
23:30	66	0	1	2	1	0	0	70	108	2	0	0	1	1	0	112
23:45	49	1	1	0	2	0	0	53	84	5	1	0	2	0	0	92

Start Time	Rolling Hour							Total	Rolling Hour							Total
00:00	125	13	0	1	3	0	0	142	193	13	3	2	8	1	0	220
00:15	117	13	0	0	4	1	0	135	172	11	2	2	6	1	0	194
00:30	119	9	0	0	3	1	0	132	158	9	2	2	3	0	0	174
00:45	122	8	0	0	3	1	0	134	141	10	1	0	2	0	0	154
01:00	125	3	0	1	4	1	0	134	144	11	0	0	4	0	0	159
01:15	120	4	0	1	2	1	0	128	141	11	0	0	4	0	0	156
01:30	118	7	2	1	3	1	0	132	181	14	1	0	4	0	0	200
01:45	120	6	2	1	3	1	0	133	231	12	2	0	4	0	0	249
02:00	118	6	2	1	3	1	0	131	251	9	3	0	2	0	0	265
02:15	145	7	3	1	4	0	0	160	245	8	3	0	4	0	0	260
02:30	171	7	1	2	3	0	0	184	220	5	2	0	3	0	0	230
02:45	205	7	1	3	2	1	0	219	173	4	1	0	3	0	0	181
03:00	266	7	1	2	5	1	0	282	153	4	1	0	2	0	0	160
03:15	298	8	0	2	4	1	0	313	174	4	1	1	3	0	0	183
03:30	340	8	3	6	4	2	0	363	186	6	3	1	4	0	0	200
03:45	373	18	5	7	4	2	0	409	206	7	4	2	4	0	0	223
04:00	420	22	8	8	3	3	0	464	232	9	4	2	4	2	0	253
04:15	467	20	9	8	3	3	0	510	245	14	5	3	3	2	0	272
04:30	500	24	7	4	5	3	0	543	293	17	3	7	2	2	0	324
04:45	552	21	6	3	6	2	0	590	317	20	3	8	3	2	0	353
05:00	514	31	4	5	6	3	0	563	329	24	3	12	4	2	3	377
05:15	471	43	4	8	7	4	1	538	345	28	4	14	5	2	4	402
05:30	423	64	6	9	8	5	1	516	372	33	8	14	7	5	5	444
05:45	373	70	9	9	9	6	1	477	418	52	10	20	6	7	5	518
06:00	377	88	9	8	9	6	1	498	485	72	11	25	9	8	3	613
06:15	400	104	12	7	11	6	0	540	583	103	11	25	8	12	2	744
06:30	422	126	10	8	10	5	1	582	673	130	8	26	10	11	1	859
06:45	493	149	9	10	12	10	1	684	790	151	9	23	12	12	2	999
07:00	533	162	17	11	12	9	1	745	870	157	9	19	11	10	2	1078
07:15	591	173	18	15	12	11	1	821	932	148	13	18	12	12	8	1143
07:30	643	163	29	14	12	14	0	875	921	139	16	19	12	14	10	1131
07:45	634	163	30	13	13	8	0	861	892	115	14	21	12	12	11	1077
08:00	635	148	22	14	12	8	0	839	868	100	14	20	12	17	11	1042
08:15	573	132	24	10	12	7	0	758	779	87	13	19	11	14	9	932
08:30	536	121	14	11	12	4	0	698	737	84	15	21	10	11	7	885
08:45	481	116	11	13	9	8	1	639	658	87	25	17	13	10	5	815
09:00	470	106	11	13	11	8	1	620	579	93	28	18	13	5	4	740
09:15	516	105	11	14	12	6	2	666	556	96	27	20	14	3	0	716
09:30	515	95	11	17	14	7	3	662	522	86	24	14	13	3	0	662
09:45	584	78	14	18	15	5	2	716	569	87	14	17	12	5	0	704
10:00	616	75	16	21	14	5	2	749	651	83	11	15	13	6	0	779
10:15	616	70	15	23	12	6	1	743	638	77	12	13	12	9	1	762
10:30	660	71	18	23	10	7	0	789	638	90	11	17	12	9	1	778
10:45	636	81	17	23	10	5	0	772	612	86	11	19	11	7	4	750
11:00	628	80	20	18	11	5	0	762	534	92	14	19	10	6	4	679
11:15	627	87	16	18	13	6	0	767	526	101	12	18	12	3	3	675
11:30	605	92	14	14	13	3	0	741	514	102	13	13	12	6	3	663
11:45	596	93	16	12	12	4	0	733	509	105	11	10	11	8	1	655
12:00	582	99	13	16	11	9	0	730	497	101	8	11	12	9	1	639
12:15	573	94	14	17	11	10	0	719	519	102	9	13	11	9	1	664
12:30	563	95	12	19	10	10	0	709	567	97	13	15	12	8	1	713
12:45	571	94	9	21	11	13	0	719	571	97	16	11	13	7	0	715
13:00	567	96	10	18	10	12	0	713	640	97	17	12	14	6	0	786
13:15	580	94	8	14	10	13	0	719	660	85	15	13	14	6	0	793
13:30	620	94	14	12	11	13	1	765	650	88	13	12	13	6	0	782
13:45	663	98	15	8	12	11	1	808	669	88	14	14	14	6	0	805
14:00	693	93	15	10	17	7	1	836	620	88	19	14	13	7	0	761
14:15	738	100	16	11	15	8	1	889	606	97	20	11	13	8	0	755
14:30	738	96	13	14	16	10	0	887	640	99	20	12	14	5	1	791
14:45	761	103	13	18	16	12	1	924	615	112	17	12	14	12	2	784
15:00	786	110	12	20	10	15	1	954	647	123	11	7	14	11	2	815
15:15	812	118	11	23	11	10	1	986	654	133	10	8	14	14	3	836
15:30	889	130	9	22	11	12	1	1074	627	137	8	7	13	17	3	812
15:45	922	128	7	20	10	10	0	1097	680	129	10	7	10	10	2	848
16:00	975	144	5	15	12	6	1	1158	679	119	10	9	9	11	2	839
16:15	985	145	7	12	13	14	1	1177	717	115	8	8	10	7	1	866
16:30	977	133	7	9	14	17	3	1160	741	115	9	8	9	6	1	889
16:45	1004	118	9	6	12	18	4	1171	720	108	8	5	12	6	3	862
17:00	978	90	8	5	12	26	5	1124	742	110	11	4	13	6	3	889
17:15	994	66	7	6	10	21	9	1113	724	103	13	6	11	5	4	866
17:30	983	59	5	7	9	20	7	1090	700	87	10	4	13	6	5	825
17:45	903	49	3	9	11	25	7	1007	746	80	9	5	12	7	3	862
18:00	888	49	3	8	11	19	5	983	707	75	4	5	12	6	3	812
18:15	789	47	1	5	13	20	4	879	666	68	2	2	12	12	3	765
18:30	700	41	1	3	12	16	4	777	638	61	1	5	11	11	6	733
18:45	629	40	1	1	9	8	3	691	512	58	1	5	11	11	8	606
19:00	529	29	1	1	8	6	3	577	512	44	2	4	9	10	9	590
19:15	466	31	1	1	5	2	0	506	510	36	2	5	8	8	10	579
19:30	415	29	1	2	5	2	0	454	480	33	2	2	8	7	5	537
19:45	388	33	0	3	5	5	0	434	461	23	2	1	6	5	3	501
20:00	364	33	0	4	5	5	0	411	370	25	1	1	5	5	2	409
20:15	349	26	2	5	5	7	1	395	331	23	1	0	6	2	1	364
20:30	333	22	2	4	5	6	1	373	327	21	1	0	5	1	3	358
20:45	309	12	2	4	5	5	2	339	309	20	0	1	5	3	3	341
21:00	308	11	2	3	6	5	2	337	313	16	0	1	6	7	3	346
21:15	319	11	0	1	6	7	1	345	275	17	0	1	6	7	2	308
21:30	315	11	0	1	5	8	1	341	263	14	0	5	6	7	0	295
21:45	321	16	0	1	7	7	0	352	308	17	0	5	6	10	0	346
22:00	314	16	0	2	4	7	0	343	313	16	0	5	5	6	0	345
22:15	300	15	0	3	4	4	0	326	339	15	0	5	4	6	0	369
22:30	290	16	0	3	4	2	0	315	344	15	1	1	4	7	0	372
22:45	276	9	1	4	3	1	0	294	348	13	1	0	4	3	0	369
23:00	251	7	2	3	5	1	0	269	368	14	2	0	5	3	0	392

Intelligent Data Collection Limited

Client: Peter Brett Associates
Project Number: ID04020
Junction Number: Site 5
Date of Survey: 10.07.2018
Junction Name: A38 Bridgwater Road / B3130 Barrow Street
Junction Type: T-Junction

	Arm C Approach								Arm C Exit							
Time	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total
00:00	78	3	1	0	2	0	0	84	40	0	0	1	1	0	0	42
00:15	42	3	0	0	4	1	0	50	37	4	0	0	1	0	0	42
00:30	51	3	1	2	1	0	0	58	31	3	0	0	1	0	0	35
00:45	39	4	1	0	1	0	0	45	32	6	0	0	0	0	0	38
01:00	57	1	0	0	0	0	0	58	30	0	0	0	2	1	0	33
01:15	28	1	0	0	1	0	0	30	39	0	0	0	0	0	0	39
01:30	29	4	0	0	0	0	0	33	31	2	0	0	1	0	0	34
01:45	44	5	0	0	3	0	0	52	36	1	0	1	1	0	0	39
02:00	55	1	0	0	0	0	0	56	25	1	0	0	0	1	0	27
02:15	73	4	1	0	1	0	0	79	40	3	2	0	1	0	0	46
02:30	87	2	1	0	0	0	0	90	31	1	0	0	1	0	0	33
02:45	65	2	1	0	1	0	0	69	31	1	0	1	1	0	0	34
03:00	46	0	0	0	2	0	0	48	53	2	1	0	1	0	0	57
03:15	45	1	0	0	0	0	0	46	66	3	0	1	0	0	0	70
03:30	32	1	0	0	0	0	0	33	73	2	0	1	0	1	0	77
03:45	42	2	1	0	0	0	0	45	99	1	0	0	4	0	0	104
04:00	74	0	0	1	3	0	0	78	94	3	0	0	0	0	0	97
04:15	63	3	2	0	1	0	0	69	110	3	3	5	0	1	0	122
04:30	54	2	1	1	0	0	0	58	107	11	2	2	0	1	0	123
04:45	69	5	1	0	0	2	0	77	152	3	3	1	3	1	0	163
05:00	87	4	1	2	2	0	0	96	145	1	2	0	0	0	0	148
05:15	109	7	0	4	0	0	1	121	150	7	1	1	2	1	0	162
05:30	81	7	1	2	1	0	0	92	166	11	1	1	1	0	0	180
05:45	81	11	1	4	1	2	3	103	112	15	0	3	3	2	0	135
06:00	108	13	1	5	3	0	1	131	95	14	1	3	1	1	1	116
06:15	142	14	4	4	2	3	1	170	102	25	3	3	3	2	0	138
06:30	141	29	3	8	0	2	0	183	113	17	4	1	2	1	0	138
06:45	165	35	2	9	4	5	2	222	120	31	1	2	3	2	1	160
07:00	225	43	1	4	2	6	0	281	113	37	4	2	3	2	0	161
07:15	250	48	1	6	4	1	1	311	118	43	1	3	2	1	1	169
07:30	256	42	5	5	2	4	2	316	174	36	3	3	4	5	0	225
07:45	257	38	2	4	3	2	3	309	147	39	9	3	3	1	2	204
08:00	267	33	5	4	3	6	5	323	177	42	4	6	3	3	0	235
08:15	236	29	5	6	4	5	3	288	180	38	12	4	2	3	0	239
08:30	229	26	2	7	2	1	2	269	174	37	5	2	5	0	0	223
08:45	218	29	2	4	3	7	2	265	146	35	2	4	2	1	0	190
09:00	208	20	5	2	2	3	3	243	123	27	6	2	3	1	0	162
09:15	200	30	6	8	3	1	0	248	135	32	1	3	2	1	1	175
09:30	146	25	12	3	5	0	0	191	114	29	2	4	2	4	1	156
09:45	140	26	5	6	3	1	2	183	144	27	1	4	4	0	0	180
10:00	160	21	4	4	3	1	0	193	160	26	8	4	4	0	2	204
10:15	150	22	4	2	2	2	0	182	149	19	2	7	4	2	1	184
10:30	205	19	2	7	4	2	0	239	197	18	4	5	3	2	0	229
10:45	225	30	3	3	4	3	0	268	177	18	3	7	3	1	0	209
11:00	151	20	4	2	2	4	1	184	173	22	5	6	2	1	1	210
11:15	147	30	2	6	2	3	0	190	188	22	5	6	2	4	0	227
11:30	158	23	3	9	3	0	3	199	168	28	3	5	3	0	0	207
11:45	139	32	5	3	3	1	1	184	172	23	5	2	4	2	0	208
12:00	130	28	3	1	4	1	0	167	167	29	2	5	4	2	1	210
12:15	130	33	2	1	2	4	0	172	160	27	3	3	2	0	0	195
12:30	164	28	0	5	2	2	1	202	154	30	3	3	2	1	1	194
12:45	139	23	2	4	4	2	0	174	160	26	2	6	3	5	0	202
13:00	167	31	3	3	3	1	0	208	154	29	3	5	4	3	0	198
13:15	193	29	8	4	3	3	1	241	147	31	2	4	1	0	0	185
13:30	173	28	3	1	3	1	0	209	160	24	2	5	3	4	0	198
13:45	203	28	3	6	5	2	0	247	153	27	4	4	2	6	0	196
14:00	187	13	2	4	3	1	1	211	168	21	1	2	4	4	0	200
14:15	181	30	4	2	2	3	0	222	204	26	6	3	2	0	1	242
14:30	186	26	4	3	4	2	0	225	215	31	3	1	4	4	1	259
14:45	149	23	8	4	4	2	1	191	195	23	4	5	7	1	0	235
15:00	174	27	3	1	3	2	0	210	226	25	2	4	3	6	1	267
15:15	214	31	5	3	3	0	1	257	203	32	6	5	3	3	0	252
15:30	172	36	1	3	4	8	1	225	236	43	4	4	4	4	0	295
15:45	191	34	3	0	4	1	0	233	228	32	2	6	1	5	0	274
16:00	170	33	3	2	3	5	1	217	272	41	1	7	3	0	1	325
16:15	185	35	3	2	2	4	1	232	294	42	2	4	3	5	0	350
16:30	234	42	3	3	1	1	0	284	289	40	1	3	3	2	0	338
16:45	191	29	2	2	3	2	0	229	302	43	1	2	3	0	1	352
17:00	228	28	0	1	4	3	1	265	270	40	3	3	4	9	0	329
17:15	236	34	4	2	1	2	2	281	292	29	2	1	4	8	2	338
17:30	219	23	2	1	4	1	1	251	313	24	3	0	1	5	3	349
17:45	205	27	5	1	4	2	0	244	251	15	1	1	3	8	3	282
18:00	205	24	2	2	2	0	0	235	297	15	2	4	2	3	9	332
18:15	188	17	1	0	3	3	2	214	271	19	0	2	3	6	20	321
18:30	256	19	1	1	3	1	0	281	230	14	1	2	3	8	4	262
18:45	180	23	0	1	4	1	0	209	229	15	0	0	3	4	0	251
19:00	164	16	0	0	2	5	2	189	176	11	0	1	4	4	2	198
19:15	142	12	0	3	2	1	6	166	184	14	0	0	2	1	0	201
19:30	107	13	1	1	3	2	2	129	142	7	0	0	0	0	0	149
19:45	168	7	1	0	2	0	2	180	120	7	0	0	2	0	1	130
20:00	145	7	0	1	1	5	3	162	101	12	0	1	1	0	0	115
20:15	122	7	0	0	2	1	0	132	100	8	0	1	2	2	0	113
20:30	80	3	1	0	1	1	0	86	109	14	0	1	0	4	0	128
20:45	64	9	0	0	1	0	2	76	89	4	0	1	2	1	0	97
21:00	100	4	0	0	2	1	1	108	88	4	2	2	1	2	0	99
21:15	119	8	0	0	1	1	2	131	80	4	0	0	2	1	0	87
21:30	66	2	0	1	1	2	0	72	81	2	0	1	0	2	1	87
21:45	66	4	0	0	2	4	0	76	92	4	0	0	3	0	0	99
22:00	59	5	0	0	2	1	0	67	97	5	0	0	1	4	0	107
22:15	105	3	0	4	1	0	0	113	85	4	0	0	1	2	0	92
22:30	117	4	0	1	1	5	0	128	86	7	0	1	2	1	0	97
22:45	73	4	0	0	1	0	0	78	83	3	0	1	0	0	0	87
23:00	86	5	0	0	1	1	0	93	76	3	0	1	1	1	0	82
23:15	103	4	1	0	1	2	0	111	72	4	0	0	1	0	0	77
23:30	125	3	0	0	1	1	0	130	70	1	1	2	1	0	0	75
23:45	95	6	1	0	2	0	0	104	59	1	1	0	2	0	0	63

Start Time	Rolling Hour							Total	Rolling Hour							Total
00:00	210	13	3	2	8	1	0	237	140	13	0	1	3	0	0	157
00:15	189	11	2	2	6	1	0	211	130	13	0	0	4	1	0	148
00:30	175	9	2	2	3	0	0	191	132	9	0	0	3	1	0	145
00:45	153	10	1	0	2	0	0	166	132	8	0	0	3	1	0	144
01:00	158	11	0	0	4	0	0	173	136	3	0	1	4	1	0	145
01:15	156	11	0	0	4	0	0	171	131	4	0	1	2	1	0	139
01:30	201	14	1	0	4	0	0	220	132	7	2	1	3	1	0	146
01:45	259	12	2	0	4	0	0	277	132	6	2	1	3	1	0	145
02:00	280	9	3	0	2	0	0	294	127	6	2	1	3	1	0	140
02:15	271	8	3	0	4	0	0	286	155	7	3	1	4	0	0	170
02:30	243	5	2	0	3	0	0	253	181	7	1	2	3	0	0	194
02:45	188	4	1	0	3	0	0	196	223	8	1	3	2	1	0	238
03:00	165	4	1	0	2	0	0	172	291	8	1	2	5	1	0	308
03:15	193	4	1	1	3	0	0	202	332	9	0	2	4	1	0	348
03:30	211	6	3	1	4	0	0	225	376	9	3	6	4	2	0	400
03:45	233	7	4	2	4	0	0	250	410	18	5	7	4	2	0	446
04:00	260	10	4	2	4	2	0	282	463	20	8	8	3	3	0	505
04:15	273	14	5	3	3	2	0	300	514	18	10	8	3	3	0	556
04:30	319	18	3	7	2	2	1	352	554	22	8	4	5	3	0	596
04:45	346	23	3	8	3	2	1	386	613	22	7	3	6	2	0	653
05:00	358	29	3	12	4	2	4	412	573	34	4	5	6	3	0	625
05:15	379	38	3	15	5	2	5	447	523	47	3	8	7	4	1	593
05:30	412	45	7	15	7	5	5	496	475	65	5	10	8	5	1	569
05:45	472	67	9	21	6	7	5	587	422	71	8	10	9	6	1	527
06:00	556	91	10	26	9	10	4	706	430	87	9	9	9	6	2	552
06:15	673	121	10	25	8	16	3	856	448	110	12	8	11	7	1	597
06:30	781	155	7	27	10	14	3	997	464	128	10	8	10	6	2	628
06:45	896	168	9	24	12	16	5	1130	525	147	9	10	12	10	2	715
07:00	988	171	9	19	11	13	6	1217	552	155	17	11	12	9	3	759
07:15	1030	161	13	19	12	13	11	1259	616	160	17	15	12	10	3	833
07:30	1016	142	17	19	12	17	13	1236	678	155	28	16	12	12	2	903
07:45	989	126	14	21	12	14	13	1189	678	156	30	15	13	7	2	901
08:00	950	117	14	21	12	19	12	1145	677	152	23	16	12	7	0	887
08:15	891	104	14	19	11	16	10	1065	623	137	25	12	12	5	0	814
08:30	855	105	15	21	10	12	7	1025	578	131	14	11	12	3	1	750
08:45	772	104	25	17	13	11	5	947	518	123	11	13	9	7	2	683
09:00	694	101	28	19	13	5	5	865	516	115	10	13	11	6	2	673
09:15	646	102	27	21	14	3	2	815	553	114	12	15	12	5	4	715
09:30	596	94	25	15	13	4	2	749	567	101	13	19	14	6	4	724
09:45	655	88	15	19	12	6	2	797	650	90	15	20	15	4	3	797
10:00	740	92	13	16	13	8	0	882	683	81	17	23	14	5	3	826
10:15	731	91	13	14	12	11	1	873	696	77	14	25	12	6	2	832
10:30	728	99	11	18	12	12	1	881	735	80	17	24	10	8	1	875
10:45	681	103	12	20	11	10	4	841	706	90	16	24	10	6	1	853
11:00	595	105	14	20	10	8	5	757	701	95	18	19	11	7	1	852
11:15	574	113	13	19	12	5	4	740	695	102	15	18	13	8	1	852
11:30	557	116	13	14	12	6	4	722	667	107	13	15	13	4	1	820
11:45	563	121	10	10	11	8	2	725	653	109	13	13	12	5	2	807
12:00	563	112	7	11	12	9	1	715	641	112	10	17	11	8	2	801
12:15	600	115	7	13	11	9	1	756	628	112	11	17	11	9	1	789
12:30	663	111	13	16	12	8	2	825	615	116	10	18	10	9	1	779
12:45	672	111	16	12	13	7	1	832	621	110	9	20	11	12	0	783
13:00	736	116	17	14	14	7	1	905	614	111	11	18	10	13	0	777
13:15	756	98	16	15	14	7	2	908	628	103	9	15	10	14	0	779
13:30	744	99	12	13	13	7	1	889	685	98	13	14	11	14	1	836
13:45	757	97	13	15	14	8	1	905	740	105	14	10	12	14	2	897
14:00	703	92	18	13	13	8	2	849	782	101	14	11	17	9	2	936
14:15	690	106	19	10	13	9	1	848	840	105	15	13	16	11	3	1003
14:30	723	107	20	11	14	6	2	883	839	111	15	15	17	14	2	1013
14:45	709	117	17	11	14	12	3	883	860	123	16	18	17	14	1	1049
15:00	751	128	12	7	14	11	2	925	893	132	14	19	11	18	1	1088
15:15	747	134	12	8	14	14	3	932	939	148	13	22	11	12	1	1146
15:30	718	138	10	7	13	18	3	907	1030	158	9	21	11	14	1	1244
15:45	780	144	12	7	10	11	2	966	1083	155	6	20	10	12	1	1287
16:00	780	139	11	9	9	12	2	962	1157	166	5	16	12	7	2	1365
16:15	838	134	8	8	10	10	2	1010	1155	165	7	12	13	16	1	1369
16:30	889	133	9	8	9	8	3	1059	1153	152	7	9	14	19	3	1357
16:45	874	114	8	6	12	8	4	1026	1177	136	9	6	12	22	6	1368
17:00	888	112	11	5	13	8	4	1041	1126	108	9	5	12	30	8	1298
17:15	865	108	13	6	11	5	3	1011	1153	83	8	6	10	24	17	1301
17:30	817	91	10	4	13	6	3	944	1132	73	6	7	9	22	35	1284
17:45	854	87	9	4	12	6	2	974	1049	63	4	9	11	25	36	1197
18:00	829	83	4	4	12	5	2	939	1027	63	3	8	11	21	33	1166
18:15	788	75	2	2	12	10	4	893	906	59	1	5	13	22	26	1032
18:30	742	70	1	5	11	8	8	845	819	54	1	3	12	17	6	912
18:45	593	64	1	5	11	9	10	693	731	47	0	1	9	9	2	799
19:00	581	48	2	4	9	8	12	664	622	39	0	1	8	5	3	678
19:15	562	39	2	5	8	8	13	637	547	40	0	1	5	1	1	595
19:30	542	34	2	2	8	8	7	603	463	34	0	2	5	2	1	507
19:45	515	24	2	1	6	7	5	560	430	41	0	3	5	6	1	486
20:00	411	26	1	1	5	7	5	456	399	38	0	4	5	7	0	453
20:15	366	23	1	0	6	3	3	402	386	30	2	5	5	9	0	437
20:30	363	24	1	0	5	3	5	401	366	26	2	4	5	8	0	411
20:45	349	23	0	1	5	4	5	387	338	14	2	4	5	6	1	370
21:00	351	18	0	1	6	8	3	387	341	14	2	3	6	5	1	372
21:15	310	19	0	1	6	8	2	346	350	15	0	1	6	7	1	380
21:30	296	14	0	5	6	7	0	328	355	15	0	1	5	8	1	385
21:45	347	16	0	5	6	10	0	384	360	20	0	1	7	7	0	395
22:00	354	16	0	5	5	6	0	386	351	19	0	2	4	7	0	383
22:15	381	16	0	5	4	6	0	412	330	17	0	3	4	4	0	358
22:30	379	17	1	1	4	8	0	410	317	17	0	3	4	2	0	343
22:45	387	16	1	0	4	4	0	412	301	11	1	4	3	1	0	321
23:00	409	18	2	0	5	4	0	438	277	9	2	3	5	1	0	297

Intelligent Data Collection Limited

Client: Peter Brett Associates
Project Number: ID04020
Junction Number: Site 5

Date of Survey: 10.07.2018
Junction Name: A38 Bridgwater Road / B3130 Barrow Street
Junction Type: T-Junction

	Total Junction Flow							
Time	**Cars**	**LGV**	**OGV1**	**OGV2**	**Buses**	**M/C**	**Cycle**	**Total**
00:00	119	3	1	1	3	0	0	127
00:15	79	7	0	0	5	1	0	92
00:30	82	6	1	2	2	0	0	93
00:45	73	10	1	0	1	0	0	85
01:00	88	1	0	0	2	1	0	92
01:15	67	1	0	0	1	0	0	69
01:30	61	6	0	0	1	0	0	68
01:45	80	6	0	1	4	0	0	91
02:00	80	2	0	0	0	1	0	83
02:15	113	7	3	0	2	0	0	125
02:30	118	3	1	0	1	0	0	123
02:45	96	3	1	1	2	0	0	103
03:00	99	2	1	0	3	0	0	105
03:15	111	4	0	1	0	0	0	116
03:30	105	3	0	1	0	1	0	110
03:45	141	3	1	0	4	0	0	149
04:00	168	3	0	1	3	0	0	175
04:15	173	6	5	5	1	1	0	191
04:30	161	13	3	3	0	1	0	181
04:45	221	10	4	1	3	3	0	242
05:00	233	6	3	2	2	0	0	246
05:15	260	14	1	5	2	1	1	284
05:30	248	18	2	3	2	0	0	273
05:45	195	27	2	7	4	4	3	242
06:00	205	28	3	8	4	1	2	251
06:15	246	44	7	7	5	5	1	315
06:30	255	46	7	9	2	3	0	322
06:45	289	70	3	11	7	7	3	390
07:00	353	84	7	6	5	8	0	463
07:15	384	105	2	9	6	3	3	512
07:30	462	98	8	8	6	10	2	594
07:45	435	98	11	8	6	3	5	566
08:00	486	85	11	10	6	9	6	613
08:15	463	85	17	10	6	9	3	593
08:30	438	74	7	9	7	1	2	538
08:45	390	68	4	8	5	8	2	485
09:00	340	54	12	4	5	5	4	424
09:15	349	66	8	11	5	2	1	442
09:30	267	64	14	7	7	4	2	365
09:45	298	61	8	10	7	2	2	388
10:00	332	53	12	8	7	1	3	416
10:15	305	46	6	9	6	4	2	378
10:30	414	45	6	12	7	4	0	488
10:45	416	51	6	10	7	4	0	494
11:00	330	44	11	8	4	5	2	404
11:15	346	54	7	12	4	7	0	430
11:30	343	55	6	14	6	0	3	427
11:45	323	56	11	5	7	3	1	406
12:00	309	63	5	6	8	3	1	395
12:15	303	64	6	4	4	4	0	385
12:30	324	68	5	8	4	3	2	414
12:45	312	53	5	10	7	8	0	395
13:00	334	64	7	9	7	4	0	425
13:15	356	63	10	8	4	3	1	445
13:30	345	57	5	6	6	5	0	424
13:45	365	57	7	10	7	8	0	454
14:00	369	40	3	6	7	5	1	431
14:15	394	62	12	5	4	3	1	481
14:30	410	64	7	4	8	6	1	500
14:45	354	52	12	10	11	3	1	443
15:00	413	57	5	6	6	8	1	496
15:15	429	69	12	8	6	3	1	528
15:30	422	84	5	9	8	12	2	542
15:45	436	71	6	7	5	6	0	531
16:00	455	84	4	9	6	5	3	566
16:15	496	88	5	6	5	9	1	610
16:30	546	87	4	6	4	3	0	650
16:45	510	78	3	4	6	2	1	604
17:00	528	76	3	4	8	13	1	633
17:15	559	66	6	3	5	10	4	653
17:30	552	50	5	1	5	6	5	624
17:45	473	46	6	2	7	10	4	548
18:00	523	40	4	7	4	3	10	591
18:15	468	38	1	2	6	9	22	546
18:30	496	33	2	3	6	10	5	555
18:45	417	40	0	1	7	5	0	470
19:00	349	27	0	1	6	10	5	398
19:15	341	26	0	3	4	4	6	384
19:30	257	21	2	1	3	2	3	289
19:45	295	15	1	0	4	0	3	318
20:00	253	20	0	2	2	5	3	285
20:15	227	16	0	1	4	3	0	251
20:30	194	18	1	1	1	5	0	220
20:45	155	14	0	1	3	1	2	176
21:00	193	8	2	2	3	3	2	213
21:15	204	13	0	0	3	2	2	224
21:30	148	4	0	2	1	4	1	160
21:45	161	9	0	0	5	4	0	179
22:00	163	11	0	0	3	5	0	182
22:15	194	8	0	4	2	2	0	210
22:30	204	11	0	2	3	6	0	226
22:45	160	7	0	1	1	0	0	169
23:00	164	8	0	1	2	2	0	177
23:15	176	9	1	0	2	2	0	190
23:30	196	4	1	2	2	1	0	206
23:45	155	7	2	0	4	0	0	168

Start Time	Rolling Hour							Total
00:00	353	26	3	3	11	1	0	397
00:15	322	24	2	2	10	2	0	362
00:30	310	18	2	2	6	1	0	339
00:45	289	18	1	0	5	1	0	314
01:00	296	14	0	1	8	1	0	320
01:15	288	15	0	1	6	1	0	311
01:30	334	21	3	1	7	1	0	367
01:45	391	18	4	1	7	1	0	422
02:00	407	15	5	1	5	1	0	434
02:15	426	15	6	1	8	0	0	456
02:30	424	12	3	2	6	0	0	447
02:45	411	12	2	3	5	1	0	434
03:00	456	12	2	2	7	1	0	480
03:15	525	13	1	3	7	1	0	550
03:30	587	15	6	7	8	2	0	625
03:45	643	25	9	9	8	2	0	696
04:00	723	32	12	10	7	5	0	789
04:15	788	35	15	11	6	5	0	860
04:30	875	43	11	11	7	5	1	953
04:45	962	48	10	11	9	4	1	1045
05:00	936	65	8	17	10	5	4	1045
05:15	908	87	8	23	12	6	6	1050
05:30	894	117	14	25	15	10	6	1081
05:45	901	145	19	31	15	13	6	1130
06:00	995	188	20	35	18	16	6	1278
06:15	1143	244	24	33	19	23	4	1490
06:30	1281	305	19	35	20	21	6	1687
06:45	1488	357	20	34	24	28	8	1959
07:00	1634	385	28	31	23	24	10	2135
07:15	1767	386	32	35	24	25	16	2285
07:30	1846	366	47	36	24	31	16	2366
07:45	1822	342	46	37	25	22	16	2310
08:00	1777	312	39	37	24	27	13	2229
08:15	1631	281	40	31	23	23	11	2040
08:30	1517	262	31	32	22	16	9	1889
08:45	1346	252	38	30	22	19	9	1716
09:00	1254	245	42	32	24	13	9	1619
09:15	1246	244	42	36	26	9	8	1611
09:30	1202	224	40	34	27	11	9	1547
09:45	1349	205	32	39	27	11	7	1670
10:00	1467	195	30	39	27	13	5	1776
10:15	1465	186	29	39	24	17	4	1764
10:30	1506	194	30	42	22	20	2	1816
10:45	1435	204	30	44	21	16	5	1755
11:00	1342	209	35	39	21	15	6	1667
11:15	1321	228	29	37	25	13	5	1658
11:30	1278	238	28	29	25	10	5	1613
11:45	1259	251	27	23	23	13	4	1600
12:00	1248	248	21	28	23	18	3	1589
12:15	1273	249	23	31	22	19	2	1619
12:30	1326	248	27	35	22	18	3	1679
12:45	1347	237	27	33	24	20	1	1689
13:00	1400	241	29	33	24	20	1	1748
13:15	1435	217	25	30	24	21	2	1754
13:30	1473	216	27	27	24	21	2	1790
13:45	1538	223	29	25	26	22	3	1866
14:00	1527	218	34	25	30	17	4	1855
14:15	1571	235	36	25	29	20	4	1920
14:30	1606	242	36	28	31	20	4	1967
14:45	1618	262	34	33	31	26	5	2009
15:00	1700	281	28	30	25	29	4	2097
15:15	1742	308	27	33	25	26	6	2167
15:30	1809	327	20	31	24	32	6	2249
15:45	1933	330	19	28	20	23	4	2357
16:00	2007	337	16	25	21	19	5	2430
16:15	2080	329	15	20	23	27	3	2497
16:30	2143	307	16	17	23	28	6	2540
16:45	2149	270	17	12	24	31	11	2514
17:00	2112	238	20	10	25	39	14	2458
17:15	2107	202	21	13	21	29	23	2416
17:30	2016	174	16	12	22	28	41	2309
17:45	1960	157	13	14	23	32	41	2240
18:00	1904	151	7	13	23	27	37	2162
18:15	1730	138	3	7	25	34	32	1969
18:30	1603	126	2	8	23	29	16	1807
18:45	1364	114	2	6	20	21	14	1541
19:00	1242	89	3	5	17	16	17	1389
19:15	1146	82	3	6	13	11	15	1276
19:30	1032	72	3	4	13	10	9	1143
19:45	969	69	2	4	11	13	6	1074
20:00	829	68	1	5	10	14	5	932
20:15	769	56	3	5	11	12	4	860
20:30	746	53	3	4	10	11	6	833
20:45	700	39	2	5	10	10	7	773
21:00	706	34	2	4	12	13	5	776
21:15	676	37	0	2	12	15	3	745
21:30	666	32	0	6	11	15	1	731
21:45	722	39	0	6	13	17	0	797
22:00	721	37	0	7	9	13	0	787
22:15	722	34	0	8	8	10	0	782
22:30	704	35	1	4	8	10	0	762
22:45	696	28	2	4	7	5	0	742
23:00	691	28	4	3	10	5	0	741

Intelligent Data Collection Limited

Client: Peter Brett Associates
Project Number: ID04020
Junction Number: Site 5

Date of Survey: 10.07.2018
Junction Name: A38 Bridgwater Road / B3130 Barrow Street
Junction Type: T-Junction

Arm A: B3130 Barrow Street (N) **Arm B:** A38 Bridgwater Road (E) **Arm C:** A38 Bridgwater Road (W)

	PCU Summary								
Time	A to A	A to C	A to B	B to B	B to A	B to C	C to C	C to B	C to A
00:00	0	4	1	0	0	41	0	82	6
00:15	0	1	0	0	0	43	0	53	2
00:30	0	6	0	0	0	31	0	58	6
00:45	0	5	1	0	1	33	0	42	5
01:00	0	2	1	0	0	33	0	52	6
01:15	0	1	0	0	0	38	0	30	2
01:30	0	3	1	0	0	33	0	31	2
01:45	0	5	0	0	0	37	0	51	6
02:00	0	2	0	0	0	24	0	50	6
02:15	0	4	0	0	0	45	0	74	7
02:30	0	1	0	0	0	34	0	82	9
02:45	0	2	0	0	0	35	0	64	7
03:00	0	3	0	0	0	56	0	48	3
03:15	0	4	0	0	0	68	0	42	4
03:30	0	10	0	0	0	68	0	32	1
03:45	0	9	0	0	0	101	0	42	4
04:00	0	12	0	0	0	85	0	74	10
04:15	0	6	0	0	0	128	0	62	10
04:30	0	10	0	0	0	118	0	58	3
04:45	0	15	0	0	2	157	0	71	6
05:00	0	19	1	0	1	131	0	94	10
05:15	0	14	0	0	1	153	0	119	9
05:30	0	21	0	0	1	163	0	90	8
05:45	0	16	0	0	5	128	0	101	8
06:00	0	12	3	0	2	111	0	122	23
06:15	0	19	1	0	6	131	0	163	18
06:30	0	18	0	0	1	128	0	175	25
06:45	0	21	2	0	6	146	0	210	32
07:00	0	27	8	0	15	144	0	245	44
07:15	0	24	6	0	24	153	0	277	51
07:30	0	32	23	0	29	204	0	288	40
07:45	0	32	20	0	35	188	0	263	55
08:00	0	42	24	0	32	211	0	290	41
08:15	0	52	34	0	31	207	0	239	65
08:30	0	43	18	0	28	196	0	242	43
08:45	0	27	11	0	19	175	0	232	40
09:00	0	30	7	0	11	145	0	197	53
09:15	0	24	6	0	14	159	0	228	45
09:30	0	16	8	0	9	149	0	190	25
09:45	0	30	13	0	13	165	0	164	37
10:00	0	26	9	0	9	197	0	180	28
10:15	0	32	6	0	5	171	0	158	33
10:30	0	30	15	0	5	215	0	219	40
10:45	0	21	8	0	9	208	0	238	42
11:00	0	34	5	0	7	193	0	160	31
11:15	0	28	6	0	7	215	0	181	24
11:30	0	28	13	0	8	196	0	194	27
11:45	0	27	7	0	8	194	0	170	27
12:00	0	29	10	0	8	196	0	153	24
12:15	0	26	11	0	8	181	0	153	23
12:30	0	24	8	0	12	180	0	182	30
12:45	0	31	6	0	13	186	0	155	33
13:00	0	32	9	0	13	182	0	182	38
13:15	0	27	9	0	10	169	0	214	44
13:30	0	19	7	0	10	192	0	184	34
13:45	0	25	5	0	6	181	0	232	35
14:00	0	30	7	0	13	178	0	191	32
14:15	0	38	9	0	10	217	0	198	33
14:30	0	35	6	0	10	231	0	214	25
14:45	0	34	14	0	5	224	0	182	28
15:00	0	45	9	0	12	232	0	178	40
15:15	0	50	10	0	10	220	0	237	34
15:30	0	40	11	0	14	270	0	194	38
15:45	0	46	15	0	12	239	0	197	44
16:00	0	64	17	0	6	279	0	189	35
16:15	0	58	18	0	10	303	0	198	40
16:30	0	61	13	0	15	287	0	230	63
16:45	0	69	9	0	14	291	0	196	42
17:00	0	58	21	0	17	280	0	213	57
17:15	0	70	17	0	17	271	0	222	65
17:30	0	56	10	0	13	291	0	202	57
17:45	0	44	9	0	12	238	0	225	30
18:00	0	58	18	0	7	276	0	196	48
18:15	0	46	5	0	6	260	0	188	28
18:30	0	42	7	0	3	220	0	243	45
18:45	0	26	8	0	2	227	0	172	44
19:00	0	31	5	0	4	171	0	150	37
19:15	0	48	10	0	5	155	0	151	17
19:30	0	21	4	0	7	128	0	117	16
19:45	0	21	4	0	4	111	0	156	26
20:00	0	17	5	0	3	101	0	140	19
20:15	0	8	4	0	2	109	0	115	19
20:30	0	14	5	0	1	113	0	78	9
20:45	0	9	1	0	2	92	0	66	10
21:00	0	15	5	0	0	90	0	97	12
21:15	0	6	2	0	4	83	0	109	21
21:30	0	7	1	0	0	80	0	65	9
21:45	0	15	1	0	3	89	0	70	7
22:00	0	17	5	0	3	89	0	60	9
22:15	0	15	1	0	4	77	0	106	16
22:30	0	6	1	0	0	95	0	114	14
22:45	0	11	2	0	2	78	0	69	11
23:00	0	7	1	0	1	78	0	87	7
23:15	0	8	1	0	1	71	0	102	10

23:30	0	6	0	0	1	75	0	113	18
23:45	0	11	0	0	1	56	0	96	12

Start Time	Rolling Hour								
00:00	0	16	2	0	1	147	0	236	19
00:15	0	14	2	0	1	139	0	206	19
00:30	0	14	2	0	1	135	0	182	19
00:45	0	11	3	0	1	137	0	155	15
01:00	0	11	2	0	0	141	0	163	16
01:15	0	11	1	0	0	132	0	161	16
01:30	0	14	1	0	0	140	0	206	21
01:45	0	12	0	0	0	141	0	257	28
02:00	0	9	0	0	0	139	0	271	29
02:15	0	10	0	0	0	171	0	269	26
02:30	0	10	0	0	0	193	0	236	23
02:45	0	19	0	0	0	228	0	186	15
03:00	0	26	0	0	0	294	0	164	12
03:15	0	35	0	0	0	322	0	190	19
03:30	0	37	0	0	0	382	0	211	25
03:45	0	37	0	0	0	432	0	236	27
04:00	0	43	0	0	2	487	0	265	29
04:15	0	50	1	0	3	533	0	285	29
04:30	0	58	1	0	4	559	0	341	28
04:45	0	69	1	0	5	604	0	373	33
05:00	0	70	1	0	8	575	0	403	35
05:15	0	63	3	0	9	555	0	432	48
05:30	0	68	4	0	14	533	0	476	57
05:45	0	65	4	0	14	497	0	561	74
06:00	0	70	6	0	15	515	0	670	98
06:15	0	85	11	0	28	549	0	793	119
06:30	0	90	16	0	46	571	0	907	152
06:45	0	104	39	0	74	648	0	1020	167
07:00	0	115	57	0	103	690	0	1074	190
07:15	0	130	73	0	120	756	0	1119	188
07:30	0	158	101	0	128	810	0	1080	202
07:45	0	169	96	0	126	801	0	1034	205
08:00	0	164	87	0	110	788	0	1003	190
08:15	0	152	70	0	90	723	0	909	202
08:30	0	124	42	0	72	675	0	898	181
08:45	0	97	32	0	53	628	0	846	163
09:00	0	100	34	0	48	618	0	778	160
09:15	0	96	36	0	45	670	0	762	135
09:30	0	104	36	0	36	682	0	692	123
09:45	0	118	43	0	32	748	0	721	138
10:00	0	109	38	0	28	791	0	795	144
10:15	0	117	34	0	26	788	0	775	147
10:30	0	113	34	0	28	832	0	798	137
10:45	0	111	32	0	31	812	0	772	124
11:00	0	118	31	0	30	798	0	704	109
11:15	0	113	36	0	31	801	0	697	102
11:30	0	110	41	0	32	766	0	670	101
11:45	0	106	36	0	36	750	0	659	104
12:00	0	110	35	0	41	742	0	644	110
12:15	0	113	34	0	46	728	0	673	124
12:30	0	114	32	0	48	717	0	734	145
12:45	0	109	31	0	46	730	0	735	149
13:00	0	103	30	0	39	725	0	812	151
13:15	0	101	28	0	39	721	0	821	145
13:30	0	112	28	0	39	769	0	805	134
13:45	0	128	27	0	39	808	0	835	126
14:00	0	137	36	0	38	851	0	784	118
14:15	0	151	38	0	37	904	0	771	126
14:30	0	164	39	0	37	907	0	810	127
14:45	0	169	44	0	41	945	0	790	140
15:00	0	181	45	0	48	960	0	806	156
15:15	0	200	53	0	42	1008	0	817	151
15:30	0	209	61	0	42	1091	0	778	157
15:45	0	230	63	0	43	1108	0	814	182
16:00	0	252	57	0	45	1159	0	813	180
16:15	0	247	61	0	56	1160	0	837	203
16:30	0	259	60	0	63	1128	0	861	227
16:45	0	254	57	0	61	1133	0	833	221
17:00	0	229	57	0	59	1079	0	862	209
17:15	0	228	54	0	49	1075	0	845	200
17:30	0	204	42	0	38	1064	0	811	163
17:45	0	190	39	0	28	993	0	851	151
18:00	0	172	38	0	18	983	0	798	165
18:15	0	145	26	0	15	878	0	753	154
18:30	0	147	31	0	14	774	0	716	143
18:45	0	126	28	0	18	681	0	591	114
19:00	0	121	24	0	20	565	0	574	96
19:15	0	107	23	0	19	496	0	564	78
19:30	0	67	17	0	16	449	0	528	80
19:45	0	60	18	0	10	434	0	490	74
20:00	0	49	15	0	8	415	0	399	58
20:15	0	47	15	0	5	404	0	357	50
20:30	0	45	13	0	7	378	0	350	53
20:45	0	37	9	0	6	345	0	337	52
21:00	0	43	9	0	7	342	0	341	49
21:15	0	45	9	0	10	341	0	304	46
21:30	0	54	8	0	10	335	0	301	41
21:45	0	53	8	0	10	350	0	351	46
22:00	0	49	9	0	9	340	0	349	50
22:15	0	39	5	0	7	328	0	376	48
22:30	0	32	5	0	4	322	0	372	42
22:45	0	32	4	0	5	301	0	370	46
23:00	0	32	2	0	4	279	0	398	47

Intelligent Data Collection Limited

Client: Peter Brett Associates
Project Number: ID04020
Junction Number: Site 5

Date of Survey: 10.07.2018
Junction Name: A38 Bridgwater Road / B3130 Barrow Street
Junction Type: T-Junction

Arm A: B3130 Barrow Street (N)
Arm B: A38 Bridgwater Road (E)
Arm C: A38 Bridgwater Road (W)

Count Method: Vehicles **Classes Included:** All Classes *Select the count method and desired user classes from the drop-downs in cells D10 and G10*

Maximum 15-minute Junction Flow:

AM Peak	**from:**	08:00	**until:**	08:15	**flow:**	613	*AM Peak covers 06:00 until 10:00*
Inter-Peak	**from:**	15:30	**until:**	15:45	**flow:**	542	*Inter-Peak covers 10:00 until 16:00*
PM Peak	**from:**	17:15	**until:**	17:30	**flow:**	653	*PM Peak covers 16:00 until 20:00*

Period Starting: 00:00 *Select the time from the drop-down in cell D18 to show the 15-minute data for that period*

Movement Counts

From \ To	A	B	C	Total
A	0	1	4	5
B	0	0	38	38
C	6	**78**	0	**84**
Total	6	**79**	42	127

HGV Proportions

From \ To	A	B	C	Total
A	0.0%	0.0%	0.0%	0.0%
B	0.0%	0.0%	**5.3%**	**5.3%**
C	0.0%	3.8%	0.0%	3.6%
Total	0.0%	3.8%	**4.8%**	3.9%

Maximum Hourly Junction Flow:

AM Peak	**from:**	07:30	**until:**	08:30	**flow:**	2366
Inter-Peak	**from:**	15:45	**until:**	16:45	**flow:**	2357
PM Peak	**from:**	16:30	**until:**	17:30	**flow:**	2540

Period Starting: 00:00 *Select the time from the drop-down in cell D34 to show the hourly data for that period*

Movement Counts

From \ To	A	B	C	Total
A	0	2	16	18
B	1	0	141	142
C	19	**218**	0	**237**
Total	20	**220**	157	397

HGV Proportions

From \ To	A	B	C	Total
A	0.0%	0.0%	0.0%	0.0%
B	0.0%	0.0%	2.8%	2.8%
C	0.0%	**6.0%**	0.0%	**5.5%**
Total	0.0%	**5.9%**	2.5%	4.3%

Bold entries in the above tables indicate the maximum movement, approach and exit flows for the selected time period, and similarly with the HGV proportions

Intelligent Data Collection Limited
Bristol Airport

Client:	Peter Brett Associates
Project Number:	ID04020
Junction Number:	Site 7
Date of Survey:	12.07.2018
Junction Name:	A38 / West Lane / Downside Road
Junction Type:	5-arm Signalised Junction

Quality Assurance and Issue Record

Quality Assurance

Revision	Rev A	Rev B		
Date	09.08.2018	22.08.2018		
Prepared by	Gabriela Zelenkova	Gabriela Zelenkova		
Signature				
Checked by	Luke Martin	Luke Martin		
Signature				
Project Director	Paul O'Neill	Paul O'Neill		
Signature				
Project number	ID04020	ID04020		
File Ref	ID04020 Bristol Airport - MCC Site 7 - 12.07.2018	ID04020 Bristol Airport - MCC Site 7 - 12.07.2018 Rev B		

Issue Sheet

Issued to	Date			
	09.08.2018	23.08.2018		
Andrew Lovegrove	E-mail	E-mail		

Contents Page

Location Plan & Summary
MCC Data
PCU Data
Movement Matrices

Intelligent Data Collection Limited

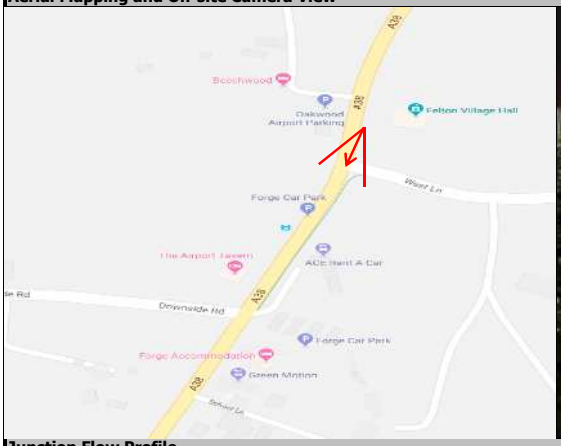
Client:	Peter Brett Associates	**Date of Survey:**	12.07.2018
Project Number:	ID04020	**Junction Name:**	A38 / West Lane / Downside Road
Junction Number:	Site 7	**Junction Type:**	5-arm Signalised Junction

X Coordinate	Y Coordinate	Google Maps Link	
51.389004	-2.699517	Click Here	
AM Peak Conditions	**Inter-Peak Conditions**	**PM Peak Conditions**	
Dry	Dry	Dry	

Junction Layout

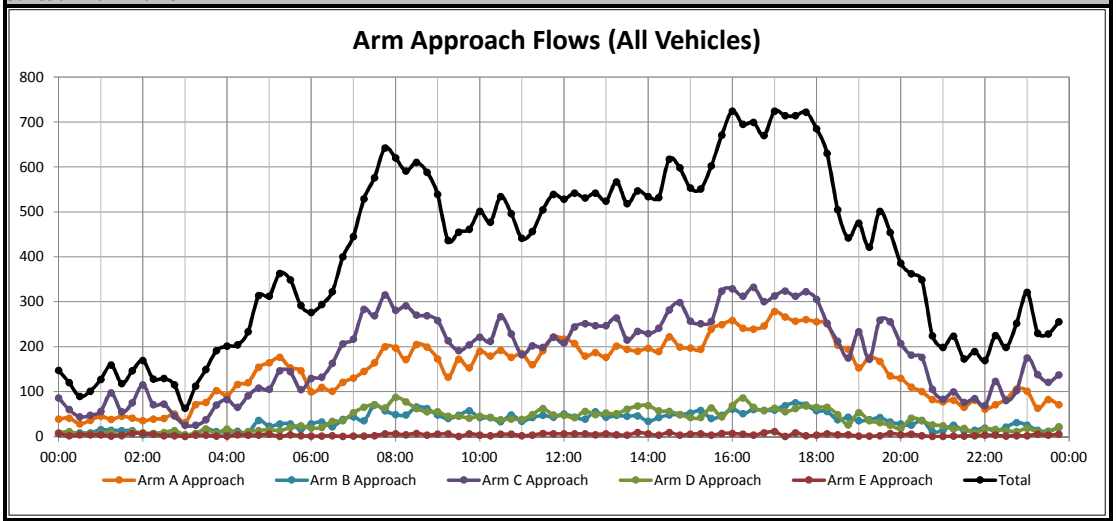


Aerial Mapping and On-site Camera View





Junction Flow Profile



Additional Notes (Factors which may impact on survey results such as accidents, roadworks, special events):

Intelligent Data Collection Limited

Client: Peter Brett Associates
Project Number: ID04020
Junction Number: Site 7

Date of Survey: 12.07.2018
Junction Name: A38 / West Lane / Downside Road
Junction Type: 5-arm Signalised Junction

Arm A: A38 (N)
Arm B: West Lane (E)
Arm C: A38 (S)
Arm D: Downside Road (W)
Arm E: The Airport Tavern Car Park (W)

	A to A								A to E								A to D							
Time	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total
00:00								0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:15								0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
00:30								0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:45								0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00								0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15								0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30								0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45								0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00								0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15								0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30								0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45								0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
03:00								0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15								0	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
03:30								0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45								0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
04:00								0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
04:15								0	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
04:30								0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
04:45								0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00								0	2	0	0	0	0	0	0	2	1	0	0	0	0	0	0	1
05:15								0	3	0	0	0	0	0	0	3	1	0	0	0	0	0	0	1
05:30								0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45								0	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
06:00								0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
06:15								0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1
06:30								0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45								0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00								0	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0
07:15								0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
07:30								0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45								0	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0
08:00								0	6	0	0	0	0	0	0	6	3	0	0	0	0	0	0	3
08:15								0	7	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0
08:30								0	5	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0
08:45								0	6	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0
09:00								0	5	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0
09:15								0	6	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0
09:30								0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45								0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
10:00								0	7	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0
10:15								0	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0
10:30								0	4	0	0	0	0	0	0	4	2	0	0	0	0	0	0	2
10:45								0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00								0	6	0	0	0	0	0	0	6	3	0	0	0	0	0	0	3
11:15								0	4	0	0	0	0	0	0	4	1	0	0	0	0	0	0	1
11:30								0	3	1	0	0	0	0	0	4	0	0	0	0	0	0	0	0
11:45								0	11	0	0	0	0	0	0	11	0	0	0	0	0	0	0	0
12:00								0	8	0	0	0	0	0	0	8	1	1	0	0	0	0	0	2
12:15								0	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2
12:30								0	6	0	0	0	0	0	0	6	5	0	0	0	0	0	0	5
12:45								0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
13:00								0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15								0	1	0	0	0	0	0	0	1	2	0	0	0	0	0	0	2
13:30								0	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
13:45								0	1	1	0	0	0	0	0	2	1	0	0	0	0	0	0	1
14:00								0	2	0	0	0	0	0	0	2	3	0	0	0	0	0	0	3
14:15								0	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
14:30								0	1	1	0	0	0	0	0	2	1	0	0	0	0	0	0	1
14:45								0	3	0	0	0	0	0	0	3	3	0	0	0	0	0	0	3
15:00								0	2	0	0	0	0	0	0	2	3	0	0	0	0	0	0	3
15:15								0	2	0	0	0	0	0	0	2	3	0	0	0	0	0	0	3
15:30								0	2	0	0	0	0	0	0	2	3	0	0	0	0	0	0	3
15:45								0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0
16:00								0	1	0	0	0	0	0	0	1	2	0	0	0	0	0	0	2
16:15								0	2	1	0	0	0	0	0	3	2	0	0	0	0	0	0	2
16:30								0	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
16:45								0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
17:00								0	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2
17:15								0	2	0	0	0	0	0	0	2	5	0	0	0	0	0	0	5
17:30								0	2	0	0	0	0	0	0	2	3	0	0	0	0	0	0	3
17:45								0	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
18:00								0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
18:15								0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30								0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
18:45								0	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
19:00								0	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
19:15								0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
19:30								0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:45								0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:00								0	2	0	0	0	0	0	0	2	1	0	0	0	0	0	0	1
20:15								0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
20:30								0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3
20:45								0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
21:00								0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:15								0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
21:30								0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:45								0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
22:00								0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:15								0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:30								0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
22:45								0	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
23:00								0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
23:15								0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:30								0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:45								0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Start Time	Rolling Hour							Total	Rolling Hour							Total	Rolling Hour							Total
00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
02:30	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	1	0	0	0	0	0	0	1
02:45	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	1	0	0	0	0	0	0	1
03:00	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0
03:15	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0
04:15	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	5	1	0	0	0	0	0	0	1
04:30	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	6	2	0	0	0	0	0	0	2
04:45	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	5	2	0	0	0	0	0	0	2
05:00	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	7	2	0	0	0	0	0	0	2
05:15	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	6	1	0	0	0	0	0	0	1
05:30	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4	0	0	0	0	0	0	1	1
05:45	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4	0	0	0	0	0	0	1	1
06:00	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	0	0	0	0	0	0	1	1
06:15	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	5	0	0	0	0	0	0	1	1
06:30	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4	1	0	0	0	0	0	0	1
06:45	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4	1	0	0	0	0	0	0	1
07:00	0	0	0	0	0	0	0	0	8	0	0	0	0	0	0	8	1	0	0	0	0	0	0	1
07:15	0	0	0	0	0	0	0	0	10	0	0	0	0	0	0	10	4	0	0	0	0	0	0	4
07:30	0	0	0	0	0	0	0	0	17	0	0	0	0	0	0	17	3	0	0	0	0	0	0	3
07:45	0	0	0	0	0	0	0	0	22	0	0	0	0	0	0	22	3	0	0	0	0	0	0	3
08:00	0	0	0	0	0	0	0	0	24	0	0	0	0	0	0	24	3	0	0	0	0	0	0	3
08:15	0	0	0	0	0	0	0	0	23	0	0	0	0	0	0	23	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	22	0	0	0	0	0	0	22	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	17	0	0	0	0	0	0	17	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	12	0	0	0	0	0	0	12	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	14	0	0	0	0	0	0	14	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	12	0	0	0	0	0	0	12	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	16	0	0	0	0	0	0	16	2	0	0	0	0	0	0	2
10:00	0	0	0	0	0	0	0	0	15	0	0	0	0	0	0	15	2	0	0	0	0	0	0	2
10:15	0	0	0	0	0	0	0	0	14	0	0	0	0	0	0	14	5	0	0	0	0	0	0	5
10:30	0	0	0	0	0	0	0	0	14	0	0	0	0	0	0	14	6	0	0	0	0	0	0	6
10:45	0	0	0	0	0	0	0	0	13	1	0	0	0	0	0	14	4	0	0	0	0	0	0	4
11:00	0	0	0	0	0	0	0	0	24	1	0	0	0	0	0	25	4	0	0	0	0	0	0	4
11:15	0	0	0	0	0	0	0	0	26	1	0	0	0	0	0	27	2	1	0	0	0	0	0	3
11:30	0	0	0	0	0	0	0	0	24	1	0	0	0	0	0	25	3	1	0	0	0	0	0	4
11:45	0	0	0	0	0	0	0	0	27	0	0	0	0	0	0	27	8	1	0	0	0	0	0	9
12:00	0	0	0	0	0	0	0	0	16	0	0	0	0	0	0	16	9	1	0	0	0	0	0	10
12:15	0	0	0	0	0	0	0	0	8	0	0	0	0	0	0	8	8	0	0	0	0	0	0	8
12:30	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	7	8	0	0	0	0	0	0	8
12:45	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	4	0	0	0	0	0	0	4
13:00	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	4	4	0	0	0	0	0	0	4
13:15	0	0	0	0	0	0	0	0	5	1	0	0	0	0	0	6	7	0	0	0	0	0	0	7
13:30	0	0	0	0	0	0	0	0	5	1	0	0	0	0	0	6	6	0	0	0	0	0	0	6
13:45	0	0	0	0	0	0	0	0	5	2	0	0	0	0	0	7	6	0	0	0	0	0	0	6
14:00	0	0	0	0	0	0	0	0	7	1	0	0	0	0	0	8	8	0	0	0	0	0	0	8
14:15	0	0	0	0	0	0	0	0	7	1	0	0	0	0	0	8	8	0	0	0	0	0	0	8
14:30	0	0	0	0	0	0	0	0	8	1	0	0	0	0	0	9	10	0	0	0	0	0	0	10
14:45	0	0	0	0	0	0	0	0	9	0	0	0	0	0	0	9	12	0	0	0	0	0	0	12
15:00	0	0	0	0	0	0	0	0	6	1	0	0	0	0	0	7	9	0	0	0	0	0	0	9
15:15	0	0	0	0	0	0	0	0	5	1	0	0	0	0	0	6	8	0	0	0	0	0	0	8
15:30	0	0	0	0	0	0	0	0	5	2	0	0	0	0	0	7	7	0	0	0	0	0	0	7
15:45	0	0	0	0	0	0	0	0	4	2	0	0	0	0	0	6	5	0	0	0	0	0	0	5
16:00	0	0	0	0	0	0	0	0	4	1	0	0	0	0	0	5	7	0	0	0	0	0	0	7
16:15	0	0	0	0	0	0	0	0	5	1	0	0	0	0	0	6	7	0	0	0	0	0	0	7
16:30	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	5	10	0	0	0	0	0	0	10
16:45	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	6	12	0	0	0	0	0	0	12
17:00	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	7	11	0	0	0	0	0	0	11
17:15	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	5	10	0	0	0	0	0	0	10
17:30	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	5	0	0	0	0	0	0	5
17:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	4	0	0	0	0	0	0	4
18:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	4	0	0	0	0	0	0	4
18:15	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	3	0	0	0	0	0	0	3
18:30	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	4	0	0	0	0	0	0	4
18:45	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	2	0	0	0	0	0	0	2
19:00	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	1	0	0	0	0	0	0	1
19:15	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2
19:30	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	1	0	0	0	0	0	0	1
19:45	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	4	0	0	0	0	0	0	4
20:00	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	6	0	0	0	0	0	0	6
20:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	5	0	0	0	0	0	0	5
20:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	6
20:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3
21:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3
21:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
21:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	2	0	0	0	0	0	0	2
22:00	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	1	0	0	0	0	0	0	1
22:15	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	1	0	0	0	0	0	0	1
22:30	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	1	0	0	0	0	0	0	1
22:45	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	1	0	0	0	0	0	0	1
23:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0

Intelligent Data Collection Limited

Client: Peter Brett Associates
Project Number: ID04020
Junction Number: Site 7

Date of Survey: 12.07.2018
Junction Name: A38 / West Lane / Downside Road
Junction Type: 5-arm Signalised Junction

Arm A: A38 (N)
Arm B: West Lane (E)
Arm C: A38 (S)
Arm D: Downside Road (W)
Arm E: The Airport Tavern Car Park (W)

	A to C								A to B								B to B							
Time	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total
00:00	32	3	0	0	2	0	0	37	2	0	0	0	0	0	0	2								0
00:15	32	1	0	1	2	0	0	36	4	0	0	0	0	0	0	4								0
00:30	22	2	0	0	0	1	0	25	3	0	0	0	0	0	0	3								0
00:45	27	1	0	2	1	0	0	31	5	0	0	0	0	0	0	5								0
01:00	39	1	0	1	0	0	0	41	3	1	0	0	0	0	0	4								0
01:15	30	1	0	0	1	0	0	32	5	1	0	0	0	0	0	6								0
01:30	39	1	0	0	1	0	0	41	4	0	0	0	0	0	0	4								0
01:45	35	1	1	1	2	0	0	40	1	0	0	0	0	0	0	1								0
02:00	32	2	0	0	0	0	0	34	1	0	0	0	0	0	0	1								0
02:15	38	0	1	0	0	0	0	39	0	0	0	0	0	0	0	0								0
02:30	36	1	1	1	1	0	0	40	0	0	0	0	0	0	0	0								0
02:45	43	4	0	0	1	0	0	48	1	0	0	0	0	0	0	1								0
03:00	29	0	0	0	0	0	0	29	2	0	0	0	0	0	0	2								0
03:15	67	2	0	0	0	0	0	69	0	0	0	0	0	0	0	0								0
03:30	72	0	1	1	0	1	0	75	1	0	0	0	0	0	0	1								0
03:45	93	0	1	0	3	0	0	97	3	1	0	0	0	0	0	4								0
04:00	88	0	0	0	2	0	0	90	0	0	0	0	0	0	0	0								0
04:15	105	4	1	1	0	0	0	111	3	0	0	0	0	0	0	3								0
04:30	111	6	0	1	0	1	0	119	0	0	0	0	0	0	0	0								0
04:45	142	5	1	1	2	0	0	151	2	1	0	0	0	0	0	3								0
05:00	147	6	1	0	3	0	0	157	4	0	0	0	0	0	0	4								0
05:15	164	4	3	0	1	0	0	172	0	0	0	0	0	0	0	0								0
05:30	139	5	1	2	0	2	0	149	4	0	0	0	0	0	0	4								0
05:45	128	7	3	1	4	1	0	144	0	0	0	0	0	0	0	0								0
06:00	72	12	5	2	1	0	1	93	5	0	0	0	0	0	0	5								0
06:15	81	18	2	1	0	0	0	102	4	1	0	0	0	0	0	5								0
06:30	70	13	3	3	4	1	1	95	6	0	0	0	0	0	0	6								0
06:45	86	26	4	0	2	0	0	118	3	0	0	0	0	0	0	3								0
07:00	91	22	1	2	5	1	0	122	4	0	0	0	0	0	0	4								0
07:15	113	20	6	1	2	1	0	143	1	0	0	0	0	0	0	1								0
07:30	115	31	7	3	4	2	0	162	2	0	0	0	0	0	0	2								0
07:45	153	31	0	2	2	1	0	189	7	0	0	0	0	0	0	7								0
08:00	148	24	4	3	2	1	0	182	3	3	0	0	0	0	0	6								0
08:15	119	29	2	5	2	1	0	158	3	3	0	0	0	0	0	6								0
08:30	159	26	5	2	3	0	0	195	5	0	0	0	0	0	0	5								0
08:45	157	22	3	2	4	1	0	189	3	1	0	0	0	0	0	4								0
09:00	128	23	4	0	2	3	0	160	4	3	1	0	0	0	0	8								0
09:15	100	13	2	2	3	0	0	120	5	1	0	0	0	0	0	6								0
09:30	136	20	3	3	5	0	0	167	5	0	0	0	0	0	0	5								0
09:45	119	16	5	2	4	0	0	146	4	2	0	0	0	0	0	6								0
10:00	145	25	5	0	3	0	0	178	5	0	0	0	0	0	0	5								0
10:15	136	23	2	1	3	0	0	165	10	0	0	0	0	0	0	10								0
10:30	148	22	5	1	2	0	0	178	6	2	0	0	0	0	0	8								0
10:45	144	22	1	3	2	1	0	173	3	0	0	0	0	0	0	3								0
11:00	150	8	2	2	3	1	0	166	4	5	1	0	0	0	0	10								0
11:15	128	10	4	2	2	0	0	146	7	2	0	0	0	0	0	9								0
11:30	162	13	2	3	1	2	0	183	4	0	0	0	0	0	0	4								0
11:45	170	26	2	3	3	0	0	204	6	0	0	0	0	0	0	6								0
12:00	165	22	4	5	2	3	0	201	6	0	0	0	0	0	0	6								0
12:15	174	17	4	1	4	1	0	201	2	0	0	0	0	0	0	2								0
12:30	130	22	5	3	2	2	0	164	4	0	0	0	0	0	0	4								0
12:45	146	16	7	3	4	2	0	178	6	1	1	0	0	0	0	8								0
13:00	152	11	2	2	3	0	0	170	6	0	0	0	0	0	0	6								0
13:15	154	30	5	1	2	0	0	192	5	0	0	0	0	1	0	6								0
13:30	151	23	0	3	3	3	0	183	8	1	0	0	0	0	0	9								0
13:45	152	10	4	3	4	3	0	176	11	0	0	0	0	0	0	11								0
14:00	167	11	2	4	2	0	0	186	4	1	0	0	0	0	0	5								0
14:15	164	9	1	5	2	1	0	182	4	1	0	0	0	0	0	5								0
14:30	185	18	3	3	4	1	0	214	5	0	0	0	0	0	0	5								0
14:45	163	13	4	2	2	4	0	188	5	0	0	0	0	0	0	5								0
15:00	161	19	1	2	2	2	0	187	2	1	0	2	0	0	0	5								0
15:15	154	22	2	1	3	1	0	183	5	1	0	0	0	0	0	6								0
15:30	191	27	1	3	2	1	0	225	8	0	0	1	0	0	0	9								0
15:45	200	33	4	3	2	2	0	244	4	0	0	0	0	0	0	4								0
16:00	208	32	0	2	4	2	0	248	6	0	0	0	0	0	1	7								0
16:15	195	36	2	0	2	0	0	235	1	0	0	0	0	0	0	1								0
16:30	202	23	1	1	2	2	0	231	6	0	0	0	0	0	0	6								0
16:45	199	24	3	2	4	1	0	233	7	4	0	0	0	0	0	11								0
17:00	239	26	0	1	1	3	0	270	4	0	0	0	0	0	0	4								0
17:15	226	22	2	0	2	2	0	254	4	0	0	0	0	1	0	5								0
17:30	220	22	1	2	2	3	0	250	2	0	0	0	0	0	0	2								0
17:45	233	12	0	0	4	8	0	257	1	0	0	0	0	0	0	1								0
18:00	222	15	0	1	3	7	1	249	4	1	0	0	0	0	0	5								0
18:15	214	13	2	0	3	9	2	243	8	0	0	0	0	0	0	8								0
18:30	174	11	2	2	1	2	0	192	8	1	0	0	0	0	0	9								0
18:45	172	5	0	0	3	5	1	186	4	2	0	0	0	0	0	6								0
19:00	122	11	1	0	4	3	0	141	9	1	0	0	0	0	0	10								0
19:15	143	7	0	1	3	7	0	161	12	2	0	0	0	0	0	14								0
19:30	151	4	1	1	1	0	0	158	7	2	0	0	0	0	0	9								0
19:45	112	6	0	1	2	2	0	123	12	0	0	0	0	0	0	12								0
20:00	111	5	0	1	0	2	0	119	7	0	0	0	0	0	0	7								0
20:15	100	2	0	0	1	0	0	103	5	0	0	1	0	0	0	6								0
20:30	78	7	2	1	2	0	0	90	7	0	0	0	0	0	0	7								0
20:45	67	6	0	1	2	3	0	79	1	0	0	0	0	0	0	1								0
21:00	65	7	0	2	1	1	0	76	1	0	0	0	0	0	0	1								0
21:15	69	4	0	1	0	1	0	75	5	0	0	0	0	0	0	5								0
21:30	54	3	0	1	2	0	0	60	4	1	0	0	0	0	0	5								0
21:45	68	4	0	1	3	0	0	76	3	0	0	0	0	0	0	3								0
22:00	50	3	1	0	0	0	0	54	7	0	0	0	0	0	0	7								0
22:15	66	2	0	1	1	0	0	70	0	1	0	0	0	0	0	1								0
22:30	70	3	0	0	1	2	0	76	6	0	0	0	0	0	0	6								0
22:45	92	2	0	1	2	0	0	97	7	0	0	0	0	0	0	7								0
23:00	90	3	0	2	1	1	0	97	3	0	0	0	0	0	0	3								0
23:15	57	0	1	0	1	1	0	60	3	0	0	0	0	0	0	3								0
23:30	75	3	0	0	1	2	0	81	1	0	0	0	0	0	0	1								0
23:45	54	2	0	0	3	0	0	59	11	1	0	0	0	0	0	12								0

Start Time	Rolling Hour							Total	Rolling Hour							Total	Rolling Hour							Total
00:00	113	7	0	3	5	1	0	129	14	0	0	0	0	0	0	14	0	0	0	0	0	0	0	0
00:15	120	5	0	4	3	1	0	133	15	1	0	0	0	0	0	16	0	0	0	0	0	0	0	0
00:30	118	5	0	3	2	1	0	129	16	2	0	0	0	0	0	18	0	0	0	0	0	0	0	0
00:45	135	4	0	3	3	0	0	145	17	2	0	0	0	0	0	19	0	0	0	0	0	0	0	0
01:00	143	4	1	2	4	0	0	154	13	2	0	0	0	0	0	15	0	0	0	0	0	0	0	0
01:15	136	5	1	1	4	0	0	147	11	1	0	0	0	0	0	12	0	0	0	0	0	0	0	0
01:30	144	4	2	1	3	0	0	154	6	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0
01:45	141	4	3	2	3	0	0	153	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
02:00	149	7	2	1	2	0	0	161	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
02:15	146	5	2	1	2	0	0	156	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0
02:30	175	7	1	1	2	0	0	186	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0
02:45	211	6	1	1	1	1	0	221	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0
03:00	261	2	2	1	3	1	0	270	6	1	0	0	0	0	0	7	0	0	0	0	0	0	0	0
03:15	320	2	2	1	5	1	0	331	4	1	0	0	0	0	0	5	0	0	0	0	0	0	0	0
03:30	358	4	3	2	5	1	0	373	7	1	0	0	0	0	0	8	0	0	0	0	0	0	0	0
03:45	397	10	2	2	5	1	0	417	6	1	0	0	0	0	0	7	0	0	0	0	0	0	0	0
04:00	446	15	2	3	4	1	0	471	5	1	0	0	0	0	0	6	0	0	0	0	0	0	0	0
04:15	505	21	3	3	5	1	0	538	9	1	0	0	0	0	0	10	0	0	0	0	0	0	0	0
04:30	564	21	5	2	6	1	0	599	6	1	0	0	0	0	0	7	0	0	0	0	0	0	0	0
04:45	592	20	6	3	6	2	0	629	10	1	0	0	0	0	0	11	0	0	0	0	0	0	0	0
05:00	578	22	8	3	8	3	0	622	8	0	0	0	0	0	0	8	0	0	0	0	0	0	0	0
05:15	503	28	12	5	6	3	1	558	9	0	0	0	0	0	0	9	0	0	0	0	0	0	0	0
05:30	420	42	11	6	5	3	1	488	13	1	0	0	0	0	0	14	0	0	0	0	0	0	0	0
05:45	351	50	13	7	9	2	2	434	15	1	0	0	0	0	0	16	0	0	0	0	0	0	0	0
06:00	309	69	14	6	7	1	2	408	18	1	0	0	0	0	0	19	0	0	0	0	0	0	0	0
06:15	328	79	10	6	11	2	1	437	17	1	0	0	0	0	0	18	0	0	0	0	0	0	0	0
06:30	360	81	14	6	13	3	1	478	14	0	0	0	0	0	0	14	0	0	0	0	0	0	0	0
06:45	405	99	18	6	13	4	0	545	10	0	0	0	0	0	0	10	0	0	0	0	0	0	0	0
07:00	472	104	14	8	13	5	0	616	14	0	0	0	0	0	0	14	0	0	0	0	0	0	0	0
07:15	529	106	17	9	10	5	0	676	13	3	0	0	0	0	0	16	0	0	0	0	0	0	0	0
07:30	535	115	13	13	10	5	0	691	15	6	0	0	0	0	0	21	0	0	0	0	0	0	0	0
07:45	579	110	11	12	9	3	0	724	18	6	0	0	0	0	0	24	0	0	0	0	0	0	0	0
08:00	583	101	14	12	11	3	0	724	14	7	0	0	0	0	0	21	0	0	0	0	0	0	0	0
08:15	563	100	14	9	11	5	0	702	15	7	1	0	0	0	0	23	0	0	0	0	0	0	0	0
08:30	544	84	14	6	12	4	0	664	17	5	1	0	0	0	0	23	0	0	0	0	0	0	0	0
08:45	521	78	12	7	14	4	0	636	17	5	1	0	0	0	0	23	0	0	0	0	0	0	0	0
09:00	483	72	14	7	14	3	0	593	18	6	1	0	0	0	0	25	0	0	0	0	0	0	0	0
09:15	500	74	15	7	15	0	0	611	19	3	0	0	0	0	0	22	0	0	0	0	0	0	0	0
09:30	536	84	15	6	15	0	0	656	24	2	0	0	0	0	0	26	0	0	0	0	0	0	0	0
09:45	548	86	17	4	12	0	0	667	25	4	0	0	0	0	0	29	0	0	0	0	0	0	0	0
10:00	573	92	13	5	10	1	0	694	24	2	0	0	0	0	0	26	0	0	0	0	0	0	0	0
10:15	578	75	10	7	10	2	0	682	23	7	1	0	0	0	0	31	0	0	0	0	0	0	0	0
10:30	570	62	12	8	9	2	0	663	20	9	1	0	0	0	0	30	0	0	0	0	0	0	0	0
10:45	584	53	9	10	8	4	0	668	18	7	1	0	0	0	0	26	0	0	0	0	0	0	0	0
11:00	610	57	10	10	9	3	0	699	21	7	1	0	0	0	0	29	0	0	0	0	0	0	0	0
11:15	625	71	12	13	8	5	0	734	23	2	0	0	0	0	0	25	0	0	0	0	0	0	0	0
11:30	671	78	12	12	10	6	0	789	18	0	0	0	0	0	0	18	0	0	0	0	0	0	0	0
11:45	639	87	15	12	11	6	0	770	18	0	0	0	0	0	0	18	0	0	0	0	0	0	0	0
12:00	615	77	20	12	12	8	0	744	18	1	1	0	0	0	0	20	0	0	0	0	0	0	0	0
12:15	602	66	18	9	13	5	0	713	18	1	1	0	0	0	0	20	0	0	0	0	0	0	0	0
12:30	582	79	19	9	11	4	0	704	21	1	1	0	0	1	0	24	0	0	0	0	0	0	0	0
12:45	603	80	14	9	12	5	0	723	25	2	1	0	0	1	0	29	0	0	0	0	0	0	0	0
13:00	609	74	11	9	12	6	0	721	30	1	0	0	0	1	0	32	0	0	0	0	0	0	0	0
13:15	624	74	11	11	11	6	0	737	28	2	0	0	0	1	0	31	0	0	0	0	0	0	0	0
13:30	634	53	7	15	11	7	0	727	27	3	0	0	0	0	0	30	0	0	0	0	0	0	0	0
13:45	668	48	10	15	12	5	0	758	24	2	0	0	0	0	0	26	0	0	0	0	0	0	0	0
14:00	679	51	10	14	10	6	0	770	18	2	0	0	0	0	0	20	0	0	0	0	0	0	0	0
14:15	673	59	9	12	10	8	0	771	16	2	0	2	0	0	0	20	0	0	0	0	0	0	0	0
14:30	663	72	10	8	11	8	0	772	17	2	0	2	0	0	0	21	0	0	0	0	0	0	0	0
14:45	669	81	8	8	9	8	0	783	20	2	0	3	0	0	0	25	0	0	0	0	0	0	0	0
15:00	706	101	8	9	9	6	0	839	19	2	0	3	0	0	0	24	0	0	0	0	0	0	0	0
15:15	753	114	7	9	11	6	0	900	23	1	0	1	0	0	1	26	0	0	0	0	0	0	0	0
15:30	794	128	7	8	10	5	0	952	19	0	0	1	0	0	1	21	0	0	0	0	0	0	0	0
15:45	805	124	7	6	10	6	0	958	17	0	0	0	0	0	1	18	0	0	0	0	0	0	0	0
16:00	804	115	6	5	12	5	0	947	20	4	0	0	0	0	1	25	0	0	0	0	0	0	0	0
16:15	835	109	6	4	9	6	0	969	18	4	0	0	0	0	0	22	0	0	0	0	0	0	0	0
16:30	866	95	6	4	9	8	0	988	21	4	0	0	0	1	0	26	0	0	0	0	0	0	0	0
16:45	884	94	6	5	9	9	0	1007	17	4	0	0	0	1	0	22	0	0	0	0	0	0	0	0
17:00	918	82	3	3	9	16	0	1031	11	0	0	0	0	1	0	12	0	0	0	0	0	0	0	0
17:15	901	71	3	3	11	20	1	1010	11	1	0	0	0	1	0	13	0	0	0	0	0	0	0	0
17:30	889	62	3	3	12	27	3	999	15	1	0	0	0	0	0	16	0	0	0	0	0	0	0	0
17:45	843	51	4	3	11	26	3	941	21	2	0	0	0	0	0	23	0	0	0	0	0	0	0	0
18:00	782	44	4	3	10	23	4	870	24	4	0	0	0	0	0	28	0	0	0	0	0	0	0	0
18:15	682	40	5	2	11	19	3	762	29	4	0	0	0	0	0	33	0	0	0	0	0	0	0	0
18:30	611	34	3	3	11	17	1	680	33	6	0	0	0	0	0	39	0	0	0	0	0	0	0	0
18:45	588	27	2	2	11	15	1	646	32	7	0	0	0	0	0	39	0	0	0	0	0	0	0	0
19:00	528	28	2	3	10	12	0	583	40	5	0	0	0	0	0	45	0	0	0	0	0	0	0	0
19:15	517	22	1	4	6	11	0	561	38	4	0	0	0	0	0	42	0	0	0	0	0	0	0	0
19:30	474	17	1	3	4	4	0	503	31	2	0	1	0	0	0	34	0	0	0	0	0	0	0	0
19:45	401	20	2	3	5	4	0	435	31	0	0	1	0	0	0	32	0	0	0	0	0	0	0	0
20:00	356	20	2	3	5	5	0	391	20	0	0	1	0	0	0	21	0	0	0	0	0	0	0	0
20:15	310	22	2	4	6	4	0	348	14	0	0	1	0	0	0	15	0	0	0	0	0	0	0	0
20:30	279	24	2	5	5	5	0	320	14	0	0	0	0	0	0	14	0	0	0	0	0	0	0	0
20:45	255	20	0	5	5	5	0	290	11	1	0	0	0	0	0	12	0	0	0	0	0	0	0	0
21:00	256	18	0	5	6	2	0	287	13	1	0	0	0	0	0	14	0	0	0	0	0	0	0	0
21:15	241	14	1	3	5	1	0	265	19	1	0	0	0	0	0	20	0	0	0	0	0	0	0	0
21:30	238	12	1	3	6	0	0	260	14	2	0	0	0	0	0	16	0	0	0	0	0	0	0	0
21:45	254	12	1	2	5	2	0	276	16	1	0	0	0	0	0	17	0	0	0	0	0	0	0	0
22:00	278	10	1	2	4	2	0	297	20	1	0	0	0	0	0	21	0	0	0	0	0	0	0	0
22:15	318	10	0	4	5	3	0	340	16	1	0	0	0	0	0	17	0	0	0	0	0	0	0	0
22:30	309	8	1	3	5	4	0	330	19	0	0	0	0	0	0	19	0	0	0	0	0	0	0	0
22:45	314	8	1	3	5	4	0	335	14	0	0	0	0	0	0	14	0	0	0	0	0	0	0	0
23:00	276	8	1	2	6	4	0	297	18	1	0	0	0	0	0	19	0	0	0	0	0	0	0	0

Intelligent Data Collection Limited

Client: Peter Brett Associates
Project Number: ID04020
Junction Number: Site 7

Date of Survey: 12.07.2018
Junction Name: A38 / West Lane / Downside Road
Junction Type: 5-arm Signalised Junction

Arm A: A38 (N)
Arm B: West Lane (E)
Arm C: A38 (S)
Arm D: Downside Road (W)
Arm E: The Airport Tavern Car Park (W)

	B to A								B to E								B to D							
Time	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total
00:00	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:15	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
01:30	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
02:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
02:15	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3
02:30	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
03:30	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15	5	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	7	2	0	0	0	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30	8	0	0	0	0	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45	6	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	9	0	0	0	0	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	1	0	1	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	2	1	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	4	0	0	0	0	0	0	4	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
08:30	2	0	0	0	0	0	0	2	1	0	0	0	0	0	0	1	2	1	0	0	0	0	0	3
08:45	3	1	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3
09:15	1	1	1	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45	5	4	0	0	0	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15	4	2	0	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45	4	2	0	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15	2	0	0	0	0	1	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	7	0	0	0	0	0	0	7	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
11:45	3	2	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	3	0	0	0	0	0	0	3	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
12:45	3	0	1	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	1	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30	7	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45	5	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	1	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30	5	0	1	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30	2	0	0	0	0	0	0	2	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
15:45	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	3	0	0	0	0	0	0	3	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
16:45	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	4	2	0	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	1	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	5	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	3	2	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:00	2	0	0	0	0	0	0	2	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
19:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:45	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:00	4	4	0	0	0	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:15	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:30	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:45	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
21:00	4	1	0	0	0	0	0	5	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
21:15	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:30	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
21:45	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
22:00	3	0	0	0	0	0	0	3	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
22:15	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:30	1	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:45	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:15	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:30	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Start Time	Rolling Hour							Total	Rolling Hour							Total	Rolling Hour							Total
00:00	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:15	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:30	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
00:45	3	0	0	0	0	0	0	3	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
01:00	3	0	0	0	0	0	0	3	1	0	0	0	0	0	0	1	2	0	0	0	0	0	0	2
01:15	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2
01:30	4	0	0	0	0	0	0	4	2	0	0	0	0	0	0	2	4	0	0	0	0	0	0	4
01:45	4	0	0	0	0	0	0	4	1	0	0	0	0	0	0	1	4	0	0	0	0	0	0	4
02:00	5	0	0	0	0	0	0	5	1	0	0	0	0	0	0	1	3	0	0	0	0	0	0	3
02:15	5	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3
02:30	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
02:45	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
03:00	3	0	0	0	0	0	0	3	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
03:15	3	0	0	0	0	0	0	3	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0
03:30	3	0	0	0	0	0	0	3	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
03:45	5	0	0	0	0	0	0	5	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
04:00	7	0	0	0	0	0	0	7	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
04:15	7	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30	12	0	0	0	0	0	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45	12	0	0	0	0	0	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	11	0	0	0	0	0	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15	18	2	0	0	0	0	0	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30	16	2	0	0	0	0	0	18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45	21	2	0	0	0	0	0	23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	24	2	0	0	0	0	0	26	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15	26	0	0	0	0	0	0	26	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30	24	0	1	0	0	0	0	25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45	18	1	1	0	0	0	0	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	16	1	1	0	0	0	0	18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	10	1	1	0	0	0	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	13	1	0	0	0	0	0	14	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
07:45	13	0	0	0	0	0	0	13	2	0	0	0	0	0	0	2	2	1	0	0	0	0	0	3
08:00	12	1	0	0	0	0	0	13	2	0	0	0	0	0	0	2	2	1	0	0	0	0	0	3
08:15	10	1	0	0	0	0	0	11	2	0	0	0	0	0	0	2	5	1	0	0	0	0	0	6
08:30	7	2	1	0	0	0	0	10	1	0	0	0	0	0	0	1	5	1	0	0	0	0	0	6
08:45	5	2	1	1	0	0	0	9	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3
09:00	7	5	1	1	0	0	0	14	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3
09:15	7	5	1	1	0	0	0	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30	10	6	0	1	0	0	0	17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45	10	7	0	0	0	0	0	17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	9	5	0	0	0	0	0	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15	8	5	0	0	0	0	0	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30	6	3	0	0	0	1	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45	13	2	0	0	0	1	0	16	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
11:00	12	2	0	0	0	1	0	15	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
11:15	14	2	0	0	0	1	0	17	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
11:30	13	2	0	0	0	0	0	15	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
11:45	9	2	0	0	0	0	0	11	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
12:00	9	0	1	0	0	0	0	10	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
12:15	8	1	1	0	0	0	0	10	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
12:30	10	1	1	0	0	0	0	12	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
12:45	14	1	1	0	0	0	0	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	16	1	0	0	0	0	0	17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15	16	0	0	0	0	0	1	17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30	16	0	0	0	0	0	1	17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45	14	0	1	0	0	0	1	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	12	0	1	0	0	0	1	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15	12	0	1	0	0	0	0	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30	10	0	1	0	0	0	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	7	0	0	0	0	0	0	7	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
15:00	5	0	0	0	0	0	0	5	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
15:15	7	0	0	0	0	0	0	7	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
15:30	7	0	0	0	0	0	0	7	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
15:45	8	0	0	0	0	0	0	8	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
16:00	10	0	0	0	0	0	0	10	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
16:15	7	0	0	0	0	0	0	7	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
16:30	10	2	0	0	0	0	0	12	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
16:45	9	2	0	0	0	0	0	11	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
17:00	7	2	0	0	0	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	8	3	0	0	0	0	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	9	1	0	0	0	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	10	3	0	0	0	0	0	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	11	3	0	0	0	0	0	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	12	2	0	0	0	0	0	14	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
18:30	7	2	0	0	0	0	0	9	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
18:45	4	0	0	0	0	0	0	4	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
19:00	6	0	0	0	0	0	0	6	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
19:15	8	4	0	0	0	0	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:30	10	4	0	0	0	0	0	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:45	13	4	0	0	0	0	0	17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:00	11	4	0	0	0	0	0	15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
20:15	11	1	0	0	0	0	0	12	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
20:30	11	1	0	0	0	0	0	12	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
20:45	11	1	0	0	0	0	0	12	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4
21:00	10	1	0	0	0	0	0	11	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4
21:15	9	0	0	0	0	0	0	9	1	0	0	0	0	0	0	1	3	0	0	0	0	0	0	3
21:30	9	0	0	0	0	0	0	9	1	0	0	0	0	0	0	1	3	0	0	0	0	0	0	3
21:45	7	1	0	0	0	0	0	8	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
22:00	7	1	0	0	0	0	0	8	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
22:15	4	1	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:30	5	1	0	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:45	6	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	5	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Intelligent Data Collection Limited

Client: Peter Brett Associates
Project Number: ID04020
Junction Number: Site 7

Date of Survey: 12.07.2018
Junction Name: A38 / West Lane / Downside Road
Junction Type: 5-arm Signalised Junction

Arm A: A38 (N)
Arm B: West Lane (E)
Arm C: A38 (S)
Arm D: Downside Road (W)
Arm E: The Airport Tavern Car Park (W)

	B to C								C to C								C to B							
Time	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total
00:00	5	0	0	0	0	0	0	5								0	8	0	0	0	0	0	0	8
00:15	5	0	0	0	0	0	0	5								0	5	0	0	0	0	0	0	5
00:30	8	0	0	0	0	0	0	8								0	6	0	0	0	0	0	0	6
00:45	7	1	0	0	0	0	0	8								0	2	0	0	0	0	0	0	2
01:00	13	1	0	0	0	0	0	14								0	9	0	0	0	0	0	0	9
01:15	11	0	0	0	0	1	0	12								0	9	0	0	1	0	0	0	10
01:30	11	0	0	0	0	0	0	11								0	5	0	0	0	0	0	0	5
01:45	12	0	0	0	0	0	0	12								0	7	0	0	0	0	0	0	7
02:00	3	0	0	0	0	0	0	3								0	13	0	0	0	0	0	0	13
02:15	0	0	0	0	0	0	0	0								0	7	0	0	0	0	0	0	7
02:30	4	1	0	0	0	0	0	5								0	7	0	0	0	0	0	0	7
02:45	3	0	0	0	0	0	0	3								0	4	0	0	0	0	0	0	4
03:00	3	0	0	0	0	0	0	3								0	1	0	0	0	0	0	0	1
03:15	4	0	0	0	0	0	0	4								0	2	0	0	0	0	0	0	2
03:30	16	0	0	0	0	0	0	16								0	2	0	0	0	0	0	0	2
03:45	9	0	0	0	0	0	0	9								0	11	0	0	0	0	0	0	11
04:00	9	0	0	0	0	0	0	9								0	8	0	0	0	0	0	0	8
04:15	10	2	0	0	0	0	0	12								0	1	0	0	0	0	0	0	1
04:30	5	0	0	0	0	0	0	5								0	11	1	0	0	0	0	0	12
04:45	31	1	0	0	0	0	0	32								0	10	0	0	0	0	0	0	10
05:00	22	1	0	0	0	0	0	23								0	14	1	0	0	0	0	0	15
05:15	23	0	0	0	0	0	0	23								0	11	0	0	0	0	0	0	11
05:30	23	1	0	1	0	0	0	25								0	6	0	0	0	0	0	0	6
05:45	13	0	0	0	0	0	0	13								0	8	0	0	0	0	0	0	8
06:00	18	1	0	0	0	0	0	19								0	10	0	0	0	0	0	0	10
06:15	23	6	0	0	0	0	0	29								0	5	2	0	0	0	0	0	7
06:30	6	7	0	1	0	0	0	14								0	6	4	0	0	0	0	0	10
06:45	20	11	0	1	0	0	0	32								0	12	5	0	0	0	1	0	18
07:00	24	5	3	0	1	2	0	35								0	6	1	0	0	0	0	0	7
07:15	28	5	0	0	0	0	0	33								0	12	1	1	0	0	1	0	15
07:30	54	11	1	0	1	0	0	67								0	8	2	1	0	1	0	0	12
07:45	42	9	1	0	1	0	0	53								0	17	3	0	0	0	0	0	20
08:00	41	5	0	0	0	0	0	46								0	15	2	0	1	0	0	0	18
08:15	35	8	0	0	0	0	0	43								0	12	1	1	0	0	0	0	14
08:30	48	11	1	0	0	0	0	60								0	15	0	2	0	0	0	0	17
08:45	47	9	2	0	0	0	0	58								0	21	1	0	1	1	0	0	24
09:00	37	5	0	1	1	0	0	44								0	23	2	1	0	0	0	0	26
09:15	31	4	1	0	1	0	0	37								0	19	3	1	0	0	0	0	23
09:30	39	7	0	0	0	0	0	46								0	8	0	0	0	0	0	0	8
09:45	41	7	0	0	0	0	0	48								0	25	0	1	0	0	0	0	26
10:00	37	4	0	0	0	0	0	41								0	13	2	0	0	1	1	0	17
10:15	35	0	0	0	1	0	0	36								0	15	1	0	0	0	0	0	16
10:30	27	4	1	0	0	0	0	32								0	17	1	0	0	0	0	0	18
10:45	37	4	0	1	0	0	0	42								0	17	6	1	0	1	0	0	25
11:00	29	4	1	0	0	0	0	34								0	13	0	0	0	0	0	0	13
11:15	32	7	0	0	0	0	0	39								0	11	1	0	0	0	0	0	12
11:30	31	7	0	0	1	0	0	39								0	18	3	0	0	0	0	0	21
11:45	30	3	2	1	1	1	0	38								0	18	4	2	0	1	0	0	25
12:00	32	12	2	1	0	1	0	48								0	20	3	0	0	0	0	0	23
12:15	38	3	0	1	0	0	0	42								0	17	5	1	1	0	0	0	24
12:30	28	6	0	0	1	0	0	35								0	19	2	1	0	0	0	0	22
12:45	46	3	2	0	0	0	0	51								0	25	4	0	0	0	0	0	29
13:00	33	8	0	0	0	0	0	41								0	24	2	1	0	0	0	0	27
13:15	40	4	0	0	0	0	0	44								0	19	6	0	0	1	0	0	26
13:30	33	3	1	0	1	0	0	38								0	19	3	0	0	0	0	0	22
13:45	29	8	3	0	0	0	1	41								0	21	2	1	0	0	0	0	24
14:00	31	1	0	0	0	0	0	32								0	28	2	0	0	0	0	0	30
14:15	31	7	0	0	1	0	0	39								0	19	2	0	0	1	1	0	23
14:30	34	5	2	0	1	0	0	42								0	27	3	0	0	0	0	0	30
14:45	38	7	1	0	0	0	0	46								0	29	4	0	0	0	1	0	34
15:00	44	6	1	0	0	0	0	51								0	28	6	1	0	0	0	0	35
15:15	41	13	0	0	1	2	0	57								0	29	1	0	0	1	0	0	31
15:30	30	6	0	0	0	1	0	37								0	21	0	1	0	0	0	0	22
15:45	40	5	0	0	0	1	0	46								0	30	5	0	0	0	0	0	35
16:00	49	6	1	0	0	1	1	58								0	27	7	0	0	0	0	0	34
16:15	43	7	0	0	0	0	0	50								0	27	7	0	0	2	0	0	36
16:30	43	13	0	0	0	0	0	56								0	33	6	1	0	0	0	0	40
16:45	43	10	0	0	0	1	0	54								0	41	3	0	0	0	0	0	44
17:00	51	5	0	0	1	2	0	59								0	25	4	0	0	0	1	0	30
17:15	53	6	0	2	0	2	0	63								0	35	2	1	0	0	0	0	38
17:30	64	6	0	0	0	3	0	73								0	24	5	0	0	0	1	0	30
17:45	57	12	0	0	0	0	0	69								0	32	6	0	0	0	0	0	38
18:00	46	8	0	0	0	0	1	55								0	30	1	0	0	0	0	0	31
18:15	43	7	0	0	0	1	0	51								0	25	1	0	0	0	0	0	26
18:30	28	3	0	1	0	0	0	32								0	22	2	0	0	0	0	0	24
18:45	36	2	0	0	1	1	1	41								0	25	0	0	0	0	1	0	26
19:00	32	0	0	0	0	0	0	32								0	19	0	0	0	1	0	0	20
19:15	34	2	0	0	0	1	0	37								0	12	0	0	0	0	0	0	12
19:30	40	2	0	0	0	0	0	42								0	28	0	0	0	0	1	0	29
19:45	25	3	0	0	0	0	0	28								0	23	0	0	0	0	0	0	23
20:00	20	0	0	0	0	0	0	20								0	26	1	0	0	0	1	0	28
20:15	20	3	0	0	0	0	0	23								0	15	0	0	0	0	1	0	16
20:30	33	0	0	0	0	0	0	33								0	19	0	0	0	0	0	0	19
20:45	7	1	0	0	0	0	0	8								0	13	1	0	0	0	2	0	16
21:00	8	0	0	0	0	0	0	8								0	3	0	0	0	0	0	0	3
21:15	19	4	0	0	0	0	0	23								0	9	1	0	0	0	0	0	10
21:30	7	0	1	0	0	0	0	8								0	7	0	0	0	0	0	0	7
21:45	11	0	0	1	0	0	0	12								0	7	1	0	0	0	0	0	8
22:00	14	1	0	0	0	0	0	15								0	6	0	0	0	0	0	0	6
22:15	9	0	1	0	0	0	0	10								0	11	0	0	0	0	0	0	11
22:30	19	0	0	0	0	0	0	19								0	8	1	0	0	0	0	0	9
22:45	28	2	0	0	0	0	0	30								0	14	0	0	0	0	0	0	14
23:00	25	0	0	0	0	0	0	25								0	18	1	0	0	0	0	0	19
23:15	11	0	0	0	0	0	0	11								0	12	0	0	0	0	0	0	12
23:30	9	1	0	0	0	0	0	10								0	19	0	0	0	0	0	0	19
23:45	19	0	0	0	0	1	0	20								0	15	0	0	0	0	0	0	15

Start Time	Rolling Hour							Total	Rolling Hour							Total	Rolling Hour							Total
00:00	25	1	0	0	0	0	0	26	0	0	0	0	0	0	0	0	21	0	0	0	0	0	0	21
00:15	33	2	0	0	0	0	0	35	0	0	0	0	0	0	0	0	22	0	0	0	0	0	0	22
00:30	39	2	0	0	0	1	0	42	0	0	0	0	0	0	0	0	26	0	0	1	0	0	0	27
00:45	42	2	0	0	0	1	0	45	0	0	0	0	0	0	0	0	25	0	0	1	0	0	0	26
01:00	47	1	0	0	0	1	0	49	0	0	0	0	0	0	0	0	30	0	0	1	0	0	0	31
01:15	37	0	0	0	0	1	0	38	0	0	0	0	0	0	0	0	34	0	0	1	0	0	0	35
01:30	26	0	0	0	0	0	0	26	0	0	0	0	0	0	0	0	32	0	0	0	0	0	0	32
01:45	19	1	0	0	0	0	0	20	0	0	0	0	0	0	0	0	34	0	0	0	0	0	0	34
02:00	10	1	0	0	0	0	0	11	0	0	0	0	0	0	0	0	31	0	0	0	0	0	0	31
02:15	10	1	0	0	0	0	0	11	0	0	0	0	0	0	0	0	19	0	0	0	0	0	0	19
02:30	14	1	0	0	0	0	0	15	0	0	0	0	0	0	0	0	14	0	0	0	0	0	0	14
02:45	26	0	0	0	0	0	0	26	0	0	0	0	0	0	0	0	9	0	0	0	0	0	0	9
03:00	32	0	0	0	0	0	0	32	0	0	0	0	0	0	0	0	16	0	0	0	0	0	0	16
03:15	38	0	0	0	0	0	0	38	0	0	0	0	0	0	0	0	23	0	0	0	0	0	0	23
03:30	44	2	0	0	0	0	0	46	0	0	0	0	0	0	0	0	22	0	0	0	0	0	0	22
03:45	33	2	0	0	0	0	0	35	0	0	0	0	0	0	0	0	31	1	0	0	0	0	0	32
04:00	55	3	0	0	0	0	0	58	0	0	0	0	0	0	0	0	30	1	0	0	0	0	0	31
04:15	68	4	0	0	0	0	0	72	0	0	0	0	0	0	0	0	36	2	0	0	0	0	0	38
04:30	81	2	0	0	0	0	0	83	0	0	0	0	0	0	0	0	46	2	0	0	0	0	0	48
04:45	99	3	0	1	0	0	0	103	0	0	0	0	0	0	0	0	41	1	0	0	0	0	0	42
05:00	81	2	0	1	0	0	0	84	0	0	0	0	0	0	0	0	39	1	0	0	0	0	0	40
05:15	77	2	0	1	0	0	0	80	0	0	0	0	0	0	0	0	35	0	0	0	0	0	0	35
05:30	77	8	0	1	0	0	0	86	0	0	0	0	0	0	0	0	29	2	0	0	0	0	0	31
05:45	60	14	0	1	0	0	0	75	0	0	0	0	0	0	0	0	29	6	0	0	0	0	0	35
06:00	67	25	0	2	0	0	0	94	0	0	0	0	0	0	0	0	33	11	0	0	0	1	0	45
06:15	73	29	3	2	1	2	0	110	0	0	0	0	0	0	0	0	29	12	0	0	0	1	0	42
06:30	78	28	3	2	1	2	0	114	0	0	0	0	0	0	0	0	36	11	1	0	0	2	0	50
06:45	126	32	4	1	2	2	0	167	0	0	0	0	0	0	0	0	38	9	2	0	1	2	0	52
07:00	148	30	5	0	3	2	0	188	0	0	0	0	0	0	0	0	43	7	2	0	1	1	0	54
07:15	165	30	2	0	2	0	0	199	0	0	0	0	0	0	0	0	52	8	2	1	1	1	0	65
07:30	172	33	2	0	2	0	0	209	0	0	0	0	0	0	0	0	52	8	2	1	1	0	0	64
07:45	166	33	2	0	1	0	0	202	0	0	0	0	0	0	0	0	59	6	3	1	0	0	0	69
08:00	171	33	3	0	0	0	0	207	0	0	0	0	0	0	0	0	63	4	3	2	1	0	0	73
08:15	167	33	3	1	1	0	0	205	0	0	0	0	0	0	0	0	71	4	4	1	1	0	0	81
08:30	163	29	4	1	2	0	0	199	0	0	0	0	0	0	0	0	78	6	4	1	1	0	0	90
08:45	154	25	3	1	2	0	0	185	0	0	0	0	0	0	0	0	71	6	2	1	1	0	0	81
09:00	148	23	1	1	2	0	0	175	0	0	0	0	0	0	0	0	75	5	3	0	0	0	0	83
09:15	148	22	1	0	1	0	0	172	0	0	0	0	0	0	0	0	65	5	2	0	1	1	0	74
09:30	152	18	0	0	1	0	0	171	0	0	0	0	0	0	0	0	61	3	1	0	1	1	0	67
09:45	140	15	1	0	1	0	0	157	0	0	0	0	0	0	0	0	70	4	1	0	1	1	0	77
10:00	136	12	1	1	1	0	0	151	0	0	0	0	0	0	0	0	62	10	1	0	2	1	0	76
10:15	128	12	2	1	1	0	0	144	0	0	0	0	0	0	0	0	62	8	1	0	1	0	0	72
10:30	125	19	2	1	0	0	0	147	0	0	0	0	0	0	0	0	58	8	1	0	1	0	0	68
10:45	129	22	1	1	1	0	0	154	0	0	0	0	0	0	0	0	59	10	1	0	1	0	0	71
11:00	122	21	3	1	2	1	0	150	0	0	0	0	0	0	0	0	60	8	2	0	1	0	0	71
11:15	125	29	4	2	2	2	0	164	0	0	0	0	0	0	0	0	67	11	2	0	1	0	0	81
11:30	131	25	4	3	2	2	0	167	0	0	0	0	0	0	0	0	73	15	3	1	1	0	0	93
11:45	128	24	4	3	2	2	0	163	0	0	0	0	0	0	0	0	74	14	4	1	1	0	0	94
12:00	144	24	4	2	1	1	0	176	0	0	0	0	0	0	0	0	81	14	2	1	0	0	0	98
12:15	145	20	2	1	1	0	0	169	0	0	0	0	0	0	0	0	85	13	3	1	0	0	0	102
12:30	147	21	2	0	1	0	0	171	0	0	0	0	0	0	0	0	87	14	2	0	1	0	0	104
12:45	152	18	3	0	1	0	0	174	0	0	0	0	0	0	0	0	87	15	1	0	1	0	0	104
13:00	135	23	4	0	1	0	1	164	0	0	0	0	0	0	0	0	83	13	2	0	1	0	0	99
13:15	133	16	4	0	1	0	1	155	0	0	0	0	0	0	0	0	87	13	1	0	1	0	0	102
13:30	124	19	4	0	1	1	1	150	0	0	0	0	0	0	0	0	87	9	1	0	1	1	0	99
13:45	125	21	5	0	1	1	1	154	0	0	0	0	0	0	0	0	95	9	1	0	1	1	0	107
14:00	134	20	3	0	1	1	0	159	0	0	0	0	0	0	0	0	103	11	0	0	1	2	0	117
14:15	147	25	4	0	1	1	0	178	0	0	0	0	0	0	0	0	103	15	1	0	1	2	0	122
14:30	157	31	4	0	2	2	0	196	0	0	0	0	0	0	0	0	113	14	1	0	1	1	0	130
14:45	153	32	2	0	1	3	0	191	0	0	0	0	0	0	0	0	107	11	2	0	1	1	0	122
15:00	155	30	1	0	1	4	0	191	0	0	0	0	0	0	0	0	108	12	2	0	1	0	0	123
15:15	160	30	1	0	1	5	1	198	0	0	0	0	0	0	0	0	107	13	1	0	1	0	0	122
15:30	162	24	1	0	0	3	1	191	0	0	0	0	0	0	0	0	105	19	1	0	2	0	0	127
15:45	175	31	1	0	0	2	1	210	0	0	0	0	0	0	0	0	117	25	1	0	2	0	0	145
16:00	178	36	1	0	0	2	1	218	0	0	0	0	0	0	0	0	128	23	1	0	2	0	0	154
16:15	180	35	0	0	1	3	0	219	0	0	0	0	0	0	0	0	126	20	1	0	2	1	0	150
16:30	190	34	0	2	1	5	0	232	0	0	0	0	0	0	0	0	134	15	2	0	0	1	0	152
16:45	211	27	0	2	1	8	0	249	0	0	0	0	0	0	0	0	125	14	1	0	0	2	0	142
17:00	225	29	0	2	1	7	0	264	0	0	0	0	0	0	0	0	116	17	1	0	0	2	0	136
17:15	220	32	0	2	0	5	1	260	0	0	0	0	0	0	0	0	121	14	1	0	0	1	0	137
17:30	210	33	0	0	0	4	1	248	0	0	0	0	0	0	0	0	111	13	0	0	0	1	0	125
17:45	174	30	0	1	0	1	1	207	0	0	0	0	0	0	0	0	109	10	0	0	0	0	0	119
18:00	153	20	0	1	1	2	2	179	0	0	0	0	0	0	0	0	102	4	0	0	0	1	0	107
18:15	139	12	0	1	1	2	1	156	0	0	0	0	0	0	0	0	91	3	0	0	1	1	0	96
18:30	130	7	0	1	1	2	1	142	0	0	0	0	0	0	0	0	78	2	0	0	1	1	0	82
18:45	142	6	0	0	1	2	1	152	0	0	0	0	0	0	0	0	84	0	0	0	1	2	0	87
19:00	131	7	0	0	0	1	0	139	0	0	0	0	0	0	0	0	82	0	0	0	1	1	0	84
19:15	119	7	0	0	0	1	0	127	0	0	0	0	0	0	0	0	89	1	0	0	0	2	0	92
19:30	105	8	0	0	0	0	0	113	0	0	0	0	0	0	0	0	92	1	0	0	0	3	0	96
19:45	98	6	0	0	0	0	0	104	0	0	0	0	0	0	0	0	83	1	0	0	0	2	0	86
20:00	80	4	0	0	0	0	0	84	0	0	0	0	0	0	0	0	73	2	0	0	0	4	0	79
20:15	68	4	0	0	0	0	0	72	0	0	0	0	0	0	0	0	50	1	0	0	0	3	0	54
20:30	67	5	0	0	0	0	0	72	0	0	0	0	0	0	0	0	44	2	0	0	0	2	0	48
20:45	41	5	1	0	0	0	0	47	0	0	0	0	0	0	0	0	32	2	0	0	0	2	0	36
21:00	45	4	1	1	0	0	0	51	0	0	0	0	0	0	0	0	26	2	0	0	0	0	0	28
21:15	51	5	1	1	0	0	0	58	0	0	0	0	0	0	0	0	29	2	0	0	0	0	0	31
21:30	41	1	2	1	0	0	0	45	0	0	0	0	0	0	0	0	31	1	0	0	0	0	0	32
21:45	53	1	1	1	0	0	0	56	0	0	0	0	0	0	0	0	32	2	0	0	0	0	0	34
22:00	70	3	1	0	0	0	0	74	0	0	0	0	0	0	0	0	39	1	0	0	0	0	0	40
22:15	81	2	1	0	0	0	0	84	0	0	0	0	0	0	0	0	51	2	0	0	0	0	0	53
22:30	83	2	0	0	0	0	0	85	0	0	0	0	0	0	0	0	52	2	0	0	0	0	0	54
22:45	73	3	0	0	0	0	0	76	0	0	0	0	0	0	0	0	63	1	0	0	0	0	0	64
23:00	64	1	0	0	0	1	0	66	0	0	0	0	0	0	0	0	64	1	0	0	0	0	0	65

Intelligent Data Collection Limited

Client: Peter Brett Associates
Project Number: ID04020
Junction Number: Site 7

Date of Survey: 12.07.2018
Junction Name: A38 / West Lane / Downside Road
Junction Type: 5-arm Signalised Junction

Arm A: A38 (N)
Arm B: West Lane (E)
Arm C: A38 (S)
Arm D: Downside Road (W)
Arm E: The Airport Tavern Car Park (W)

	C to A								C to E								C to D							
Time	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total
00:00	71	1	1	1	2	0	0	76	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2
00:15	46	0	1	0	3	0	0	50	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	5
00:30	33	2	0	1	1	0	0	37	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
00:45	43	0	0	0	0	0	0	43	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
01:00	41	1	0	0	1	0	0	43	0	0	0	0	0	0	0	0	2	1	0	1	0	0	0	4
01:15	73	4	0	0	1	0	0	78	1	0	0	0	0	0	0	1	8	0	0	0	0	0	0	8
01:30	43	0	0	0	0	0	0	43	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	7
01:45	53	0	0	1	3	0	0	57	4	0	0	0	0	0	0	4	7	0	0	0	0	0	0	7
02:00	92	2	0	0	1	0	0	95	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	7
02:15	59	2	0	0	0	0	0	61	2	0	0	0	0	0	0	2	1	0	0	0	0	0	0	1
02:30	59	2	0	0	0	0	0	61	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2
02:45	39	1	0	0	1	0	0	41	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
03:00	22	0	0	0	0	0	0	22	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
03:15	18	1	0	0	1	0	0	20	1	0	0	0	0	0	0	1	2	0	0	0	0	0	0	2
03:30	31	0	0	0	0	0	0	31	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2
03:45	53	1	0	0	0	0	0	54	1	0	0	0	0	0	0	1	4	0	0	0	0	0	0	4
04:00	59	0	2	2	4	0	0	67	1	0	0	0	0	0	0	1	4	2	0	0	0	0	0	6
04:15	49	5	0	1	1	0	0	56	3	0	0	0	0	0	0	3	5	0	0	0	0	0	0	5
04:30	71	0	0	1	0	0	0	72	0	0	0	0	0	0	0	0	6	1	0	0	0	0	0	7
04:45	84	2	1	0	1	0	0	88	3	0	0	0	0	0	0	3	6	1	0	0	0	0	0	7
05:00	82	2	0	1	1	0	0	86	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	4
05:15	114	1	0	2	0	1	1	119	5	0	0	0	0	0	0	5	10	1	0	0	0	0	0	11
05:30	110	7	1	3	2	0	0	123	1	0	0	0	0	0	0	1	13	1	0	0	0	0	0	14
05:45	83	3	1	0	0	1	0	88	0	0	0	0	0	0	0	0	7	0	1	0	0	0	0	8
06:00	93	5	1	2	3	1	0	105	1	0	0	0	0	0	0	1	8	4	0	0	0	0	1	13
06:15	89	14	2	2	2	2	0	111	1	0	0	0	0	0	0	1	11	2	0	0	0	0	0	13
06:30	106	16	0	4	0	1	0	127	2	0	0	0	0	0	0	2	18	5	0	0	0	1	0	24
06:45	119	26	2	3	2	2	1	155	1	0	0	0	0	0	0	1	24	7	0	1	0	0	0	32
07:00	137	28	1	4	4	1	0	175	1	0	0	0	0	0	0	1	24	7	0	0	0	3	0	34
07:15	176	33	2	5	2	4	0	222	0	0	0	0	0	0	0	0	31	11	1	2	0	1	0	46
07:30	181	12	1	0	4	2	0	200	1	0	0	0	0	0	0	1	38	16	0	0	1	1	0	56
07:45	192	22	5	6	2	0	0	227	1	0	0	0	0	0	0	1	59	7	1	0	0	0	0	67
08:00	175	18	3	1	3	3	0	203	2	0	0	0	0	0	0	2	49	8	1	0	0	0	0	58
08:15	173	22	4	0	3	4	1	207	1	1	0	0	0	0	0	2	52	15	1	0	0	0	0	68
08:30	155	17	1	1	5	6	0	185	1	0	0	0	0	0	0	1	50	17	0	0	0	0	0	67
08:45	144	21	5	4	3	4	0	181	1	0	0	0	0	0	0	1	45	15	3	0	0	0	0	63
09:00	158	17	4	2	4	2	0	187	1	0	0	0	0	0	0	1	36	7	0	1	0	0	0	44
09:15	117	24	5	2	2	0	0	150	1	0	0	0	0	0	0	1	28	10	0	1	0	0	0	39
09:30	114	13	1	4	3	0	0	135	3	0	0	0	0	0	0	3	34	10	0	1	0	0	0	45
09:45	116	10	5	3	2	0	0	136	2	0	0	0	0	0	0	2	32	7	1	0	0	0	0	40
10:00	143	10	5	2	2	2	0	164	1	0	0	0	0	0	0	1	28	10	0	1	0	0	0	39
10:15	128	20	2	2	3	0	0	155	1	0	0	0	0	0	0	1	30	9	1	0	0	0	0	40
10:30	183	16	1	3	3	0	0	206	1	0	0	0	0	0	0	1	29	12	1	0	0	0	0	42
10:45	127	16	1	3	3	2	0	152	2	0	0	0	0	0	0	2	35	12	0	2	0	0	0	49
11:00	103	15	7	0	2	2	0	129	1	0	0	0	0	0	0	1	33	6	0	0	0	0	0	39
11:15	140	13	1	2	2	1	0	159	0	0	0	0	0	0	0	0	22	9	0	0	0	0	0	31
11:30	102	18	6	3	3	1	0	133	1	0	0	0	0	0	0	1	35	7	0	0	0	1	0	43
11:45	107	19	1	4	2	3	1	137	0	0	0	0	0	0	0	0	51	7	0	1	0	0	0	59
12:00	124	22	1	4	2	1	0	154	0	1	0	0	0	0	0	1	21	5	2	2	0	0	0	30
12:15	150	17	7	3	2	2	0	181	0	0	0	0	0	0	0	0	34	4	0	1	0	0	0	39
12:30	149	23	5	1	2	3	0	183	2	0	0	0	0	0	0	2	33	11	0	0	0	0	0	44
12:45	154	16	4	2	3	0	0	179	2	0	0	0	0	0	0	2	32	4	1	0	0	0	0	37
13:00	158	18	2	1	4	2	0	185	1	0	0	0	0	0	0	1	26	6	1	1	0	0	0	34
13:15	157	11	6	5	2	2	0	183	0	0	0	0	0	0	0	0	50	5	0	0	0	0	0	55
13:30	132	9	6	2	3	1	0	153	2	0	0	0	0	0	0	2	30	8	0	0	0	0	0	38
13:45	148	14	2	2	1	0	0	167	1	0	0	0	0	0	0	1	34	7	1	0	0	0	0	42
14:00	130	19	3	1	5	1	0	159	1	0	0	0	0	0	0	1	30	5	0	0	0	4	0	39
14:15	154	15	4	4	3	1	0	181	1	0	0	0	0	0	0	1	31	4	0	1	0	0	0	36
14:30	168	20	4	4	3	0	0	199	0	0	0	0	0	0	0	0	41	8	3	0	0	1	0	53
14:45	166	24	5	4	3	2	0	204	1	0	0	0	0	0	0	1	46	9	1	1	0	2	0	59
15:00	138	22	4	1	4	0	0	169	1	0	0	0	0	0	0	1	39	11	0	2	0	0	0	52
15:15	141	30	1	3	1	0	0	176	1	0	0	0	0	0	0	1	34	7	0	0	1	1	0	43
15:30	157	20	2	4	2	1	0	186	1	0	0	0	0	0	0	1	34	11	0	1	0	1	0	47
15:45	192	23	3	2	4	1	0	225	3	0	0	0	0	0	0	3	49	10	0	0	0	2	0	61
16:00	181	24	2	1	2	2	0	212	2	0	0	0	0	0	0	2	57	20	0	3	0	1	0	81
16:15	183	27	1	1	2	0	0	214	1	0	0	0	0	0	0	1	47	12	1	1	0	0	0	61
16:30	189	22	3	2	4	0	0	220	2	0	0	0	0	0	0	2	55	15	0	0	0	0	0	70
16:45	176	18	2	1	1	2	0	200	1	0	0	0	0	0	0	1	40	13	0	2	0	0	0	55
17:00	174	28	1	2	4	0	0	209	0	0	0	0	0	0	0	0	68	4	0	1	0	1	0	74
17:15	193	17	3	1	2	1	0	217	4	0	0	0	0	0	0	4	56	7	0	1	0	1	0	65
17:30	183	25	4	0	1	3	1	217	0	0	0	0	0	0	0	0	53	8	0	3	0	1	0	65
17:45	190	12	3	0	2	1	0	208	3	0	0	0	0	0	0	3	54	14	0	2	1	2	0	73
18:00	178	12	2	1	7	1	1	202	0	0	0	0	0	0	0	0	57	14	0	0	0	1	0	72
18:15	144	12	0	2	2	0	0	160	4	0	0	0	0	0	0	4	54	7	0	0	0	1	0	62
18:30	133	11	4	0	3	0	0	151	3	0	0	0	0	0	0	3	30	4	0	0	0	0	0	34
18:45	104	5	0	0	3	1	0	113	0	0	0	0	0	0	0	0	30	2	0	0	1	3	0	36
19:00	167	9	0	1	3	1	0	181	0	0	0	0	0	0	0	0	27	5	0	0	0	0	0	32
19:15	108	5	1	0	3	5	0	122	0	0	0	0	0	0	0	0	32	6	0	0	0	0	0	38
19:30	181	12	2	1	1	1	0	198	1	0	0	0	0	0	1	2	28	1	0	0	0	0	1	30
19:45	191	6	0	1	4	3	1	206	0	0	0	0	0	0	0	0	24	2	0	0	0	0	0	26
20:00	127	4	2	1	3	3	0	140	0	0	0	0	0	0	0	0	29	0	0	0	0	0	0	39
20:15	125	6	1	0	2	5	0	139	0	0	0	0	0	0	0	0	24	2	0	0	0	0	0	26
20:30	116	8	0	1	1	3	0	129	0	0	0	0	0	0	0	0	27	1	0	0	0	0	0	28
20:45	54	6	0	1	1	4	0	66	0	0	0	0	0	0	0	0	19	3	0	1	0	0	0	23
21:00	49	4	0	0	2	0	0	55	0	0	0	0	0	0	0	0	22	3	0	0	0	0	0	25
21:15	54	4	0	1	0	0	0	59	3	0	0	0	0	0	0	3	25	1	0	0	0	1	0	27
21:30	46	5	0	1	1	0	0	53	1	0	0	0	0	0	0	1	13	0	1	1	0	0	0	15
21:45	48	4	0	1	2	1	0	56	1	0	0	0	0	0	0	1	17	0	0	0	0	2	0	19
22:00	36	2	0	0	3	3	0	44	0	0	0	0	0	0	0	0	15	3	0	1	0	0	0	19
22:15	89	3	1	0	0	1	0	94	1	0	0	0	0	0	0	1	15	1	0	1	0	0	0	17
22:30	53	1	0	0	1	2	0	57	1	0	0	0	0	0	0	1	13	0	0	0	0	0	0	13
22:45	68	4	0	1	1	0	0	74	1	0	0	0	0	0	0	1	12	0	0	1	0	0	0	13
23:00	130	4	0	1	2	1	0	138	0	0	0	0	0	0	0	0	16	1	0	0	0	1	0	18
23:15	108	1	0	0	1	0	0	110	1	0	0	0	0	0	0	1	13	1	0	0	0	1	0	15
23:30	88	4	0	0	1	0	0	93	0	1	0	0	0	0	0	1	8	0	0	0	0	0	0	8
23:45	104	0	1	0	1	0	0	106	0	0	0	0	0	0	0	0	13	2	0	0	0	1	0	16

Start Time	Rolling Hour							Total	Rolling Hour							Total	Rolling Hour							Total
00:00	193	3	2	2	6	0	0	206	0	0	0	0	0	0	0	0	9	1	0	0	0	0	0	10
00:15	163	3	1	1	5	0	0	173	0	0	0	0	0	0	0	0	10	1	0	1	0	0	0	12
00:30	190	7	0	1	3	0	0	201	1	0	0	0	0	0	0	1	13	1	0	1	0	0	0	15
00:45	200	5	0	0	2	0	0	207	1	0	0	0	0	0	0	1	19	1	0	1	0	0	0	21
01:00	210	5	0	1	5	0	0	221	5	0	0	0	0	0	0	5	24	1	0	1	0	0	0	26
01:15	261	6	0	1	5	0	0	273	5	0	0	0	0	0	0	5	29	0	0	0	0	0	0	29
01:30	247	4	0	1	4	0	0	256	6	0	0	0	0	0	0	6	22	0	0	0	0	0	0	22
01:45	263	6	0	1	4	0	0	274	8	0	0	0	0	0	0	8	17	0	0	0	0	0	0	17
02:00	249	7	0	0	2	0	0	258	5	0	0	0	0	0	0	5	10	0	0	0	0	0	0	10
02:15	179	5	0	0	1	0	0	185	6	0	0	0	0	0	0	6	4	0	0	0	0	0	0	4
02:30	138	4	0	0	2	0	0	144	5	0	0	0	0	0	0	5	5	0	0	0	0	0	0	5
02:45	110	2	0	0	2	0	0	114	5	0	0	0	0	0	0	5	5	0	0	0	0	0	0	5
03:00	124	2	0	0	1	0	0	127	5	0	0	0	0	0	0	5	9	0	0	0	0	0	0	9
03:15	161	2	2	2	5	0	0	172	5	0	0	0	0	0	0	5	12	2	0	0	0	0	0	14
03:30	192	6	2	3	5	0	0	208	7	0	0	0	0	0	0	7	15	2	0	0	0	0	0	17
03:45	232	6	2	4	5	0	0	249	5	0	0	0	0	0	0	5	19	3	0	0	0	0	0	22
04:00	263	7	3	4	6	0	0	283	7	0	0	0	0	0	0	7	21	4	0	0	0	0	0	25
04:15	286	9	1	3	3	0	0	302	6	0	0	0	0	0	0	6	19	4	0	0	0	0	0	23
04:30	351	5	1	4	2	1	1	365	8	0	0	0	0	0	0	8	24	5	0	0	0	0	0	29
04:45	390	12	2	6	4	1	1	416	9	0	0	0	0	0	0	9	31	5	0	0	0	0	0	36
05:00	389	13	2	6	3	2	1	416	6	0	0	0	0	0	0	6	32	4	1	0	0	0	0	37
05:15	400	16	3	7	5	3	1	435	7	0	0	0	0	0	0	7	38	6	1	0	0	0	1	46
05:30	375	29	5	7	7	4	0	427	3	0	0	0	0	0	0	3	39	7	1	0	0	0	1	48
05:45	371	38	4	8	5	5	0	431	4	0	0	0	0	0	0	4	44	11	1	0	0	1	1	58
06:00	407	61	5	11	7	6	1	498	5	0	0	0	0	0	0	5	61	18	0	1	0	1	1	82
06:15	451	84	5	13	8	6	1	568	5	0	0	0	0	0	0	5	77	21	0	1	0	4	0	103
06:30	538	103	5	16	8	8	1	679	4	0	0	0	0	0	0	4	97	30	1	3	0	5	0	136
06:45	613	99	6	12	12	9	1	752	3	0	0	0	0	0	0	3	117	41	1	3	1	5	0	168
07:00	686	95	9	15	12	7	0	824	3	0	0	0	0	0	0	3	152	41	2	2	1	5	0	203
07:15	724	85	11	12	11	9	0	852	4	0	0	0	0	0	0	4	177	42	3	2	1	2	0	227
07:30	721	74	13	7	12	9	1	837	5	1	0	0	0	0	0	6	198	46	3	0	1	1	0	249
07:45	695	79	13	8	13	13	1	822	5	1	0	0	0	0	0	6	210	47	3	0	0	0	0	260
08:00	647	78	13	6	14	17	1	776	5	1	0	0	0	0	0	6	196	55	5	0	0	0	0	256
08:15	630	77	14	7	15	16	1	760	4	1	0	0	0	0	0	5	183	54	4	1	0	0	0	242
08:30	574	79	15	9	14	12	0	703	4	0	0	0	0	0	0	4	159	49	3	2	0	0	0	213
08:45	533	75	15	12	12	6	0	653	6	0	0	0	0	0	0	6	143	42	3	3	0	0	0	191
09:00	505	64	15	11	11	2	0	608	7	0	0	0	0	0	0	7	130	34	1	3	0	0	0	168
09:15	490	57	16	11	9	2	0	585	7	0	0	0	0	0	0	7	122	37	1	3	0	0	0	163
09:30	501	53	13	11	10	2	0	590	7	0	0	0	0	0	0	7	124	36	2	2	0	0	0	164
09:45	570	56	13	10	10	2	0	661	5	0	0	0	0	0	0	5	119	38	3	1	0	0	0	161
10:00	581	62	9	10	11	4	0	677	5	0	0	0	0	0	0	5	122	43	2	3	0	0	0	170
10:15	541	67	11	8	11	4	0	642	5	0	0	0	0	0	0	5	127	39	2	2	0	0	0	170
10:30	553	60	10	8	10	5	0	646	4	0	0	0	0	0	0	4	119	39	1	2	0	0	0	161
10:45	472	62	15	8	10	6	0	573	4	0	0	0	0	0	0	4	125	34	0	2	0	1	0	162
11:00	452	65	15	9	9	7	1	558	2	0	0	0	0	0	0	2	141	29	0	1	0	1	0	172
11:15	473	72	9	13	9	6	1	583	1	1	0	0	0	0	0	2	129	28	2	3	0	1	0	163
11:30	483	76	15	14	9	7	1	605	1	1	0	0	0	0	0	2	141	23	2	4	0	1	0	171
11:45	530	81	14	12	8	9	1	655	2	1	0	0	0	0	0	3	139	27	2	4	0	0	0	172
12:00	577	78	17	10	9	6	0	697	4	1	0	0	0	0	0	5	120	24	3	3	0	0	0	150
12:15	611	74	18	7	11	7	0	728	5	0	0	0	0	0	0	5	125	25	2	2	0	0	0	154
12:30	618	68	17	9	11	7	0	730	5	0	0	0	0	0	0	5	141	26	2	1	0	0	0	170
12:45	601	54	18	10	12	5	0	700	5	0	0	0	0	0	0	5	138	23	2	1	0	0	0	164
13:00	595	52	16	10	10	5	0	688	4	0	0	0	0	0	0	4	140	26	2	1	0	0	0	169
13:15	567	53	17	10	11	4	0	662	4	0	0	0	0	0	0	4	144	25	1	0	0	4	0	174
13:30	564	57	15	9	12	3	0	660	5	0	0	0	0	0	0	5	125	24	1	1	0	4	0	155
13:45	600	68	13	11	12	2	0	706	3	0	0	0	0	0	0	3	136	24	4	1	0	5	0	170
14:00	618	78	16	13	14	4	0	743	3	0	0	0	0	0	0	3	148	26	4	2	0	7	0	187
14:15	626	81	17	13	13	3	0	753	3	0	0	0	0	0	0	3	157	32	4	4	0	3	0	200
14:30	613	96	14	12	11	2	0	748	3	0	0	0	0	0	0	3	160	35	4	3	1	4	0	207
14:45	602	96	12	12	10	3	0	735	4	0	0	0	0	0	0	4	153	38	1	4	1	4	0	201
15:00	628	95	10	10	11	2	0	756	6	0	0	0	0	0	0	6	156	39	0	3	1	4	0	203
15:15	671	97	8	10	9	4	0	799	7	0	0	0	0	0	0	7	174	48	0	4	1	5	0	232
15:30	713	94	8	8	10	4	0	837	7	0	0	0	0	0	0	7	187	53	1	5	0	4	0	250
15:45	745	96	9	6	12	3	0	871	8	0	0	0	0	0	0	8	208	57	1	4	0	3	0	273
16:00	729	91	8	5	9	4	0	846	6	0	0	0	0	0	0	6	199	60	1	6	0	1	0	267
16:15	722	95	7	6	11	2	0	843	4	0	0	0	0	0	0	4	210	44	1	4	0	1	0	260
16:30	732	85	9	6	11	3	0	846	7	0	0	0	0	0	0	7	219	39	0	4	0	2	0	264
16:45	726	88	10	4	8	6	1	843	5	0	0	0	0	0	0	5	217	32	0	7	0	3	0	259
17:00	740	82	11	3	9	5	1	851	7	0	0	0	0	0	0	7	231	33	0	7	1	5	0	277
17:15	744	66	12	2	12	6	2	844	7	0	0	0	0	0	0	7	220	43	0	6	1	5	0	275
17:30	695	61	9	3	12	5	2	787	7	0	0	0	0	0	0	7	218	43	0	5	1	5	0	272
17:45	645	47	9	3	14	2	1	721	10	0	0	0	0	0	0	10	195	39	0	2	1	4	0	241
18:00	559	40	6	3	15	2	1	626	7	0	0	0	0	0	0	7	171	27	0	0	1	5	0	204
18:15	548	37	4	3	11	2	0	605	7	0	0	0	0	0	0	7	141	18	0	0	1	4	0	164
18:30	512	30	5	1	12	7	0	567	3	0	0	0	0	0	0	3	119	17	0	0	1	3	0	140
18:45	560	31	3	2	10	8	0	614	1	0	0	0	0	0	1	2	117	14	0	0	1	3	1	136
19:00	647	32	3	3	11	10	1	707	1	0	0	0	0	0	1	2	111	14	0	0	0	0	1	126
19:15	607	27	5	3	11	12	1	666	1	0	0	0	0	0	1	2	123	9	0	0	0	0	1	133
19:30	624	28	5	3	10	12	1	683	1	0	0	0	0	0	1	2	115	5	0	0	0	0	1	121
19:45	559	24	3	3	10	14	1	614	0	0	0	0	0	0	0	0	114	5	0	0	0	0	0	119
20:00	422	24	3	3	7	15	0	474	0	0	0	0	0	0	0	0	109	6	0	1	0	0	0	116
20:15	344	24	1	2	6	12	0	389	0	0	0	0	0	0	0	0	92	9	0	1	0	0	0	102
20:30	273	22	0	3	4	7	0	309	3	0	0	0	0	0	0	3	93	8	0	1	0	1	0	103
20:45	203	19	0	3	4	4	0	233	4	0	0	0	0	0	0	4	79	7	1	2	0	1	0	90
21:00	197	17	0	3	5	1	0	223	5	0	0	0	0	0	0	5	77	4	1	1	0	3	0	86
21:15	184	15	0	3	6	4	0	212	5	0	0	0	0	0	0	5	70	4	1	2	0	3	0	80
21:30	219	14	1	2	6	5	0	247	3	0	0	0	0	0	0	3	60	4	1	3	0	2	0	70
21:45	226	10	1	1	6	7	0	251	3	0	0	0	0	0	0	3	60	4	0	2	0	2	0	68
22:00	246	10	1	1	5	6	0	269	3	0	0	0	0	0	0	3	55	4	0	3	0	0	0	62
22:15	340	12	1	2	4	4	0	363	3	0	0	0	0	0	0	3	56	2	0	2	0	1	0	61
22:30	359	10	0	2	5	3	0	379	3	0	0	0	0	0	0	3	54	2	0	1	0	2	0	59
22:45	394	13	0	2	5	1	0	415	2	1	0	0	0	0	0	3	49	2	0	1	0	2	0	54
23:00	430	9	1	1	5	1	0	447	1	1	0	0	0	0	0	2	50	4	0	0	0	3	0	57

