TECHNICAL NOTE

Job Name:	Development of Bristol Airport to Accommodate 12mppa
Job No:	43321
Note No:	031 Rev B
Date:	October 2019
Prepared By:	Dan Townsend
Subject:	**A38 / A368 Signalised Junction Capacity Assessment – Non-Technical Summary**

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. During post-submission discussions, NSC requested detailed junction capacity assessments at the A38 / A368 Churchill Crossroads. This Technical Note (TN) has been prepared to provide a non-technical summary of the capacity assessments undertaken.

1.4. For consistency with the assessment in the TA and as agreed with NSC the following scenarios have been assessed:

- 2018 Baseline (Surveyed Flows);
- 2026 Reference Case (10 mppa); and,
- 2026 Test Case (12 mppa).

1.5. As agreed with NSC the following time periods have been assessed for each of the above scenarios.

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

2. Baseline Model Data Sources

2.1. As agreed with NSC and to ensure consistency the capacity assessment at Churchill Crossroads has been undertaken in LinSIG. The agreed validated baseline model has utilised the following key data sources:

- 2018 traffic surveys including turning counts, queue surveys and video data;
- Signal controller timing sheet – supplied by NSC; and
- Traffic signal layout drawing – supplied by NSC.

3. Junction Capacity Assessment Results

3.1. The results of the junction capacity assessment of the Churchill Crossroads signalised junction are summarised in **Table 3**.

Table 3: Churchill Crossroads Junction Assessment

Junction	Arm	AM Peak Hour (0800-0900)		Inter Peak Hour (1300-1400)		PM Peak Hour (1700-1800)	
		DoS	Queue	DoS	Queue	DoS	Queue
2018 Baseline							
A38/A368 Churchill Crossroads	A38 Bristol Road	84.9%	12.0	53.9%	6.8	76.3%	19.9
	A368 Bath Road	66.7%	5.3	43.2%	2.7	76.5%	10.4
	A38 New Road	84.5%	23.6	56.3%	7.9	71.4%	11.0
	A368 Dinghurst Road	84.2%	13.1	54.9%	4.2	64.4%	7.4
Practical Reserve Capacity (%)		6.0		59.9		17.7	
2026 Reference Case							
A38/A368 Churchill Crossroads	A38 Bristol Road	100.7%	31.6	67.1%	9.6	89.2%	23.6
	A368 Bath Road	88.9%	8.6	53.4%	3.2	87.4%	12.2
	A38 New Road	100.5%	45.4	68.0%	11.0	85.4%	18.5
	A368 Dinghurst Road	90.2%	16.4	68.8%	5.2	72.9%	8.7
Practical Reserve Capacity (%)		-11.8		30.8		0.9	
2026 Test Case							
A38/A368 Churchill Crossroads	A38 Bristol Road	102.9%	38.8	72.8%	11.4	90.8%	25.0
	A368 Bath Road	88.9%	8.6	55.2%	3.3	89.7%	12.6
	A38 New Road	102.5%	52.5	71.9%	12.1	86.2%	19.9
	A368 Dinghurst Road	90.2%	16.4	71.9%	5.4	74.9%	8.6
Practical Reserve Capacity (%)		-14.3		23.7		-0.9	

Notes: DoS – Degree of Saturation

3.2. The results show that the Churchill Crossroads junction operates within capacity in the AM peak hour period in the 2018 baseline scenario and operates within capacity in the Inter peak and PM peak hour periods for all scenarios assessed.

3.3. The Churchill Crossroads junction operates within capacity in the inter-peak and PM peak hours in all flow scenarios. In the AM peak period, the junction operates broadly at capacity in the 2026 reference case scenario, and operates marginally over capacity in the 2026 test case scenario. Given that this impact in terms of the increase in queues and delays is insignificant, the junction is considered to be operationally effective for future years.

3.4. The predicted impact associated with the Proposed Development at the Churchill Crossroads signalised junction would not be considered 'severe' unless there was a clear safety issue that would result from the impact of the development flows. This is in accordance with the National Planning Policy Framework 2019 which states (at paragraph 109) that *"Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe"*. The Personal Injury Collision Review, as set out in Section 7.7 of the submitted TA, shows that the existing traffic conditions are not contributing to a poor safety record at this junction. Therefore, no mitigation is required at the Churchill Crossroads as a result of the Proposed Development.

TECHNICAL NOTE

Job Name: Bristol Airport

Job No: 43321 / 5501

Note No: TN029 A

Date: October 2019

Prepared By: J Hargreaves

Subject: **Model Validation Report – A38 / A368 Signalised Junction**

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, now part of Stantec (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 the A38 / A368 signalised junction.

2. Purpose of the Models

2.1. The purpose of the LINSIG model is 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 junction model has been validated in this note:

- A38 Bristol Road / A368 Bath Road signal Junction, Churchill North Somerset.

2.3. Signal control timing sheets for the junction has been supplied by NSC.

3. Network Settings and Network Layout

3.1. Use separate capacities for long and short lanes.

3.2. Show separate delay values for long and short lanes.

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 Churchill Crossroads junction to reflect the on-site layout.

4. Lane Data

4.1. **Lane lengths:** only the relevant internal lanes / flare length have been changed from the default 60 vehicles. 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
1	2	54.1m (9.4 pcu's)	NSC Drawing No. TS-6001-AB-0
2	2	23.0m (4.0 pcu's)	NSC Drawing No. TS-6001-AB-0
3	2	81.4m (14.2 pcu's)	NSC Drawing No. TS-6001-AB-0
4	2	15.0m (2.6 pcu's)	NSC Drawing No. TS-6001-AB-0

4.2. **Saturation Flows:** RR67 has been utilised to calculate the saturation flows. These values seem to be reasonable to achieve sufficient queuing to match the observed queues on the main junction approaches. The geometric measurements for RR67 have been taken from the NSC Drawing No. TS-6001-AB-0 of the junction.

4.3. **Tables 2** provides the calculated saturation flows that were used in the models for the junction.

Table 2: Saturation Flows

Arm	Lane	RR67			
		Width	Nearside	Radius	Sat Flow
A38 Bristol Road (North)	1/1	3.10m	Yes	-	**1925**
	1/2	3.00m	Yes	16.3m	**1754**
A368 Bath Road	2/1	3.20m	Yes	12.4m (R)	**1844**
	2/2	3.2m	Yes	11.4m (R)	**1710**
A38 New Road (South)	3/1	3.10m	Yes	10.3m (L)	**1909**
	3/2	3.10m	Yes	15.1m (R)	**1751**
A368 Dinghurst Road	4/1	3.40m	Yes	12.9m (L)	**1814**
	4/2	3.80m	Yes	10.2m (R)	**1739**

(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 the junction.

4.8. **Ignore random delay:** random delay has been considered in all lanes.

5. Connector Data

5.1. **Cruise time:** default value of 5.

5.2. **Platoon dispersion behaviour:** default value of 35.

5.3. **Cruise time:** for lane connectors that connect to exit arms the default value of 5 has been used.

5.4. **Custom Lane Length:** the custom lane lengths are given in **Table 1**.

5.5. **Platoon dispersion behaviour:** default value of 35.

6. Controller Data

6.1. All items coded according to the North Somerset Council Signal Timing Sheets and that are provided in **Appendix A.**

6.2. **Controller Name & SCN:** as per the Signal Timing Sheets - A38 / A368 Churchill Crossroads, SCN 6001 (Issue 1).

6.3. **Controller Type:** Siemens Controller

6.4. **Treat Phase Minimums as:** treated as controller minimums.

6.5. **Allow multiple stage streams:** operating using a single stage stream.

6.6. **Non-standard filters:** N/A

7. Phase Data

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. Give-way control: Coefficients and saturation flows for the give way right turns within the signal control have been taken from the standard JCT Consultancy give way parameters.

9. Intergreen & Interstage Data

9.1. All items coded according to the NSC Signal Timing Sheets are provided in **Appendix A.**

10. Stage Sequence and Signal Timings

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)**
A38 / A368	90 seconds	60 seconds	76 seconds

10.2. **Stage sequence - pedestrian phases:** Observations of the video footage demonstrated that not all the stages were called-up every cycle in the peak hour periods. Stage 2 of the sequence, which allows the call-up of the demand activated pedestrian phase 'I' was only called up 4 times in the AM peak, 2 times in the inter peak and 3 times in the PM peak. Stage 2 has therefore been omitted in the stage sequence of the model and an adjustment of -1 second bonus green has been used to reflect the onsite conditions. This time has been calculated from the proportion of times the stage has been called. **Table 7** sets out the adjusted bonus green time of the signal phases.

Table 7: Recorded Cycle Times

Phase	No. of call-ups	Adjusted Bonus Green Time (secs)
AM Peak - 08:00 – 09:00		
Phase I Pedestrian	4 out of 40 cycles (full stage time 13 secs)	-1 sec to phase B -1 sec to phase C -1 sec to phase D -1 sec to phase E -1 sec to phase F
Inter Peak - 13:00 – 14:00		
Phase I Pedestrian	2 out of 60 cycles (full stage time 13 secs)	-1 sec to phase B -1 sec to phase C -1 sec to phase D -1 sec to phase E -1 sec to phase F
PM Peak - 17:00 – 18:00		
Phase I Pedestrian	3 out of 41 cycles (full stage time 13 secs)	-1 sec to phase B -1 sec to phase C -1 sec to phase D -1 sec to phase E -1 sec to phase F

10.3. **Stage sequence - right turn phases:** Observations of the video footage demonstrated that the right turn movements (phases C & D) on the A38 are not called-up every cycle in the peak hour periods. To best reflect the observed junction operation, a typical two cycle sequence has been used. The stage sequence that has been used is stages 1-3-4-1-4-5.

10.4. **Phase Delays:** No phase delays have been coded. The phase delays within the signal timing sheet do not occur within the model.

11. Queue Validation

11.1. A comparison of the observed queue lengths and modelled queue lengths to check the accuracy of the model validation are given in **Table 8**. For details of the queue survey data refer to **Appendix B.**

Table 8: Queue validation

Lane	Observed Queue Lengths (No. of vehs)	Modelled Queue Lengths (No. of vehs)
AM Peak - 08:00 – 09:00		
1/1	7	12 (combines 1/1 & 1/2)
1/2	6	
2/1	8	5

Lane	Observed Queue Lengths (No. of vehs)	Modelled Queue Lengths (No. of vehs)
2/2	4	(combines 2/1 & 2/2)
3/1	11	24 (combines 3/1 & 3/2)
3/2	2	
4/1	7	13 (combines 4/1 & 4/2)
4/2	2	
Inter Peak - 13:00 – 14:00		
1/1	7	7 (combines 1/1 & 1/2)
1/2	3	
2/1	5	3 (combines 2/1 & 2/2)
2/2	3	
3/1	8	8 (combines 3/1 & 3/2)
3/2	2	
4/1	6	4 (combines 4/1 & 4/2)
4/2	1	
PM Peak - 17:00 – 18:00		
1/1	10	20 (combines 1/1 & 1/2)
1/2	5	
2/1	9	10 (combines 2/1 & 2/2)
2/2	2	
3/1	8	11 (combines 3/1 & 3/2)
3/2	3	
4/1	7	7 (combines 4/1 & 4/2)
4/2	1	

12. LINSIG Scenarios

12.1. 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 junction. These scenarios have been agreed with NSC and used in the junction modelling assessments. For details of the flow data refer to **Appendix C**.

13. Other

13.1. No further modelling issues have been considered at this stage.

14. Way Forward

14.1. Based on the evidence set out within this technical note the A38 / A368 Junction is considered to be validated and fit for purpose to test the development impact.

Appendix A A38/A368 Churchill Crossroads Signal Timing Sheet

Works Order : TCT/1380
EM Number : 06001
Engineer : D A Lawrence (TCT)
Intersection : A38 / A368 Churchill Croassroads, (SCN 6001)

Administration

General Specifications

Customer Name	North Somerset Council	Customer Order No.	60018232
Intersection/ General Description	A38 / A368 Churchill Croassroads, (SCN 6001)	Controller/ Serial Number	SCN 6001
		S.T.S. /EM Number	06001 Issue 1
Controller	(•) New ( ) Modification	Equipment Installation by	Siemens
Area Specifications/ Customer Drawings	PG-10-RTSA-036-C	Slot Cutting by	Roadtech
Specification Section		Civil Works by	Select for Siemens
Contract/Tender Ref:		Customer's Engineer	Mark Cogan
Quotation No.		Telephone Number	01934-427392
Works Order No.	TCT/1380		

Signal Company Use Only

Signal Engineer: D A Lawrence (TCT)

(IF Prom Label as >) Prom Number: 16260 Prom Variant: 0

Configuration Check Value: E5 9A 74 3E

Controller Options

Hardware: ST900 ELV | Firmware Type and Issue: PB801 ISS 12 | Other Options

ST900/ST750 Series Cabinet Options

Cabinet/Rack: Cabinet | Kit Type Options: (•) UK-Std ( ) Non-UK ( ) Small Non-UK ( )

Cabinet/Rack Variant: Black | Cuckoo Options: None | Gemini Fitted: ☑

Mains Supply	230 Volts	50 Hz					
Peak Lamp Current	10 Amps	Dimming Voltage	27.5	Answer Issue	0	Date Created	02/11/12
Average Lamp Power	379 Watts	Low Inrush Tra	☐	Edit Issue	1		
Total Average Power	479 Watts						

Power feed fuse rating: requires 30 Amp minimum for controller, 15 Amp minimum for pelican/lightly loaded controller

Works Order : TCT/1380
EM Number : 06001
Engineer : D A Lawrence (TCT)
Intersection : A38 / A368 Churchill Croassroads, (SCN 6001)

Streams, Stages, Phases Control

Select Object to Add/Delete/Insert

Streams

Current Number of Streams: 1

Phases

Current Total Number of Phases: 11

Number of Real Phases: 10

Number of Dummy Phases: 1

Stages

Current Number of stages (inc. ALL-RED stages): 7

Switched Signs

Number of Switched Signs: 0

Action

Add At | Delete At

Works Order : TCT/1380
EM Number : 06001
Engineer : D A Lawrence (TCT)
Intersection : A38 / A368 Churchill Croassroads, (SCN 6001)

Facilities/Modes Enabled and Mode Priority Levels

Facilities

- [x] Manual Control
- [ ] Manual Step On Mode
- [ ] CLF (Base Time)
- [x] CLF (non-Base Time)
- [x] UTC Facility
- [ ] Hurry Call Mode
- [ ] Priority
- [ ] Emergency Vehicles
- [ ] Part Time
- [x] Master Time Clock
- [x] RED Lamp Monitoring
- [x] Lamp Monitoring
- [ ] Linked Fixed Time
- [x] FT To Current MAX
- [ ] Speed Measurement
- [ ] Download To Level 3
- [ ] London IMU
- [x] Extend All Red
- [ ]
- [ ] Ripple Change
- [ ] Non-UK
- [x] Pelican/Puffin/Toucan Facilities
- [ ] Standalone Manual
- [ ] Holiday Clock
- [ ] Fail to Part Time
- [x] Serial MOVA
- [x]
- [ ] Free-Standing OTU
- [ ] Integral OTU

9 Starting Intergreen

Mode Priority

PRIORITY	1	2	3	4	5	6	7	8	9	10	11
Part Time	○	○	○	○	○	○	○	○	○	○	○
Emergency Vehicle	○	○	○	○	○	○	○	○	○	○	○
Hurry Call	○	○	○	○	○	○	○	○	○	○	○
Selected Man Cntrl	◉	○	○	○	○	○	○	○	○	○	○
UTC	○	○	◉	○	○	○	○	○	○	○	○
Manual Step On	○	○	○	○	○	○	○	○	○	○	○
Selected FT or VA or CLF	○	◉	○	○	○	○	○	○	○	○	○
Cableless Link (CLF)	○	○	○	◉	○	○	○	○	○	○	○
Priority Vehicle	○	○	○	○	○	○	○	○	○	○	○
Vehicle Actuated	○	○	○	○	◉	○	○	○	○	○	○
Fixed Time	○	○	○	○	○	○	○	○	○	○	◉

Configuration Complexity

○ Low ○ Medium ○ High ◉ Maximum

standardPB801.8df
Default PROM data file

Correspondence Monitoring to inc.

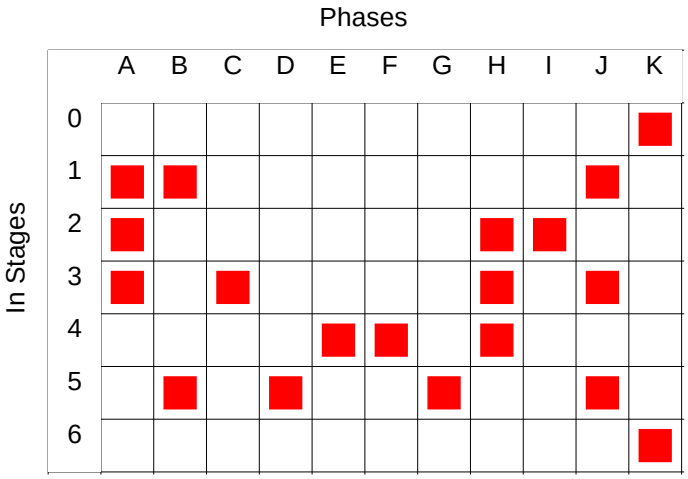
- [x] Reds
- [x] Ambers
- [ ] Switched Signs
- [ ] Ignore Reds and Ambers during Fail to Part Time

Flash Rate (ms)

400 Off 400 On

Works Order : TCT/1380
EM Number : 06001
Engineer : D A Lawrence (TCT)
Intersection : A38 / A368 Churchill Croassroads, (SCN 6001)

Phases in Stages



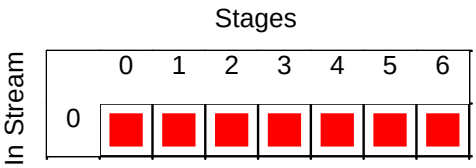
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Stages in Streams

Stream Data

	0	1	2	3	4	5	6	7
Phase or Stage to revert to in absence of demands/extensions								
Startup Stage	1							
Part-Time switch off stage								
Standalone Pedestrian	☐	☐	☐	☐	☐	☐	☐	☐

NB : For a Stand-Alone Stream, the reversion must be to All Red stage or Traffic stage/phase to meet the relevant standard or specification.



Works Order : TCT/1380
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Phase Type and Conditions

Phase Type and Conditions

(●) Phases A to P ( ) Manual Output Allocation ☑

Phase	Title	Type	App. Type	Term. Type	Assoc. Phase	No. of Drive Outputs "R"	"A"	"G"
A	A38 Bristol Road (S/B) Ahead Only	0 - UK Traffic	0	0 - E		1	1	1
B	A38 New Road (N/B) Ahead + Left Turn	0 - UK Traffic	0	0 - E		1	1	1
C	A38 Bristol Road (S/B) Right Turn	0 - UK Traffic	0	0 - E		1	1	1
D	A38 New Road (N/B) Right Turn	0 - UK Traffic	0	0 - E		1	1	1
E	A368 Dinghurst Road (E/B)	0 - UK Traffic	0	0 - E		1	1	1
F	A368 Bath Road (W/B)	0 - UK Traffic	0	0 - E		1	1	1
G	Peds 'X' A38 South (E/Side)	3 - UK Near Side Pedestrian	0	0 - E		1	1	2
H	Peds 'X' A38 South (W/Side)	3 - UK Near Side Pedestrian	0	0 - E		1	1	2
I	Peds 'X' A368 West (S/Side)	3 - UK Near Side Pedestrian	0	0 - E		1	1	2
J	Peds 'X' A368 West (N/Side)	3 - UK Near Side Pedestrian	0	0 - E		1	1	2
K	All Red Dummy	2 - UK GreenArrow	0	0 - E				

1) App Types: 0 = Always Appears, 1 = Appears if dem'd prior to interstage, 2 = If dem'd, 3 = If dem'd before end of window time
2) Term Types: 0 = Term's at end of stage, 1 = Term's when Assoc phase gains R.O.W, 2 = Term's when Assoc phase loses R.O.W.
3) The H/W Fail Flash fields are for information only on all but ST900ELV Controllers. For other controllers, physical switches or links (etc.) select which aspects flash and these need to be set up manually.

Works Order : TCT/1380
EM Number : 06001
Engineer : D A Lawrence (TCT)
Intersection : A38 / A368 Churchill Croassroads, (SCN 6001)

Opposing and Conflicting Phases

Select Stream(s) To Configure

○ All ○ 0 ○ ○ ○ ○ ○ ○ ○ ○

Initialise

☑ Amber Conflict Monitoring

To Phase

From Phase

	A	B	C	D	E	F	G	H	I	J	K
A		o	o	Co	Co	Co	Co	o	o	o	o
B	o		Co	o	Co	Co	o	Co	Co	o	o
C	o	Co		Co	Co	Co	o	o	Co	o	o
D	Co	o	Co		Co	Co	o	Co	o	o	o
E	Co	Co	Co	Co		o	Co	o	Co	Co	o
F	Co	Co	Co	Co	o		Co	o	Co	Co	o
G	Co	o	o	o	Co	Co		o	o	o	o
H	o	Co	o	Co	o	o	o		o	o	o
I	o	Co	Co	o	Co	Co	o	o		o	o
J	o	o	o	o	Co	Co	o	o	o		o
K	o	o	o	o	o	o	o	o	o	o	

Works Order : TCT/1380
EM Number : 06001
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Phase Minimums, Maximums, Extensions, Ped. Leaving periods

Phase Minimums, Maximums, Extensions, Ped. Leaving periods

(●) Phases A to P ( )

Phase	Min Green	Min Ped Clr	Extensions	Maximums A	B	C	D	E	F	G	H	Pre-timed
A	7	0	0.2	60	60	75	60	0	0	0	0	☐
B	7	0	0.2	75	60	60	60	0	0	0	0	☐
C	7	0	0.2	30	24	30	24	0	0	0	0	☐
D	7	0	0.2	30	24	30	24	0	0	0	0	☐
E	7	0	0.2	50	50	50	50	0	0	0	0	☐
F	7	0	0.2	50	50	50	50	0	0	0	0	☐
G	5	3	0.0	0	0	0	0	0	0	0	0	☐
H	5	3	0.0	0	0	0	0	0	0	0	0	☐
I	5	3	0.0	0	0	0	0	0	0	0	0	☐
J	5	3	0.0	0	0	0	0	0	0	0	0	☐
K	3	0	0.0	0	0	0	0	0	0	0	0	☐
												☐
												☐
												☐
												☐
												☐

NB: For Standalone Streams see Help for use of Max. Sets.

Works Order : TCT/1380
EM Number : 06001
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Intersection : A38 / A368 Churchill Croassroads, (SCN 6001)

Phase Intergreen Times

Select Stream(s) To Configure

○ All ○ 0 ○ ○ ○ ○ ○ ○ ○ ○

NB: On a Stand Alone Pelican/Toucan/Puffin Stream the Intergreens between Pedestrian and Traffic Phases are controlled by the timings (PBT, PIT, CMX, CDY, CRD and PAR), therefore 0 should be entered for the appropriate intergreen times in grid below

To Phase

From Phase	A	B	C	D	E	F	G	H	I	J	K
A				6	6	6	9				3
B			6		6	6		6	8		3
C		6		6	6	6			8		3
D	6		6		6	6		5			3
E	6	6	5	5			8		8	5	3
F	6	6	5	5			6		8	5	3
G	5				5	5					3
H		5		5							3
I		5	5		5	5					3
J					5	5					3
K	2	2	2	2	2	2	2	2	2	2	

Works Order : TCT/1380
EM Number : 06001
Engineer : D A Lawrence (TCT)
Intersection : A38 / A368 Churchill Croassroads, (SCN 6001)

Handset Intergreen Limits

HIGH 20

Copy Intergreen Values

To Phase

From Phase

	A	B	C	D	E	F	G	H	I	J	K
A				5	5	5	7				3
B			5		5	5		5	6		3
C		5		5	5	5			6		3
D	5		5		5	5		5			3
E	5	5	5	5			6		6	5	3
F	5	5	5	5			5		6	5	3
G	3				3	3					3
H		3		3							3
I		3	3		3	3					3
J					3	3					3
K	2	2	2	2	2	2	2	2	2	2	

Works Order : TCT/1380
EM Number : 06001
Engineer : D A Lawrence (TCT)
Intersection : A38 / A368 Churchill Croassroads, (SCN 6001)

Phase Timing Handset Ranges

Phase Timing Handset Ranges

Initialise Min Green Limits

Phase	Min. Green Min.	Min. Green Max.
A	7	12
B	7	12
C	7	12
D	7	12
E	7	12
F	7	12
G	5	12
H	5	12
I	5	12
J	5	12
K	3	12
L		
M		
N		
O		
P		

Phase	Min. Green Min.	Min. Green Max.
Q		
R		
S		
T		
U		
V		
W		
X		
Y		
Z		
A2		
B2		
C2		
D2		
E2		
F2		

Max. Green — Min. 0 Max. 255

Vehicle Extension — Min. 0.2 Max. 10.0

Phase Delay — Min. 0 Max. 10

Starting I/G — Min. 6 Max. 12

Min Ped Clr (PBT) — Min. 1 Max. 5

Traffic Phase Leaving — Min. 3.0 Max. 3.0

Traffic Phase Red/Amber — Min. 2 Max. 2

Works Order : TCT/1380
EM Number : 06001
Engineer : D A Lawrence (TCT)
Intersection : A38 / A368 Churchill Croassroads, (SCN 6001)

Phase - VA Demand and Extend Definitions

VA Demand and Extend Definitions

(●) Phases A to P ( )

Demands

For Unlatched demands preceed the name with a #.
Conditioning MUST be used to specify unlatched demands.

Phase				
A	AX2	ASL4		
B	BX10	BSL12		
C	CX3	CSL5		
D	DX11	DSL13		
E	EX17	EX18	ESL19	ESL20
F	FX22	FX23	FSL24	FSL25
G	PBG6	PBG7		
H	PBH8	PBH9		
I	PBI10	PBI11		
J	PBJ12	PBJ13		
K				

Extensions

AX2	ASL4		
BX10	BSL12		
CX3	CSL5		
DX11	DSL13		
EX17	EX18	ESL19	ESL20
FX22	FX23	FSL24	FSL25

Works Order : TCT/1380
EM Number : 06001
Engineer : D A Lawrence (TCT)
Intersection : A38 / A368 Churchill Croassroads, (SCN 6001)

Phase Internal/Revertive Demands

Phase Internal/Revertive Demands

Start-up Vehicle Responsive Demands

A	B	C	D	E	F	G	H	I	J	K						
☑	☑	☑	☑	☑	☑	☑	☑	☑	☑	☐	☐	☐	☐	☐	☐	☐
☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐

Demands Inserted When Leaving Manual and Fixed Time Modes

A	B	C	D	E	F	G	H	I	J	K						
☑	☑	☑	☑	☑	☑	☑	☑	☑	☑	☐	☐	☐	☐	☐	☐	☐
☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐

Unlatched Demands that Start Max Timers

A	B	C	D	E	F	G	H	I	J	K						
☑	☑	☑	☑	☑	☑	☑	☑	☑	☑	☑	☐	☐	☐	☐	☐	☐
☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐

Revertive Phase Demands

A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐					

Q	R	S	T	U	V	W	X	Y	Z	A2	B2	C2	D2	E2	F2

Works Order : TCT/1380
EM Number : 06001
Engineer : D A Lawrence (TCT)
Intersection : A38 / A368 Churchill Croassroads, (SCN 6001)

Phase - OnCrossing and Kerbside Detector Definitions

On Crossing and Kerbside Input Definitions

(•) Phases A to P ( )

Phase	On Crossing				Kerbside			
A								
B								
C								
D								
E								
F								
G	OCDG6	OCDG7						
H	OCDH8	OCDH9						
I	OCDI10	OCDI11						
J	OCDJ12	OCDJ13						
K								

Works Order : TCT/1380
EM Number : 06001
Engineer : D A Lawrence (TCT)
Intersection : A38 / A368 Churchill Croassroads, (SCN 6001)

Stream - Pelican/Puffin/Toucan Times

Stream - Pelican/Puffin/Toucan Times

Pedestrian Enable VA Mode (PEV)

Streams

0 1 2 3 4 5 6 7

Pedestrian All Red Times (Vehicle to Pedestrian)

Streams	0	1	2	3	4	5	6	7	Handset Range Limits Min	Handset Range Limits Max
(PARn 0) VA Gap Change										
(PAR n 1) VA Max Change										
(PAR n 2) FVP Change									0	0
(PAR n 3) UTC Change										
(PAR n 4) Local Link Change										

Pelican Intergreen times

	Handset Range Limits Min	Handset Range Limits Max
(PIT n 0) Veh Red/Ped Flash Green	0	0
(PIT n 1) Veh Flash Amber/Ped Flash Green	0	0
(PIT n 2) Veh Flash Amber/Ped red	0	0
(PIT n 3) Veh Flash Amber/Ped Red Quiescent	0	0

Works Order : TCT/1380
EM Number : 06001
Engineer : D A Lawrence (TCT)
Intersection : A38 / A368 Churchill Croassroads, (SCN 6001)

Phase - Pelican Puffin and Toucan Times

Phase - Pelican Puffin and Toucan Times

Phase	PDD Ped Dem Del	PDX Demand Hold	CMX Ped Clearance Maximum	CDY 0 Clearance Delay Gap Chng	CDY 1 Clearance Delay Max Chng	CRD Clearance Minimum Red
A	0	0.0	0	0	0	0
B	0	0.0	0	0	0	0
C	0	0.0	0	0	0	0
D	0	0.0	0	0	0	0
E	0	0.0	0	0	0	0
F	0	0.0	0	0	0	0
G	0	0.0	4	0	0	0
H	0	0.0	6	0	0	0
I	0	0.0	4	0	0	0
J	0	0.0	7	0	0	0
K	0	0.0	0	0	0	0

(●) Phases A to P ( )

☐

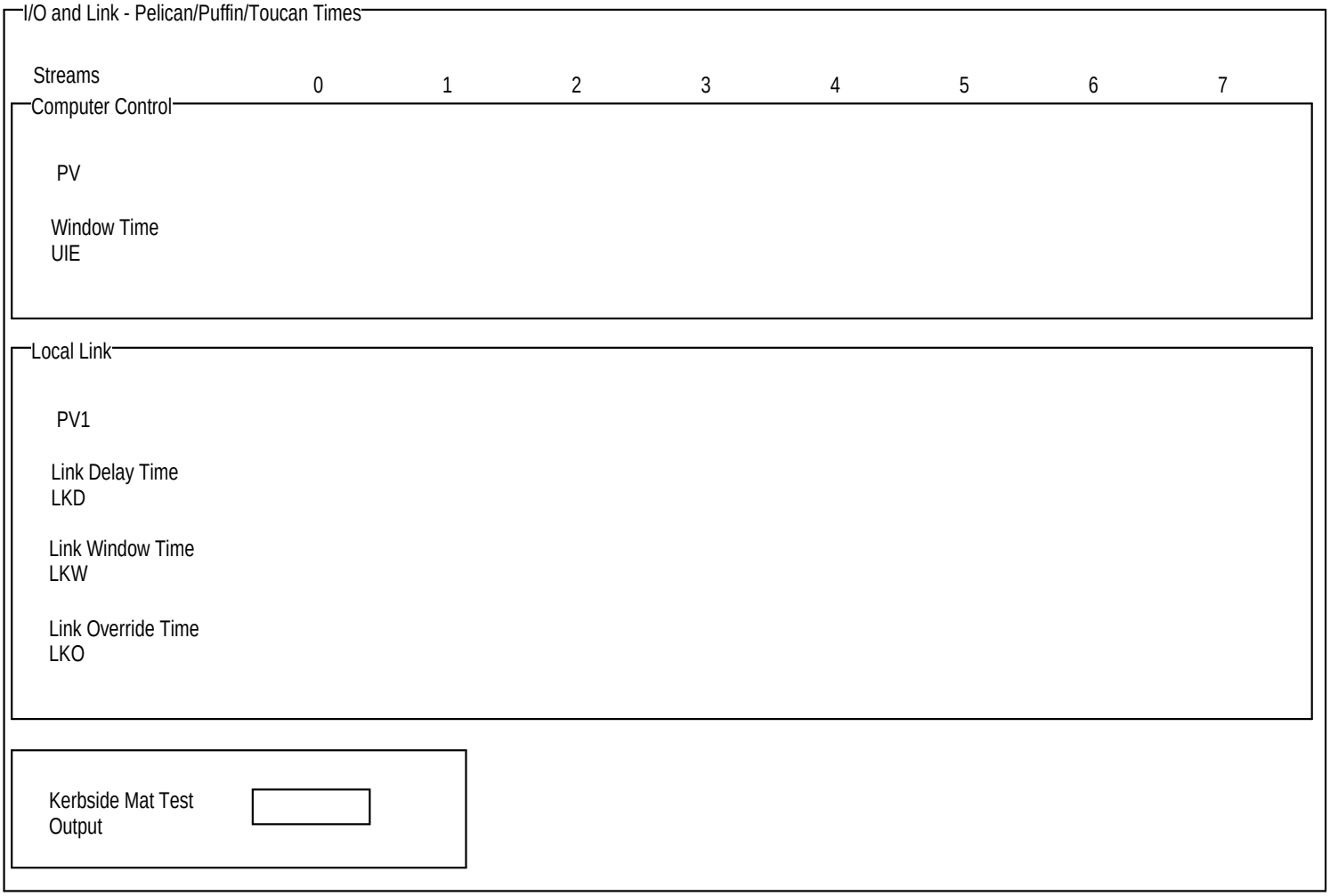
☐

Handset Range Limits

	MIN	MAX
Pedestrian Demand delay PDD	0	3
Pedestrian Demand Hold PDX	1.0	5.0
Pedestrian Clearance CMX	0	30
Pedestrian Clearance Delays CDY 0 and CDY1	0	3
Pedestrian Clearance Delay (Red) CRD	1	3

Works Order : TCT/1380
EM Number : 06001
Engineer : D A Lawrence (TCT)
Intersection : A38 / A368 Churchill Croassroads, (SCN 6001)

IO and Link - Pelican/Puffin/Toucan Times



Works Order : TCT/1380
EM Number : 06001
Engineer : D A Lawrence (TCT)
Intersection : A38 / A368 Churchill Croassroads, (SCN 6001)

Pelican, Puffin, Toucan Pushbutton/Kerbside Associations

Pelican, Puffin, Toucan Pushbutton and Kerbside Detector Pair Associations

	Phase	Demand	KBS
0			
1			
2			
3			
4			
5			
6			
7			
8			
9			
10			
11			
12			
13			
14			
15			

	Phase	Demand	KBS
16			
17			
18			
19			
20			
21			
22			
23			
24			
25			
26			
27			
28			
29			
30			
31			

	Phase	Demand	KBS
32			
33			
34			
35			
36			
37			
38			
39			
40			
41			
42			
43			
44			
45			
46			
47			

	Phase	Demand	KBS
48			
49			
50			
51			
52			
53			
54			
55			
56			
57			
58			
59			
60			
61			
62			
63			

Note: Any association pushed off the screen will have any previous association blanked

Works Order : TCT/1380
EM Number : 06001
Engineer : D A Lawrence (TCT)
Intersection : A38 / A368 Churchill Croassroads, (SCN 6001)

Stage Internal Demands / Ped. Window Times

Stage Internal Demands / Ped. Window Times

Start-up Vehicle Responsive Demands

0	1	2	3	4	5	6										
☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐

Demands Inserted When Leaving Manual and Fixed Time Modes

0	1	2	3	4	5	6										
☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐

Unlatched Demands that Start Maximum Timers

0	1	2	3	4	5	6										
☑	☑	☑	☑	☑	☑	☑	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐

Window Times

0	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
0	0	0	0	0	0	0									
16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31

Works Order : TCT/1380
EM Number : 06001
Engineer : D A Lawrence (TCT)
Intersection : A38 / A368 Churchill Croassroads, (SCN 6001)

Phase delays

Phase delays

(•) Phase Delays 0-29 ( ) Phase Delays 30-59 ( ) Phase Delays 60-89 ( ) Phase Delays 90-119

No.	Delay Phase	On Change from Stage	To Stage	By (X) Seconds	No.	Delay Phase	On Change from Stage	To Stage	By (X) Seconds
0	A	6	1	3	15				0
1	B	6	1	3	16				0
2	A	6	2	3	17				0
3	A	6	3	3	18				0
4	C	6	3	3	19				0
5	E	6	4	3	20				0
6	F	6	4	3	21				0
7	B	6	5	3	22				0
8	D	6	5	3	23				0
9				0	24				0
10				0	25				0
11				0	26				0
12				0	27				0
13				0	28				0
14				0	29				0

Works Order : TCT/1380
EM Number : 06001
Engineer : D A Lawrence (TCT)
Intersection : A38 / A368 Churchill Croassroads, (SCN 6001)

Fixed Time

Fixed Time

Stage Moves & Times (Not Fixed Time to Current Max)

Current Stage	0	1	2	3	4	5	6	7
Next Stage								
Time								
Current Stage	8	9	10	11	12	13	14	15
Next Stage								
Time								
Current Stage	16	17	18	19	20	21	22	23
Next Stage								
Time								
Current Stage	24	25	26	27	28	29	30	31
Next Stage								
Time								

Phases Demanded and Extended under Fixed Time to Current Max.

	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
Demand	☑	☑	☑	☑	☑	☑	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Extend	☑	☑	☑	☑	☑	☑	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐

	Q	R	S	T	U	V	W	X	Y	Z	A2	B2	C2	D2	E2	F2
Demand	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Extend	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐

Works Order : TCT/1380
EM Number : 06001
Engineer : D A Lawrence (TCT)
Intersection : A38 / A368 Churchill Croassroads, (SCN 6001)

CLF - Demand Dependent Moves

Clear Grid Data

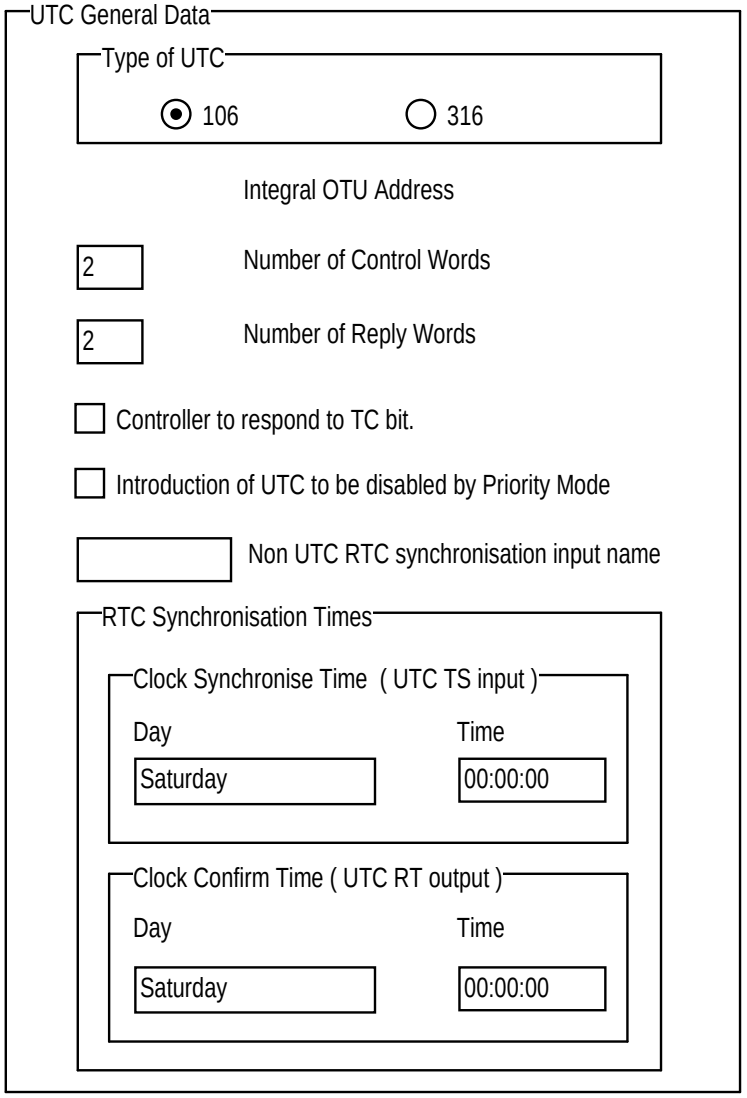
Notes:
If no data is entered for a stage then a demand for any phases in that stage will be considered.
The data specified on this screen will also change the screen
CLF - Demands to Consider with Demand Dependent Stage Moves.

Phases

Stages	A	B	C	D	E	F	G	H	I	J	K
0											
1											
2									■		
3			■					■			
4					■	■					
5				■			■				
6											

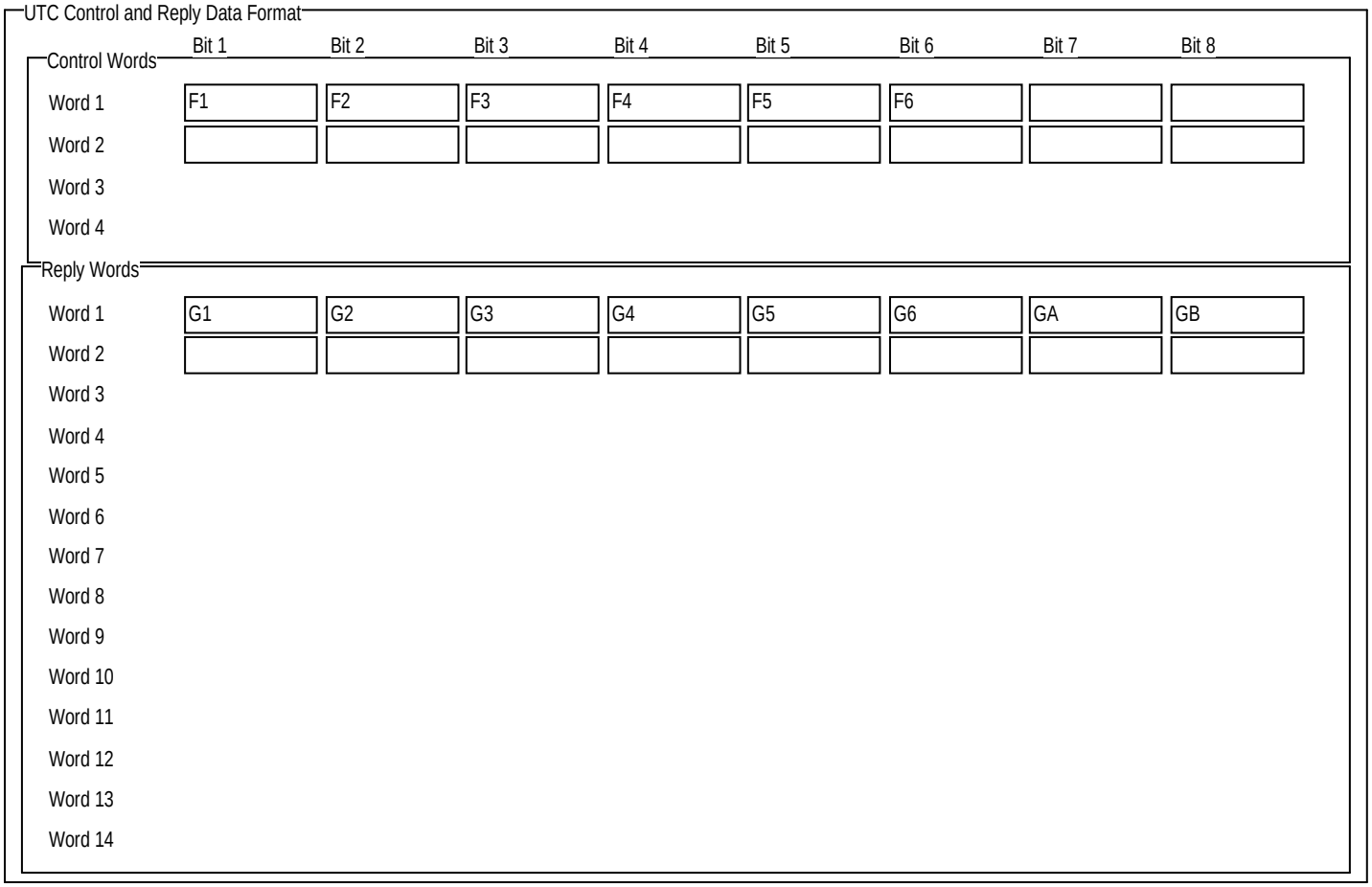
Works Order : TCT/1380
EM Number : 06001
Engineer : D A Lawrence (TCT)
Intersection : A38 / A368 Churchill Croassroads, (SCN 6001)

UTC General Data



Works Order : TCT/1380
EM Number : 06001
Engineer : D A Lawrence (TCT)
Intersection : A38 / A368 Churchill Croassroads, (SCN 6001)

UTC Control and Reply Data Format



Works Order : TCT/1380
EM Number : 06001
Engineer : D A Lawrence (TCT)
Intersection : A38 / A368 Churchill Croassroads, (SCN 6001)

UTC Stage and Modes Data Definitions

UTC Stage and Modes Data Definitions

Stage	Force Bit	Green Confirm Bit	Demand Confirm Bit	Stage	Force Bit	Green Confirm Bit	Demand Confirm Bit
0				16			
1	F1	G1		17			
2	F2	G2		18			
3	F3	G3		19			
4	F4	G4		20			
5	F5	G5		21			
6	F6	G6		22			
7				23			
8				24			
9				25			
10				26			
11				27			
12				28			
13				29			
14				30			
15				31			

Mode Data Definitions

Manual Mode Operative:
☐ G1/G2 ☐ RR ☐

Manual Mode Selected:
☐ G1/G2 ☐ RR ☐

No Lamp Power, or Lamps Off due to RLM (

☐ G1/G2 ☐ ☐

Detector Fault:
☐ ☐ ☐ DF

Normal NOT selected on the Manual Panel:
☐ G1/G2 ☐ RR ☐

RR Button Selected:
☐ G1/G2 ☐ RR ☐

If UTC Reply Confirms are required for a Controller Fault (CF) OR for separate MC and RR replies, Conditioning must be used.

Works Order : TCT/1380
EM Number : 06001
Engineer : D A Lawrence (TCT)
Intersection : A38 / A368 Churchill Croassroads, (SCN 6001)

UTC Demand Dependent Forces

Clear Grid Data

Notes:
If no data is entered for a stage then a demand for any phases in that stage will be considered.
The data specified on this screen will also change the screen
CLF - Demands to Consider with Demand Dependent Stage Moves.

Phases

Stages	A	B	C	D	E	F	G	H	I	J	K
0											
1											
2									■		
3			■					■			
4					■	■					
5				■			■				
6											

Works Order : TCT/1380
EM Number : 06001
Engineer : D A Lawrence (TCT)
Intersection : A38 / A368 Churchill Croassroads, (SCN 6001)

Serial MOVA

Serial MOVA

1	AIN1	2	AX2	3	CX3	4	ASL4	5	CSL5	6		7		8	BIN8
9	DIN9	10	BX10	11	DX11	12	BSL12	13	DSL13	14		15		16	EIN16
17	EX17	18	EX18	19	ESL19	20	ESL20	21	FIN21	22	FX22	23	FX23	24	FSL24
25	FSL25	26		27		28		29		30		31		32	
33		34		35		36		37		38		39		40	
41		42		43		44		45		46		47		48	
49		50		51		52		53		54		55		56	
57		58		59		60		61		62		63		64	

Note - only 32 detectors available on MOVA 4.0

Works Order : TCT/1380
EM Number : 06001
Engineer : D A Lawrence (TCT)
Intersection : A38 / A368 Churchill Croassroads, (SCN 6001)

MTC - Time Switch Parameters

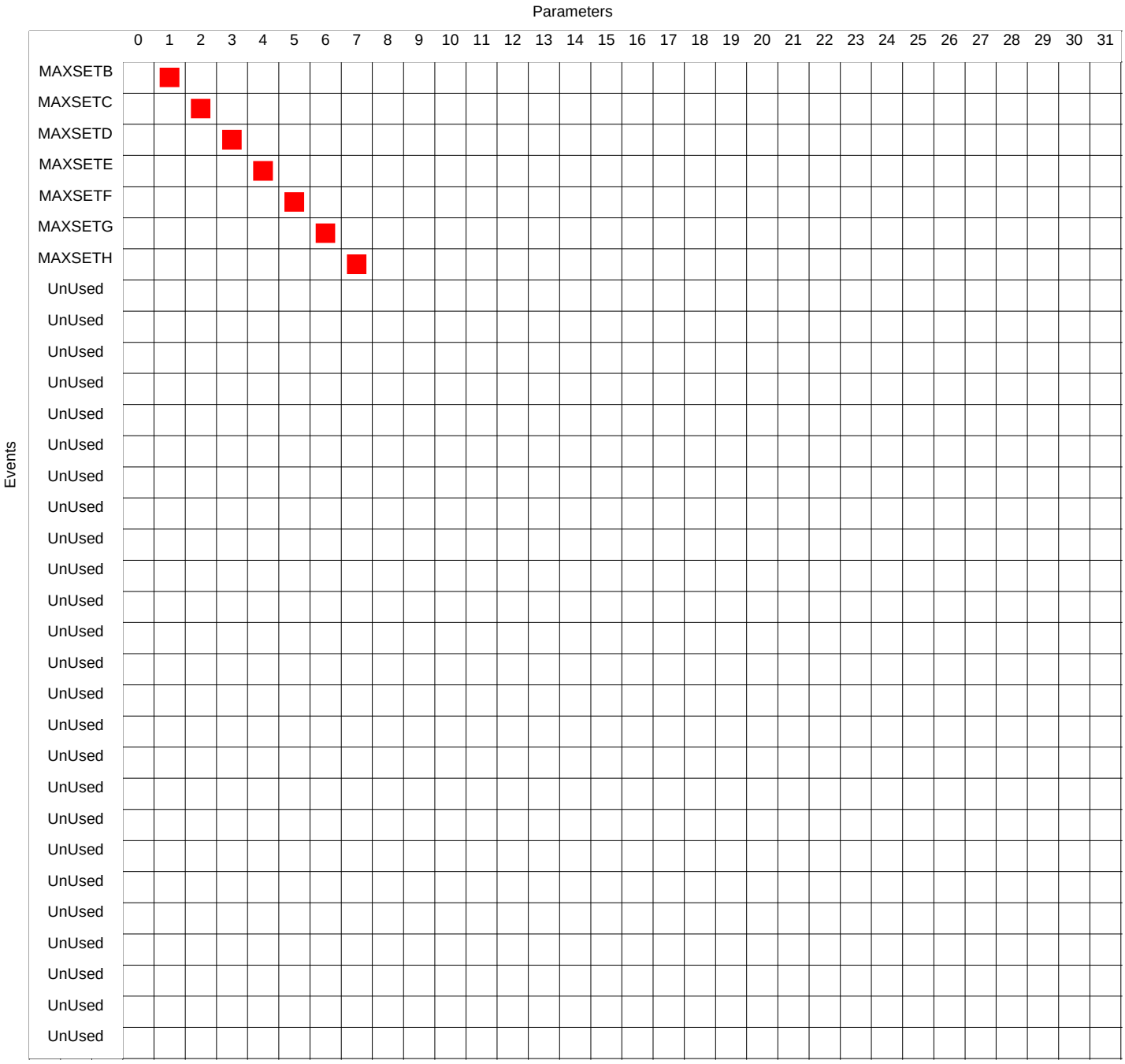
MTC - Time Switch Parameters

	Type	Event
0	Alternate Max	MAXSETB
1	Alternate Max	MAXSETC
2	Alternate Max	MAXSETD
3	Alternate Max	MAXSETE
4	Alternate Max	MAXSETF
5	Alternate Max	MAXSETG
6	Alternate Max	MAXSETH
7	No Action	
8	No Action	
9	No Action	
10	No Action	
11	No Action	
12	No Action	
13	No Action	
14	No Action	
15	No Action	

	Type	Event
16	No Action	
17	No Action	
18	No Action	
19	No Action	
20	No Action	
21	No Action	
22	No Action	
23	No Action	
24	No Action	
25	No Action	
26	No Action	
27	No Action	
28	No Action	
29	No Action	
30	No Action	
31	No Action	

Works Order : TCT/1380
EM Number : 06001
Engineer : D A Lawrence (TCT)
Intersection : A38 / A368 Churchill Croassroads, (SCN 6001)

MTC - Time Switch Parameters Array



Works Order : TCT/1380
EM Number : 06001
Engineer : D A Lawrence (TCT)
Intersection : A38 / A368 Churchill Croassroads, (SCN 6001)

Master Time Clock - Day Type

Master Time Clock - Day Type

No.	Mon	Tue	Wed	Thu	Fri	Sat	Sun
0	☐	☐	☐	☐	☐	☑	☐
1	☐	☐	☐	☐	☐	☐	☑
2	☑	☐	☐	☐	☐	☐	☐
3	☐	☑	☐	☐	☐	☐	☐
4	☐	☐	☑	☐	☐	☐	☐
5	☐	☐	☐	☑	☐	☐	☐
6	☐	☐	☐	☐	☑	☐	☐
7	☑	☑	☑	☑	☑	☑	☑
8	☑	☑	☑	☑	☑	☑	☐
9	☑	☑	☑	☑	☑	☐	☐
10	☐	☐	☐	☐	☐	☐	☐
11	☐	☐	☐	☐	☐	☐	☐
12	☐	☐	☐	☐	☐	☐	☐
13	☐	☐	☐	☐	☐	☐	☐
14	☐	☐	☐	☐	☐	☐	☐
15	☐	☐	☐	☐	☐	☐	☐

Works Order : TCT/1380
EM Number : 06001
Engineer : D A Lawrence (TCT)
Intersection : A38 / A368 Churchill Croassroads, (SCN 6001)

Master Time Clock - Time Table

Master Time Clock - Time Table

View Time Table settings

(•) 0-15 ( ) 16-31 ( ) 32-47 ( ) 48-63

Number	Day Type	Time	Introduce Function Required	Function Number	Plan/ Parameter
0	9	07:00:00	Introduce Maxset A	2	0
1	9	09:30:00	Introduce Maxset B	2	1
2	9	15:00:00	Introduce Maxset C	2	2
3	9	18:30:00	Introduce Maxset B	2	1
4	0	09:00:00	Introduce Maxset D	2	3
5	0	17:00:00	Introduce Maxset B	2	1
6	0			0	0
7	0			0	0
8	0			0	0
9	0			0	0
10	0			0	0
11	0			0	0
12	0			0	0
13	0			0	0
14	0			0	0
15	0			0	0

Function Numbers:

0 = Isolate From CLF

1 = Introduce a CLF Plan

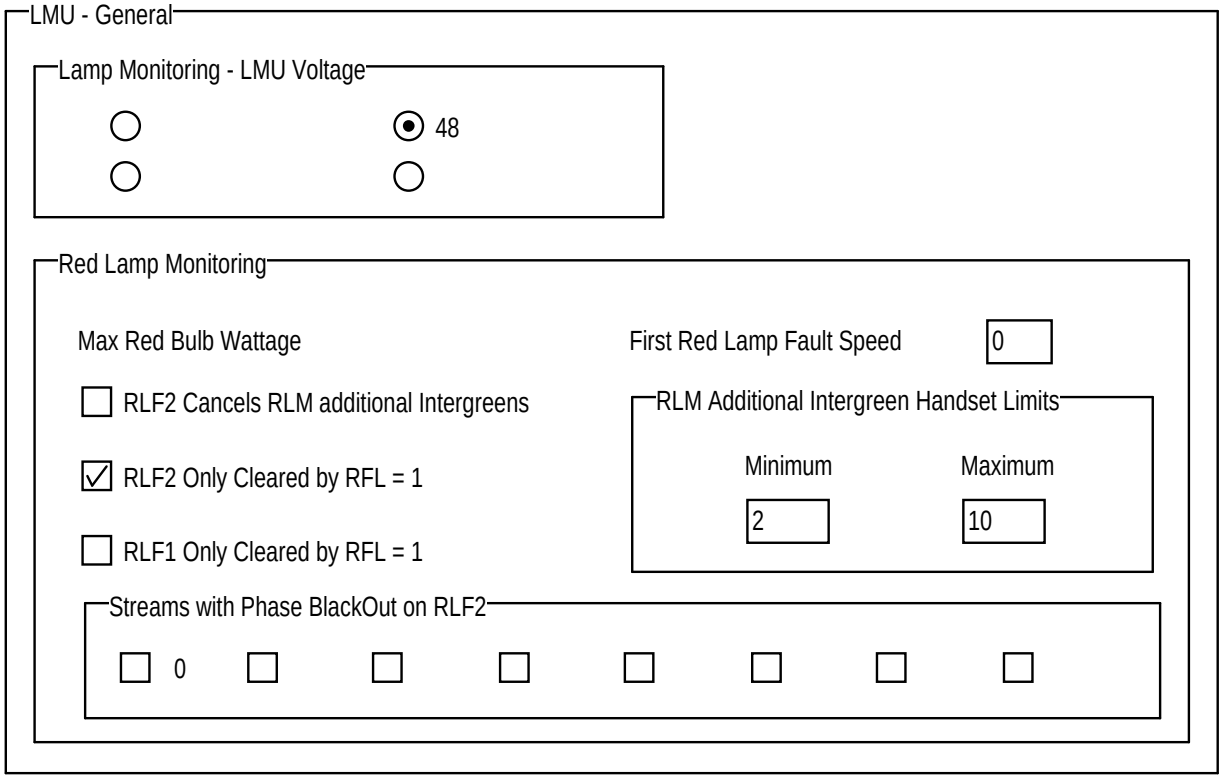
2 = Introduce a Parameter (Combination of event switches

3 = Selects an Individual event switch to be set

4 = Selects an Individual event switch to be cleared.

Works Order : TCT/1380
EM Number : 06001
Engineer : D A Lawrence (TCT)
Intersection : A38 / A368 Churchill Croassroads, (SCN 6001)

LMU - General



Works Order : TCT/1380
EM Number : 06001
Engineer : D A Lawrence (TCT)
Intersection : A38 / A368 Churchill Croassroads, (SCN 6001)

Integral Onboard LMU Sensors

Integral LMU On-board Sensors for ELV Controllers

Number of LS cards fitted	HPU Connection
2	1

Sensor Configuration For LSLS 1 (Cabinet 1)

Phase	Aspect	Sensor #	Sensor Type	Load Type		Phase	Aspect	Sensor #	Sensor Type	Load Type	
A	Red	1	As Seq.	1: STC Helios ELV	○	F	Amber	6	As Seq.	1: STC Helios ELV	○
A	Amber	1	As Seq.	1: STC Helios ELV	○	F	Green	6	As Seq.	1: STC Helios ELV	○
A	Green	1	As Seq.	1: STC Helios ELV	○	G	Red	7	R,G	3: STC LED Nearside In	○
B	Red	2	As Seq.	1: STC Helios ELV	○	G	Amber	8	Wait	2: STC LED Demand In(	○
B	Amber	2	As Seq.	1: STC Helios ELV	○	G	Green	7	R,G	3: STC LED Nearside In	○
B	Green	2	As Seq.	1: STC Helios ELV	○	G	Green	N/A	N/A	N/A	○
C	Red	3	As Seq.	1: STC Helios ELV	○	H	Red	9	R,G	3: STC LED Nearside In	○
C	Amber	3	As Seq.	1: STC Helios ELV	○	H	Amber	10	Wait	2: STC LED Demand In(	○
C	Green	3	As Seq.	1: STC Helios ELV	○	H	Green	9	R,G	3: STC LED Nearside In	○
D	Red	4	As Seq.	1: STC Helios ELV	○	H	Green	N/A	N/A	N/A	○
D	Amber	4	As Seq.	1: STC Helios ELV	○	I	Red	11	R,G	3: STC LED Nearside In	○
D	Green	4	As Seq.	1: STC Helios ELV	○	I	Amber	12	Wait	2: STC LED Demand In(	○
E	Red	5	As Seq.	1: STC Helios ELV	○	I	Green	11	R,G	3: STC LED Nearside In	○
E	Amber	5	As Seq.	1: STC Helios ELV	○	I	Green	N/A	N/A	N/A	○
E	Green	5	As Seq.	1: STC Helios ELV	○	N/A	N/A		N/A	N/A	○
F	Red	6	As Seq.	1: STC Helios ELV	○	N/A	N/A		N/A	N/A	○

Note : A (*) character next to a sensor number indicates that the sensor would also be available on the External sensors screen. Please be sure

Works Order : TCT/1380
EM Number : 06001
Engineer : D A Lawrence (TCT)
Intersection : A38 / A368 Churchill Croassroads, (SCN 6001)

Integral Onboard LMU Sensors

Integral LMU On-board Sensors for ELV Controllers

Number of LS cards fitted	HPU Connection
2	1

Sensor Configuration For LSLS 2 (Cabinet 1)

Phase	Aspect	Sensor #	Sensor Type	Load Type		Phase	Aspect	Sensor #	Sensor Type	Load Type	
J	Red	13	R,G	3: STC LED Nearside Ir	○	N/A	N/A		N/A	N/A	○
J	Amber	14	Wait	2: STC LED Demand In	○	N/A	N/A		N/A	N/A	○
J	Green	13	R,G	3: STC LED Nearside Ir	○	N/A	N/A		N/A	N/A	○
J	Green	N/A	N/A	N/A	○	N/A	N/A		N/A	N/A	○
N/A	N/A		N/A	N/A	○	N/A	N/A		N/A	N/A	○
N/A	N/A		N/A	N/A	○	N/A	N/A		N/A	N/A	○
N/A	N/A		N/A	N/A	○	N/A	N/A		N/A	N/A	○
N/A	N/A		N/A	N/A	○	N/A	N/A		N/A	N/A	○
N/A	N/A		N/A	N/A	○	N/A	N/A		N/A	N/A	○
N/A	N/A		N/A	N/A	○	N/A	N/A		N/A	N/A	○
N/A	N/A		N/A	N/A	○	N/A	N/A		N/A	N/A	○
N/A	N/A		N/A	N/A	○	N/A	N/A		N/A	N/A	○
N/A	N/A		N/A	N/A	○	N/A	N/A		N/A	N/A	○
N/A	N/A		N/A	N/A	○	N/A	N/A		N/A	N/A	○
N/A	N/A		N/A	N/A	○	N/A	N/A		N/A	N/A	○
N/A	N/A		N/A	N/A	○	N/A	N/A		N/A	N/A	○

Note : A (*) character next to a sensor number indicates that the sensor would also be available on the External sensors screen. Please be sure

Works Order : TCT/1380
EM Number : 06001
Engineer : D A Lawrence (TCT)
Intersection : A38 / A368 Churchill Croassroads, (SCN 6001)

Integral External LMU Sensors

Integral LMU External Sensors for Reg Signs (ELV Controllers)

External Sensors (1)

Sensor	Load Type
48	4: STC ELV Regulatory Sign
47	4: STC ELV Regulatory Sign
46	4: STC ELV Regulatory Sign
45	4: STC ELV Regulatory Sign

External Sensors (4)

Sensor	Load Type

External Sensors (2)

Sensor	Load Type
44	4: STC ELV Regulatory Sign
43	4: STC ELV Regulatory Sign
42	4: STC ELV Regulatory Sign
41	4: STC ELV Regulatory Sign

External Sensors (5)

Sensor	Load Type

External Sensors (3)

Sensor	Load Type

External Sensors (6)

Sensor	Load Type

Note: Sensors which have been used as Onboard sensors will not be available h

Works Order : TCT/1380
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RLM Additional Intergreens

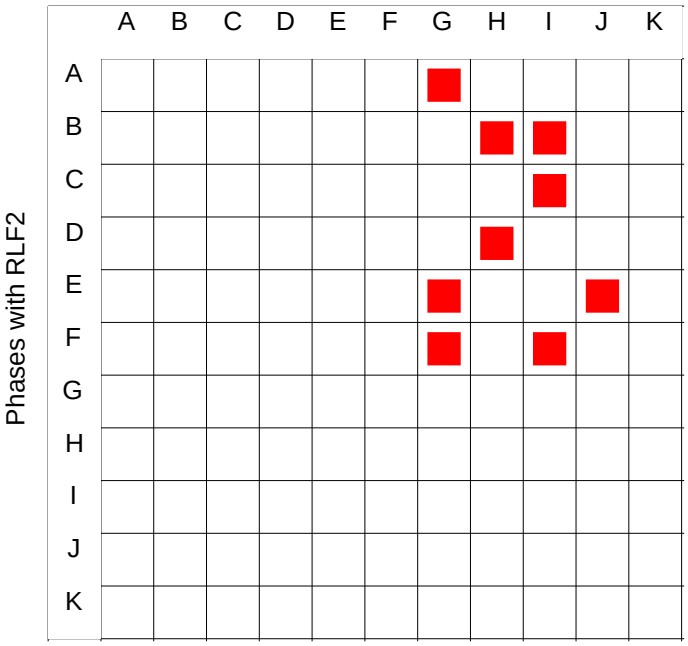
Phases Delayed

Phases with RLF1	A	B	C	D	E	F	G	H	I	J	K
A							2				
B								2	2		
C									2		
D								2			
E							2			2	
F							2		2		
G											
H											
I											
J											
K											

Works Order : TCT/1380
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RLM Phase Inhibits

Phases Inhibited/Blacked-out



Works Order : TCT/1380
EM Number : 06001
Engineer : D A Lawrence (TCT)
Intersection : A38 / A368 Churchill Croassroads, (SCN 6001)

Manual Panel

Manual Panel

Stage Buttons and LEDs

Button No.	Title	Called Stage for Stream 0	1	2	3	4	5	6	7
0	All Red	0							
1	A38 Bristol Road (S/B) + A38 New Road (N/B)	1							
2	A38 Bristol Road (S/B) + Peds 'X' A368 West (S/Side)	2							
3	A38 Bristol Road (S/B) + Right Turn	3							
4	A38 New Road (N/B) + Right Turn	4							
5	A368 Dinghurst Road (E/B) + A38 Bath Road (W/B)	5							
6									
7									

General LEDs

	AUX 1	AUX 2	AUX 3	AUX 4 (Hurry Call)	AUX 5 (Higher Priority)
Conditioned	☑	☐	☐	☐	☑

General Buttons

	None	SW1	SW2	SW3
Momentary		☐	☐	☐
Dim Override	◉	○	○	○
RR	◉	○	○	○

Manual Signals On

- ○ Immediate Signals On
- ◉ As Start-Up

Manual Mode Enable

- ◉ Always
- ○ When Handset Plugged in (Note 1)
- ○ When 'MND' Command Entered

Note 1:
For this to operate Special Conditioning is required.

