

TECHNICAL NOTE 7 (TN07)

Re: SH5034/13PD – Albrighton South (Application 24/02108/OUT)
Date: May 2025 (Final)
Subject: Technical Update – Staffordshire CC Highways Consultation Comments (TN07)
Client: Boningale Developments Ltd

1.0 Introduction

- 1.1 An outline planning application (reference 24/02108/OUT) was submitted to Shropshire Council (SC) in May 2024 for up to 800 residential units, land for an 80-unit care facility, land for a secondary school, land for a neighbourhood centre / supermarket / doctors' surgery-pharmacy and flexible employment space on land at Albrighton South, Shropshire.
- 1.2 A Transport Assessment (TA) and Travel Plan (TP), both dated May 2024, were prepared by DLP Planning Ltd's Transport and Infrastructure (T&I) Team and submitted to accompany the application.
- 1.3 Following the submission of the application, Staffordshire County Council Highways (Staffs CC Highways) as the neighbouring Highway Authority provided a response to the application. The Staff CC Highways response was provided on the 6th August 2024.
- 1.4 A detailed response was provided by T&I to the above consultation comments is contained within 'Response to the Staffordshire CC Highways Consultation Comments Technical Note 05' (TN05, December 2024). This response is available for review on the Shropshire Council Planning Portal.
- 1.5 Since this date, ongoing discussions (see **Appendix A**) have been held with Staffs CC Highways in relation to two remaining outstanding matters as follows:
 - A464 Holyhead Road / A41 Newport Road signalised junction mitigation; and
 - A41 Holyhead Road / Heath House Lane / Wrottesley Park Road signalised junction mitigation.
- 1.6 The purpose of this Technical Note 07 (TN07) is to summarise the discussions held with Staffs CC Highways since December 2024 and concludes that an agreed position has now been reached on all matters such that the holding objection can be removed.

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2.0 A41 / A464 Signal Junction

- 2.1 TN05 issued to Staffs CC Highways in December 2024 included modelling assessed in the LinSig 3 programme and using the signal timing information provided by Staff CC Highways to ensure accuracy with operation on the ground.
- 2.2 The addition of development traffic exacerbated the operation of the existing junction with an increase of around 10.3 PCUs on the A464 approach of the junction in the AM peak, and 4 PCUs in the PM peak. As such, a proposed mitigation scheme was identified to improve the operation of the junction to ensure that, in line with Paragraph 116 of the NPPF (February 2025), the impact not 'severe'.
- 2.3 The junction improvements allowed for the widening of the A464 carriageway to create a two-lane entry to the junction with amendments to the A41 (E) exit to create a two-lane exit with a 100m filter back down to a single lane. The results showed that, with the mitigation scheme implemented, the junction would operate with a DoS of 83.1% and 71.8% during the morning and evening peak periods respectively, suitably mitigating the proposed developments impact at the junction.
- 2.4 However during ongoing discussions with Staffs CC Highways (see **Appendix A**) it was confirmed on 17th April 2025 that Staffs CC Highways would prefer the junction layout to remain as per existing given there would be a limited increase in queuing at the junction from the proposed development in place, and that no mitigation would be required:

"Just to confirm, we would not require any mitigation at the A41 Holyhead Road/ A464 Newport Road but require the MOVA at this junction to be validated on a neutral morning and evening peak once the development is occupied at 400 occupations and then 800 occupations."
- 2.5 The above is deemed to address historic road safety concerns, and the Staffs CC Highways preference for the existing on-the-ground layout to remain.
- 2.6 In light of the above, the applicant is willing to accept a suitably worded condition requiring the MOVA to be revalidated as per the above requirements.
- 2.7 This issue is now deemed to be resolved.

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3.0 A41 / Heath House Lane / Wrotesley Park Road Signal Junction

- 3.1 As part of the TN05 that was issued to Staffs CC Highways in December 2024, the A41 / Heath House Lane / Wrotesley Park Road junction was assessed in the LinSig 3 programme using the signal timing information provided by Staff CC Highways to ensure accuracy with operation on the ground. A mitigation scheme was put forward at that time which allowed for carriageway and island amendments to the A41 (E to W) to create a two-lane entry and exit to the junction and widening of Wrotesley Park Road to create additional two-lane entry storage capacity. This scheme would also remove the right turn segregated lanes for the A41 (W) to Wrotesley Park Road and A41 (E) to Heath House Lane.
- 3.2 During discussions held with Staffs CC Highways on 22nd January 2025, it requested was requested by Staffs CC Highways that alternative mitigation schemes were reviewed to accord with Paragraph 7.18 of CD123 of the DMRB, which advises on roads with a design speed of 85 kph (45mph) or higher, right turning lane(s) shall be separately signalled and segregated from the adjacent ahead-only lane(s) by a traffic island – noting that the existing junction arms have varied speeds limits on approach of 30mph to the north, 40mph arm to the south and 50mph to the east and west. The following options were suggested by SDD to Staffs CC Highways for consideration (see **Appendix A**):
- Option A = Potential right turn ban from A41 (E) to Heath House Lane
 - Option B = Reducing Speed limit to 40mph along A41 in vicinity of the junction.
- 3.3 Noting that Option B was the most preferable route, three ATC surveys were commissioned at different locations along the A41 to provide more data in relation to existing 85th percentile speeds along the A41. The results are summarised below in **Table 1** and contained at **Appendix B**:

Speed Data Summary (mph)						
ATC	Grid Location	Speed Limit	NB Mean	NB 85 th Percentile	SB Mean	SB 85 th Percentile
1	52.618266, -2.215757	National	44.1mph	50.3mph	44.3mph	50.9mph
2	52.614089, -2.207522	National	41.7mph	47.3mph	42.2mph	49.9mph
3	52.609077, -2.199544	50mph	43.0mph	49.1mph	44.3mph	49.8mph

Table 1. ATC survey results (5th March – 11th March 2025)

- 3.4 The DfT 'Setting Local Speed Limits' document (March 2024), Paragraph 36 states:
- “Mean speed and 85th percentile speed are the most commonly used measures of actual traffic speed. Traffic authorities should continue to routinely collect and assess both, but mean speeds should be used as the basis for determining local speed limits”.*
- 3.5 The recorded ATC data along the 1.6km section of the A41, which is currently posted as the national speed limit, confirms that vehicles (85th percentile and mean) are travelling less than the sign posted limit, with the highest mean speed recorded of 44.3mph and 85th percentile of 50.9mph. On this basis, it is considered that the reduction of the sign posted national speed limit to 50mph along this section would not require speed reducing measures, and instead 50mph repeater signs (every 200m) should be sufficient with all side roads junctions along this section

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amended to show the new speed limit on entry to the A41.

- 3.6 When reviewing the recorded data along the 1.0km section of the A41 which is currently posted as 50mph, it confirms 85th percentile speeds marginally slower than 50mph whilst the mean speed is between 43-44.3mph. Given that speed limits should be set based on the mean speed, it is considered that the reduction of the sign posted 50mph speed limit to 40mph along this section would require speed reducing measures along with repeater signs (every 200m) for this section to ensure that speeds are naturally reduced, self-enforcing and adhered to.
- 3.7 **Drawing Number SH5034-4PD-014** (see **Appendix C**) shows how based on the above assessment, repeater signs every 200m along the new 50mph and 40mph sections of the A41, along with a new 40mph gateway feature including dragons' teeth markings, and signage to the west of the crossroads junction would be provided. Carriageway markings to the east of the crossroads junction to 3 metre effective lane widths with 'slow' markings acting as natural speed reducing measures. These proposals would be in accordance with national guidance for setting speed limit and provide an improvement for vehicle safety, both for vehicles travelling along the A41 and using the side road junctions.
- 3.8 In relation to the proposed mitigation scheme at the A41 / Heath House Lane / Wrottesley Park Road Signal Junction, this is shown on **Drawing Number SH5034-4PD-012 Revision C** (see **Appendix C**) and has been reviewed by Staffs CC Highways internally and deemed an acceptable arrangement, in combination with the proposed reduction of speed limits. The scheme could be delivered entirely within the extent of adopted highway (plan contained at **Appendix D**).
- 3.9 With regard to revised modelling, the below provides a comparison of the existing layout crossroads junction 'without development' (**Table 2**) scenario, and the proposed mitigation layout 'with development' (**Table 3**) scenario. The full output data is contained at **Appendix E**.

2034 Base + Com Dev (Existing Layout)	DoS %	MMQ (PCU)	DoS %	MMQ (PCU)
	AM		PM	
A41 (W) Left	5.9%	0.0	8.9%	0.0
A41 (W) Ahead Right	99.8%	25.2	108.9%	69.3
HHL Left / Ahead / Right	59.5%	10.3	108.2%	50.2
A41 (E) Ahead Left	104.5%	47.2	103.1%	43.4
A41 (E) Right	32.7%	1.7	15.1%	1.4
WPR Left / Ahead / Right	105.0%	62.3	92.2%	25.1
PRC	-16.7%		-21.0%	

Table 2. Existing Layout - A41 / Heath House Lane / Wrottesley Park Road Signal Junction Results

2034 Base + Com Dev + Prop Dev (Proposed Layout)	DoS %	MMQ (PCU)	DoS %	MMQ (PCU)
	AM		PM	
A41 (W) Left	6.0%	0.0	8.9%	0.0
A41 (W) Ahead Right	94.8%	23.4	100.7%	20.5
HHL Left / Ahead / Right	53.5%	9.5	105.4%	43.5
A41 (E) Ahead Left	87.2%	17.1	104.9%	50.8
A41 (E) Right	33.5%	1.7	34.3%	1.7
WPR Left / Ahead / Right	95.3%	35.4	88.7%	22.8
PRC	-5.9%		-17.1%	

Table 3. Mitigation Layout - A41 / Heath House Lane / Wrottesley Park Road Signal Junction Results

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- 3.10 The mitigation scheme modelling results confirm a junction PRC of -5.9% and -17.1% during the morning and evening peak periods respectively in the '2034 Base + Com Dev + Prop Dev' scenario. The A41 / Heath House Lane / Wrottesley Park Road Signal Junction would operate better with the mitigation in place with the proposed development traffic included, than based on the existing layout without the proposed development traffic, in the future year of 2034. Therefore overall it is clear that with the mitigation scheme in place, the proposed development would not have a 'severe' impact at the junction, and in fact result in a betterment on the junction.
- 3.11 The above mitigation scheme was deemed acceptable to Staffs CC Highways on 17th April 2025 (see **Appendix A**). It is therefore agreed that the proposed works could be secured by a suitably worded planning condition requiring a S278 Agreement in due course, in line with the proposals contained within **Drawing Numbers SH5034-4PD-012 Revision C** and **SH5034-4PD-014**.

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4.0 Summary

- 4.1 Based upon the information contained within this Technical Note 07 and Appendices, it is agreed that the impact of the proposed development at the A464 Holyhead Road / A41 Newport Road signalised junctions has been suitably mitigated such that the development would not result in a 'severe' impact in accordance with the NPPF (February 2025). It is also agreed that whilst the Staffs CC Highway Safety Team has approved the proposed scheme, a Stage 1 Road Safety Audit would be required, however it is suggested this could be complete post consent as part of the S278 agreement process / detailed design.
- 4.2 It is also agreed that no infrastructure improvements are required at the A41 / A464 junction, but a suitably worded condition requiring the MOVA to be revalidated at 400 occupations and then 800 occupations of the proposed development.
- 4.3 Given the summary provided herein, it is deemed that the current holding objection issued by Staffs CC Highways in relation to Application Reference 24/02108/OUT can now be removed.

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Appendix A Staffordshire County Council Highways Consultation Comments



Staffordshire County Council
Town and Country Planning Act 1990
Development Management Procedure Order 2015

To:
Shropshire Council
Southern Planning Team

Applicant:
Boningale Homes Ltd
C/O Marrons,
Waterfront House,
Waterfront Plaza,
23 Station Street,
Nottingham

Application Type: OUTLINE

Officer: Kristie Goffe

Our Reference: 2402108OUT

District Reference: 24/02108/OUT

Date Received: 18-Jul-2024

Date Responded: 06-Aug-2024

Particulars of Development:

Outline application to include access for a mixed-use development comprising up to 800 no dwellings, a care home of up to 80 units, a secondary school and local centre with associated access, infrastructure, landscaping and drainage.

Location of Development:

Proposed Residential Development ,Patshull Road, Albrighton, Shropshire.

Recommendation Summary: Refusal

Site Visit Conducted on: 23-07-2024

On review of the submitted Transport Assessment, It is evident that the proposed development traffic flow distribution and assignment in the AM and PM period will materially impact (54% as per Appendix N) the A41 and A464 which are managed by Staffordshire County Highway Authority.

The scope of the submitted Transport Assessment fails to assess the development impact on the A41/ A464 Signalised Junction and the A41 corridor towards Wolverhampton. It should be noted that the development impact on the A41/ Heath House Lane / Wrottesley Park Road Junction is of particular concern due to the critical junction currently operating near to/ above its practical capacity.

Recommendation

Accordingly, Staffordshire County Council as Highway Authority would recommend that the application is refused at this time for failing to provide a satisfactory Transport Assessment that fully assesses significant traffic impact on the A464 and A41 as a direct result of the proposal and failing to demonstrate highway safety and residual cumulative impacts on the A464 and A41 road network would not be severe contrary to para 108 (a), 114 (d), 115 and 117 of the NPPF (2023).

Assistant Director, Highways and the Built County
On behalf of the County Council as
Highway Authority

Kurt Hardy

From: Piechocki, Amrit (E,I&S) <amrit.piechocki@staffordshire.gov.uk>
Sent: 25 February 2025 17:22
To: Kurt Hardy
Cc: Hawe, Simon (E,I&S); Sleight, Darren (E,I&S); Anna Meer; Jarvis, Jon (E,I&S)
Subject: RE: SH5034-13PD A41 Perton signals

Follow Up Flag: Follow up
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Hi Kurt,

I think that sounds reasonable. March is only a few days away so it is a good time to undertake traffic surveys.

Kind regards,
Amrit



Mrs Amrit Piechocki | Project Engineer
Sustainable Development Team
Highways & Built County
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Stafford ST16 2DH
Tel: **07813 396 146**
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Please note my usual working days are Mondays to Thursdays.

From: Kurt Hardy <Kurt.Hardy@dlpconsultants.co.uk>
Sent: 25 February 2025 16:17
To: Piechocki, Amrit (E,I&S) <amrit.piechocki@staffordshire.gov.uk>
Cc: Hawe, Simon (E,I&S) <simon.hawe@staffordshire.gov.uk>; Sleight, Darren (E,I&S) <darren.sleight@staffordshire.gov.uk>; Anna Meer <anna.meer@dlpconsultants.co.uk>; Jarvis, Jon (E,I&S) <jon.jarvis@staffordshire.gov.uk>
Subject: RE: SH5034-13PD A41 Perton signals

Hi Amrit,

We have existing speed data to the west of the junction on the A41 showing average speeds are circa 45mph and 85th percentile of 51mph based on the existing conditions of the road with a current posted speed limit of 60mph. The graph below is taken from the ATC gives a broader picture of speeds along this section.

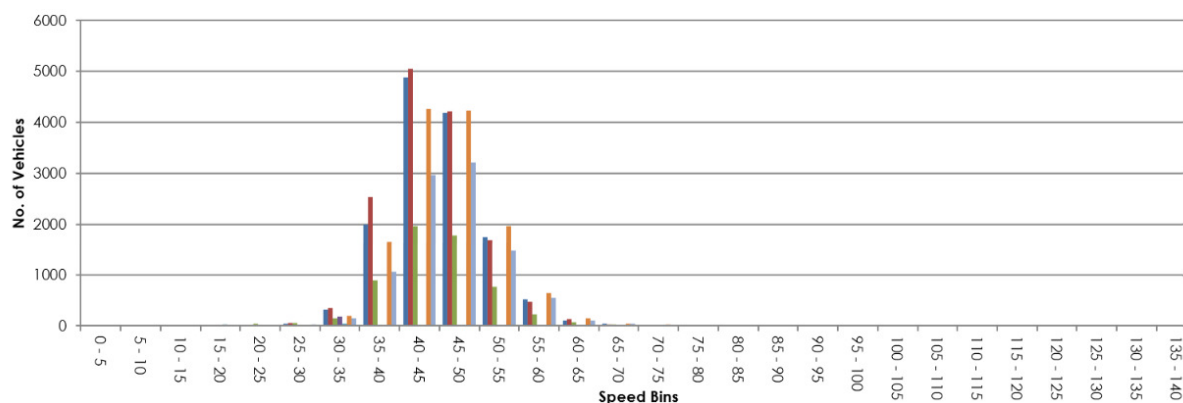


Figure 1: A41 ATC Speeds (Two-Way)

Just looking at existing speed limit on the A41 from a visual perspective (see attached), it does feel like the national speed limit section of the A41 is something historic and with the more strategic nature / importance of the A41 vehicle tend to cruise through this section of the A41 the busier it has got.

As far as we are aware there is no highway improvement scheme for the A41 / HHL / WPR that can actually be delivered within highway that maintains right-turn lane segregation on the A41, pedestrian accessibility across the junction, and improves junction capacity by any significance. Given that we are content that our mitigation scheme would offer significant benefit to vehicles and pedestrians at the junction, but national guidance in CD123 of DMRB recommends segregation should be provided when vehicle speeds are greater than 45mph, it is in our best interest to reduce the speed limit on the A41 for the safety of all. Speed data on the A41 is supportive of reducing vehicle speeds subject to appropriate traffic calming measures put in place, given that the A41 is already 50mph to the far west of the junction (near Albrighton) and 40mph to the far east of the junction (near Wergs).

Subject to your thoughts, I would suggest that we should obtain additional speed survey evidence along sporadic sections of the A41 and prepare a scheme to support the proposed speed limits figure (see attached), reducing the existing 50mph to 40mph, and the existing national speed limit to 50mph. We could introduce light touch measures along the proposed 50mph section of the A41 (repeater signs, slow markings) and heavier touch measures along the proposed 40mph section of the A41 (gateway feature, dragons teeth, repeater signs, visual road narrowing to 3m wide lanes with central hatching).

Kind regards

Kurt

Kurt Hardy MCIHT

Principal Transport Planner

Sustainable Development and Delivery Team

My normal working days are Monday, Tuesday, Wednesday and Friday.

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From: Piechocki, Amrit (E,I&S) <amrit.piechocki@staffordshire.gov.uk>
Sent: Tuesday, February 25, 2025 3:12 PM
To: Kurt Hardy <Kurt.Hardy@dlpconsultants.co.uk>
Cc: Hawe, Simon (E,I&S) <simon.hawe@staffordshire.gov.uk>; Sleight, Darren (E,I&S) <darren.sleight@staffordshire.gov.uk>; Anna Meer <anna.meer@dlpconsultants.co.uk>; Jarvis, Jon (E,I&S) <jon.jarvis@staffordshire.gov.uk>
Subject: RE: SH5034-13PD A41 Perton signals

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Hi Kurt,

Many thanks for your email. As mentioned previously, there needs to be speed reducing features along the A41 corridor to the junction to encourage lower speeds. We cannot consider a revised junction layout with an amended speed limit as there is no guarantee that the new speed limit would be adhered to; this would also be subject to public consultation.

Kind regards,
Amrit



Mrs Amrit Piechocki | Project Engineer
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Please note my usual working days are Mondays to Thursdays.

From: Kurt Hardy <Kurt.Hardy@dlpconsultants.co.uk>
Sent: 25 February 2025 09:14

To: Sleight, Darren (E,I&S) <darren.sleight@staffordshire.gov.uk>; Anna Meer <anna.meer@dlpconsultants.co.uk>; Jarvis, Jon (E,I&S) <jon.jarvis@staffordshire.gov.uk>
Cc: Piechocki, Amrit (E,I&S) <amrit.piechocki@staffordshire.gov.uk>
Subject: RE: SH5034-13PD A41 Perton signals

Some people who received this message don't often get email from kurt.hardy@dlpconsultants.co.uk. [Learn why this is important](#)

Hi Darren,

Appreciate the response and update, given your skills it is probably easier to send you our file of the revised scheme.

A key thing with the scheme would be reducing the speed limit to 40mph on the A41 through the junction which nicely ties into existing speeds and the adjacent speed limits on WPR and HHL.

Kind regards
Kurt

Kurt Hardy MCIHT
Principal Transport Planner
Sustainable Development and Delivery Team

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From: Sleight, Darren (E,I&S) <darren.sleight@staffordshire.gov.uk>
Sent: Tuesday, February 25, 2025 8:35 AM
To: Kurt Hardy <Kurt.Hardy@dlpconsultants.co.uk>; Anna Meer <anna.meer@dlpconsultants.co.uk>; Jarvis, Jon (E,I&S) <jon.jarvis@staffordshire.gov.uk>
Cc: Piechocki, Amrit (E,I&S) <amrit.piechocki@staffordshire.gov.uk>
Subject: RE: SH5034-13PD A41 Perton signals

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Good morning Kurt

I'm drafting my response it will be with Amrit as soon as I've carried out an am peak site observation at Kingswood Common.

I have re-run Linsig using different stage sequence / cycle time as pedestrian activity over the hour modelled is minimal if I remember rightly

Darren Sleight | Senior Intelligent Transport Systems Engineer
Highways and the Built County
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From: Kurt Hardy <Kurt.Hardy@dlpconsultants.co.uk>

Sent: 24 February 2025 18:10

To: Anna Meer <anna.meer@dlpconsultants.co.uk>; Jarvis, Jon (E,I&S) <jon.jarvis@staffordshire.gov.uk>; Sleight, Darren (E,I&S) <darren.sleight@staffordshire.gov.uk>

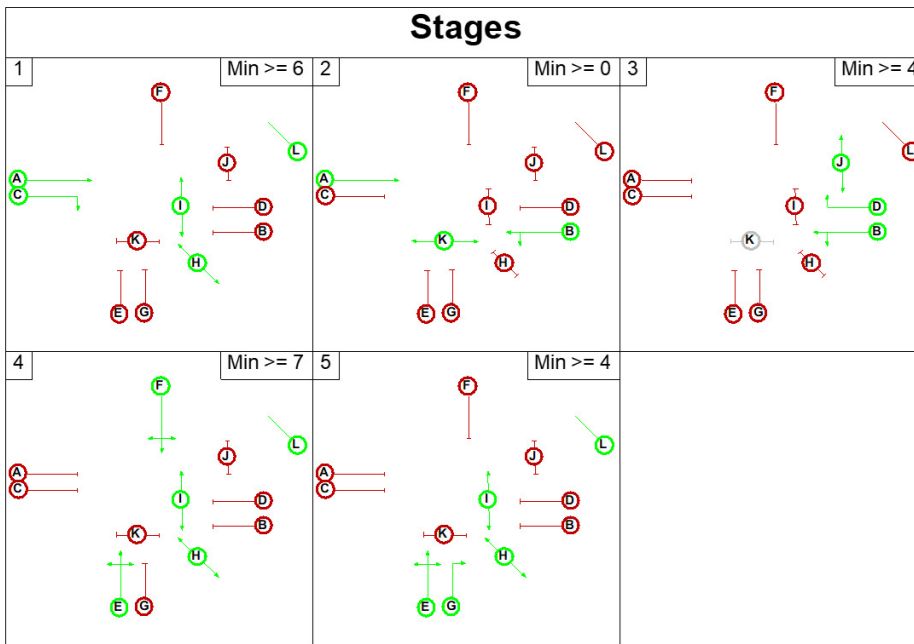
Cc: Piechocki, Amrit (E,I&S) <amrit.piechocki@staffordshire.gov.uk>

Subject: RE: SH5034-13PD A41 Perton signals

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Hi Darren,

I wondered if you had any response back to Anna's email last week in reference to the two junctions, particularly the A464 / Heath House Lane / Wrottesley Park Road crossroads? Below is the proposed staging for reference for it. Let me know if you need anything further.