Intelligent Data Collection Limited

Client: Peter Brett Associates
Project Number: ID04020
Junction Number: Site 7

Date of Survey: 12.07.2018
Junction Name: A38 / West Lane / Downside Road
Junction Type: 5-arm Signalised Junction

Arm A: A38 (N)
Arm B: West Lane (E)
Arm C: A38 (S)
Arm D: Downside Road (W)
Arm E: The Airport Tavern Car Park (W)

	D to D								D to C								D to B							
Time	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total
00:00								0	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
00:15								0	2	1	0	0	0	0	0	3	1	0	0	0	0	0	0	1
00:30								0	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
00:45								0	3	0	0	0	0	1	0	4	0	0	0	0	0	0	0	0
01:00								0	4	0	0	0	0	0	0	4	1	0	0	0	0	0	0	1
01:15								0	5	0	0	0	0	0	0	5	1	0	0	0	0	0	0	1
01:30								0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
01:45								0	7	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0
02:00								0	5	0	0	0	0	0	0	5	1	0	0	0	0	0	0	1
02:15								0	6	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0
02:30								0	5	0	0	0	0	0	0	5	1	0	0	0	0	0	0	1
02:45								0	8	0	0	1	0	0	0	9	1	0	0	0	0	0	0	1
03:00								0	2	0	0	0	0	0	0	2	1	0	0	0	0	0	0	1
03:15								0	5	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0
03:30								0	12	0	0	0	0	0	0	12	0	0	0	0	0	0	0	0
03:45								0	2	2	0	0	0	0	0	4	0	0	0	0	0	0	0	0
04:00								0	11	2	0	0	0	0	0	13	0	0	0	0	0	0	0	0
04:15								0	5	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0
04:30								0	6	0	0	2	0	0	0	8	0	0	0	0	0	0	0	0
04:45								0	7	1	0	0	0	0	0	8	0	0	0	0	0	0	0	0
05:00								0	10	0	0	0	0	0	0	10	2	0	0	0	0	0	0	2
05:15								0	7	0	0	0	0	0	0	7	1	0	0	0	0	0	0	1
05:30								0	10	0	0	0	0	0	0	10	1	0	1	0	0	0	0	2
05:45								0	10	2	1	0	0	0	0	13	3	1	0	0	0	0	0	4
06:00								0	5	2	0	0	0	0	0	7	1	1	0	0	0	0	0	2
06:15								0	5	0	0	0	0	0	0	5	6	2	1	0	0	0	0	9
06:30								0	3	0	0	0	0	0	0	3	5	4	0	0	0	0	0	9
06:45								0	7	2	0	0	0	0	0	9	10	1	0	0	0	0	0	11
07:00								0	3	5	0	0	0	0	0	8	16	2	0	0	0	1	0	19
07:15								0	11	2	0	0	0	1	0	14	17	2	0	0	0	0	0	19
07:30								0	9	2	0	0	0	0	0	11	14	4	1	0	1	0	0	20
07:45								0	11	5	0	0	0	0	0	16	11	2	1	0	0	0	0	14
08:00								0	7	6	0	0	0	0	0	13	23	1	0	0	0	0	0	24
08:15								0	6	3	0	0	0	0	0	9	23	4	0	0	1	0	0	28
08:30								0	9	0	0	0	0	0	0	9	12	4	0	0	0	0	0	16
08:45								0	9	1	0	2	0	0	0	12	10	2	0	1	0	0	0	13
09:00								0	13	1	0	1	0	0	0	15	11	2	0	0	0	0	0	13
09:15								0	8	5	1	0	0	0	0	14	9	3	0	0	0	0	0	12
09:30								0	10	1	0	0	0	0	0	11	11	1	0	0	0	0	0	12
09:45								0	21	0	0	0	0	0	0	21	7	4	0	0	0	0	0	11
10:00								0	14	2	0	1	0	1	0	18	7	3	0	1	0	0	0	11
10:15								0	13	11	0	0	0	0	0	24	8	2	0	0	0	0	0	10
10:30								0	11	0	0	0	0	0	0	11	6	1	1	0	0	0	0	8
10:45								0	13	4	0	0	0	0	0	17	6	0	0	2	0	0	0	8
11:00								0	14	1	0	0	0	1	0	16	8	2	2	0	0	0	1	13
11:15								0	11	1	0	0	0	0	0	12	9	3	1	0	0	0	2	15
11:30								0	12	6	1	1	0	0	0	20	16	3	0	1	0	0	0	20
11:45								0	11	5	0	0	0	0	0	16	10	2	0	0	0	0	0	12
12:00								0	15	6	0	0	0	0	0	21	6	1	1	0	0	0	1	9
12:15								0	15	4	0	0	0	0	0	19	6	1	0	0	0	0	0	7
12:30								0	16	6	0	0	0	0	0	22	14	3	0	0	0	0	0	17
12:45								0	12	5	1	0	0	0	0	18	9	2	0	0	0	0	0	11
13:00								0	12	6	0	0	0	0	0	18	7	0	0	0	0	0	0	7
13:15								0	11	5	0	0	0	0	0	16	14	1	0	0	0	3	0	18
13:30								0	12	8	1	1	0	0	0	22	6	2	0	0	0	0	0	8
13:45								0	18	12	0	0	0	0	0	30	10	1	0	0	0	1	0	12
14:00								0	15	5	0	0	0	0	0	20	23	4	0	1	0	0	0	28
14:15								0	11	1	1	0	0	0	0	13	12	3	0	0	0	0	0	15
14:30								0	14	4	0	0	0	0	0	18	13	5	0	0	1	0	0	19
14:45								0	11	4	0	0	0	0	0	15	14	5	0	0	0	0	0	19
15:00								0	10	4	0	1	1	0	0	16	5	2	0	0	0	0	0	7
15:15								0	8	0	0	0	0	0	0	8	10	2	0	1	0	0	0	13
15:30								0	10	0	0	1	0	0	0	11	17	5	0	0	0	0	0	22
15:45								0	14	3	0	0	0	0	0	17	2	2	0	1	0	0	0	5
16:00								0	18	4	0	1	0	0	0	23	12	8	0	0	0	0	0	20
16:15								0	21	8	0	1	0	0	0	30	19	1	0	0	1	0	0	21
16:30								0	8	8	0	0	0	0	0	16	20	3	0	0	0	0	0	23
16:45								0	14	2	0	1	0	0	0	17	10	1	0	0	0	0	0	11
17:00								0	10	4	0	0	0	0	0	14	24	3	0	0	0	0	0	27
17:15								0	19	0	0	0	0	0	0	19	15	0	0	0	0	0	0	15
17:30								0	12	3	1	0	0	0	0	16	21	1	0	0	0	0	0	22
17:45								0	22	1	0	0	0	0	0	23	22	0	0	0	0	0	0	22
18:00								0	23	2	0	0	0	0	0	25	20	1	0	1	0	0	0	22
18:15								0	18	0	0	0	0	0	0	18	21	4	0	0	0	1	1	27
18:30								0	9	0	0	0	0	0	0	9	15	4	0	0	0	0	0	19
18:45								0	4	0	0	2	0	0	0	6	11	0	0	0	0	0	0	11
19:00								0	8	0	0	2	0	0	0	10	17	1	0	0	0	0	1	19
19:15								0	6	1	0	0	0	0	0	7	7	1	0	0	0	0	0	8
19:30								0	3	0	0	0	0	0	0	3	10	0	0	0	0	0	0	10
19:45								0	3	0	0	0	0	0	0	3	3	1	0	0	0	0	0	4
20:00								0	5	0	0	0	0	0	0	5	5	0	0	0	0	0	0	5
20:15								0	6	0	0	0	0	0	0	6	12	2	0	0	0	0	1	15
20:30								0	3	0	0	1	0	0	0	4	11	2	0	0	0	0	0	13
20:45								0	4	0	0	0	0	0	0	4	4	0	0	0	0	2	0	6
21:00								0	2	0	0	0	0	0	0	2	5	1	0	0	0	0	0	6
21:15								0	2	0	0	0	0	0	0	2	6	0	0	0	0	0	0	6
21:30								0	2	0	0	1	0	0	0	3	4	0	0	0	0	0	0	4
21:45								0	3	0	0	1	0	0	0	4	0	0	0	0	0	0	0	0
22:00								0	6	0	0	0	0	0	0	6	2	0	0	0	0	0	0	2
22:15								0	4	0	0	0	0	0	0	4	1	0	0	0	0	0	0	1
22:30								0	4	1	0	0	0	0	0	5	2	0	0	0	0	0	0	2
22:45								0	7	1	0	0	0	0	0	8	1	0	0	0	0	0	0	1
23:00								0	8	0	0	0	0	0	0	8	2	0	0	0	0	0	0	2
23:15								0	3	0	0	0	0	0	0	3	2	0	0	0	0	0	0	2
23:30								0	5	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0
23:45								0	9	1	0	0	0	0	0	10	1	0	0	0	0	0	0	1

Start Time	Rolling Hour							Total	Rolling Hour							Total	Rolling Hour							Total
00:00	0	0	0	0	0	0	0	0	8	1	0	0	0	1	0	10	2	0	0	0	0	0	0	2
00:15	0	0	0	0	0	0	0	0	10	1	0	0	0	1	0	12	3	0	0	0	0	0	0	3
00:30	0	0	0	0	0	0	0	0	13	0	0	0	0	1	0	14	3	0	0	0	0	0	0	3
00:45	0	0	0	0	0	0	0	0	12	0	0	0	0	1	0	13	3	0	0	0	0	0	0	3
01:00	0	0	0	0	0	0	0	0	16	0	0	0	0	0	0	16	3	0	0	0	0	0	0	3
01:15	0	0	0	0	0	0	0	0	17	0	0	0	0	0	0	17	3	0	0	0	0	0	0	3
01:30	0	0	0	0	0	0	0	0	18	0	0	0	0	0	0	18	2	0	0	0	0	0	0	2
01:45	0	0	0	0	0	0	0	0	23	0	0	0	0	0	0	23	2	0	0	0	0	0	0	2
02:00	0	0	0	0	0	0	0	0	24	0	0	1	0	0	0	25	3	0	0	0	0	0	0	3
02:15	0	0	0	0	0	0	0	0	21	0	0	1	0	0	0	22	3	0	0	0	0	0	0	3
02:30	0	0	0	0	0	0	0	0	20	0	0	1	0	0	0	21	3	0	0	0	0	0	0	3
02:45	0	0	0	0	0	0	0	0	27	0	0	1	0	0	0	28	2	0	0	0	0	0	0	2
03:00	0	0	0	0	0	0	0	0	21	2	0	0	0	0	0	23	1	0	0	0	0	0	0	1
03:15	0	0	0	0	0	0	0	0	30	4	0	0	0	0	0	34	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0	30	4	0	0	0	0	0	34	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	0	24	4	0	2	0	0	0	30	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	29	3	0	2	0	0	0	34	0	0	0	0	0	0	0	0
04:15	0	0	0	0	0	0	0	0	28	1	0	2	0	0	0	31	2	0	0	0	0	0	0	2
04:30	0	0	0	0	0	0	0	0	30	1	0	2	0	0	0	33	3	0	0	0	0	0	0	3
04:45	0	0	0	0	0	0	0	0	34	1	0	0	0	0	0	35	4	0	1	0	0	0	0	5
05:00	0	0	0	0	0	0	0	0	37	2	1	0	0	0	0	40	7	1	1	0	0	0	0	9
05:15	0	0	0	0	0	0	0	0	32	4	1	0	0	0	0	37	6	2	1	0	0	0	0	9
05:30	0	0	0	0	0	0	0	0	30	4	1	0	0	0	0	35	11	4	2	0	0	0	0	17
05:45	0	0	0	0	0	0	0	0	23	4	1	0	0	0	0	28	15	8	1	0	0	0	0	24
06:00	0	0	0	0	0	0	0	0	20	4	0	0	0	0	0	24	22	8	1	0	0	0	0	31
06:15	0	0	0	0	0	0	0	0	18	7	0	0	0	0	0	25	37	9	1	0	0	1	0	48
06:30	0	0	0	0	0	0	0	0	24	9	0	0	0	1	0	34	48	9	0	0	0	1	0	58
06:45	0	0	0	0	0	0	0	0	30	11	0	0	0	1	0	42	57	9	1	0	1	1	0	69
07:00	0	0	0	0	0	0	0	0	34	14	0	0	0	1	0	49	58	10	2	0	1	1	0	72
07:15	0	0	0	0	0	0	0	0	38	15	0	0	0	1	0	54	65	9	2	0	1	0	0	77
07:30	0	0	0	0	0	0	0	0	33	16	0	0	0	0	0	49	71	11	2	0	2	0	0	86
07:45	0	0	0	0	0	0	0	0	33	14	0	0	0	0	0	47	69	11	1	0	1	0	0	82
08:00	0	0	0	0	0	0	0	0	31	10	0	2	0	0	0	43	68	11	0	1	1	0	0	81
08:15	0	0	0	0	0	0	0	0	37	5	0	3	0	0	0	45	56	12	0	1	1	0	0	70
08:30	0	0	0	0	0	0	0	0	39	7	1	3	0	0	0	50	42	11	0	1	0	0	0	54
08:45	0	0	0	0	0	0	0	0	40	8	1	3	0	0	0	52	41	8	0	1	0	0	0	50
09:00	0	0	0	0	0	0	0	0	52	7	1	1	0	0	0	61	38	10	0	0	0	0	0	48
09:15	0	0	0	0	0	0	0	0	53	8	1	1	0	1	0	64	34	11	0	1	0	0	0	46
09:30	0	0	0	0	0	0	0	0	58	14	0	1	0	1	0	74	33	10	0	1	0	0	0	44
09:45	0	0	0	0	0	0	0	0	59	13	0	1	0	1	0	74	28	10	1	1	0	0	0	40
10:00	0	0	0	0	0	0	0	0	51	17	0	1	0	1	0	70	27	6	1	3	0	0	0	37
10:15	0	0	0	0	0	0	0	0	51	16	0	0	0	1	0	68	28	5	3	2	0	0	1	39
10:30	0	0	0	0	0	0	0	0	49	6	0	0	0	1	0	56	29	6	4	2	0	0	3	44
10:45	0	0	0	0	0	0	0	0	50	12	1	1	0	1	0	65	39	8	3	3	0	0	3	56
11:00	0	0	0	0	0	0	0	0	48	13	1	1	0	1	0	64	43	10	3	1	0	0	3	60
11:15	0	0	0	0	0	0	0	0	49	18	1	1	0	0	0	69	41	9	2	1	0	0	3	56
11:30	0	0	0	0	0	0	0	0	53	21	1	1	0	0	0	76	38	7	1	1	0	0	1	48
11:45	0	0	0	0	0	0	0	0	57	21	0	0	0	0	0	78	36	7	1	0	0	0	1	45
12:00	0	0	0	0	0	0	0	0	58	21	1	0	0	0	0	80	35	7	1	0	0	0	1	44
12:15	0	0	0	0	0	0	0	0	55	21	1	0	0	0	0	77	36	6	0	0	0	0	0	42
12:30	0	0	0	0	0	0	0	0	51	22	1	0	0	0	0	74	44	6	0	0	0	3	0	53
12:45	0	0	0	0	0	0	0	0	47	24	2	1	0	0	0	74	36	5	0	0	0	3	0	44
13:00	0	0	0	0	0	0	0	0	53	31	1	1	0	0	0	86	37	4	0	0	0	4	0	45
13:15	0	0	0	0	0	0	0	0	56	30	1	1	0	0	0	88	53	8	0	1	0	4	0	66
13:30	0	0	0	0	0	0	0	0	56	26	2	1	0	0	0	85	51	10	0	1	0	1	0	63
13:45	0	0	0	0	0	0	0	0	58	22	1	0	0	0	0	81	58	13	0	1	1	1	0	74
14:00	0	0	0	0	0	0	0	0	51	14	1	0	0	0	0	66	62	17	0	1	1	0	0	81
14:15	0	0	0	0	0	0	0	0	46	13	1	1	1	0	0	62	44	15	0	0	1	0	0	60
14:30	0	0	0	0	0	0	0	0	43	12	0	1	1	0	0	57	42	14	0	1	1	0	0	58
14:45	0	0	0	0	0	0	0	0	39	8	0	2	1	0	0	50	46	14	0	1	0	0	0	61
15:00	0	0	0	0	0	0	0	0	42	7	0	2	1	0	0	52	34	11	0	2	0	0	0	47
15:15	0	0	0	0	0	0	0	0	50	7	0	2	0	0	0	59	41	17	0	2	0	0	0	60
15:30	0	0	0	0	0	0	0	0	63	15	0	3	0	0	0	81	50	16	0	1	1	0	0	68
15:45	0	0	0	0	0	0	0	0	61	23	0	2	0	0	0	86	53	14	0	1	1	0	0	69
16:00	0	0	0	0	0	0	0	0	61	22	0	3	0	0	0	86	61	13	0	0	1	0	0	75
16:15	0	0	0	0	0	0	0	0	53	22	0	2	0	0	0	77	73	8	0	0	1	0	0	82
16:30	0	0	0	0	0	0	0	0	51	14	0	1	0	0	0	66	69	7	0	0	0	0	0	76
16:45	0	0	0	0	0	0	0	0	55	9	1	1	0	0	0	66	70	5	0	0	0	0	0	75
17:00	0	0	0	0	0	0	0	0	63	8	1	0	0	0	0	72	82	4	0	0	0	0	0	86
17:15	0	0	0	0	0	0	0	0	76	6	1	0	0	0	0	83	78	2	0	1	0	0	0	81
17:30	0	0	0	0	0	0	0	0	75	6	1	0	0	0	0	82	84	6	0	1	0	1	1	93
17:45	0	0	0	0	0	0	0	0	72	3	0	0	0	0	0	75	78	9	0	1	0	1	1	90
18:00	0	0	0	0	0	0	0	0	54	2	0	2	0	0	0	58	67	9	0	1	0	1	1	79
18:15	0	0	0	0	0	0	0	0	39	0	0	4	0	0	0	43	64	9	0	0	0	1	2	76
18:30	0	0	0	0	0	0	0	0	27	1	0	4	0	0	0	32	50	6	0	0	0	0	1	57
18:45	0	0	0	0	0	0	0	0	21	1	0	4	0	0	0	26	45	2	0	0	0	0	1	48
19:00	0	0	0	0	0	0	0	0	20	1	0	2	0	0	0	23	37	3	0	0	0	0	1	41
19:15	0	0	0	0	0	0	0	0	17	1	0	0	0	0	0	18	25	2	0	0	0	0	0	27
19:30	0	0	0	0	0	0	0	0	17	0	0	0	0	0	0	17	30	3	0	0	0	0	1	34
19:45	0	0	0	0	0	0	0	0	17	0	0	1	0	0	0	18	31	5	0	0	0	0	1	37
20:00	0	0	0	0	0	0	0	0	18	0	0	1	0	0	0	19	32	4	0	0	0	2	1	39
20:15	0	0	0	0	0	0	0	0	15	0	0	1	0	0	0	16	32	5	0	0	0	2	1	40
20:30	0	0	0	0	0	0	0	0	11	0	0	1	0	0	0	12	26	3	0	0	0	2	0	31
20:45	0	0	0	0	0	0	0	0	10	0	0	1	0	0	0	11	19	1	0	0	0	2	0	22
21:00	0	0	0	0	0	0	0	0	9	0	0	2	0	0	0	11	15	1	0	0	0	0	0	16
21:15	0	0	0	0	0	0	0	0	13	0	0	2	0	0	0	15	12	0	0	0	0	0	0	12
21:30	0	0	0	0	0	0	0	0	15	0	0	2	0	0	0	17	7	0	0	0	0	0	0	7
21:45	0	0	0	0	0	0	0	0	17	1	0	1	0	0	0	19	5	0	0	0	0	0	0	5
22:00	0	0	0	0	0	0	0	0	21	2	0	0	0	0	0	23	6	0	0	0	0	0	0	6
22:15	0	0	0	0	0	0	0	0	23	2	0	0	0	0	0	25	6	0	0	0	0	0	0	6
22:30	0	0	0	0	0	0	0	0	22	2	0	0	0	0	0	24	7	0	0	0	0	0	0	7
22:45	0	0	0	0	0	0	0	0	23	1	0	0	0	0	0	24	5	0	0	0	0	0	0	5
23:00	0	0	0	0	0	0	0	0	25	1	0	0	0	0	0	26	5	0	0	0	0	0	0	5

Intelligent Data Collection Limited

Client: Peter Brett Associates
Project Number: ID04020
Junction Number: Site 7

Date of Survey: 12.07.2018
Junction Name: A38 / West Lane / Downside Road
Junction Type: 5-arm Signalised Junction

Arm A: A38 (N)
Arm B: West Lane (E)
Arm C: A38 (S)
Arm D: Downside Road (W)
Arm E: The Airport Tavern Car Park (W)

	D to A								D to E								E to E							
Time	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total
00:00	5	0	0	0	0	0	0	5	1	0	0	0	0	0	0	1								0
00:15	5	1	0	0	0	0	0	6	1	0	0	0	0	0	0	1								0
00:30	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0								0
00:45	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2								0
01:00	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1								0
01:15	1	0	0	1	0	0	0	2	1	0	0	0	0	0	0	1								0
01:30	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0								0
01:45	2	0	0	0	0	0	0	2	1	0	0	0	0	0	0	1								0
02:00	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1								0
02:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1								0
02:30	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0								0
02:45	2	0	0	0	0	0	0	2	1	0	0	0	0	0	0	1								0
03:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1								0
03:15	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2								0
03:30	2	1	0	0	0	0	0	3	1	0	0	0	0	0	0	1								0
03:45	2	0	0	0	0	0	0	2	1	0	0	0	0	0	0	1								0
04:00	3	0	0	0	0	0	0	3	1	0	0	0	0	0	0	1								0
04:15	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1								0
04:30	1	0	0	0	0	0	0	1	2	0	0	0	0	0	0	2								0
04:45	2	0	0	0	0	0	0	2	3	0	0	0	0	0	0	3								0
05:00	2	0	0	0	0	0	0	2	1	0	0	0	0	0	0	1								0
05:15	3	1	0	0	0	0	0	4	1	0	0	0	0	0	0	1								0
05:30	5	1	0	0	0	0	0	6	2	0	0	0	0	0	0	2								0
05:45	7	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0								0
06:00	8	0	0	0	0	0	0	8	2	0	0	0	0	0	0	2								0
06:15	3	1	0	0	0	0	0	4	2	0	0	0	0	0	0	2								0
06:30	17	4	0	0	0	0	0	21	1	0	0	0	0	0	0	1								0
06:45	11	3	1	0	0	0	0	15	0	0	0	0	0	0	0	0								0
07:00	23	3	0	0	0	0	0	26	0	0	0	0	0	0	0	0								0
07:15	21	10	0	0	1	0	0	32	0	0	0	0	0	0	0	0								0
07:30	35	5	0	0	0	0	0	40	0	0	0	0	0	0	0	0								0
07:45	28	4	0	1	1	0	0	34	0	0	0	0	0	0	0	0								0
08:00	40	7	1	0	0	2	0	50	0	0	0	0	0	0	0	0								0
08:15	38	1	0	0	0	0	0	39	1	0	0	0	0	0	0	1								0
08:30	33	4	0	0	0	0	0	37	0	0	0	0	0	0	0	0								0
08:45	24	6	0	0	0	0	0	30	0	0	0	0	0	0	0	0								0
09:00	24	1	0	0	1	0	0	26	1	0	0	0	0	0	0	1								0
09:15	15	4	0	0	0	0	0	19	0	0	0	0	0	0	0	0								0
09:30	18	3	1	0	0	0	0	22	0	0	0	0	0	0	0	0								0
09:45	8	0	0	1	0	0	0	9	0	0	0	0	0	0	0	0								0
10:00	10	5	0	0	0	0	0	15	1	0	0	0	0	0	0	1								0
10:15	6	2	0	0	0	0	0	8	0	0	0	0	0	0	0	0								0
10:30	13	2	0	0	1	0	0	16	2	0	0	0	0	0	0	2								0
10:45	6	4	1	1	0	1	0	13	1	0	0	0	0	0	0	1								0
11:00	5	4	0	0	0	0	0	9	0	0	0	0	0	0	0	0								0
11:15	15	4	1	0	0	0	0	20	2	0	0	0	0	0	0	2								0
11:30	14	4	0	0	0	0	0	18	4	0	0	0	0	0	0	4								0
11:45	16	3	0	0	0	0	0	19	1	0	0	0	0	0	0	1								0
12:00	13	1	1	0	0	0	1	16	1	0	0	0	0	0	0	1								0
12:15	14	1	0	0	0	0	1	16	0	0	0	0	0	0	0	0								0
12:30	17	0	0	0	0	0	0	17	0	0	0	0	0	0	0	0								0
12:45	15	0	0	1	0	0	1	17	3	0	0	0	0	0	0	3								0
13:00	23	3	0	0	0	0	0	26	1	0	0	0	0	0	0	1								0
13:15	15	0	0	0	0	0	0	15	2	0	0	0	0	0	0	2								0
13:30	24	4	0	0	0	0	0	28	3	0	0	0	0	0	0	3								0
13:45	22	1	2	0	0	0	0	25	1	0	0	0	0	0	0	1								0
14:00	18	2	1	0	0	0	0	21	0	0	0	0	0	0	0	0								0
14:15	23	4	0	1	0	0	0	28	1	0	0	0	0	0	0	1								0
14:30	17	1	0	0	0	0	0	18	1	0	0	0	0	0	0	1								0
14:45	14	0	0	0	0	0	0	14	1	0	0	0	0	0	0	1								0
15:00	16	3	0	0	0	0	0	19	0	0	0	0	0	0	0	0								0
15:15	15	5	1	0	0	0	0	21	0	0	0	0	0	0	0	0								0
15:30	22	7	0	0	0	0	0	29	2	0	0	0	0	0	0	2								0
15:45	17	3	0	0	1	0	0	21	1	0	0	0	0	0	0	1								0
16:00	20	5	0	1	0	0	0	26	0	0	0	0	0	0	0	0								0
16:15	31	3	0	0	0	0	0	34	1	0	0	0	0	0	0	1								0
16:30	25	1	0	0	0	0	0	26	0	0	0	0	0	0	0	0								0
16:45	21	9	0	0	0	0	0	30	0	0	0	0	0	0	0	0								0
17:00	19	1	0	0	0	0	0	20	2	0	0	0	0	0	0	2								0
17:15	14	3	0	0	2	0	0	19	2	0	0	0	0	0	0	2								0
17:30	19	4	0	0	0	0	0	23	1	0	0	0	0	0	0	1								0
17:45	16	5	0	0	0	0	0	21	2	0	0	0	0	0	0	2								0
18:00	12	5	0	0	0	1	0	18	0	0	0	0	0	0	0	0								0
18:15	19	1	0	0	0	0	0	20	0	0	0	0	0	0	0	0								0
18:30	17	1	0	0	0	0	1	19	2	0	0	0	0	0	0	2								0
18:45	6	0	0	0	2	1	0	9	0	0	0	0	0	0	0	0								0
19:00	18	4	0	1	0	1	0	24	0	0	0	0	0	0	0	0								0
19:15	15	4	0	0	0	0	0	19	1	0	0	0	0	0	0	1								0
19:30	15	1	0	0	0	0	0	16	2	0	0	0	0	0	0	2								0
19:45	17	0	0	0	0	0	0	17	1	0	0	0	0	0	0	1								0
20:00	4	1	0	0	0	0	0	5	3	0	0	0	0	0	0	3								0
20:15	14	2	0	0	1	0	0	17	3	0	0	0	0	0	0	3								0
20:30	15	0	0	0	0	0	2	17	1	0	0	0	0	0	0	1								0
20:45	13	0	0	0	0	1	0	14	2	0	0	0	0	0	0	2								0
21:00	13	0	0	1	0	2	0	16	0	0	0	0	0	0	0	0								0
21:15	9	0	0	0	0	0	0	9	0	0	0	0	0	0	0	0								0
21:30	10	0	0	0	0	0	0	10	1	0	0	0	0	0	0	1								0
21:45	3	0	0	0	0	0	0	3	1	0	0	0	0	0	0	1								0
22:00	9	0	0	0	0	0	0	9	0	0	0	0	0	0	0	0								0
22:15	9	0	0	0	0	0	0	9	1	1	0	0	0	0	0	2								0
22:30	3	2	0	0	0	1	0	6	0	0	0	0	0	0	0	0								0
22:45	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0								0
23:00	7	0	0	0	0	0	0	7	1	0	0	0	0	0	0	1								0
23:15	3	1	0	0	0	0	0	4	1	0	0	0	0	0	0	1								0
23:30	4	0	0	0	0	0	0	4	1	0	0	0	0	0	0	1								0
23:45	10	1	0	0	0	0	0	11	0	0	0	0	0	0	0	0								0

Start Time	Rolling Hour							Total	Rolling Hour							Total	Rolling Hour							Total
00:00	13	1	0	0	0	0	0	14	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0
00:15	9	1	0	0	0	0	0	10	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0
00:30	5	0	0	1	0	0	0	6	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0
00:45	3	0	0	1	0	0	0	4	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0
01:00	5	0	0	1	0	0	0	6	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0
01:15	5	0	0	1	0	0	0	6	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0
01:30	4	0	0	0	0	0	0	4	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0
01:45	6	0	0	0	0	0	0	6	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0
02:00	6	0	0	0	0	0	0	6	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0
02:15	5	0	0	0	0	0	0	5	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0
02:30	5	0	0	0	0	0	0	5	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0
02:45	4	1	0	0	0	0	0	5	5	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0
03:00	4	1	0	0	0	0	0	5	5	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0
03:15	7	1	0	0	0	0	0	8	5	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0
03:30	8	1	0	0	0	0	0	9	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0
03:45	7	0	0	0	0	0	0	7	5	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0
04:00	7	0	0	0	0	0	0	7	7	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0
04:15	6	0	0	0	0	0	0	6	7	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0
04:30	8	1	0	0	0	0	0	9	7	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0
04:45	12	2	0	0	0	0	0	14	7	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0
05:00	17	2	0	0	0	0	0	19	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0
05:15	23	2	0	0	0	0	0	25	5	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0
05:30	23	2	0	0	0	0	0	25	6	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0
05:45	35	5	0	0	0	0	0	40	5	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0
06:00	39	8	1	0	0	0	0	48	5	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0
06:15	54	11	1	0	0	0	0	66	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0
06:30	72	20	1	0	0	1	0	94	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
06:45	90	21	1	0	0	1	0	113	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	107	22	0	1	1	1	0	132	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	124	26	1	1	1	3	0	156	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	141	17	1	1	1	2	0	163	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
07:45	139	16	1	1	1	2	0	160	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
08:00	135	18	1	0	0	2	0	156	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
08:15	119	12	0	0	0	1	0	132	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
08:30	96	15	0	0	0	1	0	112	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
08:45	81	14	1	0	0	1	0	97	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
09:00	65	8	1	1	0	1	0	76	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
09:15	51	12	1	1	0	0	0	65	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
09:30	42	10	1	1	0	0	0	54	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
09:45	37	9	0	1	0	1	0	48	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0
10:00	35	13	1	1	0	2	0	52	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0
10:15	30	12	1	1	0	2	0	46	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0
10:30	39	14	2	1	0	2	0	58	5	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0
10:45	40	16	2	1	0	1	0	60	7	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0
11:00	50	15	1	0	0	0	0	66	7	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0
11:15	58	12	2	0	0	0	1	73	8	0	0	0	0	0	0	8	0	0	0	0	0	0	0	0
11:30	57	9	1	0	0	0	2	69	6	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0
11:45	60	5	1	0	0	0	2	68	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
12:00	59	2	1	1	0	0	3	66	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0
12:15	69	4	0	1	0	0	2	76	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0
12:30	70	3	0	1	0	0	1	75	6	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0
12:45	77	7	0	1	0	0	1	86	9	0	0	0	0	0	0	9	0	0	0	0	0	0	0	0
13:00	84	8	2	0	0	0	0	94	7	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0
13:15	79	7	3	0	0	0	0	89	6	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0
13:30	87	11	3	1	0	0	0	102	5	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0
13:45	80	8	3	1	0	0	0	92	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0
14:00	72	7	1	1	0	0	0	81	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0
14:15	70	8	0	1	0	0	0	79	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0
14:30	62	9	1	0	0	0	0	72	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
14:45	67	15	1	0	0	0	0	83	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0
15:00	70	18	1	0	1	0	0	90	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0
15:15	74	20	1	1	1	0	0	97	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0
15:30	90	18	0	1	1	0	0	110	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0
15:45	93	12	0	1	1	0	0	107	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
16:00	97	18	0	1	0	0	0	116	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
16:15	96	14	0	0	0	0	0	110	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0
16:30	79	14	0	0	0	2	0	95	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0
16:45	73	17	0	0	0	2	0	92	5	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0
17:00	68	13	0	0	0	2	0	83	7	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0
17:15	61	17	0	0	0	3	0	81	5	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0
17:30	66	15	0	0	0	1	0	82	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0
17:45	64	12	0	0	0	1	1	78	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0
18:00	54	7	0	0	0	3	2	66	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
18:15	60	6	0	1	0	3	2	72	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
18:30	56	9	0	1	0	3	2	71	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0
18:45	54	9	0	1	0	3	1	68	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0
19:00	65	9	0	1	0	1	0	76	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0
19:15	51	6	0	0	0	0	0	57	7	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0
19:30	50	4	0	0	0	1	0	55	9	0	0	0	0	0	0	9	0	0	0	0	0	0	0	0
19:45	50	3	0	0	0	1	2	56	8	0	0	0	0	0	0	8	0	0	0	0	0	0	0	0
20:00	46	3	0	0	0	2	2	53	9	0	0	0	0	0	0	9	0	0	0	0	0	0	0	0
20:15	55	2	0	1	0	4	2	64	6	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0
20:30	50	0	0	1	0	3	2	56	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0
20:45	45	0	0	1	0	3	0	49	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0
21:00	35	0	0	1	0	2	0	38	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
21:15	31	0	0	0	0	0	0	31	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
21:30	31	0	0	0	0	0	0	31	3	1	0	0	0	0	0	4	0	0	0	0	0	0	0	0
21:45	24	2	0	0	0	1	0	27	2	1	0	0	0	0	0	3	0	0	0	0	0	0	0	0
22:00	23	2	0	0	0	1	0	26	1	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0
22:15	21	2	0	0	0	1	0	24	2	1	0	0	0	0	0	3	0	0	0	0	0	0	0	0
22:30	15	3	0	0	0	1	0	19	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
22:45	16	1	0	0	0	0	0	17	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0
23:00	24	2	0	0	0	0	0	26	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0

Intelligent Data Collection Limited

Client: Peter Brett Associates
Project Number: ID04020
Junction Number: Site 7

Date of Survey: 12.07.2018
Junction Name: A38 / West Lane / Downside Road
Junction Type: 5-arm Signalised Junction

Arm A: A38 (N)
Arm B: West Lane (E)
Arm C: A38 (S)
Arm D: Downside Road (W)
Arm E: The Airport Tavern Car Park (W)

	E to D								E to C								E to B							
Time	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total
00:00	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	1	0	0	0	0	0	0	1
00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
00:45	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4	1	0	0	0	0	0	0	1
02:00	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0
02:15	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
04:15	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
04:30	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0
04:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
05:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	1	0	0	0	0	0	0	1
05:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
06:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
06:30	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
06:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	1	0	0	0	0	0	0	1
12:45	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	1	0	0	0	0	0	0	1
13:00	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	3	0	0	0	0	0	0	3
13:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
14:30	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	2	0	0	0	0	0	0	2
14:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4	1	0	0	0	0	0	0	1
15:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
15:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	2	0	0	0	0	0	0	2
16:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
16:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	1	0	0	0	0	0	0	1
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
18:15	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	1	0	0	0	0	0	0	1
18:30	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	1	0	0	0	0	0	0	1
18:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
19:45	1	0	0	0	0	0	0	1	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0
20:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
20:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
20:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
20:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
21:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
22:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
22:15	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	1	0	0	0	0	0	0	1
22:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
22:45	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
23:15	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0
23:30	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
23:45	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	3	1	0	0	0	0	0	0	1

Start Time	Rolling Hour							Total	Rolling Hour							Total	Rolling Hour							Total
00:00	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	7	1	0	0	0	0	0	0	1
00:15	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0
00:30	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0
00:45	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	7	1	0	0	0	0	0	0	1
01:15	0	0	0	0	0	0	0	0	10	0	0	0	0	0	0	10	1	0	0	0	0	0	0	1
01:30	0	0	0	0	0	0	0	0	13	0	0	0	0	0	0	13	1	0	0	0	0	0	0	1
01:45	0	0	0	0	0	0	0	0	11	0	0	0	0	0	0	11	1	0	0	0	0	0	0	1
02:00	0	0	0	0	0	0	0	0	9	0	0	0	0	0	0	9	0	0	0	0	0	0	0	0
02:15	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0
03:15	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0
04:15	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	7	1	0	0	0	0	0	0	1
04:30	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	5	1	0	0	0	0	0	0	1
04:45	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4	2	0	0	0	0	0	0	2
05:00	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4	2	0	0	0	0	0	0	2
05:15	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4	1	0	0	0	0	0	0	1
05:30	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	5	1	0	0	0	0	0	0	1
05:45	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0
06:15	1	0	0	0	0	0	0	1	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0
06:30	1	0	0	0	0	0	0	1	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0
06:45	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
07:00	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	4	1	0	0	0	0	0	5	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	7	1	0	0	0	0	0	8	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	5	1	0	0	0	0	0	6	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	5	1	0	0	0	0	0	6	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	5	1	0	0	0	0	0	0	1
12:00	0	0	0	0	0	0	0	0	8	0	0	0	0	0	0	8	2	0	0	0	0	0	0	2
12:15	0	0	0	0	0	0	0	0	11	0	0	0	0	0	0	11	2	0	0	0	0	0	0	2
12:30	0	0	0	0	0	0	0	0	11	0	0	0	0	0	0	11	5	0	0	0	0	0	0	5
12:45	0	0	0	0	0	0	0	0	9	0	0	0	0	0	0	9	4	0	0	0	0	0	0	4
13:00	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	7	3	0	0	0	0	0	0	3
13:15	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4	3	0	0	0	0	0	0	3
13:30	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4	1	0	0	0	0	0	0	1
13:45	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	6	3	0	0	0	0	0	0	3
14:00	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	6	3	0	0	0	0	0	0	3
14:15	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	6	3	0	0	0	0	0	0	3
14:30	0	0	0	0	0	0	0	0	9	0	0	0	0	0	0	9	3	0	0	0	0	0	0	3
14:45	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	7	2	0	0	0	0	0	0	2
15:00	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	7	4	0	0	0	0	0	0	4
15:15	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	7	4	0	0	0	0	0	0	4
15:30	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	3	0	0	0	0	0	0	3
15:45	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	3	0	0	0	0	0	0	3
16:00	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	1	0	0	0	0	0	0	1
16:15	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2
16:30	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2
16:45	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4	2	0	0	0	0	0	0	2
17:00	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	2	0	0	0	0	0	0	2
17:15	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	2	0	0	0	0	0	0	2
17:30	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	5	3	0	0	0	0	0	0	3
17:45	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	5	3	0	0	0	0	0	0	3
18:00	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	6	3	0	0	0	0	0	0	3
18:15	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	5	2	0	0	0	0	0	0	2
18:30	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	1	0	0	0	0	0	0	1
18:45	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	1	0	0	0	0	0	0	1
19:00	1	0	0	0	0	0	0	1	4	0	0	0	0	0	0	4	1	0	0	0	0	0	0	1
19:15	1	0	0	0	0	0	0	1	5	0	0	0	0	0	0	5	1	0	0	0	0	0	0	1
19:30	1	0	0	0	0	0	0	1	6	0	0	0	0	0	0	6	2	0	0	0	0	0	0	2
19:45	1	0	0	0	0	0	0	1	6	0	0	0	0	0	0	6	2	0	0	0	0	0	0	2
20:00	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	2	0	0	0	0	0	0	2
20:15	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2
20:30	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	1	0	0	0	0	0	0	1
20:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
21:00	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	1	0	0	0	0	0	0	1
21:15	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	1	0	0	0	0	0	0	1
21:30	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4	2	0	0	0	0	0	0	2
21:45	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	5	2	0	0	0	0	0	0	2
22:00	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	6	1	0	0	0	0	0	0	1
22:15	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	6	1	0	0	0	0	0	0	1
22:30	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0
22:45	0	0	0	0	0	0	0	0	8	0	0	0	0	0	0	8	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	8	1	0	0	0	0	0	9	1	0	0	0	0	0	0	1

Intelligent Data Collection Limited

Client: Peter Brett Associates
Project Number: ID04020
Junction Number: Site 7

Date of Survey: 12.07.2018
Junction Name: A38 / West Lane / Downside Road
Junction Type: 5-arm Signalised Junction

Arm A: A38 (N)
Arm B: West Lane (E)
Arm C: A38 (S)
Arm D: Downside Road (W)
Arm E: The Airport Tavern Car Park (W)

	E to A							
Time	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total
00:00	3	0	0	0	0	0	0	3
00:15	2	0	0	0	0	0	0	2
00:30	3	0	0	0	0	0	0	3
00:45	1	0	0	0	0	0	0	1
01:00	3	0	0	0	0	0	0	3
01:15	1	0	0	0	0	0	0	1
01:30	1	0	0	0	0	0	0	1
01:45	2	0	0	0	0	0	0	2
02:00	3	0	0	0	0	0	0	3
02:15	1	1	0	0	0	0	0	2
02:30	2	0	0	0	0	0	0	2
02:45	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0
03:15	2	0	0	0	0	0	0	2
03:30	1	0	0	0	0	0	0	1
03:45	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0
04:15	2	0	0	0	0	0	0	2
04:30	0	0	0	0	0	0	0	0
04:45	1	1	0	0	0	0	0	2
05:00	3	0	0	0	0	0	0	3
05:15	0	0	0	0	0	0	0	0
05:30	1	0	0	0	0	0	0	1
05:45	1	0	0	0	0	0	0	1
06:00	0	0	0	0	0	0	0	0
06:15	0	0	0	0	0	0	0	0
06:30	0	0	0	0	0	0	0	0
06:45	0	0	0	0	0	0	0	0
07:00	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0
07:30	2	0	0	0	0	0	0	2
07:45	6	0	0	0	0	0	0	6
08:00	4	0	0	0	0	0	0	4
08:15	3	0	0	0	0	0	0	3
08:30	5	0	0	0	0	0	0	5
08:45	0	0	0	0	0	0	0	0
09:00	5	0	0	0	0	0	0	5
09:15	5	0	0	0	0	0	0	5
09:30	0	0	0	0	0	0	0	0
09:45	3	0	0	0	0	0	0	3
10:00	2	0	0	0	0	0	0	2
10:15	2	0	0	0	0	0	0	2
10:30	2	0	0	0	0	0	0	2
10:45	5	0	0	0	0	0	0	5
11:00	1	0	0	0	0	0	0	1
11:15	2	0	0	0	0	0	0	2
11:30	4	0	0	0	0	0	0	4
11:45	6	0	0	0	0	0	0	6
12:00	5	0	0	0	0	0	0	5
12:15	5	0	0	0	0	0	0	5
12:30	2	0	0	0	0	0	0	2
12:45	0	0	0	0	0	0	0	0
13:00	2	0	0	0	0	0	0	2
13:15	0	0	0	0	0	0	0	0
13:30	2	0	0	0	0	0	0	2
13:45	8	0	0	0	0	0	0	8
14:00	5	0	0	0	0	0	0	5
14:15	1	0	0	0	0	0	0	1
14:30	4	0	0	0	0	0	0	4
14:45	2	0	0	0	0	0	0	2
15:00	3	1	0	0	0	0	0	4
15:15	1	0	0	0	0	0	0	1
15:30	1	0	0	0	0	0	0	1
15:45	4	0	0	0	0	0	0	4
16:00	6	0	0	0	0	0	0	6
16:15	5	0	0	0	0	0	0	5
16:30	2	0	0	0	0	0	0	2
16:45	7	0	0	0	0	0	0	7
17:00	9	0	0	0	0	0	0	9
17:15	0	0	0	0	0	0	0	0
17:30	5	0	0	0	0	0	0	5
17:45	2	0	0	0	0	0	0	2
18:00	1	0	0	0	0	0	0	1
18:15	3	0	0	0	0	0	0	3
18:30	1	0	0	0	0	0	0	1
18:45	2	1	0	0	0	0	0	3
19:00	1	0	0	0	0	0	0	1
19:15	1	0	0	0	0	0	0	1
19:30	0	0	0	0	0	0	0	0
19:45	3	0	0	0	0	0	0	3
20:00	3	0	0	0	0	0	0	3
20:15	3	0	0	0	0	0	0	3
20:30	0	0	0	0	0	0	0	0
20:45	0	0	0	0	0	0	0	0
21:00	0	0	0	0	0	0	0	0
21:15	0	0	0	0	0	0	0	0
21:30	1	0	0	0	0	0	0	1
21:45	0	0	0	0	0	0	0	0
22:00	2	0	0	0	0	0	0	2
22:15	0	0	0	0	0	0	0	0
22:30	0	0	0	0	0	0	0	0
22:45	0	0	0	0	0	0	0	0
23:00	1	0	0	0	0	0	0	1
23:15	2	0	0	0	0	0	0	2
23:30	1	0	0	0	0	0	0	1
23:45	1	0	0	0	0	0	0	1

Start Time	Rolling Hour							Total
00:00	9	0	0	0	0	0	0	9
00:15	9	0	0	0	0	0	0	9
00:30	8	0	0	0	0	0	0	8
00:45	6	0	0	0	0	0	0	6
01:00	7	0	0	0	0	0	0	7
01:15	7	0	0	0	0	0	0	7
01:30	7	1	0	0	0	0	0	8
01:45	8	1	0	0	0	0	0	9
02:00	6	1	0	0	0	0	0	7
02:15	3	1	0	0	0	0	0	4
02:30	4	0	0	0	0	0	0	4
02:45	3	0	0	0	0	0	0	3
03:00	3	0	0	0	0	0	0	3
03:15	3	0	0	0	0	0	0	3
03:30	3	0	0	0	0	0	0	3
03:45	2	0	0	0	0	0	0	2
04:00	3	1	0	0	0	0	0	4
04:15	6	1	0	0	0	0	0	7
04:30	4	1	0	0	0	0	0	5
04:45	5	1	0	0	0	0	0	6
05:00	5	0	0	0	0	0	0	5
05:15	2	0	0	0	0	0	0	2
05:30	2	0	0	0	0	0	0	2
05:45	1	0	0	0	0	0	0	1
06:00	0	0	0	0	0	0	0	0
06:15	0	0	0	0	0	0	0	0
06:30	0	0	0	0	0	0	0	0
06:45	2	0	0	0	0	0	0	2
07:00	8	0	0	0	0	0	0	8
07:15	12	0	0	0	0	0	0	12
07:30	15	0	0	0	0	0	0	15
07:45	18	0	0	0	0	0	0	18
08:00	12	0	0	0	0	0	0	12
08:15	13	0	0	0	0	0	0	13
08:30	15	0	0	0	0	0	0	15
08:45	10	0	0	0	0	0	0	10
09:00	13	0	0	0	0	0	0	13
09:15	10	0	0	0	0	0	0	10
09:30	7	0	0	0	0	0	0	7
09:45	9	0	0	0	0	0	0	9
10:00	11	0	0	0	0	0	0	11
10:15	10	0	0	0	0	0	0	10
10:30	10	0	0	0	0	0	0	10
10:45	12	0	0	0	0	0	0	12
11:00	13	0	0	0	0	0	0	13
11:15	17	0	0	0	0	0	0	17
11:30	20	0	0	0	0	0	0	20
11:45	18	0	0	0	0	0	0	18
12:00	12	0	0	0	0	0	0	12
12:15	9	0	0	0	0	0	0	9
12:30	4	0	0	0	0	0	0	4
12:45	4	0	0	0	0	0	0	4
13:00	12	0	0	0	0	0	0	12
13:15	15	0	0	0	0	0	0	15
13:30	16	0	0	0	0	0	0	16
13:45	18	0	0	0	0	0	0	18
14:00	12	0	0	0	0	0	0	12
14:15	10	1	0	0	0	0	0	11
14:30	10	1	0	0	0	0	0	11
14:45	7	1	0	0	0	0	0	8
15:00	9	1	0	0	0	0	0	10
15:15	12	0	0	0	0	0	0	12
15:30	16	0	0	0	0	0	0	16
15:45	17	0	0	0	0	0	0	17
16:00	20	0	0	0	0	0	0	20
16:15	23	0	0	0	0	0	0	23
16:30	18	0	0	0	0	0	0	18
16:45	21	0	0	0	0	0	0	21
17:00	16	0	0	0	0	0	0	16
17:15	8	0	0	0	0	0	0	8
17:30	11	0	0	0	0	0	0	11
17:45	7	0	0	0	0	0	0	7
18:00	7	1	0	0	0	0	0	8
18:15	7	1	0	0	0	0	0	8
18:30	5	1	0	0	0	0	0	6
18:45	4	1	0	0	0	0	0	5
19:00	5	0	0	0	0	0	0	5
19:15	7	0	0	0	0	0	0	7
19:30	9	0	0	0	0	0	0	9
19:45	9	0	0	0	0	0	0	9
20:00	6	0	0	0	0	0	0	6
20:15	3	0	0	0	0	0	0	3
20:30	0	0	0	0	0	0	0	0
20:45	1	0	0	0	0	0	0	1
21:00	1	0	0	0	0	0	0	1
21:15	3	0	0	0	0	0	0	3
21:30	3	0	0	0	0	0	0	3
21:45	2	0	0	0	0	0	0	2
22:00	2	0	0	0	0	0	0	2
22:15	1	0	0	0	0	0	0	1
22:30	3	0	0	0	0	0	0	3
22:45	4	0	0	0	0	0	0	4
23:00	5	0	0	0	0	0	0	5

Intelligent Data Collection Limited

Client: Peter Brett Associates
Project Number: ID04020
Junction Number: Site 7

Date of Survey: 12.07.2018
Junction Name: A38 / West Lane / Downside Road
Junction Type: 5-arm Signalised Junction

	Arm A Approach								Arm A Exit							
Time	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total
00:00	34	3	0	0	2	0	0	39	81	1	1	1	2	0	0	86
00:15	36	1	0	1	2	1	0	41	54	1	1	0	3	0	0	59
00:30	25	2	0	0	0	1	0	28	39	2	0	1	1	0	0	43
00:45	32	1	0	2	1	0	0	36	44	0	0	0	0	0	0	44
01:00	42	2	0	1	0	0	0	45	46	1	0	0	1	0	0	48
01:15	35	2	0	0	1	0	0	38	76	4	0	1	1	0	0	82
01:30	43	1	0	0	1	0	0	45	46	0	0	0	0	0	0	46
01:45	36	1	1	1	2	0	0	41	57	0	0	1	3	0	0	61
02:00	33	2	0	0	0	0	0	35	96	2	0	0	1	0	0	99
02:15	38	0	1	0	0	0	0	39	63	3	0	0	0	0	0	66
02:30	36	1	1	1	1	0	0	40	65	2	0	0	0	0	0	67
02:45	45	4	0	0	1	0	0	50	42	1	0	0	1	0	0	44
03:00	31	0	0	0	0	0	0	31	22	0	0	0	0	0	0	22
03:15	69	2	0	0	0	0	0	71	20	1	0	0	1	0	0	22
03:30	73	0	1	1	0	1	0	76	35	1	0	0	0	0	0	36
03:45	97	1	1	0	3	0	0	102	57	1	0	0	0	0	0	58
04:00	89	0	0	0	2	0	0	91	62	0	2	2	4	0	0	70
04:15	110	4	1	1	0	0	0	116	52	5	0	1	1	0	0	59
04:30	112	6	0	1	0	1	0	120	75	0	0	1	0	0	0	76
04:45	144	6	1	1	2	0	0	154	91	3	1	0	1	0	0	96
05:00	154	6	1	0	3	0	0	164	87	2	0	1	1	0	0	91
05:15	168	4	3	0	1	0	0	176	122	2	0	2	0	1	1	128
05:30	143	5	1	2	0	2	0	153	119	8	1	3	2	0	0	133
05:45	130	7	3	1	4	1	0	146	94	3	1	0	0	1	0	99
06:00	78	12	5	2	1	0	1	99	108	7	1	2	3	1	0	122
06:15	86	19	2	1	0	0	1	109	95	15	2	2	2	2	0	118
06:30	76	13	3	3	4	1	1	101	131	20	0	4	0	1	0	156
06:45	89	26	4	0	2	0	0	121	136	29	3	3	2	2	1	176
07:00	99	22	1	2	5	1	0	130	169	31	1	4	4	1	0	210
07:15	115	20	6	1	2	1	0	145	198	43	3	5	2	5	0	256
07:30	117	31	7	3	4	2	0	164	220	18	1	0	4	2	0	245
07:45	164	31	0	2	2	1	0	200	230	26	5	7	3	0	0	271
08:00	160	27	4	3	2	1	0	197	222	25	4	1	3	5	0	260
08:15	129	32	2	5	2	1	0	171	218	23	4	0	3	4	1	253
08:30	169	26	5	2	3	0	0	205	195	21	1	1	5	6	0	229
08:45	166	23	3	2	4	1	0	199	171	28	5	4	3	4	0	215
09:00	137	26	5	0	2	3	0	173	188	18	4	2	4	3	0	219
09:15	111	14	2	2	3	0	0	132	138	29	6	2	2	0	0	177
09:30	141	20	3	3	5	0	0	172	132	16	2	5	3	0	0	158
09:45	124	18	5	2	4	0	0	153	132	14	5	4	2	0	0	157
10:00	157	25	5	0	3	0	0	190	156	15	5	2	2	2	0	182
10:15	150	23	2	1	3	0	0	179	140	24	2	2	3	0	0	171
10:30	160	24	5	1	2	0	0	192	198	19	1	3	3	1	0	225
10:45	147	22	1	3	2	1	0	176	142	22	2	4	3	3	0	176
11:00	163	13	3	2	3	1	0	185	109	19	7	0	2	2	0	139
11:15	140	12	4	2	2	0	0	160	159	17	2	2	2	2	0	184
11:30	169	14	2	3	1	2	0	191	127	22	6	3	3	1	0	162
11:45	187	26	2	3	3	0	0	221	132	24	1	4	2	3	1	167
12:00	180	23	4	5	2	3	0	217	144	23	2	4	2	1	1	177
12:15	180	17	4	1	4	1	0	207	170	18	7	3	2	2	1	203
12:30	145	22	5	3	2	2	0	179	171	23	5	1	2	3	0	205
12:45	153	17	8	3	4	2	0	187	172	16	5	3	3	0	1	200
13:00	158	11	2	2	3	0	0	176	184	22	2	1	4	2	0	215
13:15	162	30	5	1	2	1	0	201	175	11	6	5	2	2	0	201
13:30	161	24	0	3	3	3	0	194	165	13	6	2	3	1	0	190
13:45	165	11	4	3	4	3	0	190	183	15	4	2	1	0	0	205
14:00	176	12	2	4	2	0	0	196	154	21	4	1	5	1	1	187
14:15	170	10	1	5	2	1	0	189	181	19	4	5	3	1	0	213
14:30	192	19	3	3	4	1	0	222	194	21	5	4	3	0	0	227
14:45	174	13	4	2	2	4	0	199	185	24	5	4	3	2	0	223
15:00	168	20	1	4	2	2	0	197	158	26	4	1	4	0	0	193
15:15	164	23	2	1	3	1	0	194	158	35	2	3	1	0	0	199
15:30	204	27	1	4	2	1	0	239	182	27	2	4	2	1	0	218
15:45	204	34	4	3	2	2	0	249	214	26	3	2	5	1	0	251
16:00	217	32	0	2	4	2	1	258	210	29	2	2	2	2	0	247
16:15	200	37	2	0	2	0	0	241	220	30	1	1	2	0	0	254
16:30	210	23	1	1	2	2	0	239	219	23	3	2	4	0	0	251
16:45	208	28	3	2	4	1	0	246	207	27	2	1	1	2	0	240
17:00	247	26	0	1	1	3	0	278	202	29	1	2	4	0	0	238
17:15	237	22	2	0	2	3	0	266	211	22	3	1	2	3	0	242
17:30	227	22	1	2	2	3	0	257	209	29	4	0	1	3	1	247
17:45	236	12	0	0	4	8	0	260	209	17	3	0	2	1	0	232
18:00	227	16	0	1	3	7	1	255	192	18	2	1	7	2	1	223
18:15	222	13	2	0	3	9	2	251	171	13	0	2	2	0	0	188
18:30	184	12	2	2	1	2	0	203	154	14	4	0	3	0	1	176
18:45	178	7	0	0	3	5	1	194	114	6	0	0	3	3	1	127
19:00	133	12	1	0	4	3	0	153	188	13	0	2	3	2	0	208
19:15	156	9	0	1	3	7	0	176	124	9	1	0	3	5	0	142
19:30	158	6	1	1	1	0	0	167	196	13	2	1	1	1	0	214
19:45	124	6	0	1	2	2	0	135	215	6	0	1	4	3	1	230
20:00	121	5	0	1	0	2	0	129	138	9	2	1	3	3	0	156
20:15	106	2	0	1	1	0	0	110	144	8	1	0	2	6	0	161
20:30	88	7	2	1	2	0	0	100	134	8	0	1	1	3	2	149
20:45	70	6	0	1	2	3	0	82	69	6	0	1	1	5	0	82
21:00	66	7	0	2	1	1	0	77	66	5	0	1	2	2	0	76
21:15	75	4	0	1	0	1	0	81	65	4	0	1	0	0	0	70
21:30	58	4	0	1	2	0	0	65	60	5	0	1	1	0	0	67
21:45	73	4	0	1	3	0	0	81	52	4	0	1	2	1	0	60
22:00	57	3	1	0	0	0	0	61	50	2	0	0	3	3	0	58
22:15	66	3	0	1	1	0	0	71	100	3	1	0	0	1	0	105
22:30	77	3	0	0	1	2	0	83	57	4	0	0	1	3	0	65
22:45	101	2	0	1	2	0	0	106	71	4	0	1	1	0	0	77
23:00	94	3	0	2	1	1	0	101	138	4	0	1	2	1	0	146
23:15	60	0	1	0	1	1	0	63	116	2	0	0	1	0	0	119
23:30	76	3	0	0	1	2	0	82	95	4	0	0	1	0	0	100
23:45	65	3	0	0	3	0	0	71	115	1	1	0	1	0	0	118

Start Time	Rolling Hour							Total	Rolling Hour							Total
00:00	127	7	0	3	5	2	0	144	218	4	2	2	6	0	0	232
00:15	135	6	0	4	3	2	0	150	183	4	1	1	5	0	0	194
00:30	134	7	0	3	2	1	0	147	205	7	0	2	3	0	0	217
00:45	152	6	0	3	3	0	0	164	212	5	0	1	2	0	0	220
01:00	156	6	1	2	4	0	0	169	225	5	0	2	5	0	0	237
01:15	147	6	1	1	4	0	0	159	275	6	0	2	5	0	0	288
01:30	150	4	2	1	3	0	0	160	262	5	0	1	4	0	0	272
01:45	143	4	3	2	3	0	0	155	281	7	0	1	4	0	0	293
02:00	152	7	2	1	2	0	0	164	266	8	0	0	2	0	0	276
02:15	150	5	2	1	2	0	0	160	192	6	0	0	1	0	0	199
02:30	181	7	1	1	2	0	0	192	149	4	0	0	2	0	0	155
02:45	218	6	1	1	1	1	0	228	119	3	0	0	2	0	0	124
03:00	270	3	2	1	3	1	0	280	134	3	0	0	1	0	0	138
03:15	328	3	2	1	5	1	0	340	174	3	2	2	5	0	0	186
03:30	369	5	3	2	5	1	0	385	206	7	2	3	5	0	0	223
03:45	408	11	2	2	5	1	0	429	246	6	2	4	5	0	0	263
04:00	455	16	2	3	4	1	0	481	280	8	3	4	6	0	0	301
04:15	520	22	3	3	5	1	0	554	305	10	1	3	3	0	0	322
04:30	578	22	5	2	6	1	0	614	375	7	1	4	2	1	1	391
04:45	609	21	6	3	6	2	0	647	419	15	2	6	4	1	1	448
05:00	595	22	8	3	8	3	0	639	422	15	2	6	3	2	1	451
05:15	519	28	12	5	6	3	1	574	443	20	3	7	5	3	1	482
05:30	437	43	11	6	5	3	2	507	416	33	5	7	7	4	0	472
05:45	370	51	13	7	9	2	3	455	428	45	4	8	5	5	0	495
06:00	329	70	14	6	7	1	3	430	470	71	6	11	7	6	1	572
06:15	350	80	10	6	11	2	2	461	531	95	6	13	8	6	1	660
06:30	379	81	14	6	13	3	1	497	634	123	7	16	8	9	1	798
06:45	420	99	18	6	13	4	0	560	723	121	8	12	12	10	1	887
07:00	495	104	14	8	13	5	0	639	817	118	10	16	13	8	0	982
07:15	556	109	17	9	10	5	0	706	870	112	13	13	12	12	0	1032
07:30	570	121	13	13	10	5	0	732	890	92	14	8	13	11	1	1029
07:45	622	116	11	12	9	3	0	773	865	95	14	9	14	15	1	1013
08:00	624	108	14	12	11	3	0	772	806	97	14	6	14	19	1	957
08:15	601	107	15	9	11	5	0	748	772	90	14	7	15	17	1	916
08:30	583	89	15	6	12	4	0	709	692	96	16	9	14	13	0	840
08:45	555	83	13	7	14	4	0	676	629	91	17	13	12	7	0	769
09:00	513	78	15	7	14	3	0	630	590	77	17	13	11	3	0	711
09:15	533	77	15	7	15	0	0	647	558	74	18	13	9	2	0	674
09:30	572	86	15	6	15	0	0	694	560	69	14	13	10	2	0	668
09:45	591	90	17	4	12	0	0	714	626	72	13	11	10	3	0	735
10:00	614	94	13	5	10	1	0	737	636	80	10	11	11	6	0	754
10:15	620	82	11	7	10	2	0	732	589	84	12	9	11	6	0	711
10:30	610	71	13	8	9	2	0	713	608	77	12	9	10	8	0	724
10:45	619	61	10	10	8	4	0	712	537	80	17	9	10	8	0	661
11:00	659	65	11	10	9	3	0	757	527	82	16	9	9	8	1	652
11:15	676	75	12	13	8	5	0	789	562	86	11	13	9	7	2	690
11:30	716	80	12	12	10	6	0	836	573	87	16	14	9	7	3	709
11:45	692	88	15	12	11	6	0	824	617	88	15	12	8	9	3	752
12:00	658	79	21	12	12	8	0	790	657	80	19	11	9	6	3	785
12:15	636	67	19	9	13	5	0	749	697	79	19	8	11	7	2	823
12:30	618	80	20	9	11	5	0	743	702	72	18	10	11	7	1	821
12:45	634	82	15	9	12	6	0	758	696	62	19	11	12	5	1	806
13:00	646	76	11	9	12	7	0	761	707	61	18	10	10	5	0	811
13:15	664	77	11	11	11	7	0	781	677	60	20	10	11	4	1	783
13:30	672	57	7	15	11	7	0	769	683	68	18	10	12	3	1	795
13:45	703	52	10	15	12	5	0	797	712	76	17	12	12	2	1	832
14:00	712	54	10	14	10	6	0	806	714	85	18	14	14	4	1	850
14:15	704	62	9	14	10	8	0	807	718	90	18	14	13	3	0	856
14:30	698	75	10	10	11	8	0	812	695	106	16	12	11	2	0	842
14:45	710	83	8	11	9	8	0	829	683	112	13	12	10	3	0	833
15:00	740	104	8	12	9	6	0	879	712	114	11	10	12	2	0	861
15:15	789	116	7	10	11	6	1	940	764	117	9	11	10	4	0	915
15:30	825	130	7	9	10	5	1	987	826	112	8	9	11	4	0	970
15:45	831	126	7	6	10	6	1	987	863	108	9	7	13	3	0	1003
16:00	835	120	6	5	12	5	1	984	856	109	8	6	9	4	0	992
16:15	865	114	6	4	9	6	0	1004	848	109	7	6	11	2	0	983
16:30	902	99	6	4	9	9	0	1029	839	101	9	6	11	5	0	971
16:45	919	98	6	5	9	10	0	1047	829	107	10	4	8	8	1	967
17:00	947	82	3	3	9	17	0	1061	831	97	11	3	9	7	1	959
17:15	927	72	3	3	11	21	1	1038	821	86	12	2	12	9	2	944
17:30	912	63	3	3	12	27	3	1023	781	77	9	3	12	6	2	890
17:45	869	53	4	3	11	26	3	969	726	62	9	3	14	3	2	819
18:00	811	48	4	3	10	23	4	903	631	51	6	3	15	5	3	714
18:15	717	44	5	2	11	19	3	801	627	46	4	4	11	5	2	699
18:30	651	40	3	3	11	17	1	726	580	42	5	2	12	10	2	653
18:45	625	34	2	2	11	15	1	690	622	41	3	3	10	11	1	691
19:00	571	33	2	3	10	12	0	631	723	41	3	4	11	11	1	794
19:15	559	26	1	4	6	11	0	607	673	37	5	3	11	12	1	742
19:30	509	19	1	4	4	4	0	541	693	36	5	3	10	13	1	761
19:45	439	20	2	4	5	4	0	474	631	31	3	3	10	15	3	696
20:00	385	20	2	4	5	5	0	421	485	31	3	3	7	17	2	548
20:15	330	22	2	5	6	4	0	369	413	27	1	3	6	16	2	468
20:30	299	24	2	5	5	5	0	340	334	23	0	4	4	10	2	377
20:45	269	21	0	5	5	5	0	305	260	20	0	4	4	7	0	295
21:00	272	19	0	5	6	2	0	304	243	18	0	4	5	3	0	273
21:15	263	15	1	3	5	1	0	288	227	15	0	3	6	4	0	255
21:30	254	14	1	3	6	0	0	278	262	14	1	2	6	5	0	290
21:45	273	13	1	2	5	2	0	296	259	13	1	1	6	8	0	288
22:00	301	11	1	2	4	2	0	321	278	13	1	1	5	7	0	305
22:15	338	11	0	4	5	3	0	361	366	15	1	2	4	5	0	393
22:30	332	8	1	3	5	4	0	353	382	14	0	2	5	4	0	407
22:45	331	8	1	3	5	4	0	352	420	14	0	2	5	1	0	442
23:00	295	9	1	2	6	4	0	317	464	11	1	1	5	1	0	483

Intelligent Data Collection Limited

Client: Peter Brett Associates
Project Number: ID04020
Junction Number: Site 7

Date of Survey: 12.07.2018
Junction Name: A38 / West Lane / Downside Road
Junction Type: 5-arm Signalised Junction

	Arm B Approach								Arm B Exit							
Time	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total
00:00	7	0	0	0	0	0	0	7	11	0	0	0	0	0	0	11
00:15	6	0	0	0	0	0	0	6	10	0	0	0	0	0	0	10
00:30	8	0	0	0	0	0	0	8	10	0	0	0	0	0	0	10
00:45	7	1	0	0	0	0	0	8	7	0	0	0	0	0	0	7
01:00	14	1	0	0	0	0	0	15	13	1	0	0	0	0	0	14
01:15	13	0	0	0	0	1	0	14	15	1	0	1	0	0	0	17
01:30	13	0	0	0	0	0	0	13	10	0	0	0	0	0	0	10
01:45	13	0	0	0	0	0	0	13	9	0	0	0	0	0	0	9
02:00	4	0	0	0	0	0	0	4	15	0	0	0	0	0	0	15
02:15	6	0	0	0	0	0	0	6	7	0	0	0	0	0	0	7
02:30	5	1	0	0	0	0	0	6	8	0	0	0	0	0	0	8
02:45	4	0	0	0	0	0	0	4	6	0	0	0	0	0	0	6
03:00	3	0	0	0	0	0	0	3	4	0	0	0	0	0	0	4
03:15	6	0	0	0	0	0	0	6	2	0	0	0	0	0	0	2
03:30	17	0	0	0	0	0	0	17	3	0	0	0	0	0	0	3
03:45	11	0	0	0	0	0	0	11	14	1	0	0	0	0	0	15
04:00	10	0	0	0	0	0	0	10	8	0	0	0	0	0	0	8
04:15	10	2	0	0	0	0	0	12	4	0	0	0	0	0	0	4
04:30	8	0	0	0	0	0	0	8	11	1	0	0	0	0	0	12
04:45	35	1	0	0	0	0	0	36	12	1	0	0	0	0	0	13
05:00	22	1	0	0	0	0	0	23	21	1	0	0	0	0	0	22
05:15	28	0	0	0	0	0	0	28	12	0	0	0	0	0	0	12
05:30	26	1	0	1	0	0	0	28	12	0	1	0	0	0	0	13
05:45	16	0	0	0	0	0	0	16	11	1	0	0	0	0	0	12
06:00	25	3	0	0	0	0	0	28	16	1	0	0	0	0	0	17
06:15	26	6	0	0	0	0	0	32	15	5	1	0	0	0	0	21
06:30	14	7	0	1	0	0	0	22	17	8	0	0	0	0	0	25
06:45	26	11	0	1	0	0	0	38	25	6	0	0	0	1	0	32
07:00	33	5	3	0	1	2	0	44	26	3	0	0	0	1	0	30
07:15	29	5	1	0	0	0	0	35	30	3	1	0	0	1	0	35
07:30	56	12	1	0	1	0	0	70	24	6	2	0	2	0	0	34
07:45	46	9	1	0	1	0	0	57	35	5	1	0	0	0	0	41
08:00	44	5	0	0	0	0	0	49	41	6	0	1	0	0	0	48
08:15	40	8	0	0	0	0	0	48	38	8	1	0	1	0	0	48
08:30	53	12	1	0	0	0	0	66	32	4	2	0	0	0	0	38
08:45	50	10	2	0	0	0	0	62	34	4	0	2	1	0	0	41
09:00	41	5	0	1	1	0	0	48	38	7	2	0	0	0	0	47
09:15	32	5	2	0	1	0	0	40	33	7	1	0	0	0	0	41
09:30	39	7	0	1	0	0	0	47	24	1	0	0	0	0	0	25
09:45	46	11	0	0	0	0	0	57	36	6	1	0	0	0	0	43
10:00	38	4	0	0	0	0	0	42	25	5	0	1	1	1	0	33
10:15	39	2	0	0	1	0	0	42	33	3	0	0	0	0	0	36
10:30	27	5	1	0	0	0	0	33	29	4	1	0	0	0	0	34
10:45	41	6	0	1	0	0	0	48	26	6	1	2	1	0	0	36
11:00	29	4	1	0	0	0	0	34	25	7	3	0	0	0	1	36
11:15	34	7	0	0	0	1	0	42	27	6	1	0	0	0	2	36
11:30	39	7	0	0	1	0	0	47	38	6	0	1	0	0	0	45
11:45	33	5	2	1	1	1	0	43	34	6	2	0	1	0	0	43
12:00	34	12	2	1	0	1	0	50	32	4	1	0	0	0	1	38
12:15	39	3	0	1	0	0	0	43	25	6	1	1	0	0	0	33
12:30	32	6	0	0	1	0	0	39	38	5	1	0	0	0	0	44
12:45	49	3	3	0	0	0	0	55	41	7	1	0	0	0	0	49
13:00	34	9	0	0	0	0	0	43	37	2	1	0	0	0	0	40
13:15	43	4	0	0	0	0	0	47	41	7	0	0	1	4	0	53
13:30	40	3	1	0	1	0	0	45	33	6	0	0	0	0	0	39
13:45	34	8	3	0	0	0	1	46	42	3	1	0	0	1	0	47
14:00	32	1	0	0	0	0	1	34	55	7	0	1	0	0	0	63
14:15	34	7	0	0	0	1	0	42	36	6	0	0	1	1	0	44
14:30	39	5	3	0	1	0	0	48	47	8	0	0	1	0	0	56
14:45	41	7	1	0	0	0	0	49	48	9	0	0	0	1	0	58
15:00	45	6	1	0	0	0	0	52	35	9	1	2	0	0	0	47
15:15	42	13	0	0	1	2	0	58	45	4	0	1	1	0	0	51
15:30	33	6	0	0	0	1	0	40	47	5	1	1	0	0	0	54
15:45	41	5	0	0	0	1	0	47	38	7	0	1	0	0	0	46
16:00	52	6	1	0	0	1	1	61	45	15	0	0	0	0	1	61
16:15	44	7	0	0	0	0	0	51	47	8	0	0	3	0	0	58
16:30	47	13	0	0	0	0	0	60	60	9	1	0	0	0	0	70
16:45	47	10	0	0	0	1	0	58	58	8	0	0	0	0	0	66
17:00	51	5	0	0	1	2	0	59	54	7	0	0	0	1	0	62
17:15	57	8	0	2	0	2	0	69	54	2	1	0	0	1	0	58
17:30	66	6	0	0	0	3	0	75	48	6	0	0	0	1	0	55
17:45	58	12	0	0	0	0	0	70	55	6	0	0	0	0	0	61
18:00	47	9	0	0	0	0	1	57	55	3	0	1	0	0	0	59
18:15	48	7	0	0	0	1	0	56	55	5	0	0	0	1	1	62
18:30	31	5	0	1	0	0	0	37	46	7	0	0	0	0	0	53
18:45	38	2	0	0	1	1	1	43	40	2	0	0	0	1	0	43
19:00	35	0	0	0	0	0	0	35	45	2	0	0	1	0	1	49
19:15	34	2	0	0	0	1	0	37	31	3	0	0	0	0	0	34
19:30	40	2	0	0	0	0	0	42	46	2	0	0	0	1	0	49
19:45	29	3	0	0	0	0	0	32	38	1	0	0	0	0	0	39
20:00	24	4	0	0	0	0	0	28	38	1	0	0	0	1	0	40
20:15	22	3	0	0	0	0	0	25	33	2	0	1	0	1	1	38
20:30	36	0	0	0	0	0	0	36	38	2	0	0	0	0	0	40
20:45	10	1	0	0	0	0	0	11	18	1	0	0	0	4	0	23
21:00	13	1	0	0	0	0	0	14	9	1	0	0	0	0	0	10
21:15	21	4	0	0	0	0	0	25	20	1	0	0	0	0	0	21
21:30	12	0	1	0	0	0	0	13	15	1	0	0	0	0	0	16
21:45	13	0	0	1	0	0	0	14	11	1	0	0	0	0	0	12
22:00	18	1	0	0	0	0	0	19	15	0	0	0	0	0	0	15
22:15	11	0	1	0	0	0	0	12	13	1	0	0	0	0	0	14
22:30	20	1	0	0	0	0	0	21	16	1	0	0	0	0	0	17
22:45	29	2	0	0	0	0	0	31	22	0	0	0	0	0	0	22
23:00	25	0	0	0	0	0	0	25	23	1	0	0	0	0	0	24
23:15	14	0	0	0	0	0	0	14	17	0	0	0	0	0	0	17
23:30	11	1	0	0	0	0	0	12	20	0	0	0	0	0	0	20
23:45	19	0	0	0	0	1	0	20	28	1	0	0	0	0	0	29

Start Time	Rolling Hour							Total	Rolling Hour							Total
00:00	28	1	0	0	0	0	0	29	38	0	0	0	0	0	0	38
00:15	35	2	0	0	0	0	0	37	40	1	0	0	0	0	0	41
00:30	42	2	0	0	0	1	0	45	45	2	0	1	0	0	0	48
00:45	47	2	0	0	0	1	0	50	45	2	0	1	0	0	0	48
01:00	53	1	0	0	0	1	0	55	47	2	0	1	0	0	0	50
01:15	43	0	0	0	0	1	0	44	49	1	0	1	0	0	0	51
01:30	36	0	0	0	0	0	0	36	41	0	0	0	0	0	0	41
01:45	28	1	0	0	0	0	0	29	39	0	0	0	0	0	0	39
02:00	19	1	0	0	0	0	0	20	36	0	0	0	0	0	0	36
02:15	18	1	0	0	0	0	0	19	25	0	0	0	0	0	0	25
02:30	18	1	0	0	0	0	0	19	20	0	0	0	0	0	0	20
02:45	30	0	0	0	0	0	0	30	15	0	0	0	0	0	0	15
03:00	37	0	0	0	0	0	0	37	23	1	0	0	0	0	0	24
03:15	44	0	0	0	0	0	0	44	27	1	0	0	0	0	0	28
03:30	48	2	0	0	0	0	0	50	29	1	0	0	0	0	0	30
03:45	39	2	0	0	0	0	0	41	37	2	0	0	0	0	0	39
04:00	63	3	0	0	0	0	0	66	35	2	0	0	0	0	0	37
04:15	75	4	0	0	0	0	0	79	48	3	0	0	0	0	0	51
04:30	93	2	0	0	0	0	0	95	56	3	0	0	0	0	0	59
04:45	111	3	0	1	0	0	0	115	57	2	1	0	0	0	0	60
05:00	92	2	0	1	0	0	0	95	56	2	1	0	0	0	0	59
05:15	95	4	0	1	0	0	0	100	51	2	1	0	0	0	0	54
05:30	93	10	0	1	0	0	0	104	54	7	2	0	0	0	0	63
05:45	81	16	0	1	0	0	0	98	59	15	1	0	0	0	0	75
06:00	91	27	0	2	0	0	0	120	73	20	1	0	0	1	0	95
06:15	99	29	3	2	1	2	0	136	83	22	1	0	0	2	0	108
06:30	102	28	4	2	1	2	0	139	98	20	1	0	0	3	0	122
06:45	144	33	5	1	2	2	0	187	105	18	3	0	2	3	0	131
07:00	164	31	6	0	3	2	0	206	115	17	4	0	2	2	0	140
07:15	175	31	3	0	2	0	0	211	130	20	4	1	2	1	0	158
07:30	186	34	2	0	2	0	0	224	138	25	4	1	3	0	0	171
07:45	183	34	2	0	1	0	0	220	146	23	4	1	1	0	0	175
08:00	187	35	3	0	0	0	0	225	145	22	3	3	2	0	0	175
08:15	184	35	3	1	1	0	0	224	142	23	5	2	2	0	0	174
08:30	176	32	5	1	2	0	0	216	137	22	5	2	1	0	0	167
08:45	162	27	4	2	2	0	0	197	129	19	3	2	1	0	0	154
09:00	158	28	2	2	2	0	0	192	131	21	4	0	0	0	0	156
09:15	155	27	2	1	1	0	0	186	118	19	2	1	1	1	0	142
09:30	162	24	0	1	1	0	0	188	118	15	1	1	1	1	0	137
09:45	150	22	1	0	1	0	0	174	123	18	2	1	1	1	0	146
10:00	145	17	1	1	1	0	0	165	113	18	2	3	2	1	0	139
10:15	136	17	2	1	1	0	0	157	113	20	5	2	1	0	1	142
10:30	131	22	2	1	0	1	0	157	107	23	6	2	1	0	3	142
10:45	143	24	1	1	1	1	0	171	116	25	5	3	1	0	3	153
11:00	135	23	3	1	2	2	0	166	124	25	6	1	1	0	3	160
11:15	140	31	4	2	2	3	0	182	131	22	4	1	1	0	3	162
11:30	145	27	4	3	2	2	0	183	129	22	4	2	1	0	1	159
11:45	138	26	4	3	2	2	0	175	129	21	5	1	1	0	1	158
12:00	154	24	5	2	1	1	0	187	136	22	4	1	0	0	1	164
12:15	154	21	3	1	1	0	0	180	141	20	4	1	0	0	0	166
12:30	158	22	3	0	1	0	0	184	157	21	3	0	1	4	0	186
12:45	166	19	4	0	1	0	0	190	152	22	2	0	1	4	0	181
13:00	151	24	4	0	1	0	1	181	153	18	2	0	1	5	0	179
13:15	149	16	4	0	1	0	2	172	171	23	1	1	1	5	0	202
13:30	140	19	4	0	1	1	2	167	166	22	1	1	1	2	0	193
13:45	139	21	6	0	1	1	2	170	180	24	1	1	2	2	0	210
14:00	146	20	4	0	1	1	1	173	186	30	0	1	2	2	0	221
14:15	159	25	5	0	1	1	0	191	166	32	1	2	2	2	0	205
14:30	167	31	5	0	2	2	0	207	175	30	1	3	2	1	0	212
14:45	161	32	2	0	1	3	0	199	175	27	2	4	1	1	0	210
15:00	161	30	1	0	1	4	0	197	165	25	2	5	1	0	0	198
15:15	168	30	1	0	1	5	1	206	175	31	1	3	1	0	1	212
15:30	170	24	1	0	0	3	1	199	177	35	1	2	3	0	1	219
15:45	184	31	1	0	0	2	1	219	190	39	1	1	3	0	1	235
16:00	190	36	1	0	0	2	1	230	210	40	1	0	3	0	1	255
16:15	189	35	0	0	1	3	0	228	219	32	1	0	3	1	0	256
16:30	202	36	0	2	1	5	0	246	226	26	2	0	0	2	0	256
16:45	221	29	0	2	1	8	0	261	214	23	1	0	0	3	0	241
17:00	232	31	0	2	1	7	0	273	211	21	1	0	0	3	0	236
17:15	228	35	0	2	0	5	1	271	212	17	1	1	0	2	0	233
17:30	219	34	0	0	0	4	1	258	213	20	0	1	0	2	1	237
17:45	184	33	0	1	0	1	1	220	211	21	0	1	0	1	1	235
18:00	164	23	0	1	1	2	2	193	196	17	0	1	0	2	1	217
18:15	152	14	0	1	1	2	1	171	186	16	0	0	1	2	2	207
18:30	138	9	0	1	1	2	1	152	162	14	0	0	1	1	1	179
18:45	147	6	0	0	1	2	1	157	162	9	0	0	1	2	1	175
19:00	138	7	0	0	0	1	0	146	160	8	0	0	1	1	1	171
19:15	127	11	0	0	0	1	0	139	153	7	0	0	0	2	0	162
19:30	115	12	0	0	0	0	0	127	155	6	0	1	0	3	1	166
19:45	111	10	0	0	0	0	0	121	147	6	0	1	0	2	1	157
20:00	92	8	0	0	0	0	0	100	127	6	0	1	0	6	1	141
20:15	81	5	0	0	0	0	0	86	98	6	0	1	0	5	1	111
20:30	80	6	0	0	0	0	0	86	85	5	0	0	0	4	0	94
20:45	56	6	1	0	0	0	0	63	62	4	0	0	0	4	0	70
21:00	59	5	1	1	0	0	0	66	55	4	0	0	0	0	0	59
21:15	64	5	1	1	0	0	0	71	61	3	0	0	0	0	0	64
21:30	54	1	2	1	0	0	0	58	54	3	0	0	0	0	0	57
21:45	62	2	1	1	0	0	0	66	55	3	0	0	0	0	0	58
22:00	78	4	1	0	0	0	0	83	66	2	0	0	0	0	0	68
22:15	85	3	1	0	0	0	0	89	74	3	0	0	0	0	0	77
22:30	88	3	0	0	0	0	0	91	78	2	0	0	0	0	0	80
22:45	79	3	0	0	0	0	0	82	82	1	0	0	0	0	0	83
23:00	69	1	0	0	0	1	0	71	88	2	0	0	0	0	0	90

Intelligent Data Collection Limited

Client: Peter Brett Associates
Project Number: ID04020
Junction Number: Site 7

Date of Survey: 12.07.2018
Junction Name: A38 / West Lane / Downside Road
Junction Type: 5-arm Signalised Junction

	Arm C Approach								Arm C Exit							
Time	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total
00:00	80	2	1	1	2	0	0	86	42	3	0	0	2	0	0	47
00:15	56	0	1	0	3	0	0	60	39	2	0	1	2	0	0	44
00:30	40	2	0	1	1	0	0	44	32	2	0	0	0	1	0	35
00:45	47	0	0	0	0	0	0	47	40	2	0	2	1	1	0	46
01:00	52	2	0	1	1	0	0	56	57	2	0	1	0	0	0	60
01:15	91	4	0	1	1	0	0	97	46	1	0	0	1	1	0	49
01:30	55	0	0	0	0	0	0	55	52	1	0	0	1	0	0	54
01:45	71	0	0	1	3	0	0	75	58	1	1	1	2	0	0	63
02:00	112	2	0	0	1	0	0	115	44	2	0	0	0	0	0	46
02:15	69	2	0	0	0	0	0	71	47	0	1	0	0	0	0	48
02:30	70	2	0	0	0	0	0	72	45	2	1	1	1	0	0	50
02:45	44	1	0	0	1	0	0	46	56	4	0	1	1	0	0	62
03:00	25	0	0	0	0	0	0	25	34	0	0	0	0	0	0	34
03:15	23	1	0	0	1	0	0	25	77	2	0	0	0	0	0	79
03:30	37	0	0	0	0	0	0	37	102	0	1	1	0	1	0	105
03:45	69	1	0	0	0	0	0	70	105	2	1	0	3	0	0	111
04:00	72	2	2	2	4	0	0	82	109	2	0	0	2	0	0	113
04:15	58	5	0	1	1	0	0	65	122	6	1	1	0	0	0	130
04:30	88	2	0	1	0	0	0	91	125	6	0	3	0	1	0	135
04:45	103	3	1	0	1	0	0	108	181	7	1	1	2	0	0	192
05:00	98	5	0	1	1	0	0	105	180	7	1	0	3	0	0	191
05:15	140	2	0	2	0	1	1	146	194	4	3	0	1	0	0	202
05:30	130	8	1	3	2	0	0	144	174	6	1	3	0	2	0	186
05:45	98	3	2	0	0	1	0	104	152	9	4	1	4	1	0	171
06:00	112	9	1	2	3	1	1	129	96	15	5	2	1	0	1	120
06:15	106	18	2	2	2	2	0	132	110	24	2	1	0	0	0	137
06:30	132	25	0	4	0	2	0	163	81	20	3	4	4	1	1	114
06:45	156	38	2	4	2	3	1	206	113	39	4	1	2	0	0	159
07:00	168	36	1	4	4	4	0	217	118	32	4	2	6	3	0	165
07:15	219	45	4	7	2	6	0	283	153	27	6	1	2	2	0	191
07:30	228	30	2	0	6	3	0	269	178	44	8	3	5	2	0	240
07:45	269	32	6	6	2	0	0	315	206	45	1	2	3	1	0	258
08:00	241	28	4	2	3	3	0	281	198	35	4	3	2	1	0	243
08:15	238	39	6	0	3	4	1	291	161	40	2	5	2	1	0	211
08:30	221	34	3	1	5	6	0	270	217	38	6	2	3	0	0	266
08:45	211	37	8	5	4	4	0	269	216	32	5	4	4	1	0	262
09:00	218	26	5	3	4	2	0	258	178	29	4	2	3	3	0	219
09:15	165	37	6	3	2	0	0	213	140	22	4	2	4	0	0	172
09:30	159	23	1	5	3	0	0	191	185	28	3	3	5	0	0	224
09:45	175	17	7	3	2	0	0	204	184	23	5	2	4	0	0	218
10:00	185	22	5	3	3	3	0	221	197	31	5	1	3	1	0	238
10:15	174	30	3	2	3	0	0	212	184	34	2	1	4	0	0	225
10:30	230	29	2	3	3	0	0	267	189	26	6	1	2	0	0	224
10:45	181	34	2	5	4	2	0	228	194	30	1	4	2	1	0	232
11:00	150	21	7	0	2	2	0	182	194	13	3	2	3	2	0	217
11:15	173	23	1	2	2	1	0	202	172	18	4	2	2	0	0	198
11:30	156	28	6	3	3	2	0	198	208	26	3	4	2	2	0	245
11:45	176	30	3	5	3	3	1	221	211	34	4	4	4	1	0	258
12:00	165	31	3	6	2	1	0	208	213	40	6	6	2	4	0	271
12:15	201	26	8	5	2	2	0	244	228	24	4	2	4	1	0	263
12:30	203	36	6	1	2	3	0	251	177	34	5	3	3	2	0	224
12:45	213	24	5	2	3	0	0	247	207	24	10	3	4	2	0	250
13:00	209	26	4	2	4	2	0	247	201	25	2	2	3	0	0	233
13:15	226	22	6	5	3	2	0	264	206	39	5	1	2	0	0	253
13:30	183	20	6	2	3	1	0	215	197	34	2	4	4	3	0	244
13:45	204	23	4	2	1	0	0	234	200	30	7	3	4	3	1	248
14:00	189	26	3	1	5	5	0	229	214	17	2	4	2	0	0	239
14:15	205	21	4	5	4	2	0	241	207	17	2	5	2	2	0	235
14:30	236	31	7	4	3	1	0	282	236	27	5	3	5	1	0	277
14:45	242	37	6	5	3	5	0	298	213	24	5	2	2	4	0	250
15:00	206	39	5	3	4	0	0	257	216	29	2	3	3	2	0	255
15:15	205	38	1	3	3	1	0	251	207	35	2	1	4	3	0	252
15:30	213	31	3	5	2	2	0	256	232	33	1	4	2	2	0	274
15:45	274	38	3	2	4	3	0	324	255	41	4	3	2	3	0	308
16:00	267	51	2	4	2	3	0	329	276	42	1	3	4	3	1	330
16:15	258	46	2	2	4	0	0	312	259	51	2	1	2	0	0	315
16:30	279	43	4	2	4	0	0	332	253	44	1	1	2	2	0	303
16:45	258	34	2	3	1	2	0	300	257	36	3	3	4	2	0	305
17:00	267	36	1	3	4	2	0	313	301	35	0	1	2	5	0	344
17:15	288	26	4	2	2	2	0	324	298	28	2	2	2	4	0	336
17:30	260	38	4	3	1	5	1	312	298	31	2	2	2	6	0	341
17:45	279	32	3	2	3	3	0	322	312	25	0	0	4	8	0	349
18:00	265	27	2	1	7	2	1	305	292	25	0	1	3	7	2	330
18:15	227	20	0	2	2	1	0	252	277	20	2	0	3	10	2	314
18:30	188	17	4	0	3	0	0	212	213	14	2	3	1	2	0	235
18:45	159	7	0	0	4	5	0	175	213	7	0	2	4	6	2	234
19:00	213	14	0	1	4	1	0	233	162	11	1	2	4	3	0	183
19:15	152	11	1	0	3	5	0	172	183	10	0	1	3	8	0	205
19:30	238	13	2	1	1	2	2	259	195	6	1	1	1	0	0	204
19:45	238	8	0	1	4	3	1	255	143	9	0	1	2	2	0	157
20:00	192	5	2	1	3	4	0	207	137	5	0	1	0	2	0	145
20:15	164	8	1	0	2	6	0	181	127	5	0	0	1	0	0	133
20:30	162	9	0	1	1	3	0	176	115	7	2	2	2	0	0	128
20:45	86	10	0	2	1	6	0	105	78	7	0	1	2	3	0	91
21:00	74	7	0	0	2	0	0	83	75	7	0	2	1	1	0	86
21:15	91	6	0	1	0	1	0	99	91	8	0	1	0	1	0	101
21:30	67	5	1	2	1	0	0	76	63	3	1	2	2	0	0	71
21:45	73	5	0	1	2	3	0	84	83	4	0	3	3	0	0	93
22:00	57	5	0	1	3	3	0	69	71	4	1	0	0	0	0	76
22:15	116	4	1	1	0	1	0	123	81	2	1	1	1	0	0	86
22:30	75	2	0	0	1	2	0	80	94	4	0	0	1	2	0	101
22:45	95	4	0	2	1	0	0	102	129	5	0	1	2	0	0	137
23:00	164	6	0	1	2	2	0	175	124	3	0	2	1	1	0	131
23:15	134	2	0	0	1	1	0	138	74	0	1	0	1	1	0	77
23:30	115	5	0	0	1	0	0	121	91	4	0	0	1	2	0	98
23:45	132	2	1	0	1	1	0	137	84	4	0	0	3	1	0	92

Start Time	Rolling Hour							Total	Rolling Hour							Total
00:00	223	4	2	2	6	0	0	237	153	9	0	3	5	2	0	172
00:15	195	4	1	2	5	0	0	207	168	8	0	4	3	2	0	185
00:30	230	8	0	3	3	0	0	244	175	7	0	3	2	3	0	190
00:45	245	6	0	2	2	0	0	255	195	6	0	3	3	2	0	209
01:00	269	6	0	3	5	0	0	283	213	5	1	2	4	1	0	226
01:15	329	6	0	2	5	0	0	342	200	5	1	1	4	1	0	212
01:30	307	4	0	1	4	0	0	316	201	4	2	1	3	0	0	211
01:45	322	6	0	1	4	0	0	333	194	5	3	2	3	0	0	207
02:00	295	7	0	0	2	0	0	304	192	8	2	2	2	0	0	206
02:15	208	5	0	0	1	0	0	214	182	6	2	2	2	0	0	194
02:30	162	4	0	0	2	0	0	168	212	8	1	2	2	0	0	225
02:45	129	2	0	0	2	0	0	133	269	6	1	2	1	1	0	280
03:00	154	2	0	0	1	0	0	157	318	4	2	1	3	1	0	329
03:15	201	4	2	2	5	0	0	214	393	6	2	1	5	1	0	408
03:30	236	8	2	3	5	0	0	254	438	10	3	2	5	1	0	459
03:45	287	10	2	4	5	0	0	308	461	16	2	4	5	1	0	489
04:00	321	12	3	4	6	0	0	346	537	21	2	5	4	1	0	570
04:15	347	15	1	3	3	0	0	369	608	26	3	5	5	1	0	648
04:30	429	12	1	4	2	1	1	450	680	24	5	4	6	1	0	720
04:45	471	18	2	6	4	1	1	503	729	24	6	4	6	2	0	771
05:00	466	18	3	6	3	2	1	499	700	26	9	4	8	3	0	750
05:15	480	22	4	7	5	3	2	523	616	34	13	6	6	3	1	679
05:30	446	38	6	7	7	4	1	509	532	54	12	7	5	3	1	614
05:45	448	55	5	8	5	6	1	528	439	68	14	8	9	2	2	542
06:00	506	90	5	12	7	8	2	630	400	98	14	8	7	1	2	530
06:15	562	117	5	14	8	11	1	718	422	115	13	8	12	4	1	575
06:30	675	144	7	19	8	15	1	869	465	118	17	8	14	6	1	629
06:45	771	149	9	15	14	16	1	975	562	142	22	7	15	7	0	755
07:00	884	143	13	17	14	13	0	1084	655	148	19	8	16	8	0	854
07:15	957	135	16	15	13	12	0	1148	735	151	19	9	12	6	0	932
07:30	976	129	18	8	14	10	1	1156	743	164	15	13	12	5	0	952
07:45	969	133	19	9	13	13	1	1157	782	158	13	12	10	3	0	978
08:00	911	138	21	8	15	17	1	1111	792	145	17	14	11	3	0	982
08:15	888	136	22	9	16	16	1	1088	772	139	17	13	12	5	0	958
08:30	815	134	22	12	15	12	0	1010	751	121	19	10	14	4	0	919
08:45	753	123	20	16	13	6	0	931	719	111	16	11	16	4	0	877
09:00	717	103	19	14	11	2	0	866	687	102	16	9	16	3	0	833
09:15	684	99	19	14	10	3	0	829	706	104	17	8	16	1	0	852
09:30	693	92	16	13	11	3	0	828	750	116	15	7	16	1	0	905
09:45	764	98	17	11	11	3	0	904	754	114	18	5	13	1	0	905
10:00	770	115	12	13	13	5	0	928	764	121	14	7	11	2	0	919
10:15	735	114	14	10	12	4	0	889	761	103	12	8	11	3	0	898
10:30	734	107	12	10	11	5	0	879	749	87	14	9	9	3	0	871
10:45	660	106	16	10	11	7	0	810	768	87	11	12	9	5	0	892
11:00	655	102	17	10	10	8	1	803	785	91	14	12	11	5	0	918
11:15	670	112	13	16	10	7	1	829	804	118	17	16	10	7	0	972
11:30	698	115	20	19	10	8	1	871	860	124	17	16	12	8	0	1037
11:45	745	123	20	17	9	9	1	924	829	132	19	15	13	8	0	1016
12:00	782	117	22	14	9	6	0	950	825	122	25	14	13	9	0	1008
12:15	826	112	23	10	11	7	0	989	813	107	21	10	14	5	0	970
12:30	851	108	21	10	12	7	0	1009	791	122	22	9	12	4	0	960
12:45	831	92	21	11	13	5	0	973	811	122	19	10	13	5	0	980
13:00	822	91	20	11	11	5	0	960	804	128	16	10	13	6	1	978
13:15	802	91	19	10	12	8	0	942	817	120	16	12	12	6	1	984
13:30	781	90	17	10	13	8	0	919	818	98	13	16	12	8	1	966
13:45	834	101	18	12	13	8	0	986	857	91	16	15	13	6	1	999
14:00	872	115	20	15	15	13	0	1050	870	85	14	14	11	7	0	1001
14:15	889	128	22	17	14	8	0	1078	872	97	14	13	12	9	0	1017
14:30	889	145	19	15	13	7	0	1088	872	115	14	9	14	10	0	1034
14:45	866	145	15	16	12	8	0	1062	868	121	10	10	11	11	0	1031
15:00	898	146	12	13	13	6	0	1088	910	138	9	11	11	10	0	1089
15:15	959	158	9	14	11	9	0	1160	970	151	8	11	12	11	1	1164
15:30	1012	166	10	13	12	8	0	1221	1022	167	8	11	10	8	1	1227
15:45	1078	178	11	10	14	6	0	1297	1043	178	8	8	10	8	1	1256
16:00	1062	174	10	11	11	5	0	1273	1045	173	7	8	12	7	1	1253
16:15	1062	159	9	10	13	4	0	1257	1070	166	6	6	10	9	0	1267
16:30	1092	139	11	10	11	6	0	1269	1109	143	6	7	10	13	0	1288
16:45	1073	134	11	11	8	11	1	1249	1154	130	7	8	10	17	0	1326
17:00	1094	132	12	10	10	12	1	1271	1209	119	4	5	10	23	0	1370
17:15	1092	123	13	8	13	12	2	1263	1200	109	4	5	11	25	2	1356
17:30	1031	117	9	8	13	11	2	1191	1179	101	4	3	12	31	4	1334
17:45	959	96	9	5	15	6	1	1091	1094	84	4	4	11	27	4	1228
18:00	839	71	6	3	16	8	1	944	995	66	4	6	11	25	6	1113
18:15	787	58	4	3	13	7	0	872	865	52	5	7	12	21	4	966
18:30	712	49	5	1	14	11	0	792	771	42	3	8	12	19	2	857
18:45	762	45	3	2	12	13	2	839	753	34	2	6	12	17	2	826
19:00	841	46	3	3	12	11	3	919	683	36	2	5	10	13	0	749
19:15	820	37	5	3	11	14	3	893	658	30	1	4	6	12	0	711
19:30	832	34	5	3	10	15	3	902	602	25	1	3	4	4	0	639
19:45	756	30	3	3	10	16	1	819	522	26	2	4	5	4	0	563
20:00	604	32	3	4	7	19	0	669	457	24	2	4	5	5	0	497
20:15	486	34	1	3	6	15	0	545	395	26	2	5	6	4	0	438
20:30	413	32	0	4	4	10	0	463	359	29	2	6	5	5	0	406
20:45	318	28	1	5	4	7	0	363	307	25	1	6	5	5	0	349
21:00	305	23	1	4	5	4	0	342	312	22	1	8	6	2	0	351
21:15	288	21	1	5	6	7	0	328	308	19	2	6	5	1	0	341
21:30	313	19	2	5	6	7	0	352	298	13	3	6	6	0	0	326
21:45	321	16	1	3	6	9	0	356	329	14	2	4	5	2	0	356
22:00	343	15	1	4	5	6	0	374	375	15	2	2	4	2	0	400
22:15	450	16	1	4	4	5	0	480	428	14	1	4	5	3	0	455
22:30	468	14	0	3	5	5	0	495	421	12	1	3	5	4	0	446
22:45	508	17	0	3	5	3	0	536	418	12	1	3	5	4	0	443
23:00	545	15	1	1	5	4	0	571	373	11	1	2	6	5	0	398

Intelligent Data Collection Limited

Client: Peter Brett Associates
Project Number: ID04020
Junction Number: Site 7

Date of Survey: 12.07.2018
Junction Name: A38 / West Lane / Downside Road
Junction Type: 5-arm Signalised Junction

	Arm D Approach								Arm D Exit							
Time	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total
00:00	8	0	0	0	0	0	0	8	1	1	0	0	0	0	0	2
00:15	9	2	0	0	0	0	0	11	5	0	0	0	0	1	0	6
00:30	5	0	0	0	0	0	0	5	1	0	0	0	0	0	0	1
00:45	5	0	0	0	0	1	0	6	2	0	0	0	0	0	0	2
01:00	7	0	0	0	0	0	0	7	2	1	0	1	0	0	0	4
01:15	8	0	0	1	0	0	0	9	9	0	0	0	0	0	0	9
01:30	2	0	0	0	0	0	0	2	7	0	0	0	0	0	0	7
01:45	10	0	0	0	0	0	0	10	8	0	0	0	0	0	0	8
02:00	8	0	0	0	0	0	0	8	7	0	0	0	0	0	0	7
02:15	7	0	0	0	0	0	0	7	4	0	0	0	0	0	0	4
02:30	9	0	0	0	0	0	0	9	2	0	0	0	0	0	0	2
02:45	12	0	0	1	0	0	0	13	1	0	0	0	0	0	0	1
03:00	4	0	0	0	0	0	0	4	1	0	0	0	0	0	0	1
03:15	7	0	0	0	0	0	0	7	2	0	0	0	0	0	0	2
03:30	15	1	0	0	0	0	0	16	2	0	0	0	0	0	0	2
03:45	5	2	0	0	0	0	0	7	4	0	0	0	0	0	0	4
04:00	15	2	0	0	0	0	0	17	4	2	0	0	0	0	0	6
04:15	7	0	0	0	0	0	0	7	5	0	0	0	0	0	0	5
04:30	9	0	0	2	0	0	0	11	6	1	0	0	0	0	0	7
04:45	12	1	0	0	0	0	0	13	6	1	0	0	0	0	0	7
05:00	15	0	0	0	0	0	0	15	3	2	0	0	0	0	0	5
05:15	12	1	0	0	0	0	0	13	11	1	0	0	0	0	0	12
05:30	18	1	1	0	0	0	0	20	13	1	0	0	0	0	0	14
05:45	20	3	1	0	0	0	0	24	7	0	1	0	0	0	0	8
06:00	16	3	0	0	0	0	0	19	8	4	0	0	0	0	1	13
06:15	16	3	1	0	0	0	0	20	11	2	0	0	0	0	1	14
06:30	26	8	0	0	0	0	0	34	18	5	0	0	0	1	0	24
06:45	28	6	1	0	0	0	0	35	24	7	0	1	0	0	0	32
07:00	42	10	0	0	0	1	0	53	25	7	0	0	0	3	0	35
07:15	49	14	0	0	0	2	0	65	32	11	1	2	0	1	0	47
07:30	58	11	1	0	1	0	0	71	38	16	0	0	1	1	0	56
07:45	50	11	1	1	1	0	0	64	59	7	1	0	0	0	0	67
08:00	70	14	1	0	0	2	0	87	52	8	1	0	0	0	0	61
08:15	68	8	0	0	1	0	0	77	52	15	1	0	0	0	0	68
08:30	54	8	0	0	0	0	0	62	52	18	0	0	0	0	0	70
08:45	43	9	0	3	0	0	0	55	45	15	3	0	0	0	0	63
09:00	49	4	0	1	0	1	0	55	39	7	0	1	0	0	0	47
09:15	32	12	1	0	0	0	0	45	28	10	0	1	0	0	0	39
09:30	39	5	1	0	0	0	0	45	34	10	0	1	0	0	0	45
09:45	36	4	0	1	0	0	0	41	32	7	1	0	0	0	0	40
10:00	32	10	0	2	0	1	0	45	28	10	0	1	0	0	0	39
10:15	27	15	0	0	0	0	0	42	30	9	1	0	0	0	0	40
10:30	32	3	1	0	0	1	0	37	31	12	1	0	0	0	0	44
10:45	26	8	1	3	0	1	0	39	35	12	0	2	0	0	0	49
11:00	27	7	2	0	0	1	1	38	36	6	0	0	0	0	0	42
11:15	37	8	2	0	0	0	2	49	23	9	0	0	0	0	0	32
11:30	46	13	1	2	0	0	0	62	35	7	0	0	0	1	0	43
11:45	38	10	0	0	0	0	0	48	51	7	0	1	0	0	0	59
12:00	35	8	2	0	0	0	2	47	22	6	2	2	0	0	0	32
12:15	35	6	0	0	0	0	1	42	36	4	0	1	0	0	0	41
12:30	47	9	0	0	0	0	0	56	38	11	0	0	0	0	0	49
12:45	39	7	1	1	0	0	1	49	33	4	1	0	0	0	0	38
13:00	43	9	0	0	0	0	0	52	26	6	1	1	0	0	0	34
13:15	42	6	0	0	0	3	0	51	52	5	0	0	0	0	0	57
13:30	45	14	1	1	0	0	0	61	31	8	0	0	0	0	0	39
13:45	51	14	2	0	0	1	0	68	35	7	1	0	0	0	0	43
14:00	56	11	1	1	0	0	0	69	33	5	0	0	0	4	0	42
14:15	47	8	1	1	0	0	0	57	32	4	0	1	0	0	0	37
14:30	45	10	0	0	1	0	0	56	42	8	3	0	0	1	0	54
14:45	40	9	0	0	0	0	0	49	49	9	1	1	0	2	0	62
15:00	31	9	0	1	1	0	0	42	42	11	0	2	0	0	0	55
15:15	33	7	1	1	0	0	0	42	37	7	0	0	1	1	0	46
15:30	51	12	0	1	0	0	0	64	37	11	0	1	0	1	0	50
15:45	34	8	0	1	1	0	0	44	49	10	0	0	0	2	0	61
16:00	50	17	0	2	0	0	0	69	59	20	0	3	0	1	0	83
16:15	72	12	0	1	1	0	0	86	49	12	1	1	0	0	0	63
16:30	53	12	0	0	0	0	0	65	56	15	0	0	0	0	0	71
16:45	45	12	0	1	0	0	0	58	43	13	0	2	0	0	0	58
17:00	55	8	0	0	0	0	0	63	70	4	0	1	0	1	0	76
17:15	50	3	0	0	0	2	0	55	61	7	0	1	0	1	0	70
17:30	53	8	1	0	0	0	0	62	56	8	0	3	0	1	0	68
17:45	62	6	0	0	0	0	0	68	55	14	0	2	1	2	0	74
18:00	55	8	0	1	0	1	0	65	58	14	0	0	0	1	0	73
18:15	58	5	0	0	0	1	1	65	54	7	0	0	0	1	0	62
18:30	43	5	0	0	0	0	1	49	32	4	0	0	0	0	0	36
18:45	21	0	0	2	0	2	1	26	31	2	0	0	1	3	0	37
19:00	43	5	0	3	0	1	1	53	27	5	0	0	0	0	0	32
19:15	29	6	0	0	0	0	0	35	33	6	0	0	0	0	0	39
19:30	30	1	0	0	0	0	0	31	28	1	0	0	0	0	1	30
19:45	24	1	0	0	0	0	0	25	25	2	0	0	0	0	0	27
20:00	17	1	0	0	0	0	0	18	40	0	0	0	0	0	0	40
20:15	35	4	0	0	0	1	1	41	24	2	0	0	0	0	0	26
20:30	30	2	0	1	0	0	2	35	30	1	0	0	0	0	0	31
20:45	23	0	0	0	0	3	0	26	22	3	0	1	0	0	0	26
21:00	20	1	0	1	0	2	0	24	23	3	0	0	0	0	0	26
21:15	17	0	0	0	0	0	0	17	26	1	0	0	0	1	0	28
21:30	17	0	0	1	0	0	0	18	15	0	1	1	0	0	0	17
21:45	7	0	0	1	0	0	0	8	20	0	0	0	0	2	0	22
22:00	17	0	0	0	0	0	0	17	15	3	0	1	0	0	0	19
22:15	15	1	0	0	0	0	0	16	15	1	0	1	0	0	0	17
22:30	9	3	0	0	0	1	0	13	13	0	0	0	0	0	0	13
22:45	10	1	0	0	0	0	0	11	13	0	0	1	0	0	0	14
23:00	18	0	0	0	0	0	0	18	16	1	0	0	0	1	0	18
23:15	9	1	0	0	0	0	0	10	13	1	0	0	0	1	0	15
23:30	10	0	0	0	0	0	0	10	8	0	0	0	0	0	0	8
23:45	20	2	0	0	0	0	0	22	13	2	0	0	0	1	0	16

Start Time	Rolling Hour							Total	Rolling Hour							Total
00:00	27	2	0	0	0	1	0	30	9	1	0	0	0	1	0	11
00:15	26	2	0	0	0	1	0	29	10	1	0	1	0	1	0	13
00:30	25	0	0	1	0	1	0	27	14	1	0	1	0	0	0	16
00:45	22	0	0	1	0	1	0	24	20	1	0	1	0	0	0	22
01:00	27	0	0	1	0	0	0	28	26	1	0	1	0	0	0	28
01:15	28	0	0	1	0	0	0	29	31	0	0	0	0	0	0	31
01:30	27	0	0	0	0	0	0	27	26	0	0	0	0	0	0	26
01:45	34	0	0	0	0	0	0	34	21	0	0	0	0	0	0	21
02:00	36	0	0	1	0	0	0	37	14	0	0	0	0	0	0	14
02:15	32	0	0	1	0	0	0	33	8	0	0	0	0	0	0	8
02:30	32	0	0	1	0	0	0	33	6	0	0	0	0	0	0	6
02:45	38	1	0	1	0	0	0	40	6	0	0	0	0	0	0	6
03:00	31	3	0	0	0	0	0	34	9	0	0	0	0	0	0	9
03:15	42	5	0	0	0	0	0	47	12	2	0	0	0	0	0	14
03:30	42	5	0	0	0	0	0	47	15	2	0	0	0	0	0	17
03:45	36	4	0	2	0	0	0	42	19	3	0	0	0	0	0	22
04:00	43	3	0	2	0	0	0	48	21	4	0	0	0	0	0	25
04:15	43	1	0	2	0	0	0	46	20	4	0	0	0	0	0	24
04:30	48	2	0	2	0	0	0	52	26	5	0	0	0	0	0	31
04:45	57	3	1	0	0	0	0	61	33	5	0	0	0	0	0	38
05:00	65	5	2	0	0	0	0	72	34	4	1	0	0	0	0	39
05:15	66	8	2	0	0	0	0	76	39	6	1	0	0	0	1	47
05:30	70	10	3	0	0	0	0	83	39	7	1	0	0	0	2	49
05:45	78	17	2	0	0	0	0	97	44	11	1	0	0	1	2	59
06:00	86	20	2	0	0	0	0	108	61	18	0	1	0	1	2	83
06:15	112	27	2	0	0	1	0	142	78	21	0	1	0	4	1	105
06:30	145	38	1	0	0	3	0	187	99	30	1	3	0	5	0	138
06:45	177	41	2	0	1	3	0	224	119	41	1	3	1	5	0	170
07:00	199	46	2	1	2	3	0	253	154	41	2	2	1	5	0	205
07:15	227	50	3	1	2	4	0	287	181	42	3	2	1	2	0	231
07:30	246	44	3	1	3	2	0	299	201	46	3	0	1	1	0	252
07:45	242	41	2	1	2	2	0	290	215	48	3	0	0	0	0	266
08:00	235	39	1	3	1	2	0	281	201	56	5	0	0	0	0	262
08:15	214	29	0	4	1	1	0	249	188	55	4	1	0	0	0	248
08:30	178	33	1	4	0	1	0	217	164	50	3	2	0	0	0	219
08:45	163	30	2	4	0	1	0	200	146	42	3	3	0	0	0	194
09:00	156	25	2	2	0	1	0	186	133	34	1	3	0	0	0	171
09:15	139	31	2	3	0	1	0	176	122	37	1	3	0	0	0	163
09:30	134	34	1	3	0	1	0	173	124	36	2	2	0	0	0	164
09:45	127	32	1	3	0	2	0	165	121	38	3	1	0	0	0	163
10:00	117	36	2	5	0	3	0	163	124	43	2	3	0	0	0	172
10:15	112	33	4	3	0	3	1	156	132	39	2	2	0	0	0	175
10:30	122	26	6	3	0	3	3	163	125	39	1	2	0	0	0	167
10:45	136	36	6	5	0	2	3	188	129	34	0	2	0	1	0	166
11:00	148	38	5	2	0	1	3	197	145	29	0	1	0	1	0	176
11:15	156	39	5	2	0	0	4	206	131	29	2	3	0	1	0	166
11:30	154	37	3	2	0	0	3	199	144	24	2	4	0	1	0	175
11:45	155	33	2	0	0	0	3	193	147	28	2	4	0	0	0	181
12:00	156	30	3	1	0	0	4	194	129	25	3	3	0	0	0	160
12:15	164	31	1	1	0	0	2	199	133	25	2	2	0	0	0	162
12:30	171	31	1	1	0	3	1	208	149	26	2	1	0	0	0	178
12:45	169	36	2	2	0	3	1	213	142	23	2	1	0	0	0	168
13:00	181	43	3	1	0	4	0	232	144	26	2	1	0	0	0	173
13:15	194	45	4	2	0	4	0	249	151	25	1	0	0	4	0	181
13:30	199	47	5	3	0	1	0	255	131	24	1	1	0	4	0	161
13:45	199	43	4	2	1	1	0	250	142	24	4	1	0	5	0	176
14:00	188	38	2	2	1	0	0	231	156	26	4	2	0	7	0	195
14:15	163	36	1	2	2	0	0	204	165	32	4	4	0	3	0	208
14:30	149	35	1	2	2	0	0	189	170	35	4	3	1	4	0	217
14:45	155	37	1	3	1	0	0	197	165	38	1	4	1	4	0	213
15:00	149	36	1	4	2	0	0	192	165	39	0	3	1	4	0	212
15:15	168	44	1	5	1	0	0	219	182	48	0	4	1	5	0	240
15:30	207	49	0	5	2	0	0	263	194	53	1	5	0	4	0	257
15:45	209	49	0	4	2	0	0	264	213	57	1	4	0	3	0	278
16:00	220	53	0	4	1	0	0	278	207	60	1	6	0	1	0	275
16:15	225	44	0	2	1	0	0	272	218	44	1	4	0	1	0	268
16:30	203	35	0	1	0	2	0	241	230	39	0	4	0	2	0	275
16:45	203	31	1	1	0	2	0	238	230	32	0	7	0	3	0	272
17:00	220	25	1	0	0	2	0	248	242	33	0	7	1	5	0	288
17:15	220	25	1	1	0	3	0	250	230	43	0	6	1	5	0	285
17:30	228	27	1	1	0	2	1	260	223	43	0	5	1	5	0	277
17:45	218	24	0	1	0	2	2	247	199	39	0	2	1	4	0	245
18:00	177	18	0	3	0	4	3	205	175	27	0	0	1	5	0	208
18:15	165	15	0	5	0	4	4	193	144	18	0	0	1	4	0	167
18:30	136	16	0	5	0	3	3	163	123	17	0	0	1	3	0	144
18:45	123	12	0	5	0	3	2	145	119	14	0	0	1	3	1	138
19:00	126	13	0	3	0	1	1	144	113	14	0	0	0	0	1	128
19:15	100	9	0	0	0	0	0	109	126	9	0	0	0	0	1	136
19:30	106	7	0	0	0	1	1	115	117	5	0	0	0	0	1	123
19:45	106	8	0	1	0	1	3	119	119	5	0	0	0	0	0	124
20:00	105	7	0	1	0	4	3	120	116	6	0	1	0	0	0	123
20:15	108	7	0	2	0	6	3	126	99	9	0	1	0	0	0	109
20:30	90	3	0	2	0	5	2	102	101	8	0	1	0	1	0	111
20:45	77	1	0	2	0	5	0	85	86	7	1	2	0	1	0	97
21:00	61	1	0	3	0	2	0	67	84	4	1	1	0	3	0	93
21:15	58	0	0	2	0	0	0	60	76	4	1	2	0	3	0	86
21:30	56	1	0	2	0	0	0	59	65	4	1	3	0	2	0	75
21:45	48	4	0	1	0	1	0	54	63	4	0	2	0	2	0	71
22:00	51	5	0	0	0	1	0	57	56	4	0	3	0	0	0	63
22:15	52	5	0	0	0	1	0	58	57	2	0	2	0	1	0	62
22:30	46	5	0	0	0	1	0	52	55	2	0	1	0	2	0	60
22:45	47	2	0	0	0	0	0	49	50	2	0	1	0	2	0	55
23:00	57	3	0	0	0	0	0	60	50	4	0	0	0	3	0	57

Intelligent Data Collection Limited

Client: Peter Brett Associates
Project Number: ID04020
Junction Number: Site 7

Date of Survey: 12.07.2018
Junction Name: A38 / West Lane / Downside Road
Junction Type: 5-arm Signalised Junction

	Arm E Approach								Arm E Exit							
Time	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total
00:00	7	0	0	0	0	0	0	7	1	0	0	0	0	0	0	1
00:15	2	0	0	0	0	0	0	2	1	0	0	0	0	0	0	1
00:30	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0
00:45	4	0	0	0	0	0	0	4	2	0	0	0	0	0	0	2
01:00	4	0	0	0	0	0	0	4	1	0	0	0	0	0	0	1
01:15	1	0	0	0	0	0	0	1	2	0	0	0	0	0	0	2
01:30	3	0	0	0	0	0	0	3	1	0	0	0	0	0	0	1
01:45	7	0	0	0	0	0	0	7	5	0	0	0	0	0	0	5
02:00	7	0	0	0	0	0	0	7	2	0	0	0	0	0	0	2
02:15	4	1	0	0	0	0	0	5	3	0	0	0	0	0	0	3
02:30	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2
02:45	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2
03:00	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
03:15	3	0	0	0	0	0	0	3	7	0	0	0	0	0	0	7
03:30	3	0	0	0	0	0	0	3	3	0	0	0	0	0	0	3
03:45	1	0	0	0	0	0	0	1	3	0	0	0	0	0	0	3
04:00	1	0	0	0	0	0	0	1	4	0	0	0	0	0	0	4
04:15	4	0	0	0	0	0	0	4	6	0	0	0	0	0	0	6
04:30	3	0	0	0	0	0	0	3	3	0	0	0	0	0	0	3
04:45	2	1	0	0	0	0	0	3	6	0	0	0	0	0	0	6
05:00	5	0	0	0	0	0	0	5	3	0	0	0	0	0	0	3
05:15	0	0	0	0	0	0	0	0	9	0	0	0	0	0	0	9
05:30	4	0	0	0	0	0	0	4	3	0	0	0	0	0	0	3
05:45	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2
06:00	1	0	0	0	0	0	0	1	4	0	0	0	0	0	0	4
06:15	1	0	0	0	0	0	0	1	4	0	0	0	0	0	0	4
06:30	2	0	0	0	0	0	0	2	3	0	0	0	0	0	0	3
06:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
07:00	1	0	0	0	0	0	0	1	5	0	0	0	0	0	0	5
07:15	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
07:30	2	0	0	0	0	0	0	2	1	0	0	0	0	0	0	1
07:45	6	0	0	0	0	0	0	6	5	0	0	0	0	0	0	5
08:00	6	0	0	0	0	0	0	6	8	0	0	0	0	0	0	8
08:15	4	0	0	0	0	0	0	4	10	1	0	0	0	0	0	11
08:30	6	1	0	0	0	0	0	7	7	0	0	0	0	0	0	7
08:45	3	0	0	0	0	0	0	3	7	0	0	0	0	0	0	7
09:00	5	0	0	0	0	0	0	5	7	0	0	0	0	0	0	7
09:15	6	0	0	0	0	0	0	6	7	0	0	0	0	0	0	7
09:30	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3
09:45	6	0	0	0	0	0	0	6	3	0	0	0	0	0	0	3
10:00	3	0	0	0	0	0	0	3	9	0	0	0	0	0	0	9
10:15	2	0	0	0	0	0	0	2	5	0	0	0	0	0	0	5
10:30	5	0	0	0	0	0	0	5	7	0	0	0	0	0	0	7
10:45	5	0	0	0	0	0	0	5	3	0	0	0	0	0	0	3
11:00	2	0	0	0	0	0	0	2	7	0	0	0	0	0	0	7
11:15	3	0	0	0	0	0	0	3	6	0	0	0	0	0	0	6
11:30	7	0	0	0	0	0	0	7	9	1	0	0	0	0	0	10
11:45	6	0	0	0	0	0	0	6	12	0	0	0	0	0	0	12
12:00	6	0	0	0	0	0	0	6	9	1	0	0	0	0	0	10
12:15	6	0	0	0	0	0	0	6	2	0	0	0	0	0	0	2
12:30	6	0	0	0	0	0	0	6	9	0	0	0	0	0	0	9
12:45	4	0	0	0	0	0	0	4	5	0	0	0	0	0	0	5
13:00	6	0	0	0	0	0	0	6	2	0	0	0	0	0	0	2
13:15	4	0	0	0	0	0	0	4	3	0	0	0	0	0	0	3
13:30	3	0	0	0	0	0	0	3	6	0	0	0	0	0	0	6
13:45	9	0	0	0	0	0	0	9	3	1	0	0	0	0	0	4
14:00	6	0	0	0	0	0	0	6	3	0	0	0	0	0	0	3
14:15	3	0	0	0	0	0	0	3	3	0	0	0	0	0	0	3
14:30	9	0	0	0	0	0	0	9	2	1	0	0	0	0	0	3
14:45	3	0	0	0	0	0	0	3	5	0	0	0	0	0	0	5
15:00	4	1	0	0	0	0	0	5	3	0	0	0	0	0	0	3
15:15	6	0	0	0	0	0	0	6	3	0	0	0	0	0	0	3
15:30	3	0	0	0	0	0	0	3	6	0	0	0	0	0	0	6
15:45	7	0	0	0	0	0	0	7	4	1	0	0	0	0	0	5
16:00	7	0	0	0	0	0	0	7	3	0	0	0	0	0	0	3
16:15	5	0	0	0	0	0	0	5	4	1	0	0	0	0	0	5
16:30	3	0	0	0	0	0	0	3	4	0	0	0	0	0	0	4
16:45	8	0	0	0	0	0	0	8	1	0	0	0	0	0	0	1
17:00	11	0	0	0	0	0	0	11	4	0	0	0	0	0	0	4
17:15	0	0	0	0	0	0	0	0	8	0	0	0	0	0	0	8
17:30	8	0	0	0	0	0	0	8	3	0	0	0	0	0	0	3
17:45	2	0	0	0	0	0	0	2	6	0	0	0	0	0	0	6
18:00	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0
18:15	6	0	0	0	0	0	0	6	4	0	0	0	0	0	0	4
18:30	4	0	0	0	0	0	0	4	5	0	0	0	0	0	0	5
18:45	3	1	0	0	0	0	0	4	1	0	0	0	0	0	0	1
19:00	1	0	0	0	0	0	0	1	3	0	0	0	0	0	0	3
19:15	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
19:30	2	0	0	0	0	0	0	2	3	0	0	0	0	0	1	4
19:45	7	0	0	0	0	0	0	7	1	0	0	0	0	0	0	1
20:00	4	0	0	0	0	0	0	4	5	0	0	0	0	0	0	5
20:15	5	0	0	0	0	0	0	5	4	0	0	0	0	0	0	4
20:30	2	0	0	0	0	0	0	2	1	0	0	0	0	0	0	1
20:45	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:15	1	0	0	0	0	0	0	1	3	0	0	0	0	0	0	3
21:30	1	0	0	0	0	0	0	1	2	0	0	0	0	0	0	2
21:45	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2
22:00	3	0	0	0	0	0	0	3	1	0	0	0	0	0	0	1
22:15	3	0	0	0	0	0	0	3	2	1	0	0	0	0	0	3
22:30	1	0	0	0	0	0	0	1	2	0	0	0	0	0	0	2
22:45	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2
23:00	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2
23:15	5	0	0	0	0	0	0	5	2	0	0	0	0	0	0	2
23:30	3	0	0	0	0	0	0	3	1	1	0	0	0	0	0	2
23:45	4	1	0	0	0	0	0	5	0	0	0	0	0	0	0	0