Mode Select Switches Disabled

☐ VA ☐ Fixed Time ☐ CLF

Works Order : TCT/1380
EM Number : 06001
Engineer : D A Lawrence (TCT)
Intersection : A38 / A368 Churchill Croassroads, (SCN 6001)

Extend All Red - General

Extend All Red - General

Modes Supporting All Red Extensions

	Auto Extend to Max.
Manual	☐
CLF	☐
UTC	☐
Hurry Call	☐
Priority	☐
Emergency Veh.	☐
V.A.,CLF,UTC,Pri	☐
Fixed Time	☐
Part Time	☐
Manual Step On	☐

All Red Timings

Stream	0	1	2	3	4	5	6	7
Extension Time	2.0							
MaxTime	6							

Detectors Associated with All Red Extension Units

Unit	Associated Detectors							
1	AR1	AR2						
2								
3								
4								
5								
6								
7								

The association between detectors and extension units must be performed in special conditioning.

Works Order : TCT/1380
EM Number : 06001
Engineer : D A Lawrence (TCT)
Intersection : A38 / A368 Churchill Croassroads, (SCN 6001)

Extend All Red - Stage To Stage Moves

To Stage

From Stage	0	1	2	3	4	5	6
0							
1							
2							
3							
4		1	1	1		1	
5							
6							

Works Order : TCT/1380
EM Number : 06001
Engineer : D A Lawrence (TCT)
Intersection : A38 / A368 Churchill Croassroads, (SCN 6001)

Extend All Red - Independent Intergreens

Phase not effected by hold

Phase Terminating

	A	B	C	D	E	F	G	H	I	J	K
A	■										
B		■									
C			■								
D				■							
E					■						
F						■					
G							■				
H								■			
I									■		
J										■	
K											■

Works Order : TCT/1380
EM Number : 06001
Engineer : D A Lawrence (TCT)
Intersection : A38 / A368 Churchill Croassroads, (SCN 6001)

Special Conditioning

```
; SCRATCH PAD USAGE
; =================
;
; SCRT0   = Demand for ped phase G
; SCRT1   = Demand for ped phase H
; SCRT2   = Demand for ped phase I
; SCRT3   = Demand for ped phase J
; SCRT4   = Revert flag
; SCRT5   = Demands/extensions flag
; SCRT6   = Call/cancel unit 0 true
;
; SCRT15  = } Drives call/cancel unit 0
; ROUGH15 = }
;
; 1SCRT0  = MOVA CRB
; 1SCRT1  = MOVA CRB
; 1SCRT2  = Ped G to H forward call
; 1SCRT3  = Ped G to H forward call
; 1SCRT4  = Ped G to H forward call required flag
; 1SCRT5  = Ped H to G forward call
; 1SCRT6  = Ped H to G forward call
; 1SCRT7  = Ped H to G forward call required flag
; 1SCRT8  = Ped I to J forward call
; 1SCRT9  = Ped I to J forward call
; 1SCRT10 = Ped I to J forward call required flag
; 1SCRT11 = Ped J to I forward call
; 1SCRT12 = Ped J to I forward call
; 1SCRT13 = Ped J to I forward call required flag
;
;
; LAMPSUP OUTPUT FOR OMU
; ======================
;
LMPON.SWLMPS.NOT(FLF17)=LAMPSUP
;
;
; ALL RED EXTENSIONS
; ==================
;
(AR1+AR2)=IGEO1
(AR1'+AR2')=IGEC1
;
;
; PEDESTRIAN DEMAND FLAGS + MOVA DETECTORS
; ========================================
;
LCPHG.NOT(LMUINHG+PHASEG):=SCRT0        ; A valid demand for phase G sets flag and
                          *=+MOVADET26  ; sets MOVA detector 26.
;
LCPHH.NOT(LMUINHH+PHASEH):=SCRT1        ; A valid demand for phase H sets flag and
                          *=+MOVADET27  ; sets MOVA detector 27.
;
LCPHI.NOT(LMUINHI+PHASEI):=SCRT2        ; A valid demand for phase I sets flag and
                          *=+MOVADET28  ; sets MOVA detector 28.
;
LCPHJ.NOT(LMUINHJ+PHASEJ):=SCRT3        ; A valid demand for phase J sets flag and
                          *=+MOVADET29  ; sets MOVA detector 29.
;
;
; MOVA PHASE CONFIRMS
; ===================
;
NOT(PHASEA)=GA
NOT(PHASEB)=GB
;
;
```

Works Order : TCT/1380
EM Number : 06001
Engineer : D A Lawrence (TCT)
Intersection : A38 / A368 Churchill Croassroads, (SCN 6001)

Special Conditioning

```
; MOVA CRB
; ========
;
IFT 1SCRT0+CNDTER2 THN                      ; Start CRB pulse timer if CRB delay timer
   RUN<3>                                   ; just timed off or if controller has just
END                                         ; dropped off MOVA control.
;
NOT(SSNRM)=1SCRT1                           ; Common conditions to drop CRB set flag.
;
IFT (MODE0 EQL<6>) THN                      ; This block of conditioning will pulse the CRB for
   TRUE=1SCRT0                              ; 2 seconds every 180 seconds if MOVA is not in control.
   CNDTMA0.NOT(1SCRT1)=MOVACRB              ; It will also drop CRB if lamps are off or normal is
ELS                                         ; not selected.
   FALSE=1SCRT0
   CNDTMA0.NOT(CNDTMA3+1SCRT1)=MOVACRB
END
;
IFT NOT(MOVACRB)+CNDTER3 THN                ; Reset CRB delay timer if CRB not present
   RUN<2>                                   ; or if CRB pulse timer has just terminated.
END
;
NOT(CNDTMA1)=DISUTC0                        ; MOVA override timer will disable MOVA if it has
IFT MOVACRB THN                             ; not released control after losing CRB.
   RUN<1>
END
;
IFT PRSLMPRA+PRSLMPAA+PRSLMPGA THN           ; Lamps supply delay timer.
   RUN<0>
END
;
;
; HIDE DIN9
; =========
;
(LCPHD+PHASED)=.MOVADET9   ; Hide DIN9 until a demand exists for phase D or phase D is green.
;
;
; CX3 QUEUE
; =========
;
PHASEA.NOT(NXTSTG0 EQL<3>).CX3=SCRT15         ; Drive call/cancel unit 0 when CX3 active and
NOT(PHASEA.NOT(NXTSTG0 EQL<3>).CX3)=ROUGH15   ; phase A green, but not moving to/in stage 3.
;
IFT CCTO0.NOT(SCRT6) THN   ; Call/cancel unit 0 just gone true
   RUN<5>                  ; runs pulse timer.
END
CCTO0=SCRT6                ; Set flag for use above.
;
CNDTMA5=MOVADET30          ; Pulse timer running sets MOVA detector 30.
;
;
; PEDESTRIAN FORWARD CALLS
; ========================
;
; Phase G to H
;-------------
;
PBG6.NOT(PHASEG)=+1SCRT2            ; Ped G kerbside PB pressed sets flag.
;
IFT PHASEG.NOT(1SCRT3).1SCRT2 THN   ; Flag still set when G goes to green
   RUN<6>                           ; runs forward demand delay timer,
   RUN<7>                           ; runs ped hurry call delay timer
   TRUE=+1SCRT4                     ; and sets forward call required flag.
END
PHASEG=1SCRT3                       ; Set flag to stop timer running again.
;
```

Works Order : TCT/1380
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Intersection : A38 / A368 Churchill Croassroads, (SCN 6001)

Special Conditioning

```
SCRT0=.1SCRT2                        ; Clear kerbside PB flag if demand cancelled.
;
NOT(PHASEH)=.1SCRT4                  ; Clear forward call required flag when phase H runs.
;
CNDTER6.1SCRT4.NOT(CFE1)=+LCPHH      ; Forward demand delay terminated and forward call
                                     ; required flag still active demands ped phase H.
                                     ; CFE1=1 to disable.
;
IFT CNDTER7.1SCRT4 THN               ; Ped hurry call delay timer expired and forward call
   RUN<8>                            ; required flag still active runs pulse timer.
END
;
CNDTMA8.NOT(CFE2)=+MOVADET33         ; Pulse timer running sets MOVADET33.
                                     ; CFE2=1 to disable.
;
;
; Phase H to G
;-------------
;
PBH9.NOT(PHASEH)=+1SCRT5             ; Ped H kerbside PB pressed sets flag.
;
IFT PHASEH.NOT(1SCRT6).1SCRT5 THN    ; Flag still set when H goes to green
   RUN<9>                            ; runs forward demand delay timer,
   RUN<10>                           ; runs ped hurry call delay timer
   TRUE=+1SCRT7                      ; and sets forward call required flag.
END
PHASEH=1SCRT6                        ; Set flag to stop timer running again.
;
SCRT1=.1SCRT5                        ; Clear kerbside PB flag if demand cancelled.
;
NOT(PHASEG)=.1SCRT7                  ; Clear forward call required flag when phase G runs.
;
CNDTER9.1SCRT7.NOT(CFE3)=+LCPHG      ; Forward demand delay terminated and forward call
                                     ; required flag still active demands ped phase G.
                                     ; CFE3=1 to disable.
;
IFT CNDTER10.1SCRT7 THN              ; Ped hurry call delay timer expired and forward call
   RUN<11>                           ; required flag still active runs pulse timer.
END
;
CNDTMA11.NOT(CFE4)=+MOVADET34        ; Pulse timer running sets MOVADET34.
                                     ; CFE4=1 to disable.
;
;
; Phase I to J
;-------------
;
PBI10.NOT(PHASEI)=+1SCRT8            ; Ped I kerbside PB pressed sets flag.
;
IFT PHASEI.NOT(1SCRT9).1SCRT8 THN    ; Flag still set when I goes to green
   RUN<12>                           ; runs forward demand delay timer,
   RUN<13>                           ; runs ped hurry call delay timer
   TRUE=+1SCRT10                     ; and sets forward call required flag.
END
PHASEI=1SCRT9                        ; Set flag to stop timer running again.
;
SCRT2=.1SCRT8                        ; Clear kerbside PB flag if demand cancelled.
;
NOT(PHASEJ)=.1SCRT10                 ; Clear forward call required flag when phase J runs.
;
CNDTER12.1SCRT10.NOT(CFE5)=+LCPHJ    ; Forward demand delay terminated and forward call
                                     ; required flag still active demands ped phase J.
                                     ; CFE5=1 to disable.
;
IFT CNDTER13.1SCRT10 THN             ; Ped hurry call delay timer expired and forward call
   RUN<14>                           ; required flag still active runs pulse timer.
```

Special Conditioning

```
END
;
CNDTMA14.NOT(CFE6)=+MOVADET35       ; Pulse timer running sets MOVADET35.
                                    ; CFE6=1 to disable.
;
;
; Phase J to I
;-------------
;
PBJ13.NOT(PHASEJ)=+1SCRT11            ; Ped J kerbside PB pressed sets flag.
;
IFT PHASEJ.NOT(1SCRT12).1SCRT11 THN   ; Flag still set when J goes to green
   RUN<15>                            ; runs forward demand delay timer,
   RUN<16>                            ; runs ped hurry call delay timer
   TRUE=+1SCRT13                      ; and sets forward call required flag.
END
PHASEJ=1SCRT12                        ; Set flag to stop timer running again.
;
SCRT3=.1SCRT11                        ; Clear kerbside PB flag if demand cancelled.
;
NOT(PHASEI)=.1SCRT13                  ; Clear forward call required flag when phase I runs.
;
CNDTER15.1SCRT13.NOT(CFE7)=+LCPHI     ; Forward demand delay terminated and forward call
                                      ; required flag still active demands ped phase I.
                                      ; CFE7=1 to disable.
;
IFT CNDTER16.1SCRT13 THN              ; Ped hurry call delay timer expired and forward call
   RUN<17>                            ; required flag still active runs pulse timer.
END
;
CNDTMA17.NOT(CFE8)=+MOVADET36         ; Pulse timer running sets MOVADET36.
                                      ; CFE8=1 to disable.
;
;
; PHASE MAX REVERTIVE DEMANDS
; ===========================
;
; Phase max reverts have been conditioned not to occur in MOVA mode, as they
; can potentially cause problems with the delayed revert to all red.
;
TERMA.EXTAA.NOT(MODE0 EQL<6>)=+LCPHA
TERMB.EXTAB.NOT(MODE0 EQL<6>)=+LCPHB
TERMC.EXTAC.NOT(MODE0 EQL<6>)=+LCPHC
TERMD.EXTAD.NOT(MODE0 EQL<6>)=+LCPHD
TERME.EXTAE.NOT(MODE0 EQL<6>)=+LCPHE
TERMF.EXTAF.NOT(MODE0 EQL<6>)=+LCPHF
;
;
; REVERSION
; =========
;
IFT (LCPHA+LCPHB+LCPHC+LCPHD+LCPHE+LCPHF+SCRT0+SCRT1+SCRT2+SCRT3+ $
     EXTAA+EXTAB+EXTAC+EXTAD+EXTAE+EXTAF+AIN1+BIN8+DIN9+EIN16+FIN21) THN
;
   RUN<4>             ; Keep delay timer reset when no demands/extensions/IN loop activations.
   FALSE=.SCRT4       ; Clear revert flag.
   TRUE=+SCRT5        ; Set demands/extensions flag.
ELS
   FALSE=.SCRT5       ; Clear demands/extensions flag.
END
;
NOT(CNDTMA4)=+SCRT4   ; Set revert flag.
;
; During VA mode revert to all red stage 0 if revert flag is set and CFE0=0, or
; revert to stage 1 if no demands/extensions flag set and CFE0=1.
;
```

Works Order : TCT/1380
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Special Conditioning

```
(MODE0 EQL<2>).SCRT4.NOT(CFE0)=+UCST0
(MODE0 EQL<2>).NOT(SCRT5).CFE0=+UCST1
;
; During MOVA mode set MOVA detector 32 for revert to all red stage 5 if revert flag is set and CFE0=0, or
; set MOVA detector 31 for revert to stage 1 if no demands/extensions flag set and CFE0=1.
;
(MODE0 EQL<6>).SCRT4.NOT(CFE0+STAGE6)=MOVADET32
(MODE0 EQL<6>).NOT(SCRT5).CFE0.NOT(STAGE1)=MOVADET31
;
;
; VA STAGE LOGIC
; ==============
;
(MODE0 EQL<2>).NOT(SCRT2)=PRVST2         ; Prevent stage 2 if no demI.
;
(MODE0 EQL<2>).NOT(LCPHC+SCRT1)=PRVST3   ; Prevent stage 3 if no demC+H.
;
(MODE0 EQL<2>).NOT(LCPHE+LCPHF)=PRVST4   ; Prevent stage 4 if no demE+F.
;
(MODE0 EQL<2>).NOT(LCPHD+SCRT0)=PRVST5   ; Prevent stage 5 if no demD+G.
;
;
; MANUAL PANEL
; ============
;
(MODE0 EQL<6>)=MIL17   ; MOVA (UTC) mode active lights Higher Priority LED.
;
HLDON0=MIL22           ; All red extensions active lights AUX1 led.
;
```

Works Order : TCT/1380
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Special Conditioning Timers

Special Conditioning Timers

Timers

0-31

No	Value	Min	Max	200ms	Description	No	Value	Min	Max	200ms	Description
0	1	0	255	☐	Lamps off delay	16	30	0	255	☐	Delay for J ped hurry call to I
1	10	0	255	☐	MOVA override	17	2	0	255	☐	MOVADET36 pulse
2	180	0	255	☐	CRB toggle delay	18		0	255	☐	
3	2	0	255	☐	CRB toggle pulse	19		0	255	☐	
4	10	0	255	☐	Delay before revert to all red	20		0	255	☐	
5	2	0	255	☐	MOVADET30 pulse	21		0	255	☐	
6	10	0	255	☐	Delay for G foward demand to H	22		0	255	☐	
7	30	0	255	☐	Delay for G ped hurry call to H	23		0	255	☐	
8	2	0	255	☐	MOVADET33 pulse	24		0	255	☐	
9	10	0	255	☐	Delay for H foward demand to G	25		0	255	☐	
10	30	0	255	☐	Delay for H ped hurry call to G	26		0	255	☐	
11	2	0	255	☐	MOVADET34 pulse	27		0	255	☐	
12	10	0	255	☐	Delay for I foward demand to J	28		0	255	☐	
13	30	0	255	☐	Delay for I ped hurry call to J	29		0	255	☐	
14	2	0	255	☐	MOVADET35 pulse	30		0	255	☐	
15	10	0	255	☐	Delay for J foward demand to I	31		0	255	☐	

Works Order : TCT/1380
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Special Instructions

06001

Card Type	Rack Posn	Addr.	Port	Type	Line	Term Posn
Intelligent Backplane 16/0	Rack	01	0	I	000 - 007	2 LT1
Intelligent Backplane 16/0	Rack	01	1	I	008 - 015	2 LT1
Intelligent Backplane 16/0	Rack	02	2	I	016 - 023	2 LT2
Intelligent Backplane 16/0	Rack	02	3	I	024 - 031	2 LT2
Serial IO 24/4	1 I/O1	03	4	I	032 - 039	1 I/O1
Serial IO 24/4	1 I/O1	03	5	I	040 - 047	1 I/O1
Serial IO 24/4	1 I/O1	03	6	I	048 - 055	1 I/O1
Serial IO 24/4	1 I/O1	03	7	O	056 - 059	1 I/O1
CPU	A					

Works Order : TCT/1380
EM Number : 06001
Engineer : D A Lawrence (TCT)
Intersection : A38 / A368 Churchill Croassroads, (SCN 6001)

Special Instructions

ST900 ELV CONTROLLER ITEMS LIST SHEET 1 (*I*L*)

ITEM	DRAWING NUMBER	DESCRIPTION	QTY	TOT	REMARKS
1					
2	667/1/32900/020	ST900 ELV Cabinet UK 20A 1 LSLS - Grey			
3	667/1/32900/040	ST900 ELV Cabinet UK 40A 1 LSLS - Grey			
4	667/1/32900/021	ST900 ELV Cabinet UK 20A 1 LSLS - Black	1		
5	667/1/32900/041	ST900 ELV Cabinet UK 40A 1 LSLS - Black			
6	667/1/32900/520	ST900ELV 20A SGL LSLS LOW INRUSH - Grey			
7	667/1/32900/521	ST900ELV 20A SGL LSLS LOW INRUSH - Black			
8					
9	667/1/32943/001	ELV Lamp switch (LSLS) kit	1		
10	667/1/32960/001	ELV Lamp switch (LSLS) backplane kit	1		
11	667/1/32995/002	ST900 I/O card kit (4 outputs)	1		
12	667/1/32995/001	ST900 I/O card kit (16 outputs)			
13					
14					
15					
16	667/1/27004/000	Integral TC12 OTU kit			
17	667/1/27005/000	SDE Facility kit			
18	667/1/32910/000	ST900 Intelligent detector backplane kit	2		
19	667/1/33002/000	ELV detector 6U rack expansion kit	1		
20	667/1/33074/000	ST900 ELV 24 V detector supply Kit (6A)			
21	667/1/20690/001	19" Detector Rack			
22					
23	667/1/32985/000	ELV 20A to 40A upgrade kit			
24					
25					
26	667/1/33070/000	ELV Regulatory Sign expansion kit			
27	667/1/32950/000	ELV Audible supply kit			
28	667/1/33009/000	ST900 300mA RCD kit			
29					
30	667/1/32900/001	Expansion cabinet kit - Black			
31	667/1/32900/000	Expansion cabinet kit - Grey			
32	667/1/33072/000	Cabinet mounted cut-out connection kit			
33					
34					
35					
36	667/1/27056/001	Manual Panel Full kit			
37	667/1/27110/000	Manual Panel RS232 kit			
38					
39					
40	667/1/16260/000	Configuration Eprom (Issue 1. 0)	1		

Note 1:
Please refer to special instruction pages for additional information on items marked with an '*'.

Works Order : TCT/1380
EM Number : 06001
Engineer : D A Lawrence (TCT)
Intersection : A38 / A368 Churchill Croassroads, (SCN 6001)

Special Instructions

ST900 ELV CONTROLLER ITEMS LIST SHEET 2 (*I*L*)

ITEM	DRAWING NUMBER	DESCRIPTION	QTY	TOT	REMARKS
41					
42	667/1/32900/920	ST900 ELV cuckoo Kit - T200			
43	667/1/32900/921	ST900 ELV cuckoo Kit - T400			
44	667/1/32900/922	ST900 ELV cuckoo Kit - T800			
45	667/1/32900/923	ST900 ELV cuckoo Kit - Microsense			
46	667/1/32900/925	ST900 ELV cuckoo Kit - Peek			
47					
48					
49					
50					
51					
52	667/1/33073/000	ST900 Isolator locking kit			
53	667/2/20234/000	Screw Lock Key			
54					
55					
56	667/1/27104/000	ST800 / ST900 DFM Lens Kit			
57	667/1/21150/002	ST800 / ST900 Gas Plinth			
58	667/2/27096/000	ST800 / ST900 Mounting Stool			
59					
60					
61					
62	667/1/26271/000	Telephone Kit (Lightning protection)			
63	667/1/27118/000	Surge Arrester (Lightning protection)			
64					
65					
66					
67	667/1/32900/120	ST900 ELV Cabinet Export 20A 1 LSLS - Grey			
68	667/1/32900/140	ST900 ELV Cabinet Export 40A 1 LSLS - Grey			
69	667/1/32900/121	ST900 ELV Cabinet Export 20A 1 LSLS - Black			
70	667/1/32900/141	ST900 ELV Cabinet Export 40A 1 LSLS - Black			
71					
72					
73	667/1/32900/900	ST900 ELV export rack Kit			
74	667/1/32945/000	ST900 ELV additional LSLS rack wiring kit			
75					
76	667/1/27007/000	IRM Facility			
77					
78					
79					
80					

Works Order : TCT/1380
EM Number : 06001
Engineer : D A Lawrence (TCT)
Intersection : A38 / A368 Churchill Croassroads, (SCN 6001)

Special Instructions

DETECTOR EQUIPMENT SHEET (*I*L*)

Item	Drawing Number	DESCRIPTION	QTY	TOT	REMARKS
1	667/1/20690/000	Detector 11 inch detector rack kit			
2	667/1/20690/001	Detector 19 inch detector rack kit			
3	667/1/17705/011	Detector Beehive kit (excl Pedestal)			
4	667/2/01999/000	Pedestal (Metric) D Detr. Housing			
5	667/1/17212/000	Detector L bracket kit			
6	667/1/22447/000	Detector Mounting Kit E.F.U. (T500)			
7	667/1/22470/000	Detector Frame Assy (T500)			
8	667/1/15990/002	Detector double backplane kit			
9	667/1/15990/003	Detector single backplane kit			
10	667/1/15990/004	Detector logic backplane kit			
11					
12	667/1/27663/000	Siemens STR4 (4 Channel) loop detector	6		
13					
14					
15	667/1/03887/000	Detector Cableform (1 per 2 B/Planes)			
16	667/1/15854/000	Detector Cable termination kit			
17					
18	667/1/15991/000	Mod Kit Regulator PSU 1.5A 21-38V			
19	667/1/15991/001	Mod Kit Regulator PSU 0.5A 21-48V			
20					
21					
22	667/7/20360/002	Microsense Detr. Board 2 Channel			Eng. to supply
23	667/7/20360/004	Microsense Detr. Board 4 Channel			Eng. to supply
24	667/7/20368/000	Microsense Rack 3Ux19"			Eng. to supply
25	667/7/20365/000	Microsense 20-Way Backplane (Std)			Eng. to supply
26	667/7/20366/000	Microsense 20-Way Logic Backplane			
27	667/7/20369/000	Microsense Card Frame Guides (Pr.)			Eng. to supply
28					
29	667/7/20361/002	Microsense 2 Channel U/D Logic			
30	667/7/20361/004	Microsense 4 Channel U/D Logic			
31	667/7/20362/000	Microsense Count Logic N,N+1,U/D & DFM			
32	667/7/20363/000	Microsense Queue Logic with DFM			Eng. to supply
33	667/7/20364/000	Microsense Bus Detector 2-Channel			Eng. to supply
34					
35					
36	667/7/20377/000	Microsense MIX 3-1-R-24 I/R detector			Nearside mounting
37	667/7/20377/001	Microsense MIX 3-2-R-24 I/R detector			Offside mounting
38	667/7/20378/000	Short fixing bracket			
39	667/7/20379/000	Sighting Hood for MIX detectors			Eng. to supply
40	667/7/20380/000	Handbook for MIX detectors			Eng. to supply

[Template - Detector items.txt issue 1.0]

Works Order : TCT/1380
EM Number : 06001
Engineer : D A Lawrence (TCT)
Intersection : A38 / A368 Churchill Croassroads, (SCN 6001)

Special Instructions

TACTILES
========
Note that ped phases G, H, I and J each have two unmonitored green outputs on the LSLS card. The first (monitored) output should be used for driving the green men and the second (unmonitored) output should be used for driving the tactiles.

Tactile monitoring inputs have also been provided, e.g. GTAC6 = Peg tactile on pole 6.

PHASE EXTENSIONS
================
In order for the phase max revertive demand conditioning to function correctly all phase extensions must be set to 0.2 seconds. Therefore all IPX timers for vehicle loops are set to the extension time required less 0.2 seconds.

REVERSION
=========
When delayed reversion to all red is selected (default) then MOVA detector 32 is set for use in the dataset. When reversion to stage 1 is selected (CFE0=1) then MOVA detector 31 is set and this must use an SDCODE 3 (unlatching demand).

CFE FUNCTIONS
=============
CFE0=1 to change from delayed revert to all red to immediate revert to stage 1.

CFE1=1 to disable G to H forward demand.
CFE2=1 to disable MOVADET33 pulse, (G to H forward ped hurry call).

CFE3=1 to disable H to G forward demand.
CFE4=1 to disable MOVADET34 pulse, (H to G forward ped hurry call).

CFE5=1 to disable I to J forward demand.
CFE6=1 to disable MOVADET35 pulse, (I to J forward ped hurry call).

CFE7=1 to disable J to I forward demand.
CFE8=1 to disable MOVADET36 pulse, (J to I forward ped hurry call).

Works Order : TCT/1380
EM Number : 06001
Engineer : D A Lawrence (TCT)
Intersection : A38 / A368 Churchill Croassroads, (SCN 6001)

Call Cancel

Call Cancel

Unit No.	Input Name	Call Delay	Cancel Delay	Phase Demanded (Unlatched Demand)
0	*SCRT15	5	0	
1		0	0	
2		0	0	
3		0	0	
4		0	0	
5		0	0	
6		0	0	
7		0	0	

Works Order : TCT/1380
EM Number : 06001
Engineer : D A Lawrence (TCT)
Intersection : A38 / A368 Churchill Croassroads, (SCN 6001)

Input/Output

Input/Output

☐ Enable Signal Required Check boxes

☐ Manual Allocation

Port Number & Type

Port: 0

○ Inputs ○ Outputs ◉ Inputs & Outputs

Card Type & Address

Intelligent Backplane 16/0
Card Address: 1

	DET No	Bit No	Type I or O	Name	Req'd	BP	Inv	U/D	Misc	DFM	DFM Group	Ext time	Used By Phs	UTC	SDE	Pri	HC	CC	AR	UD	Term Block	Term No
○	0	0	I	AIN1	☑	☑	☐	☐	☐	A	0	0.0	☑	☐	☐	☐	☐	☐	☐	☐	2 LT1	A1
○	1	1	I	AX2	☑	☑	☐	☐	☐	A	0	1.8	☑	☐	☐	☐	☐	☐	☐	☐	2 LT1	A2
○	2	2	I	CX3	☑	☑	☐	☐	☐	A	0	1.8	☑	☐	☐	☐	☐	☐	☐	☐	2 LT1	A3
○	3	3	I	SPARE1	☑	☑	☐	☐	☐	N		0.0	☐	☐	☐	☐	☐	☐	☐	☐	2 LT1	A4
○	4	4	I	ASL4	☑	☑	☐	☐	☐	A	0	0.8	☑	☐	☐	☐	☐	☐	☐	☐	2 LT1	B1
○	5	5	I	CSL5	☑	☑	☐	☐	☐	A	0	0.8	☑	☐	☐	☐	☐	☐	☐	☐	2 LT1	B2
○	6	6	I	BIN8	☑	☑	☐	☐	☐	A	0	0.0	☑	☐	☐	☐	☐	☐	☐	☐	2 LT1	B3
○	7	7	I	DIN9	☑	☑	☐		☐	A	0	0.0	☑	☐	☐	☐	☐	☐	☐	☐	2 LT1	B4

[Add] [Delete] [Move] [Clear Used By] [Move to/from backplane]

[Manual Map Optimisation]

Works Order : TCT/1380
EM Number : 06001
Engineer : D A Lawrence (TCT)
Intersection : A38 / A368 Churchill Croassroads, (SCN 6001)

Input/Output

Input/Output

☐ Enable Signal Required Check boxes

☐ Manual Allocation

Port Number & Type

Port: 1

○ Inputs ○ Outputs ◉ Inputs & Outputs

Card Type & Address

Intelligent Backplane 16/0
Card Address: 1

	DET No	Bit No	Type I or O	Name	Req'd	BP	Inv	U/D	Misc	DFM	DFM Group	Ext time	Used By Phs	UTC	SDE	Pri	HC	CC	AR	UD	Term Block	Term No
○	8	0	I	BX10	☑	☑	☐	☐	☐	A	0	3.4	☑	☐	☐	☐	☐	☐	☐	☐	2 LT1	C1
○	9	1	I	DX11	☑	☑	☐	☐	☐	A	0	3.4	☑	☐	☐	☐	☐	☐	☐	☐	2 LT1	C2
○	10	2	I	BSL12	☑	☑	☐	☐	☐	A	0	0.8	☑	☐	☐	☐	☐	☐	☐	☐	2 LT1	C3
○	11	3	I	DSL13	☑	☑	☐	☐	☐	A	0	0.8	☑	☐	☐	☐	☐	☐	☐	☐	2 LT1	C4
○	12	4	I	EIN16	☑	☑	☐	☐	☐	A	0	0.0	☑	☐	☐	☐	☐	☐	☐	☐	2 LT1	D1
○	13	5	I	EX17	☑	☑	☐	☐	☐	A	0	1.4	☑	☐	☐	☐	☐	☐	☐	☐	2 LT1	D2
○	14	6	I	EX18	☑	☑	☐	☐	☐	A	0	1.4	☑	☐	☐	☐	☐	☐	☐	☐	2 LT1	D3
○	15	7	I	AR1	☑	☑	☐		☐	A	0	0.0	☐	☐	☐	☐	☐	☐	☑	☐	2 LT1	D4

Add | Delete | Move | Clear Used By | Move to/from backplane

Manual Map Optimisation

Works Order : TCT/1380
EM Number : 06001
Engineer : D A Lawrence (TCT)
Intersection : A38 / A368 Churchill Croassroads, (SCN 6001)

Input/Output

Input/Output

☐ Enable Signal Required Check boxes

☐ Manual Allocation

Port Number & Type

Port: 2

○ Inputs ○ Outputs ◉ Inputs & Outputs

Card Type & Address

Intelligent Backplane 16/0
Card Address: 2

	DET No	Bit No	Type I or O	Name	Req'd	BP	Inv	U/D	Misc	DFM	DFM Group	Ext time	Used By Phs	UTC	SDE	Pri	HC	CC	AR	UD	Term Block	Term No
○	16	0	I	ESL19	☑	☑	☐	☐	☐	A	0	0.8	☑	☐	☐	☐	☐	☐	☐	☐	2 LT2	A1
○	17	1	I	ESL20	☑	☑	☐	☐	☐	A	0	0.8	☑	☐	☐	☐	☐	☐	☐	☐	2 LT2	A2
○	18	2	I	FIN21	☑	☑	☐	☐	☐	A	0	0.0	☑	☐	☐	☐	☐	☐	☐	☐	2 LT2	A3
○	19	3	I	AR2	☑	☑	☐	☐	☐	A	0	0.0	☐	☐	☐	☐	☐	☐	☑	☐	2 LT2	A4
○	20	4	I	FX22	☑	☑	☐	☐	☐	A	0	2.2	☑	☐	☐	☐	☐	☐	☐	☐	2 LT2	B1
○	21	5	I	FX23	☑	☑	☐	☐	☐	A	0	2.2	☑	☐	☐	☐	☐	☐	☐	☐	2 LT2	B2
○	22	6	I	FSL24	☑	☑	☐	☐	☐	A	0	0.8	☑	☐	☐	☐	☐	☐	☐	☐	2 LT2	B3
○	23	7	I	FSL25	☑	☑	☐		☐	A	0	0.8	☑	☐	☐	☐	☐	☐	☐	☐	2 LT2	B4

Add | Delete | Move | Clear Used By | Move to/from backplane

Manual Map Optimisation

Works Order : TCT/1380
EM Number : 06001
Engineer : D A Lawrence (TCT)
Intersection : A38 / A368 Churchill Croassroads, (SCN 6001)

Input/Output

Input/Output

☐ Enable Signal Required Check boxes

☐ Manual Allocation

Port Number & Type

Port: 4

○ Inputs ○ Outputs ◉ Inputs & Outputs

Card Type & Address

Serial IO 24/4
Card Address: 3

	DET No	Bit No	Type I or O	Name	Req'd	BP	Inv	U/D	Misc	DFM	DFM Group	Ext time	Used By Phs	UTC	SDE	Pri	HC	CC	AR	UD	Term Block	Line No
○	32	0	I	PBG6	☑	☐	☐	☐	☐	Y	1	0.0	☑	☐	☐	☐	☐	☐	☐	☐	1I/O1	0
○	33	1	I	PBG7	☑	☐	☐	☐	☐	Y	1	0.0	☑	☐	☐	☐	☐	☐	☐	☐	1I/O1	1
○	34	2	I	OCDG6	☑	☐	☑	☐	☐	A	0	1.0	☑	☐	☐	☐	☐	☐	☐	☐	1I/O1	2
○	35	3	I	OCDG7	☑	☐	☑	☐	☐	A	0	1.0	☑	☐	☐	☐	☐	☐	☐	☐	1I/O1	3
○	36	4	I	GTAC6	☑	☐	☐	☐	☐	Y	2	0.0	☐	☐	☐	☐	☐	☐	☐	☐	1I/O1	4
○	37	5	I	GTAC7	☑	☐	☐	☐	☐	Y	2	0.0	☐	☐	☐	☐	☐	☐	☐	☐	1I/O1	5
○	38	6	I	PBH8	☑	☐	☐	☐	☐	Y	1	0.0	☑	☐	☐	☐	☐	☐	☐	☐	1I/O1	6
○	39	7	I	PBH9	☑	☐	☐		☐	Y	1	0.0	☑	☐	☐	☐	☐	☐	☐	☐	1I/O1	7

Add | Delete | Move | Clear Used By | Move to/from backplane

Manual Map Optimisation

Works Order : TCT/1380
EM Number : 06001
Engineer : D A Lawrence (TCT)
Intersection : A38 / A368 Churchill Croassroads, (SCN 6001)

Input/Output

Input/Output

☐ Enable Signal Required Check boxes

☐ Manual Allocation

Port Number & Type

Port: 5

○ Inputs ○ Outputs ◉ Inputs & Outputs

Card Type & Address

Serial IO 24/4
Card Address: 3

	DET No	Bit No	Type I or O	Name	Req'd	BP	Inv	U/D	Misc	DFM	DFM Group	Ext time	Used By Phs	UTC	SDE	Pri	HC	CC	AR	UD	Term Block	Line No
○	40	0	I	OCDH8	☑	☐	☑	☐	☐	A	0	1.0	☑	☐	☐	☐	☐	☐	☐	☐	1I/O1	8
○	41	1	I	OCDH9	☑	☐	☑	☐	☐	A	0	1.0	☑	☐	☐	☐	☐	☐	☐	☐	1I/O1	9
○	42	2	I	HTAC8	☑	☐	☐	☐	☐	Y	2	0.0	☐	☐	☐	☐	☐	☐	☐	☐	1I/O1	10
○	43	3	I	HTAC9	☑	☐	☐	☐	☐	Y	2	0.0	☐	☐	☐	☐	☐	☐	☐	☐	1I/O1	11
○	44	4	I	PBI10	☑	☐	☐	☐	☐	Y	1	0.0	☑	☐	☐	☐	☐	☐	☐	☐	1I/O1	12
○	45	5	I	PBI11	☑	☐	☐	☐	☐	Y	1	0.0	☑	☐	☐	☐	☐	☐	☐	☐	1I/O1	13
○	46	6	I	OCDI10	☑	☐	☑	☐	☐	A	0	1.0	☑	☐	☐	☐	☐	☐	☐	☐	1I/O1	14
○	47	7	I	OCDI11	☑	☐	☑		☐	A	0	1.0	☑	☐	☐	☐	☐	☐	☐	☐	1I/O1	15

[Add] [Delete] [Move] [Clear Used By] [Move to/from backplane]

[Manual Map Optimisation]

Works Order : TCT/1380
EM Number : 06001
Engineer : D A Lawrence (TCT)
Intersection : A38 / A368 Churchill Croassroads, (SCN 6001)

Input/Output

Input/Output

☐ Enable Signal Required Check boxes

☐ Manual Allocation

Port Number & Type

Port: 6

○ Inputs ○ Outputs ◉ Inputs & Outputs

Card Type & Address

Serial IO 24/4
Card Address: 3

	DET No	Bit No	Type I or O	Name	Req'd	BP	Inv	U/D	Misc	DFM	DFM Group	Ext time	Used By Phs	UTC	SDE	Pri	HC	CC	AR	UD	Term Block	Line No
○	48	0	I	ITAC10	☑	☐	☐	☐	☐	Y	2	0.0	☐	☐	☐	☐	☐	☐	☐	☐	1I/O1	16
○	49	1	I	ITAC11	☑	☐	☐	☐	☐	Y	2	0.0	☐	☐	☐	☐	☐	☐	☐	☐	1I/O1	17
○	50	2	I	PBJ12	☑	☐	☐	☐	☐	Y	1	0.0	☑	☐	☐	☐	☐	☐	☐	☐	1I/O1	18
○	51	3	I	PBJ13	☑	☐	☐	☐	☐	Y	1	0.0	☑	☐	☐	☐	☐	☐	☐	☐	1I/O1	19
○	52	4	I	OCDJ12	☑	☐	☑	☐	☐	A	0	1.0	☑	☐	☐	☐	☐	☐	☐	☐	1I/O1	20
○	53	5	I	OCDJ13	☑	☐	☑	☐	☐	A	0	1.0	☑	☐	☐	☐	☐	☐	☐	☐	1I/O1	21
○	54	6	I	JTAC12	☑	☐	☐	☐	☐	Y	2	0.0	☐	☐	☐	☐	☐	☐	☐	☐	1I/O1	22
○	55	7	I	JTAC13	☑	☐	☐		☐	Y	2	0.0	☐	☐	☐	☐	☐	☐	☐	☐	1I/O1	23

[Add] [Delete] [Move] [Clear Used By] [Move to/from backplane]

[Manual Map Optimisation]

Works Order : TCT/1380
EM Number : 06001
Engineer : D A Lawrence (TCT)
Intersection : A38 / A368 Churchill Croassroads, (SCN 6001)

Input/Output

Input/Output

☐ Enable Signal Required Check boxes

☐ Manual Allocation

Port Number & Type

Port: 7

○ Inputs ○ Outputs ◉ Inputs & Outputs

Card Type & Address

Serial IO 24/4
Card Address: 3

	DET No	Bit No	Type I or O	Name	Req'd	BP	Inv	U/D	Misc	DFM	DFM Group	Ext time	Used By Phs	UTC	SDE	Pri	HC	CC	AR	UD	Term Block	Line No
○	56	0	O	LAMPSUP	☑	☐	☐	☐	☐	N		0.0	☐	☐	☐	☐	☐	☐	☐	☐	1I/O1	0
○	57	1	O		☐	☐	☐	☐	☐				☐	☐	☐	☐	☐	☐	☐	☐	1I/O1	1
○	58	2	O		☐	☐	☐	☐	☐				☐	☐	☐	☐	☐	☐	☐	☐	1I/O1	2
○	59	3	O		☐	☐	☐	☐	☐				☐	☐	☐	☐	☐	☐	☐	☐	1I/O1	3
○	60	4	O		☐	☐	☐	☐	☐				☐	☐	☐	☐	☐	☐	☐	☐	1I/O1	4
○	61	5	O		☐	☐	☐	☐	☐				☐	☐	☐	☐	☐	☐	☐	☐	1I/O1	5
○	62	6	O		☐	☐	☐	☐	☐				☐	☐	☐	☐	☐	☐	☐	☐	1I/O1	6
○	63	7	O		☐	☐	☐		☐				☐	☐	☐	☐	☐	☐	☐	☐	1I/O1	7

Add | Delete | Move | Clear Used By | Move to/from backplane

Manual Map Optimisation

Works Order : TCT/1380
EM Number : 06001
Engineer : D A Lawrence (TCT)
Intersection : A38 / A368 Churchill Croassroads, (SCN 6001)

Aspect Drives - ELV Controllers

Aspect Drives for ELV Controllers

☐ Card Reversed

HPU Connection 1

Aspect Drive Configuration For LSLS 1 of 2 cards (Cabinet 1)

Output	Phase	Aspect	Use	Output	Phase	Aspect	Use
32	A	Red	Phase	16	F	Amber	Phase
31	A	Amber	Phase	15	F	Green	Phase
30	A	Green	Phase	14	G	Red	Phase
29	B	Red	Phase	13	G	Amber	Phase
28	B	Amber	Phase	12	G	Green	Phase
27	B	Green	Phase	11	G	Green	Phase
26	C	Red	Phase	10	H	Red	Phase
25	C	Amber	Phase	9	H	Amber	Phase
24	C	Green	Phase	8	H	Green	Phase
23	D	Red	Phase	7	H	Green	Phase
22	D	Amber	Phase	6	I	Red	Phase
21	D	Green	Phase	5	I	Amber	Phase
20	E	Red	Phase	4	I	Green	Phase
19	E	Amber	Phase	3	I	Green	Phase
18	E	Green	Phase	2	N/A	N/A	N/A
17	F	Red	Phase	1	N/A	N/A	N/A

Works Order : TCT/1380
EM Number : 06001
Engineer : D A Lawrence (TCT)
Intersection : A38 / A368 Churchill Croassroads, (SCN 6001)

Aspect Drives - ELV Controllers

Aspect Drives for ELV Controllers

☐ Card Reversed

HPU Connection 1

Aspect Drive Configuration For LSLS 2 of 2 cards (Cabinet 1)

Output	Phase	Aspect	Use	Output	Phase	Aspect	Use
32	J	Red	Phase	16	N/A	N/A	N/A
31	J	Amber	Phase	15	N/A	N/A	N/A
30	J	Green	Phase	14	N/A	N/A	N/A
29	J	Green	Phase	13	N/A	N/A	N/A
28	N/A	N/A	N/A	12	N/A	N/A	N/A
27	N/A	N/A	N/A	11	N/A	N/A	N/A
26	N/A	N/A	N/A	10	N/A	N/A	N/A
25	N/A	N/A	N/A	9	N/A	N/A	N/A
24	N/A	N/A	N/A	8	N/A	N/A	N/A
23	N/A	N/A	N/A	7	N/A	N/A	N/A
22	N/A	N/A	N/A	6	N/A	N/A	N/A
21	N/A	N/A	N/A	5	N/A	N/A	N/A
20	N/A	N/A	N/A	4	N/A	N/A	N/A
19	N/A	N/A	N/A	3	N/A	N/A	N/A
18	N/A	N/A	N/A	2	N/A	N/A	N/A
17	N/A	N/A	N/A	1	N/A	N/A	N/A

Works Order : TCT/1380
EM Number : 06001
Engineer : D A Lawrence (TCT)
Intersection : A38 / A368 Churchill Croassroads, (SCN 6001)

I/O - Group DFM Timings

I/O - Group DFM Timings

Input Group	State	SET A	SET B	SET C	SET D
Group 0	Active (Mins)	30	30	30	30
	InActive (Hrs)	18	18	18	18
Group 1	Active (Mins)	30	30	30	30
	InActive (Hrs)				
Group 2	Active (Mins)	30	30	30	30
	InActive (Hrs)	96	96	96	96
Group 3	Active (Mins)	30	30	30	30
	InActive (Hrs)	18	18	18	18
Group 4	Active (Mins)	30	30	30	30
	InActive (Hrs)	18	18	18	18
Group 5	Active (Mins)	30	30	30	30
	InActive (Hrs)	18	18	18	18
Group 6	Active (Mins)	30	30	30	30
	InActive (Hrs)	18	18	18	18
Group 7	Active (Mins)	30	30	30	30
	InActive (Hrs)	18	18	18	18

Note - 255 or blank disables DFM monitoring of that state (active or inactive) during that timeset (A

Handset Limiting Values

State	Min	Max
Active (Mins)	0	254
InActive (Hrs)	0	254

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Appendix B A38/A368 Churchill Crossroads Queue Survey Data

Intelligent Data Collection Limited
Bristol Airport

Client:	Peter Brett
Project Number:	ID04020
Site Number:	Site 1
Date of Survey:	10.07.2018
Junction Name:	A38 Bristol Road / A368 Bath Road / A38 New Road / A368 Dinghurst Road
Survey Type:	Queue Length Survey

Quality Assurance and Issue Record

Quality Assurance

Revision	Rev A			
Date	09.08.2018			
Prepared by	Matthew Mills			
Signature				
Checked by	Luke Martin			
Signature				
Project Director	Paul O'Neill			
Signature				
Project number	ID04020			
File Ref	ID04020 Bristol Airport - Queue Report Site 1 - 10.07.2018			

Issue Sheet

Issued to	Date			
	09.08.2018			
Andrew Lovegrove	E-mail			

Contents Page

Location Plan
Queue Lengths

Intelligent Data Collection Limited

Client: Peter Brett Associates
Project Number: ID04020
Site Number: Site 1
Date of Survey: 10.07.2018
Junction Name: A38 Bristol Road / A368 Bath Road / A38 New Road / A368 Dinghurst Road
Survey Type: Queue Length Survey

X Coordinate	Y Coordinate	Google Maps Link
51.33472749	-2.793459616	Click Here
Weather Conditions		
Dry	Dry	

Junction Layout



Queue Length Methodology

The maximum queue length, in vehicles, is reported by lane for each five-minute period.

These are segregated into 'light' and 'heavy' vehicles, and are then presented as a maximum queue length using the assumption that a light vehicle contributes 6m to a queue and a heavy vehicle 15m. These values can be updated by the user.

Vehicle Length Assumptions (metres)

Lights	Heavies
6	15

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

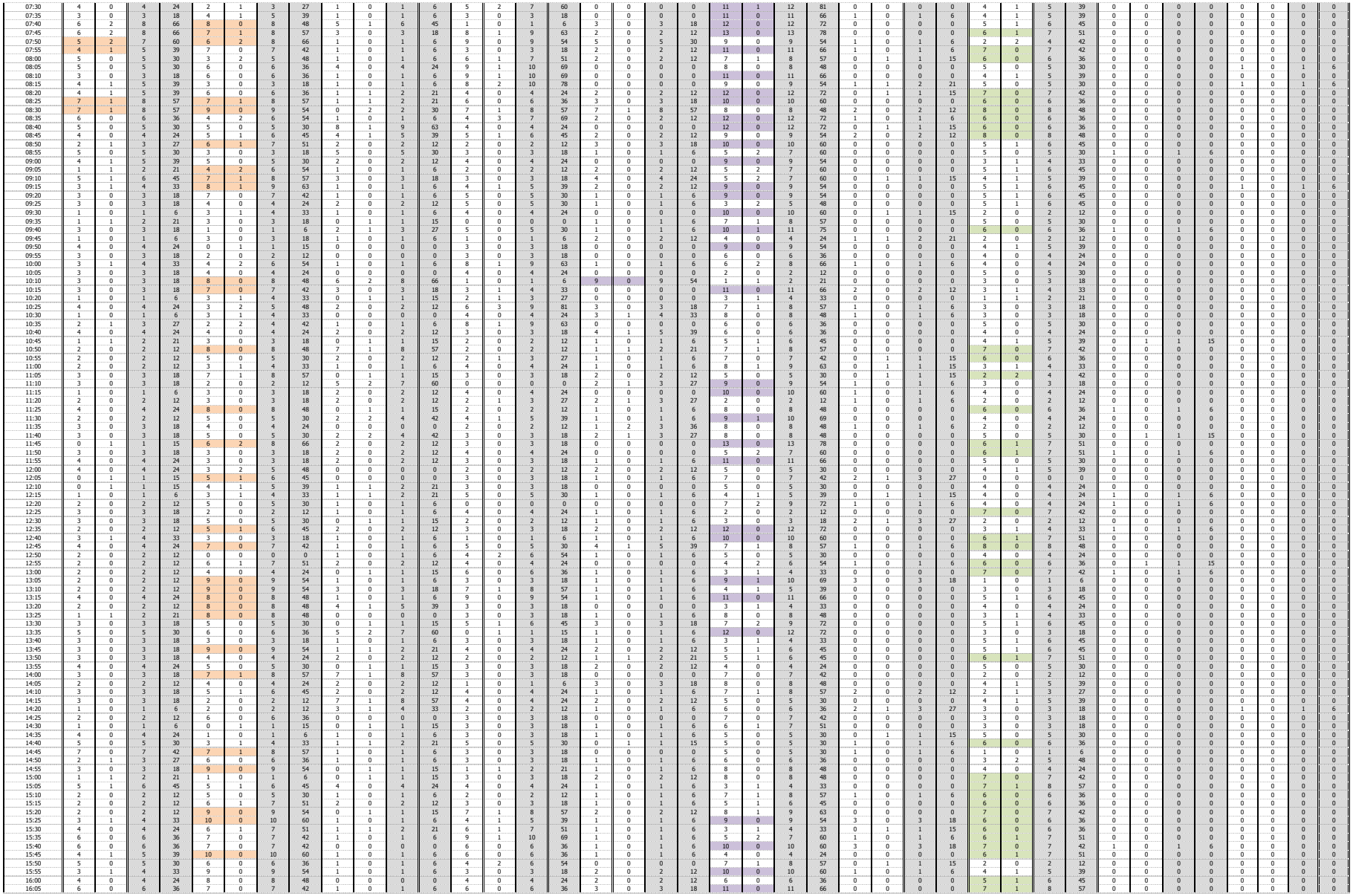
Any shaded entries indicate where queues reach the extent of the camera view.