Kind regards
Kurt

Kurt Hardy MCIHT
Principal Transport Planner
Sustainable Development and Delivery Team

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From: Anna Meer <anna.meer@dlpconsultants.co.uk>
Sent: Wednesday, February 19, 2025 11:03 AM
To: Jarvis, Jon (E,I&S) <jon.jarvis@staffordshire.gov.uk>; Sleight, Darren (E,I&S) <darren.sleight@staffordshire.gov.uk>

Cc: Piechocki, Amrit (E,I&S) <amrit.piechocki@staffordshire.gov.uk>; Kurt Hardy <Kurt.Hardy@dlpconsultants.co.uk>

Subject: RE: SH5034-13PD A41 Perton signals

Hi All

Following our meeting last week, I wanted to touch base regarding the following:

A41 / A464 Kingswood Junction

It was agreed that we would look to model the junction both with and without the short flare on the A464 SW onto the A41 east. To confirm, what were your safety concerns relating to the 2 lane exit on A41 not being favourable? The current traffic flows show 4 movements in the AM peak and 9 movements in the PM peak turn left from the A464 to the A41 (W) so altering the mitigation scheme to this being a left turn only makes little sense. @Sleight, Darren (E,I&S) are you aware if the junction currently has MOVA in place, as this could potentially be an alternative if you are unagreeable to creating a short two-lane right turn flare which the LinSig shows would improve capacity to nil-detriment.

Indicative location of signal heads to be shown.

Regarding queue data, see below 2034 existing junction layout comparison in PCUs. The mitigation scheme we have put forward (to allow for the short flare) would bring back the predicted queues back in line with prior to the development being in place, although note an effective MOVA scheme could do something similar.

Arm	AM (no Dev)	AM (with Dev)	AM (with Dev & Mit)	PM (no Dev)	PM (with Dev)	PM (with Dev & Mit)
A41 (W)	6.4	9.9	8.5	9.8	11.9	8.6
A41 (E)	13.1	20.8	15.7	9.9	11.5	8.9
A464	6.5	16.2	10.2	6.2	9.0	4.4

It was agreed that a review of queue lengths for both of the above scenarios (with and without flare on A464) would be reviewed by SCC, to determine whether in accordance with Para 116 of the NPPF the impact could be deemed “severe”.

Agreed in due course a Stage 1 RSA would be required.

A464 / Heath House Lane / Wrottesley Park Road crossroads

During the meeting we discussed and agreed how the scheme indicatively drawn up by JCT as part of the Local Plan process could not be delivered on the ground due to land constraints. There is currently no alternative scheme drawn up by SCC or local development schemes.

@Sleight, Darren (E,I&S) stated that whilst it is an agreed position that CD123 requires roads with a design speed of 85kph or higher to have a segregated and separately signalled right turn lane (via a traffic island), SCC also require this for where design speeds are 40mph too. @Sleight, Darren (E,I&S) given your local guidance doesn't accord with Para 7.18 of CD123, could you please send me the adopted local guidance document for me to share with our Project Team.

Wrottesley Park Road is subject to 40mph and does NOT have a right turn lane segregated by a physical island, so there appears to be precedent set whereby the aforementioned SCC guidance is not adhered to. Furthermore,

there is no segregation for right turning traffic at the A41 / A464 junction either which is subject to a 50mph speed limit. Both have very limited accident statistics which demonstrate no segregation to be a safety concern.

In light of the above evidence, we have therefore begun preparing the attached revised layout which accords with nearby junction layout principles inherently deemed acceptable to SCC. This ensures that right turning vehicles do not conflict with opposing ahead movements anymore.

Would you please be able to provide comment on the attached, as the scheme has been run through LinSig and does achieve nil detriment (results can be provided).

The attached would of course be subject to a Stage 1 RSA in due course.

Your comments are much appreciated.

Kind regards

Anna

Anna Meer BA (Hons) CMILT
Director
Sustainable Development and Delivery Team

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From: Jarvis, Jon (E,I&S) <jon.jarvis@staffordshire.gov.uk>

Sent: 13 February 2025 15:49

To: Anna Meer <anna.meer@dlpconsultants.co.uk>

Cc: Piechocki, Amrit (E,I&S) <amrit.piechocki@staffordshire.gov.uk>; Sleight, Darren (E,I&S) <darren.sleight@staffordshire.gov.uk>

Subject: A41 Perton signals [Filed 14 Feb 2025 09:26]

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Hi Anna

Further to the meeting earlier, I've trawled back through the filing system. I can't find specific email correspondence with our engineers relating to the design work but I can piece together what happened from other email chains.

Our engineers did some design work on the JCT scheme and found a few issues fitting it in the available highways boundary. Noticeably the exit merge on Wrottersley Park Road couldn't be provided to full standard. However, the engineer produced a design (with relaxations) that can be accommodated (see attached plan). We asked JCT to model this (Linsig attached, though I think that is the same one I provided last time) to see how it compared to their original scheme and to see if it still offered a worthwhile solution.

The scheme design is only preliminary and not in the public domain as far as I know. Please do not publish anywhere.

Hope this helps.

Kind regards

Jon



Jon Jarvis | Principal Transport Strategy Officer
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Economy, Infrastructure and Skills
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Tipping Street, Stafford, ST16 2DH
Tel: **01785 276763**
E-mail: jon.jarvis@staffordshire.gov.uk
www.staffordshire.gov.uk

Kurt Hardy

From: Piechocki, Amrit (E,I&S) <amrit.piechocki@staffordshire.gov.uk>
Sent: 17 April 2025 21:51
To: Kurt Hardy
Cc: Jarvis, Jon (E,I&S); Sleight, Darren (E,I&S); Anna Meer; Hawe, Simon (E,I&S)
Subject: RE: RE: SH5034-13PD A464 / A41 Signals (24/02108/OUT)

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Hi Kurt,

Many thanks for your patience while we worked our way through the modelling and proposed mitigation schemes for the A41 Holyhead Road/ A464 Newport Road and Heath House Lane/ A41 Holyhead Road/ Wrottesley Park Road junctions.

Just to confirm, we would not require any mitigation at the A41 Holyhead Road/ A464 Newport Road but require the MOVA at this junction to be validated on a neutral morning and evening peak once the development is occupied at 400 occupations and then 800 occupations.

I have had a discussion with my colleagues internally and had feedback from our area office and safety team. I have also checked the input flows that they include committed developments in South Staffs with the key one being Land East of Bilbrook. We are agreeable to the proposed mitigation scheme at the Heath House Lane/ A41 Holyhead Road/ Wrottesley Park Road junction which would be subject to the proposed speed reducing features on the approaches to the junction. Delivery of the mitigation scheme would be via S278 works and I would suggest we have a discussion to agree the trigger for implementing the scheme which I would expect to be relatively early in the build given the sensitivities surrounding this junction.

I am on leave now until 28/04/2025. If you could send me your availability we can discuss the trigger for the mitigation scheme once I am back.

Kind regards,
Amrit



Mrs Amrit Piechocki | Project Engineer
Sustainable Development Team
Highways & Built County
Third Floor, Staffordshire Place 1, Tipping Street,
Stafford ST16 2DH
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Email: amrit.piechocki@staffordshire.gov.uk
www.staffordshire.gov.uk

Please note my usual working days are Mondays to Thursdays.

I will be on leave from 18/04/2025 until 25/04/2025.

From: Piechocki, Amrit (E,I&S)
Sent: 04 April 2025 13:37
To: Kurt Hardy <Kurt.Hardy@dlpconsultants.co.uk>
Cc: Jarvis, Jon (E,I&S) <jon.jarvis@staffordshire.gov.uk>; Sleight, Darren (E,I&S) <darren.sleight@staffordshire.gov.uk>; Anna Meer <anna.meer@dlpconsultants.co.uk>; Hawe, Simon (E,I&S) <simon.hawe@staffordshire.gov.uk>
Subject: CM: RE: SH5034-13PD A464 / A41 Signals (24/02108/OUT)

Hi Kurt,

I'll confirm in due course but it may be worth pulling everything together in a technical note which includes a summary of our discussions and how we have reached the outcomes.

Kind regards,
Amrit



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www.staffordshire.gov.uk

Please note my usual working days are Mondays to Thursdays.

From: Kurt Hardy <Kurt.Hardy@dlpconsultants.co.uk>
Sent: 04 April 2025 13:32
To: Piechocki, Amrit (E,I&S) <amrit.piechocki@staffordshire.gov.uk>
Cc: Jarvis, Jon (E,I&S) <jon.jarvis@staffordshire.gov.uk>; Sleight, Darren (E,I&S) <darren.sleight@staffordshire.gov.uk>; Anna Meer <anna.meer@dlpconsultants.co.uk>; Hawe, Simon (E,I&S) <simon.hawe@staffordshire.gov.uk>
Subject: RE: SH5034-13PD A464 / A41 Signals (24/02108/OUT)

Hi Amrit,

Thanks for your response and time taken to look through all our information. We understand your reasoning and have spoken with our client and they would be agreeable to a S106 funding for the MOVA to be validated twice during the development build-out for the A41 / A464 junction.

Whilst I note your email just now about the A41/HHL/WPR needing further input and an internal meeting, I just wanted to ask if will you need us to submit a formal Technical Note of all the information submitted over the past month along with the agreeable solutions to Shropshire Council / uploaded to the portal, or will you simply submit a revised consultation response?

Kind regards
Kurt

Kurt Hardy MCIHT
Principal Transport Planner
DLP – Transport & Infrastructure

My normal working days are Monday, Tuesday, Wednesday and Friday.

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From: Piechocki, Amrit (E,I&S) <amrit.piechocki@staffordshire.gov.uk>

Sent: Thursday, April 3, 2025 10:18 AM

To: Kurt Hardy <Kurt.Hardy@dlpconsultants.co.uk>

Cc: Jarvis, Jon (E,I&S) <jon.jarvis@staffordshire.gov.uk>; Sleight, Darren (E,I&S) <darren.sleight@staffordshire.gov.uk>; Anna Meer <anna.meer@dlpconsultants.co.uk>; Hawe, Simon (E,I&S) <simon.hawe@staffordshire.gov.uk>

Subject: RE: SH5034-13PD A464 / A41 Signals (24/02108/OUT) [Filed 04 Apr 2025 10:32]

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Hi Kurt,

I have had some correspondence from Darren on this junction and it looks like we would prefer that the layout of the junction remains unchanged to address the historic road safety issues. Although the mitigation scheme would improve capacity, it would also remove the safety scheme. As the junction already has MOVA, the only requirement we currently have for this junction is for the MOVA to be validated on a neutral morning and evening peak once the development is occupied. Given the size of the development, this may be required at 400 occupations and then 800 occupations. I have been advised the cost would be approximately £1,000 for each validation.

Happy to discuss the above further if you would like to but I trust your client would be satisfied with this response over the implementation of the mitigation scheme.

Kind regards,
Amrit



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Tel: **07813 396 146**
Email: amrit.piechocki@staffordshire.gov.uk
www.staffordshire.gov.uk

Please note my usual working days are Mondays to Thursdays.

From: Kurt Hardy <Kurt.Hardy@dlpconsultants.co.uk>

Sent: 10 March 2025 14:47

To: Sleight, Darren (E,I&S) <darren.sleight@staffordshire.gov.uk>; Anna Meer <anna.meer@dlpconsultants.co.uk>

Cc: Piechocki, Amrit (E,I&S) <amrit.piechocki@staffordshire.gov.uk>; Jarvis, Jon (E,I&S)

<jon.jarvis@staffordshire.gov.uk>

Subject: RE: SH5034-13PD A464 / A41 Signals

Hi Darren, Amrit

I thought it would be easier to separate emails out into each junction moving forward with this email being in relation to next steps on the A464 / A41 signals.

Thanks for your comments Darren and taking the time to visit how the junction operates in practice. We have revisited the model based on your useful observations of the junction and attached an updated LinSig model, with the results summarised again below.

Key changes are the A41 (W) to A464 R/T signal is called every 2/3 cycles (observations noted in practice would be 1/5 cycles), and pedestrians on the A41 (W) called every 1/3 cycles (observations noted no movements but it was a wet day so realistically 1/5 cycles again). Given the 5 R/T movements from A41 (W) to A464 in an hour and the remote location of the junction for pedestrian activations, our revised model is still erring on the side of caution from a modelling perspective, but allows for any increase in either R/T movements or pedestrian activations.

Existing A41 / A464 Junction Based on Observations

Arm	2034 AM (no Dev)	2034 AM (with Dev)	2034 PM (no Dev)	2034 PM (with Dev)
A41 (W)	44.5% / 11.5 PCUs	52.6% / 15.6 PCUs	60.6% / 19.2 PCUs	64.6% / 20.4 PCUs
A41 (E)	66.5% / 16.4 PCUs	83.1% / 26.4 PCUs	59.2% / 13.1 PCUs	71.1% / 15.1 PCUs
A464	66.3% / 11.0 PCUs	83.4% / 21.3 PCUs	60.2% / 10.9 PCUs	70.6% / 14.9 PCUs
PRC	35.2%	7.9%	48.6%	26.5%

As discussed previously, the mitigation scheme previously proposed for this junction would improve operations at the junction but as detailed previously when allowing for a 35% or 50% lane usage of the A464 short two-lane flare the improvements would be limited, and we are aware that SCC perspective is to keep the junction arrangement as it is given it was improved for safety in 2008.

It was agreed during our last meeting that SCC would review queue lengths to determine whether in accordance with Para 116 of the NPPF the impact of the increase queue length of up to 10 PCUs could be deemed “severe”. With this information now provided in full, advising that the exiting junction would operate satisfactorily in the future year with the proposed development in place as summarised above, could you please confirm if you require any further assessment to be undertaken?

Kind regards
Kurt

Kurt Hardy MCIHT
Principal Transport Planner
Sustainable Development and Delivery Team

My normal working days are Monday, Tuesday, Wednesday and Friday.

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From: Sleight, Darren (E,I&S) <darren.sleight@staffordshire.gov.uk>

Sent: Wednesday, February 26, 2025 9:24 AM

To: Anna Meer <anna.meer@dlpconsultants.co.uk>

Cc: Piechocki, Amrit (E,I&S) <amrit.piechocki@staffordshire.gov.uk>; Kurt Hardy <Kurt.Hardy@dlpconsultants.co.uk>; Jarvis, Jon (E,I&S) <jon.jarvis@staffordshire.gov.uk>

Subject: RE: SH5034-13PD A41 Perton signals [Filed 03 Mar 2025 10:27]

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Good morning Anna

My comments **RED**

Darren Sleight | Senior Intelligent Transport Systems Engineer
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From: Anna Meer <anna.meer@dlpconsultants.co.uk>

Sent: 19 February 2025 11:03

To: Jarvis, Jon (E,I&S) <jon.jarvis@staffordshire.gov.uk>; Sleight, Darren (E,I&S) <darren.sleight@staffordshire.gov.uk>

Cc: Piechocki, Amrit (E,I&S) <amrit.piechocki@staffordshire.gov.uk>; Kurt Hardy <Kurt.Hardy@dlpconsultants.co.uk>

Subject: RE: SH5034-13PD A41 Perton signals

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Hi All

Following our meeting last week, I wanted to touch base regarding the following:

A41 / A464 Kingswood Junction

It was agreed that we would look to model the junction both with and without the short flare on the A464 SW onto the A41 east. To confirm, what were your safety concerns relating to the 2 lane exit on A41 not being favourable? The current traffic flows show 4 movements in the AM peak and 9 movements in the PM peak turn left from the A464 to the A41 (W) so altering the mitigation scheme to this being a left turn only makes little sense. @Sleight, Darren (E,I&S) are you aware if the junction currently has MOVA in place, as this could potentially be an alternative if you are unagreeable to creating a short two-lane right turn flare which the LinSig shows would improve capacity to nil-detriment.

From my recollection it was agreed that A464 traffic wouldn't split evenly over lanes 3/1 3/2. I have run 2034 am peak scenarios with common 140s cycle time which replicates MOVA total green of 120 & stage sequence 1 3 5 that occurs during am peak.

Observed 26/02/25 07.30 – 08.30, weather terrible

No pedestrian demand whatsoever over the hour

A41 right turn only called 5 times over the hour

All queues clearing despite running VA as opposed to preferred MOVA method of control – fault condition

Existing DS modelling

2034 am no dev 33.2% prc, side road queue 10.6 pcu

2034 am +B+C+D 7.0% prc, side road queue 19.1 pcu

With mitigation DS modelling

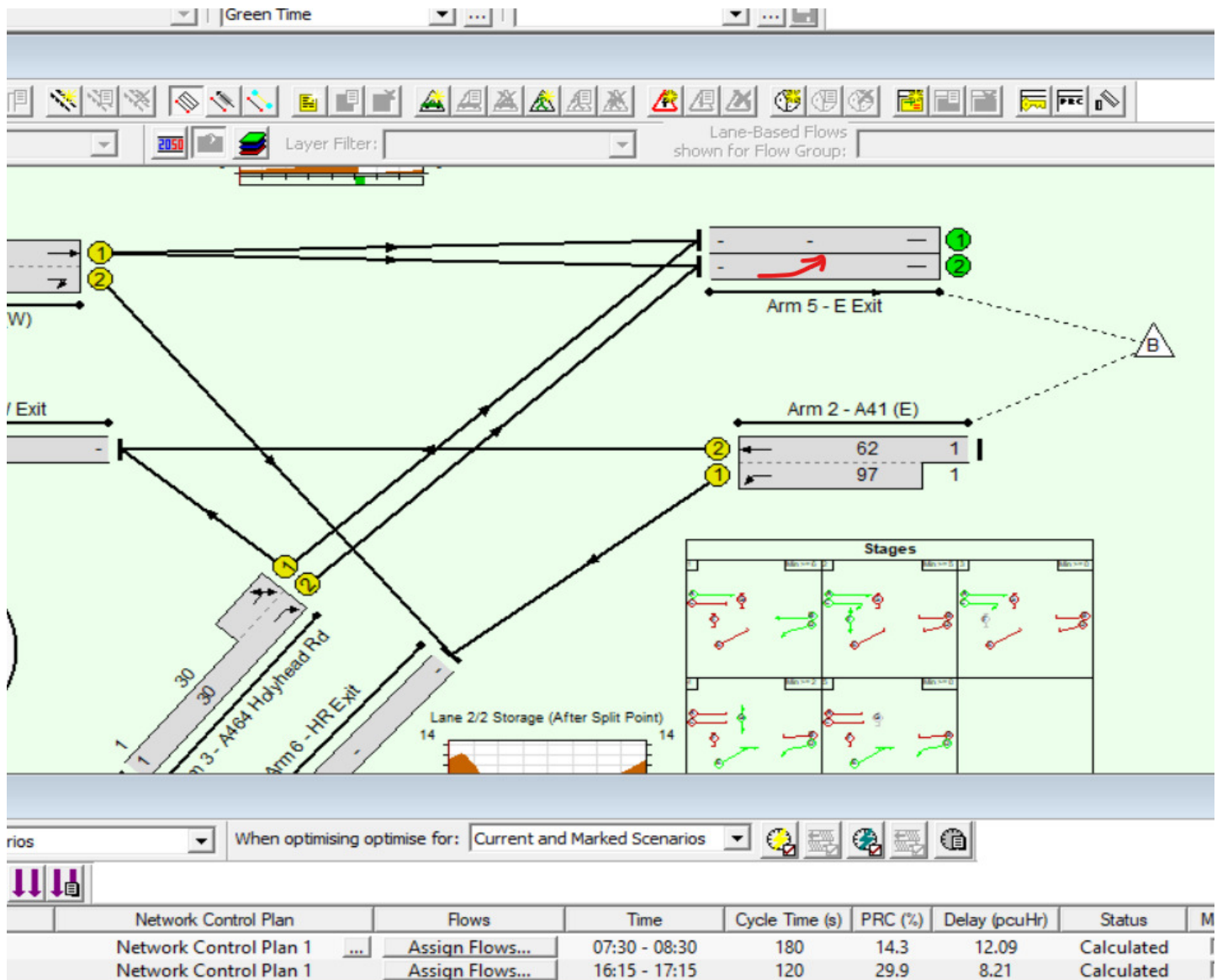
2034 am +B+C+D 14.2% prc, side road queue 14.6 pcu (50 50 split)

2034 am +B+C+D 10.8% prc, side road queue 16.7 pcu (35% traffic using flare)

2034 am +B+C+D 9.5% prc, side road queue 17.4 pcu (25% traffic using flare)

Think we should be comparing above in yellow?

My road safety concern is the removal of hatching to allow lane 1/1 to 5/2 potential high speed overtaking manoeuvre at merge



Indicative location of signal heads to be shown.

Regarding queue data, see below 2034 existing junction layout comparison in PCUs. The mitigation scheme we have put forward (to allow for the short flare) would bring back the predicted queues back in line with prior to the development being in place, although note an effective MOVA scheme could do something similar.

Arm	AM (no Dev)	AM (with Dev)	AM (with Dev & Mit)	PM (no Dev)	PM (with Dev)	PM (with Dev & Mit)
A41 (W)	6.4	9.9	8.5	9.8	11.9	8.6
A41 (E)	13.1	20.8	15.7	9.9	11.5	8.9
A464	6.5	16.2	10.2	6.2	9.0	4.4

It was agreed that a review of queue lengths for both of the above scenarios (with and without flare on A464) would be reviewed by SCC, to determine whether in accordance with Para 116 of the NPPF the impact could be deemed “severe”. **Dev Ctrl to advise**

Agreed in due course a Stage 1 RSA would be required. **Copy required, AMEY design team to assess proposed junction design**

Your comments are much appreciated.