Start Time	Rolling Hour							Total	Rolling Hour							Total
00:00	17	0	0	0	0	0	0	17	4	0	0	0	0	0	0	4
00:15	14	0	0	0	0	0	0	14	4	0	0	0	0	0	0	4
00:30	13	0	0	0	0	0	0	13	5	0	0	0	0	0	0	5
00:45	12	0	0	0	0	0	0	12	6	0	0	0	0	0	0	6
01:00	15	0	0	0	0	0	0	15	9	0	0	0	0	0	0	9
01:15	18	0	0	0	0	0	0	18	10	0	0	0	0	0	0	10
01:30	21	1	0	0	0	0	0	22	11	0	0	0	0	0	0	11
01:45	20	1	0	0	0	0	0	21	12	0	0	0	0	0	0	12
02:00	15	1	0	0	0	0	0	16	9	0	0	0	0	0	0	9
02:15	8	1	0	0	0	0	0	9	9	0	0	0	0	0	0	9
02:30	7	0	0	0	0	0	0	7	13	0	0	0	0	0	0	13
02:45	8	0	0	0	0	0	0	8	14	0	0	0	0	0	0	14
03:00	7	0	0	0	0	0	0	7	15	0	0	0	0	0	0	15
03:15	8	0	0	0	0	0	0	8	17	0	0	0	0	0	0	17
03:30	9	0	0	0	0	0	0	9	16	0	0	0	0	0	0	16
03:45	9	0	0	0	0	0	0	9	16	0	0	0	0	0	0	16
04:00	10	1	0	0	0	0	0	11	19	0	0	0	0	0	0	19
04:15	14	1	0	0	0	0	0	15	18	0	0	0	0	0	0	18
04:30	10	1	0	0	0	0	0	11	21	0	0	0	0	0	0	21
04:45	11	1	0	0	0	0	0	12	21	0	0	0	0	0	0	21
05:00	11	0	0	0	0	0	0	11	17	0	0	0	0	0	0	17
05:15	7	0	0	0	0	0	0	7	18	0	0	0	0	0	0	18
05:30	8	0	0	0	0	0	0	8	13	0	0	0	0	0	0	13
05:45	6	0	0	0	0	0	0	6	13	0	0	0	0	0	0	13
06:00	4	0	0	0	0	0	0	4	12	0	0	0	0	0	0	12
06:15	4	0	0	0	0	0	0	4	13	0	0	0	0	0	0	13
06:30	4	0	0	0	0	0	0	4	9	0	0	0	0	0	0	9
06:45	4	0	0	0	0	0	0	4	7	0	0	0	0	0	0	7
07:00	10	0	0	0	0	0	0	10	11	0	0	0	0	0	0	11
07:15	15	0	0	0	0	0	0	15	14	0	0	0	0	0	0	14
07:30	18	0	0	0	0	0	0	18	24	1	0	0	0	0	0	25
07:45	22	1	0	0	0	0	0	23	30	1	0	0	0	0	0	31
08:00	19	1	0	0	0	0	0	20	32	1	0	0	0	0	0	33
08:15	18	1	0	0	0	0	0	19	31	1	0	0	0	0	0	32
08:30	20	1	0	0	0	0	0	21	28	0	0	0	0	0	0	28
08:45	14	0	0	0	0	0	0	14	24	0	0	0	0	0	0	24
09:00	17	0	0	0	0	0	0	17	20	0	0	0	0	0	0	20
09:15	15	0	0	0	0	0	0	15	22	0	0	0	0	0	0	22
09:30	11	0	0	0	0	0	0	11	20	0	0	0	0	0	0	20
09:45	16	0	0	0	0	0	0	16	24	0	0	0	0	0	0	24
10:00	15	0	0	0	0	0	0	15	24	0	0	0	0	0	0	24
10:15	14	0	0	0	0	0	0	14	22	0	0	0	0	0	0	22
10:30	15	0	0	0	0	0	0	15	23	0	0	0	0	0	0	23
10:45	17	0	0	0	0	0	0	17	25	1	0	0	0	0	0	26
11:00	18	0	0	0	0	0	0	18	34	1	0	0	0	0	0	35
11:15	22	0	0	0	0	0	0	22	36	2	0	0	0	0	0	38
11:30	25	0	0	0	0	0	0	25	32	2	0	0	0	0	0	34
11:45	24	0	0	0	0	0	0	24	32	1	0	0	0	0	0	33
12:00	22	0	0	0	0	0	0	22	25	1	0	0	0	0	0	26
12:15	22	0	0	0	0	0	0	22	18	0	0	0	0	0	0	18
12:30	20	0	0	0	0	0	0	20	19	0	0	0	0	0	0	19
12:45	17	0	0	0	0	0	0	17	16	0	0	0	0	0	0	16
13:00	22	0	0	0	0	0	0	22	14	1	0	0	0	0	0	15
13:15	22	0	0	0	0	0	0	22	15	1	0	0	0	0	0	16
13:30	21	0	0	0	0	0	0	21	15	1	0	0	0	0	0	16
13:45	27	0	0	0	0	0	0	27	11	2	0	0	0	0	0	13
14:00	21	0	0	0	0	0	0	21	13	1	0	0	0	0	0	14
14:15	19	1	0	0	0	0	0	20	13	1	0	0	0	0	0	14
14:30	22	1	0	0	0	0	0	23	13	1	0	0	0	0	0	14
14:45	16	1	0	0	0	0	0	17	17	0	0	0	0	0	0	17
15:00	20	1	0	0	0	0	0	21	16	1	0	0	0	0	0	17
15:15	23	0	0	0	0	0	0	23	16	1	0	0	0	0	0	17
15:30	22	0	0	0	0	0	0	22	17	2	0	0	0	0	0	19
15:45	22	0	0	0	0	0	0	22	15	2	0	0	0	0	0	17
16:00	23	0	0	0	0	0	0	23	12	1	0	0	0	0	0	13
16:15	27	0	0	0	0	0	0	27	13	1	0	0	0	0	0	14
16:30	22	0	0	0	0	0	0	22	17	0	0	0	0	0	0	17
16:45	27	0	0	0	0	0	0	27	16	0	0	0	0	0	0	16
17:00	21	0	0	0	0	0	0	21	21	0	0	0	0	0	0	21
17:15	13	0	0	0	0	0	0	13	17	0	0	0	0	0	0	17
17:30	19	0	0	0	0	0	0	19	13	0	0	0	0	0	0	13
17:45	15	0	0	0	0	0	0	15	15	0	0	0	0	0	0	15
18:00	16	1	0	0	0	0	0	17	10	0	0	0	0	0	0	10
18:15	14	1	0	0	0	0	0	15	13	0	0	0	0	0	0	13
18:30	9	1	0	0	0	0	0	10	10	0	0	0	0	0	0	10
18:45	7	1	0	0	0	0	0	8	8	0	0	0	0	0	1	9
19:00	11	0	0	0	0	0	0	11	8	0	0	0	0	0	1	9
19:15	14	0	0	0	0	0	0	14	10	0	0	0	0	0	1	11
19:30	18	0	0	0	0	0	0	18	13	0	0	0	0	0	1	14
19:45	18	0	0	0	0	0	0	18	11	0	0	0	0	0	0	11
20:00	11	0	0	0	0	0	0	11	12	0	0	0	0	0	0	12
20:15	7	0	0	0	0	0	0	7	7	0	0	0	0	0	0	7
20:30	3	0	0	0	0	0	0	3	6	0	0	0	0	0	0	6
20:45	2	0	0	0	0	0	0	2	7	0	0	0	0	0	0	7
21:00	4	0	0	0	0	0	0	4	7	0	0	0	0	0	0	7
21:15	7	0	0	0	0	0	0	7	8	0	0	0	0	0	0	8
21:30	9	0	0	0	0	0	0	9	7	1	0	0	0	0	0	8
21:45	9	0	0	0	0	0	0	9	7	1	0	0	0	0	0	8
22:00	9	0	0	0	0	0	0	9	7	1	0	0	0	0	0	8
22:15	8	0	0	0	0	0	0	8	8	1	0	0	0	0	0	9
22:30	10	0	0	0	0	0	0	10	8	0	0	0	0	0	0	8
22:45	12	0	0	0	0	0	0	12	7	1	0	0	0	0	0	8
23:00	14	1	0	0	0	0	0	15	5	1	0	0	0	0	0	6

Intelligent Data Collection Limited

Client: Peter Brett Associates
Project Number: ID04020
Junction Number: Site 7

Date of Survey: 12.07.2018
Junction Name: A38 / West Lane / Downside Road
Junction Type: 5-arm Signalised Junction

	Total Junction Flow							
Time	**Cars**	**LGV**	**OGV1**	**OGV2**	**Buses**	**M/C**	**Cycle**	**Total**
00:00	136	5	1	1	4	0	0	147
00:15	109	3	1	1	5	1	0	120
00:30	82	4	0	1	1	1	0	89
00:45	95	2	0	2	1	1	0	101
01:00	119	5	0	2	1	0	0	127
01:15	148	6	0	2	2	1	0	159
01:30	116	1	0	0	1	0	0	118
01:45	137	1	1	2	5	0	0	146
02:00	164	4	0	0	1	0	0	169
02:15	124	3	1	0	0	0	0	128
02:30	122	4	1	1	1	0	0	129
02:45	107	5	0	1	2	0	0	115
03:00	63	0	0	0	0	0	0	63
03:15	108	3	0	0	1	0	0	112
03:30	145	1	1	1	0	1	0	149
03:45	183	4	1	0	3	0	0	191
04:00	187	4	2	2	6	0	0	201
04:15	189	11	1	2	1	0	0	204
04:30	220	8	0	4	0	1	0	233
04:45	296	12	2	1	3	0	0	314
05:00	294	12	1	1	4	0	0	312
05:15	348	7	3	2	1	1	1	363
05:30	321	15	3	6	2	2	0	349
05:45	266	13	6	1	4	2	0	292
06:00	232	27	6	4	4	1	2	276
06:15	235	46	5	3	2	2	1	294
06:30	250	53	3	8	4	3	1	322
06:45	299	81	7	5	4	3	1	400
07:00	343	73	5	6	10	8	0	445
07:15	413	84	11	8	4	9	0	529
07:30	461	84	11	3	12	5	0	576
07:45	535	83	8	9	6	1	0	642
08:00	521	74	9	5	5	6	0	620
08:15	479	87	8	5	6	5	1	591
08:30	503	81	9	3	8	6	0	610
08:45	473	79	13	10	8	5	0	588
09:00	450	61	10	5	7	6	0	539
09:15	346	68	11	5	6	0	0	436
09:30	378	55	5	9	8	0	0	455
09:45	387	50	12	6	6	0	0	461
10:00	415	61	10	5	6	4	0	501
10:15	392	70	5	3	7	0	0	477
10:30	454	61	9	4	5	1	0	534
10:45	400	70	4	12	6	4	0	496
11:00	371	45	13	2	5	4	1	441
11:15	387	50	7	4	4	2	2	456
11:30	417	62	9	8	5	4	0	505
11:45	440	71	7	9	7	4	1	539
12:00	420	74	11	12	4	5	2	528
12:15	461	52	12	7	6	3	1	542
12:30	433	73	11	4	5	5	0	531
12:45	458	51	17	6	7	2	1	542
13:00	450	55	6	4	7	2	0	524
13:15	477	62	11	6	5	6	0	567
13:30	432	61	8	6	7	4	0	518
13:45	463	56	13	5	5	4	1	547
14:00	459	50	6	6	7	5	1	534
14:15	459	46	6	11	6	4	0	532
14:30	521	65	13	7	9	2	0	617
14:45	500	66	11	7	5	9	0	598
15:00	454	75	7	8	7	2	0	553
15:15	450	81	4	5	7	4	0	551
15:30	504	76	4	10	4	4	0	602
15:45	560	85	7	6	7	6	0	671
16:00	593	106	3	8	6	6	2	724
16:15	579	102	4	3	7	0	0	695
16:30	592	91	5	3	6	2	0	699
16:45	566	84	5	6	5	4	0	670
17:00	631	75	1	4	6	7	0	724
17:15	632	59	6	4	4	9	0	714
17:30	614	74	6	5	3	11	1	714
17:45	637	62	3	2	7	11	0	722
18:00	597	60	2	3	10	10	3	685
18:15	561	45	2	2	5	12	3	630
18:30	450	39	6	3	4	2	1	505
18:45	399	17	0	2	8	13	3	442
19:00	425	31	1	4	8	5	1	475
19:15	372	28	1	1	6	13	0	421
19:30	468	22	3	2	2	2	2	501
19:45	422	18	0	2	6	5	1	454
20:00	358	15	2	2	3	6	0	386
20:15	332	17	1	1	3	7	1	362
20:30	318	18	2	3	3	3	2	349
20:45	189	17	0	3	3	12	0	224
21:00	173	16	0	3	3	3	0	198
21:15	205	14	0	2	0	2	0	223
21:30	155	9	2	4	3	0	0	173
21:45	168	9	0	4	5	3	0	189
22:00	152	9	1	1	3	3	0	169
22:15	211	8	2	2	1	1	0	225
22:30	182	9	0	0	2	5	0	198
22:45	237	9	0	3	3	0	0	252
23:00	303	9	0	3	3	3	0	321
23:15	222	3	1	0	2	2	0	230
23:30	215	9	0	0	2	2	0	228
23:45	240	8	1	0	4	2	0	255

Start Time	Rolling Hour							Total
00:00	422	14	2	5	11	3	0	457
00:15	405	14	1	6	8	3	0	437
00:30	444	17	0	7	5	3	0	476
00:45	478	14	0	6	5	2	0	505
01:00	520	13	1	6	9	1	0	550
01:15	565	12	1	4	9	1	0	592
01:30	541	9	2	2	7	0	0	561
01:45	547	12	3	3	7	0	0	572
02:00	517	16	2	2	4	0	0	541
02:15	416	12	2	2	3	0	0	435
02:30	400	12	1	2	4	0	0	419
02:45	423	9	1	2	3	1	0	439
03:00	499	8	2	1	4	1	0	515
03:15	623	12	4	3	10	1	0	653
03:30	704	20	5	5	10	1	0	745
03:45	779	27	4	8	10	1	0	829
04:00	892	35	5	9	10	1	0	952
04:15	999	43	4	8	8	1	0	1063
04:30	1158	39	6	8	8	2	1	1222
04:45	1259	46	9	10	10	3	1	1338
05:00	1229	47	13	10	11	5	1	1316
05:15	1167	62	18	13	11	6	3	1280
05:30	1054	101	20	14	12	7	3	1211
05:45	983	139	20	16	14	8	4	1184
06:00	1016	207	21	20	14	9	5	1292
06:15	1127	253	20	22	20	16	3	1461
06:30	1305	291	26	27	22	23	2	1696
06:45	1516	322	34	22	30	25	1	1950
07:00	1752	324	35	26	32	23	0	2192
07:15	1930	325	39	25	27	21	0	2367
07:30	1996	328	36	22	29	17	1	2429
07:45	2038	325	34	22	25	18	1	2463
08:00	1976	321	39	23	27	22	1	2409
08:15	1905	308	40	23	29	22	1	2328
08:30	1772	289	43	23	29	17	0	2173
08:45	1647	263	39	29	29	11	0	2018
09:00	1561	234	38	25	27	6	0	1891
09:15	1526	234	38	25	26	4	0	1853
09:30	1572	236	32	23	27	4	0	1894
09:45	1648	242	36	18	24	5	0	1973
10:00	1661	262	28	24	24	9	0	2008
10:15	1617	246	31	21	23	9	1	1948
10:30	1612	226	33	22	20	11	3	1927
10:45	1575	227	33	26	20	14	3	1898
11:00	1615	228	36	23	21	14	4	1941
11:15	1664	257	34	33	20	15	5	2028
11:30	1738	259	39	36	22	16	4	2114
11:45	1754	270	41	32	22	17	4	2140
12:00	1772	250	51	29	22	15	4	2143
12:15	1802	231	46	21	25	12	2	2139
12:30	1818	241	45	20	24	15	1	2164
12:45	1817	229	42	22	26	14	1	2151
13:00	1822	234	38	21	24	16	1	2156
13:15	1831	229	38	23	24	19	2	2166
13:30	1813	213	33	28	25	17	2	2131
13:45	1902	217	38	29	27	15	2	2230
14:00	1939	227	36	31	27	20	1	2281
14:15	1934	252	37	33	27	17	0	2300
14:30	1925	287	35	27	28	17	0	2319
14:45	1908	298	26	30	23	19	0	2304
15:00	1968	317	22	29	25	16	0	2377
15:15	2107	348	18	29	24	20	2	2548
15:30	2236	369	18	27	24	16	2	2692
15:45	2324	384	19	20	26	14	2	2789
16:00	2330	383	17	20	24	12	2	2788
16:15	2368	352	15	16	24	13	0	2788
16:30	2421	309	17	17	21	22	0	2807
16:45	2443	292	18	19	18	31	1	2822
17:00	2514	270	16	15	20	38	1	2874
17:15	2480	255	17	14	24	41	4	2835
17:30	2409	241	13	12	25	44	7	2751
17:45	2245	206	13	10	26	35	7	2542
18:00	2007	161	10	10	27	37	10	2262
18:15	1835	132	9	11	25	32	8	2052
18:30	1646	115	8	10	26	33	5	1843
18:45	1664	98	5	9	24	33	6	1839
19:00	1687	99	5	9	22	25	4	1851
19:15	1620	83	6	7	17	26	3	1762
19:30	1580	72	6	7	14	20	4	1703
19:45	1430	68	5	8	15	21	4	1551
20:00	1197	67	5	9	12	28	3	1321
20:15	1012	68	3	10	12	25	3	1133
20:30	885	65	2	11	9	20	2	994
20:45	722	56	2	12	9	17	0	818
21:00	701	48	2	13	11	8	0	783
21:15	680	41	3	11	11	8	0	754
21:30	686	35	5	11	12	7	0	756
21:45	713	35	3	7	11	12	0	781
22:00	782	35	3	6	9	9	0	844
22:15	933	35	2	8	9	9	0	996
22:30	944	30	1	6	10	10	0	1001
22:45	977	30	1	6	10	7	0	1031
23:00	980	29	2	3	11	9	0	1034

Intelligent Data Collection Limited

Client: Peter Brett Associates
Project Number: ID04020
Junction Number: Site 7

Date of Survey: 12.07.2018
Junction Name: A38 / West Lane / Downside Road
Junction Type: 5-arm Signalised Junction

Arm A: A38 (N) **Arm B:** West Lane (E) **Arm C:** A38 (S) **Arm D:** Downside Road (W) **Arm E:** The Airport Tavern Car Park (W)

	PCU Summary																							
Time	A to A	A to E	A to D	A to C	A to B	B to B	B to A	B to E	B to D	B to C	C to C	C to B	C to A	C to E	C to D	D to D	D to C	D to B	D to A	D to E	E to E	E to D	E to C	E to B	E to A
00:00	0	0	0	40	2	0	2	0	0	5	0	8	82	0	2	0	2	0	5	1	0	0	3	1	3
00:15	0	0	0	41	4	0	1	0	0	5	0	5	55	0	5	0	3	1	6	1	0	0	0	0	2
00:30	0	0	0	24	3	0	0	0	0	8	0	6	40	0	1	0	1	1	3	0	0	0	1	0	3
00:45	0	0	0	36	5	0	0	0	0	8	0	2	43	0	2	0	3	0	0	2	0	0	3	0	1
01:00	0	0	0	43	4	0	1	0	0	14	0	9	45	0	6	0	4	1	1	1	0	0	1	0	3
01:15	0	0	0	34	6	0	1	0	1	11	0	12	80	1	8	0	5	1	4	1	0	0	0	0	1
01:30	0	0	0	43	4	0	1	1	0	11	0	5	43	0	7	0	0	1	1	0	0	0	2	0	1
01:45	0	0	0	46	1	0	0	0	1	12	0	7	63	4	7	0	7	0	2	1	0	0	4	1	2
02:00	0	0	0	34	1	0	0	1	0	3	0	13	97	0	7	0	5	1	1	1	0	0	4	0	3
02:15	0	0	0	40	0	0	3	0	3	0	0	7	61	2	1	0	6	0	0	1	0	0	3	0	2
02:30	0	0	0	44	0	0	1	0	0	5	0	7	61	2	2	0	5	1	3	0	0	0	0	0	2
02:45	0	0	1	50	1	0	1	0	0	3	0	4	43	1	0	0	11	1	2	1	0	0	2	0	0
03:00	0	0	0	29	2	0	0	0	0	3	0	1	22	1	1	0	2	1	0	1	0	0	0	0	0
03:15	0	2	0	69	0	0	0	2	0	4	0	2	22	1	2	0	5	0	0	2	0	0	1	0	2
03:30	0	0	0	77	1	0	1	0	0	16	0	2	31	2	2	0	12	0	3	1	0	0	2	0	1
03:45	0	1	0	102	4	0	2	0	0	9	0	11	54	1	4	0	4	0	2	1	0	0	1	0	0
04:00	0	1	0	93	0	0	0	1	0	9	0	8	79	1	6	0	13	0	3	1	0	0	1	0	0
04:15	0	2	0	114	3	0	0	0	0	12	0	1	59	3	5	0	5	0	1	1	0	0	2	0	2
04:30	0	1	0	120	0	0	3	0	0	5	0	12	74	0	7	0	12	0	1	2	0	0	3	0	0
04:45	0	0	0	157	3	0	4	0	0	32	0	10	90	3	7	0	8	0	2	3	0	0	1	0	2
05:00	0	2	1	162	4	0	0	0	0	23	0	15	89	0	4	0	10	2	2	1	0	0	1	1	3
05:15	0	3	1	176	0	0	5	0	0	23	0	11	121	5	11	0	7	1	4	1	0	0	0	0	0
05:30	0	0	0	153	4	0	3	0	0	27	0	6	133	1	14	0	10	3	6	2	0	0	2	1	1
05:45	0	2	0	154	0	0	3	0	0	13	0	8	88	0	9	0	14	4	7	0	0	0	1	0	1
06:00	0	1	0	102	5	0	9	0	0	19	0	10	114	1	12	0	7	2	8	2	0	0	1	0	0
06:15	0	1	0	106	5	0	3	0	0	29	0	7	118	1	13	0	5	10	4	2	0	0	1	0	0
06:30	0	0	0	108	6	0	8	0	0	16	0	10	134	2	23	0	3	9	21	1	0	0	2	0	0
06:45	0	0	0	125	3	0	6	0	0	34	0	17	163	1	34	0	9	11	16	0	0	0	0	0	0
07:00	0	4	0	134	4	0	9	0	0	38	0	7	189	1	32	0	8	18	26	0	0	1	0	0	0
07:15	0	0	1	153	1	0	3	0	0	33	0	15	234	0	50	0	13	19	31	0	0	0	1	0	0
07:30	0	0	0	179	2	0	3	0	0	69	0	14	206	1	57	0	11	22	40	0	0	0	0	0	2
07:45	0	4	0	195	7	0	4	0	0	55	0	20	246	1	68	0	16	15	37	0	0	0	0	0	6
08:00	0	6	3	194	6	0	3	0	0	46	0	20	210	2	59	0	13	24	50	0	0	0	2	0	4
08:15	0	7	0	172	6	0	4	1	0	43	0	15	212	2	69	0	9	30	39	1	0	0	1	0	3
08:30	0	5	0	208	5	0	2	1	3	61	0	19	192	1	67	0	9	16	37	0	0	0	2	0	5
08:45	0	6	0	201	4	0	4	0	0	60	0	27	195	1	66	0	16	15	30	0	0	0	3	0	0
09:00	0	5	0	165	9	0	1	0	3	47	0	27	199	1	46	0	17	13	25	1	0	0	0	0	5
09:15	0	6	0	130	6	0	4	0	0	39	0	24	161	1	41	0	15	12	19	0	0	0	1	0	5
09:30	0	0	0	183	5	0	3	0	0	46	0	8	148	3	47	0	11	12	23	0	0	0	0	0	0
09:45	0	1	0	160	6	0	9	0	0	48	0	27	149	2	41	0	21	11	11	0	0	0	3	0	3
10:00	0	7	0	187	5	0	1	0	0	41	0	18	174	1	41	0	19	13	15	1	0	0	1	0	2
10:15	0	4	0	173	10	0	6	0	0	38	0	16	165	1	41	0	24	10	8	0	0	0	0	0	2
10:30	0	4	2	187	8	0	1	0	0	33	0	18	217	1	43	0	11	9	15	2	0	0	3	0	2
10:45	0	0	0	182	3	0	6	0	0	44	0	27	162	2	53	0	17	12	15	1	0	0	0	0	5
11:00	0	6	3	176	11	0	0	0	0	35	0	13	137	1	39	0	15	14	9	0	0	0	1	0	1
11:15	0	4	1	156	9	0	2	0	0	39	0	12	166	0	31	0	12	14	21	2	0	0	1	0	2
11:30	0	4	0	191	4	0	7	1	0	41	0	21	148	1	42	0	23	22	18	4	0	0	3	0	4
11:45	0	11	0	216	6	0	5	0	0	43	0	28	146	0	61	0	16	12	19	1	0	0	0	0	6
12:00	0	8	2	215	6	0	2	0	0	51	0	23	165	1	36	0	21	9	16	1	0	0	1	0	5
12:15	0	2	2	212	2	0	1	0	0	44	0	27	195	0	41	0	19	7	15	0	0	0	1	0	5
12:30	0	6	5	176	4	0	3	1	0	37	0	23	191	2	44	0	22	17	17	0	0	0	3	1	2
12:45	0	0	1	195	9	0	5	0	0	53	0	29	191	2	38	0	19	11	18	3	0	0	3	1	0
13:00	0	0	0	180	6	0	2	0	0	41	0	28	194	1	37	0	18	7	26	1	0	0	4	0	2
13:15	0	1	2	201	5	0	3	0	0	44	0	28	200	0	55	0	16	16	15	2	0	0	1	3	0
13:30	0	1	1	191	9	0	7	0	0	40	0	22	166	2	38	0	25	8	28	3	0	0	1	0	2
13:45	0	2	1	190	11	0	5	0	0	43	0	25	174	1	43	0	30	11	27	1	0	0	1	0	8
14:00	0	2	3	198	5	0	1	0	0	32	0	30	171	1	37	0	20	30	22	0	0	0	1	0	5
14:15	0	1	1	195	5	0	3	0	0	38	0	24	196	1	38	0	14	15	30	1	0	0	1	1	1
14:30	0	2	1	228	5	0	7	0	0	45	0	30	215	0	55	0	18	21	18	1	0	0	3	2	4
14:45	0	3	3	196	5	0	3	0	0	47	0	33	219	1	61	0	15	19	14	1	0	0	1	0	2
15:00	0	2	3	194	9	0	1	0	0	52	0	36	181	1	56	0	19	7	19	0	0	0	1	0	4
15:15	0	2	3	191	6	0	1	0	0	57	0	33	184	1	44	0	8	15	22	0	0	0	4	1	1
15:30	0	2	3	234	11	0	2	1	0	36	0	23	198	1	48	0	13	22	29	2	0	0	1	1	1
15:45	0	1	0	255	4	0	1	0	0	45	0	35	237	3	60	0	17	7	23	1	0	0	1	2	4
16:00	0	1	2	257	6	0	3	0	0	57	0	34	218	2	86	0	25	20	28	0	0	0	1	0	6
16:15	0	3	2	240	1	0	1	0	0	50	0	39	220	1	64	0	32	23	34	1	0	0	0	0	5
16:30	0	1	1	236	6	0	3	1	0	56	0	41	233	2	70	0	16	23	26	0	0	0	0	1	2
16:45	0	0	2	245	11	0	3	0	1	53	0	44	204	1	59	0	19	11	30	0	0	0	1	0	7
17:00	0	2	2	272	4	0	0	0	0	59	0	29	220	0	75	0	14	27	20	2	0	0	1	1	9
17:15	0	2	5	258	4	0	6	0	0	66	0	39	224	4	66	0	19	15	18	2	0	0	0	0	0
17:30	0	2	3	256	2	0	2	0	0	71	0	29	219	0	70	0	17	22	23	1	0	0	2	1	5
17:45	0	1	1	258	1	0	1	0	0	69	0	38	213	3	77	0	23	22	21	2	0	0	0	0	2
18:00	0	0	1	250	5	0	2	0	0	54	0	31	215	0	71	0	25	24	17	0	0	0	1	1	1
18:15	0	0	0	242	8	0	5	0	0	50	0	26	167	4	61	0	18	25	20	0	0	0	2	1	3
18:30	0	0	2	198	9	0	5	0	0	34	0	24	159	3	34	0	9	19	18	2	0	0	2	1	1
18:45	0	1	1	187	6	0	2	0	0	41	0	25	117	0	36	0	10	11	7	0	0	0	1	0	3
19:00	0	2	0	146	10	0	2	1	0	32	0	22	187	0	32	0	14	18	25	0	0	0	0	0	1
19:15	0	0	1	163	14	0	0	0	0	36	0	12	124	0	38	0	7	8	19	1	0	0	0	0	1
19:30	0	0	0	162	9	0	0	0	0	42	0	28	203	1	29	0	3	10	16	2	0	0	1	1	0
19:45	0	0	0	127	12	0	4	0	0	28	0	23	211	0	26	0	3	4	17	1	0	1	3	0	3
20:00	0	2	1	120	7	0	8	0	0	20	0	27	146	0	39	0	5	5	5	3	0	0	1	0	3
20:15	0	1	0	105	8	0	2	0	0	23	0	15	140	0	26	0	6	14	16	3	0	0	1	1	3
20:30	0	0	3	97	7	0	3	0	0	33	0	19	131	0	28	0	6	13	15	1	0	0	1	1	0
20:45	0	0	2	82	1	0	2	0	1	8	0	15	67	0	25	0	4	5	13	2	0	0	0	0	0
21:00	0	0	0	81	1	0	5	0	1	8	0	3	58	0	25	0	2	6	17	0	0	0	0	0	0
21:15	0	0	1	76	5	0	2	0	0	23	0	10	61	3	26	0	2	6	9	0	0	0	1	0	0
21:30	0	0	0	65	5	0	3	0	2	9	0	7	56	1	18	0	5	4	10	1	0	0	0	0	1
21:45	0	0	2	82	3	0	1	0	1	14	0	8	60	1	18	0	6	0	3	1	0	0	1	1	0
22:00	0	0	0	55	7	0	3	1	0	15	0	6	47	0	21	0	6	2	9	0	0	0	1	0	2
22:15	0	0	0	73	1	0	2	0	0	11	0	11	94	1	19	0	4	1	9	2	0	0	2	1	0
22:30	0	1	0	76	6	0	2	0	0	19	0	9	57	1	13	0	5	2	5	0	0	0	1	0	0
22:45	0	1	1	102	7	0	1	0	0	30	0	14	77	1	15	0	8	1	2	0	0	0	2	0	0
23:00	0	1	0	102	3	0	0	0	0	25	0	19	142	0	17	0	8	2	7	1	0	0	1	0	1

23:15	0	0	0	62	3	0	3	0	0	11	0	12	112	1	14	0	3	2	4	1	0	0	3	0	2
23:30	0	0	0	81	1	0	2	0	0	10	0	19	95	1	8	0	5	0	4	1	0	0	2	0	1
23:45	0	0	0	64	12	0	0	0	0	19	0	15	108	0	15	0	10	1	11	0	0	0	3	1	1

Start Time	Rolling Hour																										
00:00	0	0	0	142	14	0	3	0	0	26	0	21	221	0	10	0	9	2	14	4	0	0	7	1	9
00:15	0	0	0	145	16	0	2	0	0	35	0	22	183	0	14	0	11	3	10	4	0	0	5	0	9
00:30	0	0	0	137	18	0	2	0	1	41	0	29	207	1	17	0	13	3	8	4	0	0	5	0	8
00:45	0	0	0	155	19	0	3	1	1	44	0	28	210	1	23	0	12	3	6	4	0	0	6	0	6
01:00	0	0	0	165	15	0	3	1	2	48	0	33	230	5	28	0	16	3	8	3	0	0	7	1	7
01:15	0	0	0	156	12	0	2	2	2	37	0	37	282	5	29	0	17	3	8	3	0	0	10	1	7
01:30	0	0	0	162	6	0	4	2	4	26	0	32	264	6	22	0	18	2	4	3	0	0	13	1	8
01:45	0	0	0	164	2	0	4	1	4	20	0	34	282	8	17	0	23	2	6	3	0	0	11	1	9
02:00	0	0	1	168	2	0	5	1	3	11	0	31	261	5	10	0	27	3	6	3	0	0	9	0	7
02:15	0	0	1	163	3	0	5	0	3	11	0	19	187	6	4	0	24	3	5	3	0	0	5	0	4
02:30	0	2	1	192	3	0	2	2	0	15	0	14	147	5	5	0	23	3	5	4	0	0	3	0	4
02:45	0	2	1	225	4	0	2	2	0	26	0	9	117	5	5	0	30	2	5	5	0	0	5	0	3
03:00	0	3	0	278	7	0	3	2	0	32	0	16	129	5	9	0	23	1	5	5	0	0	4	0	3
03:15	0	4	0	342	5	0	3	3	0	38	0	23	185	5	14	0	34	0	8	5	0	0	5	0	3
03:30	0	4	0	386	8	0	3	1	0	46	0	22	223	7	17	0	34	0	9	4	0	0	6	0	3
03:45	0	5	0	430	7	0	5	1	0	35	0	32	266	5	22	0	34	0	7	5	0	0	7	0	2
04:00	0	4	0	484	6	0	7	1	0	58	0	31	302	7	25	0	38	0	7	7	0	0	7	0	4
04:15	0	5	1	553	10	0	7	0	0	72	0	38	313	6	23	0	35	2	6	7	0	0	7	1	7
04:30	0	6	2	616	7	0	12	0	0	83	0	48	375	8	29	0	37	3	9	7	0	0	5	1	5
04:45	0	5	2	648	11	0	12	0	0	105	0	42	434	9	36	0	35	6	14	7	0	0	4	2	6
05:00	0	7	2	645	8	0	11	0	0	86	0	40	432	6	38	0	41	10	19	4	0	0	4	2	5
05:15	0	6	1	585	9	0	20	0	0	82	0	35	456	7	46	0	38	10	25	5	0	0	4	1	2
05:30	0	4	0	514	14	0	18	0	0	88	0	31	453	3	48	0	36	19	25	6	0	0	5	1	2
05:45	0	4	0	469	16	0	23	0	0	77	0	35	454	4	57	0	29	25	40	5	0	0	5	0	1
06:00	0	2	0	440	19	0	26	0	0	98	0	44	529	5	82	0	24	32	49	5	0	0	4	0	0
06:15	0	5	0	472	18	0	26	0	0	117	0	41	605	5	103	0	25	48	67	3	0	1	3	0	0
06:30	0	4	1	519	14	0	26	0	0	121	0	50	720	4	140	0	33	57	94	1	0	1	3	0	0
06:45	0	4	1	590	10	0	21	0	0	174	0	54	792	3	173	0	41	71	113	0	0	1	1	0	2
07:00	0	8	1	660	14	0	19	0	0	196	0	57	874	3	207	0	48	75	135	0	0	1	1	0	8
07:15	0	10	4	720	16	0	13	0	0	204	0	70	896	4	234	0	53	80	159	0	0	0	3	0	12
07:30	0	17	3	739	21	0	14	1	0	214	0	69	874	6	253	0	49	91	166	1	0	0	3	0	15
07:45	0	22	3	768	24	0	13	2	3	205	0	74	860	6	263	0	47	84	163	1	0	0	5	0	18
08:00	0	24	3	774	21	0	13	2	3	210	0	81	809	6	261	0	47	84	156	1	0	0	8	0	12
08:15	0	23	0	745	24	0	11	2	6	211	0	88	798	5	248	0	51	73	131	2	0	0	6	0	13
08:30	0	22	0	704	24	0	11	1	6	208	0	97	747	4	220	0	57	56	111	1	0	0	6	0	15
08:45	0	17	0	679	24	0	12	0	3	193	0	86	704	6	199	0	59	52	97	1	0	0	4	0	10
09:00	0	12	0	638	26	0	17	0	3	181	0	86	658	7	175	0	64	48	78	1	0	0	4	0	13
09:15	0	14	0	660	22	0	17	0	0	174	0	77	633	7	170	0	66	48	68	1	0	0	5	0	10
09:30	0	12	0	703	26	0	19	0	0	173	0	69	636	7	170	0	75	46	57	1	0	0	4	0	7
09:45	0	16	2	708	29	0	17	0	0	159	0	79	706	5	166	0	75	43	49	3	0	0	7	0	9
10:00	0	15	2	730	26	0	14	0	0	155	0	79	718	5	178	0	71	44	54	4	0	0	4	0	11
10:15	0	14	5	718	32	0	13	0	0	149	0	74	681	5	176	0	67	45	48	3	0	0	4	0	10
10:30	0	14	6	701	31	0	9	0	0	151	0	70	682	4	166	0	55	48	61	5	0	0	5	0	10
10:45	0	14	4	705	27	0	15	1	0	158	0	73	613	4	165	0	67	61	63	7	0	0	5	0	12
11:00	0	25	4	739	30	0	14	1	0	157	0	74	597	2	173	0	66	62	67	7	0	0	5	0	13
11:15	0	27	3	779	25	0	16	1	0	173	0	84	625	2	170	0	72	57	74	8	0	0	5	0	17
11:30	0	25	4	834	18	0	15	1	0	178	0	99	653	2	180	0	79	50	68	6	0	0	5	0	20
11:45	0	27	9	819	18	0	11	1	0	174	0	101	696	3	181	0	78	45	67	2	0	0	5	1	18
12:00	0	16	10	798	21	0	11	1	0	184	0	102	741	5	158	0	81	44	66	4	0	0	8	2	12
12:15	0	8	8	763	21	0	11	1	0	174	0	107	770	5	160	0	78	42	76	4	0	0	11	2	9
12:30	0	7	8	752	24	0	13	1	0	174	0	107	775	5	174	0	75	51	76	6	0	0	11	5	4
12:45	0	2	4	768	29	0	17	0	0	178	0	106	750	5	168	0	78	42	87	9	0	0	9	4	4
13:00	0	4	4	762	31	0	17	0	0	168	0	102	733	4	173	0	89	43	96	7	0	0	7	3	12
13:15	0	6	7	781	30	0	16	0	0	159	0	104	710	4	173	0	91	66	92	6	0	0	4	3	15
13:30	0	6	6	774	30	0	16	0	0	154	0	101	707	5	155	0	89	64	107	5	0	0	4	1	16
13:45	0	7	6	811	26	0	16	0	0	158	0	109	755	3	173	0	82	77	97	3	0	0	6	3	18
14:00	0	8	8	817	20	0	14	0	0	163	0	117	801	3	190	0	67	84	84	3	0	0	6	3	12
14:15	0	8	8	812	24	0	14	0	0	183	0	123	811	3	209	0	66	62	81	3	0	0	6	3	11
14:30	0	9	10	808	25	0	12	0	0	201	0	132	799	3	215	0	60	61	73	2	0	0	9	3	11
14:45	0	9	12	814	31	0	7	1	0	193	0	125	782	4	209	0	55	63	84	3	0	0	7	2	8
15:00	0	7	9	873	30	0	5	1	0	191	0	126	799	6	208	0	57	51	92	3	0	0	7	4	10
15:15	0	6	8	936	27	0	7	1	0	196	0	124	836	7	238	0	63	64	101	3	0	0	7	4	12
15:30	0	7	7	986	22	0	7	1	0	189	0	131	872	7	258	0	87	71	113	4	0	0	3	3	16
15:45	0	6	5	987	17	0	8	1	0	209	0	149	907	8	280	0	90	72	110	2	0	0	2	3	17
16:00	0	5	7	977	24	0	10	1	1	217	0	158	874	6	279	0	92	77	118	1	0	0	2	1	20
16:15	0	6	7	992	22	0	7	1	1	219	0	153	876	4	268	0	81	84	110	3	0	0	2	2	23
16:30	0	5	10	1010	25	0	12	1	1	234	0	153	880	7	270	0	68	76	94	4	0	0	2	2	18
16:45	0	6	12	1030	21	0	11	0	1	250	0	142	867	5	271	0	69	75	91	5	0	0	4	2	21
17:00	0	7	11	1043	11	0	9	0	0	265	0	136	876	7	289	0	73	86	82	7	0	0	3	2	16
17:15	0	5	10	1022	12	0	11	0	0	260	0	137	871	7	285	0	84	83	79	5	0	0	3	2	8
17:30	0	3	5	1006	16	0	10	0	0	245	0	124	814	7	280	0	83	93	81	3	0	0	5	3	11
17:45	0	1	4	948	22	0	13	0	0	207	0	119	754	10	244	0	75	90	76	4	0	0	5	3	7
18:00	0	1	4	877	28	0	14	0	0	179	0	106	657	7	203	0	62	79	62	2	0	0	6	3	8
18:15	0	3	3	772	33	0	14	1	0	157	0	97	630	7	163	0	51	73	70	2	0	0	5	2	8
18:30	0	3	4	694	39	0	9	1	0	143	0	83	587	3	140	0	40	56	69	3	0	0	3	1	6
18:45	0	3	2	658	39	0	4	1	0	151	0	87	631	1	135	0	34	47	67	3	0	0	2	1	5
19:00	0	2	1	598	45	0	6	1	0	138	0	85	725	1	125	0	27	40	77	4	0	1	4	1	5
19:15	0	2	2	572	42	0	12	0	0	126	0	91	685	1	132	0	18	27	57	7	0	1	5	1	7
19:30	0	3	1	513	36	0	14	0	0	113	0	94	700	1	120	0	17	33	54	9	0	1	6	2	9
19:45	0	3	4	448	34	0	17	0	0	104	0	85	628	0	119	0	20	36	53	8	0	1	6	2	9
20:00	0	3	6	403	23	0	15	0	1	84	0	77	484	0	118	0	21	37	50	9	0	0	3	2	6
20:15	0	1	5	364	17	0	12	0	2	72	0	52	396	0	104	0	18	38	62	6	0	0	2	2	3
20:30	0	0	6	336	14	0	12	0	2	72	0	47	317	3	104	0	14	30	54	3	0	0	2	1	0
20:45	0	0	3	304	12	0	12	0	4	48	0	35	242	4	94	0	13	21	49	3	0	0	1	0	1
21:00	0	0	3	304	14	0	11	0	4	54	0	28	236	5	87	0	15	16	39	2	0	0	2	1	1
21:15	0	0	3	279	20	0	9	1	3	61	0	31	224	5	83	0	19	12	31	2	0	0	3	1	3
21:30	0	0	2	276	16	0	9	1	3	49	0	32	258	3	75	0	21	7	31	4	0	0	4	2	3
21:45	0	1	2	287	17	0	8	1	1	59	0	34	259	3	71	0	21	5	26	3	0	0	5	2	2
22:00	0	2	1	307	21	0	8	1	0	75	0	40	276	3	68	0	23	6	25	2	0	0	6	1	2
22:15	0	3	1	353	17	0	5	0	0	85	0	53	371	3	64	0	25	6	23	3	0	0	6	1	1
22:30	0	3	1	342	19	0	6	0	0	85	0	54	389	3	60	0	24	7	18	2	0	0	7	0	3
22:45	0	2	1	347	14	0	6	0	0	76	0	64	426	3	55	0	24	5	17	3	0	0	8	0	4
23:00	0	1	0	308	19	0	5	0	0	65	0	65	457	2	55	0	26	5	26	3	0	0	9	1	5

Intelligent Data Collection Limited

Client: Peter Brett Associates
Project Number: ID04020
Junction Number: Site 7

Date of Survey: 12.07.2018
Junction Name: A38 / West Lane / Downside Road
Junction Type: 5-arm Signalised Junction

Arm A: A38 (N)
Arm B: West Lane (E)
Arm C: A38 (S)
Arm D: Downside Road (W)
Arm E: The Airport Tavern Car Park (W)

Count Method: Vehicles **Classes Included:** All Classes *Select the count method and desired user classes from the drop-downs in cells D10 and G10*

Maximum 15-minute Junction Flow:

AM Peak	**from:**	07:45	**until:**	08:00	**flow:**	642
Inter-Peak	**from:**	15:45	**until:**	16:00	**flow:**	671
PM Peak	**from:**	16:00	**until:**	16:15	**flow:**	724

AM Peak covers 06:00 until 10:00
Inter-Peak covers 10:00 until 16:00
PM Peak covers 16:00 until 20:00

Period Starting: 00:00 *Select the time from the drop-down in cell D18 to show the 15-minute data for that period*

Movement Counts

From \ To	A	B	C	D	E	Total
A	0	2	37	0	0	39
B	2	0	5	0	0	7
C	**76**	8	0	2	0	**86**
D	5	0	2	0	1	8
E	3	1	3	0	0	7
Total	**86**	11	47	2	1	147

HGV Proportions

From \ To	A	B	C	D	E	Total
A	0.0%	0.0%	**5.4%**	0.0%	0.0%	**5.1%**
B	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
C	5.3%	0.0%	0.0%	0.0%	0.0%	4.7%
D	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
E	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Total	**4.7%**	0.0%	4.3%	0.0%	0.0%	4.1%

Maximum Hourly Junction Flow:

AM Peak	**from:**	07:45	**until:**	08:45	**flow:**	2463
Inter-Peak	**from:**	15:45	**until:**	16:45	**flow:**	2789
PM Peak	**from:**	17:00	**until:**	18:00	**flow:**	2874

Period Starting: 00:00 *Select the time from the drop-down in cell D36 to show the hourly data for that period*

Movement Counts

From \ To	A	B	C	D	E	Total
A	0	14	129	1	0	144
B	3	0	26	0	0	29
C	**206**	21	0	10	0	**237**
D	14	2	10	0	4	30
E	9	1	7	0	0	17
Total	**232**	38	172	11	4	457

HGV Proportions

From \ To	A	B	C	D	E	Total
A	0.0%	0.0%	**6.2%**	0.0%	0.0%	**5.6%**
B	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
C	4.9%	0.0%	0.0%	0.0%	0.0%	4.2%
D	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
E	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Total	4.3%	0.0%	**4.7%**	0.0%	0.0%	3.9%

Bold entries in the above tables indicate the maximum movement, approach and exit flows for the selected time period, and similarly with the HGV proportions

Intelligent Data Collection Limited
Bristol Airport

Client:	Peter Brett Associates
Project Number:	ID04020
Junction Number:	Site 13
Date of Survey:	10.07.2018
Junction Name:	Hobbs Lane / A38 Bridgwater Road / Barrow Lane
Junction Type:	Crossroads

Quality Assurance and Issue Record

Quality Assurance

Revision	Rev A			
Date	09.08.2018			
Prepared by	Conor Lenehan			
Signature				
Checked by	Luke Martin			
Signature				
Project Director	Paul O'Neill			
Signature				
Project number	ID04020			
File Ref	ID04020 Bristol Airport - MCC Site 13 - 10.07.2018			

Issue Sheet

Issued to	Date			
	10.08.2018			
Andrew Lovegrove	E-mail			

Contents Page

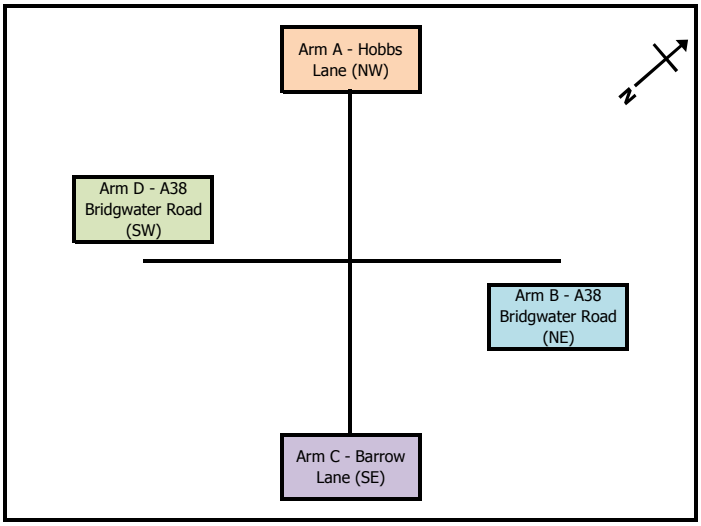
Location Plan & Summary
MCC Data
PCU Data
Movement Matrices

Intelligent Data Collection Limited

Client:	Peter Brett Associates	**Date of Survey:**	10.07.2018
Project Number:	ID04020	**Junction Name:**	Hobbs Lane / A38 Bridgwater Road / Barrow Lane
Junction Number:	Site 13	**Junction Type:**	Crossroads

X Coordinate	Y Coordinate	Google Maps Link	
51.401106	-2.673075	Click Here	
AM Peak Conditions	**Inter-Peak Conditions**	**PM Peak Conditions**	
Dry	Dry	Dry	

Junction Layout

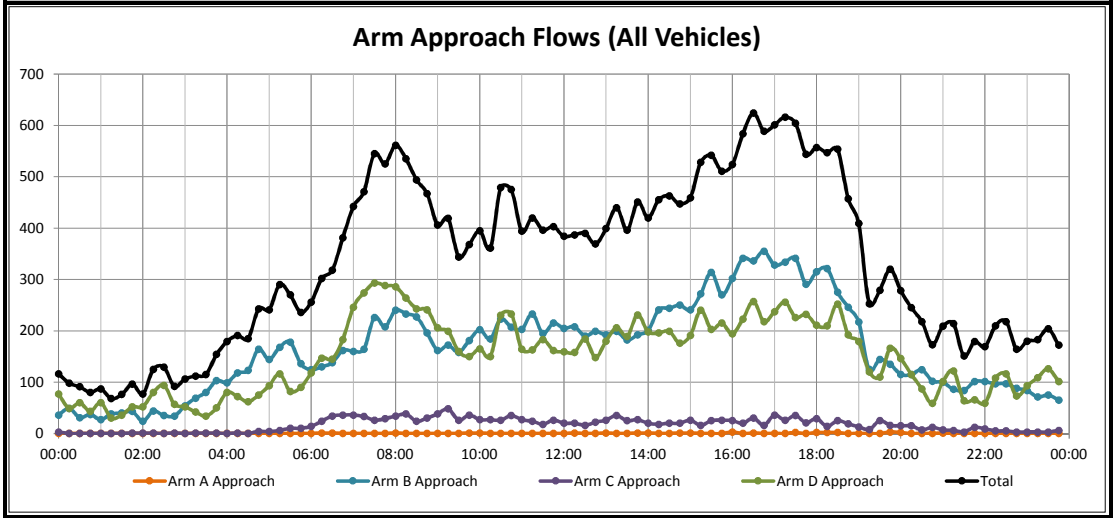


Aerial Mapping and On-site Camera View





Junction Flow Profile



Additional Notes (Factors which may impact on survey results such as accidents, roadworks, special events):

Footage is missing between 19:15:31 and 19:20:05.

Intelligent Data Collection Limited

Client: Peter Brett Associates
Project Number: ID04020
Junction Number: Site 13

Date of Survey: 10.07.2018
Junction Name: Hobbs Lane / A38 Bridgwater Road / Barrow Lane
Junction Type: Crossroads

Arm A: Hobbs Lane (NW)
Arm B: A38 Bridgwater Road (NE)
Arm C: Barrow Lane (SE)
Arm D: A38 Bridgwater Road (SW)

	A to A								A to D								A to C							
Time	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total
00:00								0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:15								0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:30								0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:45								0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00								0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15								0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30								0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45								0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00								0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15								0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30								0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45								0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00								0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15								0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30								0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45								0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00								0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15								0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30								0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45								0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00								0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15								0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30								0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45								0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00								0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15								0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
06:30								0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
06:45								0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00								0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15								0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30								0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45								0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00								0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15								0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30								0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45								0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00								0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15								0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30								0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45								0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
10:00								0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15								0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30								0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45								0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00								0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15								0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30								0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45								0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00								0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15								0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
12:30								0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45								0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00								0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15								0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30								0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45								0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
14:00								0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
14:15								0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30								0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45								0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
15:00								0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
15:15								0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30								0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45								0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00								0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3
16:15								0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30								0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45								0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00								0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15								0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30								0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
17:45								0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00								0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	1	1
18:15								0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
18:30								0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45								0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:00								0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:15								0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:30								0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:45								0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3
20:00								0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
20:15								0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:30								0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:45								0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:00								0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
21:15								0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:30								0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:45								0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00								0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:15								0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:30								0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:45								0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00								0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:15								0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:30								0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:45								0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Start Time	Rolling Hour							Total	Rolling Hour							Total	Rolling Hour							Total
00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
05:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	2
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	2
06:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	2
06:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
06:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
13:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	1	1	1
13:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	1	1	1
13:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	1	1	1
14:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	1	1	1
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	2
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	2
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	2
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	3
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	3
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	3
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	3
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
17:15	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	1	0	0	1	2
17:30	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	1	0	0	0	3	4
17:45	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	3	3
18:00	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	3	3
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	3
19:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	3	4	4
19:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	3	4	4
19:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	3	4	4
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1
20:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
20:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
20:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
21:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Intelligent Data Collection Limited

Client: Peter Brett Associates
Project Number: ID04020
Junction Number: Site 13

Date of Survey: 10.07.2018
Junction Name: Hobbs Lane / A38 Bridgwater Road / Barrow Lane
Junction Type: Crossroads

Arm A: Hobbs Lane (NW)
Arm B: A38 Bridgwater Road (NE)
Arm C: Barrow Lane (SE)
Arm D: A38 Bridgwater Road (SW)

	A to B								B to B								B to A							
Time	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total
00:00	0	0	0	0	0	0	0	0								0	0	0	0	0	0	0	0	0
00:15	0	0	0	0	0	0	0	0								0	0	0	0	0	0	0	0	0
00:30	0	0	0	0	0	0	0	0								0	0	0	0	0	0	0	0	0
00:45	0	0	0	0	0	0	0	0								0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0								0	0	0	0	0	0	0	0	0
01:15	0	0	0	0	0	0	0	0								0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	0								0	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	0	0								0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0								0	0	0	0	0	0	0	0	0
02:15	0	0	0	0	0	0	0	0								0	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	0	0								0	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0								0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0								0	0	0	0	0	0	0	0	0
03:15	0	0	0	0	0	0	0	0								0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0								0	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	0								0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0								0	0	0	0	0	0	0	0	0
04:15	0	0	0	0	0	0	0	0								0	0	0	0	0	0	0	0	0
04:30	0	0	0	0	0	0	0	0								0	0	0	0	0	0	0	0	0
04:45	0	0	0	0	0	0	0	0								0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0								0	0	0	0	0	0	0	0	0
05:15	0	0	0	0	0	0	0	0								0	0	0	0	0	0	0	0	0
05:30	0	0	0	0	0	0	0	0								0	0	0	0	0	0	0	0	0
05:45	0	0	0	0	0	0	0	0								0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0								0	0	0	0	0	0	0	0	0
06:15	0	0	0	0	0	0	0	0								0	0	0	0	0	0	0	0	0
06:30	0	0	0	0	0	0	0	0								0	0	0	0	0	0	0	0	0
06:45	0	0	0	0	0	0	0	0								0	0	0	0	0	0	0	0	0
07:00	0	0	0	0	0	0	0	0								0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0								0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0								0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0								0	0	0	0	0	0	0	0	0
08:00	0	1	0	0	0	0	0	1								0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0								0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0								0	1	0	0	0	0	0	0	1
08:45	0	0	0	0	0	0	0	0								0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0								0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0								0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0								0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0								0	0	0	0	0	0	0	0	0
10:00	1	0	0	0	0	0	0	1								0	1	0	0	0	0	0	0	1
10:15	0	0	0	0	0	0	0	0								0	1	0	0	0	0	0	0	1
10:30	0	0	0	0	0	0	0	0								0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0								0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0								0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0								0	1	0	0	0	0	0	0	1
11:30	0	0	0	0	0	0	0	0								0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0								0	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0								0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0								0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0								0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0								0	0	0	0	0	0	0	0	0
13:00	1	0	0	0	0	0	0	1								0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0								0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0								0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0								0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0								0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0								0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0								0	1	0	0	0	0	0	0	1
14:45	0	0	0	0	0	0	0	0								0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0								0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0								0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0								0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0								0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0								0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0								0	0	0	0	0	0	0	0	0
16:30	0	1	0	0	0	0	0	1								0	0	1	0	0	0	0	0	1
16:45	0	0	0	0	0	0	0	0								0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0								0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0								0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	1	1								0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0								0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0								0	1	0	0	0	0	0	0	1
18:15	0	0	0	0	0	0	0	0								0	0	0	0	0	0	0	0	0
18:30	2	0	0	0	0	0	0	2								0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0								0	0	0	0	0	0	0	0	0
19:00	0	0	0	0	0	0	0	0								0	0	0	0	0	0	0	0	0
19:15	0	0	0	0	0	0	0	0								0	0	0	0	0	0	0	0	0
19:30	0	0	0	0	0	0	0	0								0	0	0	0	0	0	0	0	0
19:45	0	0	0	0	0	0	0	0								0	0	0	0	0	0	0	0	0
20:00	1	0	0	0	0	0	0	1								0	0	0	0	0	0	0	0	0
20:15	0	0	0	0	0	0	0	0								0	0	0	0	0	0	0	0	0
20:30	0	0	0	0	0	0	0	0								0	0	0	0	0	0	0	0	0
20:45	0	0	0	0	0	0	0	0								0	0	0	0	0	0	0	0	0
21:00	0	0	0	0	0	0	0	0								0	0	0	0	0	0	0	0	0
21:15	0	0	0	0	0	0	0	0								0	0	0	0	0	0	0	0	0
21:30	0	0	0	0	0	0	0	0								0	0	0	0	0	0	0	0	0
21:45	0	0	0	0	0	0	0	0								0	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0								0	0	0	0	0	0	0	0	0
22:15	0	0	0	0	0	0	0	0								0	0	0	0	0	0	0	0	0
22:30	0	0	0	0	0	0	0	0								0	0	0	0	0	0	0	0	0
22:45	0	0	0	0	0	0	0	0								0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0								0	0	0	0	0	0	0	0	0
23:15	0	0	0	0	0	0	0	0								0	0	0	0	0	0	0	0	0
23:30	0	0	0	0	0	0	0	0								0	0	0	0	0	0	0	0	0
23:45	0	0	0	0	0	0	0	0								0	0	0	0	0	0	0	0	0

Start Time	Rolling Hour							Total	Rolling Hour							Total	Rolling Hour							Total
00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
08:00	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
09:30	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
09:45	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
10:00	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
16:00	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
16:15	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
16:30	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
16:45	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
17:30	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
17:45	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
18:00	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
18:15	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:15	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:30	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:45	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:00	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Intelligent Data Collection Limited

Client: Peter Brett Associates
Project Number: ID04020
Junction Number: Site 13
1 -1

Date of Survey: 10.07.2018
Junction Name: Hobbs Lane / A38 Bridgwater Road / Barrow Lane
Junction Type: Crossroads

Arm A: Hobbs Lane (NW)
Arm B: A38 Bridgwater Road (NE)
Arm C: Barrow Lane (SE)
Arm D: A38 Bridgwater Road (SW)

	B to D								B to C								C to C							
Time	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total
00:00	33	0	0	2	1	0	0	36	0	0	0	0	0	0	0	0								0
00:15	42	4	0	0	2	0	0	48	1	0	0	0	0	0	0	1								0
00:30	27	3	0	0	1	0	0	31	0	0	0	0	0	0	0	0								0
00:45	28	8	1	0	0	0	0	37	0	0	0	0	0	0	0	0								0
01:00	25	0	0	0	0	1	0	26	1	0	0	0	0	0	0	1								0
01:15	34	2	0	0	1	0	0	37	1	0	0	0	0	0	0	1								0
01:30	33	5	0	0	1	0	0	39	1	0	0	0	0	0	0	1								0
01:45	36	3	0	1	1	0	0	41	2	0	0	0	0	0	0	2								0
02:00	22	1	0	0	0	1	0	24	0	0	0	0	0	0	0	0								0
02:15	37	2	2	0	1	0	0	42	2	0	0	0	0	0	0	2								0
02:30	32	3	0	0	0	0	0	35	0	0	0	0	0	0	0	0								0
02:45	32	0	0	1	1	0	0	34	0	0	0	0	0	0	0	0								0
03:00	50	2	1	0	0	0	0	53	1	0	0	0	0	0	0	1								0
03:15	64	2	0	1	0	0	0	67	2	0	0	0	0	0	0	2								0
03:30	77	1	1	0	0	0	0	79	1	0	0	0	0	0	0	1								0
03:45	99	0	0	0	4	0	0	103	0	0	0	0	0	0	0	0								0
04:00	98	1	0	0	0	0	0	99	0	0	0	0	0	0	0	0								0
04:15	107	3	2	5	0	1	0	118	0	0	0	0	0	0	0	0								0
04:30	107	7	3	2	0	1	0	120	3	0	0	0	0	0	0	3								0
04:45	153	2	3	1	3	1	0	163	1	0	0	0	0	0	0	1								0
05:00	143	0	1	0	0	0	0	144	0	0	0	0	0	0	0	0								0
05:15	154	7	1	1	2	1	0	166	2	0	0	0	0	0	0	2								0
05:30	165	7	0	1	0	0	0	173	3	2	0	0	0	0	0	5								0
05:45	113	12	0	2	4	1	0	132	2	2	0	0	0	0	0	4								0
06:00	97	12	1	4	1	2	1	118	4	2	0	0	0	0	0	6								0
06:15	92	28	3	2	1	2	0	128	1	1	0	0	0	0	0	2								0
06:30	106	10	4	2	4	1	0	127	5	6	0	0	0	0	0	11								0
06:45	111	31	1	1	2	2	1	149	12	1	0	0	0	0	0	13								0
07:00	97	29	2	3	4	1	0	136	15	8	1	0	0	0	0	24								0
07:15	101	35	1	3	2	1	1	144	12	8	0	0	0	0	0	20								0
07:30	151	27	2	2	3	4	0	189	24	11	1	0	0	1	0	37								0
07:45	131	34	9	0	4	1	0	179	19	7	1	0	0	0	2	29								0
08:00	159	32	3	2	3	2	0	201	27	11	0	0	0	1	0	39								0
08:15	144	34	11	3	1	2	0	195	30	5	1	1	1	0	0	38								0
08:30	143	31	5	2	4	0	0	185	31	8	1	0	1	0	0	41								0
08:45	133	32	3	3	2	1	0	174	16	6	0	0	0	0	0	22								0
09:00	111	23	5	1	1	1	0	142	16	3	1	0	0	0	0	20								0
09:15	113	21	7	4	4	1	1	151	14	7	0	0	0	0	0	21								0
09:30	110	15	1	3	2	2	0	133	13	9	2	0	0	1	0	25								0
09:45	126	21	0	2	5	1	1	156	16	8	1	0	0	0	0	25								0
10:00	139	23	6	4	4	0	0	176	15	7	1	0	0	0	2	25								0
10:15	139	13	3	4	4	2	0	165	13	4	0	0	0	0	1	18								0
10:30	167	20	3	3	3	2	0	198	20	3	1	1	0	0	0	25								0
10:45	162	12	2	6	3	3	0	188	13	5	0	1	0	0	0	19								0
11:00	148	17	4	6	2	2	0	179	17	4	2	1	0	0	0	24								0
11:15	185	18	6	1	2	3	0	215	11	4	0	1	0	1	0	17								0
11:30	145	16	3	5	3	0	0	172	17	5	0	1	0	0	0	23								0
11:45	156	25	3	0	5	2	0	191	19	4	1	0	0	0	0	24								0
12:00	137	24	7	6	4	2	1	181	16	5	2	1	0	0	0	24								0
12:15	151	23	3	3	2	0	0	182	20	6	0	0	0	0	0	26								0
12:30	141	21	2	4	2	1	0	171	15	4	0	0	0	0	0	19								0
12:45	136	28	2	5	3	1	0	175	17	6	1	0	0	0	0	24								0
13:00	131	23	2	6	4	3	0	169	17	5	1	0	0	0	0	23								0
13:15	140	24	2	3	1	1	0	171	18	9	1	0	0	0	0	28								0
13:30	131	17	1	4	3	3	0	159	19	3	0	1	0	0	0	23								0
13:45	135	27	2	3	1	5	0	173	11	5	0	1	0	2	0	19								0
14:00	148	11	3	3	4	3	0	172	21	8	0	0	0	0	0	29								0
14:15	180	25	3	4	3	1	0	216	21	2	1	0	0	0	1	25								0
14:30	181	20	3	1	4	1	0	210	23	10	0	0	0	0	0	33								0
14:45	178	18	2	5	6	4	0	213	26	9	1	0	0	0	1	37								0
15:00	175	19	2	0	2	5	0	203	24	8	2	2	1	0	1	38								0
15:15	190	22	3	5	3	2	0	225	30	16	0	0	0	1	0	47								0
15:30	223	34	3	5	2	5	0	272	31	11	0	0	0	0	0	42								0
15:45	195	24	1	3	1	3	1	228	33	5	0	1	1	2	0	42								0
16:00	216	29	2	3	3	0	0	253	35	13	0	1	0	0	0	49								0
16:15	228	28	2	4	3	5	0	270	55	14	1	0	0	0	1	71								0
16:30	251	19	0	1	1	0	0	272	49	11	0	1	1	0	1	63								0
16:45	265	23	1	2	4	2	0	297	49	9	0	0	0	0	0	58								0
17:00	220	27	3	3	4	5	0	262	48	12	0	0	0	4	2	66								0
17:15	235	22	2	1	4	7	2	273	48	10	0	1	0	2	0	61								0
17:30	235	20	3	0	0	1	2	261	73	3	0	0	0	4	0	80								0
17:45	201	13	0	0	4	7	1	226	56	5	1	0	0	2	1	65								0
18:00	238	8	1	1	2	2	1	253	50	6	0	0	0	0	5	61								0
18:15	228	11	1	2	3	6	1	252	41	8	0	0	0	1	19	69								0
18:30	202	10	0	2	3	6	1	224	43	2	0	0	0	1	5	51								0
18:45	197	12	0	0	2	5	1	217	28	1	0	0	0	0	0	29								0
19:00	172	9	0	1	5	4	1	192	22	2	0	0	0	0	1	25								0
19:15	98	3	0	0	2	0	0	103	17	5	0	0	0	0	0	22								0
19:30	120	8	1	0	0	0	0	129	14	1	0	0	0	0	0	15								0
19:45	108	6	0	0	2	0	0	116	17	1	0	0	0	0	1	19								0
20:00	96	7	0	1	1	0	0	105	9	1	0	0	0	0	0	10								0
20:15	94	5	0	1	2	1	0	103	12	0	0	0	0	0	0	12								0
20:30	92	10	0	1	0	4	0	107	15	2	0	0	0	0	0	17								0
20:45	88	3	0	0	2	0	0	93	7	0	0	1	0	1	0	9								0
21:00	71	5	1	2	1	2	0	82	16	2	0	0	0	0	0	18								0
21:15	67	2	0	0	2	1	0	72	13	1	0	0	0	0	0	14								0
21:30	76	2	0	1	0	2	0	81	3	0	0	0	0	0	0	3								0
21:45	85	3	0	0	3	0	1	92	9	0	0	0	0	0	0	9								0
22:00	84	3	0	0	1	4	0	92	9	0	0	0	0	0	0	9								0
22:15	80	1	0	0	1	2	0	84	13	0	0	0	0	0	0	13								0
22:30	87	3	0	0	0	1	0	91	5	0	0	1	0	0	0	6								0
22:45	74	3	0	1	2	0	0	80	7	1	0	0	0	0	0	8								0
23:00	74	3	0	1	1	1	0	80	3	1	0	0	0	0	0	4								0
23:15	63	2	0	0	1	0	0	66	5	0	0	0	0	0	0	5								0
23:30	69	2	0	1	1	0	0	73	2	0	0	0	0	0	0	2								0
23:45	58	1	0	1	2	0	0	62	3	0	0	0	0	0	0	3								0

Start Time	Rolling Hour							Total	Rolling Hour							Total	Rolling Hour							Total
00:00	130	15	1	2	4	0	0	152	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
00:15	122	15	1	0	3	1	0	142	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
00:30	114	13	1	0	2	1	0	131	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
00:45	120	15	1	0	2	1	0	139	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0
01:00	128	10	0	1	3	1	0	143	5	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0
01:15	125	11	0	1	3	1	0	141	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0
01:30	128	11	2	1	3	1	0	146	5	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0
01:45	127	9	2	1	2	1	0	142	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0
02:00	123	6	2	1	2	1	0	135	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
02:15	151	7	3	1	2	0	0	164	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0
02:30	178	7	1	2	1	0	0	189	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0
02:45	223	5	2	2	1	0	0	233	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0
03:00	290	5	2	1	4	0	0	302	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0
03:15	338	4	1	1	4	0	0	348	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0
03:30	381	5	3	5	4	1	0	399	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
03:45	411	11	5	7	4	2	0	440	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0
04:00	465	13	8	8	3	3	0	500	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0
04:15	510	12	9	8	3	3	0	545	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0
04:30	557	16	8	4	5	3	0	593	6	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0
04:45	615	16	5	3	5	2	0	646	6	2	0	0	0	0	0	8	0	0	0	0	0	0	0	0
05:00	575	26	2	4	6	2	0	615	7	4	0	0	0	0	0	11	0	0	0	0	0	0	0	0
05:15	529	38	2	8	7	4	1	589	11	6	0	0	0	0	0	17	0	0	0	0	0	0	0	0
05:30	467	59	4	9	6	5	1	551	10	7	0	0	0	0	0	17	0	0	0	0	0	0	0	0
05:45	408	62	8	10	10	6	1	505	12	11	0	0	0	0	0	23	0	0	0	0	0	0	0	0
06:00	406	81	9	9	8	7	2	522	22	10	0	0	0	0	0	32	0	0	0	0	0	0	0	0
06:15	406	98	10	8	11	6	1	540	33	16	1	0	0	0	0	50	0	0	0	0	0	0	0	0
06:30	415	105	8	9	12	5	2	556	44	23	1	0	0	0	0	68	0	0	0	0	0	0	0	0
06:45	460	122	6	9	11	8	2	618	63	28	2	0	0	1	0	94	0	0	0	0	0	0	0	0
07:00	480	125	14	8	13	7	1	648	70	34	3	0	0	1	2	110	0	0	0	0	0	0	0	0
07:15	542	128	15	7	12	8	1	713	82	37	2	0	0	2	2	125	0	0	0	0	0	0	0	0
07:30	585	127	25	7	11	9	0	764	100	34	3	1	1	2	2	143	0	0	0	0	0	0	0	0
07:45	577	131	28	7	12	5	0	760	107	31	3	1	2	1	2	147	0	0	0	0	0	0	0	0
08:00	579	129	22	10	10	5	0	755	104	30	2	1	2	1	0	140	0	0	0	0	0	0	0	0
08:15	531	120	24	9	8	4	0	696	93	22	3	1	2	0	0	121	0	0	0	0	0	0	0	0
08:30	500	107	20	10	11	3	1	652	77	24	2	0	1	0	0	104	0	0	0	0	0	0	0	0
08:45	467	91	16	11	9	5	1	600	59	25	3	0	0	1	0	88	0	0	0	0	0	0	0	0
09:00	460	80	13	10	12	5	2	582	59	27	4	0	0	1	0	91	0	0	0	0	0	0	0	0
09:15	488	80	14	13	15	4	2	616	58	31	4	0	0	1	2	96	0	0	0	0	0	0	0	0
09:30	514	72	10	13	15	5	1	630	57	28	4	0	0	1	3	93	0	0	0	0	0	0	0	0
09:45	571	77	12	13	16	5	1	695	64	22	3	1	0	0	3	93	0	0	0	0	0	0	0	0
10:00	607	68	14	17	14	7	0	727	61	19	2	2	0	0	3	87	0	0	0	0	0	0	0	0
10:15	616	62	12	19	12	9	0	730	63	16	3	3	0	0	1	86	0	0	0	0	0	0	0	0
10:30	662	67	15	16	10	10	0	780	61	16	3	4	0	1	0	85	0	0	0	0	0	0	0	0
10:45	640	63	15	18	10	8	0	754	58	18	2	4	0	1	0	83	0	0	0	0	0	0	0	0
11:00	634	76	16	12	12	7	0	757	64	17	3	3	0	1	0	88	0	0	0	0	0	0	0	0
11:15	623	83	19	12	14	7	1	759	63	18	3	3	0	1	0	88	0	0	0	0	0	0	0	0
11:30	589	88	16	14	14	4	1	726	72	20	3	2	0	0	0	97	0	0	0	0	0	0	0	0
11:45	585	93	15	13	13	5	1	725	70	19	3	1	0	0	0	93	0	0	0	0	0	0	0	0
12:00	565	96	14	18	11	4	1	709	68	21	3	1	0	0	0	93	0	0	0	0	0	0	0	0
12:15	559	95	9	18	11	5	0	697	69	21	2	0	0	0	0	92	0	0	0	0	0	0	0	0
12:30	548	96	8	18	10	6	0	686	67	24	3	0	0	0	0	94	0	0	0	0	0	0	0	0
12:45	538	92	7	18	11	8	0	674	71	23	3	1	0	0	0	98	0	0	0	0	0	0	0	0
13:00	537	91	7	16	9	12	0	672	65	22	2	2	0	2	0	93	0	0	0	0	0	0	0	0
13:15	554	79	8	13	9	12	0	675	69	25	1	2	0	2	0	99	0	0	0	0	0	0	0	0
13:30	594	80	9	14	11	12	0	720	72	18	1	2	0	2	1	96	0	0	0	0	0	0	0	0
13:45	644	83	11	11	12	10	0	771	76	25	1	1	0	2	1	106	0	0	0	0	0	0	0	0
14:00	687	74	11	13	17	9	0	811	91	29	2	0	0	0	2	124	0	0	0	0	0	0	0	0
14:15	714	82	10	10	15	11	0	842	94	29	4	2	1	0	3	133	0	0	0	0	0	0	0	0
14:30	724	79	10	11	15	12	0	851	103	43	3	2	1	1	2	155	0	0	0	0	0	0	0	0
14:45	766	93	10	15	13	16	0	913	111	44	3	2	1	1	2	164	0	0	0	0	0	0	0	0
15:00	783	99	9	13	8	15	1	928	118	40	2	3	2	3	1	169	0	0	0	0	0	0	0	0
15:15	824	109	9	16	9	10	1	978	129	45	0	2	1	3	0	180	0	0	0	0	0	0	0	0
15:30	862	115	8	15	9	13	1	1023	154	43	1	2	1	2	1	204	0	0	0	0	0	0	0	0
15:45	890	100	5	11	8	8	1	1023	172	43	1	3	2	2	2	225	0	0	0	0	0	0	0	0
16:00	960	99	5	10	11	7	0	1092	188	47	1	2	1	0	2	241	0	0	0	0	0	0	0	0
16:15	964	97	6	10	12	12	0	1101	201	46	1	1	1	4	4	258	0	0	0	0	0	0	0	0
16:30	971	91	6	7	13	14	2	1104	194	42	0	2	1	6	3	248	0	0	0	0	0	0	0	0
16:45	955	92	9	6	12	15	4	1093	218	34	0	1	0	10	2	265	0	0	0	0	0	0	0	0
17:00	891	82	8	4	12	20	5	1022	225	30	1	1	0	12	3	272	0	0	0	0	0	0	0	0
17:15	909	63	6	2	10	17	6	1013	227	24	1	1	0	8	6	267	0	0	0	0	0	0	0	0
17:30	902	52	5	3	9	16	5	992	220	22	1	0	0	7	25	275	0	0	0	0	0	0	0	0
17:45	869	42	2	5	12	21	4	955	190	21	1	0	0	4	30	246	0	0	0	0	0	0	0	0
18:00	865	41	2	5	10	19	4	946	162	17	0	0	0	2	29	210	0	0	0	0	0	0	0	0
18:15	799	42	1	5	13	21	4	885	134	13	0	0	0	2	25	174	0	0	0	0	0	0	0	0
18:30	669	34	0	3	12	15	3	736	110	10	0	0	0	1	6	127	0	0	0	0	0	0	0	0
18:45	587	32	1	1	9	9	2	641	81	9	0	0	0	0	1	91	0	0	0	0	0	0	0	0
19:00	498	26	1	1	9	4	1	540	70	9	0	0	0	0	2	81	0	0	0	0	0	0	0	0
19:15	422	24	1	1	5	0	0	453	57	8	0	0	0	0	1	66	0	0	0	0	0	0	0	0
19:30	418	26	1	2	5	1	0	453	52	3	0	0	0	0	1	56	0	0	0	0	0	0	0	0
19:45	390	28	0	3	5	5	0	431	53	4	0	0	0	0	1	58	0	0	0	0	0	0	0	0
20:00	370	25	0	3	5	5	0	408	43	3	0	1	0	1	0	48	0	0	0	0	0	0	0	0
20:15	345	23	1	4	5	7	0	385	50	4	0	1	0	1	0	56	0	0	0	0	0	0	0	0
20:30	318	20	1	3	5	7	0	354	51	5	0	1	0	1	0	58	0	0	0	0	0	0	0	0
20:45	302	12	1	3	5	5	0	328	39	3	0	1	0	1	0	44	0	0	0	0	0	0	0	0
21:00	299	12	1	3	6	5	1	327	41	3	0	0	0	0	0	44	0	0	0	0	0	0	0	0
21:15	312	10	0	1	6	7	1	337	34	1	0	0	0	0	0	35	0	0	0	0	0	0	0	0
21:30	325	9	0	1	5	8	1	349	34	0	0	0	0	0	0	34	0	0	0	0	0	0	0	0
21:45	336	10	0	0	5	7	1	359	36	0	0	1	0	0	0	37	0	0	0	0	0	0	0	0
22:00	325	10	0	1	4	7	0	347	34	1	0	1	0	0	0	36	0	0	0	0	0	0	0	0
22:15	315	10	0	2	4	4	0	335	28	2	0	1	0	0	0	31	0	0	0	0	0	0	0	0
22:30	298	11	0	2	4	2	0	317	20	2	0	1	0	0	0	23	0	0	0	0	0	0	0	0
22:45	280	10	0	3	5	1	0	299	17	2	0	0	0	0	0	19	0	0	0	0	0	0	0	0
23:00	264	8	0	3	5	1	0	281	13	1	0	0	0	0	0	14	0	0	0	0	0	0	0	0

Intelligent Data Collection Limited

Client: Peter Brett Associates
Project Number: ID04020
Junction Number: Site 13

Date of Survey: 10.07.2018
Junction Name: Hobbs Lane / A38 Bridgwater Road / Barrow Lane
Junction Type: Crossroads

Arm A: Hobbs Lane (NW)
Arm B: A38 Bridgwater Road (NE)
Arm C: Barrow Lane (SE)
Arm D: A38 Bridgwater Road (SW)

	C to B								C to A								C to D							
Time	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total
00:00	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
03:45	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45	3	1	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	2	1	0	0	0	0	0	3	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
05:15	3	1	0	1	0	0	0	5	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
05:30	8	2	0	0	0	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45	5	2	0	1	0	0	1	9	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
06:00	8	4	0	1	0	1	0	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15	21	2	0	1	0	0	0	24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30	26	6	1	0	0	0	0	33	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
06:45	21	7	1	1	2	2	1	35	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
07:00	26	7	1	0	0	2	0	36	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	27	5	0	1	0	0	0	33	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	21	4	0	0	0	1	0	26	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	21	5	1	0	1	1	0	29	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	23	5	3	0	0	1	2	34	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	26	6	2	1	0	0	2	37	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0
08:30	17	6	1	0	0	0	0	24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	18	5	0	0	0	0	3	26	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4
09:00	31	4	0	0	0	0	1	36	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
09:15	39	9	0	0	0	0	0	48	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30	17	6	3	0	0	0	0	26	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45	23	7	0	0	0	0	0	30	0	0	0	0	0	0	2	2	3	1	0	0	0	0	0	4
10:00	18	7	1	0	0	0	0	26	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
10:15	18	6	2	0	0	0	0	26	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
10:30	18	3	0	2	0	1	0	24	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
10:45	24	5	1	0	0	2	0	32	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3
11:00	20	3	1	0	0	0	0	24	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	3
11:15	14	4	1	0	0	1	3	23	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
11:30	13	1	1	1	0	0	1	17	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
11:45	19	4	2	0	0	0	0	25	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
12:00	8	6	0	0	0	0	0	14	0	0	0	0	0	0	3	3	2	1	0	0	0	0	0	3
12:15	10	5	1	0	0	1	0	17	0	0	0	0	0	0	2	2	1	0	0	0	0	0	0	1
12:30	13	2	0	0	0	0	0	15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
12:45	18	2	0	0	0	1	0	21	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
13:00	18	7	1	0	0	0	0	26	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15	20	8	1	2	0	0	2	33	0	0	0	0	0	0	1	1	0	1	0	0	0	0	0	1
13:30	16	6	0	0	1	0	1	24	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
13:45	12	9	2	1	0	1	0	25	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2
14:00	17	0	0	0	0	0	1	18	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
14:15	13	4	0	0	0	0	0	17	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
14:30	11	5	2	0	0	0	0	18	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2
14:45	13	3	1	0	0	0	0	17	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0
15:00	14	8	1	0	0	0	0	23	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3
15:15	13	2	0	0	0	0	1	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30	19	4	0	1	1	0	0	25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	18	4	1	0	1	0	0	24	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	2
16:00	13	11	0	0	0	0	0	24	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
16:15	12	6	0	1	0	0	0	19	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
16:30	18	9	0	1	0	0	0	28	0	0	0	0	0	0	1	1	0	1	0	0	0	0	0	1
16:45	14	1	0	0	0	0	1	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	24	6	1	0	0	0	0	31	0	0	0	0	0	0	5	5	0	0	0	0	0	0	0	0
17:15	21	3	0	0	0	0	1	25	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0
17:30	23	4	0	0	0	0	1	28	1	0	0	0	0	0	0	1	5	1	0	0	0	0	0	6
17:45	18	2	0	0	0	0	0	20	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
18:00	19	8	0	0	0	0	0	27	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	1
18:15	12	0	0	0	0	0	1	13	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0
18:30	20	3	0	0	0	0	0	23	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
18:45	14	2	0	0	0	0	0	16	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3
19:00	10	2	0	0	0	0	1	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:15	3	2	0	0	0	0	3	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:30	12	2	0	0	0	0	11	25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:45	11	1	0	0	0	0	2	14	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
20:00	9	2	0	0	0	0	2	13	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
20:15	11	2	0	0	0	0	0	13	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
20:30	5	0	0	0	0	0	0	5	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	1
20:45	7	1	0	0	0	0	2	10	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
21:00	7	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:15	5	1	0	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:30	2	1	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:45	10	0	0	0	0	0	0	10	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	2
22:00	7	2	0	0	0	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:15	4	1	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:30	3	1	0	0	0	0	0	4	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
22:45	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	2	1	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:15	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:30	2	1	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:45	5	1	0	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Start Time	Rolling Hour							Total	Rolling Hour							Total	Rolling Hour							Total
00:00	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	2	1	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15	1	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	0	2	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	2	0	0	0	0	0	2	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
03:00	0	1	1	0	0	0	0	2	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
03:15	0	1	1	0	0	0	0	2	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
03:30	1	0	1	0	0	0	0	2	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
03:45	1	0	1	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	4	1	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15	6	2	0	0	0	0	0	8	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
04:30	8	3	0	1	0	0	0	12	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
04:45	16	5	0	1	0	0	0	22	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
05:00	18	6	0	2	0	0	1	27	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3
05:15	24	9	0	3	0	1	1	38	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
05:30	42	10	0	3	0	1	1	57	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
05:45	60	14	1	3	0	1	1	80	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	2
06:00	76	19	2	3	2	3	1	106	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	2
06:15	94	22	3	2	2	4	1	128	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	2
06:30	100	25	3	2	2	4	1	137	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	2
06:45	95	23	2	2	2	5	1	130	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
07:00	95	21	2	1	1	4	0	124	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	92	19	4	1	1	3	2	122	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	91	20	6	1	1	3	4	126	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0
07:45	87	22	7	1	1	2	4	124	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0
08:00	84	22	6	1	0	1	7	121	0	0	0	0	0	0	1	1	4	0	0	0	0	0	0	4
08:15	92	21	3	1	0	0	6	123	0	0	0	0	0	0	1	1	6	0	0	0	0	0	0	6
08:30	105	24	1	0	0	0	4	134	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	6
08:45	105	24	3	0	0	0	4	136	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	6
09:00	110	26	3	0	0	0	1	140	0	0	0	0	0	0	2	2	5	1	0	0	0	0	0	6
09:15	97	29	4	0	0	0	0	130	0	0	0	0	0	0	2	2	3	2	0	0	0	0	0	5
09:30	76	26	6	0	0	0	0	108	0	0	0	0	0	0	2	2	4	2	0	0	0	0	0	6
09:45	77	23	3	2	0	1	0	106	0	0	0	0	0	0	2	2	6	2	0	0	0	0	0	8
10:00	78	21	4	2	0	3	0	108	0	0	0	0	0	0	0	0	6	1	0	0	0	0	0	7
10:15	80	17	4	2	0	3	0	106	0	0	0	0	0	0	0	0	7	2	0	0	0	0	0	9
10:30	76	15	3	2	0	4	3	103	0	0	0	0	0	0	0	0	7	2	0	0	0	0	0	9
10:45	71	13	4	1	0	3	4	96	0	0	0	0	0	0	0	0	6	2	0	0	0	0	0	8
11:00	66	12	5	1	0	1	4	89	0	0	0	0	0	0	0	0	3	2	1	0	0	0	0	6
11:15	54	15	4	1	0	1	4	79	0	0	0	0	0	0	3	3	4	1	1	0	0	0	0	6
11:30	50	16	4	1	0	1	1	73	0	0	0	0	0	0	5	5	4	1	1	0	0	0	0	6
11:45	50	17	3	0	0	1	0	71	0	0	0	0	0	0	5	5	4	1	1	0	0	0	0	6
12:00	49	15	1	0	0	2	0	67	0	0	0	0	0	0	5	5	5	1	0	0	0	0	0	6
12:15	59	16	2	0	0	2	0	79	0	0	0	0	0	0	2	2	3	0	0	0	0	0	0	3
12:30	69	19	2	2	0	1	2	95	0	0	0	0	0	0	1	1	2	1	0	0	0	0	0	3
12:45	72	23	2	2	1	1	3	104	0	0	0	0	0	0	1	1	1	1	0	1	0	0	0	3
13:00	66	30	4	3	1	1	3	108	0	0	0	0	0	0	1	1	1	2	0	1	0	0	0	4
13:15	65	23	3	3	1	1	4	100	0	0	0	0	0	0	1	1	3	2	0	1	0	0	0	6
13:30	58	19	2	1	1	1	2	84	0	0	0	0	0	0	0	0	3	1	1	1	0	0	0	6
13:45	53	18	4	1	0	1	1	78	0	0	0	0	0	0	0	0	4	2	1	0	0	0	0	7
14:00	54	12	3	0	0	0	1	70	0	0	0	0	0	0	3	3	3	1	1	0	0	0	0	5
14:15	51	20	4	0	0	0	0	75	0	0	0	0	0	0	3	3	4	1	1	0	0	0	0	6
14:30	51	18	4	0	0	0	1	74	0	0	0	0	0	0	3	3	4	1	0	0	0	0	0	5
14:45	59	17	2	0	1	1	1	81	0	0	0	0	0	0	3	3	3	0	0	0	0	0	0	3
15:00	64	18	2	0	2	1	1	88	0	0	0	0	0	0	0	0	4	0	0	1	0	0	0	5
15:15	63	21	1	0	2	1	1	89	0	0	0	0	0	0	0	0	2	0	0	1	0	0	0	3
15:30	62	25	1	1	2	1	0	92	0	0	0	0	0	0	0	0	3	0	0	1	0	0	0	4
15:45	61	30	1	2	1	0	0	95	0	0	0	0	0	0	1	1	3	1	0	1	0	0	0	5
16:00	57	27	0	2	0	0	1	87	0	0	0	0	0	0	1	1	2	1	0	0	0	0	0	3
16:15	68	22	1	2	0	0	1	94	0	0	0	0	0	0	6	6	1	1	0	0	0	0	0	2
16:30	77	19	1	1	0	0	2	100	0	0	0	0	0	0	7	7	0	1	0	0	0	0	0	1
16:45	82	14	1	0	0	0	3	100	1	0	0	0	0	0	6	7	5	1	0	0	0	0	0	6
17:00	86	15	1	0	0	0	2	104	1	0	0	0	0	0	6	7	6	1	0	0	0	0	0	7
17:15	81	17	0	0	0	0	2	100	1	1	0	0	0	0	1	3	7	1	0	0	0	0	0	8
17:30	72	14	0	0	0	0	2	88	1	2	0	0	0	0	0	3	7	1	0	0	0	0	0	8
17:45	69	13	0	0	0	0	1	83	0	2	0	0	0	0	0	2	4	0	0	0	0	0	0	4
18:00	65	13	0	0	0	0	1	79	0	2	0	0	0	0	0	2	6	0	0	0	0	0	0	6
18:15	56	7	0	0	0	0	2	65	0	1	0	0	0	0	0	1	5	0	0	0	0	0	0	5
18:30	47	9	0	0	0	0	4	60	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	5
18:45	39	8	0	0	0	0	15	62	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3
19:00	36	7	0	0	0	0	17	60	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
19:15	35	7	0	0	0	0	18	60	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4
19:30	43	7	0	0	0	0	15	65	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	6
19:45	36	5	0	0	0	0	4	45	0	0	0	0	0	0	1	1	7	0	0	0	0	0	0	7
20:00	32	5	0	0	0	0	4	41	0	0	0	0	0	0	1	1	7	0	0	0	0	0	0	7
20:15	30	3	0	0	0	0	2	35	0	0	0	0	0	0	1	1	5	0	0	0	0	0	0	5
20:30	24	2	0	0	0	0	2	28	0	0	0	0	0	0	1	1	3	0	0	0	0	0	0	3
20:45	21	3	0	0	0	0	2	26	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
21:00	24	2	0	0	0	0	0	26	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	2
21:15	24	4	0	0	0	0	0	28	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	2
21:30	23	4	0	0	0	0	0	27	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	2
21:45	24	4	0	0	0	0	0	28	0	0	0	0	0	0	0	0	2	0	0	0	0	0	1	3
22:00	17	4	0	0	0	0	0	21	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
22:15	12	3	0	0	0	0	0	15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
22:30	11	2	0	0	0	0	0	13	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
22:45	10	2	0	0	0	0	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	12	3	0	0	0	0	0	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Intelligent Data Collection Limited

Client: Peter Brett Associates
Project Number: ID04020
Junction Number: Site 13

Date of Survey: 10.07.2018
Junction Name: Hobbs Lane / A38 Bridgwater Road / Barrow Lane
Junction Type: Crossroads

Arm A: Hobbs Lane (NW)
Arm B: A38 Bridgwater Road (NE)
Arm C: Barrow Lane (SE)
Arm D: A38 Bridgwater Road (SW)

	D to D								D to C								D to B							
Time	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total
00:00								0	0	0	0	0	0	0	0	0	71	4	0	1	1	0	0	77
00:15								0	0	0	0	0	0	0	0	0	41	3	0	0	4	1	0	49
00:30								0	0	0	0	0	0	0	0	0	51	4	1	3	1	0	0	60
00:45								0	0	0	0	0	0	0	0	0	35	5	2	0	1	0	0	43
01:00								0	0	0	0	0	0	0	0	0	59	1	0	0	0	0	0	60
01:15								0	0	0	0	0	0	0	0	0	26	3	0	1	0	0	0	30
01:30								0	0	0	0	0	0	0	0	0	35	1	0	0	0	0	0	36
01:45								0	0	0	0	0	0	0	0	0	43	6	1	0	2	0	0	52
02:00								0	0	0	0	0	0	0	0	0	49	3	0	0	0	0	0	52
02:15								0	0	0	0	0	0	0	0	0	75	3	1	0	1	0	0	80
02:30								0	0	0	0	0	0	0	0	0	87	5	1	1	0	0	0	94
02:45								0	0	0	0	0	0	0	0	0	55	2	0	0	0	0	0	57
03:00								0	0	0	0	0	0	0	0	0	48	2	0	0	2	0	0	52
03:15								0	0	0	0	0	0	0	0	0	40	2	0	0	0	0	0	42
03:30								0	0	0	0	0	0	0	0	0	34	0	0	0	0	0	0	34
03:45								0	0	0	0	0	0	0	0	0	48	2	0	0	0	0	0	50
04:00								0	0	0	0	0	0	0	0	0	73	2	0	2	3	0	0	80
04:15								0	0	0	0	0	0	0	0	0	67	2	1	1	1	0	0	72
04:30								0	0	0	0	0	0	0	0	0	56	4	1	1	0	0	0	62
04:45								0	0	0	0	0	0	0	0	0	65	6	1	0	1	2	0	75
05:00								0	0	0	0	0	0	0	0	0	85	4	0	2	2	0	0	93
05:15								0	0	0	0	0	0	0	0	0	105	6	1	3	0	0	1	116
05:30								0	0	0	0	0	0	0	0	0	71	5	2	2	2	0	0	82
05:45								0	0	0	0	0	0	0	0	0	76	8	1	2	1	1	1	90
06:00								0	0	0	0	0	0	0	0	0	104	9	1	1	3	0	0	118
06:15								0	0	0	0	0	0	0	0	0	129	9	2	1	2	1	3	147
06:30								0	0	0	0	0	0	0	0	0	118	19	2	3	0	2	1	145
06:45								0	1	0	0	0	0	0	0	1	145	22	0	9	2	3	1	182
07:00								0	0	0	0	0	0	0	0	0	206	33	0	4	2	1	0	246
07:15								0	0	0	0	0	0	0	0	0	227	35	1	5	4	2	0	274
07:30								0	0	0	0	0	0	0	0	0	248	33	5	2	3	2	0	293
07:45								0	1	0	0	0	0	0	0	1	240	33	2	4	4	1	3	287
08:00								0	1	0	0	0	0	0	0	1	245	24	2	4	3	6	1	285
08:15								0	3	0	0	0	0	0	0	3	219	22	4	7	4	4	1	261
08:30								0	2	0	0	0	0	0	0	2	207	24	0	6	2	2	0	241
08:45								0	1	1	1	0	0	0	0	3	195	27	4	3	2	7	0	238
09:00								0	0	0	0	0	0	0	0	0	176	17	5	1	3	3	1	206
09:15								0	0	0	0	0	0	0	0	0	162	19	7	7	3	1	0	199
09:30								0	0	0	0	0	0	0	0	0	122	21	9	3	5	0	0	160
09:45								0	0	1	1	0	0	0	0	2	112	19	4	6	3	2	1	147
10:00								0	0	0	1	0	0	0	0	1	134	18	4	5	2	1	0	164
10:15								0	1	0	0	0	0	0	0	1	131	12	2	1	1	2	0	149
10:30								0	0	0	0	0	0	0	0	0	203	15	2	5	4	1	0	230
10:45								0	0	0	0	0	0	0	0	0	195	27	2	3	4	2	0	233
11:00								0	0	1	0	0	0	0	0	1	134	20	4	0	2	3	0	163
11:15								0	0	0	0	0	0	0	0	0	127	27	1	4	2	2	0	163
11:30								0	0	1	0	0	0	0	0	1	147	24	2	6	2	0	0	181
11:45								0	0	0	0	0	0	0	0	0	128	23	5	1	3	1	1	162
12:00								0	0	0	0	0	0	0	0	0	128	23	2	2	3	1	0	159
12:15								0	2	0	0	0	0	0	0	2	123	26	1	1	2	3	0	156
12:30								0	1	1	0	0	0	0	0	2	153	18	0	5	3	2	1	182
12:45								0	2	0	0	0	0	0	0	2	116	19	3	3	4	1	0	146
13:00								0	1	0	0	0	0	0	0	1	149	19	5	1	2	1	1	178
13:15								0	0	0	0	0	0	0	0	0	169	23	7	1	3	3	0	206
13:30								0	0	0	0	0	0	0	0	0	156	24	3	1	4	1	0	189
13:45								0	3	0	0	0	0	0	0	3	195	21	1	5	5	1	0	228
14:00								0	3	0	0	0	0	0	0	3	174	10	2	4	3	1	0	194
14:15								0	0	0	0	0	0	0	0	0	158	27	4	2	2	3	0	196
14:30								0	2	0	0	0	0	0	0	2	162	22	3	4	4	1	1	197
14:45								0	2	0	0	1	0	0	0	3	137	21	6	1	6	2	0	173
15:00								0	0	0	0	0	0	0	0	0	157	23	2	1	5	3	0	191
15:15								0	5	0	1	0	0	0	0	6	192	30	4	4	3	0	1	234
15:30								0	0	0	0	0	0	0	0	0	155	34	1	3	2	7	1	203
15:45								0	1	0	0	0	0	0	0	1	177	31	2	0	3	1	0	214
16:00								0	1	0	0	0	0	0	0	1	156	23	4	1	3	5	1	193
16:15								0	2	0	0	0	0	0	0	2	179	30	3	1	2	5	1	221
16:30								0	1	0	0	0	1	0	0	2	210	39	2	2	1	0	0	254
16:45								0	0	2	0	0	0	0	0	2	177	30	0	4	2	3	0	216
17:00								0	0	0	0	0	0	0	0	0	202	25	0	2	4	2	2	237
17:15								0	2	0	0	0	0	0	0	2	214	31	3	1	2	2	0	253
17:30								0	1	0	0	0	0	0	0	1	193	24	2	1	3	1	1	225
17:45								0	3	0	0	0	0	0	0	3	193	26	4	0	4	2	0	229
18:00								0	0	0	0	0	0	0	0	0	189	16	2	1	3	0	0	211
18:15								0	4	0	0	0	0	0	0	4	179	20	1	0	3	2	1	206
18:30								0	1	0	0	1	0	0	0	2	228	15	1	1	3	1	0	249
18:45								0	0	0	0	0	0	0	0	0	166	20	0	1	4	1	0	192
19:00								0	0	0	0	0	0	0	0	0	153	16	0	0	4	5	1	179
19:15								0	0	0	0	0	0	0	0	0	103	7	0	3	4	1	2	120
19:30								0	1	0	0	0	0	0	0	1	95	7	1	1	3	2	0	109
19:45								0	0	1	0	0	0	0	0	1	160	1	1	0	2	0	1	165
20:00								0	0	0	0	0	0	0	0	0	134	4	0	1	2	5	0	146
20:15								0	2	0	0	0	0	0	0	2	104	6	0	0	2	1	0	113
20:30								0	2	0	0	0	0	0	0	2	78	4	1	0	1	1	0	85
20:45								0	2	0	0	0	0	0	0	2	52	4	0	0	1	0	0	57
21:00								0	1	0	0	0	0	0	0	1	96	3	0	0	1	0	0	100
21:15								0	0	0	0	0	0	0	0	0	112	6	0	0	1	1	2	122
21:30								0	0	0	0	0	0	0	0	0	61	1	0	1	1	0	0	64
21:45								0	1	0	0	0	0	0	0	1	53	6	0	0	2	4	0	65
22:00								0	1	0	0	0	0	0	0	1	53	2	0	0	2	1	0	58
22:15								0	0	0	0	0	0	0	0	0	100	6	0	1	1	0	0	108
22:30								0	0	0	0	0	0	0	0	0	109	4	1	0	1	1	0	116
22:45								0	1	0	0	0	0	0	0	1	70	1	0	0	1	0	0	72
23:00								0	0	0	0	0	0	0	0	0	91	0	0	0	1	1	0	93
23:15								0	0	0	0	0	0	0	0	0	106	0	0	0	1	2	0	109
23:30								0	0	0	0	0	0	0	0	0	124	0	0	0	1	1	0	126
23:45								0	0	0	0	0	0	0	0	0	98	0	1	0	2	0	0	101

Start Time	Rolling Hour							Total	Rolling Hour							Total	Rolling Hour							Total
00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	198	16	3	4	7	1	0	229
00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	186	13	3	3	6	1	0	212
00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	171	13	3	4	2	0	0	193
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	155	10	2	1	1	0	0	169
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	163	11	1	1	2	0	0	178
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	153	13	1	1	2	0	0	170
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	202	13	2	0	3	0	0	220
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	254	17	3	1	3	0	0	278
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	266	13	2	1	1	0	0	283
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	265	12	2	1	3	0	0	283
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	230	11	1	1	2	0	0	245
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	177	6	0	0	2	0	0	185
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	170	6	0	0	2	0	0	178
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	195	6	0	2	3	0	0	206
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	222	6	1	3	4	0	0	236
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	244	10	2	4	4	0	0	264
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	261	14	3	4	5	2	0	289
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	273	16	3	4	4	2	0	302
04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	311	20	3	6	3	2	1	346
04:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	326	21	4	7	5	2	1	366
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	337	23	4	9	5	1	2	381
05:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	356	28	5	8	6	1	2	406
05:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	380	31	6	6	8	2	4	437
05:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	427	45	6	7	6	4	5	500
06:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	496	59	5	14	7	6	5	592
06:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	598	83	4	17	6	7	5	720
06:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	696	109	3	21	8	8	2	847
06:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	826	123	6	20	11	8	1	995
07:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	921	134	8	15	13	6	3	1100
07:15	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	960	125	10	15	14	11	4	1139
07:30	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	5	952	112	13	17	14	13	5	1126
07:45	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	7	911	103	8	21	13	13	5	1074
08:00	0	0	0	0	0	0	0	0	7	1	1	0	0	0	0	9	866	97	10	20	11	19	2	1025
08:15	0	0	0	0	0	0	0	0	6	1	1	0	0	0	0	8	797	90	13	17	11	16	2	946
08:30	0	0	0	0	0	0	0	0	3	1	1	0	0	0	0	5	740	87	16	17	10	13	1	884
08:45	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	3	655	84	25	14	13	11	1	803
09:00	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	2	572	76	25	17	14	6	2	712
09:15	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	3	530	77	24	21	13	4	1	670
09:30	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0	4	499	70	19	15	11	5	1	620
09:45	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0	4	580	64	12	17	10	6	1	690
10:00	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	2	663	72	10	14	11	6	0	776
10:15	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2	663	74	10	9	11	8	0	775
10:30	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	659	89	9	12	12	8	0	789
10:45	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	603	98	9	13	10	7	0	740
11:00	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	536	94	12	11	9	6	1	669
11:15	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	530	97	10	13	10	4	1	665
11:30	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	3	526	96	10	10	10	5	1	658
11:45	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	4	532	90	8	9	11	7	2	659
12:00	0	0	0	0	0	0	0	0	5	1	0	0	0	0	0	6	520	86	6	11	12	7	1	643
12:15	0	0	0	0	0	0	0	0	6	1	0	0	0	0	0	7	541	82	9	10	11	7	2	662
12:30	0	0	0	0	0	0	0	0	4	1	0	0	0	0	0	5	587	79	15	10	12	7	2	712
12:45	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	590	85	18	6	13	6	1	719
13:00	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4	669	87	16	8	14	6	1	801
13:15	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	6	694	78	13	11	15	6	0	817
13:30	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	6	683	82	10	12	14	6	0	807
13:45	0	0	0	0	0	0	0	0	8	0	0	0	0	0	0	8	689	80	10	15	14	6	1	815
14:00	0	0	0	0	0	0	0	0	7	0	0	1	0	0	0	8	631	80	15	11	15	7	1	760
14:15	0	0	0	0	0	0	0	0	4	0	0	1	0	0	0	5	614	93	15	8	17	9	1	757
14:30	0	0	0	0	0	0	0	0	9	0	1	1	0	0	0	11	648	96	15	10	18	6	2	795
14:45	0	0	0	0	0	0	0	0	7	0	1	1	0	0	0	9	641	108	13	9	16	12	2	801
15:00	0	0	0	0	0	0	0	0	6	0	1	0	0	0	0	7	681	118	9	8	13	11	2	842
15:15	0	0	0	0	0	0	0	0	7	0	1	0	0	0	0	8	680	118	11	8	11	13	3	844
15:30	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4	667	118	10	5	10	18	3	831
15:45	0	0	0	0	0	0	0	0	5	0	0	0	1	0	0	6	722	123	11	4	9	11	2	882
16:00	0	0	0	0	0	0	0	0	4	2	0	0	1	0	0	7	722	122	9	8	8	13	2	884
16:15	0	0	0	0	0	0	0	0	3	2	0	0	1	0	0	6	768	124	5	9	9	10	3	928
16:30	0	0	0	0	0	0	0	0	3	2	0	0	1	0	0	6	803	125	5	9	9	7	2	960
16:45	0	0	0	0	0	0	0	0	3	2	0	0	0	0	0	5	786	110	5	8	11	8	3	931
17:00	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	6	802	106	9	4	13	7	3	944
17:15	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	6	789	97	11	3	12	5	1	918
17:30	0	0	0	0	0	0	0	0	8	0	0	0	0	0	0	8	754	86	9	2	13	5	2	871
17:45	0	0	0	0	0	0	0	0	8	0	0	1	0	0	0	9	789	77	8	2	13	5	1	895
18:00	0	0	0	0	0	0	0	0	5	0	0	1	0	0	0	6	762	71	4	3	13	4	1	858
18:15	0	0	0	0	0	0	0	0	5	0	0	1	0	0	0	6	726	71	2	2	14	9	2	826
18:30	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	2	650	58	1	5	15	8	3	740
18:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	517	50	1	5	15	9	3	600
19:00	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2	511	31	2	4	13	8	4	573
19:15	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2	492	19	2	5	11	8	3	540
19:30	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	4	493	18	2	2	9	8	1	533
19:45	0	0	0	0	0	0	0	0	4	1	0	0	0	0	0	5	476	15	2	1	7	7	1	509
20:00	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	6	368	18	1	1	6	7	0	401
20:15	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	7	330	17	1	0	5	2	0	355
20:30	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	5	338	17	1	0	4	2	2	364
20:45	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	321	14	0	1	4	1	2	343
21:00	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	322	16	0	1	5	5	2	351
21:15	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	279	15	0	1	6	6	2	309
21:30	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	267	15	0	2	6	5	0	295
21:45	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	315	18	1	1	6	6	0	347
22:00	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	332	13	1	1	5	2	0	354
22:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	370	11	1	1	4	2	0	389
22:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	376	5	1	0	4	4	0	390
22:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	391	1	0	0	4	4	0	400
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	419	0	1	0	5	4	0	429

Intelligent Data Collection Limited

Client: Peter Brett Associates
Project Number: ID04020
Junction Number: Site 13

Date of Survey: 10.07.2018
Junction Name: Hobbs Lane / A38 Bridgwater Road / Barrow Lane
Junction Type: Crossroads

Arm A: Hobbs Lane (NW)
Arm B: A38 Bridgwater Road (NE)
Arm C: Barrow Lane (SE)
Arm D: A38 Bridgwater Road (SW)

	D to A							
Time	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total
00:00	0	0	0	0	0	0	0	0
00:15	0	0	0	0	0	0	0	0
00:30	0	0	0	0	0	0	0	0
00:45	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0
01:15	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0
02:15	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0
03:15	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0
04:15	0	0	0	0	0	0	0	0
04:30	0	0	0	0	0	0	0	0
04:45	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0
05:15	0	0	0	0	0	0	0	0
05:30	0	0	0	0	0	0	0	0
05:45	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0
06:15	0	0	0	0	0	0	0	0
06:30	0	0	0	0	0	0	0	0
06:45	0	0	0	0	0	0	0	0
07:00	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	1	1
10:00	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0
11:30	1	0	0	0	0	0	0	1
11:45	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0
13:00	0	1	0	0	0	0	0	1
13:15	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0
14:00	1	0	0	0	0	0	0	1
14:15	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	1	1
16:45	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0
17:15	1	0	0	0	0	0	0	1
17:30	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0
18:30	1	0	0	0	0	0	0	1
18:45	0	0	0	0	0	0	0	0
19:00	0	0	0	0	0	0	0	0
19:15	0	0	0	0	0	0	0	0
19:30	0	0	0	0	0	0	0	0
19:45	0	0	0	0	0	0	0	0
20:00	0	0	0	0	0	0	0	0
20:15	0	0	0	0	0	0	0	0
20:30	0	0	0	0	0	0	0	0
20:45	0	0	0	0	0	0	0	0
21:00	0	0	0	0	0	0	0	0
21:15	0	0	0	0	0	0	0	0
21:30	0	0	0	0	0	0	0	0
21:45	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0
22:15	0	0	0	0	0	0	0	0
22:30	0	0	0	0	0	0	0	0
22:45	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0
23:15	0	0	0	0	0	0	0	0
23:30	0	0	0	0	0	0	0	0
23:45	0	0	0	0	0	0	0	0

Start Time	Rolling Hour							Total
00:00	0	0	0	0	0	0	0	0
00:15	0	0	0	0	0	0	0	0
00:30	0	0	0	0	0	0	0	0
00:45	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0
01:15	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0
02:15	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0
03:15	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0
04:15	0	0	0	0	0	0	0	0
04:30	0	0	0	0	0	0	0	0
04:45	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0
05:15	0	0	0	0	0	0	0	0
05:30	0	0	0	0	0	0	0	0
05:45	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0
06:15	0	0	0	0	0	0	0	0
06:30	0	0	0	0	0	0	0	0
06:45	0	0	0	0	0	0	0	0
07:00	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	1	1
09:15	0	0	0	0	0	0	1	1
09:30	0	0	0	0	0	0	1	1
09:45	0	0	0	0	0	0	1	1
10:00	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0
10:45	1	0	0	0	0	0	0	1
11:00	1	0	0	0	0	0	0	1
11:15	1	0	0	0	0	0	0	1
11:30	1	0	0	0	0	0	0	1
11:45	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0
12:15	0	1	0	0	0	0	0	1
12:30	0	1	0	0	0	0	0	1
12:45	0	1	0	0	0	0	0	1
13:00	0	1	0	0	0	0	0	1
13:15	1	0	0	0	0	0	0	1
13:30	1	0	0	0	0	0	0	1
13:45	1	0	0	0	0	0	0	1
14:00	1	0	0	0	0	0	0	1
14:15	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	1	1
16:00	0	0	0	0	0	0	1	1
16:15	0	0	0	0	0	0	1	1
16:30	1	0	0	0	0	0	1	2
16:45	1	0	0	0	0	0	0	1
17:00	1	0	0	0	0	0	0	1
17:15	1	0	0	0	0	0	0	1
17:30	0	0	0	0	0	0	0	0
17:45	1	0	0	0	0	0	0	1
18:00	1	0	0	0	0	0	0	1
18:15	1	0	0	0	0	0	0	1
18:30	1	0	0	0	0	0	0	1
18:45	0	0	0	0	0	0	0	0
19:00	0	0	0	0	0	0	0	0
19:15	0	0	0	0	0	0	0	0
19:30	0	0	0	0	0	0	0	0
19:45	0	0	0	0	0	0	0	0
20:00	0	0	0	0	0	0	0	0
20:15	0	0	0	0	0	0	0	0
20:30	0	0	0	0	0	0	0	0
20:45	0	0	0	0	0	0	0	0
21:00	0	0	0	0	0	0	0	0
21:15	0	0	0	0	0	0	0	0
21:30	0	0	0	0	0	0	0	0
21:45	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0
22:15	0	0	0	0	0	0	0	0
22:30	0	0	0	0	0	0	0	0
22:45	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0

Intelligent Data Collection Limited

Client: Peter Brett Associates
Project Number: ID04020
Junction Number: Site 13

Date of Survey: 10.07.2018
Junction Name: Hobbs Lane / A38 Bridgwater Road / Barrow Lane
Junction Type: Crossroads

	Arm A Approach								Arm A Exit							
Time	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total
00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0
06:30	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0
06:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
08:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	1	1	0	0	0	0	0	0	3	3
10:00	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
10:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
11:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3
12:15	0	0	0	0	0	0	1	1	0	0	0	0	0	0	2	2
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	1	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0
14:00	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
14:45	0	0	0	0	0	0	1	1	0	0	0	0	0	0	3	3
15:00	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2	3
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	5
17:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	2
17:30	0	0	1	0	0	0	1	2	1	0	0	0	0	0	0	1
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	1	0	0	0	0	1	2	1	1	0	0	0	0	0	2
18:15	0	0	0	0	0	0	2	2	0	1	0	0	0	0	0	1
18:30	2	0	0	0	0	0	0	2	1	0	0	0	0	0	0	1
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:45	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0
20:00	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
20:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
20:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:00	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0
21:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Start Time	Rolling Hour							Total	Rolling Hour							Total
00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0
05:45	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0
06:15	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0
06:30	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0
06:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0
07:30	0	1	0	0	0	0	0	1	0	0	0	0	0	0	1	1
07:45	0	1	0	0	0	0	0	1	1	0	0	0	0	0	1	2
08:00	0	1	0	0	0	0	0	1	1	0	0	0	0	0	1	2
08:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	2
08:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	1	1	0	0	0	0	0	0	3	3
09:15	1	0	0	0	0	0	1	2	1	0	0	0	0	0	3	4
09:30	1	0	0	0	0	0	1	2	2	0	0	0	0	0	3	5
09:45	1	0	0	0	0	0	1	2	2	0	0	0	0	0	3	5
10:00	1	0	0	0	0	0	0	1	2	0	0	0	0	0	0	2
10:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
10:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
10:45	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
11:00	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
11:15	0	0	0	0	0	0	0	0	2	0	0	0	0	0	3	5
11:30	0	0	0	0	0	0	1	1	1	0	0	0	0	0	5	6
11:45	0	0	0	0	0	0	1	1	0	0	0	0	0	0	5	5
12:00	0	0	0	0	0	0	1	1	0	0	0	0	0	0	5	5
12:15	1	0	0	0	0	0	1	2	0	1	0	0	0	0	2	3
12:30	1	0	0	0	0	0	0	1	0	1	0	0	0	0	1	2
12:45	1	0	0	0	0	0	0	1	0	1	0	0	0	0	1	2
13:00	1	0	0	0	0	0	1	2	0	1	0	0	0	0	1	2
13:15	1	0	0	0	0	0	1	2	1	0	0	0	0	0	1	2
13:30	1	0	0	0	0	0	1	2	1	0	0	0	0	0	0	1
13:45	1	0	0	0	0	0	1	2	2	0	0	0	0	0	0	2
14:00	1	0	0	0	0	0	1	2	2	0	0	0	0	0	3	5
14:15	0	0	0	0	0	0	2	2	1	0	0	0	0	0	3	4
14:30	0	0	0	0	0	0	2	2	1	0	0	0	0	0	3	4
14:45	0	0	0	0	0	0	2	2	0	0	0	0	0	0	3	3
15:00	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0
15:45	0	1	0	0	0	0	3	4	0	1	0	0	0	0	2	3
16:00	0	1	0	0	0	0	3	4	0	1	0	0	0	0	2	3
16:15	0	1	0	0	0	0	0	1	0	1	0	0	0	0	7	8
16:30	0	1	0	0	0	0	0	1	1	1	0	0	0	0	8	10
16:45	0	0	1	0	0	0	1	2	2	0	0	0	0	0	6	8
17:00	0	0	1	0	0	0	1	2	2	0	0	0	0	0	6	8
17:15	0	1	1	0	0	0	2	4	3	1	0	0	0	0	1	5
17:30	0	1	1	0	0	0	4	6	2	2	0	0	0	0	0	4
17:45	2	1	0	0	0	0	3	6	2	2	0	0	0	0	0	4
18:00	2	1	0	0	0	0	3	6	2	2	0	0	0	0	0	4
18:15	2	0	0	0	0	0	2	4	1	1	0	0	0	0	0	2
18:30	2	0	0	0	0	0	0	2	1	0	0	0	0	0	0	1
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:00	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0
19:15	2	0	0	0	0	0	3	5	0	0	0	0	0	0	0	0
19:30	2	0	0	0	0	0	3	5	0	0	0	0	0	0	0	0
19:45	2	0	0	0	0	0	3	5	0	0	0	0	0	0	1	1
20:00	2	0	0	0	0	0	0	2	0	0	0	0	0	0	1	1
20:15	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	1
20:30	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	1
20:45	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0
21:00	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0
21:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Intelligent Data Collection Limited

Client: Peter Brett Associates
Project Number: ID04020
Junction Number: Site 13

Date of Survey: 10.07.2018
Junction Name: Hobbs Lane / A38 Bridgwater Road / Barrow Lane
Junction Type: Crossroads

	Arm B Approach								Arm B Exit							
Time	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total
00:00	33	0	0	2	1	0	0	36	74	4	0	1	1	0	0	80
00:15	43	4	0	0	2	0	0	49	41	3	0	0	4	1	0	49
00:30	27	3	0	0	1	0	0	31	51	4	1	3	1	0	0	60
00:45	28	8	1	0	0	0	0	37	35	5	2	0	1	0	0	43
01:00	26	0	0	0	0	1	0	27	59	1	0	0	0	0	0	60
01:15	35	2	0	0	1	0	0	38	26	3	0	1	0	0	0	30
01:30	34	5	0	0	1	0	0	40	35	1	0	0	0	0	0	36
01:45	38	3	0	1	1	0	0	43	44	6	1	0	2	0	0	53
02:00	22	1	0	0	0	1	0	24	50	3	0	0	0	0	0	53
02:15	39	2	2	0	1	0	0	44	76	3	1	0	1	0	0	81
02:30	32	3	0	0	0	0	0	35	87	5	1	1	0	0	0	94
02:45	32	0	0	1	1	0	0	34	55	3	0	0	0	0	0	58
03:00	51	2	1	0	0	0	0	54	48	2	0	0	2	0	0	52
03:15	66	2	0	1	0	0	0	69	40	3	0	0	0	0	0	43
03:30	78	1	1	0	0	0	0	80	34	0	0	0	0	0	0	34
03:45	99	0	0	0	4	0	0	103	48	2	1	0	0	0	0	51
04:00	98	1	0	0	0	0	0	99	73	2	0	2	3	0	0	80
04:15	107	3	2	5	0	1	0	118	68	2	1	1	1	0	0	73
04:30	110	7	3	2	0	1	0	123	56	4	1	1	0	0	0	62
04:45	154	2	3	1	3	1	0	164	68	7	1	0	1	2	0	79
05:00	143	0	1	0	0	0	0	144	87	5	0	2	2	0	0	96
05:15	156	7	1	1	2	1	0	168	108	7	1	4	0	0	1	121
05:30	168	9	0	1	0	0	0	178	79	7	2	2	2	0	0	92
05:45	115	14	0	2	4	1	0	136	81	10	1	3	1	1	2	99
06:00	101	14	1	4	1	2	1	124	112	13	1	2	3	1	0	132
06:15	93	29	3	2	1	2	0	130	150	11	2	2	2	1	3	171
06:30	111	16	4	2	4	1	0	138	144	25	3	3	0	2	1	178
06:45	123	32	1	1	2	2	1	162	166	29	1	10	4	5	2	217
07:00	112	37	3	3	4	1	0	160	232	40	1	4	2	3	0	282
07:15	113	43	1	3	2	1	1	164	254	40	1	6	4	2	0	307
07:30	175	38	3	2	3	5	0	226	269	37	5	2	3	3	0	319
07:45	150	41	10	0	4	1	2	208	261	38	3	4	5	2	3	316
08:00	186	43	3	2	3	3	0	240	268	30	5	4	3	7	3	320
08:15	174	39	12	4	2	2	0	233	245	28	6	8	4	4	3	298
08:30	175	39	6	2	5	0	0	227	224	30	1	6	2	2	0	265
08:45	149	38	3	3	2	1	0	196	213	32	4	3	2	7	3	264
09:00	127	26	6	1	1	1	0	162	207	21	5	1	3	3	2	242
09:15	127	28	7	4	4	1	1	172	201	28	7	7	3	1	0	247
09:30	123	24	3	3	2	3	0	158	139	27	12	3	5	0	0	186
09:45	142	29	1	2	5	1	1	181	135	26	4	6	3	2	1	177
10:00	155	30	7	4	4	0	2	202	153	25	5	5	2	1	0	191
10:15	153	17	3	4	4	2	1	184	149	18	4	1	1	2	0	175
10:30	187	23	4	4	3	2	0	223	221	18	2	7	4	2	0	254
10:45	175	17	2	7	3	3	0	207	219	32	3	3	4	4	0	265
11:00	165	21	6	7	2	2	0	203	154	23	5	0	2	3	0	187
11:15	197	22	6	2	2	4	0	233	141	31	2	4	2	3	3	186
11:30	162	21	3	6	3	0	0	195	160	25	3	7	2	0	1	198
11:45	175	29	4	0	5	2	0	215	147	27	7	1	3	1	1	187
12:00	153	29	9	7	4	2	1	205	136	29	2	2	3	1	0	173
12:15	171	29	3	3	2	0	0	208	133	31	2	1	2	4	0	173
12:30	156	25	2	4	2	1	0	190	166	20	0	5	3	2	1	197
12:45	153	34	3	5	3	1	0	199	134	21	3	3	4	2	0	167
13:00	148	28	3	6	4	3	0	192	168	26	6	1	2	1	1	205
13:15	158	33	3	3	1	1	0	199	189	31	8	3	3	3	2	239
13:30	150	20	1	5	3	3	0	182	172	30	3	1	5	1	1	213
13:45	146	32	2	4	1	7	0	192	207	30	3	6	5	2	0	253
14:00	169	19	3	3	4	3	0	201	191	10	2	4	3	1	1	212
14:15	201	27	4	4	3	1	1	241	171	31	4	2	2	3	0	213
14:30	205	30	3	1	4	1	0	244	173	27	5	4	4	1	1	215
14:45	204	27	3	5	6	4	1	250	150	24	7	1	6	2	0	190
15:00	199	27	4	2	3	5	1	241	171	31	3	1	5	3	0	214
15:15	220	38	3	5	3	3	0	272	205	32	4	4	3	0	2	250
15:30	254	45	3	5	2	5	0	314	174	38	1	3	3	8	1	228
15:45	228	29	1	4	2	5	1	270	195	35	3	0	4	1	0	238
16:00	251	42	2	4	3	0	0	302	169	34	4	1	3	5	1	217
16:15	283	42	3	4	3	5	1	341	191	36	3	2	2	5	1	240
16:30	300	31	0	2	2	0	1	336	228	49	2	3	1	0	0	283
16:45	314	32	1	2	4	2	0	355	191	31	0	4	2	3	1	232
17:00	268	39	3	3	4	9	2	328	226	31	1	2	4	2	2	268
17:15	283	32	2	2	4	9	2	334	235	34	3	1	2	2	1	278
17:30	308	23	3	0	0	5	2	341	216	28	2	1	3	1	3	254
17:45	257	18	1	0	4	9	2	291	211	28	4	0	4	2	0	249
18:00	289	14	1	1	2	2	6	315	208	24	2	1	3	0	0	238
18:15	269	19	1	2	3	7	20	321	191	20	1	0	3	2	2	219
18:30	245	12	0	2	3	7	6	275	250	18	1	1	3	1	0	274
18:45	225	13	0	0	2	5	1	246	180	22	0	1	4	1	0	208
19:00	194	11	0	1	5	4	2	217	163	18	0	0	4	5	2	192
19:15	115	8	0	0	2	0	0	125	106	9	0	3	4	1	5	128
19:30	134	9	1	0	0	0	0	144	107	9	1	1	3	2	11	134
19:45	125	7	0	0	2	0	1	135	171	2	1	0	2	0	3	179
20:00	105	8	0	1	1	0	0	115	144	6	0	1	2	5	2	160
20:15	106	5	0	1	2	1	0	115	115	8	0	0	2	1	0	126
20:30	107	12	0	1	0	4	0	124	83	4	1	0	1	1	0	90
20:45	95	3	0	1	2	1	0	102	59	5	0	0	1	0	2	67
21:00	87	7	1	2	1	2	0	100	103	3	0	0	1	0	0	107
21:15	80	3	0	0	2	1	0	86	117	7	0	0	1	1	2	128
21:30	79	2	0	1	0	2	0	84	63	2	0	1	1	0	0	67
21:45	94	3	0	0	3	0	1	101	63	6	0	0	2	4	0	75
22:00	93	3	0	0	1	4	0	101	60	4	0	0	2	1	0	67
22:15	93	1	0	0	1	2	0	97	104	7	0	1	1	0	0	113
22:30	92	3	0	1	0	1	0	97	112	5	1	0	1	1	0	120
22:45	81	4	0	1	2	0	0	88	73	1	0	0	1	0	0	75
23:00	77	4	0	1	1	1	0	84	93	1	0	0	1	1	0	96
23:15	68	2	0	0	1	0	0	71	109	0	0	0	1	2	0	112
23:30	71	2	0	1	1	0	0	75	126	1	0	0	1	1	0	129
23:45	61	1	0	1	2	0	0	65	103	1	1	0	2	0	0	107

Start Time	Rolling Hour							Total	Rolling Hour							Total
00:00	131	15	1	2	4	0	0	153	201	16	3	4	7	1	0	232
00:15	124	15	1	0	3	1	0	144	186	13	3	3	6	1	0	212
00:30	116	13	1	0	2	1	0	133	171	13	3	4	2	0	0	193
00:45	123	15	1	0	2	1	0	142	155	10	2	1	1	0	0	169
01:00	133	10	0	1	3	1	0	148	164	11	1	1	2	0	0	179
01:15	129	11	0	1	3	1	0	145	155	13	1	1	2	0	0	172
01:30	133	11	2	1	3	1	0	151	205	13	2	0	3	0	0	223
01:45	131	9	2	1	2	1	0	146	257	17	3	1	3	0	0	281
02:00	125	6	2	1	2	1	0	137	268	14	2	1	1	0	0	286
02:15	154	7	3	1	2	0	0	167	266	13	2	1	3	0	0	285
02:30	181	7	1	2	1	0	0	192	230	13	1	1	2	0	0	247
02:45	227	5	2	2	1	0	0	237	177	8	0	0	2	0	0	187
03:00	294	5	2	1	4	0	0	306	170	7	1	0	2	0	0	180
03:15	341	4	1	1	4	0	0	351	195	7	1	2	3	0	0	208
03:30	382	5	3	5	4	1	0	400	223	6	2	3	4	0	0	238
03:45	414	11	5	7	4	2	0	443	245	10	3	4	4	0	0	266
04:00	469	13	8	8	3	3	0	504	265	15	3	4	5	2	0	294
04:15	514	12	9	8	3	3	0	549	279	18	3	4	4	2	0	310
04:30	563	16	8	4	5	3	0	599	319	23	3	7	3	2	1	358
04:45	621	18	5	3	5	2	0	654	342	26	4	8	5	2	1	388
05:00	582	30	2	4	6	2	0	626	355	29	4	11	5	1	3	408
05:15	540	44	2	8	7	4	1	606	380	37	5	11	6	2	3	444
05:30	477	66	4	9	6	5	1	568	422	41	6	9	8	3	5	494
05:45	420	73	8	10	10	6	1	528	487	59	7	10	6	5	6	580
06:00	428	91	9	9	8	7	2	554	572	78	7	17	9	9	6	698
06:15	439	114	11	8	11	6	1	590	692	105	7	19	8	11	6	848
06:30	459	128	9	9	12	5	2	624	796	134	6	23	10	12	3	984
06:45	523	150	8	9	11	9	2	712	921	146	8	22	13	13	2	1125
07:00	550	159	17	8	13	8	3	758	1016	155	10	16	14	10	3	1224
07:15	624	165	17	7	12	10	3	838	1052	145	14	16	15	14	6	1262
07:30	685	161	28	8	12	11	2	907	1043	133	19	18	15	16	9	1253
07:45	685	162	31	8	14	6	2	908	998	126	15	22	14	15	9	1199
08:00	684	159	24	11	12	6	0	896	950	120	16	21	11	20	9	1147
08:15	625	142	27	10	10	4	0	818	889	111	16	18	11	16	8	1069
08:30	578	131	22	10	12	3	1	757	845	111	17	17	10	13	5	1018
08:45	526	116	19	11	9	6	1	688	760	108	28	14	13	11	5	939
09:00	519	107	17	10	12	6	2	673	682	102	28	17	14	6	3	852
09:15	547	111	18	13	15	5	4	713	628	106	28	21	13	4	1	801
09:30	573	100	14	13	15	6	4	725	576	96	25	15	11	5	1	729
09:45	637	99	15	14	16	5	4	790	658	87	15	19	10	7	1	797
10:00	670	87	16	19	14	7	3	816	742	93	14	16	11	9	0	885
10:15	680	78	15	22	12	9	1	817	743	91	14	11	11	11	0	881
10:30	724	83	18	20	10	11	0	866	735	104	12	14	12	12	3	892
10:45	699	81	17	22	10	9	0	838	674	111	13	14	10	10	4	836
11:00	699	93	19	15	12	8	0	846	602	106	17	12	9	7	5	758
11:15	687	101	22	15	14	8	1	848	584	112	14	14	10	5	5	744
11:30	661	108	19	16	14	4	1	823	576	112	14	11	10	6	2	731
11:45	655	112	18	14	13	5	1	818	582	107	11	9	11	8	2	730
12:00	633	117	17	19	11	4	1	802	569	101	7	11	12	9	1	710
12:15	628	116	11	18	11	5	0	789	601	98	11	10	11	9	2	742
12:30	615	120	11	18	10	6	0	780	657	98	17	12	12	8	4	808
12:45	609	115	10	19	11	8	0	772	663	108	20	8	14	7	4	824
13:00	602	113	9	18	9	14	0	765	736	117	20	11	15	7	4	910
13:15	623	104	9	15	9	14	0	774	759	101	16	14	16	7	4	917
13:30	666	98	10	16	11	14	1	816	741	101	12	13	15	7	2	891
13:45	721	108	12	12	12	12	1	878	742	98	14	16	14	7	2	893
14:00	779	103	13	13	17	9	2	936	685	92	18	11	15	7	2	830
14:15	809	111	14	12	16	11	3	976	665	113	19	8	17	9	1	832
14:30	828	122	13	13	16	13	2	1007	699	114	19	10	18	6	3	869
14:45	877	137	13	17	14	17	2	1077	700	125	15	9	17	13	3	882
15:00	901	139	11	16	10	18	2	1097	745	136	11	8	15	12	3	930
15:15	953	154	9	18	10	13	1	1158	743	139	12	8	13	14	4	933
15:30	1016	158	9	17	10	15	2	1227	729	143	11	6	12	19	3	923
15:45	1062	144	6	14	10	10	3	1249	783	154	12	6	10	11	2	978
16:00	1148	147	6	12	12	7	2	1334	779	150	9	10	8	13	3	972
16:15	1165	144	7	11	13	16	4	1360	836	147	6	11	9	10	4	1023
16:30	1165	134	6	9	14	20	5	1353	880	145	6	10	9	7	4	1061
16:45	1173	126	9	7	12	25	6	1358	868	124	6	8	11	8	7	1032
17:00	1116	112	9	5	12	32	8	1294	888	121	10	4	13	7	6	1049
17:15	1137	87	7	3	10	25	12	1281	870	114	11	3	12	5	4	1019
17:30	1123	74	6	3	9	23	30	1268	826	100	9	2	13	5	5	960
17:45	1060	63	3	5	12	25	34	1202	860	90	8	2	13	5	2	980
18:00	1028	58	2	5	10	21	33	1157	829	84	4	3	13	4	2	939
18:15	933	55	1	5	13	23	29	1059	784	78	2	2	14	9	4	893
18:30	779	44	0	3	12	16	9	863	699	67	1	5	15	8	7	802
18:45	668	41	1	1	9	9	3	732	556	58	1	5	15	9	18	662
19:00	568	35	1	1	9	4	3	621	547	38	2	4	13	8	21	633
19:15	479	32	1	1	5	0	1	519	528	26	2	5	11	8	21	601
19:30	470	29	1	2	5	1	1	509	537	25	2	2	9	8	16	599
19:45	443	32	0	3	5	5	1	489	513	20	2	1	7	7	5	555
20:00	413	28	0	4	5	6	0	456	401	23	1	1	6	7	4	443
20:15	395	27	1	5	5	8	0	441	360	20	1	0	5	2	2	390
20:30	369	25	1	4	5	8	0	412	362	19	1	0	4	2	4	392
20:45	341	15	1	4	5	6	0	372	342	17	0	1	4	1	4	369
21:00	340	15	1	3	6	5	1	371	346	18	0	1	5	5	2	377
21:15	346	11	0	1	6	7	1	372	303	19	0	1	6	6	2	337
21:30	359	9	0	1	5	8	1	383	290	19	0	2	6	5	0	322
21:45	372	10	0	1	5	7	1	396	339	22	1	1	6	6	0	375
22:00	359	11	0	2	4	7	0	383	349	17	1	1	5	2	0	375
22:15	343	12	0	3	4	4	0	366	382	14	1	1	4	2	0	404
22:30	318	13	0	3	4	2	0	340	387	7	1	0	4	4	0	403
22:45	297	12	0	3	5	1	0	318	401	3	0	0	4	4	0	412
23:00	277	9	0	3	5	1	0	295	431	3	1	0	5	4	0	444

Intelligent Data Collection Limited

Client: Peter Brett Associates
Project Number: ID04020
Junction Number: Site 13

Date of Survey: 10.07.2018
Junction Name: Hobbs Lane / A38 Bridgwater Road / Barrow Lane
Junction Type: Crossroads