Intelligent Data Collection Limited

intelligentdata

Client: Peter Brett Associates
Project Number: ID04020
Site Number: Site 1
Date of Survey: 10.07.2018
Junction Name: A38 Bristol Road / A368 Bath Road / A38 New Road / A368 Dinghurst Road
Survey Type: Queue Length Survey

	Lane A1				Lane A2				Lane B1				Lane B2				Lane C1				Lane C2				Lane D1				Lane D2				Lane E1				Lane F1			
Time	Lights	Heavies	Total	Length (m)	Lights	Heavies	Total	Length (m)	Lights	Heavies	Total	Length (m)	Lights	Heavies	Total	Length (m)	Lights	Heavies	Total	Length (m)	Lights	Heavies	Total	Length (m)	Lights	Heavies	Total	Length (m)	Lights	Heavies	Total	Length (m)	Lights	Heavies	Total	Length (m)	Lights	Heavies	Total	Length (m)
00:00	1	0	1	6	1	1	2	21	0	0	0	0	3	1	4	33	0	0	0	0	1	0	1	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:05	1	0	1	6	3	0	3	18	0	0	0	0	0	0	0	0	1	0	1	6	1	0	1	6	0	0	0	0	1	0	1	6	0	0	0	0	0	0	0	0
00:10	1	0	1	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:15	0	0	0	0	2	0	2	12	0	0	0	0	0	0	0	0	1	0	1	6	0	0	0	0	0	0	0	0	1	0	1	6	0	0	0	0	0	0	0	0
00:20	0	0	0	0	1	0	1	6	0	0	0	0	3	0	3	18	0	0	0	0	0	1	1	15	0	0	0	0	1	0	1	6	0	0	0	0	0	0	0	0
00:25	0	0	0	0	1	0	1	6	0	0	0	0	0	0	0	0	1	1	2	21	0	0	0	0	0	0	0	0	1	0	1	6	0	0	0	0	0	0	0	0
00:30	0	0	0	0	1	0	1	6	0	1	1	15	1	0	1	6	0	0	0	0	0	0	0	0	1	0	1	6	0	0	0	0	0	0	0	0	0	0	0	0
00:35	0	0	0	0	1	0	1	6	0	0	0	0	0	0	0	0	0	1	1	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:40	0	0	0	0	0	0	0	0	0	1	1	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	15	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:50	1	0	1	6	2	0	2	12	0	1	1	15	1	0	1	6	0	0	0	0	1	0	1	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:55	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	2	0	2	12	0	1	1	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	0	0	0	0
01:05	1	0	1	6	0	0	0	0	0	1	1	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	0	0	0	0
01:10	1	0	1	6	0	0	0	0	0	0	0	0	2	0	2	12	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	1	1	15	2	0	2	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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01:25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	1	0	1	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:35	0	0	0	0	1	0	1	6	0	2	2	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	0	0	0	0
01:40	0	0	0	0	1	0	1	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45	0	0	0	0	1	0	1	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:50	0	0	0	0	0	0	0	0	0	2	2	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	0	0	0	0
01:55	1	0	1	6	0	0	0	0	0	0	0	0	0	1	1	15	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	15	0	0	0	0	0	0	0	0
02:00	0	0	0	0	1	0	1	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	6	0	0	0	0	0	0	0	0
02:05	1	0	1	6	2	0	2	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	6	0	0	0	0	0	0	0	0
02:10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	6	0	0	0	0	0	0	0	0
02:15	0	0	0	0	1	0	1	6	0	0	0	0	1	0	1	6	0	1	1	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:20	1	0	1	6	1	0	1	6	0	1	1	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	0	0	0	0
02:25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	6	0	0	0	0	1	0	1	6	0	0	0	0	0	0	0	0
02:30	0	0	0	0	1	0	1	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:35	1	0	1	6	0	1	1	15	0	0	0	0	1	0	1	6	0	0	0	0	1	1	2	21	0	0	0	0	1	0	1	6	0	0	0	0	0	0	0	0
02:40	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	12	0	0	0	0	1	0	1	6	0	0	0	0	0	0	0	0
02:45	0	0	0	0	1	0	1	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:50	1	0	1	6	1	0	1	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	6	0	0	0	0	0	0	0	0
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03:00	0	0	0	0	1	0	1	6	1	0	1	6	1	0	1	6	0	0	0	0	1	0	1	6	0	0	0	0	1	0	1	6	0	0	0	0	0	0	0	0
03:05	0	0	0	0	1	0	1	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:10	0	0	0	0	1	0	1	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	6	0	0	0	0	0	0	0	0
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03:35	0	0	0	0	1	0	1	6	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	12	0	0	0	0	1	0	1	6	0	0	0	0	0	0	0	0
03:40	1	0	1	6	1	0	1	6	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	6	0	0	0	0	1	0	1	6	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	1	0	1	6	0	0	0	0	1	0	1	6	0	0	0	0	0	0	0	0
03:50	0	0	0	0	1	0	1	6	0	0	0	0	2	0	2	12	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	15	0	0	0	0	0	0	0	0
03:55	0	0	0	0	1	0	1	6	1	0	1	6	0	0	0	0	0	0	0	0	3	0	3	18	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	0	0	0	0	1	0	1	6	0	0	0	0	0	0	0	0
04:05	1	0	1	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:10	1	0	1	6	2	0	2	12	0	0	0	0	1	0	1	6	0	0	0	0	2	0	2	12	0	0	0	0	2	0	2	12	0	0	0	0	0	0	0	0
04:15	0	0	0	0	2	0	2	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	15	0	0	0	0	0	0	0	0
04:20	0	0	0	0	1	0	1	6	0	0	0	0	0	0	0	0	1	0	1	6	0	0	0	0	0	0	0	0	1	0	1	6	0	0	0	0	0	0	0	0
04:25	0	0	0	0	1	0	1	6	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	21	0	0	0	0	2	0	2	12	0	0	0	0	0	0	0	0
04:30	0	0	0	0	1	1	2	21	0	0	0	0	0	0	0	0	1	0	1	6	0	0	0	0	0	0	0	0	1	0	1	6	0	0	0	0	0	0	0	0
04:35	1	0	1	6	0	0	0	0	0	1	1	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	0	0	0	0
04:40	0	0	0	0	1	0	1	6	0	0	0	0	0	0	0	0	1	0	1	6	2	0	2	12	0	0	0	0	1	0	1	6	0	0	0	0	0	0	0	0
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Appendix C A38/A368 Churchill Crossroads Flow Data

Intelligent Data Collection Limited
Bristol Airport

Client:	Peter Brett Associates
Project Number:	ID04020
Junction Number:	Site 1
Date of Survey:	10.07.2018
Junction Name:	A38 Bristol Road / A368 Bath Road / A38 New Road / A368 Dinghurst Road
Junction Type:	Crossroads

Quality Assurance and Issue Record

Quality Assurance

Revision	Rev A			
Date	08.08.2018			
Prepared by	Matthew Mills			
Signature				
Checked by	Luke Martin			
Signature				
Project Director	Paul O'Neill			
Signature				
Project number	ID04020			
File Ref	ID04020 Bristol Airport - MCC Site 1 - 10.07.2018			

Issue Sheet

Issued to	Date			
	08.08.2018			
Andrew Lovegrove	E-mail			

Contents Page

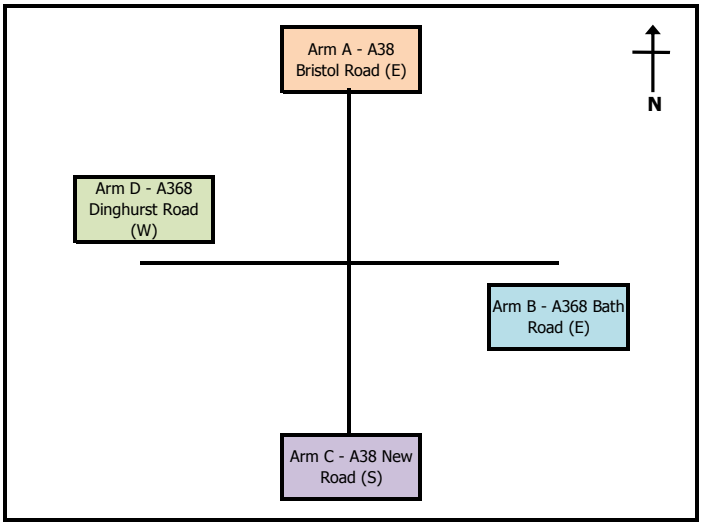
Location Plan & Summary
MCC Data
PCU Data
Movement Matrices

Intelligent Data Collection Limited

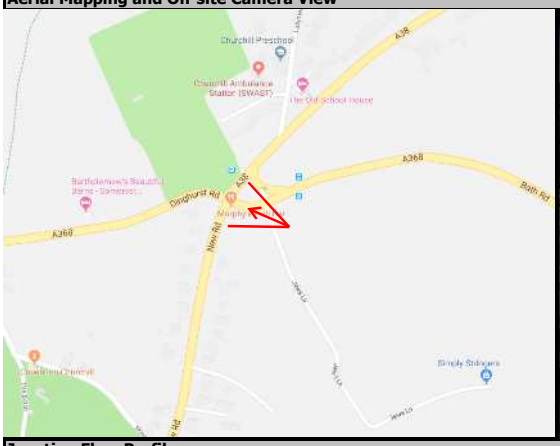
Client:	Peter Brett Associates	**Date of Survey:**	10.07.2018
Project Number:	ID04020	**Junction Name:**	A38 Bristol Road / A368 Bath Road / A38 New Road / A368 Dinghurs
Junction Number:	Site 1	**Junction Type:**	Crossroads

X Coordinate	Y Coordinate	Google Maps Link	
51.3347274869371	-2.793459615896154	Click Here	
AM Peak Conditions	**Inter-Peak Conditions**	**PM Peak Conditions**	
Dry	Dry	Dry	

Junction Layout

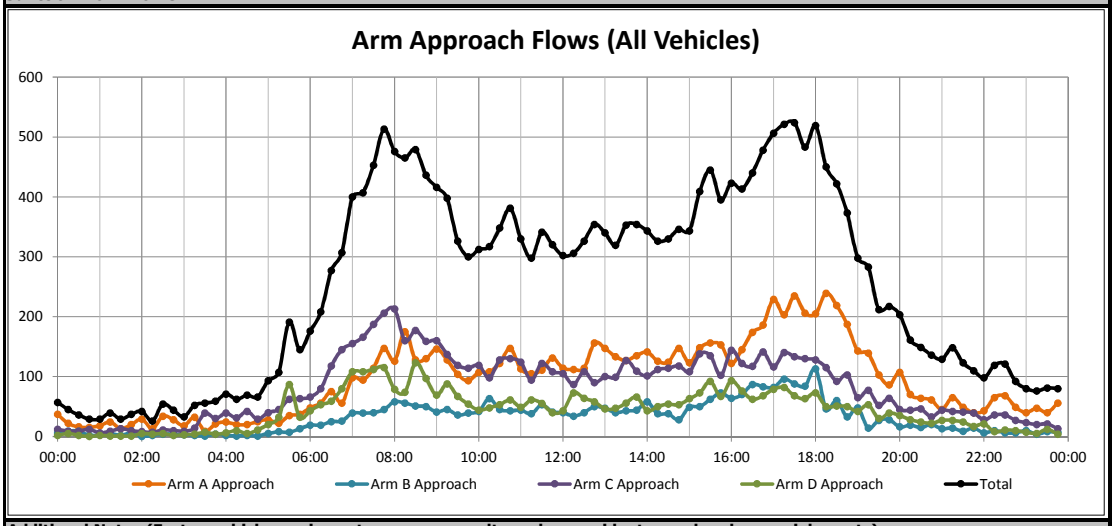


Aerial Mapping and On-site Camera View





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 1

Date of Survey: 10.07.2018
Junction Name: A38 Bristol Road / A368 Bath Road / A38 New Road / A368 Dinghurst Road
Junction Type: Crossroads

Arm A: A38 Bristol Road (E)
Arm B: A368 Bath Road (E)
Arm C: A38 New Road (S)
Arm D: A368 Dinghurst Road (W)

	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
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00:15	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	19	1	0	0	1	0	0	21
00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12	2	0	0	0	0	0	14
00:45	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2	11	1	0	0	1	0	0	13
01:00	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	4	13	1	0	0	0	0	0	14
01:15	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	21	0	1	0	0	0	0	22
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01:45	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	17	1	0	0	0	0	0	18
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03:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	20	0	0	0	0	0	0	20
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04:45	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	15	3	2	2	0	0	0	22
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19:00	0	0	0	0	0	0	0	0	31	1	0	0	0	0	0	32	101	3	0	1	1	3	0	109
19:15	0	0	0	0	0	0	0	0	49	8	0	0	0	1	0	58	70	5	0	0	0	1	0	76
19:30	0	0	0	0	0	0	0	0	20	5	0	0	0	0	1	26	65	8	0	0	1	1	0	75
19:45	0	0	0	0	0	0	0	0	18	1	0	0	0	0	0	19	54	5	0	1	1	1	1	63
20:00	0	0	0	0	0	0	0	0	15	0	0	1	0	2	0	18	77	9	0	0	0	0	0	86
20:15	0	0	0	0	0	0	0	0	18	1	1	0	0	0	0	20	44	4	0	1	0	0	0	49
20:30	0	0	0	0	0	0	0	0	16	2	0	0	0	1	0	19	36	6	0	1	0	1	0	44
20:45	0	0	0	0	0	0	0	0	14	1	0	0	0	0	0	15	39	4	0	0	1	1	0	45
21:00	0	0	0	0	0	0	0	0	11	1	0	0	0	0	0	12	31	1	0	0	0	1	0	33
21:15	0	0	0	0	0	0	0	0	14	0	0	1	0	0	1	16	42	2	1	0	0	0	0	45
21:30	0	0	0	0	0	0	0	0	14	2	0	0	0	0	0	16	30	1	0	1	0	0	0	32
21:45	0	0	0	0	0	0	0	0	10	0	0	0	0	0	0	10	24	3	0	0	0	0	0	27
22:00	0	0	0	0	0	0	0	0	12	2	0	0	0	1	0	15	24	0	0	0	1	2	0	27
22:15	0	0	0	0	0	0	0	0	16	2	0	0	0	0	0	18	36	4	0	0	1	0	1	42
22:30	0	0	0	0	0	0	0	0	14	2	0	0	0	0	0	16	47	2	0	0	0	0	0	49
22:45	0	0	0	0	0	0	0	0	10	0	0	0	0	2	0	12	34	1	0	0	0	1	0	36
23:00	0	0	0	0	0	0	0	0	6	2	0	0	0	0	0	8	24	3	0	1	0	0	0	28
23:15	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	7	36	2	0	0	0	2	0	40
23:30	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	5	31	2	0	0	0	0	0	33
23:45	0	0	0	0	0	0	0	0	3	1	0	1	0	0	0	5	47	1	1	0	0	1	0	50

Start Time	Rolling Hour							Total	Rolling Hour							Total	Rolling Hour							Total
00:00	0	0	0	0	0	0	0	0	8	1	0	1	0	0	0	10	67	7	2	0	2	0	0	78
00:15	0	0	0	0	0	0	0	0	3	3	0	1	0	0	0	7	55	5	0	0	2	0	0	62
00:30	0	0	0	0	0	0	0	0	5	3	0	0	0	0	0	8	57	4	1	0	1	0	0	63
00:45	0	0	0	0	0	0	0	0	5	3	0	0	0	1	0	9	57	2	1	0	1	0	0	61
01:00	0	0	0	0	0	0	0	0	6	2	0	0	0	1	0	9	63	2	1	0	0	0	0	66
01:15	0	0	0	0	0	0	0	0	6	0	0	0	0	1	0	7	75	1	1	1	1	0	0	79
01:30	0	0	0	0	0	0	0	0	4	0	0	0	0	1	0	5	66	2	0	1	1	0	0	70
01:45	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	6	79	6	1	2	2	0	0	90
02:00	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	6	85	7	1	3	2	0	0	98
02:15	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4	77	8	1	2	1	0	0	89
02:30	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4	93	8	2	4	1	0	0	108
02:45	0	0	0	0	0	0	0	0	3	1	0	1	0	0	0	5	73	5	1	3	0	0	0	82
03:00	0	0	0	0	0	0	0	0	2	1	0	1	0	0	0	4	70	3	1	2	0	0	0	76
03:15	0	0	0	0	0	0	0	0	4	1	0	1	0	0	0	6	74	3	1	2	0	0	0	80
03:30	0	0	0	0	0	0	0	0	4	1	0	1	0	0	0	6	61	5	0	0	1	0	0	67
03:45	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	4	69	6	2	2	1	0	0	80
04:00	0	0	0	0	0	0	0	0	4	1	0	0	0	0	0	5	64	9	4	4	1	0	0	82
04:15	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	4	62	11	6	4	1	0	0	84
04:30	0	0	0	0	0	0	0	0	8	3	0	0	0	0	0	11	59	10	7	4	0	0	0	80
04:45	0	0	0	0	0	0	0	0	14	2	0	0	0	0	0	16	65	15	6	2	0	0	0	88
05:00	0	0	0	0	0	0	0	0	17	4	0	0	0	0	0	21	69	19	5	1	0	0	0	94
05:15	0	0	0	0	0	0	0	0	24	5	1	1	0	0	0	31	71	25	5	2	1	1	0	105
05:30	0	0	0	0	0	0	0	0	24	5	1	4	0	0	0	34	84	37	6	3	2	1	0	133
05:45	0	0	0	0	0	0	0	0	28	7	1	4	0	0	0	40	103	44	6	8	2	2	0	165
06:00	0	0	0	0	0	0	0	0	34	9	1	4	0	0	0	48	106	48	7	9	2	3	0	175
06:15	0	0	0	0	0	0	0	0	42	11	0	4	0	0	1	58	126	61	7	14	2	3	0	213
06:30	0	0	0	0	0	0	0	0	51	16	1	1	0	0	1	70	140	64	5	17	1	5	1	233
06:45	0	0	0	0	0	0	0	0	66	18	2	1	0	1	1	89	148	73	7	15	2	5	1	251
07:00	0	0	0	0	0	0	0	0	84	22	3	4	3	3	1	120	182	85	9	17	2	5	1	301
07:15	0	0	0	0	0	0	0	0	100	29	5	3	3	3	0	143	200	76	9	14	1	4	1	305
07:30	0	0	0	0	0	0	0	0	125	32	5	4	8	3	0	177	233	84	16	10	1	6	0	350
07:45	0	0	0	0	0	0	0	0	132	38	4	5	9	2	0	190	238	77	16	11	0	5	0	347
08:00	0	0	0	0	0	0	0	0	132	37	5	3	6	0	0	183	241	65	15	9	0	4	0	334
08:15	0	0	0	0	0	0	0	0	130	31	4	5	6	1	1	178	253	73	15	11	1	4	0	357
08:30	0	0	0	1	0	0	0	1	116	24	5	4	1	1	1	152	249	63	11	13	1	0	0	337
08:45	0	0	0	1	0	0	0	1	101	20	5	4	0	1	1	132	254	55	12	11	2	0	0	334
09:00	0	0	0	1	0	0	0	1	85	17	3	3	0	2	1	111	240	57	12	11	3	2	0	325
09:15	0	0	0	1	0	0	0	1	81	17	3	1	1	1	0	104	218	47	12	10	3	2	1	293
09:30	0	0	0	0	0	0	0	0	73	20	1	2	1	1	1	99	194	48	13	12	4	2	3	276
09:45	0	0	0	0	0	0	0	0	77	25	1	3	2	1	1	110	197	53	14	11	5	3	3	286
10:00	0	0	1	0	0	0	0	1	83	25	1	4	2	0	1	116	241	57	11	12	4	3	3	331
10:15	0	0	1	0	0	0	0	1	76	24	0	4	1	0	2	107	249	60	10	9	3	4	2	337
10:30	0	0	1	0	0	0	0	1	74	21	0	3	1	0	1	100	262	56	9	7	3	5	1	343
10:45	0	0	1	1	0	0	0	2	84	12	0	1	0	0	1	98	262	50	5	7	1	6	1	332
11:00	0	0	0	1	0	0	0	1	92	13	1	1	0	0	1	108	238	46	10	5	1	4	1	305
11:15	0	0	0	1	0	0	0	1	95	12	4	1	0	0	0	112	245	43	15	4	1	4	1	313
11:30	1	0	0	1	0	0	0	2	106	15	4	1	0	1	0	127	244	39	17	4	1	4	0	309
11:45	1	0	0	0	0	0	0	1	93	17	6	1	0	2	0	119	244	44	16	8	1	2	1	316
12:00	1	0	1	0	0	0	0	2	95	23	5	1	0	3	0	127	261	48	13	10	1	3	1	337
12:15	2	0	1	0	0	0	0	3	107	22	3	2	1	3	0	138	272	52	10	14	1	5	1	355
12:30	1	0	1	0	0	0	0	2	106	19	4	2	1	3	0	135	289	59	5	16	1	5	1	376
12:45	1	0	1	0	0	0	0	2	114	20	3	4	1	2	0	144	294	58	7	15	2	5	1	382
13:00	1	0	0	0	0	0	0	1	107	16	3	3	1	1	0	131	289	54	6	15	2	5	1	372
13:15	0	0	0	0	0	0	0	0	95	19	3	3	2	1	0	123	294	52	7	14	2	5	1	375
13:30	0	0	0	0	0	0	0	0	88	22	2	4	2	0	0	118	299	43	7	14	1	6	1	371
13:45	0	0	0	0	0	0	0	0	88	19	2	4	4	1	0	118	297	43	7	13	3	7	0	370
14:00	0	0	0	0	0	0	0	0	95	18	3	4	4	1	0	125	305	43	8	11	3	8	0	378
14:15	0	0	0	0	0	0	0	0	99	15	3	5	4	2	0	128	287	41	6	11	6	6	0	357
14:30	0	0	0	0	0	0	0	0	110	16	4	4	4	2	0	140	294	48	8	8	6	6	0	370
14:45	0	0	0	0	0	0	0	0	127	19	4	2	2	2	0	156	314	47	8	7	3	6	0	385
15:00	0	0	0	0	0	0	0	0	139	16	3	4	4	2	0	168	314	44	7	10	3	5	0	383
15:15	0	0	0	0	0	0	0	0	128	24	3	3	3	1	0	162	321	45	7	9	0	7	0	389
15:30	0	0	0	0	0	0	0	0	135	22	3	5	4	1	0	170	308	49	6	13	0	5	0	381
15:45	0	0	0	0	0	0	0	0	132	20	2	6	4	1	0	165	329	57	4	13	0	7	0	410
16:00	0	0	0	0	0	0	0	0	124	25	2	4	2	1	0	158	364	63	4	11	1	7	1	451
16:15	0	0	0	0	0	0	0	0	158	20	1	3	1	1	2	186	439	68	3	12	1	6	1	530
16:30	0	0	0	0	0	0	0	0	150	23	1	2	0	2	2	180	498	72	2	8	1	6	2	589
16:45	0	0	0	0	0	0	0	0	156	24	2	1	0	3	3	189	553	66	2	6	1	8	4	640
17:00	0	0	0	0	0	0	0	0	172	20	3	1	0	5	3	204	554	68	2	4	0	10	3	641
17:15	0	0	0	0	0	0	0	0	173	17	3	1	0	7	5	206	535	61	1	2	1	13	4	617
17:30	0	0	0	0	0	0	0	0	193	17	3	0	0	7	5	225	559	53	1	2	1	18	4	638
17:45	0	0	0	0	0	0	0	0	188	21	3	1	0	6	4	223	542	52	1	3	1	17	7	623
18:00	0	0	0	0	0	0	0	0	169	20	2	2	0	5	5	203	542	51	1	3	3	17	8	625
18:15	0	0	0	0	0	0	0	0	151	19	2	2	0	3	1	178	518	44	1	3	3	15	7	591
18:30	0	0	0	0	0	0	0	0	151	20	1	2	0	3	1	178	433	36	1	2	3	11	6	492
18:45	0	0	0	0	0	0	0	0	130	17	0	1	0	2	2	152	357	33	1	1	4	8	1	405
19:00	0	0	0	0	0	0	0	0	118	15	0	0	0	1	1	135	290	21	0	2	3	6	1	323
19:15	0	0	0	0	0	0	0	0	102	14	0	1	0	3	1	121	266	27	0	1	2	3	1	300
19:30	0	0	0	0	0	0	0	0	71	7	1	1	0	2	1	83	240	26	0	2	2	2	1	273
19:45	0	0	0	0	0	0	0	0	67	4	1	1	0	3	0	76	211	24	0	3	1	2	1	242
20:00	0	0	0	0	0	0	0	0	63	4	1	1	0	3	0	72	196	23	0	2	1	2	0	224
20:15	0	0	0	0	0	0	0	0	59	5	1	0	0	1	0	66	150	15	0	2	1	3	0	171
20:30	0	0	0	0	0	0	0	0	55	4	0	1	0	1	1	62	148	13	1	1	1	3	0	167
20:45	0	0	0	0	0	0	0	0	53	4	0	1	0	0	1	59	142	8	1	1	1	2	0	155
21:00	0	0	0	0	0	0	0	0	49	3	0	1	0	0	1	54	127	7	1	1	0	1	0	137
21:15	0	0	0	0	0	0	0	0	50	4	0	1	0	1	1	57	120	6	1	1	1	2	0	131
21:30	0	0	0	0	0	0	0	0	52	6	0	0	0	1	0	59	114	8	0	1	2	2	1	128
21:45	0	0	0	0	0	0	0	0	52	6	0	0	0	1	0	59	131	9	0	0	2	2	1	145
22:00	0	0	0	0	0	0	0	0	52	6	0	0	0	3	0	61	141	7	0	0	2	3	1	154
22:15	0	0	0	0	0	0	0	0	46	6	0	0	0	2	0	54	141	10	0	1	1	1	1	155
22:30	0	0	0	0	0	0	0	0	37	4	0	0	0	2	0	43	141	8	0	1	0	3	0	153
22:45	0	0	0	0	0	0	0	0	28	2	0	0	0	2	0	32	125	8	0	1	0	3	0	137
23:00	0	0	0	0	0	0	0	0	21	3	0	1	0	0	0	25	138	8	1	1	0	3	0	151

Intelligent Data Collection Limited

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

Date of Survey: 10.07.2018
Junction Name: A38 Bristol Road / A368 Bath Road / A38 New Road / A368 Dinghurst Road
Junction Type: Crossroads

Arm A: A38 Bristol Road (E)
Arm B: A368 Bath Road (E)
Arm C: A38 New Road (S)
Arm D: A368 Dinghurst Road (W)

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

Start Time	Rolling Hour							Total	Rolling Hour							Total	Rolling Hour							Total
00:00	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	1	0	7	0	0	0	8
00:15	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	7	0	0	0	7
00:30	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	6
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	5
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	0	0	0	7
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	6
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	5
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3
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	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	2	0	0	0	0	0	0	2
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3
03:30	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3
03:45	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	2	0	0	1	0	0	0	3
04:00	1	0	0	1	0	0	0	2	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	2
04:15	1	0	0	4	0	0	0	5	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	3
04:30	1	0	0	3	0	0	0	4	0	0	0	0	0	0	0	0	3	0	1	2	0	0	0	6
04:45	2	0	1	3	0	0	0	6	0	0	0	0	0	0	0	0	3	0	1	2	0	0	0	6
05:00	2	0	1	4	0	0	0	7	0	0	0	0	0	0	0	0	3	0	1	2	0	0	0	6
05:15	2	1	2	1	0	0	0	6	0	0	0	0	0	0	0	0	4	0	0	1	0	0	0	5
05:30	4	2	2	1	0	0	0	9	0	0	0	0	0	0	0	0	3	0	0	1	0	0	0	4
05:45	5	4	1	1	0	0	0	11	0	0	0	0	0	0	0	0	4	4	0	2	0	0	1	11
06:00	4	5	1	2	0	0	0	12	0	0	0	0	0	0	0	0	7	5	0	4	0	0	1	17
06:15	6	6	0	2	0	0	0	14	0	0	0	0	0	0	0	0	10	5	0	5	0	0	1	21
06:30	7	6	0	5	0	2	0	20	0	0	0	0	0	0	0	0	11	5	1	10	0	0	2	29
06:45	6	6	0	8	0	2	0	22	0	0	0	0	0	0	0	0	17	2	2	10	0	0	1	32
07:00	13	8	1	8	0	2	0	32	0	0	0	0	0	0	0	0	22	3	2	8	0	0	1	36
07:15	13	8	1	9	0	2	0	33	0	0	0	0	0	0	0	0	26	4	4	7	0	0	1	42
07:30	17	10	2	6	0	0	0	35	0	0	0	0	0	0	0	0	28	5	5	5	0	0	0	43
07:45	20	12	2	5	0	0	0	39	0	0	0	0	0	0	0	0	26	6	5	9	0	0	0	46
08:00	22	11	1	8	0	0	0	42	0	0	0	0	0	0	0	0	31	7	6	11	0	0	0	55
08:15	23	12	1	8	0	0	0	44	0	0	0	0	0	0	0	0	29	8	4	13	0	0	0	54
08:30	24	9	1	8	0	0	0	42	0	0	0	0	0	0	0	0	28	9	2	10	0	0	0	49
08:45	25	7	1	8	0	0	0	41	0	0	0	0	0	0	0	0	24	8	2	7	0	0	0	41
09:00	20	7	1	6	0	0	0	34	0	0	0	0	0	0	0	0	13	8	1	7	1	0	0	30
09:15	21	5	1	7	0	0	0	34	0	0	0	0	0	0	0	0	13	7	2	6	1	0	0	29
09:30	15	9	1	8	0	0	4	37	0	0	0	0	0	0	0	0	19	8	2	8	1	0	0	38
09:45	11	8	2	9	0	0	4	34	0	0	0	0	0	0	0	0	24	8	1	6	1	0	0	40
10:00	11	8	3	10	0	0	4	36	0	0	0	0	0	0	0	0	28	6	3	7	0	0	0	44
10:15	14	9	3	13	1	1	4	45	0	0	0	0	0	0	0	0	28	5	2	10	0	0	0	45
10:30	16	8	2	14	1	2	0	43	0	0	0	0	0	0	0	0	21	4	3	9	0	0	0	37
10:45	19	8	1	13	1	2	0	44	0	0	0	0	0	0	0	0	22	3	6	12	0	0	0	43
11:00	20	9	2	11	2	2	0	46	0	0	0	0	0	0	0	0	23	4	4	9	0	0	0	40
11:15	15	9	2	7	1	1	0	35	0	0	0	0	0	0	0	0	22	4	4	6	0	0	0	36
11:30	15	6	2	6	1	0	0	30	0	0	0	0	0	0	0	0	25	7	3	6	0	1	0	42
11:45	19	6	2	7	1	0	0	35	0	0	0	0	0	0	0	0	25	7	1	3	1	2	0	39
12:00	20	3	1	6	0	0	0	30	0	0	0	0	0	0	0	0	25	6	1	5	1	2	0	40
12:15	21	3	2	7	0	0	0	33	0	0	0	0	0	0	0	0	25	7	1	5	1	2	0	41
12:30	19	6	2	10	0	0	0	37	0	0	0	0	0	0	0	0	24	2	2	5	1	1	0	35
12:45	17	7	4	7	0	0	0	35	0	0	0	0	0	0	0	0	22	6	1	8	0	0	0	37
13:00	16	7	3	12	0	0	0	38	0	0	0	0	0	0	0	0	27	5	2	8	0	0	0	42
13:15	16	5	2	14	0	1	0	38	0	0	0	0	0	0	0	0	32	8	2	8	0	0	0	50
13:30	20	5	2	12	0	1	0	40	0	0	0	0	0	0	0	0	32	9	1	9	0	1	0	52
13:45	16	5	1	15	0	1	0	38	0	0	0	0	0	0	0	0	33	5	6	5	0	1	0	50
14:00	14	5	3	12	0	1	0	35	0	0	0	0	0	0	0	0	23	6	5	7	0	1	0	42
14:15	13	7	4	11	0	0	0	35	0	0	0	0	0	0	0	0	20	4	5	8	0	1	0	38
14:30	10	4	6	12	0	0	0	32	0	0	0	0	0	0	0	0	24	6	6	7	0	0	0	43
14:45	14	4	5	10	0	0	0	33	0	0	0	0	0	0	0	0	24	7	1	8	0	0	0	40
15:00	13	6	3	7	0	0	0	29	0	0	0	0	0	0	0	0	29	10	1	4	0	1	0	45
15:15	14	5	3	6	0	0	0	28	0	0	0	0	0	0	0	0	26	10	2	3	0	1	0	42
15:30	15	5	2	3	0	0	0	25	0	0	0	0	0	0	0	0	23	14	2	3	1	1	0	44
15:45	11	3	3	2	0	0	0	19	0	0	0	0	0	0	0	0	21	14	2	2	1	1	0	41
16:00	11	1	3	3	0	0	0	18	0	0	0	0	0	0	0	0	19	10	3	2	1	1	0	36
16:15	11	2	2	2	1	0	0	18	0	0	0	0	0	0	0	0	26	11	2	1	1	1	0	42
16:30	17	2	1	2	1	0	0	23	0	0	0	0	0	0	0	0	31	7	1	0	0	1	0	40
16:45	19	2	0	2	1	0	0	24	0	0	0	0	0	0	0	0	36	9	1	0	0	1	0	47
17:00	22	4	0	1	1	0	0	28	0	0	0	0	0	0	0	0	39	12	0	0	0	0	0	51
17:15	23	3	0	0	0	0	0	26	0	0	0	0	0	0	0	0	33	12	0	1	0	0	0	46
17:30	17	4	0	1	0	0	0	22	0	0	0	0	0	0	0	0	23	10	0	1	0	0	0	34
17:45	17	4	0	1	0	0	1	23	0	0	0	0	0	0	0	0	20	7	0	2	0	0	0	29
18:00	16	3	1	1	0	0	1	22	0	0	0	0	0	0	0	0	16	4	0	2	0	0	0	22
18:15	14	2	1	1	0	0	1	19	0	0	0	0	0	0	0	0	21	2	0	1	0	0	7	31
18:30	14	2	1	0	0	0	1	18	0	0	0	0	0	0	0	0	21	2	0	1	0	0	7	31
18:45	12	2	1	0	0	0	0	15	0	0	0	0	0	0	0	0	18	3	0	0	0	0	7	28
19:00	10	3	0	0	0	0	0	13	0	0	0	0	0	0	0	0	20	4	1	0	0	0	8	33
19:15	11	3	0	0	0	0	0	14	0	0	0	0	0	0	0	0	12	3	1	0	0	0	1	17
19:30	8	2	0	0	0	0	0	10	0	0	0	0	0	0	0	0	13	2	1	1	0	0	1	18
19:45	7	2	0	0	0	0	0	9	0	0	0	0	0	0	0	0	11	1	1	1	0	0	2	16
20:00	5	0	1	0	0	0	0	6	0	0	0	0	0	0	0	0	7	0	0	1	0	1	1	10
20:15	2	0	1	0	0	0	0	3	0	0	0	0	0	0	0	0	8	1	0	1	0	1	1	12
20:30	5	0	1	0	0	0	0	6	0	0	0	0	0	0	0	0	9	1	0	0	0	1	1	12
20:45	5	0	1	0	0	0	0	6	0	0	0	0	0	0	0	0	9	2	0	0	0	1	0	12
21:00	7	1	0	0	0	0	0	8	0	0	0	0	0	0	0	0	10	3	0	0	0	0	0	13
21:15	7	2	0	0	0	0	0	9	0	0	0	0	0	0	0	0	7	2	0	0	0	0	0	9
21:30	6	2	0	2	0	0	0	10	0	0	0	0	0	0	0	0	6	3	0	0	0	0	0	9
21:45	8	2	0	2	0	0	0	12	0	0	0	0	0	0	0	0	6	2	0	0	0	0	0	8
22:00	6	1	0	2	0	1	0	10	0	0	0	0	0	0	0	0	4	1	0	2	0	0	0	7
22:15	9	0	0	3	0	1	0	13	0	0	0	0	0	0	0	0	4	1	0	4	0	0	0	9
22:30	6	0	0	1	0	1	0	8	0	0	0	0	0	0	0	0	4	0	0	5	0	0	0	9
22:45	3	0	0	3	0	1	0	7	0	0	0	0	0	0	0	0	4	0	0	5	0	0	0	9
23:00	3	0	0	4	0	0	0	7	0	0	0	0	0	0	0	0	3	0	0	5	0	0	0	8

Intelligent Data Collection Limited

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

Date of Survey: 10.07.2018
Junction Name: A38 Bristol Road / A368 Bath Road / A38 New Road / A368 Dinghurst Road
Junction Type: Crossroads

Arm A: A38 Bristol Road (E)
Arm B: A368 Bath Road (E)
Arm C: A38 New Road (S)
Arm D: A368 Dinghurst Road (W)

	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	2	0	0	0	0	0	0	2	1	0	0	1	0	0	0	2								0
00:15	6	0	0	0	0	0	0	6	0	0	0	1	0	0	0	1								0
00:30	2	2	1	0	0	0	0	5	1	0	0	0	0	0	0	1								0
00:45	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0								0
01:00	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1								0
01:15	3	1	0	0	0	0	0	4	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	2	0	0	0	0	0	0	2	0	0	0	1	0	0	0	1								0
02:00	0	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	1	0	0	0	1								0
02:30	2	0	0	0	0	0	0	2	0	1	0	0	0	1	0	2								0
02:45	0	0	0	0	0	0	0	0	0	3	1	0	0	0	0	4								0
03:00	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	3								0
03:15	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	2								0
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0								0
03:45	1	0	0	0	0	0	0	1	0	2	0	0	0	0	0	2								0
04:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1								0
04:15	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1								0
04:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1								0
04:45	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0								0
05:00	1	1	0	0	0	0	0	2	0	0	0	1	0	0	0	1								0
05:15	2	1	0	0	0	0	0	3	0	2	0	0	0	0	0	2								0
05:30	5	1	0	0	0	0	0	6	0	0	0	0	0	0	0	0								0
05:45	4	2	1	0	0	0	0	7	4	1	0	1	0	0	0	6								0
06:00	12	0	0	1	0	0	0	13	3	0	0	2	0	0	0	5								0
06:15	11	1	1	1	0	1	0	15	1	0	0	1	0	0	0	2								0
06:30	6	2	0	0	0	0	0	8	6	3	0	0	0	0	0	9								0
06:45	15	1	0	1	0	0	0	17	2	0	1	0	0	0	0	3								0
07:00	9	2	0	1	0	2	0	14	9	9	1	0	1	0	0	20								0
07:15	14	5	0	0	0	0	0	19	8	2	0	0	0	0	0	10								0
07:30	13	4	0	1	0	0	0	18	8	2	0	1	0	0	0	11								0
07:45	16	8	0	0	1	0	0	25	9	1	0	0	0	0	0	10								0
08:00	26	1	2	1	1	0	0	31	13	0	2	1	0	0	0	16								0
08:15	28	5	0	0	0	0	0	33	9	3	0	0	0	0	0	12								0
08:30	15	2	1	0	0	0	0	18	16	2	1	0	0	0	0	19								0
08:45	11	3	0	0	0	0	0	14	12	4	1	0	0	0	0	17								0
09:00	13	1	0	0	0	0	0	14	12	4	1	0	0	0	0	17								0
09:15	18	2	0	0	0	0	0	20	14	4	1	0	0	0	0	19								0
09:30	18	1	0	0	0	0	0	19	9	1	0	0	0	1	0	11								0
09:45	10	3	0	0	0	0	0	13	12	4	1	1	0	0	0	18								0
10:00	16	0	0	1	2	0	0	19	13	1	0	0	0	0	0	14								0
10:15	23	6	1	0	2	0	0	32	9	2	3	2	0	0	0	16								0
10:30	18	4	0	0	0	1	0	23	10	2	0	2	0	0	0	14								0
10:45	16	3	1	0	0	0	0	20	7	2	1	1	0	0	0	11								0
11:00	14	3	0	0	0	0	1	18	15	1	0	0	0	0	0	16								0
11:15	13	4	1	0	0	0	1	19	8	3	0	1	0	0	0	12								0
11:30	16	4	0	1	0	0	1	22	12	3	1	0	0	1	0	17								0
11:45	16	2	0	0	0	0	0	18	10	3	1	0	0	0	0	14								0
12:00	14	5	0	0	0	1	1	21	9	4	0	0	0	0	0	13								0
12:15	4	7	0	0	0	0	0	11	8	2	0	0	0	0	0	10								0
12:30	16	1	2	0	0	1	0	20	6	1	0	2	0	0	0	9								0
12:45	20	4	0	1	0	0	2	27	10	1	0	2	0	0	0	13								0
13:00	19	2	0	2	0	1	0	24	9	2	0	5	0	0	0	16								0
13:15	15	6	0	0	0	0	0	21	9	2	0	1	0	0	0	12								0
13:30	15	2	0	0	0	0	0	17	8	3	1	1	0	0	0	13								0
13:45	11	4	1	0	0	0	0	16	11	2	0	0	0	0	0	13								0
14:00	20	7	0	0	0	0	1	28	9	4	1	0	0	1	0	15								0
14:15	13	3	0	0	0	1	0	17	6	6	0	0	0	0	0	12								0
14:30	12	4	1	0	0	2	0	19	7	0	0	1	0	0	0	8								0
14:45	11	2	2	0	0	0	0	15	4	1	0	1	0	0	0	6								0
15:00	16	3	0	1	1	1	0	22	11	5	0	0	0	0	0	16								0
15:15	15	9	0	1	0	0	0	25	8	2	0	1	0	0	0	11								0
15:30	20	5	0	2	0	0	0	27	18	8	0	1	0	0	0	27								0
15:45	24	9	0	4	0	0	0	37	19	5	0	0	0	0	0	24								0
16:00	19	9	1	2	0	0	0	31	18	5	0	2	0	0	0	25								0
16:15	17	12	0	0	0	0	0	29	18	6	0	1	0	0	0	25								0
16:30	33	19	0	1	2	1	0	56	21	4	0	1	0	0	0	26								0
16:45	28	15	0	0	1	1	0	45	18	12	1	0	0	0	0	31								0
17:00	28	13	1	0	0	0	0	42	20	6	0	0	0	0	0	26								0
17:15	32	10	0	1	0	0	1	44	27	10	0	1	0	0	0	38								0
17:30	36	7	0	0	0	2	1	46	27	3	0	0	0	0	0	30								0
17:45	38	6	0	0	0	0	0	44	22	5	0	1	0	1	0	29								0
18:00	72	4	0	0	0	0	0	76	26	2	0	0	0	0	0	28								0
18:15	29	2	0	0	0	0	0	31	12	0	0	0	0	1	0	13								0
18:30	30	2	0	0	0	0	0	32	16	3	1	0	0	1	0	21								0
18:45	14	3	0	0	0	2	0	19	7	2	0	1	0	0	0	10								0
19:00	17	3	0	0	0	0	0	20	10	0	0	0	0	0	0	10								0
19:15	6	1	0	0	0	0	0	7	4	1	0	0	0	0	0	5								0
19:30	12	1	0	0	0	0	0	13	5	1	0	1	0	1	2	10								0
19:45	7	4	0	0	0	2	0	13	6	0	0	0	0	0	0	6								0
20:00	8	0	1	0	0	0	0	9	4	1	0	0	0	0	0	5								0
20:15	9	2	1	0	0	0	0	12	2	0	0	1	0	0	1	4								0
20:30	10	1	0	0	0	0	0	11	1	0	0	0	0	0	1	2								0
20:45	8	1	0	0	0	3	0	12	5	0	0	0	0	0	0	5								0
21:00	2	3	0	0	0	0	0	5	3	1	0	0	0	0	0	4								0
21:15	8	1	0	0	0	0	0	9	2	0	0	0	0	0	0	2								0
21:30	4	0	0	0	0	0	0	4	2	0	0	1	0	0	0	3								0
21:45	5	0	0	0	0	0	0	5	3	1	0	1	0	0	0	5								0
22:00	3	1	0	0	0	0	0	4	2	0	0	0	0	0	0	2								0
22:15	4	0	0	0	0	0	0	4	3	0	0	0	0	0	0	3								0
22:30	3	0	0	0	1	0	0	4	1	0	0	0	0	0	0	1								0
22:45	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0								0
23:00	4	0	0	0	0	0	0	4	3	0	0	1	0	0	0	4								0
23:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1								0
23:30	3	1	0	1	0	0	0	5	1	0	0	1	0	0	0	2								0
23:45	2	0	0	0	0	0	0	2	3	0	0	0	0	0	0	3								0

Start Time	Rolling Hour							Total	Rolling Hour							Total	Rolling Hour							Total
00:00	11	2	1	0	0	0	0	14	2	0	0	2	0	0	0	4	0	0	0	0	0	0	0	0
00:15	10	2	1	0	0	0	0	13	1	0	0	2	0	0	0	3	0	0	0	0	0	0	0	0
00:30	7	3	1	0	0	0	0	11	1	0	0	1	0	0	0	2	0	0	0	0	0	0	0	0
00:45	5	1	0	0	0	0	0	6	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0
01:00	6	1	0	0	0	0	0	7	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0
01:15	5	1	0	0	0	0	0	6	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0
01:30	3	0	0	0	0	0	0	3	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0
01:45	5	0	0	0	0	0	0	5	0	1	0	2	0	1	0	4	0	0	0	0	0	0	0	0
02:00	3	0	0	0	0	0	0	3	0	4	1	1	0	1	0	7	0	0	0	0	0	0	0	0
02:15	3	0	0	0	0	0	0	3	1	6	1	1	0	1	0	10	0	0	0	0	0	0	0	0
02:30	2	0	0	0	0	0	0	2	1	7	1	1	0	1	0	11	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0	1	6	1	1	0	0	0	9	0	0	0	0	0	0	0	0
03:00	1	0	0	0	0	0	0	1	1	5	0	1	0	0	0	7	0	0	0	0	0	0	0	0
03:15	1	0	0	0	0	0	0	1	1	3	0	1	0	0	0	5	0	0	0	0	0	0	0	0
03:30	1	0	0	0	0	0	0	1	1	2	0	1	0	0	0	4	0	0	0	0	0	0	0	0
03:45	1	0	0	0	0	0	0	1	2	2	0	1	0	0	0	5	0	0	0	0	0	0	0	0
04:00	1	0	0	0	0	0	0	1	2	0	0	1	0	0	0	3	0	0	0	0	0	0	0	0
04:15	2	1	0	0	0	0	0	3	1	0	0	2	0	0	0	3	0	0	0	0	0	0	0	0
04:30	4	2	0	0	0	0	0	6	1	2	0	1	0	0	0	4	0	0	0	0	0	0	0	0
04:45	9	3	0	0	0	0	0	12	0	2	0	1	0	0	0	3	0	0	0	0	0	0	0	0
05:00	12	5	1	0	0	0	0	18	4	3	0	2	0	0	0	9	0	0	0	0	0	0	0	0
05:15	23	4	1	1	0	0	0	29	7	3	0	3	0	0	0	13	0	0	0	0	0	0	0	0
05:30	32	4	2	2	0	1	0	41	8	1	0	4	0	0	0	13	0	0	0	0	0	0	0	0
05:45	33	5	2	2	0	1	0	43	14	4	0	4	0	0	0	22	0	0	0	0	0	0	0	0
06:00	44	4	1	3	0	1	0	53	12	3	1	3	0	0	0	19	0	0	0	0	0	0	0	0
06:15	41	6	1	3	0	3	0	54	18	12	2	1	1	0	0	34	0	0	0	0	0	0	0	0
06:30	44	10	0	2	0	2	0	58	25	14	2	0	1	0	0	42	0	0	0	0	0	0	0	0
06:45	51	12	0	3	0	2	0	68	27	13	2	1	1	0	0	44	0	0	0	0	0	0	0	0
07:00	52	19	0	2	1	2	0	76	34	14	1	1	1	0	0	51	0	0	0	0	0	0	0	0
07:15	69	18	2	2	2	0	0	93	38	5	2	2	0	0	0	47	0	0	0	0	0	0	0	0
07:30	83	18	2	2	2	0	0	107	39	6	2	2	0	0	0	49	0	0	0	0	0	0	0	0
07:45	85	16	3	1	2	0	0	107	47	6	3	1	0	0	0	57	0	0	0	0	0	0	0	0
08:00	80	11	3	1	1	0	0	96	50	9	4	1	0	0	0	64	0	0	0	0	0	0	0	0
08:15	67	11	1	0	0	0	0	79	49	13	3	0	0	0	0	65	0	0	0	0	0	0	0	0
08:30	57	8	1	0	0	0	0	66	54	14	4	0	0	0	0	72	0	0	0	0	0	0	0	0
08:45	60	7	0	0	0	0	0	67	47	13	3	0	0	1	0	64	0	0	0	0	0	0	0	0
09:00	59	7	0	0	0	0	0	66	47	13	3	1	0	1	0	65	0	0	0	0	0	0	0	0
09:15	62	6	0	1	2	0	0	71	48	10	2	1	0	1	0	62	0	0	0	0	0	0	0	0
09:30	67	10	1	1	4	0	0	83	43	8	4	3	0	1	0	59	0	0	0	0	0	0	0	0
09:45	67	13	1	1	4	1	0	87	44	9	4	5	0	0	0	62	0	0	0	0	0	0	0	0
10:00	73	13	2	1	4	1	0	94	39	7	4	5	0	0	0	55	0	0	0	0	0	0	0	0
10:15	71	16	2	0	2	1	1	93	41	7	4	5	0	0	0	57	0	0	0	0	0	0	0	0
10:30	61	14	2	0	0	1	2	80	40	8	1	4	0	0	0	53	0	0	0	0	0	0	0	0
10:45	59	14	2	1	0	0	3	79	42	9	2	2	0	1	0	56	0	0	0	0	0	0	0	0
11:00	59	13	1	1	0	0	3	77	45	10	2	1	0	1	0	59	0	0	0	0	0	0	0	0
11:15	59	15	1	1	0	1	3	80	39	13	2	1	0	1	0	56	0	0	0	0	0	0	0	0
11:30	50	18	0	1	0	1	2	72	39	12	2	0	0	1	0	54	0	0	0	0	0	0	0	0
11:45	50	15	2	0	0	2	1	70	33	10	1	2	0	0	0	46	0	0	0	0	0	0	0	0
12:00	54	17	2	1	0	2	3	79	33	8	0	4	0	0	0	45	0	0	0	0	0	0	0	0
12:15	59	14	2	3	0	2	2	82	33	6	0	9	0	0	0	48	0	0	0	0	0	0	0	0
12:30	70	13	2	3	0	2	2	92	34	6	0	10	0	0	0	50	0	0	0	0	0	0	0	0
12:45	69	14	0	3	0	1	2	89	36	8	1	9	0	0	0	54	0	0	0	0	0	0	0	0
13:00	60	14	1	2	0	1	0	78	37	9	1	7	0	0	0	54	0	0	0	0	0	0	0	0
13:15	61	19	1	0	0	0	1	82	37	11	2	2	0	1	0	53	0	0	0	0	0	0	0	0
13:30	59	16	1	0	0	1	1	78	34	15	2	1	0	1	0	53	0	0	0	0	0	0	0	0
13:45	56	18	2	0	0	3	1	80	33	12	1	1	0	1	0	48	0	0	0	0	0	0	0	0
14:00	56	16	3	0	0	3	1	79	26	11	1	2	0	1	0	41	0	0	0	0	0	0	0	0
14:15	52	12	3	1	1	4	0	73	28	12	0	2	0	0	0	42	0	0	0	0	0	0	0	0
14:30	54	18	3	2	1	3	0	81	30	8	0	3	0	0	0	41	0	0	0	0	0	0	0	0
14:45	62	19	2	4	1	1	0	89	41	16	0	3	0	0	0	60	0	0	0	0	0	0	0	0
15:00	75	26	0	8	1	1	0	111	56	20	0	2	0	0	0	78	0	0	0	0	0	0	0	0
15:15	78	32	1	9	0	0	0	120	63	20	0	4	0	0	0	87	0	0	0	0	0	0	0	0
15:30	80	35	1	8	0	0	0	124	73	24	0	4	0	0	0	101	0	0	0	0	0	0	0	0
15:45	93	49	1	7	2	1	0	153	76	20	0	4	0	0	0	100	0	0	0	0	0	0	0	0
16:00	97	55	1	3	3	2	0	161	75	27	1	4	0	0	0	107	0	0	0	0	0	0	0	0
16:15	106	59	1	1	3	2	0	172	77	28	1	2	0	0	0	108	0	0	0	0	0	0	0	0
16:30	121	57	1	2	3	2	1	187	86	32	1	2	0	0	0	121	0	0	0	0	0	0	0	0
16:45	124	45	1	1	1	3	2	177	92	31	1	1	0	0	0	125	0	0	0	0	0	0	0	0
17:00	134	36	1	1	0	2	2	176	96	24	0	2	0	1	0	123	0	0	0	0	0	0	0	0
17:15	178	27	0	1	0	2	2	210	102	20	0	2	0	1	0	125	0	0	0	0	0	0	0	0
17:30	175	19	0	0	0	2	1	197	87	10	0	1	0	2	0	100	0	0	0	0	0	0	0	0
17:45	169	14	0	0	0	0	0	183	76	10	1	1	0	3	0	91	0	0	0	0	0	0	0	0
18:00	145	11	0	0	0	2	0	158	61	7	1	1	0	2	0	72	0	0	0	0	0	0	0	0
18:15	90	10	0	0	0	2	0	102	45	5	1	1	0	2	0	54	0	0	0	0	0	0	0	0
18:30	67	9	0	0	0	2	0	78	37	6	1	1	0	1	0	46	0	0	0	0	0	0	0	0
18:45	49	8	0	0	0	2	0	59	26	4	0	2	0	1	2	35	0	0	0	0	0	0	0	0
19:00	42	9	0	0	0	2	0	53	25	2	0	1	0	1	2	31	0	0	0	0	0	0	0	0
19:15	33	6	1	0	0	2	0	42	19	3	0	1	0	1	2	26	0	0	0	0	0	0	0	0
19:30	36	7	2	0	0	2	0	47	17	2	0	2	0	1	3	25	0	0	0	0	0	0	0	0
19:45	34	7	2	0	0	2	0	45	13	1	0	1	0	0	2	17	0	0	0	0	0	0	0	0
20:00	35	4	2	0	0	3	0	44	12	1	0	1	0	0	2	16	0	0	0	0	0	0	0	0
20:15	29	7	1	0	0	3	0	40	11	1	0	1	0	0	2	15	0	0	0	0	0	0	0	0
20:30	28	6	0	0	0	3	0	37	11	1	0	0	0	0	1	13	0	0	0	0	0	0	0	0
20:45	22	5	0	0	0	3	0	30	12	1	0	1	0	0	0	14	0	0	0	0	0	0	0	0
21:00	19	4	0	0	0	0	0	23	10	2	0	2	0	0	0	14	0	0	0	0	0	0	0	0
21:15	20	2	0	0	0	0	0	22	9	1	0	2	0	0	0	12	0	0	0	0	0	0	0	0
21:30	16	1	0	0	0	0	0	17	10	1	0	2	0	0	0	13	0	0	0	0	0	0	0	0
21:45	15	1	0	0	1	0	0	17	9	1	0	1	0	0	0	11	0	0	0	0	0	0	0	0
22:00	13	1	0	0	1	0	0	15	6	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0
22:15	14	0	0	0	1	0	0	15	7	0	0	1	0	0	0	8	0	0	0	0	0	0	0	0
22:30	10	0	0	0	1	0	0	11	5	0	0	1	0	0	0	6	0	0	0	0	0	0	0	0
22:45	10	1	0	1	0	0	0	12	5	0	0	2	0	0	0	7	0	0	0	0	0	0	0	0
23:00	9	1	0	1	0	0	0	11	8	0	0	2	0	0	0	10	0	0	0	0	0	0	0	0

Intelligent Data Collection Limited

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

Date of Survey: 10.07.2018
Junction Name: A38 Bristol Road / A368 Bath Road / A38 New Road / A368 Dinghurst Road
Junction Type: Crossroads

Arm A: A38 Bristol Road (E)
Arm B: A368 Bath Road (E)
Arm C: A38 New Road (S)
Arm D: A368 Dinghurst Road (W)

	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	2	0	0	0	0	0	0	2	8	1	0	0	0	1	0	10	0	0	0	0	0	0	0	0
00:15	0	0	0	1	0	0	0	1	5	0	1	1	1	0	0	8	0	0	0	0	0	0	0	0
00:30	1	0	0	1	0	0	0	2	6	1	0	0	0	0	0	7	0	0	0	0	0	0	0	0
00:45	0	0	0	0	0	0	0	0	12	0	0	0	0	0	0	12	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0
01:15	1	0	0	0	0	0	0	1	8	0	0	0	0	0	0	8	0	0	0	0	0	0	0	0
01:30	0	0	0	1	0	0	0	1	8	1	0	1	1	0	0	11	0	0	0	1	0	0	0	1
01:45	1	0	0	0	0	0	0	1	7	1	0	1	0	0	0	9	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	6	1	1	0	0	0	0	8	0	0	0	0	0	0	0	0
02:15	0	0	0	1	0	0	0	1	6	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	0	0	8	2	0	0	1	0	0	11	0	0	0	0	0	0	0	0
02:45	0	0	0	1	0	0	0	1	9	0	0	0	0	0	0	9	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	9	0	0	0	0	0	0	9	0	0	0	0	0	0	0	0
03:15	0	0	0	0	0	0	0	0	14	0	0	0	0	0	0	14	0	0	0	0	0	0	0	0
03:30	1	0	0	1	0	0	0	2	32	4	0	0	1	0	0	37	0	0	0	0	0	0	0	0
03:45	0	0	0	1	0	0	0	1	29	0	0	0	0	0	0	29	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	34	5	0	0	0	0	0	39	0	0	0	0	0	0	0	0
04:15	0	0	0	0	0	0	0	0	29	0	1	1	0	0	0	31	0	0	0	0	0	0	0	0
04:30	2	1	0	0	0	0	0	3	33	4	0	0	0	2	0	39	0	0	0	0	0	0	0	0
04:45	0	0	0	0	0	0	0	0	26	2	0	0	0	0	0	28	1	0	0	0	0	0	0	1
05:00	1	0	0	0	0	0	0	1	34	4	0	1	0	0	0	39	0	0	0	0	0	0	0	0
05:15	4	1	0	0	0	0	0	5	34	2	0	2	0	0	0	38	2	0	0	0	0	0	0	2
05:30	5	0	0	0	0	0	0	5	50	5	0	0	1	0	1	57	0	0	0	0	0	0	0	0
05:45	5	1	0	1	0	0	0	7	49	3	0	2	1	1	0	56	0	0	0	0	0	0	0	0
06:00	3	0	0	0	0	0	0	3	52	7	1	0	0	3	0	63	0	0	0	0	0	0	0	0
06:15	4	1	0	0	0	0	0	5	55	12	3	0	0	2	0	72	2	0	0	1	0	0	0	3
06:30	4	1	0	0	0	0	0	5	88	17	1	4	0	0	0	110	0	1	0	2	0	0	0	3
06:45	13	2	1	1	0	0	0	17	91	26	0	5	1	1	0	124	3	1	0	0	0	0	0	4
07:00	8	10	1	0	0	0	0	19	97	33	2	2	0	0	0	134	2	0	0	0	0	0	0	2
07:15	11	5	0	0	0	0	0	16	114	23	1	2	0	1	2	143	4	2	0	1	0	0	0	7
07:30	13	6	0	0	0	0	0	19	130	25	1	2	0	3	0	161	5	0	1	1	0	0	0	7
07:45	21	4	1	0	0	0	0	26	138	17	1	3	0	4	1	164	12	3	0	0	0	0	1	16
08:00	11	4	2	0	0	0	0	17	157	17	3	3	1	3	0	184	12	0	0	0	0	0	0	12
08:15	16	3	0	0	0	0	0	19	104	19	0	2	0	3	0	128	12	1	0	0	0	0	0	13
08:30	21	2	0	1	0	1	1	26	117	16	3	5	0	2	0	143	8	0	0	0	0	0	0	8
08:45	12	4	1	0	0	0	0	17	110	18	4	2	0	2	0	136	6	0	0	0	0	0	0	6
09:00	19	2	0	0	0	0	0	21	106	10	3	3	0	2	0	124	10	4	0	0	1	0	0	15
09:15	14	2	0	1	0	0	0	17	87	19	3	4	2	0	1	116	4	0	0	0	0	0	0	4
09:30	9	2	0	1	0	0	0	12	77	12	1	3	2	0	0	95	8	2	1	1	0	0	0	12
09:45	13	2	0	0	0	0	0	15	77	9	4	4	0	0	0	94	3	1	1	0	0	0	0	5
10:00	8	6	0	0	0	0	0	14	75	13	1	5	0	0	1	95	5	2	0	3	0	0	0	10
10:15	8	2	0	0	0	1	0	11	72	9	3	1	1	0	0	86	1	0	0	0	0	0	0	1
10:30	14	2	1	0	0	0	0	17	84	19	1	2	0	0	0	106	2	2	0	1	0	0	0	5
10:45	6	4	4	2	0	0	0	16	85	14	5	2	0	1	0	107	6	1	0	0	0	0	0	7
11:00	7	4	0	2	0	0	0	13	84	16	2	4	1	0	0	107	3	0	1	0	0	0	0	4
11:15	6	3	1	0	0	0	0	10	65	5	3	3	0	0	0	76	5	2	1	0	0	0	0	8
11:30	13	4	0	2	0	0	0	19	77	12	1	4	1	0	0	95	5	3	0	0	0	0	0	8
11:45	7	3	0	2	0	0	0	12	67	13	5	0	0	1	0	86	5	2	1	2	0	0	0	10
12:00	9	4	1	0	0	0	0	14	71	13	1	1	0	2	0	88	3	0	0	0	0	0	0	3
12:15	4	1	0	1	0	0	1	7	59	10	0	3	0	1	0	73	5	0	0	2	0	0	0	7
12:30	10	2	0	0	0	0	0	12	80	6	2	0	0	2	0	90	4	0	1	1	0	0	0	6
12:45	10	1	1	0	0	0	0	12	56	12	4	1	0	0	1	74	3	0	1	0	0	0	0	4
13:00	11	4	0	0	0	0	0	15	62	9	4	2	1	1	0	79	4	1	1	0	0	0	0	6
13:15	6	4	1	1	0	0	0	12	62	11	1	5	0	0	0	79	5	1	1	0	0	1	0	8
13:30	7	3	0	0	0	0	0	10	88	13	1	7	2	1	1	113	3	1	0	0	0	0	0	4
13:45	7	3	1	0	0	0	0	11	80	3	3	2	0	1	2	91	3	2	1	1	0	0	0	7
14:00	8	2	0	0	0	0	0	10	59	15	2	0	1	3	0	80	9	2	0	0	0	0	0	11
14:15	8	0	0	0	0	0	0	8	77	16	2	0	0	1	1	97	7	0	0	0	0	0	0	7
14:30	5	5	0	0	0	0	0	10	80	10	2	1	1	2	0	96	5	1	1	1	0	0	0	8
14:45	5	4	0	0	0	0	0	9	75	17	2	3	2	0	0	99	10	0	0	0	0	0	0	10
15:00	12	1	0	0	0	0	0	13	67	14	4	3	0	0	0	88	7	0	0	0	0	0	0	7
15:15	8	2	2	1	0	0	0	13	96	9	1	6	0	3	2	117	5	1	0	2	0	0	0	8
15:30	7	5	0	0	0	0	2	14	90	14	1	2	1	4	0	112	4	1	0	4	0	0	0	9
15:45	4	1	0	1	0	0	0	6	66	14	2	2	0	1	0	85	7	1	1	2	0	0	0	11
16:00	14	6	0	0	0	0	0	20	94	19	2	0	1	0	0	116	5	2	0	1	0	0	0	8
16:15	8	1	1	1	0	0	0	11	86	21	0	0	0	0	0	107	3	0	0	1	0	0	0	4
16:30	12	4	3	0	0	1	0	20	72	10	0	5	0	0	1	88	7	1	1	0	0	0	0	9
16:45	15	4	0	0	0	0	0	19	83	17	0	2	1	3	0	106	14	1	0	1	0	0	0	16
17:00	12	3	1	0	0	0	0	16	75	16	2	1	1	0	0	95	4	0	0	1	0	0	0	5
17:15	16	4	1	0	0	0	0	21	99	9	1	2	0	1	0	112	6	1	0	0	0	0	0	7
17:30	16	3	0	0	0	0	0	19	90	16	1	0	1	1	0	109	5	0	0	0	0	0	0	5
17:45	11	5	0	0	0	1	0	17	92	10	1	1	0	2	0	106	5	2	0	0	0	0	0	7
18:00	8	0	0	1	1	1	1	12	91	13	1	0	0	0	1	106	6	1	0	3	0	0	0	10
18:15	11	2	1	0	0	0	0	14	82	6	0	0	0	5	0	93	8	0	0	0	0	0	0	8
18:30	9	2	0	0	0	0	0	11	62	9	0	0	0	1	2	74	6	1	0	0	0	0	0	7
18:45	11	0	0	1	0	0	0	12	68	10	0	0	1	5	0	84	6	1	0	0	0	0	0	7
19:00	9	2	0	0	0	0	0	11	39	6	2	1	0	0	1	49	2	0	0	0	0	1	2	5
19:15	7	0	0	1	0	0	0	8	54	6	0	0	0	2	0	62	4	3	0	0	0	0	0	7
19:30	5	1	0	0	0	0	0	6	37	5	1	0	0	0	1	44	2	0	0	0	0	0	0	2
19:45	3	0	0	0	0	0	0	3	47	3	2	0	1	2	0	55	4	1	0	1	0	0	0	6
20:00	1	1	0	1	0	0	0	3	32	0	0	0	0	5	0	37	5	0	0	0	0	0	0	5
20:15	5	0	0	0	0	0	0	5	32	3	0	0	0	0	0	35	2	2	0	0	0	0	0	4
20:30	6	2	0	1	0	0	0	9	30	1	1	0	0	1	0	33	4	0	0	0	0	0	0	4
20:45	1	0	0	1	0	0	0	2	25	2	0	0	0	0	0	27	3	0	0	1	0	0	0	4
21:00	1	0	1	0	0	0	0	2	33	4	0	1	0	3	0	41	1	0	0	0	0	0	0	1
21:15	3	0	0	1	0	0	0	4	31	2	0	0	1	0	0	34	3	1	0	0	0	0	0	4
21:30	3	0	0	0	0	0	0	3	31	1	0	0	0	5	0	37	1	0	0	0	0	0	0	1
21:45	1	0	0	0	0	0	0	1	29	4	0	0	0	2	0	35	2	0	0	0	0	1	0	3
22:00	1	0	0	0	0	0	0	1	25	1	0	0	0	1	0	27	0	0	0	0	0	0	0	0
22:15	0	1	0	1	0	0	0	2	29	2	0	1	0	0	0	32	0	1	0	1	0	0	0	2
22:30	3	0	0	0	0	0	0	3	29	2	0	0	1	0	0	32	1	0	0	0	0	0	0	1
22:45	2	0	0	1	0	0	0	3	19	1	0	0	0	2	0	22	2	0	0	0	0	0	0	2
23:00	0	0	0	0	0	0	0	0	19	4	0	0	0	0	0	23	0	0	0	0	0	0	0	0
23:15	0	0	0	1	0	0	0	1	16	2	0	0	0	0	0	18	1	0	0	0	0	0	0	1
23:30	1	0	0	0	0	0	0	1	16	2	0	1	1	0	0	20	0	0	0	0	0	0	0	0
23:45	0	0	0	2	0	0	0	2	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	3	0	0	2	0	0	0	5	31	2	1	1	1	1	0	37	0	0	0	0	0	0	0	0
00:15	1	0	0	2	0	0	0	3	29	1	1	1	1	0	0	33	0	0	0	0	0	0	0	0
00:30	2	0	0	1	0	0	0	3	32	1	0	0	0	0	0	33	0	0	0	0	0	0	0	0
00:45	1	0	0	1	0	0	0	2	34	1	0	1	1	0	0	37	0	0	0	1	0	0	0	1
01:00	2	0	0	1	0	0	0	3	29	2	0	2	1	0	0	34	0	0	0	1	0	0	0	1
01:15	2	0	0	1	0	0	0	3	29	3	1	2	1	0	0	36	0	0	0	1	0	0	0	1
01:30	1	0	0	2	0	0	0	3	27	3	1	2	1	0	0	34	0	0	0	1	0	0	0	1
01:45	1	0	0	1	0	0	0	2	27	4	1	1	1	0	0	34	0	0	0	0	0	0	0	0
02:00	0	0	0	2	0	0	0	2	29	3	1	0	1	0	0	34	0	0	0	0	0	0	0	0
02:15	0	0	0	2	0	0	0	2	32	2	0	0	1	0	0	35	0	0	0	0	0	0	0	0
02:30	0	0	0	1	0	0	0	1	40	2	0	0	1	0	0	43	0	0	0	0	0	0	0	0
02:45	1	0	0	2	0	0	0	3	64	4	0	0	1	0	0	69	0	0	0	0	0	0	0	0
03:00	1	0	0	2	0	0	0	3	84	4	0	0	1	0	0	89	0	0	0	0	0	0	0	0
03:15	1	0	0	2	0	0	0	3	109	9	0	0	1	0	0	119	0	0	0	0	0	0	0	0
03:30	1	0	0	2	0	0	0	3	124	9	1	1	1	0	0	136	0	0	0	0	0	0	0	0
03:45	2	1	0	1	0	0	0	4	125	9	1	1	0	2	0	138	0	0	0	0	0	0	0	0
04:00	2	1	0	0	0	0	0	3	122	11	1	1	0	2	0	137	1	0	0	0	0	0	0	1
04:15	3	1	0	0	0	0	0	4	122	10	1	2	0	2	0	137	1	0	0	0	0	0	0	1
04:30	7	2	0	0	0	0	0	9	127	12	0	3	0	2	0	144	3	0	0	0	0	0	0	3
04:45	10	1	0	0	0	0	0	11	144	13	0	3	1	0	1	162	3	0	0	0	0	0	0	3
05:00	15	2	0	1	0	0	0	18	167	14	0	5	2	1	1	190	2	0	0	0	0	0	0	2
05:15	17	2	0	1	0	0	0	20	185	17	1	4	2	4	1	214	2	0	0	0	0	0	0	2
05:30	17	2	0	1	0	0	0	20	206	27	4	2	2	6	1	248	2	0	0	1	0	0	0	3
05:45	16	3	0	1	0	0	0	20	244	39	5	6	1	6	0	301	2	1	0	3	0	0	0	6
06:00	24	4	1	1	0	0	0	30	286	62	5	9	1	6	0	369	5	2	0	3	0	0	0	10
06:15	29	14	2	1	0	0	0	46	331	88	6	11	1	3	0	440	7	2	0	3	0	0	0	12
06:30	36	18	2	1	0	0	0	57	390	99	4	13	1	2	2	511	9	4	0	3	0	0	0	16
06:45	45	23	2	1	0	0	0	71	432	107	4	11	1	5	2	562	14	3	1	2	0	0	0	20
07:00	53	25	2	0	0	0	0	80	479	98	5	9	0	8	3	602	23	5	1	2	0	0	1	32
07:15	56	19	3	0	0	0	0	78	539	82	6	10	1	11	3	652	33	5	1	2	0	0	1	42
07:30	61	17	3	0	0	0	0	81	529	78	5	10	1	13	1	637	41	4	1	1	0	0	1	48
07:45	69	13	3	1	0	1	1	88	516	69	7	13	1	12	1	619	44	4	0	0	0	0	1	49
08:00	60	13	3	1	0	1	1	79	488	70	10	12	1	10	0	591	38	1	0	0	0	0	0	39
08:15	68	11	1	1	0	1	1	83	437	63	10	12	0	9	0	531	36	5	0	1	0	0	0	42
08:30	66	10	1	2	0	1	1	81	420	63	13	14	2	6	1	519	28	4	0	1	0	0	0	33
08:45	54	10	1	2	0	0	0	67	380	59	11	12	4	4	1	471	28	6	1	2	0	0	0	37
09:00	55	8	0	2	0	0	0	65	347	50	11	14	4	2	1	429	25	7	2	2	0	0	0	36
09:15	44	12	0	2	0	0	0	58	316	53	9	16	4	0	2	400	20	5	2	4	0	0	0	31
09:30	38	12	0	1	0	1	0	52	301	43	9	13	3	0	1	370	17	5	2	4	0	0	0	28
09:45	43	12	1	0	0	1	0	57	308	50	9	12	1	0	1	381	11	5	1	4	0	0	0	21
10:00	36	14	5	2	0	1	0	58	316	55	10	10	1	1	1	394	14	5	0	4	0	0	0	23
10:15	35	12	5	4	0	1	0	57	325	58	11	9	2	1	0	406	12	3	1	1	0	0	0	17
10:30	33	13	6	4	0	0	0	56	318	54	11	11	1	1	0	396	16	5	2	1	0	0	0	24
10:45	32	15	5	6	0	0	0	58	311	47	11	13	2	1	0	385	19	6	2	0	0	0	0	27
11:00	33	14	1	6	0	0	0	54	293	46	11	11	2	1	0	364	18	7	3	2	0	0	0	30
11:15	35	14	2	4	0	0	0	55	280	43	10	8	1	3	0	345	18	7	2	2	0	0	0	29
11:30	33	12	1	5	0	0	1	52	274	48	7	8	1	4	0	342	18	5	1	4	0	0	0	28
11:45	30	10	1	3	0	0	1	45	277	42	8	4	0	6	0	337	17	2	2	5	0	0	0	26
12:00	33	8	2	1	0	0	1	45	266	41	7	5	0	5	1	325	15	0	2	3	0	0	0	20
12:15	35	8	1	1	0	0	1	46	257	37	10	6	1	4	1	316	16	1	3	3	0	0	0	23
12:30	37	11	2	1	0	0	0	51	260	38	11	8	1	3	1	322	16	2	4	1	0	1	0	24
12:45	34	12	2	1	0	0	0	49	268	45	10	15	3	2	2	345	15	3	3	0	0	1	0	22
13:00	31	14	2	1	0	0	0	48	292	36	9	16	3	3	3	362	15	5	3	1	0	1	0	25
13:15	28	12	2	1	0	0	0	43	289	42	7	14	3	5	3	363	20	6	2	1	0	1	0	30
13:30	30	8	1	0	0	0	0	39	304	47	8	9	3	6	4	381	22	5	1	1	0	0	0	29
13:45	28	10	1	0	0	0	0	39	296	44	9	3	2	7	3	364	24	5	2	2	0	0	0	33
14:00	26	11	0	0	0	0	0	37	291	58	8	4	4	6	1	372	31	3	1	1	0	0	0	36
14:15	30	10	0	0	0	0	0	40	299	57	10	7	3	3	1	380	29	1	1	1	0	0	0	32
14:30	30	12	2	1	0	0	0	45	318	50	9	13	3	5	2	400	27	2	1	3	0	0	0	33
14:45	32	12	2	1	0	0	2	49	328	54	8	14	3	7	2	416	26	2	0	6	0	0	0	34
15:00	31	9	2	2	0	0	2	46	319	51	8	13	1	8	2	402	23	3	1	8	0	0	0	35
15:15	33	14	2	2	0	0	2	53	346	56	6	10	2	8	2	430	21	5	1	9	0	0	0	36
15:30	33	13	1	2	0	0	2	51	336	68	5	4	2	5	0	420	19	4	1	8	0	0	0	32
15:45	38	12	4	2	0	1	0	57	318	64	4	7	1	1	1	396	22	4	2	4	0	0	0	32
16:00	49	15	4	1	0	1	0	70	335	67	2	7	2	3	1	417	29	4	1	3	0	0	0	37
16:15	47	12	5	1	0	1	0	66	316	64	2	8	2	3	1	396	28	2	1	3	0	0	0	34
16:30	55	15	5	0	0	1	0	76	329	52	3	10	2	4	1	401	31	3	1	2	0	0	0	37
16:45	59	14	2	0	0	0	0	75	347	58	4	5	3	5	0	422	29	2	0	2	0	0	0	33
17:00	55	15	2	0	0	1	0	73	356	51	5	4	2	4	0	422	20	3	0	1	0	0	0	24
17:15	51	12	1	1	1	2	1	69	372	48	4	3	1	4	1	433	22	4	0	3	0	0	0	29
17:30	46	10	1	1	1	2	1	62	355	45	3	1	1	8	1	414	24	3	0	3	0	0	0	30
17:45	39	9	1	1	1	2	1	54	327	38	2	1	0	8	3	379	25	4	0	3	0	0	0	32
18:00	39	4	1	2	1	1	1	49	303	38	1	0	1	11	3	357	26	3	0	3	0	0	0	32
18:15	40	6	1	1	0	0	0	48	251	31	2	1	1	11	3	300	22	2	0	0	0	1	2	27
18:30	36	4	0	2	0	0	0	42	223	31	2	1	1	8	3	269	18	5	0	0	0	1	2	26
18:45	32	3	0	2	0	0	0	37	198	27	3	1	1	7	2	239	14	4	0	0	0	1	2	21
19:00	24	3	0	1	0	0	0	28	177	20	5	1	1	4	2	210	12	4	0	1	0	1	2	20
19:15	16	2	0	2	0	0	0	20	170	14	3	0	1	9	1	198	15	4	0	1	0	0	0	20
19:30	14	2	0	1	0	0	0	17	148	11	3	0	1	7	1	171	13	3	0	1	0	0	0	17
19:45	15	3	0	2	0	0	0	20	141	7	3	0	1	8	0	160	15	3	0	1	0	0	0	19
20:00	13	3	0	3	0	0	0	19	119	6	1	0	0	6	0	132	14	2	0	1	0	0	0	17
20:15	13	2	1	2	0	0	0	18	120	10	1	1	0	4	0	136	10	2	0	1	0	0	0	13
20:30	11	2	1	3	0	0	0	17	119	9	1	1	1	4	0	135	11	1	0	1	0	0	0	13
20:45	8	0	1	2	0	0	0	11	120	9	0	1	1	8	0	139	8	1	0	1	0	0	0	10
21:00	8	0	1	1	0	0	0	10	124	11	0	1	1	10	0	147	7	1	0	0	0	1	0	9
21:15	8	0	0	1	0	0	0	9	116	8	0	0	1	8	0	133	6	1	0	0	0	1	0	8
21:30	5	1	0	1	0	0	0	7	114	8	0	1	0	8	0	131	3	1	0	1	0	1	0	6
21:45	5	1	0	1	0	0	0	7	112	9	0	1	1	3	0	126	3	1	0	1	0	1	0	6
22:00	6	1	0	2	0	0	0	9	102	6	0	1	1	3	0	113	3	1	0	1	0	0	0	5
22:15	5	1	0	2	0	0	0	8	96	9	0	1	1	2	0	109	3	1	0	1	0	0	0	5
22:30	5	0	0	2	0	0	0	7	83	9	0	0	1	2	0	95	4	0	0	0	0	0	0	4
22:45	3	0	0	2	0	0	0	5	70	9	0	1	1	2	0	83	3	0	0	0	0	0	0	3
23:00	1	0	0	3	0	0	0	4	62	8	0	1	1	0	0	72	1	0	0	0	0	0	0	1