Kind regards

Anna

Anna Meer BA (Hons) CMILT
Director
Sustainable Development and Delivery Team

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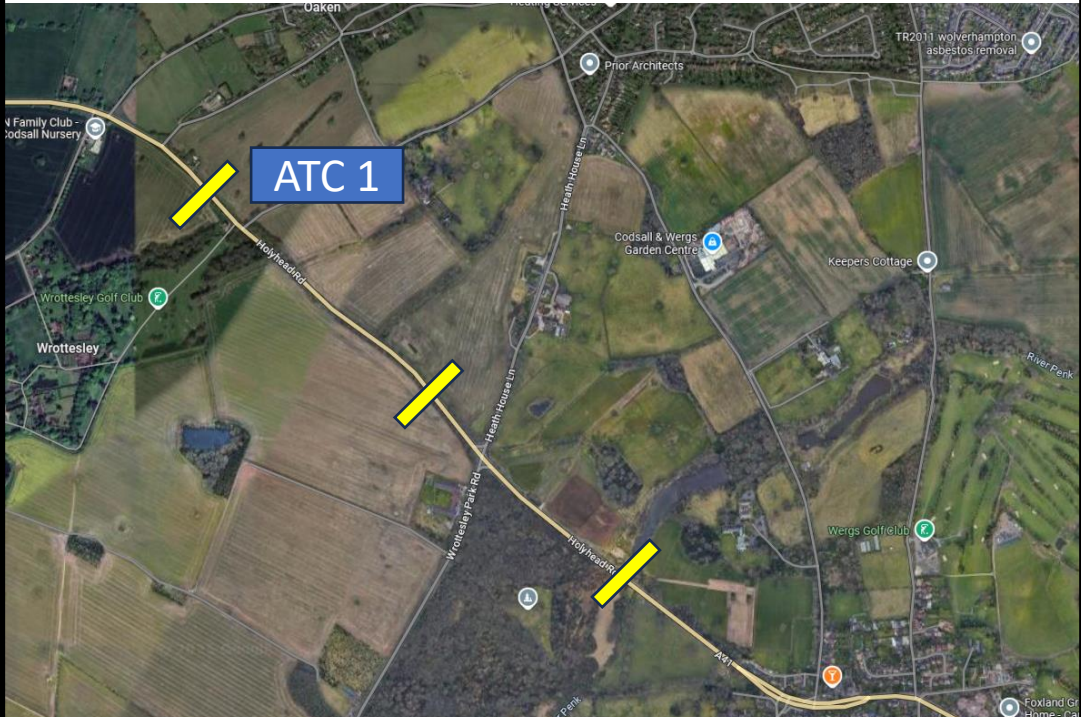
TECHNICAL NOTE 7 (TN07)

Appendix B ATC Survey Data



Survey Type: Automatic Traffic Counter

Location: 3 x A41 Codsall



Charge Surveys Ltd

chargesurveys.co.uk





SITE: ATC 1 - A41, Codsall (52.618266, -2.215757)

Class		Axes	Groups	Description	Parameters	Dominant Vehicle	Aggregate
1	SV	2	1 OR 2	Short - Car, light Van	$d(1) \geq 1.7m, d(1) \leq 3.2m \text{ \& } axles=2$		Light
2	SVT	3, 4 OR 5	3	Short Towing - Trailer, Caravan, Boat, etc.	$groups=3, d(1) \geq 2.1m, d(1) \leq 3.2m, d(2) \geq 2.1m \text{ \& } axles=3,4,5$		
3	TB2	2	2	Two axle truck or Bus	$d(1) > 3.2m \text{ \& } axles=2$		Medium
4	TB3	3	2	Three axle truck or Bus	$axles=3 \text{ \& } groups=2$		
5	T4	>3	2	Four axle truck	$axles > 3 \text{ \& } groups=2$		
6	ART3	3	3	Three axle articulated vehicle or Rigid vehicle and trailer	$d(1) > 3.2m, axles=3 \text{ \& } groups=3$		Heavy
7	ART4	4	>2	Four axle articulated vehicle or Rigid vehicle and trailer	$d(2) < 2.1m \text{ or } d(1) < 2.1m \text{ or } d(1) > 3.2m \text{ \& } axles = 4 \text{ \& } groups > 2$		
8	ART5	5	>2	Five axle articulated vehicle or Rigid vehicle and trailer	$d(2) < 2.1m \text{ or } d(1) < 2.1m \text{ or } d(1) > 3.2m \text{ \& } axles = 5 \text{ \& } groups > 2$		
9	ART6	≥ 6	>2	Six (or more) axle articulated vehicle or Rigid vehicle and trailer	$axles=6 \text{ \& } groups > 2 \text{ or } axles > 6 \text{ \& } groups=3$		
10	BD	>6	4	B-Double or Heavy truck and trailer	$groups=4 \text{ \& } axles > 6$		
11	DRT	>6	5	Double road train or Heavy truck and two trailers	$groups=5,6 \text{ \& } axles > 6$		
12	TRT	>6	>6	Triple road train or Heavy truck and three (or more) trailers	$groups > 6 \text{ \& } axles > 6$		Light
14	M/C	2	1 OR 2	Motorcycle	$d(1) \geq 1.18m, d(1) \leq 1.7m \text{ \& } axles=2$		
15	CYCLE	2	1 OR 2	Cycle	$d(1) < 1.18 \text{ \& } axles=2$		

	Northbound	Southbound
Total	55259	58649
Mean Speed	44.1	44.3
85%	50.3	50.9



SITE: ATC 1 - A41

SITE: ATC 1 - A41, Codsall (52.618266, -2.215757)

LOCATION: Attached to telegraph pole

GRID REFERENCE: 52.618266, -2.215757

DIRECTION: NORTHBOUND

SPEED LIMIT: NSL

05 March 2025

Time [--]	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	24	0	0	0	1	1	2	4	11	3	1	0	0	1	0	0	51.9	59.2
0100	9	0	0	0	1	1	0	5	0	2	0	0	0	0	0	0	46.7	-
0200	6	0	0	0	1	0	0	2	2	0	1	0	0	0	0	0	48.3	-
0300	10	0	0	0	0	0	0	2	3	2	2	1	0	0	0	0	56.8	-
0400	47	0	0	0	0	5	5	4	17	11	4	1	0	0	0	0	51.6	60.9
0500	204	0	0	0	0	4	25	64	57	38	10	2	4	0	0	0	51.3	59.1
0600	416	0	0	0	3	16	83	211	83	15	4	1	0	0	0	0	46.6	51.3
0700	811	0	10	5	8	89	321	304	62	11	1	0	0	0	0	0	42.7	48.3
0800	805	1	1	5	8	39	358	267	113	13	0	0	0	0	0	0	43.9	50.2
0900	529	0	1	0	3	43	227	207	39	9	0	0	0	0	0	0	43.4	48.5
1000	450	0	1	1	4	56	171	173	38	4	1	1	0	0	0	0	43.1	48.4
1100	421	0	0	0	2	52	136	175	50	6	0	0	0	0	0	0	43.7	49.3
1200	474	0	0	0	6	58	186	163	54	7	0	0	0	0	0	0	43.1	49.1
1300	447	0	10	0	6	39	132	189	62	7	2	0	0	0	0	0	43.8	49.8
1400	455	0	0	4	3	35	195	168	40	9	1	0	0	0	0	0	43.5	48.4
1500	486	1	0	0	3	49	185	193	46	7	0	2	0	0	0	0	43.7	49
1600	687	1	6	9	9	80	305	222	47	6	2	0	0	0	0	0	42.2	47.8
1700	672	0	0	0	3	107	311	207	41	3	0	0	0	0	0	0	42.1	47.3
1800	431	0	0	0	1	43	151	165	55	16	0	0	0	0	0	0	44.3	50.2
1900	327	0	0	0	4	59	105	104	40	12	0	1	1	0	1	0	43.6	50.2
2000	208	0	0	0	0	11	51	78	49	15	4	0	0	0	0	0	47	54.2
2100	156	0	0	0	1	6	32	44	48	18	6	0	0	0	0	1	49.3	56.4
2200	98	0	0	0	0	6	12	23	33	17	6	1	0	0	0	0	50.7	58.9
2300	43	0	0	0	0	2	3	10	13	9	3	2	0	0	0	1	53.1	62
07-19	6668	3	29	24	56	690	2678	2433	647	98	7	3	0	0	0	0	43.2	48.7
06-22	7775	3	29	24	64	782	2949	2870	867	158	21	5	1	0	1	1	43.6	49.3
06-00	7916	3	29	24	64	790	2964	2903	913	184	30	8	1	0	1	2	43.8	49.5
00-00	8216	3	29	24	67	801	2996	2984	1003	240	48	12	5	1	1	2	44.1	50.1

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Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	21	0	0	0	0	0	0	5	10	3	1	1	1	0	0	0	54.7	65.8
0100	8	0	0	0	0	0	2	3	3	0	0	0	0	0	0	0	47 -	
0200	10	0	0	0	0	1	3	3	2	0	0	0	1	0	0	0	48.5 -	
0300	12	0	0	0	0	1	2	1	2	4	2	0	0	0	0	0	53	63.2
0400	40	0	0	0	0	4	1	14	12	6	3	0	0	0	0	0	50.4	57.5
0500	211	0	0	0	0	3	14	66	83	31	10	3	1	0	0	0	51.6	58.3
0600	424	0	0	0	3	11	92	215	78	16	8	1	0	0	0	0	46.7	51.6
0700	760	0	1	0	3	71	258	306	97	20	4	0	0	0	0	0	44.5	50
0800	780	1	2	6	3	50	217	368	115	17	1	0	0	0	0	0	44.8	50.3
0900	483	0	0	0	14	39	170	174	74	11	1	0	0	0	0	0	44.3	50.7
1000	440	0	0	0	9	81	197	117	29	7	0	0	0	0	0	0	42	47.6
1100	438	0	0	0	3	80	168	139	33	15	0	0	0	0	0	0	42.7	48.7
1200	483	0	0	0	6	66	195	163	47	5	1	0	0	0	0	0	42.9	48.5
1300	495	0	0	0	7	63	227	138	52	8	0	0	0	0	0	0	42.9	49
1400	500	0	0	1	6	85	214	157	35	2	0	0	0	0	0	0	42.2	47.9
1500	552	0	0	4	13	59	206	217	46	3	3	1	0	0	0	0	42.9	48
1600	690	1	16	7	9	69	269	253	60	5	0	1	0	0	0	0	42.3	48.1
1700	720	0	9	6	14	87	296	241	62	5	0	0	0	0	0	0	42.3	47.9
1800	621	0	0	0	15	105	275	166	49	11	0	0	0	0	0	0	42.1	48
1900	288	0	0	1	2	24	81	109	56	14	1	0	0	0	0	0	45.6	51.8
2000	241	0	0	0	4	18	41	94	61	20	3	0	0	0	0	0	46.9	53.8
2100	211	0	0	0	4	10	54	62	58	21	1	0	0	1	0	0	47.2	54.7
2200	129	0	0	0	0	7	36	36	31	13	4	2	0	0	0	0	47.8	56
2300	56	0	0	0	3	1	12	17	15	7	0	0	0	1	0	0	48	56
07-19	6962	2	28	24	102	855	2692	2439	699	109	10	2	0	0	0	0	43.1	48.8
06-22	8126	2	28	25	115	918	2960	2919	952	180	23	3	0	1	0	0	43.6	49.5
06-00	8311	2	28	25	118	926	3008	2972	998	200	27	5	0	2	0	0	43.7	49.7
00-00	8613	2	28	25	118	935	3030	3064	1110	244	43	9	3	2	0	0	43.9	50.1

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Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	27	0	1	0	0	2	4	9	7	3	1	0	0	0	0	0	47.1	56.5
0100	15	0	0	0	0	2	0	6	6	0	0	1	0	0	0	0	48.3	53.6
0200	11	0	0	0	0	2	0	5	0	3	1	0	0	0	0	0	49.7	60
0300	13	0	0	0	0	2	1	1	6	0	2	1	0	0	0	0	51.1	64.3
0400	48	0	0	0	1	1	6	14	14	11	1	0	0	0	0	0	50.8	57.7
0500	191	0	0	0	0	1	18	62	58	41	10	1	0	0	0	0	51.6	59.1
0600	385	0	0	0	2	19	64	185	90	23	1	1	0	0	0	0	47.1	52.8
0700	779	1	10	10	16	99	291	257	81	12	1	0	1	0	0	0	42.4	48.2
0800	731	0	1	0	10	94	299	253	68	6	0	0	0	0	0	0	42.6	48
0900	569	0	0	2	11	73	257	176	44	4	2	0	0	0	0	0	42.4	48.1
1000	496	0	0	9	13	90	197	140	36	10	0	0	0	1	0	0	41.8	48.1
1100	510	0	0	2	7	51	255	154	34	6	1	0	0	0	0	0	42.5	47.6
1200	545	0	0	1	12	109	250	136	34	3	0	0	0	0	0	0	41.3	47.2
1300	468	0	0	1	7	61	184	161	46	7	0	1	0	0	0	0	43.1	49
1400	558	0	0	0	2	72	244	176	53	8	3	0	0	0	0	0	43.3	48.7
1500	557	3	0	0	5	48	221	197	74	9	0	0	0	0	0	0	43.7	49.7
1600	716	0	0	0	9	86	312	237	61	7	4	0	0	0	0	0	43	48.3
1700	667	0	0	0	4	78	260	224	84	16	1	0	0	0	0	0	43.7	49.8
1800	493	0	0	0	13	73	193	165	39	8	2	0	0	0	0	0	42.8	48.3
1900	304	0	0	0	7	41	93	100	44	15	4	0	0	0	0	0	44.4	51.7
2000	190	0	0	0	2	17	54	68	30	14	5	0	0	0	0	0	45.8	53.1
2100	189	0	0	0	3	11	41	62	53	13	6	0	0	0	0	0	47.4	54.2
2200	140	0	0	0	0	9	29	52	25	20	5	0	0	0	0	0	48	56.8
2300	82	0	0	0	0	4	19	28	17	11	2	1	0	0	0	0	48.2	56.9
07-19	7089	4	11	25	109	934	2963	2276	654	96	14	1	1	1	0	0	42.7	48.4
06-22	8157	4	11	25	123	1022	3215	2691	871	161	30	2	1	1	0	0	43.2	49.1
06-00	8379	4	11	25	123	1035	3263	2771	913	192	37	3	1	1	0	0	43.3	49.3
00-00	8684	4	12	25	124	1045	3292	2868	1004	250	52	6	1	1	0	0	43.6	49.8

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Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	41	0	0	0	0	2	3	11	16	5	1	3	0	0	0	0	52.1	59.7
0100	29	0	0	0	0	3	4	7	7	6	0	0	1	1	0	0	51	59.2
0200	17	0	0	0	0	2	3	5	4	2	0	0	1	0	0	0	49.2	59.6
0300	20	0	0	0	0	4	1	0	7	6	1	1	0	0	0	0	51.8	61
0400	33	0	0	0	0	3	2	7	13	6	2	0	0	0	0	0	51	59.6
0500	112	0	0	0	0	4	9	28	35	28	6	2	0	0	0	0	51.9	59.2
0600	153	0	0	0	0	8	35	53	38	16	3	0	0	0	0	0	48	55.8
0700	284	0	0	0	1	13	65	109	67	24	4	1	0	0	0	0	47.4	54.2
0800	405	0	1	0	4	35	134	143	58	22	6	1	0	0	1	0	45.2	52.7
0900	504	0	0	0	3	35	137	206	93	29	1	0	0	0	0	0	45.8	52
1000	647	0	0	0	11	89	216	248	72	9	2	0	0	0	0	0	43.5	49.2
1100	659	0	2	2	16	122	258	189	60	8	1	1	0	0	0	0	42	48.2
1200	702	0	0	0	11	82	304	230	63	8	1	3	0	0	0	0	43	48.4
1300	580	0	0	5	5	71	229	191	66	12	1	0	0	0	0	0	43.3	49.2
1400	528	0	1	0	4	41	201	196	68	16	0	0	1	0	0	0	44.4	50
1500	466	0	0	0	1	28	180	177	71	7	1	1	0	0	0	0	44.6	50.2
1600	467	0	0	0	3	37	170	186	57	12	1	1	0	0	0	0	44.4	49.8
1700	409	0	0	0	2	38	137	155	61	14	2	0	0	0	0	0	44.5	50.8
1800	355	0	0	0	5	42	123	131	44	8	2	0	0	0	0	0	43.7	49.8
1900	246	0	0	0	3	30	84	77	46	6	0	0	0	0	0	0	44.1	51.3
2000	152	0	0	0	2	20	33	50	32	13	1	1	0	0	0	0	45.8	53.2
2100	162	0	0	0	0	13	39	52	40	16	1	1	0	0	0	0	47.3	54.6
2200	697	0	0	0	0	51	255	271	90	26	3	1	0	0	0	0	44.8	50.3
2300	143	0	0	0	1	10	25	43	44	14	5	1	0	0	0	0	48.3	55.6
07-19	6006	0	4	7	66	633	2154	2161	780	169	22	8	1	0	1	0	44.1	50.1
06-22	6719	0	4	7	71	704	2345	2393	936	220	27	10	1	0	1	0	44.3	50.6
06-00	7559	0	4	7	72	765	2625	2707	1070	260	35	12	1	0	1	0	44.4	50.6
00-00	7811	0	4	7	72	783	2647	2765	1152	313	45	18	3	1	1	0	44.6	51

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Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	70	0	0	0	0	8	5	24	22	7	4	0	0	0	0	0	48.9	56.6
0100	25	0	0	0	0	3	2	5	9	4	2	0	0	0	0	0	50.4	57.8
0200	26	0	0	0	0	0	4	5	7	7	2	1	0	0	0	0	52.5	60.2
0300	18	0	0	0	0	0	1	5	9	2	1	0	0	0	0	0	51.4	56
0400	17	0	0	0	0	1	0	5	4	6	1	0	0	0	0	0	52.6	59.6
0500	55	0	0	0	0	4	3	19	17	9	3	0	0	0	0	0	50	57.1
0600	118	0	0	0	1	6	21	28	36	23	3	0	0	0	0	0	49.3	57.6
0700	150	0	3	0	0	11	19	63	37	13	4	0	0	0	0	0	47.4	55.3
0800	294	0	0	0	2	27	64	112	62	22	3	0	1	1	0	0	46.5	53.4
0900	474	1	0	4	2	35	124	207	73	20	7	1	0	0	0	0	45.4	51.3
1000	484	0	0	0	1	52	147	195	75	9	5	0	0	0	0	0	44.7	50.7
1100	576	0	5	2	6	56	223	201	58	16	6	0	2	1	0	0	43.7	49.4
1200	577	0	1	1	13	89	256	161	48	7	0	1	0	0	0	0	42.2	48
1300	612	0	0	0	6	66	266	206	55	11	2	0	0	0	0	0	43.1	48.5
1400	477	0	0	0	9	49	177	163	60	17	1	1	0	0	0	0	43.9	50.1
1500	445	0	0	0	5	38	136	194	58	11	2	0	0	1	0	0	44.8	50.1
1600	377	0	0	0	3	30	116	153	53	19	2	1	0	0	0	0	45.3	51.6
1700	297	0	0	0	2	30	83	116	50	12	2	2	0	0	0	0	45.4	51.7
1800	248	0	0	0	5	15	70	93	50	12	2	1	0	0	0	0	45.6	52.5
1900	213	0	0	0	3	28	52	60	54	14	2	0	0	0	0	0	45.8	53.9
2000	175	0	0	0	1	17	43	52	44	15	3	0	0	0	0	0	46.7	55
2100	102	0	0	0	1	7	18	31	25	15	3	2	0	0	0	0	48.7	57.9
2200	69	0	0	0	1	5	12	19	18	9	4	1	0	0	0	0	49.1	57.9
2300	76	0	0	0	0	1	5	33	25	11	0	1	0	0	0	0	50.3	56.6
07-19	5011	1	9	7	54	498	1681	1864	679	169	36	7	3	3	0	0	44.4	50.6
06-22	5619	1	9	7	60	556	1815	2035	838	236	47	9	3	3	0	0	44.7	51.3
06-00	5764	1	9	7	61	562	1832	2087	881	256	51	11	3	3	0	0	44.9	51.6
00-00	5975	1	9	7	61	578	1847	2150	949	291	64	12	3	3	0	0	45	51.9

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Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	14	0	0	0	0	1	1	6	1	3	1	0	0	0	1	0	52.7	61
0100	3	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	50.1	-
0200	14	0	0	0	0	0	3	5	1	4	1	0	0	0	0	0	50.8	60.8
0300	14	0	0	0	0	1	2	1	5	3	1	1	0	0	0	0	52.7	63.3
0400	34	0	0	0	0	1	3	6	12	10	2	0	0	0	0	0	52.8	59.3
0500	198	0	0	0	1	5	14	42	86	33	13	2	2	0	0	0	52.3	58.9
0600	368	0	0	0	1	18	86	156	79	23	4	1	0	0	0	0	46.8	52.7
0700	815	0	0	0	13	110	338	276	73	4	1	0	0	0	0	0	42.7	48.2
0800	752	0	0	0	5	95	313	218	109	10	0	1	1	0	0	0	43.5	49.9
0900	504	0	0	2	18	124	226	108	22	3	0	1	0	0	0	0	40.3	46.3
1000	465	0	0	0	28	162	198	69	7	1	0	0	0	0	0	0	38.6	43.7
1100	464	0	0	0	6	87	191	148	27	5	0	0	0	0	0	0	41.9	47.2
1200	458	0	0	1	2	59	180	171	40	5	0	0	0	0	0	0	43.1	48.2
1300	438	0	0	0	4	58	151	172	44	8	1	0	0	0	0	0	43.6	49
1400	453	0	0	0	6	55	160	171	55	6	0	0	0	0	0	0	43.5	49.2
1500	478	0	0	0	6	40	168	196	59	7	2	0	0	0	0	0	44.1	49.5
1600	644	0	0	0	7	80	252	227	59	13	4	0	2	0	0	0	43.5	49.1
1700	644	0	0	0	9	100	251	226	51	7	0	0	0	0	0	0	42.7	48.1
1800	377	0	1	0	1	26	139	137	59	10	4	0	0	0	0	0	44.8	50.5
1900	262	0	0	0	1	31	60	114	41	13	1	0	0	0	0	1	45.3	52.4
2000	222	0	0	0	2	8	58	71	53	25	4	0	1	0	0	0	47.6	55.1
2100	138	0	1	1	0	9	21	41	39	19	6	1	0	0	0	0	48.9	57.1
2200	74	0	0	0	0	3	9	23	18	16	5	0	0	0	0	0	50.9	59.8
2300	32	0	0	0	0	1	5	6	13	6	1	0	0	0	0	0	50.9	57.6
07-19	6492	0	1	3	105	996	2567	2119	605	79	12	2	3	0	0	0	42.7	48.4
06-22	7482	0	2	4	109	1062	2792	2501	817	159	27	4	4	0	0	1	43.3	49.2
06-00	7588	0	2	4	109	1066	2806	2530	848	181	33	4	4	0	0	1	43.4	49.4
00-00	7865	0	2	4	110	1074	2829	2592	954	234	51	7	6	0	1	1	43.7	50