	Arm C Approach								Arm C Exit							
Time	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total
00:00	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0
00:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
01:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
01:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
01:45	1	0	0	0	0	0	0	1	2	0	0	0	0	0	0	2
02:00	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
02:15	1	0	0	0	0	0	0	1	2	0	0	0	0	0	0	2
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
03:15	0	1	0	0	0	0	0	1	2	0	0	0	0	0	0	2
03:30	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
03:45	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
04:30	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3
04:45	3	1	0	0	0	0	0	4	1	0	0	0	0	0	0	1
05:00	3	1	0	0	0	0	0	4	0	0	0	0	0	0	0	0
05:15	4	1	0	1	0	0	0	6	2	0	0	0	0	0	0	2
05:30	8	2	0	0	0	0	0	10	3	2	0	0	0	0	0	5
05:45	6	2	0	1	0	0	1	10	2	2	0	0	0	0	0	4
06:00	8	4	0	1	0	1	0	14	4	2	0	0	0	0	0	6
06:15	21	2	0	1	0	0	0	24	1	1	0	0	0	0	1	3
06:30	26	6	2	0	0	0	0	34	5	6	0	0	0	0	1	12
06:45	21	7	1	2	2	2	1	36	13	1	0	0	0	0	0	14
07:00	26	7	1	0	0	2	0	36	15	8	1	0	0	0	0	24
07:15	27	5	0	1	0	0	0	33	12	8	0	0	0	0	0	20
07:30	21	4	0	0	0	1	0	26	24	11	1	0	0	1	0	37
07:45	21	5	1	0	1	1	0	29	20	7	1	0	0	0	2	30
08:00	23	5	3	0	0	1	2	34	28	11	0	0	0	1	0	40
08:15	26	6	2	1	0	0	3	38	33	5	1	1	1	0	0	41
08:30	17	6	1	0	0	0	0	24	33	8	1	0	1	0	0	43
08:45	22	5	0	0	0	0	3	30	17	7	1	0	0	0	0	25
09:00	33	4	0	0	0	0	1	38	16	3	1	0	0	0	0	20
09:15	39	9	0	0	0	0	0	48	14	7	0	0	0	0	0	21
09:30	17	6	3	0	0	0	0	26	13	9	2	0	0	1	0	25
09:45	26	8	0	0	0	0	2	36	16	9	2	0	0	0	1	28
10:00	18	8	1	0	0	0	0	27	15	7	2	0	0	0	2	26
10:15	19	6	2	0	0	0	0	27	14	4	0	0	0	0	1	19
10:30	20	3	0	2	0	1	0	26	20	3	1	1	0	0	0	25
10:45	27	5	1	0	0	2	0	35	13	5	0	1	0	0	0	19
11:00	21	5	1	0	0	0	0	27	17	5	2	1	0	0	0	25
11:15	15	4	1	0	0	1	3	24	11	4	0	1	0	1	0	17
11:30	14	1	1	1	0	0	1	18	17	6	0	1	0	0	0	24
11:45	19	4	3	0	0	0	0	26	19	4	1	0	0	0	0	24
12:00	10	7	0	0	0	0	3	20	16	5	2	1	0	0	0	24
12:15	11	5	1	0	0	1	2	20	22	6	0	0	0	0	1	29
12:30	14	2	0	0	0	0	0	16	16	5	0	0	0	0	0	21
12:45	19	2	0	0	0	1	0	22	19	6	1	0	0	0	0	26
13:00	18	7	1	0	0	0	0	26	18	5	1	0	0	0	0	24
13:15	20	9	1	2	0	0	3	35	18	9	1	0	0	0	0	28
13:30	16	6	0	1	1	0	1	25	19	3	0	1	0	0	0	23
13:45	13	10	2	1	0	1	0	27	14	5	0	1	0	2	1	23
14:00	19	0	0	0	0	0	1	20	24	8	0	0	0	0	0	32
14:15	13	4	1	0	0	0	0	18	21	2	1	0	0	0	1	25
14:30	12	6	2	0	0	0	0	20	25	10	0	0	0	0	0	35
14:45	13	3	1	0	0	0	3	20	28	9	1	1	0	0	2	41
15:00	17	8	1	0	0	0	0	26	24	8	2	2	1	0	2	39
15:15	13	2	0	0	0	0	1	16	35	16	1	0	0	1	0	53
15:30	19	4	0	0	1	1	0	25	31	11	0	0	0	0	0	42
15:45	19	4	1	1	1	0	0	26	34	5	0	1	1	2	0	43
16:00	14	11	0	0	0	0	0	25	36	13	0	1	0	0	3	53
16:15	13	6	0	1	0	0	0	20	57	14	1	0	0	0	1	73
16:30	18	10	0	1	0	0	1	30	50	11	0	1	2	0	1	65
16:45	14	1	0	0	0	0	1	16	49	11	0	0	0	0	0	60
17:00	24	6	1	0	0	0	5	36	48	12	0	0	0	4	2	66
17:15	21	3	0	0	0	0	2	26	50	10	0	1	0	2	0	63
17:30	29	5	0	0	0	0	1	35	74	3	1	0	0	4	0	82
17:45	19	2	0	0	0	0	0	21	59	5	1	0	0	2	1	68
18:00	20	9	0	0	0	0	0	29	50	6	0	0	0	0	6	62
18:15	12	1	0	0	0	0	1	14	45	8	0	0	0	1	21	75
18:30	22	3	0	0	0	0	0	25	44	2	0	1	0	1	5	53
18:45	17	2	0	0	0	0	0	19	28	1	0	0	0	0	0	29
19:00	10	2	0	0	0	0	1	13	22	2	0	0	0	0	1	25
19:15	3	2	0	0	0	0	3	8	17	5	0	0	0	0	0	22
19:30	12	2	0	0	0	0	11	25	15	1	0	0	0	0	0	16
19:45	13	1	0	0	0	0	2	16	17	2	0	0	0	0	4	23
20:00	11	2	0	0	0	0	2	15	10	1	0	0	0	0	0	11
20:15	13	2	0	0	0	0	0	15	14	0	0	0	0	0	0	14
20:30	6	0	0	0	0	0	1	7	17	2	0	0	0	0	0	19
20:45	9	1	0	0	0	0	2	12	9	0	0	1	0	1	0	11
21:00	7	0	0	0	0	0	0	7	17	2	0	0	0	0	1	20
21:15	5	1	0	0	0	0	0	6	13	1	0	0	0	0	0	14
21:30	2	1	0	0	0	0	0	3	3	0	0	0	0	0	0	3
21:45	11	0	0	0	0	0	1	12	10	0	0	0	0	0	0	10
22:00	7	2	0	0	0	0	0	9	10	0	0	0	0	0	0	10
22:15	4	1	0	0	0	0	0	5	13	0	0	0	0	0	0	13
22:30	4	1	0	0	0	0	0	5	5	0	0	1	0	0	0	6
22:45	3	0	0	0	0	0	0	3	8	1	0	0	0	0	0	9
23:00	2	1	0	0	0	0	0	3	3	1	0	0	0	0	0	4
23:15	3	0	0	0	0	0	0	3	5	0	0	0	0	0	0	5
23:30	2	1	0	0	0	0	0	3	2	0	0	0	0	0	0	2
23:45	5	1	0	0	0	0	0	6	3	0	0	0	0	0	0	3

Start Time	Rolling Hour							Total	Rolling Hour							Total
00:00	3	0	0	0	0	0	0	3	1	0	0	0	0	0	0	1
00:15	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
00:30	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
00:45	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3
01:00	1	0	0	0	0	0	0	1	5	0	0	0	0	0	0	5
01:15	2	0	0	0	0	0	0	2	4	0	0	0	0	0	0	4
01:30	3	0	0	0	0	0	0	3	5	0	0	0	0	0	0	5
01:45	3	0	0	0	0	0	0	3	4	0	0	0	0	0	0	4
02:00	2	1	0	0	0	0	0	3	2	0	0	0	0	0	0	2
02:15	1	1	0	0	0	0	0	2	3	0	0	0	0	0	0	3
02:30	0	2	0	0	0	0	0	2	3	0	0	0	0	0	0	3
02:45	1	2	0	0	0	0	0	3	4	0	0	0	0	0	0	4
03:00	1	1	1	0	0	0	0	3	4	0	0	0	0	0	0	4
03:15	1	1	1	0	0	0	0	3	3	0	0	0	0	0	0	3
03:30	2	0	1	0	0	0	0	3	1	0	0	0	0	0	0	1
03:45	1	0	1	0	0	0	0	2	3	0	0	0	0	0	0	3
04:00	4	1	0	0	0	0	0	5	4	0	0	0	0	0	0	4
04:15	7	2	0	0	0	0	0	9	4	0	0	0	0	0	0	4
04:30	10	3	0	1	0	0	0	14	6	0	0	0	0	0	0	6
04:45	18	5	0	1	0	0	0	24	6	2	0	0	0	0	0	8
05:00	21	6	0	2	0	0	1	30	7	4	0	0	0	0	0	11
05:15	26	9	0	3	0	1	1	40	11	6	0	0	0	0	0	17
05:30	43	10	0	3	0	1	1	58	10	7	0	0	0	0	1	18
05:45	61	14	2	3	0	1	1	82	12	11	0	0	0	0	2	25
06:00	76	19	3	4	2	3	1	108	23	10	0	0	0	0	2	35
06:15	94	22	4	3	2	4	1	130	34	16	1	0	0	0	2	53
06:30	100	25	4	3	2	4	1	139	45	23	1	0	0	0	1	70
06:45	95	23	2	3	2	5	1	131	64	28	2	0	0	1	0	95
07:00	95	21	2	1	1	4	0	124	71	34	3	0	0	1	2	111
07:15	92	19	4	1	1	3	2	122	84	37	2	0	0	2	2	127
07:30	91	20	6	1	1	3	5	127	105	34	3	1	1	2	2	148
07:45	87	22	7	1	1	2	5	125	114	31	3	1	2	1	2	154
08:00	88	22	6	1	0	1	8	126	111	31	3	1	2	1	0	149
08:15	98	21	3	1	0	0	7	130	99	23	4	1	2	0	0	129
08:30	111	24	1	0	0	0	4	140	80	25	3	0	1	0	0	109
08:45	111	24	3	0	0	0	4	142	60	26	4	0	0	1	0	91
09:00	115	27	3	0	0	0	3	148	59	28	5	0	0	1	1	94
09:15	100	31	4	0	0	0	2	137	58	32	6	0	0	1	3	100
09:30	80	28	6	0	0	0	2	116	58	29	6	0	0	1	4	98
09:45	83	25	3	2	0	1	2	116	65	23	5	1	0	0	4	98
10:00	84	22	4	2	0	3	0	115	62	19	3	2	0	0	3	89
10:15	87	19	4	2	0	3	0	115	64	17	3	3	0	0	1	88
10:30	83	17	3	2	0	4	3	112	61	17	3	4	0	1	0	86
10:45	77	15	4	1	0	3	4	104	58	20	2	4	0	1	0	85
11:00	69	14	6	1	0	1	4	95	64	19	3	3	0	1	0	90
11:15	58	16	5	1	0	1	7	88	63	19	3	3	0	1	0	89
11:30	54	17	5	1	0	1	6	84	74	21	3	2	0	0	1	101
11:45	54	18	4	0	0	1	5	82	73	20	3	1	0	0	1	98
12:00	54	16	1	0	0	2	5	78	73	22	3	1	0	0	1	100
12:15	62	16	2	0	0	2	2	84	75	22	2	0	0	0	1	100
12:30	71	20	2	2	0	1	3	99	71	25	3	0	0	0	0	99
12:45	73	24	2	3	1	1	4	108	74	23	3	1	0	0	0	101
13:00	67	32	4	4	1	1	4	113	69	22	2	2	0	2	1	98
13:15	68	25	3	4	1	1	5	107	75	25	1	2	0	2	1	106
13:30	61	20	3	2	1	1	2	90	78	18	1	2	0	2	2	103
13:45	57	20	5	1	0	1	1	85	84	25	1	1	0	2	2	115
14:00	57	13	4	0	0	0	4	78	98	29	2	1	0	0	3	133
14:15	55	21	5	0	0	0	3	84	98	29	4	3	1	0	5	140
14:30	55	19	4	0	0	0	4	82	112	43	4	3	1	1	4	168
14:45	62	17	2	0	1	1	4	87	118	44	4	3	1	1	4	175
15:00	68	18	2	1	2	1	1	93	124	40	3	3	2	3	2	177
15:15	65	21	1	1	2	1	1	92	136	45	1	2	1	3	3	191
15:30	65	25	1	2	2	1	0	96	158	43	1	2	1	2	4	211
15:45	64	31	1	3	1	0	1	101	177	43	1	3	3	2	5	234
16:00	59	28	0	2	0	0	2	91	192	49	1	2	2	0	5	251
16:15	69	23	1	2	0	0	7	102	204	48	1	1	2	4	4	264
16:30	77	20	1	1	0	0	9	108	197	44	0	2	2	6	3	254
16:45	88	15	1	0	0	0	9	113	221	36	1	1	0	10	2	271
17:00	93	16	1	0	0	0	8	118	231	30	2	1	0	12	3	279
17:15	89	19	0	0	0	0	3	111	233	24	2	1	0	8	7	275
17:30	80	17	0	0	0	0	2	99	228	22	2	0	0	7	28	287
17:45	73	15	0	0	0	0	1	89	198	21	1	1	0	4	33	258
18:00	71	15	0	0	0	0	1	87	167	17	0	1	0	2	32	219
18:15	61	8	0	0	0	0	2	71	139	13	0	1	0	2	27	182
18:30	52	9	0	0	0	0	4	65	111	10	0	1	0	1	6	129
18:45	42	8	0	0	0	0	15	65	82	9	0	0	0	0	1	92
19:00	38	7	0	0	0	0	17	62	71	10	0	0	0	0	5	86
19:15	39	7	0	0	0	0	18	64	59	9	0	0	0	0	4	72
19:30	49	7	0	0	0	0	15	71	56	4	0	0	0	0	4	64
19:45	43	5	0	0	0	0	5	53	58	5	0	0	0	0	4	67
20:00	39	5	0	0	0	0	5	49	50	3	0	1	0	1	0	55
20:15	35	3	0	0	0	0	3	41	57	4	0	1	0	1	1	64
20:30	27	2	0	0	0	0	3	32	56	5	0	1	0	1	1	64
20:45	23	3	0	0	0	0	2	28	42	3	0	1	0	1	1	48
21:00	25	2	0	0	0	0	1	28	43	3	0	0	0	0	1	47
21:15	25	4	0	0	0	0	1	30	36	1	0	0	0	0	0	37
21:30	24	4	0	0	0	0	1	29	36	0	0	0	0	0	0	36
21:45	26	4	0	0	0	0	1	31	38	0	0	1	0	0	0	39
22:00	18	4	0	0	0	0	0	22	36	1	0	1	0	0	0	38
22:15	13	3	0	0	0	0	0	16	29	2	0	1	0	0	0	32
22:30	12	2	0	0	0	0	0	14	21	2	0	1	0	0	0	24
22:45	10	2	0	0	0	0	0	12	18	2	0	0	0	0	0	20
23:00	12	3	0	0	0	0	0	15	13	1	0	0	0	0	0	14

Intelligent Data Collection Limited

Client: Peter Brett Associates
Project Number: ID04020
Junction Number: Site 13

Date of Survey: 10.07.2018
Junction Name: Hobbs Lane / A38 Bridgwater Road / Barrow Lane
Junction Type: Crossroads

	Arm D Approach								Arm D Exit							
Time	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total
00:00	71	4	0	1	1	0	0	77	33	0	0	2	1	0	0	36
00:15	41	3	0	0	4	1	0	49	42	4	0	0	2	0	0	48
00:30	51	4	1	3	1	0	0	60	27	3	0	0	1	0	0	31
00:45	35	5	2	0	1	0	0	43	28	8	1	0	0	0	0	37
01:00	59	1	0	0	0	0	0	60	25	0	0	0	0	1	0	26
01:15	26	3	0	1	0	0	0	30	34	2	0	0	1	0	0	37
01:30	35	1	0	0	0	0	0	36	33	5	0	0	1	0	0	39
01:45	43	6	1	0	2	0	0	52	36	3	0	1	1	0	0	41
02:00	49	3	0	0	0	0	0	52	22	1	0	0	0	1	0	24
02:15	75	3	1	0	1	0	0	80	37	2	2	0	1	0	0	42
02:30	87	5	1	1	0	0	0	94	32	3	0	0	0	0	0	35
02:45	55	2	0	0	0	0	0	57	32	0	0	1	1	0	0	34
03:00	48	2	0	0	2	0	0	52	50	2	1	0	0	0	0	53
03:15	40	2	0	0	0	0	0	42	64	2	0	1	0	0	0	67
03:30	34	0	0	0	0	0	0	34	78	1	1	0	0	0	0	80
03:45	48	2	0	0	0	0	0	50	99	0	0	0	4	0	0	103
04:00	73	2	0	2	3	0	0	80	98	1	0	0	0	0	0	99
04:15	67	2	1	1	1	0	0	72	107	3	2	5	0	1	0	118
04:30	56	4	1	1	0	0	0	62	107	7	3	2	0	1	0	120
04:45	65	6	1	0	1	2	0	75	153	2	3	1	3	1	0	163
05:00	85	4	0	2	2	0	0	93	144	0	1	0	0	0	0	145
05:15	105	6	1	3	0	0	1	116	155	7	1	1	2	1	0	167
05:30	71	5	2	2	2	0	0	82	165	7	0	1	0	0	0	173
05:45	76	8	1	2	1	1	1	90	114	12	0	2	4	1	0	133
06:00	104	9	1	1	3	0	0	118	97	12	1	4	1	2	1	118
06:15	129	9	2	1	2	1	3	147	92	28	3	2	1	2	0	128
06:30	118	19	2	3	0	2	1	145	106	10	5	2	4	1	0	128
06:45	146	22	0	9	2	3	1	183	111	31	1	2	2	2	1	150
07:00	206	33	0	4	2	1	0	246	97	29	2	3	4	1	0	136
07:15	227	35	1	5	4	2	0	274	101	35	1	3	2	1	1	144
07:30	248	33	5	2	3	2	0	293	151	27	2	2	3	4	0	189
07:45	241	33	2	4	4	1	3	288	131	34	9	0	4	1	0	179
08:00	246	24	2	4	3	6	1	286	159	32	3	2	3	2	0	201
08:15	222	22	4	7	4	4	1	264	144	34	11	3	1	2	0	195
08:30	209	24	0	6	2	2	0	243	143	31	5	2	4	0	0	185
08:45	196	28	5	3	2	7	0	241	137	32	3	3	2	1	0	178
09:00	176	17	5	1	3	3	1	206	113	23	5	1	1	1	0	144
09:15	162	19	7	7	3	1	0	199	113	21	7	4	4	1	1	151
09:30	122	21	9	3	5	0	0	160	110	15	1	3	2	2	0	133
09:45	112	20	5	6	3	2	2	150	129	22	0	2	5	1	1	160
10:00	134	18	5	5	2	1	0	165	139	24	6	4	4	0	0	177
10:15	132	12	2	1	1	2	0	150	140	13	3	4	4	2	0	166
10:30	203	15	2	5	4	1	0	230	169	20	3	3	3	2	0	200
10:45	195	27	2	3	4	2	0	233	165	12	2	6	3	3	0	191
11:00	134	21	4	0	2	3	0	164	149	19	4	6	2	2	0	182
11:15	127	27	1	4	2	2	0	163	186	18	6	1	2	3	0	216
11:30	148	25	2	6	2	0	0	183	146	16	3	5	3	0	0	173
11:45	128	23	5	1	3	1	1	162	156	25	4	0	5	2	0	192
12:00	128	23	2	2	3	1	0	159	139	25	7	6	4	2	1	184
12:15	125	26	1	1	2	3	0	158	152	23	3	3	2	2	0	183
12:30	154	19	0	5	3	2	1	184	142	21	2	4	2	1	0	172
12:45	118	19	3	3	4	1	0	148	137	28	2	5	3	1	0	176
13:00	150	20	5	1	2	1	1	180	131	23	2	6	4	3	0	169
13:15	169	23	7	1	3	3	0	206	140	25	2	3	1	1	0	172
13:30	156	24	3	1	4	1	0	189	131	17	1	5	3	3	0	160
13:45	198	21	1	5	5	1	0	231	136	28	2	3	1	5	0	175
14:00	178	10	2	4	3	1	0	198	151	11	3	3	4	3	0	175
14:15	158	27	4	2	2	3	0	196	180	25	4	4	3	1	0	217
14:30	164	22	3	4	4	1	1	199	182	21	3	1	4	1	0	212
14:45	139	21	6	2	6	2	0	176	178	18	2	5	6	4	0	213
15:00	157	23	2	1	5	3	0	191	178	19	2	0	2	5	0	206
15:15	197	30	5	4	3	0	1	240	190	22	3	5	3	2	0	225
15:30	155	34	1	3	2	7	1	203	223	34	3	5	2	5	0	272
15:45	178	31	2	0	3	1	0	215	196	24	1	4	1	3	1	230
16:00	157	23	4	1	3	5	1	194	217	29	2	3	3	0	0	254
16:15	181	30	3	1	2	5	1	223	229	28	2	4	3	5	0	271
16:30	211	39	2	2	2	0	1	257	251	20	0	1	1	0	0	273
16:45	177	32	0	4	2	3	0	218	265	23	1	2	4	2	0	297
17:00	202	25	0	2	4	2	2	237	220	27	3	3	4	5	0	262
17:15	217	31	3	1	2	2	0	256	235	22	2	1	4	7	2	273
17:30	194	24	2	1	3	1	1	226	240	21	3	0	0	1	2	267
17:45	196	26	4	0	4	2	0	232	202	13	0	0	4	7	1	227
18:00	189	16	2	1	3	0	0	211	239	9	1	1	2	2	1	255
18:15	183	20	1	0	3	2	1	210	228	11	1	2	3	6	1	252
18:30	230	15	1	2	3	1	0	252	204	10	0	2	3	6	1	226
18:45	166	20	0	1	4	1	0	192	200	12	0	0	2	5	1	220
19:00	153	16	0	0	4	5	1	179	172	9	0	1	5	4	1	192
19:15	103	7	0	3	4	1	2	120	98	3	0	0	2	0	0	103
19:30	96	7	1	1	3	2	0	110	120	8	1	0	0	0	0	129
19:45	160	2	1	0	2	0	1	166	110	6	0	0	2	0	0	118
20:00	134	4	0	1	2	5	0	146	98	7	0	1	1	0	0	107
20:15	106	6	0	0	2	1	0	115	96	5	0	1	2	1	0	105
20:30	80	4	1	0	1	1	0	87	93	10	0	1	0	4	0	108
20:45	54	4	0	0	1	0	0	59	90	3	0	0	2	0	0	95
21:00	97	3	0	0	1	0	0	101	71	5	1	2	1	2	0	82
21:15	112	6	0	0	1	1	2	122	67	2	0	0	2	1	0	72
21:30	61	1	0	1	1	0	0	64	76	2	0	1	0	2	0	81
21:45	54	6	0	0	2	4	0	66	86	3	0	0	3	0	2	94
22:00	54	2	0	0	2	1	0	59	84	3	0	0	1	4	0	92
22:15	100	6	0	1	1	0	0	108	80	1	0	0	1	2	0	84
22:30	109	4	1	0	1	1	0	116	88	3	0	0	0	1	0	92
22:45	71	1	0	0	1	0	0	73	74	3	0	1	2	0	0	80
23:00	91	0	0	0	1	1	0	93	74	3	0	1	1	1	0	80
23:15	106	0	0	0	1	2	0	109	63	2	0	0	1	0	0	66
23:30	124	0	0	0	1	1	0	126	69	2	0	1	1	0	0	73
23:45	98	0	1	0	2	0	0	101	58	1	0	1	2	0	0	62

Start Time	Rolling Hour							Total	Rolling Hour							Total
00:00	198	16	3	4	7	1	0	229	130	15	1	2	4	0	0	152
00:15	186	13	3	3	6	1	0	212	122	15	1	0	3	1	0	142
00:30	171	13	3	4	2	0	0	193	114	13	1	0	2	1	0	131
00:45	155	10	2	1	1	0	0	169	120	15	1	0	2	1	0	139
01:00	163	11	1	1	2	0	0	178	128	10	0	1	3	1	0	143
01:15	153	13	1	1	2	0	0	170	125	11	0	1	3	1	0	141
01:30	202	13	2	0	3	0	0	220	128	11	2	1	3	1	0	146
01:45	254	17	3	1	3	0	0	278	127	9	2	1	2	1	0	142
02:00	266	13	2	1	1	0	0	283	123	6	2	1	2	1	0	135
02:15	265	12	2	1	3	0	0	283	151	7	3	1	2	0	0	164
02:30	230	11	1	1	2	0	0	245	178	7	1	2	1	0	0	189
02:45	177	6	0	0	2	0	0	185	224	5	2	2	1	0	0	234
03:00	170	6	0	0	2	0	0	178	291	5	2	1	4	0	0	303
03:15	195	6	0	2	3	0	0	206	339	4	1	1	4	0	0	349
03:30	222	6	1	3	4	0	0	236	382	5	3	5	4	1	0	400
03:45	244	10	2	4	4	0	0	264	411	11	5	7	4	2	0	440
04:00	261	14	3	4	5	2	0	289	465	13	8	8	3	3	0	500
04:15	273	16	3	4	4	2	0	302	511	12	9	8	3	3	0	546
04:30	311	20	3	6	3	2	1	346	559	16	8	4	5	3	0	595
04:45	326	21	4	7	5	2	1	366	617	16	5	3	5	2	0	648
05:00	337	23	4	9	5	1	2	381	578	26	2	4	6	2	0	618
05:15	356	28	5	8	6	1	2	406	531	38	2	8	7	4	1	591
05:30	380	31	6	6	8	2	4	437	468	59	4	9	6	5	1	552
05:45	427	45	6	7	6	4	5	500	409	62	9	10	10	6	1	507
06:00	497	59	5	14	7	6	5	593	406	81	10	10	8	7	2	524
06:15	599	83	4	17	6	7	5	721	406	98	11	9	11	6	1	542
06:30	697	109	3	21	8	8	2	848	415	105	9	10	12	5	2	558
06:45	827	123	6	20	11	8	1	996	460	122	6	10	11	8	2	619
07:00	922	134	8	15	13	6	3	1101	480	125	14	8	13	7	1	648
07:15	962	125	10	15	14	11	4	1141	542	128	15	7	12	8	1	713
07:30	957	112	13	17	14	13	5	1131	585	127	25	7	11	9	0	764
07:45	918	103	8	21	13	13	5	1081	577	131	28	7	12	5	0	760
08:00	873	98	11	20	11	19	2	1034	583	129	22	10	10	5	0	759
08:15	803	91	14	17	11	16	2	954	537	120	24	9	8	4	0	702
08:30	743	88	17	17	10	13	1	889	506	107	20	10	11	3	1	658
08:45	656	85	26	14	13	11	1	806	473	91	16	11	9	5	1	606
09:00	572	77	26	17	14	6	3	715	465	81	13	10	12	5	2	588
09:15	530	78	26	21	13	4	2	674	491	82	14	13	15	4	2	621
09:30	500	71	21	15	11	5	2	625	518	74	10	13	15	5	1	636
09:45	581	65	14	17	10	6	2	695	577	79	12	13	16	5	1	703
10:00	664	72	11	14	11	6	0	778	613	69	14	17	14	7	0	734
10:15	664	75	10	9	11	8	0	777	623	64	12	19	12	9	0	739
10:30	659	90	9	12	12	8	0	790	669	69	15	16	10	10	0	789
10:45	604	100	9	13	10	7	0	743	646	65	15	18	10	8	0	762
11:00	537	96	12	11	9	6	1	672	637	78	17	12	12	7	0	763
11:15	531	98	10	13	10	4	1	667	627	84	20	12	14	7	1	765
11:30	529	97	10	10	10	5	1	662	593	89	17	14	14	4	1	732
11:45	535	91	8	9	11	7	2	663	589	94	16	13	13	5	1	731
12:00	525	87	6	11	12	7	1	649	570	97	14	18	11	4	1	715
12:15	547	84	9	10	11	7	2	670	562	95	9	18	11	5	0	700
12:30	591	81	15	10	12	7	2	718	550	97	8	18	10	6	0	689
12:45	593	86	18	6	13	6	1	723	539	93	7	19	11	8	0	677
13:00	673	88	16	8	14	6	1	806	538	93	7	17	9	12	0	676
13:15	701	78	13	11	15	6	0	824	558	81	8	14	9	12	0	682
13:30	690	82	10	12	14	6	0	814	598	81	10	15	11	12	0	727
13:45	698	80	10	15	14	6	1	824	649	85	12	11	12	10	0	779
14:00	639	80	15	12	15	7	1	769	691	75	12	13	17	9	0	817
14:15	618	93	15	9	17	9	1	762	718	83	11	10	15	11	0	848
14:30	657	96	16	11	18	6	2	806	728	80	10	11	15	12	0	856
14:45	648	108	14	10	16	12	2	810	769	93	10	15	13	16	0	916
15:00	687	118	10	8	13	11	2	849	787	99	9	14	8	15	1	933
15:15	687	118	12	8	11	13	3	852	826	109	9	17	9	10	1	981
15:30	671	118	10	5	10	18	3	835	865	115	8	16	9	13	1	1027
15:45	727	123	11	4	10	11	3	889	893	101	5	12	8	8	1	1028
16:00	726	124	9	8	9	13	3	892	962	100	5	10	11	7	0	1095
16:15	771	126	5	9	10	10	4	935	965	98	6	10	12	12	0	1103
16:30	807	127	5	9	10	7	3	968	971	92	6	7	13	14	2	1105
16:45	790	112	5	8	11	8	3	937	960	93	9	6	12	15	4	1099
17:00	809	106	9	4	13	7	3	951	897	83	8	4	12	20	5	1029
17:15	796	97	11	3	12	5	1	925	916	65	6	2	10	17	6	1022
17:30	762	86	9	2	13	5	2	879	909	54	5	3	9	16	5	1001
17:45	798	77	8	3	13	5	1	905	873	43	2	5	12	21	4	960
18:00	768	71	4	4	13	4	1	865	871	42	2	5	10	19	4	953
18:15	732	71	2	3	14	9	2	833	804	42	1	5	13	21	4	890
18:30	652	58	1	6	15	8	3	743	674	34	0	3	12	15	3	741
18:45	518	50	1	5	15	9	3	601	590	32	1	1	9	9	2	644
19:00	512	32	2	4	13	8	4	575	500	26	1	1	9	4	1	542
19:15	493	20	2	5	11	8	3	542	426	24	1	1	5	0	0	457
19:30	496	19	2	2	9	8	1	537	424	26	1	2	5	1	0	459
19:45	480	16	2	1	7	7	1	514	397	28	0	3	5	5	0	438
20:00	374	18	1	1	6	7	0	407	377	25	0	3	5	5	0	415
20:15	337	17	1	0	5	2	0	362	350	23	1	4	5	7	0	390
20:30	343	17	1	0	4	2	2	369	321	20	1	3	5	7	0	357
20:45	324	14	0	1	4	1	2	346	304	12	1	3	5	5	0	330
21:00	324	16	0	1	5	5	2	353	300	12	1	3	6	5	2	329
21:15	281	15	0	1	6	6	2	311	313	10	0	1	6	7	2	339
21:30	269	15	0	2	6	5	0	297	326	9	0	1	5	8	2	351
21:45	317	18	1	1	6	6	0	349	338	10	0	0	5	7	2	362
22:00	334	13	1	1	5	2	0	356	326	10	0	1	4	7	0	348
22:15	371	11	1	1	4	2	0	390	316	10	0	2	4	4	0	336
22:30	377	5	1	0	4	4	0	391	299	11	0	2	4	2	0	318
22:45	392	1	0	0	4	4	0	401	280	10	0	3	5	1	0	299
23:00	419	0	1	0	5	4	0	429	264	8	0	3	5	1	0	281

Intelligent Data Collection Limited

Client: Peter Brett Associates
Project Number: ID04020
Junction Number: Site 13

Date of Survey: 10.07.2018
Junction Name: Hobbs Lane / A38 Bridgwater Road / Barrow Lane
Junction Type: Crossroads

	Total Junction Flow							
Time	**Cars**	**LGV**	**OGV1**	**OGV2**	**Buses**	**M/C**	**Cycle**	**Total**
00:00	107	4	0	3	2	0	0	116
00:15	84	7	0	0	6	1	0	98
00:30	78	7	1	3	2	0	0	91
00:45	63	13	3	0	1	0	0	80
01:00	85	1	0	0	0	1	0	87
01:15	61	5	0	1	1	0	0	68
01:30	69	6	0	0	1	0	0	76
01:45	82	9	1	1	3	0	0	96
02:00	72	4	0	0	0	1	0	77
02:15	115	5	3	0	2	0	0	125
02:30	119	8	1	1	0	0	0	129
02:45	87	3	0	1	1	0	0	92
03:00	99	4	1	0	2	0	0	106
03:15	106	5	0	1	0	0	0	112
03:30	113	1	1	0	0	0	0	115
03:45	147	2	1	0	4	0	0	154
04:00	171	3	0	2	3	0	0	179
04:15	175	5	3	6	1	1	0	191
04:30	166	11	4	3	0	1	0	185
04:45	222	9	4	1	4	3	0	243
05:00	231	5	1	2	2	0	0	241
05:15	265	14	2	5	2	1	1	290
05:30	247	16	2	3	2	0	0	270
05:45	197	24	1	5	5	2	2	236
06:00	213	27	2	6	4	3	1	256
06:15	243	40	5	4	3	3	4	302
06:30	255	41	8	5	4	3	2	318
06:45	290	61	2	12	6	7	3	381
07:00	344	77	4	7	6	4	0	442
07:15	367	83	2	9	6	3	1	471
07:30	444	75	8	4	6	8	0	545
07:45	412	79	13	4	9	3	5	525
08:00	455	73	8	6	6	10	3	561
08:15	422	67	18	12	6	6	4	535
08:30	401	69	7	8	7	2	0	494
08:45	367	71	8	6	4	8	3	467
09:00	336	47	11	2	4	4	2	406
09:15	328	56	14	11	7	2	1	419
09:30	262	51	15	6	7	3	0	344
09:45	280	57	6	8	8	3	6	368
10:00	308	56	13	9	6	1	2	395
10:15	304	35	7	5	5	4	1	361
10:30	410	41	6	11	7	4	0	479
10:45	397	49	5	10	7	7	0	475
11:00	320	47	11	7	4	5	0	394
11:15	339	53	8	6	4	7	3	420
11:30	324	47	6	13	5	0	1	396
11:45	322	56	12	1	8	3	1	403
12:00	291	59	11	9	7	3	4	384
12:15	307	60	5	4	4	4	3	387
12:30	324	46	2	9	5	3	1	390
12:45	290	55	6	8	7	3	0	369
13:00	317	55	9	7	6	4	1	399
13:15	347	65	11	6	4	4	3	440
13:30	322	50	4	7	8	4	1	396
13:45	357	63	5	10	6	9	1	451
14:00	367	29	5	7	7	4	1	420
14:15	372	58	9	6	5	4	1	455
14:30	381	58	8	5	8	2	1	463
14:45	356	51	10	7	12	6	5	447
15:00	373	58	7	3	8	8	2	459
15:15	430	70	8	9	6	3	2	528
15:30	428	83	4	8	5	13	1	542
15:45	425	64	4	5	6	6	1	511
16:00	422	76	6	5	6	5	4	524
16:15	477	78	6	6	5	10	2	584
16:30	529	81	2	5	4	0	3	624
16:45	505	65	1	6	6	5	1	589
17:00	494	70	4	5	8	11	9	601
17:15	521	66	5	3	6	11	4	616
17:30	531	52	6	1	3	6	5	604
17:45	472	46	5	0	8	11	2	544
18:00	498	40	3	2	5	2	7	557
18:15	464	40	2	2	6	9	24	547
18:30	499	30	1	4	6	8	6	554
18:45	408	35	0	1	6	6	1	457
19:00	357	29	0	1	9	9	4	409
19:15	221	17	0	3	6	1	5	253
19:30	242	18	2	1	3	2	11	279
19:45	298	10	1	0	4	0	7	320
20:00	252	14	0	2	3	5	2	278
20:15	225	13	0	1	4	2	0	245
20:30	193	16	1	1	1	5	1	218
20:45	158	8	0	1	3	1	2	173
21:00	191	10	1	2	2	2	1	209
21:15	197	10	0	0	3	2	2	214
21:30	142	4	0	2	1	2	0	151
21:45	159	9	0	0	5	4	2	179
22:00	154	7	0	0	3	5	0	169
22:15	197	8	0	1	2	2	0	210
22:30	205	8	1	1	1	2	0	218
22:45	155	5	0	1	3	0	0	164
23:00	170	5	0	1	2	2	0	180
23:15	177	2	0	0	2	2	0	183
23:30	197	3	0	1	2	1	0	204
23:45	164	2	1	1	4	0	0	172

Start Time	Rolling Hour							Total
00:00	332	31	4	6	11	1	0	385
00:15	310	28	4	3	9	2	0	356
00:30	287	26	4	4	4	1	0	326
00:45	278	25	3	1	3	1	0	311
01:00	297	21	1	2	5	1	0	327
01:15	284	24	1	2	5	1	0	317
01:30	338	24	4	1	6	1	0	374
01:45	388	26	5	2	5	1	0	427
02:00	393	20	4	2	3	1	0	423
02:15	420	20	5	2	5	0	0	452
02:30	411	20	2	3	3	0	0	439
02:45	405	13	2	2	3	0	0	425
03:00	465	12	3	1	6	0	0	487
03:15	537	11	2	3	7	0	0	560
03:30	606	11	5	8	8	1	0	639
03:45	659	21	8	11	8	2	0	709
04:00	734	28	11	12	8	5	0	798
04:15	794	30	12	12	7	5	0	860
04:30	884	39	11	11	8	5	1	959
04:45	965	44	9	11	10	4	1	1044
05:00	940	59	6	15	11	3	3	1037
05:15	922	81	7	19	13	6	4	1052
05:30	900	107	10	18	14	8	7	1064
05:45	908	132	16	20	16	11	9	1112
06:00	1001	169	17	27	17	16	10	1257
06:15	1132	219	19	28	19	17	9	1443
06:30	1256	262	16	33	22	17	6	1612
06:45	1445	296	16	32	24	22	4	1839
07:00	1567	314	27	24	27	18	6	1983
07:15	1678	310	31	23	27	24	9	2102
07:30	1733	294	47	26	27	27	12	2166
07:45	1690	288	46	30	28	21	12	2115
08:00	1645	280	41	32	23	26	10	2057
08:15	1526	254	44	28	21	20	9	1902
08:30	1432	243	40	27	22	16	6	1786
08:45	1293	225	48	25	22	17	6	1636
09:00	1206	211	46	27	26	12	9	1537
09:15	1178	220	48	34	28	9	9	1526
09:30	1154	199	41	28	26	11	9	1468
09:45	1302	189	32	33	26	12	9	1603
10:00	1419	181	31	35	25	16	3	1710
10:15	1431	172	29	33	23	20	1	1709
10:30	1466	190	30	34	22	23	3	1768
10:45	1380	196	30	36	20	19	4	1685
11:00	1305	203	37	27	21	15	5	1613
11:15	1276	215	37	29	24	13	9	1603
11:30	1244	222	34	27	24	10	9	1570
11:45	1244	221	30	23	24	13	9	1564
12:00	1212	220	24	30	23	13	8	1530
12:15	1238	216	22	28	22	14	5	1545
12:30	1278	221	28	30	22	14	5	1598
12:45	1276	225	30	28	25	15	5	1604
13:00	1343	233	29	30	24	21	6	1686
13:15	1393	207	25	30	25	21	6	1707
13:30	1418	200	23	30	26	21	4	1722
13:45	1477	208	27	28	26	19	4	1789
14:00	1476	196	32	25	32	16	8	1785
14:15	1482	225	34	21	33	20	9	1824
14:30	1540	237	33	24	34	19	10	1897
14:45	1587	262	29	27	31	30	10	1976
15:00	1656	275	23	25	25	30	6	2040
15:15	1705	293	22	27	23	27	8	2105
15:30	1752	301	20	24	22	34	8	2161
15:45	1853	299	18	21	21	21	10	2243
16:00	1933	300	15	22	21	20	10	2321
16:15	2005	294	13	22	23	26	15	2398
16:30	2049	282	12	19	24	27	17	2430
16:45	2051	253	16	15	23	33	19	2410
17:00	2018	234	20	9	25	39	20	2365
17:15	2022	204	19	6	22	30	18	2321
17:30	1965	178	16	5	22	28	38	2252
17:45	1933	156	11	8	25	30	39	2202
18:00	1869	145	6	9	23	25	38	2115
18:15	1728	134	3	8	27	32	35	1967
18:30	1485	111	1	9	27	24	16	1673
18:45	1228	99	2	6	24	18	21	1398
19:00	1118	74	3	5	22	12	27	1261
19:15	1013	59	3	6	16	8	25	1130
19:30	1017	55	3	4	14	9	20	1122
19:45	968	53	2	4	12	12	10	1061
20:00	828	51	1	5	11	13	5	914
20:15	767	47	2	5	10	10	4	845
20:30	739	44	2	4	9	10	6	814
20:45	688	32	1	5	9	7	5	747
21:00	689	33	1	4	11	10	5	753
21:15	652	30	0	2	12	13	4	713
21:30	652	28	0	3	11	13	2	709
21:45	715	32	1	2	11	13	2	776
22:00	711	28	1	3	9	9	0	761
22:15	727	26	1	4	8	6	0	772
22:30	707	20	1	3	8	6	0	745
22:45	699	15	0	3	9	5	0	731
23:00	708	12	1	3	10	5	0	739

Intelligent Data Collection Limited

Client: Peter Brett Associates
Project Number: ID04020
Junction Number: Site 13

Date of Survey: 10.07.2018
Junction Name: Hobbs Lane / A38 Bridgwater Road / Barrow Lane
Junction Type: Crossroads

intelligent

Arm A: Hobbs Lane (NW) **Arm B:** A38 Bridgwater Road (NE) **Arm C:** Barrow Lane (SE) **Arm D:** A38 Bridgwater Road (SW)

	PCU Summary															
Time	A to A	A to D	A to C	A to B	B to B	B to A	B to D	B to C	C to C	C to B	C to A	C to D	D to D	D to C	D to B	D to A
00:00	0	0	0	0	0	0	41	0	0	3	0	0	0	0	80	0
00:15	0	0	0	0	0	0	51	1	0	0	0	0	0	0	54	0
00:30	0	0	0	0	0	0	33	0	0	0	0	0	0	0	68	0
00:45	0	0	0	0	0	0	38	0	0	0	0	0	0	0	46	0
01:00	0	0	0	0	0	0	25	1	0	0	0	0	0	0	60	0
01:15	0	0	0	0	0	0	39	1	0	0	0	0	0	0	32	0
01:30	0	0	0	0	0	0	41	1	0	0	0	0	0	0	36	0
01:45	0	0	0	0	0	0	44	2	0	1	0	0	0	0	56	0
02:00	0	0	0	0	0	0	23	0	0	1	0	0	0	0	52	0
02:15	0	0	0	0	0	0	45	2	0	1	0	0	0	0	82	0
02:30	0	0	0	0	0	0	35	0	0	0	0	0	0	0	97	0
02:45	0	0	0	0	0	0	37	0	0	1	0	0	0	0	57	0
03:00	0	0	0	0	0	0	54	1	0	0	0	0	0	0	55	0
03:15	0	0	0	0	0	0	69	2	0	1	0	0	0	0	42	0
03:30	0	0	0	0	0	0	80	1	0	0	0	1	0	0	34	0
03:45	0	0	0	0	0	0	109	0	0	2	0	0	0	0	50	0
04:00	0	0	0	0	0	0	99	0	0	0	0	0	0	0	88	0
04:15	0	0	0	0	0	0	129	0	0	1	0	0	0	0	76	0
04:30	0	0	0	0	0	0	126	3	0	0	0	0	0	0	65	0
04:45	0	0	0	0	0	0	172	1	0	4	0	0	0	0	76	0
05:00	0	0	0	0	0	0	145	0	0	3	0	1	0	0	100	0
05:15	0	0	0	0	0	0	171	2	0	7	0	1	0	0	122	0
05:30	0	0	0	0	0	0	175	5	0	10	0	0	0	0	91	0
05:45	0	0	0	0	0	0	141	4	0	10	0	1	0	0	95	0
06:00	0	0	0	0	0	0	126	6	0	15	0	0	0	0	125	0
06:15	0	0	0	0	0	0	135	2	0	26	0	0	0	0	150	0
06:30	0	0	0	0	0	0	140	11	0	34	0	2	0	0	150	0
06:45	0	0	0	0	0	0	153	13	0	39	0	3	0	1	199	0
07:00	0	0	0	0	0	0	149	25	0	36	0	0	0	0	256	0
07:15	0	0	0	0	0	0	152	20	0	35	0	0	0	0	289	0
07:30	0	0	0	0	0	0	197	37	0	25	0	0	0	0	305	0
07:45	0	0	0	0	0	0	193	28	0	31	0	0	0	1	299	0
08:00	0	0	0	1	0	0	211	38	0	34	0	0	0	1	294	0
08:15	0	0	0	0	0	0	211	42	0	39	0	0	0	3	281	0
08:30	0	0	0	0	0	1	199	43	0	25	0	0	0	2	254	0
08:45	0	0	0	0	0	0	185	22	0	23	0	4	0	4	246	0
09:00	0	0	0	0	0	0	149	21	0	35	0	2	0	0	214	0
09:15	0	0	0	0	0	0	169	21	0	48	0	0	0	0	223	0
09:30	0	0	0	0	0	0	141	26	0	29	0	0	0	0	181	0
09:45	0	0	0	0	0	0	166	26	0	30	0	4	0	3	164	0
10:00	0	0	0	1	0	1	195	24	0	27	0	1	0	2	180	0
10:15	0	0	0	0	0	1	180	17	0	28	0	1	0	1	153	0
10:30	0	0	0	0	0	0	210	28	0	27	0	2	0	0	247	0
10:45	0	0	0	0	0	0	204	21	0	32	0	3	0	0	245	0
11:00	0	0	0	0	0	0	196	28	0	25	0	3	0	1	168	0
11:15	0	0	0	0	0	1	224	18	0	20	0	1	0	0	173	0
11:30	0	0	0	0	0	0	189	25	0	19	0	1	0	1	197	1
11:45	0	0	0	0	0	0	200	25	0	27	0	2	0	0	171	0
12:00	0	0	0	0	0	0	203	28	0	14	0	3	0	0	169	0
12:15	0	0	0	0	0	0	193	26	0	17	0	1	0	2	160	0
12:30	0	0	0	0	0	0	183	19	0	15	0	1	0	2	194	0
12:45	0	0	0	0	0	0	190	25	0	20	0	1	0	2	160	0
13:00	0	0	0	1	0	0	186	24	0	27	0	0	0	1	186	1
13:15	0	0	0	0	0	0	179	29	0	36	0	1	0	0	217	0
13:30	0	0	0	0	0	0	170	25	0	25	0	3	0	0	199	0
13:45	0	0	0	0	0	0	179	20	0	28	0	2	0	3	245	0
14:00	0	1	0	0	0	0	185	29	0	17	0	2	0	3	207	1
14:15	0	0	0	0	0	0	230	25	0	17	0	2	0	0	205	0
14:30	0	0	0	0	0	1	220	33	0	20	0	2	0	2	212	0
14:45	0	0	0	0	0	0	231	37	0	18	0	0	0	5	188	0
15:00	0	0	0	0	0	0	205	44	0	24	0	3	0	0	200	0
15:15	0	0	0	0	0	0	241	46	0	15	0	0	0	7	249	0
15:30	0	0	0	0	0	0	284	42	0	26	0	0	0	0	207	0
15:45	0	0	0	0	0	0	233	44	0	26	0	4	0	1	220	0
16:00	0	0	0	0	0	0	265	51	0	24	0	1	0	1	199	0
16:15	0	0	0	0	0	0	281	71	0	21	0	1	0	2	225	0
16:30	0	0	0	1	0	1	275	65	0	30	0	1	0	4	261	0
16:45	0	0	0	0	0	0	307	58	0	15	0	0	0	2	225	0
17:00	0	0	0	0	0	0	273	62	0	32	0	0	0	0	244	0
17:15	0	0	0	0	0	0	277	62	0	24	0	0	0	2	259	1
17:30	0	0	2	0	0	0	261	78	0	27	1	6	0	1	232	0
17:45	0	0	0	0	0	0	227	64	0	20	0	1	0	3	237	0
18:00	0	1	0	0	0	1	257	56	0	27	1	1	0	0	219	0
18:15	0	0	0	0	0	0	257	49	0	12	1	0	0	4	209	0
18:30	0	0	0	2	0	0	228	45	0	23	0	2	0	4	256	1
18:45	0	0	0	0	0	0	216	29	0	16	0	3	0	0	199	0
19:00	0	0	0	0	0	0	198	24	0	12	0	0	0	0	181	0
19:15	0	0	0	0	0	0	106	22	0	5	0	0	0	0	129	0
19:30	0	0	0	0	0	0	130	15	0	14	0	0	0	1	115	0
19:45	0	0	0	0	0	0	119	18	0	12	0	2	0	1	168	0
20:00	0	0	1	1	0	0	108	10	0	11	0	2	0	0	148	0
20:15	0	0	0	0	0	0	107	12	0	13	0	2	0	2	115	0
20:30	0	0	0	0	0	0	107	17	0	5	0	1	0	2	87	0
20:45	0	0	0	0	0	0	96	10	0	8	0	2	0	2	59	0
21:00	0	0	0	0	0	0	87	18	0	7	0	0	0	1	102	0
21:15	0	0	0	0	0	0	74	14	0	6	0	0	0	0	121	0
21:30	0	0	0	0	0	0	82	3	0	3	0	0	0	0	67	0
21:45	0	0	0	0	0	0	96	9	0	10	0	1	0	1	66	0
22:00	0	0	0	0	0	0	91	9	0	9	0	0	0	1	60	0
22:15	0	0	0	0	0	0	84	13	0	5	0	0	0	0	111	0
22:30	0	0	0	0	0	0	90	8	0	4	0	1	0	0	118	0
22:45	0	0	0	0	0	0	85	8	0	3	0	0	0	1	74	0
23:00	0	0	0	0	0	0	83	4	0	3	0	0	0	0	94	0
23:15	0	0	0	0	0	0	68	5	0	3	0	0	0	0	109	0
23:30	0	0	0	0	0	0	76	2	0	3	0	0	0	0	127	0
23:45	0	0	0	0	0	0	67	3	0	6	0	0	0	0	105	0

Start Time	Rolling Hour															
00:00	0	0	0	0	0	0	163	1	0	3	0	0	0	0	249	0
00:15	0	0	0	0	0	0	147	2	0	0	0	0	0	0	229	0
00:30	0	0	0	0	0	0	134	2	0	0	0	0	0	0	206	0
00:45	0	0	0	0	0	0	142	3	0	0	0	0	0	0	174	0
01:00	0	0	0	0	0	0	149	5	0	1	0	0	0	0	184	0
01:15	0	0	0	0	0	0	147	4	0	2	0	0	0	0	176	0
01:30	0	0	0	0	0	0	154	5	0	3	0	0	0	0	226	0
01:45	0	0	0	0	0	0	148	4	0	3	0	0	0	0	287	0
02:00	0	0	0	0	0	0	141	2	0	3	0	0	0	0	288	0
02:15	0	0	0	0	0	0	172	3	0	2	0	0	0	0	291	0
02:30	0	0	0	0	0	0	195	3	0	2	0	0	0	0	251	0
02:45	0	0	0	0	0	0	240	4	0	2	0	1	0	0	188	0
03:00	0	0	0	0	0	0	312	4	0	3	0	1	0	0	181	0
03:15	0	0	0	0	0	0	357	3	0	3	0	1	0	0	214	0
03:30	0	0	0	0	0	0	417	1	0	3	0	1	0	0	249	0
03:45	0	0	0	0	0	0	463	3	0	3	0	0	0	0	279	0
04:00	0	0	0	0	0	0	525	4	0	5	0	0	0	0	306	0
04:15	0	0	0	0	0	0	571	4	0	8	0	1	0	0	317	0
04:30	0	0	0	0	0	0	614	6	0	14	0	2	0	0	362	0
04:45	0	0	0	0	0	0	663	8	0	24	0	2	0	0	388	0
05:00	0	0	0	0	0	0	632	11	0	30	0	3	0	0	407	0
05:15	0	0	0	0	0	0	613	17	0	42	0	2	0	0	432	0
05:30	0	0	0	0	0	0	577	17	0	61	0	1	0	0	461	0
05:45	0	0	0	0	0	0	542	23	0	85	0	3	0	0	520	0
06:00	0	0	0	0	0	0	553	32	0	114	0	5	0	1	625	0
06:15	0	0	0	0	0	0	576	51	0	134	0	5	0	1	756	0
06:30	0	0	0	0	0	0	593	69	0	143	0	5	0	1	895	0
06:45	0	0	0	0	0	0	650	95	0	135	0	3	0	1	1049	0
07:00	0	0	0	0	0	0	690	110	0	127	0	0	0	1	1149	0
07:15	0	0	0	1	0	0	752	124	0	125	0	0	0	2	1187	0
07:30	0	0	0	1	0	0	811	146	0	129	0	0	0	5	1178	0
07:45	0	0	0	1	0	1	814	152	0	129	0	0	0	7	1128	0
08:00	0	0	0	1	0	1	806	146	0	121	0	4	0	10	1075	0
08:15	0	0	0	0	0	1	744	129	0	122	0	6	0	9	995	0
08:30	0	0	0	0	0	1	703	107	0	131	0	6	0	6	937	0
08:45	0	0	0	0	0	0	645	90	0	135	0	6	0	4	864	0
09:00	0	0	0	0	0	0	626	94	0	142	0	6	0	3	782	0
09:15	0	0	0	1	0	1	671	97	0	134	0	5	0	5	748	0
09:30	0	0	0	1	0	2	682	93	0	113	0	6	0	6	678	0
09:45	0	0	0	1	0	2	751	95	0	112	0	8	0	6	744	0
10:00	0	0	0	1	0	2	789	90	0	114	0	7	0	3	825	0
10:15	0	0	0	0	0	1	790	93	0	112	0	9	0	2	813	0
10:30	0	0	0	0	0	1	833	95	0	104	0	9	0	1	833	0
10:45	0	0	0	0	0	1	812	92	0	96	0	8	0	2	784	1
11:00	0	0	0	0	0	1	808	96	0	91	0	7	0	2	710	1
11:15	0	0	0	0	0	1	815	96	0	80	0	7	0	1	710	1
11:30	0	0	0	0	0	0	785	104	0	77	0	7	0	3	697	1
11:45	0	0	0	0	0	0	779	98	0	73	0	7	0	4	694	0
12:00	0	0	0	0	0	0	769	98	0	67	0	6	0	6	682	0
12:15	0	0	0	1	0	0	753	94	0	80	0	3	0	7	699	1
12:30	0	0	0	1	0	0	739	97	0	98	0	3	0	5	756	1
12:45	0	0	0	1	0	0	726	103	0	108	0	5	0	3	762	1
13:00	0	0	0	1	0	0	715	97	0	115	0	6	0	4	847	1
13:15	0	1	0	0	0	0	713	103	0	105	0	8	0	6	869	1
13:30	0	1	0	0	0	0	764	99	0	87	0	9	0	6	856	1
13:45	0	1	0	0	0	1	814	107	0	82	0	8	0	8	869	1
14:00	0	1	0	0	0	1	866	124	0	72	0	6	0	10	812	1
14:15	0	0	0	0	0	1	886	139	0	79	0	7	0	7	805	0
14:30	0	0	0	0	0	1	896	160	0	77	0	5	0	14	849	0
14:45	0	0	0	0	0	0	960	169	0	83	0	3	0	12	845	0
15:00	0	0	0	0	0	0	963	177	0	91	0	7	0	8	876	0
15:15	0	0	0	0	0	0	1023	184	0	91	0	5	0	9	875	0
15:30	0	0	0	0	0	0	1063	208	0	97	0	6	0	4	851	0
15:45	0	0	0	1	0	1	1055	231	0	101	0	7	0	8	904	0
16:00	0	0	0	1	0	1	1128	245	0	90	0	3	0	9	910	0
16:15	0	0	0	1	0	1	1136	256	0	98	0	2	0	8	954	0
16:30	0	0	0	1	0	1	1132	247	0	101	0	1	0	8	989	1
16:45	0	0	2	0	0	0	1118	259	0	98	1	6	0	5	959	1
17:00	0	0	2	0	0	0	1038	265	0	103	1	7	0	6	972	1
17:15	0	1	2	0	0	1	1021	259	0	98	2	8	0	6	948	1
17:30	0	1	2	0	0	1	1001	247	0	86	3	8	0	8	897	0
17:45	0	1	0	2	0	1	968	215	0	82	2	4	0	11	922	1
18:00	0	1	0	2	0	1	957	180	0	78	2	6	0	8	883	1
18:15	0	0	0	2	0	0	898	148	0	63	1	5	0	8	845	1
18:30	0	0	0	2	0	0	748	120	0	56	0	5	0	4	765	1
18:45	0	0	0	0	0	0	650	90	0	47	0	3	0	1	625	0
19:00	0	0	0	0	0	0	553	79	0	43	0	2	0	2	593	0
19:15	0	0	1	1	0	0	463	65	0	42	0	4	0	2	560	0
19:30	0	0	1	1	0	0	465	55	0	50	0	6	0	4	546	0
19:45	0	0	1	1	0	0	441	57	0	41	0	7	0	5	518	0
20:00	0	0	1	1	0	0	418	49	0	37	0	7	0	6	409	0
20:15	0	0	0	0	0	0	397	57	0	33	0	5	0	7	362	0
20:30	0	0	0	0	0	0	364	59	0	26	0	3	0	5	368	0
20:45	0	0	0	0	0	0	339	45	0	24	0	2	0	3	348	0
21:00	0	0	0	0	0	0	339	44	0	26	0	1	0	2	355	0
21:15	0	0	0	0	0	0	343	35	0	28	0	1	0	2	314	0
21:30	0	0	0	0	0	0	353	34	0	27	0	1	0	2	305	0
21:45	0	0	0	0	0	0	361	39	0	28	0	2	0	2	355	0
22:00	0	0	0	0	0	0	351	38	0	21	0	1	0	2	363	0
22:15	0	0	0	0	0	0	342	33	0	15	0	1	0	1	397	0
22:30	0	0	0	0	0	0	326	25	0	13	0	1	0	1	395	0
22:45	0	0	0	0	0	0	312	19	0	12	0	0	0	1	404	0
23:00	0	0	0	0	0	0	294	14	0	15	0	0	0	0	435	0

Intelligent Data Collection Limited

Client: Peter Brett Associates
Project Number: ID04020
Junction Number: Site 13

Date of Survey: 10.07.2018
Junction Name: Hobbs Lane / A38 Bridgwater Road / Barrow Lane
Junction Type: Crossroads

Arm A: Hobbs Lane (NW)
Arm B: A38 Bridgwater Road (NE)
Arm C: Barrow Lane (SE)
Arm D: A38 Bridgwater Road (SW)

Count Method: Vehicles **Classes Included:** All Classes *Select the count method and desired user classes from the drop-downs in cells D10 and G10*

Maximum 15-minute Junction Flow:

AM Peak	**from:**	08:00	**until:**	08:15	**flow:**	561	*AM Peak covers 06:00 until 10:00*
Inter-Peak	**from:**	15:30	**until:**	15:45	**flow:**	542	*Inter-Peak covers 10:00 until 16:00*
PM Peak	**from:**	16:30	**until:**	16:45	**flow:**	624	*PM Peak covers 16:00 until 20:00*

Period Starting: 00:00 *Select the time from the drop-down in cell D18 to show the 15-minute data for that period*

Movement Counts

From \ To	A	B	C	D	Total
A	0	0	0	0	0
B	0	0	0	36	36
C	0	3	0	0	3
D	0	**77**	0	0	**77**
Total	0	**80**	0	36	116

HGV Proportions

From \ To	A	B	C	D	Total
A	0.0%	0.0%	0.0%	0.0%	0.0%
B	0.0%	0.0%	0.0%	**8.3%**	**8.3%**
C	0.0%	0.0%	0.0%	0.0%	0.0%
D	0.0%	2.6%	0.0%	0.0%	2.6%
Total	0.0%	2.5%	0.0%	**8.3%**	4.3%

Maximum Hourly Junction Flow:

AM Peak	**from:**	07:30	**until:**	08:30	**flow:**	2166
Inter-Peak	**from:**	15:45	**until:**	16:45	**flow:**	2243
PM Peak	**from:**	16:30	**until:**	17:30	**flow:**	2430

Period Starting: 00:00 *Select the time from the drop-down in cell D35 to show the hourly data for that period*

Movement Counts

From \ To	A	B	C	D	Total
A	0	0	0	0	0
B	0	0	1	152	153
C	0	3	0	0	3
D	0	**229**	0	0	**229**
Total	0	**232**	1	152	385

HGV Proportions

From \ To	A	B	C	D	Total
A	0.0%	0.0%	0.0%	0.0%	0.0%
B	0.0%	0.0%	0.0%	4.6%	4.6%
C	0.0%	0.0%	0.0%	0.0%	0.0%
D	0.0%	**6.1%**	0.0%	0.0%	**6.1%**
Total	0.0%	**6.0%**	0.0%	4.6%	5.5%

Bold entries in the above tables indicate the maximum movement, approach and exit flows for the selected time period, and similarly with the HGV proportions

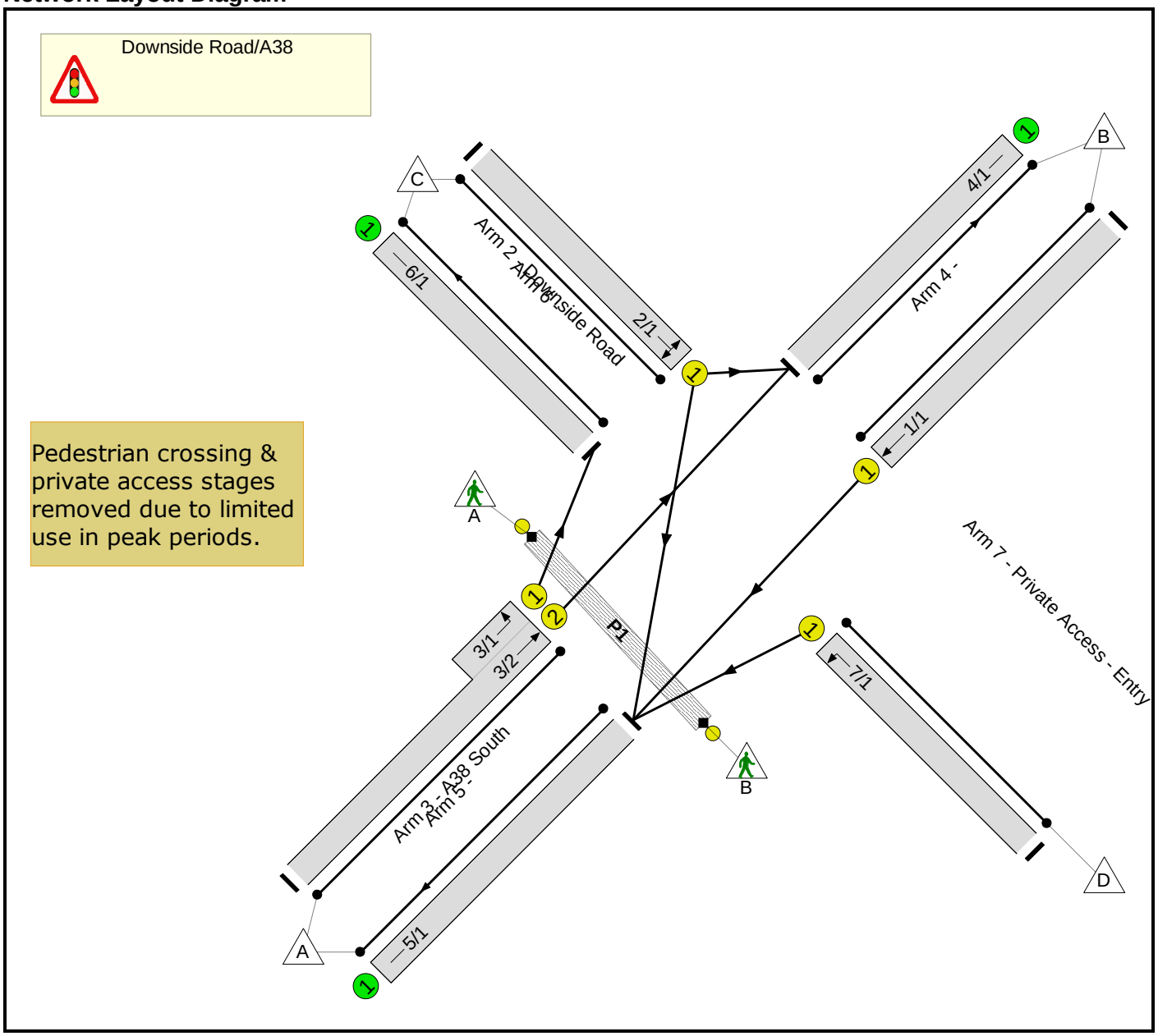
Appendix C Junction Assessments

Full Input Data And Results

User and Project Details

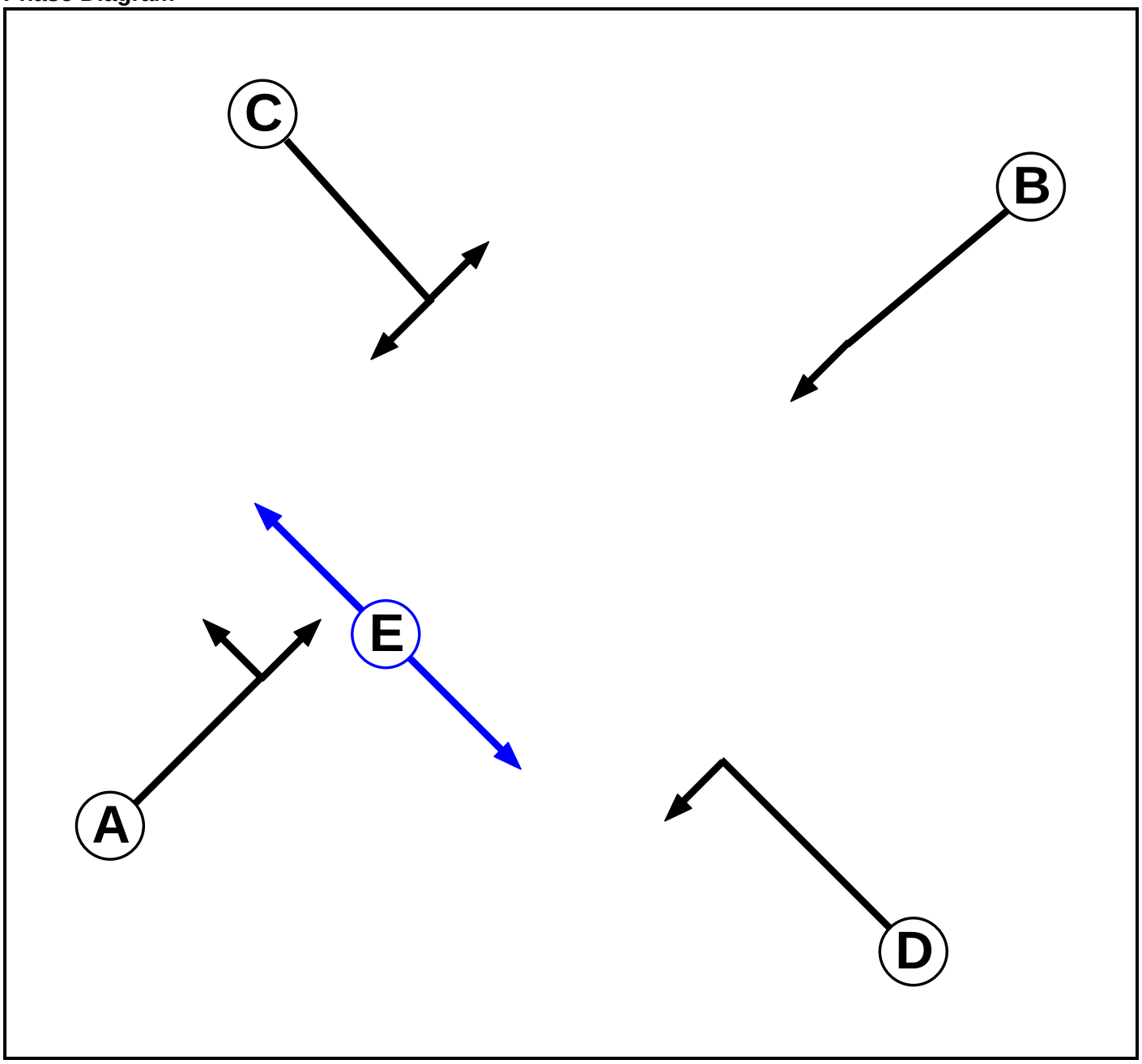
Project:	**Bristol Airport**
Title:	**A38/Downside Rd Signalised Junction**
Location:	Bristol
File name:	J4_A38_Downside_Rd_Signalised_Junction_Existing_REVISED.lsg3x
Author:	Sblain
Company:	PBA LLP
Address:	RG1 8DN
Notes:	Base model provided by CTAS.Updated to reflect controller specificaiton recieved by Jacobs.

Network Layout Diagram



Full Input Data And Results

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		5	5

Full Input Data And Results

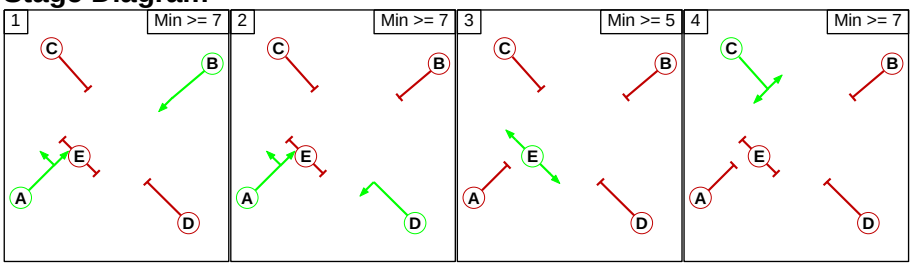
Phase Intergreens Matrix

Terminating Phase	Starting Phase					
		A	B	C	D	E
	A		-	5	-	6
	B	-		5	5	8
	C	5	6		6	9
	D	-	5	5		7
	E	5	5	5	5	

Phases in Stage

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

Stage Diagram



Phase Delays

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

Prohibited Stage Change

From Stage	To Stage				
		1	2	3	4
	1		5	8	5
	2	5		7	5
	3	5	5		5
	4	6	6	9	

Full Input Data And Results

Give-Way Lane Input Data

Junction: Downside Road/A38
There are no Opposed Lanes in this Junction

Full Input Data And Results

Lane Input Data

Junction: Downside Road/A38												
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 (A38 North)	U	B	2	3	21.2	Geom	-	3.20	6.00	Y	Arm 5 Ahead	Inf
2/1 (Downside Road)	U	C	2	3	60.0	Geom	-	3.10	0.00	Y	Arm 4 Left Arm 5 Right	15.00 20.00
3/1 (A38 South)	U	A	2	3	4.3	Geom	-	3.10	0.00	Y	Arm 6 Left	10.00
3/2 (A38 South)	U	A	2	3	33.0	Geom	-	2.90	0.00	N	Arm 4 Ahead	Inf
4/1	U		2	3	21.2	Geom	-	3.25	0.00	Y		
5/1	U		2	3	33.0	Geom	-	3.40	0.00	Y		
6/1	U		2	3	60.0	Inf	-	-	-	-	-	-
7/1 (Private Access - Entry)	U	D	2	3	60.0	Geom	-	2.00	0.00	Y	Arm 5 Left	6.00

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2018 Baseline AM Peak'	08:00	09:00	01:00	
2: '2018 Baseline Inter Peak'	13:00	14:00	01:00	
3: '2018 Baseline PM Peak'	17:00	18:00	01:00	
4: '2026 Reference AM Peak'	08:00	09:00	01:00	
5: '2026 Reference Inter Peak'	13:00	14:00	01:00	
6: '2026 Reference PM Peak'	17:00	18:00	01:00	
7: '2026 Test AM Peak'	08:00	09:00	01:00	
8: '2026 Test Inter Peak'	13:00	14:00	01:00	
9: '2026 Test PM Peak'	17:00	18:00	01:00	

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

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	890	261	0	1151
	B	984	0	0	0	984
	C	47	240	0	0	287
	D	0	0	0	0	0
	Tot.	1031	1130	261	0	2422

Traffic Lane Flows

Lane	Scenario 1: 2018 Baseline AM Peak
Junction: Downside Road/A38	
1/1	984
2/1	287
3/1 (short)	261
3/2 (with short)	1151(In) 890(Out)
4/1	1130
5/1	1031
6/1	261
7/1	0

Full Input Data And Results

Lane Saturation Flows

Junction: Downside Road/A38								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A38 North)	3.20	6.00	Y	Arm 5 Ahead	Inf	100.0 %	1683	1683
2/1 (Downside Road)	3.10	0.00	Y	Arm 4 Left	15.00	83.6 %	1757	1757
				Arm 5 Right	20.00	16.4 %		
3/1 (A38 South)	3.10	0.00	Y	Arm 6 Left	10.00	100.0 %	1674	1674
3/2 (A38 South)	2.90	0.00	N	Arm 4 Ahead	Inf	100.0 %	2045	2045
4/1	3.25	0.00	Y				1940	1940
5/1	3.40	0.00	Y				1955	1955
6/1	Infinite Saturation Flow						Inf	Inf
7/1 (Private Access - Entry)	2.00	0.00	Y	Arm 5 Left	6.00	0.0 %	1815	1815

Scenario 2: '2018 Baseline Inter Peak' (FG2: '2018 Baseline Inter Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	836	173	0	1009
	B	931	0	0	0	931
	C	89	138	0	0	227
	D	0	0	0	0	0
	Tot.	1020	974	173	0	2167

Traffic Lane Flows

Lane	Scenario 2: 2018 Baseline Inter Peak
Junction: Downside Road/A38	
1/1	931
2/1	227
3/1 (short)	173
3/2 (with short)	1009(In) 836(Out)
4/1	974
5/1	1020
6/1	173
7/1	0

Full Input Data And Results

Lane Saturation Flows

Junction: Downside Road/A38								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A38 North)	3.20	6.00	Y	Arm 5 Ahead	Inf	100.0 %	1683	1683
2/1 (Downside Road)	3.10	0.00	Y	Arm 4 Left	15.00	60.8 %	1766	1766
				Arm 5 Right	20.00	39.2 %		
3/1 (A38 South)	3.10	0.00	Y	Arm 6 Left	10.00	100.0 %	1674	1674
3/2 (A38 South)	2.90	0.00	N	Arm 4 Ahead	Inf	100.0 %	2045	2045
4/1	3.25	0.00	Y				1940	1940
5/1	3.40	0.00	Y				1955	1955
6/1	Infinite Saturation Flow						Inf	Inf
7/1 (Private Access - Entry)	2.00	0.00	Y	Arm 5 Left	6.00	0.0 %	1815	1815

Scenario 3: '2018 Baseline PM Peak' (FG3: '2018 Baseline PM Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	1012	289	0	1301
	B	1308	0	0	0	1308
	C	73	168	0	0	241
	D	0	0	0	0	0
	Tot.	1381	1180	289	0	2850

Traffic Lane Flows

Lane	Scenario 3: 2018 Baseline PM Peak
Junction: Downside Road/A38	
1/1	1308
2/1	241
3/1 (short)	289
3/2 (with short)	1301(In) 1012(Out)
4/1	1180
5/1	1381
6/1	289
7/1	0

Full Input Data And Results

Lane Saturation Flows

Junction: Downside Road/A38								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A38 North)	3.20	6.00	Y	Arm 5 Ahead	Inf	100.0 %	1683	1683
2/1 (Downside Road)	3.10	0.00	Y	Arm 4 Left	15.00	69.7 %	1762	1762
				Arm 5 Right	20.00	30.3 %		
3/1 (A38 South)	3.10	0.00	Y	Arm 6 Left	10.00	100.0 %	1674	1674
3/2 (A38 South)	2.90	0.00	N	Arm 4 Ahead	Inf	100.0 %	2045	2045
4/1	3.25	0.00	Y				1940	1940
5/1	3.40	0.00	Y				1955	1955
6/1	Infinite Saturation Flow						Inf	Inf
7/1 (Private Access - Entry)	2.00	0.00	Y	Arm 5 Left	6.00	0.0 %	1815	1815

Scenario 4: '2026 Reference AM ' (FG4: '2026 Reference AM Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	1065	300	0	1365
	B	1200	0	0	0	1200
	C	61	274	0	0	335
	D	0	0	0	0	0
	Tot.	1261	1339	300	0	2900

Traffic Lane Flows

Lane	Scenario 4: 2026 Reference AM
Junction: Downside Road/A38	
1/1	1200
2/1	335
3/1 (short)	300
3/2 (with short)	1365(In) 1065(Out)
4/1	1339
5/1	1261
6/1	300
7/1	0

Full Input Data And Results

Lane Saturation Flows

Junction: Downside Road/A38								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A38 North)	3.20	6.00	Y	Arm 5 Ahead	Inf	100.0 %	1683	1683
2/1 (Downside Road)	3.10	0.00	Y	Arm 4 Left	15.00	81.8 %	1757	1757
				Arm 5 Right	20.00	18.2 %		
3/1 (A38 South)	3.10	0.00	Y	Arm 6 Left	10.00	100.0 %	1674	1674
3/2 (A38 South)	2.90	0.00	N	Arm 4 Ahead	Inf	100.0 %	2045	2045
4/1	3.25	0.00	Y				1940	1940
5/1	3.40	0.00	Y				1955	1955
6/1	Infinite Saturation Flow						Inf	Inf
7/1 (Private Access - Entry)	2.00	0.00	Y	Arm 5 Left	6.00	0.0 %	1815	1815

Scenario 5: '2026 Reference Inter Peak' (FG5: '2026 Reference Inter Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	1166	214	0	1380
	B	1249	0	0	0	1249
	C	114	161	0	0	275
	D	0	0	0	0	0
	Tot.	1363	1327	214	0	2904

Traffic Lane Flows

Lane	Scenario 5: 2026 Reference Inter Peak
Junction: Downside Road/A38	
1/1	1249
2/1	275
3/1 (short)	214
3/2 (with short)	1380(In) 1166(Out)
4/1	1327
5/1	1363
6/1	214
7/1	0

Full Input Data And Results

Lane Saturation Flows

Junction: Downside Road/A38								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A38 North)	3.20	6.00	Y	Arm 5 Ahead	Inf	100.0 %	1683	1683
2/1 (Downside Road)	3.10	0.00	Y	Arm 4 Left	15.00	58.5 %	1767	1767
				Arm 5 Right	20.00	41.5 %		
3/1 (A38 South)	3.10	0.00	Y	Arm 6 Left	10.00	100.0 %	1674	1674
3/2 (A38 South)	2.90	0.00	N	Arm 4 Ahead	Inf	100.0 %	2045	2045
4/1	3.25	0.00	Y				1940	1940
5/1	3.40	0.00	Y				1955	1955
6/1	Infinite Saturation Flow						Inf	Inf
7/1 (Private Access - Entry)	2.00	0.00	Y	Arm 5 Left	6.00	0.0 %	1815	1815

Scenario 6: '2026 Reference PM' (FG6: '2026 Reference PM Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	1253	350	0	1603
	B	1598	0	0	0	1598
	C	90	192	0	0	282
	D	0	0	0	0	0
	Tot.	1688	1445	350	0	3483

Traffic Lane Flows

Lane	Scenario 6: 2026 Reference PM
Junction: Downside Road/A38	
1/1	1598
2/1	282
3/1 (short)	350
3/2 (with short)	1603(In) 1253(Out)
4/1	1445
5/1	1688
6/1	350
7/1	0

Full Input Data And Results

Lane Saturation Flows

Junction: Downside Road/A38								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A38 North)	3.20	6.00	Y	Arm 5 Ahead	Inf	100.0 %	1683	1683
2/1 (Downside Road)	3.10	0.00	Y	Arm 4 Left	15.00	68.1 %	1763	1763
				Arm 5 Right	20.00	31.9 %		
3/1 (A38 South)	3.10	0.00	Y	Arm 6 Left	10.00	100.0 %	1674	1674
3/2 (A38 South)	2.90	0.00	N	Arm 4 Ahead	Inf	100.0 %	2045	2045
4/1	3.25	0.00	Y				1940	1940
5/1	3.40	0.00	Y				1955	1955
6/1	Infinite Saturation Flow						Inf	Inf
7/1 (Private Access - Entry)	2.00	0.00	Y	Arm 5 Left	6.00	0.0 %	1815	1815

Scenario 7: '2026 Test AM Peak' (FG7: '2026 Test AM Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	1120	304	0	1424
	B	1287	0	0	0	1287
	C	70	274	0	0	344
	D	0	0	0	0	0
	Tot.	1357	1394	304	0	3055

Traffic Lane Flows

Lane	Scenario 7: 2026 Test AM Peak
Junction: Downside Road/A38	
1/1	1287
2/1	344
3/1 (short)	304
3/2 (with short)	1424(In) 1120(Out)
4/1	1394
5/1	1357
6/1	304
7/1	0

Full Input Data And Results

Lane Saturation Flows

Junction: Downside Road/A38								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A38 North)	3.20	6.00	Y	Arm 5 Ahead	Inf	100.0 %	1683	1683
2/1 (Downside Road)	3.10	0.00	Y	Arm 4 Left	15.00	79.7 %	1758	1758
				Arm 5 Right	20.00	20.3 %		
3/1 (A38 South)	3.10	0.00	Y	Arm 6 Left	10.00	100.0 %	1674	1674
3/2 (A38 South)	2.90	0.00	N	Arm 4 Ahead	Inf	100.0 %	2045	2045
4/1	3.25	0.00	Y				1940	1940
5/1	3.40	0.00	Y				1955	1955
6/1	Infinite Saturation Flow						Inf	Inf
7/1 (Private Access - Entry)	2.00	0.00	Y	Arm 5 Left	6.00	0.0 %	1815	1815

Scenario 8: '2026 Test Inter Peak' (FG8: '2026 Test Inter Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	1383	229	0	1612
	B	1435	0	5	0	1440
	C	127	161	0	0	288
	D	0	0	0	0	0
	Tot.	1562	1544	234	0	3340

Traffic Lane Flows

Lane	Scenario 8: 2026 Test Inter Peak
Junction: Downside Road/A38	
1/1	1435
2/1	288
3/1 (short)	229
3/2 (with short)	1612(In) 1383(Out)
4/1	1544
5/1	1562
6/1	229
7/1	0

Full Input Data And Results

Lane Saturation Flows

Junction: Downside Road/A38								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A38 North)	3.20	6.00	Y	Arm 5 Ahead	Inf	100.0 %	1683	1683
2/1 (Downside Road)	3.10	0.00	Y	Arm 4 Left	15.00	55.9 %	1768	1768
				Arm 5 Right	20.00	44.1 %		
3/1 (A38 South)	3.10	0.00	Y	Arm 6 Left	10.00	100.0 %	1674	1674
3/2 (A38 South)	2.90	0.00	N	Arm 4 Ahead	Inf	100.0 %	2045	2045
4/1	3.25	0.00	Y				1940	1940
5/1	3.40	0.00	Y				1955	1955
6/1	Infinite Saturation Flow						Inf	Inf
7/1 (Private Access - Entry)	2.00	0.00	Y	Arm 5 Left	6.00	0.0 %	1815	1815

Scenario 9: '2026 Test PM Peak' (FG9: '2026 Test PM Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	1361	371	0	1732
	B	1713	0	0	0	1713
	C	99	192	0	0	291
	D	0	0	0	0	0
	Tot.	1812	1553	371	0	3736

Traffic Lane Flows

Lane	Scenario 9: 2026 Test PM Peak
Junction: Downside Road/A38	
1/1	1713
2/1	291
3/1 (short)	371
3/2 (with short)	1732(In) 1361(Out)
4/1	1553
5/1	1812
6/1	371
7/1	0

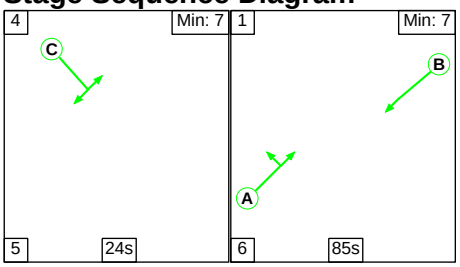
Full Input Data And Results

Lane Saturation Flows

Junction: Downside Road/A38								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A38 North)	3.20	6.00	Y	Arm 5 Ahead	Inf	100.0 %	1683	1683
2/1 (Downside Road)	3.10	0.00	Y	Arm 4 Left	15.00	66.0 %	1764	1764
				Arm 5 Right	20.00	34.0 %		
3/1 (A38 South)	3.10	0.00	Y	Arm 6 Left	10.00	100.0 %	1674	1674
3/2 (A38 South)	2.90	0.00	N	Arm 4 Ahead	Inf	100.0 %	2045	2045
4/1	3.25	0.00	Y				1940	1940
5/1	3.40	0.00	Y				1955	1955
6/1	Infinite Saturation Flow						Inf	Inf
7/1 (Private Access - Entry)	2.00	0.00	Y	Arm 5 Left	6.00	0.0 %	1815	1815

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

Stage Sequence Diagram

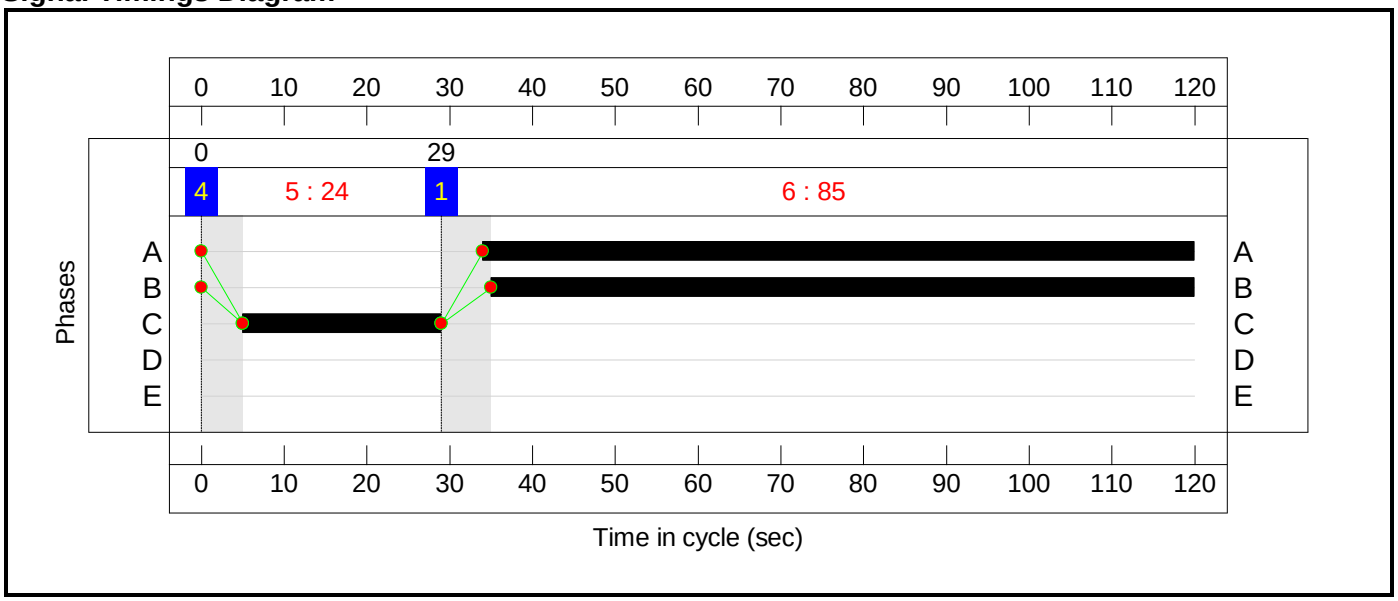


Stage Timings

Stage	4	1
Duration	24	85
Change Point	0	29

Full Input Data And Results

Signal Timings Diagram

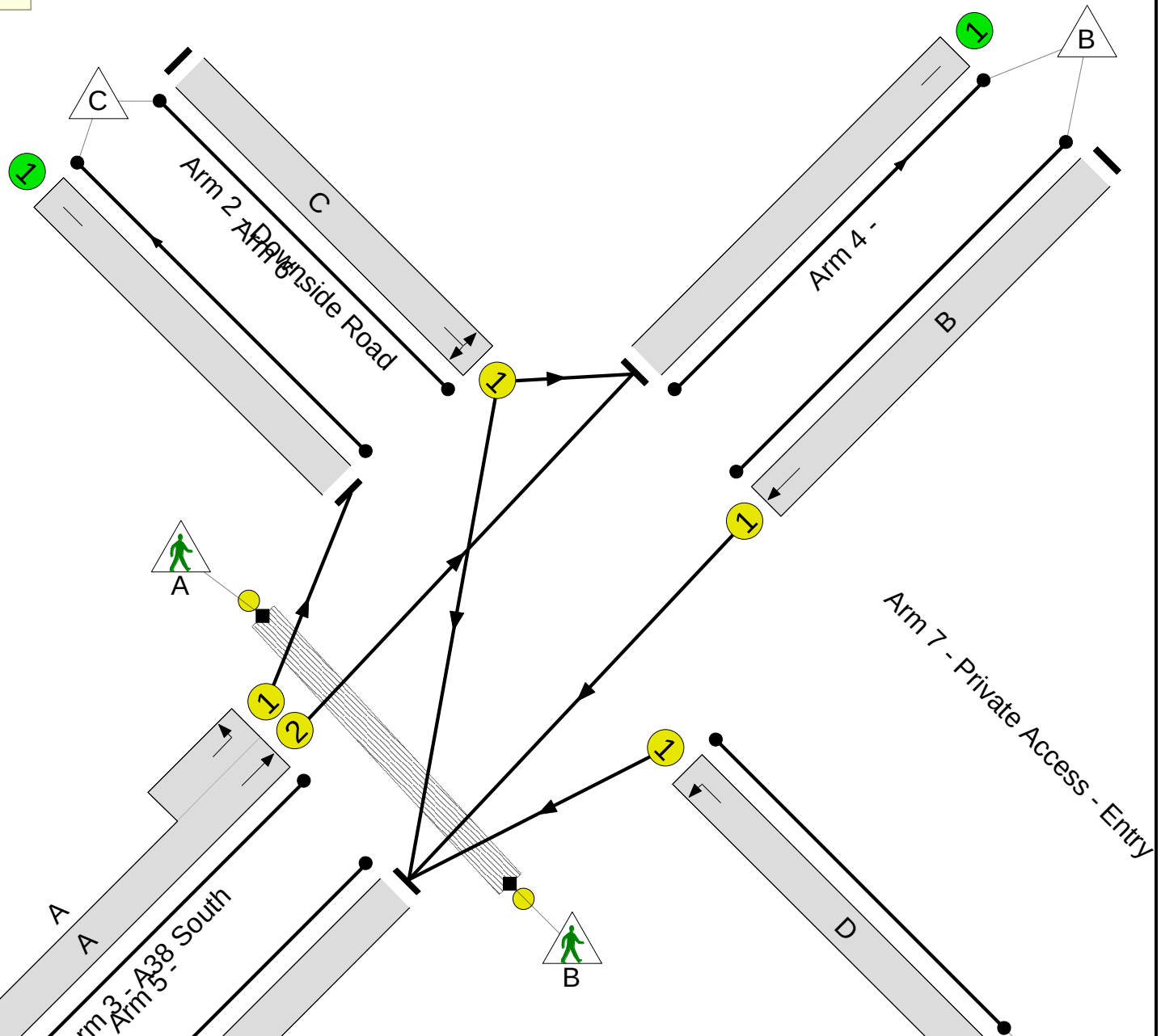


Full Input Data And Results

Network Layout Diagram

Downside Road/A38
PRC: 10.3 %
Total Traffic Delay: 16.8 pcuHr
Ave. Route Delay Per Ped: 0.0 s/Ped

Pedestrian crossing & private access stages removed due to limited use in peak periods.



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A38/Downside Rd Signalised Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**81.6%**
Downside Road/A38	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**81.6%**
1/1	A38 North Ahead	U	N/A	N/A	B		1	85	-	984	1683	1206	81.6%
2/1	Downside Road Left Right	U	N/A	N/A	C		1	24	-	287	1757	366	78.4%
3/2+3/1	A38 South Ahead Left	U	N/A	N/A	A		1	86	-	1151	2045:1674	1130+331	78.8 : 78.8%
4/1		U	N/A	N/A	-		-	-	-	1130	1940	1940	58.2%
5/1		U	N/A	N/A	-		-	-	-	1031	1955	1955	52.7%
6/1		U	N/A	N/A	-		-	-	-	261	Inf	Inf	0.0%
7/1	Private Access - Entry Left	U	N/A	N/A	D		0	0	-	0	1815	0	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	E		0	0	-	0	-	0	0.0%

Full Input Data And Results

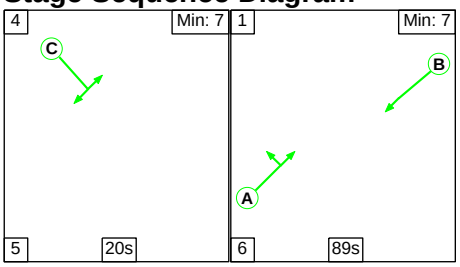
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A38/Downside Rd Signalised Junction	**-**	**-**	**0**	**0**	**0**	**9.8**	**7.0**	**0.0**	**16.8**	**-**	**-**	**-**	**-**
Downside Road/A38	**-**	**-**	**0**	**0**	**0**	**9.8**	**7.0**	**0.0**	**16.8**	**-**	**-**	**-**	**-**
1/1	984	984	-	-	-	3.2	2.2	-	5.3	19.5	22.1	2.2	24.3
2/1	287	287	-	-	-	3.6	1.7	-	5.3	66.8	9.0	1.7	10.7
3/2+3/1	1151	1151	-	-	-	3.0	1.8	-	4.8	15.1	22.1	1.8	23.9
4/1	1130	1130	-	-	-	0.0	0.7	-	0.7	2.2	2.2	0.7	2.9
5/1	1031	1031	-	-	-	0.0	0.6	-	0.6	1.9	0.0	0.6	0.6
6/1	261	261	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf

C1 PRC for Signalled Lanes (%): 10.3 Total Delay for Signalled Lanes (pcuHr): 15.50 Cycle Time (s): 120
PRC Over All Lanes (%): 10.3 Total Delay Over All Lanes(pcuHr): 16.75

Full Input Data And Results

Scenario 2: '2018 Baseline Inter Peak' (FG2: '2018 Baseline Inter Peak', Plan 1: 'Network Control Plan 1')

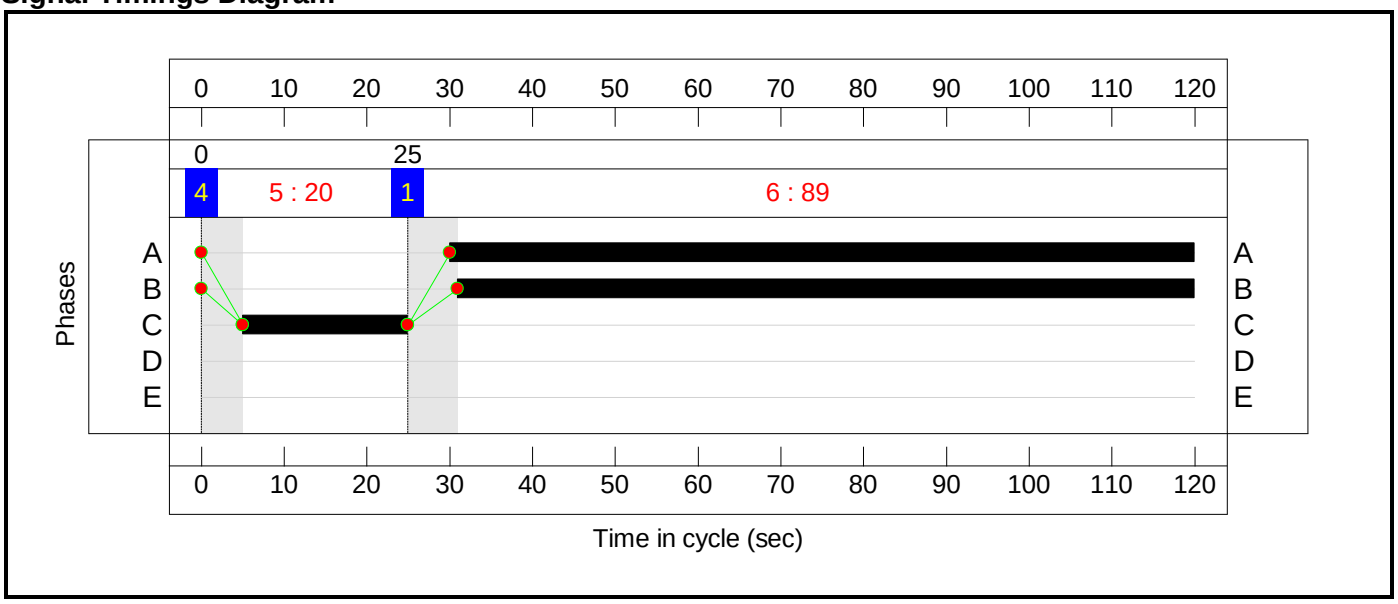
Stage Sequence Diagram



Stage Timings

Stage	4	1
Duration	20	89
Change Point	0	25

Signal Timings Diagram

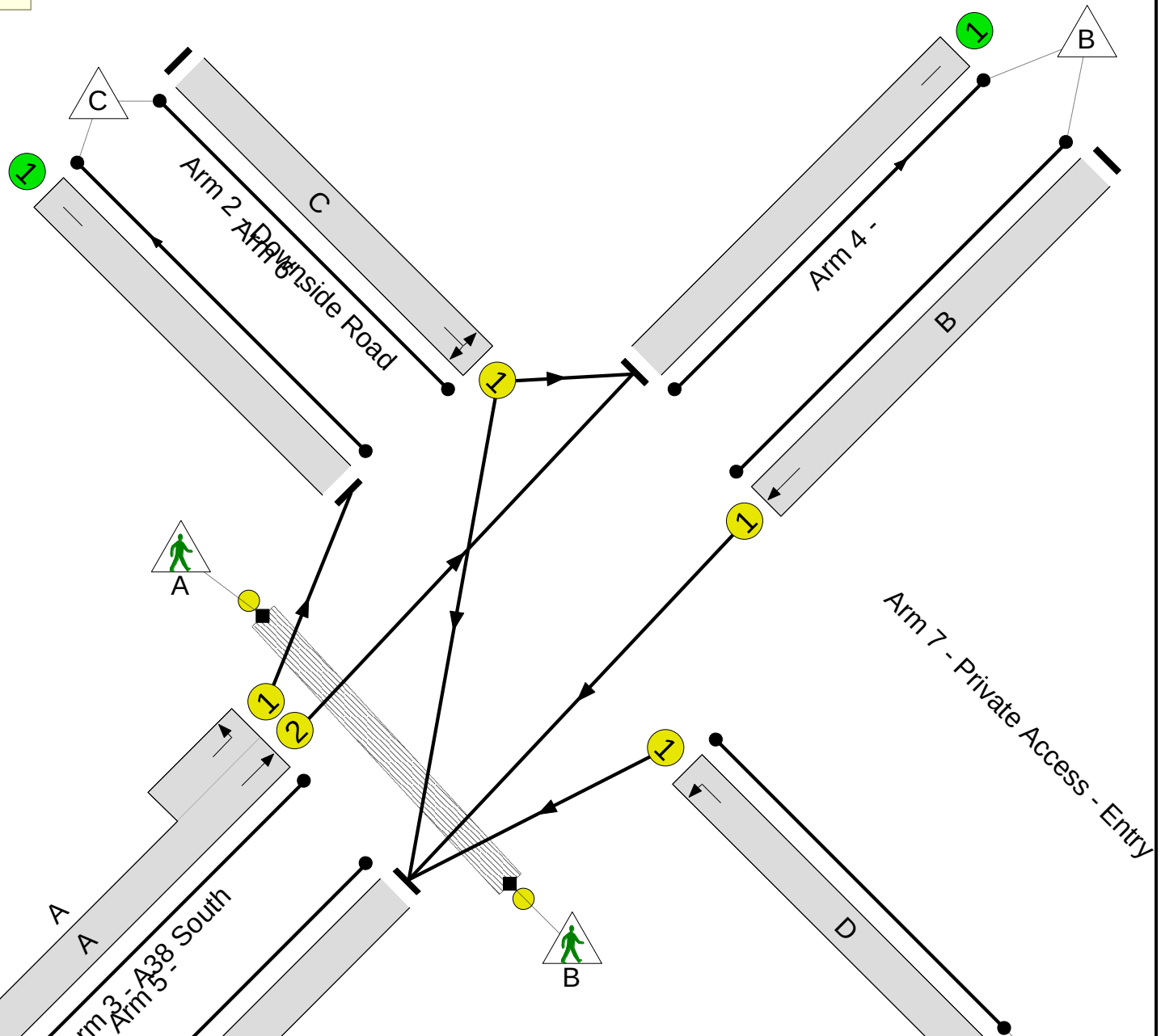


Full Input Data And Results

Network Layout Diagram

Downside Road/A38
PRC: 22.0 %
Total Traffic Delay: 11.6 pcuHr
Ave. Route Delay Per Ped: 0.0 s/Ped

Pedestrian crossing & private access stages removed due to limited use in peak periods.



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A38/Downside Rd Signalised Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**73.8%**
Downside Road/A38	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**73.8%**
1/1	A38 North Ahead	U	N/A	N/A	B		1	89	-	931	1683	1262	73.8%
2/1	Downside Road Left Right	U	N/A	N/A	C		1	20	-	227	1766	309	73.5%
3/2+3/1	A38 South Ahead Left	U	N/A	N/A	A		1	90	-	1009	2045:1674	1268+262	65.9 : 65.9%
4/1		U	N/A	N/A	-		-	-	-	974	1940	1940	50.2%
5/1		U	N/A	N/A	-		-	-	-	1020	1955	1955	52.2%
6/1		U	N/A	N/A	-		-	-	-	173	Inf	Inf	0.0%
7/1	Private Access - Entry Left	U	N/A	N/A	D		0	0	-	0	1815	0	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	E		0	0	-	0	-	0	0.0%

Full Input Data And Results

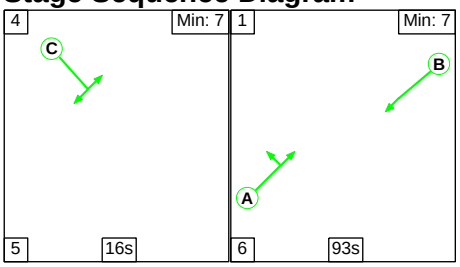
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A38/Downside Rd Signalised Junction	**-**	**-**	**0**	**0**	**0**	**6.9**	**4.7**	**0.0**	**11.6**	**-**	**-**	**-**	**-**
Downside Road/A38	**-**	**-**	**0**	**0**	**0**	**6.9**	**4.7**	**0.0**	**11.6**	**-**	**-**	**-**	**-**
1/1	931	931	-	-	-	2.2	1.4	-	3.6	13.8	17.3	1.4	18.7
2/1	227	227	-	-	-	3.0	1.3	-	4.3	68.1	7.1	1.3	8.5
3/2+3/1	1009	1009	-	-	-	1.8	1.0	-	2.7	9.7	14.2	1.0	15.2
4/1	974	974	-	-	-	0.0	0.5	-	0.5	1.9	2.7	0.5	3.2
5/1	1020	1020	-	-	-	0.0	0.5	-	0.5	1.9	0.0	0.5	0.5
6/1	173	173	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf

C1 PRC for Signalled Lanes (%): 22.0 Total Delay for Signalled Lanes (pcuHr): 10.58 Cycle Time (s): 120
PRC Over All Lanes (%): 22.0 Total Delay Over All Lanes(pcuHr): 11.63

Full Input Data And Results

Scenario 3: '2018 Baseline PM Peak' (FG3: '2018 Baseline PM Peak', Plan 1: 'Network Control Plan 1')

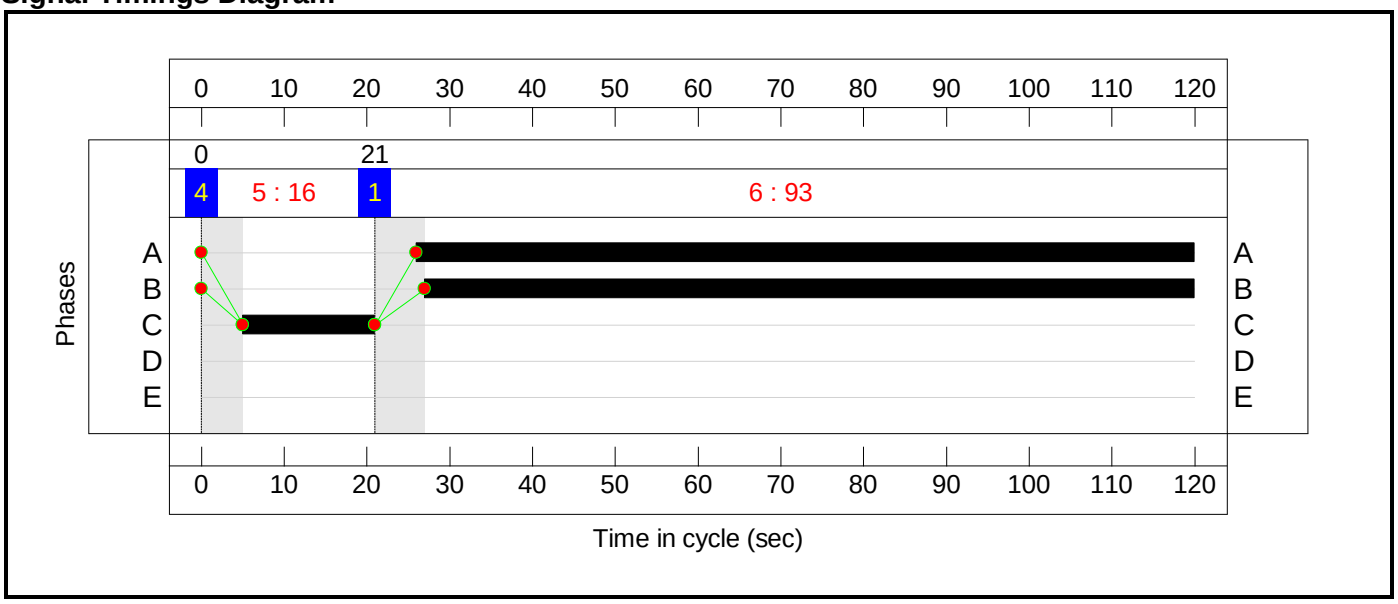
Stage Sequence Diagram



Stage Timings

Stage	4	1
Duration	16	93
Change Point	0	21

Signal Timings Diagram

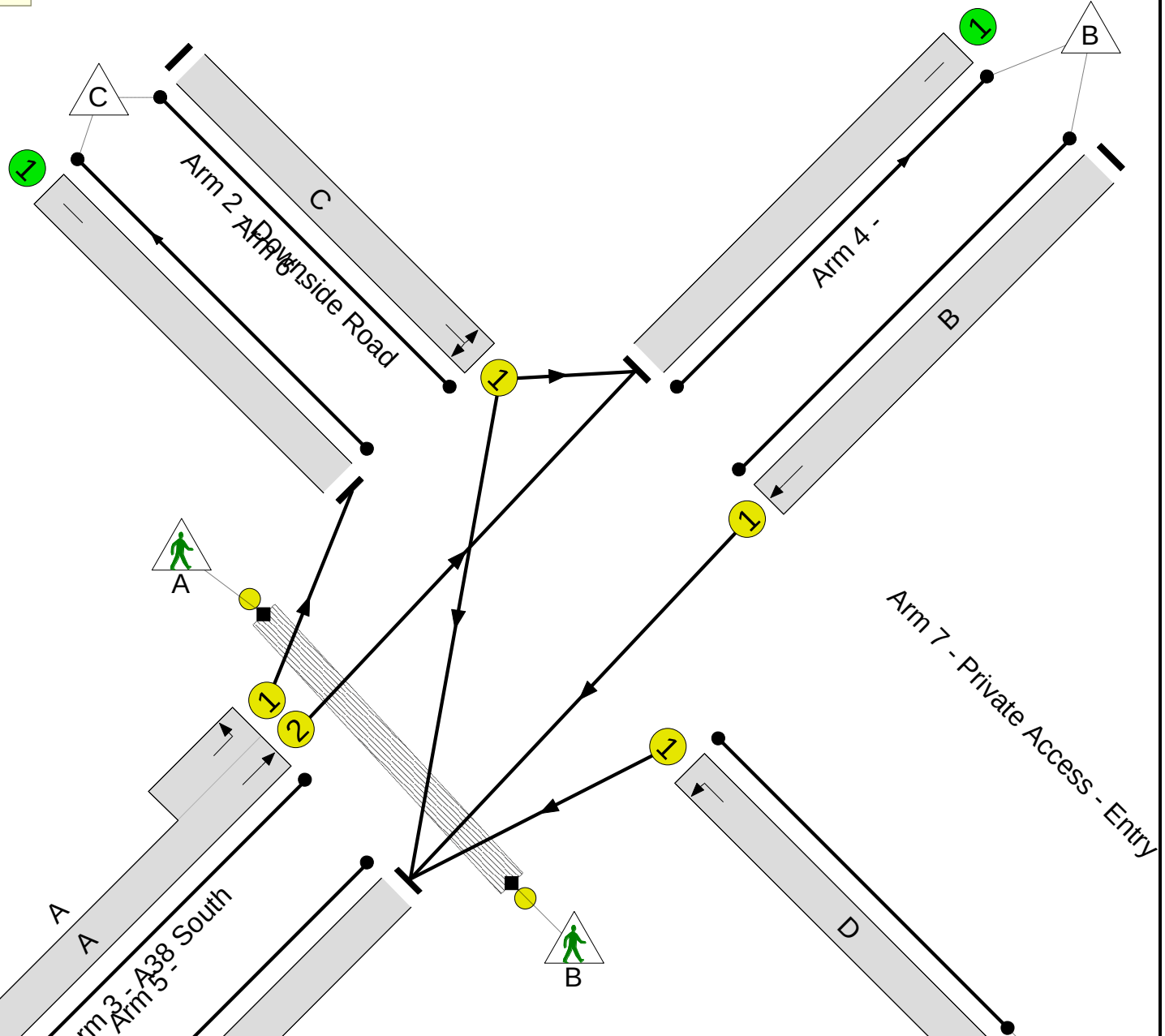


Full Input Data And Results

Network Layout Diagram

Downside Road/A38
PRC: -10.2 %
Total Traffic Delay: 36.0 pcuHr
Ave. Route Delay Per Ped: 0.0 s/Ped

Pedestrian crossing & private access stages removed due to limited use in peak periods.



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A38/Downside Rd Signalised Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**99.2%**
Downside Road/A38	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**99.2%**
1/1	A38 North Ahead	U	N/A	N/A	B		1	93	-	1308	1683	1318	99.2%
2/1	Downside Road Left Right	U	N/A	N/A	C		1	16	-	241	1762	250	96.5%
3/2+3/1	A38 South Ahead Left	U	N/A	N/A	A		1	94	-	1301	2045:1674	1238+353	81.8 : 81.8%
4/1		U	N/A	N/A	-		-	-	-	1180	1940	1940	60.8%
5/1		U	N/A	N/A	-		-	-	-	1381	1955	1955	70.6%
6/1		U	N/A	N/A	-		-	-	-	289	Inf	Inf	0.0%
7/1	Private Access - Entry Left	U	N/A	N/A	D		0	0	-	0	1815	0	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	E		0	0	-	0	-	0	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A38/Downside Rd Signalised Junction	**-**	**-**	**0**	**0**	**0**	**10.3**	**25.8**	**0.0**	**36.0**	**-**	**-**	**-**	**-**
Downside Road/A38	**-**	**-**	**0**	**0**	**0**	**10.3**	**25.8**	**0.0**	**36.0**	**-**	**-**	**-**	**-**
1/1	1308	1308	-	-	-	4.6	15.7	-	20.3	55.8	42.1	15.7	57.8
2/1	241	241	-	-	-	3.4	5.9	-	9.3	139.4	8.0	5.9	13.9
3/2+3/1	1301	1301	-	-	-	2.3	2.2	-	4.5	12.4	22.6	2.2	24.8
4/1	1180	1180	-	-	-	0.0	0.8	-	0.8	2.4	2.2	0.8	3.0
5/1	1381	1381	-	-	-	0.0	1.2	-	1.2	3.1	0.0	1.2	1.2
6/1	289	289	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf

C1

PRC for Signalled Lanes (%): -10.2
PRC Over All Lanes (%): -10.2

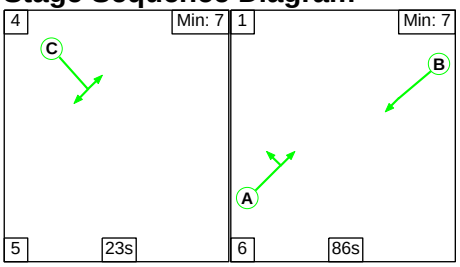
Total Delay for Signalled Lanes (pcuHr): 34.08
Total Delay Over All Lanes(pcuHr): 36.05

Cycle Time (s): 120

Full Input Data And Results

Scenario 4: '2026 Reference AM ' (FG4: '2026 Reference AM Peak', Plan 1: 'Network Control Plan 1')

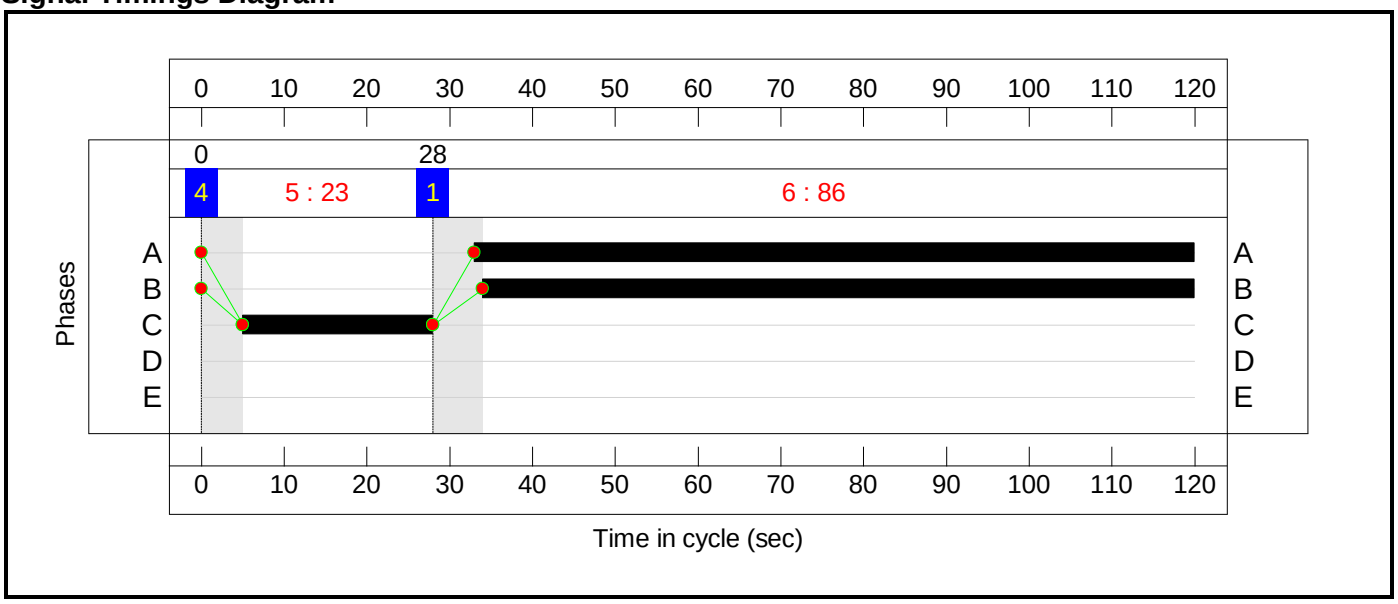
Stage Sequence Diagram



Stage Timings

Stage	4	1
Duration	23	86
Change Point	0	28

Signal Timings Diagram

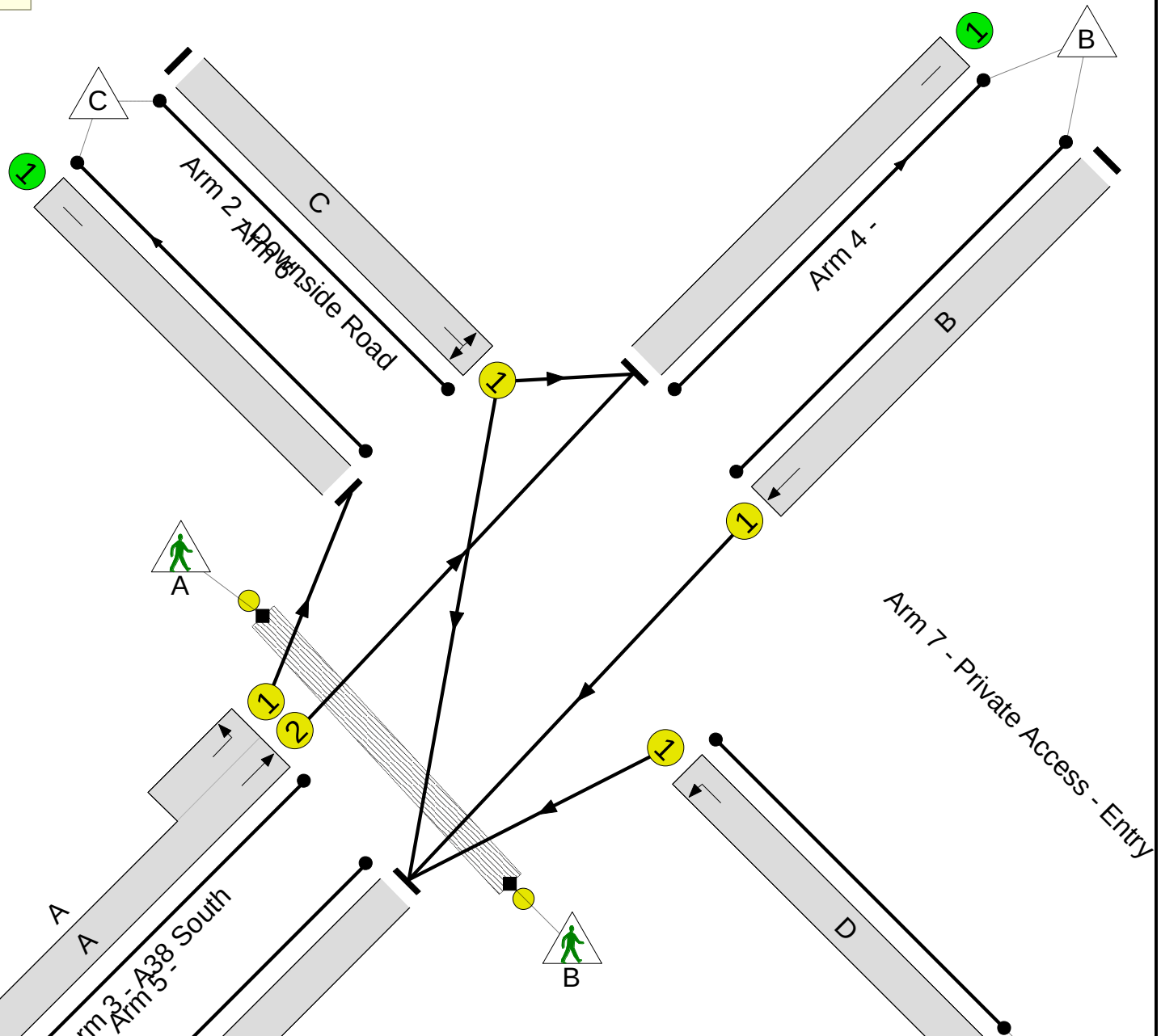


Full Input Data And Results

Network Layout Diagram

Downside Road/A38
PRC: -9.3 %
Total Traffic Delay: 40.7 pcuHr
Ave. Route Delay Per Ped: 0.0 s/Ped

Pedestrian crossing & private access stages removed due to limited use in peak periods.



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A38/Downside Rd Signalised Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**98.3%**
Downside Road/A38	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**98.3%**
1/1	A38 North Ahead	U	N/A	N/A	B		1	86	-	1200	1683	1220	98.3%
2/1	Downside Road Left Right	U	N/A	N/A	C		1	23	-	335	1757	351	95.3%
3/2+3/1	A38 South Ahead Left	U	N/A	N/A	A		1	87	-	1365	2045:1674	1153+325	92.4 : 92.4%
4/1		U	N/A	N/A	-		-	-	-	1339	1940	1940	69.0%
5/1		U	N/A	N/A	-		-	-	-	1261	1955	1955	64.5%
6/1		U	N/A	N/A	-		-	-	-	300	Inf	Inf	0.0%
7/1	Private Access - Entry Left	U	N/A	N/A	D		0	0	-	0	1815	0	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	E		0	0	-	0	-	0	0.0%

Full Input Data And Results

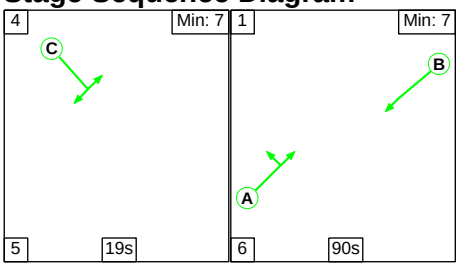
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A38/Downside Rd Signalised Junction	**-**	**-**	**0**	**0**	**0**	**14.2**	**26.5**	**0.0**	**40.7**	**-**	**-**	**-**	**-**
Downside Road/A38	**-**	**-**	**0**	**0**	**0**	**14.2**	**26.5**	**0.0**	**40.7**	**-**	**-**	**-**	**-**
1/1	1200	1200	-	-	-	5.3	13.0	-	18.3	54.8	38.0	13.0	51.0
2/1	335	335	-	-	-	4.4	5.9	-	10.3	111.2	11.0	5.9	16.9
3/2+3/1	1365	1365	-	-	-	4.5	5.5	-	10.0	26.5	35.2	5.5	40.7
4/1	1339	1339	-	-	-	0.0	1.1	-	1.1	3.0	2.2	1.1	3.3
5/1	1261	1261	-	-	-	0.0	0.9	-	0.9	2.6	0.0	0.9	0.9
6/1	300	300	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf

C1 PRC for Signalled Lanes (%): -9.3 Total Delay for Signalled Lanes (pcuHr): 38.65 Cycle Time (s): 120
PRC Over All Lanes (%): -9.3 Total Delay Over All Lanes(pcuHr): 40.67

Full Input Data And Results

Scenario 5: '2026 Reference Inter Peak' (FG5: '2026 Reference Inter Peak', Plan 1: 'Network Control Plan 1')

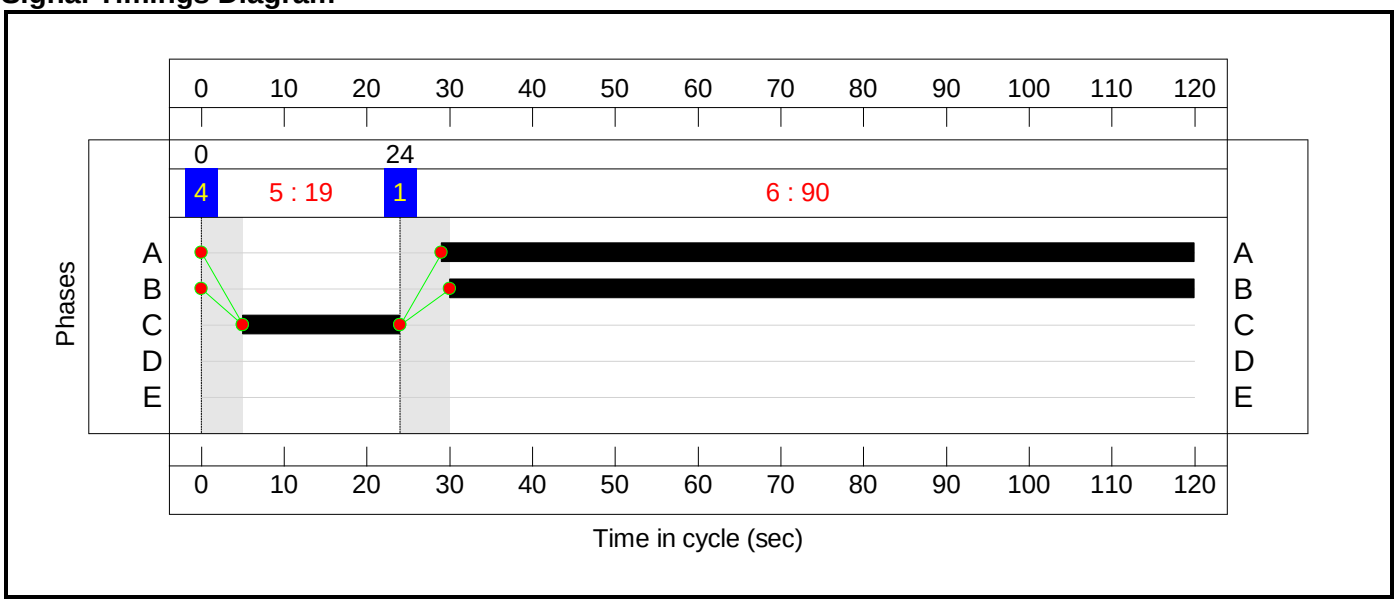
Stage Sequence Diagram



Stage Timings

Stage	4	1
Duration	19	90
Change Point	0	24

Signal Timings Diagram

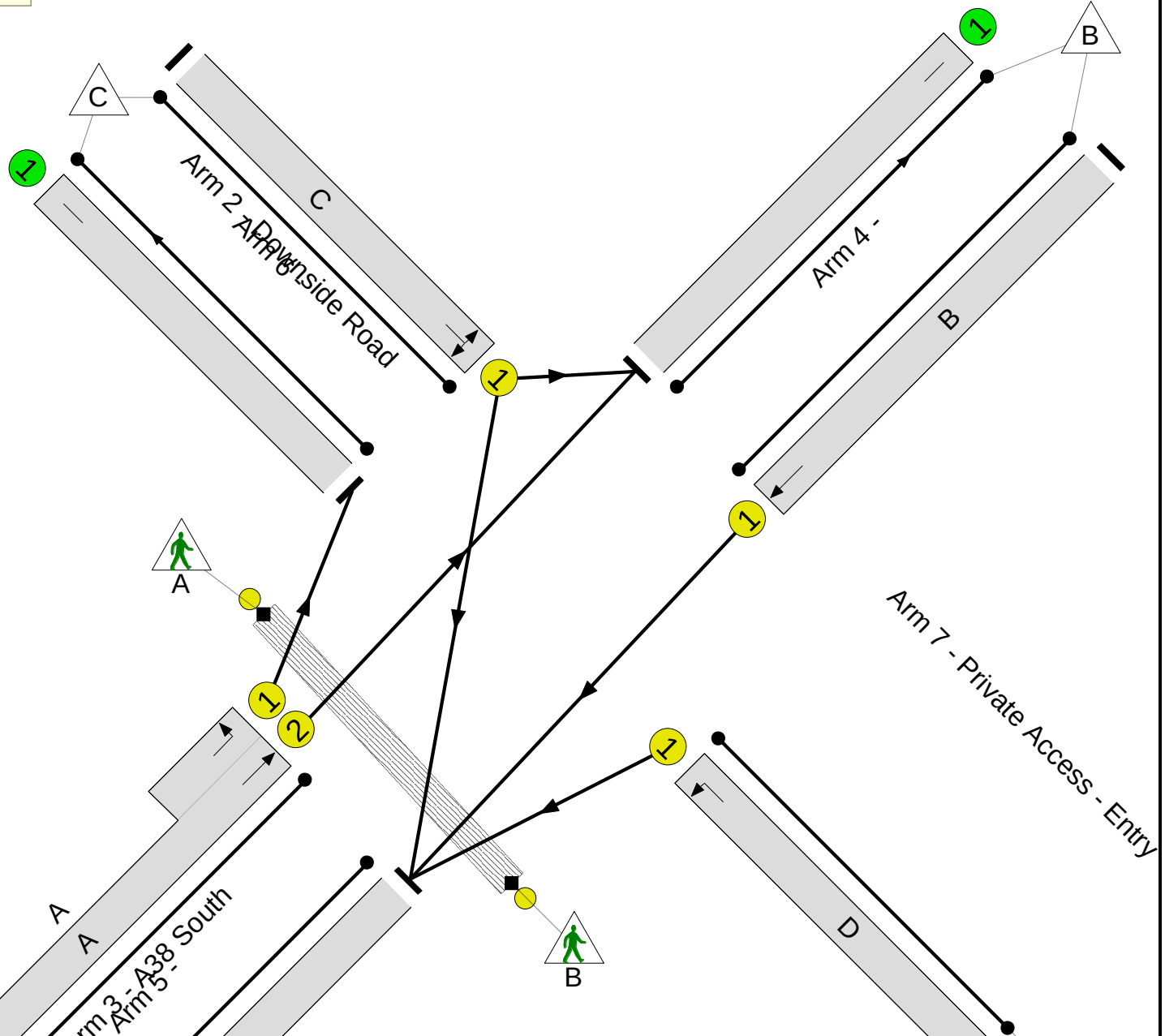


Full Input Data And Results

Network Layout Diagram

Downside Road/A38
PRC: -8.7 %
Total Traffic Delay: 35.1 pcuHr
Ave. Route Delay Per Ped: 0.0 s/Ped

Pedestrian crossing & private access stages removed due to limited use in peak periods.