Intelligent Data Collection Limited

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

Date of Survey: 10.07.2018
Junction Name: A38 Bristol Road / A368 Bath Road / A38 New Road / A368 Dinghurst Road
Junction Type: Crossroads

Arm A: A38 Bristol Road (E)
Arm B: A368 Bath Road (E)
Arm C: A38 New Road (S)
Arm D: A368 Dinghurst Road (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	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
00:15								0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
00:30								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	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	1	0	0	0	0	1	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	1	0	0	0	0	0	1
02:30								0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2
02:45								0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
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	1	0	0	0	0	0	0	1
03:30								0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
03:45								0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
04:00								0	0	0	0	1	0	0	0	1	1	0	0	0	0	0	0	1
04:15								0	0	0	0	0	0	0	0	0	1	0	0	2	0	0	0	3
04:30								0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	3
04:45								0	0	0	0	0	0	0	0	0	1	1	0	1	0	0	0	3
05:00								0	0	0	0	1	0	0	0	1	6	2	0	0	0	0	0	8
05:15								0	0	1	0	0	0	0	0	1	20	2	0	1	0	1	0	24
05:30								0	0	2	0	0	0	0	0	2	60	3	0	0	0	0	0	63
05:45								0	0	0	0	2	0	0	0	2	15	1	0	0	0	0	0	16
06:00								0	0	1	0	1	0	0	0	2	14	0	0	0	0	1	0	15
06:15								0	0	0	0	0	0	0	0	0	15	9	2	0	0	2	1	29
06:30								0	0	0	0	0	0	0	0	0	11	12	0	1	0	0	0	24
06:45								0	0	0	0	2	0	0	0	2	35	1	1	1	0	0	0	38
07:00								0	2	1	0	3	0	0	0	6	32	11	1	0	1	0	0	45
07:15								0	1	0	0	0	0	0	0	1	21	15	2	2	1	1	0	42
07:30								0	2	0	0	2	0	0	0	4	31	12	0	0	0	0	0	43
07:45								0	7	2	0	0	0	0	0	9	34	9	0	0	0	0	0	43
08:00								0	5	0	2	0	0	0	0	7	18	5	0	0	0	1	0	24
08:15								0	8	1	1	3	0	0	0	13	20	5	0	0	0	1	0	26
08:30								0	6	1	0	2	0	0	0	9	31	8	0	0	0	0	0	39
08:45								0	7	3	0	0	0	0	0	10	19	4	0	1	0	0	0	24
09:00								0	8	1	1	1	0	0	0	10	17	1	3	0	1	0	0	22
09:15								0	14	2	1	1	0	0	2	20	14	4	0	0	0	0	2	20
09:30								0	10	0	1	1	0	0	1	13	19	5	0	0	0	0	1	25
09:45								0	4	0	2	1	0	0	0	7	16	3	1	0	1	0	0	21
10:00								0	4	0	1	0	0	0	0	5	8	3	0	0	0	1	0	12
10:15								0	4	5	0	0	0	0	0	9	7	2	0	0	0	0	0	9
10:30								0	7	0	0	1	0	0	0	8	18	3	0	0	0	0	0	21
10:45								0	3	2	2	0	0	0	0	7	16	2	0	0	0	0	0	18
11:00								0	4	2	1	2	0	0	0	9	10	3	0	1	0	0	0	14
11:15								0	4	3	0	0	0	0	0	7	11	5	0	0	0	0	0	16
11:30								0	5	1	0	0	0	0	0	6	11	8	0	0	0	0	0	19
11:45								0	2	0	0	1	0	0	0	3	8	2	0	0	0	0	0	10
12:00								0	3	1	1	0	0	0	0	5	11	2	0	0	0	0	0	13
12:15								0	5	0	0	2	0	0	0	7	22	6	0	0	0	0	0	28
12:30								0	5	1	0	4	0	0	0	10	14	4	0	0	0	1	0	19
12:45								0	7	1	0	1	0	0	0	9	15	3	0	1	0	0	0	19
13:00								0	3	3	0	0	0	0	0	6	17	2	0	0	0	0	0	19
13:15								0	2	1	0	0	0	0	0	3	16	3	0	0	1	0	0	20
13:30								0	2	1	0	0	0	0	0	3	20	2	1	0	0	0	0	23
13:45								0	1	1	0	1	0	0	0	3	18	3	1	1	0	0	0	23
14:00								0	3	3	0	0	0	0	0	6	11	1	1	0	0	0	0	13
14:15								0	3	3	1	1	0	0	0	8	7	4	1	0	1	1	0	14
14:30								0	5	0	0	1	0	0	0	6	17	5	0	0	0	0	0	22
14:45								0	4	1	1	1	0	0	0	7	10	4	0	0	2	0	0	16
15:00								0	5	0	0	0	0	0	0	5	19	2	1	0	0	2	0	24
15:15								0	14	2	0	1	0	0	0	17	17	4	1	0	0	1	0	23
15:30								0	18	3	0	1	0	1	0	23	20	2	0	0	0	0	0	22
15:45								0	10	6	0	2	0	0	0	18	9	1	0	0	0	0	0	10
16:00								0	8	1	0	1	0	0	0	10	25	4	2	0	1	1	0	33
16:15								0	8	1	0	0	0	0	0	9	15	8	0	0	0	2	0	25
16:30								0	6	2	0	0	0	0	0	8	20	4	0	0	0	0	0	24
16:45								0	10	0	0	0	0	1	0	11	22	3	1	0	0	0	0	26
17:00								0	8	2	0	1	0	0	0	11	27	5	0	0	0	0	0	32
17:15								0	12	1	0	0	0	0	0	13	22	1	0	0	0	0	0	23
17:30								0	6	1	0	1	0	0	0	8	26	1	2	0	0	0	0	29
17:45								0	8	0	0	1	0	0	0	9	20	2	1	0	0	0	0	23
18:00								0	10	1	0	0	0	0	0	11	20	1	0	0	0	1	0	22
18:15								0	10	0	0	0	0	0	0	10	9	4	0	0	0	0	0	13
18:30								0	5	2	0	0	0	0	0	7	14	2	0	0	0	0	0	16
18:45								0	3	2	0	0	0	0	0	5	17	0	0	0	0	0	0	17
19:00								0	11	0	0	0	0	0	0	11	9	1	0	0	0	0	0	10
19:15								0	4	1	0	0	0	0	0	5	13	4	0	1	0	0	0	18
19:30								0	4	0	0	0	0	0	0	4	5	0	0	0	0	0	0	5
19:45								0	3	1	0	1	0	0	0	5	8	2	0	0	0	0	0	10
20:00								0	6	0	0	0	0	0	0	6	11	0	0	0	0	0	0	11
20:15								0	3	1	0	0	0	0	0	4	6	0	0	0	0	0	0	6
20:30								0	2	0	0	0	0	0	0	2	3	0	0	0	0	0	0	3
20:45								0	2	0	0	0	0	1	0	3	5	1	0	0	0	0	1	7
21:00								0	2	2	0	0	0	0	0	4	4	0	0	0	0	0	0	4
21:15								0	2	0	0	1	0	0	0	3	6	1	0	0	0	0	0	7
21:30								0	3	0	0	0	0	0	0	3	5	0	0	0	0	0	0	5
21:45								0	3	0	0	0	0	1	0	4	5	0	0	0	0	0	0	5
22:00								0	2	0	0	0	0	0	0	2	4	2	0	0	0	0	0	6
22:15								0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
22:30								0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
22:45								0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4
23:00								0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
23:15								0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3
23:30								0	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2
23:45								0	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	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	3	0	0	0	0	0	0	3
00:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	2	0	0	0	0	0	0	2
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	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	1	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	1	0	0	0	0	1	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	1	0	0	0	0	0	1
01:45	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	2	0	0	0	0	0	3
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	2	0	0	0	0	0	5
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	2	0	0	0	0	0	5
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	1	0	0	0	0	0	5
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3
03:15	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	4	0	0	0	0	0	0	4
03:30	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	4	0	0	2	0	0	0	6
03:45	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	5	1	0	2	0	0	0	8
04:00	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	5	2	0	3	0	0	0	10
04:15	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	10	4	0	3	0	0	0	17
04:30	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	2	29	6	0	2	0	1	0	38
04:45	0	0	0	0	0	0	0	0	0	3	0	1	0	0	0	4	87	8	0	2	0	1	0	98
05:00	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	6	101	8	0	1	0	1	0	111
05:15	0	0	0	0	0	0	0	0	0	4	0	3	0	0	0	7	109	6	0	1	0	2	0	118
05:30	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	6	104	13	2	0	0	3	1	123
05:45	0	0	0	0	0	0	0	0	0	1	0	3	0	0	0	4	55	22	2	1	0	3	1	84
06:00	0	0	0	0	0	0	0	0	0	1	0	3	0	0	0	4	75	22	3	2	0	3	1	106
06:15	0	0	0	0	0	0	0	0	2	1	0	5	0	0	0	8	93	33	4	2	1	2	1	136
06:30	0	0	0	0	0	0	0	0	3	1	0	5	0	0	0	9	99	39	4	4	2	1	0	149
06:45	0	0	0	0	0	0	0	0	5	1	0	7	0	0	0	13	119	39	4	3	2	1	0	168
07:00	0	0	0	0	0	0	0	0	12	3	0	5	0	0	0	20	118	47	3	2	2	1	0	173
07:15	0	0	0	0	0	0	0	0	15	2	2	2	0	0	0	21	104	41	2	2	1	2	0	152
07:30	0	0	0	0	0	0	0	0	22	3	3	5	0	0	0	33	103	31	0	0	0	2	0	136
07:45	0	0	0	0	0	0	0	0	26	4	3	5	0	0	0	38	103	27	0	0	0	2	0	132
08:00	0	0	0	0	0	0	0	0	26	5	3	5	0	0	0	39	88	22	0	1	0	2	0	113
08:15	0	0	0	0	0	0	0	0	29	6	1	6	0	0	0	42	87	18	3	1	1	1	0	111
08:30	0	0	0	0	0	0	0	0	35	7	1	4	0	0	2	49	81	17	3	1	1	0	2	105
08:45	0	0	0	0	0	0	0	0	39	6	2	3	0	0	3	53	69	14	3	1	1	0	3	91
09:00	0	0	0	0	0	0	0	0	36	3	4	4	0	0	3	50	66	13	4	0	2	0	3	88
09:15	0	0	0	0	0	0	0	0	32	2	5	3	0	0	3	45	57	15	1	0	1	1	3	78
09:30	0	0	0	0	0	0	0	0	22	5	4	2	0	0	1	34	50	13	1	0	1	1	1	67
09:45	0	0	0	0	0	0	0	0	19	5	3	2	0	0	0	29	49	11	1	0	1	1	0	63
10:00	0	0	0	0	0	0	0	0	18	7	3	1	0	0	0	29	49	10	0	0	0	1	0	60
10:15	0	0	0	0	0	0	0	0	18	9	3	3	0	0	0	33	51	10	0	1	0	0	0	62
10:30	0	0	0	0	0	0	0	0	18	7	3	3	0	0	0	31	55	13	0	1	0	0	0	69
10:45	0	0	0	0	0	0	0	0	16	8	3	2	0	0	0	29	48	18	0	1	0	0	0	67
11:00	0	0	0	0	0	0	0	0	15	6	1	3	0	0	0	25	40	18	0	1	0	0	0	59
11:15	0	0	0	0	0	0	0	0	14	5	1	1	0	0	0	21	41	17	0	0	0	0	0	58
11:30	0	0	0	0	0	0	0	0	15	2	1	3	0	0	0	21	52	18	0	0	0	0	0	70
11:45	0	0	0	0	0	0	0	0	15	2	1	7	0	0	0	25	55	14	0	0	0	1	0	70
12:00	0	0	0	0	0	0	0	0	20	3	1	7	0	0	0	31	62	15	0	1	0	1	0	79
12:15	0	0	0	0	0	0	0	0	20	5	0	7	0	0	0	32	68	15	0	1	0	1	0	85
12:30	0	0	0	0	0	0	0	0	17	6	0	5	0	0	0	28	62	12	0	1	1	1	0	77
12:45	0	0	0	0	0	0	0	0	14	6	0	1	0	0	0	21	68	10	1	1	1	0	0	81
13:00	0	0	0	0	0	0	0	0	8	6	0	1	0	0	0	15	71	10	2	1	1	0	0	85
13:15	0	0	0	0	0	0	0	0	8	6	0	1	0	0	0	15	65	9	3	1	1	0	0	79
13:30	0	0	0	0	0	0	0	0	9	8	1	2	0	0	0	20	56	10	4	1	1	1	0	73
13:45	0	0	0	0	0	0	0	0	12	7	1	3	0	0	0	23	53	13	3	1	1	1	0	72
14:00	0	0	0	0	0	0	0	0	15	7	2	3	0	0	0	27	45	14	2	0	3	1	0	65
14:15	0	0	0	0	0	0	0	0	17	4	2	3	0	0	0	26	53	15	2	0	3	3	0	76
14:30	0	0	0	0	0	0	0	0	28	3	1	3	0	0	0	35	63	15	2	0	2	3	0	85
14:45	0	0	0	0	0	0	0	0	41	6	1	3	0	1	0	52	66	12	2	0	2	3	0	85
15:00	0	0	0	0	0	0	0	0	47	11	0	4	0	1	0	63	65	9	2	0	0	3	0	79
15:15	0	0	0	0	0	0	0	0	50	12	0	5	0	1	0	68	71	11	3	0	1	2	0	88
15:30	0	0	0	0	0	0	0	0	44	11	0	4	0	1	0	60	69	15	2	0	1	3	0	90
15:45	0	0	0	0	0	0	0	0	32	10	0	3	0	0	0	45	69	17	2	0	1	3	0	92
16:00	0	0	0	0	0	0	0	0	32	4	0	1	0	1	0	38	82	19	3	0	1	3	0	108
16:15	0	0	0	0	0	0	0	0	32	5	0	1	0	1	0	39	84	20	1	0	0	2	0	107
16:30	0	0	0	0	0	0	0	0	36	5	0	1	0	1	0	43	91	13	1	0	0	0	0	105
16:45	0	0	0	0	0	0	0	0	36	4	0	2	0	1	0	43	97	10	3	0	0	0	0	110
17:00	0	0	0	0	0	0	0	0	34	4	0	3	0	0	0	41	95	9	3	0	0	0	0	107
17:15	0	0	0	0	0	0	0	0	36	3	0	2	0	0	0	41	88	5	3	0	0	1	0	97
17:30	0	0	0	0	0	0	0	0	34	2	0	2	0	0	0	38	75	8	3	0	0	1	0	87
17:45	0	0	0	0	0	0	0	0	33	3	0	1	0	0	0	37	63	9	1	0	0	1	0	74
18:00	0	0	0	0	0	0	0	0	28	5	0	0	0	0	0	33	60	7	0	0	0	1	0	68
18:15	0	0	0	0	0	0	0	0	29	4	0	0	0	0	0	33	49	7	0	0	0	0	0	56
18:30	0	0	0	0	0	0	0	0	23	5	0	0	0	0	0	28	53	7	0	1	0	0	0	61
18:45	0	0	0	0	0	0	0	0	22	3	0	0	0	0	0	25	44	5	0	1	0	0	0	50
19:00	0	0	0	0	0	0	0	0	22	2	0	1	0	0	0	25	35	7	0	1	0	0	0	43
19:15	0	0	0	0	0	0	0	0	17	2	0	1	0	0	0	20	37	6	0	1	0	0	0	44
19:30	0	0	0	0	0	0	0	0	16	2	0	1	0	0	0	19	30	2	0	0	0	0	0	32
19:45	0	0	0	0	0	0	0	0	14	2	0	1	0	0	0	17	28	2	0	0	0	0	0	30
20:00	0	0	0	0	0	0	0	0	13	1	0	0	0	1	0	15	25	1	0	0	0	0	1	27
20:15	0	0	0	0	0	0	0	0	9	3	0	0	0	1	0	13	18	1	0	0	0	0	1	20
20:30	0	0	0	0	0	0	0	0	8	2	0	1	0	1	0	12	18	2	0	0	0	0	1	21
20:45	0	0	0	0	0	0	0	0	9	2	0	1	0	1	0	13	20	2	0	0	0	0	1	23
21:00	0	0	0	0	0	0	0	0	10	2	0	1	0	1	0	14	20	1	0	0	0	0	0	21
21:15	0	0	0	0	0	0	0	0	10	0	0	1	0	1	0	12	20	3	0	0	0	0	0	23
21:30	0	0	0	0	0	0	0	0	8	0	0	0	0	1	0	9	15	2	0	0	0	0	0	17
21:45	0	0	0	0	0	0	0	0	5	0	0	0	0	1	0	6	12	2	0	0	0	0	0	14
22:00	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	11	2	0	0	0	0	0	13
22:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	0	0	0	0	0	0	8
22:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	0	0	0	0	0	0	10
22:45	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	10	0	0	0	0	0	0	10
23:00	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	6	0	0	0	0	0	0	6

Intelligent Data Collection Limited

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

Date of Survey: 10.07.2018
Junction Name: A38 Bristol Road / A368 Bath Road / A38 New Road / A368 Dinghurst Road
Junction Type: Crossroads

Arm A: A38 Bristol Road (E)
Arm B: A368 Bath Road (E)
Arm C: A38 New Road (S)
Arm D: A368 Dinghurst Road (W)

	D to A							
Time	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total
00:00	1	0	0	0	0	0	0	1
00:15	3	0	0	0	0	0	0	3
00:30	0	0	1	0	0	0	0	1
00:45	0	0	0	0	0	0	0	0
01:00	2	0	0	0	0	0	0	2
01:15	0	1	0	0	0	0	0	1
01:30	1	0	0	0	0	0	0	1
01:45	0	0	0	1	0	0	0	0
02:00	4	1	0	0	0	0	0	5
02:15	3	0	0	0	0	0	0	3
02:30	3	0	0	0	0	0	0	3
02:45	0	0	0	0	0	0	0	0
03:00	3	0	0	0	0	0	0	3
03:15	2	1	0	0	0	0	0	3
03:30	5	1	0	0	0	0	0	6
03:45	2	0	0	1	0	0	0	3
04:00	2	0	1	1	0	0	0	4
04:15	6	1	0	0	0	0	0	7
04:30	2	0	0	0	0	0	0	2
04:45	6	1	0	1	0	0	0	8
05:00	9	1	0	1	0	0	0	11
05:15	5	1	0	1	0	0	0	7
05:30	19	1	0	1	0	1	0	22
05:45	12	2	0	0	0	0	0	14
06:00	19	4	0	1	0	1	1	26
06:15	21	2	0	1	0	0	0	24
06:30	29	4	0	2	0	0	0	35
06:45	33	5	0	0	0	2	0	40
07:00	43	10	0	4	0	0	0	57
07:15	54	10	0	0	1	0	0	65
07:30	52	9	1	2	0	0	1	65
07:45	46	10	2	3	1	1	0	63
08:00	38	8	0	0	2	0	0	48
08:15	28	4	1	1	0	1	0	35
08:30	62	8	2	1	0	2	0	75
08:45	53	4	2	1	0	1	2	63
09:00	26	9	1	1	0	0	0	37
09:15	31	7	3	4	1	2	0	48
09:30	26	1	0	0	0	2	0	29
09:45	19	5	0	1	0	1	0	26
10:00	20	6	0	1	0	0	0	27
10:15	23	4	1	2	0	0	0	30
10:30	18	6	0	0	0	0	0	24
10:45	23	9	1	1	0	0	2	36
11:00	17	7	0	1	1	0	0	26
11:15	25	6	2	4	1	0	0	38
11:30	25	3	0	1	0	0	1	30
11:45	18	7	1	1	0	0	0	27
12:00	20	1	1	2	0	1	0	25
12:15	33	4	0	1	0	0	0	38
12:30	28	3	2	2	0	0	0	35
12:45	23	6	0	1	0	0	0	30
13:00	18	3	0	0	0	0	0	21
13:15	16	6	1	0	0	1	0	24
13:30	23	7	0	0	0	0	0	30
13:45	28	6	0	3	3	0	0	40
14:00	20	2	0	2	0	0	0	24
14:15	24	2	0	1	1	0	0	28
14:30	20	5	1	0	0	0	0	26
14:45	24	5	0	0	1	0	0	30
15:00	23	9	1	0	0	1	0	34
15:15	29	3	0	1	0	0	0	33
15:30	37	6	0	0	4	0	0	47
15:45	31	5	0	1	2	0	0	39
16:00	37	9	0	0	2	2	0	50
16:15	38	3	0	0	0	1	0	42
16:30	24	5	0	1	0	0	0	30
16:45	27	4	0	0	0	0	0	31
17:00	28	6	0	0	0	2	0	36
17:15	35	8	1	0	0	2	0	46
17:30	26	5	0	0	0	0	0	31
17:45	28	3	0	0	0	0	0	31
18:00	33	5	0	0	0	2	0	40
18:15	25	1	0	1	0	0	0	27
18:30	25	3	0	0	0	0	0	28
18:45	26	1	0	0	0	1	0	28
19:00	18	2	0	1	0	0	0	21
19:15	24	5	0	1	0	0	0	30
19:30	19	2	0	0	0	0	0	21
19:45	22	1	0	0	0	1	0	24
20:00	18	0	0	0	0	0	0	18
20:15	14	2	1	0	0	0	1	18
20:30	17	1	0	0	0	1	0	19
20:45	9	2	0	0	0	0	1	12
21:00	17	2	0	0	0	0	0	19
21:15	17	0	0	0	0	0	0	17
21:30	13	2	0	0	0	1	0	16
21:45	7	1	0	0	0	0	0	8
22:00	12	0	0	1	0	0	0	13
22:15	5	1	0	0	0	1	0	7
22:30	8	1	0	0	0	0	0	9
22:45	5	1	0	0	0	0	0	6
23:00	6	0	0	0	0	0	0	6
23:15	2	0	0	0	0	0	0	2
23:30	7	0	0	1	0	0	0	8
23:45	3	0	0	0	0	0	0	3

Start Time	Rolling Hour							Total
00:00	4	0	1	0	0	0	0	5
00:15	5	0	1	0	0	0	0	6
00:30	2	1	1	0	0	0	0	4
00:45	3	1	0	0	0	0	0	4
01:00	3	1	0	0	0	0	0	4
01:15	5	2	0	0	0	0	0	7
01:30	8	1	0	0	0	0	0	9
01:45	10	1	0	0	0	0	0	11
02:00	10	1	0	0	0	0	0	11
02:15	9	0	0	0	0	0	0	9
02:30	8	1	0	0	0	0	0	9
02:45	10	2	0	0	0	0	0	12
03:00	12	2	0	1	0	0	0	15
03:15	11	2	1	2	0	0	0	16
03:30	15	2	1	2	0	0	0	20
03:45	12	1	1	2	0	0	0	16
04:00	16	2	1	2	0	0	0	21
04:15	23	3	0	2	0	0	0	28
04:30	22	3	0	3	0	0	0	28
04:45	39	4	0	4	0	1	0	48
05:00	45	5	0	3	0	1	0	54
05:15	55	8	0	3	0	2	1	69
05:30	71	9	0	3	0	2	1	86
05:45	81	12	0	4	0	1	1	99
06:00	102	15	0	4	0	3	1	125
06:15	126	21	0	7	0	2	0	156
06:30	159	29	0	6	1	2	0	197
06:45	182	34	1	6	1	2	1	227
07:00	195	39	3	9	2	1	1	250
07:15	190	37	3	5	4	1	1	241
07:30	164	31	4	6	3	2	1	211
07:45	174	30	5	5	3	4	0	221
08:00	181	24	5	3	2	4	2	221
08:15	169	25	6	4	0	4	2	210
08:30	172	28	8	7	1	5	2	223
08:45	136	21	6	6	1	5	2	177
09:00	102	22	4	6	1	5	0	140
09:15	96	19	3	6	1	5	0	130
09:30	88	16	1	4	0	3	0	112
09:45	80	21	1	4	0	1	0	107
10:00	84	25	2	4	0	0	2	117
10:15	81	26	2	4	1	0	2	116
10:30	83	28	3	6	2	0	2	124
10:45	90	25	3	7	2	0	3	130
11:00	85	23	3	7	2	0	1	121
11:15	88	17	4	8	1	1	1	120
11:30	96	15	2	5	0	1	1	120
11:45	99	15	4	6	0	1	0	125
12:00	104	14	3	6	0	1	0	128
12:15	102	16	2	4	0	0	0	124
12:30	85	18	3	3	0	1	0	110
12:45	80	22	1	1	0	1	0	105
13:00	85	22	1	3	3	1	0	115
13:15	87	21	1	5	3	1	0	118
13:30	95	17	0	6	4	0	0	122
13:45	92	15	1	6	4	0	0	118
14:00	88	14	1	3	2	0	0	108
14:15	91	21	2	1	2	1	0	118
14:30	96	22	2	1	1	1	0	123
14:45	113	23	1	1	5	1	0	144
15:00	120	23	1	2	6	1	0	153
15:15	134	23	0	2	8	2	0	169
15:30	143	23	0	1	8	3	0	178
15:45	130	22	0	2	4	3	0	161
16:00	126	21	0	1	2	3	0	153
16:15	117	18	0	1	0	3	0	139
16:30	114	23	1	1	0	4	0	143
16:45	116	23	1	0	0	4	0	144
17:00	117	22	1	0	0	4	0	144
17:15	122	21	1	0	0	4	0	148
17:30	112	14	0	1	0	2	0	129
17:45	111	12	0	1	0	2	0	126
18:00	109	10	0	1	0	3	0	123
18:15	94	7	0	2	0	1	0	104
18:30	93	11	0	2	0	1	0	107
18:45	87	10	0	2	0	1	0	100
19:00	83	10	0	2	0	1	0	96
19:15	83	8	0	1	0	1	0	93
19:30	73	5	1	0	0	1	1	81
19:45	71	4	1	0	0	2	1	79
20:00	58	5	1	0	0	1	2	67
20:15	57	7	1	0	0	1	2	68
20:30	60	5	0	0	0	1	1	67
20:45	56	6	0	0	0	1	1	64
21:00	54	5	0	0	0	1	0	60
21:15	49	3	0	1	0	1	0	54
21:30	37	4	0	1	0	2	0	44
21:45	32	3	0	1	0	1	0	37
22:00	30	3	0	1	0	1	0	35
22:15	24	3	0	0	0	1	0	28
22:30	21	2	0	0	0	0	0	23
22:45	20	1	0	1	0	0	0	22
23:00	18	0	0	1	0	0	0	19

Intelligent Data Collection Limited

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

Date of Survey: 10.07.2018
Junction Name: A38 Bristol Road / A368 Bath Road / A38 New Road / A368 Dinghurst Road
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	32	3	2	0	0	0	0	37	9	2	0	1	0	1	0	13
00:15	19	1	0	1	1	0	0	22	8	0	1	3	1	0	0	13
00:30	14	2	0	0	0	0	0	16	6	1	1	3	0	0	0	11
00:45	12	2	0	0	1	0	0	15	12	0	0	1	0	0	0	13
01:00	15	3	0	0	0	0	0	18	8	0	0	1	0	0	0	9
01:15	23	0	1	0	0	0	0	24	8	1	0	1	0	0	0	10
01:30	12	0	0	0	0	1	0	13	9	1	0	3	1	0	0	14
01:45	19	1	0	0	0	0	0	20	7	1	0	4	0	0	0	12
02:00	27	0	0	1	1	0	0	29	10	2	1	0	0	0	0	13
02:15	12	1	0	0	0	0	0	13	9	0	0	0	0	0	0	9
02:30	27	4	1	1	1	0	0	34	11	2	0	0	1	0	0	14
02:45	25	2	0	1	0	0	0	28	9	0	0	0	0	0	0	9
03:00	17	1	0	0	0	0	0	18	12	0	0	0	0	0	0	12
03:15	28	1	1	2	0	0	0	32	16	1	0	0	0	0	0	17
03:30	6	2	0	1	0	0	0	9	38	5	0	0	1	0	0	44
03:45	21	0	0	0	0	0	0	21	32	0	0	1	0	0	0	33
04:00	23	1	0	0	0	0	0	24	37	5	1	1	0	0	0	44
04:15	15	3	0	1	1	0	0	20	35	1	1	1	0	0	0	38
04:30	13	3	2	2	0	0	0	20	35	4	0	1	0	2	0	42
04:45	18	3	2	2	0	0	0	25	32	3	0	1	0	0	0	36
05:00	19	4	2	3	0	0	0	28	43	5	1	3	0	0	0	52
05:15	18	3	1	0	0	0	0	22	42	3	0	3	0	0	0	48
05:30	26	7	2	0	0	0	0	35	69	6	0	2	1	1	1	80
05:45	25	9	1	2	0	0	0	37	61	5	0	2	1	1	0	70
06:00	28	12	4	2	1	1	0	48	72	11	1	1	0	4	1	90
06:15	33	16	2	4	1	0	0	56	78	14	3	1	0	2	0	98
06:30	50	18	1	5	0	1	0	75	118	25	1	8	0	0	1	153
06:45	33	16	2	4	0	1	0	56	127	32	0	7	1	3	0	170
07:00	58	28	2	7	1	1	1	98	144	43	2	7	0	0	0	196
07:15	57	24	1	7	0	4	1	94	171	33	2	7	1	1	3	218
07:30	72	29	4	6	1	2	0	114	189	35	3	6	0	3	1	237
07:45	92	34	6	9	3	3	0	147	192	29	3	6	1	5	1	237
08:00	92	26	4	4	0	0	0	126	203	26	5	3	3	3	0	243
08:15	119	37	9	1	5	4	0	175	137	24	3	6	0	4	0	174
08:30	87	30	3	7	1	0	0	128	184	26	6	12	0	4	0	232
08:45	97	20	5	8	0	0	0	130	176	25	7	5	0	3	2	218
09:00	103	29	3	8	1	1	1	146	138	21	4	6	0	2	0	171
09:15	102	17	6	3	0	0	0	128	122	28	6	9	3	2	1	171
09:30	78	16	4	5	1	0	0	104	104	14	2	6	2	2	0	130
09:45	62	19	3	5	1	3	0	93	98	17	4	7	1	1	0	128
10:00	78	17	3	6	2	0	1	107	101	20	2	7	0	0	1	131
10:15	64	25	5	6	1	0	7	108	105	16	4	5	1	0	0	131
10:30	81	25	6	6	3	1	0	122	108	26	1	3	0	0	0	138
10:45	112	23	2	8	0	2	0	147	114	24	9	6	0	1	2	156
11:00	82	20	1	6	1	2	1	113	107	23	2	9	2	0	0	143
11:15	77	17	3	4	1	2	1	105	93	13	6	8	1	0	0	121
11:30	94	10	1	4	0	2	0	111	109	15	4	10	1	0	1	140
11:45	97	21	8	4	1	0	0	131	92	22	6	1	0	1	0	122
12:00	87	16	9	1	0	1	0	114	96	14	2	4	0	3	0	119
12:15	88	13	5	3	1	2	0	112	99	19	0	5	0	2	0	125
12:30	85	17	2	8	0	1	1	114	115	9	5	3	1	3	0	136
12:45	117	28	4	5	0	2	0	156	86	19	5	4	0	0	1	115
13:00	112	19	5	7	1	3	0	147	86	13	4	3	1	1	0	108
13:15	101	20	1	8	1	2	0	133	83	17	3	6	0	1	0	110
13:30	96	18	5	6	1	0	1	127	116	24	1	11	2	1	1	156
13:45	104	20	1	9	0	1	0	135	120	9	4	7	3	1	2	146
14:00	104	18	5	8	2	4	0	141	89	21	2	3	1	3	0	119
14:15	103	14	0	7	0	2	0	126	106	19	2	3	1	2	1	134
14:30	90	15	4	8	5	2	0	124	106	15	8	1	1	2	0	133
14:45	117	19	5	4	0	2	0	147	101	23	2	7	3	0	0	136
15:00	89	15	4	8	5	2	0	123	97	25	5	5	0	1	0	133
15:15	118	19	5	4	0	2	0	148	134	15	2	8	0	3	2	164
15:30	131	17	3	3	0	2	0	156	133	21	1	3	5	4	0	167
15:45	128	15	1	6	2	1	0	153	104	23	2	3	2	2	0	136
16:00	86	23	4	5	1	3	0	122	135	30	3	1	3	2	0	174
16:15	113	21	3	7	1	0	0	145	130	31	1	1	1	1	0	165
16:30	145	21	1	3	0	4	0	174	100	16	0	6	0	0	1	123
16:45	155	24	1	3	1	1	1	186	115	21	1	2	1	4	0	144
17:00	195	24	1	4	1	2	2	229	114	25	2	1	1	2	0	145
17:15	170	28	1	2	0	1	1	203	145	20	2	2	0	3	0	172
17:30	208	16	1	0	0	7	3	235	125	24	1	0	1	1	0	152
17:45	175	24	2	0	0	5	0	206	128	16	1	1	0	2	0	148
18:00	178	13	0	1	1	7	5	205	129	21	1	1	0	2	1	155
18:15	208	21	1	2	0	6	1	239	108	8	0	1	0	5	0	122
18:30	186	19	1	2	0	5	6	219	93	12	0	1	0	1	2	109
18:45	155	21	2	1	2	4	2	187	98	11	0	0	1	6	0	116
19:00	134	4	0	1	1	3	0	143	67	9	2	2	0	0	8	88
19:15	123	14	0	0	0	2	0	139	79	12	0	1	0	2	0	94
19:30	87	13	0	0	1	1	1	103	59	8	1	0	0	0	1	69
19:45	74	8	0	1	1	1	1	86	75	5	3	0	1	3	1	88
20:00	95	9	0	1	0	2	0	107	52	0	0	0	0	5	0	57
20:15	63	5	1	1	0	0	0	70	48	5	1	1	0	0	1	56
20:30	53	8	0	1	0	2	0	64	48	2	1	0	0	2	1	54
20:45	53	5	1	0	1	1	0	61	36	4	0	0	0	1	1	42
21:00	42	2	0	0	0	1	0	45	53	7	0	1	0	3	0	64
21:15	60	2	1	1	0	0	1	65	51	2	0	0	1	0	0	54
21:30	45	3	0	1	0	0	0	49	45	4	0	0	0	6	0	55
21:45	36	4	0	0	0	0	0	40	39	6	0	0	0	2	0	47
22:00	36	3	0	0	1	3	0	43	37	1	0	1	0	1	0	40
22:15	55	6	0	2	1	0	1	65	36	4	0	1	0	1	0	42
22:30	64	4	0	0	0	0	0	68	38	3	0	0	1	0	0	42
22:45	44	1	0	0	0	4	0	49	25	2	0	2	0	2	0	31
23:00	33	5	0	2	0	0	0	40	25	4	0	2	0	0	0	31
23:15	43	2	0	0	0	2	0	47	20	2	0	1	0	0	0	23
23:30	36	2	0	2	0	0	0	40	24	2	0	2	1	0	0	29
23:45	50	2	1	2	0	1	0	56	14	0	0	2	0	0	0	16

Start Time	Rolling Hour							Total	Rolling Hour							Total
00:00	77	8	2	1	2	0	0	90	35	3	2	8	1	1	0	50
00:15	60	8	0	1	2	0	0	71	34	1	2	8	1	0	0	46
00:30	64	7	1	0	1	0	0	73	34	2	1	6	0	0	0	43
00:45	62	5	1	0	1	1	0	70	37	2	0	6	1	0	0	46
01:00	69	4	1	0	0	1	0	75	32	3	0	9	1	0	0	45
01:15	81	1	1	1	1	1	0	86	34	5	1	8	1	0	0	49
01:30	70	2	0	1	1	1	0	75	35	4	1	7	1	0	0	48
01:45	85	6	1	2	2	0	0	96	37	5	1	4	1	0	0	48
02:00	91	7	1	3	2	0	0	104	39	4	1	0	1	0	0	45
02:15	81	8	1	2	1	0	0	93	41	2	0	0	1	0	0	44
02:30	97	8	2	4	1	0	0	112	48	3	0	0	1	0	0	52
02:45	76	6	1	4	0	0	0	87	75	6	0	0	1	0	0	82
03:00	72	4	1	3	0	0	0	80	98	6	0	1	1	0	0	106
03:15	78	4	1	3	0	0	0	86	123	11	1	2	1	0	0	138
03:30	65	6	0	2	1	0	0	74	142	11	2	3	1	0	0	159
03:45	72	7	2	3	1	0	0	85	139	10	2	4	0	2	0	157
04:00	69	10	4	5	1	0	0	89	139	13	2	4	0	2	0	160
04:15	65	13	6	8	1	0	0	93	145	13	2	6	0	2	0	168
04:30	68	13	7	7	0	0	0	95	152	15	1	8	0	2	0	178
04:45	81	17	7	5	0	0	0	110	186	17	1	9	1	1	1	216
05:00	88	23	6	5	0	0	0	122	215	19	1	10	2	2	1	250
05:15	97	31	8	4	1	1	0	142	244	25	1	8	2	6	2	288
05:30	112	44	9	8	2	1	0	176	280	36	4	6	2	8	2	338
05:45	136	55	8	13	2	2	0	216	329	55	5	12	1	7	2	411
06:00	144	62	9	15	2	3	0	235	395	82	5	17	1	9	2	511
06:15	174	78	7	20	2	3	1	285	467	114	6	23	1	5	1	617
06:30	198	86	6	23	1	7	2	323	560	133	5	29	2	4	4	737
06:45	220	97	9	24	2	8	2	362	631	143	7	27	2	7	4	821
07:00	279	115	13	29	5	10	2	453	696	140	10	26	2	9	5	888
07:15	313	113	15	26	4	9	1	481	755	123	13	22	5	12	5	935
07:30	375	126	23	20	9	9	0	562	721	114	14	21	4	15	2	891
07:45	390	127	22	21	9	7	0	576	716	105	17	27	4	16	1	886
08:00	395	113	21	20	6	4	0	559	700	101	21	26	3	14	2	867
08:15	406	116	20	24	7	5	1	579	635	96	20	29	0	13	2	795
08:30	389	96	17	26	2	1	1	532	620	100	23	32	3	11	3	792
08:45	380	82	18	24	2	1	1	508	540	88	19	26	5	9	3	690
09:00	345	81	16	21	3	4	1	471	462	80	16	28	6	7	1	600
09:15	320	69	16	19	4	3	1	432	425	79	14	29	6	5	2	560
09:30	282	77	15	22	5	3	8	412	408	67	12	25	4	3	1	520
09:45	285	86	17	23	7	4	8	430	412	79	11	22	2	1	1	528
10:00	335	90	16	26	6	3	8	484	428	86	16	21	1	1	3	556
10:15	339	93	14	26	5	5	8	490	434	89	16	23	3	1	2	568
10:30	352	85	12	24	5	7	2	487	422	86	18	26	3	1	2	558
10:45	365	70	7	22	2	8	2	476	423	75	21	33	4	1	3	560
11:00	350	68	13	18	3	6	2	460	401	73	18	28	4	1	1	526
11:15	355	64	21	13	2	5	1	461	390	64	18	23	2	4	1	502
11:30	366	60	23	12	2	5	0	468	396	70	12	20	1	6	1	506
11:45	357	67	24	16	2	4	1	471	402	64	13	13	1	9	0	502
12:00	377	74	20	17	1	6	1	496	396	61	12	16	1	8	1	495
12:15	402	77	16	23	2	8	1	529	386	60	14	15	2	6	1	484
12:30	415	84	12	28	2	8	1	550	370	58	17	16	2	5	1	469
12:45	426	85	15	26	3	7	1	563	371	73	13	24	3	3	2	489
13:00	413	77	12	30	3	6	1	542	405	63	12	27	6	4	3	520
13:15	405	76	12	31	4	7	1	536	408	71	10	27	6	6	3	531
13:30	407	70	11	30	3	7	1	529	431	73	9	24	7	7	4	555
13:45	401	67	10	32	7	9	0	526	421	64	16	14	6	8	3	532
14:00	414	66	14	27	7	10	0	538	402	78	14	14	6	7	1	522
14:15	399	63	13	27	10	8	0	520	410	82	17	16	5	5	1	536
14:30	414	68	18	24	10	8	0	542	438	78	17	21	4	6	2	566
14:45	455	70	17	19	5	8	0	574	465	84	10	23	8	8	2	600
15:00	466	66	13	21	7	7	0	580	468	84	10	19	7	10	2	600
15:15	463	74	13	18	3	8	0	579	506	89	8	15	10	11	2	641
15:30	458	76	11	21	4	6	0	576	502	105	7	8	11	9	0	642
15:45	472	80	9	21	4	8	0	594	469	100	6	11	6	5	1	598
16:00	499	89	9	18	3	8	1	627	480	98	5	10	5	7	1	606
16:15	608	90	6	17	3	7	3	734	459	93	4	10	3	7	1	577
16:30	665	97	4	12	2	8	4	792	474	82	5	11	2	9	1	584
16:45	728	92	4	9	2	11	7	853	499	90	6	5	3	10	0	613
17:00	748	92	5	6	1	15	6	873	512	85	6	4	2	8	0	617
17:15	731	81	4	3	1	20	9	849	527	81	5	4	1	8	1	627
17:30	769	74	4	3	1	25	9	885	490	69	3	3	1	10	1	577
17:45	747	77	4	5	1	23	12	869	458	57	2	4	0	10	3	534
18:00	727	74	4	6	3	22	14	850	428	52	1	3	1	14	3	502
18:15	683	65	4	6	3	18	9	788	366	40	2	4	1	12	10	435
18:30	598	58	3	4	3	14	8	688	337	44	2	4	1	9	10	407
18:45	499	52	2	2	4	10	3	572	303	40	3	3	1	8	9	367
19:00	418	39	0	2	3	7	2	471	280	34	6	3	1	5	10	339
19:15	379	44	0	2	2	6	2	435	265	25	4	1	1	10	2	308
19:30	319	35	1	3	2	4	2	366	234	18	5	1	1	8	3	270
19:45	285	30	1	4	1	5	1	327	223	12	5	1	1	10	3	255
20:00	264	27	2	3	1	5	0	302	184	11	2	1	0	8	3	209
20:15	211	20	2	2	1	4	0	240	185	18	2	2	0	6	3	216
20:30	208	17	2	2	1	4	1	235	188	15	1	1	1	6	2	214
20:45	200	12	2	2	1	2	1	220	185	17	0	1	1	10	1	215
21:00	183	11	1	2	0	1	1	199	188	19	0	1	1	11	0	220
21:15	177	12	1	2	1	3	1	197	172	13	0	1	1	9	0	196
21:30	172	16	0	3	2	3	1	197	157	15	0	2	0	10	0	184
21:45	191	17	0	2	2	3	1	216	150	14	0	2	1	4	0	171
22:00	199	14	0	2	2	7	1	225	136	10	0	4	1	4	0	155
22:15	196	16	0	4	1	4	1	222	124	13	0	5	1	3	0	146
22:30	184	12	0	2	0	6	0	204	108	11	0	5	1	2	0	127
22:45	156	10	0	4	0	6	0	176	94	10	0	7	1	2	0	114
23:00	162	11	1	6	0	3	0	183	83	8	0	7	1	0	0	99

Intelligent Data Collection Limited

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

Date of Survey: 10.07.2018
Junction Name: A38 Bristol Road / A368 Bath Road / A38 New Road / A368 Dinghurst Road
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	3	1	0	2	0	0	0	6	3	0	0	0	0	0	0	3
00:15	6	0	0	3	0	0	0	9	2	0	0	1	0	0	0	3
00:30	3	2	1	3	0	0	0	9	3	0	0	1	0	0	0	4
00:45	1	0	0	1	0	0	0	2	0	0	0	0	0	0	0	0
01:00	1	0	0	2	0	0	0	3	0	0	0	0	0	0	0	0
01:15	3	1	0	1	0	0	0	5	1	0	0	0	0	0	0	1
01:30	0	0	0	2	0	0	0	2	0	0	0	1	0	0	0	1
01:45	2	0	0	4	0	0	0	6	1	0	0	0	0	0	0	1
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15	1	0	0	1	0	0	0	2	0	1	0	1	0	0	0	2
02:30	2	1	0	0	0	1	0	4	1	1	0	0	0	0	0	2
02:45	0	3	1	0	0	0	0	4	2	0	0	1	0	0	0	3
03:00	1	2	0	0	0	0	0	3	0	0	0	0	0	0	0	0
03:15	0	1	0	1	0	0	0	2	1	0	0	0	0	0	0	1
03:30	1	0	0	0	0	0	0	1	2	0	0	1	0	0	0	3
03:45	2	2	0	0	0	0	0	4	1	0	0	1	0	0	0	2
04:00	2	0	0	0	0	0	0	2	1	0	0	0	0	0	0	1
04:15	0	0	0	1	0	0	0	1	1	0	0	3	0	0	0	4
04:30	1	0	0	1	0	0	0	2	4	2	0	0	0	0	0	6
04:45	1	0	0	0	0	0	0	1	2	1	0	1	0	0	0	4
05:00	1	1	1	2	0	0	0	5	7	2	0	3	0	0	0	12
05:15	5	3	0	0	0	0	0	8	24	3	0	1	0	1	0	29
05:30	5	1	0	1	0	0	0	7	66	3	1	0	0	0	0	70
05:45	8	3	1	1	0	0	0	13	21	2	0	2	0	0	0	25
06:00	16	0	0	3	0	0	0	19	17	1	1	0	0	1	0	20
06:15	14	1	1	2	0	1	0	19	21	11	2	0	0	2	1	37
06:30	13	9	0	2	0	0	1	25	17	15	0	1	0	0	0	33
06:45	20	2	1	3	0	0	0	26	48	4	2	4	0	0	0	58
07:00	22	11	1	2	1	2	0	39	42	23	2	0	1	0	0	68
07:15	25	7	1	5	0	0	1	39	35	21	2	5	1	3	0	67
07:30	28	7	1	4	0	0	0	40	45	20	0	3	0	0	0	68
07:45	33	11	0	0	1	0	0	45	62	16	2	2	0	0	0	82
08:00	47	2	6	2	1	0	0	58	31	11	2	1	0	1	0	46
08:15	42	9	2	3	0	0	0	56	43	11	1	0	0	1	0	56
08:30	36	6	3	6	0	0	0	51	56	14	0	3	0	1	1	75
08:45	36	10	2	2	0	0	0	50	40	10	1	6	0	0	0	57
09:00	31	7	1	2	0	0	0	41	39	6	3	1	1	0	0	50
09:15	36	8	1	0	0	0	0	45	36	6	1	1	0	0	2	46
09:30	28	3	1	3	0	1	0	36	33	9	0	3	0	0	1	46
09:45	24	10	1	3	1	0	0	39	33	7	1	3	1	0	0	45
10:00	35	2	1	2	2	0	0	42	20	10	0	2	0	1	0	33
10:15	42	11	4	4	2	0	0	63	17	8	1	1	0	1	4	32
10:30	34	7	0	3	0	1	0	45	33	6	2	3	0	0	0	44
10:45	29	6	4	4	0	0	0	43	26	8	5	6	0	0	0	45
11:00	35	4	0	4	0	0	1	44	24	9	0	8	1	1	0	43
11:15	24	9	2	2	0	0	1	38	21	11	1	2	0	1	0	36
11:30	35	7	4	5	0	1	1	53	28	13	0	4	0	0	0	45
11:45	33	7	1	0	0	0	0	41	20	8	2	4	1	0	0	35
12:00	28	9	0	1	0	1	1	40	22	8	1	1	0	0	0	32
12:15	18	14	0	1	0	1	0	34	30	7	0	2	0	0	1	40
12:30	29	2	3	3	1	2	0	40	32	7	0	3	0	1	0	43
12:45	37	6	0	5	0	0	2	50	31	4	2	2	0	0	0	39
13:00	33	5	0	8	0	1	0	47	31	8	1	2	0	0	0	42
13:15	29	8	1	2	0	0	0	40	24	10	1	5	1	0	0	41
13:30	28	9	1	5	0	0	0	43	33	7	3	0	0	0	0	43
13:45	34	6	2	2	0	0	0	44	30	6	2	7	0	0	0	45
14:00	39	15	1	1	0	1	1	58	22	3	1	4	0	1	0	31
14:15	24	10	0	2	0	2	0	38	21	7	1	2	1	1	0	33
14:30	25	4	6	1	0	2	0	38	24	12	1	3	0	0	0	40
14:45	17	4	2	5	0	0	0	28	18	8	2	3	2	0	0	33
15:00	34	10	0	3	1	1	0	49	33	5	2	3	0	2	0	45
15:15	32	14	1	3	0	0	0	50	28	6	5	4	0	1	0	44
15:30	44	14	0	4	0	0	0	62	33	9	0	1	0	0	2	45
15:45	50	18	0	4	0	1	0	73	15	4	0	1	0	0	0	20
16:00	41	16	2	5	0	0	0	64	42	11	3	2	1	1	0	60
16:15	41	25	1	2	1	0	0	70	27	9	2	1	0	2	0	41
16:30	58	24	0	2	2	1	0	87	34	8	4	0	0	1	0	47
16:45	51	27	2	0	1	2	0	83	39	7	1	1	0	0	0	48
17:00	59	22	1	0	0	0	0	82	42	10	1	1	1	0	0	55
17:15	70	23	0	2	0	0	1	96	48	5	1	0	0	0	0	54
17:30	72	13	0	0	0	2	1	88	46	4	2	0	0	0	0	52
17:45	68	14	0	1	0	1	0	84	36	9	1	0	0	1	0	47
18:00	103	9	0	1	0	0	0	113	32	2	0	1	1	2	1	39
18:15	42	3	0	0	0	1	0	46	24	7	1	1	0	0	0	33
18:30	52	5	1	1	0	1	0	60	27	4	0	0	0	0	1	32
18:45	25	5	0	1	0	2	0	33	32	1	1	1	0	0	0	35
19:00	37	4	0	0	0	0	7	48	20	3	0	0	0	0	0	23
19:15	11	3	0	0	0	0	0	14	24	5	0	2	0	0	0	31
19:30	20	3	0	1	0	1	2	27	12	1	0	0	0	0	0	13
19:45	19	5	1	0	0	2	1	28	13	4	0	0	0	0	0	17
20:00	14	1	1	0	0	0	0	16	15	1	0	1	0	0	0	17
20:15	13	2	1	2	0	0	1	19	12	0	0	0	0	0	0	12
20:30	12	1	0	0	0	0	2	15	10	2	0	1	0	0	0	13
20:45	15	1	0	0	0	4	0	20	6	1	1	1	0	0	1	10
21:00	8	5	0	0	0	0	0	13	5	0	1	0	0	0	0	6
21:15	13	1	0	0	0	0	0	14	13	1	0	1	0	0	0	15
21:30	7	1	0	1	0	0	0	9	9	0	0	0	0	0	0	9
21:45	11	2	0	1	0	0	0	14	8	1	0	0	0	0	0	9
22:00	5	1	0	0	0	0	0	6	5	3	0	0	0	0	0	8
22:15	9	1	0	0	0	0	0	10	4	1	0	3	0	0	0	8
22:30	5	0	0	0	1	0	0	6	8	0	0	0	0	0	0	8
22:45	4	0	0	2	0	0	0	6	6	0	0	1	0	1	0	8
23:00	7	0	0	3	0	0	0	10	4	0	0	1	0	0	0	5
23:15	3	0	0	1	0	0	0	4	3	0	0	1	0	0	0	4
23:30	5	1	0	2	0	0	0	8	3	0	0	2	0	0	0	5
23:45	5	0	0	2	0	0	0	7	0	0	0	3	0	0	0	3