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Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	23	0	0	0	0	0	1	1	8	11	1	1	0	0	0	0	55.9	60.2
0100	12	0	0	0	0	0	3	1	6	0	2	0	0	0	0	0	51.5	62.4
0200	11	0	0	0	0	0	2	1	3	3	1	0	1	0	0	0	54.6	67.2
0300	14	0	0	0	0	0	0	6	4	1	1	0	0	2	0	0	55.8	79
0400	38	0	0	0	0	1	3	9	15	8	1	0	1	0	0	0	51.7	58.3
0500	199	0	0	0	0	5	17	58	68	39	7	4	1	0	0	0	51.7	59.6
0600	405	1	0	1	2	12	81	193	89	20	5	0	1	0	0	0	46.8	52.3
0700	793	0	0	1	13	74	321	293	84	6	0	0	1	0	0	0	43.4	49
0800	792	1	8	5	16	107	340	228	76	9	1	0	0	0	1	0	42.1	48.2
0900	520	0	0	4	6	62	219	180	41	6	2	0	0	0	0	0	42.7	47.6
1000	415	0	0	0	3	45	160	167	36	4	0	0	0	0	0	0	43.3	48.4
1100	435	0	0	0	4	33	187	160	44	6	1	0	0	0	0	0	43.7	48.7
1200	464	0	0	0	7	49	184	186	30	8	0	0	0	0	0	0	43.1	47.9
1300	390	0	0	0	2	50	156	135	33	9	4	0	1	0	0	0	43.5	48.5
1400	467	0	0	0	6	29	167	204	51	9	0	1	0	0	0	0	44.3	49.4
1500	517	0	0	0	12	43	210	200	47	5	0	0	0	0	0	0	43.4	48.4
1600	671	0	0	9	7	87	281	236	44	6	0	0	1	0	0	0	42.6	47.6
1700	626	0	0	1	6	73	255	236	48	6	1	0	0	0	0	0	43	47.9
1800	449	0	0	0	4	36	158	176	63	10	2	0	0	0	0	0	44.5	50.1
1900	322	0	0	0	8	28	107	117	50	10	2	0	0	0	0	0	44.4	51.2
2000	224	0	0	1	1	8	47	94	52	16	4	1	0	0	0	0	47.4	53.6
2100	142	0	0	0	1	5	31	51	36	13	4	0	1	0	0	0	48.2	55
2200	126	0	0	0	2	6	9	45	41	19	4	0	0	0	0	0	49.6	56.9
2300	40	0	0	0	0	1	3	11	15	5	3	1	1	0	0	0	52.3	59.5
07-19	6539	1	8	20	86	688	2638	2401	597	84	11	1	3	0	1	0	43.2	48.5
06-22	7632	2	8	22	98	741	2904	2856	824	143	26	2	5	0	1	0	43.7	49.2
06-00	7798	2	8	22	100	748	2916	2912	880	167	33	3	6	0	1	0	43.8	49.4
00-00	8095	2	8	22	100	754	2942	2988	984	229	46	8	9	2	1	0	44.1	50

Grand Total

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
--	55259	12	92	114	652	5970	19583	19411	7156	1801	349	72	30	10	4	3	44.1	50.3



SITE: ATC 1 - A41, Codsall (52.618266, -2.215757)

SITE: ATC 1 - A41

LOCATION: Attached to telegraph pole

GRID REFERENCE: 52.618266, -2.215757

DIRECTION: NORTHBOUND

SPEED LIMIT: NSL

	Wed	Thu	Fri	Sat	Sun	Mon	Tue	Averages	
	05-Mar	06-Mar	07-Mar	08-Mar	09-Mar	10-Mar	11-Mar	1-5.	1-7.
Hour									
0000-0100	24	21	27	41	70	14	23	21.8	31.4
0100-0200	9	8	15	29	25	3	12	9.4	14.4
0200-0300	6	10	11	17	26	14	11	10.4	13.6
0300-0400	10	12	13	20	18	14	14	12.6	14.4
0400-0500	47	40	48	33	17	34	38	41.4	36.7
0500-0600	204	211	191	112	55	198	199	200.6	167.1
0600-0700	416	424	385	153	118	368	405	399.6	324.1
0700-0800	811	760	779	284	150	815	793	791.6	627.4
0800-0900	805	780	731	405	294	752	792	772	651.3
0900-1000	529	483	569	504	474	504	520	521	511.9
1000-1100	450	440	496	647	484	465	415	453.2	485.3
1100-1200	421	438	510	659	576	464	435	453.6	500.4
1200-1300	474	483	545	702	577	458	464	484.8	529
1300-1400	447	495	468	580	612	438	390	447.6	490
1400-1500	455	500	558	528	477	453	467	486.6	491.1
1500-1600	486	552	557	466	445	478	517	518	500.1
1600-1700	687	690	716	467	377	644	671	681.6	607.4
1700-1800	672	720	667	409	297	644	626	665.8	576.4
1800-1900	431	621	493	355	248	377	449	474.2	424.9
1900-2000	327	288	304	246	213	262	322	300.6	280.3
2000-2100	208	241	190	152	175	222	224	217	201.7
2100-2200	156	211	189	162	102	138	142	167.2	157.1
2200-2300	98	129	140	697	69	74	126	113.4	190.4
2300-2400	43	56	82	143	76	32	40	50.6	67.4
Totals									
0700-1900	6668	6962	7089	6006	5011	6492	6539	6750	6395.3
0600-2200	7775	8126	8157	6719	5619	7482	7632	7834.4	7358.6
0600-0000	7916	8311	8379	7559	5764	7588	7798	7998.4	7616.4
0000-0000	8216	8613	8684	7811	5975	7865	8095	8294.6	7894.1
AM Peak	700	800	700	1100	1100	700	700		
	811	780	779	659	576	815	793		
PM Peak	1600	1700	1600	1200	1300	1700	1600		
	687	720	716	702	612	644	671		



SITE: ATC 1 - A41

SITE: ATC 1 - A41, Codsall (52.618266, -2.215757)

LOCATION: Attached to telegraph pole

GRID REFERENCE: 52.618266, -2.215757

DIRECTION: SOUTHBOUND

SPEED LIMIT: NSL

05 March 2025

Time [--]	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	23	0	0	0	1	1	1	1	9	8	1	1	0	0	0	0	53.5	61.4
0100	17	0	0	0	0	0	2	3	8	1	2	1	0	0	0	0	53.2	63.2
0200	20	0	0	0	0	0	0	5	7	6	1	1	0	0	0	0	55.7	61.9
0300	10	0	0	0	0	0	0	2	3	4	0	1	0	0	0	0	56 -	
0400	24	0	0	0	0	3	3	1	4	9	1	2	1	0	0	0	54.9	69
0500	69	0	0	0	0	0	4	21	26	14	3	1	0	0	0	0	52.2	59.3
0600	278	0	0	0	0	4	45	100	95	28	6	0	0	0	0	0	49.2	54.9
0700	820	0	0	7	23	59	304	306	110	10	1	0	0	0	0	0	43.7	49.5
0800	636	0	0	2	25	86	236	212	68	7	0	0	0	0	0	0	42.7	48.9
0900	474	0	3	0	0	31	176	198	50	13	3	0	0	0	0	0	44.6	49.5
1000	372	0	0	12	0	25	92	152	80	9	2	0	0	0	0	0	45.1	51.1
1100	438	0	0	6	2	26	151	185	56	11	1	0	0	0	0	0	44.5	50
1200	496	0	0	0	3	36	168	219	63	5	1	1	0	0	0	0	44.7	49.5
1300	492	0	6	11	2	22	169	203	66	10	2	1	0	0	0	0	44.3	50
1400	524	0	0	2	7	57	165	217	67	8	1	0	0	0	0	0	43.9	49.7
1500	621	0	4	12	8	81	219	207	77	11	2	0	0	0	0	0	42.8	49.5
1600	862	4	7	18	17	102	293	340	67	11	2	1	0	0	0	0	42.3	48.3
1700	916	0	1	0	23	170	415	244	57	6	0	0	0	0	0	0	41.4	47
1800	602	0	0	1	10	100	224	204	51	11	1	0	0	0	0	0	42.8	48.5
1900	373	0	0	0	6	38	122	109	77	19	2	0	0	0	0	0	45	52.2
2000	223	0	0	0	4	20	63	64	44	22	6	0	0	0	0	0	46.4	54.5
2100	192	0	0	0	1	5	58	39	55	27	4	0	1	2	0	0	48.7	56.8
2200	121	0	0	0	0	4	21	41	34	12	8	0	1	0	0	0	49.6	56.2
2300	50	0	0	0	0	1	5	10	15	15	3	0	1	0	0	0	53.1	61.1
07-19	7253	4	21	71	120	795	2612	2687	812	112	16	3	0	0	0	0	43.3	49.2
06-22	8319	4	21	71	131	862	2900	2999	1083	208	34	3	1	2	0	0	43.8	50
06-00	8490	4	21	71	131	867	2926	3050	1132	235	45	3	3	2	0	0	43.9	50.2
00-00	8653	4	21	71	132	871	2936	3083	1189	277	53	10	4	2	0	0	44.1	50.4

06 March 2025

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	26	0	0	0	0	1	3	1	11	8	1	1	0	0	0	0	53.5	60.4
0100	13	0	0	0	0	0	0	1	9	2	1	0	0	0	0	0	53.5	60.2
0200	25	0	0	0	1	0	3	6	6	6	1	0	2	0	0	0	53.1	61.5
0300	8	0	0	0	0	0	0	2	0	1	5	0	0	0	0	0	61.3 -	
0400	31	0	0	0	0	0	4	8	9	4	3	3	0	0	0	0	53.9	64.7
0500	66	0	0	0	0	1	7	11	23	16	7	1	0	0	0	0	53.1	61.3
0600	294	0	0	0	0	7	27	127	89	38	6	0	0	0	0	0	49.7	55.9
0700	709	0	0	0	6	55	239	252	123	30	4	0	0	0	0	0	45.1	52.1
0800	569	0	0	1	12	66	196	211	70	11	2	0	0	0	0	0	43.7	49.7
0900	512	0	1	3	2	27	166	218	78	16	1	0	0	0	0	0	45.1	50.7
1000	412	0	0	0	17	18	110	177	75	14	1	0	0	0	0	0	45.3	51.6
1100	478	0	0	0	4	56	161	175	67	11	3	1	0	0	0	0	44.2	50.3
1200	465	0	0	0	1	23	147	206	76	10	2	0	0	0	0	0	45.3	50.7
1300	457	5	0	2	9	30	135	201	66	9	0	0	0	0	0	0	44.3	50.1
1400	617	0	1	10	16	85	237	216	44	5	2	1	0	0	0	0	42.1	47.5
1500	581	0	0	0	5	60	186	247	73	8	1	1	0	0	0	0	44.2	49.5
1600	822	0	1	6	35	157	324	228	65	6	0	0	0	0	0	0	41.4	47.5
1700	854	0	1	3	29	226	398	163	28	5	0	0	1	0	0	0	39.9	45.5
1800	590	0	0	0	15	111	247	169	42	6	0	0	0	0	0	0	41.6	47.6
1900	350	0	0	0	3	32	92	134	72	16	1	0	0	0	0	0	45.6	51.7
2000	235	0	0	0	0	15	70	75	51	19	3	1	1	0	0	0	46.9	54.7
2100	194	0	0	0	0	25	35	73	43	15	2	1	0	0	0	0	46.5	53.5
2200	185	0	0	0	2	13	43	67	44	11	3	1	0	1	0	0	46.8	54.5
2300	93	0	0	0	0	6	11	31	26	13	5	1	0	0	0	0	49.7	57.5
07-19	7066	5	4	25	151	914	2546	2463	807	131	16	3	1	0	0	0	43.2	49.4
06-22	8139	5	4	25	154	993	2770	2872	1062	219	28	5	2	0	0	0	43.7	50.1
06-00	8417	5	4	25	156	1012	2824	2970	1132	243	36	7	2	1	0	0	43.9	50.3
00-00	8586	5	4	25	157	1014	2841	2999	1190	280	54	12	4	1	0	0	44.1	50.6

07 March 2025

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	32	0	0	0	0	0	6	10	7	8	0	0	0	0	1	0	51.3	59.5
0100	13	0	0	0	0	1	1	2	4	2	2	1	0	0	0	0	53.6	66.2
0200	26	0	0	0	0	0	0	8	9	7	2	0	0	0	0	0	53.4	59.5
0300	3	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	46.2	-
0400	31	0	0	0	0	1	2	3	14	9	0	2	0	0	0	0	53.9	60
0500	64	0	0	0	1	4	11	13	24	8	2	1	0	0	0	0	49.2	57.1
0600	234	0	0	0	0	14	34	88	78	14	2	1	3	0	0	0	48.2	54.6
0700	694	0	0	2	17	65	248	239	105	14	3	0	1	0	0	0	44	50.3
0800	627	0	0	1	17	86	250	209	59	5	0	0	0	0	0	0	42.5	48.3
0900	487	0	0	0	11	61	187	143	69	13	3	0	0	0	0	0	43.7	50.8
1000	426	0	1	7	8	50	132	151	59	16	2	0	0	0	0	0	43.7	50.7
1100	501	0	0	1	12	73	190	184	33	7	1	0	0	0	0	0	42.7	47.9
1200	576	0	0	0	17	43	193	252	66	4	1	0	0	0	0	0	43.9	49.2
1300	526	0	0	0	6	61	194	186	68	9	1	0	1	0	0	0	43.8	49.8
1400	662	0	0	1	28	73	240	239	65	15	0	1	0	0	0	0	43.1	48.9
1500	684	5	5	15	26	122	226	232	49	2	1	1	0	0	0	0	41.1	47.9
1600	806	1	0	0	23	136	343	250	44	8	1	0	0	0	0	0	41.8	47.4
1700	680	0	1	1	29	81	268	234	49	17	0	0	0	0	0	0	42.6	48.4
1800	575	0	0	5	43	108	223	146	41	9	0	0	0	0	0	0	40.9	47.1
1900	367	0	0	1	21	54	91	121	61	15	2	1	0	0	0	0	43.8	51.2
2000	262	0	0	0	8	29	67	94	50	10	2	2	0	0	0	0	44.9	52.5
2100	235	0	0	0	2	17	56	85	50	19	4	0	1	1	0	0	47.2	54.3
2200	209	0	0	0	1	29	51	70	46	11	1	0	0	0	0	0	45.3	52.6
2300	131	0	0	0	2	6	29	35	32	24	3	0	0	0	0	0	48.7	57.3
07-19	7244	6	7	33	237	959	2694	2465	707	119	13	2	2	0	0	0	42.7	48.8
06-22	8342	6	7	34	268	1073	2942	2853	946	177	23	6	6	1	0	0	43.1	49.4
06-00	8682	6	7	34	271	1108	3022	2958	1024	212	27	6	6	1	0	0	43.3	49.7
00-00	8851	6	7	34	272	1114	3043	2995	1083	246	33	10	6	1	1	0	43.4	49.9

08 March 2025

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	66	0	0	0	0	5	9	13	20	13	4	1	0	1	0	0	51.3	60.1
0100	52	0	0	0	0	1	2	20	16	7	3	3	0	0	0	0	52.3	61.1
0200	53	0	0	0	0	2	6	12	15	9	7	1	1	0	0	0	52.6	63.1
0300	23	0	0	0	1	0	2	1	6	8	2	2	1	0	0	0	56	65.9
0400	24	0	0	0	0	3	2	5	5	6	3	0	0	0	0	0	50.9	62
0500	47	0	0	0	0	3	4	5	17	8	8	1	1	0	0	0	53.7	63.4
0600	121	0	0	0	0	5	5	37	37	26	9	2	0	0	0	0	52.1	59.3
0700	264	0	0	0	0	5	47	81	90	36	5	0	0	0	0	0	49.5	56.4
0800	396	0	0	0	3	17	83	139	118	33	3	0	0	0	0	0	47.8	54.6
0900	475	0	2	0	3	29	112	182	115	29	3	0	0	0	0	0	46.6	53.3
1000	485	0	0	0	6	24	127	213	97	17	1	0	0	0	0	0	45.9	51.3
1100	586	0	0	4	19	30	191	249	82	10	1	0	0	0	0	0	44.4	50.1
1200	621	0	0	6	6	62	186	249	94	18	0	0	0	0	0	0	44.2	50.4
1300	699	0	0	0	21	83	231	245	97	17	3	1	1	0	0	0	43.7	50.2
1400	702	0	0	1	12	89	224	262	101	13	0	0	0	0	0	0	43.8	50.1
1500	665	0	0	3	8	69	207	256	101	21	0	0	0	0	0	0	44.4	50.7
1600	690	0	1	0	9	81	213	242	110	29	3	1	1	0	0	0	44.6	51.3
1700	743	0	1	1	15	89	220	314	83	18	1	0	1	0	0	0	43.9	49.4
1800	770	0	0	4	22	136	325	232	45	5	1	0	0	0	0	0	41.6	46.8
1900	439	0	0	0	16	64	161	138	47	11	2	0	0	0	0	0	43.1	49.3
2000	304	0	0	1	3	37	107	88	52	15	0	1	0	0	0	0	44.5	51.4
2100	204	0	0	0	0	24	59	65	30	16	3	4	2	0	1	0	46.7	55
2200	193	0	0	0	1	8	58	61	45	11	7	1	1	0	0	0	47.2	53.2
2300	113	0	0	1	0	5	26	31	28	12	6	3	0	0	1	0	49.3	59.2
07-19	7096	0	4	19	124	714	2166	2664	1133	246	21	2	3	0	0	0	44.5	51
06-22	8164	0	4	20	143	844	2498	2992	1299	314	35	9	5	0	1	0	44.6	51.1
06-00	8470	0	4	21	144	857	2582	3084	1372	337	48	13	6	0	2	0	44.7	51.3
00-00	8735	0	4	21	145	871	2607	3140	1451	388	75	21	9	1	2	0	45	51.7

09 March 2025

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	82	0	0	0	0	3	19	21	17	14	5	3	0	0	0	0	50.1	59
0100	46	0	0	0	0	2	2	13	19	6	3	0	1	0	0	0	52	58.5
0200	37	0	0	0	0	0	4	6	11	10	4	0	2	0	0	0	54.7	63.5
0300	25	0	0	0	0	0	5	6	3	7	1	2	1	0	0	0	53.6	65.4
0400	17	0	0	0	0	2	2	3	8	1	1	0	0	0	0	0	49.1	55.3
0500	13	0	0	0	0	0	3	3	5	2	0	0	0	0	0	0	50.4	56.6
0600	66	0	0	0	0	0	5	17	22	15	6	1	0	0	0	0	52.8	60.8
0700	153	0	0	0	0	4	8	29	65	41	4	1	1	0	0	0	52.6	58.5
0800	229	0	1	0	0	9	25	76	73	38	6	1	0	0	0	0	50.1	56.8
0900	375	0	4	6	0	9	55	129	130	32	8	2	0	0	0	0	48.3	54.8
1000	427	0	1	11	15	20	88	175	89	20	5	3	0	0	0	0	45.6	52.6
1100	486	0	0	4	5	39	121	186	101	24	6	0	0	0	0	0	45.8	52.6
1200	569	0	0	26	7	52	190	215	63	14	1	1	0	0	0	0	43.2	49.4
1300	607	0	0	1	9	48	200	247	84	13	4	1	0	0	0	0	44.6	50.2
1400	609	0	0	3	15	77	212	190	97	13	1	0	0	0	1	0	43.7	50.6
1500	610	0	0	1	9	46	193	253	75	30	1	2	0	0	0	0	45	50.8
1600	647	0	0	0	8	62	208	249	82	33	2	2	0	1	0	0	44.7	50.8
1700	599	0	1	1	11	50	175	214	116	27	2	1	0	1	0	0	45.3	52.1
1800	533	0	0	1	18	49	181	212	59	11	1	0	1	0	0	0	43.6	49.3
1900	379	0	0	2	11	45	112	128	67	11	3	0	0	0	0	0	44.2	51.7
2000	245	0	0	1	5	18	64	88	45	21	1	2	0	0	0	0	45.9	53.7
2100	154	0	0	0	1	8	28	59	39	17	1	1	0	0	0	0	47.9	55
2200	97	0	0	0	0	6	10	30	27	18	4	1	0	1	0	0	50.1	58.1
2300	39	0	0	0	0	0	6	7	12	8	4	1	0	0	1	0	53.1	62.7
07-19	5844	0	7	54	97	465	1656	2175	1034	296	41	14	2	2	1	0	45.2	51.9
06-22	6688	0	7	57	114	536	1865	2467	1207	360	52	18	2	2	1	0	45.3	52.2
06-00	6824	0	7	57	114	542	1881	2504	1246	386	60	20	2	3	2	0	45.5	52.3
00-00	7044	0	7	57	114	549	1916	2556	1309	426	74	25	6	3	2	0	45.6	52.7

10 March 2025

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	23	0	0	0	0	1	2	5	4	4	5	0	0	2	0	0	56.7	67.9
0100	8	0	0	0	0	0	0	3	0	3	2	0	0	0	0	0	55.2 -	
0200	19	0	0	0	0	0	3	3	5	5	1	2	0	0	0	0	54.9	64
0300	6	0	0	0	0	0	0	0	4	2	0	0	0	0	0	0	54.9 -	
0400	23	0	0	0	0	2	2	2	7	6	4	0	0	0	0	0	53.1	62.5
0500	65	0	0	0	0	0	4	19	25	12	3	0	2	0	0	0	53	60.1
0600	302	0	0	0	0	10	50	114	74	43	7	3	1	0	0	0	49.3	56.8
0700	724	1	1	6	15	65	213	277	119	26	1	0	0	0	0	0	44.2	50.9
0800	596	0	0	3	5	70	231	212	67	7	1	0	0	0	0	0	43.3	49.3
0900	503	0	0	1	11	62	191	183	48	6	1	0	0	0	0	0	43	48.9
1000	415	0	0	3	19	57	153	134	42	7	0	0	0	0	0	0	42.4	48.7
1100	448	0	0	0	0	40	165	174	56	12	1	0	0	0	0	0	44.4	49.9
1200	429	0	0	0	0	42	154	167	54	10	1	0	1	0	0	0	44.5	49.8
1300	455	0	0	0	6	52	135	204	51	7	0	0	0	0	0	0	44.1	49.3
1400	591	0	0	1	26	62	206	215	67	13	1	0	0	0	0	0	43.3	49.4
1500	567	0	0	0	9	54	213	225	54	10	2	0	0	0	0	0	43.7	48.9
1600	837	0	0	0	8	119	338	293	67	10	1	1	0	0	0	0	42.8	48
1700	838	0	0	0	19	174	345	236	54	10	0	0	0	0	0	0	41.6	47.3
1800	558	0	0	1	4	64	224	180	61	19	5	0	0	0	0	0	43.8	49.9
1900	302	0	0	0	10	19	72	103	69	22	4	2	0	0	0	1	46.4	53.7
2000	209	0	0	0	2	15	51	70	42	25	4	0	0	0	0	0	47	55.3
2100	140	0	0	0	2	14	30	39	39	10	4	2	0	0	0	0	47.5	55.4
2200	129	0	0	0	1	4	25	38	27	24	10	0	0	0	0	0	49.9	59.8
2300	44	0	0	0	0	1	4	10	19	8	1	0	0	0	1	0	52.1	57.9
07-19	6961	1	1	15	122	861	2568	2500	740	137	14	1	1	0	0	0	43.3	49.1
06-22	7914	1	1	15	136	919	2771	2826	964	237	33	8	2	0	0	1	43.8	49.9
06-00	8087	1	1	15	137	924	2800	2874	1010	269	44	8	2	0	1	1	44	50.1
00-00	8231	1	1	15	137	927	2811	2906	1055	301	59	10	4	2	1	1	44.2	50.4