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A38/Downside Rd Signalised Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**97.9%**
Downside Road/A38	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**97.9%**
1/1	A38 North Ahead	U	N/A	N/A	B		1	90	-	1249	1683	1276	97.9%
2/1	Downside Road Left Right	U	N/A	N/A	C		1	19	-	275	1767	294	93.4%
3/2+3/1	A38 South Ahead Left	U	N/A	N/A	A		1	91	-	1380	2045:1674	1309+240	89.1 : 89.1%
4/1		U	N/A	N/A	-		-	-	-	1327	1940	1940	68.4%
5/1		U	N/A	N/A	-		-	-	-	1363	1955	1955	69.7%
6/1		U	N/A	N/A	-		-	-	-	214	Inf	Inf	0.0%
7/1	Private Access - Entry Left	U	N/A	N/A	D		0	0	-	0	1815	0	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	E		0	0	-	0	-	0	0.0%

Full Input Data And Results

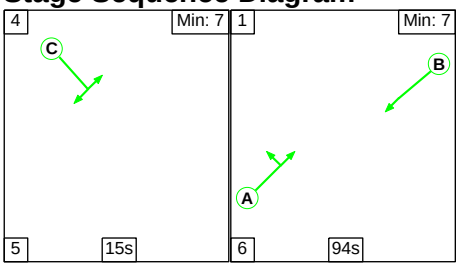
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A38/Downside Rd Signalised Junction	**-**	**-**	**0**	**0**	**0**	**12.1**	**23.0**	**0.0**	**35.1**	**-**	**-**	**-**	**-**
Downside Road/A38	**-**	**-**	**0**	**0**	**0**	**12.1**	**23.0**	**0.0**	**35.1**	**-**	**-**	**-**	**-**
1/1	1249	1249	-	-	-	4.7	12.1	-	16.8	48.5	38.9	12.1	51.0
2/1	275	275	-	-	-	3.8	4.7	-	8.5	111.4	9.0	4.7	13.8
3/2+3/1	1380	1380	-	-	-	3.6	3.9	-	7.5	19.6	32.2	3.9	36.1
4/1	1327	1327	-	-	-	0.0	1.1	-	1.1	2.9	3.2	1.1	4.3
5/1	1363	1363	-	-	-	0.0	1.1	-	1.1	3.0	0.0	1.1	1.1
6/1	214	214	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf

C1 PRC for Signalled Lanes (%): -8.7 Total Delay for Signalled Lanes (pcuHr): 32.88 Cycle Time (s): 120
PRC Over All Lanes (%): -8.7 Total Delay Over All Lanes(pcuHr): 35.10

Full Input Data And Results

Scenario 6: '2026 Reference PM' (FG6: '2026 Reference PM Peak', Plan 1: 'Network Control Plan 1')

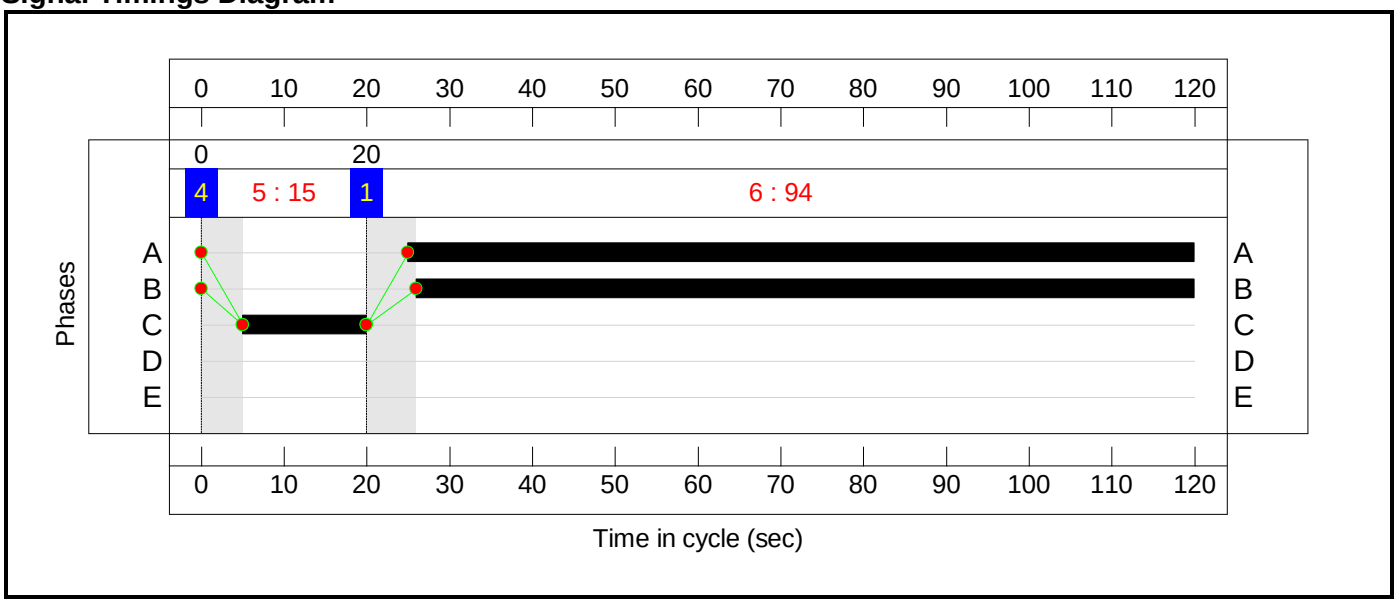
Stage Sequence Diagram



Stage Timings

Stage	4	1
Duration	15	94
Change Point	0	20

Signal Timings Diagram

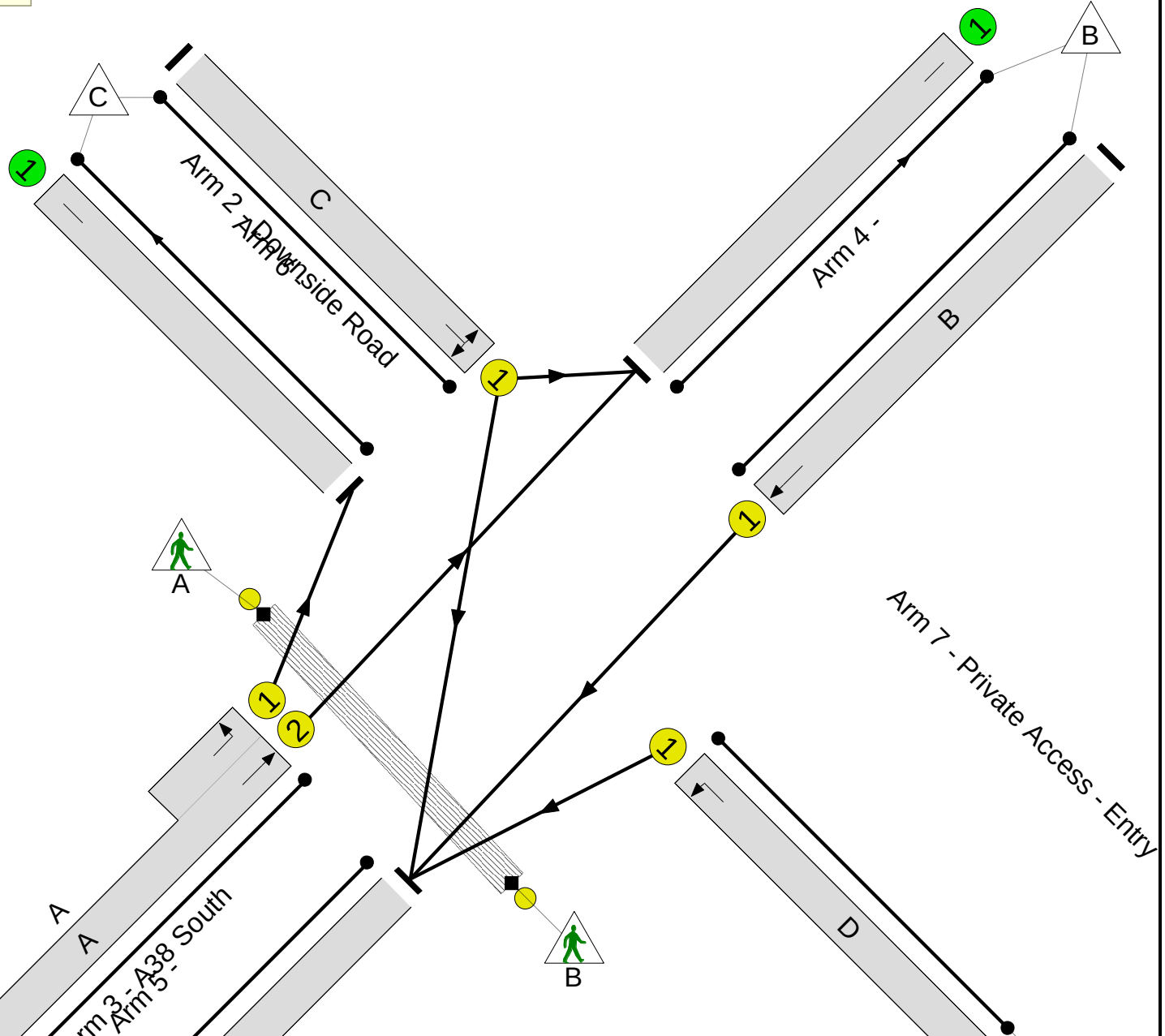


Full Input Data And Results

Network Layout Diagram

Downside Road/A38
PRC: -33.3 %
Total Traffic Delay: 221.7 pcuHr
Ave. Route Delay Per Ped: 0.0 s/Ped

Pedestrian crossing & private access stages removed due to limited use in peak periods.



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A38/Downside Rd Signalised Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**120.0%**
Downside Road/A38	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**120.0%**
1/1	A38 North Ahead	U	N/A	N/A	B		1	94	-	1598	1683	1332	119.9%
2/1	Downside Road Left Right	U	N/A	N/A	C		1	15	-	282	1763	235	120.0%
3/2+3/1	A38 South Ahead Left	U	N/A	N/A	A		1	95	-	1603	2045:1674	1257+351	99.7 : 99.7%
4/1		U	N/A	N/A	-		-	-	-	1445	1940	1940	72.8%
5/1		U	N/A	N/A	-		-	-	-	1688	1955	1955	72.0%
6/1		U	N/A	N/A	-		-	-	-	350	Inf	Inf	0.0%
7/1	Private Access - Entry Left	U	N/A	N/A	D		0	0	-	0	1815	0	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	E		0	0	-	0	-	0	0.0%

Full Input Data And Results

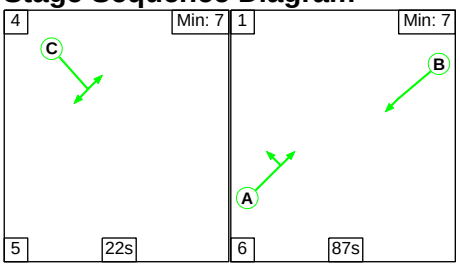
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A38/Downside Rd Signalised Junction	**-**	**-**	**0**	**0**	**0**	**38.3**	**183.4**	**0.0**	**221.7**	**-**	**-**	**-**	**-**
Downside Road/A38	**-**	**-**	**0**	**0**	**0**	**38.3**	**183.4**	**0.0**	**221.7**	**-**	**-**	**-**	**-**
1/1	1598	1332	-	-	-	26.6	135.8	-	162.3	365.7	69.6	135.8	205.4
2/1	282	235	-	-	-	7.0	26.2	-	33.2	423.5	11.0	26.2	37.1
3/2+3/1	1603	1603	-	-	-	4.7	18.9	-	23.6	52.9	51.3	18.9	70.2
4/1	1413	1413	-	-	-	0.0	1.3	-	1.3	3.4	2.2	1.3	3.5
5/1	1407	1407	-	-	-	0.0	1.3	-	1.3	3.3	0.0	1.3	1.3
6/1	350	350	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf

C1 PRC for Signalled Lanes (%): -33.3 Total Delay for Signalled Lanes (pcuHr): 219.07 Cycle Time (s): 120
PRC Over All Lanes (%): -33.3 Total Delay Over All Lanes(pcuHr): 221.68

Full Input Data And Results

Scenario 7: '2026 Test AM Peak' (FG7: '2026 Test AM Peak', Plan 1: 'Network Control Plan 1')

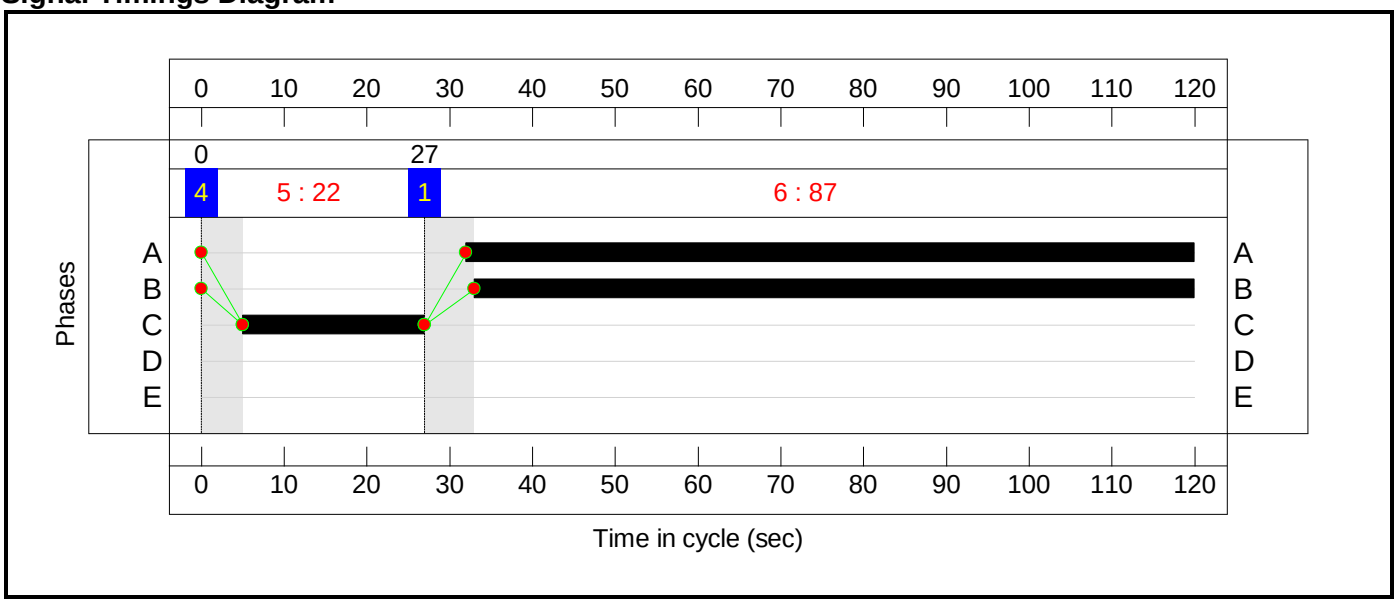
Stage Sequence Diagram



Stage Timings

Stage	4	1
Duration	22	87
Change Point	0	27

Signal Timings Diagram

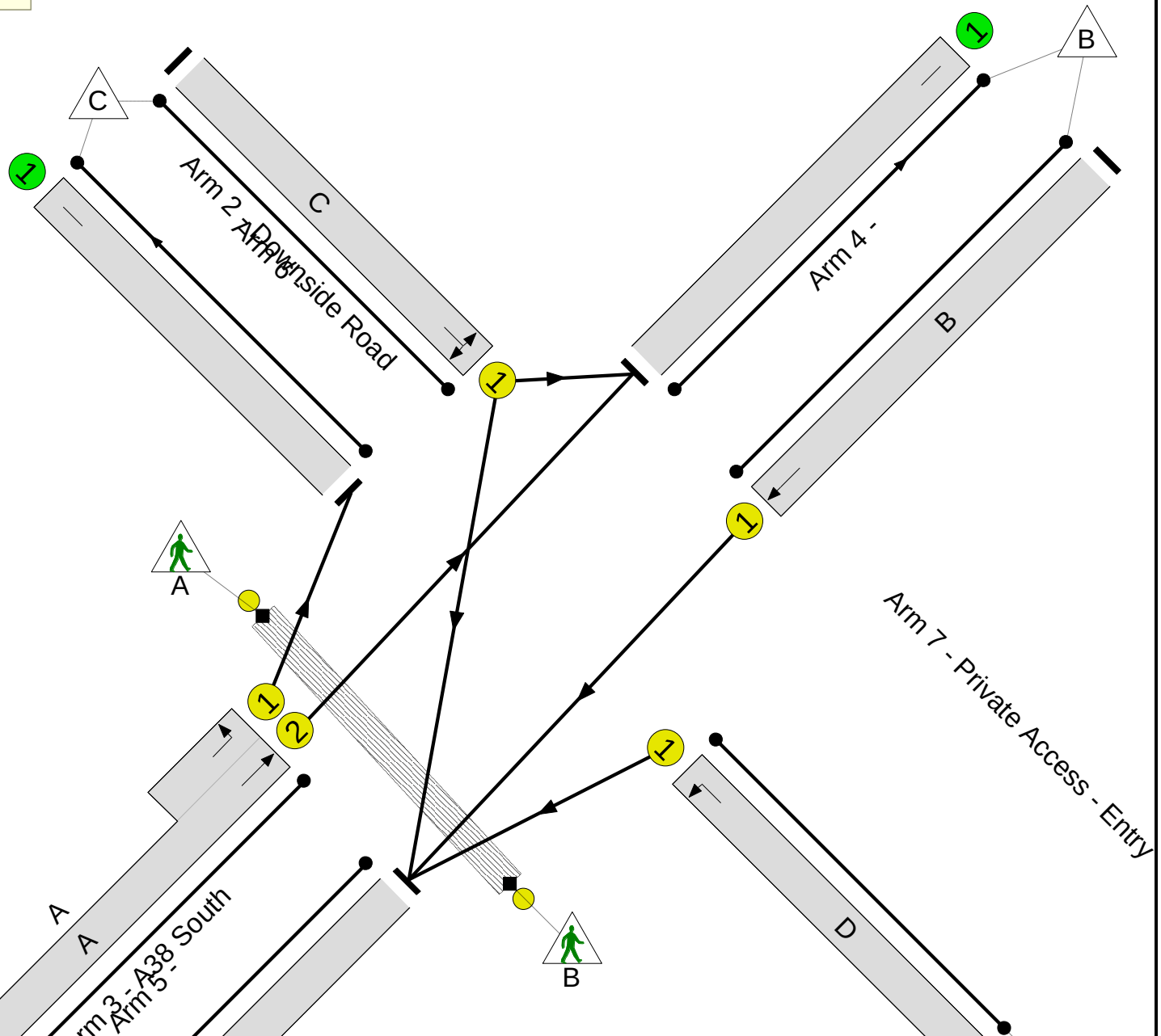


Full Input Data And Results

Network Layout Diagram

Downside Road/A38
PRC: -15.9 %
Total Traffic Delay: 77.0 pcuHr
Ave. Route Delay Per Ped: 0.0 s/Ped

Pedestrian crossing & private access stages removed due to limited use in peak periods.



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A38/Downside Rd Signalised Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**104.3%**
Downside Road/A38	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**104.3%**
1/1	A38 North Ahead	U	N/A	N/A	B		1	87	-	1287	1683	1234	104.3%
2/1	Downside Road Left Right	U	N/A	N/A	C		1	22	-	344	1758	337	102.1%
3/2+3/1	A38 South Ahead Left	U	N/A	N/A	A		1	88	-	1424	2045:1674	1175+319	95.3 : 95.3%
4/1		U	N/A	N/A	-		-	-	-	1394	1940	1940	71.6%
5/1		U	N/A	N/A	-		-	-	-	1357	1955	1955	66.6%
6/1		U	N/A	N/A	-		-	-	-	304	Inf	Inf	0.0%
7/1	Private Access - Entry Left	U	N/A	N/A	D		0	0	-	0	1815	0	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	E		0	0	-	0	-	0	0.0%

Full Input Data And Results

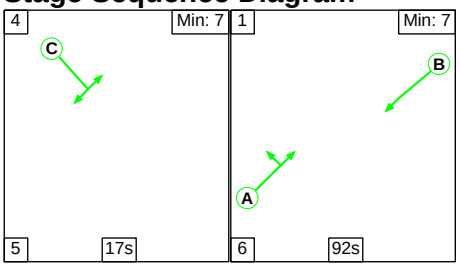
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A38/Downside Rd Signalised Junction	**-**	**-**	**0**	**0**	**0**	**19.8**	**57.1**	**0.0**	**77.0**	**-**	**-**	**-**	**-**
Downside Road/A38	**-**	**-**	**0**	**0**	**0**	**19.8**	**57.1**	**0.0**	**77.0**	**-**	**-**	**-**	**-**
1/1	1287	1234	-	-	-	9.8	35.5	-	45.3	126.8	45.3	35.5	80.8
2/1	344	337	-	-	-	5.1	11.2	-	16.3	170.3	11.7	11.2	22.9
3/2+3/1	1424	1424	-	-	-	4.9	8.2	-	13.1	33.1	40.0	8.2	48.2
4/1	1388	1388	-	-	-	0.0	1.3	-	1.3	3.3	2.2	1.3	3.5
5/1	1303	1303	-	-	-	0.0	1.0	-	1.0	2.8	0.0	1.0	1.0
6/1	304	304	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf

C1 PRC for Signalled Lanes (%): -15.9 Total Delay for Signalled Lanes (pcuHr): 74.70 Cycle Time (s): 120
PRC Over All Lanes (%): -15.9 Total Delay Over All Lanes(pcuHr): 76.95

Full Input Data And Results

Scenario 8: '2026 Test Inter Peak' (FG8: '2026 Test Inter Peak', Plan 1: 'Network Control Plan 1')

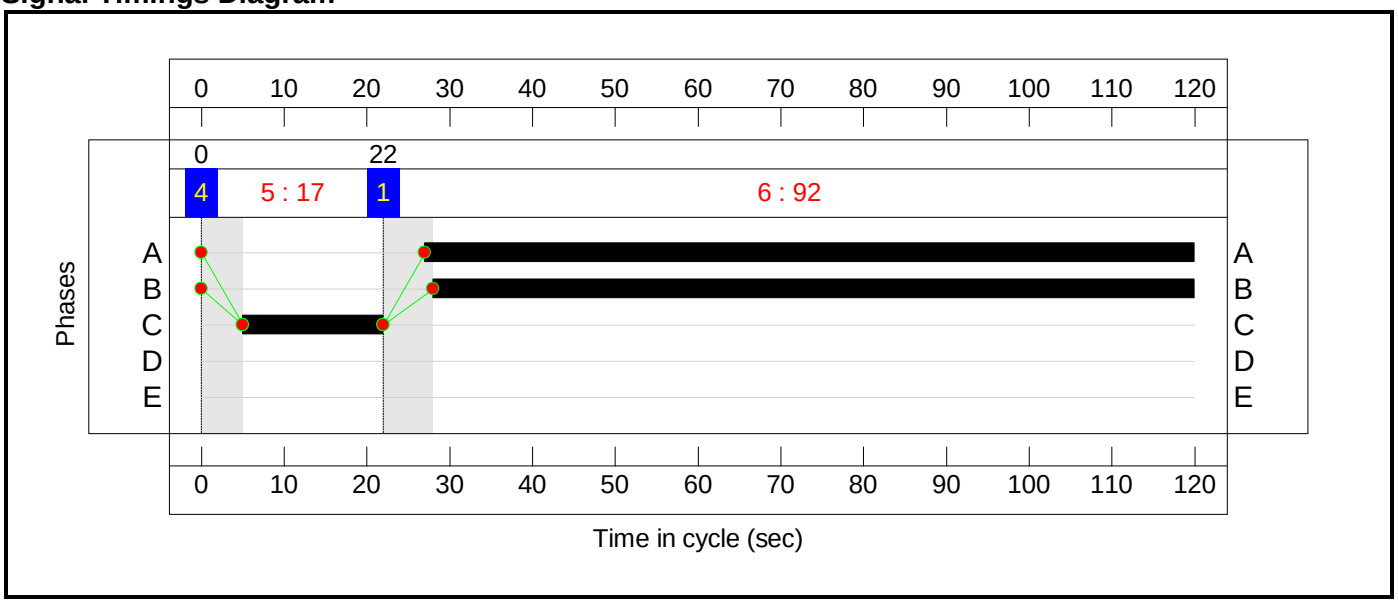
Stage Sequence Diagram



Stage Timings

Stage	4	1
Duration	17	92
Change Point	0	22

Signal Timings Diagram

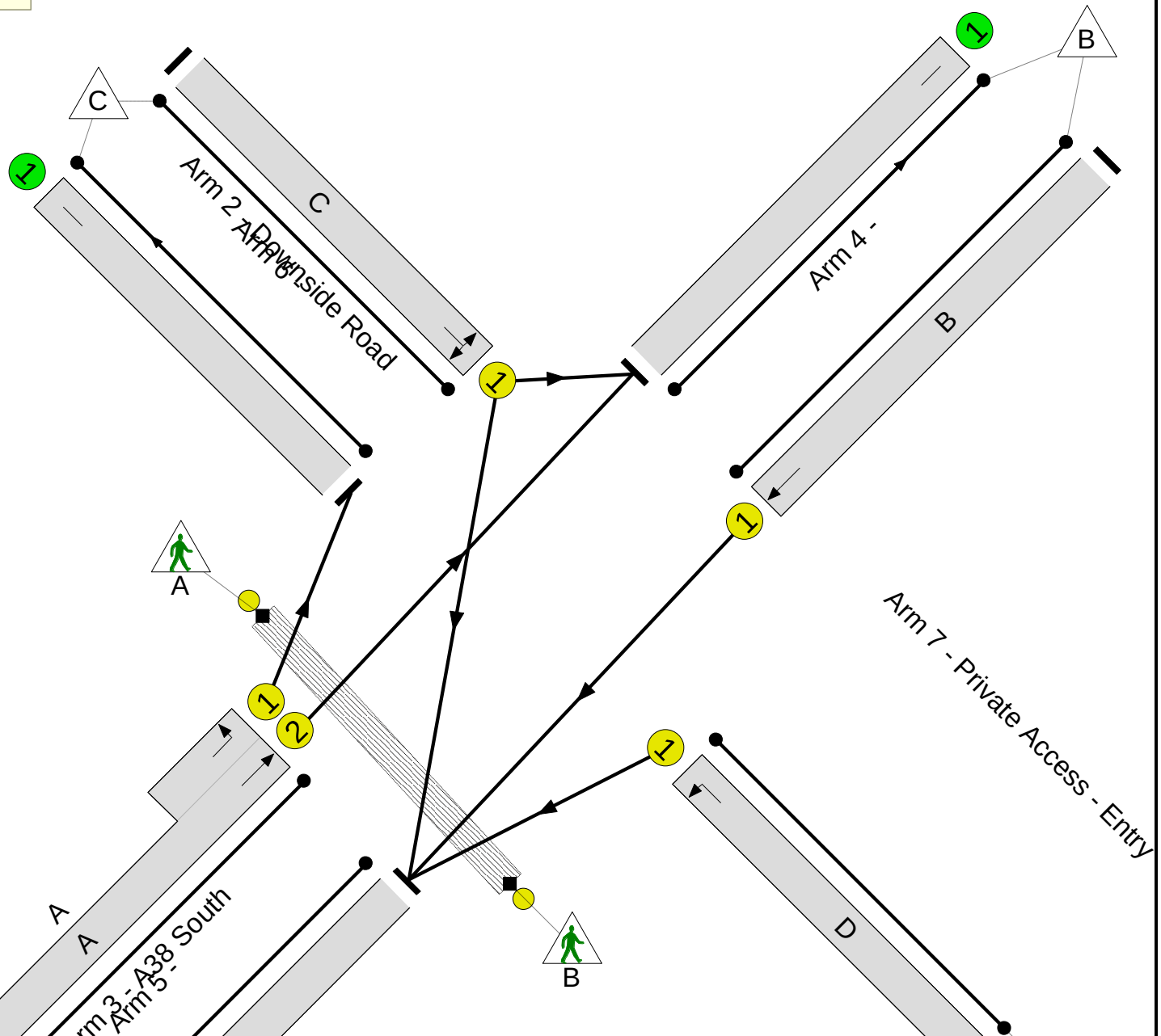


Full Input Data And Results

Network Layout Diagram

Downside Road/A38
PRC: -22.2 %
Total Traffic Delay: 146.8 pcuHr
Ave. Route Delay Per Ped: 0.0 s/Ped

Pedestrian crossing & private access stages removed due to limited use in peak periods.



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A38/Downside Rd Signalised Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**110.0%**
Downside Road/A38	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**110.0%**
1/1	A38 North Ahead	U	N/A	N/A	B		1	92	-	1435	1683	1304	110.0%
2/1	Downside Road Left Right	U	N/A	N/A	C		1	17	-	288	1768	265	108.6%
3/2+3/1	A38 South Ahead Left	U	N/A	N/A	A		1	93	-	1612	2045:1674	1358+225	101.8 : 101.8%
4/1		U	N/A	N/A	-		-	-	-	1544	1940	1940	77.7%
5/1		U	N/A	N/A	-		-	-	-	1562	1955	1955	72.7%
6/1		U	N/A	N/A	-		-	-	-	229	Inf	Inf	0.0%
7/1	Private Access - Entry Left	U	N/A	N/A	D		0	0	-	0	1815	0	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	E		0	0	-	0	-	0	0.0%

Full Input Data And Results

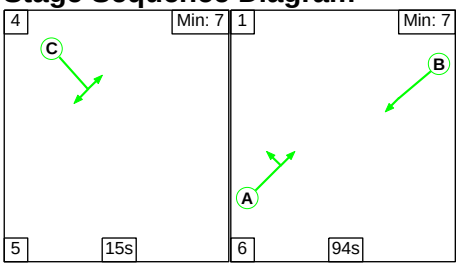
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A38/Downside Rd Signalised Junction	**-**	**-**	**0**	**0**	**0**	**28.9**	**117.9**	**0.0**	**146.8**	**-**	**-**	**-**	**-**
Downside Road/A38	**-**	**-**	**0**	**0**	**0**	**28.9**	**117.9**	**0.0**	**146.8**	**-**	**-**	**-**	**-**
1/1	1435	1304	-	-	-	15.7	70.4	-	86.1	216.1	55.3	70.4	125.8
2/1	288	265	-	-	-	5.5	15.9	-	21.4	267.8	10.4	15.9	26.3
3/2+3/1	1612	1583	-	-	-	7.7	28.5	-	36.2	80.8	55.3	28.5	83.8
4/1	1507	1507	-	-	-	0.0	1.7	-	1.7	4.1	3.3	1.7	5.0
5/1	1421	1421	-	-	-	0.0	1.3	-	1.3	3.4	0.0	1.3	1.3
6/1	225	225	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf

C1 PRC for Signalled Lanes (%): -22.2 Total Delay for Signalled Lanes (pcuHr): 143.74 Cycle Time (s): 120
PRC Over All Lanes (%): -22.2 Total Delay Over All Lanes(pcuHr): 146.79

Full Input Data And Results

Scenario 9: '2026 Test PM Peak' (FG9: '2026 Test PM Peak', Plan 1: 'Network Control Plan 1')

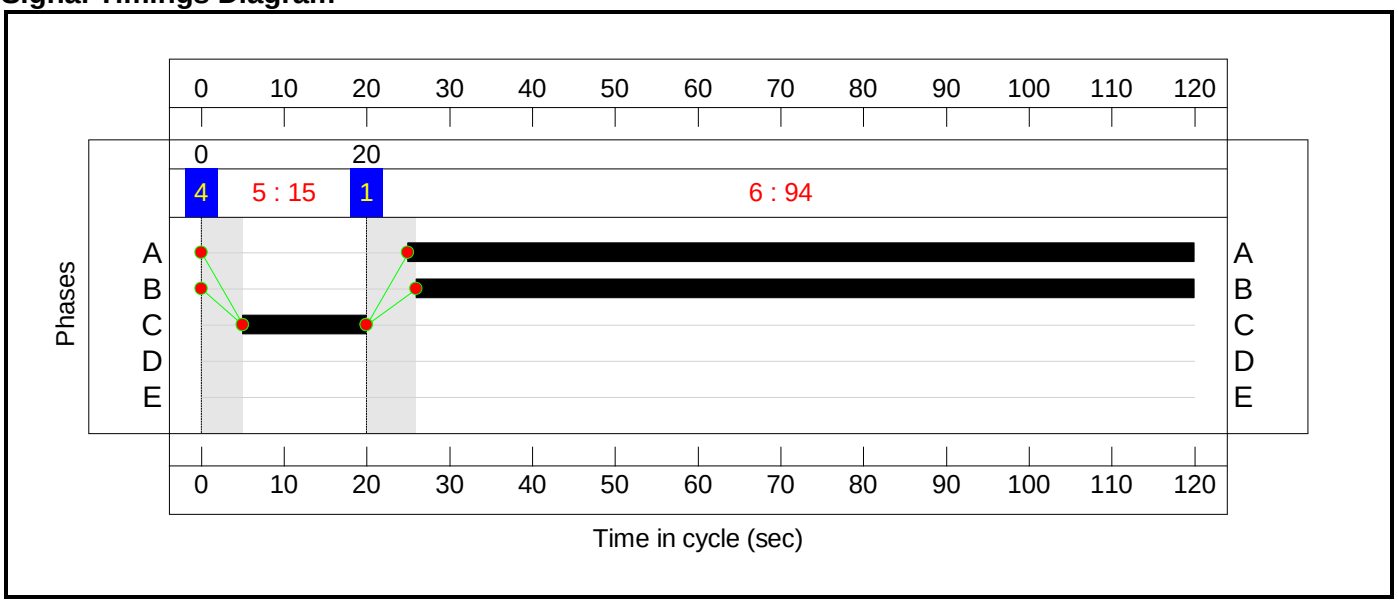
Stage Sequence Diagram



Stage Timings

Stage	4	1
Duration	15	94
Change Point	0	20

Signal Timings Diagram

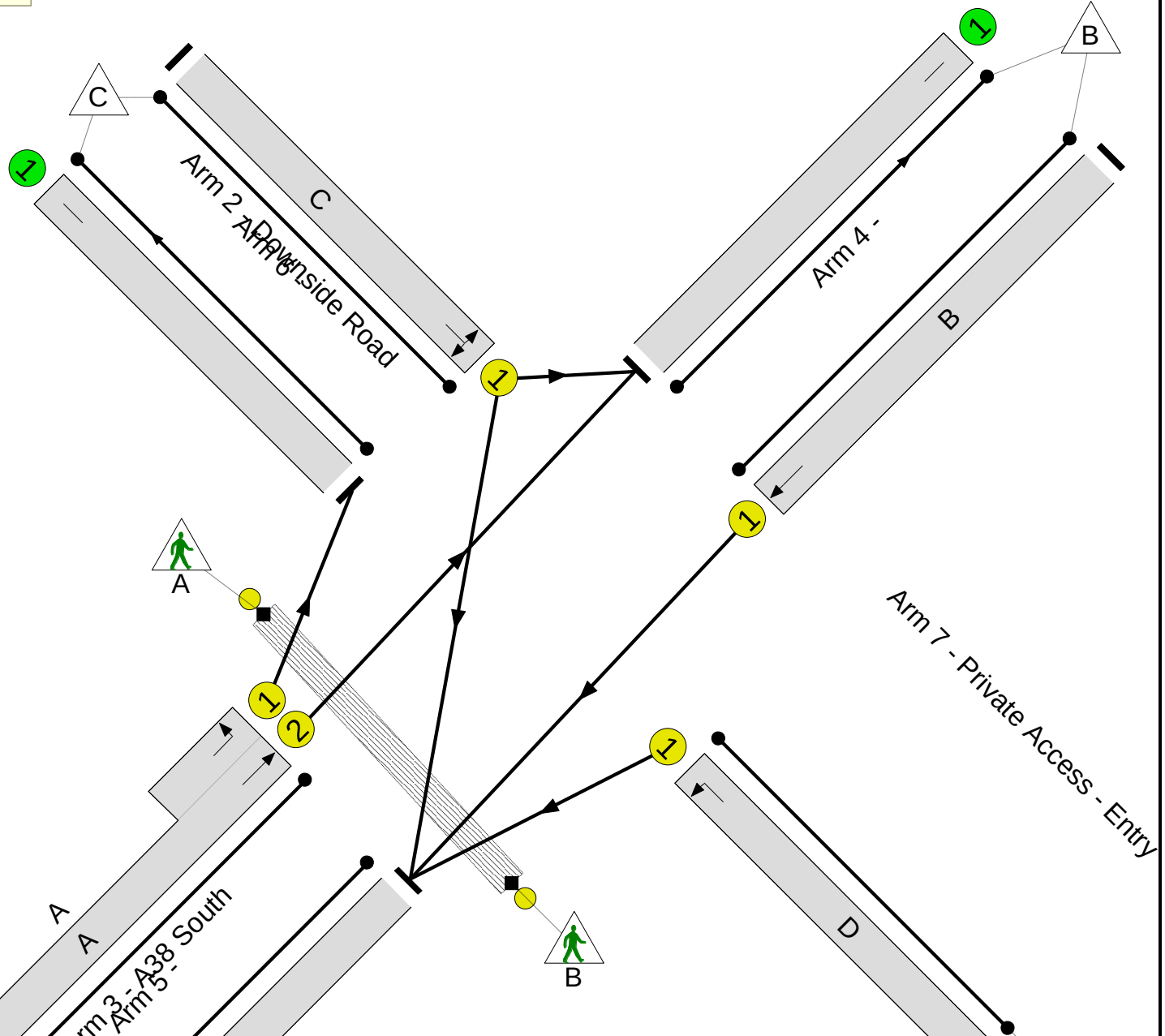


Full Input Data And Results

Network Layout Diagram

Downside Road/A38
PRC: -42.9 %
Total Traffic Delay: 352.6 pcuHr
Ave. Route Delay Per Ped: 0.0 s/Ped

Pedestrian crossing & private access stages removed due to limited use in peak periods.



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A38/Downside Rd Signalised Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**128.6%**
Downside Road/A38	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**128.6%**
1/1	A38 North Ahead	U	N/A	N/A	B		1	94	-	1713	1683	1332	128.6%
2/1	Downside Road Left Right	U	N/A	N/A	C		1	15	-	291	1764	235	123.7%
3/2+3/1	A38 South Ahead Left	U	N/A	N/A	A		1	95	-	1732	2045:1674	1264+344	107.7 : 107.7%
4/1		U	N/A	N/A	-		-	-	-	1553	1940	1940	73.1%
5/1		U	N/A	N/A	-		-	-	-	1812	1955	1955	72.2%
6/1		U	N/A	N/A	-		-	-	-	371	Inf	Inf	0.0%
7/1	Private Access - Entry Left	U	N/A	N/A	D		0	0	-	0	1815	0	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	E		0	0	-	0	-	0	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A38/Downside Rd Signalised Junction	**-**	**-**	**0**	**0**	**0**	**58.8**	**293.7**	**0.0**	**352.6**	**-**	**-**	**-**	**-**
Downside Road/A38	**-**	**-**	**0**	**0**	**0**	**58.8**	**293.7**	**0.0**	**352.6**	**-**	**-**	**-**	**-**
1/1	1713	1332	-	-	-	36.1	192.5	-	228.6	480.5	81.1	192.5	273.6
2/1	291	235	-	-	-	7.7	30.3	-	38.0	470.1	11.6	30.3	41.9
3/2+3/1	1732	1608	-	-	-	15.0	68.3	-	83.3	173.1	63.4	68.3	131.6
4/1	1419	1419	-	-	-	0.0	1.4	-	1.4	3.4	2.2	1.4	3.6
5/1	1412	1412	-	-	-	0.0	1.3	-	1.3	3.3	0.0	1.3	1.3
6/1	344	344	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf

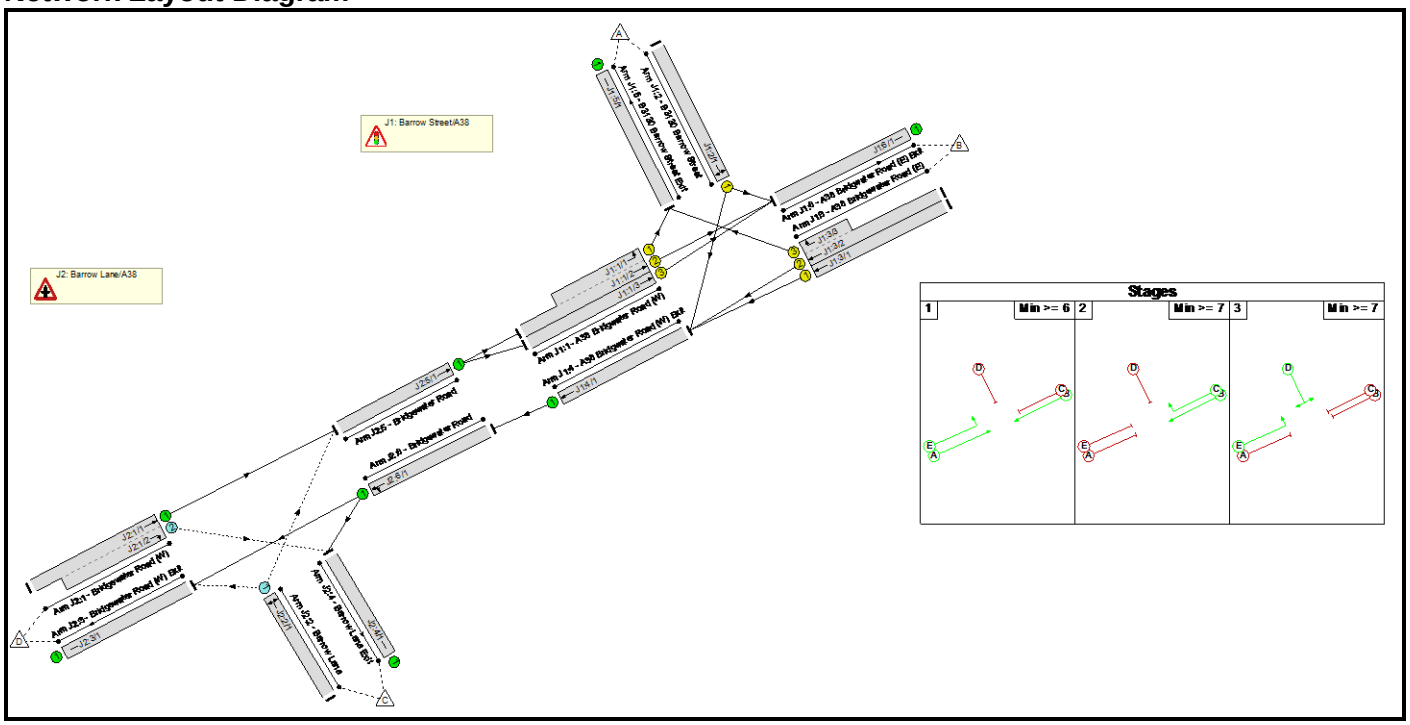
C1 PRC for Signalled Lanes (%): -42.9 Total Delay for Signalled Lanes (pcuHr): 349.92 Cycle Time (s): 120
PRC Over All Lanes (%): -42.9 Total Delay Over All Lanes(pcuHr): 352.57

Full Input Data And Results

User and Project Details

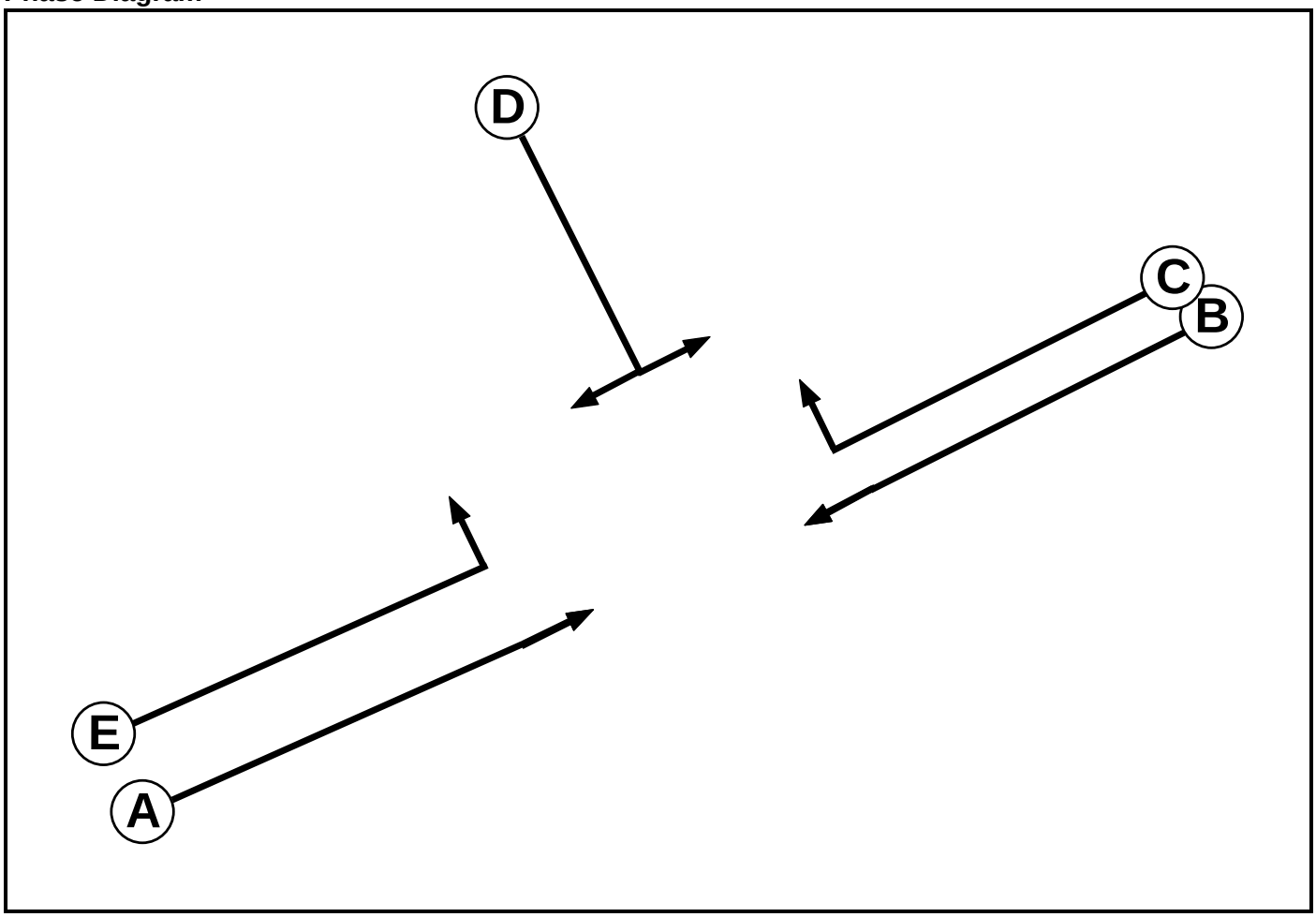
Project:	**Bristol Airport**
Title:	**A38/Barrow Street/A38/Barrow Lane**
Location:	Bristol
File name:	J5_A38_Barrow Street_&_J6_A38_Barrow Lane_REVISED.lsg3x
Author:	sblain
Company:	PBA LLP
Address:	RG1 8DN
Notes:	

Network Layout Diagram



Full Input Data And Results

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	Traffic		7	5

Full Input Data And Results

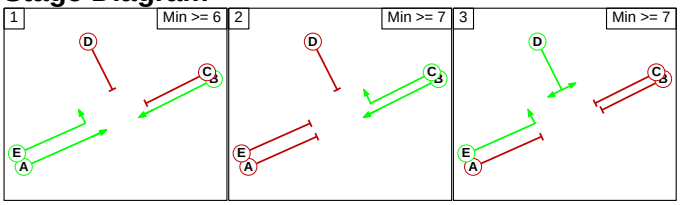
Phase Intergreens Matrix

Terminating Phase	Starting Phase					
		A	B	C	D	E
	A		-	7	8	-
	B	-		-	7	-
	C	5	-		6	6
	D	8	8	8		-
	E	-	-	5	-	

Phases in Stage

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

Stage Diagram



Phase Delays

Term. Stage	Start Stage	Phase	Type	Value	Cont value
1	2	E	Losing	2	2
1	3	B	Losing	1	1
3	2	E	Losing	3	3

Prohibited Stage Change

From Stage	To Stage			
		1	2	3
	1		7	8
	2	6		7
	3	8	8	

Full Input Data And Results

Give-Way Lane Input Data

Junction: J1: Barrow Street/A38
There are no Opposed Lanes in this Junction

Junction: J2: Barrow Lane/A38											
Lane	**Movement**	**Max Flow when Giving Way (PCU/Hr)**	**Min Flow when Giving Way (PCU/Hr)**	**Opposing Lane**	**Opp. Lane Coeff.**	**Opp. Mvmnts.**	**Right Turn Storage (PCU)**	**Non-Blocking Storage (PCU)**	**RTF**	**Right Turn Move up (s)**	**Max Turns in Intergreen (PCU)**
J2:1/2 (Bridgewater Road (W))	J2:4/1 (Right)	850	0	J2:6/1	0.35	To J2:3/1 (Ahead) To J2:4/1 (Left)	-	-	-	-	-
J2:2/1 (Barrow Lane)	J2:3/1 (Left)	715	0	J2:6/1	0.22	To J2:3/1 (Ahead)	-	-	-	-	-
	J2:5/1 (Right)	550	0	J2:1/1	0.19	To J2:5/1 (Ahead)					
				J2:6/1	0.22	To J2:3/1 (Ahead)					
				J2:1/2	0.22	All					

Full Input Data And Results

Lane Input Data

Junction: J1: Barrow Street/A38												
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)**
J1:1/1 (A38 Bridgwater Road (W))	U	E	2	3	11.3	Geom	-	4.00	0.00	Y	Arm J1:5 Left	20.00
J1:1/2 (A38 Bridgwater Road (W))	U	A	2	3	14.8	Geom	-	3.00	0.00	Y	Arm J1:6 Ahead	Inf
J1:1/3 (A38 Bridgwater Road (W))	U	A	2	3	14.8	Geom	-	3.00	0.00	N	Arm J1:6 Ahead	Inf
J1:2/1 (B3130 Barrow Street)	U	D	2	3	60.0	Geom	-	3.80	0.00	Y	Arm J1:4 Right	10.00
											Arm J1:6 Left	19.77
J1:3/1 (A38 Bridgewater Road (E))	U	B	2	3	60.0	User	2200	-	-	-	-	-
J1:3/2 (A38 Bridgewater Road (E))	U	B	2	3	60.0	User	2250	-	-	-	-	-
J1:3/3 (A38 Bridgewater Road (E))	U	C	2	3	6.1	Geom	-	3.40	0.00	N	Arm J1:5 Right	20.00
J1:4/1 (A38 Bridgwater Road (W) Exit)	U		2	3	14.8	Inf	-	-	-	-	-	-
J1:5/1 (B3130 Barrow Street Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
J1:6/1 (A38 Bridgwater Road (E) Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-

Full Input Data And Results

Junction: J2: Barrow Lane/A38												
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)**
J2:1/1 (Bridgewater Road (W))	U		2	3	60.0	Geom	-	3.50	0.00	Y	Arm J2:5 Ahead	Inf
J2:1/2 (Bridgewater Road (W))	O		2	3	13.0	Inf	-	-	-	-	-	-
J2:2/1 (Barrow Lane)	O		2	3	60.0	Inf	-	-	-	-	-	-
J2:3/1 (Bridgewater Road (W) Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
J2:4/1 (Barrow Lane Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
J2:5/1 (Bridgewater Road)	U		2	3	100.0	Inf	-	-	-	-	-	-
J2:6/1 (Bridgewater Road)	U		2	3	100.0	Inf	-	-	-	-	-	-

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2018 Baseline AM'	08:00	09:00	01:00	
2: '2018 Baseline Interpeak'	13:00	14:00	01:00	
3: '2018 Baseline PM'	17:00	18:00	01:00	
4: '2026 Ref Case AM'	08:00	09:00	01:00	
5: '2026 Ref Case Interpeak'	13:00	14:00	01:00	
6: '2026 Ref Case PM'	17:00	18:00	01:00	
7: '2026 Test Case AM'	08:00	09:00	01:00	
8: '2026 Test Case Interpeak'	13:00	14:00	01:00	
9: '2026 Test Case PM'	17:00	18:00	01:00	

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

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	87	25	138	250
	B	110	0	121	667	898
	C	19	102	0	4	125
	D	171	904	10	0	1085
	Tot.	300	1093	156	809	2358

Traffic Lane Flows

Lane	Scenario 1: 2018 Baseline AM
Junction: J1: Barrow Street/A38	
J1:1/1 (short)	190
J1:1/2 (with short)	793(In) 603(Out)
J1:1/3	403
J1:2/1	250
J1:3/1	584
J1:3/2 (with short)	314(In) 204(Out)
J1:3/3 (short)	110
J1:4/1	951
J1:5/1	300
J1:6/1	1093
Junction: J2: Barrow Lane/A38	
J2:1/1 (with short)	1085(In) 1075(Out)
J2:1/2 (short)	10
J2:2/1	125
J2:3/1	809
J2:4/1	156
J2:5/1	1196
J2:6/1	951

Full Input Data And Results

Lane Saturation Flows

Junction: J1: Barrow Street/A38								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J1:1/1 (A38 Bridgwater Road (W))	4.00	0.00	Y	Arm J1:5 Left	20.00	100.0 %	1874	1874
J1:1/2 (A38 Bridgwater Road (W))	3.00	0.00	Y	Arm J1:6 Ahead	Inf	100.0 %	1915	1915
J1:1/3 (A38 Bridgwater Road (W))	3.00	0.00	N	Arm J1:6 Ahead	Inf	100.0 %	2055	2055
J1:2/1 (B3130 Barrow Street)	3.80	0.00	Y	Arm J1:4 Right	10.00	65.2 %	1775	1775
				Arm J1:6 Left	19.77	34.8 %		
J1:3/1 (A38 Bridgewater Road (E) Lane 1)	This lane uses a directly entered Saturation Flow						2200	2200
J1:3/2 (A38 Bridgewater Road (E) Lane 2)	This lane uses a directly entered Saturation Flow						2250	2250
J1:3/3 (A38 Bridgewater Road (E))	3.40	0.00	N	Arm J1:5 Right	20.00	100.0 %	1949	1949
J1:4/1 (A38 Bridgwater Road (W) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:5/1 (B3130 Barrow Street Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:6/1 (A38 Bridgwater Road (E) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Junction: J2: Barrow Lane/A38								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J2:1/1 (Bridgewater Road (W))	3.50	0.00	Y	Arm J2:5 Ahead	Inf	100.0 %	1965	1965
J2:1/2 (Bridgewater Road (W) Lane 2)	Infinite Saturation Flow						Inf	Inf
J2:2/1 (Barrow Lane Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:3/1 (Bridgewater Road (W) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:4/1 (Barrow Lane Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:5/1 (Bridgewater Road Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:6/1 (Bridgewater Road Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 2: '2018 Baseline Interpeak' (FG2: '2018 Baseline Interpeak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	30	12	91	133
	B	39	0	87	638	764
	C	18	97	0	6	121
	D	133	714	4	0	851
	Tot.	190	841	103	735	1869

Traffic Lane Flows

Lane	Scenario 2: 2018 Baseline Interpeak
Junction: J1: Barrow Street/A38	
J1:1/1 (short)	151
J1:1/2 (with short)	719(In) 568(Out)
J1:1/3	243
J1:2/1	133
J1:3/1	602
J1:3/2 (with short)	162(In) 123(Out)
J1:3/3 (short)	39
J1:4/1	828
J1:5/1	190
J1:6/1	841
Junction: J2: Barrow Lane/A38	
J2:1/1 (with short)	851(In) 847(Out)
J2:1/2 (short)	4
J2:2/1	121
J2:3/1	735
J2:4/1	103
J2:5/1	962
J2:6/1	828

Full Input Data And Results

Lane Saturation Flows

Junction: J1: Barrow Street/A38								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J1:1/1 (A38 Bridgwater Road (W))	4.00	0.00	Y	Arm J1:5 Left	20.00	100.0 %	1874	1874
J1:1/2 (A38 Bridgwater Road (W))	3.00	0.00	Y	Arm J1:6 Ahead	Inf	100.0 %	1915	1915
J1:1/3 (A38 Bridgwater Road (W))	3.00	0.00	N	Arm J1:6 Ahead	Inf	100.0 %	2055	2055
J1:2/1 (B3130 Barrow Street)	3.80	0.00	Y	Arm J1:4 Right	10.00	77.4 %	1760	1760
				Arm J1:6 Left	19.77	22.6 %		
J1:3/1 (A38 Bridgewater Road (E) Lane 1)	This lane uses a directly entered Saturation Flow						2200	2200
J1:3/2 (A38 Bridgewater Road (E) Lane 2)	This lane uses a directly entered Saturation Flow						2250	2250
J1:3/3 (A38 Bridgewater Road (E))	3.40	0.00	N	Arm J1:5 Right	20.00	100.0 %	1949	1949
J1:4/1 (A38 Bridgwater Road (W) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:5/1 (B3130 Barrow Street Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:6/1 (A38 Bridgwater Road (E) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Junction: J2: Barrow Lane/A38								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J2:1/1 (Bridgewater Road (W))	3.50	0.00	Y	Arm J2:5 Ahead	Inf	100.0 %	1965	1965
J2:1/2 (Bridgewater Road (W) Lane 2)	Infinite Saturation Flow						Inf	Inf
J2:2/1 (Barrow Lane Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:3/1 (Bridgewater Road (W) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:4/1 (Barrow Lane Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:5/1 (Bridgewater Road Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:6/1 (Bridgewater Road Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 3: '2018 Baseline PM' (FG3: '2018 Baseline PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	57	46	182	285
	B	59	0	219	860	1138
	C	20	83	0	7	110
	D	190	782	6	0	978
	Tot.	269	922	271	1049	2511

Traffic Lane Flows

Lane	Scenario 3: 2018 Baseline PM
Junction: J1: Barrow Street/A38	
J1:1/1 (short)	210
J1:1/2 (with short)	703(In) 493(Out)
J1:1/3	372
J1:2/1	285
J1:3/1	798
J1:3/2 (with short)	340(In) 281(Out)
J1:3/3 (short)	59
J1:4/1	1307
J1:5/1	269
J1:6/1	922
Junction: J2: Barrow Lane/A38	
J2:1/1 (with short)	978(In) 972(Out)
J2:1/2 (short)	6
J2:2/1	110
J2:3/1	1049
J2:4/1	271
J2:5/1	1075
J2:6/1	1307

Full Input Data And Results

Lane Saturation Flows

Junction: J1: Barrow Street/A38								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J1:1/1 (A38 Bridgwater Road (W))	4.00	0.00	Y	Arm J1:5 Left	20.00	100.0 %	1874	1874
J1:1/2 (A38 Bridgwater Road (W))	3.00	0.00	Y	Arm J1:6 Ahead	Inf	100.0 %	1915	1915
J1:1/3 (A38 Bridgwater Road (W))	3.00	0.00	N	Arm J1:6 Ahead	Inf	100.0 %	2055	2055
J1:2/1 (B3130 Barrow Street)	3.80	0.00	Y	Arm J1:4 Right	10.00	80.0 %	1757	1757
				Arm J1:6 Left	19.77	20.0 %		
J1:3/1 (A38 Bridgewater Road (E) Lane 1)	This lane uses a directly entered Saturation Flow						2200	2200
J1:3/2 (A38 Bridgewater Road (E) Lane 2)	This lane uses a directly entered Saturation Flow						2250	2250
J1:3/3 (A38 Bridgewater Road (E))	3.40	0.00	N	Arm J1:5 Right	20.00	100.0 %	1949	1949
J1:4/1 (A38 Bridgwater Road (W) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:5/1 (B3130 Barrow Street Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:6/1 (A38 Bridgwater Road (E) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Junction: J2: Barrow Lane/A38								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J2:1/1 (Bridgewater Road (W))	3.50	0.00	Y	Arm J2:5 Ahead	Inf	100.0 %	1965	1965
J2:1/2 (Bridgewater Road (W) Lane 2)	Infinite Saturation Flow						Inf	Inf
J2:2/1 (Barrow Lane Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:3/1 (Bridgewater Road (W) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:4/1 (Barrow Lane Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:5/1 (Bridgewater Road Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:6/1 (Bridgewater Road Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 4: '2026 Ref Case AM' (FG4: '2026 Ref Case AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	99	29	158	286
	B	126	0	148	814	1088
	C	22	116	0	5	143
	D	202	1067	11	0	1280
	Tot.	350	1282	188	977	2797

Traffic Lane Flows

Lane	Scenario 4: 2026 Ref Case AM
Junction: J1: Barrow Street/A38	
J1:1/1 (short)	224
J1:1/2 (with short)	898(In) 674(Out)
J1:1/3	509
J1:2/1	286
J1:3/1	712
J1:3/2 (with short)	376(In) 250(Out)
J1:3/3 (short)	126
J1:4/1	1149
J1:5/1	350
J1:6/1	1282
Junction: J2: Barrow Lane/A38	
J2:1/1 (with short)	1280(In) 1269(Out)
J2:1/2 (short)	11
J2:2/1	143
J2:3/1	977
J2:4/1	188
J2:5/1	1407
J2:6/1	1149

Full Input Data And Results

Lane Saturation Flows

Junction: J1: Barrow Street/A38								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J1:1/1 (A38 Bridgwater Road (W))	4.00	0.00	Y	Arm J1:5 Left	20.00	100.0 %	1874	1874
J1:1/2 (A38 Bridgwater Road (W))	3.00	0.00	Y	Arm J1:6 Ahead	Inf	100.0 %	1915	1915
J1:1/3 (A38 Bridgwater Road (W))	3.00	0.00	N	Arm J1:6 Ahead	Inf	100.0 %	2055	2055
J1:2/1 (B3130 Barrow Street)	3.80	0.00	Y	Arm J1:4 Right	10.00	65.4 %	1774	1774
				Arm J1:6 Left	19.77	34.6 %		
J1:3/1 (A38 Bridgewater Road (E) Lane 1)	This lane uses a directly entered Saturation Flow						2200	2200
J1:3/2 (A38 Bridgewater Road (E) Lane 2)	This lane uses a directly entered Saturation Flow						2250	2250
J1:3/3 (A38 Bridgewater Road (E))	3.40	0.00	N	Arm J1:5 Right	20.00	100.0 %	1949	1949
J1:4/1 (A38 Bridgwater Road (W) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:5/1 (B3130 Barrow Street Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:6/1 (A38 Bridgwater Road (E) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Junction: J2: Barrow Lane/A38								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J2:1/1 (Bridgewater Road (W))	3.50	0.00	Y	Arm J2:5 Ahead	Inf	100.0 %	1965	1965
J2:1/2 (Bridgewater Road (W) Lane 2)	Infinite Saturation Flow						Inf	Inf
J2:2/1 (Barrow Lane Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:3/1 (Bridgewater Road (W) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:4/1 (Barrow Lane Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:5/1 (Bridgewater Road Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:6/1 (Bridgewater Road Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 5: '2026 Ref Case Interpeak' (FG5: '2026 Ref Case Interpeak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	35	14	106	155
	B	45	0	117	862	1024
	C	21	113	0	7	141
	D	180	964	5	0	1149
	Tot.	246	1112	136	975	2469

Traffic Lane Flows

Lane	Scenario 5: 2026 Ref Case Interpeak
Junction: J1: Barrow Street/A38	
J1:1/1 (short)	201
J1:1/2 (with short)	847(In) 646(Out)
J1:1/3	431
J1:2/1	155
J1:3/1	812
J1:3/2 (with short)	212(In) 167(Out)
J1:3/3 (short)	45
J1:4/1	1099
J1:5/1	246
J1:6/1	1112
Junction: J2: Barrow Lane/A38	
J2:1/1 (with short)	1149(In) 1144(Out)
J2:1/2 (short)	5
J2:2/1	141
J2:3/1	975
J2:4/1	136
J2:5/1	1278
J2:6/1	1099

Full Input Data And Results

Lane Saturation Flows

Junction: J1: Barrow Street/A38								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J1:1/1 (A38 Bridgwater Road (W))	4.00	0.00	Y	Arm J1:5 Left	20.00	100.0 %	1874	1874
J1:1/2 (A38 Bridgwater Road (W))	3.00	0.00	Y	Arm J1:6 Ahead	Inf	100.0 %	1915	1915
J1:1/3 (A38 Bridgwater Road (W))	3.00	0.00	N	Arm J1:6 Ahead	Inf	100.0 %	2055	2055
J1:2/1 (B3130 Barrow Street)	3.80	0.00	Y	Arm J1:4 Right	10.00	77.4 %	1760	1760
				Arm J1:6 Left	19.77	22.6 %		
J1:3/1 (A38 Bridgewater Road (E) Lane 1)	This lane uses a directly entered Saturation Flow						2200	2200
J1:3/2 (A38 Bridgewater Road (E) Lane 2)	This lane uses a directly entered Saturation Flow						2250	2250
J1:3/3 (A38 Bridgewater Road (E))	3.40	0.00	N	Arm J1:5 Right	20.00	100.0 %	1949	1949
J1:4/1 (A38 Bridgwater Road (W) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:5/1 (B3130 Barrow Street Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:6/1 (A38 Bridgwater Road (E) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Junction: J2: Barrow Lane/A38								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J2:1/1 (Bridgewater Road (W))	3.50	0.00	Y	Arm J2:5 Ahead	Inf	100.0 %	1965	1965
J2:1/2 (Bridgewater Road (W) Lane 2)	Infinite Saturation Flow						Inf	Inf
J2:2/1 (Barrow Lane Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:3/1 (Bridgewater Road (W) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:4/1 (Barrow Lane Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:5/1 (Bridgewater Road Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:6/1 (Bridgewater Road Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 6: '2026 Ref Case PM' (FG6: '2026 Ref Case PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	66	53	208	327
	B	67	0	268	1050	1385
	C	23	95	0	8	126
	D	232	957	7	0	1196
	Tot.	322	1118	328	1266	3034

Traffic Lane Flows

Lane	Scenario 6: 2026 Ref Case PM
Junction: J1: Barrow Street/A38	
J1:1/1 (short)	255
J1:1/2 (with short)	855(In) 600(Out)
J1:1/3	452
J1:2/1	327
J1:3/1	975
J1:3/2 (with short)	410(In) 343(Out)
J1:3/3 (short)	67
J1:4/1	1579
J1:5/1	322
J1:6/1	1118
Junction: J2: Barrow Lane/A38	
J2:1/1 (with short)	1196(In) 1189(Out)
J2:1/2 (short)	7
J2:2/1	126
J2:3/1	1266
J2:4/1	328
J2:5/1	1307
J2:6/1	1579

Full Input Data And Results

Lane Saturation Flows

Junction: J1: Barrow Street/A38								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J1:1/1 (A38 Bridgwater Road (W))	4.00	0.00	Y	Arm J1:5 Left	20.00	100.0 %	1874	1874
J1:1/2 (A38 Bridgwater Road (W))	3.00	0.00	Y	Arm J1:6 Ahead	Inf	100.0 %	1915	1915
J1:1/3 (A38 Bridgwater Road (W))	3.00	0.00	N	Arm J1:6 Ahead	Inf	100.0 %	2055	2055
J1:2/1 (B3130 Barrow Street)	3.80	0.00	Y	Arm J1:4 Right	10.00	79.8 %	1758	1758
				Arm J1:6 Left	19.77	20.2 %		
J1:3/1 (A38 Bridgewater Road (E) Lane 1)	This lane uses a directly entered Saturation Flow						2200	2200
J1:3/2 (A38 Bridgewater Road (E) Lane 2)	This lane uses a directly entered Saturation Flow						2250	2250
J1:3/3 (A38 Bridgewater Road (E))	3.40	0.00	N	Arm J1:5 Right	20.00	100.0 %	1949	1949
J1:4/1 (A38 Bridgwater Road (W) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:5/1 (B3130 Barrow Street Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:6/1 (A38 Bridgwater Road (E) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Junction: J2: Barrow Lane/A38								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J2:1/1 (Bridgewater Road (W))	3.50	0.00	Y	Arm J2:5 Ahead	Inf	100.0 %	1965	1965
J2:1/2 (Bridgewater Road (W) Lane 2)	Infinite Saturation Flow						Inf	Inf
J2:2/1 (Barrow Lane Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:3/1 (Bridgewater Road (W) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:4/1 (Barrow Lane Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:5/1 (Bridgewater Road Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:6/1 (Bridgewater Road Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 7: '2026 Test Case AM' (FG7: '2026 Test Case AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	99	29	158	286
	B	126	0	158	874	1158
	C	22	116	0	5	143
	D	209	1105	11	0	1325
	Tot.	357	1320	198	1037	2912

Traffic Lane Flows

Lane	Scenario 7: 2026 Test Case AM
Junction: J1: Barrow Street/A38	
J1:1/1 (short)	231
J1:1/2 (with short)	919(In) 688(Out)
J1:1/3	533
J1:2/1	286
J1:3/1	764
J1:3/2 (with short)	394(In) 268(Out)
J1:3/3 (short)	126
J1:4/1	1219
J1:5/1	357
J1:6/1	1320
Junction: J2: Barrow Lane/A38	
J2:1/1 (with short)	1325(In) 1314(Out)
J2:1/2 (short)	11
J2:2/1	143
J2:3/1	1037
J2:4/1	198
J2:5/1	1452
J2:6/1	1219

Full Input Data And Results

Lane Saturation Flows

Junction: J1: Barrow Street/A38								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J1:1/1 (A38 Bridgwater Road (W))	4.00	0.00	Y	Arm J1:5 Left	20.00	100.0 %	1874	1874
J1:1/2 (A38 Bridgwater Road (W))	3.00	0.00	Y	Arm J1:6 Ahead	Inf	100.0 %	1915	1915
J1:1/3 (A38 Bridgwater Road (W))	3.00	0.00	N	Arm J1:6 Ahead	Inf	100.0 %	2055	2055
J1:2/1 (B3130 Barrow Street)	3.80	0.00	Y	Arm J1:4 Right	10.00	65.4 %	1774	1774
				Arm J1:6 Left	19.77	34.6 %		
J1:3/1 (A38 Bridgewater Road (E) Lane 1)	This lane uses a directly entered Saturation Flow						2200	2200
J1:3/2 (A38 Bridgewater Road (E) Lane 2)	This lane uses a directly entered Saturation Flow						2250	2250
J1:3/3 (A38 Bridgewater Road (E))	3.40	0.00	N	Arm J1:5 Right	20.00	100.0 %	1949	1949
J1:4/1 (A38 Bridgwater Road (W) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:5/1 (B3130 Barrow Street Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:6/1 (A38 Bridgwater Road (E) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Junction: J2: Barrow Lane/A38								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J2:1/1 (Bridgewater Road (W))	3.50	0.00	Y	Arm J2:5 Ahead	Inf	100.0 %	1965	1965
J2:1/2 (Bridgewater Road (W) Lane 2)	Infinite Saturation Flow						Inf	Inf
J2:2/1 (Barrow Lane Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:3/1 (Bridgewater Road (W) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:4/1 (Barrow Lane Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:5/1 (Bridgewater Road Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:6/1 (Bridgewater Road Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 8: '2026 Test Case Interpeak' (FG8: '2026 Test Case Interpeak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	35	14	106	155
	B	45	0	136	996	1177
	C	21	113	0	7	141
	D	207	1113	5	0	1325
	Tot.	273	1261	155	1109	2798

Traffic Lane Flows

Lane	Scenario 8: 2026 Test Case Interpeak
Junction: J1: Barrow Street/A38	
J1:1/1 (short)	228
J1:1/2 (with short)	926(In) 698(Out)
J1:1/3	528
J1:2/1	155
J1:3/1	906
J1:3/2 (with short)	271(In) 226(Out)
J1:3/3 (short)	45
J1:4/1	1252
J1:5/1	273
J1:6/1	1261
Junction: J2: Barrow Lane/A38	
J2:1/1 (with short)	1325(In) 1320(Out)
J2:1/2 (short)	5
J2:2/1	141
J2:3/1	1109
J2:4/1	155
J2:5/1	1454
J2:6/1	1252

Full Input Data And Results

Lane Saturation Flows

Junction: J1: Barrow Street/A38								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J1:1/1 (A38 Bridgwater Road (W))	4.00	0.00	Y	Arm J1:5 Left	20.00	100.0 %	1874	1874
J1:1/2 (A38 Bridgwater Road (W))	3.00	0.00	Y	Arm J1:6 Ahead	Inf	100.0 %	1915	1915
J1:1/3 (A38 Bridgwater Road (W))	3.00	0.00	N	Arm J1:6 Ahead	Inf	100.0 %	2055	2055
J1:2/1 (B3130 Barrow Street)	3.80	0.00	Y	Arm J1:4 Right	10.00	77.4 %	1760	1760
				Arm J1:6 Left	19.77	22.6 %		
J1:3/1 (A38 Bridgewater Road (E) Lane 1)	This lane uses a directly entered Saturation Flow						2200	2200
J1:3/2 (A38 Bridgewater Road (E) Lane 2)	This lane uses a directly entered Saturation Flow						2250	2250
J1:3/3 (A38 Bridgewater Road (E))	3.40	0.00	N	Arm J1:5 Right	20.00	100.0 %	1949	1949
J1:4/1 (A38 Bridgwater Road (W) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:5/1 (B3130 Barrow Street Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:6/1 (A38 Bridgwater Road (E) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Junction: J2: Barrow Lane/A38								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J2:1/1 (Bridgewater Road (W))	3.50	0.00	Y	Arm J2:5 Ahead	Inf	100.0 %	1965	1965
J2:1/2 (Bridgewater Road (W) Lane 2)	Infinite Saturation Flow						Inf	Inf
J2:2/1 (Barrow Lane Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:3/1 (Bridgewater Road (W) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:4/1 (Barrow Lane Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:5/1 (Bridgewater Road Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:6/1 (Bridgewater Road Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 9: '2026 Test Case PM' (FG9: '2026 Test Case PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	66	53	208	327
	B	67	0	287	1125	1479
	C	23	95	0	8	126
	D	249	1027	7	0	1283
	Tot.	339	1188	347	1341	3215

Traffic Lane Flows

Lane	Scenario 9: 2026 Test Case PM
Junction: J1: Barrow Street/A38	
J1:1/1 (short)	272
J1:1/2 (with short)	911(In) 639(Out)
J1:1/3	483
J1:2/1	327
J1:3/1	989
J1:3/2 (with short)	490(In) 423(Out)
J1:3/3 (short)	67
J1:4/1	1673
J1:5/1	339
J1:6/1	1188
Junction: J2: Barrow Lane/A38	
J2:1/1 (with short)	1283(In) 1276(Out)
J2:1/2 (short)	7
J2:2/1	126
J2:3/1	1341
J2:4/1	347
J2:5/1	1394
J2:6/1	1673

Full Input Data And Results

Lane Saturation Flows

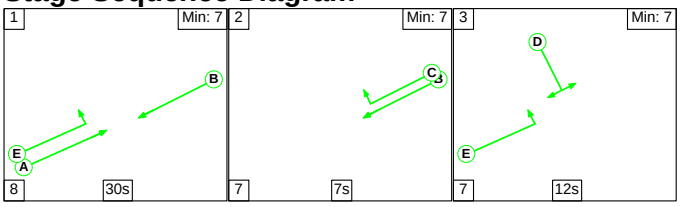
Junction: J1: Barrow Street/A38								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J1:1/1 (A38 Bridgwater Road (W))	4.00	0.00	Y	Arm J1:5 Left	20.00	100.0 %	1874	1874
J1:1/2 (A38 Bridgwater Road (W))	3.00	0.00	Y	Arm J1:6 Ahead	Inf	100.0 %	1915	1915
J1:1/3 (A38 Bridgwater Road (W))	3.00	0.00	N	Arm J1:6 Ahead	Inf	100.0 %	2055	2055
J1:2/1 (B3130 Barrow Street)	3.80	0.00	Y	Arm J1:4 Right	10.00	79.8 %	1758	1758
				Arm J1:6 Left	19.77	20.2 %		
J1:3/1 (A38 Bridgewater Road (E) Lane 1)	This lane uses a directly entered Saturation Flow						2200	2200
J1:3/2 (A38 Bridgewater Road (E) Lane 2)	This lane uses a directly entered Saturation Flow						2250	2250
J1:3/3 (A38 Bridgewater Road (E))	3.40	0.00	N	Arm J1:5 Right	20.00	100.0 %	1949	1949
J1:4/1 (A38 Bridgwater Road (W) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:5/1 (B3130 Barrow Street Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:6/1 (A38 Bridgwater Road (E) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Junction: J2: Barrow Lane/A38								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J2:1/1 (Bridgewater Road (W))	3.50	0.00	Y	Arm J2:5 Ahead	Inf	100.0 %	1965	1965
J2:1/2 (Bridgewater Road (W) Lane 2)	Infinite Saturation Flow						Inf	Inf
J2:2/1 (Barrow Lane Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:3/1 (Bridgewater Road (W) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:4/1 (Barrow Lane Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:5/1 (Bridgewater Road Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:6/1 (Bridgewater Road Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

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

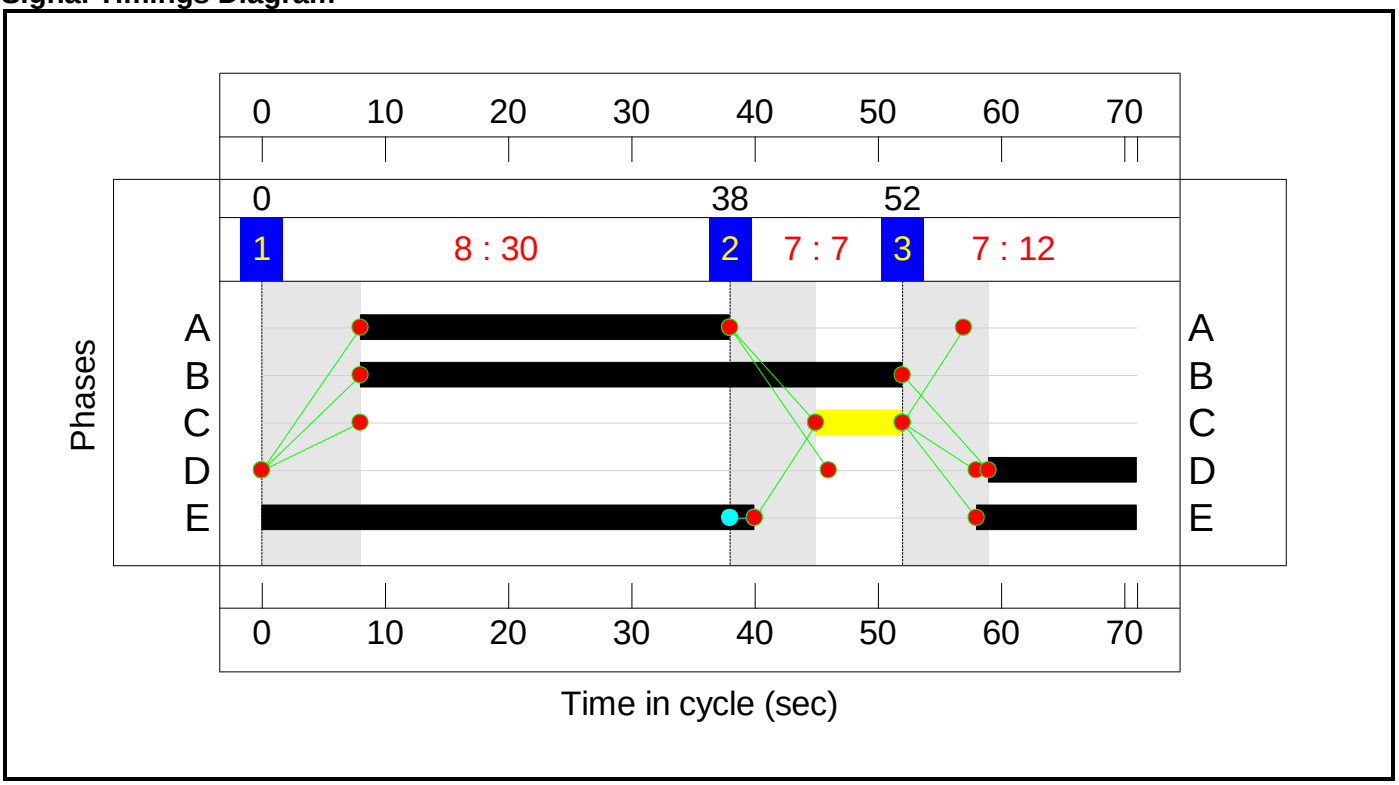
Stage Sequence Diagram



Stage Timings

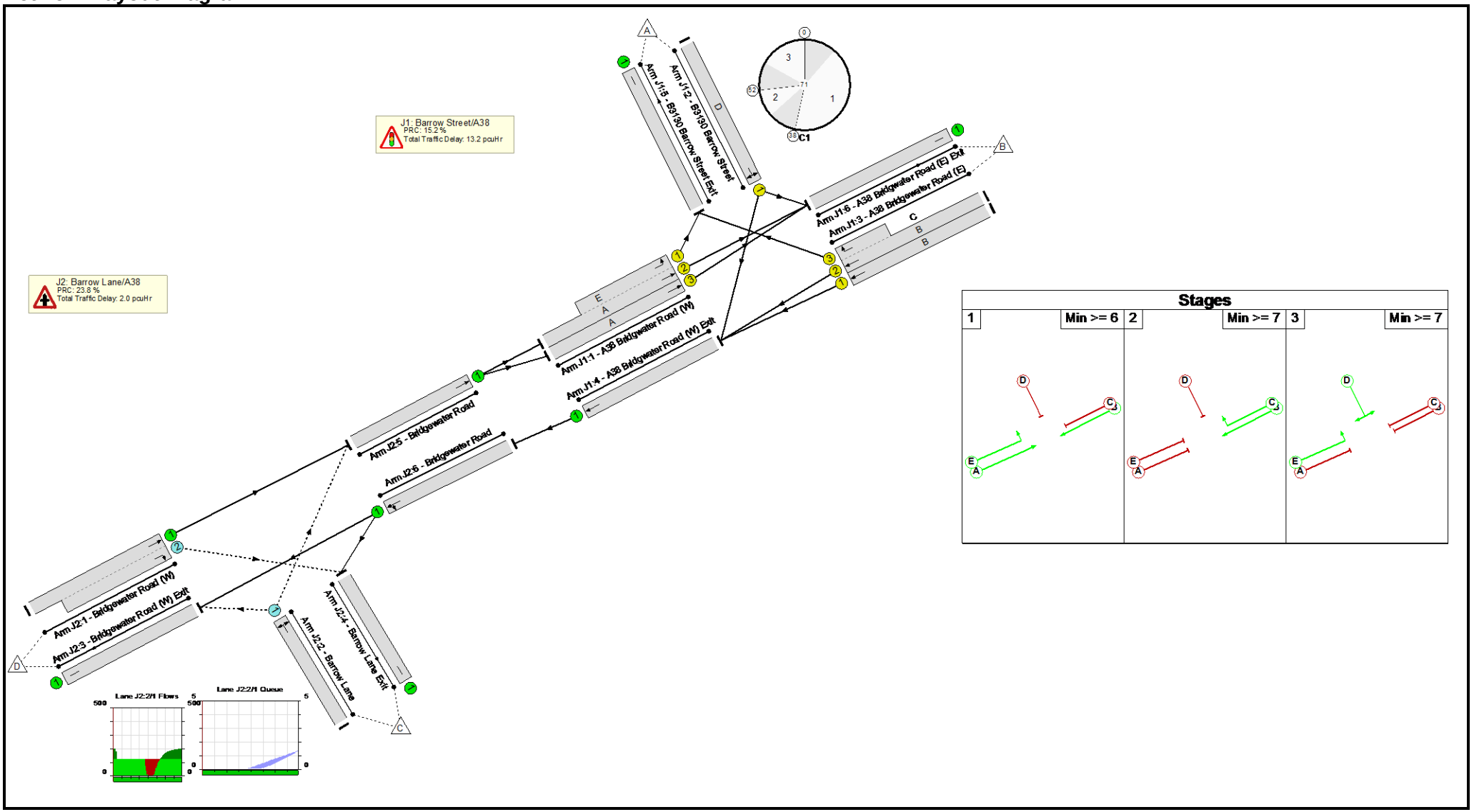
Stage	1	2	3
Duration	30	7	12
Change Point	0	38	52

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A38/Barrow Street/A38/Barrow Lane	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**78.1%**
J1: Barrow Street/A38	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**78.1%**
1/2+1/1	A38 Bridgwater Road (W) Left Ahead	U	N/A	N/A	A E		1	30:53	-	793	1915:1874	772+243	78.1 : 78.1%
1/3	A38 Bridgwater Road (W) Ahead	U	N/A	N/A	A		1	30	-	403	2055	897	44.9%
2/1	B3130 Barrow Street Right Left	U	N/A	N/A	D		1	12	-	250	1775	325	76.9%
3/1	A38 Bridgewater Road (E) Ahead	U	N/A	N/A	B		1	44	-	584	2200	1394	41.9%
3/2+3/3	A38 Bridgewater Road (E) Ahead Right	U	N/A	N/A	B C		1	44:7	-	314	2250:1949	407+220	50.1 : 50.1%
4/1	A38 Bridgwater Road (W) Exit Ahead	U	N/A	N/A	-		-	-	-	951	Inf	Inf	0.0%
5/1	B3130 Barrow Street Exit	U	N/A	N/A	-		-	-	-	300	Inf	Inf	0.0%
6/1	A38 Bridgwater Road (E) Exit	U	N/A	N/A	-		-	-	-	1093	Inf	Inf	0.0%
J2: Barrow Lane/A38	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**72.7%**
1/1+1/2	Bridgewater Road (W) Right Ahead	U+O	N/A	N/A	-		-	-	-	1085	1965: Inf	1964+18	54.7 : 54.7%
2/1	Barrow Lane Left Right	O	N/A	N/A	-		-	-	-	125	Inf	172	72.7%
3/1	Bridgewater Road (W) Exit	U	N/A	N/A	-		-	-	-	809	Inf	Inf	0.0%
4/1	Barrow Lane Exit	U	N/A	N/A	-		-	-	-	156	Inf	Inf	0.0%

Full Input Data And Results

5/1	Bridgewater Road Ahead	U	N/A	N/A	-		-	-	-	1196	Inf	Inf	0.0%
6/1	Bridgewater Road Ahead Left	U	N/A	N/A	-		-	-	-	951	Inf	Inf	0.0%

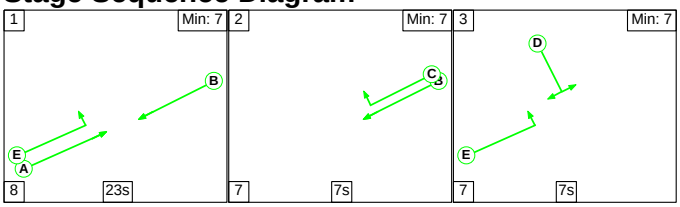
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A38/Barrow Street/A38/Barrow Lane	**-**	**-**	**135**	**0**	**0**	**8.7**	**6.5**	**0.0**	**15.2**	**-**	**-**	**-**	**-**
J1: Barrow Street/A38	**-**	**-**	**0**	**0**	**0**	**8.6**	**4.6**	**0.0**	**13.2**	**-**	**-**	**-**	**-**
1/2+1/1	793	793	-	-	-	2.9	1.8	-	4.6 (4.1+0.5)	21.0 (24.4:10.3)	9.6	1.8	11.4
1/3	403	403	-	-	-	1.6	0.4	-	2.0	17.5	5.4	0.4	5.8
2/1	250	250	-	-	-	1.9	1.6	-	3.5	50.6	4.7	1.6	6.3
3/1	584	584	-	-	-	1.1	0.4	-	1.4	8.7	5.7	0.4	6.0
3/2+3/3	314	314	-	-	-	1.2	0.5	-	1.7 (0.6+1.1)	19.5 (11.0:35.4)	2.0	0.5	2.5
4/1	951	951	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	300	300	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	1093	1093	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J2: Barrow Lane/A38	**-**	**-**	**135**	**0**	**0**	**0.1**	**1.9**	**0.0**	**2.0**	**-**	**-**	**-**	**-**
1/1+1/2	1085	1085	10	0	0	0.0	0.6	-	0.6 (0.6+0.0)	2.0 (2.0:2.0)	0.0	0.6	0.6
2/1	125	125	125	0	0	0.1	1.3	-	1.4	40.1	1.4	1.3	2.7
3/1	809	809	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	156	156	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	1196	1196	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	951	951	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 15.2 Total Delay for Signalled Lanes (pcuHr): 13.23 Cycle Time (s): 71
PRC Over All Lanes (%): 15.2 Total Delay Over All Lanes(pcuHr): 15.22

Full Input Data And Results

Scenario 2: '2018 Baseline Interpeak' (FG2: '2018 Baseline Interpeak', Plan 1: 'Network Control Plan 1')

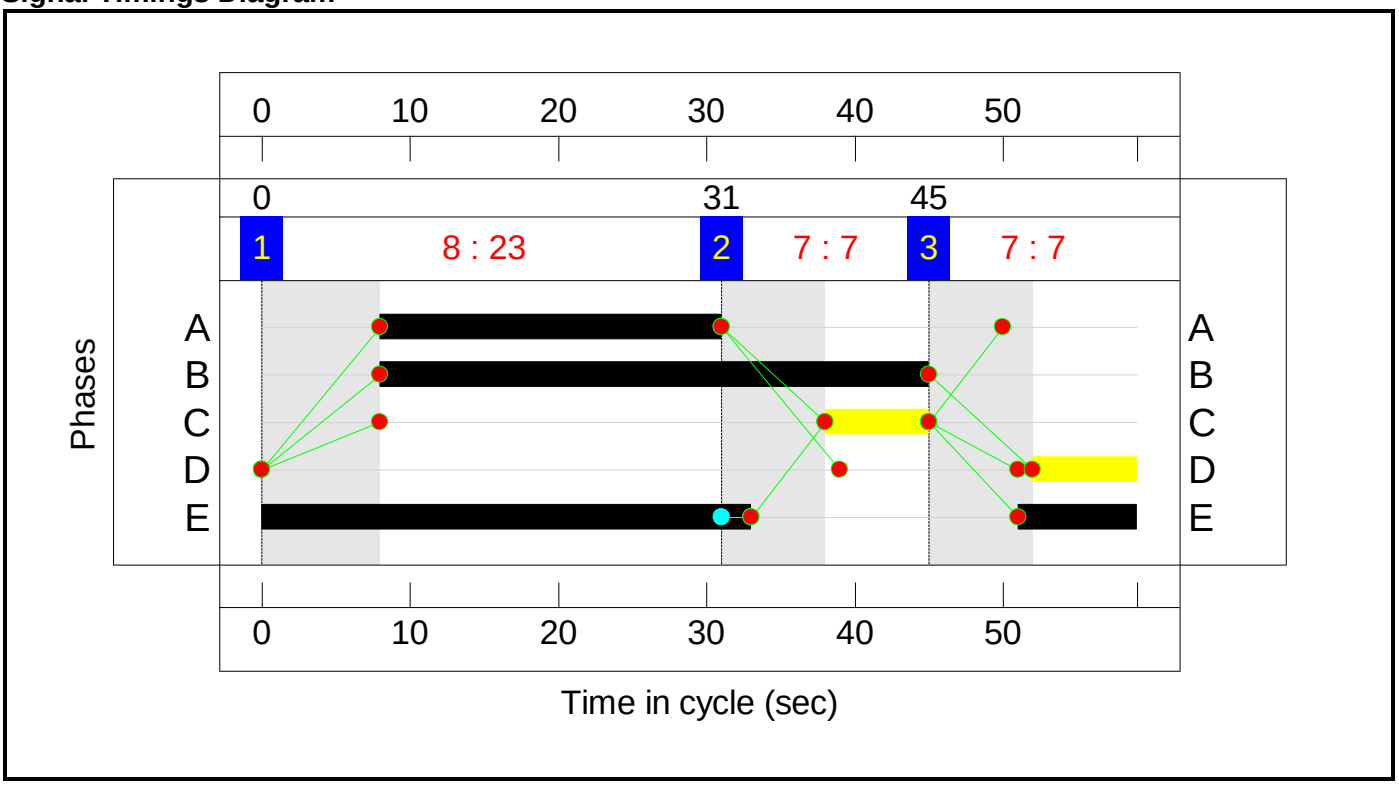
Stage Sequence Diagram



Stage Timings

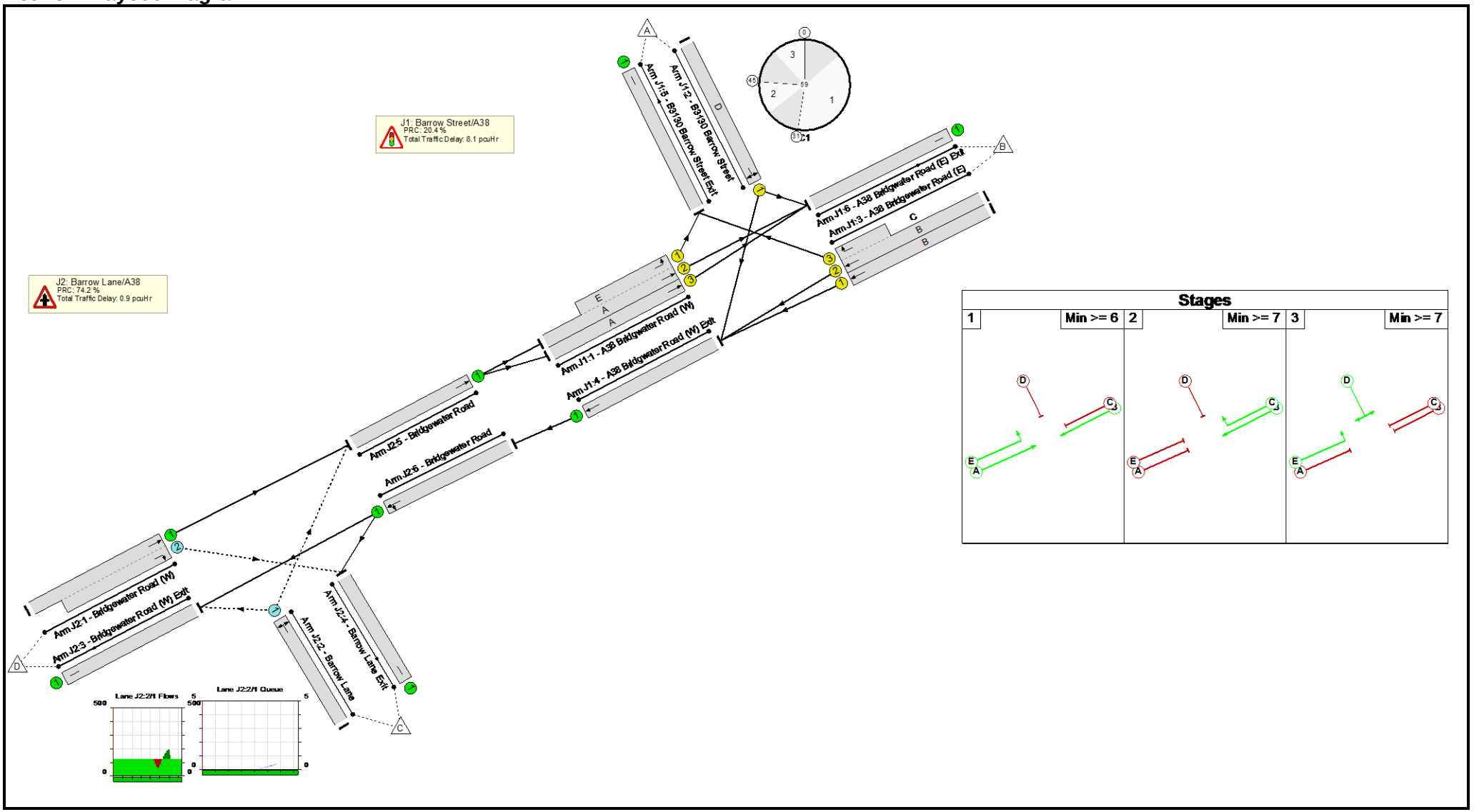
Stage	1	2	3
Duration	23	7	7
Change Point	0	31	45

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A38/Barrow Street/A38/Barrow Lane	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**74.8%**
J1: Barrow Street/A38	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**74.8%**
1/2+1/1	A38 Bridgwater Road (W) Left Ahead	U	N/A	N/A	A E		1	23:41	-	719	1915:1874	760+202	74.8 : 74.8%
1/3	A38 Bridgwater Road (W) Ahead	U	N/A	N/A	A		1	23	-	243	2055	836	29.1%
2/1	B3130 Barrow Street Right Left	U	N/A	N/A	D		1	7	-	133	1760	239	55.7%
3/1	A38 Bridgewater Road (E) Ahead	U	N/A	N/A	B		1	37	-	602	2200	1417	42.5%
3/2+3/3	A38 Bridgewater Road (E) Ahead Right	U	N/A	N/A	B C		1	37:7	-	162	2250:1949	833+264	14.8 : 14.8%
4/1	A38 Bridgwater Road (W) Exit Ahead	U	N/A	N/A	-		-	-	-	828	Inf	Inf	0.0%
5/1	B3130 Barrow Street Exit	U	N/A	N/A	-		-	-	-	190	Inf	Inf	0.0%
6/1	A38 Bridgwater Road (E) Exit	U	N/A	N/A	-		-	-	-	841	Inf	Inf	0.0%
J2: Barrow Lane/A38	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**51.7%**
1/1+1/2	Bridgewater Road (W) Right Ahead	U+O	N/A	N/A	-		-	-	-	851	1965: Inf	1965+9	43.1 : 43.1%
2/1	Barrow Lane Left Right	O	N/A	N/A	-		-	-	-	121	Inf	234	51.7%
3/1	Bridgewater Road (W) Exit	U	N/A	N/A	-		-	-	-	735	Inf	Inf	0.0%
4/1	Barrow Lane Exit	U	N/A	N/A	-		-	-	-	103	Inf	Inf	0.0%

Full Input Data And Results

5/1	Bridgewater Road Ahead	U	N/A	N/A	-		-	-	-	962	Inf	Inf	0.0%
6/1	Bridgewater Road Ahead Left	U	N/A	N/A	-		-	-	-	828	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: A38/Barrow Street/A38/Barrow Lane	**-**	**-**	**125**	**0**	**0**	**5.4**	**3.7**	**0.0**	**9.0**	**-**	**-**	**-**	**-**
J1: Barrow Street/A38	**-**	**-**	**0**	**0**	**0**	**5.4**	**2.7**	**0.0**	**8.1**	**-**	**-**	**-**	**-**
1/2+1/1	719	719	-	-	-	2.4	1.5	-	3.9 (3.5+0.4)	19.6 (22.1:10.0)	7.7	1.5	9.2
1/3	243	243	-	-	-	0.8	0.2	-	1.0	14.8	2.6	0.2	2.8
2/1	133	133	-	-	-	0.9	0.6	-	1.5	40.7	2.0	0.6	2.7
3/1	602	602	-	-	-	0.9	0.4	-	1.2	7.4	4.7	0.4	5.1
3/2+3/3	162	162	-	-	-	0.4	0.1	-	0.5 (0.2+0.3)	10.4 (5.9:24.4)	0.8	0.1	0.8
4/1	828	828	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	190	190	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	841	841	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J2: Barrow Lane/A38	**-**	**-**	**125**	**0**	**0**	**0.0**	**0.9**	**0.0**	**0.9**	**-**	**-**	**-**	**-**
1/1+1/2	851	851	4	0	0	0.0	0.4	-	0.4 (0.4+0.0)	1.6 (1.6:1.6)	0.0	0.4	0.4
2/1	121	121	121	0	0	0.0	0.5	-	0.5	16.0	0.4	0.5	1.0
3/1	735	735	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	103	103	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	962	962	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	828	828	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1

PRC for Signalled Lanes (%): 20.4
PRC Over All Lanes (%): 20.4

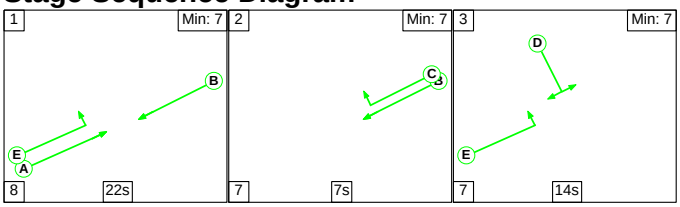
Total Delay for Signalled Lanes (pcuHr): 8.11
Total Delay Over All Lanes(pcuHr): 9.03

Cycle Time (s): 59

Full Input Data And Results

Scenario 3: '2018 Baseline PM' (FG3: '2018 Baseline PM', Plan 1: 'Network Control Plan 1')

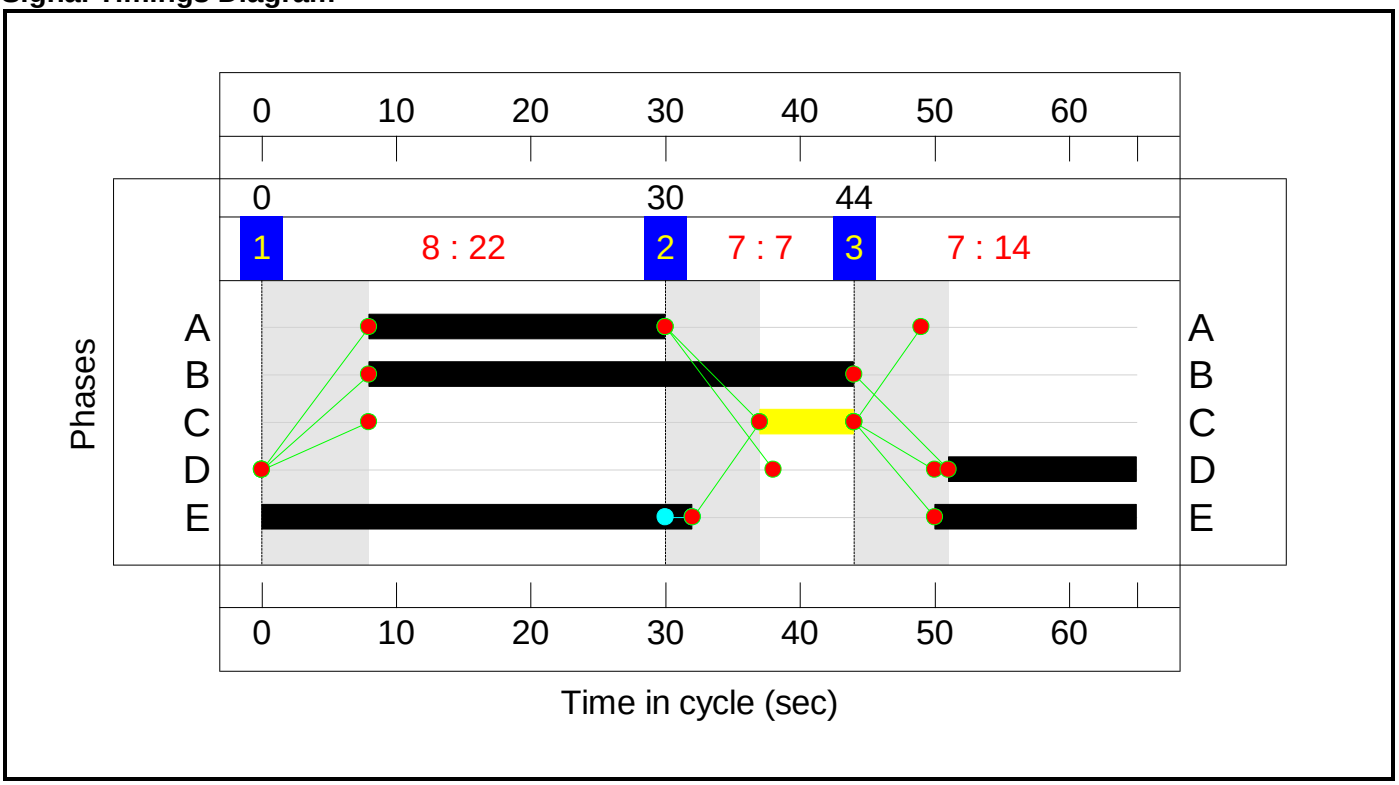
Stage Sequence Diagram



Stage Timings

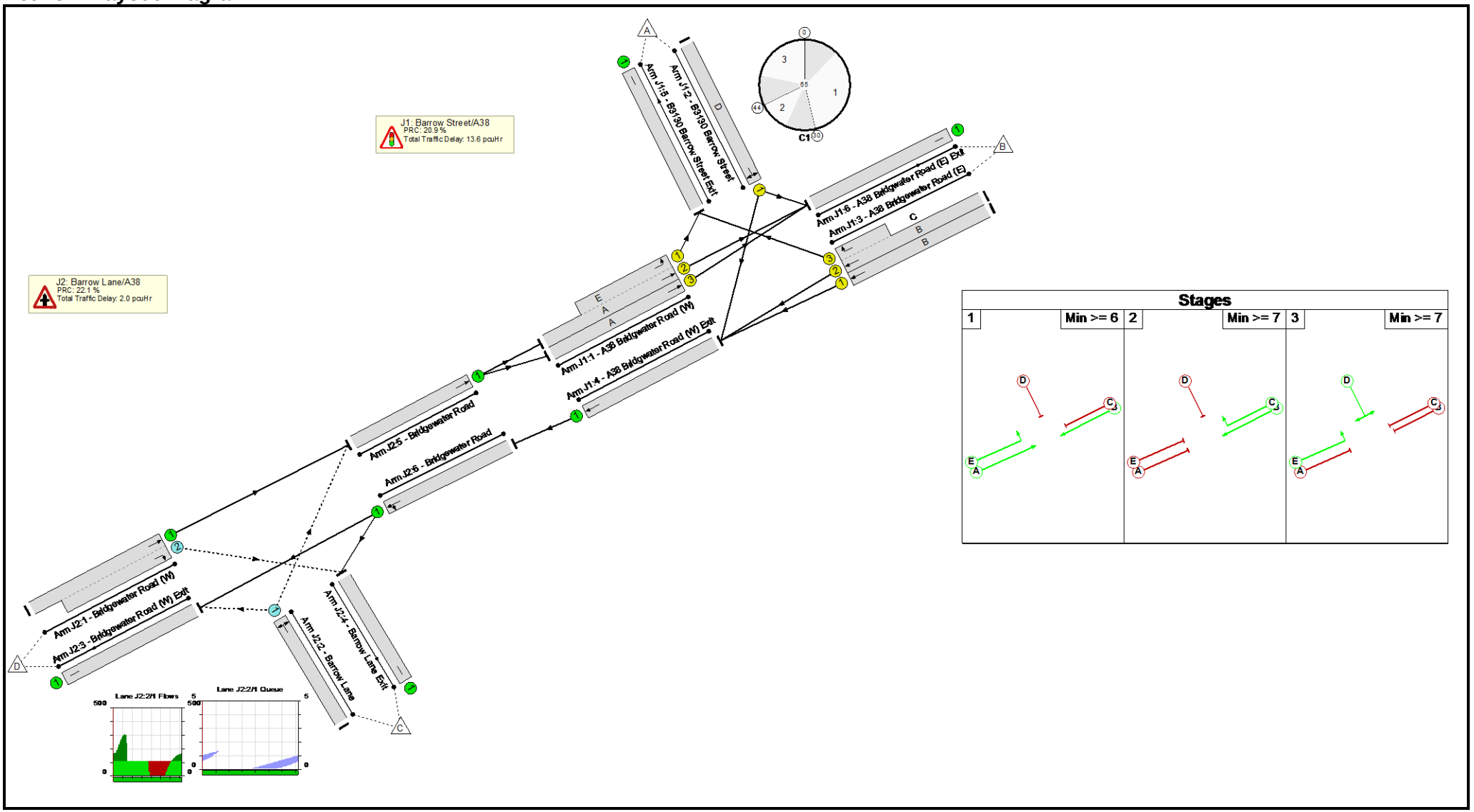
Stage	1	2	3
Duration	22	7	14
Change Point	0	30	44

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A38/Barrow Street/A38/Barrow Lane	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**74.5%**
J1: Barrow Street/A38	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**74.5%**
1/2+1/1	A38 Bridgwater Road (W) Left Ahead	U	N/A	N/A	A E		1	22:47	-	703	1915:1874	662+282	74.5 : 74.5%
1/3	A38 Bridgwater Road (W) Ahead	U	N/A	N/A	A		1	22	-	372	2055	727	51.2%
2/1	B3130 Barrow Street Right Left	U	N/A	N/A	D		1	14	-	285	1757	405	70.3%
3/1	A38 Bridgewater Road (E) Ahead	U	N/A	N/A	B		1	36	-	798	2200	1252	63.7%
3/2+3/3	A38 Bridgewater Road (E) Ahead Right	U	N/A	N/A	B C		1	36:7	-	340	2250:1949	1088+228	25.8 : 25.8%
4/1	A38 Bridgwater Road (W) Exit Ahead	U	N/A	N/A	-		-	-	-	1307	Inf	Inf	0.0%
5/1	B3130 Barrow Street Exit	U	N/A	N/A	-		-	-	-	269	Inf	Inf	0.0%
6/1	A38 Bridgwater Road (E) Exit	U	N/A	N/A	-		-	-	-	922	Inf	Inf	0.0%
J2: Barrow Lane/A38	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**73.7%**
1/1+1/2	Bridgewater Road (W) Right Ahead	U+O	N/A	N/A	-		-	-	-	978	1965: Inf	1964+12	49.5 : 49.5%
2/1	Barrow Lane Left Right	O	N/A	N/A	-		-	-	-	110	Inf	149	73.7%
3/1	Bridgewater Road (W) Exit	U	N/A	N/A	-		-	-	-	1049	Inf	Inf	0.0%
4/1	Barrow Lane Exit	U	N/A	N/A	-		-	-	-	271	Inf	Inf	0.0%

Full Input Data And Results

5/1	Bridgewater Road Ahead	U	N/A	N/A	-		-	-	-	1075	Inf	Inf	0.0%
6/1	Bridgewater Road Ahead Left	U	N/A	N/A	-		-	-	-	1307	Inf	Inf	0.0%

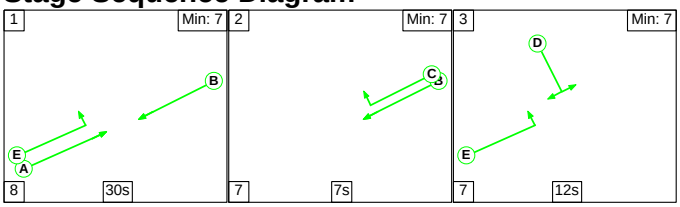
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A38/Barrow Street/A38/Barrow Lane	**-**	**-**	**116**	**0**	**0**	**9.6**	**6.0**	**0.0**	**15.6**	**-**	**-**	**-**	**-**
J1: Barrow Street/A38	**-**	**-**	**0**	**0**	**0**	**9.4**	**4.2**	**0.0**	**13.6**	**-**	**-**	**-**	**-**
1/2+1/1	703	703	-	-	-	2.7	1.4	-	4.2 (3.6+0.6)	21.4 (26.3:10.0)	7.7	1.4	9.2
1/3	372	372	-	-	-	1.8	0.5	-	2.3	22.3	5.3	0.5	5.8
2/1	285	285	-	-	-	1.8	1.2	-	3.0	37.6	4.7	1.2	5.8
3/1	798	798	-	-	-	2.1	0.9	-	3.0	13.4	9.5	0.9	10.4
3/2+3/3	340	340	-	-	-	1.0	0.2	-	1.1 (0.7+0.5)	12.0 (8.7:27.7)	2.4	0.2	2.6
4/1	1307	1307	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	269	269	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	922	922	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J2: Barrow Lane/A38	**-**	**-**	**116**	**0**	**0**	**0.2**	**1.8**	**0.0**	**2.0**	**-**	**-**	**-**	**-**
1/1+1/2	978	978	6	0	0	0.0	0.5	-	0.5 (0.5+0.0)	1.8 (1.8:1.8)	0.0	0.5	0.5
2/1	110	110	110	0	0	0.2	1.3	-	1.5	50.6	1.3	1.3	2.7
3/1	1049	1049	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	271	271	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	1075	1075	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	1307	1307	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 20.9 Total Delay for Signalled Lanes (pcuHr): 13.57 Cycle Time (s): 65
PRC Over All Lanes (%): 20.9 Total Delay Over All Lanes(pcuHr): 15.61

Full Input Data And Results

Scenario 4: '2026 Ref Case AM' (FG4: '2026 Ref Case AM', Plan 1: 'Network Control Plan 1')

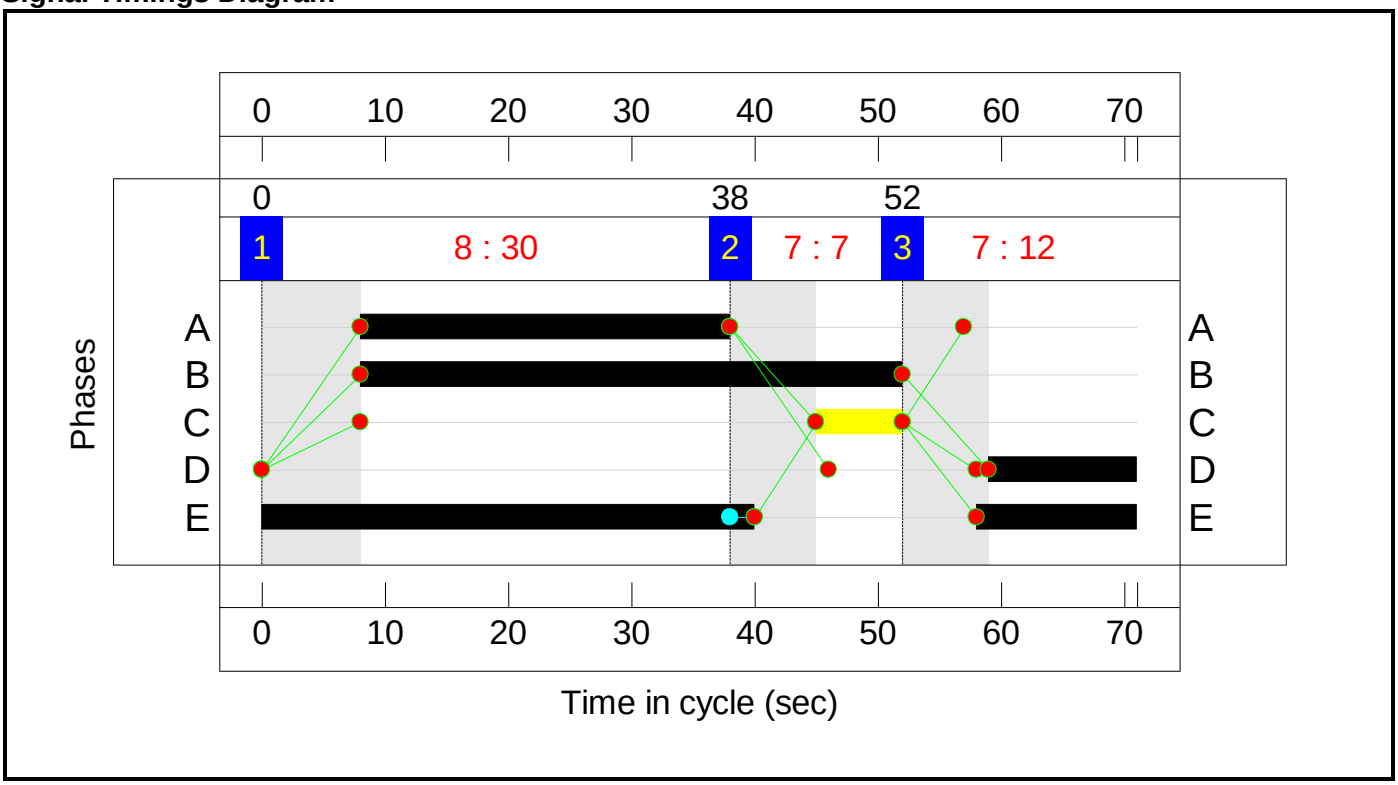
Stage Sequence Diagram



Stage Timings

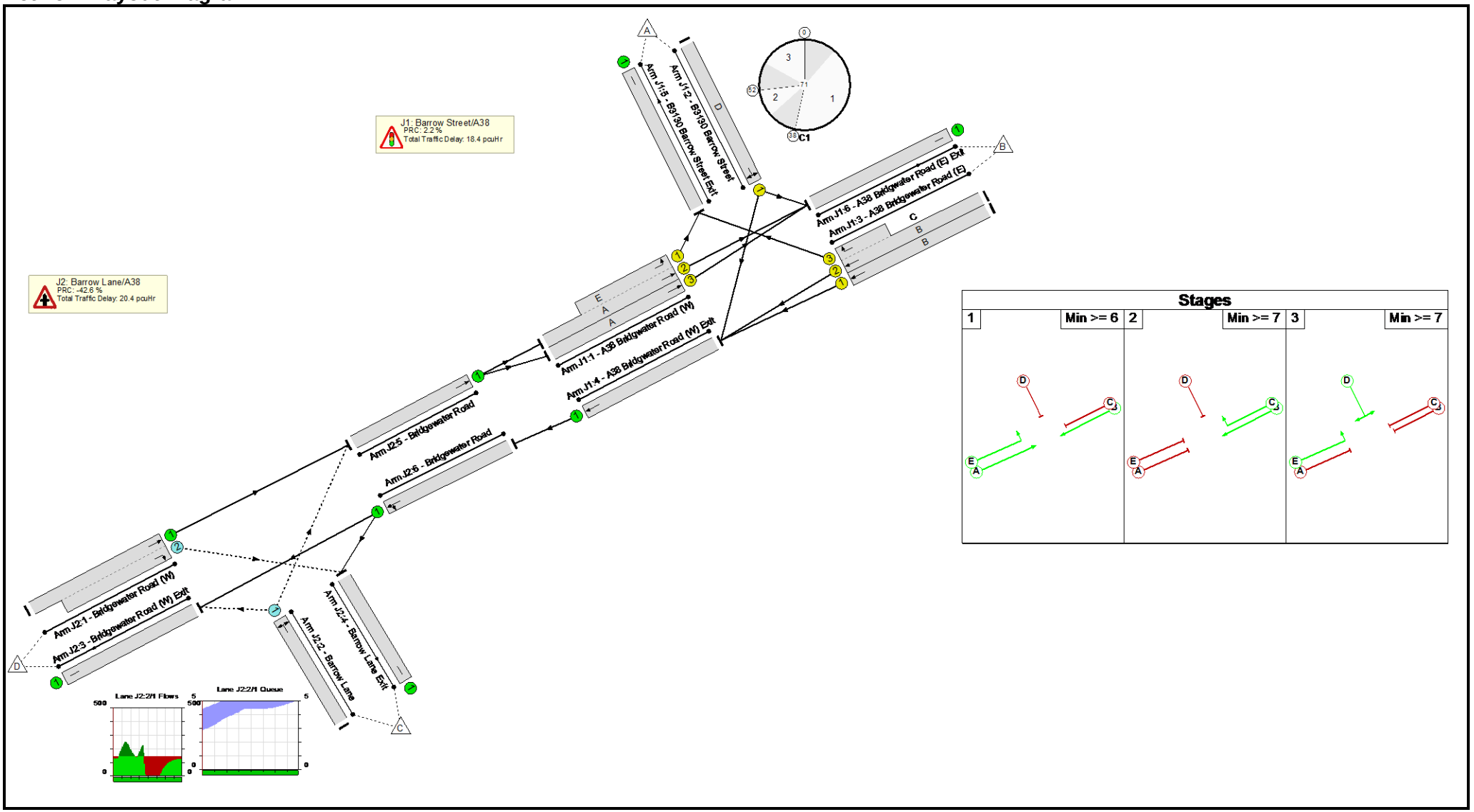
Stage	1	2	3
Duration	30	7	12
Change Point	0	38	52

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A38/Barrow Street/A38/Barrow Lane	-	-	**N/A**	-	-		-	-	-	-	-	-	**128.4%**
J1: Barrow Street/A38	-	-	**N/A**	-	-		-	-	-	-	-	-	**88.0%**
1/2+1/1	A38 Bridgwater Road (W) Left Ahead	U	N/A	N/A	A E		1	30:53	-	898	1915:1874	769+256	85.7 : 85.7%
1/3	A38 Bridgwater Road (W) Ahead	U	N/A	N/A	A		1	30	-	509	2055	897	55.5%
2/1	B3130 Barrow Street Right Left	U	N/A	N/A	D		1	12	-	286	1774	325	88.0%
3/1	A38 Bridgewater Road (E) Ahead	U	N/A	N/A	B		1	44	-	712	2200	1394	51.1%
3/2+3/3	A38 Bridgewater Road (E) Ahead Right	U	N/A	N/A	B C		1	44:7	-	376	2250:1949	436+220	57.4 : 57.4%
4/1	A38 Bridgwater Road (W) Exit Ahead	U	N/A	N/A	-		-	-	-	1149	Inf	Inf	0.0%
5/1	B3130 Barrow Street Exit	U	N/A	N/A	-		-	-	-	350	Inf	Inf	0.0%
6/1	A38 Bridgwater Road (E) Exit	U	N/A	N/A	-		-	-	-	1282	Inf	Inf	0.0%
J2: Barrow Lane/A38	-	-	**N/A**	-	-		-	-	-	-	-	-	**128.4%**
1/1+1/2	Bridgewater Road (W) Right Ahead	U+O	N/A	N/A	-		-	-	-	1280	1965: Inf	1964+17	64.6 : 64.6%
2/1	Barrow Lane Left Right	O	N/A	N/A	-		-	-	-	143	Inf	111	128.4%
3/1	Bridgewater Road (W) Exit	U	N/A	N/A	-		-	-	-	977	Inf	Inf	0.0%
4/1	Barrow Lane Exit	U	N/A	N/A	-		-	-	-	188	Inf	Inf	0.0%

Full Input Data And Results

5/1	Bridgewater Road Ahead	U	N/A	N/A	-		-	-	-	1407	Inf	Inf	0.0%
6/1	Bridgewater Road Ahead Left	U	N/A	N/A	-		-	-	-	1149	Inf	Inf	0.0%

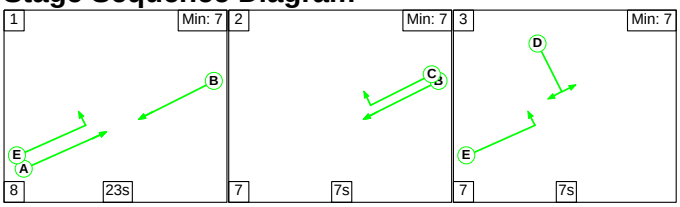
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A38/Barrow Street/A38/Barrow Lane	**-**	**-**	**122**	**0**	**0**	**12.2**	**26.6**	**0.0**	**38.8**	**-**	**-**	**-**	**-**
J1: Barrow Street/A38	**-**	**-**	**0**	**0**	**0**	**10.6**	**7.9**	**0.0**	**18.4**	**-**	**-**	**-**	**-**
1/2+1/1	879	879	-	-	-	3.4	2.9	-	6.3 (5.4+0.9)	25.7 (29.5:14.2)	11.2	2.9	14.1
1/3	498	498	-	-	-	2.1	0.6	-	2.7	19.8	7.2	0.6	7.8
2/1	286	286	-	-	-	2.2	3.2	-	5.4	68.1	5.5	3.2	8.6
3/1	712	712	-	-	-	1.4	0.5	-	1.9	9.7	7.5	0.5	8.0
3/2+3/3	376	376	-	-	-	1.4	0.7	-	2.1 (0.8+1.3)	20.0 (11.8:36.3)	2.3	0.7	3.0
4/1	1149	1149	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	345	345	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	1256	1256	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J2: Barrow Lane/A38	**-**	**-**	**122**	**0**	**0**	**1.7**	**18.7**	**0.0**	**20.4**	**-**	**-**	**-**	**-**
1/1+1/2	1280	1280	11	0	0	0.0	0.9	-	0.9 (0.9+0.0)	2.6 (2.6:2.6)	0.0	0.9	0.9
2/1	143	111	111	0	0	1.7	17.8	-	19.5	490.2	7.2	17.8	25.0
3/1	976	976	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	188	188	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	1377	1377	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	1149	1149	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 2.2 PRC Over All Lanes (%): -42.6 Total Delay for Signalled Lanes (pcuHr): 18.41 Total Delay Over All Lanes(pcuHr): 38.80 Cycle Time (s): 71

Full Input Data And Results

Scenario 5: '2026 Ref Case Interpeak' (FG5: '2026 Ref Case Interpeak', Plan 1: 'Network Control Plan 1')

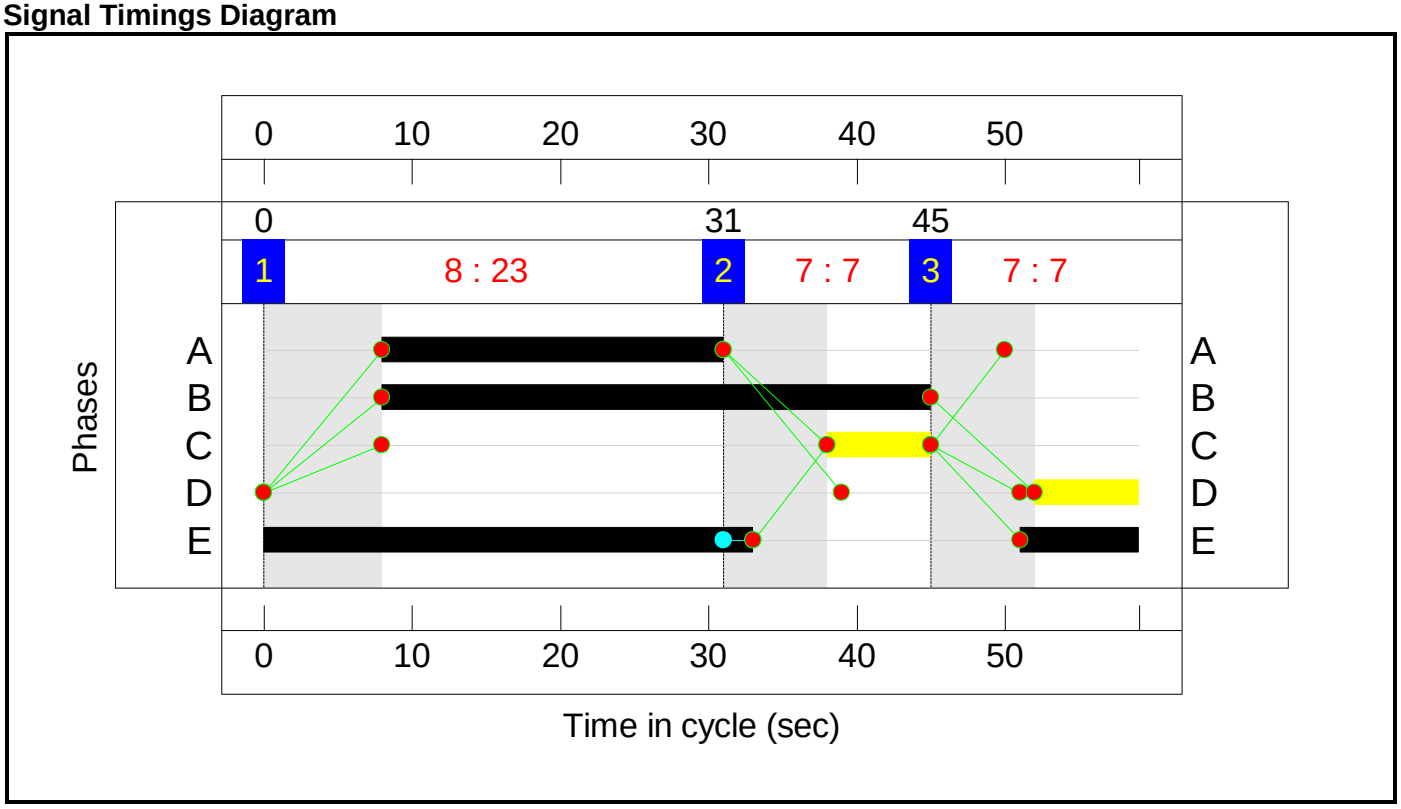
Stage Sequence Diagram



Stage Timings

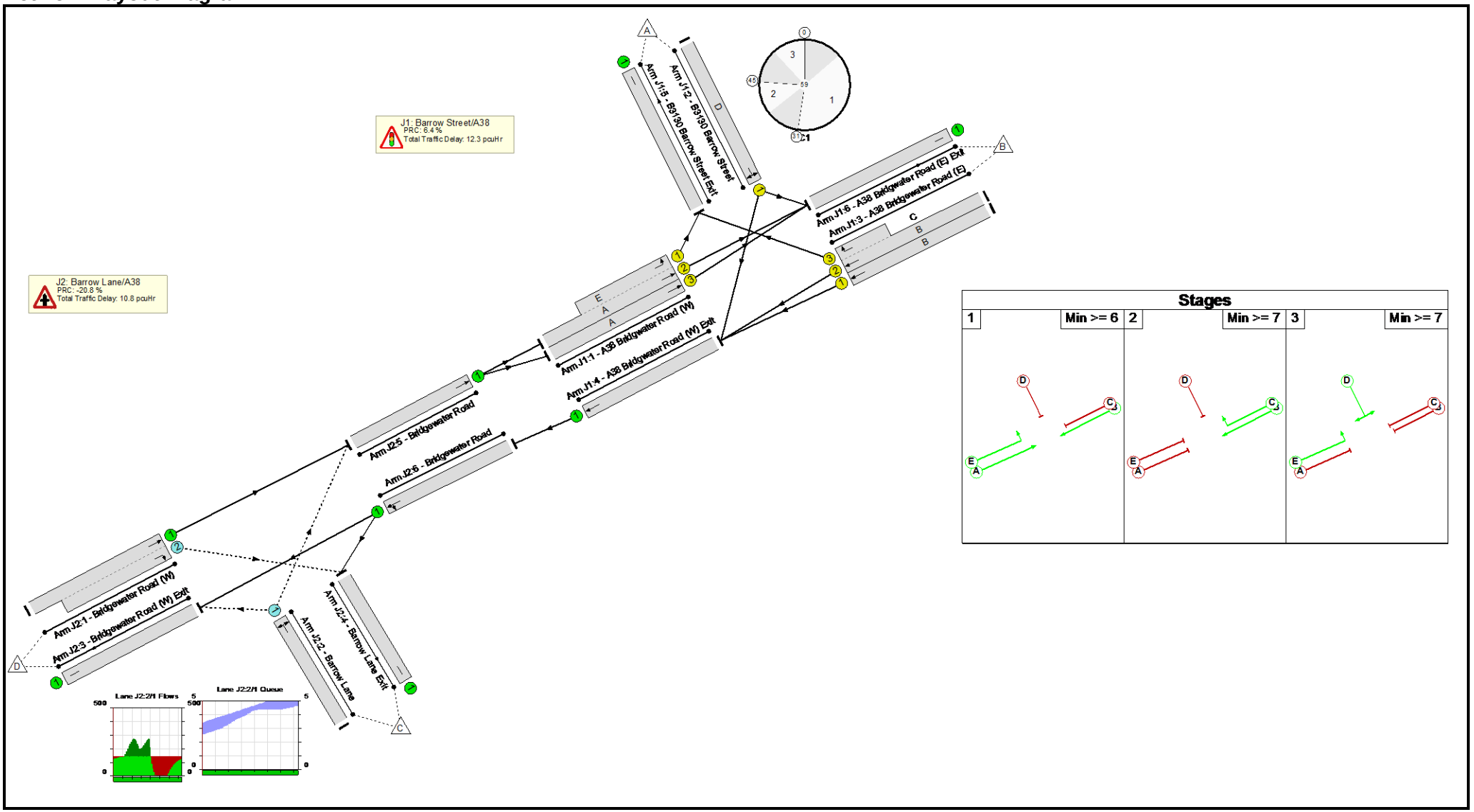
Stage	1	2	3
Duration	23	7	7
Change Point	0	31	45