Start Time	Rolling Hour							Total	Rolling Hour							Total
00:00	13	3	1	9	0	0	0	26	8	0	0	2	0	0	0	10
00:15	11	2	1	9	0	0	0	23	5	0	0	2	0	0	0	7
00:30	8	3	1	7	0	0	0	19	4	0	0	1	0	0	0	5
00:45	5	1	0	6	0	0	0	12	1	0	0	1	0	0	0	2
01:00	6	1	0	9	0	0	0	16	2	0	0	1	0	0	0	3
01:15	5	1	0	7	0	0	0	13	2	0	0	1	0	0	0	3
01:30	3	0	0	7	0	0	0	10	1	1	0	2	0	0	0	4
01:45	5	1	0	5	0	1	0	12	2	2	0	1	0	0	0	5
02:00	3	4	1	1	0	1	0	10	3	2	0	2	0	0	0	7
02:15	4	6	1	1	0	1	0	13	3	2	0	2	0	0	0	7
02:30	3	7	1	1	0	1	0	13	4	1	0	1	0	0	0	6
02:45	2	6	1	1	0	0	0	10	5	0	0	2	0	0	0	7
03:00	4	5	0	1	0	0	0	10	4	0	0	2	0	0	0	6
03:15	5	3	0	1	0	0	0	9	5	0	0	2	0	0	0	7
03:30	5	2	0	1	0	0	0	8	5	0	0	5	0	0	0	10
03:45	5	2	0	2	0	0	0	9	7	2	0	4	0	0	0	13
04:00	4	0	0	2	0	0	0	6	8	3	0	4	0	0	0	15
04:15	3	1	1	4	0	0	0	9	14	5	0	7	0	0	0	26
04:30	8	4	1	3	0	0	0	16	37	8	0	5	0	1	0	51
04:45	12	5	1	3	0	0	0	21	99	9	1	5	0	1	0	115
05:00	19	8	2	4	0	0	0	33	118	10	1	6	0	1	0	136
05:15	34	7	1	5	0	0	0	47	128	9	2	3	0	2	0	144
05:30	43	5	2	7	0	1	0	58	125	17	4	2	0	3	1	152
05:45	51	13	2	8	0	1	1	76	76	29	3	3	0	3	1	115
06:00	63	12	2	10	0	1	1	89	103	31	5	5	0	3	1	148
06:15	69	23	3	9	1	3	1	109	128	53	6	5	1	2	1	196
06:30	80	29	3	12	1	2	2	129	142	63	6	10	2	3	0	226
06:45	95	27	4	14	1	2	1	144	170	68	6	12	2	3	0	261
07:00	108	36	3	11	2	2	1	163	184	80	6	10	2	3	0	285
07:15	133	27	8	11	2	0	1	182	173	68	6	11	1	4	0	263
07:30	150	29	9	9	2	0	0	199	181	58	5	6	0	2	0	252
07:45	158	28	11	11	2	0	0	210	192	52	5	6	0	3	1	259
08:00	161	27	13	13	1	0	0	215	170	46	4	10	0	3	1	234
08:15	145	32	8	13	0	0	0	198	178	41	5	10	1	2	1	238
08:30	139	31	7	10	0	0	0	187	171	36	5	11	1	1	3	228
08:45	131	28	5	7	0	1	0	172	148	31	5	11	1	0	3	199
09:00	119	28	4	8	1	1	0	161	141	28	5	8	2	0	3	187
09:15	123	23	4	8	3	1	0	162	122	32	2	9	1	1	3	170
09:30	129	26	7	12	5	1	0	180	103	34	2	9	1	2	5	156
09:45	135	30	6	12	5	1	0	189	103	31	4	9	1	2	4	154
10:00	140	26	9	13	4	1	0	193	96	32	8	12	0	2	4	154
10:15	140	28	8	15	2	1	1	195	100	31	8	18	1	2	4	164
10:30	122	26	6	13	0	1	2	170	104	34	8	19	1	2	0	168
10:45	123	26	10	15	0	1	3	178	99	41	6	20	1	2	0	169
11:00	127	27	7	11	0	1	3	176	93	41	3	18	2	2	0	159
11:15	120	32	7	8	0	2	3	172	91	40	4	11	1	1	0	148
11:30	114	37	5	7	0	3	2	168	100	36	3	11	1	0	1	152
11:45	108	32	4	5	1	4	1	155	104	30	3	10	1	1	1	150
12:00	112	31	3	10	1	4	3	164	115	26	3	8	0	1	1	154
12:15	117	27	3	17	1	4	2	171	124	26	3	9	0	1	1	164
12:30	128	21	4	18	1	3	2	177	118	29	4	12	1	1	0	165
12:45	127	28	2	20	0	1	2	180	119	29	7	9	1	0	0	165
13:00	124	28	4	17	0	1	0	174	118	31	7	14	1	0	0	171
13:15	130	38	5	10	0	1	1	185	109	26	7	16	1	1	0	160
13:30	125	40	4	10	0	3	1	183	106	23	7	13	1	2	0	152
13:45	122	35	9	6	0	5	1	178	97	28	5	16	1	2	0	149
14:00	105	33	9	9	0	5	1	162	85	30	5	12	3	2	0	137
14:15	100	28	8	11	1	5	0	153	96	32	6	11	3	3	0	151
14:30	108	32	9	12	1	3	0	165	103	31	10	13	2	3	0	162
14:45	127	42	3	15	1	1	0	189	112	28	9	11	2	3	2	167
15:00	160	56	1	14	1	2	0	234	109	24	7	9	0	3	2	154
15:15	167	62	3	16	0	1	0	249	118	30	8	8	1	2	2	169
15:30	176	73	3	15	1	1	0	269	117	33	5	5	1	3	2	166
15:45	190	83	3	13	3	2	0	294	118	32	9	4	1	4	0	168
16:00	191	92	5	9	4	3	0	304	142	35	10	4	1	4	0	196
16:15	209	98	4	4	4	3	0	322	142	34	8	3	1	3	0	191
16:30	238	96	3	4	3	3	1	348	163	30	7	2	1	1	0	204
16:45	252	85	3	2	1	4	2	349	175	26	5	2	1	0	0	209
17:00	269	72	1	3	0	3	2	350	172	28	5	1	1	1	0	208
17:15	313	59	0	4	0	3	2	381	162	30	4	1	1	3	1	192
17:30	285	39	0	2	0	4	1	331	138	22	4	2	1	3	1	171
17:45	265	31	1	3	0	3	0	303	119	22	2	2	1	3	2	151
18:00	222	22	1	3	0	4	0	252	115	14	2	3	1	2	2	139
18:15	156	17	1	2	0	4	7	187	103	15	2	2	0	0	1	123
18:30	125	17	1	2	0	3	7	155	103	13	1	3	0	0	1	121
18:45	93	15	0	2	0	3	9	122	88	10	1	3	0	0	0	102
19:00	87	15	1	1	0	3	10	117	69	13	0	2	0	0	0	84
19:15	64	12	2	1	0	3	3	85	64	11	0	3	0	0	0	78
19:30	66	11	3	3	0	3	4	90	52	6	0	1	0	0	0	59
19:45	58	9	3	2	0	2	4	78	50	7	0	2	0	0	0	59
20:00	54	5	2	2	0	4	3	70	43	4	1	3	0	0	1	52
20:15	48	9	1	2	0	4	3	67	33	3	2	2	0	0	1	41
20:30	48	8	0	0	0	4	2	62	34	4	2	3	0	0	1	44
20:45	43	8	0	1	0	4	0	56	33	2	2	2	0	0	1	40
21:00	39	9	0	2	0	0	0	50	35	2	1	1	0	0	0	39
21:15	36	5	0	2	0	0	0	43	35	5	0	1	0	0	0	41
21:30	32	5	0	2	0	0	0	39	26	5	0	3	0	0	0	34
21:45	30	4	0	1	1	0	0	36	25	5	0	3	0	0	0	33
22:00	23	2	0	2	1	0	0	28	23	4	0	4	0	1	0	32
22:15	25	1	0	5	1	0	0	32	22	1	0	5	0	1	0	29
22:30	19	0	0	6	1	0	0	26	21	0	0	3	0	1	0	25
22:45	19	1	0	8	0	0	0	28	16	0	0	5	0	1	0	22
23:00	20	1	0	8	0	0	0	29	10	0	0	7	0	0	0	17

Intelligent Data Collection Limited

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

Date of Survey: 10.07.2018
Junction Name: A38 Bristol Road / A368 Bath Road / A38 New Road / A368 Dinghurst Road
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	10	1	0	0	0	1	0	12	26	3	2	1	0	0	0	32
00:15	5	0	1	2	1	0	0	9	19	1	0	1	1	0	0	22
00:30	7	1	0	1	0	0	0	9	14	2	0	0	0	0	0	16
00:45	12	0	0	0	0	0	0	12	11	1	0	0	1	0	0	13
01:00	6	0	0	0	0	0	0	6	13	1	0	1	0	0	0	15
01:15	9	0	0	0	0	0	0	9	21	0	1	0	0	0	0	22
01:30	8	1	0	3	1	0	0	13	12	0	0	0	0	0	0	12
01:45	8	1	0	1	0	0	0	10	17	1	1	1	0	0	0	20
02:00	6	1	1	0	0	0	0	8	25	0	0	1	1	0	0	27
02:15	6	0	0	1	0	0	0	7	12	1	0	1	0	0	0	14
02:30	8	2	0	0	1	0	0	11	25	5	1	1	1	1	0	34
02:45	9	0	0	1	0	0	0	10	23	5	1	1	0	0	0	30
03:00	9	0	0	0	0	0	0	9	18	3	0	0	0	0	0	21
03:15	14	0	0	0	0	0	0	14	28	2	1	3	0	0	0	34
03:30	33	4	0	1	1	0	0	39	5	1	0	0	0	0	0	6
03:45	29	0	0	1	0	0	0	30	20	2	0	0	0	0	0	22
04:00	34	5	0	0	0	0	0	39	22	1	0	1	0	0	0	24
04:15	29	0	1	1	0	0	0	31	15	3	0	1	1	0	0	20
04:30	35	5	0	0	0	2	0	42	14	2	2	2	0	0	0	20
04:45	27	2	0	0	0	0	0	29	15	3	2	2	0	0	0	22
05:00	35	4	0	1	0	0	0	40	19	3	2	2	0	0	0	26
05:15	40	3	0	2	0	0	0	45	12	5	1	0	0	0	0	18
05:30	55	5	0	0	1	0	1	62	19	9	1	0	0	0	0	29
05:45	54	4	0	3	1	1	0	63	23	8	1	4	0	0	0	36
06:00	55	7	1	0	0	3	0	66	24	10	2	4	1	1	0	42
06:15	61	13	3	1	0	2	0	80	26	14	2	2	1	0	0	45
06:30	92	19	1	6	0	0	0	118	44	17	1	5	0	1	0	68
06:45	107	29	1	6	1	1	0	145	24	11	3	4	0	1	0	43
07:00	107	43	3	2	0	0	0	155	52	32	3	9	2	1	0	99
07:15	129	30	1	3	0	1	2	166	48	19	0	4	0	2	1	74
07:30	148	31	2	3	0	3	0	187	56	25	3	6	1	1	0	92
07:45	171	24	2	3	0	4	2	206	72	26	4	4	0	1	0	107
08:00	180	21	5	3	1	3	0	213	77	13	6	4	0	0	0	100
08:15	132	23	0	2	0	3	0	160	89	29	8	3	0	4	0	133
08:30	146	18	3	6	0	3	1	177	73	19	4	6	0	0	0	102
08:45	128	22	5	2	0	2	0	159	78	18	4	2	0	0	0	102
09:00	135	16	3	4	0	2	0	160	91	26	3	6	1	0	0	127
09:15	105	21	3	5	2	0	1	137	96	21	5	3	0	0	2	127
09:30	94	16	2	5	2	0	0	119	75	9	5	3	1	1	1	95
09:45	93	12	5	4	0	0	0	114	61	17	6	4	1	2	0	91
10:00	88	21	1	8	0	0	1	119	66	12	3	4	1	0	1	87
10:15	81	11	3	1	1	1	0	98	57	23	7	6	1	0	2	96
10:30	100	23	2	3	0	0	0	128	76	15	5	4	2	1	0	103
10:45	97	19	9	4	0	1	0	130	99	21	3	4	0	2	0	129
11:00	94	20	3	6	1	0	0	124	76	17	2	3	0	1	0	99
11:15	76	10	5	3	0	0	0	94	69	18	3	3	1	1	1	96
11:30	95	19	1	6	1	0	0	122	76	11	2	1	0	3	0	93
11:45	79	18	6	4	0	1	0	108	77	16	6	2	0	0	0	101
12:00	83	17	2	1	0	2	0	105	76	16	7	0	0	1	0	100
12:15	68	11	0	6	0	1	1	87	69	10	5	4	1	1	0	90
12:30	94	8	3	1	0	2	0	108	70	14	0	11	0	0	1	96
12:45	69	13	6	1	0	0	1	90	99	19	2	6	0	1	0	127
13:00	77	14	5	2	1	1	0	100	87	20	3	9	0	3	0	122
13:15	73	16	3	6	0	1	0	99	84	18	0	5	1	1	0	109
13:30	98	17	1	7	2	1	1	127	74	15	3	5	1	0	1	99
13:45	90	8	5	3	0	1	2	109	89	16	1	4	0	1	0	111
14:00	76	19	2	0	1	3	0	101	92	20	5	3	0	4	0	124
14:15	92	16	2	0	0	1	1	112	87	15	1	5	0	2	0	110
14:30	90	16	3	2	1	2	0	114	74	11	2	5	3	1	0	96
14:45	90	21	2	3	2	0	0	118	93	15	3	3	0	2	0	116
15:00	86	15	4	3	0	0	0	108	78	16	2	3	3	1	0	103
15:15	109	12	3	9	0	3	2	138	107	17	2	3	0	2	0	131
15:30	101	20	1	6	1	4	2	135	118	21	2	4	0	2	0	147
15:45	77	16	3	5	0	1	0	102	114	21	1	6	0	1	0	143
16:00	113	27	2	1	1	0	0	144	95	18	2	5	0	3	0	123
16:15	97	22	1	2	0	0	0	122	98	24	1	6	0	0	0	129
16:30	91	15	4	5	0	1	1	117	130	24	0	3	0	3	0	160
16:45	112	22	0	3	1	3	0	141	148	28	2	2	1	2	1	184
17:00	91	19	3	2	1	0	0	116	172	25	1	4	0	2	0	204
17:15	121	14	2	2	0	1	0	140	170	32	0	2	0	0	1	205
17:30	111	19	1	0	1	1	0	133	191	16	0	1	0	5	2	215
17:45	108	17	1	1	0	3	0	130	151	23	1	2	0	4	0	181
18:00	105	14	1	4	1	1	2	128	161	13	0	1	1	5	1	182
18:15	101	8	1	0	0	5	0	115	177	13	0	1	0	6	1	198
18:30	77	12	0	0	0	1	2	92	162	16	1	1	0	5	5	190
18:45	85	11	0	1	1	5	0	103	131	21	1	1	2	3	1	160
19:00	50	8	2	1	0	1	3	65	122	3	0	1	1	3	0	130
19:15	65	9	0	1	0	2	0	77	78	7	0	0	0	1	0	86
19:30	44	6	1	0	0	0	1	52	74	9	0	1	1	2	2	89
19:45	54	4	2	1	1	2	0	64	63	6	0	2	1	1	1	74
20:00	38	1	0	1	0	5	0	45	87	10	0	0	0	0	0	97
20:15	39	5	0	0	0	0	0	44	49	5	0	2	0	0	1	57
20:30	40	3	1	1	0	1	0	46	39	6	0	1	0	1	1	48
20:45	29	2	0	2	0	0	0	33	46	4	0	0	1	2	0	53
21:00	35	4	1	1	0	3	0	44	36	4	0	0	0	1	0	41
21:15	37	3	0	1	1	0	0	42	46	2	1	1	0	0	0	50
21:30	35	1	0	0	0	5	0	41	35	1	0	2	0	0	0	38
21:45	32	4	0	0	0	3	0	39	30	4	0	1	0	1	0	36
22:00	26	1	0	0	0	1	0	28	28	0	0	0	1	2	0	31
22:15	29	4	0	3	0	0	0	36	39	4	0	0	1	0	1	45
22:30	33	2	0	0	1	0	0	36	48	2	0	0	0	0	0	50
22:45	23	1	0	1	0	2	0	27	34	1	0	0	0	1	0	36
23:00	19	4	0	0	0	0	0	23	27	3	0	2	0	0	0	32
23:15	17	2	0	1	0	0	0	20	37	2	0	0	0	2	0	41
23:30	17	2	0	1	1	0	0	21	34	2	0	1	0	0	0	37
23:45	11	0	0	2	0	0	0	13	51	1	1	0	0	1	0	54

Start Time	Rolling Hour							Total	Rolling Hour							Total
00:00	34	2	1	3	1	1	0	42	70	7	2	2	2	0	0	83
00:15	30	1	1	3	1	0	0	36	57	5	0	2	2	0	0	66
00:30	34	1	0	1	0	0	0	36	59	4	1	1	1	0	0	66
00:45	35	1	0	3	1	0	0	40	57	2	1	1	1	0	0	62
01:00	31	2	0	4	1	0	0	38	63	2	2	2	0	0	0	69
01:15	31	3	1	4	1	0	0	40	75	1	2	2	1	0	0	81
01:30	28	3	1	5	1	0	0	38	66	2	1	3	1	0	0	73
01:45	28	4	1	2	1	0	0	36	79	7	2	4	2	1	0	95
02:00	29	3	1	2	1	0	0	36	85	11	2	4	2	1	0	105
02:15	32	2	0	2	1	0	0	37	78	14	2	3	1	1	0	99
02:30	40	2	0	1	1	0	0	44	94	15	3	5	1	1	0	119
02:45	65	4	0	2	1	0	0	72	74	11	2	4	0	0	0	91
03:00	85	4	0	2	1	0	0	92	71	8	1	3	0	0	0	83
03:15	110	9	0	2	1	0	0	122	75	6	1	4	0	0	0	86
03:30	125	9	1	3	1	0	0	139	62	7	0	2	1	0	0	72
03:45	127	10	1	2	0	2	0	142	71	8	2	4	1	0	0	86
04:00	125	12	1	1	0	2	0	141	66	9	4	6	1	0	0	86
04:15	126	11	1	2	0	2	0	142	63	11	6	7	1	0	0	88
04:30	137	14	0	3	0	2	0	156	60	13	7	6	0	0	0	86
04:45	157	14	0	3	1	0	1	176	65	20	6	4	0	0	0	95
05:00	184	16	0	6	2	1	1	210	73	25	5	6	0	0	0	109
05:15	204	19	1	5	2	4	1	236	78	32	5	8	1	1	0	125
05:30	225	29	4	4	2	6	1	271	92	41	6	10	2	1	0	152
05:45	262	43	5	10	1	6	0	327	117	49	6	15	2	2	0	191
06:00	315	68	6	13	1	6	0	409	118	52	8	15	2	3	0	198
06:15	367	104	8	15	1	3	0	498	146	74	9	20	3	3	0	255
06:30	435	121	6	17	1	2	2	584	168	79	7	22	2	5	1	284
06:45	491	133	7	14	1	5	2	653	180	87	9	23	3	5	1	308
07:00	555	128	8	11	0	8	4	714	228	102	10	23	3	5	1	372
07:15	628	106	10	12	1	11	4	772	253	83	13	18	1	4	1	373
07:30	631	99	9	11	1	13	2	766	294	93	21	17	1	6	0	432
07:45	629	86	10	14	1	13	3	756	311	87	22	17	0	5	0	442
08:00	586	84	13	13	1	11	1	709	317	79	22	15	0	4	0	437
08:15	541	79	11	14	0	10	1	656	331	92	19	17	1	4	0	464
08:30	514	77	14	17	2	7	2	633	338	84	16	17	1	0	2	458
08:45	462	75	13	16	4	4	1	575	340	74	17	14	2	1	3	451
09:00	427	65	13	18	4	2	1	530	323	73	19	16	3	3	3	440
09:15	380	70	11	22	4	0	2	489	298	59	19	14	3	3	4	400
09:30	356	60	11	18	3	1	1	450	259	61	21	17	4	3	4	369
09:45	362	67	11	16	1	1	1	459	260	67	21	18	5	3	3	377
10:00	366	74	15	16	1	2	1	475	298	71	18	18	4	3	3	415
10:15	372	73	17	14	2	2	0	480	308	76	17	17	3	4	2	427
10:30	367	72	19	16	1	1	0	476	320	71	13	14	3	5	1	427
10:45	362	68	18	19	2	1	0	470	320	67	10	11	1	7	1	417
11:00	344	67	15	19	2	1	0	448	298	62	13	9	1	5	1	389
11:15	333	64	14	14	1	3	0	429	298	61	18	6	1	5	1	390
11:30	325	65	9	17	1	4	1	422	298	53	20	7	1	5	0	384
11:45	324	54	11	12	0	6	1	408	292	56	18	17	1	2	1	387
12:00	314	49	11	9	0	5	2	390	314	59	14	21	1	3	1	413
12:15	308	46	14	10	1	4	2	385	325	63	10	30	1	5	1	435
12:30	313	51	17	10	1	4	1	397	340	71	5	31	1	5	1	454
12:45	317	60	15	16	3	3	2	416	344	72	8	25	2	5	1	457
13:00	338	55	14	18	3	4	3	435	334	69	7	23	2	5	1	441
13:15	337	60	11	16	3	6	3	436	339	69	9	17	2	6	1	443
13:30	356	60	10	10	3	6	4	449	342	66	10	17	1	7	1	444
13:45	348	59	12	5	2	7	3	436	342	62	9	17	3	8	0	441
14:00	348	72	9	5	4	6	1	445	346	61	11	16	3	9	0	446
14:15	358	68	11	8	3	3	1	452	332	57	8	16	6	6	0	425
14:30	375	64	12	17	3	5	2	478	352	59	9	14	6	6	0	446
14:45	386	68	10	21	3	7	4	499	396	69	9	13	3	7	0	497
15:00	373	63	11	23	1	8	4	483	417	75	7	16	3	6	0	524
15:15	400	75	9	21	2	8	4	519	434	77	7	18	0	8	0	544
15:30	388	85	7	14	2	5	2	503	425	84	6	21	0	6	0	542
15:45	378	80	10	13	1	2	1	485	437	87	4	20	0	7	0	555
16:00	413	86	7	11	2	4	1	524	471	94	5	16	1	8	1	596
16:15	391	78	8	12	2	4	1	496	548	101	4	15	1	7	1	677
16:30	415	70	9	12	2	5	1	514	620	109	3	11	1	7	2	753
16:45	435	74	6	7	3	5	0	530	681	101	3	9	1	9	4	808
17:00	431	69	7	5	2	5	0	519	684	96	2	9	0	11	3	805
17:15	445	64	5	7	2	6	2	531	673	84	1	6	1	14	4	783
17:30	425	58	4	5	2	10	2	506	680	65	1	5	1	20	4	776
17:45	391	51	3	5	1	10	4	465	651	65	2	5	1	20	7	751
18:00	368	45	2	5	2	12	4	438	631	63	2	4	3	19	8	730
18:15	313	39	3	2	1	12	5	375	592	53	2	4	3	17	7	678
18:30	277	40	2	3	1	9	5	337	493	47	2	3	3	12	6	566
18:45	244	34	3	3	1	8	4	297	405	40	1	3	4	9	3	465
19:00	213	27	5	3	1	5	4	258	337	25	0	4	3	7	3	379
19:15	201	20	3	3	1	9	1	238	302	32	0	3	2	4	3	346
19:30	175	16	3	2	1	7	1	205	273	30	0	5	2	3	4	317
19:45	171	13	3	3	1	8	0	199	238	27	0	5	1	2	3	276
20:00	146	11	1	4	0	6	0	168	221	25	0	3	1	3	2	255
20:15	143	14	2	4	0	4	0	167	170	19	0	3	1	4	2	199
20:30	141	12	2	5	1	4	0	165	167	16	1	2	1	4	1	192
20:45	136	10	1	4	1	8	0	160	163	11	1	3	1	3	0	182
21:00	139	12	1	2	1	11	0	166	147	11	1	4	0	2	0	165
21:15	130	9	0	1	1	9	0	150	139	7	1	4	1	3	0	155
21:30	122	10	0	3	0	9	0	144	132	9	0	3	2	3	1	150
21:45	120	11	0	3	1	4	0	139	145	10	0	1	2	3	1	162
22:00	111	8	0	4	1	3	0	127	149	7	0	0	2	3	1	162
22:15	104	11	0	4	1	2	0	122	148	10	0	2	1	1	1	163
22:30	92	9	0	2	1	2	0	106	146	8	0	2	0	3	0	159
22:45	76	9	0	3	1	2	0	91	132	8	0	3	0	3	0	146
23:00	64	8	0	4	1	0	0	77	149	8	1	3	0	3	0	164

Intelligent Data Collection Limited

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

Date of Survey: 10.07.2018
Junction Name: A38 Bristol Road / A368 Bath Road / A38 New Road / A368 Dinghurst Road
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	2	0	0	0	0	0	0	2	9	0	0	0	0	0	0	9
00:15	5	0	0	0	0	0	0	5	6	0	0	1	0	0	0	7
00:30	1	0	1	0	0	0	0	2	2	2	1	0	0	0	0	5
00:45	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	3
01:00	2	0	0	0	0	0	0	2	3	2	0	0	0	0	0	5
01:15	0	1	0	0	0	0	0	1	5	1	0	0	0	0	0	6
01:30	1	0	0	0	0	0	0	1	0	0	0	1	0	1	0	2
01:45	0	0	1	0	0	0	0	1	4	0	0	0	0	0	0	4
02:00	4	1	0	0	0	0	0	5	2	0	0	0	0	0	0	2
02:15	3	1	0	0	0	0	0	4	1	0	0	0	0	0	0	1
02:30	4	1	0	0	0	0	0	5	4	0	0	0	0	0	0	4
02:45	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2
03:00	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0
03:15	3	1	0	0	0	0	0	4	0	0	0	0	0	0	0	0
03:30	6	1	0	0	0	0	0	7	1	1	0	1	0	0	0	3
03:45	3	0	0	1	0	0	0	4	2	0	0	0	0	0	0	2
04:00	3	0	1	2	0	0	0	6	2	0	0	0	0	0	0	2
04:15	7	1	0	2	0	0	0	10	0	0	0	0	0	0	0	0
04:30	4	1	0	0	0	0	0	5	0	1	0	0	0	0	0	1
04:45	7	2	0	2	0	0	0	11	4	0	0	0	0	0	0	4
05:00	15	3	0	2	0	0	0	20	1	2	0	0	0	0	0	3
05:15	25	4	0	2	0	1	0	32	10	2	0	0	0	0	0	12
05:30	79	6	0	1	0	1	0	87	11	1	0	0	0	0	0	12
05:45	27	3	0	2	0	0	0	32	9	4	1	0	0	0	0	14
06:00	33	5	0	2	0	2	1	43	19	2	1	2	0	0	0	24
06:15	36	11	2	1	0	2	1	53	19	2	1	5	0	1	0	28
06:30	40	16	0	3	0	0	0	59	16	5	0	2	0	0	0	23
06:45	68	6	1	3	0	2	0	80	29	6	0	1	0	0	0	36
07:00	77	22	1	7	1	0	0	108	26	6	0	2	0	2	1	37
07:15	76	25	2	2	2	1	0	108	33	13	1	1	0	0	0	48
07:30	85	21	1	4	0	0	1	112	43	8	2	2	0	1	0	56
07:45	87	21	2	3	1	1	0	115	57	19	1	3	4	2	1	87
08:00	61	13	2	0	2	1	0	79	69	12	4	1	1	0	0	87
08:15	56	10	2	4	0	2	0	74	80	15	1	1	5	0	0	102
08:30	99	17	2	3	0	2	0	123	55	12	1	1	1	0	0	70
08:45	79	11	2	2	0	1	2	97	46	10	2	1	0	0	0	59
09:00	51	11	4	2	1	0	0	69	52	10	1	3	0	1	1	68
09:15	59	13	4	5	1	2	4	88	48	4	2	0	0	0	0	54
09:30	55	6	1	1	0	2	2	67	43	9	1	2	0	0	0	55
09:45	39	8	3	2	1	1	0	54	26	8	1	0	0	1	0	36
10:00	32	9	1	1	0	1	0	44	46	7	1	4	3	0	0	61
10:15	34	11	1	2	0	0	0	48	42	11	1	1	2	0	1	58
10:30	43	9	0	1	0	0	0	53	41	17	0	3	1	1	0	63
10:45	42	13	3	1	0	0	2	61	41	8	1	1	0	0	0	51
11:00	31	12	1	4	1	0	0	49	35	7	1	0	0	0	2	45
11:15	40	14	2	4	1	0	0	61	34	8	2	0	0	0	1	45
11:30	41	12	0	1	0	0	1	55	52	9	0	1	0	0	1	63
11:45	28	9	1	2	0	0	0	40	48	9	2	3	0	0	0	62
12:00	34	4	2	2	0	1	0	43	38	8	3	0	0	1	1	51
12:15	60	10	0	3	0	0	0	73	36	12	0	2	0	1	0	51
12:30	47	8	2	6	0	1	0	64	38	5	5	1	0	2	0	51
12:45	45	10	0	3	0	0	0	58	52	15	1	2	0	1	2	73
13:00	38	8	0	0	0	0	0	46	56	5	2	3	1	1	0	68
13:15	34	10	1	0	1	1	0	47	46	9	2	0	0	2	0	59
13:30	45	10	1	0	0	0	0	56	44	8	1	2	0	0	0	55
13:45	47	10	1	5	3	0	0	66	36	13	2	1	0	0	0	52
14:00	34	6	1	2	0	0	0	43	50	14	1	1	2	0	1	69
14:15	34	9	2	2	2	1	0	50	39	8	0	1	0	1	0	49
14:30	42	10	1	1	0	0	0	54	43	7	3	3	2	3	0	61
14:45	38	10	1	1	3	0	0	53	50	8	3	0	0	0	0	61
15:00	47	11	2	0	0	3	0	63	48	5	1	3	3	2	0	62
15:15	60	9	1	2	0	1	0	73	50	16	1	3	0	0	0	70
15:30	75	11	0	1	4	1	0	92	67	11	1	6	0	1	0	86
15:45	50	12	0	3	2	0	0	67	72	13	1	8	2	0	0	96
16:00	70	14	2	1	3	3	0	93	38	21	2	4	1	0	0	66
16:15	61	12	0	0	0	3	0	76	57	16	1	3	1	0	0	78
16:30	50	11	0	1	0	0	0	62	80	23	1	2	2	2	0	110
16:45	59	7	1	0	0	1	0	68	75	24	0	1	1	1	0	102
17:00	63	13	0	1	0	2	0	79	80	18	1	1	0	0	2	102
17:15	69	10	1	0	0	2	0	82	67	18	1	2	0	1	1	90
17:30	58	7	2	1	0	0	0	68	87	11	1	0	0	4	2	105
17:45	56	5	1	1	0	0	0	63	92	12	1	0	0	2	0	107
18:00	63	7	0	0	0	3	0	73	127	7	0	3	0	2	4	143
18:15	44	5	0	1	0	0	0	50	86	9	1	0	0	1	0	97
18:30	44	7	0	0	0	0	0	51	77	11	1	1	0	1	0	91
18:45	46	3	0	0	0	1	0	50	50	7	0	1	0	3	1	62
19:00	38	3	0	1	0	0	0	42	50	4	0	0	0	1	2	57
19:15	41	10	0	2	0	0	0	53	59	12	0	0	0	1	0	72
19:30	28	2	0	0	0	0	0	30	34	6	0	0	0	0	1	41
19:45	33	4	0	1	0	1	0	39	29	6	0	1	0	2	0	38
20:00	35	0	0	0	0	0	0	35	28	0	1	1	0	2	0	32
20:15	23	3	1	0	0	0	1	28	29	5	2	0	0	0	0	36
20:30	22	1	0	0	0	1	0	24	30	3	0	0	0	1	0	34
20:45	16	3	0	0	0	1	2	22	25	2	0	1	0	3	0	31
21:00	23	4	0	0	0	0	0	27	14	4	0	0	0	0	0	18
21:15	25	1	0	1	0	0	0	27	25	2	0	1	0	0	1	29
21:30	21	2	0	0	0	1	0	24	19	2	0	0	0	0	0	21
21:45	15	1	0	0	0	1	0	17	17	0	0	0	0	1	0	18
22:00	18	2	0	1	0	0	0	21	15	3	0	0	0	1	0	19
22:15	6	1	0	0	0	1	0	8	20	3	0	1	0	0	0	24
22:30	10	1	0	0	0	0	0	11	18	2	0	0	1	0	0	21
22:45	9	1	0	0	0	0	0	10	15	0	0	0	0	2	0	17
23:00	7	0	0	0	0	0	0	7	10	2	0	0	0	0	0	12
23:15	5	0	0	0	0	0	0	5	8	0	0	0	0	0	0	8
23:30	11	0	0	1	0	0	0	12	8	1	0	1	0	0	0	10
23:45	4	0	0	0	0	0	0	4	5	1	0	1	0	0	0	7

Start Time	Rolling Hour							Total	Rolling Hour							Total
00:00	8	0	1	0	0	0	0	9	19	3	1	1	0	0	0	24
00:15	8	0	1	0	0	0	0	9	13	5	1	1	0	0	0	20
00:30	3	1	1	0	0	0	0	5	12	6	1	0	0	0	0	19
00:45	3	1	0	0	0	0	0	4	10	4	0	1	0	1	0	16
01:00	3	1	1	0	0	0	0	5	12	3	0	1	0	1	0	17
01:15	5	2	1	0	0	0	0	8	11	1	0	1	0	1	0	14
01:30	8	2	1	0	0	0	0	11	7	0	0	1	0	1	0	9
01:45	11	3	1	0	0	0	0	15	11	0	0	0	0	0	0	11
02:00	13	3	0	0	0	0	0	16	9	0	0	0	0	0	0	9
02:15	12	2	0	0	0	0	0	14	7	0	0	0	0	0	0	7
02:30	12	2	0	0	0	0	0	14	6	0	0	0	0	0	0	6
02:45	14	2	0	0	0	0	0	16	3	1	0	1	0	0	0	5
03:00	15	2	0	1	0	0	0	18	3	1	0	1	0	0	0	5
03:15	15	2	1	3	0	0	0	21	5	1	0	1	0	0	0	7
03:30	19	2	1	5	0	0	0	27	5	1	0	1	0	0	0	7
03:45	17	2	1	5	0	0	0	25	4	1	0	0	0	0	0	5
04:00	21	4	1	6	0	0	0	32	6	1	0	0	0	0	0	7
04:15	33	7	0	6	0	0	0	46	5	3	0	0	0	0	0	8
04:30	51	10	0	6	0	1	0	68	15	5	0	0	0	0	0	20
04:45	126	15	0	7	0	2	0	150	26	5	0	0	0	0	0	31
05:00	146	16	0	7	0	2	0	171	31	9	1	0	0	0	0	41
05:15	164	18	0	7	0	4	1	194	49	9	2	2	0	0	0	62
05:30	175	25	2	6	0	5	2	215	58	9	3	7	0	1	0	78
05:45	136	35	2	8	0	4	2	187	63	13	3	9	0	1	0	89
06:00	177	38	3	9	0	6	2	235	83	15	2	10	0	1	0	111
06:15	221	55	4	14	1	4	1	300	90	19	1	10	0	3	1	124
06:30	261	69	4	15	3	3	0	355	104	30	1	6	0	2	1	144
06:45	306	74	5	16	3	3	1	408	131	33	3	6	0	3	1	177
07:00	325	89	6	16	4	2	1	443	159	46	4	8	4	5	2	228
07:15	309	80	7	9	5	3	1	414	202	52	8	7	5	3	1	278
07:30	289	65	7	11	3	4	1	380	249	54	8	7	10	3	1	332
07:45	303	61	8	10	3	6	0	391	261	58	7	6	11	2	1	346
08:00	295	51	8	9	2	6	2	373	250	49	8	4	7	0	0	318
08:15	285	49	10	11	1	5	2	363	233	47	5	6	6	1	1	299
08:30	288	52	12	12	2	5	6	377	201	36	6	5	1	1	1	251
08:45	244	41	11	10	2	5	8	321	189	33	6	6	0	1	1	236
09:00	204	38	12	10	3	5	6	278	169	31	5	5	0	2	1	213
09:15	185	36	9	9	2	6	6	253	163	28	5	6	3	1	0	206
09:30	160	34	6	6	1	4	2	213	157	35	4	7	5	1	1	210
09:45	148	37	5	6	1	2	0	199	155	43	3	8	6	2	1	218
10:00	151	42	5	5	0	1	2	206	170	43	3	9	6	1	1	233
10:15	150	45	5	8	1	0	2	211	159	43	3	5	3	1	3	217
10:30	156	48	6	10	2	0	2	224	151	40	4	4	1	1	3	204
10:45	154	51	6	10	2	0	3	226	162	32	4	2	0	0	4	204
11:00	140	47	4	11	2	0	1	205	169	33	5	4	0	0	4	215
11:15	143	39	5	9	1	1	1	199	172	34	7	4	0	1	3	221
11:30	163	35	3	8	0	1	1	211	174	38	5	6	0	2	2	227
11:45	169	31	5	13	0	2	0	220	160	34	10	6	0	4	1	215
12:00	186	32	4	14	0	2	0	238	164	40	9	5	0	5	3	226
12:15	190	36	2	12	0	1	0	241	182	37	8	8	1	5	2	243
12:30	164	36	3	9	1	2	0	215	192	34	10	6	1	6	2	251
12:45	162	38	2	3	1	1	0	207	198	37	6	7	1	4	2	255
13:00	164	38	3	5	4	1	0	215	182	35	7	6	1	3	0	234
13:15	160	36	4	7	4	1	0	212	176	44	6	4	2	2	1	235
13:30	160	35	5	9	5	1	0	215	169	43	4	5	2	1	1	225
13:45	157	35	5	10	5	1	0	213	168	42	6	6	4	4	1	231
14:00	148	35	5	6	5	1	0	200	182	37	7	5	4	4	1	240
14:15	161	40	6	4	5	4	0	220	180	28	7	7	5	6	0	233
14:30	187	40	5	4	3	4	0	243	191	36	8	9	5	5	0	254
14:45	220	41	4	4	7	5	0	281	215	40	6	12	3	3	0	279
15:00	232	43	3	6	6	5	0	295	237	45	4	20	5	3	0	314
15:15	255	46	3	7	9	5	0	325	227	61	5	21	3	1	0	318
15:30	256	49	2	5	9	7	0	328	234	61	5	21	4	1	0	326
15:45	231	49	2	5	5	6	0	298	247	73	5	17	6	2	0	350
16:00	240	44	3	2	3	7	0	299	250	84	4	10	5	3	0	356
16:15	233	43	1	2	0	6	0	285	292	81	3	7	4	3	2	392
16:30	241	41	2	2	0	5	0	291	302	83	3	6	3	4	3	404
16:45	249	37	4	2	0	5	0	297	309	71	3	4	1	6	5	399
17:00	246	35	4	3	0	4	0	292	326	59	4	3	0	7	5	404
17:15	246	29	4	2	0	5	0	286	373	48	3	5	0	9	7	445
17:30	221	24	3	3	0	3	0	254	392	39	3	3	0	9	6	452
17:45	207	24	1	2	0	3	0	237	382	39	3	4	0	6	4	438
18:00	197	22	0	1	0	4	0	224	340	34	2	5	0	7	5	393
18:15	172	18	0	2	0	1	0	193	263	31	2	2	0	6	3	307
18:30	169	23	0	3	0	1	0	196	236	34	1	2	0	6	3	282
18:45	153	18	0	3	0	1	0	175	193	29	0	1	0	5	4	232
19:00	140	19	0	4	0	1	0	164	172	28	0	1	0	4	3	208
19:15	137	16	0	3	0	1	0	157	150	24	1	2	0	5	1	183
19:30	119	9	1	1	0	1	1	132	120	17	3	2	0	4	1	147
19:45	113	8	1	1	0	2	1	126	116	14	3	2	0	5	0	140
20:00	96	7	1	0	0	2	3	109	112	10	3	2	0	6	0	133
20:15	84	11	1	0	0	2	3	101	98	14	2	1	0	4	0	119
20:30	86	9	0	1	0	2	2	100	94	11	0	2	0	4	1	112
20:45	85	10	0	1	0	2	2	100	83	10	0	2	0	3	1	99
21:00	84	8	0	1	0	2	0	95	75	8	0	1	0	1	1	86
21:15	79	6	0	2	0	2	0	89	76	7	0	1	0	2	1	87
21:30	60	6	0	1	0	3	0	70	71	8	0	1	0	2	0	82
21:45	49	5	0	1	0	2	0	57	70	8	0	1	1	2	0	82
22:00	43	5	0	1	0	1	0	50	68	8	0	1	1	3	0	81
22:15	32	3	0	0	0	1	0	36	63	7	0	1	1	2	0	74
22:30	31	2	0	0	0	0	0	33	51	4	0	0	1	2	0	58
22:45	32	1	0	1	0	0	0	34	41	3	0	1	0	2	0	47
23:00	27	0	0	1	0	0	0	28	31	4	0	2	0	0	0	37

Intelligent Data Collection Limited

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

Date of Survey: 10.07.2018
Junction Name: A38 Bristol Road / A368 Bath Road / A38 New Road / A368 Dinghurst Road
Junction Type: Crossroads

	Total Junction Flow							
Time	**Cars**	**LGV**	**OGV1**	**OGV2**	**Buses**	**M/C**	**Cycle**	**Total**
00:00	47	5	2	2	0	1	0	57
00:15	35	1	1	6	2	0	0	45
00:30	25	5	2	4	0	0	0	36
00:45	25	2	0	1	1	0	0	29
01:00	24	3	0	2	0	0	0	29
01:15	35	2	1	1	0	0	0	39
01:30	21	1	0	5	1	1	0	29
01:45	29	2	1	5	0	0	0	37
02:00	37	2	1	1	1	0	0	42
02:15	22	2	0	2	0	0	0	26
02:30	41	8	1	1	2	1	0	54
02:45	36	5	1	2	0	0	0	44
03:00	30	3	0	0	0	0	0	33
03:15	45	3	1	3	0	0	0	52
03:30	46	7	0	2	1	0	0	56
03:45	55	2	0	2	0	0	0	59
04:00	62	6	1	2	0	0	0	71
04:15	51	4	1	5	1	0	0	62
04:30	53	9	2	3	0	2	0	69
04:45	53	7	2	4	0	0	0	66
05:00	70	12	3	8	0	0	0	93
05:15	88	13	1	4	0	1	0	107
05:30	165	19	2	2	1	1	1	191
05:45	114	19	2	8	1	1	0	145
06:00	132	24	5	7	1	6	1	176
06:15	144	41	8	8	1	5	1	208
06:30	195	62	2	16	0	1	1	277
06:45	228	53	5	16	1	4	0	307
07:00	264	104	7	18	3	3	1	400
07:15	287	86	5	17	2	6	4	407
07:30	333	88	8	17	1	5	1	453
07:45	383	90	10	15	5	8	2	513
08:00	380	62	17	9	4	4	0	476
08:15	349	79	13	10	5	9	0	465
08:30	368	71	11	22	1	5	1	479
08:45	340	63	14	14	0	3	2	436
09:00	320	63	11	16	2	3	1	416
09:15	302	59	14	13	3	2	5	398
09:30	255	41	8	14	3	3	2	326
09:45	218	49	12	14	3	4	0	300
10:00	233	49	6	17	4	1	2	312
10:15	221	58	13	13	4	1	7	317
10:30	258	64	8	13	3	2	0	348
10:45	280	61	18	17	0	3	2	381
11:00	242	56	5	20	3	2	2	330
11:15	217	50	12	13	2	2	2	298
11:30	265	48	6	16	1	3	2	341
11:45	237	55	16	10	1	1	0	320
12:00	232	46	13	5	0	5	1	302
12:15	234	48	5	13	1	4	1	306
12:30	255	35	10	18	1	6	1	326
12:45	268	57	10	14	0	2	3	354
13:00	260	46	10	17	2	5	0	340
13:15	237	54	6	16	2	4	0	319
13:30	267	54	8	18	3	1	2	353
13:45	275	44	9	19	3	2	2	354
14:00	253	58	9	11	3	8	1	343
14:15	253	49	4	11	2	6	1	326
14:30	247	45	14	12	6	6	0	330
14:45	262	54	10	13	5	2	0	346
15:00	256	51	10	14	6	6	0	343
15:15	319	54	10	18	0	6	2	409
15:30	351	62	4	14	5	7	2	445
15:45	305	61	4	18	4	3	0	395
16:00	310	80	10	12	5	6	0	423
16:15	312	80	5	11	2	3	0	413
16:30	344	71	5	11	2	6	1	440
16:45	377	80	4	6	3	7	1	478
17:00	408	78	5	7	2	4	2	506
17:15	430	75	4	6	0	4	2	521
17:30	449	55	4	1	1	10	4	524
17:45	407	60	4	3	0	9	0	483
18:00	449	43	1	6	2	11	7	519
18:15	395	37	2	3	0	12	1	450
18:30	359	43	2	3	0	7	8	422
18:45	311	40	2	3	3	12	2	373
19:00	259	19	2	3	1	4	10	298
19:15	240	36	0	3	0	4	0	283
19:30	179	24	1	1	1	2	4	212
19:45	180	21	3	3	2	6	2	217
20:00	182	11	1	2	0	7	0	203
20:15	138	15	3	3	0	0	2	161
20:30	127	13	1	2	0	4	2	149
20:45	113	11	1	2	1	6	2	136
21:00	108	15	1	1	0	4	0	129
21:15	135	7	1	3	1	0	1	148
21:30	108	7	0	2	0	6	0	123
21:45	94	11	0	1	0	4	0	110
22:00	85	7	0	1	1	4	0	98
22:15	99	12	0	5	1	1	1	119
22:30	112	7	0	0	2	0	0	121
22:45	80	3	0	3	0	6	0	92
23:00	66	9	0	5	0	0	0	80
23:15	68	4	0	2	0	2	0	76
23:30	69	5	0	6	1	0	0	81
23:45	70	2	1	6	0	1	0	80

Start Time	Rolling Hour							Total
00:00	132	13	5	13	3	1	0	167
00:15	109	11	3	13	3	0	0	139
00:30	109	12	3	8	1	0	0	133
00:45	105	8	1	9	2	1	0	126
01:00	109	8	2	13	1	1	0	134
01:15	122	7	3	12	2	1	0	147
01:30	109	7	2	13	2	1	0	134
01:45	129	14	3	9	3	1	0	159
02:00	136	17	3	6	3	1	0	166
02:15	129	18	2	5	2	1	0	157
02:30	152	19	3	6	2	1	0	183
02:45	157	18	2	7	1	0	0	185
03:00	176	15	1	7	1	0	0	200
03:15	208	18	2	9	1	0	0	238
03:30	214	19	2	11	2	0	0	248
03:45	221	21	4	12	1	2	0	261
04:00	219	26	6	14	1	2	0	268
04:15	227	32	8	20	1	2	0	290
04:30	264	41	8	19	0	3	0	335
04:45	376	51	8	18	1	2	1	457
05:00	437	63	8	22	2	3	1	536
05:15	499	75	10	21	3	9	2	619
05:30	555	103	17	25	4	13	3	720
05:45	585	146	17	39	3	13	3	806
06:00	699	180	20	47	3	16	3	968
06:15	831	260	22	58	5	13	3	1192
06:30	974	305	19	67	6	14	6	1391
06:45	1112	331	25	68	7	18	6	1567
07:00	1267	368	30	67	11	22	8	1773
07:15	1383	326	40	58	12	23	7	1849
07:30	1445	319	48	51	15	26	3	1907
07:45	1480	302	51	56	15	26	3	1933
08:00	1437	275	55	55	10	21	3	1856
08:15	1377	276	49	62	8	20	4	1796
08:30	1330	256	50	65	6	13	9	1729
08:45	1217	226	47	57	8	11	10	1576
09:00	1095	212	45	57	11	12	8	1440
09:15	1008	198	40	58	13	10	9	1336
09:30	927	197	39	58	14	9	11	1255
09:45	930	220	39	57	14	8	9	1277
10:00	992	232	45	60	11	7	11	1358
10:15	1001	239	44	63	10	8	11	1376
10:30	997	231	43	63	8	9	6	1357
10:45	1004	215	41	66	6	10	8	1350
11:00	961	209	39	59	7	8	6	1289
11:15	951	199	47	44	4	11	5	1261
11:30	968	197	40	44	3	13	4	1269
11:45	958	184	44	46	3	16	3	1254
12:00	989	186	38	50	2	17	6	1288
12:15	1017	186	35	62	4	17	5	1326
12:30	1020	192	36	65	5	17	4	1339
12:45	1032	211	34	65	7	12	5	1366
13:00	1039	198	33	70	10	12	4	1366
13:15	1032	210	32	64	11	15	5	1369
13:30	1048	205	30	59	11	17	6	1376
13:45	1028	196	36	53	14	22	4	1353
14:00	1015	206	37	47	16	22	2	1345
14:15	1018	199	38	50	19	20	1	1345
14:30	1084	204	44	57	17	20	2	1428
14:45	1188	221	34	59	16	21	4	1543
15:00	1231	228	28	64	15	22	4	1592
15:15	1285	257	28	62	14	22	4	1672
15:30	1278	283	23	55	16	19	2	1676
15:45	1271	292	24	52	13	18	1	1671
16:00	1343	311	24	40	12	22	2	1754
16:15	1441	309	19	35	9	20	4	1837
16:30	1559	304	18	30	7	21	6	1945
16:45	1664	288	17	20	6	25	9	2029
17:00	1694	268	17	17	3	27	8	2034
17:15	1735	233	13	16	3	34	13	2047
17:30	1700	195	11	13	3	42	12	1976
17:45	1610	183	9	15	2	39	16	1874
18:00	1514	163	7	15	5	42	18	1764
18:15	1324	139	8	12	4	35	21	1543
18:30	1169	138	6	12	4	27	20	1376
18:45	989	119	5	10	5	22	16	1166
19:00	858	100	6	10	4	16	16	1010
19:15	781	92	5	9	3	19	6	915
19:30	679	71	8	9	3	15	8	793
19:45	627	60	8	10	2	17	6	730
20:00	560	50	6	9	1	17	6	649
20:15	486	54	6	8	1	14	6	575
20:30	483	46	4	8	2	14	5	562
20:45	464	40	3	8	2	16	3	536
21:00	445	40	2	7	1	14	1	510
21:15	422	32	1	7	2	14	1	479
21:30	386	37	0	9	2	15	1	450
21:45	390	37	0	7	4	9	1	448
22:00	376	29	0	9	4	11	1	430
22:15	357	31	0	13	3	7	1	412
22:30	326	23	0	10	2	8	0	369
22:45	283	21	0	16	1	8	0	329
23:00	273	20	1	19	1	3	0	317

Intelligent Data Collection Limited

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

Date of Survey: 10.07.2018
Junction Name: A38 Bristol Road / A368 Bath Road / A38 New Road / A368 Dinghurst Road
Junction Type: Crossroads

Arm A: A38 Bristol Road (E) **Arm B:** A368 Bath Road (E) **Arm C:** A38 New Road (S) **Arm D:** A368 Dinghurst Road (W)

	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	7	32	0	0	4	2	4	0	2	9	0	0	0	1	1
00:15	0	3	23	0	0	6	6	3	0	3	12	0	0	0	2	3
00:30	0	0	14	2	0	9	6	1	0	4	7	0	0	1	0	2
00:45	0	2	15	0	0	3	1	0	0	0	12	0	0	0	0	0
01:00	0	4	14	0	0	3	1	3	0	0	6	0	0	0	0	2
01:15	0	2	23	0	0	3	4	0	0	1	8	0	0	0	0	1
01:30	0	0	12	0	0	6	0	0	0	3	14	3	0	0	0	1
01:45	0	2	18	0	0	9	2	3	0	1	11	0	0	2	0	0
02:00	0	2	30	0	0	0	0	0	0	0	9	0	0	0	0	5
02:15	0	0	13	0	0	0	1	3	0	3	6	0	0	0	1	3
02:30	0	2	36	0	0	0	2	1	0	0	13	0	0	0	2	3
02:45	0	2	28	0	0	0	0	5	0	3	9	0	0	0	2	0
03:00	0	0	18	0	0	0	0	3	0	0	9	0	0	0	0	3
03:15	0	0	37	0	0	0	0	4	0	0	14	0	0	0	1	3
03:30	0	5	6	0	0	1	0	0	0	4	39	0	0	0	1	6
03:45	0	1	20	0	0	1	1	2	0	3	29	0	0	0	1	5
04:00	0	2	22	0	0	1	0	1	0	0	39	0	0	3	1	7
04:15	0	0	21	3	0	0	0	3	0	0	34	0	0	0	7	7
04:30	0	1	25	0	0	3	0	1	0	3	38	0	0	0	3	2
04:45	0	2	28	1	0	0	1	0	0	0	28	1	0	0	5	10
05:00	0	1	26	9	0	5	2	3	0	1	41	0	0	3	8	13
05:15	0	7	16	0	0	3	3	2	0	5	42	2	0	1	25	9
05:30	0	6	28	3	0	3	6	0	0	5	58	0	0	2	63	23
05:45	0	7	31	4	0	0	8	8	0	9	61	0	0	6	16	14
06:00	0	14	40	3	0	1	15	9	0	3	62	0	0	4	14	26
06:15	0	16	48	3	0	2	17	4	0	5	74	5	0	0	29	26
06:30	0	12	69	4	0	11	8	9	0	5	119	7	0	0	26	39
06:45	0	15	43	7	0	10	19	4	0	20	134	4	0	6	41	39
07:00	0	22	87	4	0	7	15	22	0	20	140	2	0	12	47	65
07:15	0	23	68	14	0	19	19	10	0	16	145	9	0	1	49	67
07:30	0	31	86	12	0	16	20	13	0	19	164	10	0	8	43	69
07:45	0	56	99	18	0	10	27	10	0	27	167	15	0	9	43	71
08:00	0	46	85	7	0	13	36	20	0	19	192	12	0	9	23	51
08:15	0	66	112	12	0	19	33	12	0	19	130	13	0	20	25	37
08:30	0	47	84	14	0	26	19	20	0	26	154	8	0	13	39	78
08:45	0	43	82	26	0	24	14	18	0	18	142	6	0	10	26	64
09:00	0	42	113	9	0	14	14	18	0	21	131	17	0	12	26	40
09:15	3	32	95	10	0	6	20	20	0	19	128	4	0	21	18	59
09:30	0	26	80	13	0	13	19	10	0	14	105	15	0	15	24	28
09:45	0	17	73	15	0	13	13	21	0	15	105	6	0	11	23	27
10:00	0	34	78	11	0	12	24	14	0	14	104	16	0	6	11	29
10:15	0	26	82	11	0	19	36	23	0	10	92	1	0	9	9	35
10:30	0	40	90	13	0	10	22	18	0	18	111	7	0	10	21	24
10:45	2	26	116	20	0	20	21	14	0	23	115	7	0	9	18	37
11:00	0	22	76	26	0	18	17	16	0	17	118	5	0	14	16	29
11:15	0	18	83	13	0	10	19	14	0	11	84	9	0	7	16	49
11:30	3	33	72	11	0	24	23	17	0	23	105	8	0	6	19	31
11:45	0	37	90	20	0	9	18	15	0	16	90	15	0	5	10	30
12:00	0	30	87	7	0	8	19	13	0	15	90	3	0	6	13	29
12:15	1	32	82	7	0	14	11	10	0	8	78	11	0	11	28	40
12:30	0	26	86	18	0	15	21	13	0	12	91	9	0	18	18	41
12:45	2	43	112	11	0	14	27	17	0	13	79	5	0	11	21	32
13:00	1	42	109	13	0	9	27	26	0	15	87	7	0	6	19	21
13:15	0	30	103	17	0	10	21	14	0	15	89	8	0	3	22	24
13:30	0	39	93	12	0	21	17	16	0	10	129	4	0	3	24	30
13:45	0	29	101	22	0	20	17	13	0	12	95	10	0	5	26	50
14:00	0	36	111	15	0	17	27	15	0	10	82	11	0	6	14	28
14:15	0	27	96	15	0	12	16	12	0	8	97	7	0	11	16	31
14:30	0	41	93	15	0	16	19	10	0	10	100	11	0	8	22	27
14:45	0	37	106	16	0	15	17	8	0	9	110	10	0	10	19	32
15:00	0	40	93	15	0	15	25	16	0	13	97	7	0	5	24	34
15:15	0	38	106	16	0	17	27	13	0	17	126	12	0	19	23	35
15:30	0	50	102	11	0	10	31	29	0	12	116	17	0	24	22	53
15:45	0	55	109	4	0	11	45	24	0	8	90	16	0	22	10	44
16:00	0	31	92	12	0	11	36	29	0	20	119	10	0	12	36	52
16:15	0	51	105	6	0	20	29	27	0	14	107	6	0	9	24	41
16:30	0	46	128	4	0	5	60	28	0	22	97	10	0	8	24	32
16:45	0	41	147	5	0	7	46	32	0	19	110	18	0	10	27	31
17:00	0	53	172	10	0	14	43	26	0	17	100	7	0	13	32	35
17:15	0	41	155	10	0	14	45	40	0	22	116	7	0	13	23	46
17:30	0	53	172	4	0	12	44	30	0	19	111	5	0	10	31	31
17:45	0	56	142	7	0	11	44	30	0	16	108	7	0	11	24	31
18:00	0	52	142	5	0	11	76	28	0	14	106	16	0	11	21	39
18:15	0	58	173	8	0	2	31	12	0	15	90	8	0	10	13	29
18:30	0	54	157	4	0	9	32	21	0	11	71	7	0	7	16	28
18:45	0	36	146	7	0	4	18	12	0	14	83	7	0	5	17	27
19:00	0	32	111	2	0	11	20	10	0	11	52	2	0	11	10	23
19:15	0	57	75	5	0	2	7	5	0	10	61	7	0	5	20	32
19:30	0	25	76	2	0	4	13	9	0	6	44	2	0	4	5	21
19:45	0	19	65	4	0	9	12	6	0	3	57	8	0	7	10	23
20:00	0	19	86	3	0	2	10	5	0	5	34	5	0	6	11	18
20:15	0	21	51	1	0	5	13	5	0	5	35	4	0	4	6	18
20:30	0	18	45	1	0	1	11	1	0	11	33	4	0	2	3	18
20:45	0	15	46	2	0	2	10	5	0	4	27	6	0	2	6	11
21:00	0	12	32	0	0	4	5	4	0	3	41	1	0	4	4	19
21:15	0	17	46	4	0	3	9	2	0	6	36	4	0	5	7	17
21:30	0	16	34	1	0	2	4	5	0	3	34	1	0	3	5	15
21:45	0	10	27	3	0	4	5	7	0	1	34	2	0	3	5	8
22:00	0	14	27	1	0	0	4	2	0	1	26	0	0	2	6	15
22:15	0	18	43	9	0	3	4	3	0	4	34	4	0	0	1	6
22:30	0	16	49	3	0	1	6	1	0	3	34	1	0	0	2	9
22:45	0	11	35	0	0	7	3	0	0	5	21	2	0	0	4	6
23:00	0	8	30	6	0	6	4	6	0	0	23	0	0	0	1	6
23:15	0	7	39	0	0	5	0	1	0	3	18	1	0	0	3	2
23:30	0	5	33	6	0	1	7	4	0	1	23	0	0	2	2	10
23:45	0	7	50	3	0	6	2	3	0	6	11	0	0	1	0	3

Start Time	Rolling Hour															
00:00	0	12	83	2	0	21	15	8	0	9	41	0	0	1	3	6
00:15	0	9	65	2	0	20	14	7	0	7	37	0	0	1	2	7
00:30	0	8	65	2	0	17	12	4	0	5	33	0	0	1	0	5
00:45	0	8	63	0	0	15	6	3	0	4	40	3	0	0	0	4
01:00	0	8	67	0	0	20	7	6	0	5	39	3	0	2	0	4
01:15	0	6	83	0	0	17	6	3	0	5	42	3	0	2	0	7
01:30	0	4	73	0	0	15	3	6	0	7	40	3	0	2	1	9
01:45	0	6	98	0	0	9	5	7	0	4	38	0	0	2	3	11
02:00	0	6	108	0	0	0	3	9	0	6	36	0	0	0	5	11
02:15	0	4	95	0	0	0	3	12	0	6	37	0	0	0	5	9
02:30	0	4	119	0	0	0	2	13	0	3	45	0	0	0	5	9
02:45	0	7	89	0	0	1	0	12	0	7	71	0	0	0	4	12
03:00	0	6	81	0	0	2	1	9	0	7	91	0	0	0	3	17
03:15	0	8	85	0	0	3	1	7	0	7	121	0	0	3	4	21
03:30	0	8	69	3	0	3	1	6	0	7	140	0	0	3	10	25
03:45	0	4	87	3	0	5	1	7	0	6	140	0	0	3	12	21
04:00	0	5	95	4	0	4	1	5	0	3	139	1	0	3	16	26
04:15	0	4	99	13	0	8	3	7	0	4	141	1	0	3	23	32
04:30	0	11	94	10	0	11	6	6	0	9	149	3	0	4	41	34
04:45	0	16	97	13	0	11	12	5	0	11	168	3	0	6	101	55
05:00	0	21	100	16	0	11	19	13	0	20	201	2	0	12	112	59
05:15	0	34	114	10	0	7	32	19	0	22	222	2	0	13	119	73
05:30	0	43	147	13	0	6	46	21	0	22	254	5	0	12	122	90
05:45	0	49	187	14	0	14	48	30	0	22	315	12	0	10	85	105
06:00	0	57	200	17	0	24	59	26	0	33	389	16	0	10	110	130
06:15	0	65	247	18	0	30	59	39	0	50	466	18	0	18	143	168
06:30	0	72	267	28	0	47	61	45	0	61	538	22	0	19	163	209
06:45	0	91	285	36	0	52	73	49	0	75	583	25	0	26	180	239
07:00	0	132	340	47	0	52	80	55	0	82	616	36	0	30	182	271
07:15	0	156	338	50	0	58	102	53	0	81	668	46	0	27	158	258
07:30	0	199	381	48	0	57	116	55	0	84	653	50	0	45	135	228
07:45	0	215	379	50	0	68	115	62	0	91	643	48	0	50	131	237
08:00	0	202	362	58	0	81	102	70	0	82	618	39	0	51	114	230
08:15	0	199	391	60	0	82	80	68	0	84	557	44	0	54	117	219
08:30	3	164	373	58	0	70	67	76	0	84	556	35	0	56	109	240
08:45	3	143	369	57	0	56	67	66	0	72	506	42	0	58	94	190
09:00	3	117	360	46	0	46	66	69	0	69	469	42	0	58	92	154
09:15	3	110	325	48	0	44	76	65	0	62	443	40	0	52	77	143
09:30	0	104	312	49	0	57	92	68	0	53	406	37	0	40	68	119
09:45	0	118	322	49	0	54	95	75	0	57	412	30	0	36	65	115
10:00	2	127	365	54	0	60	103	68	0	66	422	31	0	34	59	124
10:15	2	114	363	69	0	66	96	70	0	69	435	20	0	41	64	125
10:30	2	106	365	72	0	57	79	62	0	69	428	28	0	39	71	139
10:45	5	99	347	70	0	71	80	61	0	74	422	29	0	36	69	146
11:00	3	110	322	71	0	61	77	62	0	66	397	37	0	32	61	139
11:15	3	118	332	51	0	51	79	59	0	64	369	35	0	24	58	139
11:30	4	132	331	45	0	56	71	55	0	61	363	37	0	28	70	130
11:45	1	125	345	52	0	46	70	51	0	51	348	37	0	39	69	139
12:00	3	132	366	42	0	51	79	53	0	48	337	28	0	45	80	142
12:15	4	144	388	48	0	52	86	65	0	48	335	31	0	45	86	133
12:30	3	142	408	58	0	47	96	69	0	55	346	29	0	38	80	118
12:45	3	155	416	52	0	53	92	72	0	53	384	24	0	23	85	107
13:00	1	140	405	64	0	59	82	68	0	52	400	29	0	17	90	126
13:15	0	134	407	66	0	67	82	58	0	47	394	33	0	17	85	132
13:30	0	130	401	64	0	69	77	56	0	40	402	32	0	25	79	139
13:45	0	133	401	67	0	64	79	50	0	40	374	39	0	30	78	136
14:00	0	141	406	60	0	59	79	45	0	37	388	39	0	35	71	118
14:15	0	145	389	60	0	57	77	46	0	40	404	35	0	34	81	124
14:30	0	156	398	60	0	62	87	47	0	49	432	40	0	42	88	128
14:45	0	165	406	57	0	56	99	66	0	51	448	45	0	58	88	154
15:00	0	183	410	45	0	53	127	82	0	50	429	51	0	70	79	166
15:15	0	174	408	42	0	49	138	95	0	57	451	54	0	77	91	184
15:30	0	188	408	33	0	52	140	109	0	54	432	48	0	67	92	190
15:45	0	184	434	26	0	48	170	108	0	64	413	41	0	51	94	169
16:00	0	170	472	26	0	43	171	116	0	75	432	44	0	39	110	156
16:15	0	192	552	25	0	47	178	113	0	72	413	41	0	40	107	139
16:30	0	182	602	29	0	40	194	126	0	80	422	42	0	44	106	143
16:45	0	188	646	29	0	47	178	128	0	77	437	37	0	46	113	143
17:00	0	203	641	31	0	51	176	126	0	74	435	26	0	47	110	143
17:15	0	201	611	26	0	48	209	128	0	71	440	35	0	45	99	147
17:30	0	219	629	24	0	36	195	101	0	64	414	36	0	42	89	130
17:45	0	220	614	24	0	33	183	92	0	56	375	38	0	39	74	127
18:00	0	201	618	24	0	26	157	74	0	54	350	38	0	33	67	123
18:15	0	181	586	21	0	26	101	56	0	51	296	24	0	33	56	107
18:30	0	180	489	18	0	26	77	48	0	46	266	23	0	28	63	110
18:45	0	151	408	16	0	21	58	36	0	41	239	18	0	25	52	103
19:00	0	133	327	13	0	26	52	30	0	30	214	19	0	27	45	99
19:15	0	120	302	14	0	17	42	25	0	24	196	22	0	22	46	94
19:30	0	84	278	10	0	20	48	25	0	19	170	19	0	21	32	80
19:45	0	77	247	9	0	17	46	17	0	24	159	21	0	19	30	78
20:00	0	73	228	7	0	10	44	16	0	25	129	19	0	14	26	65
20:15	0	66	175	4	0	12	39	15	0	23	136	15	0	12	19	66
20:30	0	62	170	7	0	10	35	12	0	24	137	15	0	13	20	65
20:45	0	60	158	7	0	11	28	16	0	16	138	12	0	14	22	62
21:00	0	55	139	8	0	13	23	18	0	13	144	8	0	15	21	59
21:15	0	57	134	9	0	9	22	16	0	11	130	7	0	13	23	55
21:30	0	58	131	14	0	9	17	17	0	9	128	7	0	8	17	45
21:45	0	58	146	16	0	8	19	13	0	9	128	7	0	5	14	38
22:00	0	59	154	13	0	11	17	6	0	13	115	7	0	2	13	36
22:15	0	53	157	18	0	17	17	10	0	12	111	7	0	0	8	27
22:30	0	42	153	9	0	19	13	8	0	11	95	4	0	0	10	23
22:45	0	31	137	12	0	19	14	11	0	9	85	3	0	2	10	24
23:00	0	27	152	15	0	18	13	14	0	10	75	1	0	3	6	21

Intelligent Data Collection Limited

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

Date of Survey: 10.07.2018
Junction Name: A38 Bristol Road / A368 Bath Road / A38 New Road / A368 Dinghurst Ro
Junction Type: Crossroads

Arm A: A38 Bristol Road (E)
Arm B: A368 Bath Road (E)
Arm C: A38 New Road (S)
Arm D: A368 Dinghurst 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:**	07:45	**until:**	08:00	**flow:**	513	*AM Peak covers 06:00 until 10:00*
Inter-Peak	**from:**	15:30	**until:**	15:45	**flow:**	445	*Inter-Peak covers 10:00 until 16:00*
PM Peak	**from:**	17:30	**until:**	17:45	**flow:**	524	*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	**30**	7	**37**
B	2	0	2	2	6
C	10	2	0	0	12
D	1	1	0	0	2
Total	13	3	**32**	9	57

HGV Proportions

From \ To	A	B	C	D	Total
A	0.0%	0.0%	6.7%	0.0%	5.4%
B	**50.0%**	0.0%	**50.0%**	0.0%	**33.3%**
C	0.0%	0.0%	0.0%	0.0%	0.0%
D	0.0%	0.0%	0.0%	0.0%	0.0%
Total	7.7%	0.0%	**9.4%**	0.0%	7.0%

Maximum Hourly Junction Flow:

AM Peak	**from:**	07:45	**until:**	08:45	**flow:**	1933
Inter-Peak	**from:**	15:30	**until:**	16:30	**flow:**	1676
PM Peak	**from:**	17:15	**until:**	18:15	**flow:**	2047

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	2	**78**	10	**90**
B	8	0	4	14	26
C	37	5	0	0	42
D	5	3	1	0	9
Total	50	10	**83**	24	167

HGV Proportions

From \ To	A	B	C	D	Total
A	0.0%	0.0%	5.1%	10.0%	5.6%
B	**87.5%**	0.0%	50.0%	7.1%	**38.5%**
C	8.1%	40.0%	0.0%	0.0%	11.9%
D	20.0%	0.0%	0.0%	0.0%	11.1%
Total	**22.0%**	20.0%	7.2%	8.3%	12.6%

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

TECHNICAL NOTE

Job Name: Bristol Airport

Job No: 43321 / 5501

Note No: TN030 Rev B

Date: October 2019

Prepared By: P Roose

Subject: **Future Assessment Analysis of Churchill Crossroads Signalised Junction**

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, now part of Stantec (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 assess the future flow impacts on the Churchill Crossroads junction. The calibration and validation of the A38 / A368 Churchill Crossroads signalised junction has been set out in PBA TN029.