11 March 2025

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	22	0	0	0	0	0	2	3	9	5	2	0	0	0	1	0	55.7	63.3
0100	15	0	0	0	0	0	1	4	2	4	1	1	1	1	0	0	58.5	76.6
0200	17	0	0	0	0	0	0	4	4	4	4	1	0	0	0	0	56.7	65.5
0300	8	0	0	0	0	0	1	1	2	2	2	0	0	0	0	0	56.1	-
0400	34	0	0	0	0	1	5	6	9	6	4	2	0	1	0	0	54	66.4
0500	68	0	0	0	0	0	3	16	22	24	2	1	0	0	0	0	53.4	59.1
0600	312	0	0	0	10	22	43	120	86	24	5	2	0	0	0	0	47.6	54.6
0700	731	0	0	0	9	78	208	296	113	24	3	0	0	0	0	0	44.8	50.9
0800	593	0	5	2	15	58	201	210	83	14	3	0	0	0	2	0	43.8	50.3
0900	555	0	0	2	6	72	152	238	72	13	0	0	0	0	0	0	44.1	49.8
1000	391	0	1	0	11	20	95	171	70	22	1	0	0	0	0	0	45.6	51.4
1100	451	0	0	1	11	39	135	192	60	11	2	0	0	0	0	0	44.3	50
1200	484	1	0	1	5	34	160	194	77	12	0	0	0	0	0	0	44.6	50.8
1300	476	0	0	0	2	47	178	175	63	10	0	1	0	0	0	0	44	50
1400	531	0	0	0	2	34	164	212	102	14	2	0	1	0	0	0	45.5	51.9
1500	618	0	0	2	20	59	200	262	66	9	0	0	0	0	0	0	43.5	49.2
1600	860	3	4	6	29	175	332	231	68	11	1	0	0	0	0	0	41.3	48.3
1700	904	0	11	17	64	192	305	257	45	11	0	2	0	0	0	0	40.2	46.9
1800	595	0	0	5	24	88	202	195	70	10	1	0	0	0	0	0	42.7	49.2
1900	333	0	0	0	7	42	92	96	71	18	5	2	0	0	0	0	45.3	53.6
2000	232	0	0	0	8	23	66	60	46	21	8	0	0	0	0	0	46	54.5
2100	146	0	0	0	0	10	30	43	41	13	8	0	0	1	0	0	48.6	56.3
2200	109	0	0	0	1	3	13	28	28	31	4	1	0	0	0	0	51.3	59.7
2300	64	0	0	0	0	1	6	20	15	17	4	1	0	0	0	0	52.1	60.2
07-19	7189	4	21	36	198	896	2332	2633	889	161	13	3	1	0	2	0	43.4	49.7
06-22	8212	4	21	36	223	993	2563	2952	1133	237	39	7	1	1	2	0	43.8	50.3
06-00	8385	4	21	36	224	997	2582	3000	1176	285	47	9	1	1	2	0	43.9	50.6
00-00	8549	4	21	36	224	998	2594	3034	1224	330	62	14	2	3	3	0	44.1	50.9

Grand Total

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
--	58649	20	65	259	1181	6344	18748	20713	8501	2248	410	102	35	13	9	1	44.3	50.9



SITE: ATC 1 - A41, Codsall (52.618266, -2.215757)

SITE: ATC 1 - A41

LOCATION: Attached to telegraph pole

GRID REFERENCE: 52.618266, -2.215757

DIRECTION: SOUTHBOUND

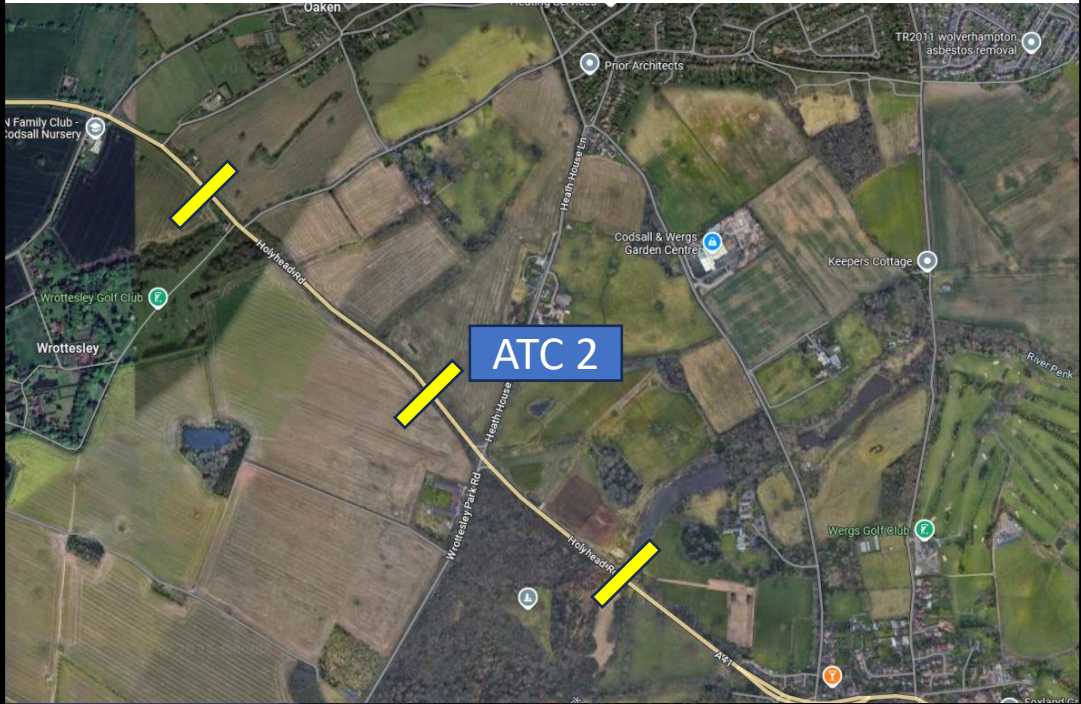
SPEED LIMIT: NSL

	Wed	Thu	Fri	Sat	Sun	Mon	Tue	Averages	
	05-Mar	06-Mar	07-Mar	08-Mar	09-Mar	10-Mar	11-Mar	1-5.	1-7.
Hour									
0000-0100	23	26	32	66	82	23	22	25.2	39.1
0100-0200	17	13	13	52	46	8	15	13.2	23.4
0200-0300	20	25	26	53	37	19	17	21.4	28.1
0300-0400	10	8	3	23	25	6	8	7	11.9
0400-0500	24	31	31	24	17	23	34	28.6	26.3
0500-0600	69	66	64	47	13	65	68	66.4	56
0600-0700	278	294	234	121	66	302	312	284	229.6
0700-0800	820	709	694	264	153	724	731	735.6	585
0800-0900	636	569	627	396	229	596	593	604.2	520.9
0900-1000	474	512	487	475	375	503	555	506.2	483
1000-1100	372	412	426	485	427	415	391	403.2	418.3
1100-1200	438	478	501	586	486	448	451	463.2	484
1200-1300	496	465	576	621	569	429	484	490	520
1300-1400	492	457	526	699	607	455	476	481.2	530.3
1400-1500	524	617	662	702	609	591	531	585	605.1
1500-1600	621	581	684	665	610	567	618	614.2	620.9
1600-1700	862	822	806	690	647	837	860	837.4	789.1
1700-1800	916	854	680	743	599	838	904	838.4	790.6
1800-1900	602	590	575	770	533	558	595	584	603.3
1900-2000	373	350	367	439	379	302	333	345	363.3
2000-2100	223	235	262	304	245	209	232	232.2	244.3
2100-2200	192	194	235	204	154	140	146	181.4	180.7
2200-2300	121	185	209	193	97	129	109	150.6	149
2300-2400	50	93	131	113	39	44	64	76.4	76.3
Totals									
0700-1900	7253	7066	7244	7096	5844	6961	7189	7142.6	6950.4
0600-2200	8319	8139	8342	8164	6688	7914	8212	8185.2	7968.3
0600-0000	8490	8417	8682	8470	6824	8087	8385	8412.2	8193.6
0000-0000	8653	8586	8851	8735	7044	8231	8549	8574	8378.4
AM Peak	700	700	700	1100	1100	700	700		
	820	709	694	586	486	724	731		
PM Peak	1700	1700	1600	1800	1600	1700	1700		
	916	854	806	770	647	838	904		



Survey Type: Automatic Traffic Counter

Location: 3 x A41 Codsall



Charge Surveys Ltd

chargesurveys.co.uk





SITE: ATC 2 - A41, Codsall (52.614089, -2.207522)

Class		Axes	Groups	Description	Parameters	Dominant Vehicle	Aggregate
1	SV	2	1 OR 2	Short - Car, light Van	$d(1) \geq 1.7m, d(1) \leq 3.2m$ & axles=2		Light
2	SVT	3, 4 OR 5	3	Short Towing - Trailer, Caravan, Boat, etc.	groups=3, $d(1) \geq 2.1m, d(1) \leq 3.2m, d(2) \geq 2.1m$ & axles=3,4,5		
3	TB2	2	2	Two axle truck or Bus	$d(1) > 3.2m$ & axles=2		Medium
4	TB3	3	2	Three axle truck or Bus	axles=3 & groups=2		
5	T4	>3	2	Four axle truck	axles>3 & groups=2		
6	ART3	3	3	Three axle articulated vehicle or Rigid vehicle and trailer	$d(1) > 3.2m, axles=3$ & groups=3		Heavy
7	ART4	4	>2	Four axle articulated vehicle or Rigid vehicle and trailer	$d(2) < 2.1m$ or $d(1) < 2.1m$ or $d(1) > 3.2m$ axles = 4 & groups>2		
8	ART5	5	>2	Five axle articulated vehicle or Rigid vehicle and trailer	$d(2) < 2.1m$ or $d(1) < 2.1m$ or $d(1) > 3.2m$ axles = 5 & groups>2		
9	ART6	>=6	>2	Six (or more) axle articulated vehicle or Rigid vehicle and trailer	axles=6 & groups>2 or axles>6 & groups=3		
10	BD	>6	4	B-Double or Heavy truck and trailer	groups=4 & axles>6		
11	DRT	>6	5	Double road train or Heavy truck and two trailers	groups=5,6 & axles>6		
12	TRT	>6	>6	Triple road train or Heavy truck and three (or more) trailers	groups>6 & axles>6		Light
14	M/C	2	1 OR 2	Motorcycle	$d(1) \geq 1.18m, d(1) \leq 1.7m$ & axles=2		
15	CYCLE	2	1 OR 2	Cycle	$d(1) < 1.18$ & axles=2		

	Northbound	Southbound
Total	47263	50579
Mean Speed	41.7	42.2
85%	47.3	49.9



SITE: ATC 2 - A41

LOCATION: Attached to signpost

GRID REFERENCE: 52.614089, -2.207522

DIRECTION: NORTHBOUND

SPEED LIMIT: NSL

05 March 2025

Time [--]	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	24	0	0	0	0	2	6	9	6	0	0	1	0	0	0	0	46.6	51.6
0100	4	0	0	0	0	0	1	1	2	0	0	0	0	0	0	0	49.2	-
0200	6	0	0	0	1	1	0	2	2	0	0	0	0	0	0	0	42.5	-
0300	10	0	0	0	0	0	3	3	3	1	0	0	0	0	0	0	48.8	-
0400	39	0	0	0	1	4	5	19	8	1	1	0	0	0	0	0	46.2	52.9
0500	194	0	0	0	0	15	68	76	24	10	1	0	0	0	0	0	45	50.4
0600	379	0	0	0	1	49	188	106	31	4	0	0	0	0	0	0	42.3	47.1
0700	675	2	0	5	41	195	283	122	23	4	0	0	0	0	0	0	39.4	45.4
0800	690	0	0	0	4	147	350	149	35	4	1	0	0	0	0	0	41.1	46.1
0900	444	0	0	0	10	105	213	94	16	3	3	0	0	0	0	0	40.8	46
1000	382	0	0	0	7	85	201	73	12	3	0	0	0	1	0	0	40.8	45.3
1100	359	0	0	0	1	76	166	98	17	0	0	1	0	0	0	0	41.3	46.3
1200	408	0	0	0	5	94	188	98	19	2	1	0	0	1	0	0	41.2	46.6
1300	393	0	2	2	0	61	205	100	18	4	0	0	0	1	0	0	41.7	46.6
1400	391	0	0	5	0	70	205	87	21	2	1	0	0	0	0	0	41.3	46.4
1500	411	0	0	1	3	69	201	101	26	5	4	1	0	0	0	0	42	47.3
1600	595	2	5	4	21	197	227	117	18	4	0	0	0	0	0	0	39.1	45.2
1700	513	2	3	6	16	168	205	91	15	5	1	1	0	0	0	0	39.2	44.6
1800	385	0	0	2	10	63	200	83	19	7	1	0	0	0	0	0	41.4	46.8
1900	271	0	0	0	1	46	120	73	23	2	2	1	2	0	1	0	42.9	48.7
2000	184	0	0	0	0	23	86	43	24	6	2	0	0	0	0	0	43.6	50.3
2100	135	0	0	0	0	2	51	52	20	8	0	1	0	1	0	0	46	52.6
2200	92	0	0	0	0	6	24	43	15	2	1	1	0	0	0	0	46.2	50.3
2300	38	0	0	0	0	0	7	15	9	2	2	1	0	1	0	1	51.2	59.7
07-19	5646	6	10	25	118	1330	2644	1213	239	43	12	3	0	3	0	0	40.6	46
06-22	6615	6	10	25	120	1450	3089	1487	337	63	16	5	2	4	1	0	41	46.4
06-00	6745	6	10	25	120	1456	3120	1545	361	67	19	7	2	5	1	1	41.1	46.6
00-00	7022	6	10	25	122	1478	3203	1655	406	79	21	8	2	5	1	1	41.3	46.9

06 March 2025

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	18	0	0	0	1	2	3	5	4	1	1	1	0	0	0	0	47.9	59.6
0100	9	0	0	0	0	0	1	5	3	0	0	0	0	0	0	0	48.6	-
0200	11	0	0	0	0	2	4	3	1	0	1	0	0	0	0	0	44.6	52.9
0300	10	0	0	0	0	0	1	4	3	1	1	0	0	0	0	0	51.1	-
0400	35	0	0	0	0	2	11	14	4	3	1	0	0	0	0	0	46.3	53.1
0500	194	0	0	0	0	12	65	79	30	6	1	0	0	1	0	0	45.6	51.6
0600	388	0	0	0	1	51	214	91	27	4	0	0	0	0	0	0	42.1	46.3
0700	636	2	1	2	28	169	262	137	28	6	1	0	0	0	0	0	40.1	46.2
0800	691	1	0	0	4	147	351	146	37	4	1	0	0	0	0	0	41.2	46.1
0900	409	0	0	0	9	120	160	85	26	5	2	2	0	0	0	0	41	46.9
1000	369	0	1	0	8	77	186	71	24	2	0	0	0	0	0	0	40.9	47
1100	384	0	0	2	6	81	175	95	19	4	1	1	0	0	0	0	41.3	46.3
1200	427	0	0	0	14	80	216	94	13	8	0	0	0	0	1	1	41	45.7
1300	432	0	0	0	4	124	190	88	21	3	1	1	0	0	0	0	40.7	45.6
1400	422	0	0	1	14	98	222	72	10	4	1	0	0	0	0	0	40.1	44.9
1500	474	0	0	0	1	89	260	100	13	8	3	0	0	0	0	0	41.4	45.7
1600	592	1	0	4	1	172	285	99	24	2	2	1	0	0	1	0	40.4	45.1
1700	545	1	4	2	24	196	214	90	9	2	1	1	1	0	0	0	38.8	44.4
1800	456	0	0	1	1	106	226	95	22	3	2	0	0	0	0	0	41.1	46.1
1900	245	0	0	0	2	28	112	77	19	6	1	0	0	0	0	0	43	48.1
2000	207	0	0	0	3	22	80	66	28	5	3	0	0	0	0	0	44.2	50.3
2100	178	0	0	0	0	13	75	57	21	8	4	0	0	0	0	0	44.8	51.6
2200	120	0	0	0	1	22	39	33	14	6	4	1	0	0	0	0	44.3	53
2300	52	0	0	0	0	5	15	19	8	4	1	0	0	0	0	0	45.7	52.7
07-19	5837	5	6	12	114	1459	2747	1172	246	51	15	6	1	0	2	1	40.6	45.7
06-22	6855	5	6	12	120	1573	3228	1463	341	74	23	6	1	0	2	1	41	46.2
06-00	7027	5	6	12	121	1600	3282	1515	363	84	28	7	1	0	2	1	41.1	46.3
00-00	7304	5	6	12	122	1618	3367	1625	408	95	33	8	1	1	2	1	41.3	46.7

07 March 2025

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	21	0	1	0	0	1	11	6	1	1	0	0	0	0	0	0	42.7	49.5
0100	14	0	0	0	1	1	4	7	0	0	1	0	0	0	0	0	45	49.5
0200	8	0	0	0	0	1	4	2	0	1	0	0	0	0	0	0	43.9 -	
0300	12	0	0	0	0	3	3	3	3	0	0	0	0	0	0	0	44.1	53
0400	43	0	0	0	0	11	11	9	11	1	0	0	0	0	0	0	44.1	52.3
0500	174	0	0	0	1	13	62	67	22	5	3	0	1	0	0	0	45.1	51.3
0600	347	0	0	0	3	48	169	97	23	5	2	0	0	0	0	0	42.3	47.4
0700	644	1	0	1	31	175	276	122	33	4	1	0	0	0	0	0	39.9	46.4
0800	582	0	1	6	14	139	270	112	33	4	2	1	0	0	0	0	40.5	45.9
0900	450	0	1	0	4	115	208	91	25	5	1	0	0	0	0	0	40.8	46.3
1000	402	4	4	0	3	100	195	70	18	4	1	1	1	1	0	0	40.3	45.1
1100	433	0	0	0	5	99	200	106	18	3	1	1	0	0	0	0	41.2	46
1200	473	0	0	0	20	150	226	69	5	3	0	0	0	0	0	0	39	43.8
1300	387	0	0	0	1	77	199	87	18	4	0	1	0	0	0	0	41.2	45.5
1400	488	0	0	2	7	98	261	96	21	1	1	0	0	1	0	0	40.6	45.4
1500	472	2	1	2	2	90	222	122	22	7	2	0	0	0	0	0	41.4	46.9
1600	586	0	3	2	9	162	271	111	23	2	1	1	1	0	0	0	40.3	45.5
1700	572	0	0	0	11	126	290	111	22	9	1	1	0	0	1	0	40.9	45.6
1800	404	1	0	0	0	94	188	90	26	3	0	1	0	1	0	0	41.3	47.1
1900	259	0	0	0	8	43	106	78	19	3	1	1	0	0	0	0	42.3	48.2
2000	159	0	0	0	2	33	52	48	15	7	1	0	1	0	0	0	43.2	49.8
2100	160	0	0	0	0	7	62	62	15	8	6	0	0	0	0	0	45.4	50.8
2200	119	0	0	0	1	5	37	50	17	7	1	0	1	0	0	0	45.6	51.3
2300	73	0	0	0	0	10	33	17	7	2	3	0	0	0	0	1	44.5	52.2
07-19	5893	8	10	13	107	1425	2806	1187	264	49	11	7	2	3	1	0	40.6	45.9
06-22	6818	8	10	13	120	1556	3195	1472	336	72	21	8	3	3	1	0	40.9	46.2
06-00	7010	8	10	13	121	1571	3265	1539	360	81	25	8	4	3	1	1	41	46.4
00-00	7282	8	11	13	123	1601	3360	1633	397	89	29	8	5	3	1	1	41.2	46.6

08 March 2025

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	41	0	0	0	0	0	13	14	6	4	3	1	0	0	0	0	48.7	59.8
0100	25	0	0	0	0	3	5	8	3	4	2	0	0	0	0	0	47.9	59.2
0200	16	0	0	0	0	1	6	4	4	1	0	0	0	0	0	0	46.2	53.3
0300	18	0	0	0	0	2	1	7	3	1	4	0	0	0	0	0	50.9	64.6
0400	30	0	0	0	0	3	6	15	5	1	0	0	0	0	0	0	45.6	51.3
0500	101	0	0	0	0	8	22	40	18	11	2	0	0	0	0	0	47.2	54.7
0600	131	0	0	0	1	4	54	53	13	4	1	0	1	0	0	0	44.9	49.8
0700	243	0	0	0	0	29	94	74	38	6	2	0	0	0	0	0	44.1	50.6
0800	345	0	1	0	7	66	134	92	32	12	1	0	0	0	0	0	42.3	49.2
0900	427	0	0	0	0	56	197	130	33	9	2	0	0	0	0	0	42.9	48.4
1000	538	0	0	1	4	104	273	116	32	6	2	0	0	0	0	0	41.5	46.2
1100	568	0	2	0	13	137	243	139	28	3	1	1	1	0	0	0	40.8	46.5
1200	584	0	0	0	0	122	310	120	23	5	2	2	0	0	0	0	41.3	45.9
1300	498	1	0	2	12	86	250	113	24	7	3	0	0	0	0	0	41.3	46.3
1400	461	0	0	0	6	85	205	137	17	5	4	0	2	0	0	0	42.1	47
1500	401	0	0	0	1	50	207	109	27	6	1	0	0	0	0	0	42.5	47.5
1600	402	0	0	0	2	65	191	99	37	5	2	1	0	0	0	0	42.5	48.4
1700	364	0	0	0	3	60	165	93	36	6	0	1	0	0	0	0	42.5	48.8
1800	295	0	0	1	0	43	148	71	22	7	2	0	1	0	0	0	42.6	48
1900	212	0	0	0	0	27	104	57	14	8	2	0	0	0	0	0	43.1	48.5
2000	133	0	0	0	0	14	54	44	10	8	3	0	0	0	0	0	44.6	50.4
2100	151	0	0	0	0	14	51	67	10	7	1	0	0	1	0	0	44.6	49.3
2200	671	0	0	0	5	206	335	102	17	4	1	1	0	0	0	0	39.8	44.2
2300	122	0	0	0	2	10	44	42	18	4	2	0	0	0	0	0	44.6	51.4
07-19	5126	1	3	4	48	903	2417	1293	349	77	22	5	4	0	0	0	42	47.5
06-22	5753	1	3	4	49	962	2680	1514	396	104	29	5	5	1	0	0	42.3	47.9
06-00	6546	1	3	4	56	1178	3059	1658	431	112	32	6	5	1	0	0	42	47.5
00-00	6777	1	3	4	56	1195	3112	1746	470	134	43	7	5	1	0	0	42.2	47.9