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A38/Barrow Street/A38/Barrow Lane	-	-	**N/A**	-	-		-	-	-	-	-	-	**108.7%**
J1: Barrow Street/A38	-	-	**N/A**	-	-		-	-	-	-	-	-	**84.6%**
1/2+1/1	A38 Bridgwater Road (W) Left Ahead	U	N/A	N/A	A E		1	23:41	-	847	1915:1874	757+236	84.6 : 84.6%
1/3	A38 Bridgwater Road (W) Ahead	U	N/A	N/A	A		1	23	-	431	2055	836	51.1%
2/1	B3130 Barrow Street Right Left	U	N/A	N/A	D		1	7	-	155	1760	239	65.0%
3/1	A38 Bridgewater Road (E) Ahead	U	N/A	N/A	B		1	37	-	812	2200	1417	57.3%
3/2+3/3	A38 Bridgewater Road (E) Ahead Right	U	N/A	N/A	B C		1	37:7	-	212	2250:1949	996+264	16.8 : 17.0%
4/1	A38 Bridgwater Road (W) Exit Ahead	U	N/A	N/A	-		-	-	-	1099	Inf	Inf	0.0%
5/1	B3130 Barrow Street Exit	U	N/A	N/A	-		-	-	-	246	Inf	Inf	0.0%
6/1	A38 Bridgwater Road (E) Exit	U	N/A	N/A	-		-	-	-	1112	Inf	Inf	0.0%
J2: Barrow Lane/A38	-	-	**N/A**	-	-		-	-	-	-	-	-	**108.7%**
1/1+1/2	Bridgewater Road (W) Right Ahead	U+O	N/A	N/A	-		-	-	-	1149	1965: Inf	1965+9	58.2 : 58.2%
2/1	Barrow Lane Left Right	O	N/A	N/A	-		-	-	-	141	Inf	130	108.7%
3/1	Bridgewater Road (W) Exit	U	N/A	N/A	-		-	-	-	975	Inf	Inf	0.0%
4/1	Barrow Lane Exit	U	N/A	N/A	-		-	-	-	136	Inf	Inf	0.0%

Full Input Data And Results

5/1	Bridgewater Road Ahead	U	N/A	N/A	-		-	-	-	1278	Inf	Inf	0.0%
6/1	Bridgewater Road Ahead Left	U	N/A	N/A	-		-	-	-	1099	Inf	Inf	0.0%

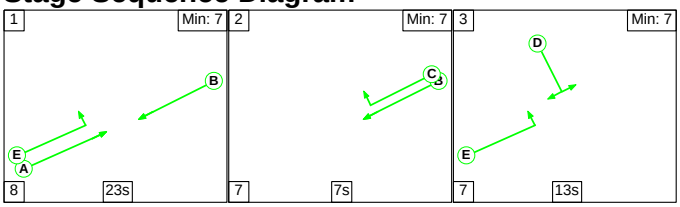
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A38/Barrow Street/A38/Barrow Lane	**-**	**-**	**135**	**0**	**0**	**8.2**	**14.9**	**0.0**	**23.1**	**-**	**-**	**-**	**-**
J1: Barrow Street/A38	**-**	**-**	**0**	**0**	**0**	**7.4**	**4.9**	**0.0**	**12.3**	**-**	**-**	**-**	**-**
1/2+1/1	840	840	-	-	-	3.0	2.7	-	5.6 (4.8+0.8)	24.1 (27.2:14.1)	9.3	2.7	12.0
1/3	427	427	-	-	-	1.6	0.5	-	2.1	17.9	5.3	0.5	5.8
2/1	155	155	-	-	-	1.0	0.9	-	1.9	45.2	2.4	0.9	3.3
3/1	812	812	-	-	-	1.3	0.7	-	2.0	8.9	7.4	0.7	8.1
3/2+3/3	212	212	-	-	-	0.5	0.1	-	0.6 (0.3+0.3)	9.7 (5.8:24.3)	1.0	0.1	1.1
4/1	1099	1099	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	244	244	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	1103	1103	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J2: Barrow Lane/A38	**-**	**-**	**135**	**0**	**0**	**0.7**	**10.1**	**0.0**	**10.8**	**-**	**-**	**-**	**-**
1/1+1/2	1149	1149	5	0	0	0.0	0.7	-	0.7 (0.7+0.0)	2.2 (2.2:2.2)	0.0	0.7	0.7
2/1	141	130	130	0	0	0.7	9.4	-	10.2	259.2	5.7	9.4	15.1
3/1	974	974	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	136	136	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	1267	1267	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	1099	1099	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 6.4 PRC Over All Lanes (%): -20.8 Total Delay for Signalled Lanes (pcuHr): 12.26 Total Delay Over All Lanes(pcuHr): 23.11 Cycle Time (s): 59

Full Input Data And Results

Scenario 6: '2026 Ref Case PM' (FG6: '2026 Ref Case PM', Plan 1: 'Network Control Plan 1')

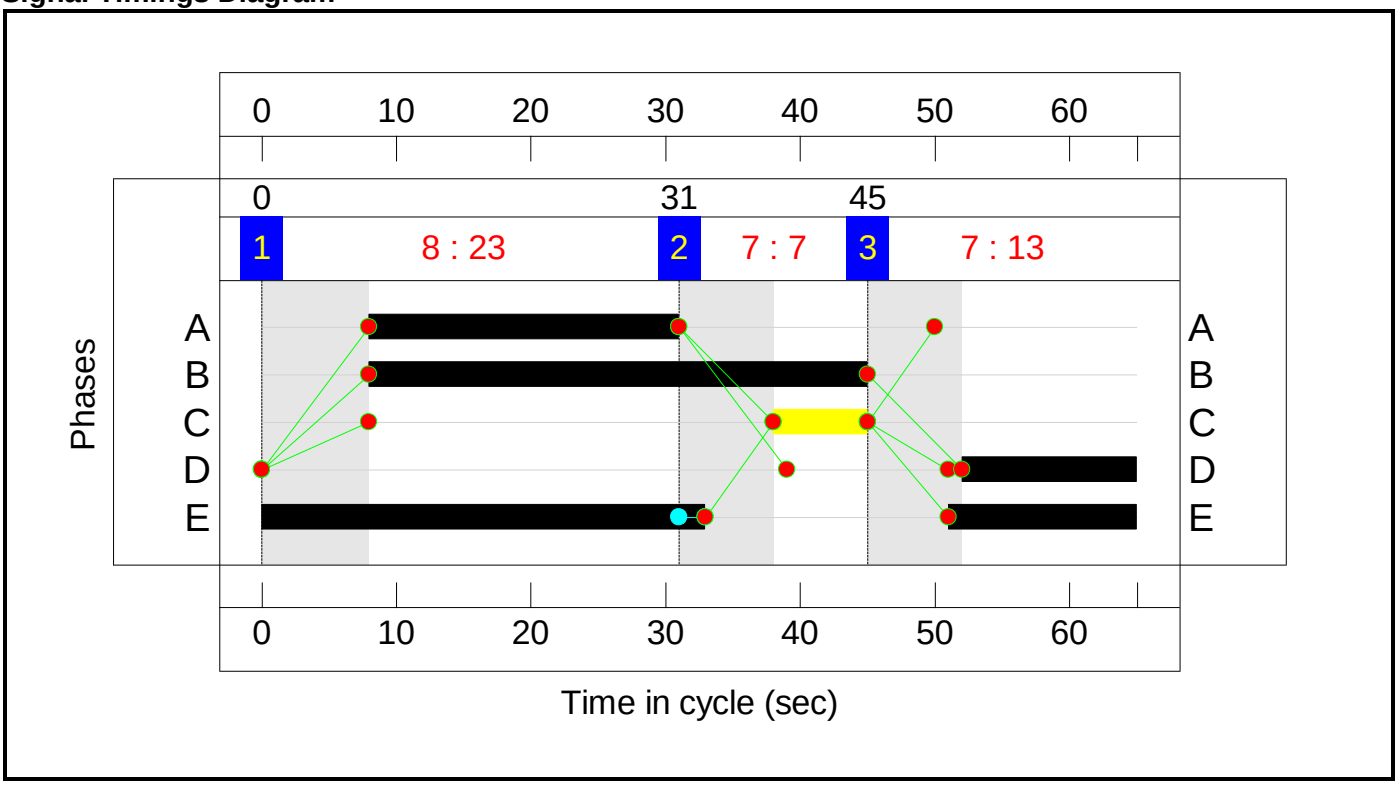
Stage Sequence Diagram



Stage Timings

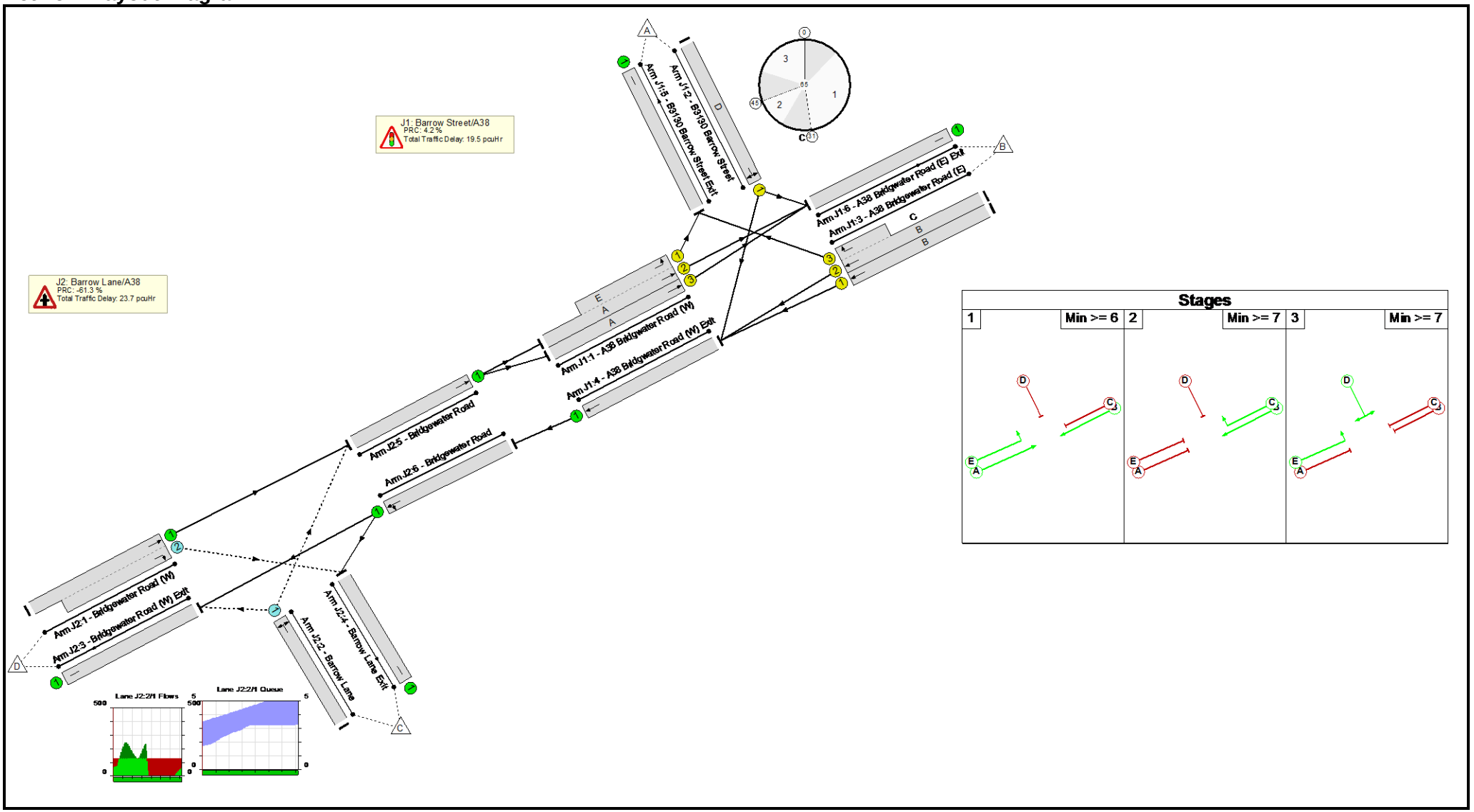
Stage	1	2	3
Duration	23	7	13
Change Point	0	31	45

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A38/Barrow Street/A38/Barrow Lane	-	-	**N/A**	-	-		-	-	-	-	-	-	**145.2%**
J1: Barrow Street/A38	-	-	**N/A**	-	-		-	-	-	-	-	-	**86.4%**
1/2+1/1	A38 Bridgwater Road (W) Left Ahead	U	N/A	N/A	A E		1	23:47	-	855	1915:1874	683+290	85.4 : 85.4%
1/3	A38 Bridgwater Road (W) Ahead	U	N/A	N/A	A		1	23	-	452	2055	759	57.9%
2/1	B3130 Barrow Street Right Left	U	N/A	N/A	D		1	13	-	327	1758	379	86.4%
3/1	A38 Bridgewater Road (E) Ahead	U	N/A	N/A	B		1	37	-	975	2200	1286	75.8%
3/2+3/3	A38 Bridgewater Road (E) Ahead Right	U	N/A	N/A	B C		1	37:7	-	410	2250:1949	1126+220	30.5 : 30.5%
4/1	A38 Bridgwater Road (W) Exit Ahead	U	N/A	N/A	-		-	-	-	1579	Inf	Inf	0.0%
5/1	B3130 Barrow Street Exit	U	N/A	N/A	-		-	-	-	322	Inf	Inf	0.0%
6/1	A38 Bridgwater Road (E) Exit	U	N/A	N/A	-		-	-	-	1118	Inf	Inf	0.0%
J2: Barrow Lane/A38	-	-	**N/A**	-	-		-	-	-	-	-	-	**145.2%**
1/1+1/2	Bridgewater Road (W) Right Ahead	U+O	N/A	N/A	-		-	-	-	1196	1965: Inf	1965+12	60.5 : 60.5%
2/1	Barrow Lane Left Right	O	N/A	N/A	-		-	-	-	126	Inf	87	145.2%
3/1	Bridgewater Road (W) Exit	U	N/A	N/A	-		-	-	-	1266	Inf	Inf	0.0%
4/1	Barrow Lane Exit	U	N/A	N/A	-		-	-	-	328	Inf	Inf	0.0%

Full Input Data And Results

5/1	Bridgewater Road Ahead	U	N/A	N/A	-		-	-	-	1307	Inf	Inf	0.0%
6/1	Bridgewater Road Ahead Left	U	N/A	N/A	-		-	-	-	1579	Inf	Inf	0.0%

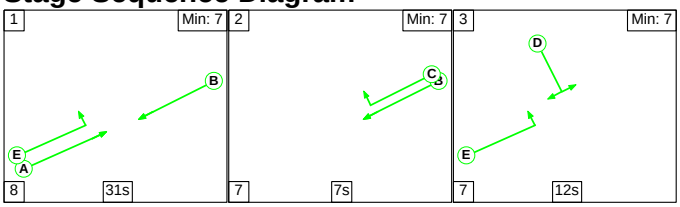
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A38/Barrow Street/A38/Barrow Lane	**-**	**-**	**94**	**0**	**0**	**13.2**	**30.0**	**0.0**	**43.2**	**-**	**-**	**-**	**-**
J1: Barrow Street/A38	**-**	**-**	**0**	**0**	**0**	**11.4**	**8.1**	**0.0**	**19.5**	**-**	**-**	**-**	**-**
1/2+1/1	831	831	-	-	-	3.2	2.8	-	6.1 (5.0+1.0)	26.2 (31.1:14.7)	9.6	2.8	12.4
1/3	439	439	-	-	-	2.1	0.7	-	2.8	22.6	6.4	0.7	7.1
2/1	327	327	-	-	-	2.2	2.9	-	5.1	56.0	5.6	2.9	8.5
3/1	975	975	-	-	-	2.7	1.6	-	4.3	15.8	13.0	1.6	14.6
3/2+3/3	410	410	-	-	-	1.1	0.2	-	1.3 (0.8+0.5)	11.7 (8.5:27.8)	3.0	0.2	3.2
4/1	1579	1579	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	315	315	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	1088	1088	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J2: Barrow Lane/A38	**-**	**-**	**94**	**0**	**0**	**1.8**	**21.9**	**0.0**	**23.7**	**-**	**-**	**-**	**-**
1/1+1/2	1196	1196	7	0	0	0.0	0.8	-	0.8 (0.8+0.0)	2.3 (2.3:5.0)	0.0	0.8	0.8
2/1	126	87	87	0	0	1.8	21.1	-	22.9	654.4	5.7	21.1	26.8
3/1	1264	1264	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	328	328	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	1270	1270	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	1579	1579	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 4.2 PRC Over All Lanes (%): -61.3 Total Delay for Signalled Lanes (pcuHr): 19.51 Total Delay Over All Lanes(pcuHr): 43.18 Cycle Time (s): 65

Full Input Data And Results

Scenario 7: '2026 Test Case AM' (FG7: '2026 Test Case AM', Plan 1: 'Network Control Plan 1')

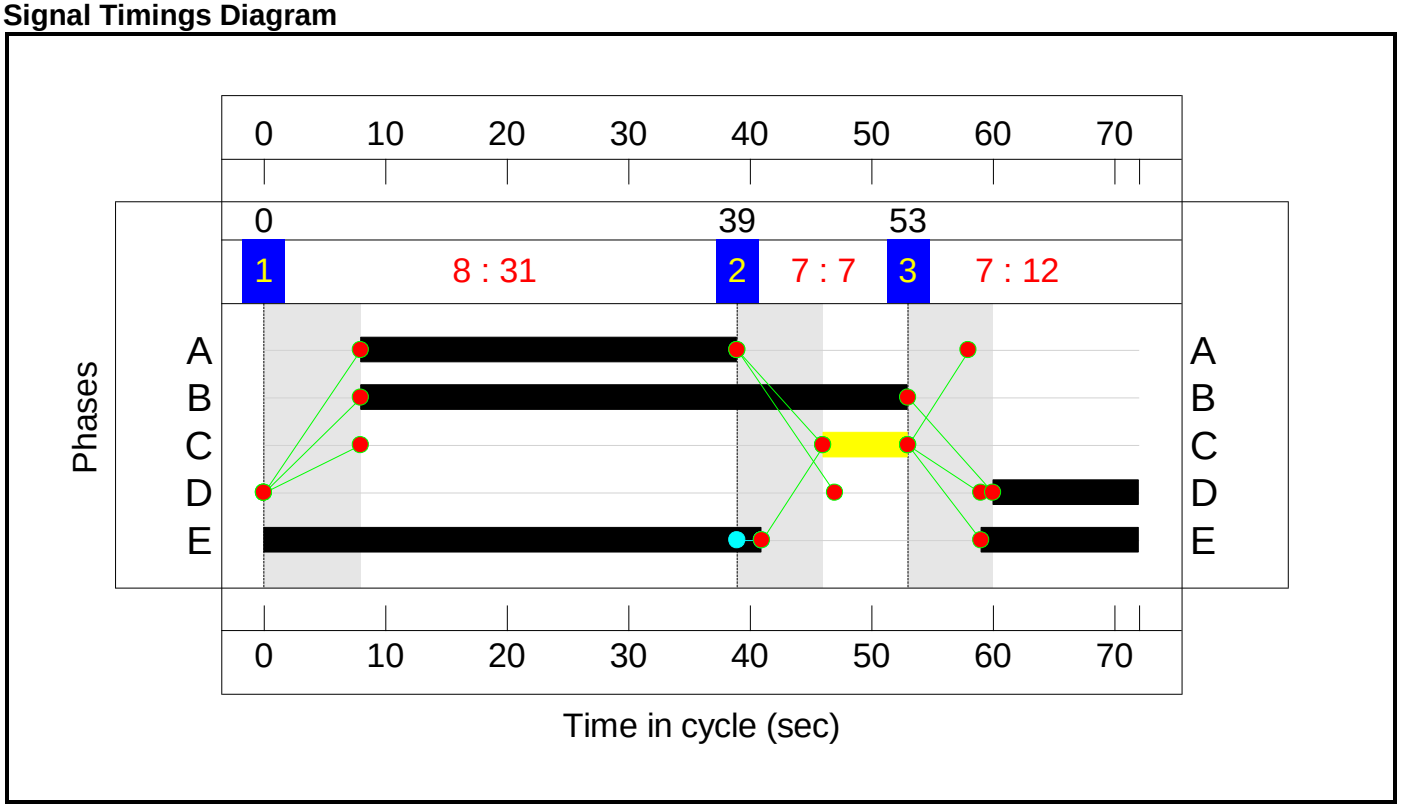
Stage Sequence Diagram



Stage Timings

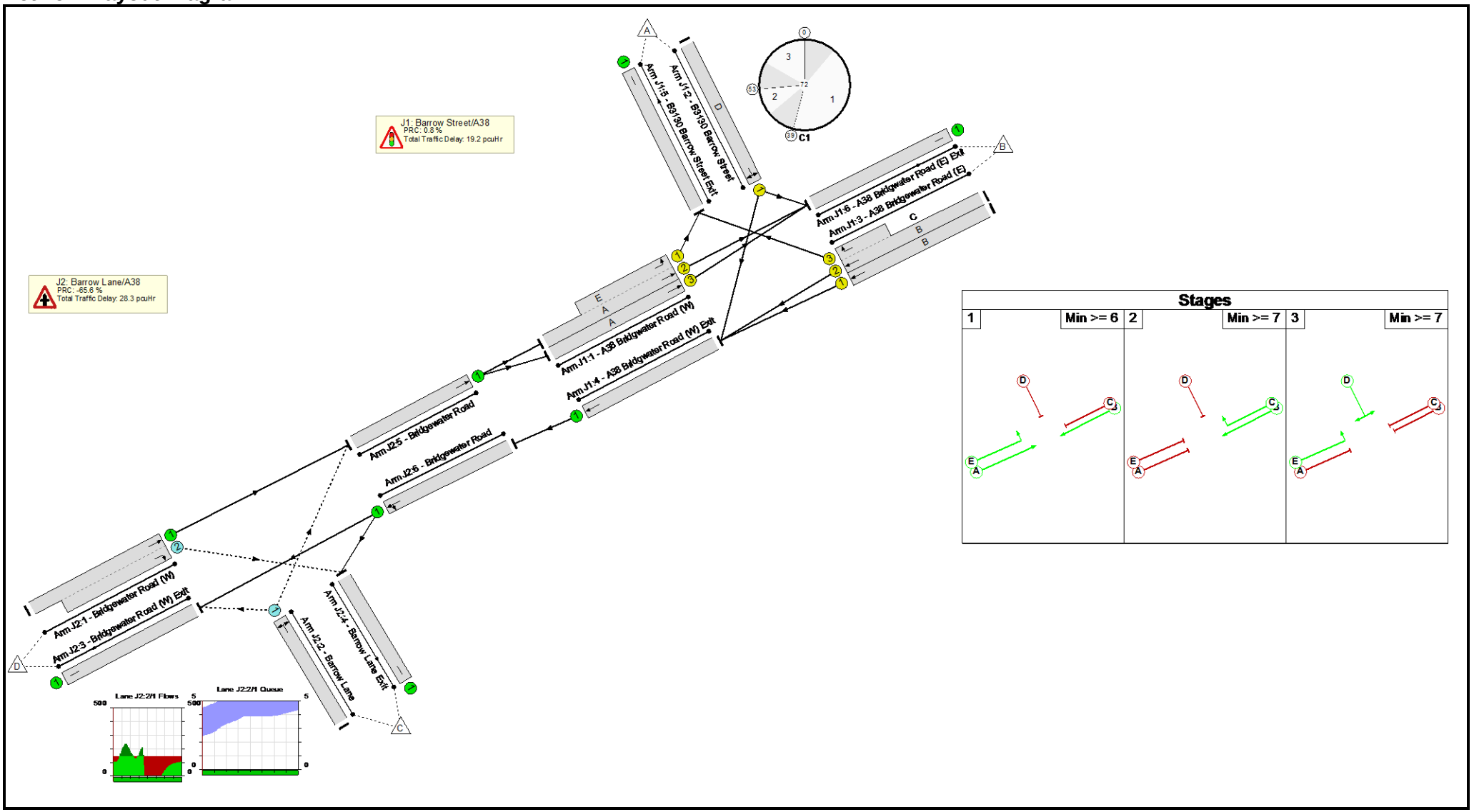
Stage	1	2	3
Duration	31	7	12
Change Point	0	39	53

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A38/Barrow Street/A38/Barrow Lane	-	-	**N/A**	-	-		-	-	-	-	-	-	**149.1%**
J1: Barrow Street/A38	-	-	**N/A**	-	-		-	-	-	-	-	-	**89.3%**
1/2+1/1	A38 Bridgwater Road (W) Left Ahead	U	N/A	N/A	A E		1	31:54	-	919	1915:1874	778+261	86.0 : 85.7%
1/3	A38 Bridgwater Road (W) Ahead	U	N/A	N/A	A		1	31	-	533	2055	913	56.3%
2/1	B3130 Barrow Street Right Left	U	N/A	N/A	D		1	12	-	286	1774	320	89.3%
3/1	A38 Bridgewater Road (E) Ahead	U	N/A	N/A	B		1	45	-	764	2200	1406	54.4%
3/2+3/3	A38 Bridgewater Road (E) Ahead Right	U	N/A	N/A	B C		1	45:7	-	394	2250:1949	461+217	58.2 : 58.2%
4/1	A38 Bridgwater Road (W) Exit Ahead	U	N/A	N/A	-		-	-	-	1219	Inf	Inf	0.0%
5/1	B3130 Barrow Street Exit	U	N/A	N/A	-		-	-	-	357	Inf	Inf	0.0%
6/1	A38 Bridgwater Road (E) Exit	U	N/A	N/A	-		-	-	-	1320	Inf	Inf	0.0%
J2: Barrow Lane/A38	-	-	**N/A**	-	-		-	-	-	-	-	-	**149.1%**
1/1+1/2	Bridgewater Road (W) Right Ahead	U+O	N/A	N/A	-		-	-	-	1325	1965: Inf	1964+16	66.9 : 66.9%
2/1	Barrow Lane Left Right	O	N/A	N/A	-		-	-	-	143	Inf	96	149.1%
3/1	Bridgewater Road (W) Exit	U	N/A	N/A	-		-	-	-	1037	Inf	Inf	0.0%
4/1	Barrow Lane Exit	U	N/A	N/A	-		-	-	-	198	Inf	Inf	0.0%

Full Input Data And Results

5/1	Bridgewater Road Ahead	U	N/A	N/A	-		-	-	-	1452	Inf	Inf	0.0%
6/1	Bridgewater Road Ahead Left	U	N/A	N/A	-		-	-	-	1219	Inf	Inf	0.0%

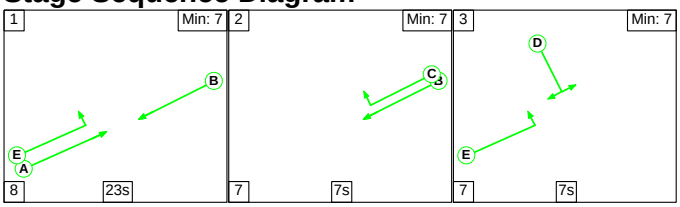
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A38/Barrow Street/A38/Barrow Lane	**-**	**-**	**107**	**0**	**0**	**13.2**	**34.3**	**0.0**	**47.5**	**-**	**-**	**-**	**-**
J1: Barrow Street/A38	**-**	**-**	**0**	**0**	**0**	**10.9**	**8.3**	**0.0**	**19.2**	**-**	**-**	**-**	**-**
1/2+1/1	893	893	-	-	-	3.4	2.9	-	6.3 (5.4+0.9)	25.5 (29.3:14.2)	11.5	2.9	14.5
1/3	514	514	-	-	-	2.2	0.6	-	2.8	19.8	7.6	0.6	8.2
2/1	286	286	-	-	-	2.3	3.5	-	5.8	72.5	5.6	3.5	9.0
3/1	764	764	-	-	-	1.5	0.6	-	2.1	10.0	8.3	0.6	8.9
3/2+3/3	394	394	-	-	-	1.5	0.7	-	2.2 (0.9+1.3)	19.7 (11.7:36.8)	2.4	0.7	3.1
4/1	1219	1219	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	350	350	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	1282	1282	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J2: Barrow Lane/A38	**-**	**-**	**107**	**0**	**0**	**2.3**	**26.0**	**0.0**	**28.3**	**-**	**-**	**-**	**-**
1/1+1/2	1325	1325	11	0	0	0.0	1.0	-	1.0 (1.0+0.0)	2.7 (2.7:2.7)	0.0	1.0	1.0
2/1	143	96	96	0	0	2.3	25.0	-	27.3	687.1	7.3	25.0	32.3
3/1	1035	1035	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	198	198	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	1407	1407	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	1219	1219	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 0.8 PRC Over All Lanes (%): -65.6 Total Delay for Signalled Lanes (pcuHr): 19.18 Total Delay Over All Lanes(pcuHr): 47.48 Cycle Time (s): 72

Full Input Data And Results

Scenario 8: '2026 Test Case Interpeak' (FG8: '2026 Test Case Interpeak', Plan 1: 'Network Control Plan 1')

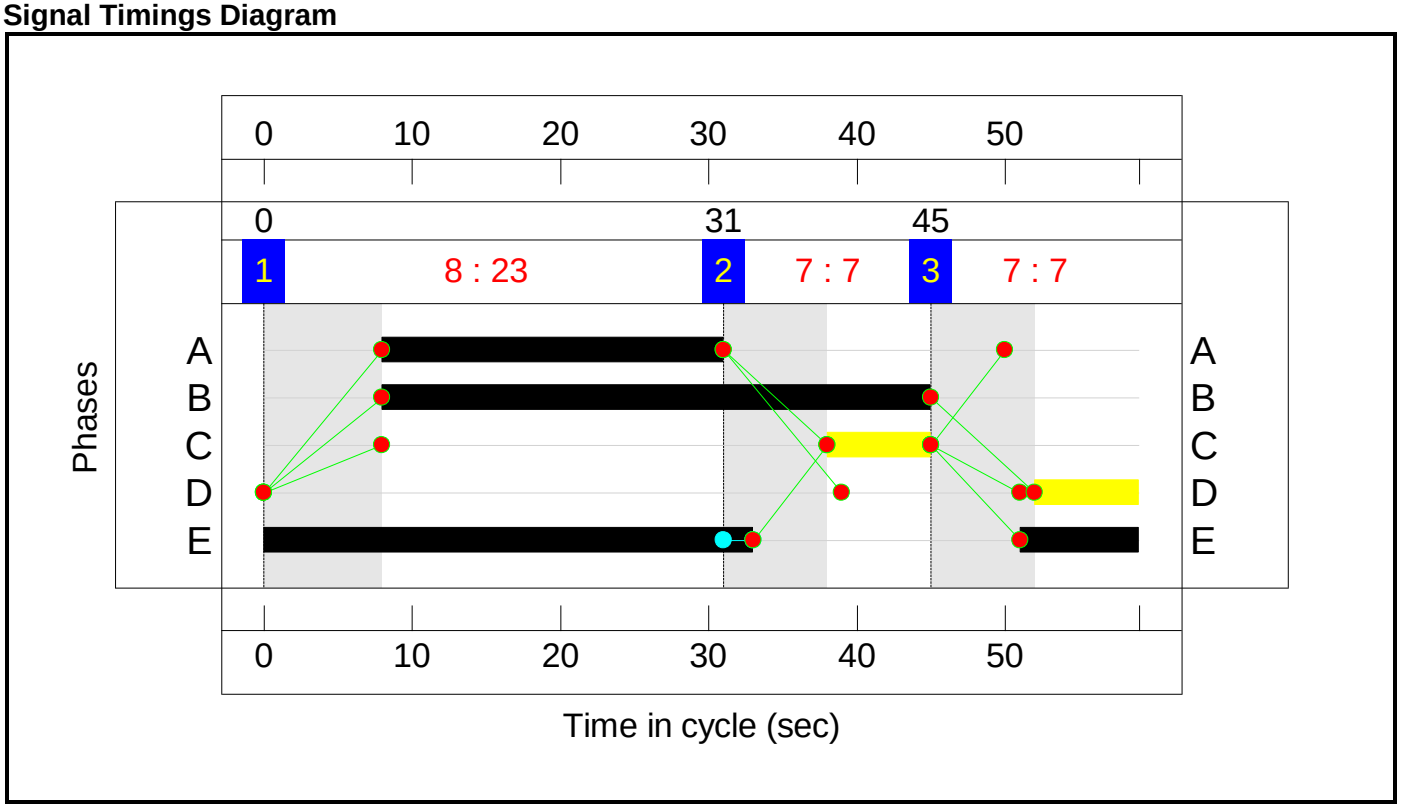
Stage Sequence Diagram



Stage Timings

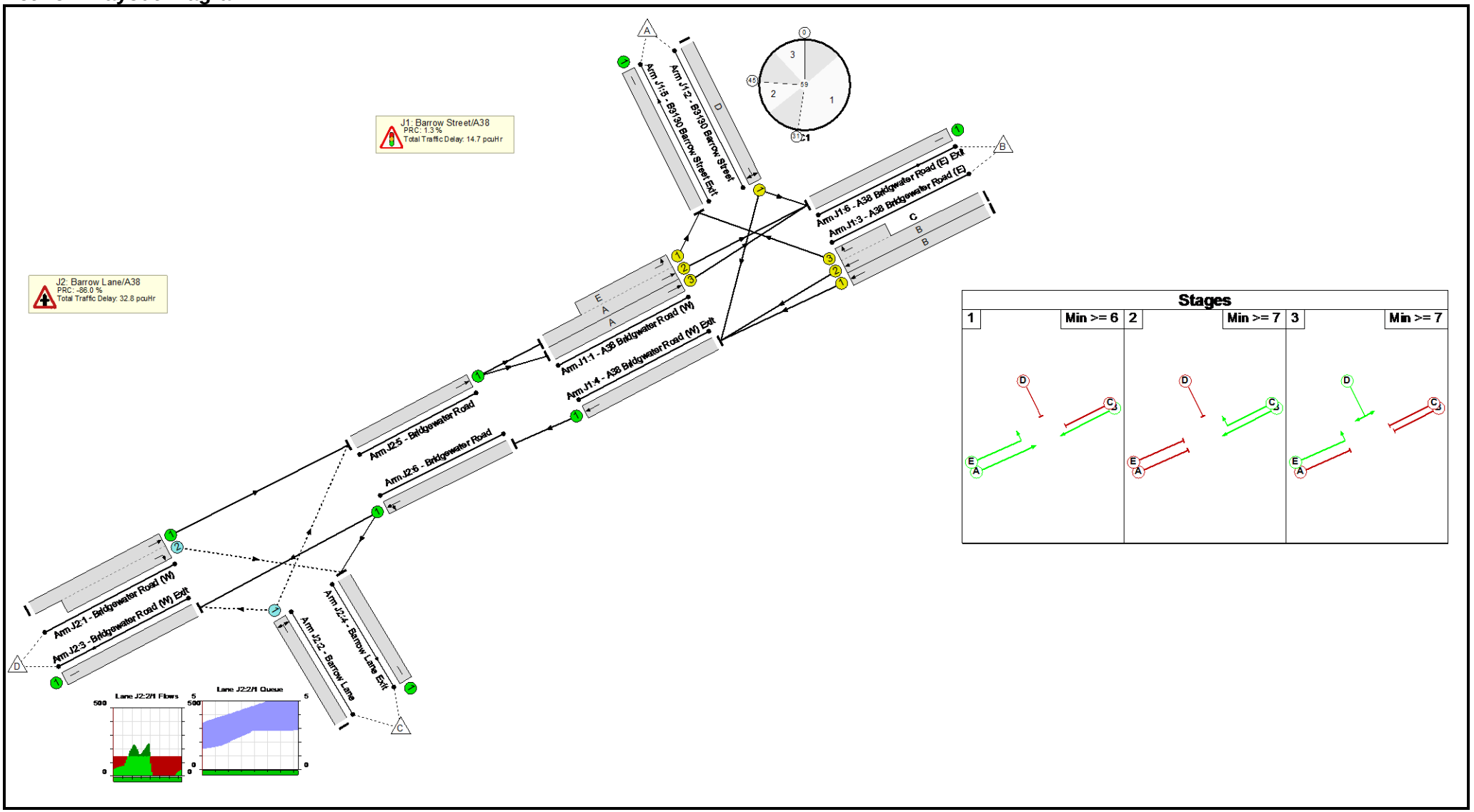
Stage	1	2	3
Duration	23	7	7
Change Point	0	31	45

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A38/Barrow Street/A38/Barrow Lane	-	-	**N/A**	-	-		-	-	-	-	-	-	**167.4%**
J1: Barrow Street/A38	-	-	**N/A**	-	-		-	-	-	-	-	-	**88.9%**
1/2+1/1	A38 Bridgwater Road (W) Left Ahead	U	N/A	N/A	A E		1	23:41	-	926	1915:1874	757+247	88.9 : 88.8%
1/3	A38 Bridgwater Road (W) Ahead	U	N/A	N/A	A		1	23	-	528	2055	836	60.8%
2/1	B3130 Barrow Street Right Left	U	N/A	N/A	D		1	7	-	155	1760	239	65.0%
3/1	A38 Bridgewater Road (E) Ahead	U	N/A	N/A	B		1	37	-	906	2200	1417	63.9%
3/2+3/3	A38 Bridgewater Road (E) Ahead Right	U	N/A	N/A	B C		1	37:7	-	271	2250:1949	1238+246	18.3 : 18.3%
4/1	A38 Bridgwater Road (W) Exit Ahead	U	N/A	N/A	-		-	-	-	1252	Inf	Inf	0.0%
5/1	B3130 Barrow Street Exit	U	N/A	N/A	-		-	-	-	273	Inf	Inf	0.0%
6/1	A38 Bridgwater Road (E) Exit	U	N/A	N/A	-		-	-	-	1261	Inf	Inf	0.0%
J2: Barrow Lane/A38	-	-	**N/A**	-	-		-	-	-	-	-	-	**167.4%**
1/1+1/2	Bridgewater Road (W) Right Ahead	U+O	N/A	N/A	-		-	-	-	1325	1965: Inf	1965+7	67.2 : 67.2%
2/1	Barrow Lane Left Right	O	N/A	N/A	-		-	-	-	141	Inf	84	167.4%
3/1	Bridgewater Road (W) Exit	U	N/A	N/A	-		-	-	-	1109	Inf	Inf	0.0%
4/1	Barrow Lane Exit	U	N/A	N/A	-		-	-	-	155	Inf	Inf	0.0%

Full Input Data And Results

5/1	Bridgewater Road Ahead	U	N/A	N/A	-		-	-	-	1454	Inf	Inf	0.0%
6/1	Bridgewater Road Ahead Left	U	N/A	N/A	-		-	-	-	1252	Inf	Inf	0.0%

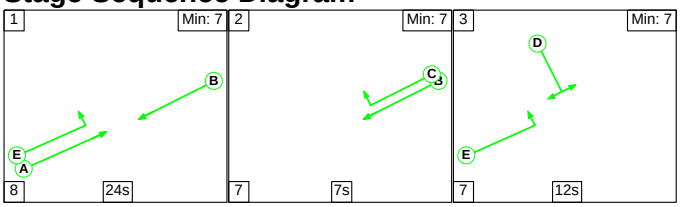
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A38/Barrow Street/A38/Barrow Lane	**-**	**-**	**89**	**0**	**0**	**10.5**	**37.0**	**0.0**	**47.5**	**-**	**-**	**-**	**-**
J1: Barrow Street/A38	**-**	**-**	**0**	**0**	**0**	**8.3**	**6.4**	**0.0**	**14.7**	**-**	**-**	**-**	**-**
1/2+1/1	892	892	-	-	-	3.2	3.7	-	6.9 (5.8+1.1)	27.8 (31.1:17.8)	10.1	3.7	13.9
1/3	508	508	-	-	-	2.0	0.8	-	2.8	19.5	6.6	0.8	7.3
2/1	155	155	-	-	-	1.0	0.9	-	1.9	45.2	2.4	0.9	3.3
3/1	906	906	-	-	-	1.6	0.9	-	2.5	9.9	8.8	0.9	9.7
3/2+3/3	271	271	-	-	-	0.5	0.1	-	0.7 (0.4+0.3)	8.7 (5.7:24.1)	1.4	0.1	1.6
4/1	1252	1252	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	265	265	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	1215	1215	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J2: Barrow Lane/A38	**-**	**-**	**89**	**0**	**0**	**2.2**	**30.6**	**0.0**	**32.8**	**-**	**-**	**-**	**-**
1/1+1/2	1325	1325	5	0	0	0.0	1.0	-	1.0 (1.0+0.0)	2.8 (2.8:2.8)	0.0	1.0	1.0
2/1	141	84	84	0	0	2.2	29.6	-	31.8	811.0	5.7	29.6	35.3
3/1	1106	1106	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	155	155	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	1400	1400	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	1252	1252	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 1.3 PRC Over All Lanes (%): -86.0 Total Delay for Signalled Lanes (pcuHr): 14.74 Total Delay Over All Lanes(pcuHr): 47.52 Cycle Time (s): 59

Full Input Data And Results

Scenario 9: '2026 Test Case PM' (FG9: '2026 Test Case PM', Plan 1: 'Network Control Plan 1')

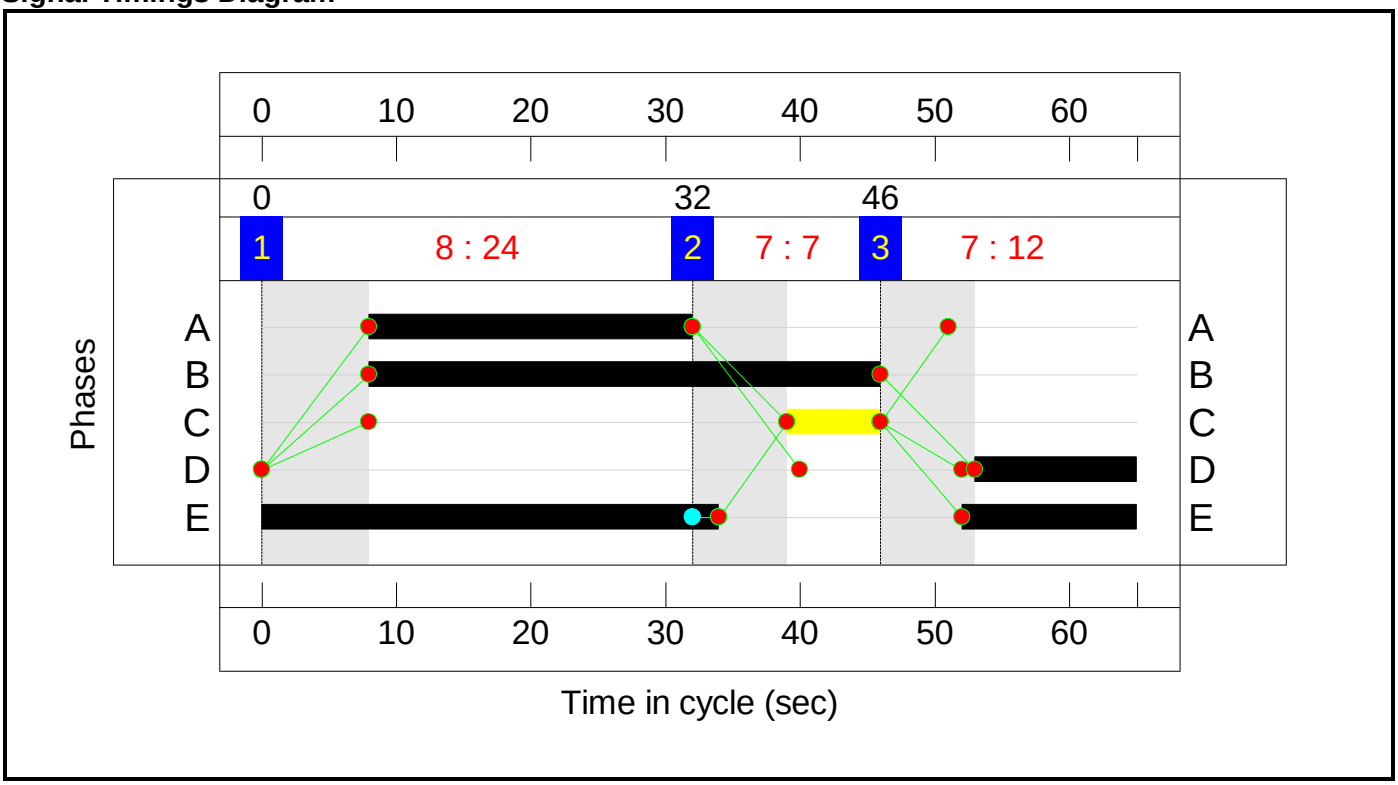
Stage Sequence Diagram



Stage Timings

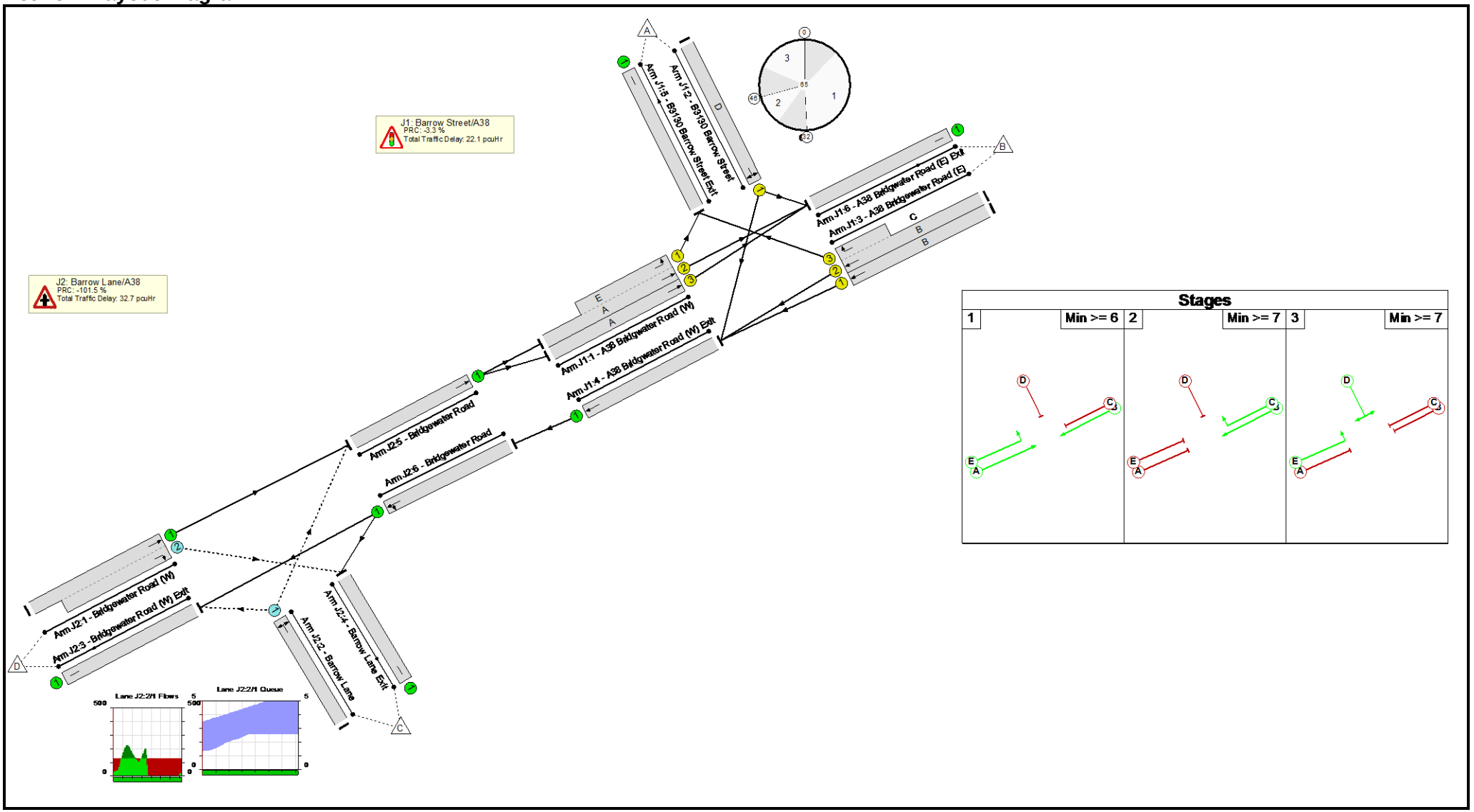
Stage	1	2	3
Duration	24	7	12
Change Point	0	32	46

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A38/Barrow Street/A38/Barrow Lane	-	-	**N/A**	-	-		-	-	-	-	-	-	**181.4%**
J1: Barrow Street/A38	-	-	**N/A**	-	-		-	-	-	-	-	-	**93.0%**
1/2+1/1	A38 Bridgwater Road (W) Left Ahead	U	N/A	N/A	A E		1	24:47	-	911	1915:1874	703+299	87.4 : 87.4%
1/3	A38 Bridgwater Road (W) Ahead	U	N/A	N/A	A		1	24	-	483	2055	790	58.8%
2/1	B3130 Barrow Street Right Left	U	N/A	N/A	D		1	12	-	327	1758	352	93.0%
3/1	A38 Bridgewater Road (E) Ahead	U	N/A	N/A	B		1	38	-	989	2200	1320	74.9%
3/2+3/3	A38 Bridgewater Road (E) Ahead Right	U	N/A	N/A	B C		1	38:7	-	490	2250:1949	1184+188	35.7 : 35.7%
4/1	A38 Bridgwater Road (W) Exit Ahead	U	N/A	N/A	-		-	-	-	1673	Inf	Inf	0.0%
5/1	B3130 Barrow Street Exit	U	N/A	N/A	-		-	-	-	339	Inf	Inf	0.0%
6/1	A38 Bridgwater Road (E) Exit	U	N/A	N/A	-		-	-	-	1188	Inf	Inf	0.0%
J2: Barrow Lane/A38	-	-	**N/A**	-	-		-	-	-	-	-	-	**181.4%**
1/1+1/2	Bridgewater Road (W) Right Ahead	U+O	N/A	N/A	-		-	-	-	1283	1965: Inf	1965+11	65.0 : 65.0%
2/1	Barrow Lane Left Right	O	N/A	N/A	-		-	-	-	126	Inf	69	181.4%
3/1	Bridgewater Road (W) Exit	U	N/A	N/A	-		-	-	-	1341	Inf	Inf	0.0%
4/1	Barrow Lane Exit	U	N/A	N/A	-		-	-	-	347	Inf	Inf	0.0%

Full Input Data And Results

5/1	Bridgewater Road Ahead	U	N/A	N/A	-		-	-	-	1394	Inf	Inf	0.0%
6/1	Bridgewater Road Ahead Left	U	N/A	N/A	-		-	-	-	1673	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: A38/Barrow Street/A38/Barrow Lane	**-**	**-**	**76**	**0**	**0**	**14.0**	**40.8**	**0.0**	**54.8**	**-**	**-**	**-**	**-**
J1: Barrow Street/A38	**-**	**-**	**0**	**0**	**0**	**11.6**	**10.6**	**0.0**	**22.1**	**-**	**-**	**-**	**-**
1/2+1/1	876	876	-	-	-	3.3	3.3	-	6.6 (5.5+1.2)	27.2 (31.9:16.1)	10.1	3.3	13.4
1/3	465	465	-	-	-	2.1	0.7	-	2.8	21.9	6.7	0.7	7.4
2/1	327	327	-	-	-	2.3	4.8	-	7.1	78.2	5.7	4.8	10.5
3/1	989	989	-	-	-	2.6	1.5	-	4.1	14.8	12.9	1.5	14.4
3/2+3/3	490	490	-	-	-	1.2	0.3	-	1.5 (1.0+0.5)	11.1 (8.4:27.9)	3.8	0.3	4.0
4/1	1673	1673	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	329	329	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	1145	1145	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J2: Barrow Lane/A38	**-**	**-**	**76**	**0**	**0**	**2.4**	**30.3**	**0.0**	**32.7**	**-**	**-**	**-**	**-**
1/1+1/2	1283	1283	7	0	0	0.0	0.9	-	0.9 (0.9+0.0)	2.6 (2.6:5.5)	0.0	0.9	1.0
2/1	126	69	69	0	0	2.4	29.3	-	31.7	906.4	5.7	29.3	35.0
3/1	1337	1337	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	347	347	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	1341	1341	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	1673	1673	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

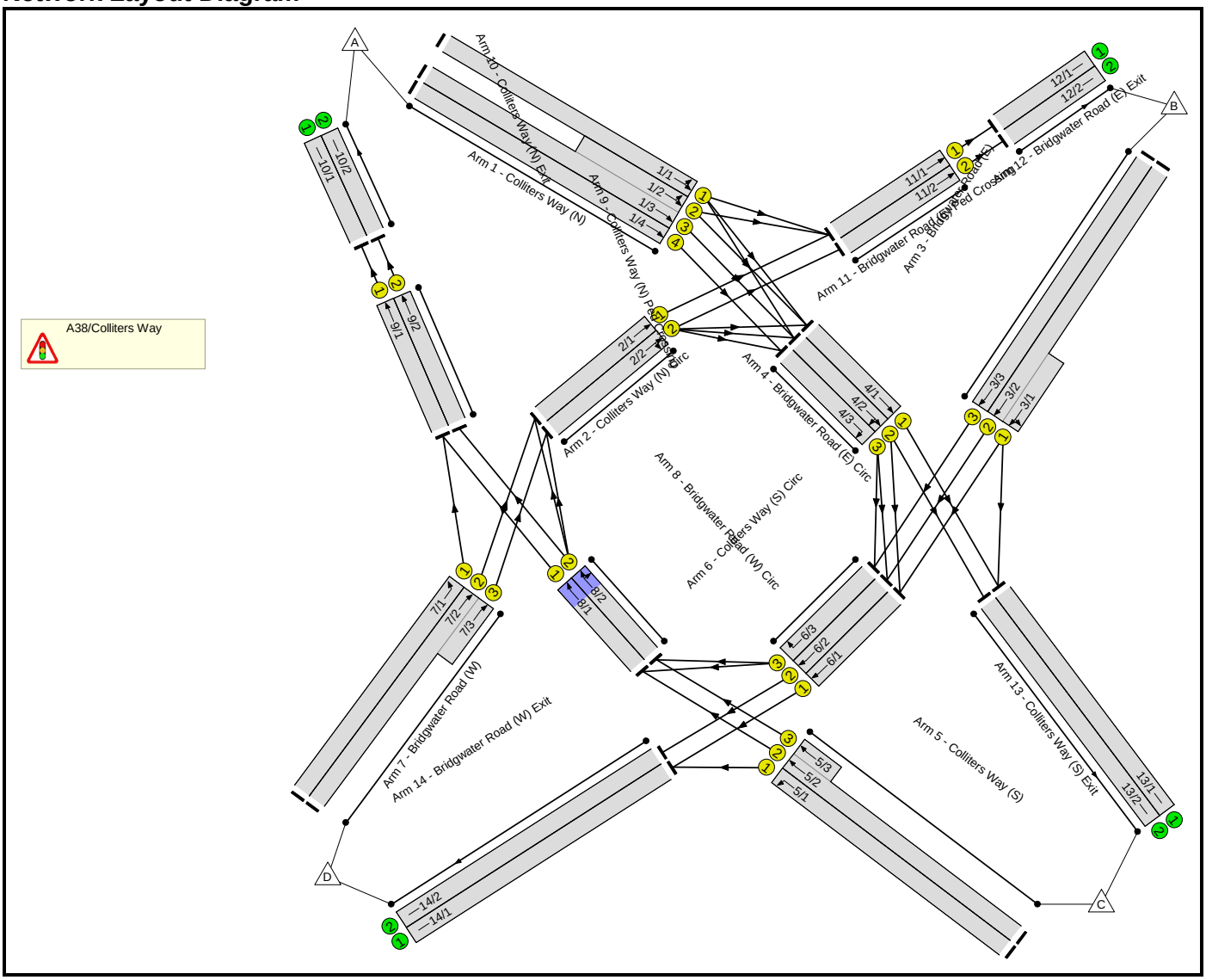
C1 PRC for Signalled Lanes (%): -3.3 PRC Over All Lanes (%): -101.5 Total Delay for Signalled Lanes (pcuHr): 22.14 Total Delay Over All Lanes(pcuHr): 54.80 Cycle Time (s): 65

Full Input Data And Results

User and Project Details

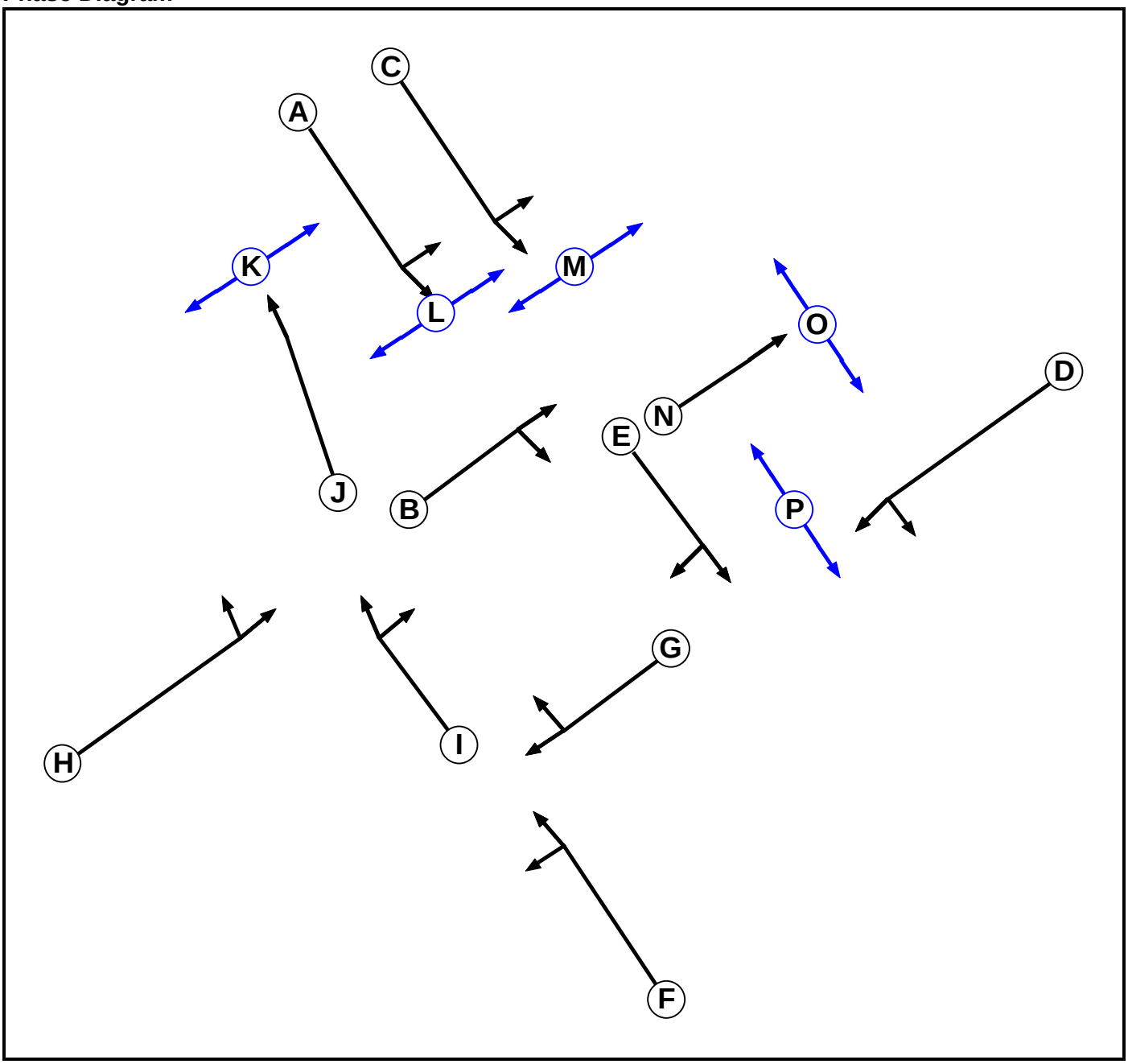
Project:	**Bristol Airport**
Title:	**A38/Colliters Way**
Location:	Bristol
File name:	J7_A38_Colliters Way_Signalised Roundabout_REVISED.lsg3x
Author:	sblain
Company:	PBA LLP
Address:	RG1 8DN
Notes:	Updated model based on controller specification obtained from jacobs

Network Layout Diagram



Full Input Data And Results

Phase Diagram



Full Input Data And Results

Phase Input Data

Phase Name	Phase Type	Stage Stream	Assoc. Phase	Street Min	Cont Min
A	Traffic	1		7	7
B	Traffic	1		7	7
C	Traffic	1		7	7
D	Traffic	1		7	7
E	Traffic	1		7	7
F	Traffic	1		7	7
G	Traffic	1		7	7
H	Traffic	1		7	7
I	Traffic	1		7	7
J	Traffic	2		7	7
K	Pedestrian	2		5	5
L	Pedestrian	1		5	5
M	Pedestrian	1		5	5
N	Traffic	3		7	7
O	Pedestrian	3		5	5
P	Pedestrian	1		5	5

Full Input Data And Results

Phase Intergreens Matrix

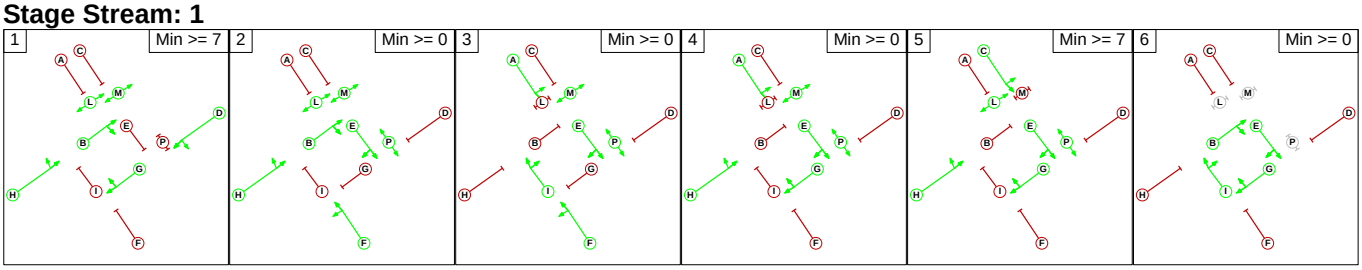
Terminating Phase \ Starting Phase	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
A		5	5	-	-	-	-	-	-	-	-	5	-	-	-	-
B	5		5	-	-	-	-	-	-	-	-	-	-	-	-	-
C	5	5		-	-	-	-	-	-	-	-	-	5	-	-	-
D	-	-	-		5	-	-	-	-	-	-	-	-	-	-	5
E	-	-	-	5		-	-	-	-	-	-	-	-	-	-	-
F	-	-	-	-	-		5	-	-	-	-	-	-	-	-	-
G	-	-	-	-	-	5		-	-	-	-	-	-	-	-	-
H	-	-	-	-	-	-	-		5	-	-	-	-	-	-	-
I	-	-	-	-	-	-	-	5		-	-	-	-	-	-	-
J	-	-	-	-	-	-	-	-	-		5	-	-	-	-	-
K	-	-	-	-	-	-	-	-	-	12		-	-	-	-	-
L	12	-	-	-	-	-	-	-	-	-	-		-	-	-	-
M	-	-	12	-	-	-	-	-	-	-	-	-		-	-	-
N	-	-	-	-	-	-	-	-	-	-	-	-	-		5	-
O	-	-	-	-	-	-	-	-	-	-	-	-	-	12		-
P	-	-	-	12	-	-	-	-	-	-	-	-	-	-	-	

Phases in Stage

Stream	Stage No.	Phases in Stage
1	1	B D G H L M
1	2	B E F H L M P
1	3	A E F I M P
1	4	A E G H M P
1	5	C E G H L P
1	6	B E G I
2	1	J
2	2	K
3	1	N
3	2	O

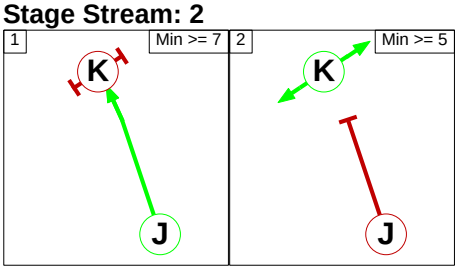
Stage Diagram

Stage Stream: 1

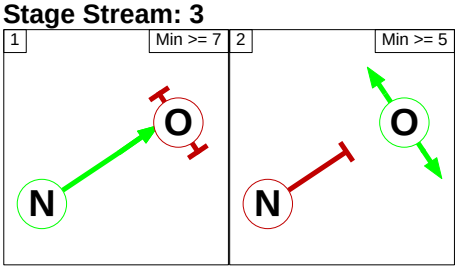


Full Input Data And Results

Stage Stream: 2



Stage Stream: 3



Phase Delays

Stage Stream: 1

Term. Stage	Start Stage	Phase	Type	Value	Cont value
1	3	B	Losing	7	7
1	4	B	Losing	7	7
1	5	B	Losing	7	7
2	1	E	Losing	7	7
2	3	B	Losing	7	7
2	4	B	Losing	7	7
2	5	B	Losing	7	7
3	1	E	Losing	7	7
4	1	E	Losing	7	7
5	1	E	Losing	7	7

Stage Stream: 2

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

Stage Stream: 3

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

Full Input Data And Results

Prohibited Stage Change

Stage Stream: 1

From Stage \ To Stage	1	2	3	4	5	6
1		5	12	12	12	5
2	12		12	12	12	5
3	12	5		5	12	5
4	12	5	5		12	5
5	12	5	12	12		5
6	5	5	5	5	5	

Stage Stream: 2

From Stage \ To Stage	1	2
1		5
2	12	

Stage Stream: 3

From Stage \ To Stage	1	2
1		5
2	12	

Full Input Data And Results

Give-Way Lane Input Data

Junction: A38/Colliters Way
There are no Opposed Lanes in this Junction

Full Input Data And Results

Lane Input Data

Junction: A38/Colliters Way

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 (Colliters Way (N))	U	C	2	3	60.0	Geom	-	4.90	0.00	Y	Arm 4 Ahead	Inf
											Arm 11 Left	32.70
1/2 (Colliters Way (N))	U	A	2	3	9.9	Geom	-	3.50	0.00	Y	Arm 4 Ahead	58.60
											Arm 11 Left	183.60
1/3 (Colliters Way (N))	U	A	2	3	60.0	Geom	-	3.50	0.00	N	Arm 4 Ahead	58.60
1/4 (Colliters Way (N))	U	A	2	3	60.0	Geom	-	3.40	0.00	N	Arm 4 Ahead	58.60
2/1 (Colliters Way (N) Circ)	U	B	2	3	3.5	Geom	-	4.00	0.00	Y	Arm 11 Ahead	69.20
2/2 (Colliters Way (N) Circ)	U	B	2	3	3.5	Geom	-	4.20	0.00	Y	Arm 4 Right	41.50
											Arm 11 Ahead	69.20
3/1 (Bridgwater Road (E))	U	D	2	3	6.8	Geom	-	3.10	0.00	Y	Arm 6 Ahead	94.60
											Arm 13 Left	94.60
3/2 (Bridgwater Road (E))	U	D	2	3	60.0	Geom	-	3.10	0.00	N	Arm 6 Ahead	94.60
3/3 (Bridgwater Road (E))	U	D	2	3	60.0	Geom	-	3.30	0.00	N	Arm 6 Ahead	94.60
4/1 (Bridgwater Road (E) Circ)	U	E	2	3	2.5	Geom	-	4.60	0.00	Y	Arm 13 Ahead	34.90
4/2 (Bridgwater Road (E) Circ)	U	E	2	3	2.5	Geom	-	4.40	0.00	Y	Arm 6 Right	34.90
											Arm 13 Ahead	34.90
4/3 (Bridgwater Road (E) Circ)	U	E	2	3	2.5	Geom	-	4.40	0.00	Y	Arm 6 Right	34.90
5/1 (Colliters Way (S))	U	F	2	3	60.0	Geom	-	3.40	0.00	Y	Arm 14 Left	70.10
5/2 (Colliters Way (S))	U	F	2	3	6.4	Geom	-	3.40	0.00	N	Arm 8 Ahead	207.60
5/3 (Colliters Way (S))	U	F	2	3	3.8	Geom	-	3.40	0.00	N	Arm 8 Ahead	207.60

Full Input Data And Results

6/1 (Colliters Way (S) Circ)	U	G	2	3	3.1	Geom	-	4.10	0.00	Y	Arm 14 Ahead	42.70
6/2 (Colliters Way (S) Circ)	U	G	2	3	3.1	Geom	-	4.10	0.00	Y	Arm 14 Ahead	42.70
6/3 (Colliters Way (S) Circ)	U	G	2	3	3.1	Geom	-	4.10	0.00	Y	Arm 8 Right	28.40
7/1 (Bridgwater Road (W))	U	H	2	3	60.0	Geom	-	4.00	0.00	Y	Arm 9 Left	60.80
7/2 (Bridgwater Road (W))	U	H	2	3	9.0	Geom	-	3.10	0.00	N	Arm 2 Ahead	86.30
7/3 (Bridgwater Road (W))	U	H	2	3	5.7	Geom	-	3.80	0.00	N	Arm 2 Ahead	86.30
8/1 (Bridgwater Road (W) Circ)	U	I	2	3	3.1	Geom	-	4.80	0.00	Y	Arm 9 Ahead	78.00
8/2 (Bridgwater Road (W) Circ)	U	I	2	3	3.1	Geom	-	4.70	0.00	Y	Arm 2 Right	40.00
											Arm 9 Ahead	78.00
9/1 (Colliters Way (N) Ped Crossing)	U	J	2	3	3.8	Geom	-	4.50	0.00	Y	Arm 10 Ahead	Inf
9/2 (Colliters Way (N) Ped Crossing)	U	J	2	3	3.8	Geom	-	4.50	0.00	N	Arm 10 Ahead	Inf
10/1 (Colliters Way (N) Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
10/2 (Colliters Way (N) Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
11/1 (Bridgwater Road (E) Ped Crossing)	U	N	2	3	1.8	Geom	-	4.40	0.00	Y	Arm 12 Ahead	Inf
11/2 (Bridgwater Road (E) Ped Crossing)	U	N	2	3	1.8	Geom	-	4.40	0.00	N	Arm 12 Ahead	Inf
12/1 (Bridgwater Road (E) Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
12/2 (Bridgwater Road (E) Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
13/1 (Colliters Way (S) Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
13/2 (Colliters Way (S) Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-

14/1 (Bridgwater Road (W) Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
14/2 (Bridgwater Road (W) Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2018 Baseline AM'	08:00	09:00	01:00	
2: '2018 Baseline Interpeak'	13:00	14:00	01:00	
3: '2018 Baseline PM'	17:00	18:00	01:00	
4: '2026 Ref Case AM'	08:00	09:00	01:00	
5: '2026 Ref Case Interpeak'	13:00	14:00	01:00	
6: '2026 Ref Case PM'	17:00	18:00	01:00	
7: '2026 Test Case AM'	08:00	09:00	01:00	
8: '2026 Test Case Interpeak'	13:00	14:00	01:00	
9: '2026 Test Case PM'	17:00	18:00	01:00	

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

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	3	168	428	282	881
	B	106	1	19	300	426
	C	564	8	0	289	861
	D	403	440	243	0	1086
	Tot.	1076	617	690	871	3254

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 1: 2018 Baseline AM
Junction: A38/Colliters Way	
1/1	0
1/2 (short)	335
1/3 (with short)	683(In) 348(Out)
1/4	198
2/1	296
2/2	396
3/1 (short)	155
3/2 (with short)	319(In) 164(Out)
3/3	107
4/1	298
4/2	460
4/3	198
5/1	289
5/2 (with short)	572(In) 275(Out)
5/3 (short)	297
6/1	223
6/2	359
6/3	110
7/1	403
7/2 (with short)	683(In) 294(Out)
7/3 (short)	389
8/1	311
8/2	371
9/1	714
9/2	362
10/1	714
10/2	362
11/1	464
11/2	153
12/1	464
12/2	153
13/1	317
13/2	373
14/1	512
14/2	359

Full Input Data And Results

Lane Saturation Flows

Junction: A38/Colliters Way								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Colliters Way (N))	4.90	0.00	Y	Arm 4 Ahead	Inf	0.0 %	2105	2105
				Arm 11 Left	32.70	0.0 %		
1/2 (Colliters Way (N))	3.50	0.00	Y	Arm 4 Ahead	58.60	49.9 %	1932	1932
				Arm 11 Left	183.60	50.1 %		
1/3 (Colliters Way (N))	3.50	0.00	N	Arm 4 Ahead	58.60	100.0 %	2052	2052
1/4 (Colliters Way (N))	3.40	0.00	N	Arm 4 Ahead	58.60	100.0 %	2043	2043
2/1 (Colliters Way (N) Circ)	4.00	0.00	Y	Arm 11 Ahead	69.20	100.0 %	1972	1972
2/2 (Colliters Way (N) Circ)	4.20	0.00	Y	Arm 4 Right	41.50	61.4 %	1975	1975
				Arm 11 Ahead	69.20	38.6 %		
3/1 (Bridgwater Road (E))	3.10	0.00	Y	Arm 6 Ahead	94.60	87.7 %	1895	1895
				Arm 13 Left	94.60	12.3 %		
3/2 (Bridgwater Road (E))	3.10	0.00	N	Arm 6 Ahead	94.60	100.0 %	2033	2033
3/3 (Bridgwater Road (E))	3.30	0.00	N	Arm 6 Ahead	94.60	100.0 %	2052	2052
4/1 (Bridgwater Road (E) Circ)	4.60	0.00	Y	Arm 13 Ahead	34.90	100.0 %	1989	1989
4/2 (Bridgwater Road (E) Circ)	4.40	0.00	Y	Arm 6 Right	34.90	18.9 %	1970	1970
				Arm 13 Ahead	34.90	81.1 %		
4/3 (Bridgwater Road (E) Circ)	4.40	0.00	Y	Arm 6 Right	34.90	100.0 %	1970	1970
5/1 (Colliters Way (S))	3.40	0.00	Y	Arm 14 Left	70.10	100.0 %	1914	1914
5/2 (Colliters Way (S))	3.40	0.00	N	Arm 8 Ahead	207.60	100.0 %	2080	2080
5/3 (Colliters Way (S))	3.40	0.00	N	Arm 8 Ahead	207.60	100.0 %	2080	2080
6/1 (Colliters Way (S) Circ)	4.10	0.00	Y	Arm 14 Ahead	42.70	100.0 %	1956	1956
6/2 (Colliters Way (S) Circ)	4.10	0.00	Y	Arm 14 Ahead	42.70	100.0 %	1956	1956
6/3 (Colliters Way (S) Circ)	4.10	0.00	Y	Arm 8 Right	28.40	100.0 %	1923	1923
7/1 (Bridgwater Road (W))	4.00	0.00	Y	Arm 9 Left	60.80	100.0 %	1966	1966
7/2 (Bridgwater Road (W))	3.10	0.00	N	Arm 2 Ahead	86.30	100.0 %	2030	2030
7/3 (Bridgwater Road (W))	3.80	0.00	N	Arm 2 Ahead	86.30	100.0 %	2099	2099

8/1 (Bridgwater Road (W) Circ)	4.80	0.00	Y	Arm 9 Ahead	78.00	100.0 %	2055	2055
8/2 (Bridgwater Road (W) Circ)	4.70	0.00	Y	Arm 2 Right	40.00	2.4 %	2045	2045
				Arm 9 Ahead	78.00	97.6 %		
9/1 (Colliters Way (N) Ped Crossing)	4.50	0.00	Y	Arm 10 Ahead	Inf	100.0 %	2065	2065
9/2 (Colliters Way (N) Ped Crossing)	4.50	0.00	N	Arm 10 Ahead	Inf	100.0 %	2205	2205
10/1 (Colliters Way (N) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
10/2 (Colliters Way (N) Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
11/1 (Bridgwater Road (E) Ped Crossing)	4.40	0.00	Y	Arm 12 Ahead	Inf	100.0 %	2055	2055
11/2 (Bridgwater Road (E) Ped Crossing)	4.40	0.00	N	Arm 12 Ahead	Inf	100.0 %	2195	2195
12/1 (Bridgwater Road (E) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
12/2 (Bridgwater Road (E) Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
13/1 (Colliters Way (S) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
13/2 (Colliters Way (S) Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
14/1 (Bridgwater Road (W) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
14/2 (Bridgwater Road (W) Exit Lane 2)	Infinite Saturation Flow						Inf	Inf

Scenario 2: '2018 Baseline Interpeak' (FG2: '2018 Baseline Interpeak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	73	368	308	749
	B	56	1	17	247	321
	C	318	20	0	195	533
	D	368	289	184	4	845
	Tot.	742	383	569	754	2448

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 2: 2018 Baseline Interpeak
Junction: A38/Colliters Way	
1/1	0
1/2 (short)	271
1/3 (with short)	565(In) 294(Out)
1/4	184
2/1	210
2/2	288
3/1 (short)	128
3/2 (with short)	264(In) 136(Out)
3/3	57
4/1	297
4/2	381
4/3	186
5/1	195
5/2 (with short)	338(In) 158(Out)
5/3 (short)	180
6/1	237
6/2	322
6/3	57
7/1	368
7/2 (with short)	477(In) 205(Out)
7/3 (short)	272
8/1	168
8/2	227
9/1	536
9/2	206
10/1	536
10/2	206
11/1	283
11/2	100
12/1	283
12/2	100
13/1	314
13/2	255
14/1	432
14/2	322

Full Input Data And Results

Lane Saturation Flows

Junction: A38/Colliters Way								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Colliters Way (N))	4.90	0.00	Y	Arm 4 Ahead	Inf	0.0 %	2105	2105
				Arm 11 Left	32.70	0.0 %		
1/2 (Colliters Way (N))	3.50	0.00	Y	Arm 4 Ahead	58.60	73.1 %	1925	1925
				Arm 11 Left	183.60	26.9 %		
1/3 (Colliters Way (N))	3.50	0.00	N	Arm 4 Ahead	58.60	100.0 %	2052	2052
1/4 (Colliters Way (N))	3.40	0.00	N	Arm 4 Ahead	58.60	100.0 %	2043	2043
2/1 (Colliters Way (N) Circ)	4.00	0.00	Y	Arm 11 Ahead	69.20	100.0 %	1972	1972
2/2 (Colliters Way (N) Circ)	4.20	0.00	Y	Arm 4 Right	41.50	65.3 %	1974	1974
				Arm 11 Ahead	69.20	34.7 %		
3/1 (Bridgwater Road (E))	3.10	0.00	Y	Arm 6 Ahead	94.60	86.7 %	1895	1895
				Arm 13 Left	94.60	13.3 %		
3/2 (Bridgwater Road (E))	3.10	0.00	N	Arm 6 Ahead	94.60	100.0 %	2033	2033
3/3 (Bridgwater Road (E))	3.30	0.00	N	Arm 6 Ahead	94.60	100.0 %	2052	2052
4/1 (Bridgwater Road (E) Circ)	4.60	0.00	Y	Arm 13 Ahead	34.90	100.0 %	1989	1989
4/2 (Bridgwater Road (E) Circ)	4.40	0.00	Y	Arm 6 Right	34.90	33.1 %	1970	1970
				Arm 13 Ahead	34.90	66.9 %		
4/3 (Bridgwater Road (E) Circ)	4.40	0.00	Y	Arm 6 Right	34.90	100.0 %	1970	1970
5/1 (Colliters Way (S))	3.40	0.00	Y	Arm 14 Left	70.10	100.0 %	1914	1914
5/2 (Colliters Way (S))	3.40	0.00	N	Arm 8 Ahead	207.60	100.0 %	2080	2080
5/3 (Colliters Way (S))	3.40	0.00	N	Arm 8 Ahead	207.60	100.0 %	2080	2080
6/1 (Colliters Way (S) Circ)	4.10	0.00	Y	Arm 14 Ahead	42.70	100.0 %	1956	1956
6/2 (Colliters Way (S) Circ)	4.10	0.00	Y	Arm 14 Ahead	42.70	100.0 %	1956	1956
6/3 (Colliters Way (S) Circ)	4.10	0.00	Y	Arm 8 Right	28.40	100.0 %	1923	1923
7/1 (Bridgwater Road (W))	4.00	0.00	Y	Arm 9 Left	60.80	100.0 %	1966	1966
7/2 (Bridgwater Road (W))	3.10	0.00	N	Arm 2 Ahead	86.30	100.0 %	2030	2030
7/3 (Bridgwater Road (W))	3.80	0.00	N	Arm 2 Ahead	86.30	100.0 %	2099	2099

8/1 (Bridgwater Road (W) Circ)	4.80	0.00	Y	Arm 9 Ahead	78.00	100.0 %	2055	2055
8/2 (Bridgwater Road (W) Circ)	4.70	0.00	Y	Arm 2 Right	40.00	9.3 %	2042	2042
				Arm 9 Ahead	78.00	90.7 %		
9/1 (Colliters Way (N) Ped Crossing)	4.50	0.00	Y	Arm 10 Ahead	Inf	100.0 %	2065	2065
9/2 (Colliters Way (N) Ped Crossing)	4.50	0.00	N	Arm 10 Ahead	Inf	100.0 %	2205	2205
10/1 (Colliters Way (N) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
10/2 (Colliters Way (N) Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
11/1 (Bridgwater Road (E) Ped Crossing)	4.40	0.00	Y	Arm 12 Ahead	Inf	100.0 %	2055	2055
11/2 (Bridgwater Road (E) Ped Crossing)	4.40	0.00	N	Arm 12 Ahead	Inf	100.0 %	2195	2195
12/1 (Bridgwater Road (E) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
12/2 (Bridgwater Road (E) Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
13/1 (Colliters Way (S) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
13/2 (Colliters Way (S) Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
14/1 (Bridgwater Road (W) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
14/2 (Bridgwater Road (W) Exit Lane 2)	Infinite Saturation Flow						Inf	Inf

Scenario 3: '2018 Baseline PM' (FG3: '2018 Baseline PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	123	480	475	1078
	B	166	0	19	422	607
	C	441	8	0	279	728
	D	303	340	262	0	905
	Tot.	910	471	761	1176	3318

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 3: 2018 Baseline PM
Junction: A38/Colliters Way	
1/1	0
1/2 (short)	378
1/3 (with short)	777(In) 399(Out)
1/4	301
2/1	256
2/2	354
3/1 (short)	216
3/2 (with short)	441(In) 225(Out)
3/3	166
4/1	398
4/2	518
4/3	301
5/1	279
5/2 (with short)	449(In) 217(Out)
5/3 (short)	232
6/1	371
6/2	526
6/3	166
7/1	303
7/2 (with short)	602(In) 254(Out)
7/3 (short)	348
8/1	279
8/2	336
9/1	582
9/2	328
10/1	582
10/2	328
11/1	379
11/2	92
12/1	379
12/2	92
13/1	417
13/2	344
14/1	650
14/2	526

Full Input Data And Results

Lane Saturation Flows

Junction: A38/Colliters Way								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Colliters Way (N))	4.90	0.00	Y	Arm 4 Ahead	Inf	0.0 %	2105	2105
				Arm 11 Left	32.70	0.0 %		
1/2 (Colliters Way (N))	3.50	0.00	Y	Arm 4 Ahead	58.60	67.5 %	1927	1927
				Arm 11 Left	183.60	32.5 %		
1/3 (Colliters Way (N))	3.50	0.00	N	Arm 4 Ahead	58.60	100.0 %	2052	2052
1/4 (Colliters Way (N))	3.40	0.00	N	Arm 4 Ahead	58.60	100.0 %	2043	2043
2/1 (Colliters Way (N) Circ)	4.00	0.00	Y	Arm 11 Ahead	69.20	100.0 %	1972	1972
2/2 (Colliters Way (N) Circ)	4.20	0.00	Y	Arm 4 Right	41.50	74.0 %	1971	1971
				Arm 11 Ahead	69.20	26.0 %		
3/1 (Bridgwater Road (E))	3.10	0.00	Y	Arm 6 Ahead	94.60	91.2 %	1895	1895
				Arm 13 Left	94.60	8.8 %		
3/2 (Bridgwater Road (E))	3.10	0.00	N	Arm 6 Ahead	94.60	100.0 %	2033	2033
3/3 (Bridgwater Road (E))	3.30	0.00	N	Arm 6 Ahead	94.60	100.0 %	2052	2052
4/1 (Bridgwater Road (E) Circ)	4.60	0.00	Y	Arm 13 Ahead	34.90	100.0 %	1989	1989
4/2 (Bridgwater Road (E) Circ)	4.40	0.00	Y	Arm 6 Right	34.90	33.6 %	1970	1970
				Arm 13 Ahead	34.90	66.4 %		
4/3 (Bridgwater Road (E) Circ)	4.40	0.00	Y	Arm 6 Right	34.90	100.0 %	1970	1970
5/1 (Colliters Way (S))	3.40	0.00	Y	Arm 14 Left	70.10	100.0 %	1914	1914
5/2 (Colliters Way (S))	3.40	0.00	N	Arm 8 Ahead	207.60	100.0 %	2080	2080
5/3 (Colliters Way (S))	3.40	0.00	N	Arm 8 Ahead	207.60	100.0 %	2080	2080
6/1 (Colliters Way (S) Circ)	4.10	0.00	Y	Arm 14 Ahead	42.70	100.0 %	1956	1956
6/2 (Colliters Way (S) Circ)	4.10	0.00	Y	Arm 14 Ahead	42.70	100.0 %	1956	1956
6/3 (Colliters Way (S) Circ)	4.10	0.00	Y	Arm 8 Right	28.40	100.0 %	1923	1923
7/1 (Bridgwater Road (W))	4.00	0.00	Y	Arm 9 Left	60.80	100.0 %	1966	1966
7/2 (Bridgwater Road (W))	3.10	0.00	N	Arm 2 Ahead	86.30	100.0 %	2030	2030
7/3 (Bridgwater Road (W))	3.80	0.00	N	Arm 2 Ahead	86.30	100.0 %	2099	2099

8/1 (Bridgwater Road (W) Circ)	4.80	0.00	Y	Arm 9 Ahead	78.00	100.0 %	2055	2055
8/2 (Bridgwater Road (W) Circ)	4.70	0.00	Y	Arm 2 Right	40.00	2.4 %	2045	2045
				Arm 9 Ahead	78.00	97.6 %		
9/1 (Colliters Way (N) Ped Crossing)	4.50	0.00	Y	Arm 10 Ahead	Inf	100.0 %	2065	2065
9/2 (Colliters Way (N) Ped Crossing)	4.50	0.00	N	Arm 10 Ahead	Inf	100.0 %	2205	2205
10/1 (Colliters Way (N) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
10/2 (Colliters Way (N) Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
11/1 (Bridgwater Road (E) Ped Crossing)	4.40	0.00	Y	Arm 12 Ahead	Inf	100.0 %	2055	2055
11/2 (Bridgwater Road (E) Ped Crossing)	4.40	0.00	N	Arm 12 Ahead	Inf	100.0 %	2195	2195
12/1 (Bridgwater Road (E) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
12/2 (Bridgwater Road (E) Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
13/1 (Colliters Way (S) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
13/2 (Colliters Way (S) Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
14/1 (Bridgwater Road (W) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
14/2 (Bridgwater Road (W) Exit Lane 2)	Infinite Saturation Flow						Inf	Inf

Scenario 4: '2026 Ref Case AM' (FG4: '2026 Ref Case AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	3	192	489	358	1042
	B	121	1	22	369	513
	C	644	9	0	330	983
	D	483	521	278	0	1282
	Tot.	1251	723	789	1057	3820

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 4: 2026 Ref Case AM
Junction: A38/Colliters Way	
1/1	0
1/2 (short)	397
1/3 (with short)	806(In) 409(Out)
1/4	236
2/1	350
2/2	459
3/1 (short)	191
3/2 (with short)	391(In) 200(Out)
3/3	122
4/1	356
4/2	536
4/3	236
5/1	330
5/2 (with short)	653(In) 301(Out)
5/3 (short)	352
6/1	294
6/2	433
6/3	125
7/1	483
7/2 (with short)	799(In) 347(Out)
7/3 (short)	452
8/1	345
8/2	433
9/1	828
9/2	423
10/1	828
10/2	423
11/1	542
11/2	181
12/1	542
12/2	181
13/1	378
13/2	411
14/1	624
14/2	433

Full Input Data And Results

Lane Saturation Flows

Junction: A38/Colliters Way								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Colliters Way (N))	4.90	0.00	Y	Arm 4 Ahead	Inf	0.0 %	2105	2105
				Arm 11 Left	32.70	0.0 %		
1/2 (Colliters Way (N))	3.50	0.00	Y	Arm 4 Ahead	58.60	51.6 %	1932	1932
				Arm 11 Left	183.60	48.4 %		
1/3 (Colliters Way (N))	3.50	0.00	N	Arm 4 Ahead	58.60	100.0 %	2052	2052
1/4 (Colliters Way (N))	3.40	0.00	N	Arm 4 Ahead	58.60	100.0 %	2043	2043
2/1 (Colliters Way (N) Circ)	4.00	0.00	Y	Arm 11 Ahead	69.20	100.0 %	1972	1972
2/2 (Colliters Way (N) Circ)	4.20	0.00	Y	Arm 4 Right	41.50	60.6 %	1975	1975
				Arm 11 Ahead	69.20	39.4 %		
3/1 (Bridgwater Road (E))	3.10	0.00	Y	Arm 6 Ahead	94.60	88.5 %	1895	1895
				Arm 13 Left	94.60	11.5 %		
3/2 (Bridgwater Road (E))	3.10	0.00	N	Arm 6 Ahead	94.60	100.0 %	2033	2033
3/3 (Bridgwater Road (E))	3.30	0.00	N	Arm 6 Ahead	94.60	100.0 %	2052	2052
4/1 (Bridgwater Road (E) Circ)	4.60	0.00	Y	Arm 13 Ahead	34.90	100.0 %	1989	1989
4/2 (Bridgwater Road (E) Circ)	4.40	0.00	Y	Arm 6 Right	34.90	23.3 %	1970	1970
				Arm 13 Ahead	34.90	76.7 %		
4/3 (Bridgwater Road (E) Circ)	4.40	0.00	Y	Arm 6 Right	34.90	100.0 %	1970	1970
5/1 (Colliters Way (S))	3.40	0.00	Y	Arm 14 Left	70.10	100.0 %	1914	1914
5/2 (Colliters Way (S))	3.40	0.00	N	Arm 8 Ahead	207.60	100.0 %	2080	2080
5/3 (Colliters Way (S))	3.40	0.00	N	Arm 8 Ahead	207.60	100.0 %	2080	2080
6/1 (Colliters Way (S) Circ)	4.10	0.00	Y	Arm 14 Ahead	42.70	100.0 %	1956	1956
6/2 (Colliters Way (S) Circ)	4.10	0.00	Y	Arm 14 Ahead	42.70	100.0 %	1956	1956
6/3 (Colliters Way (S) Circ)	4.10	0.00	Y	Arm 8 Right	28.40	100.0 %	1923	1923
7/1 (Bridgwater Road (W))	4.00	0.00	Y	Arm 9 Left	60.80	100.0 %	1966	1966
7/2 (Bridgwater Road (W))	3.10	0.00	N	Arm 2 Ahead	86.30	100.0 %	2030	2030
7/3 (Bridgwater Road (W))	3.80	0.00	N	Arm 2 Ahead	86.30	100.0 %	2099	2099

8/1 (Bridgwater Road (W) Circ)	4.80	0.00	Y	Arm 9 Ahead	78.00	100.0 %	2055	2055
8/2 (Bridgwater Road (W) Circ)	4.70	0.00	Y	Arm 2 Right	40.00	2.3 %	2045	2045
				Arm 9 Ahead	78.00	97.7 %		
9/1 (Colliters Way (N) Ped Crossing)	4.50	0.00	Y	Arm 10 Ahead	Inf	100.0 %	2065	2065
9/2 (Colliters Way (N) Ped Crossing)	4.50	0.00	N	Arm 10 Ahead	Inf	100.0 %	2205	2205
10/1 (Colliters Way (N) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
10/2 (Colliters Way (N) Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
11/1 (Bridgwater Road (E) Ped Crossing)	4.40	0.00	Y	Arm 12 Ahead	Inf	100.0 %	2055	2055
11/2 (Bridgwater Road (E) Ped Crossing)	4.40	0.00	N	Arm 12 Ahead	Inf	100.0 %	2195	2195
12/1 (Bridgwater Road (E) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
12/2 (Bridgwater Road (E) Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
13/1 (Colliters Way (S) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
13/2 (Colliters Way (S) Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
14/1 (Bridgwater Road (W) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
14/2 (Bridgwater Road (W) Exit Lane 2)	Infinite Saturation Flow						Inf	Inf

Scenario 5: '2026 Ref Case Interpeak' (FG5: '2026 Ref Case Interpeak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination					
Origin		A	B	C	D	Tot.
	A	0	84	428	435	947
	B	65	1	20	349	435
	C	370	23	0	227	620
	D	518	405	213	5	1141
	Tot.	953	513	661	1016	3143

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 5: 2026 Ref Case Interpeak
Junction: A38/Colliters Way	
1/1	0
1/2 (short)	334
1/3 (with short)	692(In) 358(Out)
1/4	255
2/1	255
2/2	392
3/1 (short)	179
3/2 (with short)	369(In) 190(Out)
3/3	66
4/1	362
4/2	463
4/3	256
5/1	227
5/2 (with short)	393(In) 199(Out)
5/3 (short)	194
6/1	343
6/2	446
6/3	66
7/1	518
7/2 (with short)	623(In) 250(Out)
7/3 (short)	373
8/1	203
8/2	256
9/1	721
9/2	232
10/1	721
10/2	232
11/1	339
11/2	174
12/1	339
12/2	174
13/1	382
13/2	279
14/1	570
14/2	446

Full Input Data And Results

Lane Saturation Flows

Junction: A38/Colliters Way								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Colliters Way (N))	4.90	0.00	Y	Arm 4 Ahead	Inf	0.0 %	2105	2105
				Arm 11 Left	32.70	0.0 %		
1/2 (Colliters Way (N))	3.50	0.00	Y	Arm 4 Ahead	58.60	74.9 %	1924	1924
				Arm 11 Left	183.60	25.1 %		
1/3 (Colliters Way (N))	3.50	0.00	N	Arm 4 Ahead	58.60	100.0 %	2052	2052
1/4 (Colliters Way (N))	3.40	0.00	N	Arm 4 Ahead	58.60	100.0 %	2043	2043
2/1 (Colliters Way (N) Circ)	4.00	0.00	Y	Arm 11 Ahead	69.20	100.0 %	1972	1972
2/2 (Colliters Way (N) Circ)	4.20	0.00	Y	Arm 4 Right	41.50	55.6 %	1976	1976
				Arm 11 Ahead	69.20	44.4 %		
3/1 (Bridgwater Road (E))	3.10	0.00	Y	Arm 6 Ahead	94.60	88.8 %	1895	1895
				Arm 13 Left	94.60	11.2 %		
3/2 (Bridgwater Road (E))	3.10	0.00	N	Arm 6 Ahead	94.60	100.0 %	2033	2033
3/3 (Bridgwater Road (E))	3.30	0.00	N	Arm 6 Ahead	94.60	100.0 %	2052	2052
4/1 (Bridgwater Road (E) Circ)	4.60	0.00	Y	Arm 13 Ahead	34.90	100.0 %	1989	1989
4/2 (Bridgwater Road (E) Circ)	4.40	0.00	Y	Arm 6 Right	34.90	39.7 %	1970	1970
				Arm 13 Ahead	34.90	60.3 %		
4/3 (Bridgwater Road (E) Circ)	4.40	0.00	Y	Arm 6 Right	34.90	100.0 %	1970	1970
5/1 (Colliters Way (S))	3.40	0.00	Y	Arm 14 Left	70.10	100.0 %	1914	1914
5/2 (Colliters Way (S))	3.40	0.00	N	Arm 8 Ahead	207.60	100.0 %	2080	2080
5/3 (Colliters Way (S))	3.40	0.00	N	Arm 8 Ahead	207.60	100.0 %	2080	2080
6/1 (Colliters Way (S) Circ)	4.10	0.00	Y	Arm 14 Ahead	42.70	100.0 %	1956	1956
6/2 (Colliters Way (S) Circ)	4.10	0.00	Y	Arm 14 Ahead	42.70	100.0 %	1956	1956
6/3 (Colliters Way (S) Circ)	4.10	0.00	Y	Arm 8 Right	28.40	100.0 %	1923	1923
7/1 (Bridgwater Road (W))	4.00	0.00	Y	Arm 9 Left	60.80	100.0 %	1966	1966
7/2 (Bridgwater Road (W))	3.10	0.00	N	Arm 2 Ahead	86.30	100.0 %	2030	2030
7/3 (Bridgwater Road (W))	3.80	0.00	N	Arm 2 Ahead	86.30	100.0 %	2099	2099

8/1 (Bridgwater Road (W) Circ)	4.80	0.00	Y	Arm 9 Ahead	78.00	100.0 %	2055	2055
8/2 (Bridgwater Road (W) Circ)	4.70	0.00	Y	Arm 2 Right	40.00	9.4 %	2042	2042
				Arm 9 Ahead	78.00	90.6 %		
9/1 (Colliters Way (N) Ped Crossing)	4.50	0.00	Y	Arm 10 Ahead	Inf	100.0 %	2065	2065
9/2 (Colliters Way (N) Ped Crossing)	4.50	0.00	N	Arm 10 Ahead	Inf	100.0 %	2205	2205
10/1 (Colliters Way (N) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
10/2 (Colliters Way (N) Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
11/1 (Bridgwater Road (E) Ped Crossing)	4.40	0.00	Y	Arm 12 Ahead	Inf	100.0 %	2055	2055
11/2 (Bridgwater Road (E) Ped Crossing)	4.40	0.00	N	Arm 12 Ahead	Inf	100.0 %	2195	2195
12/1 (Bridgwater Road (E) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
12/2 (Bridgwater Road (E) Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
13/1 (Colliters Way (S) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
13/2 (Colliters Way (S) Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
14/1 (Bridgwater Road (W) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
14/2 (Bridgwater Road (W) Exit Lane 2)	Infinite Saturation Flow						Inf	Inf

Scenario 6: '2026 Ref Case PM' (FG6: '2026 Ref Case PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	140	548	591	1279
	B	190	0	22	518	730
	C	504	9	0	318	831
	D	386	427	300	0	1113
	Tot.	1080	576	870	1427	3953

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 6: 2026 Ref Case PM
Junction: A38/Colliters Way	
1/1	0
1/2 (short)	441
1/3 (with short)	903(In) 462(Out)
1/4	376
2/1	316
2/2	420
3/1 (short)	265
3/2 (with short)	540(In) 275(Out)
3/3	190
4/1	462
4/2	601
4/3	376
5/1	318
5/2 (with short)	513(In) 255(Out)
5/3 (short)	258
6/1	458
6/2	651
6/3	190
7/1	386
7/2 (with short)	727(In) 315(Out)
7/3 (short)	412
8/1	324
8/2	379
9/1	710
9/2	370
10/1	710
10/2	370
11/1	456
11/2	120
12/1	456
12/2	120
13/1	484
13/2	386
14/1	776
14/2	651

Full Input Data And Results

Lane Saturation Flows

Junction: A38/Colliters Way								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Colliters Way (N))	4.90	0.00	Y	Arm 4 Ahead	Inf	0.0 %	2105	2105
				Arm 11 Left	32.70	0.0 %		
1/2 (Colliters Way (N))	3.50	0.00	Y	Arm 4 Ahead	58.60	68.3 %	1926	1926
				Arm 11 Left	183.60	31.7 %		
1/3 (Colliters Way (N))	3.50	0.00	N	Arm 4 Ahead	58.60	100.0 %	2052	2052
1/4 (Colliters Way (N))	3.40	0.00	N	Arm 4 Ahead	58.60	100.0 %	2043	2043
2/1 (Colliters Way (N) Circ)	4.00	0.00	Y	Arm 11 Ahead	69.20	100.0 %	1972	1972
2/2 (Colliters Way (N) Circ)	4.20	0.00	Y	Arm 4 Right	41.50	71.4 %	1972	1972
				Arm 11 Ahead	69.20	28.6 %		
3/1 (Bridgwater Road (E))	3.10	0.00	Y	Arm 6 Ahead	94.60	91.7 %	1895	1895
				Arm 13 Left	94.60	8.3 %		
3/2 (Bridgwater Road (E))	3.10	0.00	N	Arm 6 Ahead	94.60	100.0 %	2033	2033
3/3 (Bridgwater Road (E))	3.30	0.00	N	Arm 6 Ahead	94.60	100.0 %	2052	2052
4/1 (Bridgwater Road (E) Circ)	4.60	0.00	Y	Arm 13 Ahead	34.90	100.0 %	1989	1989
4/2 (Bridgwater Road (E) Circ)	4.40	0.00	Y	Arm 6 Right	34.90	35.8 %	1970	1970
				Arm 13 Ahead	34.90	64.2 %		
4/3 (Bridgwater Road (E) Circ)	4.40	0.00	Y	Arm 6 Right	34.90	100.0 %	1970	1970
5/1 (Colliters Way (S))	3.40	0.00	Y	Arm 14 Left	70.10	100.0 %	1914	1914
5/2 (Colliters Way (S))	3.40	0.00	N	Arm 8 Ahead	207.60	100.0 %	2080	2080
5/3 (Colliters Way (S))	3.40	0.00	N	Arm 8 Ahead	207.60	100.0 %	2080	2080
6/1 (Colliters Way (S) Circ)	4.10	0.00	Y	Arm 14 Ahead	42.70	100.0 %	1956	1956
6/2 (Colliters Way (S) Circ)	4.10	0.00	Y	Arm 14 Ahead	42.70	100.0 %	1956	1956
6/3 (Colliters Way (S) Circ)	4.10	0.00	Y	Arm 8 Right	28.40	100.0 %	1923	1923
7/1 (Bridgwater Road (W))	4.00	0.00	Y	Arm 9 Left	60.80	100.0 %	1966	1966
7/2 (Bridgwater Road (W))	3.10	0.00	N	Arm 2 Ahead	86.30	100.0 %	2030	2030
7/3 (Bridgwater Road (W))	3.80	0.00	N	Arm 2 Ahead	86.30	100.0 %	2099	2099

8/1 (Bridgwater Road (W) Circ)	4.80	0.00	Y	Arm 9 Ahead	78.00	100.0 %	2055	2055
8/2 (Bridgwater Road (W) Circ)	4.70	0.00	Y	Arm 2 Right	40.00	2.4 %	2045	2045
				Arm 9 Ahead	78.00	97.6 %		
9/1 (Colliters Way (N) Ped Crossing)	4.50	0.00	Y	Arm 10 Ahead	Inf	100.0 %	2065	2065
9/2 (Colliters Way (N) Ped Crossing)	4.50	0.00	N	Arm 10 Ahead	Inf	100.0 %	2205	2205
10/1 (Colliters Way (N) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
10/2 (Colliters Way (N) Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
11/1 (Bridgwater Road (E) Ped Crossing)	4.40	0.00	Y	Arm 12 Ahead	Inf	100.0 %	2055	2055
11/2 (Bridgwater Road (E) Ped Crossing)	4.40	0.00	N	Arm 12 Ahead	Inf	100.0 %	2195	2195
12/1 (Bridgwater Road (E) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
12/2 (Bridgwater Road (E) Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
13/1 (Colliters Way (S) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
13/2 (Colliters Way (S) Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
14/1 (Bridgwater Road (W) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
14/2 (Bridgwater Road (W) Exit Lane 2)	Infinite Saturation Flow						Inf	Inf

Scenario 7: '2026 Test Case AM' (FG7: '2026 Test Case AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	3	192	489	397	1081
	B	121	1	22	400	544
	C	644	9	0	330	983
	D	507	542	278	0	1327
	Tot.	1275	744	789	1127	3935

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 7: 2026 Test Case AM
Junction: A38/Colliters Way	
1/1	0
1/2 (short)	406
1/3 (with short)	824(In) 418(Out)
1/4	257
2/1	358
2/2	472
3/1 (short)	206
3/2 (with short)	422(In) 216(Out)
3/3	122
4/1	365
4/2	545
4/3	257
5/1	330
5/2 (with short)	653(In) 302(Out)
5/3 (short)	351
6/1	327
6/2	470
6/3	125
7/1	507
7/2 (with short)	820(In) 356(Out)
7/3 (short)	464
8/1	349
8/2	429
9/1	856
9/2	419
10/1	856
10/2	419
11/1	550
11/2	194
12/1	550
12/2	194
13/1	387
13/2	402
14/1	657
14/2	470

Full Input Data And Results

Lane Saturation Flows

Junction: A38/Colliters Way								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Colliters Way (N))	4.90	0.00	Y	Arm 4 Ahead	Inf	0.0 %	2105	2105
				Arm 11 Left	32.70	0.0 %		
1/2 (Colliters Way (N))	3.50	0.00	Y	Arm 4 Ahead	58.60	52.7 %	1931	1931
				Arm 11 Left	183.60	47.3 %		
1/3 (Colliters Way (N))	3.50	0.00	N	Arm 4 Ahead	58.60	100.0 %	2052	2052
1/4 (Colliters Way (N))	3.40	0.00	N	Arm 4 Ahead	58.60	100.0 %	2043	2043
2/1 (Colliters Way (N) Circ)	4.00	0.00	Y	Arm 11 Ahead	69.20	100.0 %	1972	1972
2/2 (Colliters Way (N) Circ)	4.20	0.00	Y	Arm 4 Right	41.50	58.9 %	1975	1975
				Arm 11 Ahead	69.20	41.1 %		
3/1 (Bridgwater Road (E))	3.10	0.00	Y	Arm 6 Ahead	94.60	89.3 %	1895	1895
				Arm 13 Left	94.60	10.7 %		
3/2 (Bridgwater Road (E))	3.10	0.00	N	Arm 6 Ahead	94.60	100.0 %	2033	2033
3/3 (Bridgwater Road (E))	3.30	0.00	N	Arm 6 Ahead	94.60	100.0 %	2052	2052
4/1 (Bridgwater Road (E) Circ)	4.60	0.00	Y	Arm 13 Ahead	34.90	100.0 %	1989	1989
4/2 (Bridgwater Road (E) Circ)	4.40	0.00	Y	Arm 6 Right	34.90	26.2 %	1970	1970
				Arm 13 Ahead	34.90	73.8 %		
4/3 (Bridgwater Road (E) Circ)	4.40	0.00	Y	Arm 6 Right	34.90	100.0 %	1970	1970
5/1 (Colliters Way (S))	3.40	0.00	Y	Arm 14 Left	70.10	100.0 %	1914	1914
5/2 (Colliters Way (S))	3.40	0.00	N	Arm 8 Ahead	207.60	100.0 %	2080	2080
5/3 (Colliters Way (S))	3.40	0.00	N	Arm 8 Ahead	207.60	100.0 %	2080	2080
6/1 (Colliters Way (S) Circ)	4.10	0.00	Y	Arm 14 Ahead	42.70	100.0 %	1956	1956
6/2 (Colliters Way (S) Circ)	4.10	0.00	Y	Arm 14 Ahead	42.70	100.0 %	1956	1956
6/3 (Colliters Way (S) Circ)	4.10	0.00	Y	Arm 8 Right	28.40	100.0 %	1923	1923
7/1 (Bridgwater Road (W))	4.00	0.00	Y	Arm 9 Left	60.80	100.0 %	1966	1966
7/2 (Bridgwater Road (W))	3.10	0.00	N	Arm 2 Ahead	86.30	100.0 %	2030	2030
7/3 (Bridgwater Road (W))	3.80	0.00	N	Arm 2 Ahead	86.30	100.0 %	2099	2099

8/1 (Bridgwater Road (W) Circ)	4.80	0.00	Y	Arm 9 Ahead	78.00	100.0 %	2055	2055
8/2 (Bridgwater Road (W) Circ)	4.70	0.00	Y	Arm 2 Right	40.00	2.3 %	2045	2045
				Arm 9 Ahead	78.00	97.7 %		
9/1 (Colliters Way (N) Ped Crossing)	4.50	0.00	Y	Arm 10 Ahead	Inf	100.0 %	2065	2065
9/2 (Colliters Way (N) Ped Crossing)	4.50	0.00	N	Arm 10 Ahead	Inf	100.0 %	2205	2205
10/1 (Colliters Way (N) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
10/2 (Colliters Way (N) Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
11/1 (Bridgwater Road (E) Ped Crossing)	4.40	0.00	Y	Arm 12 Ahead	Inf	100.0 %	2055	2055
11/2 (Bridgwater Road (E) Ped Crossing)	4.40	0.00	N	Arm 12 Ahead	Inf	100.0 %	2195	2195
12/1 (Bridgwater Road (E) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
12/2 (Bridgwater Road (E) Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
13/1 (Colliters Way (S) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
13/2 (Colliters Way (S) Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
14/1 (Bridgwater Road (W) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
14/2 (Bridgwater Road (W) Exit Lane 2)	Infinite Saturation Flow						Inf	Inf

Scenario 8: '2026 Test Case Interpeak' (FG8: '2026 Test Case Interpeak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	84	428	519	1031
	B	65	1	20	417	503
	C	370	23	0	227	620
	D	619	481	213	5	1318
	Tot.	1054	589	661	1168	3472

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 8: 2026 Test Case Interpeak
Junction: A38/Colliters Way	
1/1	0
1/2 (short)	357
1/3 (with short)	743(In) 386(Out)
1/4	288
2/1	319
2/2	404
3/1 (short)	212
3/2 (with short)	437(In) 225(Out)
3/3	66
4/1	387
4/2	488
4/3	290
5/1	227
5/2 (with short)	393(In) 182(Out)
5/3 (short)	211
6/1	426
6/2	515
6/3	66
7/1	619
7/2 (with short)	699(In) 314(Out)
7/3 (short)	385
8/1	188
8/2	271
9/1	807
9/2	247
10/1	807
10/2	247
11/1	403
11/2	186
12/1	403
12/2	186
13/1	407
13/2	254
14/1	653

Full Input Data And Results

14/2	515

Full Input Data And Results

Lane Saturation Flows

Junction: A38/Colliters Way								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Colliters Way (N))	4.90	0.00	Y	Arm 4 Ahead	Inf	0.0 %	2105	2105
				Arm 11 Left	32.70	0.0 %		
1/2 (Colliters Way (N))	3.50	0.00	Y	Arm 4 Ahead	58.60	76.5 %	1924	1924
				Arm 11 Left	183.60	23.5 %		
1/3 (Colliters Way (N))	3.50	0.00	N	Arm 4 Ahead	58.60	100.0 %	2052	2052
1/4 (Colliters Way (N))	3.40	0.00	N	Arm 4 Ahead	58.60	100.0 %	2043	2043
2/1 (Colliters Way (N) Circ)	4.00	0.00	Y	Arm 11 Ahead	69.20	100.0 %	1972	1972
2/2 (Colliters Way (N) Circ)	4.20	0.00	Y	Arm 4 Right	41.50	54.0 %	1977	1977
				Arm 11 Ahead	69.20	46.0 %		
3/1 (Bridgwater Road (E))	3.10	0.00	Y	Arm 6 Ahead	94.60	90.6 %	1895	1895
				Arm 13 Left	94.60	9.4 %		
3/2 (Bridgwater Road (E))	3.10	0.00	N	Arm 6 Ahead	94.60	100.0 %	2033	2033
3/3 (Bridgwater Road (E))	3.30	0.00	N	Arm 6 Ahead	94.60	100.0 %	2052	2052
4/1 (Bridgwater Road (E) Circ)	4.60	0.00	Y	Arm 13 Ahead	34.90	100.0 %	1989	1989
4/2 (Bridgwater Road (E) Circ)	4.40	0.00	Y	Arm 6 Right	34.90	48.0 %	1970	1970
				Arm 13 Ahead	34.90	52.0 %		
4/3 (Bridgwater Road (E) Circ)	4.40	0.00	Y	Arm 6 Right	34.90	100.0 %	1970	1970
5/1 (Colliters Way (S))	3.40	0.00	Y	Arm 14 Left	70.10	100.0 %	1914	1914
5/2 (Colliters Way (S))	3.40	0.00	N	Arm 8 Ahead	207.60	100.0 %	2080	2080
5/3 (Colliters Way (S))	3.40	0.00	N	Arm 8 Ahead	207.60	100.0 %	2080	2080
6/1 (Colliters Way (S) Circ)	4.10	0.00	Y	Arm 14 Ahead	42.70	100.0 %	1956	1956
6/2 (Colliters Way (S) Circ)	4.10	0.00	Y	Arm 14 Ahead	42.70	100.0 %	1956	1956
6/3 (Colliters Way (S) Circ)	4.10	0.00	Y	Arm 8 Right	28.40	100.0 %	1923	1923
7/1 (Bridgwater Road (W))	4.00	0.00	Y	Arm 9 Left	60.80	100.0 %	1966	1966
7/2 (Bridgwater Road (W))	3.10	0.00	N	Arm 2 Ahead	86.30	100.0 %	2030	2030
7/3 (Bridgwater Road (W))	3.80	0.00	N	Arm 2 Ahead	86.30	100.0 %	2099	2099

8/1 (Bridgwater Road (W) Circ)	4.80	0.00	Y	Arm 9 Ahead	78.00	100.0 %	2055	2055
8/2 (Bridgwater Road (W) Circ)	4.70	0.00	Y	Arm 2 Right	40.00	8.9 %	2042	2042
				Arm 9 Ahead	78.00	91.1 %		
9/1 (Colliters Way (N) Ped Crossing)	4.50	0.00	Y	Arm 10 Ahead	Inf	100.0 %	2065	2065
9/2 (Colliters Way (N) Ped Crossing)	4.50	0.00	N	Arm 10 Ahead	Inf	100.0 %	2205	2205
10/1 (Colliters Way (N) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
10/2 (Colliters Way (N) Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
11/1 (Bridgwater Road (E) Ped Crossing)	4.40	0.00	Y	Arm 12 Ahead	Inf	100.0 %	2055	2055
11/2 (Bridgwater Road (E) Ped Crossing)	4.40	0.00	N	Arm 12 Ahead	Inf	100.0 %	2195	2195
12/1 (Bridgwater Road (E) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
12/2 (Bridgwater Road (E) Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
13/1 (Colliters Way (S) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
13/2 (Colliters Way (S) Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
14/1 (Bridgwater Road (W) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
14/2 (Bridgwater Road (W) Exit Lane 2)	Infinite Saturation Flow						Inf	Inf

Scenario 9: '2026 Test Case PM' (FG9: '2026 Test Case PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	140	548	645	1333
	B	190	0	22	558	770
	C	504	9	0	318	831
	D	430	470	300	0	1200
	Tot.	1124	619	870	1521	4134

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 9: 2026 Test Case PM
Junction: A38/Colliters Way	
1/1	0
1/2 (short)	455
1/3 (with short)	934(In) 479(Out)
1/4	399
2/1	336
2/2	443
3/1 (short)	285
3/2 (with short)	580(In) 295(Out)
3/3	190
4/1	477
4/2	617
4/3	399
5/1	318
5/2 (with short)	513(In) 265(Out)
5/3 (short)	248
6/1	509
6/2	694
6/3	190
7/1	430
7/2 (with short)	770(In) 335(Out)
7/3 (short)	435
8/1	320
8/2	383
9/1	750
9/2	374
10/1	750
10/2	374
11/1	476
11/2	143
12/1	476
12/2	143
13/1	499
13/2	371
14/1	827
14/2	694

Full Input Data And Results

Lane Saturation Flows

Junction: A38/Colliters Way								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Colliters Way (N))	4.90	0.00	Y	Arm 4 Ahead	Inf	0.0 %	2105	2105
				Arm 11 Left	32.70	0.0 %		
1/2 (Colliters Way (N))	3.50	0.00	Y	Arm 4 Ahead	58.60	69.2 %	1926	1926
				Arm 11 Left	183.60	30.8 %		
1/3 (Colliters Way (N))	3.50	0.00	N	Arm 4 Ahead	58.60	100.0 %	2052	2052
1/4 (Colliters Way (N))	3.40	0.00	N	Arm 4 Ahead	58.60	100.0 %	2043	2043
2/1 (Colliters Way (N) Circ)	4.00	0.00	Y	Arm 11 Ahead	69.20	100.0 %	1972	1972
2/2 (Colliters Way (N) Circ)	4.20	0.00	Y	Arm 4 Right	41.50	67.7 %	1973	1973
				Arm 11 Ahead	69.20	32.3 %		
3/1 (Bridgwater Road (E))	3.10	0.00	Y	Arm 6 Ahead	94.60	92.3 %	1895	1895
				Arm 13 Left	94.60	7.7 %		
3/2 (Bridgwater Road (E))	3.10	0.00	N	Arm 6 Ahead	94.60	100.0 %	2033	2033
3/3 (Bridgwater Road (E))	3.30	0.00	N	Arm 6 Ahead	94.60	100.0 %	2052	2052
4/1 (Bridgwater Road (E) Circ)	4.60	0.00	Y	Arm 13 Ahead	34.90	100.0 %	1989	1989
4/2 (Bridgwater Road (E) Circ)	4.40	0.00	Y	Arm 6 Right	34.90	39.9 %	1970	1970
				Arm 13 Ahead	34.90	60.1 %		
4/3 (Bridgwater Road (E) Circ)	4.40	0.00	Y	Arm 6 Right	34.90	100.0 %	1970	1970
5/1 (Colliters Way (S))	3.40	0.00	Y	Arm 14 Left	70.10	100.0 %	1914	1914
5/2 (Colliters Way (S))	3.40	0.00	N	Arm 8 Ahead	207.60	100.0 %	2080	2080
5/3 (Colliters Way (S))	3.40	0.00	N	Arm 8 Ahead	207.60	100.0 %	2080	2080
6/1 (Colliters Way (S) Circ)	4.10	0.00	Y	Arm 14 Ahead	42.70	100.0 %	1956	1956
6/2 (Colliters Way (S) Circ)	4.10	0.00	Y	Arm 14 Ahead	42.70	100.0 %	1956	1956
6/3 (Colliters Way (S) Circ)	4.10	0.00	Y	Arm 8 Right	28.40	100.0 %	1923	1923
7/1 (Bridgwater Road (W))	4.00	0.00	Y	Arm 9 Left	60.80	100.0 %	1966	1966
7/2 (Bridgwater Road (W))	3.10	0.00	N	Arm 2 Ahead	86.30	100.0 %	2030	2030
7/3 (Bridgwater Road (W))	3.80	0.00	N	Arm 2 Ahead	86.30	100.0 %	2099	2099

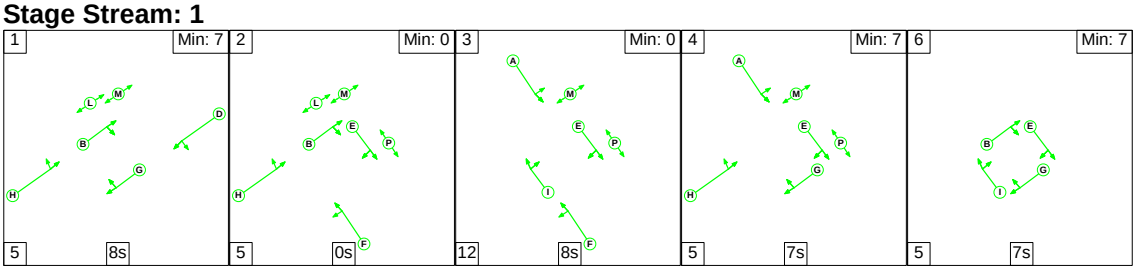
Full Input Data And Results

8/1 (Bridgwater Road (W) Circ)	4.80	0.00	Y	Arm 9 Ahead	78.00	100.0 %	2055	2055
8/2 (Bridgwater Road (W) Circ)	4.70	0.00	Y	Arm 2 Right	40.00	2.3 %	2045	2045
				Arm 9 Ahead	78.00	97.7 %		
9/1 (Colliters Way (N) Ped Crossing)	4.50	0.00	Y	Arm 10 Ahead	Inf	100.0 %	2065	2065
9/2 (Colliters Way (N) Ped Crossing)	4.50	0.00	N	Arm 10 Ahead	Inf	100.0 %	2205	2205
10/1 (Colliters Way (N) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
10/2 (Colliters Way (N) Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
11/1 (Bridgwater Road (E) Ped Crossing)	4.40	0.00	Y	Arm 12 Ahead	Inf	100.0 %	2055	2055
11/2 (Bridgwater Road (E) Ped Crossing)	4.40	0.00	N	Arm 12 Ahead	Inf	100.0 %	2195	2195
12/1 (Bridgwater Road (E) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
12/2 (Bridgwater Road (E) Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
13/1 (Colliters Way (S) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
13/2 (Colliters Way (S) Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
14/1 (Bridgwater Road (W) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
14/2 (Bridgwater Road (W) Exit Lane 2)	Infinite Saturation Flow						Inf	Inf

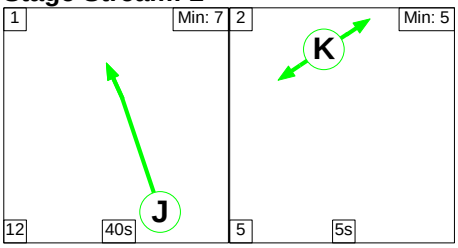
Scenario 1: '2018 Baseline AM' (FG1: '2018 Baseline AM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

Stage Stream: 1

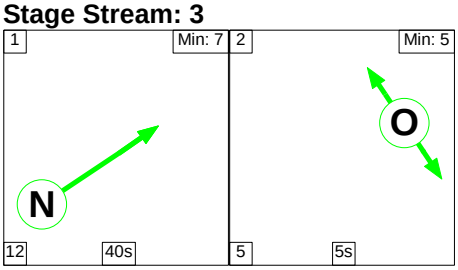


Stage Stream: 2



Full Input Data And Results

Stage Stream: 3



Stage Timings

Stage Stream: 1

Stage	1	2	3	4	6
Duration	8	0	8	7	7
Change Point	40	53	58	16	28

Stage Stream: 2

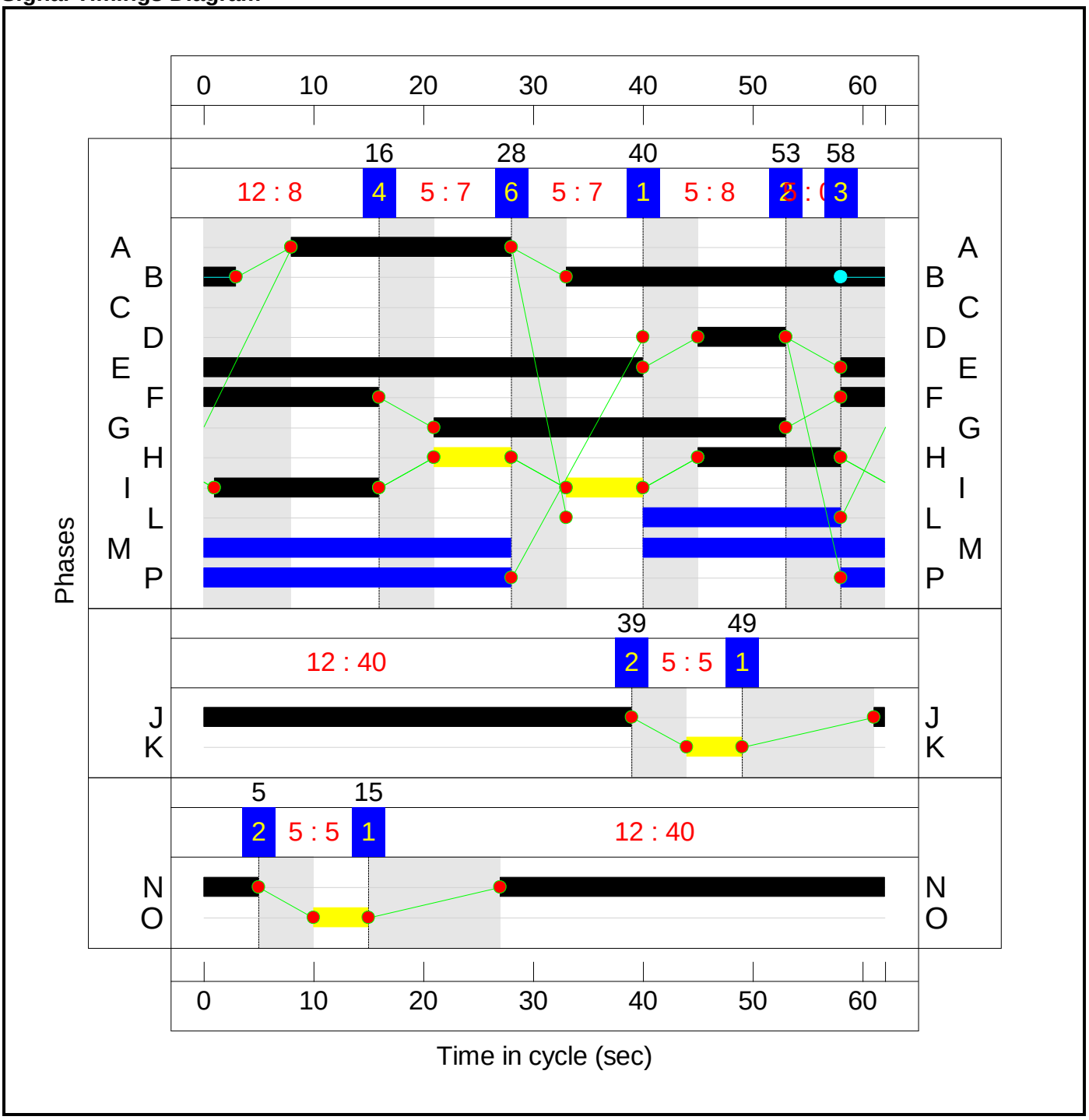
Stage	1	2
Duration	40	5
Change Point	49	39

Stage Stream: 3

Stage	1	2
Duration	40	5
Change Point	15	5

Full Input Data And Results

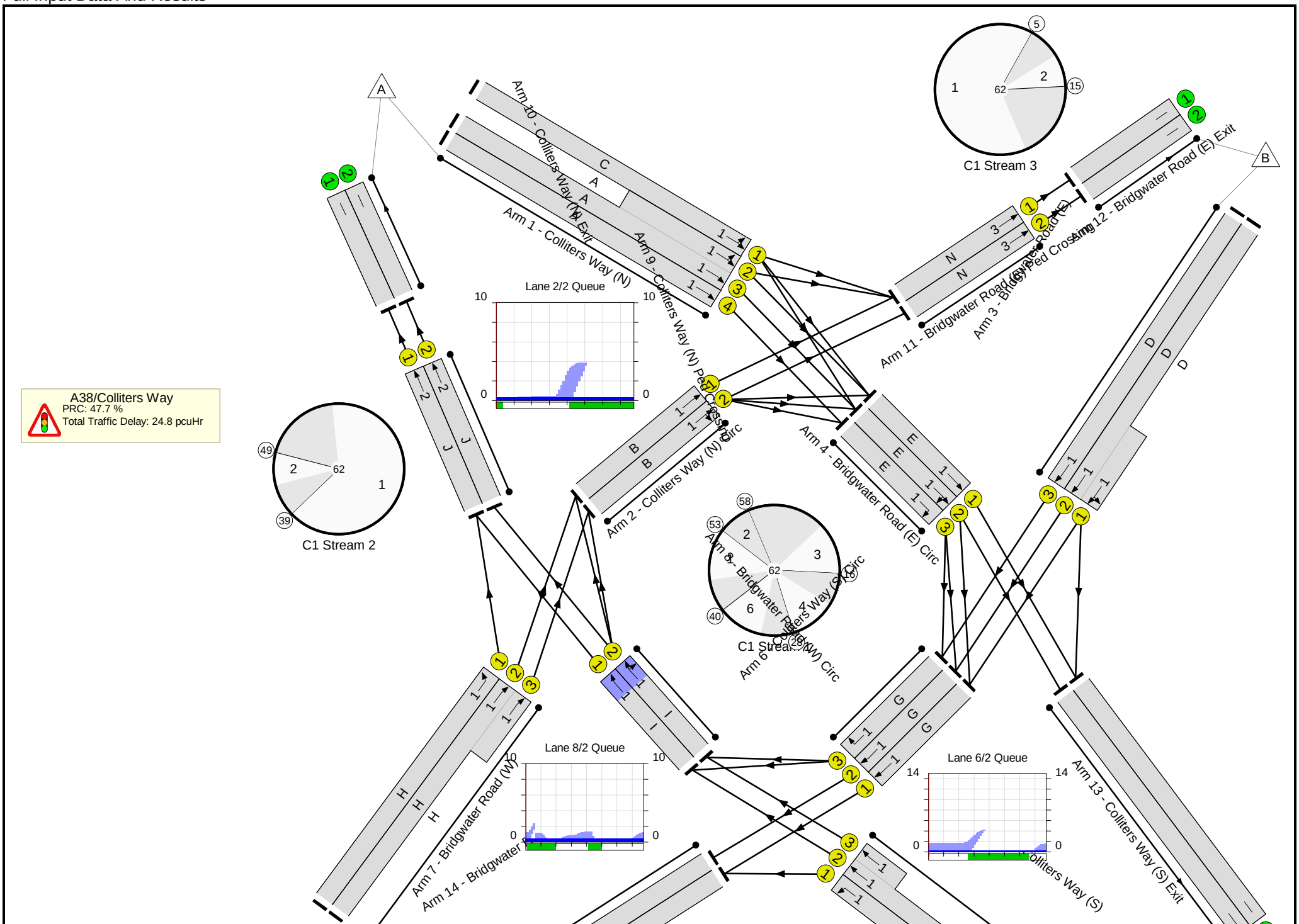
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A38/Colliters Way	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**60.9%**
A38/Colliters Way	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**60.9%**
1/1	Colliters Way (N) Ahead Left	U	1	N/A	C		0	0	-	0	2105	0	0.0%
1/3+1/2	Colliters Way (N) Ahead Left	U	1	N/A	A		1	20	-	683	2052:1932	643+619	54.1 : 54.1%
1/4	Colliters Way (N) Ahead	U	1	N/A	A		1	20	-	198	2043	692	28.6%
2/1	Colliters Way (N) Circ Ahead	U	1	N/A	B		1	32	-	296	1972	1050	28.2%
2/2	Colliters Way (N) Circ Right Ahead	U	1	N/A	B		1	32	-	396	1975	1051	37.7%
3/2+3/1	Bridgwater Road (E) Ahead Left	U	1	N/A	D		1	8	-	319	2033:1895	295+275	55.6 : 56.3%
3/3	Bridgwater Road (E) Ahead	U	1	N/A	D		1	8	-	107	2052	298	35.9%
4/1	Bridgwater Road (E) Circ Ahead	U	1	N/A	E		1	44	-	298	1989	1444	20.6%
4/2	Bridgwater Road (E) Circ Right Ahead	U	1	N/A	E		1	44	-	460	1970	1430	32.2%
4/3	Bridgwater Road (E) Circ Right	U	1	N/A	E		1	44	-	198	1970	1430	13.8%
5/1	Colliters Way (S) Left	U	1	N/A	F		1	20	-	289	1914	648	44.6%
5/2+5/3	Colliters Way (S) Ahead	U	1	N/A	F		1	20	-	572	2080:2080	451+488	60.9 : 60.9%
6/1	Colliters Way (S) Circ Ahead	U	1	N/A	G		1	32	-	223	1956	1041	21.4%
6/2	Colliters Way (S) Circ Ahead	U	1	N/A	G		1	32	-	359	1956	1041	34.5%