1.4. The following scenarios have been assessed in this technical note;

- 2018 Baseline (Surveyed Flows);
- 2026 Reference Case (10 mppa); and,
- 2026 Test Case (12 mppa).

2. Flows

2.1. The flows used in this assessment were calculated as set out in the PBA Development of Bristol Airport to Accommodate 12 mppa Transport Assessment.

2.2. **Table 1** provides the overall flow at the Churchill Crossroads junction for the AM, Inter and PM peak hour periods for all the scenarios assessed in this report.

Table 1: Churchill Crossroads Junction Flows

Scenario	AM Peak Hour (0800-0900)	Inter Peak Hour (1300-1400)	PM Peak Hour (1700-1800)
2018 Baseline	2011	1534	2064
2026 Reference Case	2335	1892	2416
2026 Test Case	2378	2013	2480

2.3. **Table 2** illustrates the percentage increase in flows from the 2026 Reference case to 2026 Test Case.

Table 2: Percentage Flow Increase of 2026 Test Case in comparison with 2026 Reference Case

	AM Peak Hour (0800-0900)	Inter Peak Hour (1300-1400)	PM Peak Hour (1700-1800)
Flow Percentage Increase	1.84%	6.40%	2.65%

2.4. The flow matrices of the Churchill Crossroads junction used in this assessment are provided in **Appendix A**.

3. Junction Capacity Assessment

3.1. The results of the junction capacity assessment of the Churchill Crossroads signalised junction is summarised in **Table 3**.

Table 3: Churchill Crossroads Junction Assessment

Junction	Arm	AM Peak Hour (0800-0900)		Inter Peak Hour (1300-1400)		PM Peak Hour (1700-1800)	
		DoS	Queue	DoS	Queue	DoS	Queue
2018 Baseline							
A38/A368 Churchill Crossroads	A38 Bristol Road	84.9%	12.0	53.9%	6.8	76.3%	19.9
	A368 Bath Road	66.7%	5.3	43.2%	2.7	76.5%	10.4
	A38 New Road	84.5%	23.6	56.3%	7.9	71.4%	11.0
	A368 Dinghurst Road	84.2%	13.1	54.9%	4.2	64.4%	7.4
PRC (%)		6.0		59.9		17.7	
2026 Reference Case							
A38/A368 Churchill Crossroads	A38 Bristol Road	100.7%	31.6	67.1%	9.6	89.2%	23.6
	A368 Bath Road	88.9%	8.6	53.4%	3.2	87.4%	12.2
	A38 New Road	100.5%	45.4	68.0%	11.0	85.4%	18.5
	A368 Dinghurst Road	90.2%	16.4	68.8%	5.2	72.9%	8.7
PRC (%)		-11.8		30.8		0.9	
2026 Test Case							
A38/A368 Churchill Crossroads	A38 Bristol Road	102.9%	38.8	72.8%	11.4	90.8%	25.0
	A368 Bath Road	88.9%	8.6	55.2%	3.3	89.7%	12.6
	A38 New Road	102.5%	52.5	71.9%	12.1	86.2%	19.9
	A368 Dinghurst Road	90.2%	16.4	71.9%	5.4	74.9%	8.6
PRC (%)		-14.3		23.7		-0.9	

DoS – Degree of Saturation, PRC – Practical Reserve Capacity

3.2. The results show that the Churchill Crossroads junction operates within capacity in the AM peak hour period in the 2018 baseline scenario and operates within capacity in the Inter peak and PM peak hour periods for all scenarios assessed.

3.3. The Churchill Crossroads junction operates within capacity in the inter-peak and PM peak hours in all flow scenarios. In the AM peak period, the junction operates broadly at capacity in the 2026 reference case scenario, and operates marginally over capacity in the 2026 test case scenario. Given that this impact in terms of the increase in queues and delays is insignificant, the junction is considered to be operationally effective for future years.

3.4. The predicted impact associated with the Development Proposals at the Churchill cross roads signalised junction would not be considered 'severe', unless there is a clear safety issue that would be exacerbated (based on NPPF 2018). This is not the case, as set out in Section 7.7 of the submitted Transport Assessment. Therefore, no mitigation is required at the Churchill Crossroads as a result of the Development Proposals.

3.5. The modelling outputs of the junction capacity assessment of the A38 / A368 Churchill Crossroads signalised junction is provided in **Appendix B**.

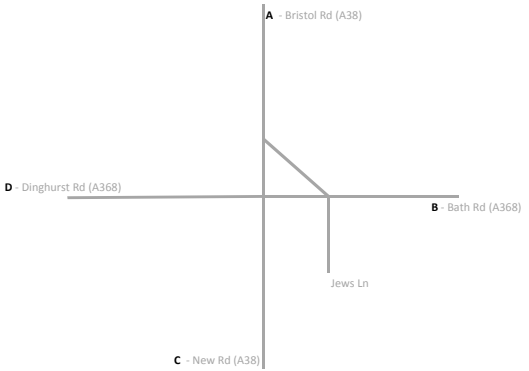
Appendix A Churchill Crossroads Flow Matrices

Bristol Airport - Churchill

Network Model

Bristol Rd (A38) / Bath Rd (A368) / Jews Ln / New Rd (A38) / Dinghurst Rd (A368)

Junction **1**



2018 Baseline

0800-0900

AM	A	B	C	D	*Total*
A	0	58	362	202	*623*
B	81	0	70	102	*253*
C	618	82	0	39	*739*
D	230	114	51	0	*395*
Total	*929*	*254*	*483*	*343*	**2009**

1300-1400

PM	A	B	D	E	*Total*
A	1	64	405	140	*610*
B	59	0	68	82	*209*
C	400	52	0	29	*481*
D	126	90	17	0	*233*
Total	*586*	*205*	*490*	*251*	**1533**

1700-1800

PM	A	B	C	D	*Total*
A	0	31	641	203	*875*
B	51	0	126	176	*353*
C	435	74	0	26	*535*
D	143	110	47	0	*299*
Total	*628*	*215*	*814*	*404*	**2062**

2026 Ref Case

0800-0900

AM	A	B	C	D	Total
A	0	66	428	232	*726*
B	93	0	79	117	*289*
C	729	94	0	45	*868*
D	262	130	58	0	*450*
Total	*1085*	*290*	*565*	*394*	**2333**

1300-1400

PM	A	B	D	E	Total
A	0	74	531	163	*768*
B	69	0	79	95	*243*
C	514	60	0	34	*608*
D	146	105	20	0	*271*
Total	*729*	*239*	*630*	*292*	**1890**

1700-1800

PM	A	B	C	D	Total
A	0	36	757	232	*1024*
B	58	0	144	201	*403*
C	530	85	0	30	*645*
D	163	125	53	0	*341*
Total	*751*	*246*	*954*	*463*	**2413**

2026 Test Case

0800-0900

AM	A	B	C	D	Total
A	0	66	443	233	*742*
B	93	0	79	117	*289*
C	755	94	0	45	*894*
D	262	130	58	0	*450*
Total	*1111*	*290*	*580*	*395*	**2376**

1300-1400

PM	A	B	D	E	Total
A	0	74	597	164	*835*
B	69	0	79	95	*243*
C	568	60	0	34	*662*
D	147	105	20	0	*272*
Total	*784*	*239*	*696*	*293*	**2012**

1700-1800

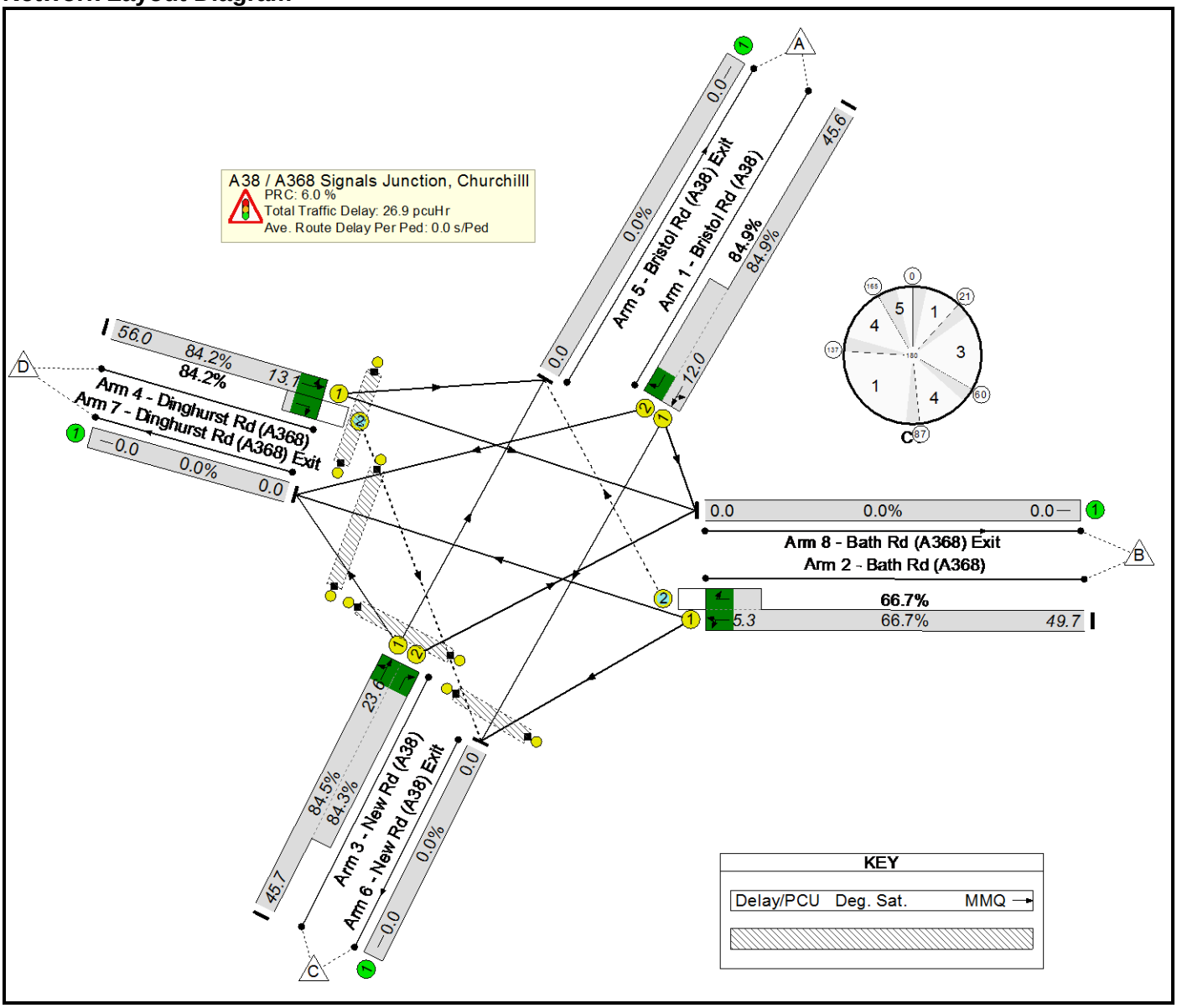
PM	A	B	C	D	Total
A	0	36	784	232	*1052*
B	58	0	144	201	*403*
C	566	85	0	30	*681*
D	163	125	53	0	*341*
Total	*788*	*246*	*981*	*463*	**2477**

Appendix B Churchill Crossroads Junction Modelling Assessments Outputs

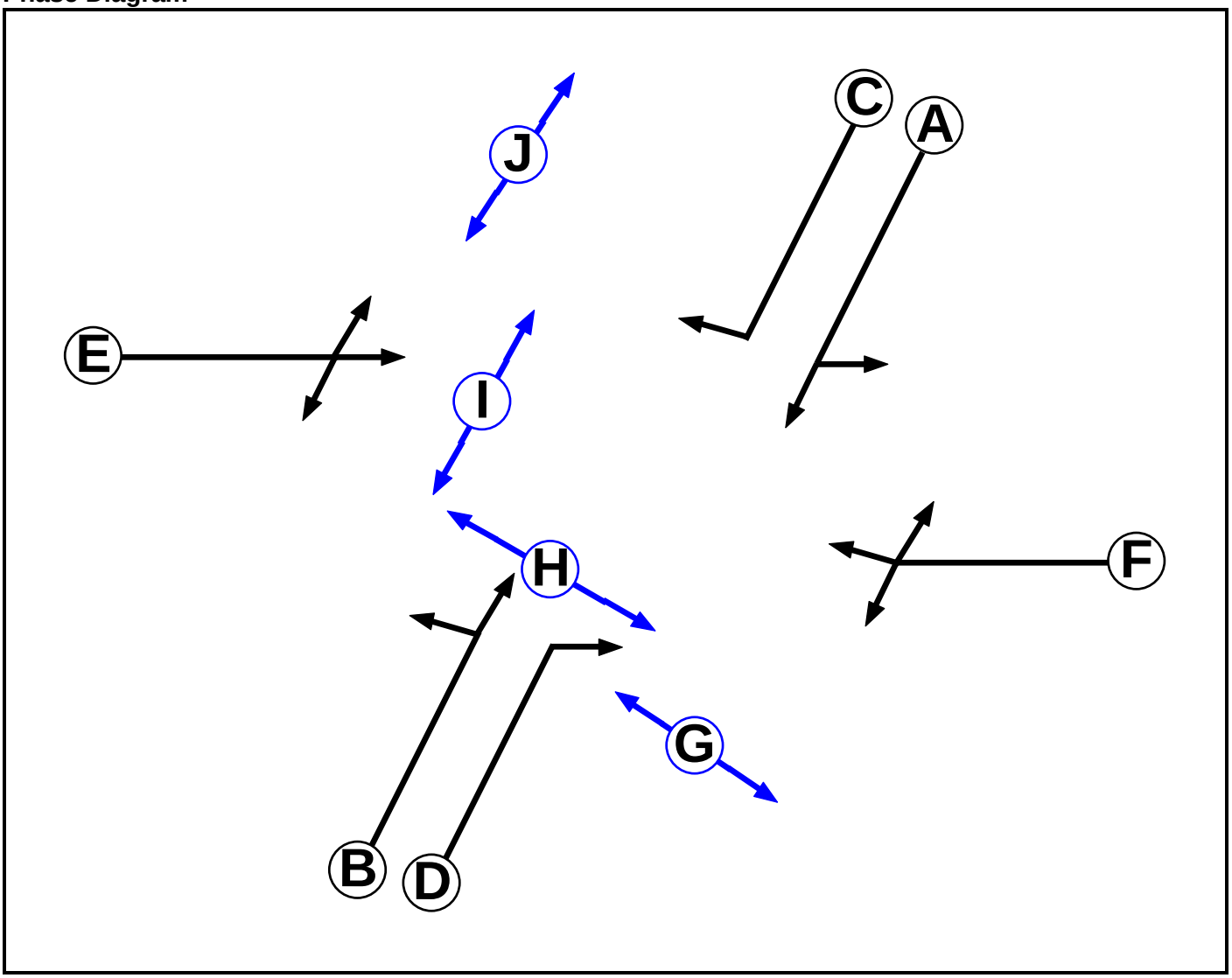
Churchill Crossroads

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

Network Layout Diagram



Phase Diagram



Phase Intergreens Matrix

		Starting Phase									
		A	B	C	D	E	F	G	H	I	J
Terminating Phase	A		-	-	6	6	6	9	-	-	-
	B	-		6	-	6	6	-	6	8	-
	C	-	6		6	6	6	-	-	8	-
	D	6	-	6		6	6	-	5	-	-
	E	6	6	5	5		-	8	-	8	5
	F	6	6	5	5	-		6	-	8	5
	G	5	-	-	-	5	5		-	-	-
	H	-	5	-	5	-	-	-		-	-
	I	-	5	5	-	5	5	-	-		-
	J	-	-	-	-	5	5	-	-	-	

Lane Input Data

Junction: A38 / A368 Signals Junction, Churchilll

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 (Bristol Rd (A38))	U	A	2	3	60.0	Geom	-	3.10	0.00	Y	Arm 6 Ahead	Inf
											Arm 8 Left	Inf
1/2 (Bristol Rd (A38))	U	C	2	3	9.4	Geom	-	3.00	0.00	Y	Arm 7 Right	16.30
2/1 (Bath Rd (A368))	U	F	2	3	4.8	Geom	-	3.20	0.00	Y	Arm 6 Left	12.40
											Arm 7 Ahead	Inf
2/2 (Bath Rd (A368))	O	F	2	3	4.0	Geom	-	3.20	0.00	Y	Arm 5 Right	11.40
3/1 (New Rd (A38))	U	B	2	3	60.0	Geom	-	3.10	0.00	Y	Arm 5 Ahead	Inf
											Arm 7 Left	10.30
3/2 (New Rd (A38))	U	D	2	3	14.2	Geom	-	3.10	0.00	Y	Arm 8 Right	15.10
4/1 (Dinghurst Rd (A368))	U	E	2	3	60.0	Geom	-	3.40	0.00	Y	Arm 5 Left	12.90
											Arm 8 Ahead	Inf
4/2 (Dinghurst Rd (A368))	O	E	2	3	2.6	Geom	-	3.80	0.00	Y	Arm 6 Right	10.20
5/1 (Bristol Rd (A38) Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-

6/1 (New Rd (A38) Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
7/1 (Dinghurst Rd (A368) Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
8/1 (Bath Rd (A368) Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-

Lane Saturation Flows

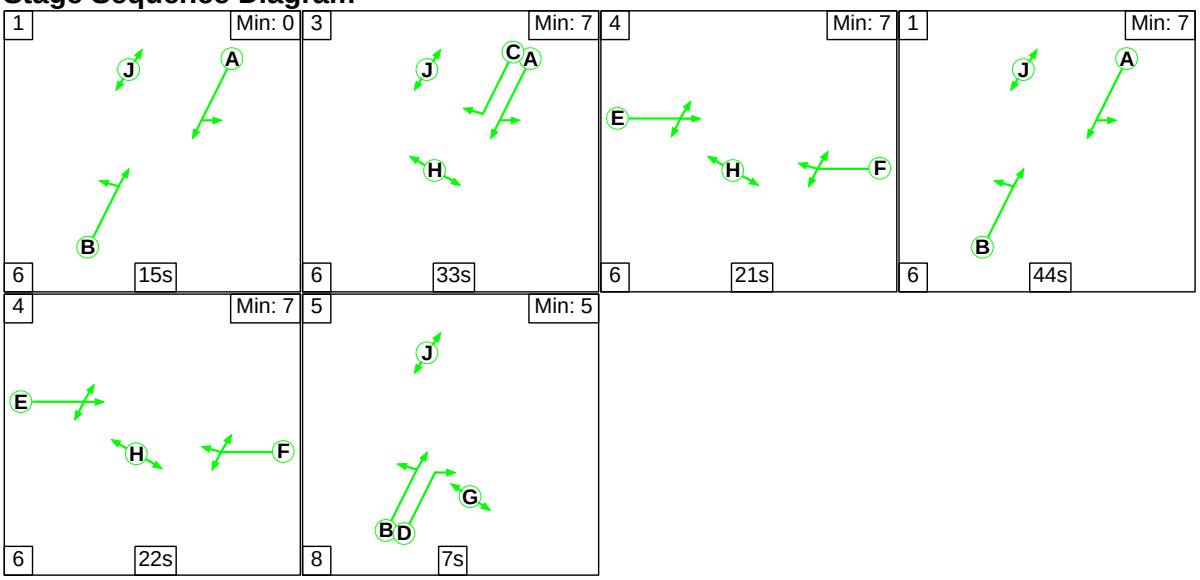
Junction: A38 / A368 Signals Junction, Churchilll

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 (Bristol Rd (A38))	3.10	0.00	Y	Arm 6 Ahead	Inf	86.2 %	1925	1925
				Arm 8 Left	Inf	13.8 %		
1/2 (Bristol Rd (A38))	3.00	0.00	Y	Arm 7 Right	16.30	100.0 %	1754	1754
2/1 (Bath Rd (A368))	3.20	0.00	Y	Arm 6 Left	12.40	40.7 %	1844	1844
				Arm 7 Ahead	Inf	59.3 %		
2/2 (Bath Rd (A368))	3.20	0.00	Y	Arm 5 Right	11.40	100.0 %	1710	1710
3/1 (New Rd (A38))	3.10	0.00	Y	Arm 5 Ahead	Inf	94.1 %	1909	1909
				Arm 7 Left	10.30	5.9 %		
3/2 (New Rd (A38))	3.10	0.00	Y	Arm 8 Right	15.10	100.0 %	1751	1751
4/1 (Dinghurst Rd (A368))	3.40	0.00	Y	Arm 5 Left	12.90	66.9 %	1814	1814
				Arm 8 Ahead	Inf	33.1 %		
4/2 (Dinghurst Rd (A368))	3.80	0.00	Y	Arm 6 Right	10.20	100.0 %	1739	1739
5/1 (Bristol Rd (A38) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (New Rd (A38) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Dinghurst Rd (A368) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Bath Rd (A368) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

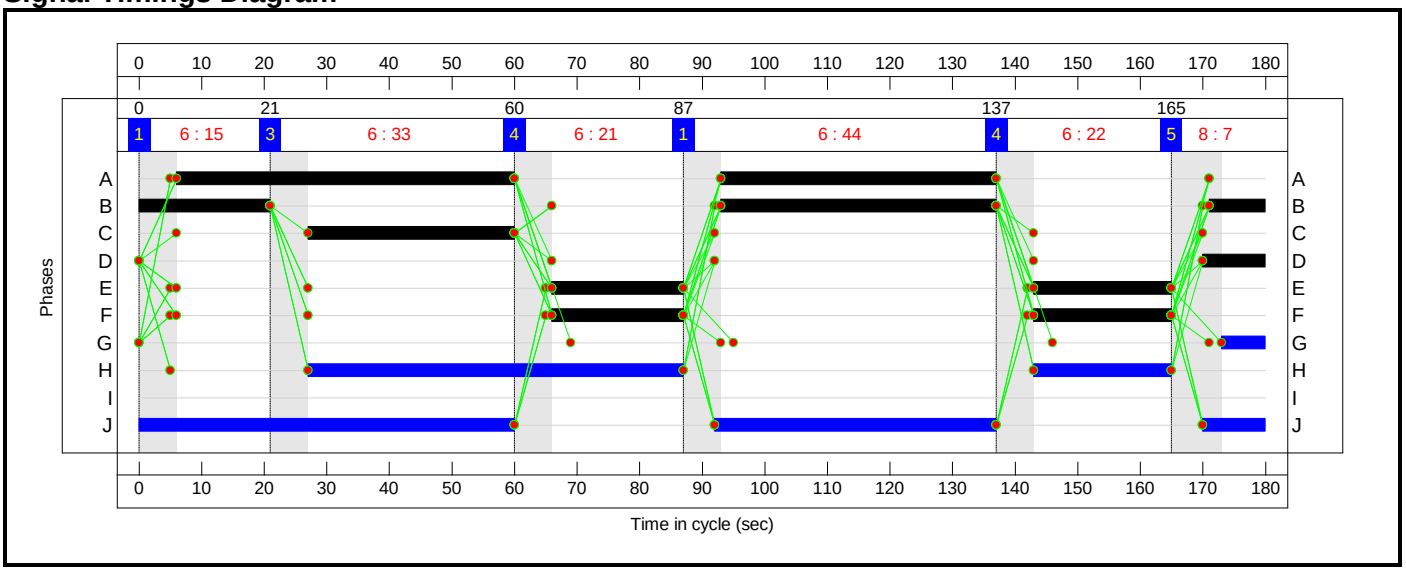
Lane Connector Input Data

Junction: A38 / A368 Signals Junction, Churchilll				
Org Lane	Dest Lane	Junction	Mean Cruise Time	Platoon Dispersion
1/1	6/1	Internal	5	35
1/1	8/1	Internal	5	35
1/2	7/1	Internal	5	35
2/1	6/1	Internal	5	35
2/1	7/1	Internal	5	35
2/2	5/1	Internal	5	35
3/1	5/1	Internal	5	35
3/1	7/1	Internal	5	35
3/2	8/1	Internal	5	35
4/1	5/1	Internal	5	35
4/1	8/1	Internal	5	35
4/2	6/1	Internal	5	35

Stage Sequence Diagram



Signal Timings Diagram



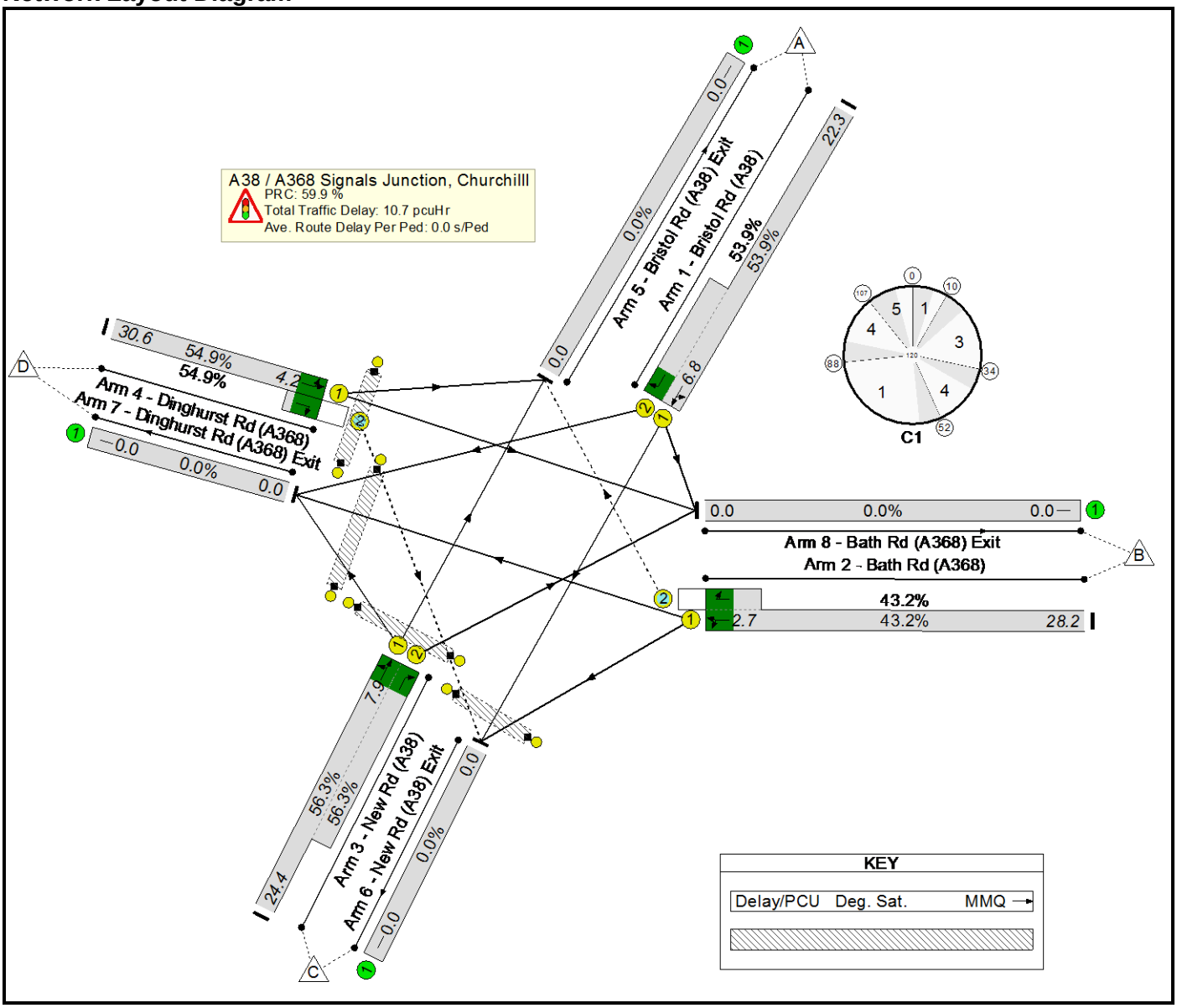
Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	**84.9%**	**93**	**0**	**39**	**26.9**	-	-
A38 / A368 Signals Junction, Churchilll	-	-	-		-	-	-	-	-	-	**84.9%**	**93**	**0**	**39**	**26.9**	-	-
1/1+1/2	Bristol Rd (A38) Ahead Right Left	U	A C		2:1	98:33	-	622	1925:1754	495+238	84.9 : 84.9%	-	-	-	7.9	45.6	12.0
2/1+2/2	Bath Rd (A368) Right Left Ahead	U+O	F		2	43	-	253	1844:1710	258+121	66.7 : 66.7%	42	0	39	3.5	49.7	5.3
3/1+3/2	New Rd (A38) Ahead Left Right	U	B D		2:1	74:10	-	739	1909:1751	778+97	84.5 : 84.3%	-	-	-	9.4	45.7	23.6
4/1+4/2	Dinghurst Rd (A368) Left Right Ahead	U+O	E		2	43	-	395	1814:1739	408+61	84.2 : 84.2%	51	0	0	6.1	56.0	13.1
Ped Link: P1	Peds X A38 South (E/side)	-	G		1	7	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P2	Peds X A38 South (W/side)	-	H		2	82	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P3	Peds X A368 West (S/side)	-	I		0	0	-	0	-	0	0.0%	-	-	-	Inf	Inf	Inf
Ped Link: P4	Peds X A368 West (N/side)	-	J		2	115	-	0	-	0	0.0%	-	-	-	-	-	-

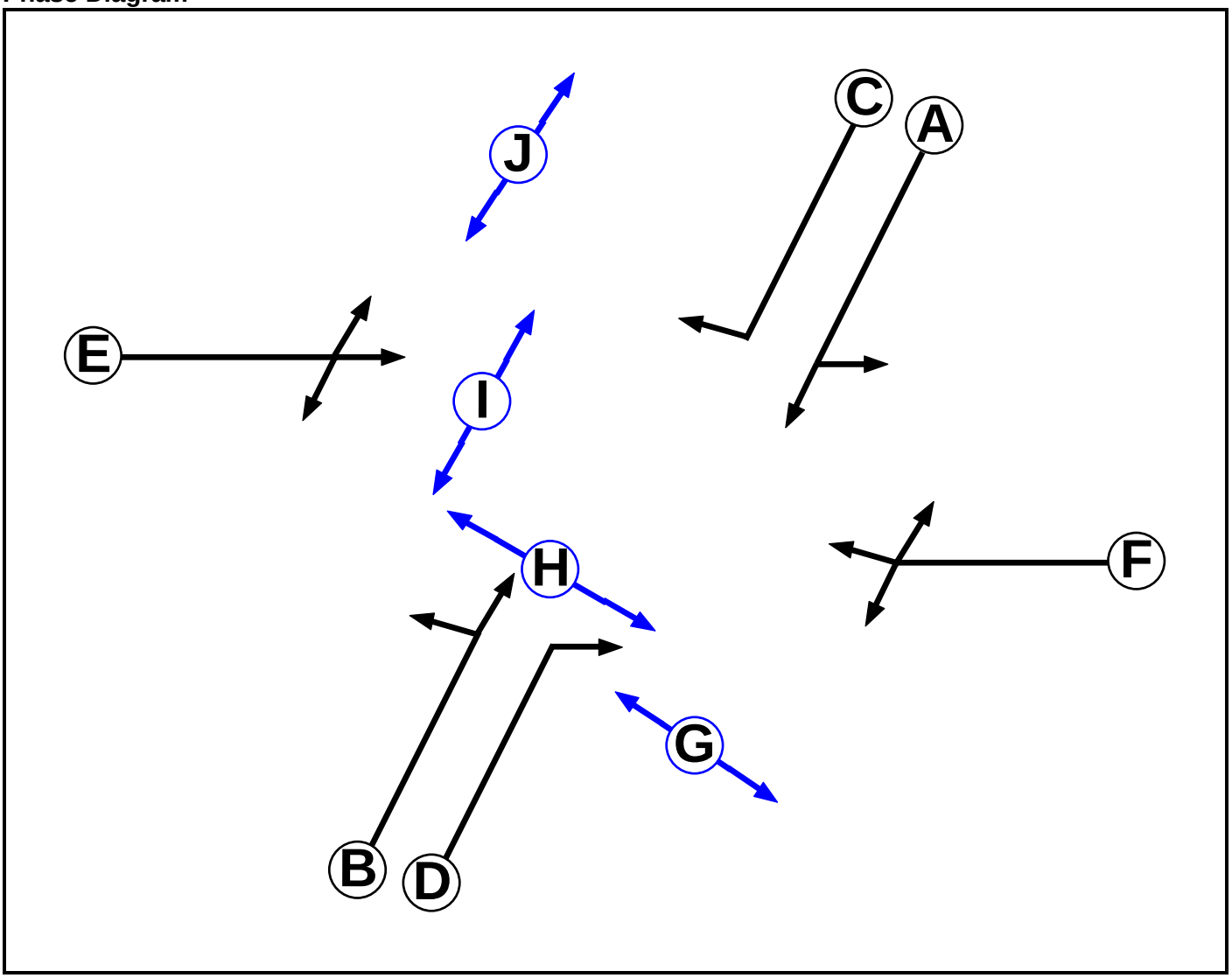
C1 PRC for Signalled Lanes (%): 6.0 Total Delay for Signalled Lanes (pcuHr): 26.90 Cycle Time (s): 180
PRC Over All Lanes (%): 6.0 Total Delay Over All Lanes(pcuHr): 26.90

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

Network Layout Diagram



Phase Diagram



Phase Intergreens Matrix

		Starting Phase									
		A	B	C	D	E	F	G	H	I	J
Terminating Phase	A		-	-	6	6	6	9	-	-	-
	B	-		6	-	6	6	-	6	8	-
	C	-	6		6	6	6	-	-	8	-
	D	6	-	6		6	6	-	5	-	-
	E	6	6	5	5		-	8	-	8	5
	F	6	6	5	5	-		6	-	8	5
	G	5	-	-	-	5	5		-	-	-
	H	-	5	-	5	-	-	-		-	-
	I	-	5	5	-	5	5	-	-		-
	J	-	-	-	-	5	5	-	-	-	

Lane Input Data

Junction: A38 / A368 Signals Junction, Churchilll

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 (Bristol Rd (A38))	U	A	2	3	60.0	Geom	-	3.10	0.00	Y	Arm 6 Ahead	Inf
											Arm 8 Left	Inf
1/2 (Bristol Rd (A38))	U	C	2	3	9.4	Geom	-	3.00	0.00	Y	Arm 7 Right	16.30
2/1 (Bath Rd (A368))	U	F	2	3	4.8	Geom	-	3.20	0.00	Y	Arm 6 Left	12.40
											Arm 7 Ahead	Inf
2/2 (Bath Rd (A368))	O	F	2	3	4.0	Geom	-	3.20	0.00	Y	Arm 5 Right	11.40
3/1 (New Rd (A38))	U	B	2	3	60.0	Geom	-	3.10	0.00	Y	Arm 5 Ahead	Inf
											Arm 7 Left	10.30
3/2 (New Rd (A38))	U	D	2	3	14.2	Geom	-	3.10	0.00	Y	Arm 8 Right	15.10
4/1 (Dinghurst Rd (A368))	U	E	2	3	60.0	Geom	-	3.40	0.00	Y	Arm 5 Left	12.90
											Arm 8 Ahead	Inf
4/2 (Dinghurst Rd (A368))	O	E	2	3	2.6	Geom	-	3.80	0.00	Y	Arm 6 Right	10.20
5/1 (Bristol Rd (A38) Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-

6/1 (New Rd (A38) Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
7/1 (Dinghurst Rd (A368) Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
8/1 (Bath Rd (A368) Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-

Lane Saturation Flows

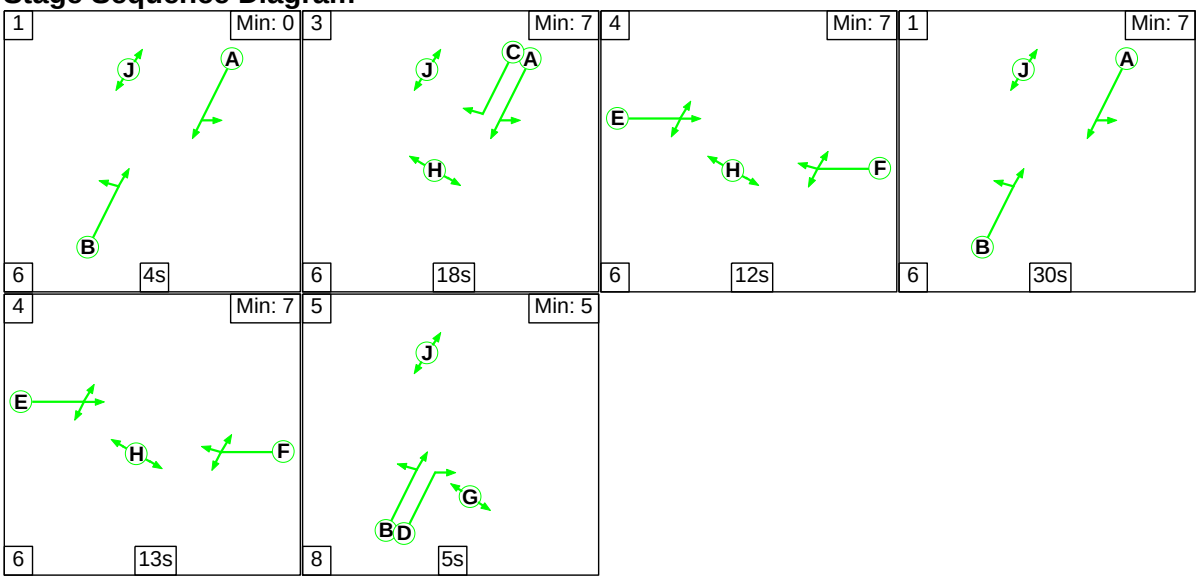
Junction: A38 / A368 Signals Junction, Churchilll

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 (Bristol Rd (A38))	3.10	0.00	Y	Arm 6 Ahead	Inf	86.4 %	1925	1925
				Arm 8 Left	Inf	13.6 %		
1/2 (Bristol Rd (A38))	3.00	0.00	Y	Arm 7 Right	16.30	100.0 %	1754	1754
2/1 (Bath Rd (A368))	3.20	0.00	Y	Arm 6 Left	12.40	45.3 %	1834	1834
				Arm 7 Ahead	Inf	54.7 %		
2/2 (Bath Rd (A368))	3.20	0.00	Y	Arm 5 Right	11.40	100.0 %	1710	1710
3/1 (New Rd (A38))	3.10	0.00	Y	Arm 5 Ahead	Inf	93.2 %	1906	1906
				Arm 7 Left	10.30	6.8 %		
3/2 (New Rd (A38))	3.10	0.00	Y	Arm 8 Right	15.10	100.0 %	1751	1751
4/1 (Dinghurst Rd (A368))	3.40	0.00	Y	Arm 5 Left	12.90	58.3 %	1831	1831
				Arm 8 Ahead	Inf	41.7 %		
4/2 (Dinghurst Rd (A368))	3.80	0.00	Y	Arm 6 Right	10.20	100.0 %	1739	1739
5/1 (Bristol Rd (A38) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (New Rd (A38) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Dinghurst Rd (A368) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Bath Rd (A368) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

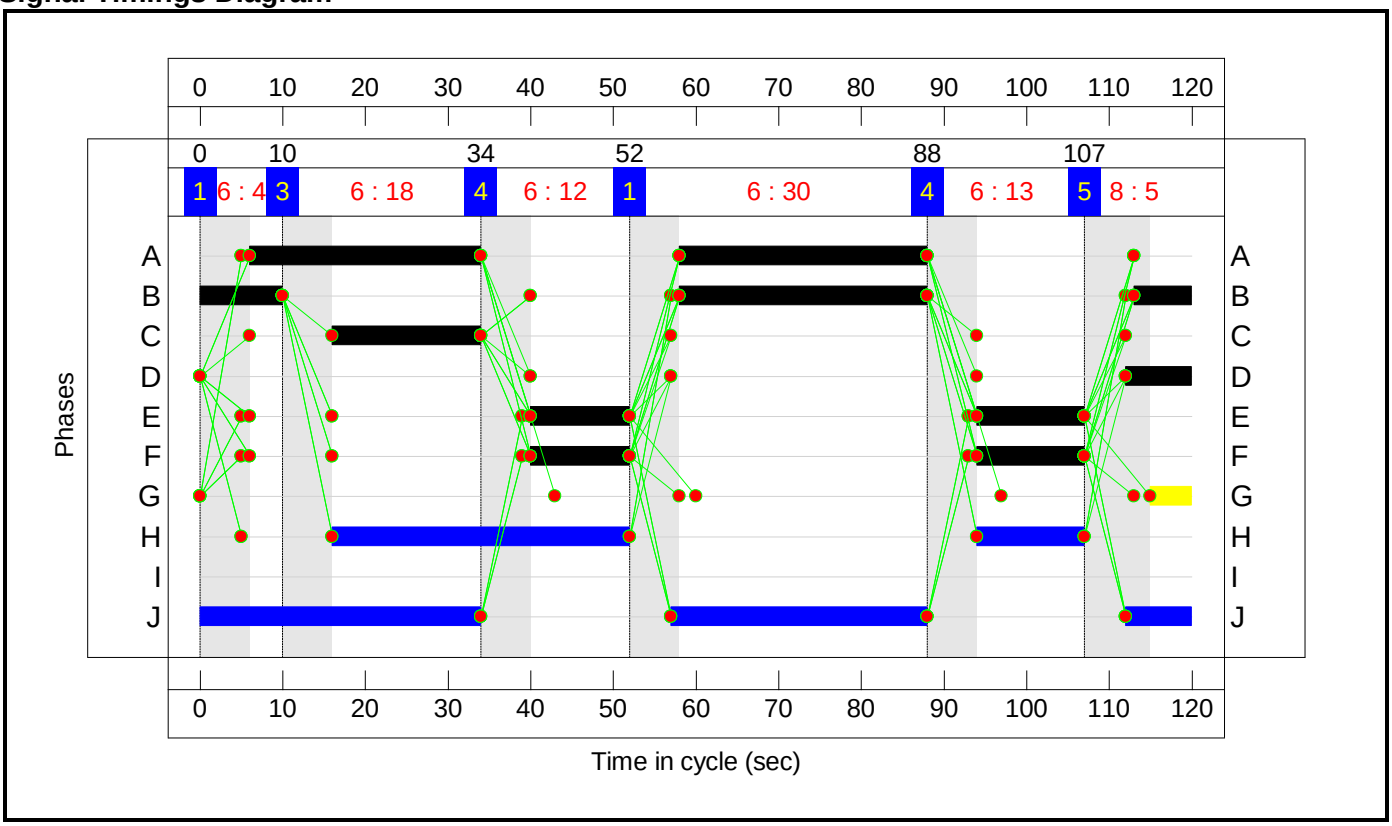
Lane Connector Input Data

Junction: A38 / A368 Signals Junction, Churchilll				
Org Lane	Dest Lane	Junction	Mean Cruise Time	Platoon Dispersion
1/1	6/1	Internal	5	35
1/1	8/1	Internal	5	35
1/2	7/1	Internal	5	35
2/1	6/1	Internal	5	35
2/1	7/1	Internal	5	35
2/2	5/1	Internal	5	35
3/1	5/1	Internal	5	35
3/1	7/1	Internal	5	35
3/2	8/1	Internal	5	35
4/1	5/1	Internal	5	35
4/1	8/1	Internal	5	35
4/2	6/1	Internal	5	35

Stage Sequence Diagram



Signal Timings Diagram



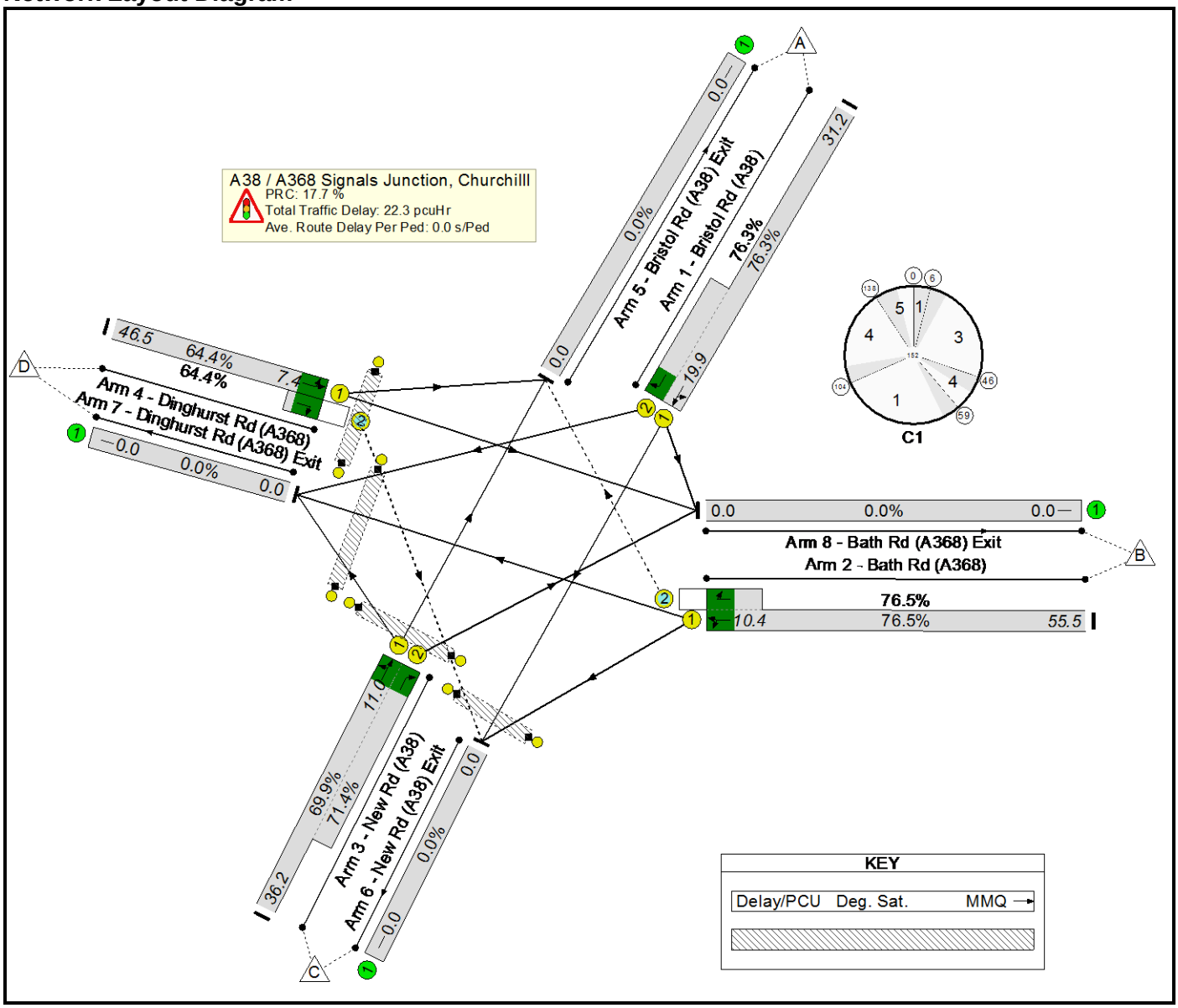
Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**56.3%**	**76**	**0**	**0**	**10.7**	**-**	**-**
A38 / A368 Signals Junction, Churchilll	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**56.3%**	**76**	**0**	**0**	**10.7**	**-**	**-**
1/1+1/2	Bristol Rd (A38) Ahead Right Left	U	A C		2:1	58:18	-	609	1925:1754	870+260	53.9 : 53.9%	-	-	-	3.8	22.3	6.8
2/1+2/2	Bath Rd (A368) Right Left Ahead	U+O	F		2	25	-	209	1834:1710	347+137	43.2 : 43.2%	59	0	0	1.6	28.2	2.7
3/1+3/2	New Rd (A38) Ahead Left Right	U	B D		2:1	47:8	-	481	1906:1751	762+92	56.3 : 56.3%	-	-	-	3.3	24.4	7.9
4/1+4/2	Dinghurst Rd (A368) Left Right Ahead	U+O	E		2	25	-	233	1831:1739	393+31	54.9 : 54.9%	17	0	0	2.0	30.6	4.2
Ped Link: P1	Peds X A38 South (E/side)	-	G		1	5	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P2	Peds X A38 South (W/side)	-	H		2	49	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P3	Peds X A368 West (S/side)	-	I		0	0	-	0	-	0	0.0%	-	-	-	Inf	Inf	Inf
Ped Link: P4	Peds X A368 West (N/side)	-	J		2	73	-	0	-	0	0.0%	-	-	-	-	-	-

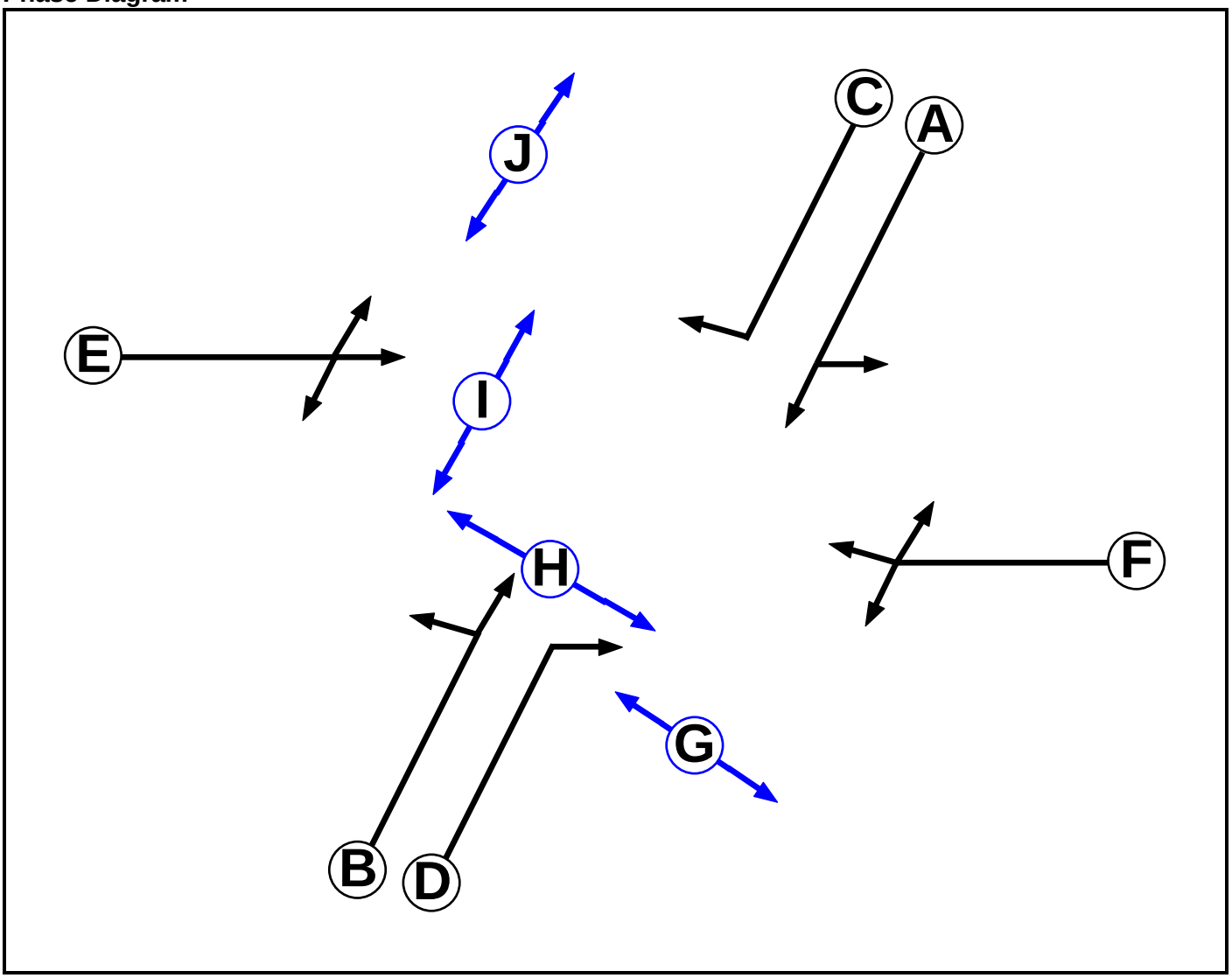
C1 PRC for Signalled Lanes (%): 59.9 Total Delay for Signalled Lanes (pcuHr): 10.66 Cycle Time (s): 120
PRC Over All Lanes (%): 59.9 Total Delay Over All Lanes(pcuHr): 10.66

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

Network Layout Diagram



Phase Diagram



Phase Intergreens Matrix

		Starting Phase									
		A	B	C	D	E	F	G	H	I	J
Terminating Phase	A		-	-	6	6	6	9	-	-	-
	B	-		6	-	6	6	-	6	8	-
	C	-	6		6	6	6	-	-	8	-
	D	6	-	6		6	6	-	5	-	-
	E	6	6	5	5		-	8	-	8	5
	F	6	6	5	5	-		6	-	8	5
	G	5	-	-	-	5	5		-	-	-
	H	-	5	-	5	-	-	-		-	-
	I	-	5	5	-	5	5	-	-		-
	J	-	-	-	-	5	5	-	-	-	

Lane Input Data

Junction: A38 / A368 Signals Junction, Churchilll

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 (Bristol Rd (A38))	U	A	2	3	60.0	Geom	-	3.10	0.00	Y	Arm 6 Ahead	Inf
											Arm 8 Left	Inf
1/2 (Bristol Rd (A38))	U	C	2	3	9.4	Geom	-	3.00	0.00	Y	Arm 7 Right	16.30
2/1 (Bath Rd (A368))	U	F	2	3	4.8	Geom	-	3.20	0.00	Y	Arm 6 Left	12.40
											Arm 7 Ahead	Inf
2/2 (Bath Rd (A368))	O	F	2	3	4.0	Geom	-	3.20	0.00	Y	Arm 5 Right	11.40
3/1 (New Rd (A38))	U	B	2	3	60.0	Geom	-	3.10	0.00	Y	Arm 5 Ahead	Inf
											Arm 7 Left	10.30
3/2 (New Rd (A38))	U	D	2	3	14.2	Geom	-	3.10	0.00	Y	Arm 8 Right	15.10
4/1 (Dinghurst Rd (A368))	U	E	2	3	60.0	Geom	-	3.40	0.00	Y	Arm 5 Left	12.90
											Arm 8 Ahead	Inf
4/2 (Dinghurst Rd (A368))	O	E	2	3	2.6	Geom	-	3.80	0.00	Y	Arm 6 Right	10.20
5/1 (Bristol Rd (A38) Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-

6/1 (New Rd (A38) Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
7/1 (Dinghurst Rd (A368) Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
8/1 (Bath Rd (A368) Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-

Lane Saturation Flows

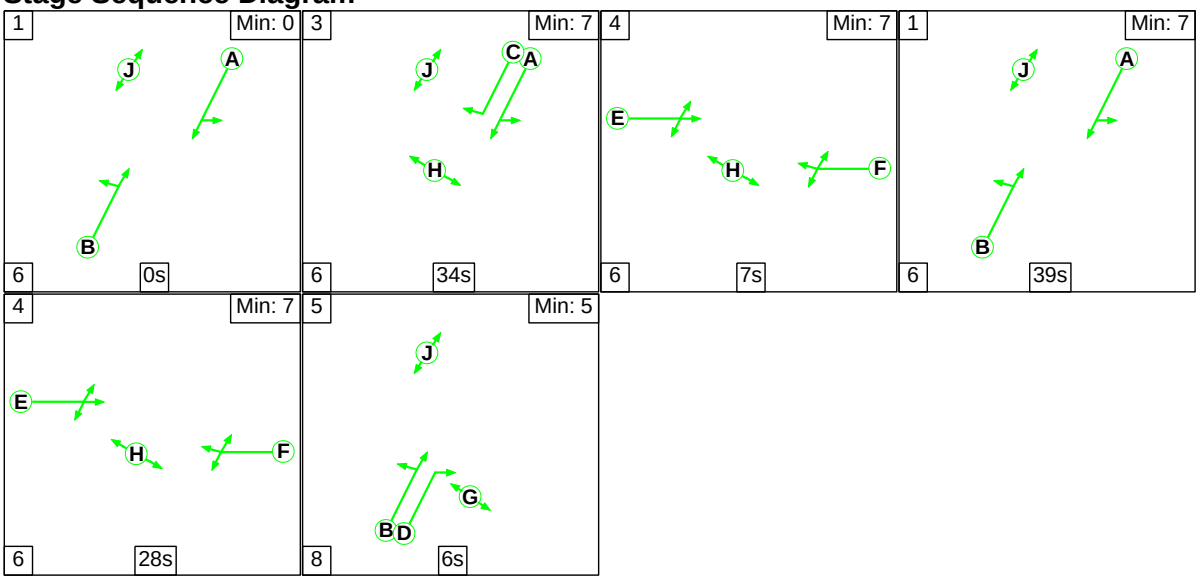
Junction: A38 / A368 Signals Junction, Churchilll