09 March 2025

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	61	0	0	0	0	5	18	23	9	5	1	0	0	0	0	0	46	52.8
0100	22	0	0	0	0	1	6	8	4	3	0	0	0	0	0	0	47.5	56
0200	24	0	0	0	0	1	7	8	4	3	0	1	0	0	0	0	48.1	56.6
0300	18	0	0	0	0	1	3	10	3	0	0	0	0	1	0	0	48.3	53.4
0400	15	0	0	0	0	1	2	8	4	0	0	0	0	0	0	0	47.2	54.2
0500	48	0	0	0	0	2	15	15	13	3	0	0	0	0	0	0	46.6	53.7
0600	108	0	0	2	0	6	29	44	20	4	2	0	1	0	0	0	46.3	52.4
0700	133	0	3	0	1	11	40	48	25	5	0	0	0	0	0	0	44.8	52.5
0800	250	0	1	1	1	15	106	86	29	7	2	1	0	0	1	0	44.3	50.4
0900	411	0	0	2	2	59	179	131	23	8	2	2	2	0	1	0	43	48.4
1000	432	0	0	0	1	38	240	107	34	11	1	0	0	0	0	0	42.7	47
1100	488	0	2	4	2	67	239	130	29	7	3	0	2	0	1	2	42.4	47.1
1200	483	2	1	0	1	99	228	111	27	12	2	0	0	0	0	0	41.5	47
1300	520	0	0	0	0	76	269	150	21	4	0	0	0	0	0	0	41.9	46.3
1400	417	0	0	0	5	80	180	101	37	7	2	2	1	1	1	0	42.5	48.2
1500	371	0	0	0	3	30	183	125	22	5	1	1	0	1	0	0	43.1	47.6
1600	330	0	0	0	1	47	147	84	32	10	5	2	1	1	0	0	43.5	49.9
1700	257	0	0	0	0	32	118	74	20	10	1	1	1	0	0	0	43.6	49.3
1800	221	0	0	0	0	16	113	65	19	6	2	0	0	0	0	0	43.4	49.1
1900	178	0	0	0	2	15	69	75	13	3	1	0	0	0	0	0	43.5	48.4
2000	152	0	0	0	0	26	49	50	19	8	0	0	0	0	0	0	43.7	50.9
2100	92	0	0	0	0	1	30	34	17	10	0	0	0	0	0	0	47.1	54.6
2200	63	0	0	0	0	2	20	20	10	7	4	0	0	0	0	0	47.7	57.2
2300	74	0	0	0	0	4	15	31	18	4	2	0	0	0	0	0	47.1	53.2
07-19	4313	2	7	7	17	570	2042	1212	318	92	21	9	7	3	4	2	42.8	48
06-22	4843	2	7	9	19	618	2219	1415	387	117	24	9	8	3	4	2	43	48.4
06-00	4980	2	7	9	19	624	2254	1466	415	128	30	9	8	3	4	2	43.1	48.8
00-00	5168	2	7	9	19	635	2305	1538	452	142	31	10	8	4	4	2	43.3	49

10 March 2025

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	14	0	0	0	0	2	0	8	2	1	0	0	0	0	0	1	50	55.4
0100	4	0	0	0	0	1	0	1	2	0	0	0	0	0	0	0	45.4 -	
0200	13	0	0	0	0	0	1	8	0	4	0	0	0	0	0	0	49.6	59.6
0300	13	0	0	0	0	2	1	4	4	2	0	0	0	0	0	0	47.6	56
0400	34	0	0	0	0	2	4	16	8	2	1	1	0	0	0	0	48.4	55.4
0500	180	0	0	0	0	7	58	65	39	7	2	2	0	0	0	0	46.5	52.3
0600	329	0	0	0	1	28	171	95	30	2	1	1	0	0	0	0	43	48
0700	653	0	0	2	13	174	287	135	32	7	1	1	0	0	1	0	40.6	46.3
0800	613	0	0	0	5	107	297	155	37	11	0	0	0	0	1	0	42.1	47.4
0900	499	0	0	0	8	116	239	106	29	1	0	0	0	0	0	0	40.7	46.1
1000	483	0	0	4	16	116	278	61	6	2	0	0	0	0	0	0	39.4	43.3
1100	409	0	0	0	5	86	212	95	9	2	0	0	0	0	0	0	40.6	45
1200	389	0	0	0	4	76	209	76	19	5	0	0	0	0	0	0	41.1	46.1
1300	350	0	0	0	5	53	172	93	23	4	0	0	0	0	0	0	42	47
1400	384	0	0	0	2	61	204	99	14	4	0	0	0	0	0	0	41.7	46.4
1500	381	0	0	0	12	56	201	99	12	1	0	0	0	0	0	0	41.1	46.5
1600	564	0	0	1	11	132	273	113	31	2	1	0	0	0	0	0	40.7	45.4
1700	532	1	0	0	16	133	236	114	25	5	2	0	0	0	0	0	40.6	45.9
1800	331	1	1	0	5	57	152	75	27	8	1	3	0	1	0	0	42.4	48.8
1900	219	0	0	0	0	17	96	76	20	6	3	1	0	0	0	0	44.3	49.4
2000	185	0	0	0	0	19	70	62	29	4	0	1	0	0	0	0	44.3	50.6
2100	112	0	1	0	0	2	32	46	21	8	1	1	0	0	0	0	46.6	54.5
2200	70	0	0	0	1	2	16	29	10	9	3	0	0	0	0	0	47.6	56.7
2300	29	0	0	0	0	1	7	10	5	6	0	0	0	0	0	0	47.9	56.7
07-19	5588	2	1	7	102	1167	2760	1221	264	52	5	4	0	1	2	0	41	46.1
06-22	6433	2	2	7	103	1233	3129	1500	364	72	10	8	0	1	2	0	41.4	46.5
06-00	6532	2	2	7	104	1236	3152	1539	379	87	13	8	0	1	2	0	41.5	46.8
00-00	6790	2	2	7	104	1250	3216	1641	434	103	16	11	0	1	2	1	41.7	47.2

11 March 2025

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	24	0	0	0	0	0	4	4	12	2	1	0	0	0	1	0	52.8	57.4
0100	9	0	0	0	0	0	1	4	2	1	1	0	0	0	0	0	49.8	-
0200	10	0	0	0	0	0	2	3	2	3	0	0	0	0	0	0	49.8	-
0300	15	0	0	0	1	1	6	5	0	1	0	1	0	0	0	0	45.3	57
0400	36	0	0	0	0	5	9	12	7	2	1	0	0	0	0	0	46.1	55.1
0500	185	0	0	0	0	7	59	65	40	10	4	0	0	0	0	0	46.3	52.3
0600	370	0	0	0	1	58	164	112	27	4	4	0	0	0	0	0	42.6	47.7
0700	662	0	2	8	16	150	305	142	34	4	1	0	0	0	0	0	40.6	46
0800	679	1	1	0	19	179	302	132	39	4	1	1	0	0	0	0	40.4	46.6
0900	445	0	0	1	4	98	231	83	21	4	2	0	1	0	0	0	41	46.4
1000	354	0	0	4	4	62	183	88	9	2	1	1	0	0	0	0	41	45.9
1100	359	0	0	0	0	64	172	106	10	6	1	0	0	0	0	0	41.8	47
1200	402	0	0	0	3	85	193	97	20	4	0	0	0	0	0	0	41.3	45.9
1300	332	0	0	0	6	73	143	86	15	6	2	1	0	0	0	0	41.6	47
1400	400	0	0	0	1	61	219	97	17	4	1	0	0	0	0	0	41.6	46.3
1500	433	0	0	0	3	98	198	104	24	1	5	0	0	0	0	0	41.4	46.4
1600	543	2	1	0	3	145	269	107	10	4	1	1	0	0	0	0	40.3	45.6
1700	537	1	4	0	6	172	253	84	12	2	0	2	0	1	0	0	39.7	44.5
1800	380	0	0	0	0	38	197	111	26	6	1	1	0	0	0	0	42.9	47.2
1900	275	0	0	0	3	52	91	102	22	3	2	0	0	0	0	0	42.8	48.4
2000	199	0	0	0	0	23	84	63	22	5	2	0	0	0	0	0	43.8	49.5
2100	125	0	0	0	0	3	38	54	22	6	1	1	0	0	0	0	46.2	51.1
2200	111	0	0	0	0	1	28	53	20	9	0	0	0	0	0	0	47	53.5
2300	35	0	0	0	0	3	5	15	9	2	1	0	0	0	0	0	47.7	52.8
07-19	5526	4	8	13	65	1225	2665	1237	237	47	16	7	1	1	0	0	41	46.2
06-22	6495	4	8	13	69	1361	3042	1568	330	65	25	8	1	1	0	0	41.3	46.6
06-00	6641	4	8	13	69	1365	3075	1636	359	76	26	8	1	1	0	0	41.5	46.9
00-00	6920	4	8	13	70	1378	3156	1729	422	95	33	9	1	1	1	0	41.7	47.3

Grand Total

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
--	47263	28	47	83	616	9155	21719	11567	2989	737	206	61	22	16	11	6	41.7	47.3



SITE: ATC 2 - A41

LOCATION: Attached to signpost

GRID REFERENCE: 52.614089, -2.207522

DIRECTION: NORTHBOUND

SPEED LIMIT: NSL

	Wed	Thu	Fri	Sat	Sun	Mon	Tue	Averages	
	05-Mar	06-Mar	07-Mar	08-Mar	09-Mar	10-Mar	11-Mar	1-5.	1-7.
Hour									
0000-0100	24	18	21	41	61	14	24	20.2	29
0100-0200	4	9	14	25	22	4	9	8	12.4
0200-0300	6	11	8	16	24	13	10	9.6	12.6
0300-0400	10	10	12	18	18	13	15	12	13.7
0400-0500	39	35	43	30	15	34	36	37.4	33.1
0500-0600	194	194	174	101	48	180	185	185.4	153.7
0600-0700	379	388	347	131	108	329	370	362.6	293.1
0700-0800	675	636	644	243	133	653	662	654	520.9
0800-0900	690	691	582	345	250	613	679	651	550
0900-1000	444	409	450	427	411	499	445	449.4	440.7
1000-1100	382	369	402	538	432	483	354	398	422.9
1100-1200	359	384	433	568	488	409	359	388.8	428.6
1200-1300	408	427	473	584	483	389	402	419.8	452.3
1300-1400	393	432	387	498	520	350	332	378.8	416
1400-1500	391	422	488	461	417	384	400	417	423.3
1500-1600	411	474	472	401	371	381	433	434.2	420.4
1600-1700	595	592	586	402	330	564	543	576	516
1700-1800	513	545	572	364	257	532	537	539.8	474.3
1800-1900	385	456	404	295	221	331	380	391.2	353.1
1900-2000	271	245	259	212	178	219	275	253.8	237
2000-2100	184	207	159	133	152	185	199	186.8	174.1
2100-2200	135	178	160	151	92	112	125	142	136.1
2200-2300	92	120	119	671	63	70	111	102.4	178
2300-2400	38	52	73	122	74	29	35	45.4	60.4
Totals									
0700-1900	5646	5837	5893	5126	4313	5588	5526	5698	5418.4
0600-2200	6615	6855	6818	5753	4843	6433	6495	6643.2	6258.9
0600-0000	6745	7027	7010	6546	4980	6532	6641	6791	6497.3
0000-0000	7022	7304	7282	6777	5168	6790	6920	7063.6	6751.9
AM Peak	800	800	700	1100	1100	700	800		
	690	691	644	568	488	653	679		
PM Peak	1600	1600	1600	2200	1300	1600	1600		
	595	592	586	671	520	564	543		



SITE: ATC 2 - A41

LOCATION: Attached to signpost

GRID REFERENCE: 52.614089, -2.207522

DIRECTION: SOUTHBOUND

SPEED LIMIT: NSL

05 March 2025

Time [--]	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	22	0	0	0	0	3	1	5	8	4	0	0	0	1	0	0	50.9	59.5
0100	13	0	0	0	0	0	0	7	4	1	1	0	0	0	0	0	51.2	58.7
0200	20	0	0	0	0	0	0	4	7	9	0	0	0	0	0	0	54.9	60.5
0300	10	0	0	0	0	0	0	2	7	1	0	0	0	0	0	0	52.2	-
0400	20	0	0	0	0	1	0	5	6	8	0	0	0	0	0	0	53.2	60.9
0500	64	0	0	0	0	1	4	31	18	8	1	1	0	0	0	0	50.1	56.2
0600	233	0	0	0	1	4	48	97	61	21	0	1	0	0	0	0	47.8	54.1
0700	651	24	58	112	91	88	140	105	33	0	0	0	0	0	0	0	32.8	45.7
0800	480	0	13	13	22	86	170	132	39	5	0	0	0	0	0	0	40.4	47.9
0900	392	5	9	2	10	32	119	165	38	12	0	0	0	0	0	0	42.7	49.2
1000	323	0	0	4	4	21	110	118	58	8	0	0	0	0	0	0	44.7	50.6
1100	367	0	0	0	2	36	92	174	59	4	0	0	0	0	0	0	44.8	50.1
1200	421	0	0	0	4	23	106	216	64	5	2	1	0	0	0	0	45.4	50.1
1300	440	1	15	8	5	7	124	200	67	12	1	0	0	0	0	0	44.3	50.6
1400	445	1	0	9	9	26	122	201	70	6	1	0	0	0	0	0	44.5	50.1
1500	521	2	19	17	3	25	162	208	74	9	2	0	0	0	0	0	43.1	50.1
1600	740	35	79	115	78	95	160	148	27	3	0	0	0	0	0	0	32.9	45.4
1700	812	28	101	128	100	147	185	101	20	1	0	0	1	0	0	0	31.7	43.5
1800	496	0	5	6	31	79	218	133	19	4	1	0	0	0	0	0	40.5	46.5
1900	315	0	0	0	2	48	99	98	55	11	2	0	0	0	0	0	44.1	52
2000	196	0	0	0	0	17	67	78	19	13	0	2	0	0	0	0	44.9	50.6
2100	165	0	0	0	0	5	36	70	36	15	1	1	1	0	0	0	47.7	53.7
2200	114	0	0	0	0	3	29	46	28	6	1	0	1	0	0	0	47.3	52.5
2300	47	0	0	0	0	0	4	12	16	11	3	1	0	0	0	0	52.8	59
07-19	6088	96	299	414	359	665	1708	1901	568	69	7	1	1	0	0	0	39.3	48.5
06-22	6997	96	299	414	362	739	1958	2244	739	129	10	5	2	0	0	0	40.2	49.1
06-00	7158	96	299	414	362	742	1991	2302	783	146	14	6	3	0	0	0	40.4	49.2
00-00	7307	96	299	414	362	747	1996	2356	833	177	16	7	3	1	0	0	40.6	49.4

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Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	22	0	0	0	0	0	2	4	10	5	1	0	0	0	0	0	53	58.3
0100	15	0	0	0	0	0	4	6	3	2	0	0	0	0	0	0	47.9	55.5
0200	25	0	0	0	0	2	3	5	7	6	2	0	0	0	0	0	50.8	60.1
0300	9	0	0	0	0	0	1	2	3	1	2	0	0	0	0	0	54.1 -	
0400	25	0	0	0	0	2	3	6	7	5	1	1	0	0	0	0	51.1	58.2
0500	59	0	0	0	0	0	5	20	23	6	3	2	0	0	0	0	51.4	59.7
0600	240	0	0	0	2	10	40	101	68	17	2	0	0	0	0	0	47.6	53.7
0700	595	19	99	82	53	58	106	124	44	8	1	1	0	0	0	0	33.4	47.4
0800	458	0	0	8	17	64	167	154	41	6	1	0	0	0	0	0	42.2	48.3
0900	441	0	0	2	8	40	176	156	54	4	1	0	0	0	0	0	43.4	49.3
1000	373	0	7	9	10	33	102	159	45	7	1	0	0	0	0	0	43.2	49.5
1100	411	0	0	0	1	31	142	173	55	8	1	0	0	0	0	0	44.7	49.9
1200	413	0	0	0	0	17	128	198	63	5	2	0	0	0	0	0	45.4	50
1300	406	0	0	2	6	39	129	172	46	11	0	0	0	0	1	0	43.9	49.6
1400	521	0	0	5	6	54	228	195	29	2	2	0	0	0	0	0	42.7	47.7
1500	512	0	0	0	12	61	197	180	53	9	0	0	0	0	0	0	43.1	48.9
1600	717	11	46	64	84	143	206	138	23	2	0	0	0	0	0	0	35.6	45.7
1700	727	54	223	193	80	75	71	22	9	0	0	0	0	0	0	0	23.8	36.9
1800	520	0	0	3	35	117	190	132	36	7	0	0	0	0	0	0	40.7	47.4
1900	308	0	0	0	0	22	110	131	40	2	2	1	0	0	0	0	44.8	49.7
2000	200	0	0	0	0	22	64	64	36	11	3	0	0	0	0	0	45.2	52.6
2100	162	0	0	0	1	11	41	61	41	7	0	0	0	0	0	0	46.2	51.8
2200	165	0	0	0	0	7	41	75	33	7	1	0	1	0	0	0	46.5	52
2300	83	0	0	0	0	1	19	36	16	8	3	0	0	0	0	0	48.2	55.5
07-19	6094	84	375	368	312	732	1842	1803	498	69	9	1	0	0	1	0	39	48
06-22	7004	84	375	368	315	797	2097	2160	683	106	16	2	0	0	1	0	39.9	48.7
06-00	7252	84	375	368	315	805	2157	2271	732	121	20	2	1	0	1	0	40.1	48.9
00-00	7407	84	375	368	315	809	2175	2314	785	146	29	5	1	0	1	0	40.4	49.1

07 March 2025

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	28	0	0	0	0	1	4	9	10	3	0	0	1	0	0	0	49.9	56.1
0100	12	0	0	0	0	0	0	5	5	0	2	0	0	0	0	0	51.4	62.5
0200	22	0	0	0	0	0	3	7	6	4	1	0	1	0	0	0	52.2	59.3
0300	2	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	40.6	-
0400	22	0	0	0	0	0	2	3	13	3	1	0	0	0	0	0	51.9	58
0500	56	0	0	0	0	4	4	26	17	4	1	0	0	0	0	0	48.5	54
0600	198	0	0	0	2	9	40	93	44	9	0	1	0	0	0	0	46.7	52.9
0700	571	6	31	43	38	93	170	155	30	3	2	0	0	0	0	0	38	47.2
0800	495	0	0	10	21	88	182	157	33	4	0	0	0	0	0	0	41.3	47.9
0900	412	0	0	1	12	40	160	154	35	8	2	0	0	0	0	0	43.3	48.9
1000	361	0	0	5	9	34	104	161	35	11	2	0	0	0	0	0	43.9	49.1
1100	431	0	1	0	8	44	187	168	21	1	0	1	0	0	0	0	42.7	47.6
1200	499	0	0	2	15	62	217	174	26	2	0	1	0	0	0	0	42.1	47
1300	461	0	0	1	1	38	184	171	59	5	1	0	1	0	0	0	44.1	49.7
1400	552	0	0	2	9	47	224	214	53	3	0	0	0	0	0	0	43.2	48.2
1500	582	2	21	41	45	84	201	144	37	6	1	0	0	0	0	0	38.8	46.9
1600	720	22	79	99	71	122	172	124	29	2	0	0	0	0	0	0	33.5	45.7
1700	593	3	13	9	19	104	238	145	55	6	1	0	0	0	0	0	40.8	48
1800	504	14	32	36	43	102	155	98	21	2	0	1	0	0	0	0	36.2	45.5
1900	314	0	0	0	1	28	82	142	42	16	2	0	0	0	0	1	45.5	51.2
2000	231	0	0	0	0	35	77	78	27	11	3	0	0	0	0	0	44.4	50.9
2100	197	0	0	0	0	10	42	87	52	3	2	1	0	0	0	0	46.6	52
2200	175	0	0	0	1	13	50	78	29	4	0	0	0	0	0	0	45.2	50.6
2300	118	0	0	0	0	3	24	46	38	6	1	0	0	0	0	0	47.7	53.4
07-19	6181	47	177	249	291	858	2194	1865	434	53	9	3	1	0	0	0	40.2	47.8
06-22	7121	47	177	249	294	940	2435	2265	599	92	16	5	1	0	0	1	40.9	48.3
06-00	7414	47	177	249	295	956	2509	2389	666	102	17	5	1	0	0	1	41.1	48.4
00-00	7556	47	177	249	295	961	2524	2439	717	116	22	5	3	0	0	1	41.3	48.7

08 March 2025

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	59	0	0	0	2	3	4	24	20	3	3	0	0	0	0	0	48.7	54.9
0100	46	0	0	1	0	0	8	19	11	4	3	0	0	0	0	0	48.7	56.7
0200	52	0	0	0	0	2	8	11	12	14	3	2	0	0	0	0	51.9	60.6
0300	23	0	0	0	0	2	0	6	10	1	1	2	0	0	1	0	53.9	65.6
0400	19	0	0	0	0	1	4	2	9	2	1	0	0	0	0	0	50.2	56.9
0500	37	0	0	0	0	1	4	14	7	6	4	0	1	0	0	0	51.8	61
0600	107	0	0	0	0	1	14	32	43	15	1	1	0	0	0	0	50.3	56.5
0700	236	0	0	0	0	19	39	77	77	20	4	0	0	0	0	0	47.9	54.4
0800	345	0	1	2	3	10	47	161	90	28	1	2	0	0	0	0	47.6	53.7
0900	387	0	1	0	4	29	87	165	78	22	1	0	0	0	0	0	46	51.5
1000	427	0	0	0	1	30	88	215	73	19	1	0	0	0	0	0	46.1	51.3
1100	521	4	6	8	20	50	157	206	58	9	2	0	1	0	0	0	42.8	49.3
1200	553	1	10	10	13	44	181	202	79	12	0	1	0	0	0	0	43.2	50
1300	596	2	6	21	36	58	158	231	69	11	3	0	1	0	0	0	42.5	49.5
1400	640	1	5	3	23	71	217	228	86	3	2	0	1	0	0	0	43.1	49.5
1500	585	0	0	0	9	52	181	243	83	14	3	0	0	0	0	0	44.7	50.2
1600	605	0	0	1	6	49	139	287	106	13	4	0	0	0	0	0	45.4	51
1700	646	7	26	27	29	56	162	264	65	9	1	0	0	0	0	0	41.3	48.5
1800	676	0	12	35	41	158	272	143	15	0	0	0	0	0	0	0	38.3	45.3
1900	400	1	1	11	21	63	167	109	25	1	1	0	0	0	0	0	40.5	46.7
2000	275	0	0	0	0	26	101	104	37	6	0	0	1	0	0	0	44.3	50.4
2100	185	0	0	0	0	20	45	70	33	7	4	5	1	0	0	0	46.5	53.3
2200	169	0	0	0	7	16	55	55	24	9	2	1	0	0	0	0	44.7	52.3
2300	101	0	0	0	1	6	22	34	29	6	2	1	0	0	0	0	47.4	53.2
07-19	6217	15	67	107	185	626	1728	2422	879	160	22	3	3	0	0	0	43.5	50.2
06-22	7184	16	68	118	206	736	2055	2737	1017	189	28	9	5	0	0	0	43.5	50.2
06-00	7454	16	68	118	214	758	2132	2826	1070	204	32	11	5	0	0	0	43.6	50.3
00-00	7690	16	68	119	216	767	2160	2902	1139	234	47	15	6	0	1	0	43.8	50.6