Full Input Data And Results

6/3	Colliters Way (S) Circ Right	U	1	N/A	G		1	32	-	110	1923	1024	10.7%
7/1	Bridgwater Road (W) Left	U	1	N/A	H		2	20	-	403	1966	698	57.8%
7/2+7/3	Bridgwater Road (W) Ahead	U	1	N/A	H		2	20	-	683	2030:2099	519+686	56.7 : 56.7%
8/1	Bridgwater Road (W) Circ Ahead	U	1	N/A	I		2	22	-	311	2055	795	39.1%
8/2	Bridgwater Road (W) Circ Right Ahead	U	1	N/A	I		2	22	-	371	2045	792	46.9%
9/1	Colliters Way (N) Ped Crossing Ahead	U	2	N/A	J		1	40	-	714	2065	1366	52.3%
9/2	Colliters Way (N) Ped Crossing Ahead	U	2	N/A	J		1	40	-	362	2205	1458	24.8%
10/1	Colliters Way (N) Exit	U	N/A	N/A	-		-	-	-	714	Inf	Inf	0.0%
10/2	Colliters Way (N) Exit	U	N/A	N/A	-		-	-	-	362	Inf	Inf	0.0%
11/1	Bridgwater Road (E) Ped Crossing Ahead	U	3	N/A	N		1	40	-	464	2055	1359	34.1%
11/2	Bridgwater Road (E) Ped Crossing Ahead	U	3	N/A	N		1	40	-	153	2195	1452	10.5%
12/1	Bridgwater Road (E) Exit	U	N/A	N/A	-		-	-	-	464	Inf	Inf	0.0%
12/2	Bridgwater Road (E) Exit	U	N/A	N/A	-		-	-	-	153	Inf	Inf	0.0%
13/1	Colliters Way (S) Exit	U	N/A	N/A	-		-	-	-	317	Inf	Inf	0.0%
13/2	Colliters Way (S) Exit	U	N/A	N/A	-		-	-	-	373	Inf	Inf	0.0%
14/1	Bridgwater Road (W) Exit	U	N/A	N/A	-		-	-	-	512	Inf	Inf	0.0%
14/2	Bridgwater Road (W) Exit	U	N/A	N/A	-		-	-	-	359	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A38/Colliters Way	**-**	**-**	**0**	**0**	**0**	**17.4**	**7.4**	**0.0**	**24.8**	**-**	**-**	**-**	**-**
A38/Colliters Way	**-**	**-**	**0**	**0**	**0**	**17.4**	**7.4**	**0.0**	**24.8**	**-**	**-**	**-**	**-**
1/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
1/3+1/2	683	683	-	-	-	3.1	0.6	-	3.7 (1.9+1.8)	19.5 (19.4:19.5)	4.7	0.6	5.3
1/4	198	198	-	-	-	0.8	0.2	-	1.0	18.7	2.5	0.2	2.7
2/1	296	296	-	-	-	0.3	0.2	-	0.5	6.0	2.6	0.2	2.8
2/2	396	396	-	-	-	0.4	0.3	-	0.7	6.7	3.6	0.3	3.9
3/2+3/1	319	319	-	-	-	2.2	0.6	-	2.8 (1.4+1.4)	31.8 (31.8:31.8)	2.6	0.6	3.2
3/3	107	107	-	-	-	0.7	0.3	-	1.0	33.3	1.6	0.3	1.9
4/1	298	298	-	-	-	0.2	0.1	-	0.3	4.0	1.3	0.1	1.5
4/2	460	460	-	-	-	0.2	0.2	-	0.4	3.2	1.7	0.2	1.9
4/3	198	198	-	-	-	0.0	0.1	-	0.1	1.5	0.0	0.1	0.1
5/1	289	289	-	-	-	1.3	0.4	-	1.7	21.0	3.9	0.4	4.3
5/2+5/3	572	572	-	-	-	2.5	0.8	-	3.3 (1.6+1.7)	20.6 (20.5:20.7)	4.0	0.8	4.7
6/1	223	223	-	-	-	0.5	0.1	-	0.7	11.0	1.8	0.1	1.9
6/2	359	359	-	-	-	0.8	0.3	-	1.0	10.4	3.9	0.3	4.2
6/3	110	110	-	-	-	0.3	0.1	-	0.3	10.8	0.6	0.1	0.7
7/1	403	403	-	-	-	0.9	0.7	-	1.6	14.5	3.4	0.7	4.0
7/2+7/3	683	683	-	-	-	1.5	0.7	-	2.2 (0.9+1.3)	11.5 (11.3:11.7)	3.1	0.7	3.8
8/1	311	311	-	-	-	0.2	0.3	-	0.5	5.8	0.6	0.3	1.0
8/2	371	371	-	-	-	0.3	0.4	-	0.8	7.3	1.9	0.4	2.4
9/1	714	714	-	-	-	0.6	0.5	-	1.1	5.6	3.5	0.5	4.0
9/2	362	362	-	-	-	0.1	0.2	-	0.2	2.3	0.2	0.2	0.4

Full Input Data And Results

10/1	714	714	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2	362	362	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	464	464	-	-	-	0.5	0.3	-	0.7	5.5	2.9	0.3	3.1
11/2	153	153	-	-	-	0.0	0.1	-	0.1	1.9	0.1	0.1	0.1
12/1	464	464	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/2	153	153	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/1	317	317	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/2	373	373	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/1	512	512	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/2	359	359	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

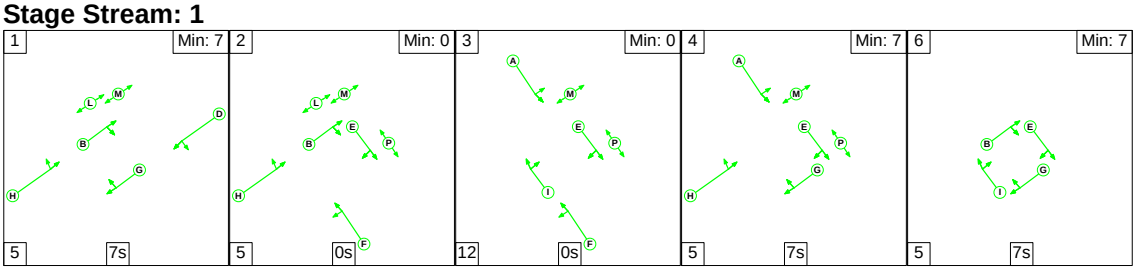
C1	Stream: 1 PRC for Signalled Lanes (%):	47.7	Total Delay for Signalled Lanes (pcuHr):	22.66	Cycle Time (s):	62
C1	Stream: 2 PRC for Signalled Lanes (%):	72.1	Total Delay for Signalled Lanes (pcuHr):	1.34	Cycle Time (s):	62
C1	Stream: 3 PRC for Signalled Lanes (%):	163.6	Total Delay for Signalled Lanes (pcuHr):	0.79	Cycle Time (s):	62
	PRC Over All Lanes (%):	47.7	Total Delay Over All Lanes(pcuHr):	24.79		

Full Input Data And Results

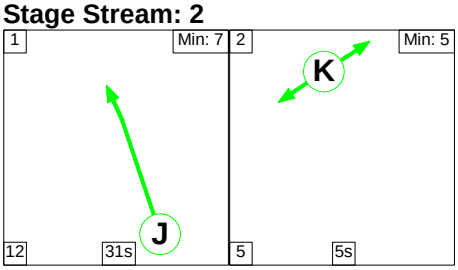
Scenario 2: '2018 Baseline Interpeak' (FG2: '2018 Baseline Interpeak', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

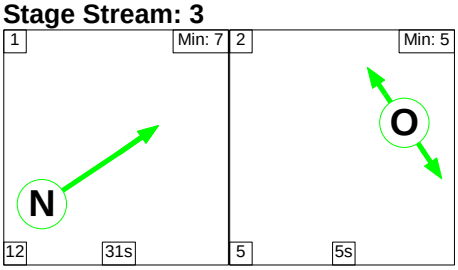
Stage Stream: 1



Stage Stream: 2



Stage Stream: 3



Stage Timings

Stage Stream: 1

Stage	1	2	3	4	6
Duration	7	0	0	7	7
Change Point	51	10	15	27	39

Stage Stream: 2

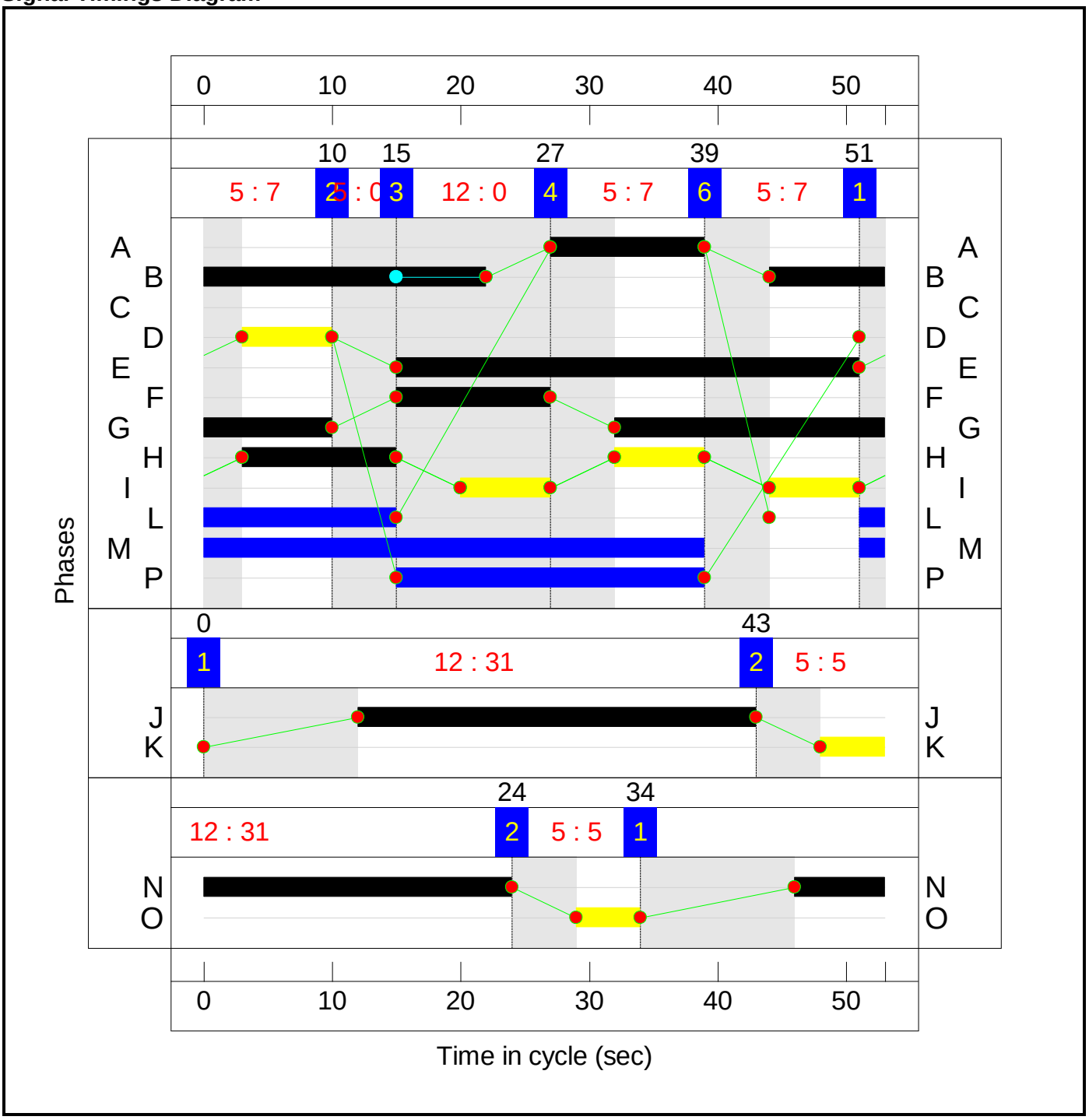
Stage	1	2
Duration	31	5
Change Point	0	43

Stage Stream: 3

Stage	1	2
Duration	31	5
Change Point	34	24

Full Input Data And Results

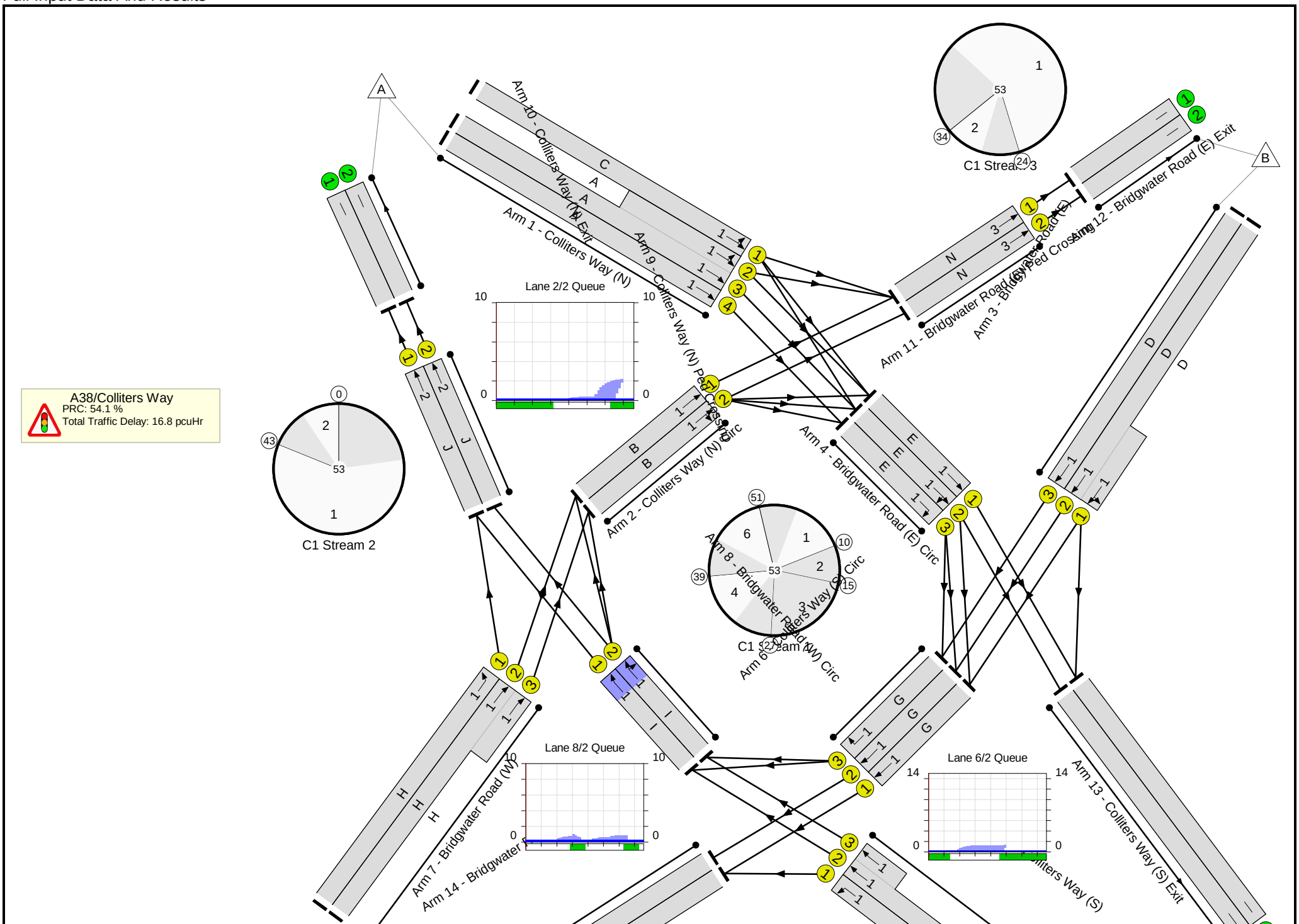
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A38/Colliters Way	-	-	**N/A**	-	-		-	-	-	-	-	-	**58.4%**
A38/Colliters Way	-	-	**N/A**	-	-		-	-	-	-	-	-	**58.4%**
1/1	Colliters Way (N) Ahead Left	U	1	N/A	C		0	0	-	0	2105	0	0.0%
1/3+1/2	Colliters Way (N) Ahead Left	U	1	N/A	A		1	12	-	565	2052:1925	503+472	58.4 : 57.4%
1/4	Colliters Way (N) Ahead	U	1	N/A	A		1	12	-	184	2043	501	36.7%
2/1	Colliters Way (N) Circ Ahead	U	1	N/A	B		1	31	-	210	1972	1191	17.6%
2/2	Colliters Way (N) Circ Right Ahead	U	1	N/A	B		1	31	-	288	1974	1192	24.2%
3/2+3/1	Bridgwater Road (E) Ahead Left	U	1	N/A	D		1	7	-	264	2033:1895	307+286	44.3 : 44.7%
3/3	Bridgwater Road (E) Ahead	U	1	N/A	D		1	7	-	57	2052	310	18.4%
4/1	Bridgwater Road (E) Circ Ahead	U	1	N/A	E		1	36	-	297	1989	1389	21.4%
4/2	Bridgwater Road (E) Circ Right Ahead	U	1	N/A	E		1	36	-	381	1970	1375	27.7%
4/3	Bridgwater Road (E) Circ Right	U	1	N/A	E		1	36	-	186	1970	1375	13.5%
5/1	Colliters Way (S) Left	U	1	N/A	F		1	12	-	195	1914	469	41.5%
5/2+5/3	Colliters Way (S) Ahead	U	1	N/A	F		1	12	-	338	2080:2080	361+411	43.8 : 43.8%
6/1	Colliters Way (S) Circ Ahead	U	1	N/A	G		1	31	-	237	1956	1181	20.1%
6/2	Colliters Way (S) Circ Ahead	U	1	N/A	G		1	31	-	322	1956	1181	27.3%

Full Input Data And Results

6/3	Colliters Way (S) Circ Right	U	1	N/A	G		1	31	-	57	1923	1161	4.9%
7/1	Bridgwater Road (W) Left	U	1	N/A	H		2	19	-	368	1966	779	47.2%
7/2+7/3	Bridgwater Road (W) Ahead	U	1	N/A	H		2	19	-	477	2030:2099	588+780	34.9 : 34.9%
8/1	Bridgwater Road (W) Circ Ahead	U	1	N/A	I		2	14	-	168	2055	620	27.1%
8/2	Bridgwater Road (W) Circ Right Ahead	U	1	N/A	I		2	14	-	227	2042	616	36.8%
9/1	Colliters Way (N) Ped Crossing Ahead	U	2	N/A	J		1	31	-	536	2065	1247	43.0%
9/2	Colliters Way (N) Ped Crossing Ahead	U	2	N/A	J		1	31	-	206	2205	1331	15.5%
10/1	Colliters Way (N) Exit	U	N/A	N/A	-		-	-	-	536	Inf	Inf	0.0%
10/2	Colliters Way (N) Exit	U	N/A	N/A	-		-	-	-	206	Inf	Inf	0.0%
11/1	Bridgwater Road (E) Ped Crossing Ahead	U	3	N/A	N		1	31	-	283	2055	1241	22.8%
11/2	Bridgwater Road (E) Ped Crossing Ahead	U	3	N/A	N		1	31	-	100	2195	1325	7.5%
12/1	Bridgwater Road (E) Exit	U	N/A	N/A	-		-	-	-	283	Inf	Inf	0.0%
12/2	Bridgwater Road (E) Exit	U	N/A	N/A	-		-	-	-	100	Inf	Inf	0.0%
13/1	Colliters Way (S) Exit	U	N/A	N/A	-		-	-	-	314	Inf	Inf	0.0%
13/2	Colliters Way (S) Exit	U	N/A	N/A	-		-	-	-	255	Inf	Inf	0.0%
14/1	Bridgwater Road (W) Exit	U	N/A	N/A	-		-	-	-	432	Inf	Inf	0.0%
14/2	Bridgwater Road (W) Exit	U	N/A	N/A	-		-	-	-	322	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A38/Colliters Way	**-**	**-**	**0**	**0**	**0**	**11.7**	**5.1**	**0.0**	**16.8**	**-**	**-**	**-**	**-**
A38/Colliters Way	**-**	**-**	**0**	**0**	**0**	**11.7**	**5.1**	**0.0**	**16.8**	**-**	**-**	**-**	**-**
1/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
1/3+1/2	565	565	-	-	-	2.8	0.7	-	3.4 (1.8+1.7)	22.0 (22.0:22.0)	3.8	0.7	4.4
1/4	184	184	-	-	-	0.8	0.3	-	1.1	22.3	2.2	0.3	2.5
2/1	210	210	-	-	-	0.2	0.1	-	0.3	5.0	1.4	0.1	1.5
2/2	288	288	-	-	-	0.3	0.2	-	0.5	5.7	2.0	0.2	2.2
3/2+3/1	264	264	-	-	-	1.5	0.4	-	1.9 (1.0+0.9)	26.0 (26.0:26.0)	1.8	0.4	2.2
3/3	57	57	-	-	-	0.3	0.1	-	0.4	26.8	0.7	0.1	0.8
4/1	297	297	-	-	-	0.1	0.1	-	0.2	2.5	0.6	0.1	0.7
4/2	381	381	-	-	-	0.1	0.2	-	0.3	2.4	0.5	0.2	0.7
4/3	186	186	-	-	-	0.0	0.1	-	0.1	1.5	0.0	0.1	0.1
5/1	195	195	-	-	-	0.9	0.4	-	1.3	23.4	2.4	0.4	2.7
5/2+5/3	338	338	-	-	-	1.5	0.4	-	1.9 (0.9+1.0)	20.6 (20.5:20.7)	2.1	0.4	2.5
6/1	237	237	-	-	-	0.3	0.1	-	0.4	6.7	0.9	0.1	1.0
6/2	322	322	-	-	-	0.4	0.2	-	0.6	6.4	1.1	0.2	1.2
6/3	57	57	-	-	-	0.1	0.0	-	0.1	8.5	0.3	0.0	0.3
7/1	368	368	-	-	-	0.6	0.4	-	1.1	10.3	1.9	0.4	2.4
7/2+7/3	477	477	-	-	-	0.7	0.3	-	1.0 (0.4+0.6)	7.5 (7.4:7.6)	1.4	0.3	1.6
8/1	168	168	-	-	-	0.1	0.2	-	0.3	6.0	0.3	0.2	0.5
8/2	227	227	-	-	-	0.2	0.3	-	0.5	7.6	0.7	0.3	1.0
9/1	536	536	-	-	-	0.4	0.4	-	0.7	4.9	3.0	0.4	3.4
9/2	206	206	-	-	-	0.2	0.1	-	0.2	4.3	0.5	0.1	0.6

Full Input Data And Results

10/1	536	536	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2	206	206	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	283	283	-	-	-	0.2	0.1	-	0.4	4.7	1.2	0.1	1.3
11/2	100	100	-	-	-	0.0	0.0	-	0.1	2.0	0.0	0.0	0.1
12/1	283	283	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/2	100	100	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/1	314	314	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/2	255	255	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/1	432	432	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/2	322	322	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

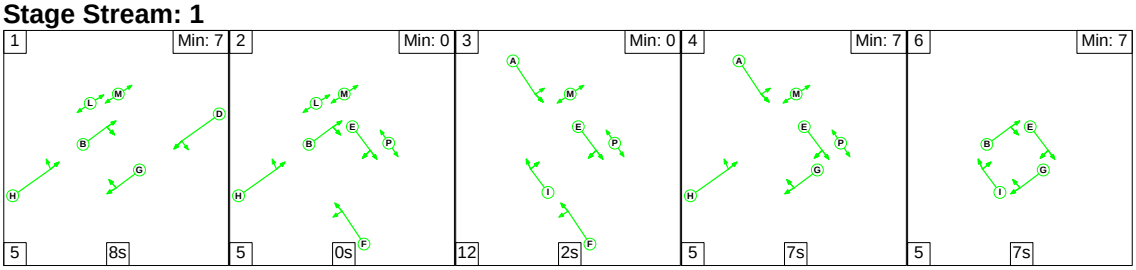
C1 Stream: 1 PRC for Signalled Lanes (%):	54.1	Total Delay for Signalled Lanes (pcuHr):	15.35	Cycle Time (s):	53
C1 Stream: 2 PRC for Signalled Lanes (%):	109.3	Total Delay for Signalled Lanes (pcuHr):	0.98	Cycle Time (s):	53
C1 Stream: 3 PRC for Signalled Lanes (%):	294.6	Total Delay for Signalled Lanes (pcuHr):	0.43	Cycle Time (s):	53
PRC Over All Lanes (%):	54.1	Total Delay Over All Lanes(pcuHr):	16.76		

Full Input Data And Results

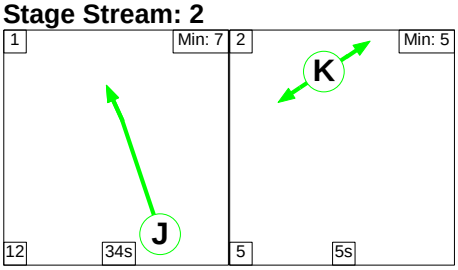
Scenario 3: '2018 Baseline PM' (FG3: '2018 Baseline PM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

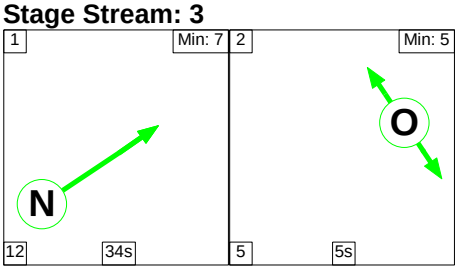
Stage Stream: 1



Stage Stream: 2



Stage Stream: 3



Stage Timings

Stage Stream: 1

Stage	1	2	3	4	6
Duration	8	0	2	7	7
Change Point	44	1	6	20	32

Stage Stream: 2

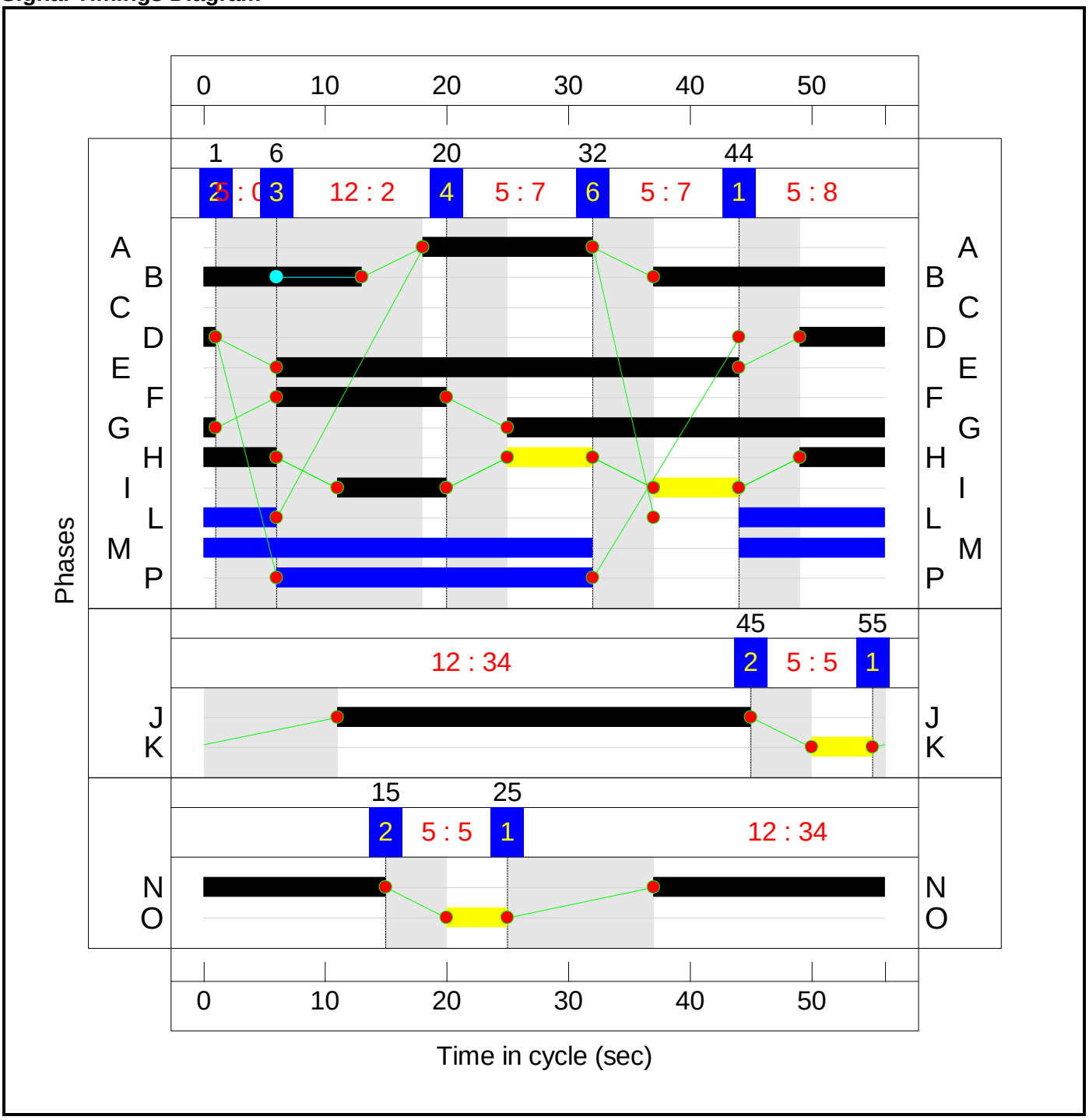
Stage	1	2
Duration	34	5
Change Point	55	45

Stage Stream: 3

Stage	1	2
Duration	34	5
Change Point	25	15

Full Input Data And Results

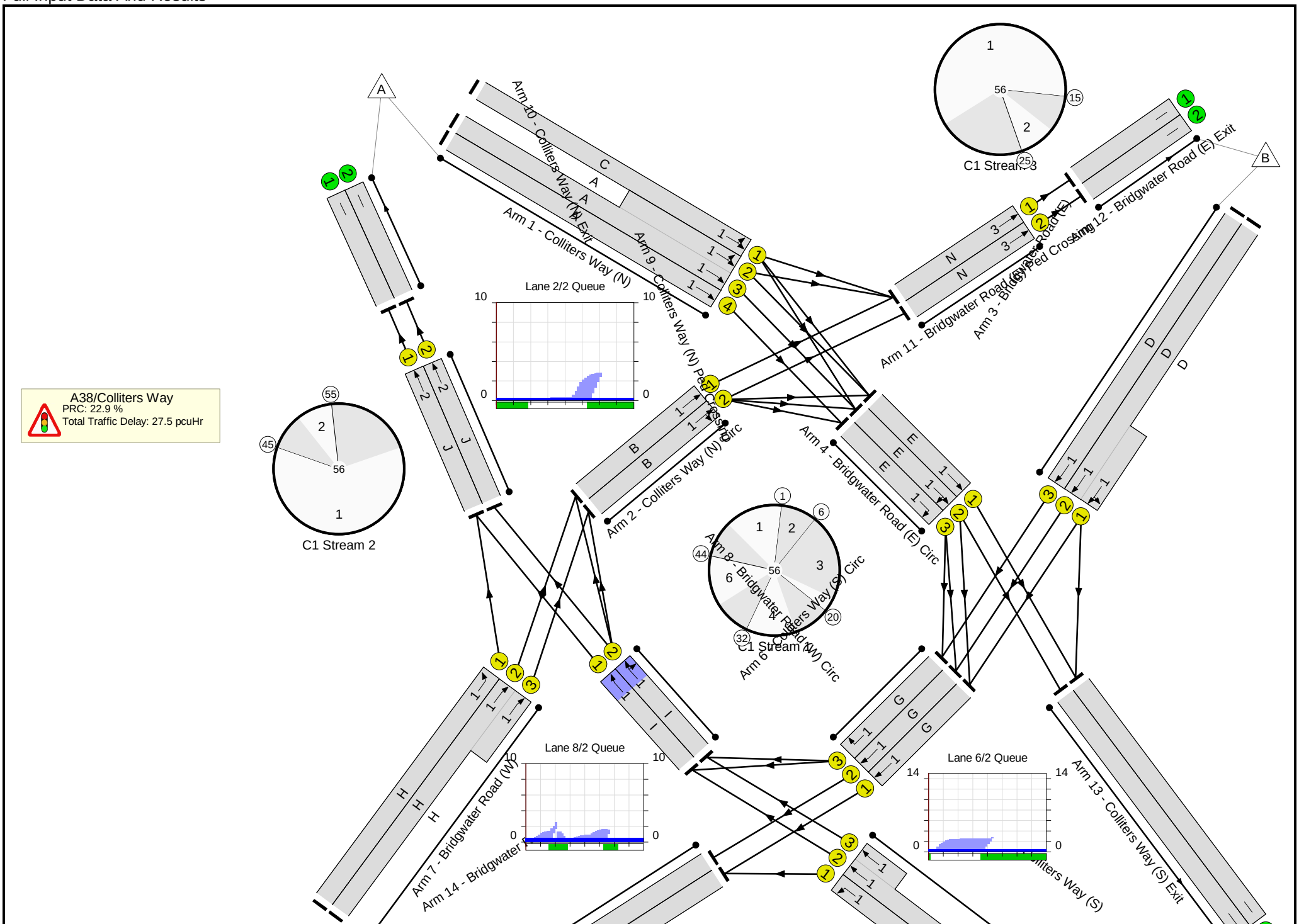
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A38/Colliters Way	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**73.2%**
A38/Colliters Way	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**73.2%**
1/1	Colliters Way (N) Ahead Left	U	1	N/A	C		0	0	-	0	2105	0	0.0%
1/3+1/2	Colliters Way (N) Ahead Left	U	1	N/A	A		1	14	-	777	2052:1927	550+516	72.6 : 73.2%
1/4	Colliters Way (N) Ahead	U	1	N/A	A		1	14	-	301	2043	547	55.0%
2/1	Colliters Way (N) Circ Ahead	U	1	N/A	B		1	32	-	256	1972	1162	22.0%
2/2	Colliters Way (N) Circ Right Ahead	U	1	N/A	B		1	32	-	354	1971	1161	30.5%
3/2+3/1	Bridgwater Road (E) Ahead Left	U	1	N/A	D		1	8	-	441	2033:1895	327+305	68.9 : 70.9%
3/3	Bridgwater Road (E) Ahead	U	1	N/A	D		1	8	-	166	2052	330	50.3%
4/1	Bridgwater Road (E) Circ Ahead	U	1	N/A	E		1	38	-	398	1989	1385	28.7%
4/2	Bridgwater Road (E) Circ Right Ahead	U	1	N/A	E		1	38	-	518	1970	1372	37.8%
4/3	Bridgwater Road (E) Circ Right	U	1	N/A	E		1	38	-	301	1970	1372	21.9%
5/1	Colliters Way (S) Left	U	1	N/A	F		1	14	-	279	1914	513	54.4%
5/2+5/3	Colliters Way (S) Ahead	U	1	N/A	F		1	14	-	449	2080:2080	396+423	54.8 : 54.8%
6/1	Colliters Way (S) Circ Ahead	U	1	N/A	G		1	32	-	371	1956	1153	32.2%
6/2	Colliters Way (S) Circ Ahead	U	1	N/A	G		1	32	-	526	1956	1153	45.6%

Full Input Data And Results

6/3	Colliters Way (S) Circ Right	U	1	N/A	G		1	32	-	166	1923	1133	14.6%
7/1	Bridgwater Road (W) Left	U	1	N/A	H		2	20	-	303	1966	772	39.2%
7/2+7/3	Bridgwater Road (W) Ahead	U	1	N/A	H		2	20	-	602	2030:2099	555+761	45.7 : 45.7%
8/1	Bridgwater Road (W) Circ Ahead	U	1	N/A	I		2	16	-	279	2055	661	42.2%
8/2	Bridgwater Road (W) Circ Right Ahead	U	1	N/A	I		2	16	-	336	2045	657	51.1%
9/1	Colliters Way (N) Ped Crossing Ahead	U	2	N/A	J		1	34	-	582	2065	1291	45.1%
9/2	Colliters Way (N) Ped Crossing Ahead	U	2	N/A	J		1	34	-	328	2205	1378	23.8%
10/1	Colliters Way (N) Exit	U	N/A	N/A	-		-	-	-	582	Inf	Inf	0.0%
10/2	Colliters Way (N) Exit	U	N/A	N/A	-		-	-	-	328	Inf	Inf	0.0%
11/1	Bridgwater Road (E) Ped Crossing Ahead	U	3	N/A	N		1	34	-	379	2055	1284	29.5%
11/2	Bridgwater Road (E) Ped Crossing Ahead	U	3	N/A	N		1	34	-	92	2195	1372	6.7%
12/1	Bridgwater Road (E) Exit	U	N/A	N/A	-		-	-	-	379	Inf	Inf	0.0%
12/2	Bridgwater Road (E) Exit	U	N/A	N/A	-		-	-	-	92	Inf	Inf	0.0%
13/1	Colliters Way (S) Exit	U	N/A	N/A	-		-	-	-	417	Inf	Inf	0.0%
13/2	Colliters Way (S) Exit	U	N/A	N/A	-		-	-	-	344	Inf	Inf	0.0%
14/1	Bridgwater Road (W) Exit	U	N/A	N/A	-		-	-	-	650	Inf	Inf	0.0%
14/2	Bridgwater Road (W) Exit	U	N/A	N/A	-		-	-	-	526	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A38/Colliters Way	**-**	**-**	**0**	**0**	**0**	**18.5**	**9.0**	**0.0**	**27.5**	**-**	**-**	**-**	**-**
A38/Colliters Way	**-**	**-**	**0**	**0**	**0**	**18.5**	**9.0**	**0.0**	**27.5**	**-**	**-**	**-**	**-**
1/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
1/3+1/2	777	777	-	-	-	4.0	1.3	-	5.4 (2.7+2.6)	24.8 (24.8:24.8)	5.5	1.3	6.9
1/4	301	301	-	-	-	1.5	0.6	-	2.1	24.9	4.0	0.6	4.6
2/1	256	256	-	-	-	0.2	0.1	-	0.4	5.1	1.9	0.1	2.0
2/2	354	354	-	-	-	0.3	0.2	-	0.6	5.6	2.6	0.2	2.8
3/2+3/1	441	441	-	-	-	2.7	1.1	-	3.9 (2.0+1.9)	31.6 (31.5:31.6)	3.3	1.1	4.4
3/3	166	166	-	-	-	1.0	0.5	-	1.5	32.4	2.4	0.5	2.9
4/1	398	398	-	-	-	0.2	0.2	-	0.4	3.3	1.2	0.2	1.4
4/2	518	518	-	-	-	0.1	0.3	-	0.4	3.0	2.8	0.3	3.1
4/3	301	301	-	-	-	0.0	0.1	-	0.1	1.7	0.6	0.1	0.7
5/1	279	279	-	-	-	1.4	0.6	-	2.0	25.2	3.6	0.6	4.2
5/2+5/3	449	449	-	-	-	2.1	0.6	-	2.7 (1.3+1.4)	21.7 (21.6:21.8)	3.0	0.6	3.6
6/1	371	371	-	-	-	0.7	0.2	-	1.0	9.3	1.9	0.2	2.1
6/2	526	526	-	-	-	0.8	0.4	-	1.2	8.5	2.3	0.4	2.8
6/3	166	166	-	-	-	0.4	0.1	-	0.5	11.3	1.1	0.1	1.2
7/1	303	303	-	-	-	0.5	0.3	-	0.8	10.0	1.8	0.3	2.1
7/2+7/3	602	602	-	-	-	1.0	0.4	-	1.4 (0.6+0.8)	8.6 (8.5:8.7)	2.0	0.4	2.5
8/1	279	279	-	-	-	0.2	0.4	-	0.6	7.7	0.8	0.4	1.1
8/2	336	336	-	-	-	0.4	0.5	-	0.9	9.3	2.0	0.5	2.5
9/1	582	582	-	-	-	0.5	0.4	-	0.9	5.7	2.6	0.4	3.0
9/2	328	328	-	-	-	0.0	0.2	-	0.2	2.1	0.1	0.2	0.3

Full Input Data And Results

10/1	582	582	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2	328	328	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	379	379	-	-	-	0.3	0.2	-	0.5	5.2	2.0	0.2	2.2
11/2	92	92	-	-	-	0.0	0.0	-	0.1	2.0	0.0	0.0	0.1
12/1	379	379	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/2	92	92	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/1	417	417	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/2	344	344	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/1	650	650	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/2	526	526	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

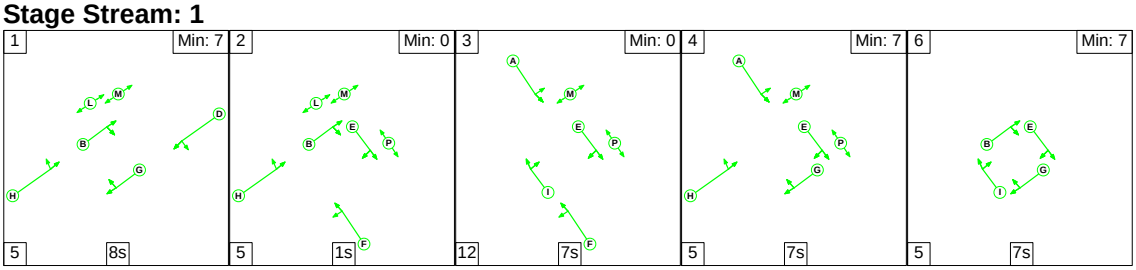
C1	Stream: 1 PRC for Signalled Lanes (%):	22.9	Total Delay for Signalled Lanes (pcuHr):	25.79	Cycle Time (s):	56
C1	Stream: 2 PRC for Signalled Lanes (%):	99.6	Total Delay for Signalled Lanes (pcuHr):	1.11	Cycle Time (s):	56
C1	Stream: 3 PRC for Signalled Lanes (%):	205.0	Total Delay for Signalled Lanes (pcuHr):	0.59	Cycle Time (s):	56
	PRC Over All Lanes (%):	22.9	Total Delay Over All Lanes(pcuHr):	27.49		

Full Input Data And Results

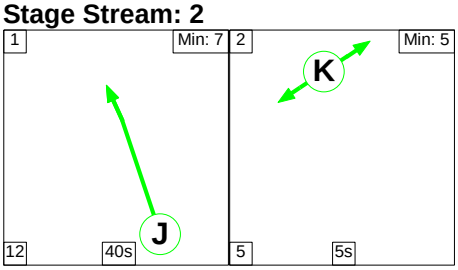
Scenario 4: '2026 Ref Case AM' (FG4: '2026 Ref Case AM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

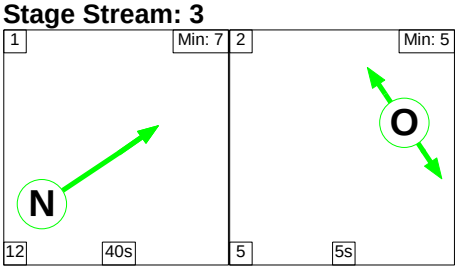
Stage Stream: 1



Stage Stream: 2



Stage Stream: 3



Stage Timings

Stage Stream: 1

Stage	1	2	3	4	6
Duration	8	1	7	7	7
Change Point	42	55	61	18	30

Stage Stream: 2

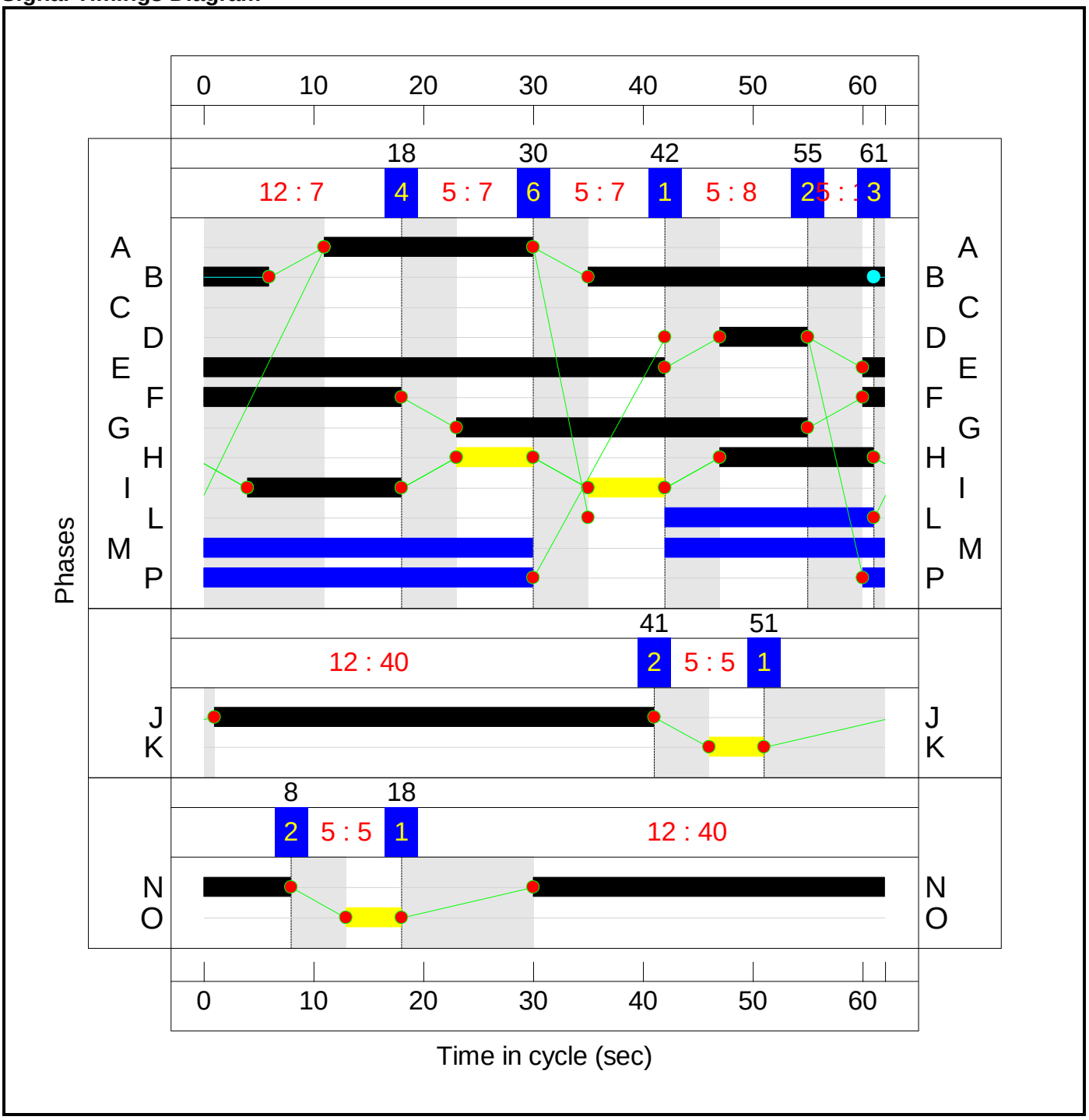
Stage	1	2
Duration	40	5
Change Point	51	41

Stage Stream: 3

Stage	1	2
Duration	40	5
Change Point	18	8

Full Input Data And Results

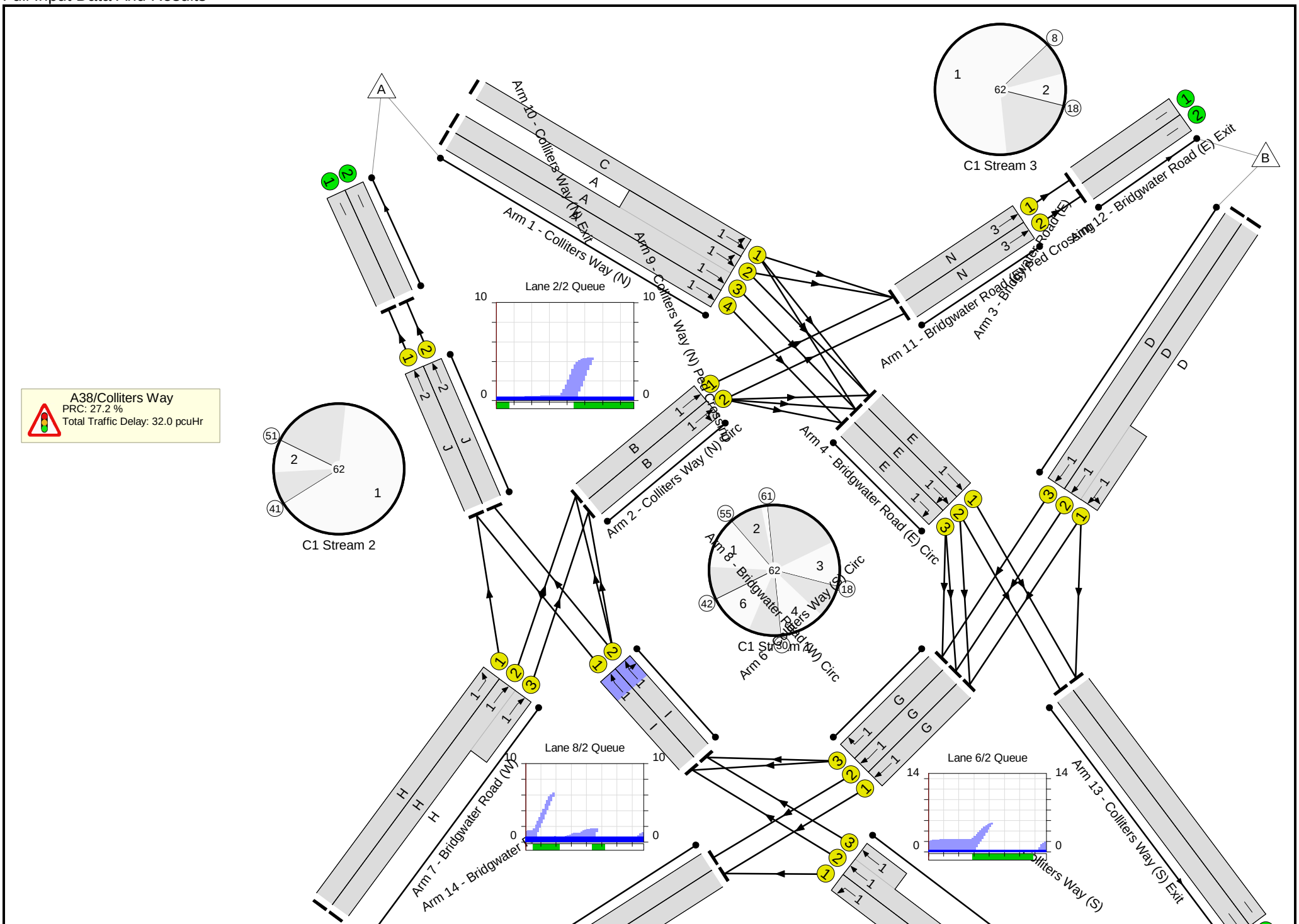
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A38/Colliters Way	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**70.7%**
A38/Colliters Way	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**70.7%**
1/1	Colliters Way (N) Ahead Left	U	1	N/A	C		0	0	-	0	2105	0	0.0%
1/3+1/2	Colliters Way (N) Ahead Left	U	1	N/A	A		1	19	-	806	2052:1932	626+607	65.4 : 65.4%
1/4	Colliters Way (N) Ahead	U	1	N/A	A		1	19	-	236	2043	659	35.8%
2/1	Colliters Way (N) Circ Ahead	U	1	N/A	B		1	33	-	350	1972	1081	32.4%
2/2	Colliters Way (N) Circ Right Ahead	U	1	N/A	B		1	33	-	459	1975	1083	42.4%
3/2+3/1	Bridgwater Road (E) Ahead Left	U	1	N/A	D		1	8	-	391	2033:1895	295+275	67.8 : 69.4%
3/3	Bridgwater Road (E) Ahead	U	1	N/A	D		1	8	-	122	2052	298	41.0%
4/1	Bridgwater Road (E) Circ Ahead	U	1	N/A	E		1	44	-	356	1989	1444	24.7%
4/2	Bridgwater Road (E) Circ Right Ahead	U	1	N/A	E		1	44	-	536	1970	1430	37.5%
4/3	Bridgwater Road (E) Circ Right	U	1	N/A	E		1	44	-	236	1970	1430	16.5%
5/1	Colliters Way (S) Left	U	1	N/A	F		1	20	-	330	1914	648	50.9%
5/2+5/3	Colliters Way (S) Ahead	U	1	N/A	F		1	20	-	653	2080:2080	426+498	70.7 : 70.7%
6/1	Colliters Way (S) Circ Ahead	U	1	N/A	G		1	32	-	294	1956	1041	28.2%
6/2	Colliters Way (S) Circ Ahead	U	1	N/A	G		1	32	-	433	1956	1041	41.6%

Full Input Data And Results

6/3	Colliters Way (S) Circ Right	U	1	N/A	G		1	32	-	125	1923	1024	12.2%
7/1	Bridgwater Road (W) Left	U	1	N/A	H		2	21	-	483	1966	729	66.2%
7/2+7/3	Bridgwater Road (W) Ahead	U	1	N/A	H		2	21	-	799	2030:2099	541+704	64.2 : 64.2%
8/1	Bridgwater Road (W) Circ Ahead	U	1	N/A	I		2	21	-	345	2055	762	45.3%
8/2	Bridgwater Road (W) Circ Right Ahead	U	1	N/A	I		2	21	-	433	2045	759	57.1%
9/1	Colliters Way (N) Ped Crossing Ahead	U	2	N/A	J		1	40	-	828	2065	1366	60.6%
9/2	Colliters Way (N) Ped Crossing Ahead	U	2	N/A	J		1	40	-	423	2205	1458	29.0%
10/1	Colliters Way (N) Exit	U	N/A	N/A	-		-	-	-	828	Inf	Inf	0.0%
10/2	Colliters Way (N) Exit	U	N/A	N/A	-		-	-	-	423	Inf	Inf	0.0%
11/1	Bridgwater Road (E) Ped Crossing Ahead	U	3	N/A	N		1	40	-	542	2055	1359	39.9%
11/2	Bridgwater Road (E) Ped Crossing Ahead	U	3	N/A	N		1	40	-	181	2195	1452	12.5%
12/1	Bridgwater Road (E) Exit	U	N/A	N/A	-		-	-	-	542	Inf	Inf	0.0%
12/2	Bridgwater Road (E) Exit	U	N/A	N/A	-		-	-	-	181	Inf	Inf	0.0%
13/1	Colliters Way (S) Exit	U	N/A	N/A	-		-	-	-	378	Inf	Inf	0.0%
13/2	Colliters Way (S) Exit	U	N/A	N/A	-		-	-	-	411	Inf	Inf	0.0%
14/1	Bridgwater Road (W) Exit	U	N/A	N/A	-		-	-	-	624	Inf	Inf	0.0%
14/2	Bridgwater Road (W) Exit	U	N/A	N/A	-		-	-	-	433	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A38/Colliters Way	**-**	**-**	**0**	**0**	**0**	**21.5**	**10.5**	**0.0**	**32.0**	**-**	**-**	**-**	**-**
A38/Colliters Way	**-**	**-**	**0**	**0**	**0**	**21.5**	**10.5**	**0.0**	**32.0**	**-**	**-**	**-**	**-**
1/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
1/3+1/2	806	806	-	-	-	4.0	0.9	-	4.9 (2.5+2.4)	22.0 (22.0:22.1)	5.9	0.9	6.8
1/4	236	236	-	-	-	1.1	0.3	-	1.3	20.3	3.1	0.3	3.4
2/1	350	350	-	-	-	0.3	0.2	-	0.6	6.0	3.0	0.2	3.3
2/2	459	459	-	-	-	0.5	0.4	-	0.9	6.7	4.0	0.4	4.4
3/2+3/1	391	391	-	-	-	2.7	1.1	-	3.8 (1.9+1.9)	35.1 (35.1:35.1)	3.2	1.1	4.3
3/3	122	122	-	-	-	0.8	0.3	-	1.2	34.3	1.9	0.3	2.2
4/1	356	356	-	-	-	0.2	0.2	-	0.4	4.1	1.6	0.2	1.7
4/2	536	536	-	-	-	0.2	0.3	-	0.5	3.4	2.8	0.3	3.1
4/3	236	236	-	-	-	0.0	0.1	-	0.1	1.5	0.0	0.1	0.1
5/1	330	330	-	-	-	1.5	0.5	-	2.0	22.0	4.5	0.5	5.0
5/2+5/3	653	653	-	-	-	2.9	1.2	-	4.1 (1.9+2.2)	22.8 (22.6:23.0)	5.8	1.2	7.0
6/1	294	294	-	-	-	0.8	0.2	-	1.0	12.3	2.4	0.2	2.6
6/2	433	433	-	-	-	1.1	0.4	-	1.5	12.2	5.2	0.4	5.5
6/3	125	125	-	-	-	0.3	0.1	-	0.4	11.9	0.8	0.1	0.9
7/1	483	483	-	-	-	1.1	1.0	-	2.1	15.7	4.0	1.0	5.0
7/2+7/3	799	799	-	-	-	1.8	0.9	-	2.6 (1.1+1.5)	11.9 (11.7:12.1)	3.6	0.9	4.5
8/1	345	345	-	-	-	0.3	0.4	-	0.7	7.1	2.0	0.4	2.5
8/2	433	433	-	-	-	0.5	0.7	-	1.1	9.3	5.6	0.7	6.3
9/1	828	828	-	-	-	0.7	0.8	-	1.5	6.4	4.3	0.8	5.1
9/2	423	423	-	-	-	0.1	0.2	-	0.3	2.5	0.3	0.2	0.5

Full Input Data And Results

10/1	828	828	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2	423	423	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	542	542	-	-	-	0.5	0.3	-	0.8	5.6	3.3	0.3	3.6
11/2	181	181	-	-	-	0.0	0.1	-	0.1	1.9	0.1	0.1	0.2
12/1	542	542	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/2	181	181	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/1	378	378	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/2	411	411	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/1	624	624	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/2	433	433	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

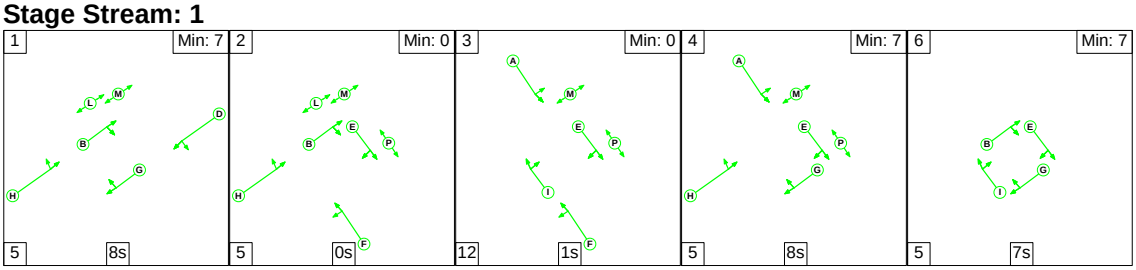
C1	Stream: 1 PRC for Signalled Lanes (%):	27.2	Total Delay for Signalled Lanes (pcuHr):	29.27	Cycle Time (s):	62
C1	Stream: 2 PRC for Signalled Lanes (%):	48.4	Total Delay for Signalled Lanes (pcuHr):	1.77	Cycle Time (s):	62
C1	Stream: 3 PRC for Signalled Lanes (%):	125.7	Total Delay for Signalled Lanes (pcuHr):	0.94	Cycle Time (s):	62
	PRC Over All Lanes (%):	27.2	Total Delay Over All Lanes(pcuHr):	31.98		

Full Input Data And Results

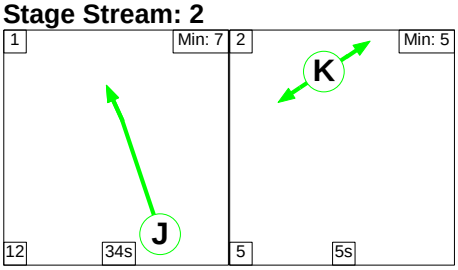
Scenario 5: '2026 Ref Case Interpeak' (FG5: '2026 Ref Case Interpeak', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

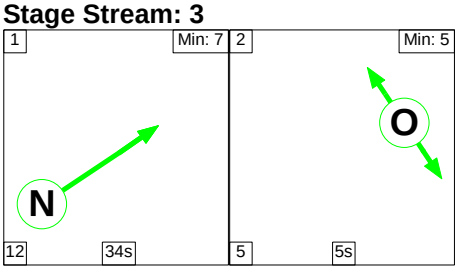
Stage Stream: 1



Stage Stream: 2



Stage Stream: 3



Stage Timings

Stage Stream: 1

Stage	1	2	3	4	6
Duration	8	0	1	8	7
Change Point	53	10	15	28	41

Stage Stream: 2

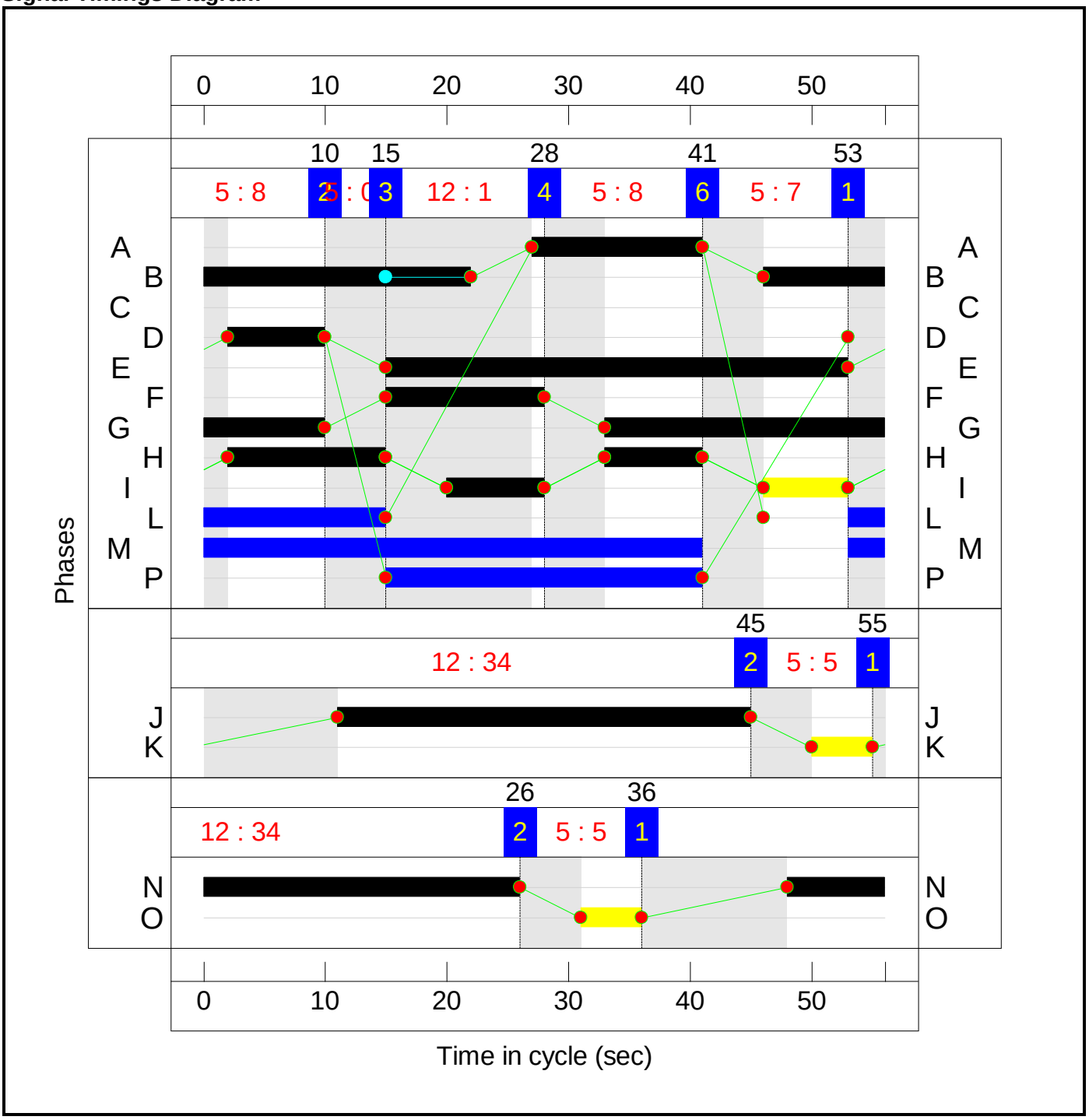
Stage	1	2
Duration	34	5
Change Point	55	45

Stage Stream: 3

Stage	1	2
Duration	34	5
Change Point	36	26

Full Input Data And Results

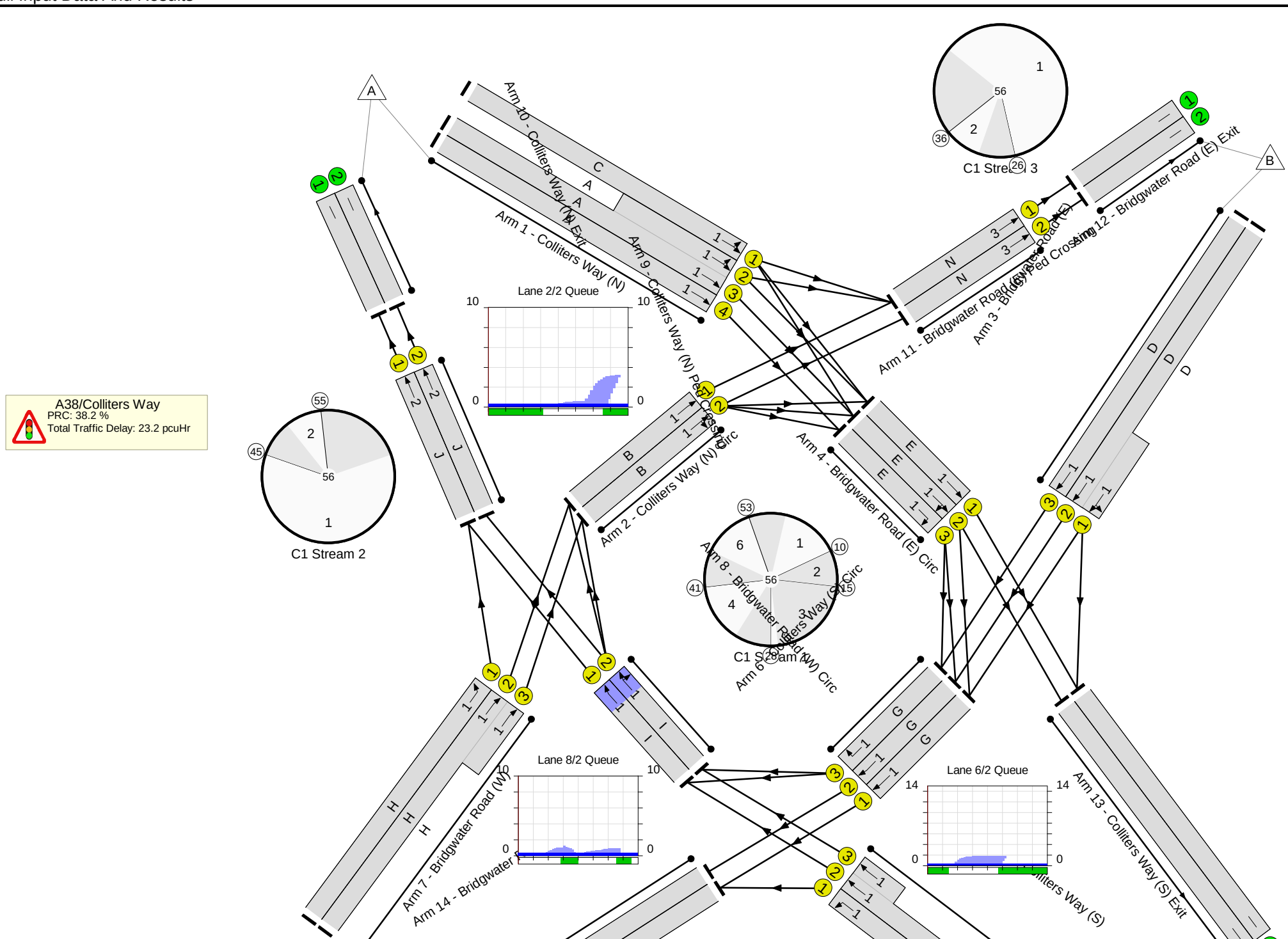
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A38/Colliters Way	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**65.1%**
A38/Colliters Way	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**65.1%**
1/1	Colliters Way (N) Ahead Left	U	1	N/A	C		0	0	-	0	2105	0	0.0%
1/3+1/2	Colliters Way (N) Ahead Left	U	1	N/A	A		1	14	-	692	2052:1924	550+515	65.1 : 64.8%
1/4	Colliters Way (N) Ahead	U	1	N/A	A		1	14	-	255	2043	547	46.6%
2/1	Colliters Way (N) Circ Ahead	U	1	N/A	B		1	32	-	255	1972	1162	21.9%
2/2	Colliters Way (N) Circ Right Ahead	U	1	N/A	B		1	32	-	392	1976	1164	33.7%
3/2+3/1	Bridgwater Road (E) Ahead Left	U	1	N/A	D		1	8	-	369	2033:1895	327+305	58.2 : 58.8%
3/3	Bridgwater Road (E) Ahead	U	1	N/A	D		1	8	-	66	2052	330	20.0%
4/1	Bridgwater Road (E) Circ Ahead	U	1	N/A	E		1	38	-	362	1989	1385	26.1%
4/2	Bridgwater Road (E) Circ Right Ahead	U	1	N/A	E		1	38	-	463	1970	1372	33.7%
4/3	Bridgwater Road (E) Circ Right	U	1	N/A	E		1	38	-	256	1970	1372	18.7%
5/1	Colliters Way (S) Left	U	1	N/A	F		1	13	-	227	1914	479	47.4%
5/2+5/3	Colliters Way (S) Ahead	U	1	N/A	F		1	13	-	393	2080:2080	400+390	49.8 : 49.8%
6/1	Colliters Way (S) Circ Ahead	U	1	N/A	G		1	33	-	343	1956	1188	28.9%
6/2	Colliters Way (S) Circ Ahead	U	1	N/A	G		1	33	-	446	1956	1188	37.6%

Full Input Data And Results

6/3	Colliters Way (S) Circ Right	U	1	N/A	G		1	33	-	66	1923	1168	5.7%
7/1	Bridgwater Road (W) Left	U	1	N/A	H		2	21	-	518	1966	807	64.2%
7/2+7/3	Bridgwater Road (W) Ahead	U	1	N/A	H		2	21	-	623	2030:2099	537+802	46.5 : 46.5%
8/1	Bridgwater Road (W) Circ Ahead	U	1	N/A	I		2	15	-	203	2055	624	32.5%
8/2	Bridgwater Road (W) Circ Right Ahead	U	1	N/A	I		2	15	-	256	2042	620	41.3%
9/1	Colliters Way (N) Ped Crossing Ahead	U	2	N/A	J		1	34	-	721	2065	1291	55.9%
9/2	Colliters Way (N) Ped Crossing Ahead	U	2	N/A	J		1	34	-	232	2205	1378	16.8%
10/1	Colliters Way (N) Exit	U	N/A	N/A	-		-	-	-	721	Inf	Inf	0.0%
10/2	Colliters Way (N) Exit	U	N/A	N/A	-		-	-	-	232	Inf	Inf	0.0%
11/1	Bridgwater Road (E) Ped Crossing Ahead	U	3	N/A	N		1	34	-	339	2055	1284	26.4%
11/2	Bridgwater Road (E) Ped Crossing Ahead	U	3	N/A	N		1	34	-	174	2195	1372	12.7%
12/1	Bridgwater Road (E) Exit	U	N/A	N/A	-		-	-	-	339	Inf	Inf	0.0%
12/2	Bridgwater Road (E) Exit	U	N/A	N/A	-		-	-	-	174	Inf	Inf	0.0%
13/1	Colliters Way (S) Exit	U	N/A	N/A	-		-	-	-	382	Inf	Inf	0.0%
13/2	Colliters Way (S) Exit	U	N/A	N/A	-		-	-	-	279	Inf	Inf	0.0%
14/1	Bridgwater Road (W) Exit	U	N/A	N/A	-		-	-	-	570	Inf	Inf	0.0%
14/2	Bridgwater Road (W) Exit	U	N/A	N/A	-		-	-	-	446	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A38/Colliters Way	**-**	**-**	**0**	**0**	**0**	**15.7**	**7.5**	**0.0**	**23.2**	**-**	**-**	**-**	**-**
A38/Colliters Way	**-**	**-**	**0**	**0**	**0**	**15.7**	**7.5**	**0.0**	**23.2**	**-**	**-**	**-**	**-**
1/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
1/3+1/2	692	692	-	-	-	3.5	0.9	-	4.4 (2.3+2.1)	23.0 (23.0:23.0)	4.9	0.9	5.8
1/4	255	255	-	-	-	1.2	0.4	-	1.7	23.3	3.3	0.4	3.7
2/1	255	255	-	-	-	0.3	0.1	-	0.4	5.6	1.9	0.1	2.0
2/2	392	392	-	-	-	0.5	0.3	-	0.7	6.6	3.0	0.3	3.2
3/2+3/1	369	369	-	-	-	2.2	0.7	-	2.9 (1.5+1.4)	28.6 (28.6:28.6)	2.7	0.7	3.4
3/3	66	66	-	-	-	0.4	0.1	-	0.5	27.3	0.9	0.1	1.0
4/1	362	362	-	-	-	0.1	0.2	-	0.3	3.2	0.9	0.2	1.1
4/2	463	463	-	-	-	0.1	0.3	-	0.4	3.0	1.7	0.3	1.9
4/3	256	256	-	-	-	0.0	0.1	-	0.1	1.6	0.0	0.1	0.1
5/1	227	227	-	-	-	1.1	0.4	-	1.6	25.0	3.0	0.4	3.4
5/2+5/3	393	393	-	-	-	1.9	0.5	-	2.4 (1.2+1.2)	21.9 (22.0:21.9)	2.5	0.5	3.0
6/1	343	343	-	-	-	0.5	0.2	-	0.7	7.2	1.3	0.2	1.5
6/2	446	446	-	-	-	0.6	0.3	-	0.9	7.0	1.5	0.3	1.8
6/3	66	66	-	-	-	0.1	0.0	-	0.1	7.2	0.3	0.0	0.3
7/1	518	518	-	-	-	1.0	0.9	-	1.8	12.8	3.3	0.9	4.2
7/2+7/3	623	623	-	-	-	1.0	0.4	-	1.4 (0.6+0.9)	8.3 (8.1:8.4)	2.1	0.4	2.5
8/1	203	203	-	-	-	0.1	0.2	-	0.3	6.1	0.4	0.2	0.6
8/2	256	256	-	-	-	0.2	0.4	-	0.6	8.4	0.9	0.4	1.3
9/1	721	721	-	-	-	0.5	0.6	-	1.1	5.7	4.6	0.6	5.3
9/2	232	232	-	-	-	0.2	0.1	-	0.3	3.9	0.6	0.1	0.7

Full Input Data And Results

10/1	721	721	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2	232	232	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	339	339	-	-	-	0.3	0.2	-	0.4	4.6	1.3	0.2	1.5
11/2	174	174	-	-	-	0.0	0.1	-	0.1	1.7	0.0	0.1	0.1
12/1	339	339	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/2	174	174	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/1	382	382	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/2	279	279	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/1	570	570	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/2	446	446	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

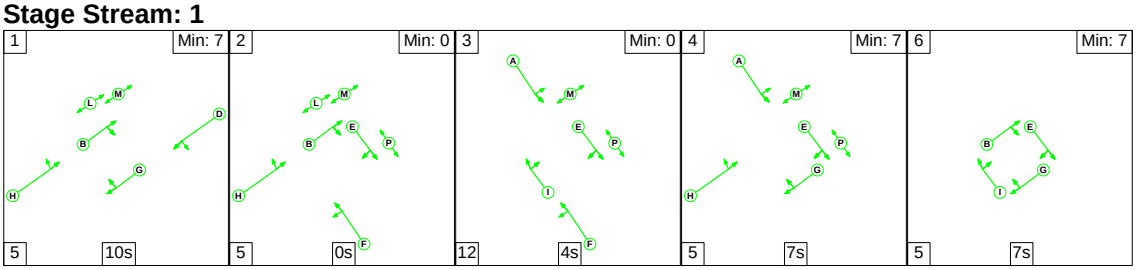
C1 Stream: 1 PRC for Signalled Lanes (%):	38.2	Total Delay for Signalled Lanes (pcuHr):	21.33	Cycle Time (s):	56
C1 Stream: 2 PRC for Signalled Lanes (%):	61.1	Total Delay for Signalled Lanes (pcuHr):	1.39	Cycle Time (s):	56
C1 Stream: 3 PRC for Signalled Lanes (%):	241.0	Total Delay for Signalled Lanes (pcuHr):	0.52	Cycle Time (s):	56
PRC Over All Lanes (%):	38.2	Total Delay Over All Lanes(pcuHr):	23.24		

Full Input Data And Results

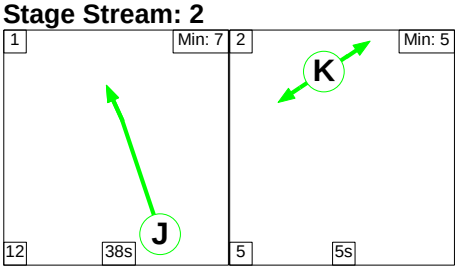
Scenario 6: '2026 Ref Case PM' (FG6: '2026 Ref Case PM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

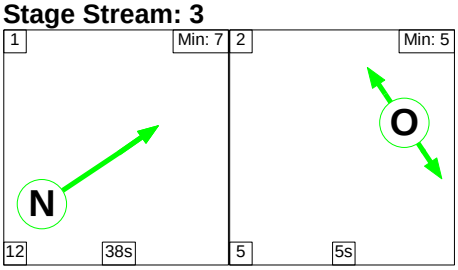
Stage Stream: 1



Stage Stream: 2



Stage Stream: 3



Stage Timings

Stage Stream: 1

Stage	1	2	3	4	6
Duration	10	0	4	7	7
Change Point	45	0	5	21	33

Stage Stream: 2

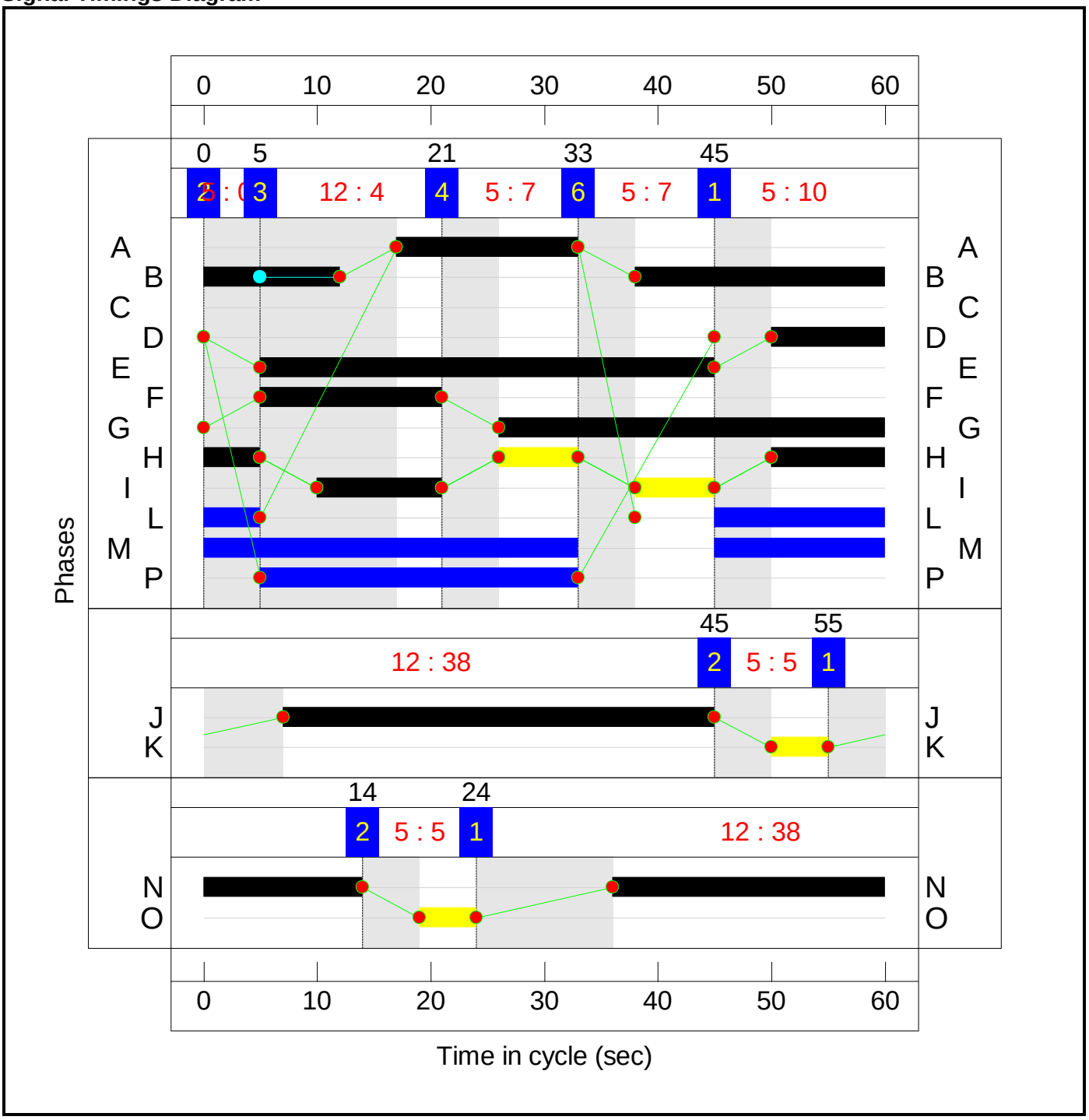
Stage	1	2
Duration	38	5
Change Point	55	45

Stage Stream: 3

Stage	1	2
Duration	38	5
Change Point	24	14

Full Input Data And Results

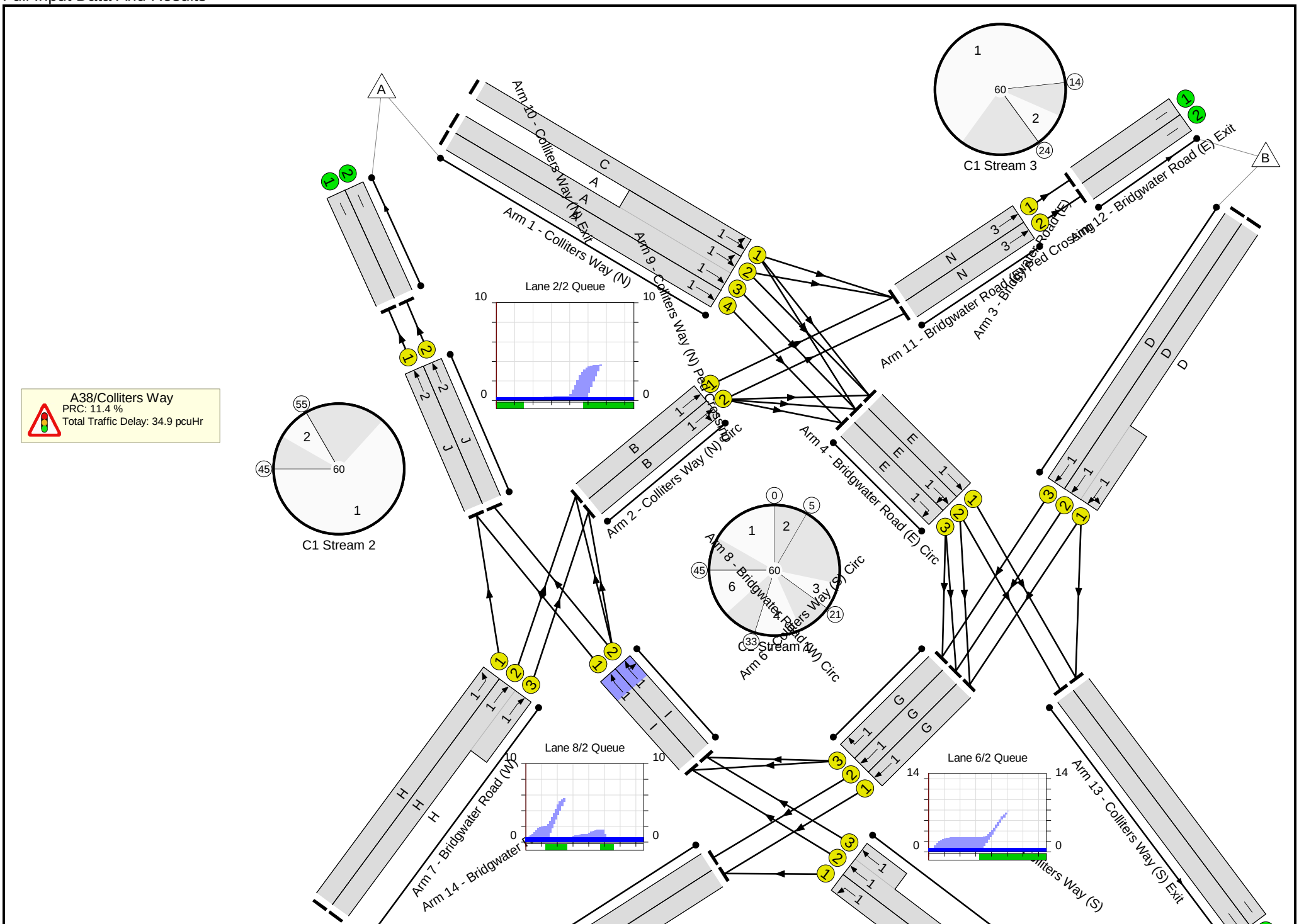
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A38/Colliters Way	-	-	**N/A**	-	-		-	-	-	-	-	-	**80.8%**
A38/Colliters Way	-	-	**N/A**	-	-		-	-	-	-	-	-	**80.8%**
1/1	Colliters Way (N) Ahead Left	U	1	N/A	C		0	0	-	0	2105	0	0.0%
1/3+1/2	Colliters Way (N) Ahead Left	U	1	N/A	A		1	16	-	903	2052:1926	581+546	79.5 : 80.8%
1/4	Colliters Way (N) Ahead	U	1	N/A	A		1	16	-	376	2043	579	65.0%
2/1	Colliters Way (N) Circ Ahead	U	1	N/A	B		1	34	-	316	1972	1150	27.5%
2/2	Colliters Way (N) Circ Right Ahead	U	1	N/A	B		1	34	-	420	1972	1150	36.5%
3/2+3/1	Bridgwater Road (E) Ahead Left	U	1	N/A	D		1	10	-	540	2033:1895	373+347	73.8 : 76.3%
3/3	Bridgwater Road (E) Ahead	U	1	N/A	D		1	10	-	190	2052	376	50.5%
4/1	Bridgwater Road (E) Circ Ahead	U	1	N/A	E		1	40	-	462	1989	1359	34.0%
4/2	Bridgwater Road (E) Circ Right Ahead	U	1	N/A	E		1	40	-	601	1970	1346	44.6%
4/3	Bridgwater Road (E) Circ Right	U	1	N/A	E		1	40	-	376	1970	1346	27.9%
5/1	Colliters Way (S) Left	U	1	N/A	F		1	16	-	318	1914	542	58.6%
5/2+5/3	Colliters Way (S) Ahead	U	1	N/A	F		1	16	-	513	2080:2080	419+424	60.8 : 60.8%
6/1	Colliters Way (S) Circ Ahead	U	1	N/A	G		1	34	-	458	1956	1141	40.1%
6/2	Colliters Way (S) Circ Ahead	U	1	N/A	G		1	34	-	651	1956	1141	57.1%

Full Input Data And Results

6/3	Colliters Way (S) Circ Right	U	1	N/A	G		1	34	-	190	1923	1122	16.9%
7/1	Bridgwater Road (W) Left	U	1	N/A	H		2	22	-	386	1966	786	49.1%
7/2+7/3	Bridgwater Road (W) Ahead	U	1	N/A	H		2	22	-	727	2030:2099	572+748	55.1 : 55.1%
8/1	Bridgwater Road (W) Circ Ahead	U	1	N/A	I		2	18	-	324	2055	685	47.3%
8/2	Bridgwater Road (W) Circ Right Ahead	U	1	N/A	I		2	18	-	379	2045	682	55.6%
9/1	Colliters Way (N) Ped Crossing Ahead	U	2	N/A	J		1	38	-	710	2065	1342	52.9%
9/2	Colliters Way (N) Ped Crossing Ahead	U	2	N/A	J		1	38	-	370	2205	1433	25.8%
10/1	Colliters Way (N) Exit	U	N/A	N/A	-		-	-	-	710	Inf	Inf	0.0%
10/2	Colliters Way (N) Exit	U	N/A	N/A	-		-	-	-	370	Inf	Inf	0.0%
11/1	Bridgwater Road (E) Ped Crossing Ahead	U	3	N/A	N		1	38	-	456	2055	1336	34.1%
11/2	Bridgwater Road (E) Ped Crossing Ahead	U	3	N/A	N		1	38	-	120	2195	1427	8.4%
12/1	Bridgwater Road (E) Exit	U	N/A	N/A	-		-	-	-	456	Inf	Inf	0.0%
12/2	Bridgwater Road (E) Exit	U	N/A	N/A	-		-	-	-	120	Inf	Inf	0.0%
13/1	Colliters Way (S) Exit	U	N/A	N/A	-		-	-	-	484	Inf	Inf	0.0%
13/2	Colliters Way (S) Exit	U	N/A	N/A	-		-	-	-	386	Inf	Inf	0.0%
14/1	Bridgwater Road (W) Exit	U	N/A	N/A	-		-	-	-	776	Inf	Inf	0.0%
14/2	Bridgwater Road (W) Exit	U	N/A	N/A	-		-	-	-	651	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A38/Colliters Way	**-**	**-**	**0**	**0**	**0**	**22.9**	**12.0**	**0.0**	**34.9**	**-**	**-**	**-**	**-**
A38/Colliters Way	**-**	**-**	**0**	**0**	**0**	**22.9**	**12.0**	**0.0**	**34.9**	**-**	**-**	**-**	**-**
1/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
1/3+1/2	903	903	-	-	-	5.0	2.0	-	7.0 (3.6+3.4)	27.8 (27.8:27.9)	7.1	2.0	9.0
1/4	376	376	-	-	-	2.0	0.9	-	2.9	27.7	5.4	0.9	6.3
2/1	316	316	-	-	-	0.3	0.2	-	0.5	5.3	2.5	0.2	2.7
2/2	420	420	-	-	-	0.4	0.3	-	0.7	6.0	3.4	0.3	3.6
3/2+3/1	540	540	-	-	-	3.5	1.5	-	5.0 (2.5+2.4)	33.0 (33.0:33.1)	4.3	1.5	5.8
3/3	190	190	-	-	-	1.2	0.5	-	1.7	31.7	2.9	0.5	3.4
4/1	462	462	-	-	-	0.3	0.3	-	0.5	4.2	1.7	0.3	2.0
4/2	601	601	-	-	-	0.2	0.4	-	0.6	3.9	4.4	0.4	4.8
4/3	376	376	-	-	-	0.0	0.2	-	0.2	1.9	1.7	0.2	1.9
5/1	318	318	-	-	-	1.6	0.7	-	2.3	26.5	4.5	0.7	5.2
5/2+5/3	513	513	-	-	-	2.5	0.8	-	3.3 (1.6+1.6)	23.0 (23.0:23.0)	3.5	0.8	4.3
6/1	458	458	-	-	-	0.8	0.3	-	1.1	8.8	2.4	0.3	2.7
6/2	651	651	-	-	-	1.0	0.7	-	1.6	9.0	7.2	0.7	7.8
6/3	190	190	-	-	-	0.3	0.1	-	0.4	8.2	0.9	0.1	1.0
7/1	386	386	-	-	-	0.7	0.5	-	1.2	11.3	2.6	0.5	3.1
7/2+7/3	727	727	-	-	-	1.3	0.6	-	2.0 (0.8+1.1)	9.7 (9.5:9.8)	2.7	0.6	3.4
8/1	324	324	-	-	-	0.3	0.4	-	0.7	8.3	1.9	0.4	2.4
8/2	379	379	-	-	-	0.5	0.6	-	1.1	10.5	4.9	0.6	5.6
9/1	710	710	-	-	-	0.6	0.6	-	1.2	5.8	3.5	0.6	4.1
9/2	370	370	-	-	-	0.0	0.2	-	0.2	2.1	0.1	0.2	0.3

Full Input Data And Results

10/1	710	710	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2	370	370	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	456	456	-	-	-	0.3	0.3	-	0.6	4.8	2.4	0.3	2.7
11/2	120	120	-	-	-	0.0	0.0	-	0.1	1.9	0.1	0.0	0.1
12/1	456	456	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/2	120	120	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/1	484	484	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/2	386	386	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/1	776	776	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/2	651	651	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

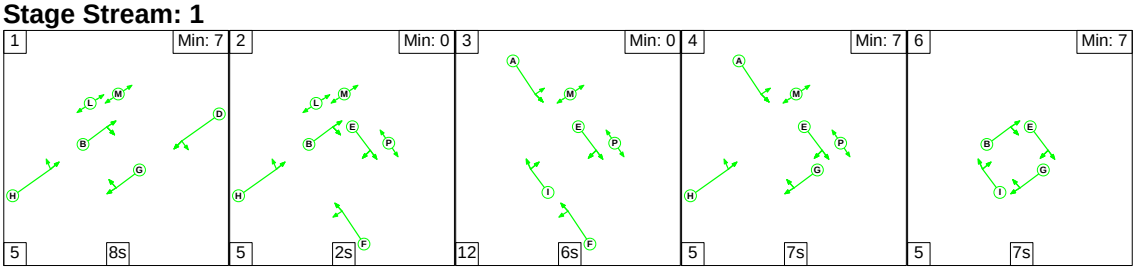
C1	Stream: 1 PRC for Signalled Lanes (%):	11.4	Total Delay for Signalled Lanes (pcuHr):	32.87	Cycle Time (s):	60
C1	Stream: 2 PRC for Signalled Lanes (%):	70.1	Total Delay for Signalled Lanes (pcuHr):	1.37	Cycle Time (s):	60
C1	Stream: 3 PRC for Signalled Lanes (%):	163.6	Total Delay for Signalled Lanes (pcuHr):	0.67	Cycle Time (s):	60
	PRC Over All Lanes (%):	11.4	Total Delay Over All Lanes(pcuHr):	34.91		

Full Input Data And Results

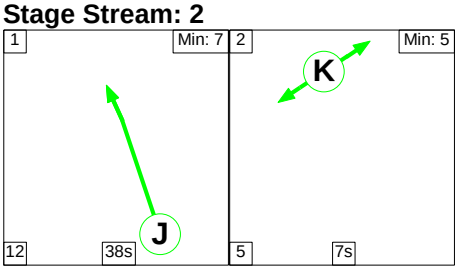
Scenario 7: '2026 Test Case AM' (FG7: '2026 Test Case AM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

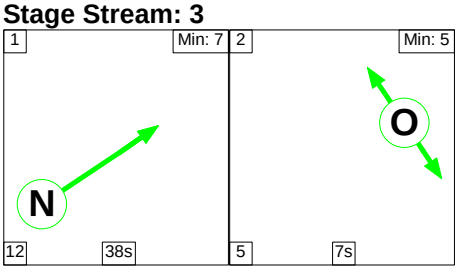
Stage Stream: 1



Stage Stream: 2



Stage Stream: 3



Stage Timings

Stage Stream: 1

Stage	1	2	3	4	6
Duration	8	2	6	7	7
Change Point	0	13	20	38	50

Stage Stream: 2

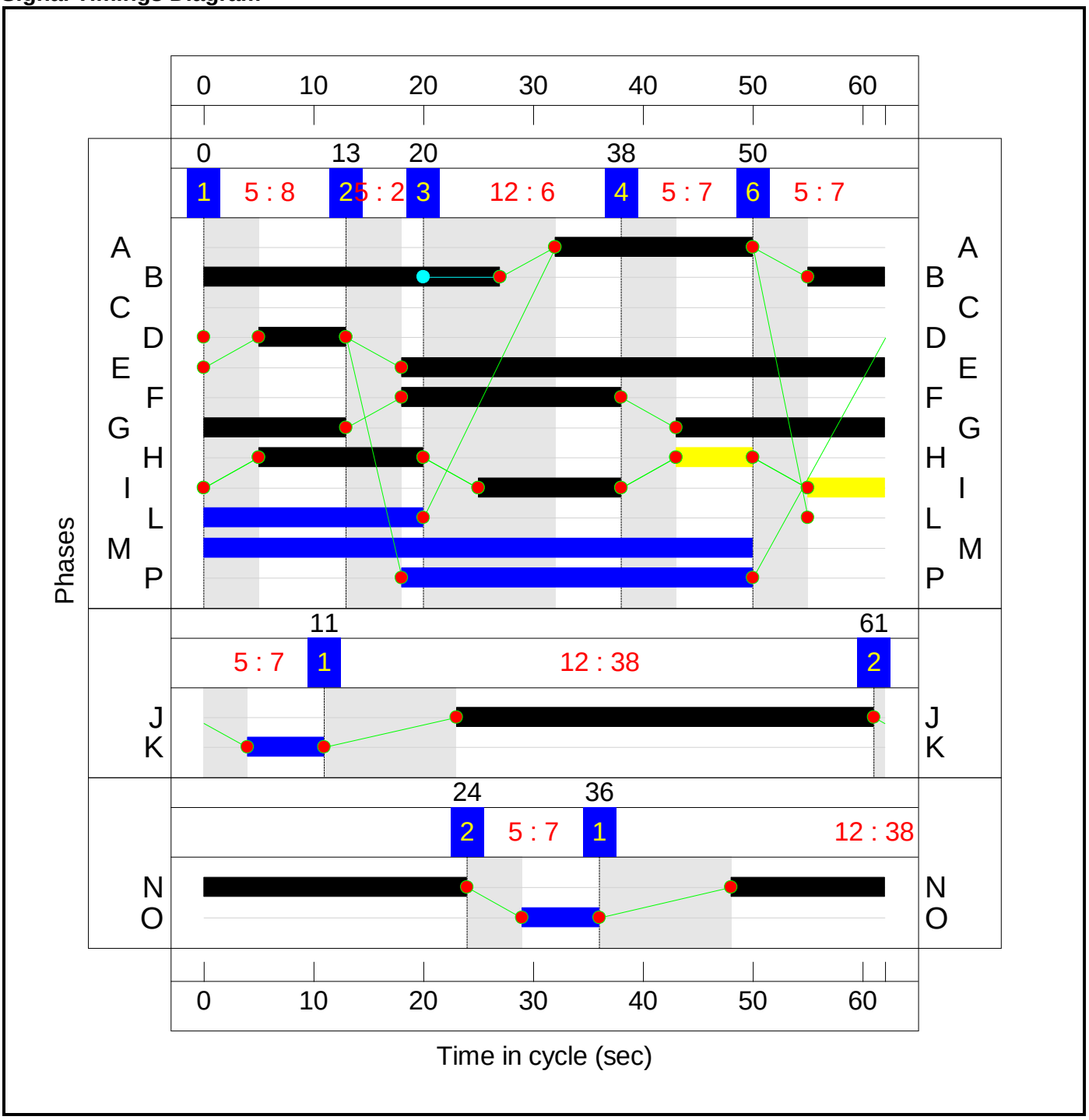
Stage	1	2
Duration	38	7
Change Point	11	61

Stage Stream: 3

Stage	1	2
Duration	38	7
Change Point	36	24

Full Input Data And Results

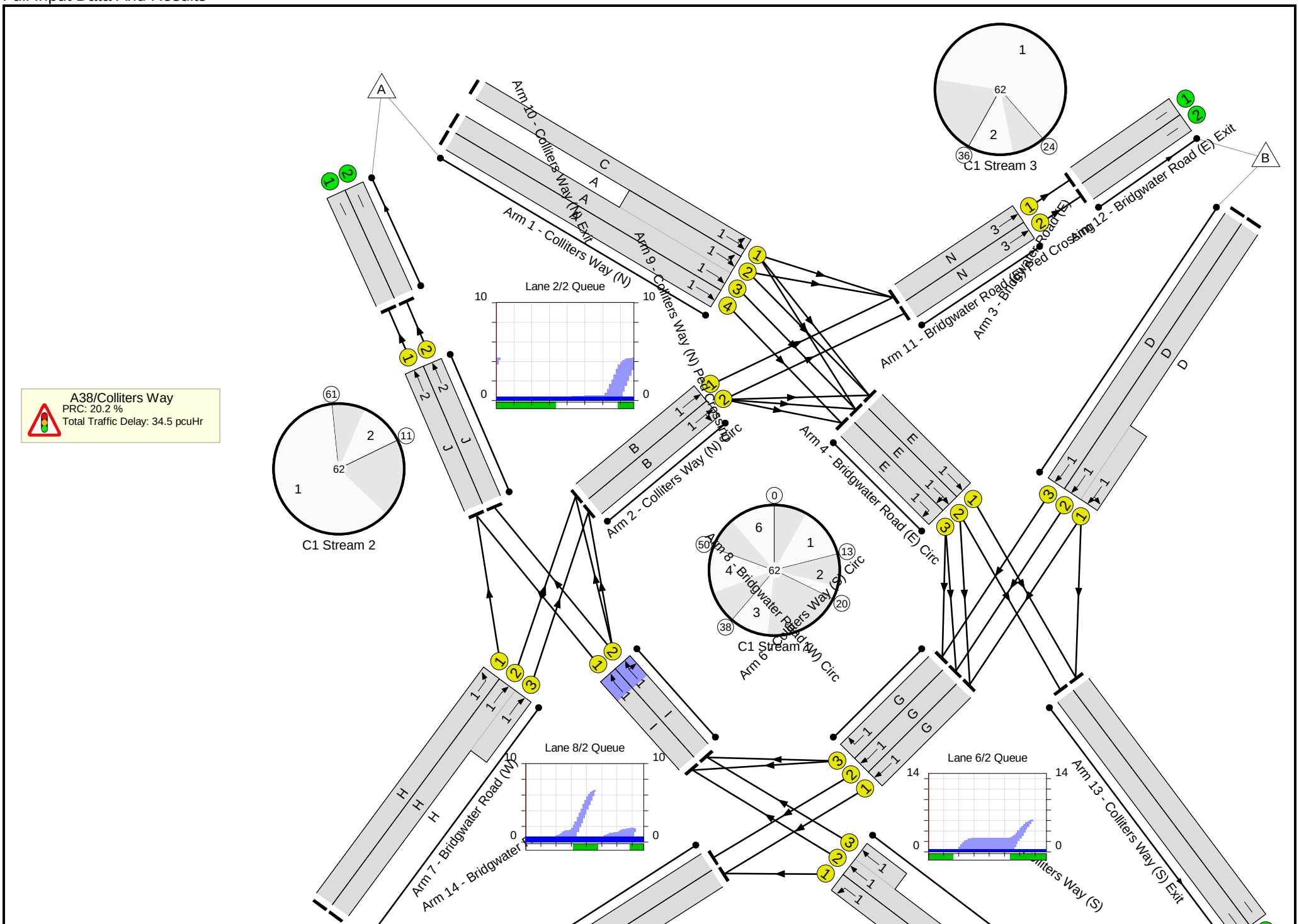
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A38/Colliters Way	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**74.9%**
A38/Colliters Way	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**74.9%**
1/1	Colliters Way (N) Ahead Left	U	1	N/A	C		0	0	-	0	2105	0	0.0%
1/3+1/2	Colliters Way (N) Ahead Left	U	1	N/A	A		1	18	-	824	2052:1931	609+592	68.6 : 68.6%
1/4	Colliters Way (N) Ahead	U	1	N/A	A		1	18	-	257	2043	626	41.0%
2/1	Colliters Way (N) Circ Ahead	U	1	N/A	B		1	34	-	358	1972	1113	32.2%
2/2	Colliters Way (N) Circ Right Ahead	U	1	N/A	B		1	34	-	472	1975	1115	42.3%
3/2+3/1	Bridgwater Road (E) Ahead Left	U	1	N/A	D		1	8	-	422	2033:1895	295+275	73.2 : 74.9%
3/3	Bridgwater Road (E) Ahead	U	1	N/A	D		1	8	-	122	2052	298	41.0%
4/1	Bridgwater Road (E) Circ Ahead	U	1	N/A	E		1	44	-	365	1989	1444	25.3%
4/2	Bridgwater Road (E) Circ Right Ahead	U	1	N/A	E		1	44	-	545	1970	1430	38.1%
4/3	Bridgwater Road (E) Circ Right	U	1	N/A	E		1	44	-	257	1970	1430	18.0%
5/1	Colliters Way (S) Left	U	1	N/A	F		1	20	-	330	1914	648	50.9%
5/2+5/3	Colliters Way (S) Ahead	U	1	N/A	F		1	20	-	653	2080:2080	428+497	70.6 : 70.6%
6/1	Colliters Way (S) Circ Ahead	U	1	N/A	G		1	32	-	327	1956	1041	31.4%
6/2	Colliters Way (S) Circ Ahead	U	1	N/A	G		1	32	-	470	1956	1041	45.1%

Full Input Data And Results

6/3	Colliters Way (S) Circ Right	U	1	N/A	G		1	32	-	125	1923	1024	12.2%
7/1	Bridgwater Road (W) Left	U	1	N/A	H		2	22	-	507	1966	761	66.6%
7/2+7/3	Bridgwater Road (W) Ahead	U	1	N/A	H		2	22	-	820	2030:2099	555+723	64.2 : 64.2%
8/1	Bridgwater Road (W) Circ Ahead	U	1	N/A	I		2	20	-	349	2055	729	47.9%
8/2	Bridgwater Road (W) Circ Right Ahead	U	1	N/A	I		2	20	-	429	2045	726	59.1%
9/1	Colliters Way (N) Ped Crossing Ahead	U	2	N/A	J		1	38	-	856	2065	1299	65.9%
9/2	Colliters Way (N) Ped Crossing Ahead	U	2	N/A	J		1	38	-	419	2205	1387	30.2%
10/1	Colliters Way (N) Exit	U	N/A	N/A	-		-	-	-	856	Inf	Inf	0.0%
10/2	Colliters Way (N) Exit	U	N/A	N/A	-		-	-	-	419	Inf	Inf	0.0%
11/1	Bridgwater Road (E) Ped Crossing Ahead	U	3	N/A	N		1	38	-	550	2055	1293	42.5%
11/2	Bridgwater Road (E) Ped Crossing Ahead	U	3	N/A	N		1	38	-	194	2195	1381	14.1%
12/1	Bridgwater Road (E) Exit	U	N/A	N/A	-		-	-	-	550	Inf	Inf	0.0%
12/2	Bridgwater Road (E) Exit	U	N/A	N/A	-		-	-	-	194	Inf	Inf	0.0%
13/1	Colliters Way (S) Exit	U	N/A	N/A	-		-	-	-	387	Inf	Inf	0.0%
13/2	Colliters Way (S) Exit	U	N/A	N/A	-		-	-	-	402	Inf	Inf	0.0%
14/1	Bridgwater Road (W) Exit	U	N/A	N/A	-		-	-	-	657	Inf	Inf	0.0%
14/2	Bridgwater Road (W) Exit	U	N/A	N/A	-		-	-	-	470	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A38/Colliters Way	**-**	**-**	**0**	**0**	**0**	**23.0**	**11.5**	**0.0**	**34.5**	**-**	**-**	**-**	**-**
A38/Colliters Way	**-**	**-**	**0**	**0**	**0**	**23.0**	**11.5**	**0.0**	**34.5**	**-**	**-**	**-**	**-**
1/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
1/3+1/2	824	824	-	-	-	4.3	1.1	-	5.4 (2.7+2.7)	23.6 (23.5:23.6)	6.2	1.1	7.2
1/4	257	257	-	-	-	1.2	0.3	-	1.6	21.9	3.5	0.3	3.8
2/1	358	358	-	-	-	0.3	0.2	-	0.6	5.8	3.0	0.2	3.2
2/2	472	472	-	-	-	0.5	0.4	-	0.9	6.6	4.0	0.4	4.4
3/2+3/1	422	422	-	-	-	3.0	1.4	-	4.4 (2.2+2.1)	37.3 (37.3:37.4)	3.5	1.4	4.9
3/3	122	122	-	-	-	0.8	0.3	-	1.2	34.3	1.9	0.3	2.2
4/1	365	365	-	-	-	0.2	0.2	-	0.4	4.0	1.5	0.2	1.7
4/2	545	545	-	-	-	0.2	0.3	-	0.5	3.3	3.4	0.3	3.7
4/3	257	257	-	-	-	0.0	0.1	-	0.1	1.5	0.0	0.1	0.1
5/1	330	330	-	-	-	1.5	0.5	-	2.0	22.0	4.5	0.5	5.0
5/2+5/3	653	653	-	-	-	2.9	1.2	-	4.1 (1.9+2.2)	22.8 (22.6:22.9)	5.8	1.2	7.0
6/1	327	327	-	-	-	0.9	0.2	-	1.1	12.6	2.8	0.2	3.0
6/2	470	470	-	-	-	1.2	0.4	-	1.6	12.6	5.8	0.4	6.2
6/3	125	125	-	-	-	0.3	0.1	-	0.4	11.9	0.8	0.1	0.9
7/1	507	507	-	-	-	1.1	1.0	-	2.1	15.1	4.1	1.0	5.1
7/2+7/3	820	820	-	-	-	1.7	0.9	-	2.6 (1.1+1.5)	11.4 (11.2:11.6)	3.6	0.9	4.5
8/1	349	349	-	-	-	0.4	0.5	-	0.8	8.4	4.4	0.5	4.9
8/2	429	429	-	-	-	0.5	0.7	-	1.3	10.6	5.9	0.7	6.6
9/1	856	856	-	-	-	1.0	1.0	-	1.9	8.1	8.9	1.0	9.9
9/2	419	419	-	-	-	0.1	0.2	-	0.3	2.7	0.3	0.2	0.5

Full Input Data And Results

10/1	856	856	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2	419	419	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	550	550	-	-	-	0.6	0.4	-	0.9	6.1	3.8	0.4	4.1
11/2	194	194	-	-	-	0.1	0.1	-	0.2	3.7	0.4	0.1	0.4
12/1	550	550	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/2	194	194	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/1	387	387	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/2	402	402	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/1	657	657	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/2	470	470	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

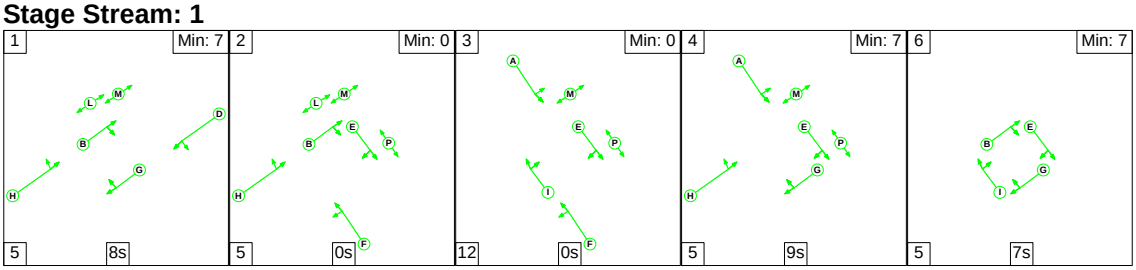
C1	Stream: 1 PRC for Signalled Lanes (%):	20.2	Total Delay for Signalled Lanes (pcuHr):	31.09	Cycle Time (s):	62
C1	Stream: 2 PRC for Signalled Lanes (%):	36.6	Total Delay for Signalled Lanes (pcuHr):	2.25	Cycle Time (s):	62
C1	Stream: 3 PRC for Signalled Lanes (%):	111.5	Total Delay for Signalled Lanes (pcuHr):	1.13	Cycle Time (s):	62
	PRC Over All Lanes (%):	20.2	Total Delay Over All Lanes(pcuHr):	34.47		

Full Input Data And Results

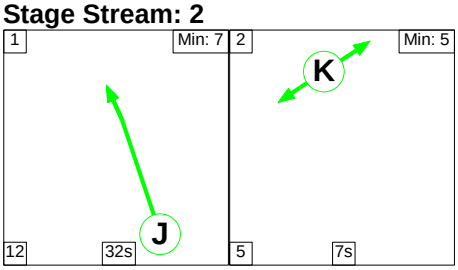
Scenario 8: '2026 Test Case Interpeak' (FG8: '2026 Test Case Interpeak', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

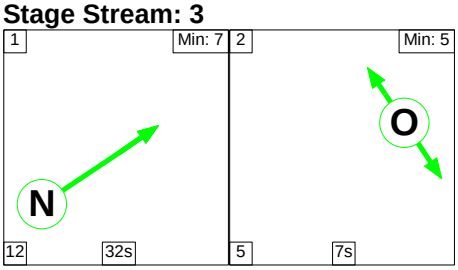
Stage Stream: 1



Stage Stream: 2



Stage Stream: 3



Stage Timings

Stage Stream: 1

Stage	1	2	3	4	6
Duration	8	0	0	9	7
Change Point	15	28	33	45	3

Stage Stream: 2

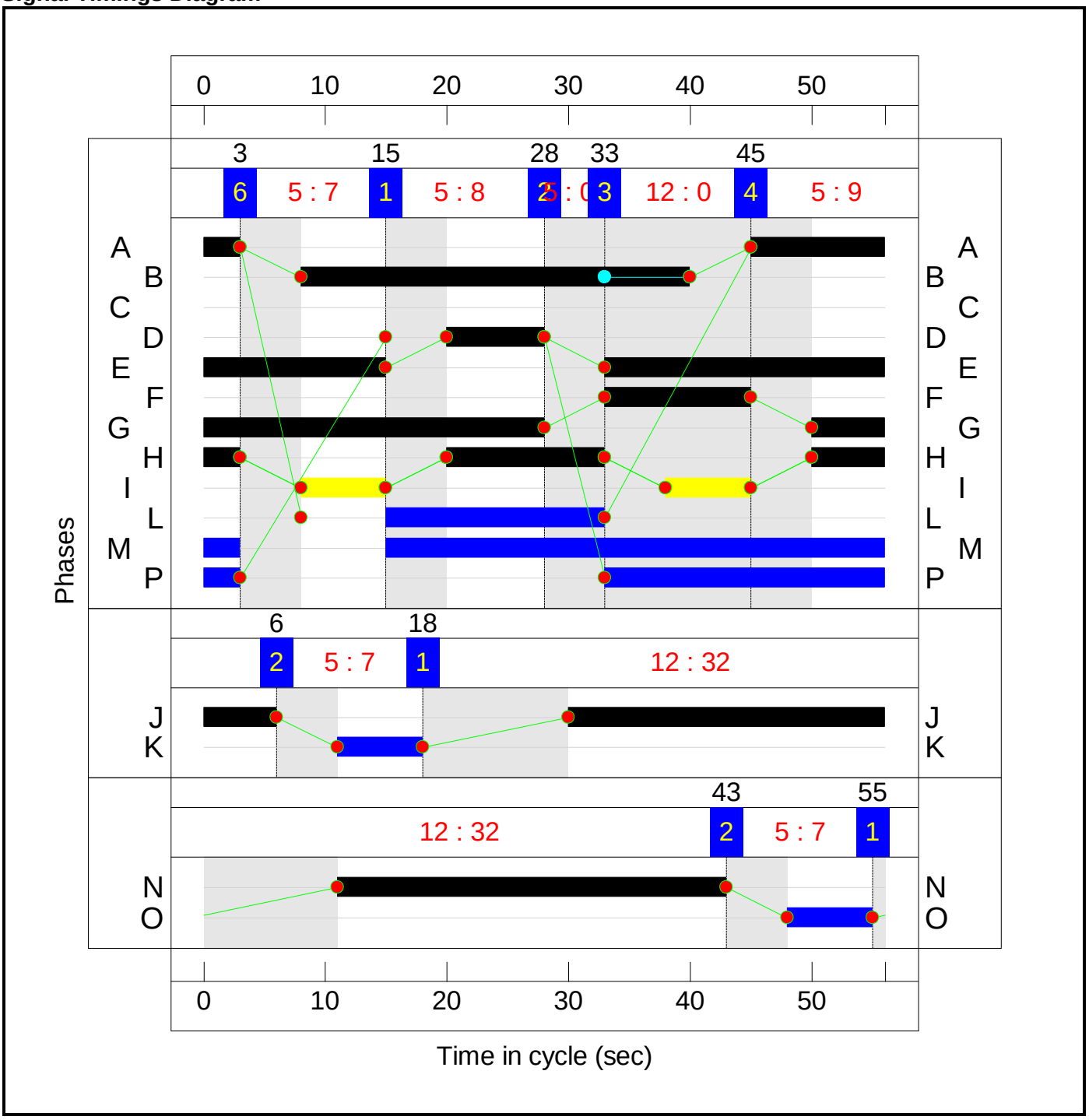
Stage	1	2
Duration	32	7
Change Point	18	6

Stage Stream: 3

Stage	1	2
Duration	32	7
Change Point	55	43

Full Input Data And Results

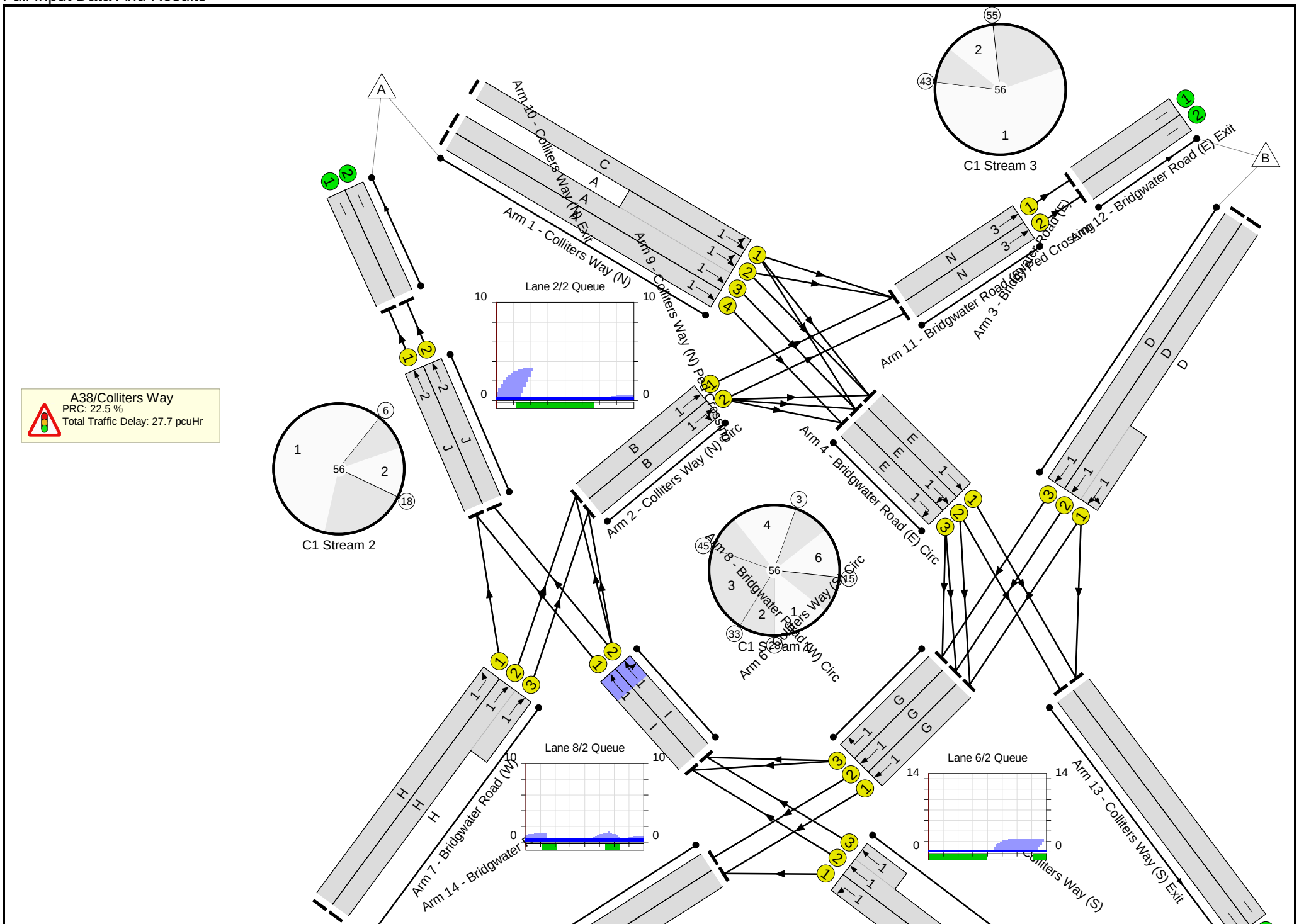
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A38/Colliters Way	-	-	**N/A**	-	-		-	-	-	-	-	-	**73.5%**
A38/Colliters Way	-	-	**N/A**	-	-		-	-	-	-	-	-	**73.5%**
1/1	Colliters Way (N) Ahead Left	U	1	N/A	C		0	0	-	0	2105	0	0.0%
1/3+1/2	Colliters Way (N) Ahead Left	U	1	N/A	A		1	14	-	743	2052:1924	550+515	70.2 : 69.3%
1/4	Colliters Way (N) Ahead	U	1	N/A	A		1	14	-	288	2043	547	52.6%
2/1	Colliters Way (N) Circ Ahead	U	1	N/A	B		1	32	-	319	1972	1162	27.5%
2/2	Colliters Way (N) Circ Right Ahead	U	1	N/A	B		1	32	-	404	1977	1165	34.7%
3/2+3/1	Bridgwater Road (E) Ahead Left	U	1	N/A	D		1	8	-	437	2033:1895	327+305	68.9 : 69.6%
3/3	Bridgwater Road (E) Ahead	U	1	N/A	D		1	8	-	66	2052	330	20.0%
4/1	Bridgwater Road (E) Circ Ahead	U	1	N/A	E		1	38	-	387	1989	1385	27.9%
4/2	Bridgwater Road (E) Circ Right Ahead	U	1	N/A	E		1	38	-	488	1970	1372	35.6%
4/3	Bridgwater Road (E) Circ Right	U	1	N/A	E		1	38	-	290	1970	1372	21.1%
5/1	Colliters Way (S) Left	U	1	N/A	F		1	12	-	227	1914	444	51.1%
5/2+5/3	Colliters Way (S) Ahead	U	1	N/A	F		1	12	-	393	2080:2080	337+390	54.1 : 54.1%
6/1	Colliters Way (S) Circ Ahead	U	1	N/A	G		1	34	-	426	1956	1222	34.8%
6/2	Colliters Way (S) Circ Ahead	U	1	N/A	G		1	34	-	515	1956	1222	42.1%

Full Input Data And Results

6/3	Colliters Way (S) Circ Right	U	1	N/A	G		1	34	-	66	1923	1202	5.5%
7/1	Bridgwater Road (W) Left	U	1	N/A	H		2	22	-	619	1966	843	73.5%
7/2+7/3	Bridgwater Road (W) Ahead	U	1	N/A	H		2	22	-	699	2030:2099	678+832	46.3 : 46.3%
8/1	Bridgwater Road (W) Circ Ahead	U	1	N/A	I		2	14	-	188	2055	587	32.0%
8/2	Bridgwater Road (W) Circ Right Ahead	U	1	N/A	I		2	14	-	271	2042	583	46.4%
9/1	Colliters Way (N) Ped Crossing Ahead	U	2	N/A	J		1	32	-	807	2065	1217	66.3%
9/2	Colliters Way (N) Ped Crossing Ahead	U	2	N/A	J		1	32	-	247	2205	1299	19.0%
10/1	Colliters Way (N) Exit	U	N/A	N/A	-		-	-	-	807	Inf	Inf	0.0%
10/2	Colliters Way (N) Exit	U	N/A	N/A	-		-	-	-	247	Inf	Inf	0.0%
11/1	Bridgwater Road (E) Ped Crossing Ahead	U	3	N/A	N		1	32	-	403	2055	1211	33.3%
11/2	Bridgwater Road (E) Ped Crossing Ahead	U	3	N/A	N		1	32	-	186	2195	1293	14.4%
12/1	Bridgwater Road (E) Exit	U	N/A	N/A	-		-	-	-	403	Inf	Inf	0.0%
12/2	Bridgwater Road (E) Exit	U	N/A	N/A	-		-	-	-	186	Inf	Inf	0.0%
13/1	Colliters Way (S) Exit	U	N/A	N/A	-		-	-	-	407	Inf	Inf	0.0%
13/2	Colliters Way (S) Exit	U	N/A	N/A	-		-	-	-	254	Inf	Inf	0.0%
14/1	Bridgwater Road (W) Exit	U	N/A	N/A	-		-	-	-	653	Inf	Inf	0.0%
14/2	Bridgwater Road (W) Exit	U	N/A	N/A	-		-	-	-	515	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A38/Colliters Way	**-**	**-**	**0**	**0**	**0**	**18.1**	**9.7**	**0.0**	**27.7**	**-**	**-**	**-**	**-**
A38/Colliters Way	**-**	**-**	**0**	**0**	**0**	**18.1**	**9.7**	**0.0**	**27.7**	**-**	**-**	**-**	**-**
1/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
1/3+1/2	743	743	-	-	-	3.8	1.1	-	5.0 (2.6+2.4)	24.0 (24.0:24.0)	5.4	1.1	6.5
1/4	288	288	-	-	-	1.4	0.6	-	2.0	24.4	3.8	0.6	4.3
2/1	319	319	-	-	-	0.4	0.2	-	0.5	6.1	2.3	0.2	2.5
2/2	404	404	-	-	-	0.5	0.3	-	0.8	7.0	3.1	0.3	3.3
3/2+3/1	437	437	-	-	-	2.7	1.1	-	3.8 (2.0+1.8)	31.4 (31.3:31.4)	3.3	1.1	4.4
3/3	66	66	-	-	-	0.4	0.1	-	0.5	27.3	0.9	0.1	1.0
4/1	387	387	-	-	-	0.1	0.2	-	0.3	3.2	0.9	0.2	1.1
4/2	488	488	-	-	-	0.1	0.3	-	0.4	3.0	2.2	0.3	2.5
4/3	290	290	-	-	-	0.0	0.1	-	0.1	1.7	0.0	0.1	0.2
5/1	227	227	-	-	-	1.2	0.5	-	1.7	27.0	3.0	0.5	3.5
5/2+5/3	393	393	-	-	-	2.0	0.6	-	2.6 (1.2+1.4)	23.6 (23.5:23.8)	2.8	0.6	3.3
6/1	426	426	-	-	-	0.6	0.3	-	0.9	7.7	1.8	0.3	2.1
6/2	515	515	-	-	-	0.8	0.4	-	1.1	7.8	2.1	0.4	2.5
6/3	66	66	-	-	-	0.1	0.0	-	0.1	6.8	0.3	0.0	0.3
7/1	619	619	-	-	-	1.1	1.4	-	2.5	14.6	4.0	1.4	5.3
7/2+7/3	699	699	-	-	-	1.1	0.4	-	1.5 (0.7+0.8)	7.7 (7.6:7.8)	2.0	0.4	2.5
8/1	188	188	-	-	-	0.1	0.2	-	0.3	6.6	0.3	0.2	0.6
8/2	271	271	-	-	-	0.3	0.4	-	0.7	9.5	0.9	0.4	1.3
9/1	807	807	-	-	-	0.9	1.0	-	1.8	8.2	6.0	1.0	7.0
9/2	247	247	-	-	-	0.2	0.1	-	0.3	4.3	0.6	0.1	0.7

Full Input Data And Results

10/1	807	807	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2	247	247	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	403	403	-	-	-	0.3	0.2	-	0.6	5.0	2.9	0.2	3.2
11/2	186	186	-	-	-	0.0	0.1	-	0.1	2.0	0.1	0.1	0.1
12/1	403	403	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/2	186	186	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/1	407	407	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/2	254	254	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/1	653	653	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/2	515	515	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

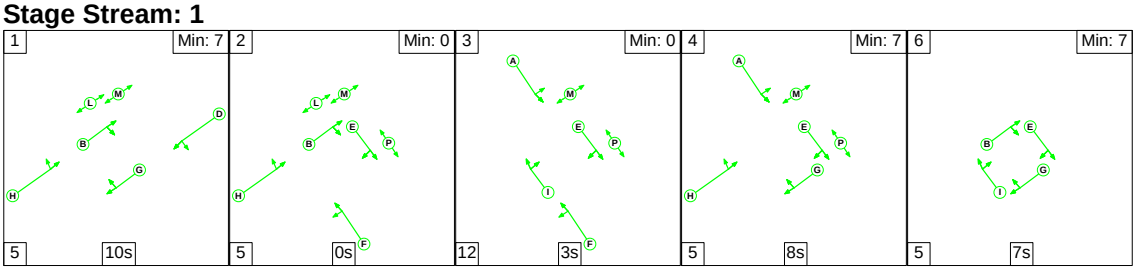
C1	Stream: 1 PRC for Signalled Lanes (%):	22.5	Total Delay for Signalled Lanes (pcuHr):	24.94	Cycle Time (s):	56
C1	Stream: 2 PRC for Signalled Lanes (%):	35.7	Total Delay for Signalled Lanes (pcuHr):	2.14	Cycle Time (s):	56
C1	Stream: 3 PRC for Signalled Lanes (%):	170.4	Total Delay for Signalled Lanes (pcuHr):	0.66	Cycle Time (s):	56
	PRC Over All Lanes (%):	22.5	Total Delay Over All Lanes(pcuHr):	27.74		

Full Input Data And Results

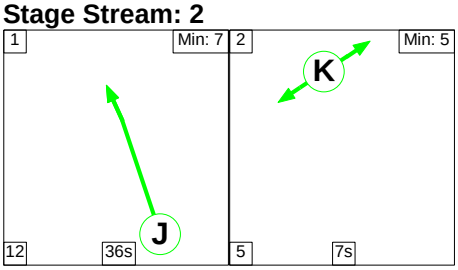
Scenario 9: '2026 Test Case PM' (FG9: '2026 Test Case PM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