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 (Bristol Rd (A38))	3.10	0.00	Y	Arm 6 Ahead	Inf	95.4 %	1925	1925
				Arm 8 Left	Inf	4.6 %		
1/2 (Bristol Rd (A38))	3.00	0.00	Y	Arm 7 Right	16.30	100.0 %	1754	1754
2/1 (Bath Rd (A368))	3.20	0.00	Y	Arm 6 Left	12.40	41.7 %	1842	1842
				Arm 7 Ahead	Inf	58.3 %		
2/2 (Bath Rd (A368))	3.20	0.00	Y	Arm 5 Right	11.40	100.0 %	1710	1710
3/1 (New Rd (A38))	3.10	0.00	Y	Arm 5 Ahead	Inf	94.4 %	1909	1909
				Arm 7 Left	10.30	5.6 %		
3/2 (New Rd (A38))	3.10	0.00	Y	Arm 8 Right	15.10	100.0 %	1751	1751
4/1 (Dinghurst Rd (A368))	3.40	0.00	Y	Arm 5 Left	12.90	56.5 %	1834	1834
				Arm 8 Ahead	Inf	43.5 %		
4/2 (Dinghurst Rd (A368))	3.80	0.00	Y	Arm 6 Right	10.20	100.0 %	1739	1739
5/1 (Bristol Rd (A38) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (New Rd (A38) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Dinghurst Rd (A368) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Bath Rd (A368) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

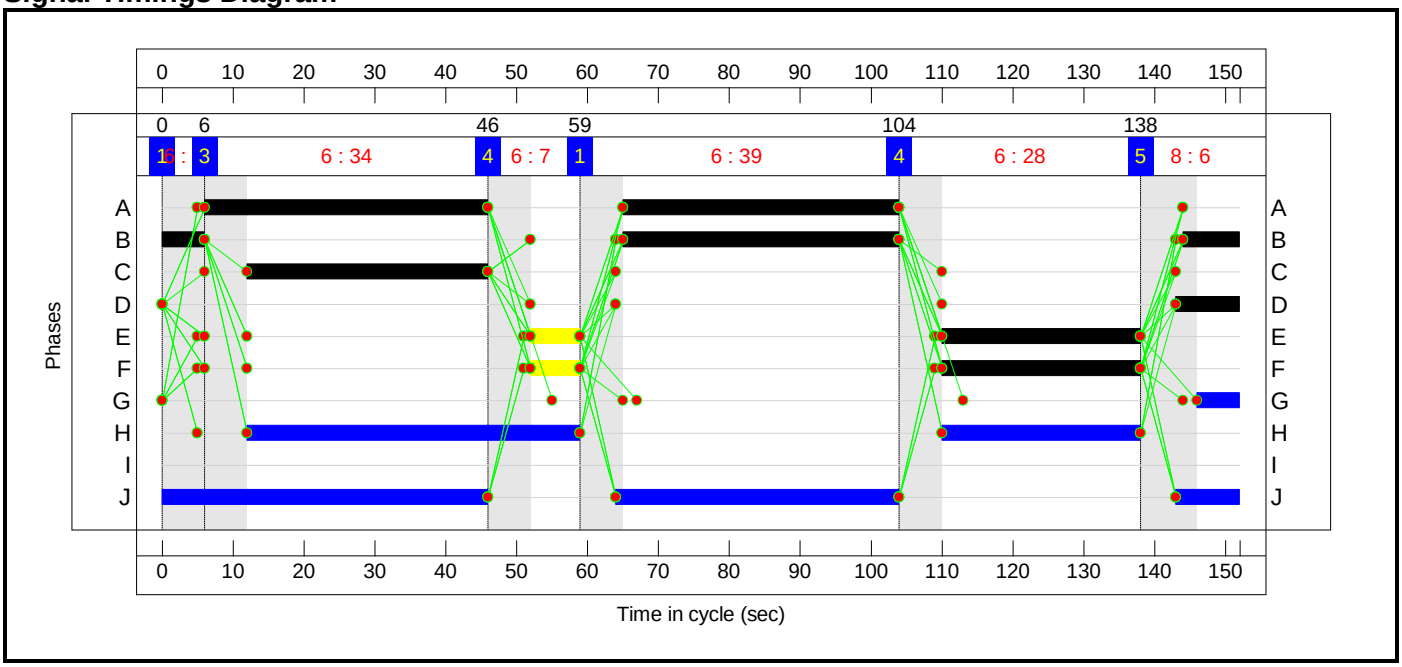
Lane Connector Input Data

Junction: A38 / A368 Signals Junction, Churchilll				
Org Lane	Dest Lane	Junction	Mean Cruise Time	Platoon Dispersion
1/1	6/1	Internal	5	35
1/1	8/1	Internal	5	35
1/2	7/1	Internal	5	35
2/1	6/1	Internal	5	35
2/1	7/1	Internal	5	35
2/2	5/1	Internal	5	35
3/1	5/1	Internal	5	35
3/1	7/1	Internal	5	35
3/2	8/1	Internal	5	35
4/1	5/1	Internal	5	35
4/1	8/1	Internal	5	35
4/2	6/1	Internal	5	35

Stage Sequence Diagram



Signal Timings Diagram



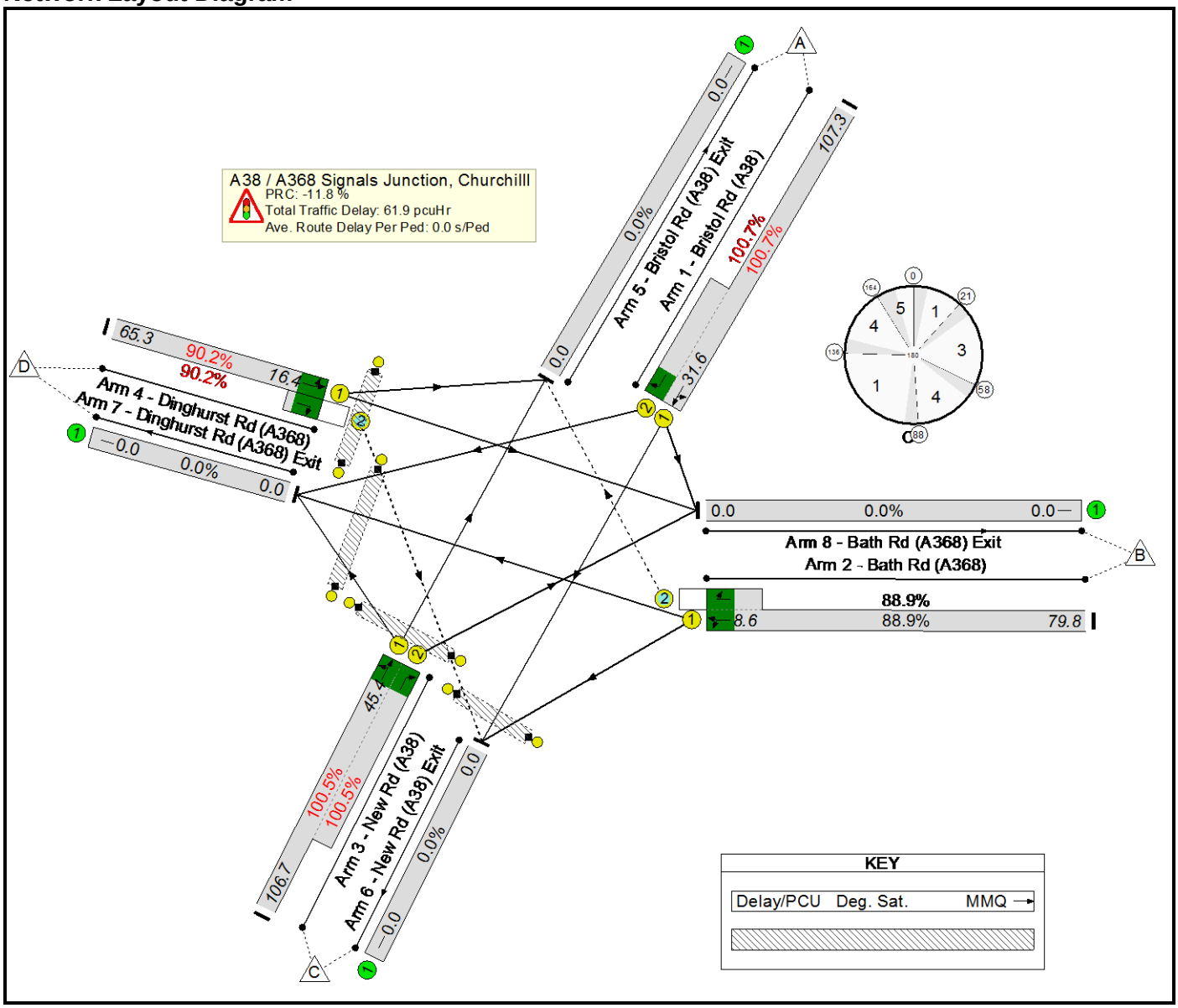
Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	**76.5%**	**66**	**0**	**32**	**22.3**	-	-
A38 / A368 Signals Junction, Churchilll	-	-	-		-	-	-	-	-	-	**76.5%**	**66**	**0**	**32**	**22.3**	-	-
1/1+1/2	Bristol Rd (A38) Ahead Right Left	U	A C		2:1	79:34	-	875	1925:1754	881+266	76.3 : 76.3%	-	-	-	7.6	31.2	19.9
2/1+2/2	Bath Rd (A368) Right Left Ahead	U+O	F		2	35	-	353	1842:1710	395+67	76.5 : 76.5%	35	0	16	5.4	55.5	10.4
3/1+3/2	New Rd (A38) Ahead Left Right	U	B D		2:1	53:9	-	535	1909:1751	660+104	69.9 : 71.4%	-	-	-	5.4	36.2	11.0
4/1+4/2	Dinghurst Rd (A368) Left Right Ahead	U+O	E		2	35	-	300	1834:1739	393+73	64.4 : 64.4%	31	0	16	3.9	46.5	7.4
Ped Link: P1	Peds X A38 South (E/side)	-	G		1	6	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P2	Peds X A38 South (W/side)	-	H		2	75	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P3	Peds X A368 West (S/side)	-	I		0	0	-	0	-	0	0.0%	-	-	-	Inf	Inf	Inf
Ped Link: P4	Peds X A368 West (N/side)	-	J		2	95	-	0	-	0	0.0%	-	-	-	-	-	-

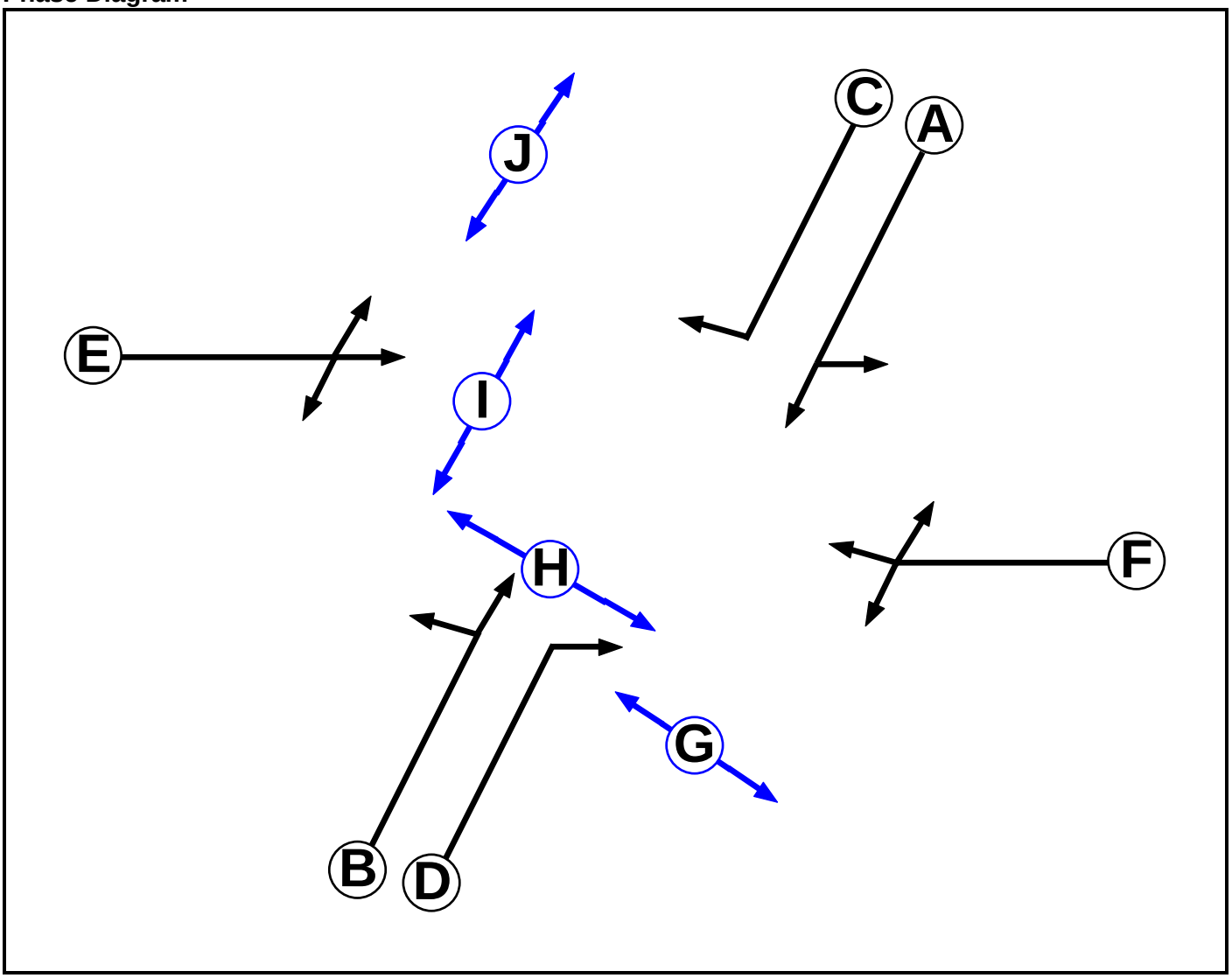
C1 PRC for Signalled Lanes (%): 17.7 Total Delay for Signalled Lanes (pcuHr): 22.29 Cycle Time (s): 152
PRC Over All Lanes (%): 17.7 Total Delay Over All Lanes(pcuHr): 22.29

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

Network Layout Diagram



Phase Diagram



Phase Intergreens Matrix

		Starting Phase									
		A	B	C	D	E	F	G	H	I	J
Terminating Phase	A		-	-	6	6	6	9	-	-	-
	B	-		6	-	6	6	-	6	8	-
	C	-	6		6	6	6	-	-	8	-
	D	6	-	6		6	6	-	5	-	-
	E	6	6	5	5		-	8	-	8	5
	F	6	6	5	5	-		6	-	8	5
	G	5	-	-	-	5	5		-	-	-
	H	-	5	-	5	-	-	-		-	-
	I	-	5	5	-	5	5	-	-		-
	J	-	-	-	-	5	5	-	-	-	

Lane Input Data

Junction: A38 / A368 Signals Junction, Churchilll

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 (Bristol Rd (A38))	U	A	2	3	60.0	Geom	-	3.10	0.00	Y	Arm 6 Ahead	Inf
											Arm 8 Left	Inf
1/2 (Bristol Rd (A38))	U	C	2	3	9.4	Geom	-	3.00	0.00	Y	Arm 7 Right	16.30
2/1 (Bath Rd (A368))	U	F	2	3	4.8	Geom	-	3.20	0.00	Y	Arm 6 Left	12.40
											Arm 7 Ahead	Inf
2/2 (Bath Rd (A368))	O	F	2	3	4.0	Geom	-	3.20	0.00	Y	Arm 5 Right	11.40
3/1 (New Rd (A38))	U	B	2	3	60.0	Geom	-	3.10	0.00	Y	Arm 5 Ahead	Inf
											Arm 7 Left	10.30
3/2 (New Rd (A38))	U	D	2	3	14.2	Geom	-	3.10	0.00	Y	Arm 8 Right	15.10
4/1 (Dinghurst Rd (A368))	U	E	2	3	60.0	Geom	-	3.40	0.00	Y	Arm 5 Left	12.90
											Arm 8 Ahead	Inf
4/2 (Dinghurst Rd (A368))	O	E	2	3	2.6	Geom	-	3.80	0.00	Y	Arm 6 Right	10.20
5/1 (Bristol Rd (A38) Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-

6/1 (New Rd (A38) Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
7/1 (Dinghurst Rd (A368) Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
8/1 (Bath Rd (A368) Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-

Lane Saturation Flows

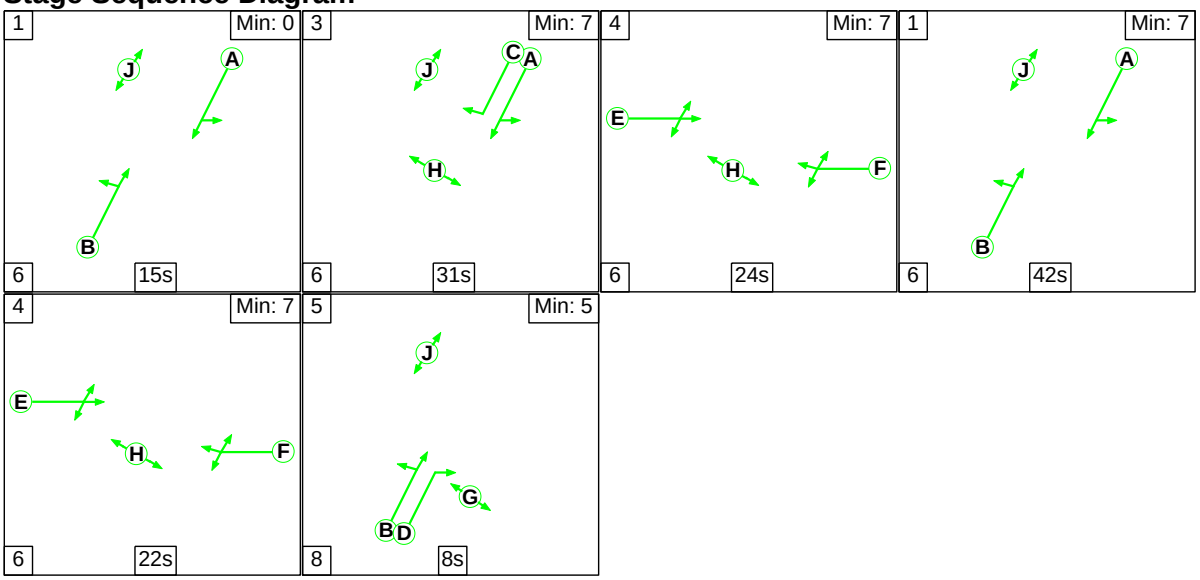
Junction: A38 / A368 Signals Junction, Churchilll

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 (Bristol Rd (A38))	3.10	0.00	Y	Arm 6 Ahead	Inf	86.6 %	1925	1925
				Arm 8 Left	Inf	13.4 %		
1/2 (Bristol Rd (A38))	3.00	0.00	Y	Arm 7 Right	16.30	100.0 %	1754	1754
2/1 (Bath Rd (A368))	3.20	0.00	Y	Arm 6 Left	12.40	40.3 %	1845	1845
				Arm 7 Ahead	Inf	59.7 %		
2/2 (Bath Rd (A368))	3.20	0.00	Y	Arm 5 Right	11.40	100.0 %	1710	1710
3/1 (New Rd (A38))	3.10	0.00	Y	Arm 5 Ahead	Inf	94.2 %	1909	1909
				Arm 7 Left	10.30	5.8 %		
3/2 (New Rd (A38))	3.10	0.00	Y	Arm 8 Right	15.10	100.0 %	1751	1751
4/1 (Dinghurst Rd (A368))	3.40	0.00	Y	Arm 5 Left	12.90	66.8 %	1814	1814
				Arm 8 Ahead	Inf	33.2 %		
4/2 (Dinghurst Rd (A368))	3.80	0.00	Y	Arm 6 Right	10.20	100.0 %	1739	1739
5/1 (Bristol Rd (A38) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (New Rd (A38) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Dinghurst Rd (A368) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Bath Rd (A368) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

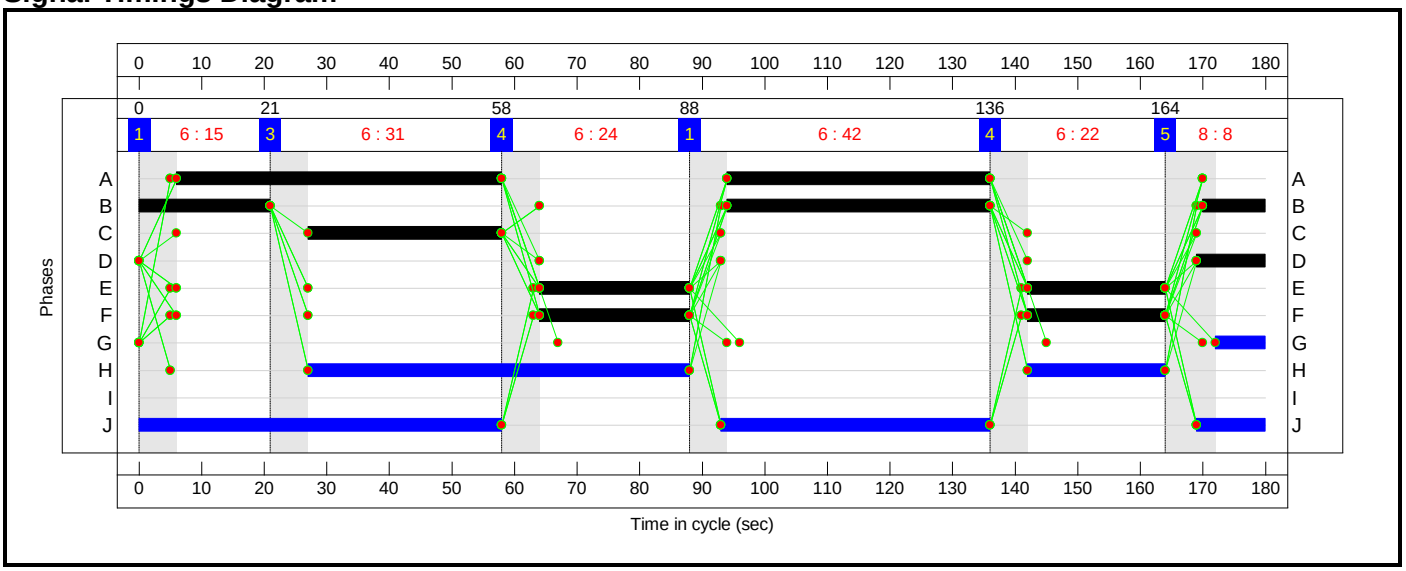
Lane Connector Input Data

Junction: A38 / A368 Signals Junction, Churchilll				
Org Lane	Dest Lane	Junction	Mean Cruise Time	Platoon Dispersion
1/1	6/1	Internal	5	35
1/1	8/1	Internal	5	35
1/2	7/1	Internal	5	35
2/1	6/1	Internal	5	35
2/1	7/1	Internal	5	35
2/2	5/1	Internal	5	35
3/1	5/1	Internal	5	35
3/1	7/1	Internal	5	35
3/2	8/1	Internal	5	35
4/1	5/1	Internal	5	35
4/1	8/1	Internal	5	35
4/2	6/1	Internal	5	35

Stage Sequence Diagram



Signal Timings Diagram



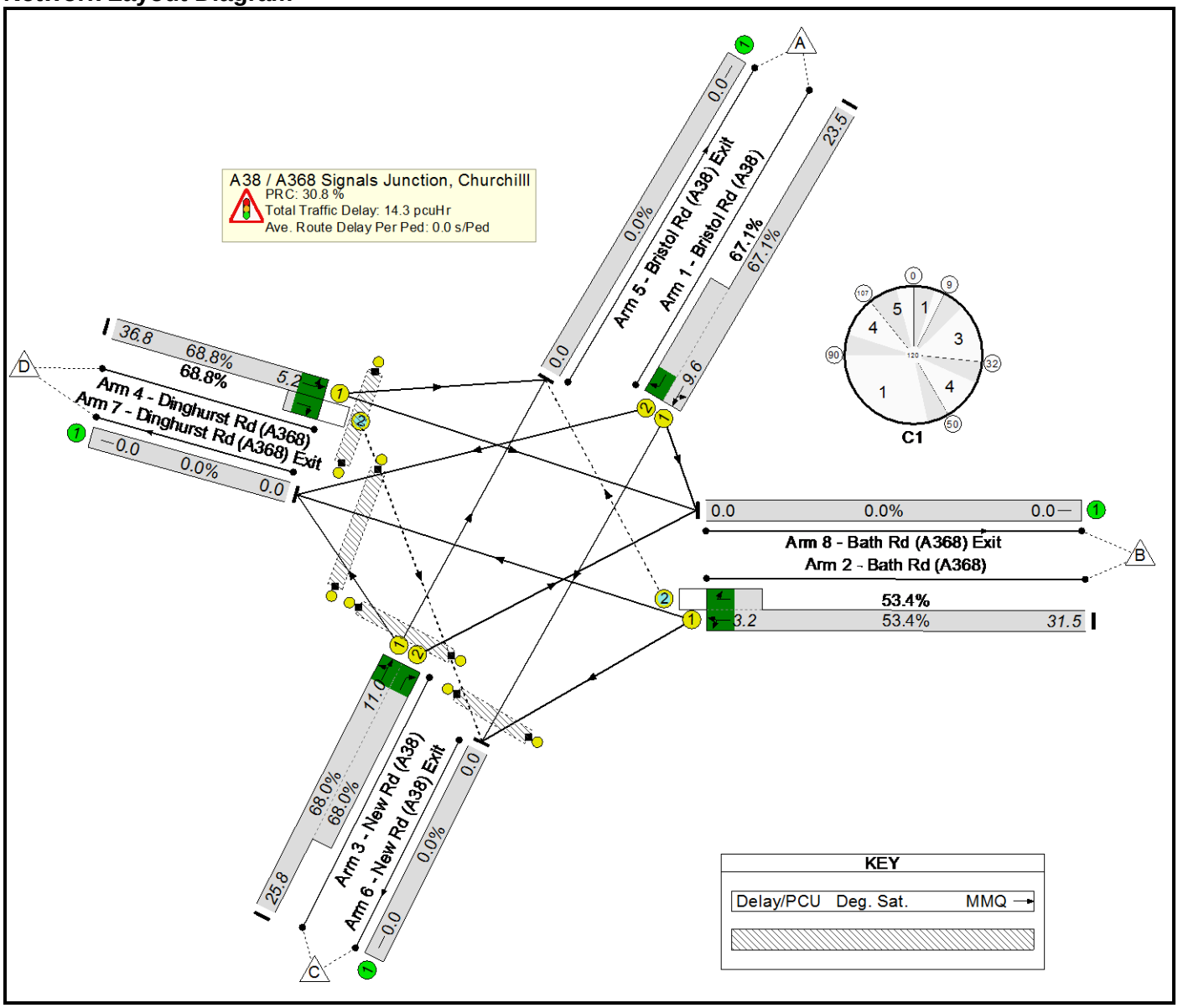
Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	**100.7%**	**94**	**0**	**57**	**61.9**	-	-
A38 / A368 Signals Junction, Churchilll	-	-	-		-	-	-	-	-	-	**100.7%**	**94**	**0**	**57**	**61.9**	-	-
1/1+1/2	Bristol Rd (A38) Ahead Right Left	U	A C		2:1	94:31	-	726	1925:1754	491+230	100.7 : 100.7%	-	-	-	21.6	107.3	31.6
2/1+2/2	Bath Rd (A368) Right Left Ahead	U+O	F		2	46	-	289	1845:1710	220+105	88.9 : 88.9%	36	0	57	6.4	79.8	8.6
3/1+3/2	New Rd (A38) Ahead Left Right	U	B D		2:1	73:11	-	868	1909:1751	770+94	100.5 : 100.5%	-	-	-	25.7	106.7	45.4
4/1+4/2	Dinghurst Rd (A368) Left Right Ahead	U+O	E		2	46	-	450	1814:1739	435+64	90.2 : 90.2%	58	0	0	8.2	65.3	16.4
Ped Link: P1	Peds X A38 South (E/side)	-	G		1	8	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P2	Peds X A38 South (W/side)	-	H		2	83	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P3	Peds X A368 West (S/side)	-	I		0	0	-	0	-	0	0.0%	-	-	-	Inf	Inf	Inf
Ped Link: P4	Peds X A368 West (N/side)	-	J		2	112	-	0	-	0	0.0%	-	-	-	-	-	-

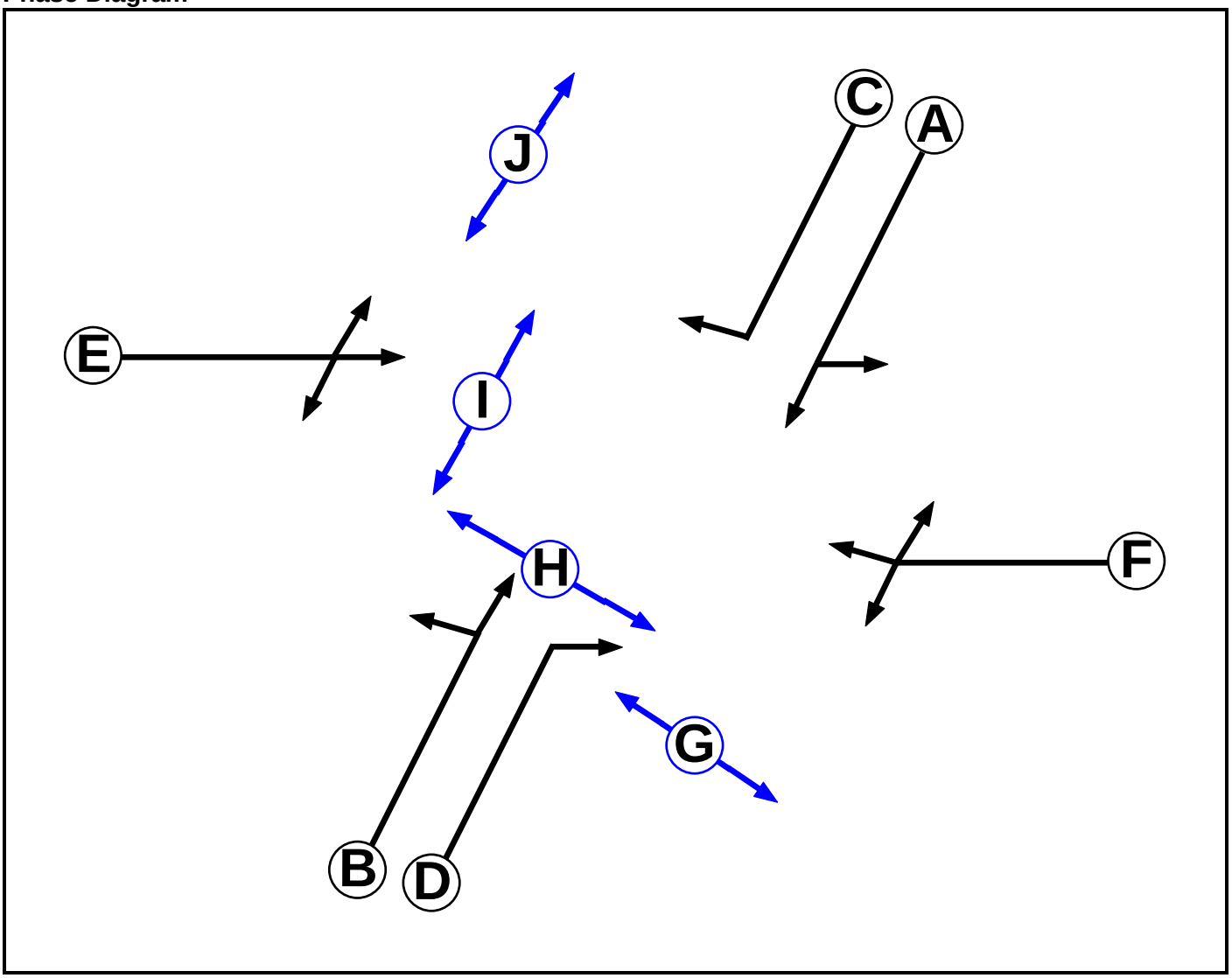
C1 PRC for Signalled Lanes (%): -11.8 Total Delay for Signalled Lanes (pcuHr): 61.93 Cycle Time (s): 180
PRC Over All Lanes (%): -11.8 Total Delay Over All Lanes(pcuHr): 61.93

Scenario 5: '2026 Ref Case Inter Peak' (FG5: '2026 Ref Case Inter peak', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Phase Diagram



Phase Intergreens Matrix

		Starting Phase									
		A	B	C	D	E	F	G	H	I	J
Terminating Phase	A		-	-	6	6	6	9	-	-	-
	B	-		6	-	6	6	-	6	8	-
	C	-	6		6	6	6	-	-	8	-
	D	6	-	6		6	6	-	5	-	-
	E	6	6	5	5		-	8	-	8	5
	F	6	6	5	5	-		6	-	8	5
	G	5	-	-	-	5	5		-	-	-
	H	-	5	-	5	-	-	-		-	-
	I	-	5	5	-	5	5	-	-		-
	J	-	-	-	-	5	5	-	-	-	

Lane Input Data

Junction: A38 / A368 Signals Junction, Churchilll

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 (Bristol Rd (A38))	U	A	2	3	60.0	Geom	-	3.10	0.00	Y	Arm 6 Ahead	Inf
											Arm 8 Left	Inf
1/2 (Bristol Rd (A38))	U	C	2	3	9.4	Geom	-	3.00	0.00	Y	Arm 7 Right	16.30
2/1 (Bath Rd (A368))	U	F	2	3	4.8	Geom	-	3.20	0.00	Y	Arm 6 Left	12.40
											Arm 7 Ahead	Inf
2/2 (Bath Rd (A368))	O	F	2	3	4.0	Geom	-	3.20	0.00	Y	Arm 5 Right	11.40
3/1 (New Rd (A38))	U	B	2	3	60.0	Geom	-	3.10	0.00	Y	Arm 5 Ahead	Inf
											Arm 7 Left	10.30
3/2 (New Rd (A38))	U	D	2	3	14.2	Geom	-	3.10	0.00	Y	Arm 8 Right	15.10
4/1 (Dinghurst Rd (A368))	U	E	2	3	60.0	Geom	-	3.40	0.00	Y	Arm 5 Left	12.90
											Arm 8 Ahead	Inf
4/2 (Dinghurst Rd (A368))	O	E	2	3	2.6	Geom	-	3.80	0.00	Y	Arm 6 Right	10.20
5/1 (Bristol Rd (A38) Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-

6/1 (New Rd (A38) Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
7/1 (Dinghurst Rd (A368) Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
8/1 (Bath Rd (A368) Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-

Lane Saturation Flows

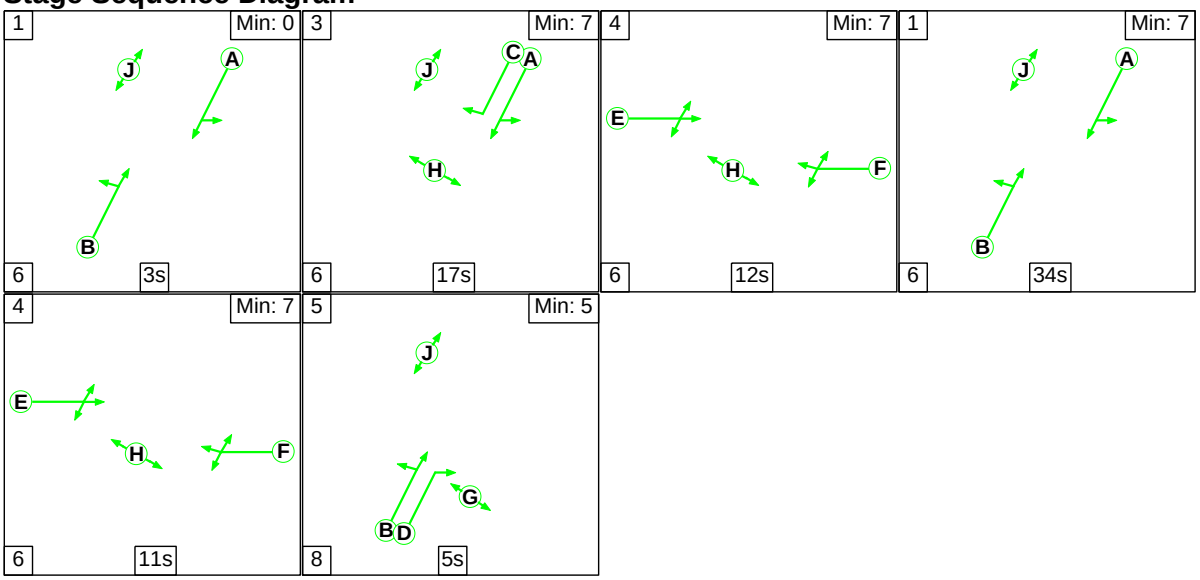
Junction: A38 / A368 Signals Junction, Churchilll

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 (Bristol Rd (A38))	3.10	0.00	Y	Arm 6 Ahead	Inf	87.8 %	1925	1925
				Arm 8 Left	Inf	12.2 %		
1/2 (Bristol Rd (A38))	3.00	0.00	Y	Arm 7 Right	16.30	100.0 %	1754	1754
2/1 (Bath Rd (A368))	3.20	0.00	Y	Arm 6 Left	12.40	45.4 %	1834	1834
				Arm 7 Ahead	Inf	54.6 %		
2/2 (Bath Rd (A368))	3.20	0.00	Y	Arm 5 Right	11.40	100.0 %	1710	1710
3/1 (New Rd (A38))	3.10	0.00	Y	Arm 5 Ahead	Inf	93.8 %	1908	1908
				Arm 7 Left	10.30	6.2 %		
3/2 (New Rd (A38))	3.10	0.00	Y	Arm 8 Right	15.10	100.0 %	1751	1751
4/1 (Dinghurst Rd (A368))	3.40	0.00	Y	Arm 5 Left	12.90	58.2 %	1831	1831
				Arm 8 Ahead	Inf	41.8 %		
4/2 (Dinghurst Rd (A368))	3.80	0.00	Y	Arm 6 Right	10.20	100.0 %	1739	1739
5/1 (Bristol Rd (A38) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (New Rd (A38) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Dinghurst Rd (A368) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Bath Rd (A368) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

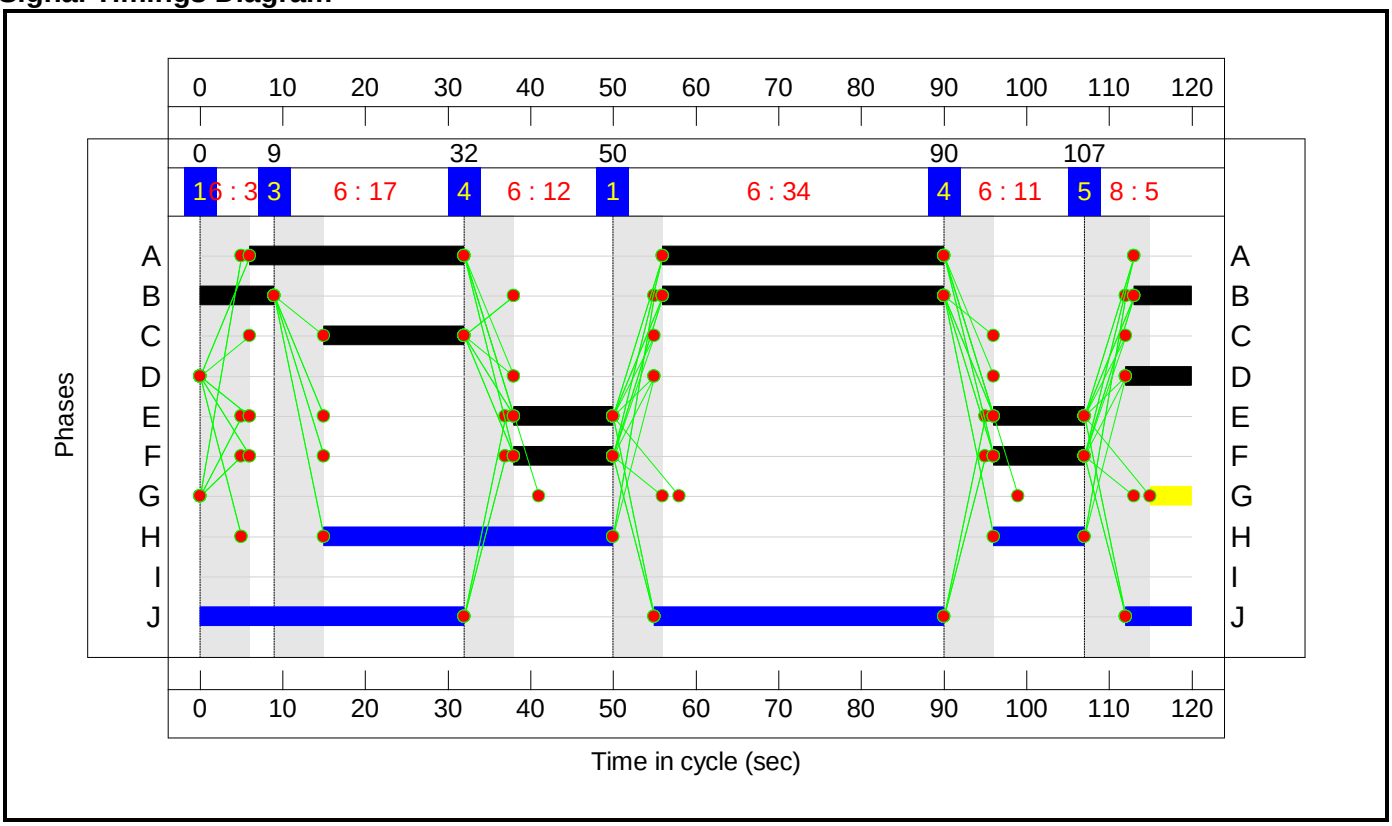
Lane Connector Input Data

Junction: A38 / A368 Signals Junction, Churchilll				
Org Lane	Dest Lane	Junction	Mean Cruise Time	Platoon Dispersion
1/1	6/1	Internal	5	35
1/1	8/1	Internal	5	35
1/2	7/1	Internal	5	35
2/1	6/1	Internal	5	35
2/1	7/1	Internal	5	35
2/2	5/1	Internal	5	35
3/1	5/1	Internal	5	35
3/1	7/1	Internal	5	35
3/2	8/1	Internal	5	35
4/1	5/1	Internal	5	35
4/1	8/1	Internal	5	35
4/2	6/1	Internal	5	35

Stage Sequence Diagram



Signal Timings Diagram



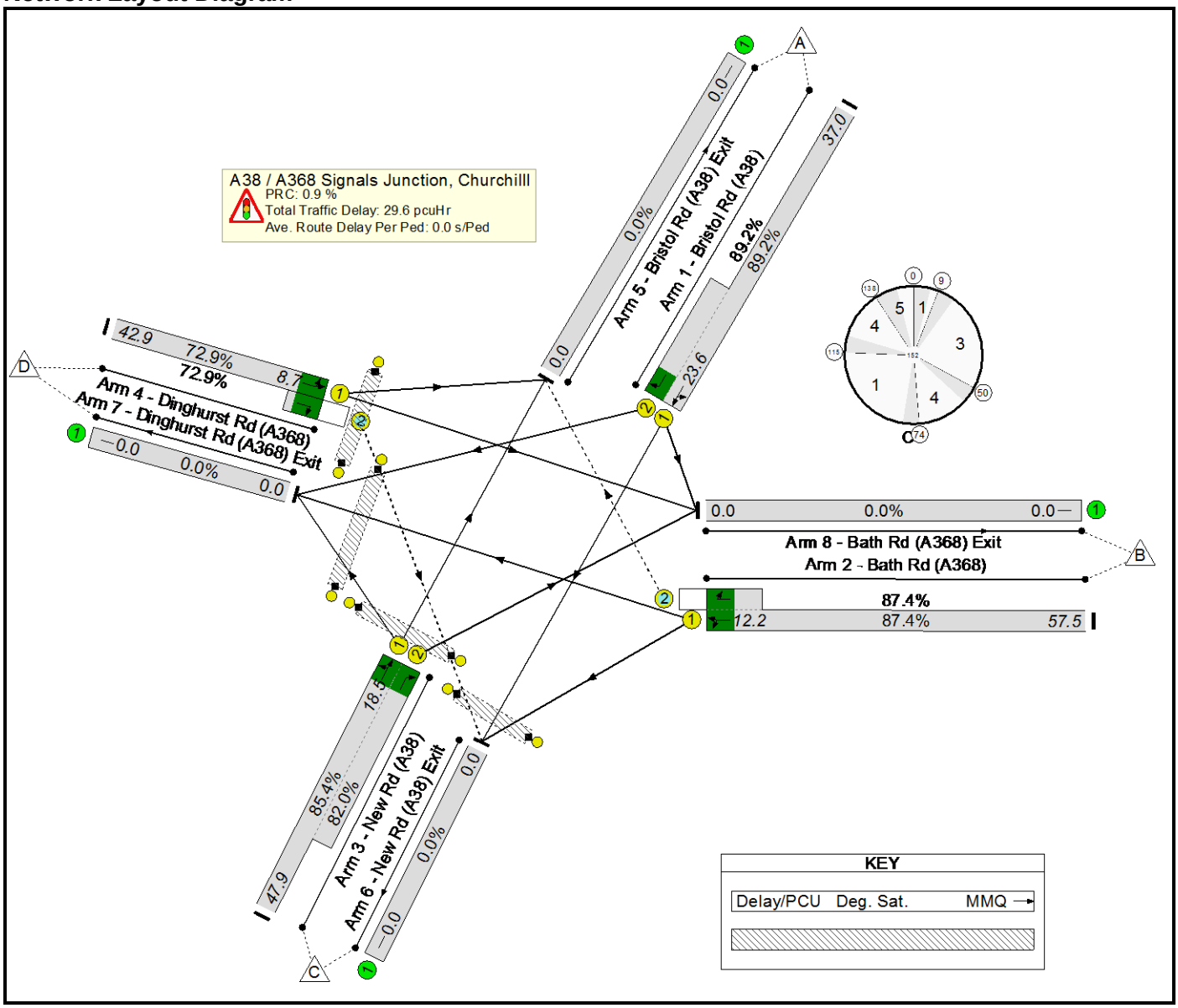
Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**68.8%**	**89**	**0**	**0**	**14.3**	**-**	**-**
A38 / A368 Signals Junction, Churchilll	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**68.8%**	**89**	**0**	**0**	**14.3**	**-**	**-**
1/1+1/2	Bristol Rd (A38) Ahead Right Left	U	A C		2:1	60:17	-	768	1925:1754	902+243	67.1 : 67.1%	-	-	-	5.0	23.5	9.6
2/1+2/2	Bath Rd (A368) Right Left Ahead	U+O	F		2	23	-	243	1834:1710	326+129	53.4 : 53.4%	69	0	0	2.1	31.5	3.2
3/1+3/2	New Rd (A38) Ahead Left Right	U	B D		2:1	50:8	-	608	1908:1751	806+88	68.0 : 68.0%	-	-	-	4.4	25.8	11.0
4/1+4/2	Dinghurst Rd (A368) Left Right Ahead	U+O	E		2	23	-	271	1831:1739	365+29	68.8 : 68.8%	20	0	0	2.8	36.8	5.2
Ped Link: P1	Peds X A38 South (E/side)	-	G		1	5	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P2	Peds X A38 South (W/side)	-	H		2	46	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P3	Peds X A368 West (S/side)	-	I		0	0	-	0	-	0	0.0%	-	-	-	Inf	Inf	Inf
Ped Link: P4	Peds X A368 West (N/side)	-	J		2	75	-	0	-	0	0.0%	-	-	-	-	-	-

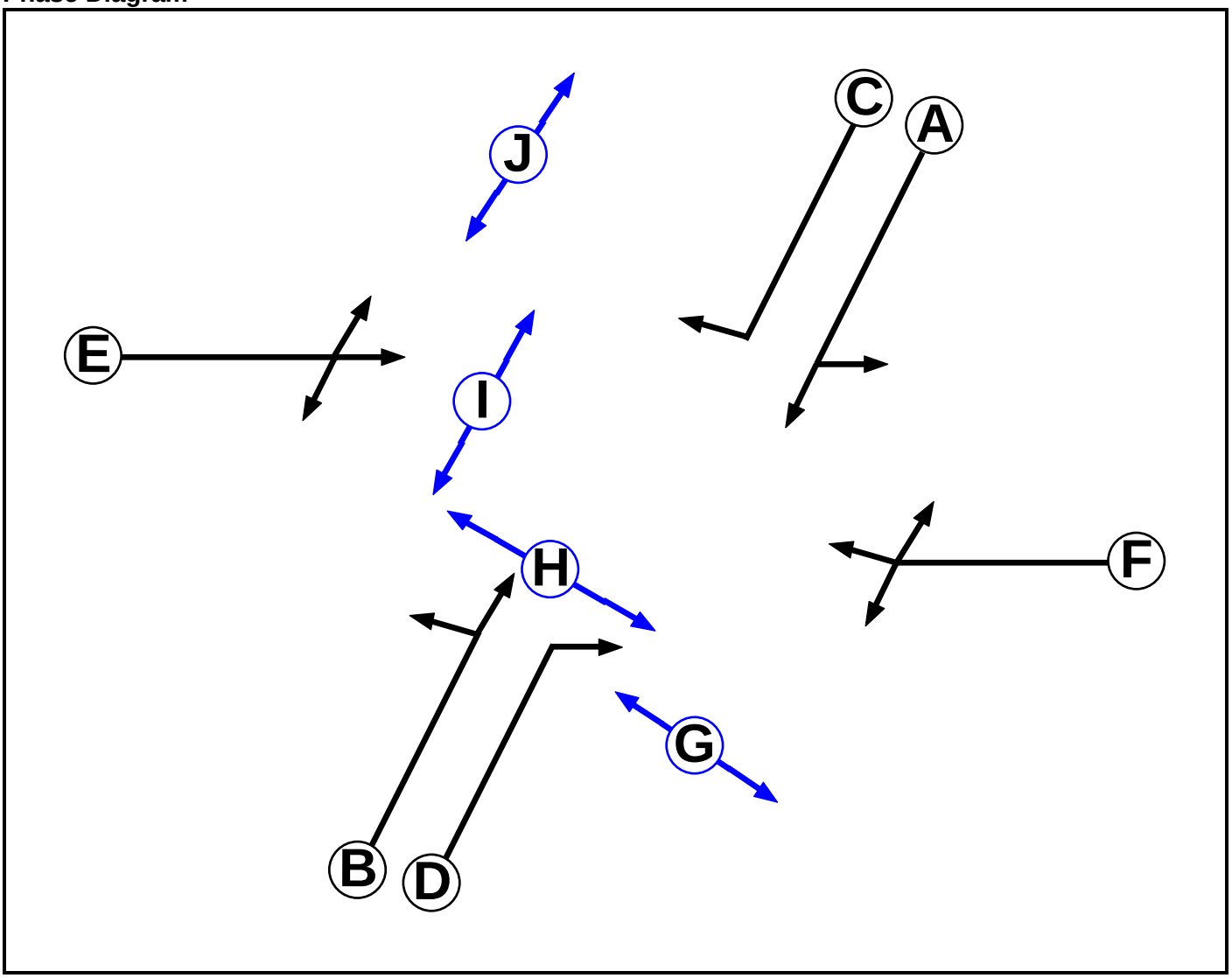
C1 PRC for Signalled Lanes (%): 30.8 Total Delay for Signalled Lanes (pcuHr): 14.26 Cycle Time (s): 120
PRC Over All Lanes (%): 30.8 Total Delay Over All Lanes(pcuHr): 14.26

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

Network Layout Diagram



Phase Diagram



Phase Intergreens Matrix

		Starting Phase									
		A	B	C	D	E	F	G	H	I	J
Terminating Phase	A		-	-	6	6	6	9	-	-	-
	B	-		6	-	6	6	-	6	8	-
	C	-	6		6	6	6	-	-	8	-
	D	6	-	6		6	6	-	5	-	-
	E	6	6	5	5		-	8	-	8	5
	F	6	6	5	5	-		6	-	8	5
	G	5	-	-	-	5	5		-	-	-
	H	-	5	-	5	-	-	-		-	-
	I	-	5	5	-	5	5	-	-		-
	J	-	-	-	-	5	5	-	-	-	

Lane Input Data

Junction: A38 / A368 Signals Junction, Churchilll

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 (Bristol Rd (A38))	U	A	2	3	60.0	Geom	-	3.10	0.00	Y	Arm 6 Ahead	Inf
											Arm 8 Left	Inf
1/2 (Bristol Rd (A38))	U	C	2	3	9.4	Geom	-	3.00	0.00	Y	Arm 7 Right	16.30
2/1 (Bath Rd (A368))	U	F	2	3	4.8	Geom	-	3.20	0.00	Y	Arm 6 Left	12.40
											Arm 7 Ahead	Inf
2/2 (Bath Rd (A368))	O	F	2	3	4.0	Geom	-	3.20	0.00	Y	Arm 5 Right	11.40
3/1 (New Rd (A38))	U	B	2	3	60.0	Geom	-	3.10	0.00	Y	Arm 5 Ahead	Inf
											Arm 7 Left	10.30
3/2 (New Rd (A38))	U	D	2	3	14.2	Geom	-	3.10	0.00	Y	Arm 8 Right	15.10
4/1 (Dinghurst Rd (A368))	U	E	2	3	60.0	Geom	-	3.40	0.00	Y	Arm 5 Left	12.90
											Arm 8 Ahead	Inf
4/2 (Dinghurst Rd (A368))	O	E	2	3	2.6	Geom	-	3.80	0.00	Y	Arm 6 Right	10.20
5/1 (Bristol Rd (A38) Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-

6/1 (New Rd (A38) Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
7/1 (Dinghurst Rd (A368) Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
8/1 (Bath Rd (A368) Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-

Lane Saturation Flows

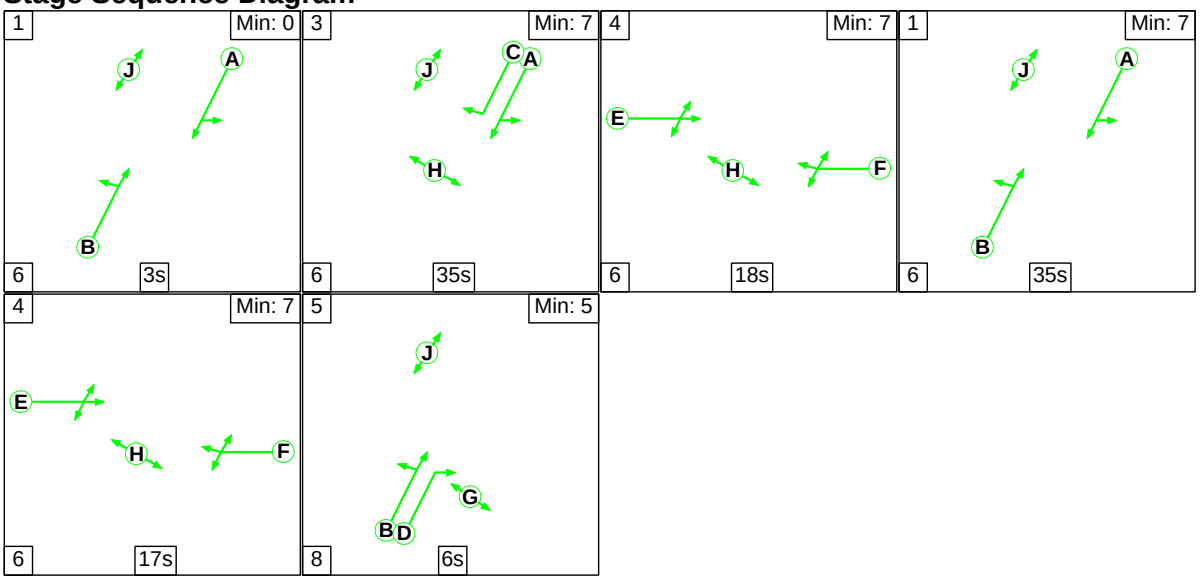
Junction: A38 / A368 Signals Junction, Churchilll

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 (Bristol Rd (A38))	3.10	0.00	Y	Arm 6 Ahead	Inf	95.5 %	1925	1925
				Arm 8 Left	Inf	4.5 %		
1/2 (Bristol Rd (A38))	3.00	0.00	Y	Arm 7 Right	16.30	100.0 %	1754	1754
2/1 (Bath Rd (A368))	3.20	0.00	Y	Arm 6 Left	12.40	41.7 %	1842	1842
				Arm 7 Ahead	Inf	58.3 %		
2/2 (Bath Rd (A368))	3.20	0.00	Y	Arm 5 Right	11.40	100.0 %	1710	1710
3/1 (New Rd (A38))	3.10	0.00	Y	Arm 5 Ahead	Inf	94.6 %	1910	1910
				Arm 7 Left	10.30	5.4 %		
3/2 (New Rd (A38))	3.10	0.00	Y	Arm 8 Right	15.10	100.0 %	1751	1751
4/1 (Dinghurst Rd (A368))	3.40	0.00	Y	Arm 5 Left	12.90	56.6 %	1834	1834
				Arm 8 Ahead	Inf	43.4 %		
4/2 (Dinghurst Rd (A368))	3.80	0.00	Y	Arm 6 Right	10.20	100.0 %	1739	1739
5/1 (Bristol Rd (A38) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (New Rd (A38) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Dinghurst Rd (A368) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Bath Rd (A368) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

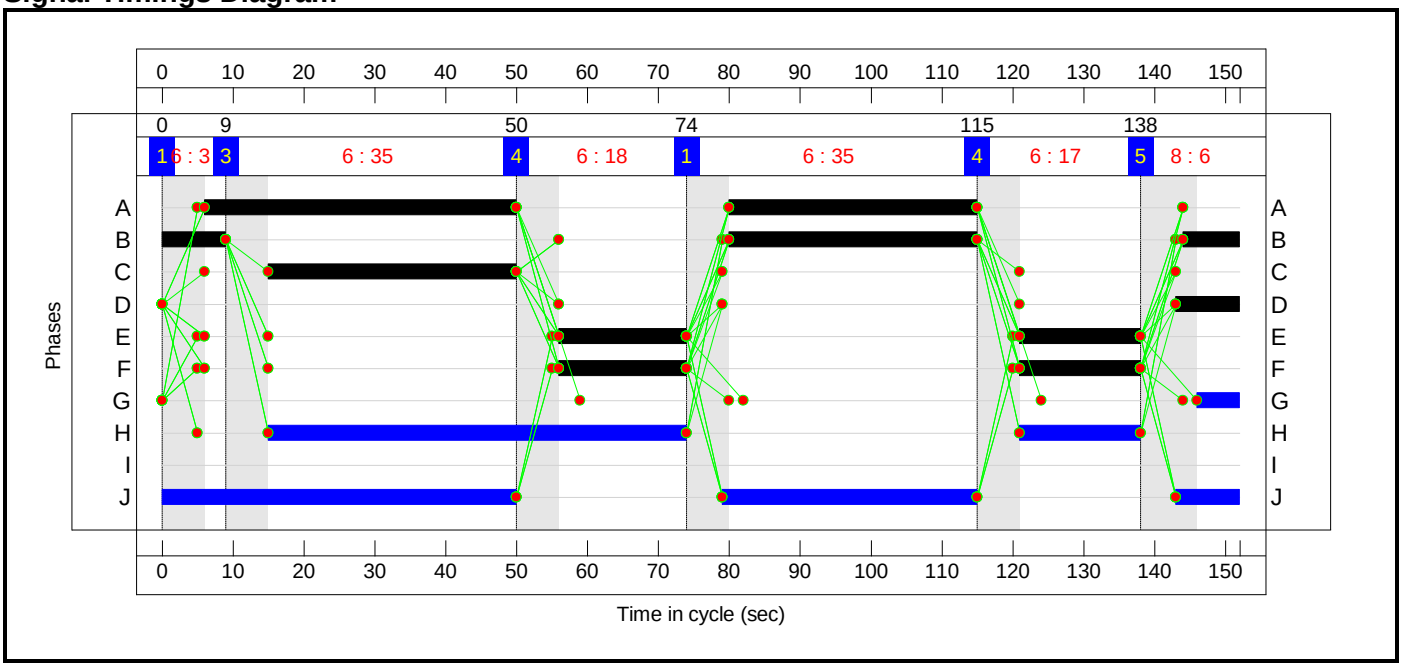
Lane Connector Input Data

Junction: A38 / A368 Signals Junction, Churchilll				
Org Lane	Dest Lane	Junction	Mean Cruise Time	Platoon Dispersion
1/1	6/1	Internal	5	35
1/1	8/1	Internal	5	35
1/2	7/1	Internal	5	35
2/1	6/1	Internal	5	35
2/1	7/1	Internal	5	35
2/2	5/1	Internal	5	35
3/1	5/1	Internal	5	35
3/1	7/1	Internal	5	35
3/2	8/1	Internal	5	35
4/1	5/1	Internal	5	35
4/1	8/1	Internal	5	35
4/2	6/1	Internal	5	35