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Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	80	0	0	0	0	5	15	21	26	8	4	1	0	0	0	0	49.3	57.3
0100	40	0	0	0	0	0	4	16	14	2	3	1	0	0	0	0	51.1	56.7
0200	36	0	0	0	0	1	6	6	11	10	2	0	0	0	0	0	51.7	57.9
0300	23	0	0	0	0	0	2	6	10	2	1	1	1	0	0	0	52.8	61.6
0400	15	0	0	0	0	0	2	5	6	2	0	0	0	0	0	0	50.1	56.9
0500	12	0	0	0	0	1	2	3	5	1	0	0	0	0	0	0	48.2	55.5
0600	58	0	0	0	0	0	3	22	18	11	3	1	0	0	0	0	51.9	58.5
0700	148	0	0	0	1	4	13	50	52	25	3	0	0	0	0	0	50.1	56.4
0800	199	0	1	0	0	4	31	54	69	36	2	1	0	0	1	0	50.2	58
0900	331	0	0	0	6	17	74	125	82	22	4	1	0	0	0	0	46.8	53.6
1000	379	0	3	7	4	16	54	184	90	19	1	1	0	0	0	0	46.5	52.2
1100	420	0	0	2	2	12	98	196	94	15	1	0	0	0	0	0	46.5	52.1
1200	502	1	0	8	16	34	130	233	66	11	2	0	1	0	0	0	44.3	49.9
1300	523	0	13	7	10	28	155	206	92	7	3	0	0	0	1	1	44.2	50.8
1400	506	0	0	0	4	27	129	242	88	14	1	0	0	1	0	0	45.8	50.7
1500	529	0	0	0	2	27	128	248	107	15	2	0	0	0	0	0	46	51
1600	559	0	0	0	0	37	163	244	90	21	4	0	0	0	0	0	45.5	50.9
1700	522	0	0	1	7	33	142	210	107	18	3	1	0	0	0	0	45.6	51.7
1800	466	0	0	2	15	79	163	143	51	12	1	0	0	0	0	0	42.7	49.2
1900	331	1	1	1	8	28	117	134	32	8	1	0	0	0	0	0	43.6	49.1
2000	207	0	0	0	2	23	51	82	42	7	0	0	0	0	0	0	45.3	51.6
2100	138	0	0	0	1	6	44	47	30	9	1	0	0	0	0	0	46.7	53.7
2200	81	0	0	0	1	1	12	31	25	10	0	0	0	0	1	0	49.4	55.7
2300	36	0	0	0	0	0	2	9	11	9	3	1	0	1	0	0	54.4	60.9
07-19	5084	1	17	27	67	318	1280	2135	988	215	27	4	1	1	2	1	45.7	51.8
06-22	5818	2	18	28	78	375	1495	2420	1110	250	32	5	1	1	2	1	45.6	51.8
06-00	5935	2	18	28	79	376	1509	2460	1146	269	35	6	1	2	3	1	45.7	51.9
00-00	6141	2	18	28	79	383	1540	2517	1218	294	45	9	2	2	3	1	45.9	52.1

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Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	23	0	0	0	0	0	3	7	3	5	2	2	1	0	0	0	54.1	66.5
0100	7	0	0	0	0	0	0	3	2	2	0	0	0	0	0	0	53 -	
0200	19	0	0	0	0	0	2	2	4	6	4	1	0	0	0	0	56.1	64.1
0300	6	0	0	0	0	0	0	1	4	0	1	0	0	0	0	0	53.5 -	
0400	18	0	0	0	0	0	0	3	7	5	3	0	0	0	0	0	55	63
0500	56	0	0	0	0	0	4	19	23	8	0	2	0	0	0	0	51.5	58
0600	252	0	0	0	0	11	43	99	73	21	4	1	0	0	0	0	48.1	54.2
0700	621	10	59	72	56	89	146	136	37	15	0	1	0	0	0	0	36.1	47.6
0800	449	0	0	2	8	52	154	173	52	7	1	0	0	0	0	0	43.6	49.4
0900	531	0	0	0	19	70	194	193	47	7	1	0	0	0	0	0	42.6	48.2
1000	570	0	0	2	11	56	262	198	35	5	0	1	0	0	0	0	42.7	47.5
1100	422	0	0	0	6	34	159	166	52	5	0	0	0	0	0	0	43.9	49.1
1200	358	0	0	4	9	14	98	181	45	5	1	0	1	0	0	0	44.8	49.6
1300	395	0	0	0	9	40	141	151	51	3	0	0	0	0	0	0	43.6	49.4
1400	493	0	0	3	21	42	184	198	44	1	0	0	0	0	0	0	43	48.4
1500	481	0	0	0	5	42	188	180	61	5	0	0	0	0	0	0	43.8	49.3
1600	729	12	60	82	80	102	225	149	17	2	0	0	0	0	0	0	35.1	45
1700	719	6	34	49	66	109	246	176	26	6	1	0	0	0	0	0	37.7	46.2
1800	459	1	0	4	13	71	182	142	40	5	1	0	0	0	0	0	42.2	48.5
1900	261	0	0	0	2	16	77	88	64	12	2	0	0	0	0	0	45.9	52.7
2000	182	0	0	0	3	6	54	68	42	6	3	0	0	0	0	0	46.6	53
2100	115	0	0	1	3	4	22	38	35	8	4	0	0	0	0	0	47.6	54.7
2200	116	0	0	0	0	12	28	24	34	13	5	0	0	0	0	0	47.9	56.4
2300	41	0	0	0	0	0	4	11	19	5	1	0	1	0	0	0	51.6	56.9
07-19	6227	29	153	218	303	721	2179	2043	507	66	5	2	1	0	0	0	41	48.2
06-22	7037	29	153	219	311	758	2375	2336	721	113	18	3	1	0	0	0	41.7	48.9
06-00	7194	29	153	219	311	770	2407	2371	774	131	24	3	2	0	0	0	41.8	49.1
00-00	7323	29	153	219	311	770	2416	2406	817	157	34	8	3	0	0	0	42	49.4

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Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	19	0	0	0	0	0	2	3	5	6	2	0	0	0	1	0	55	62.2
0100	14	0	0	0	0	0	1	5	3	3	0	0	1	0	1	0	55.1	71.3
0200	17	0	0	0	0	0	1	3	6	5	1	1	0	0	0	0	54.4	62.7
0300	8	0	0	0	0	0	0	4	2	1	1	0	0	0	0	0	51.9	-
0400	25	0	0	0	0	0	1	5	14	2	1	2	0	0	0	0	54.6	61.4
0500	60	0	0	0	0	0	8	19	21	12	0	0	0	0	0	0	50.5	56.8
0600	256	0	0	0	0	9	54	116	58	17	1	1	0	0	0	0	47.2	52.6
0700	596	6	30	49	66	94	184	126	38	2	1	0	0	0	0	0	37.1	46.7
0800	440	0	0	1	9	38	165	163	55	9	0	0	0	0	0	0	43.8	49.5
0900	461	0	0	2	7	44	145	212	47	4	0	0	0	0	0	0	43.9	48.9
1000	353	0	1	1	3	21	105	161	53	8	0	0	0	0	0	0	44.9	50.2
1100	375	0	0	0	2	15	117	189	40	12	0	0	0	0	0	0	45.2	49.5
1200	411	0	0	5	2	25	99	216	54	7	3	0	0	0	0	0	45.1	50
1300	410	0	0	2	12	27	140	168	51	8	2	0	0	0	0	0	44.2	49.7
1400	453	1	2	5	4	18	110	219	77	15	0	1	0	1	0	0	45.5	50.9
1500	512	0	0	3	5	37	175	231	56	4	1	0	0	0	0	0	44.1	49.1
1600	730	20	80	92	60	103	204	140	28	2	1	0	0	0	0	0	34.3	45.7
1700	748	55	154	123	46	67	146	128	22	7	0	0	0	0	0	0	30.2	45.5
1800	493	0	0	8	14	71	196	160	35	8	1	0	0	0	0	0	42.2	48.1
1900	288	0	0	0	1	28	111	85	52	6	4	1	0	0	0	0	44.6	50.9
2000	199	0	0	0	5	18	63	68	33	10	1	0	1	0	0	0	45	51.4
2100	129	0	0	0	0	6	26	54	33	9	0	1	0	0	0	0	47.4	52.8
2200	97	0	0	0	0	2	20	30	37	8	0	0	0	0	0	0	48.6	54.9
2300	61	0	0	0	0	0	10	18	24	9	0	0	0	0	0	0	50.1	55.8
07-19	5982	82	267	291	230	560	1786	2113	556	86	9	1	0	1	0	0	40.6	48.7
06-22	6854	82	267	291	236	621	2040	2436	732	128	15	4	1	1	0	0	41.2	49.2
06-00	7012	82	267	291	236	623	2070	2484	793	145	15	4	1	1	0	0	41.4	49.4
00-00	7155	82	267	291	236	623	2083	2523	844	174	20	7	2	1	2	0	41.7	49.7

Grand Total

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
--	50579	356	1357	1688	1814	5060	14894	17457	6353	1298	213	56	20	4	7	2	42.2	49.9



SITE: ATC 2 - A41

LOCATION: Attached to signpost

GRID REFERENCE: 52.614089, -2.207522

DIRECTION: SOUTHBOUND

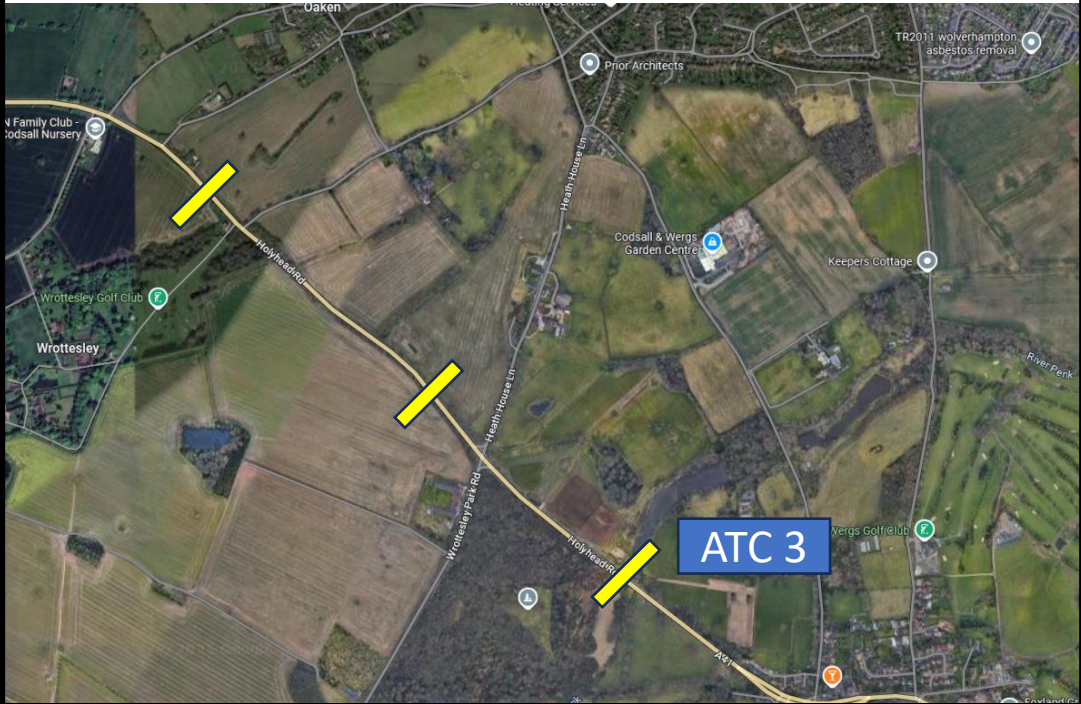
SPEED LIMIT: NSL

	Wed	Thu	Fri	Sat	Sun	Mon	Tue	Averages	
	05-Mar	06-Mar	07-Mar	08-Mar	09-Mar	10-Mar	11-Mar	1-5.	1-7.
Hour									
0000-0100	22	22	28	59	80	23	19	22.8	36.1
0100-0200	13	15	12	46	40	7	14	12.2	21
0200-0300	20	25	22	52	36	19	17	20.6	27.3
0300-0400	10	9	2	23	23	6	8	7	11.6
0400-0500	20	25	22	19	15	18	25	22	20.6
0500-0600	64	59	56	37	12	56	60	59	49.1
0600-0700	233	240	198	107	58	252	256	235.8	192
0700-0800	651	595	571	236	148	621	596	606.8	488.3
0800-0900	480	458	495	345	199	449	440	464.4	409.4
0900-1000	392	441	412	387	331	531	461	447.4	422.1
1000-1100	323	373	361	427	379	570	353	396	398
1100-1200	367	411	431	521	420	422	375	401.2	421
1200-1300	421	413	499	553	502	358	411	420.4	451
1300-1400	440	406	461	596	523	395	410	422.4	461.6
1400-1500	445	521	552	640	506	493	453	492.8	515.7
1500-1600	521	512	582	585	529	481	512	521.6	531.7
1600-1700	740	717	720	605	559	729	730	727.2	685.7
1700-1800	812	727	593	646	522	719	748	719.8	681
1800-1900	496	520	504	676	466	459	493	494.4	516.3
1900-2000	315	308	314	400	331	261	288	297.2	316.7
2000-2100	196	200	231	275	207	182	199	201.6	212.9
2100-2200	165	162	197	185	138	115	129	153.6	155.9
2200-2300	114	165	175	169	81	116	97	133.4	131
2300-2400	47	83	118	101	36	41	61	70	69.6
Totals									
0700-1900	6088	6094	6181	6217	5084	6227	5982	6114.4	5981.9
0600-2200	6997	7004	7121	7184	5818	7037	6854	7002.6	6859.3
0600-0000	7158	7252	7414	7454	5935	7194	7012	7206	7059.9
0000-0000	7307	7407	7556	7690	6141	7323	7155	7349.6	7225.6
AM Peak	700	700	700	1100	1100	700	700		
	651	595	571	521	420	621	596		
PM Peak	1700	1700	1600	1800	1600	1600	1700		
	812	727	720	676	559	729	748		



Survey Type: Automatic Traffic Counter

Location: 3 x A41 Codsall



Charge Surveys Ltd

chargesurveys.co.uk





SITE: ATC 3 - A41, Codsall (52.609077, -2.199544)

Class		Axes	Groups	Description	Parameters	Dominant Vehicle	Aggregate
1	SV	2	1 OR 2	Short - Car, light Van	$d(1) \geq 1.7m, d(1) \leq 3.2m \text{ \& } axles=2$		Light
2	SVT	3, 4 OR 5	3	Short Towing - Trailer, Caravan, Boat, etc.	$groups=3, d(1) \geq 2.1m, d(1) \leq 3.2m, d(2) \geq 2.1m \text{ \& } axles=3,4,5$		
3	TB2	2	2	Two axle truck or Bus	$d(1) > 3.2m \text{ \& } axles=2$		Medium
4	TB3	3	2	Three axle truck or Bus	$axles=3 \text{ \& } groups=2$		
5	T4	>3	2	Four axle truck	$axles > 3 \text{ \& } groups=2$		
6	ART3	3	3	Three axle articulated vehicle or Rigid vehicle and trailer	$d(1) > 3.2m, axles=3 \text{ \& } groups=3$		Heavy
7	ART4	4	>2	Four axle articulated vehicle or Rigid vehicle and trailer	$d(2) < 2.1m \text{ or } d(1) < 2.1m \text{ or } d(1) > 3.2m \text{ \& } axles = 4 \text{ \& } groups > 2$		
8	ART5	5	>2	Five axle articulated vehicle or Rigid vehicle and trailer	$d(2) < 2.1m \text{ or } d(1) < 2.1m \text{ or } d(1) > 3.2m \text{ \& } axles = 5 \text{ \& } groups > 2$		
9	ART6	≥ 6	>2	Six (or more) axle articulated vehicle or Rigid vehicle and trailer	$axles=6 \text{ \& } groups > 2 \text{ or } axles > 6 \text{ \& } groups=3$		
10	BD	>6	4	B-Double or Heavy truck and trailer	$groups=4 \text{ \& } axles > 6$		
11	DRT	>6	5	Double road train or Heavy truck and two trailers	$groups=5,6 \text{ \& } axles > 6$		
12	TRT	>6	>6	Triple road train or Heavy truck and three (or more) trailers	$groups > 6 \text{ \& } axles > 6$		Light
14	M/C	2	1 OR 2	Motorcycle	$d(1) \geq 1.18m, d(1) \leq 1.7m \text{ \& } axles=2$		
15	CYCLE	2	1 OR 2	Cycle	$d(1) < 1.18 \text{ \& } axles=2$		

	Northbound	Southbound
Total	50607	53352
Mean Speed	43	44.3
85%	49.1	49.8



SITE: ATC 3 - A41

LOCATION: Attached to lamppost

GRID REFERENCE: 52.609077, -2.199544

DIRECTION: NORTHBOUND

SPEED LIMIT: 50

05 March 2025

Time [--]	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	31	0	0	0	0	2	2	15	9	2	1	0	0	0	0	0	48.7	54.3
0100	7	0	0	0	0	1	0	1	4	0	0	1	0	0	0	0	51.8	-
0200	7	0	0	0	0	0	1	2	2	1	1	0	0	0	0	0	51.9	-
0300	12	0	0	0	0	0	1	1	5	2	3	0	0	0	0	0	55.5	65.9
0400	43	0	0	0	0	0	4	11	18	5	4	0	1	0	0	0	52.2	58.4
0500	181	0	0	0	0	3	34	73	46	15	5	4	1	0	0	0	49.2	55.6
0600	333	0	0	0	1	12	100	156	48	13	3	0	0	0	0	0	45.8	50.4
0700	589	106	47	20	8	45	197	138	22	6	0	0	0	0	0	0	33.7	46.4
0800	583	5	31	7	7	62	259	163	41	5	2	1	0	0	0	0	40.8	47.6
0900	406	0	0	0	0	27	183	148	41	6	1	0	0	0	0	0	43.9	48.5
1000	399	0	0	0	0	30	169	149	45	4	0	0	2	0	0	0	44	49.2
1100	376	0	1	0	0	22	146	145	51	8	2	0	1	0	0	0	44.6	50.2
1200	443	0	0	0	2	49	206	151	28	7	0	0	0	0	0	0	42.9	47.9
1300	439	0	0	0	1	41	145	190	52	8	2	0	0	0	0	0	44.4	49.5
1400	455	0	0	0	0	33	155	199	56	9	2	1	0	0	0	0	44.8	49.7
1500	443	0	0	0	0	21	170	176	57	13	5	0	1	0	0	0	44.9	50.2
1600	679	0	0	4	16	131	327	176	19	4	0	2	0	0	0	0	40.9	46.4
1700	650	0	3	23	30	98	310	162	19	3	1	1	0	0	0	0	40.1	46
1800	453	0	0	0	0	43	190	171	44	4	0	0	0	1	0	0	43.7	48.7
1900	366	0	0	0	4	57	128	134	36	5	1	1	0	0	0	0	43.2	49.1
2000	256	0	0	0	3	25	100	99	22	5	1	0	0	1	0	0	43.7	48.9
2100	190	0	0	0	0	8	58	81	32	9	2	0	0	0	0	0	45.9	51
2200	118	0	0	0	0	11	28	54	15	7	2	0	0	0	0	1	46.5	50.6
2300	57	0	0	0	0	2	12	26	11	3	2	1	0	0	0	0	47.7	54.6
07-19	5915	111	82	54	64	602	2457	1968	475	77	15	5	4	1	0	0	42	48.2
06-22	7060	111	82	54	72	704	2843	2438	613	109	22	6	4	2	0	0	42.4	48.5
06-00	7235	111	82	54	72	717	2883	2518	639	119	26	7	4	2	0	1	42.5	48.7
00-00	7516	111	82	54	72	723	2925	2621	723	144	40	12	6	2	0	1	42.8	49

06 March 2025

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	23	0	0	0	1	1	2	11	6	1	0	0	1	0	0	0	48.3	53.8
0100	16	0	0	0	0	1	4	4	6	1	0	0	0	0	0	0	46.9	52.4
0200	12	0	0	0	0	0	4	4	2	1	0	1	0	0	0	0	49.1	61
0300	13	0	0	0	0	0	1	4	5	1	2	0	0	0	0	0	52.1	62.7
0400	41	0	0	0	0	0	6	14	16	1	3	1	0	0	0	0	50.5	55.2
0500	179	0	0	0	0	0	30	64	53	19	11	2	0	0	0	0	50.1	56.9
0600	343	0	0	0	0	13	96	170	52	8	2	2	0	0	0	0	45.8	50.3
0700	522	0	0	3	9	95	190	176	37	8	4	0	0	0	0	0	42.4	47.8
0800	564	1	0	0	0	56	263	203	39	2	0	0	0	0	0	0	42.9	47.9
0900	371	0	1	3	10	19	169	119	37	11	2	0	0	0	0	0	43.4	49.3
1000	427	0	0	0	0	57	160	157	44	9	0	0	0	0	0	0	43.5	49.2
1100	417	0	0	0	1	42	174	150	42	8	0	0	0	0	0	0	43.6	49.3
1200	397	0	0	0	4	17	160	148	62	5	0	0	0	1	0	0	44.7	50.1
1300	457	0	0	0	2	53	215	146	30	10	1	0	0	0	0	0	42.9	47.9
1400	475	0	0	0	4	79	184	153	49	5	1	0	0	0	0	0	42.7	48.3
1500	513	0	0	0	0	38	247	179	39	5	2	2	0	1	0	0	43.7	48
1600	685	10	15	39	57	128	232	171	30	2	0	1	0	0	0	0	38.4	46.4
1700	675	0	0	0	4	115	318	198	36	3	1	0	0	0	0	0	41.8	47
1800	473	0	0	0	2	51	215	152	45	7	1	0	0	0	0	0	43.1	48.7
1900	368	0	0	0	0	34	138	147	41	6	2	0	0	0	0	0	44.1	49.1
2000	292	0	0	0	7	27	90	118	40	7	2	1	0	0	0	0	44.5	50.2
2100	210	0	0	0	0	16	84	66	31	8	1	3	1	0	0	0	45.1	50.6
2200	176	0	0	0	0	12	54	70	23	10	5	1	1	0	0	0	46.1	51.6
2300	83	0	0	0	0	8	34	24	14	1	2	0	0	0	0	0	44.9	51.2
07-19	5976	11	16	45	93	750	2527	1952	490	75	12	3	0	2	0	0	42.5	48.2
06-22	7189	11	16	45	100	840	2935	2453	654	104	19	9	1	2	0	0	42.9	48.5
06-00	7448	11	16	45	100	860	3023	2547	691	115	26	10	2	2	0	0	43	48.7
00-00	7732	11	16	45	101	862	3070	2648	779	139	42	14	3	2	0	0	43.3	49