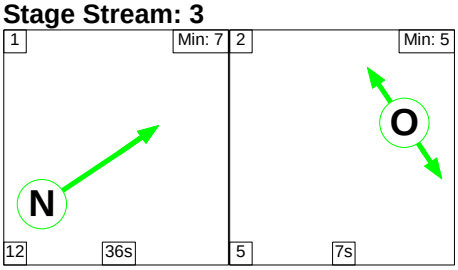
Stage Stream: 1



Stage Stream: 2



Stage Stream: 3



Stage Timings

Stage Stream: 1

Stage	1	2	3	4	6
Duration	10	0	3	8	7
Change Point	0	15	20	35	48

Stage Stream: 2

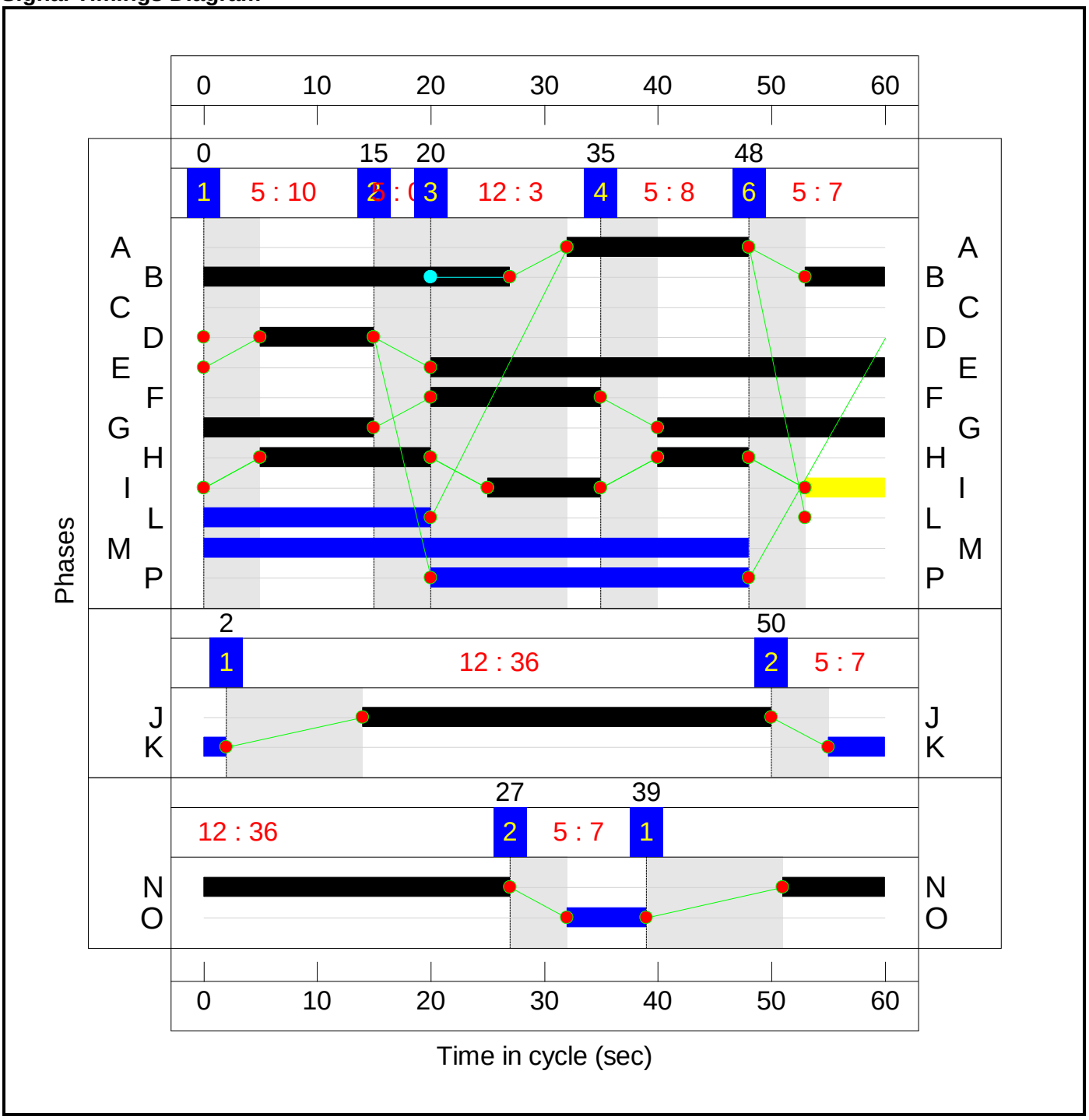
Stage	1	2
Duration	36	7
Change Point	2	50

Stage Stream: 3

Stage	1	2
Duration	36	7
Change Point	39	27

Full Input Data And Results

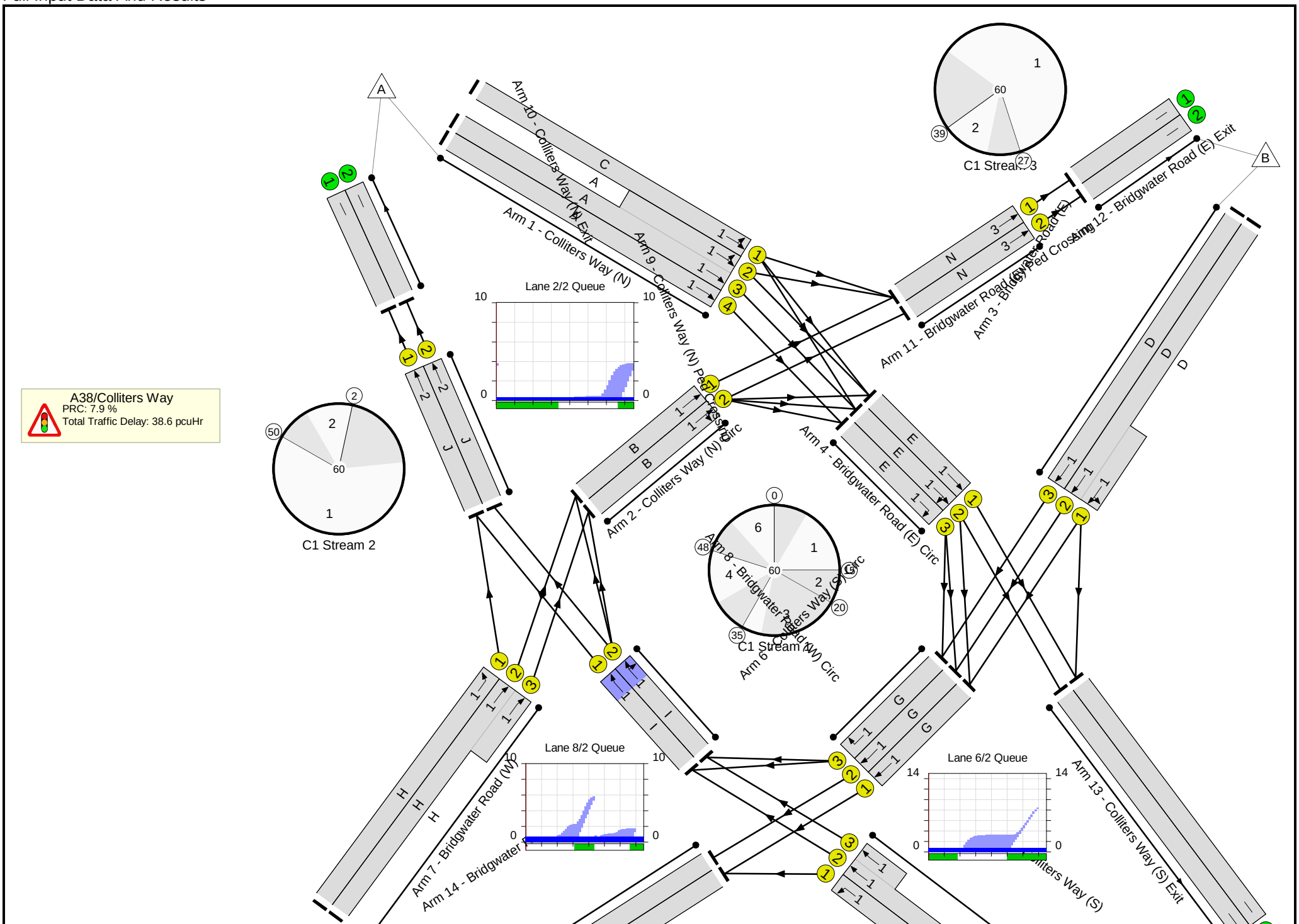
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A38/Colliters Way	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**83.4%**
A38/Colliters Way	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**83.4%**
1/1	Colliters Way (N) Ahead Left	U	1	N/A	C		0	0	-	0	2105	0	0.0%
1/3+1/2	Colliters Way (N) Ahead Left	U	1	N/A	A		1	16	-	934	2052:1926	581+546	82.4 : 83.4%
1/4	Colliters Way (N) Ahead	U	1	N/A	A		1	16	-	399	2043	579	68.9%
2/1	Colliters Way (N) Circ Ahead	U	1	N/A	B		1	34	-	336	1972	1150	29.2%
2/2	Colliters Way (N) Circ Right Ahead	U	1	N/A	B		1	34	-	443	1973	1151	38.5%
3/2+3/1	Bridgwater Road (E) Ahead Left	U	1	N/A	D		1	10	-	580	2033:1895	373+347	79.1 : 82.0%
3/3	Bridgwater Road (E) Ahead	U	1	N/A	D		1	10	-	190	2052	376	50.5%
4/1	Bridgwater Road (E) Circ Ahead	U	1	N/A	E		1	40	-	477	1989	1359	35.1%
4/2	Bridgwater Road (E) Circ Right Ahead	U	1	N/A	E		1	40	-	617	1970	1346	45.8%
4/3	Bridgwater Road (E) Circ Right	U	1	N/A	E		1	40	-	399	1970	1346	29.6%
5/1	Colliters Way (S) Left	U	1	N/A	F		1	15	-	318	1914	510	62.3%
5/2+5/3	Colliters Way (S) Ahead	U	1	N/A	F		1	15	-	513	2080:2080	413+386	64.2 : 64.2%
6/1	Colliters Way (S) Circ Ahead	U	1	N/A	G		1	35	-	509	1956	1174	43.4%
6/2	Colliters Way (S) Circ Ahead	U	1	N/A	G		1	35	-	694	1956	1174	59.1%

Full Input Data And Results

6/3	Colliters Way (S) Circ Right	U	1	N/A	G		1	35	-	190	1923	1154	16.5%
7/1	Bridgwater Road (W) Left	U	1	N/A	H		2	23	-	430	1966	819	52.5%
7/2+7/3	Bridgwater Road (W) Ahead	U	1	N/A	H		2	23	-	770	2030:2099	602+782	55.6 : 55.6%
8/1	Bridgwater Road (W) Circ Ahead	U	1	N/A	I		2	17	-	320	2055	651	49.2%
8/2	Bridgwater Road (W) Circ Right Ahead	U	1	N/A	I		2	17	-	383	2045	648	59.1%
9/1	Colliters Way (N) Ped Crossing Ahead	U	2	N/A	J		1	36	-	750	2065	1273	58.9%
9/2	Colliters Way (N) Ped Crossing Ahead	U	2	N/A	J		1	36	-	374	2205	1360	27.5%
10/1	Colliters Way (N) Exit	U	N/A	N/A	-		-	-	-	750	Inf	Inf	0.0%
10/2	Colliters Way (N) Exit	U	N/A	N/A	-		-	-	-	374	Inf	Inf	0.0%
11/1	Bridgwater Road (E) Ped Crossing Ahead	U	3	N/A	N		1	36	-	476	2055	1267	37.6%
11/2	Bridgwater Road (E) Ped Crossing Ahead	U	3	N/A	N		1	36	-	143	2195	1354	10.6%
12/1	Bridgwater Road (E) Exit	U	N/A	N/A	-		-	-	-	476	Inf	Inf	0.0%
12/2	Bridgwater Road (E) Exit	U	N/A	N/A	-		-	-	-	143	Inf	Inf	0.0%
13/1	Colliters Way (S) Exit	U	N/A	N/A	-		-	-	-	499	Inf	Inf	0.0%
13/2	Colliters Way (S) Exit	U	N/A	N/A	-		-	-	-	371	Inf	Inf	0.0%
14/1	Bridgwater Road (W) Exit	U	N/A	N/A	-		-	-	-	827	Inf	Inf	0.0%
14/2	Bridgwater Road (W) Exit	U	N/A	N/A	-		-	-	-	694	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A38/Colliters Way	**-**	**-**	**0**	**0**	**0**	**24.6**	**14.0**	**0.0**	**38.6**	**-**	**-**	**-**	**-**
A38/Colliters Way	**-**	**-**	**0**	**0**	**0**	**24.6**	**14.0**	**0.0**	**38.6**	**-**	**-**	**-**	**-**
1/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
1/3+1/2	934	934	-	-	-	5.2	2.4	-	7.6 (3.9+3.7)	29.2 (29.2:29.3)	7.5	2.4	9.8
1/4	399	399	-	-	-	2.1	1.1	-	3.2	29.0	5.9	1.1	7.0
2/1	336	336	-	-	-	0.3	0.2	-	0.5	5.8	2.6	0.2	2.8
2/2	443	443	-	-	-	0.5	0.3	-	0.8	6.5	3.5	0.3	3.8
3/2+3/1	580	580	-	-	-	3.8	2.0	-	5.8 (2.9+2.9)	36.0 (35.9:36.0)	4.7	2.0	6.7
3/3	190	190	-	-	-	1.2	0.5	-	1.7	31.7	2.9	0.5	3.4
4/1	477	477	-	-	-	0.3	0.3	-	0.6	4.2	1.8	0.3	2.0
4/2	617	617	-	-	-	0.2	0.4	-	0.7	3.9	4.5	0.4	4.9
4/3	399	399	-	-	-	0.0	0.2	-	0.2	1.9	2.2	0.2	2.5
5/1	318	318	-	-	-	1.7	0.8	-	2.5	28.6	4.6	0.8	5.4
5/2+5/3	513	513	-	-	-	2.6	0.9	-	3.5 (1.8+1.7)	24.7 (24.8:24.6)	3.7	0.9	4.6
6/1	509	509	-	-	-	0.9	0.4	-	1.3	8.9	2.7	0.4	3.1
6/2	694	694	-	-	-	1.0	0.7	-	1.8	9.1	7.7	0.7	8.4
6/3	190	190	-	-	-	0.3	0.1	-	0.4	7.9	0.9	0.1	1.0
7/1	430	430	-	-	-	0.8	0.6	-	1.3	11.2	2.9	0.6	3.4
7/2+7/3	770	770	-	-	-	1.4	0.6	-	2.0 (0.8+1.1)	9.3 (9.1:9.4)	2.8	0.6	3.4
8/1	320	320	-	-	-	0.3	0.5	-	0.8	8.5	0.9	0.5	1.4
8/2	383	383	-	-	-	0.5	0.7	-	1.3	11.9	5.1	0.7	5.8
9/1	750	750	-	-	-	0.7	0.7	-	1.4	6.8	4.6	0.7	5.3
9/2	374	374	-	-	-	0.3	0.2	-	0.4	4.3	1.0	0.2	1.2

Full Input Data And Results

10/1	750	750	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2	374	374	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	476	476	-	-	-	0.4	0.3	-	0.7	5.4	2.6	0.3	2.9
11/2	143	143	-	-	-	0.0	0.1	-	0.1	2.7	0.1	0.1	0.2
12/1	476	476	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/2	143	143	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/1	499	499	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/2	371	371	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/1	827	827	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/2	694	694	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1	Stream: 1 PRC for Signalled Lanes (%):	7.9	Total Delay for Signalled Lanes (pcuHr):	35.88	Cycle Time (s):	60
C1	Stream: 2 PRC for Signalled Lanes (%):	52.8	Total Delay for Signalled Lanes (pcuHr):	1.86	Cycle Time (s):	60
C1	Stream: 3 PRC for Signalled Lanes (%):	139.6	Total Delay for Signalled Lanes (pcuHr):	0.83	Cycle Time (s):	60
	PRC Over All Lanes (%):	7.9	Total Delay Over All Lanes(pcuHr):	38.57		

Appendix D Calibration

1:00:00 AM

Saturation Flows

Arm	Lane	Start Time	Finish Time	seconds	CAR	LGV	OGV1	OGV2	BUS	MC	Total
B	Near Side	8:16:29 AM	8:16:37 AM	12:00:08 AM	5						5
	Near Side	8:25:06 AM	8:25:17 AM	12:00:11 AM	4	1	1				6
	Near Side	8:27:03 AM	8:27:13 AM	12:00:10 AM	6						6
	Near Side	8:28:03 AM	8:28:12 AM	12:00:09 AM	5	1					6
	Near Side	8:36:39 AM	8:36:47 AM	12:00:08 AM	5						5
	Near Side	8:44:18 AM	8:44:27 AM	12:00:09 AM	6						6
	Near Side	8:50:11 AM	8:50:19 AM	12:00:08 AM	5						5
	Near Side	5:05:05 PM	5:05:16 PM	12:00:11 AM	5		1				6
	Near Side	5:06:38 PM	5:06:48 PM	12:00:10 AM	6						6
	Near Side	5:09:31 PM	5:09:39 PM	12:00:08 AM	4	1					5

Flows Per Hour

CAR	LGV	OGV1	OGV2	BUS	MC	Total
2250	0	0	0	0	0	2250
1309	327	327	0	0	0	1964
2160	0	0	0	0	0	2160
2000	400	0	0	0	0	2400
2250	0	0	0	0	0	2250
2400	0	0	0	0	0	2400
2250	0	0	0	0	0	2250
1636	0	327	0	0	0	1964
2160	0	0	0	0	0	2160
1800	450	0	0	0	0	2250

PCU Flows Per Hour

CAR	LGV	OGV1	OGV2	BUS	MC	Total
1	1	1.9	2.9	2.5	0.4	
2250	0	0	0	0	0	2250
1309	327	622	0	0	0	2258
2160	0	0	0	0	0	2160
2000	400	0	0	0	0	2400
2250	0	0	0	0	0	2250
2400	0	0	0	0	0	2400
2250	0	0	0	0	0	2250
1636	0	622	0	0	0	2258
2160	0	0	0	0	0	2160
1800	450	0	0	0	0	2250

Near Side 2264

Arm	Lane	Start Time	Finish Time	seconds	CAR	LGV	OGV1	OGV2	BUS	MC	Total
B	Off side	8:22:01 AM	8:22:11 AM	12:00:10 AM	6	1					7
	Off side	5:06:38 PM	5:06:44 PM	12:00:06 AM	4						4
	Off side	5:28:46 PM	5:28:59 PM	12:00:13 AM	5				1	1	7
	Off side	8:22:01 AM	8:22:11 AM	12:00:10 AM	7						7
	Off side	8:25:01 AM	8:25:08 AM	12:00:07 AM	5						5

CAR	LGV	OGV1	OGV2	BUS	MC	Total
2160	360	0	0	0	0	2520
2400	0	0	0	0	0	2400
1385	0	0	0	277	277	1938
2520	0	0	0	0	0	2520
2571	0	0	0	0	0	2571

CAR	LGV	OGV1	OGV2	BUS	MC	Total
1	1	1.9	2.9	2.5	0.4	
2160	360	0	0	0	0	2520
2400	0	0	0	0	0	2400
1385	0	0	0	692	111	2188
2520	0	0	0	0	0	2520
2571	0	0	0	0	0	2571

Near Side 2440

Arm	Lane	Start Time	Finish Time	seconds	CAR	LGV	OGV1	OGV2	BUS	MC	Total
C	Near Side	8:15:16 AM	8:15:29 AM	12:00:13 AM	8						8
	Near Side	8:16:28 AM	8:16:39 AM	12:00:11 AM	7						7
	Near Side	8:17:34 AM	8:17:44 AM	12:00:10 AM	6						6
	Near Side	8:03:17 AM	8:03:33 AM	12:00:16 AM	10						10
	Near Side	8:10:20 AM	8:10:34 AM	12:00:14 AM	9						9
	Near Side	5:02:47 PM	5:02:55 PM	12:00:08 AM	5						5
	Near Side	5:09:30 PM	5:09:44 PM	12:00:14 AM	9						9
	Near Side	5:12:31 PM	5:12:41 PM	12:00:10 AM	6						6

CAR	LGV	OGV1	OGV2	BUS	MC	Total
2215	0	0	0	0	0	2215
2291	0	0	0	0	0	2291
2160	0	0	0	0	0	2160
2250	0	0	0	0	0	2250
2314	0	0	0	0	0	2314
2250	0	0	0	0	0	2250
2314	0	0	0	0	0	2314
2160	0	0	0	0	0	2160

CAR	LGV	OGV1	OGV2	BUS	MC	Total
1	1	1.9	2.9	2.5	0.4	
2215	0	0	0	0	0	2215
2291	0	0	0	0	0	2291
2160	0	0	0	0	0	2160
2250	0	0	0	0	0	2250
2314	0	0	0	0	0	2314
2250	0	0	0	0	0	2250
2314	0	0	0	0	0	2314
2160	0	0	0	0	0	2160

Near Side 2244

Arm	Lane	Start Time	Finish Time	seconds	CAR	LGV	OGV1	OGV2	BUS	MC	Total
C	Off side	8:15:12 AM	8:15:22 AM	12:00:10 AM	7						7
	Off side	8:22:01 AM	8:22:08 AM	12:00:07 AM	5						5
	Off side	8:23:31 AM	8:23:43 AM	12:00:12 AM	8						8
	Off side	8:05:41 AM	8:05:50 AM	12:00:09 AM	6					1	7
	Off side	8:04:13 AM	8:04:23 AM	12:00:10 AM	7						7
	Off side	5:09:28 PM	5:09:36 PM	12:00:08 AM	5						5
	Off side	5:14:47 PM	5:14:55 PM	12:00:08 AM	5						5
	Off side	5:16:13 PM	5:16:23 PM	12:00:10 AM	7						7
	Off side	5:17:19 PM	5:17:26 PM	12:00:07 AM	5						5
	Off side	5:27:08 PM	5:27:15 PM	12:00:07 AM	4					1	5

CAR	LGV	OGV1	OGV2	BUS	MC	Total
2520	0	0	0	0	0	2520
2571	0	0	0	0	0	2571
2400	0	0	0	0	0	2400
2400	0	0	0	0	400	2800
2520	0	0	0	0	0	2520
2250	0	0	0	0	0	2250
2250	0	0	0	0	0	2250
2520	0	0	0	0	0	2520
2571	0	0	0	0	0	2571
2057	0	0	0	0	514	2571

CAR	LGV	OGV1	OGV2	BUS	MC	Total
1	1	1.9	2.9	2.5	0.4	
2520	0	0	0	0	0	2520
2571	0	0	0	0	0	2571
2400	0	0	0	0	0	2400
2400	0	0	0	0	160	2560
2520	0	0	0	0	0	2520
2250	0	0	0	0	0	2250
2250	0	0	0	0	0	2250
2520	0	0	0	0	0	2520
2571	0	0	0	0	0	2571
2057	0	0	0	0	206	2263

Near Side 2443

Barrow Street - Lane Usage

Arm		Lane	Start Time	Finish Time	seconds	Total	%
B	AM	Near Side	8:15:00 AM	8:30:00 AM	12:15:00 AM	143	74%
		Off Side	8:15:00 AM	8:30:00 AM	12:15:00 AM	51	26%
	IP	Near Side	12:15:00 PM	12:30:00 PM	12:15:00 AM	148	83%
		Off Side	12:15:00 PM	12:30:00 PM	12:15:00 AM	31	17%
	PM	Near Side	5:15:00 PM	5:30:00 PM	12:15:00 AM	211	84%
		Off Side	5:15:00 PM	5:30:00 PM	12:15:00 AM	39	16%
C	AM	Near Side	8:15:00 AM	8:30:00 AM	12:15:00 AM	151	60%
		Off Side	8:15:00 AM	8:30:00 AM	12:15:00 AM	101	40%
	IP	Near Side	12:15:00 PM	12:30:00 PM	12:15:00 AM	106	70%
		Off Side	12:15:00 PM	12:30:00 PM	12:15:00 AM	46	30%
	PM	Near Side	5:15:00 PM	5:30:00 PM	12:15:00 AM	128	57%
		Off Side	5:15:00 PM	5:30:00 PM	12:15:00 AM	95	43%

TECHNICAL NOTE

Job Name:	Development of Bristol Airport to Accommodate 12 mppa
Job No:	43321
Note No:	43321/TN012
Date:	February 2019
Prepared By:	Y Hujair
Subject:	**Response to Data Request from South Gloucestershire**

1. Introduction

1.1. Peter Brett Associates LLP (PBA) on behalf of Bristol Airport Limited (BAL) have provided this response to South Gloucestershire Council (SGC) email dated 18th January 2018 regarding Bristol Airport Limited (BAL) planning application reference 18/P/5118/OUT.

1.2. SGC comments are shown in italics and PBA response are provided underneath each comment.

2. Passenger Demand for South Gloucestershire

SGC Comments

Please could you clarify if the passenger demand forecast for South Glos is included within the 'Gloucestershire' total? Figure 8.1 would indicate that this is the case, but the numbers appear low (based on South Glos having a higher population than North Somerset and B&NES), and could suggest some/all of the South Glos demand forecast is included within 'City of Bristol'.

PBA Response

2.1. Passenger origin/destination profiles have been determined from the Civil Aviation Authority (CAA) 2015 passenger survey at Bristol Airport. The survey captures the following information on catchments:

- Region;
- County;
- District; and
- Postcode.

2.2. The postcode information within the CAA can be unreliable, as although 85% of respondents provided postcode information, approximately one third provided full postcodes. Therefore, the corresponding geographic areas have been used to understand origin/destinations.

2.3. The following districts are defined by CAA in 2015 as within the Gloucestershire County:

- South Gloucestershire;
- Gloucester District;
- Stroud District;
- Forest of Dean District;
- Cotswold District;

- Cheltenham District;
- Gloucestershire County (Unspecified); and
- Tewkesbury District.

2.4. Further information regarding the CAA passenger survey process can be found on the link below.

https://www.caa.co.uk/Data-and-analysis/UK-aviation-market/Consumer-research/Departing-passenger-survey/Sampling-methodology/

3. Forecast Passenger Numbers for South Gloucestershire

SGC Comments

Are you able to provide the passenger numbers/forecast (10mppa per annum and 12mppa) for South Glos authority area by mode of travel to the airport?

PBA Response

3.1. **Table 1** details the typical weekday passenger travel demand hourly profile for South Gloucestershire, during the peak passenger month of August. These are based on the existing and forecast independently verified flight schedules, and include dwell time analysis.

Table 1: Passenger Travel Demand on a Typical Week Day in August to/from SGC

Hour	Inbound			Outbound		
	2017	10 mppa	12 mppa	2017	10 mppa	12 mppa
00:00	0	0	0	23	29	40
01:00	0	0	0	8	8	8
02:00	0	0	0	19	24	24
03:00	0	0	0	6	7	7
04:00	3	4	4	3	5	5
05:00	17	21	24	2	2	2
06:00	35	43	51	1	4	1
07:00	24	29	34	2	2	3
08:00	8	10	14	1	1	2
09:00	8	11	13	6	9	11
10:00	11	15	16	5	7	13
11:00	11	15	18	15	16	17
12:00	17	22	29	3	7	12
13:00	17	22	27	31	35	44
14:00	13	16	17	18	24	28
15:00	15	17	18	9	12	12
16:00	21	24	26	17	19	19

Hour	Inbound			Outbound		
	2017	10 mppa	12 mppa	2017	10 mppa	12 mppa
17:00	20	23	29	19	20	21
18:00	18	21	31	12	15	21
19:00	15	18	24	16	20	31
20:00	8	9	9	18	22	28
21:00	2	2	2	8	9	9
22:00	1	1	1	6	8	9
23:00	0	0	0	15	17	17
Total	264	322	386	263	321	386

Note: Inbound passengers relates to departing flights and vice versa

3.2. **Table 2** provides the travel mode share of Bristol Airport passengers traveling to/from South Gloucestershire. The 2017 baseline Public Transport (PT) mode share has been rebased to an overall 12.5% and the forecast 10 mppa and 12 mppa PT mode shares have been rebased to an overall 15%, consistent with the TA methodology.

Table 2: Baseline and Forecast PT Mode Shares for Passengers Travelling to/from South Gloucestershire

Mode	Baseline	Forecast (10 mppa and 12 mppa)
PT	6%	7%
Car	30%	30%
Car Drop Off	35%	35%
Taxi	28%	28%
Other	1%	1%

Note: Figures have been rounded

3.3. **Table 3** details the hourly profile of passenger PT travel demand for South Gloucestershire, for a typical weekday during August.

Table 3: Passenger PT Travel Demand on a Typical Week Day in August

Hour	Inbound			Outbound		
	2017	10 mppa	12 mppa	2017	10 mppa	12 mppa
00:00	0	0	0	1	2	3
01:00	0	0	0	0	1	1
02:00	0	0	0	1	2	2
03:00	0	0	0	0	0	0
04:00	0	0	0	0	0	0
05:00	1	1	2	0	0	0
06:00	2	3	4	0	0	0
07:00	1	2	2	0	0	0

Hour	Inbound			Outbound		
	2017	10 mppa	12 mppa	2017	10 mppa	12 mppa
08:00	0	1	1	0	0	0
09:00	0	1	1	0	1	1
10:00	1	1	1	0	0	1
11:00	1	1	1	1	1	1
12:00	1	1	2	0	0	1
13:00	1	1	2	2	2	3
14:00	1	1	1	1	2	2
15:00	1	1	1	1	1	1
16:00	1	2	2	1	1	1
17:00	1	2	2	1	1	1
18:00	1	1	2	1	1	1
19:00	1	1	2	1	1	2
20:00	0	1	1	1	2	2
21:00	0	0	0	0	1	1
22:00	0	0	0	0	1	1
23:00	0	0	0	1	1	1
Total	15	22	26	15	22	26

Note: Inbound Passengers Relates to Departing Flights & Vice Versa

3.4. The vehicular trip generation carried out within the TA incorporates car, drop off and taxi occupancy rates, and considers the two-way trips associated with 'kiss and fly' drop offs. Therefore, it is important to note that the vehicle mode shares identified in **Table 2** do not directly correspond to vehicle numbers.

NOTES

Job Name:	Development of Bristol Airport to accommodate 12mppa
Job No:	43321
Note No:	013
Date:	January 2019
Prepared By:	Dave Harrison
Subject:	**Public Transport Capacity Assessment**

1 Introduction

1.1 This Note is produced in response to Section 4 of the Jacobs Memorandum entitled *Bristol Airport Transport Assessment Technical Note Issue 1* dated 10 January 2019.

1.2 The Technical Note contains the following comment related to the capacity assessment for public transport services:

> *"As part of this a high-level assessment of the existing public transport network has been completed and has identified that the current bus network is able to absorb the predicted increase in travel demand from both passengers and employees at the Airport. No further details about the capacity of the network, or how this has been assessed has been provided within the TA, and further clarification of this is requested."*

1.3 The below sections set out the background to the capacity assessment contained within the Transport Assessment and the methodology used in its calculation.

2 Forecast Travel Demand

2.1 A detailed review of current passenger and staff mode share and travel catchments is provided in the Transport Assessment submitted in relation to the Bristol Airport expansion proposals and so is not repeated here.

2.2 The CAA 2015 passenger survey provides data on passenger mode of travel to and from Bristol Airport as well as by origin geographical area.

2.3 Bristol Airport has historically monitored public transport mode share using the ticket information for the Bristol Flyer bus service and some third-party bus and coach operators. The 2017 ticket information indicates that the current passenger public transport mode share is 12.5%. The Transport Assessment contains proposals which will support the increase in mode share to 15%, based on the availability of capacity across the network today.

2.4 It is predicted that 23% (1,610) of the additional 7,086 daily passengers will travel to/from Bristol Airport via public transport in the peak month of August, with the greatest growth in public transport trips from Bristol itself, but significant increases across the whole South West and South Wales regions. This is shown in Figure 1 overleaf.

NOTES

Figure 1: Daily Passenger Increase in Public Transport Trips



2.5 The Airport specifically targets local area residential areas for staff recruitment, recognising the importance of encouraging travel to work by sustainable modes over shorter distances. Recruitment growth will therefore be geographically weighted to the nearby residential areas which are best served by local bus services.

2.6 Figure 2 below shows the projected daily public transport increase for employee travel.

Figure 2: Daily Employee Increase in Public Transport Trips



NOTES

2.7 Applying current staff mode share would set a baseline for increased demand, but clearly increased staff travel by sustainable modes is the overall objective. The forecasts suggest that as a minimum 74 additional daily staff trips would need to be accommodated on local bus services, which is considered to be well within their existing capacities.

2.8 Total daily public transport movement is shown in Figure 3 below.

Figure 3: Total Public Transport Movements



2.9 Analysis of the public transport trip origins and destinations has identified that the current bus network is able to absorb the predicted increase in travel demand from both passengers and employees at the Airport.

2.10 Table 1 overleaf shows the total inbound daily public transport demand at 12mppa with the relevant mode shares for each area:

Table 1: Total inbound daily PT demand at 12mppa

Area	Mode share (passenger)	Mode share (Employment)	Total daily inbound trips
City of Bristol	22%	13%	1,117
Devon	14%	0%	376
Cardiff	26%	10%	340
Bath & NE Somerset	25%	13%	316
Gloucestershire	12%	11%	198
Wiltshire	13%	12%	198
North Somerset	3%	10%	57
Swansea	16%	0%	81
Somerset	2-5%	0-3%	79
Cornwall	7%	0%	66
Other areas			440
Total	**15%**	**9%**	**3,268**

2.11 The majority of public transport trips to the Airport will be made either:

- direct on an existing bus or coach route; or
- via interchange in Bristol city centre or at Bristol Temple Meads.

2.12 Journeys from the City of Bristol, Devon, Cardiff, Bath, North Somerset and some districts of Somerset can be made directly to the Airport via bus or coach. From other areas, it is more likely that initial journeys are made by bus or coach to Bristol before transferring to the Airport Flyer A1 or A2 bus services.

2.13 Table 2 overleaf compares the available seat capacity on the bus network with the expected number of inbound trips during the busiest hour of the day (06:00–07:00):

Table 2: Seat capacity and demand assessment 06:00-07:00 (weekday)

Service	Origin	Available seat capacity	Expected demand	Seat utilisation
A1/A2	City of Bristol Other areas through interchange	390	297	76%
A3	North Somerset	36	8	22%
A4	Bath & NE Somerset	74	42	57%
A5	North Somerset	33	-	-
216	Cardiff Newport Monmouthshire	48	30	63%
Falcon	Somerset Devon	61	55	90%
Total		**642**	**432**	**67%**

Note: Demand from origins on service 216 has been evenly split between coach and rail/bus from Bristol. Some areas of Somerset (Sedgemoor, Taunton Deane, West Somerset) are assumed to access the Airport by Falcon and some (Mendip, South Somerset) via interchange at Bristol.3
Data table shows 435 passengers in this hour – figure is different due to rounding.

2.14 The two tables clearly indicate that sufficient capacity is available on the existing local public transport network to cater for the increased demand. However, this does not preclude the possibility that some limited enhancements may be of benefit in stimulating greater use of public transport, particularly within North Somerset where bus mode share is currently very low.

2.15 Seat capacity has been calculated by multiplying the number of buses operating in that time period by the number of seats available on each vehicle. Where more than one route operating different types of buses is available, the totals of the seat capacities on the routes have been added together. As an example, for the City of Bristol the total seat capacity of 390 is obtained thus:

- 4 departures on A1 x 79 seats = 316 seats;
- 2 departures on A2 x 37 seats = 74 seats; and
- Total = 390 seats.

2.16 It should be noted that the total Airport Flyer A1 and A2 frequency of 6 buses per hour during this period is actually lower than the main daytime frequency of 8 buses per hour, yet is still sufficient to cater for the expected level of passengers during the busiest hour of operation.

3 Conclusion

3.1 It can be concluded that the current bus network serving Bristol Airport has sufficient capacity to achieve a 15% passenger mode share and beyond. Enhancements to the public transport network proposed through the Airport Surface Access Strategy (ASAS) will complement the existing provision and assist with further growth in the future.

3.2 The above analysis clearly indicates that sufficient capacity is available on the existing local public transport network to cater for the increased demand. However, this does not preclude

the possibility that some limited enhancements may be of benefit in stimulating greater use of public transport, particularly within North Somerset where bus mode share is currently very low.

TECHNICAL NOTE

Job Name: Development of Bristol Airport to Accommodate 12 mppa

Job No: 43321

Note No: 43321 / TN015

Date: February 2019

Prepared By: Y Hujair

Subject: **Transport Assessment Response to Bath & North East Somerset Council**

1. Introduction

1.1. Peter Brett Associates LLP (PBA) on behalf of Bristol Airport Limited (BAL) have provided this response to the formal recommendation to planning application ref 18/P/5118/OUT from Bath & North East Somerset (B&NES), received 25th January 2019.

1.2. The extracts from B&NES's formal response to the Transport Assessment (TA) are shown in italics and PBA's responses are provided underneath each comment.

2. Passenger Profile

B&NES Comment

The future passenger number profiles for the 10mppa and 12mppa scenarios have been provided by Bristol Airport for the purposes of the analysis. Table 8.1 of the Transport Assessment presents the growth for each month across the year, and this shows a growth rate for each month of 20% from 2012 to 2026. It is questioned whether this consistent growth rate across the months of the year is realistic and it is questioned whether this is based on historic growth rates. It is recommended that this is compared against historic trends to ensure that the monthly growth impacts are correct and reflect industry demands.

This comparison should also be presented for the weekday trends to ensure that the peak is correctly identified. The flight information that has been used to determine the hourly flows presented in Table 8.12 should also be presented.

PBA Response

2.1. Bristol Airport report passenger numbers to the Civil Aviation Authority (CAA) each month, **Table 2.1** shows the monthly passenger profiles at Bristol Airport for the last five complete years.

Table 2.1: Bristol Airport: Monthly Passenger Profile (2013 to 2017)

	2013	2014	2015	2016	2017
January	313,393 (5%)	342,989 (5%)	360,924 (5%)	408,792 (5%)	494,821 (6%)
February	355,234 (6%)	368,932 (6%)	381,531 (6%)	437,850 (6%)	512,018 (6%)
March	428,022 (7%)	427,151 (7%)	448,061 (7%)	511,908 (7%)	594,481 (7%)
April	487,744 (8%)	507,592 (8%)	536,549 (8%)	600,657 (8%)	680,200 (8%)
May	589,932 (10%)	615,556 (10%)	653,430 (10%)	705,820 (9%)	766,081 (9%)
June	632,708 (10%)	653,994 (10%)	704,112 (10%)	774,168 (10%)	825,952 (10%)
July	678,886 (11%)	696,218 (11%)	747,168 (11%)	833,071 (11%)	854,999 (10%)

	2013	2014	2015	2016	2017
August	**707,649 (12%)**	**730,536 (12%)**	**776,246 (11%)**	**856,728 (11%)**	**887,485 (11%)**
September	646,336 (11%)	659,657 (10%)	712,931 (11%)	784,705 (10%)	817,823 (10%)
October	575,763 (9%)	590,218 (9%)	640,720 (9%)	716,834 (9%)	754,998 (9%)
November	364,654 (6%)	374,452 (6%)	412,322 (6%)	472,660 (6%)	513,064 (6%)
December	351,575 (6%)	372,560 (6%)	412,796 (6%)	507,587 (7%)	530,708 (6%)
Yearly	**6,131,896**	**6,339,855**	**6,786,790**	**7,610,780**	**8,232,630**

2.2. In addition to the above BAL have confirmed that they have planned for August to continue to represent the busiest passenger month at Bristol Airport.

2.3. The passenger profile trends at Bristol Airport are consistent and therefore, the profiles used within the TA are considered to be representative of usual Bristol Airport passenger throughput, and the estimated number of passengers considered to be robust.

2.4. As is an industry standard approach in airport transport planning, actual and forecast flight schedules have been utilised in the methodology for the TA. The flight schedule for a peak week in August 2018 and the independently verified, forecast 10 mppa and 12 mppa flight schedules are contained in **Appendix A** of this note.

3. Public Transport Profile

B&NES Comment

Table 8.21 of the Transport Assessment presents the daily profile for the increase in public transport users in the future scenarios. It should be clarified whether this is based on historic daily trends of public transport users by hour or whether a flat growth has been assumed across the day. It is assumed that there are some periods of the day which have a lower level of public transport use, and this should be considered within the assessment approach.

PBA Response

3.1. As set out within Table 8.7 of the TA, passenger modal share for each catchment zone has been determined by the 2015 CAA passenger survey data and reflects an overall 15% public transport modal share. The greatest passenger public transport demand is from Bristol City, which the Bristol Flyer serves 24 hours a day 7 days a week and has a peak frequency of 8 buses an hour.

3.2. Figure 8.10 of the TA shows the employee modal share for each catchment zone, which has been determined by the 2017 Employee Travel Survey.

3.3. It has been noted that passenger mode share may fluctuate throughout the day. To account for these fluctuations, a post-submission mode share sensitivity test has been undertaken. The method has been agreed with North Somerset Council (NSC) and is summarised below:

Sensitivity Test Case 1

- Passenger public transport mode share at 12.5% for both 10 mppa and 12 mppa scenarios (applies to increase in passengers only, existing passenger mode share inherent in actual counts); and

- Employee public transport mode share at 10% for both 10 mppa and 12 mppa scenarios (applies to increase in employees only, existing employee mode share inherent in actual counts).

Sensitivity Test Case 2

- Passenger public transport mode share at 17.5% for both 10 mppa and 12 mppa scenarios (applies to increase in passengers only, existing passenger mode share inherent in actual counts); and

- 25% of Employees travelling by modes other than Single Vehicle Occupancy (SOV), (applies to increase in employees only, existing employee mode share inherent in actual counts). This aligns with the targets set out in the Workplace Travel Plan for the Bristol Airport site, as submitted with the planning application.

3.4. The submitted sensitivity test note is contained under **Appendix B** of this note.

4. Weekday Highway Impact

B&NES Comment

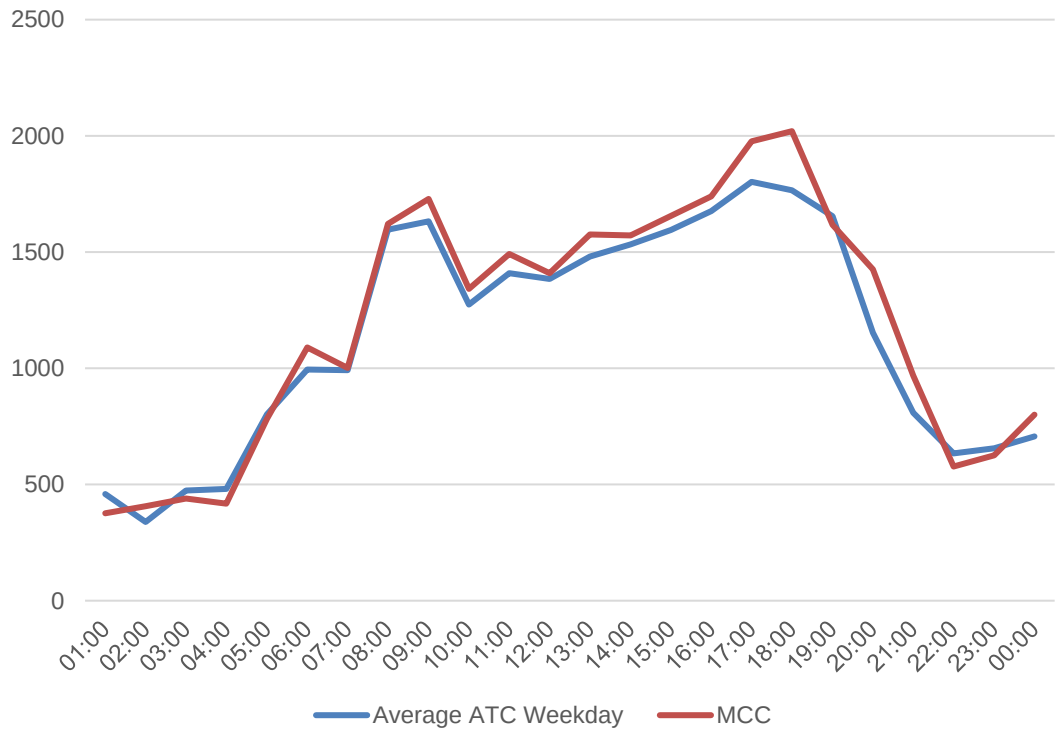
Having reviewed the traffic impact analysis there is a general concern that the use of an "average" weekday to assess the operation of the local highway network has the potential to underestimate the traffic flows that occur on a Monday, Thursday, Friday and at the weekend. The earlier scoping note showed that flows on a Tuesday and Wednesday were significantly lower, and this would suppress the baseline and development flows that were used for the assessment. Table 8.22 of the Transport Assessment presents the proposed increase in daily vehicle trips. It is recommended that the applicant clarifies the difference between the flows used within the assessment and those experienced at the actual peaks that occur through the week.

PBA Response

4.1. Baseline traffic conditions have been established from traffic surveys carried out in July 2018 prior to the school holidays. Bristol Airport reported to the CAA that passenger numbers reached 8.6 million in 2018. The traffic surveys consisted of 24-hour classified turning counts (CTCs) and week-long Automatic Traffic Counts (ATCs).

4.2. The 24-hour CTCs were carried out on 12th July 2018. These have been compared to the ATC's to ensure that the traffic conditions were representative of usual activity around Bristol Airport. The comparison is shown in **Figure 4.1** and relates to the A38 (north of West Lane).

Figure 4.1: ATC and CTC data comparison



4.3. TEMPro growth rates have been applied to all the recorded July 2018 (which includes both airport and non-airport related traffic) to establish a 2026 assessment year. The 2026 traffic flows have retained the 8.6 mppa.

4.4. Baseline conditions were established based on 2017 (8.2 mppa), as this was the last full years' worth of data at the time. The independently verified flight schedule for an average weekday in the peak passenger month of August has been utilised to forecast the 1.8 mppa uplift. The forecast daily traffic associated with the 1.8 mppa has been added to the 2026 flows to create the 2026 reference case.

4.5. The 2026 Test Case (12 mppa) has been established by adding the forecast 2 mppa uplift to the 2026 reference case. Again, this has been forecast based on the independently verified flight schedule for an average weekday in the peak passenger month of August.

5. Weekend Highway Impact

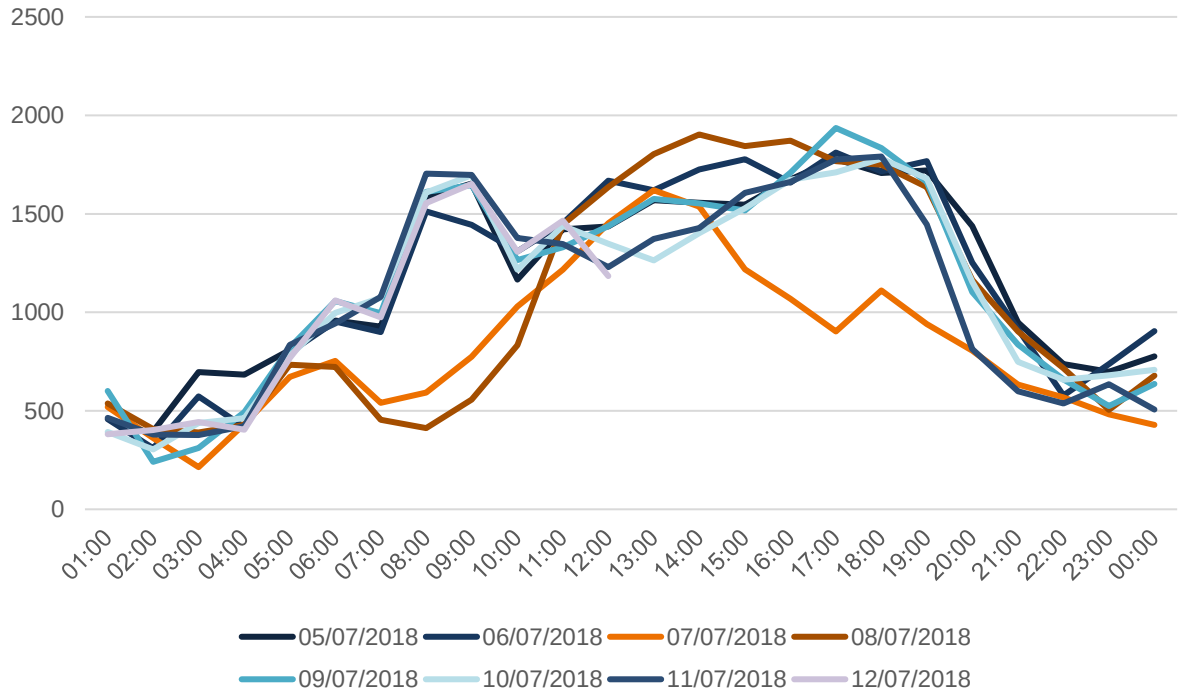
B&NES Comment

The potential impact of the scheme at the weekend is not presented within the document. It should be clarified how the peak period weekend traffic flows compare with the peak weekday period included within the assessment approach.

PBA Response

5.1. **Figure 5.1** shows the recorded hourly flow profile on the A38 (north of West Lane) for the period between Thursday 5th July to Thursday 12th July 2018.

Figure 5.1: A38 (North of West Lane) Flow Profiles



5.2. As shown above, the recorded weekend (7th and 8th July 2018) flows are lower than the vast majority of the recorded weekday profiles. **Table 5.1** sets out the daily flow profile for a selection of time periods on the A38.

Table 5.1: A38 (North of West Lane) Flow Profiles

	Thursday 5th July	Friday 6th July	Saturday 7th July	Sunday 8th July	Monday 9th July	Tuesday 10th July	Wednesday 11th July
0700 1900	18,817	19,461	13,462	17,459	19,077	18,349	18,437
0600-2200	22,867	23,104	16,012	20,698	22,671	21,983	21,467
0600-0000	24,343	24,746	16,923	21,882	23,833	23,371	22,609
0000-0000	27,886	28,255	19,878	25,102	27,358	26,745	26,029
0700-1000	4407	4265	2395	1803	4523	4522	4780
1600-1900	5206	5294	2954	5153	5432	5169	5012

Appendix A: Baseline and Forecast Flight Schedules

TECHNICAL NOTE

Job Name: Bristol Airport

Job No: 43321 / 5501

Note No: TN016

Date: February 2019

Prepared By: P Roose

Subject: **Validation Report of Bristol Airport's Signalised Junctions**

1. Introduction

1.1. As part of an approach to meeting passenger demand, Bristol Airport Limited (BAL) is seeking planning permission to increase the permitted passenger cap from 10 million passengers per annum (mppa) to 12 mppa. To accommodate the additional 2 mppa, existing infrastructure will be improved, new infrastructure delivered and current operations amended (the Proposed Development).

1.2. Peter Brett Associates LLP (PBA) were commissioned by BAL to prepare the Transport Assessment (TA) to support the planning application for the development of Bristol Airport to accommodate 12 mppa which was submitted to North Somerset Council (NSC) in December 2018.

1.3. This Technical Note (TN) has been prepared to set out the calibration and validation for the capacity assessments at signalised junctions within the agreed study area.

2. Purpose of the Models

2.1. The purpose of the LINISG models are to test the operational impacts of the additional traffic demand generated by 12 mppa application on the existing signalised junction layouts.

2.2. The following models that are discussed in this note are as follows:

- Junction 4 – Downside Road / A38 / Private Access signalised junction;
- Junction 5 – Barrow Street / A38 Bridgewater Road signalised junction; and
- Junction 7 – South Bristol Link Road / A38 Bridgewater Road / Colliters Way signalised roundabout.

2.3. Signal control timing sheets for the junctions have been supplied by NSC.

3. Network Settings and Network Layout

All Junctions

3.1. Use separate capacities for long and short lanes: **checked for all junctions.**

3.2. Show separate delay values for long and short lanes: **checked for all junctions.**

3.3. All other network settings have been kept unchanged from the LINSIG defaults.

3.4. **Short Lanes:** have been used to represent the flared approaches to the junctions to reflect on-site layout. Other aspects of the network layout have been coded according to observations from the survey video footage and aerial mapping.

4. Lane Data

All Junctions

4.1. **Lane lengths:** only the relevant internal lanes / flare length have been changed from the default 60 metres. Entry and exit lane lengths have not been modified. The modified lane lengths are provided in **Table 1**.

Table 1: Modified Lane Lengths

Arm	Lane	Length	Measured From
J4:3	1	25.0m (4.3 pcu's)	OS plans and aerial mapping
J5:1	1	65.0m (11.3 pcu's)	OS plans and aerial mapping
J5:3	3	35.0m (6.1 pcu's)	OS plans and aerial mapping
J7:1	2	57.0m (9.9 pcu's)	OS plans and aerial mapping
J7:2	1	20.3m (3.5 pcu's)	OS plans and aerial mapping
J7:2	2	20.3m (3.5 pcu's)	OS plans and aerial mapping
J7:3	1	39.0m (6.8 pcu's)	OS plans and aerial mapping
J7:4	1	14.2m (2.5 pcu's)	OS plans and aerial mapping
J7:4	2	14.2m (2.5 pcu's)	OS plans and aerial mapping
J7:4	3	14.2m (2.5 pcu's)	OS plans and aerial mapping
J7:5	3	22.0m (3.8 pcu's)	OS plans and aerial mapping
J7:6	1	18.1m (3.1 pcu's)	OS plans and aerial mapping
J7:6	2	18.1m (3.1 pcu's)	OS plans and aerial mapping
J7:6	3	18.1m (3.1 pcu's)	OS plans and aerial mapping
J7:7	3	33.0m (5.7 pcu's)	OS plans and aerial mapping
J7:8	1	18.0m (3.1 pcu's)	OS plans and aerial mapping
J7:8	2	18.0m (3.1 pcu's)	OS plans and aerial mapping
J7:9	1	21.6m (3.8 pcu's)	OS plans and aerial mapping
J7:9	2	21.6m (3.8 pcu's)	OS plans and aerial mapping
J7:11	1	10.1m (1.8 pcu's)	OS plans and aerial mapping
J7:11	2	10.1m (1.8 pcu's)	OS plans and aerial mapping

4.2. **Saturation Flows:** for junctions 4 and 7 RR67 has been utilised to calculate the saturation flows. For junction 5, where sufficient queuing was observed on the main junction approaches, the saturation flows have been measured, otherwise RR67 has been utilised. The geometric measurements for RR67 have been taken from the OS mapping of the junctions.

4.3. **Tables 2** to **4** provide the calculated saturation flows that were used in the models for junctions 4, 5 and 7 respectively.

Table 2: Junction 4 Saturation Flows

Arm	Lane	RR67				Comments
		Width	Nearside	Radius	Sat Flow	
A38 North	1/1	3.20m	Yes	-	**1683**	A gradient value of 6% was inputted by CTAS
Private Access	7/1	2.00m	Yes	6m (L)	**1815**	No right turn movements
A38 South	3/1	3.10m	Yes	10m (L)	**1674**	
	3/2	2.90m	No	-	**2045**	
Downside Road	2/1	3.10m	Yes	15m (L) 20m (R)	**1757**	

(L) Left Turn Movements, (R) Right Turn Movements

Table 3: Junction 5 Saturation Flows

Arm	Lane	RR67				Measured SatFlow	Used in Model
		Width	Nearside	Radius	Sat Flow		
A38 West	1/1	4.00m	Yes	10m (L)	1752	Insufficient data	**1752**
	1/2	3.00m	Yes	-	1915	2240	**2240**
	1/3	3.00m	No	-	2055	2440	**2440**
B3130 Barrow St	2/1	3.80m	Yes	10m (L) 20m (R)	1758	Insufficient data	**1758**
A38 East	3/1	3.50m	Yes	-	1965	2250	**2250**
	3/2	3.50m	No	-	2105	2440	**2440**
	3/3	3.40m	No	10m (R)	1822	Insufficient data	**1822**

(L) Left Turn Movements, (R) Right Turn Movements

Table 4: Junction 7 Saturation Flows

Arm	Lane	RR67			
		Width	Nearside	Radius	Sat Flow
South Bristol Link	1/1	4.90m	Yes	33m (L)	**2105**
	1/2	3.50m	Yes	59m (A) 184m (L)	**1926**
	1/3	3.50m	No	59m (A)	**2052**
	1/4	3.40m	No	59m (A)	**2043**
South Bristol Link (Circulatory)	2/1	4.00m	Yes	69m (A)	**1972**
	2/2	4.20m	Yes	42m (R) 69m (A)	**1972**
Bridgewater Road East	3/1	3.10m	Yes	95m (A) 95m (L)	**1895**

Arm	Lane	RR67			
		Width	Nearside	Radius	Sat Flow
	3/2	3.10m	No	95m (A)	**2033**
	3/3	3.30m	No	95m (A)	**2052**
Bridgewater Road East (Circulatory)	4/1	4.60m	Yes	35m (A)	**1989**
	4/2	4.40m	Yes	35m (R) 35m (A)	**1970**
	4/3	4.40m	Yes	35m (R)	**1970**
Colliters Way South	5/1	3.40m	Yes	70m (L)	**1914**
	5/2	3.40m	No	208m (A)	**2080**
	5/3	3.40m	No	208m (A)	**2080**
Colliters Way South (Circulatory)	6/1	4.10m	Yes	43m (A)	**1956**
	6/2	4.10m	Yes	43m (A)	**1956**
	6/3	4.10m	Yes	28m (R)	**1923**
Bridgewater Road West	7/1	4.00m	Yes	61m (L)	**1966**
	7/2	3.10m	No	86m (A)	**2030**
	7/3	3.80m	No	86m (A)	**2099**
Bridgewater Road West (Circulatory)	8/1	4.80m	Yes	78m (A)	**2055**
	8/2	4.70m	Yes	40m (R) 78m (A)	**2045**
Bridgewater Road Exit	9/1	4.50m	Yes	-	**2065**
	9/2	4.50m	No	-	**2205**
South Bristol Link Exit	11/1	4.40m	Yes	-	**2055**
	11/2	4.40m	No	-	**2195**

(A) Ahead Movements, (L) Left Turn Movements, (R) Right Turn Movements

4.4. **Controlling phases and controller:** have been inputted per the Signal Timing Sheets provided by NSC.

4.5. **Multi-lanes:** have not been used.

4.6. **Start & end displacements:** default values used.

4.7. **Queue de-sliver:** not required for junctions 4 and 5. For junction 7, a de-silver threshold of 1 PCU was used when LINSIG identified potential silver queues and confirmed after checking the queue graphs.

4.8. **Ignore random delay:** unchecked, random delay has been considered in all lanes.

5. Connector Data

Junction 4 & 5

5.1. **Cruise time:** default value of 5.

5.2. **Platoon dispersion behaviour:** default value of 35.

Junction 7

5.3. **Cruise time:** for lane connectors that connect to exit arms the default value of 5 has been used. For all other lane connectors, a speed of 40km/hr has been used to account for the different custom lane lengths. Observations of the video footage were untaken to ensure that the vehicle speed used was realistic.

5.4. **Custom Lane Length:** the stop-line to stop-line distance has been used where applicable. **Table 5** illustrates the custom lane lengths used for each lane connector.

Table 5: Custom Lane Lengths

From Arm	To Arm	Custom Lane Length
1/1	11/1	59m
1/1	4/1	57m
1/1	4/2	57m
1/2	11/1	65m
1/2	4/1	60m
1/3	4/2	60m
1/4	4/3	60m
2/1	11/1	57m
2/2	11/2	57m
2/2	4/1	52m
2/2	4/2	52m
2/2	4/3	52m
3/1	13/1	*n/a*
3/1	6/1	72m
3/2	6/2	72m
3/3	6/3	72m
4/1	13/1	*n/a*
4/2	13/2	*n/a*
4/2	6/1	64m
4/3	6/2	64m
4/3	6/3	64m
5/1	14/1	*n/a*
5/2	8/1	59m
5/3	8/2	59m
6/1	14/1	*n/a*
6/2	14/2	*n/a*

From Arm	To Arm	Custom Lane Length
6/3	8/1	54m
6/3	8/2	54m
7/1	9/1	57m
7/2	2/1	56m
7/3	2/2	56m
8/1	9/1	59m
8/2	9/2	59m
8/2	2/1	55m
8/2	2/2	55m
9/1	10/1	*n/a*
9/2	10/2	*n/a*
11/1	12/1	*n/a*
11/2	12/2	*n/a*

5.5. **Platoon dispersion behaviour:** default value of 35.

6. Controller Data

Junction 4

6.1. All items coded according to the North Somerset Council Signal Timing Sheets that are provided in **Appendix A.**

6.2. System Code Number not provided, program date is 12th May 2015. Tool version 8.0.22.20312.

6.3. **Controller Name & SCN:** as per the Signal Timing Sheets (SCN not provided).

6.4. **Controller Type:** Generic Controller.

6.5. **Treat Phase Minimums as:** treated as controller minimums.

6.6. **Allow multiple stage streams:** unchecked due to the junction operating using a single stage stream.

6.7. **Non-standard filters:** unchecked.

Junction 5

6.8. All items coded according to the North Somerset Council Signal Timing Sheets that are provided in **Appendix A.**

6.9. SCN 6044, last modified on the 7th January 2019. Issue 1.0.1.

6.10. **Controller Name & SCN:** as per the Signal Timing Sheets.

6.11. **Controller Type:** Siemens Controller.

6.12. **Treat Phase Minimums as:** treated as controller minimums.

6.13. **Allow multiple stage streams:** unchecked due to the junction operating using a single stage stream.

6.14. **Non-standard filters:** unchecked.

Junction 7

6.15. All items coded according to the North Somerset Council Signal Timing Sheets that are provided in **Appendix A.**

6.16. System Code Number not provided, program date is 7th December 2016. Configurator version 11.1.0.0.

6.17. **Controller Name & SCN:** as per the Signal Timing Sheets (SCN not provided).

6.18. **Controller Type:** Generic Controller.

6.19. **Treat Phase Minimums as:** treated as controller minimums.

6.20. **Allow multiple stage streams:** checked due to the junction utilising three stage streams.

- **Stage Stream 1:** Phases A, B, C, D, E, F, G, H, and I;
- **Stage Stream 2:** Phases J and K; and,
- **Stage Stream 3:** Phases N and O.

6.21. **Non-standard filters:** unchecked.

7. Phase Data

All Junctions

7.1. All items coded according to the North Somerset Council Signal Timing Sheets that are provided in **Appendix A.**

8. Lane Behaviour & Control Data

8.1. Signalised / give-way control:

- Junction 4 - there are no give way movements within the signal operation;
- Junction 5 - there are no give way movements within the signal operation; and,
- Junction 7 - there are no give way movements within the signal operation.

9. Intergreen & Interstage Data

All Junctions

9.1. All items coded according to the NSC Signal Timing Sheets that are provided in **Appendix A.**

10. Stage Sequence and Signal Timings

All Junctions

10.1. Due to the camera locations, it was not possible to record the green time for each of the phases. Since the junctions operate on MOVA, the cycle times were recorded and then optimised to reflect of the operation of MOVA. **Table 6** provides the recorded cycle times.

Table 6: Recorded Cycle Times

Recorded Cycle Times in Peak Hours			
Junction	**AM Peak Period (08:00 – 09:00)**	**Interpeak Period (13:00 – 14:00)**	**PM Peak Period (17:00 – 18:00)**
Junction 4	138 seconds	*Not Recorded*	214 seconds
Junction 5	71 seconds	59 seconds	65 seconds
Junction 7	62 seconds	53 seconds	56 seconds

10.2. Due to the interpeak period for junction 4 was not recorded, spot checks were undertaken to find an appropriate cycle time for the interpeak period. The spot checks indicated that a cycle time of 120 seconds was appropriate.

10.3. **Junction 4 Stage Sequence:** Observations of the video footage demonstrated that the pedestrian crossing and the Private Access are infrequently called up within the peak periods. To more accurately represent current on-site conditions only stages 1 and 4 have been used in the peak periods.

10.4. **Junction 7 Stage Sequence:** Observations from the video footage that the South Bristol Link bus lane that does not get called regularly. Phase 5 has been removed from the stage sequence to more accurately represent current on-site conditions.

10.5. **Junction 4 Phase Delays:** No phase delays have been coded. The phase delays within the signal timing sheet do not occur within the model.

10.6. **Junction 5 Phase Delays:** No phase delays have been coded. The phase delay within the signal timing sheet is not applicable as it refers to a dummy stage.

10.7. **Junction 7 Phase Delays:** The staging of A38/Colliters Way was implemented by NSC in early 2018, as such the phase delays outlined in the controller specification are outdated. PBA have utilised the “Intergreen and Phase Delay” tool to find spare green time and phase delays.

11. LINSIG Scenarios

All Junctions

11.1. The AM (08:00 – 09:00), Inter (13:00 – 14:00) and PM (17:00 – 18:00) peak hours are considered to be the worst periods for traffic generated by the development site and the traffic impact on the A38/Downside Road, South Bristol Link and Barrow Gurney signalised junctions. These scenarios have been agreed with NSC and used in the junction modelling assessments.

12. Other

12.1. Additional updates to the models have done following comments received from NSC. These comments have been addressed in PBA Technical Note 11 – Response to NSC Modelling Comments.

12.2. No further modelling issues have been considered at this stage.

13. Way Forward

13.1. Based on the evidence set out within this technical note the signalised junctions within the study area are considered validated and fit for development testing.

Job Name: Development of Bristol Airport to Accommodate 12 mppa

Job No: 43321

Note No: 43321 / TN015

Date: February 2019

Prepared By: D Townsend

Subject: **Trip Generation Clarification & Survey Validation**

1. Introduction

1.1. Peter Brett Associates LLP (PBA) on behalf of Bristol Airport Limited (BAL) have provided this response to the formal responses to planning application ref 18/P/5118/OUT from North Somerset Council (NSC) and Highways England.

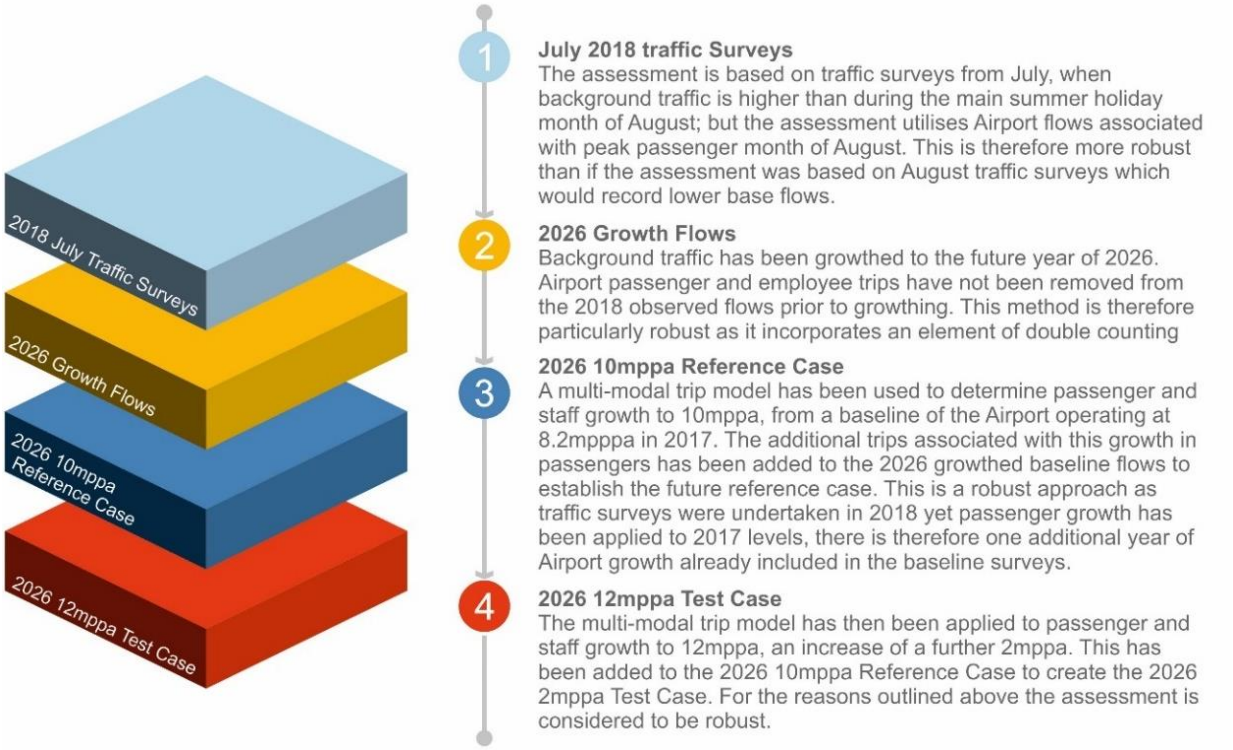
1.2. It has been recognised that the methodology set out within the Transport Assessment (TA) has been derived from survey data (including traffic surveys carried out in July 2018, employee travel survey etc.), as opposed to external sources (i.e. TRICS).

1.3. This Technical Note sets out the framework of the highway network methodology. It also compares the traffic surveys carried out in July 2018 compared to data held by NSC.

2. Assessment Methodology

2.1. **Figure 2.1** (Figure 5.1 in the submitted Transport Assessment) demonstrates the highway network assessment methodology.

Figure 2.1: Highway Network Methodology



TECHNICAL NOTE

Job Name:	Development of Bristol Airport to Accommodate 12 mppa
Job No:	43321
Note No:	43321 / TN018
Date:	February 2019
Prepared By:	Y Hujair
Subject:	**Assignment Sensitivity Test Methodology**

1. Introduction

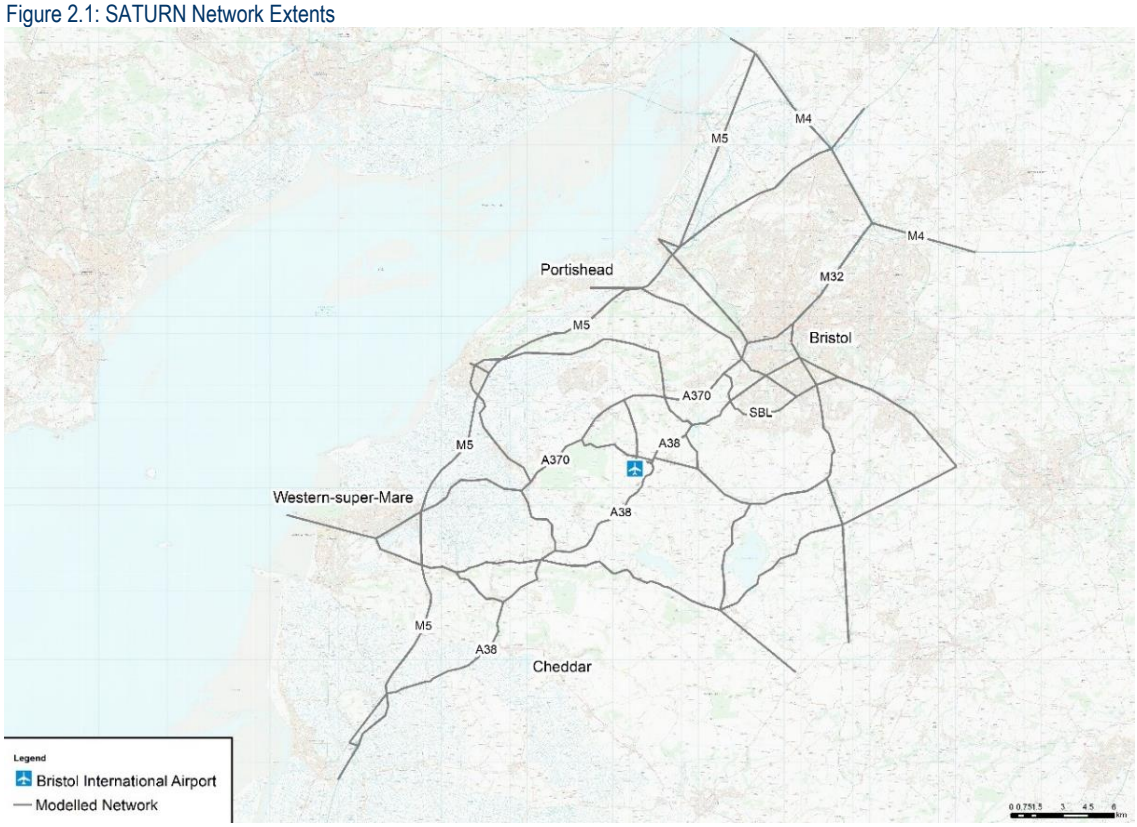
1.1. Peter Brett Associates LLP (PBA) was commissioned by BAL to prepare a Transport Assessment (TA) in support the planning application for the development of Bristol Airport to accommodate 12 mppa, which was submitted to North Somerset Council (NSC) in December 2018.

1.2. In post application discussions with Highways England and NSC, a traffic assignment sensitivity test has been requested to reflect the potential impact of traffic on more local roads, since the studies to date mainly assign trips to the strategic signposted routes. This Technical Note sets out the sensitivity assignment methodology for agreement with NSC and Highways England.

2. Assignment Methodology

2.1. As set out in the TA, traffic has been assigned using the Bristol Airport Strategic Highway Tool (BASHT), built within SATURN. The tool uses all or nothing assignment method on an unconstrained network, based on recorded HERE speed data. HERE data is extracted from the databases collected and used by in car satellite navigation systems, so is a good indication of actual journey times at specific times of day. **Figure 2.1** illustrates the extents of the SATURN network.

Figure 2.1: SATURN Network Extents



3. Sensitivity Methodology

3.1. The following adjustments to the assignment method/network are proposed:

- The addition of a link to represent the route between Clevedon Road and the A370 to access the airport through Nailsea
- The disaggregation of the zone representing North Somerset (detailed below)

Addition of Link

3.2. A new link within the SATURN network will be added. This will represent the route between Clevedon Road and the A370, through Nailsea.

North Somerset Disaggregation

3.3. The main issue affecting the limited assignment of traffic to more local roads is the size and loading point for the North Somerset Area. The zone representing North Somerset has therefore been disaggregated using postcodes that have been recorded within the 2015 CAA passenger survey and the 2017 employee travel survey. **Figure 3.1** demonstrates the distribution of passengers within North Somerset. **Figure 3.2** demonstrates the distribution of employees within North Somerset.

Figure 3.1: Passenger Postcode Distribution within North Somerset

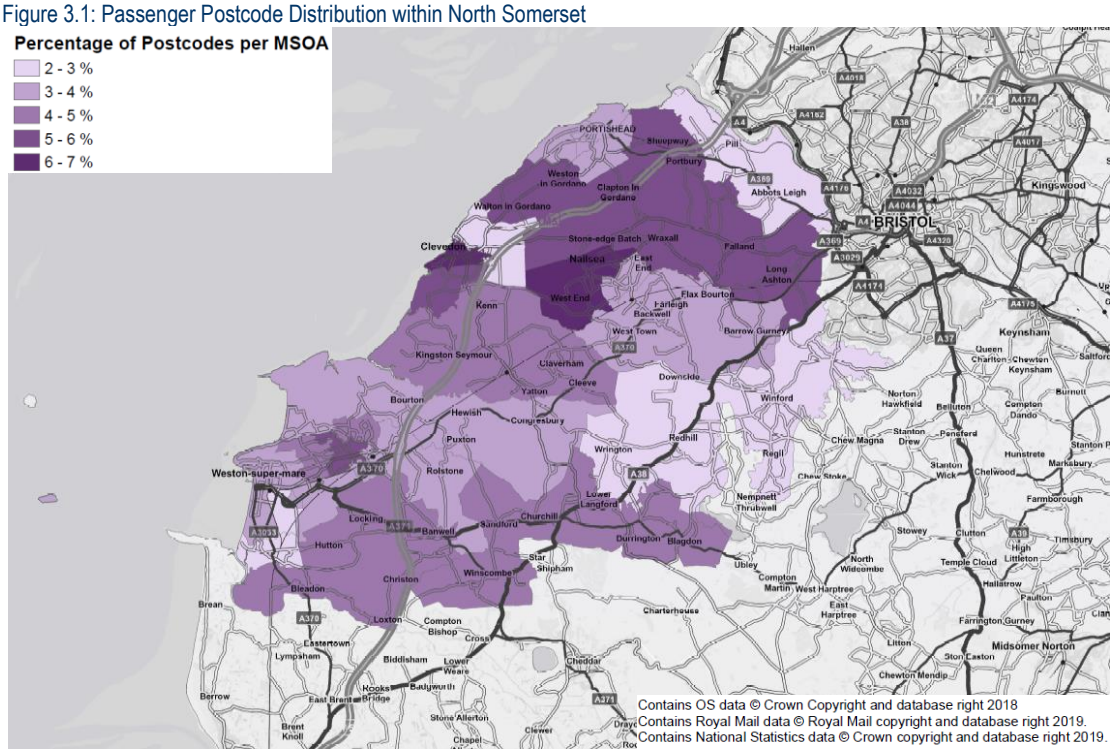
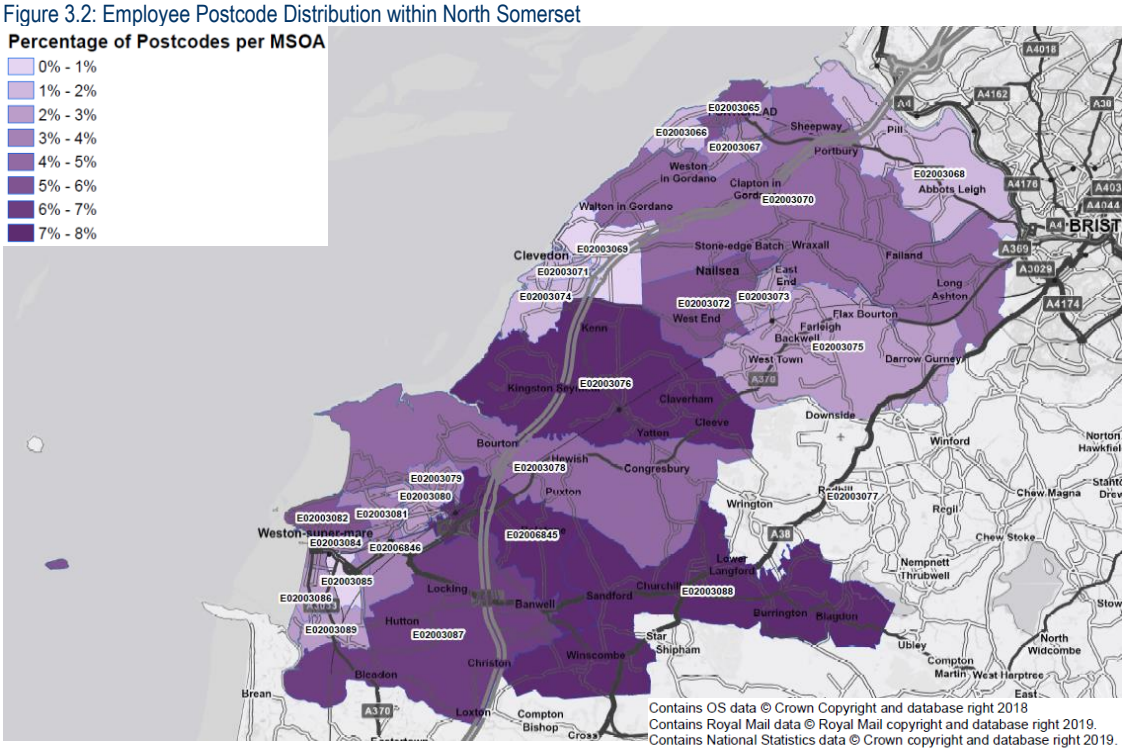


Figure 3.2: Employee Postcode Distribution within North Somerset



3.4. The postcodes have been spatially allocated to middle super output areas (MSOAs), which have been grouped into zones – detailed in **Table 3.1**.

Table 3.1: Allocated North Somerset Postcodes

Zone	Passenger Distribution	Employee Distribution
Weston-super-Mare North	27%	32%
Weston-super-Mare South	18%	19%
Clevedon	16%	5%
Portishead	13%	14%
Nailsea	15%	12%
Cleeve and Yatton	5%	9%
Winscombe	5%	9%
Long Ashton	5%	5%
Bristol Airport	2%	8%
Congresbury	3%	4%
Pill	2%	1%

3.5. The additional vehicle trips associated with the Development Proposals (expansion of Bristol Airport from 10 mppa to 12 mppa) that have an origin / destination in North Somerset are summarised in **Table 3.2**.

Table 3.2: Summary of Vehicle Trips to/from North Somerset

North Somerset	Inbound	Outbound	Two Way
AM (08:00 – 09:00)	4	11	15
PM (17:00 – 18:00)	25	9	35
Airport Peak (13:00 – 14:00)	17	15	32

Note: may not sum to total due to rounding

3.6. The routing assumptions to / from each new zone are provided in **Appendix A**.

Reporting

3.7. The results of the sensitivity test will be provided in GIS plots and reported in a Technical Note showing where flows have changed with respect to those reported in the TA.

Appendix A: Routing Assumptions

TECHNICAL NOTE

Job Name: Development of Bristol Airport to Accommodate 12 mppa

Job No: 43321

Note No: 43321 / TN020

Date: March 2019

Prepared By: Y Hujair

Subject: **Trip Generation Methodology**

1. Introduction

1.1. Peter Brett Associates LLP (PBA) on behalf of Bristol Airport Limited (BAL) has produced this note in response to the formal responses to planning application ref 18/P/5118/OUT from North Somerset Council (NSC) and Highways England (HE).

1.2. Following post application discussions, both authorities have requested further detail on the passenger trip generation methodology, in order to aid their respective reviews of the Transport Assessment (TA). The requests have related to information disaggregated further than that supplied within the TA, and greater clarity on the calculations and processes undertaken using MS Excel spreadsheets.

1.3. This methodology in this note has been structured into the following stages:

- Person trip generation
- Catchment and mode share analysis
- Person trip generation by mode
- Vehicle trip generation by mode
- Trip generation results

2. Background

2.1. The passenger trip generation methodology, carried out for the TA, is a bespoke process using the following data sources:

- The August peak week flight schedule in 2018
- The forecast August peak week flight schedules for the 10 mppa and 12 mppa scenarios
- Full year's worth of ticket scanning data (2017)
- Bristol Airport passenger throughput records (annual and monthly) (2017)
- Civil Aviation Authority passenger survey data (2015)
- Airport Flyer + third party bus ticket data (2017) – indicates current passenger public transport (PT) mode share is 12.5%

Table 1.1 indicates the stages at which each of the above data sources have been used.

Table 1.1: Trip Generation Data Sources

Stage	Data Source to Inform Analysis
Person Trip Generation	- Flight schedules from busiest week of year - Ticket scanning data - Passenger throughput records
Distribution	- CAA passenger survey data
Mode Share	- CAA passenger survey data - Bus ticket data

2.2. The process has been described in Section 5 of the TA. Formal responses from NSC and HE have indicated that the calculations are difficult to replicate and check at times throughout the process. The trip generation inputs include car occupancy rates and mode shares. These vary by catchment and are applied to the trips from each respective catchment. The TA considers trips to / from 41 catchments. To make the information clearer within the TA by focussing on the main catchment areas, not all this data was provided, and therefore the inputs that were summarised in the TA will not replicate overall calculations exactly, as they require weighting based on these specific catchments.

2.3. This technical note sets out the details relating to each input and calculation stage in order to provide further clarity on the process undertaken and therefore allow the results to be checked.

2.4. It is important to note that this process has been used to understand the travel behaviour associated with the baseline (8.2 mppa), 10 mppa and 12 mppa scenarios. This is solely to generate trips associated with the **additional 1.8 mppa** (baseline to 10 mppa) and **additional 2 mppa** (10 mppa to 12 mppa), which have been added to the traffic surveys undertaken in 2018, scaled up to a forecast year of 2026. This has been set out in chapter 10 of the TA.

2.5. For the purposes of this note, all the calculations demonstrated will relate to the full 12 mppa scenario. This is to ensure that the note does not become too lengthy and difficult to follow, and that the calculations processes can be followed through the steps. As explained above, the **same calculations** have been applied to each of the scenarios. For completeness, the note will conclude by showing the 10 mppa and 12 mppa outputs, thereby reflecting the impact of the additional 2 mppa.

3. Methodology

Person Trip Generation

3.1. The assessment methodology considers the number of people travelling to and from Bristol Airport on an **average week day** during a **peak flight week in August** (AWA)**.** The process has been carried out for the baseline (8.2 mppa), 10 mppa and 12 mppa scenarios.

3.2. The passenger trip generation methodology starts with the existing (2018 base) and forecast (10 mppa and 12 mppa) flight schedules for a typical peak week during August. The flight schedules were provided by BAL and are contained in **Appendix A** of this note.

3.3. To produce a flight schedule for an average weekday in August (AWA), the number of seats available in each hour of the day have been averaged over Monday to Friday, inclusive.

3.4. To calculate person trip generation associated with the AWA flight schedules, the historic annual passenger profiles have been considered. Bristol Airport typically see ~11% of annual passenger throughput during August (the busiest month), during which time the average flight occupancy rate is 85%. This has been calculated as shown below:

$$Occupancy\ Rate = \frac{11\%\ of\ 8.2\ mppa}{Number\ of\ seats\ available} = \frac{887{,}485}{1{,}050{,}891} = 85\%$$

3.5. Therefore, the occupancy rate of 85% has been applied to the flight schedules to produce a realistic person trip generation for an average weekday. As a sense check, this calculation has been carried out for the forecast 10 mppa and 12 mppa scenarios, using the forecast flight schedules, and both produce an average flight occupancy of ~85%. Therefore, 85% average flight occupancy has been applied to all flight schedules.

3.6. A daily profile has been produced for from this, which is shown in **Figure 3.1 and 3.2.**

3.7. As has been previously described, the two scenarios relate to the differing flight schedules, and therefore will not show a uniform uplift in passengers over the course of the day.

Figure 3.1: AWA Hourly Profile (Arriving Flights)

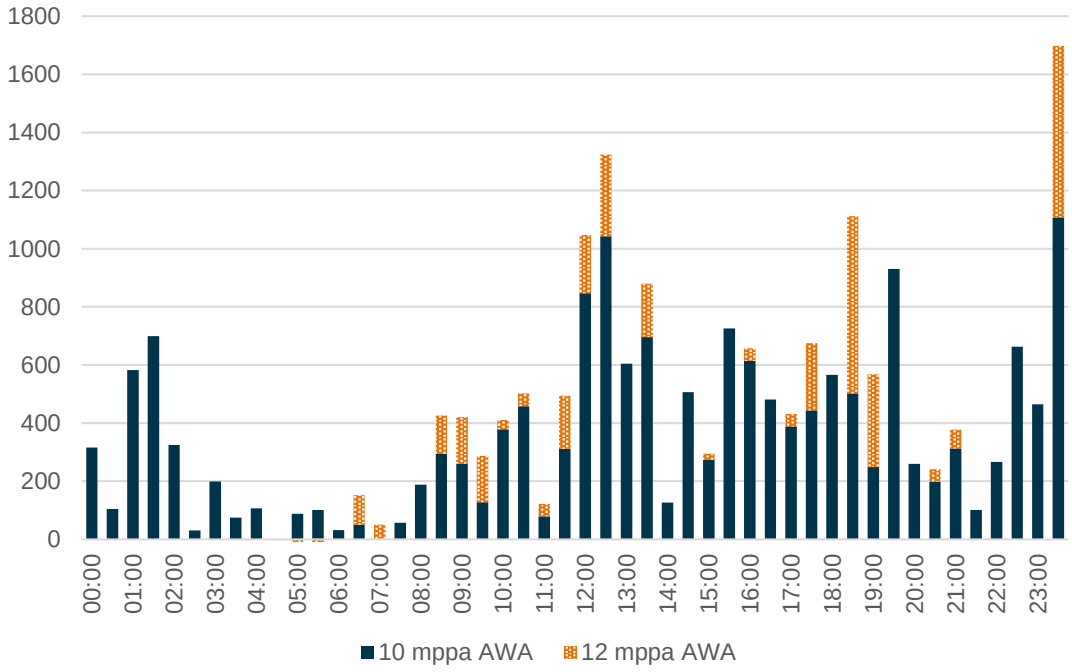
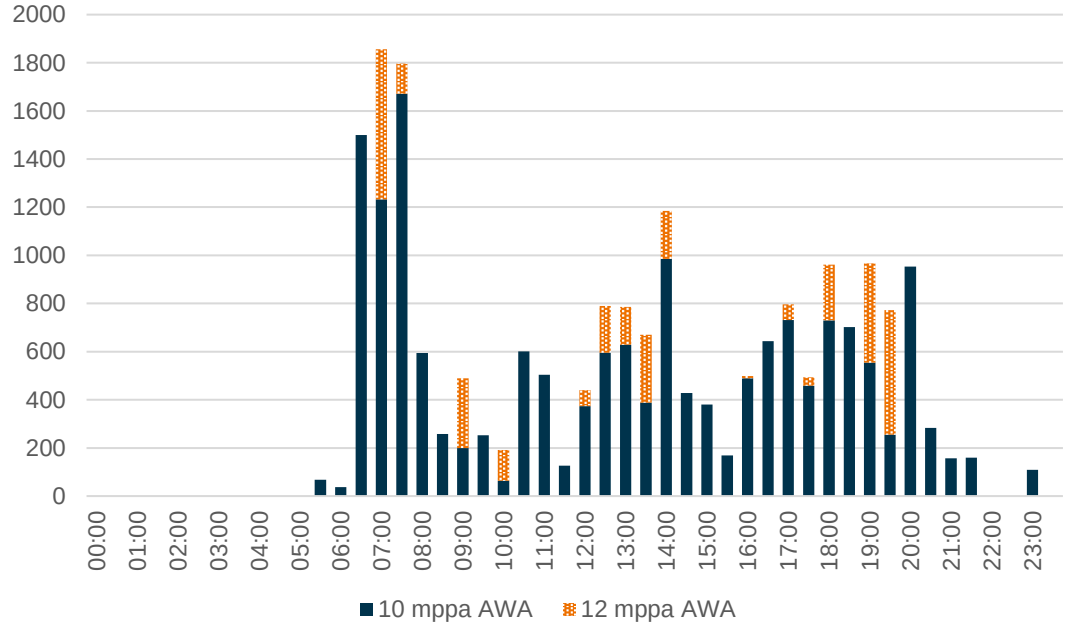


Figure 3.2: AWA Profile (Departing Flights)



3.8. From this, the following methods have been used to understand how the flight schedule relates to person trips by surface access.

- For departing flights, airline ticket scanning data has been used. The scanning data relates to the time difference between when a passenger enters the terminal, and when the flight is scheduled to take off. The dwell time profile is provided in **Table 3.1**.

Table 3.1: Dwell Time Data for Departing Flights

	0-30 Minutes	31-60 Minutes	61-90 Minutes	91-120 Minutes	120+ Minutes
Long Haul	11%	25%	24%	19%	20%
Short Haul	17%	32%	28%	13%	10%

- For arriving flights, an assumption of 1 hour dwell time has been used (i.e. from the time of flight arrival, one hour is spent, on average, passing through the airport terminal and collecting baggage). The rationale for this assumption is provided in **Table 3.2**.

Table 3.2: Dwell Time Assumptions for Arriving Flights

	Time (Minutes)	Cumulative (Minutes)
Land at Bristol Airport	-	
Taxi to Gate	5 - 10	5 – 10
Passengers Disembark	15 - 20	20 – 30
Passenger Walk to Immigration	5 - 10	25 – 40
Dwell at Immigration	5 - 20	30 – 60

	Time (Minutes)	Cumulative (Minutes)
Baggage Reclaim	5 - 10	35 – 70
Exit Terminal	2 - 5	37 – 75

3.9. The hourly person trip generation profile is shown by direction in **Figure 3.3 and 3.4**. The figures show how the dwell time assumptions, set out above, converts the flight schedule to a person trip generation profile.

Figure 3.3: AWA Flight Schedule and Person Trip Generation Comparison (Departing Flights / Inbound Passengers)

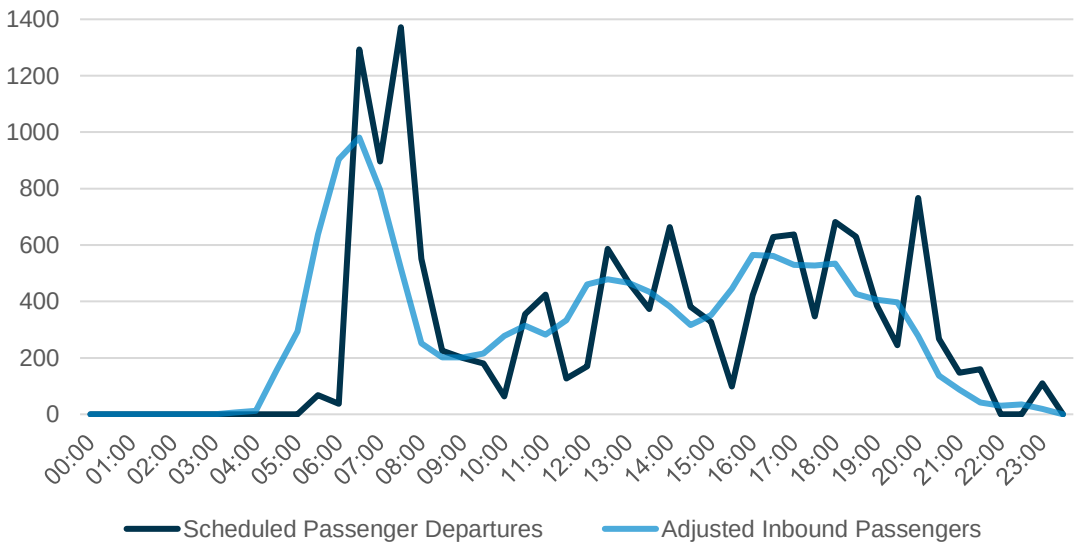
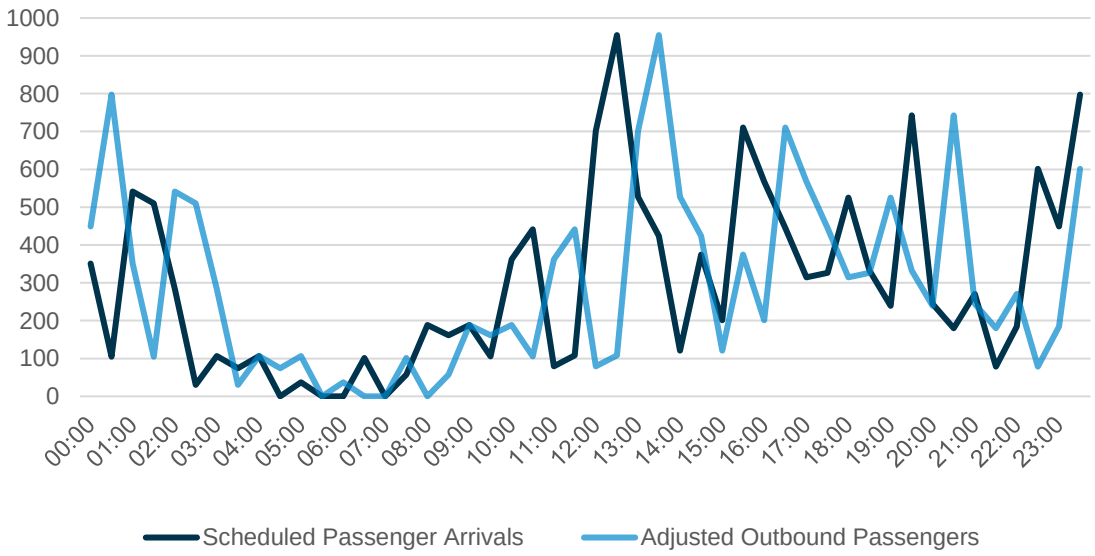


Figure 3.4: AWA Flight Schedule and Person Trip Generation Comparison (Arriving Flights / Outbound Passengers)



3.10. To summarise this, the person trip generation for the 12 mppa scenario, by time period, is provided in **Table 3.3**.

Table 3.3: Person Trip Generation for 12 mppa (Average Week Day)

	Inbound (departing flights)		Outbound (arriving flights)	
	Scheduled	Person Trips	Scheduled	Person Trips
00:00 - 01:00	0	0	421	2,162
01:00 – 02:00	0	0	1,281	421
02:00 – 03:00	0	0	356	1,281
03:00 – 04:00	0	7	273	356
04:00 – 05:00	0	190	106	273
05:00 – 06:00	68	1,283	37	106
06:00 – 07:00	1,537	2,746	184	37
07:00 – 08:00	3,653	1,797	108	184
08:00 – 09:00	851	757	614	108
09:00 – 10:00	742	704	708	614
10:00 – 11:00	793	836	912	708
11:00 – 12:00	631	978	617	912
12:00 – 13:00	1,230	1,526	2,371	617
13:00 – 14:00	1,455	1,446	1,484	2,371
14:00 – 15:00	1,613	888	632	1,484
15:00 – 16:00	550	943	1,021	632
16:00 – 17:00	1,142	1,373	1,139	1,021
17:00 – 18:00	1,290	1,541	1,106	1,139
18:00 – 19:00	1,663	1,650	1,678	1,106
19:00 – 20:00	1,739	1,281	1,499	1,678
20:00 – 21:00	1,237	460	501	1,499
21:00 – 22:00	317	131	480	501
22:00 – 23:00	0	65	929	480
23:00 – 24:00	110	19	2,162	929
Total	**20,621**	**20,621**	**20,620**	**20,620**

Catchment and Mode Share Analysis

3.11. The most recent CAA passenger survey data (2015) has been analysed to provide catchment and mode share information. The mode share extracted from the survey will clearly vary by catchment depending on degrees of access to each means of travel. These values have been adjusted to match an overall public transport (PT) mode share of 12.5% for the existing 8.2 mppa scenario, and 15% for the 10 mppa and 12 mppa scenarios; this reflects the recorded bus ticket sales in the 8.2mppa scenario and the consented target PT mode share in the 10 and 12 mppa scenarios. This effectively represents the 'last leg' of the journey to/from the airport (i.e. trips by train then taxi will be assessed as taxi). A revised mode share target, based on an agreed and standard method of measurement, will form part of the agreement for this application.

3.12. **Table 3.4** summarises the distribution and corresponding modal split, reflecting an overall PT mode share of 15%.

Table 3.4: Trip Distribution and Mode Share (12 mppa)

Catchment	Distribution	Mode Share %			
		PT	Car	Taxi	Car Drop Off
Bath and North East Somerset	5%	25%	28%	13%	35%
City of Bristol	25%	22%	24%	24%	30%
Cornwall County	4%	7%	76%	1%	16%
Devon County	13%	14%	62%	3%	21%
Dorset County	2%	7%	65%	4%	23%
Gloucestershire County	7%	12%	47%	12%	28%
Mendip District	3%	5%	37%	11%	47%
North Somerset	5%	3%	27%	24%	46%
Rest of UK	3%	11%	59%	6%	11%
Sedgemoor	2%	2%	48%	5%	45%
South Somerset	2%	2%	48%	5%	45%
Taunton Deane	2%	4%	57%	5%	33%
Wales	19%	16%	59%	5%	19%
West Somerset	1%	5%	55%	3%	38%
Wiltshire	6%	13%	51%	6%	29%
All Catchments	100%	15%	44%	11%	27%

Note: Percentages have been rounded to nearest whole number. 'Other' mode has been excluded from table.

3.13. BAL has confirmed that the 2 mppa passenger growth is likely to originate from the South West of England and Wales only, based on independent commercial and demographic assessments. The TA therefore does not consider any growth from the remaining catchments.

3.14. From this point, the person trip profiles calculated using the flight schedule, flight occupancy and dwell time (summarised in **Table 2.4**), have been distributed by catchment. The trip generation was distributed over the following catchments, which have originated from the CAA passenger survey :

- Abertawe - Swansea
- Blaenau Gwent - Blaenau Gwent
- Bro Morgannwg - the Vale of Glamorgan
- Caerdydd - Cardiff
- Caerffili - Caerphilly
- Casnewydd - Newport
- Castell-nedd Port Talbot - Neath Port Talbot
- City of Bristol
- Cornwall County
- Devon County
- Dorset County
- Gloucestershire County
- Gwynedd - Gwynedd
- Merthyr Tudful - Merthyr Tydfil

- Pen-y-bont ar Ogwr - Bridgend
- Powys - Powys
- Rhondda, Cynon, Taf - Rhondda, Cynon, Taff
- Sir Benfro - Pembrokeshire
- Sir Ceredigion - Ceredigion
- Sir Fynwy - Monmouthshire
- Sir Gaerfyrddin – Carmarthenshire
- Sir Ynys Mon - Isle of Anglesey
- Tor-faen - Torfaen
- Wiltshire County
- East Midlands
- East of England
- North East
- North West
- Northern Ireland
- Scotland
- South East
- Southern Ireland
- West Midlands
- Yorkshire and the Humber
- Bath and North East Somerset
- North Somerset
- Mendip
- Sedgemoor
- South Somerset
- Taunton Deane
- West Somerset

3.15. This has produced an hourly person trip profile by catchment, for the following two scenarios:

- Passenger uplift from the 2017 baseline (8.2 mppa) to the forecast 10 mppa
- Passenger uplift from the forecast 10 mppa to the forecast 12 mppa.

Person Trip Generation by Mode

3.16. To produce person trip generation by mode, the distribution and mode share has been applied to the hourly person trip profile. An example of this calculation for the City of Bristol is provided below.

$$ITG_{By\ Mode\ (Bristol)} = ITG_{All} \times Distribution\ \% \times MS$$

$$OTG_{By\ Mode\ (Bristol)} = OTG_{All} \times Distribution\ \% \times MS$$

$Where$

$ITG_{By\ Mode\ (Bristol)}$=	Inbound person trip generation by mode (City of Bristol)
$OTG_{By\ Mode\ (Bristol)}$=	Outbound person trip generation by mode (City of Bristol)
ITG_{All}=	Total outbound person trip generation
OTG_{All}=	Total inbound person trip generation
MS =	Mode share

Therefore, the number of inbound people travelling by PT from Bristol in the AM Peak (08:00 – 09:00) is as follows:

$$ITG_{PT\ (Bristol)} = 757 \times\ 25\ \% \ \times 22\% = 40$$

$$OTG_{PT\ (Bristol)} = 108 \times\ 25\ \% \ \times 22\% = 6$$

$$ITG_{Car\ (Bristol)} = 757 \times\ 25\ \% \ \times 24\% = 44$$

$$OTG_{Car\ (Bristol)} = 108 \times\ 25\ \% \ \times 24\% = 6$$

$$ITG_{Taxi\ (Bristol)} = 757 \times\ 25\ \% \ \times 24\% = 45$$

$$OTG_{Taxi\ (Bristol)} = 108 \times\ 25\ \% \ \times 24\% = 6$$

$$ITG_{CDO\ (Bristol)} = 757 \times\ 25\ \% \ \times 30\% = 55$$

$$OTG_{CDO\ (Bristol)} = 108 \times\ 25\ \% \ \times 30\% = 8$$

Note the above values have been rounded.

3.17. The full hourly profile of person trip generation for the City of Bristol, by mode, for the 12 mppa scenario is provided in **Table 3.5**.

Table 3.5: City of Bristol Person Trip Generation by Mode (12 mppa Scenario)

Time	Person Trips		PT		Car		Taxi		Car Drop Off	
	Inbound	Outbound	Inbound	Outbound	Inbound	Outbound	Inbound	Outbound	Inbound	Outbound
00:00 - 01:00	0	528	0	114	0	126	0	128	0	157
01:00 – 02:00	0	103	0	22	0	25	0	25	0	31
02:00 – 03:00	0	313	0	67	0	75	0	76	0	93
03:00 – 04:00	2	87	0	19	0	21	0	21	1	26
04:00 – 05:00	46	67	10	14	11	16	11	16	14	20
05:00 – 06:00	313	26	67	6	75	6	76	6	93	8
06:00 – 07:00	671	9	144	2	161	2	162	2	199	3
07:00 – 08:00	439	45	94	10	105	11	106	11	130	13
08:00 – 09:00	**185**	**26**	**40**	**6**	**44**	**6**	**45**	**6**	**55**	**8**
09:00 – 10:00	172	150	37	32	41	36	42	36	51	45
10:00 – 11:00	204	173	44	37	49	41	49	42	61	51
11:00 – 12:00	239	223	51	48	57	53	58	54	71	66
12:00 – 13:00	373	151	80	32	89	36	90	36	111	45
13:00 – 14:00	353	579	76	125	85	139	86	140	105	172
14:00 – 15:00	217	362	47	78	52	87	53	88	64	108
15:00 – 16:00	230	154	50	33	55	37	56	37	68	46
16:00 – 17:00	335	249	72	54	80	60	81	60	100	74
17:00 – 18:00	376	278	81	60	90	67	91	67	112	83
18:00 – 19:00	403	270	87	58	96	65	98	65	120	80
19:00 – 20:00	313	410	67	88	75	98	76	99	93	122
20:00 – 21:00	112	366	24	79	27	88	27	89	33	109
21:00 – 22:00	32	122	7	26	8	29	8	30	9	36
22:00 – 23:00	16	117	3	25	4	28	4	28	5	35
23:00 – 24:00	5	227	1	49	1	54	1	55	1	67
Daily	**5038**	**5037**	**1083**	**1083**	**1206**	**1206**	**1220**	**1220**	**1496**	**1496**

Note: Percentages have been rounded to nearest whole number. 'Other' mode has been excluded from table.

3.18. This process has been carried out for each catchment and summed, to produce an overall person trip generation by mode. This is provided for the 12 mppa scenario in **Table 3.6**.

Table 3.6: Overall Person Trip Generation by Mode (12 mppa Scenario)

Time	Person Trips		PT		Car		Taxi		Car Drop Off	
	Inbound	Outbound	Inbound	Outbound	Inbound	Outbound	Inbound	Outbound	Inbound	Outbound
00:00 - 01:00	0	2161	0	314	0	992	0	245	0	597
01:00 – 02:00	0	421	0	61	0	193	0	48	0	116
02:00 – 03:00	0	1280	0	186	0	588	0	145	0	354
03:00 – 04:00	7	355	1	52	3	163	1	40	2	98
04:00 – 05:00	190	273	28	40	87	125	22	31	52	76
05:00 – 06:00	1282	106	186	15	589	49	146	12	350	29
06:00 – 07:00	2744	37	399	5	1260	17	312	4	748	10
07:00 – 08:00	1796	184	261	27	825	84	204	21	490	51
08:00 – 09:00	**757**	**108**	**110**	**16**	**347**	**50**	**86**	**12**	**206**	**30**
09:00 – 10:00	704	614	102	89	323	282	80	70	192	170
10:00 – 11:00	836	708	121	103	384	325	95	80	228	196
11:00 – 12:00	978	912	142	132	449	419	111	104	267	252
12:00 – 13:00	1525	617	222	90	700	283	173	70	416	170
13:00 – 14:00	1446	2369	210	344	664	1088	164	269	394	655
14:00 – 15:00	888	1483	129	215	408	681	101	168	242	410
15:00 – 16:00	943	632	137	92	433	290	107	72	257	175
16:00 – 17:00	1372	1021	199	148	630	469	156	116	374	282
17:00 – 18:00	1540	1139	224	165	707	523	175	129	420	315
18:00 – 19:00	1649	1106	240	161	757	508	187	126	450	306
19:00 – 20:00	1280	1677	186	244	588	770	145	190	349	464
20:00 – 21:00	459	1498	67	218	211	688	52	170	125	414
21:00 – 22:00	131	501	19	73	60	230	15	57	36	139
22:00 – 23:00	65	479	9	70	30	220	7	54	18	132
23:00 – 24:00	19	929	3	135	9	426	2	105	5	257
Daily	**20,611**	**20,610**	**2,993**	**2,993**	**9,462**	**9,462**	**2,341**	**2,341**	**5,620**	**5,698**

Note: Values have been rounded to nearest whole number. 'Other' mode has been excluded from table. 10 person trips to / from Ireland have been excluded to focus on surface access.

Vehicle Trip Generation

3.19. **Table 3.7** details the vehicle occupancy rates, derived from the group size information within the CAA passenger survey, that have generated the vehicle trips per catchment in the assessment.

Table 3.7: Vehicle trip profile assumptions

Catchment	Vehicle Occupancy Rate		
	Car	Taxi	Car Drop Off
Bath and North East Somerset	2.0	1.9	1.5
City of Bristol	1.9	1.5	1.6
Cornwall County	2.1	1.5	2.5
Devon County	2.0	2.0	1.6
Dorset County	1.9	2.0	1.8
Gloucestershire County	2.0	1.5	1.6
Mendip	2.0	1.9	1.5
North Somerset	2.0	1.9	1.5
Rest of UK	1.9	2.0	0.8
Sedgemoor	2.0	1.9	1.5
South Somerset	2.0	1.9	1.5
Taunton Deane	2.0	1.9	1.5
Wales	2.1	1.7	1.6
West Somerset	2.0	1.9	1.5
Wiltshire	2.0	2.2	1.6
All Catchments	2.0	1.6	1.6

Note: vehicle occupancy rates exclude driver. Values have been rounded to one decimal place.

3.20. In addition to the above, all car drop off / pick up trips have been considered as a two-way trip, therefore vehicles dropping off passengers will be counted in the opposing direction, and vice versa. The vehicle trip generation for each catchment has been calculated as shown below:

$$ITG_V = \left(\frac{ITG_{Car}}{O_{Car}}\right) + \left(\frac{ITG_{Taxi}}{O_{Taxi}}\right) + \left(\frac{ITG_{Car\ Drp\ Off}}{O_{Car\ Drop\ Off}}\right) + \left(OTG_{Car\ Drop\ Off}\right)$$

$$OTG_V = \left(\frac{OTG_{Car}}{O_{Car}}\right) + \left(\frac{OTG_{Taxi}}{O_{Taxi}}\right) + \left(\frac{OTG_{Car\ Drop\ Off}}{O_{Car\ Drop\ Off}}\right) + \left(ITG_{Car\ Drop\ Off}\right)$$

$Where$ ITG_V= Inbound vehicle trip generation

OTG_V= Outbound vehicle trip generation

ITG_P= Inbound person trip generation

OTG_P = Outbound person trip generation

O_{Car} = Car Occupancy

O_{Taxi} = Taxi Occupancy

$O_{Car\ Drop\ Off}$ = Car (drop off) Occupancy

3.21. During the process of clarifying the methodology to NSC, an error was found relating to the car drop off / pick up calculation. The person trips were not divided by the occupancy for the opposing direction. The assessed vehicle trip generation has therefore produced a higher number than would be expected in reality from car drop off, but this allows for the probable and unquantifiable number of pre-booked taxis that may arrive / depart empty.

3.22. Following the example of person trip generation by mode for the City of Bristol (Table 3.5), the calculation of vehicle trips in the AM peak (08:00 – 09:00) have been demonstrated below:

$$ITG_{V(Bristol)} = \left(\frac{44}{1.9}\right) + \left(\frac{45}{1.5}\right) + \left(\frac{55}{1.6}\right) + (8) = 95$$

$$OTG_{V(Bristol)} = \left(\frac{6}{1.9}\right) + \left(\frac{6}{1.5}\right) + \left(\frac{8}{1.6}\right) + (55) = 67$$

$Where$ $ITG_{V(Bristol)}$= Inbound vehicle trip generation

$OTG_{V(Bristol)}$ = Outbound vehicle trip generation

3.23. The full hourly vehicle trip generation, for the City of Bristol in the 12 mppa scenario, is provided in **Table 3.8**.

Table 3.8: Hourly Vehicle Trip Generation to / from City of Bristol (12 mppa Scenario)

Time	Car		Taxi		Car Drop Off / Pick Up		Total	
	Inbound	Outbound	Inbound	Outbound	Inbound	Outbound	Inbound	Outbound
00:00 - 01:00	0	67	0	85	157	98	157	250
01:00 – 02:00	0	13	0	17	31	19	31	49
02:00 – 03:00	0	39	0	51	93	58	93	148
03:00 – 04:00	0	11	0	14	26	17	27	42
04:00 – 05:00	6	8	7	11	28	26	42	45
05:00 – 06:00	39	3	51	4	66	98	156	105
06:00 – 07:00	85	1	108	1	127	201	320	203
07:00 – 08:00	55	6	71	7	95	139	221	152
08:00 – 09:00	**23**	**3**	**30**	**4**	**42**	**60**	**95**	**67**
09:00 – 10:00	22	19	28	24	76	79	126	122
10:00 – 11:00	26	22	33	28	89	93	148	143
11:00 – 12:00	30	28	39	36	110	112	179	176
12:00 – 13:00	47	19	60	24	114	139	221	182
13:00 – 14:00	45	73	57	93	238	212	339	379
14:00 – 15:00	27	46	35	59	148	132	210	236
15:00 – 16:00	29	19	37	25	89	97	155	141
16:00 – 17:00	42	31	54	40	136	146	233	218
17:00 – 18:00	47	35	61	45	152	163	261	243
18:00 – 19:00	51	34	65	44	155	170	271	248
19:00 – 20:00	39	52	51	66	180	169	270	287
20:00 – 21:00	14	46	18	59	130	101	162	206
21:00 – 22:00	4	15	5	20	42	32	51	67
22:00 – 23:00	2	15	3	19	38	26	42	60
23:00 – 24:00	1	29	1	37	68	43	70	109
Daily	**635**	**635**	**813**	**813**	**2430**	**2430**	**3878**	**3878**

Note: Values have been rounded to nearest whole number.

3.24. The resulting vehicle trip generation for each catchment has been summed each hour to produce a total vehicle trip generation profile. **Table 3.9** details this by vehicle type for the 12 mppa scenario.

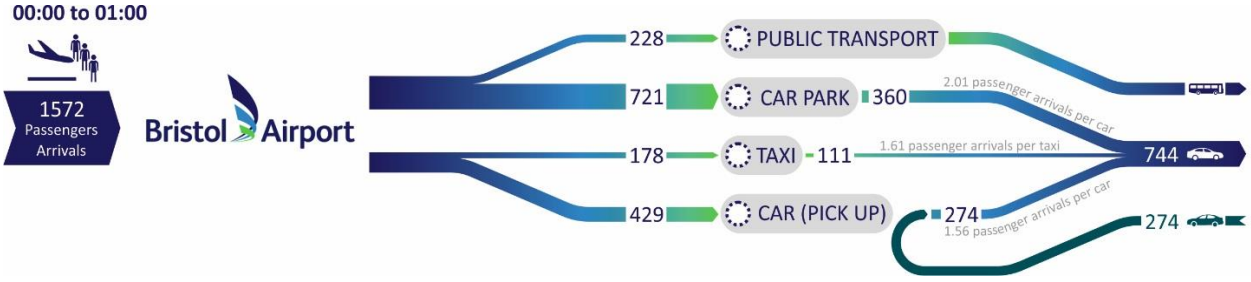
Table 3.9: Hourly Vehicle Trip Generation (12 mppa Scenario)

Time	Car		Taxi		Car Drop Off / Pick Up		Total	
	Inbound	Outbound	Inbound	Outbound	Inbound	Outbound	Inbound	Outbound
00:00 - 01:00	0	478	0	150	537	367	537	995
01:00 – 02:00	0	96	0	30	105	73	105	199
02:00 – 03:00	0	293	0	90	318	223	318	607
03:00 – 04:00	2	81	0	25	89	64	92	170
04:00 – 05:00	43	63	13	19	101	95	158	177
05:00 – 06:00	293	24	90	7	250	333	634	365
06:00 – 07:00	628	13	193	3	488	680	1309	695
07:00 – 08:00	411	39	127	13	359	470	897	522
08:00 – 09:00	**173**	**23**	**53**	**7**	**159**	**201**	**385**	**231**
09:00 – 10:00	161	137	50	43	275	276	486	456
10:00 – 11:00	191	153	59	49	322	324	572	526
11:00 – 12:00	224	206	69	64	397	396	690	666
12:00 – 13:00	349	135	108	43	419	473	876	651
13:00 – 14:00	331	529	102	165	841	757	1273	1451
14:00 – 15:00	203	334	63	104	523	475	789	913
15:00 – 16:00	216	145	66	45	321	344	604	533
16:00 – 17:00	314	233	97	72	493	516	904	820
17:00 – 18:00	352	259	109	80	552	572	1013	912
18:00 – 19:00	377	245	116	77	562	585	1056	907
19:00 – 20:00	293	367	90	116	640	592	1023	1074
20:00 – 21:00	105	334	32	104	452	370	590	808
21:00 – 22:00	30	113	9	35	147	119	186	268
22:00 – 23:00	15	108	5	34	130	99	150	240
23:00 – 24:00	4	212	1	65	234	167	240	445
Daily	**4,715**	**4,621**	**1,453**	**1,440**	**8,715**	**8,571**	**14,884**	**14,632**

Note: Values have been rounded to nearest whole number

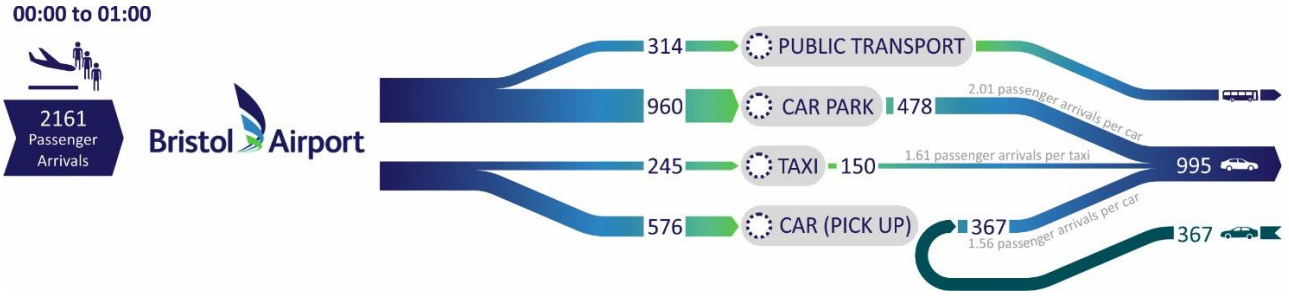
3.25. **Figure 3.5** demonstrates the conversion of outbound (arriving by air) people trips to outbound vehicle trips in terms of the parameters set out in this note at 00:00 – 01:00 for the 10 mppa scenario

Figure 3.5: Conversion of people tips to vehicle trips in the 10 mppa scenario (00:00-01:00)



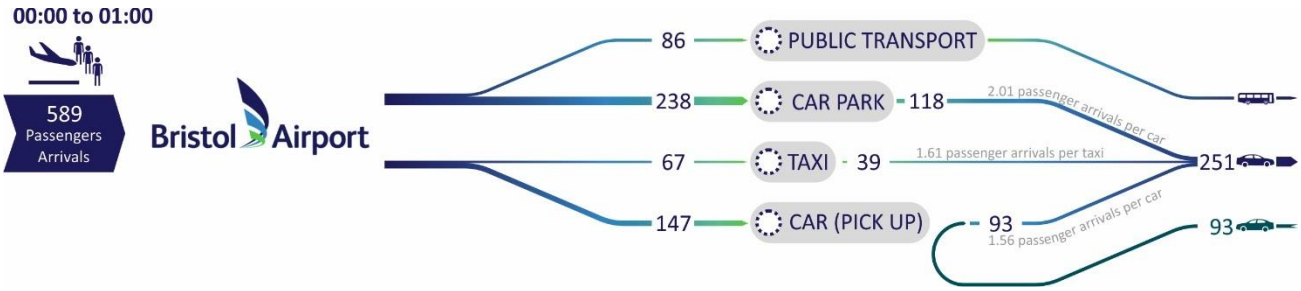
3.26. **Figure 3.6** demonstrates the conversion of outbound (arriving by air) people trips to outbound vehicle trips in terms of the parameters set out in this note at 00:00 – 01:00 for the 12 mppa scenario

Figure 3.6: Conversion of people tips to vehicle trips in the 12 mppa scenario (00:00-01:00)



3.27. **Figure 3.7** demonstrates the conversion of additional (2 mppa) outbound (arriving by air) people trips to outbound vehicle trips in terms of the parameters set out in this note at 00:00 – 01:00.

Figure 3.7: Conversion of additional (2mppa) people tips to vehicle trips (00:00-01:00)



4. Trip Generation Results

4.1. The methodology that has been detailed in this note has been carried out to produce passenger trip profiles for the baseline (8.2 mppa) and the forecast 10 mppa and 12 mppa.

4.2. Traffic volumes have been recorded within the agreed study area during July 2018.

4.3. The uplift between the baseline and the 10 mppa scenario has been calculated to produce the additional 1.8 mppa to the reference case (10 mppa at 2021).

4.4. The difference between the 10 mppa and 12 mppa scenarios (2 mppa) is the uplift in passengers that relates to the Development Proposals This has been added to the reference case to understand the effects of the Development Proposals in relation to the consented 10 mppa scheme.

4.5. Through post application discussions, this methodology has been validated by comparing observed vehicle movements in and out of Bristol Airport to the calculated baseline vehicle trip generation. This was been submitted to NSC in October 2018.

4.6. **Table 4.1** details the hourly person, PT and vehicle trip generation for an average weekday in August. This table relates to the **additional** trips associated with the increase in passengers from 10 mppa to 12 mppa.

Table 4.1: Hourly Additional Person and Vehicle Trip Generation

Time	Passengers			PT			Vehicles		
	Inbound	Outbound	Total	Inbound	Outbound	Total	Inbound	Outbound	Total
00:00 - 01:00	0	589	589	0	86	86	146	279	426
01:00 – 02:00	0	0	0	0	0	0	0	0	0
02:00 – 03:00	0	0	0	0	0	0	0	0	0
03:00 – 04:00	0	0	0	0	0	0	0	0	0
04:00 – 05:00	0	0	0	0	0	0	0	0	0
05:00 – 06:00	158	0	158	23	0	23	75	39	114
06:00 – 07:00	423	-152	271	61	-22	39	163	33	196
07:00 – 08:00	235	101	337	34	15	49	137	106	243
08:00 – 09:00	**203**	**51**	**253**	**29**	**7**	**37**	**109**	**74**	**183**
09:00 – 10:00	125	130	255	18	19	37	92	93	184
10:00 – 11:00	57	319	376	8	46	55	106	165	272
11:00 – 12:00	184	75	259	27	11	38	106	81	187
12:00 – 13:00	361	225	586	52	33	85	227	196	423
13:00 – 14:00	284	481	765	41	70	111	254	298	552
14:00 – 15:00	36	183	219	5	27	32	62	96	158
15:00 – 16:00	24	0	24	3	0	3	11	6	17
16:00 – 17:00	109	23	132	16	3	19	57	38	95
17:00 – 18:00	**315**	**43**	**358**	**46**	**6**	**52**	**160**	**99**	**259**
18:00 – 19:00	495	274	769	72	40	112	303	253	555
19:00 – 20:00	324	609	933	47	89	136	305	369	674
20:00 – 21:00	0	319	319	0	46	46	79	151	230
21:00 – 22:00	0	43	43	0	6	6	11	20	31
22:00 – 23:00	0	66	66	0	10	10	16	31	48
23:00 – 24:00	0	0	0	0	0	0	0	0	0
Daily	**3,332**	**3,380**	**6,713**	**484**	**491**	**975**	**2,418**	**2,429**	**4,847**

Note: Negative numbers are due to a reduction in scheduled flights between 10 and 12 mppa
Values have been rounded.

Summary

4.7. Peter Brett Associates LLP (PBA) on behalf of Bristol Airport Limited (BAL) has produced this note in response to the formal responses to planning application ref 18/P/5118/OUT from North Somerset Council (NSC) and Highways England (HE).

4.8. Following post application discussions, both authorities have requested further detail on the passenger trip generation methodology, in order to aid their respective reviews of the Transport Assessment (TA). The requests have related to information disaggregated further than that supplied within the TA, and greater clarity on the calculations and processes undertaken using MS Excel spreadsheets.

4.9. This methodology in this note has been structured into the following stages:

- Person trip generation
- Catchment and mode share analysis
- Person trip generation by mode
- Vehicle trip generation by mote
- Trip generation results

4.10. The methodology set out in this note is a detailed version of that set out in Chapter 5 of the TA, including values and outputs from the calculations.

4.11. The vehicle trips calculated by this methodology have been assigned to the network within the agreed study area using a tool developed in SATURN.

Appendix A: Flight Schedules for August 2018, August at 10 mppa and August at 12 mppa

TECHNICAL NOTE

Job Name: Development of Bristol Airport to Accommodate 12 mppa

Job No: 43321

Note No: 43321 / TN022

Date: March 2019

Prepared By: Y Hujair

Subject: **Response to Bath & North East Somerset Council**

1. Introduction

1.1. Peter Brett Associates LLP (PBA) has prepared this technical note on behalf of Bristol Airport Limited (BAL) in response to Bath & North East Somerset (B&NES) on the planning application ref 18/P/5118/OUT.

1.2. B&NES has raised a comment, during a meeting dated 22nd February 2019, relating to the use of an 'average weekday' assessment. This note provides justification for the use of an 'average weekday' flight schedule for predicting passenger growth in the Transport Assessment (TA), submitted in December 2018 to North Somerset Council (NSC).

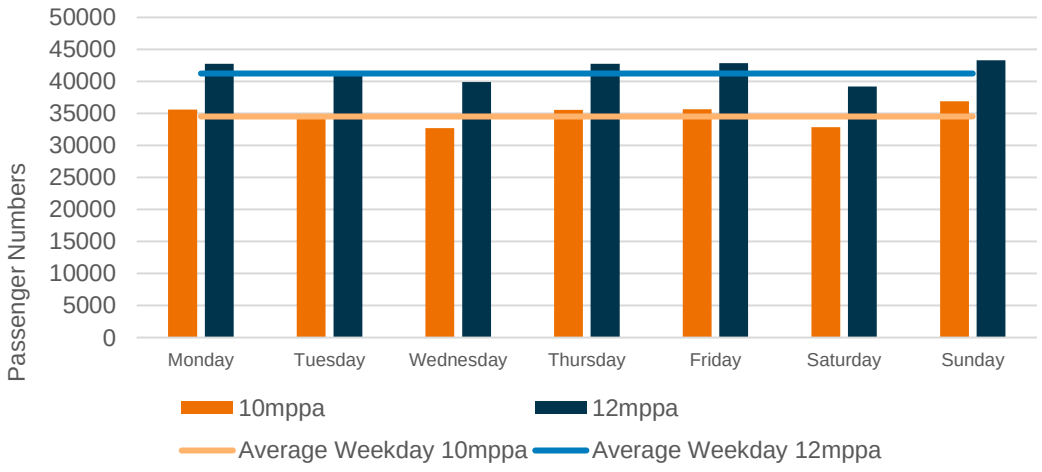
2. Average Weekday

2.1. The person trip generation contained within the TA uses the flight schedule from a peak week in August 2018, and the forecast flight schedules for the peak weeks for the 10 mppa and 12 mppa scenarios. The 'average weekday in August' (AWA) is therefore an average of the number of seats available on a flight in every hour, multiplied by the average august flight occupancy (~85%).

2.2. It is important to note that the AWA is based on a peak week in August, the busiest overall week of the year for Bristol Airport in terms of flight numbers, which we therefore believe reflects a robust and realistic basis on which to assess impact.

2.3. **Figure 2.1** indicates the variation in the number of passengers flying each day of the week for the 10 mppa and 12 mppa scenarios for the busiest week of the year and compares this with the 'average weekday' (AWA) passenger numbers used in the submitted TA.

Figure 2.1: Comparison of daily passenger numbers with AWA for 10 mppa and 12 mppa scenarios

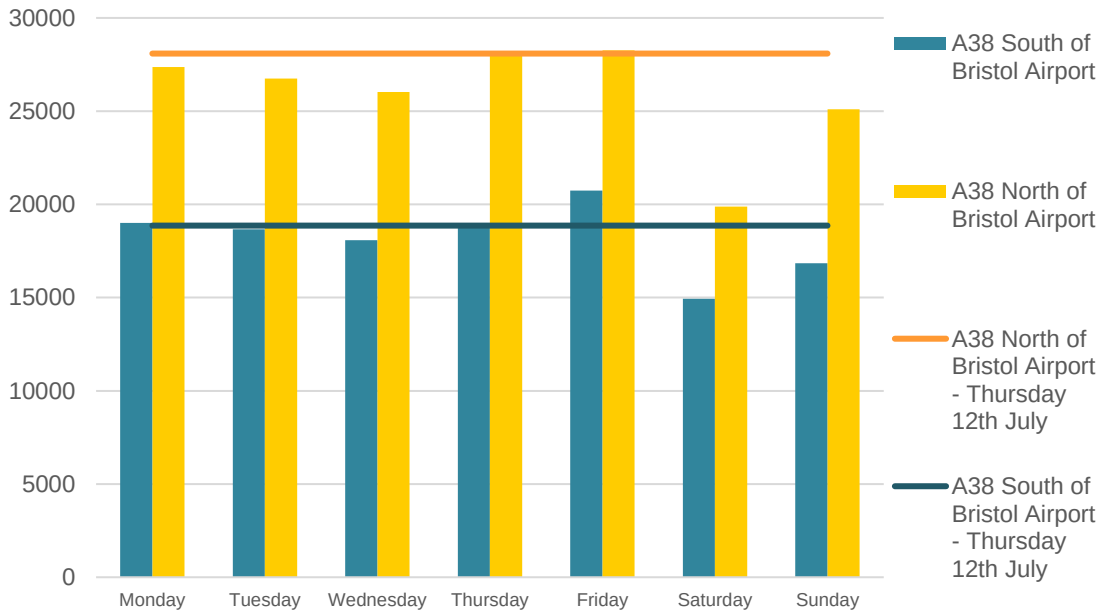


3. Sunday Peak

3.1. A query was also raised regarding the potential requirement for a Sunday assessment. The total number of passengers in the 12 mppa scenario that are forecast to pass through Bristol Airport on a typical August Sunday are ~5% (2200 passengers) more than that on an AWA. This needs to be set against background traffic flows that are lower on a Sunday, which we have considered below.

3.2. The traffic volumes provided in **Figure 2.2** observed during July 2018 show the magnitude of variation throughout the week. The volumes used in the TA for junction testing were those on Thursday 12th July.

Figure 2.2: Observed traffic volumes on A38 immediately North and South of Bristol Airport



3.3. The above analysis of the ATCs indicates that traffic volumes are c2000 lower on a Sunday south of the airport, and 3000 lower north of the airport (i.e. 5000 vehicle trips). This would clearly more than offset the increase in passenger numbers on a Sunday (c2200 people) in terms of overall traffic flows, since a large number of these will car share or use alternative means to travel to the airport. Therefore, the weekday peak as tested in the TA does represent the highest overall flows for junction testing.

4. Summary

4.1. Bath & North East Somerset (B&NES) has raised a concern that the submitted Transport Assessment (TA), which uses the Average Weekday in August (AWA), is not robust, since passenger flows are higher on a Sunday. The forecast 12 mppa flight schedule for the peak week in August does indicate that Sunday will see the greatest passenger throughput in the week, but this needs to be set against the background traffic flows on the network.

4.2. The analysis contained within this note indicates that AWA passenger numbers tested in the TA are ~5% lower than the passenger numbers associated with Sunday.

4.3. Analysis of observed traffic volumes on the A38 from July 2018 indicates that Sunday flows (including existing airport traffic) are around 5000 vehicles lower than the weekday flows tested in the TA.

4.4. Therefore, further assessment of a peak Sunday would lead to lower flows than those already used in the junction capacity tests in the submitted TA in December 2018.