Stage Sequence Diagram



Signal Timings Diagram



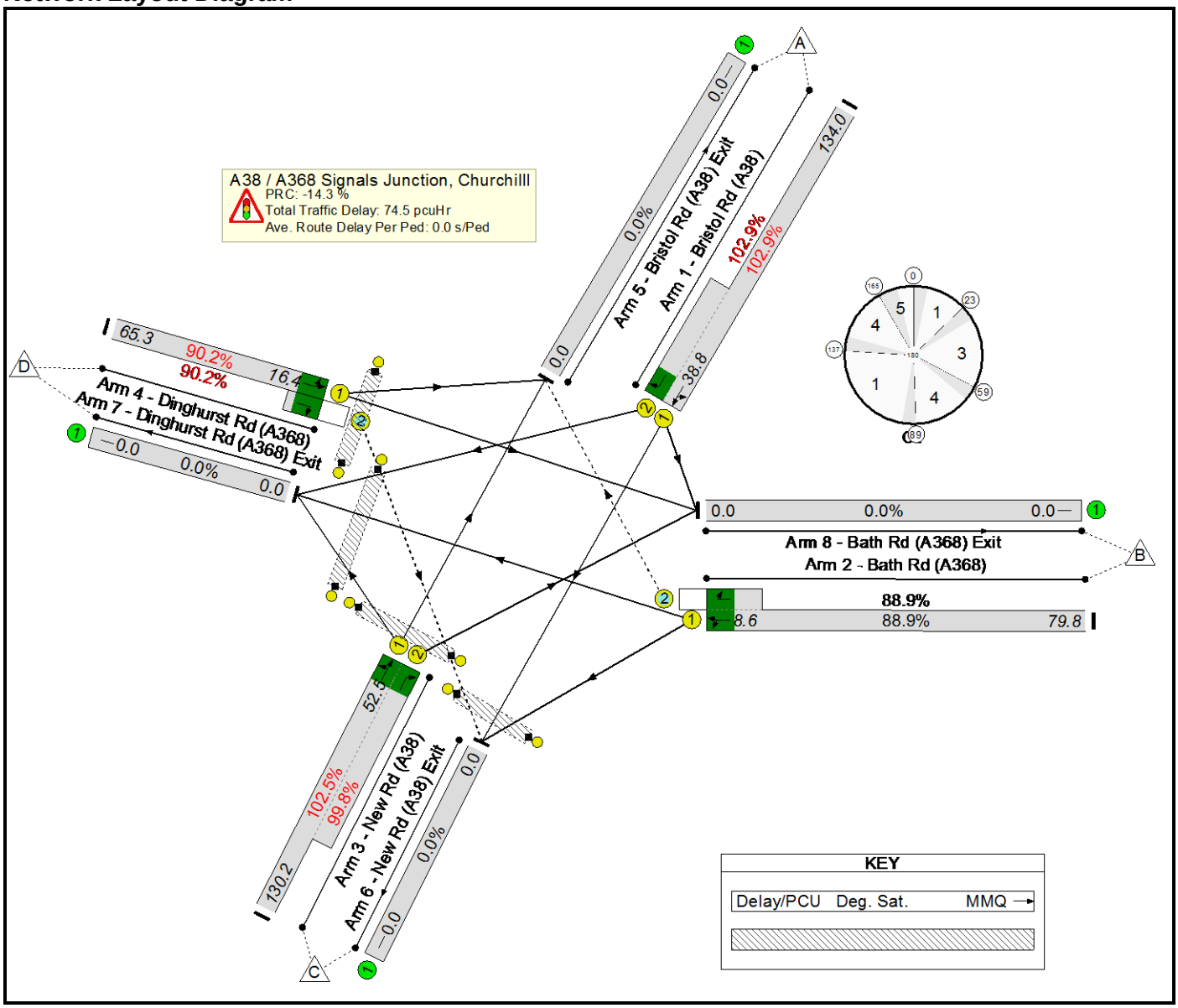
Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	**89.2%**	**77**	**0**	**34**	**29.6**	-	-
A38 / A368 Signals Junction, Churchilll	-	-	-		-	-	-	-	-	-	**89.2%**	**77**	**0**	**34**	**29.6**	-	-
1/1+1/2	Bristol Rd (A38) Ahead Right Left	U	A C		2:1	79:35	-	1025	1925:1754	889+260	89.2 : 89.2%	-	-	-	10.5	37.0	23.6
2/1+2/2	Bath Rd (A368) Right Left Ahead	U+O	F		2	35	-	403	1842:1710	395+66	87.4 : 87.4%	54	0	4	6.4	57.5	12.2
3/1+3/2	New Rd (A38) Ahead Left Right	U	B D		2:1	52:9	-	645	1910:1751	656+104	85.4 : 82.0%	-	-	-	8.6	47.9	18.5
4/1+4/2	Dinghurst Rd (A368) Left Right Ahead	U+O	E		2	35	-	341	1834:1739	395+73	72.9 : 72.9%	23	0	30	4.1	42.9	8.7
Ped Link: P1	Peds X A38 South (E/side)	-	G		1	6	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P2	Peds X A38 South (W/side)	-	H		2	76	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P3	Peds X A368 West (S/side)	-	I		0	0	-	0	-	0	0.0%	-	-	-	Inf	Inf	Inf
Ped Link: P4	Peds X A368 West (N/side)	-	J		2	95	-	0	-	0	0.0%	-	-	-	-	-	-

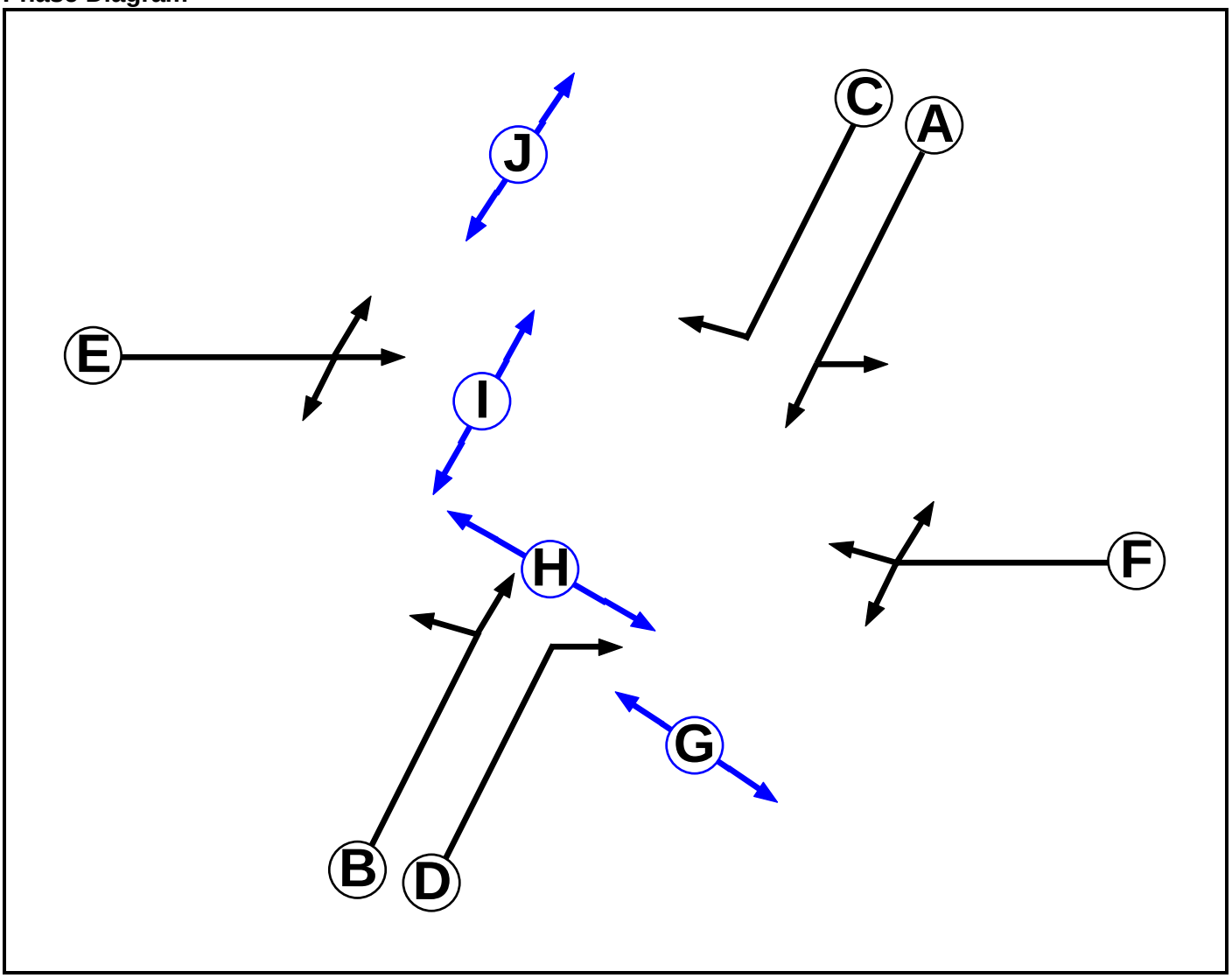
C1 PRC for Signalled Lanes (%): 0.9 Total Delay for Signalled Lanes (pcuHr): 29.62 Cycle Time (s): 152
PRC Over All Lanes (%): 0.9 Total Delay Over All Lanes(pcuHr): 29.62

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

Network Layout Diagram



Phase Diagram



Phase Intergreens Matrix

		Starting Phase									
		A	B	C	D	E	F	G	H	I	J
Terminating Phase	A		-	-	6	6	6	9	-	-	-
	B	-		6	-	6	6	-	6	8	-
	C	-	6		6	6	6	-	-	8	-
	D	6	-	6		6	6	-	5	-	-
	E	6	6	5	5		-	8	-	8	5
	F	6	6	5	5	-		6	-	8	5
	G	5	-	-	-	5	5		-	-	-
	H	-	5	-	5	-	-	-		-	-
	I	-	5	5	-	5	5	-	-		-
	J	-	-	-	-	5	5	-	-	-	

Lane Input Data

Junction: A38 / A368 Signals Junction, Churchilll

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 (Bristol Rd (A38))	U	A	2	3	60.0	Geom	-	3.10	0.00	Y	Arm 6 Ahead	Inf
											Arm 8 Left	Inf
1/2 (Bristol Rd (A38))	U	C	2	3	9.4	Geom	-	3.00	0.00	Y	Arm 7 Right	16.30
2/1 (Bath Rd (A368))	U	F	2	3	4.8	Geom	-	3.20	0.00	Y	Arm 6 Left	12.40
											Arm 7 Ahead	Inf
2/2 (Bath Rd (A368))	O	F	2	3	4.0	Geom	-	3.20	0.00	Y	Arm 5 Right	11.40
3/1 (New Rd (A38))	U	B	2	3	60.0	Geom	-	3.10	0.00	Y	Arm 5 Ahead	Inf
											Arm 7 Left	10.30
3/2 (New Rd (A38))	U	D	2	3	14.2	Geom	-	3.10	0.00	Y	Arm 8 Right	15.10
4/1 (Dinghurst Rd (A368))	U	E	2	3	60.0	Geom	-	3.40	0.00	Y	Arm 5 Left	12.90
											Arm 8 Ahead	Inf
4/2 (Dinghurst Rd (A368))	O	E	2	3	2.6	Geom	-	3.80	0.00	Y	Arm 6 Right	10.20
5/1 (Bristol Rd (A38) Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-

6/1 (New Rd (A38) Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
7/1 (Dinghurst Rd (A368) Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
8/1 (Bath Rd (A368) Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-

Lane Saturation Flows

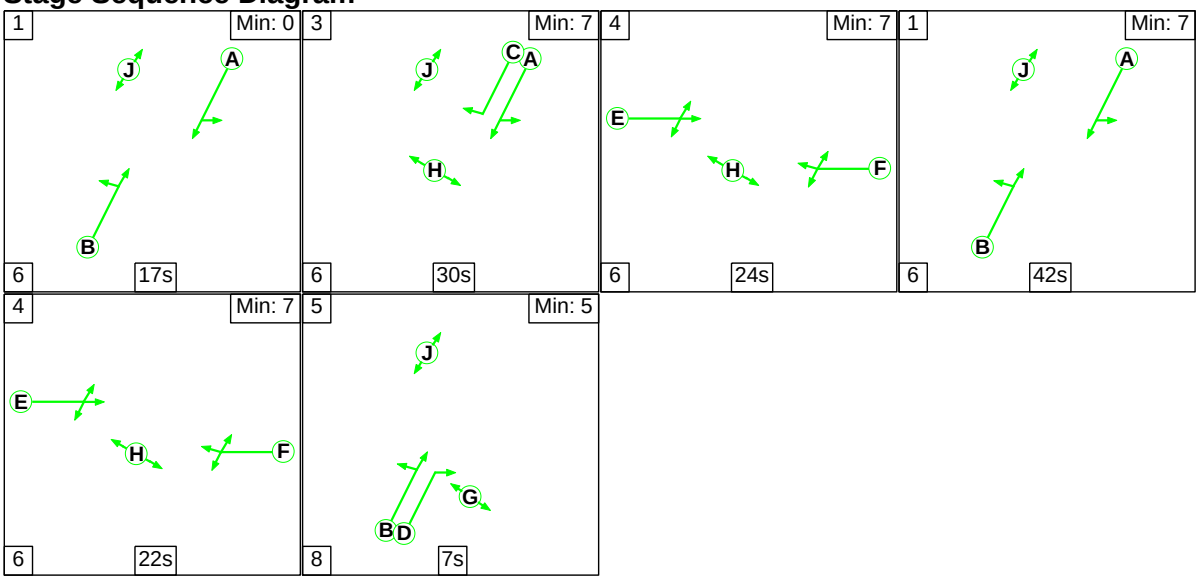
Junction: A38 / A368 Signals Junction, Churchilll

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 (Bristol Rd (A38))	3.10	0.00	Y	Arm 6 Ahead	Inf	87.0 %	1925	1925
				Arm 8 Left	Inf	13.0 %		
1/2 (Bristol Rd (A38))	3.00	0.00	Y	Arm 7 Right	16.30	100.0 %	1754	1754
2/1 (Bath Rd (A368))	3.20	0.00	Y	Arm 6 Left	12.40	40.3 %	1845	1845
				Arm 7 Ahead	Inf	59.7 %		
2/2 (Bath Rd (A368))	3.20	0.00	Y	Arm 5 Right	11.40	100.0 %	1710	1710
3/1 (New Rd (A38))	3.10	0.00	Y	Arm 5 Ahead	Inf	94.4 %	1909	1909
				Arm 7 Left	10.30	5.6 %		
3/2 (New Rd (A38))	3.10	0.00	Y	Arm 8 Right	15.10	100.0 %	1751	1751
4/1 (Dinghurst Rd (A368))	3.40	0.00	Y	Arm 5 Left	12.90	66.8 %	1814	1814
				Arm 8 Ahead	Inf	33.2 %		
4/2 (Dinghurst Rd (A368))	3.80	0.00	Y	Arm 6 Right	10.20	100.0 %	1739	1739
5/1 (Bristol Rd (A38) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (New Rd (A38) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Dinghurst Rd (A368) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Bath Rd (A368) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

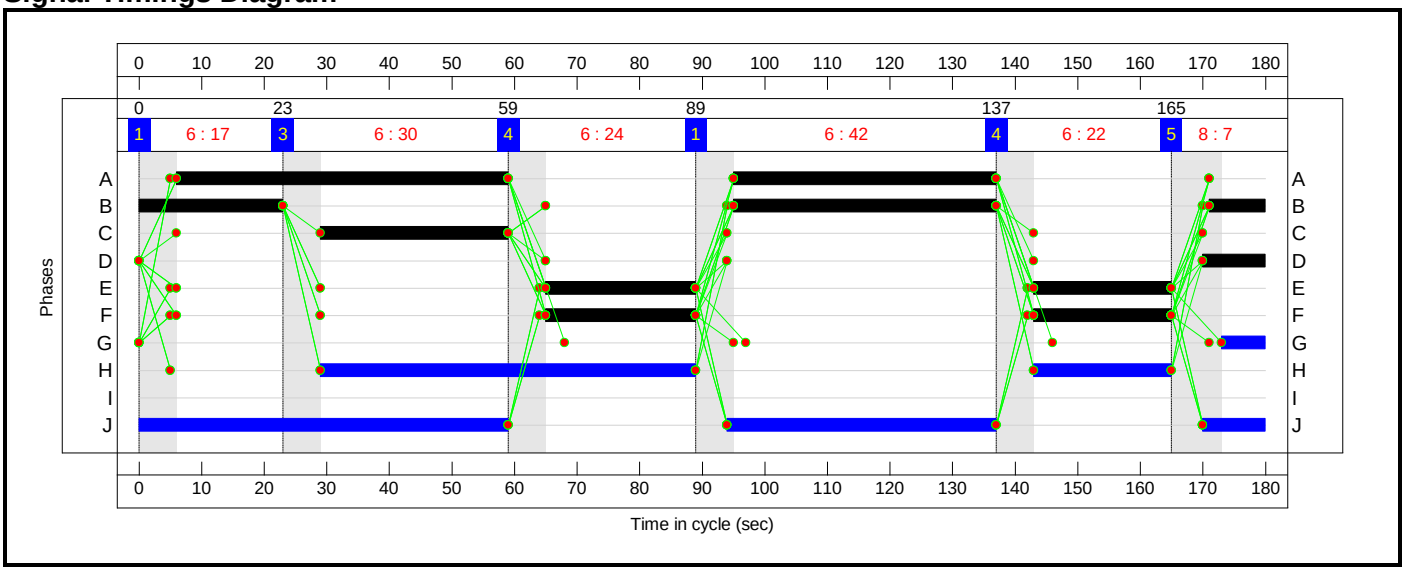
Lane Connector Input Data

Junction: A38 / A368 Signals Junction, Churchilll				
Org Lane	Dest Lane	Junction	Mean Cruise Time	Platoon Dispersion
1/1	6/1	Internal	5	35
1/1	8/1	Internal	5	35
1/2	7/1	Internal	5	35
2/1	6/1	Internal	5	35
2/1	7/1	Internal	5	35
2/2	5/1	Internal	5	35
3/1	5/1	Internal	5	35
3/1	7/1	Internal	5	35
3/2	8/1	Internal	5	35
4/1	5/1	Internal	5	35
4/1	8/1	Internal	5	35
4/2	6/1	Internal	5	35

Stage Sequence Diagram



Signal Timings Diagram



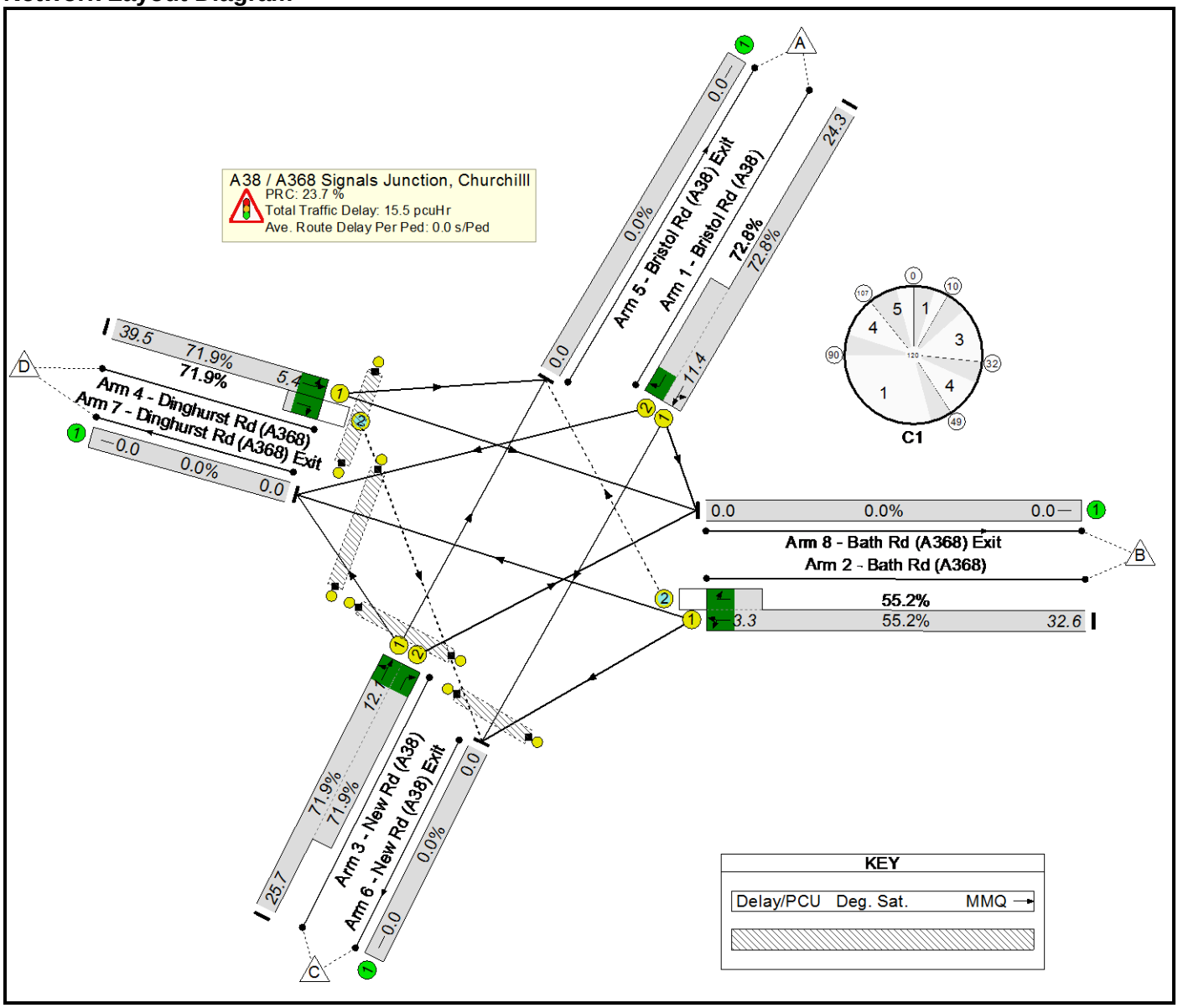
Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	**102.9%**	**94**	**0**	**57**	**74.5**	-	-
A38 / A368 Signals Junction, Churchilll	-	-	-		-	-	-	-	-	-	**102.9%**	**94**	**0**	**57**	**74.5**	-	-
1/1+1/2	Bristol Rd (A38) Ahead Right Left	U	A C		2:1	95:30	-	742	1925:1754	495+227	102.9 : 102.9%	-	-	-	27.6	134.0	38.8
2/1+2/2	Bath Rd (A368) Right Left Ahead	U+O	F		2	46	-	289	1845:1710	220+105	88.9 : 88.9%	36	0	57	6.4	79.8	8.6
3/1+3/2	New Rd (A38) Ahead Left Right	U	B D		2:1	74:10	-	894	1909:1751	781+94	102.5 : 99.8%	-	-	-	32.3	130.2	52.5
4/1+4/2	Dinghurst Rd (A368) Left Right Ahead	U+O	E		2	46	-	450	1814:1739	435+64	90.2 : 90.2%	58	0	0	8.2	65.3	16.4
Ped Link: P1	Peds X A38 South (E/side)	-	G		1	7	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P2	Peds X A38 South (W/side)	-	H		2	82	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P3	Peds X A368 West (S/side)	-	I		0	0	-	0	-	0	0.0%	-	-	-	Inf	Inf	Inf
Ped Link: P4	Peds X A368 West (N/side)	-	J		2	112	-	0	-	0	0.0%	-	-	-	-	-	-

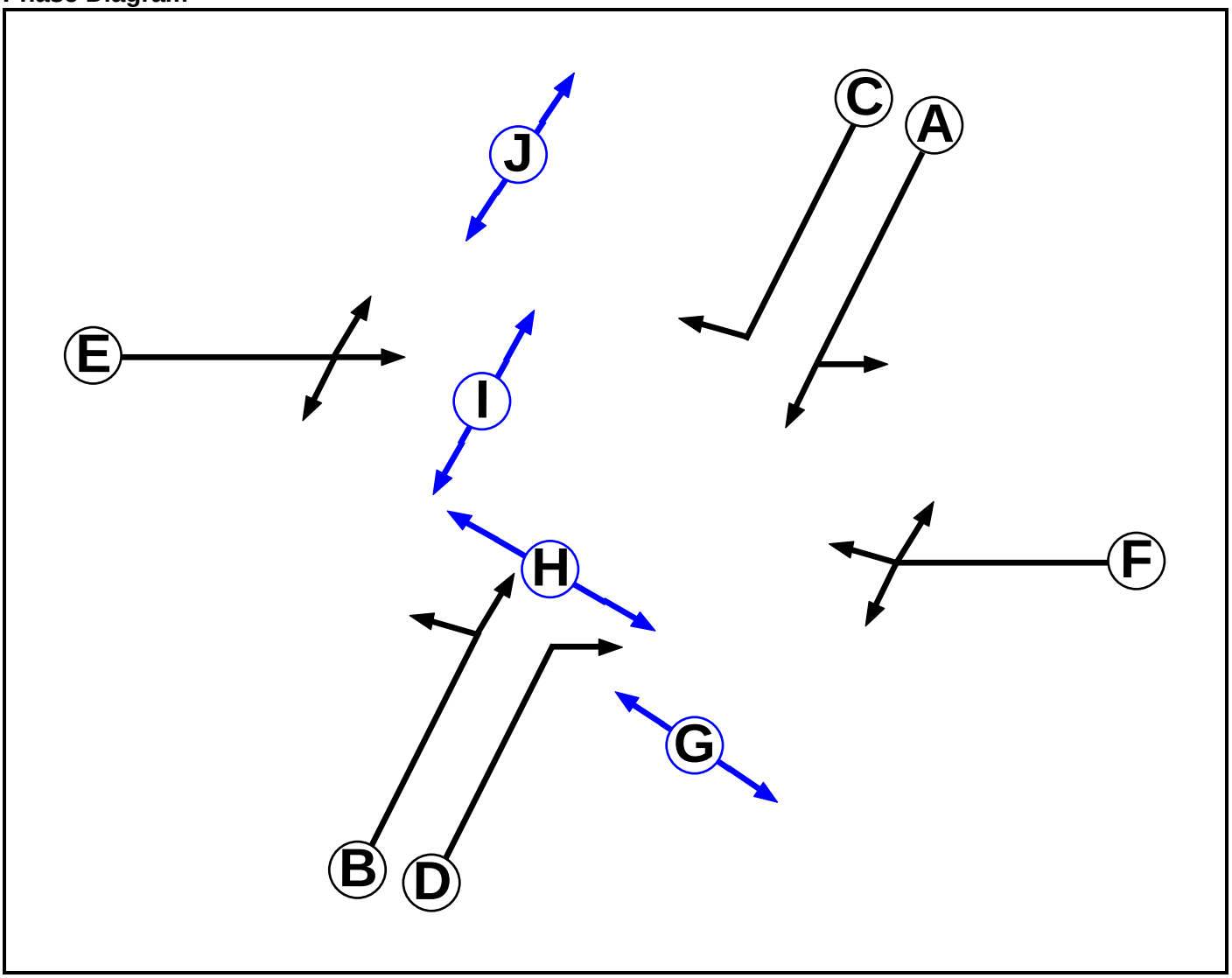
C1 PRC for Signalled Lanes (%): -14.3 Total Delay for Signalled Lanes (pcuHr): 74.52 Cycle Time (s): 180
PRC Over All Lanes (%): -14.3 Total Delay Over All Lanes(pcuHr): 74.52

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

Network Layout Diagram



Phase Diagram



Phase Intergreens Matrix

		Starting Phase									
		A	B	C	D	E	F	G	H	I	J
Terminating Phase	A		-	-	6	6	6	9	-	-	-
	B	-		6	-	6	6	-	6	8	-
	C	-	6		6	6	6	-	-	8	-
	D	6	-	6		6	6	-	5	-	-
	E	6	6	5	5		-	8	-	8	5
	F	6	6	5	5	-		6	-	8	5
	G	5	-	-	-	5	5		-	-	-
	H	-	5	-	5	-	-	-		-	-
	I	-	5	5	-	5	5	-	-		-
	J	-	-	-	-	5	5	-	-	-	

Lane Input Data

Junction: A38 / A368 Signals Junction, Churchilll

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 (Bristol Rd (A38))	U	A	2	3	60.0	Geom	-	3.10	0.00	Y	Arm 6 Ahead	Inf
											Arm 8 Left	Inf
1/2 (Bristol Rd (A38))	U	C	2	3	9.4	Geom	-	3.00	0.00	Y	Arm 7 Right	16.30
2/1 (Bath Rd (A368))	U	F	2	3	4.8	Geom	-	3.20	0.00	Y	Arm 6 Left	12.40
											Arm 7 Ahead	Inf
2/2 (Bath Rd (A368))	O	F	2	3	4.0	Geom	-	3.20	0.00	Y	Arm 5 Right	11.40
3/1 (New Rd (A38))	U	B	2	3	60.0	Geom	-	3.10	0.00	Y	Arm 5 Ahead	Inf
											Arm 7 Left	10.30
3/2 (New Rd (A38))	U	D	2	3	14.2	Geom	-	3.10	0.00	Y	Arm 8 Right	15.10
4/1 (Dinghurst Rd (A368))	U	E	2	3	60.0	Geom	-	3.40	0.00	Y	Arm 5 Left	12.90
											Arm 8 Ahead	Inf
4/2 (Dinghurst Rd (A368))	O	E	2	3	2.6	Geom	-	3.80	0.00	Y	Arm 6 Right	10.20
5/1 (Bristol Rd (A38) Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-

6/1 (New Rd (A38) Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
7/1 (Dinghurst Rd (A368) Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
8/1 (Bath Rd (A368) Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-

Lane Saturation Flows

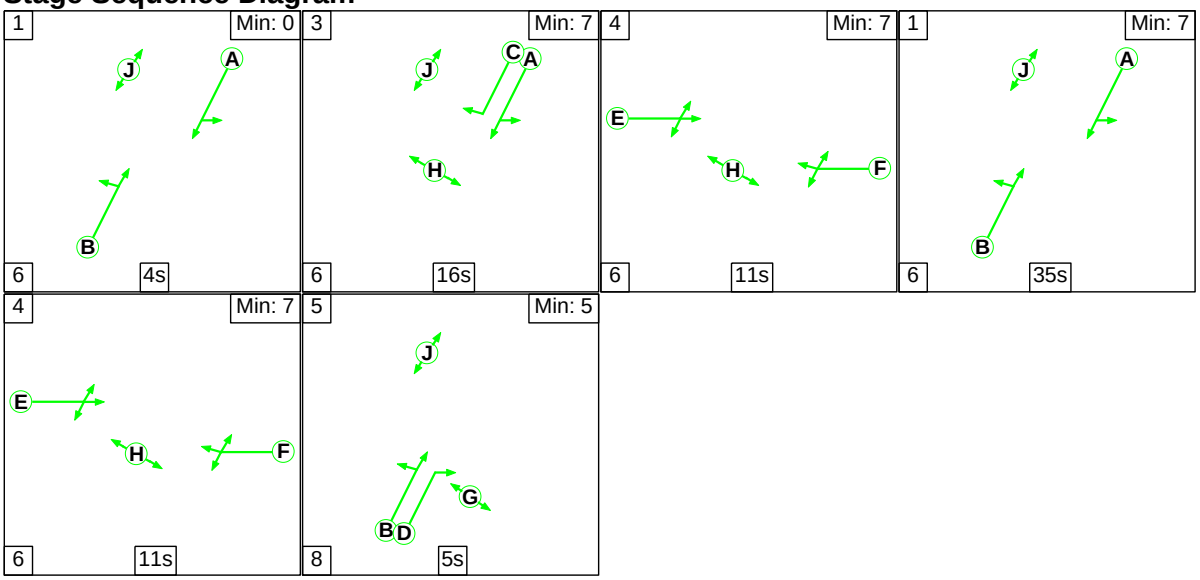
Junction: A38 / A368 Signals Junction, Churchilll

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 (Bristol Rd (A38))	3.10	0.00	Y	Arm 6 Ahead	Inf	89.0 %	1925	1925
				Arm 8 Left	Inf	11.0 %		
1/2 (Bristol Rd (A38))	3.00	0.00	Y	Arm 7 Right	16.30	100.0 %	1754	1754
2/1 (Bath Rd (A368))	3.20	0.00	Y	Arm 6 Left	12.40	45.4 %	1834	1834
				Arm 7 Ahead	Inf	54.6 %		
2/2 (Bath Rd (A368))	3.20	0.00	Y	Arm 5 Right	11.40	100.0 %	1710	1710
3/1 (New Rd (A38))	3.10	0.00	Y	Arm 5 Ahead	Inf	94.4 %	1909	1909
				Arm 7 Left	10.30	5.6 %		
3/2 (New Rd (A38))	3.10	0.00	Y	Arm 8 Right	15.10	100.0 %	1751	1751
4/1 (Dinghurst Rd (A368))	3.40	0.00	Y	Arm 5 Left	12.90	58.3 %	1831	1831
				Arm 8 Ahead	Inf	41.7 %		
4/2 (Dinghurst Rd (A368))	3.80	0.00	Y	Arm 6 Right	10.20	100.0 %	1739	1739
5/1 (Bristol Rd (A38) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (New Rd (A38) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Dinghurst Rd (A368) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Bath Rd (A368) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

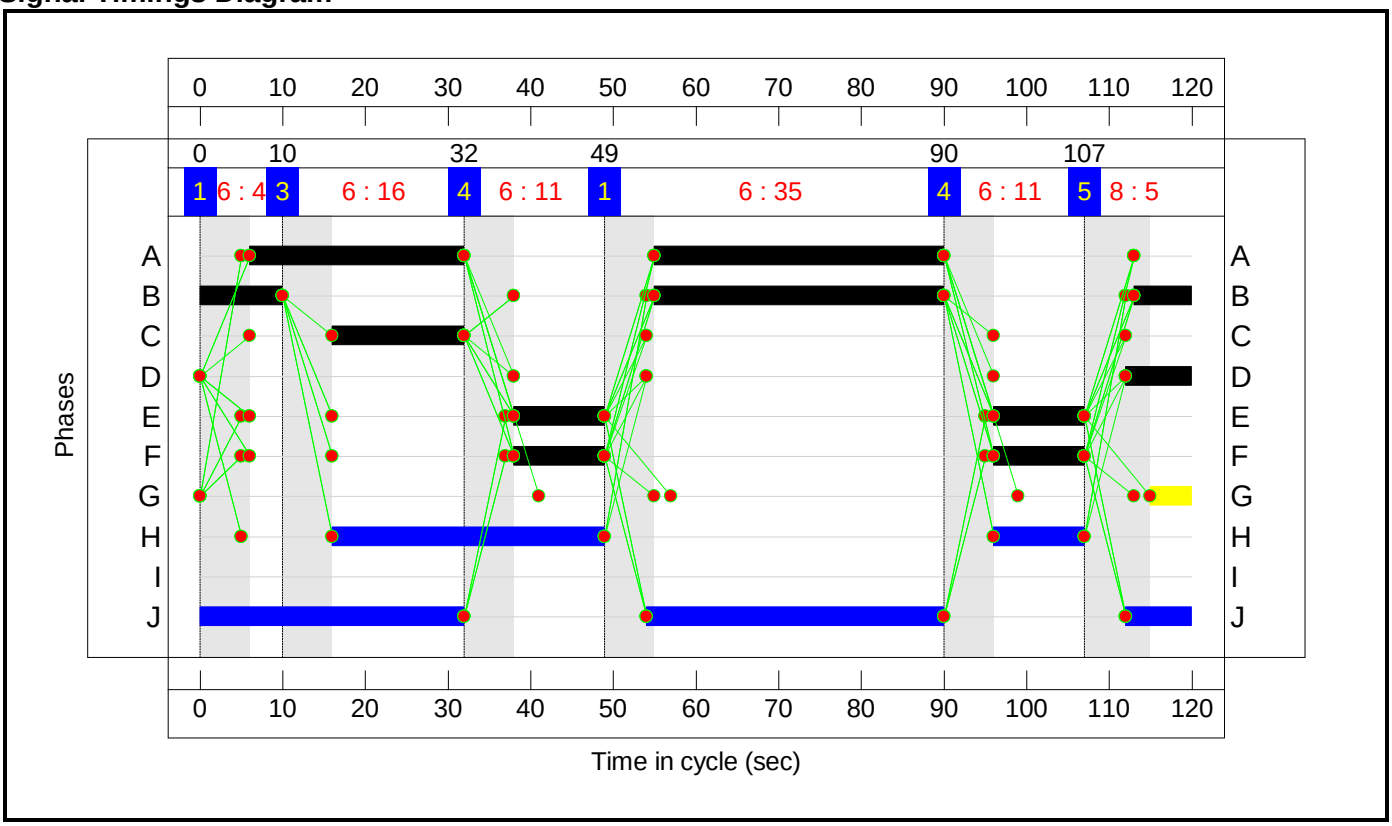
Lane Connector Input Data

Junction: A38 / A368 Signals Junction, Churchilll				
Org Lane	Dest Lane	Junction	Mean Cruise Time	Platoon Dispersion
1/1	6/1	Internal	5	35
1/1	8/1	Internal	5	35
1/2	7/1	Internal	5	35
2/1	6/1	Internal	5	35
2/1	7/1	Internal	5	35
2/2	5/1	Internal	5	35
3/1	5/1	Internal	5	35
3/1	7/1	Internal	5	35
3/2	8/1	Internal	5	35
4/1	5/1	Internal	5	35
4/1	8/1	Internal	5	35
4/2	6/1	Internal	5	35

Stage Sequence Diagram



Signal Timings Diagram



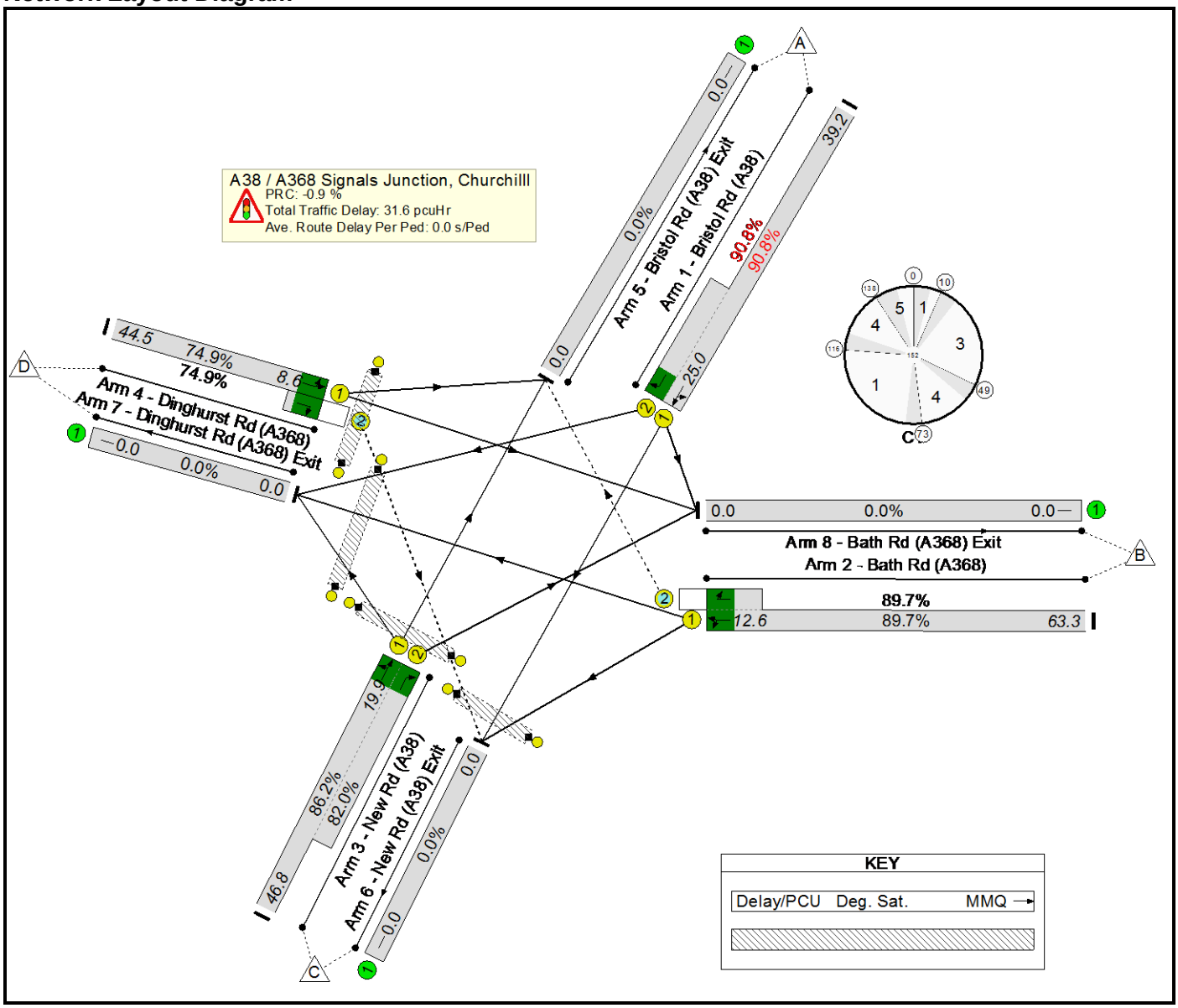
Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	**72.8%**	**83**	**0**	**6**	**15.5**	-	-
A38 / A368 Signals Junction, Churchilll	-	-	-		-	-	-	-	-	-	**72.8%**	**83**	**0**	**6**	**15.5**	-	-
1/1+1/2	Bristol Rd (A38) Ahead Right Left	U	A C		2:1	61:16	-	835	1925:1754	922+225	72.8 : 72.8%	-	-	-	5.6	24.3	11.4
2/1+2/2	Bath Rd (A368) Right Left Ahead	U+O	F		2	22	-	243	1834:1710	315+125	55.2 : 55.2%	63	0	6	2.2	32.6	3.3
3/1+3/2	New Rd (A38) Ahead Left Right	U	B D		2:1	52:8	-	662	1909:1751	837+83	71.9 : 71.9%	-	-	-	4.7	25.7	12.1
4/1+4/2	Dinghurst Rd (A368) Left Right Ahead	U+O	E		2	22	-	272	1831:1739	350+28	71.9 : 71.9%	20	0	0	3.0	39.5	5.4
Ped Link: P1	Peds X A38 South (E/side)	-	G		1	5	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P2	Peds X A38 South (W/side)	-	H		2	44	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P3	Peds X A368 West (S/side)	-	I		0	0	-	0	-	0	0.0%	-	-	-	Inf	Inf	Inf
Ped Link: P4	Peds X A368 West (N/side)	-	J		2	76	-	0	-	0	0.0%	-	-	-	-	-	-

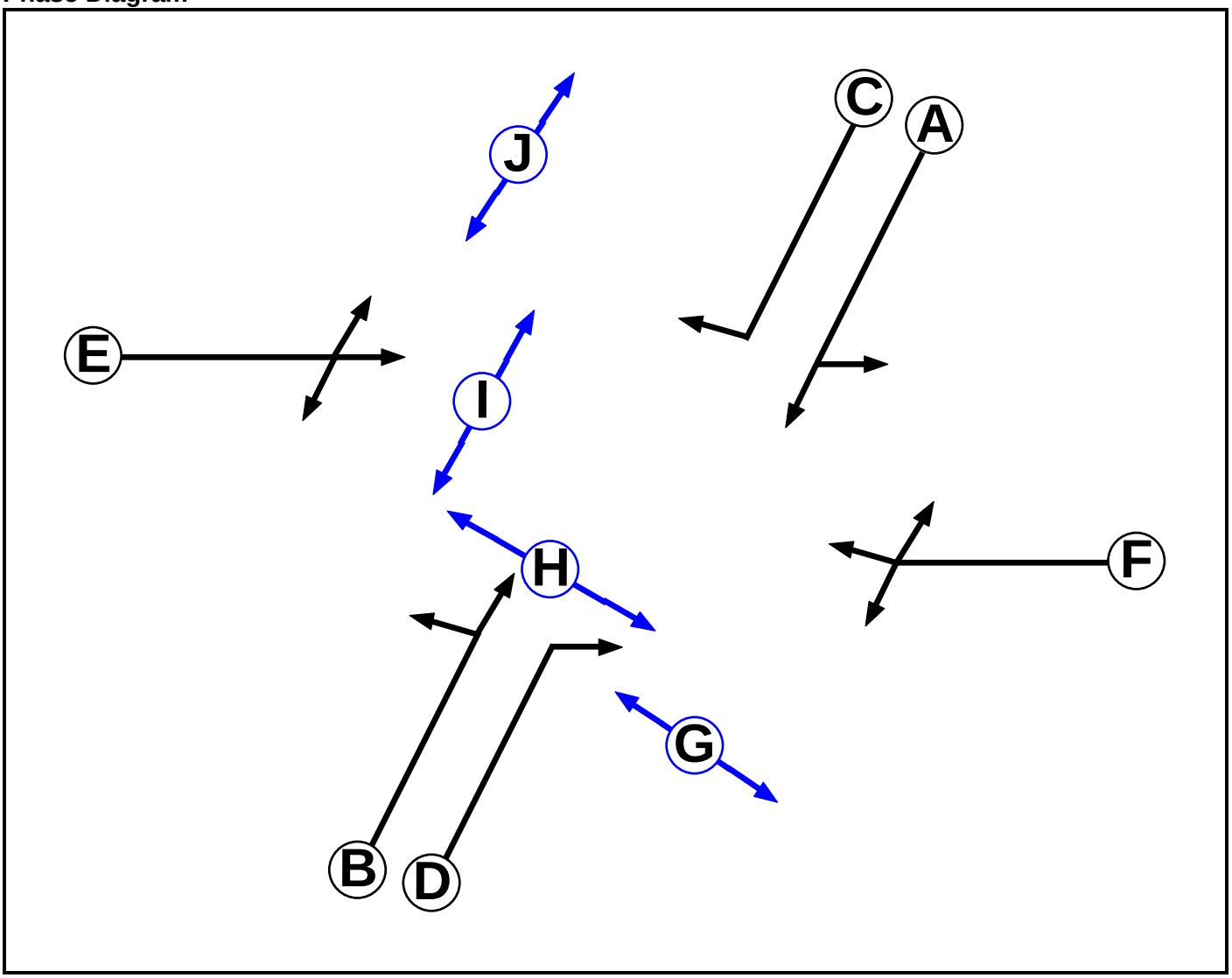
C1 PRC for Signalled Lanes (%): 23.7 Total Delay for Signalled Lanes (pcuHr): 15.53 Cycle Time (s): 120
PRC Over All Lanes (%): 23.7 Total Delay Over All Lanes(pcuHr): 15.53

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

Network Layout Diagram



Phase Diagram



Phase Intergreens Matrix

		Starting Phase									
		A	B	C	D	E	F	G	H	I	J
Terminating Phase	A		-	-	6	6	6	9	-	-	-
	B	-		6	-	6	6	-	6	8	-
	C	-	6		6	6	6	-	-	8	-
	D	6	-	6		6	6	-	5	-	-
	E	6	6	5	5		-	8	-	8	5
	F	6	6	5	5	-		6	-	8	5
	G	5	-	-	-	5	5		-	-	-
	H	-	5	-	5	-	-	-		-	-
	I	-	5	5	-	5	5	-	-		-
	J	-	-	-	-	5	5	-	-	-	

Lane Input Data

Junction: A38 / A368 Signals Junction, Churchilll

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 (Bristol Rd (A38))	U	A	2	3	60.0	Geom	-	3.10	0.00	Y	Arm 6 Ahead	Inf
											Arm 8 Left	Inf
1/2 (Bristol Rd (A38))	U	C	2	3	9.4	Geom	-	3.00	0.00	Y	Arm 7 Right	16.30
2/1 (Bath Rd (A368))	U	F	2	3	4.8	Geom	-	3.20	0.00	Y	Arm 6 Left	12.40
											Arm 7 Ahead	Inf
2/2 (Bath Rd (A368))	O	F	2	3	4.0	Geom	-	3.20	0.00	Y	Arm 5 Right	11.40
3/1 (New Rd (A38))	U	B	2	3	60.0	Geom	-	3.10	0.00	Y	Arm 5 Ahead	Inf
											Arm 7 Left	10.30
3/2 (New Rd (A38))	U	D	2	3	14.2	Geom	-	3.10	0.00	Y	Arm 8 Right	15.10
4/1 (Dinghurst Rd (A368))	U	E	2	3	60.0	Geom	-	3.40	0.00	Y	Arm 5 Left	12.90
											Arm 8 Ahead	Inf
4/2 (Dinghurst Rd (A368))	O	E	2	3	2.6	Geom	-	3.80	0.00	Y	Arm 6 Right	10.20
5/1 (Bristol Rd (A38) Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-

6/1 (New Rd (A38) Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
7/1 (Dinghurst Rd (A368) Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
8/1 (Bath Rd (A368) Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-

Lane Saturation Flows

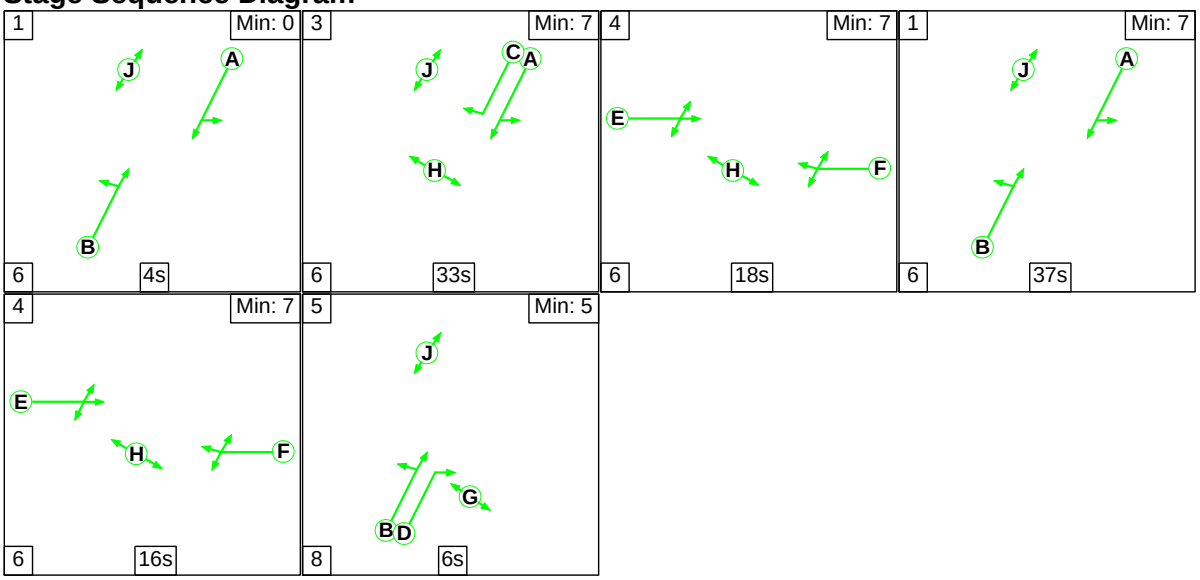
Junction: A38 / A368 Signals Junction, Churchilll

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 (Bristol Rd (A38))	3.10	0.00	Y	Arm 6 Ahead	Inf	95.6 %	1925	1925
				Arm 8 Left	Inf	4.4 %		
1/2 (Bristol Rd (A38))	3.00	0.00	Y	Arm 7 Right	16.30	100.0 %	1754	1754
2/1 (Bath Rd (A368))	3.20	0.00	Y	Arm 6 Left	12.40	41.7 %	1842	1842
				Arm 7 Ahead	Inf	58.3 %		
2/2 (Bath Rd (A368))	3.20	0.00	Y	Arm 5 Right	11.40	100.0 %	1710	1710
3/1 (New Rd (A38))	3.10	0.00	Y	Arm 5 Ahead	Inf	95.0 %	1911	1911
				Arm 7 Left	10.30	5.0 %		
3/2 (New Rd (A38))	3.10	0.00	Y	Arm 8 Right	15.10	100.0 %	1751	1751
4/1 (Dinghurst Rd (A368))	3.40	0.00	Y	Arm 5 Left	12.90	56.6 %	1834	1834
				Arm 8 Ahead	Inf	43.4 %		
4/2 (Dinghurst Rd (A368))	3.80	0.00	Y	Arm 6 Right	10.20	100.0 %	1739	1739
5/1 (Bristol Rd (A38) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (New Rd (A38) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Dinghurst Rd (A368) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Bath Rd (A368) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

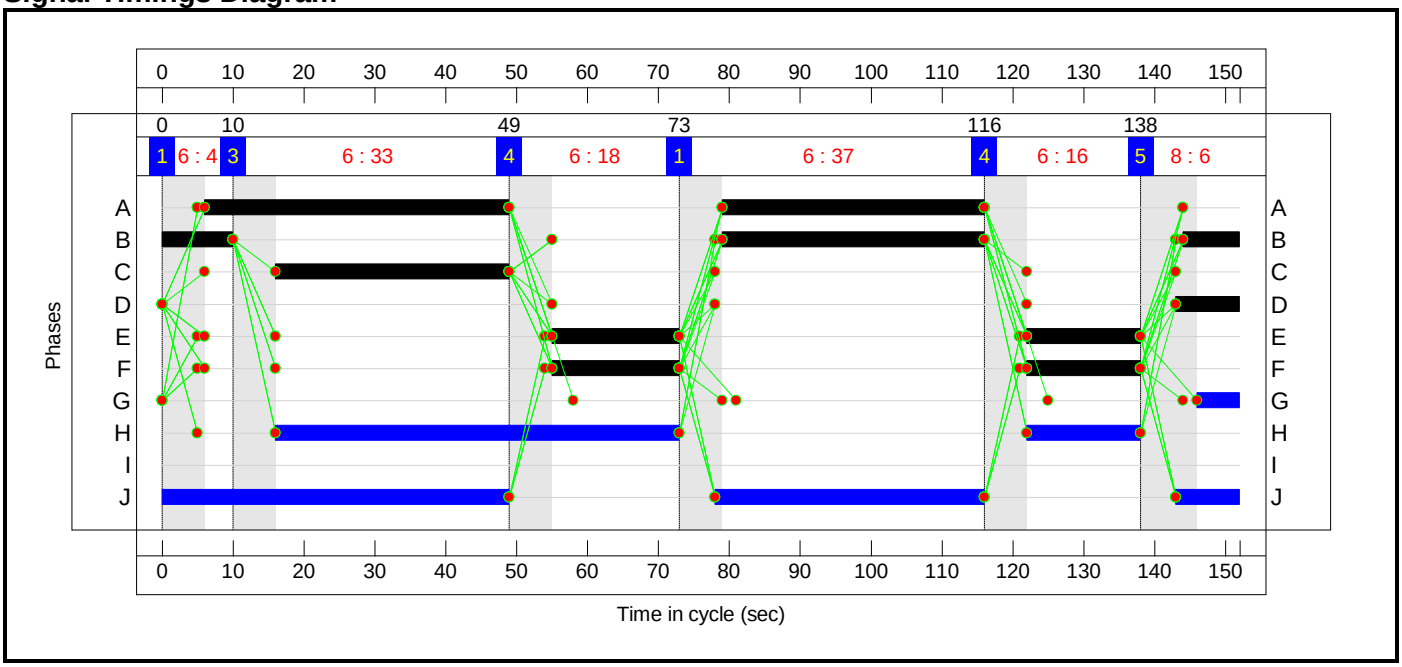
Lane Connector Input Data

Junction: A38 / A368 Signals Junction, Churchilll				
Org Lane	Dest Lane	Junction	Mean Cruise Time	Platoon Dispersion
1/1	6/1	Internal	5	35
1/1	8/1	Internal	5	35
1/2	7/1	Internal	5	35
2/1	6/1	Internal	5	35
2/1	7/1	Internal	5	35
2/2	5/1	Internal	5	35
3/1	5/1	Internal	5	35
3/1	7/1	Internal	5	35
3/2	8/1	Internal	5	35
4/1	5/1	Internal	5	35
4/1	8/1	Internal	5	35
4/2	6/1	Internal	5	35

Stage Sequence Diagram



Signal Timings Diagram

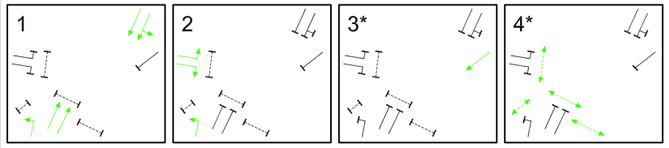


Network Results

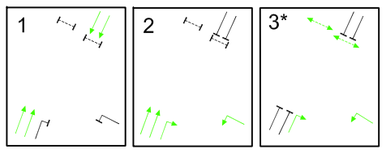
Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	**90.8%**	**79**	**0**	**32**	**31.6**	-	-
A38 / A368 Signals Junction, Churchilll	-	-	-		-	-	-	-	-	-	**90.8%**	**79**	**0**	**32**	**31.6**	-	-
1/1+1/2	Bristol Rd (A38) Ahead Right Left	U	A C		2:1	80:33	-	1052	1925:1754	903+255	90.8 : 90.8%	-	-	-	11.5	39.2	25.0
2/1+2/2	Bath Rd (A368) Right Left Ahead	U+O	F		2	34	-	403	1842:1710	384+65	89.7 : 89.7%	55	0	3	7.1	63.3	12.6
3/1+3/2	New Rd (A38) Ahead Left Right	U	B D		2:1	55:9	-	681	1911:1751	691+104	86.2 : 82.0%	-	-	-	8.9	46.8	19.9
4/1+4/2	Dinghurst Rd (A368) Left Right Ahead	U+O	E		2	34	-	341	1834:1739	385+71	74.9 : 74.9%	24	0	29	4.2	44.5	8.6
Ped Link: P1	Peds X A38 South (E/side)	-	G		1	6	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P2	Peds X A38 South (W/side)	-	H		2	73	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P3	Peds X A368 West (S/side)	-	I		0	0	-	0	-	0	0.0%	-	-	-	Inf	Inf	Inf
Ped Link: P4	Peds X A368 West (N/side)	-	J		2	96	-	0	-	0	0.0%	-	-	-	-	-	-

C1 PRC for Signalled Lanes (%): -0.9 Total Delay for Signalled Lanes (pcuHr): 31.62 Cycle Time (s): 152
PRC Over All Lanes (%): -0.9 Total Delay Over All Lanes(pcuHr): 31.62

Downside Road - A38 Junction - Phasing Diagrams



West Lane - A38 Junction - Phasing Diagrams



*JUNCTION STAGE TO ONLY BE CALLED ON DEMAND

PROPOSED NEW ACCESS TO THE AIRPORT TAVERN

PROPOSED RETAINING WALL TO BE POSITIONED OUTSIDE OF THE INTERVISIBILITY ZONE

PROPOSED PEDESTRIAN ACCESS STEPS TO THE AIRPORT TAVERN

MOVA DETECTORS

PROPOSED RETAINING WALL WITH RAILINGS

PROPOSED PEDESTRIAN RAMP ACCESS TO THE AIRPORT TAVERN

THIRD PARTY LAND REQUIRED

PROPOSED RETAINING WALL TO REPLACE EXISTING

RELOCATED BUS STOP AND SHELTER

YELLOW BOX JUNCTION TRO TO BE RETAINED

MOVA DETECTORS

MOVA DETECTORS

THIRD PARTY LAND REQUIRED

106.6m VISIBILITY TO THE SIGNAL HEAD BASED UPON A 85TH PERCENT OF 41.2 mph

MOVA DETECTORS

2.4m X 47.6m VISIBILITY TO THE RIGHT BASED UPON A 8 PERCENT OF 32.6 mph

MOVA DETECTORS

PROPOSED NEW GHOST ISLAND ACCESS INTO THE AIRPORT TAVERN

2.4m X 48.3m VISIBILITY TO THE LEFT BASED UPON A 85TH PERCENT OF 32.3 mph

HATCHING TO DEFLECT TRAFFIC AND ALLOW FOR THE SWEPT PATH OF AN ARTICULATED VEHICLE AND A COMBINE HARVESTER

NEW SPLITTER ISLAND TO FACILITATE LEFT TURN, AND ACT AS A PEDESTRIAN / CYCLE REFUGE

THIRD PARTY LAND REQUIRED

PROPOSED SOFT LANDSCAPING

PROPOSED WIDENING OF EXIT FROM AIRPORT

ACHIEVABLE FORWARD VISIBILITY SPLAY AROUND APPROACHING BEND (68m EQUATING TO A SPEED OF 30.5mph)

PROPOSED TWO LANE AIRPORT ACCESS

EXISTING ROUNDABOUT RETAINED

EXISTING UNCONTROLLED CROSSING RETAINED

PROPOSED SHARED FOOTWAY / CYCLEWAY

MOVA DETECTORS

GHOST ISLAND RIGHT TURN JUNCTION TO BE PROVIDED INTO SCHOOL LANE

MOVA DETECTORS

SOUTHBOUND BUS STOP TO BE RETAINED WITHIN CURRENT LAYBY

PROPOSED NEW TOUCAN CROSSINGS WITH TACTILE PAVING AND DROPPED KERBS

MOVA DETECTORS

ADDITIONAL TRAFFIC LANES TO BE PROVIDED NORTH AND SOUTHBOUND

EXISTING SHARED FOOTWAY / CYCLEWAY TO BE CLEARED OF EXISTING OVERGROWN VEGETATION

MOVA DETECTORS

LEGEND

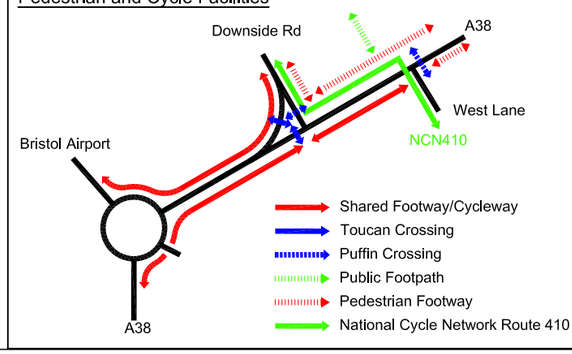
- RED LINE BOUNDARY
- HIGHWAY BOUNDARY
- INTERVISIBILITY ZONE
- VISIBILITY SPLAYS BASED ON SSD SET OUT WITH MFS
- VISIBILITY SPLAYS BASED ON SSD SET OUT WITH DMRB

Rev	Description	Drawn	DATE	Auth
11.0	AIRPORT EXIT ONTO ROUNDABOUT AND WEST LANE STOP LINE AND SIGNALS AMENDED, TACTILE PAVING AND WORKS AROUND THE AIRPORT TAVERN UPDATED, A38 SOUTHBOUND LANE WIDTHS ALTERED	DR	18/04/19	CC
10.0	AMENDMENTS FOLLOWING ANALYSIS	JP	20/11/18	CC
9.0	AMENDMENTS FOLLOWING RSA	JP	25/10/18	CC
8.0	AMENDMENTS TO PROPOSED LAYOUT	GS	16/10/18	CC
7.0	ADDED RED LINE BOUNDARY	GS	15/10/18	CC
6.0	AMENDMENTS TO PROPOSED LAYOUT	GS	12/10/18	CC
5.0	OAKWOOD HOUSE CARAVAN ADDED	DR	18/09/18	CC
4.0	LAND OWNERSHIP ADDED	AW	03/09/18	CC
3.0	REMOVED HIGHWAY BOUNDARIES	MW	23/08/18	CC
2.0	FUTURE HOTEL ACCESS AMENDED	MW	13/04/18	CC
1.0	FIRST ISSUE	MW	13/04/18	CC

0 10 25 50 100

SCALE BAR - 1:500

Pedestrian and Cycle Facilities



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Project: Bristol Airport 12MPPA Masterplan

Title: A38 Junction Improvements Option 10

Original Scale 1:500@A0	Drawn By	Date	Checked By		Auth	
	TO	24/10/18	DR		CC	

Drawing Number: C1124-SK-A38-010 REV: 11.0