07 March 2025

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	28	0	1	0	0	1	13	8	1	1	1	0	2	0	0	0	45.9	55.9
0100	17	0	0	0	0	6	1	9	1	0	0	0	0	0	0	0	42.1	48.9
0200	12	0	0	0	0	1	6	3	1	1	0	0	0	0	0	0	44.3	53
0300	14	0	0	0	0	1	3	7	1	2	0	0	0	0	0	0	46.4	54.8
0400	47	0	0	0	0	1	16	12	17	1	0	0	0	0	0	0	47.1	52.6
0500	164	0	0	0	0	2	30	73	29	19	6	1	3	0	1	0	49.7	57.5
0600	315	0	0	0	0	8	78	164	52	8	3	1	1	0	0	0	46.5	51
0700	517	0	2	17	43	78	209	130	30	7	0	0	1	0	0	0	40.2	47.1
0800	528	1	0	2	3	77	195	211	32	5	2	0	0	0	0	0	42.9	48.2
0900	420	0	0	0	2	50	180	140	41	4	1	1	0	1	0	0	43	48.4
1000	435	0	0	0	9	39	180	154	46	5	2	0	0	0	0	0	43.3	49
1100	445	0	0	0	1	59	168	169	41	4	2	1	0	0	0	0	43.6	48.8
1200	510	0	0	0	2	87	214	163	39	5	0	0	0	0	0	0	42.3	48
1300	450	0	0	0	1	28	200	170	48	2	1	0	0	0	0	0	43.7	48.9
1400	540	0	0	0	7	62	241	179	37	10	4	0	0	0	0	0	42.9	48
1500	535	0	0	0	3	49	202	234	40	3	4	0	0	0	0	0	43.7	48.1
1600	663	67	89	88	73	129	149	58	5	4	0	1	0	0	0	0	29.7	41.8
1700	642	106	101	51	40	56	150	108	20	7	1	1	1	0	0	0	30.4	45.3
1800	487	0	2	1	0	82	184	172	38	5	2	0	0	0	1	0	42.7	48
1900	341	0	0	0	2	23	137	127	43	6	1	1	1	0	0	0	44.2	49.8
2000	232	0	0	0	0	25	92	89	17	7	2	0	0	0	0	0	43.6	48.3
2100	215	0	0	0	2	16	96	72	22	5	1	0	0	1	0	0	44.1	49.4
2200	164	0	0	0	0	2	50	84	19	6	2	0	0	1	0	0	45.9	50.4
2300	94	0	0	0	0	9	34	35	7	5	1	2	0	1	0	0	45.6	50.7
07-19	6172	174	194	159	184	796	2272	1888	417	61	19	4	2	1	1	0	40.1	47.6
06-22	7275	174	194	159	188	868	2675	2340	551	87	26	6	4	2	1	0	40.8	48
06-00	7533	174	194	159	188	879	2759	2459	577	98	29	8	4	4	1	0	41	48.1
00-00	7815	174	195	159	188	891	2828	2571	627	122	36	9	9	4	2	0	41.2	48.3

08 March 2025

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	49	0	0	0	0	1	14	17	8	6	2	1	0	0	0	0	48.5	56.9
0100	38	0	0	0	0	0	9	15	7	1	2	2	0	1	1	0	51.3	66.2
0200	25	0	0	0	0	1	4	11	4	2	2	0	0	0	1	0	50.1	61.3
0300	29	0	0	0	0	2	2	12	5	5	2	1	0	0	0	0	50.5	58.7
0400	31	0	0	0	0	2	6	6	15	2	0	0	0	0	0	0	48.2	54.6
0500	110	0	0	0	0	1	22	47	22	13	3	0	0	2	0	0	49.3	56.6
0600	142	0	0	0	0	7	31	59	24	14	6	0	1	0	0	0	47.9	56
0700	267	0	1	1	0	14	71	117	50	5	8	0	0	0	0	0	46	52.1
0800	309	0	1	0	1	28	108	117	39	9	6	0	0	0	0	0	44.7	50.6
0900	417	0	0	0	2	26	171	168	39	8	2	0	0	1	0	0	44.4	49
1000	541	0	1	1	5	71	206	197	49	9	2	0	0	0	0	0	43.3	49
1100	560	0	2	1	4	78	215	193	54	9	1	1	2	0	0	0	43.2	48.9
1200	601	0	0	1	7	64	258	224	37	7	1	1	0	1	0	0	42.9	47.7
1300	519	0	0	6	2	45	206	184	66	8	1	0	1	0	0	0	43.9	49.7
1400	498	0	0	0	0	49	159	219	62	6	3	0	0	0	0	0	44.3	49.5
1500	465	0	0	0	0	29	220	153	49	12	1	1	0	0	0	0	43.9	49
1600	464	0	0	0	2	30	194	185	44	6	2	0	1	0	0	0	44	48.5
1700	426	0	0	0	0	33	178	153	54	7	1	0	0	0	0	0	44	49.6
1800	364	0	0	0	17	29	119	154	35	8	2	0	0	0	0	0	43.7	48.8
1900	319	0	0	1	2	35	137	112	17	10	1	4	0	0	0	0	43.6	48.3
2000	197	0	0	0	2	27	69	64	23	5	6	0	0	1	0	0	44.5	50.8
2100	209	0	0	0	1	24	73	83	22	3	2	0	0	0	1	0	44.2	49.4
2200	739	0	0	7	123	275	231	90	11	1	1	0	0	0	0	0	36.8	42.8
2300	144	0	0	0	0	6	42	70	16	7	3	0	0	0	0	0	45.9	50.9
07-19	5431	0	5	10	40	496	2105	2064	578	94	30	3	4	2	0	0	43.9	49.2
06-22	6298	0	5	11	45	589	2415	2382	664	126	45	7	5	3	1	0	44	49.3
06-00	7181	0	5	18	168	870	2688	2542	691	134	49	7	5	3	1	0	43.3	49
00-00	7463	0	5	18	168	877	2745	2650	752	163	60	11	5	6	3	0	43.5	49.2

09 March 2025

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	93	0	0	0	1	6	33	26	21	3	3	0	0	0	0	0	46.1	51.8
0100	37	0	0	0	0	3	8	10	10	0	1	2	1	1	0	1	50.8	65.7
0200	27	0	0	0	1	3	4	7	6	4	1	0	0	0	0	1	49.1	59.1
0300	28	0	0	0	0	3	7	12	5	1	0	0	0	0	0	0	45	50.4
0400	26	0	0	0	1	0	5	9	8	2	1	0	0	0	0	0	48.8	55.5
0500	50	0	0	0	0	1	14	17	7	8	2	0	1	0	0	0	49.5	59.5
0600	118	0	0	0	0	2	19	52	28	13	2	0	2	0	0	0	49.3	55.8
0700	141	1	1	0	0	8	30	62	24	11	3	1	0	0	0	0	46.8	54.1
0800	230	0	3	0	0	7	67	104	33	13	3	0	0	0	0	0	45.9	52.1
0900	358	0	0	1	0	15	130	160	37	11	2	1	0	0	1	0	45.1	49.7
1000	405	0	4	1	1	21	143	182	39	7	4	0	3	0	0	0	44.6	49.4
1100	491	0	2	8	1	37	147	227	51	9	3	2	3	1	0	0	44.5	49.5
1200	497	0	0	1	2	47	178	202	58	6	1	1	1	0	0	0	44.1	49.4
1300	549	0	0	0	0	36	235	226	45	6	1	0	0	0	0	0	43.7	48.5
1400	471	0	0	0	3	46	157	201	48	12	1	2	1	0	0	0	44.2	49.2
1500	413	0	0	0	1	31	129	193	49	6	2	1	0	1	0	0	44.8	49.5
1600	388	0	1	0	0	37	132	144	55	14	3	2	0	0	0	0	44.8	51
1700	342	0	0	0	0	18	104	159	42	12	6	0	0	0	1	0	45.7	50.1
1800	274	0	0	0	0	15	87	114	48	6	3	0	1	0	0	0	45.8	50.9
1900	253	0	0	0	0	16	109	93	28	5	2	0	0	0	0	0	44	49.4
2000	202	2	0	0	4	12	64	77	28	13	1	1	0	0	0	0	45.1	51.2
2100	127	0	0	0	0	13	51	34	23	4	1	1	0	0	0	0	44.8	51.5
2200	78	0	0	0	0	9	22	26	13	6	1	1	0	0	0	0	46.1	53.8
2300	98	0	0	0	0	6	32	39	17	2	2	0	0	0	0	0	45.7	52.2
07-19	4559	1	11	11	8	318	1539	1974	529	113	32	10	9	2	2	0	44.7	49.8
06-22	5259	3	11	11	12	361	1782	2230	636	148	38	12	11	2	2	0	44.8	50.1
06-00	5435	3	11	11	12	376	1836	2295	666	156	41	13	11	2	2	0	44.9	50.1
00-00	5696	3	11	11	15	392	1907	2376	723	174	49	15	13	3	2	2	45	50.3

10 March 2025

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	18	0	0	0	0	5	0	6	6	0	1	0	0	0	0	0	46.9	54.7
0100	7	0	0	0	0	2	1	2	1	1	0	0	0	0	0	0	44.8 -	
0200	14	0	0	0	0	0	3	4	2	1	2	0	1	0	0	1	55.3	75.7
0300	13	0	0	0	0	2	1	4	4	1	1	0	0	0	0	0	49	56.3
0400	40	0	0	0	0	2	5	14	9	5	1	3	0	0	1	0	51.6	60.1
0500	168	0	0	0	0	2	14	78	38	19	13	4	0	0	0	0	50.8	58.3
0600	303	0	0	0	0	10	76	152	41	21	2	1	0	0	0	0	46.5	51.3
0700	557	0	0	0	9	96	229	170	50	3	0	0	0	0	0	0	42.2	47.9
0800	532	0	0	0	6	37	229	199	50	10	1	0	0	0	0	0	43.8	49.2
0900	374	0	0	0	1	18	132	153	51	16	2	0	0	1	0	0	45.2	50.4
1000	389	0	0	0	2	51	165	134	33	4	0	0	0	0	0	0	42.8	48.2
1100	401	0	0	0	2	50	165	143	35	3	2	0	1	0	0	0	43.2	48.5
1200	428	0	0	0	4	44	165	157	50	6	2	0	0	0	0	0	43.7	49.2
1300	380	0	0	0	0	27	137	165	45	5	0	0	1	0	0	0	44.5	49.2
1400	454	0	0	0	4	35	201	180	28	5	1	0	0	0	0	0	43.3	47.8
1500	434	0	0	0	9	37	123	203	53	7	0	2	0	0	0	0	44.5	49.5
1600	617	0	0	0	12	65	258	239	35	5	2	0	1	0	0	0	43	47.9
1700	615	70	36	36	24	61	202	148	33	3	2	0	0	0	0	0	35.5	46.8
1800	388	0	1	0	3	35	145	160	34	5	4	1	0	0	0	0	43.9	48.9
1900	293	0	0	0	1	24	99	116	42	9	2	0	0	0	0	0	45	50.2
2000	233	0	0	0	0	10	74	109	32	7	1	0	0	0	0	0	45.4	50.2
2100	152	0	1	0	0	10	38	63	27	9	2	1	1	0	0	0	46.5	51.9
2200	98	0	0	0	0	5	15	52	19	6	1	0	0	0	0	0	47.2	52.9
2300	41	0	0	0	0	2	4	14	13	6	1	1	0	0	0	0	49.4	57.3
07-19	5569	70	37	36	76	556	2151	2051	497	72	16	3	3	1	0	0	42.7	48.5
06-22	6550	70	38	36	77	610	2438	2491	639	118	23	5	4	1	0	0	43.1	49
06-00	6689	70	38	36	77	617	2457	2557	671	130	25	6	4	1	0	0	43.2	49.1
00-00	6949	70	38	36	77	630	2481	2665	731	157	43	13	5	1	1	1	43.5	49.3

11 March 2025

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	26	0	0	0	0	2	5	6	10	1	2	0	0	0	0	0	48.8	55.8
0100	9	0	0	0	0	0	3	3	0	1	1	1	0	0	0	0	50.5 -	
0200	11	0	0	0	0	0	1	2	5	2	0	1	0	0	0	0	52.9	61.2
0300	15	0	0	0	0	1	3	4	4	1	1	1	0	0	0	0	50.2	61.9
0400	35	0	0	0	0	2	2	11	13	6	1	0	0	0	0	0	51	58.1
0500	168	0	0	0	0	0	35	72	36	17	7	1	0	0	0	0	48.8	55.8
0600	327	0	0	0	0	10	71	172	56	9	6	2	1	0	0	0	46.7	51.4
0700	567	0	1	0	13	143	223	144	40	1	1	1	0	0	0	0	41.1	47.2
0800	568	1	0	1	5	112	235	156	50	5	3	0	0	0	0	0	42.3	47.9
0900	386	0	0	0	1	57	159	123	34	7	2	3	0	0	0	0	43.2	48.4
1000	382	0	0	0	1	59	160	136	20	6	0	0	0	0	0	0	42.7	47.5
1100	378	0	0	0	4	39	158	142	30	4	0	0	0	0	1	0	43.3	47.8
1200	447	0	0	0	0	59	201	150	32	5	0	0	0	0	0	0	42.9	48
1300	368	0	0	0	1	28	132	164	35	5	3	0	0	0	0	0	44.2	49
1400	485	0	0	0	4	53	203	181	35	7	2	0	0	0	0	0	43.2	48.4
1500	502	0	0	0	2	73	211	175	34	7	0	0	0	0	0	0	42.7	47.8
1600	658	0	0	0	17	126	323	173	17	1	1	0	0	0	0	0	40.9	45.9
1700	653	60	56	69	74	114	173	89	14	4	0	0	0	0	0	0	32.1	43.8
1800	445	0	0	1	11	59	184	151	28	6	4	1	0	0	0	0	42.7	48
1900	373	0	0	0	4	51	138	130	40	7	2	1	0	0	0	0	43.4	48.9
2000	252	0	0	0	0	21	85	102	34	6	3	0	1	0	0	0	45	50.6
2100	178	0	0	0	0	6	50	83	24	10	3	0	2	0	0	0	46.7	51.9
2200	143	0	0	0	0	8	28	65	30	9	2	0	0	1	0	0	47.4	52.4
2300	60	0	0	0	0	4	12	20	15	5	1	1	0	2	0	0	49.4	56.3
07-19	5839	61	57	71	133	922	2362	1784	369	58	16	5	0	0	1	0	41.3	47.5
06-22	6969	61	57	71	137	1010	2706	2271	523	90	30	8	4	0	1	0	42	48.1
06-00	7172	61	57	71	137	1022	2746	2356	568	104	33	9	4	3	1	0	42.1	48.3
00-00	7436	61	57	71	137	1027	2795	2454	636	132	45	13	4	3	1	0	42.4	48.7

Grand Total

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
--	50607	430	404	394	758	5402	18751	17985	4971	1031	315	87	45	21	9	4	43	49.1



SITE: ATC 3 - A41

LOCATION: Attached to lamppost

GRID REFERENCE: 52.609077, -2.199544

DIRECTION: NORTHBOUND

SPEED LIMIT: 50

	Wed	Thu	Fri	Sat	Sun	Mon	Tue	Averages	
	05-Mar	06-Mar	07-Mar	08-Mar	09-Mar	10-Mar	11-Mar	1-5.	1-7.
Hour									
0000-0100	31	23	28	49	93	18	26	25.2	38.3
0100-0200	7	16	17	38	37	7	9	11.2	18.7
0200-0300	7	12	12	25	27	14	11	11.2	15.4
0300-0400	12	13	14	29	28	13	15	13.4	17.7
0400-0500	43	41	47	31	26	40	35	41.2	37.6
0500-0600	181	179	164	110	50	168	168	172	145.7
0600-0700	333	343	315	142	118	303	327	324.2	268.7
0700-0800	589	522	517	267	141	557	567	550.4	451.4
0800-0900	583	564	528	309	230	532	568	555	473.4
0900-1000	406	371	420	417	358	374	386	391.4	390.3
1000-1100	399	427	435	541	405	389	382	406.4	425.4
1100-1200	376	417	445	560	491	401	378	403.4	438.3
1200-1300	443	397	510	601	497	428	447	445	474.7
1300-1400	439	457	450	519	549	380	368	418.8	451.7
1400-1500	455	475	540	498	471	454	485	481.8	482.6
1500-1600	443	513	535	465	413	434	502	485.4	472.1
1600-1700	679	685	663	464	388	617	658	660.4	593.4
1700-1800	650	675	642	426	342	615	653	647	571.9
1800-1900	453	473	487	364	274	388	445	449.2	412
1900-2000	366	368	341	319	253	293	373	348.2	330.4
2000-2100	256	292	232	197	202	233	252	253	237.7
2100-2200	190	210	215	209	127	152	178	189	183
2200-2300	118	176	164	739	78	98	143	139.8	216.6
2300-2400	57	83	94	144	98	41	60	67	82.4
Totals									
0700-1900	5915	5976	6172	5431	4559	5569	5839	5894.2	5637.3
0600-2200	7060	7189	7275	6298	5259	6550	6969	7008.6	6657.1
0600-0000	7235	7448	7533	7181	5435	6689	7172	7215.4	6956.1
0000-0000	7516	7732	7815	7463	5696	6949	7436	7489.6	7229.6
AM Peak	700	800	800	1100	1100	700	800		
	589	564	528	560	491	557	568		
PM Peak	1600	1600	1600	2200	1300	1600	1600		
	679	685	663	739	549	617	658		



SITE: ATC 3 - A41

LOCATION: Attached to lamppost

GRID REFERENCE: 52.609077, -2.199544

DIRECTION: SOUTHBOUND

SPEED LIMIT: 50

05 March 2025

Time [--]	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	21	0	0	0	1	2	2	6	8	1	0	0	1	0	0	0	47.9	55.4
0100	15	0	0	0	0	0	3	4	5	1	0	1	0	1	0	0	52.2	66.2
0200	25	0	0	0	0	0	0	7	8	8	2	0	0	0	0	0	54.1	61
0300	11	0	0	0	0	0	2	6	1	1	0	1	0	0	0	0	49.4	60.4
0400	31	0	0	0	0	0	2	9	12	5	1	1	0	1	0	0	53.5	61.1
0500	116	0	0	0	0	3	25	45	29	11	1	0	0	2	0	0	48.7	54.2
0600	315	0	0	0	0	2	71	144	78	15	3	2	0	0	0	0	47.7	52.7
0700	734	7	1	0	3	128	279	254	54	7	0	1	0	0	0	0	42.2	48
0800	510	1	3	0	0	68	225	167	41	4	0	1	0	0	0	0	42.6	47.8
0900	446	0	0	3	8	22	167	168	60	13	3	1	1	0	0	0	44.5	50.1
1000	377	1	0	2	5	14	122	162	59	11	0	1	0	0	0	0	45.1	50.4
1100	425	0	0	0	0	14	154	191	59	4	3	0	0	0	0	0	45	49.9
1200	428	0	0	0	0	18	135	202	54	11	4	4	0	0	0	0	45.6	50.3
1300	465	0	0	0	0	20	185	181	57	18	2	1	1	0	0	0	45	50.1
1400	480	0	0	1	0	41	170	204	56	7	0	0	1	0	0	0	44.4	49.4
1500	503	0	0	0	0	38	202	198	59	5	1	0	0	0	0	0	44.1	49
1600	632	0	1	0	1	104	296	168	51	6	3	1	1	0	0	0	42.3	47.5
1700	717	2	1	3	8	140	362	163	31	5	1	0	1	0	0	0	41.2	46.8
1800	564	0	0	0	10	92	244	172	32	7	5	0	1	0	1	0	42.3	47.6
1900	346	2	0	0	2	35	121	146	30	4	5	0	0	1	0	0	43.8	49
2000	227	0	0	0	0	29	76	80	27	11	3	0	0	1	0	0	44.9	51.2
2100	163	0	0	0	0	5	34	63	45	8	4	0	1	1	2	0	48.4	54.7
2200	108	0	0	0	1	4	24	46	23	6	4	0	0	0	0	0	47.2	54.3
2300	52	0	0	0	0	2	5	12	21	7	2	2	1	0	0	0	52.1	59.1
07-19	6281	11	6	9	35	699	2541	2230	613	98	22	10	6	0	1	0	43.4	48.9
06-22	7332	13	6	9	37	770	2843	2663	793	136	37	12	7	3	3	0	43.8	49.3
06-00	7492	13	6	9	38	776	2872	2721	837	149	43	14	8	3	3	0	43.9	49.4
00-00	7711	13	6	9	39	781	2906	2798	900	176	47	17	9	7	3	0	44.1	49.8

06 March 2025

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	23	0	0	0	0	1	2	6	8	2	3	0	1	0	0	0	52.5	65.2
0100	19	0	0	0	0	0	1	10	5	2	0	1	0	0	0	0	51.2	56.3
0200	26	0	0	0	0	1	7	5	7	2	1	3	0	0	0	0	50.6	63.7
0300	13	0	0	0	0	0	0	5	3	3	2	0	0	0	0	0	54.3	65.2
0400	38	0	0	0	0	2	4	13	14	3	2	0	0	0	0	0	49.1	55.4
0500	104	0	0	0	0	1	14	45	28	5	9	2	0	0	0	0	49.8	56.7
0600	320	0	0	0	0	9	56	160	72	16	5	2	0	0	0	0	47.6	52.7
0700	673	0	0	0	13	94	245	233	74	13	1	0	0	0	0	0	43.2	49.1
0800	475	2	0	0	9	34	206	169	50	3	1	0	1	0	0	0	43.3	48.7
0900	502	0	0	0	1	40	244	170	37	9	1	0	0	0	0	0	43.3	48.2
1000	407	0	0	0	0	12	155	188	44	7	1	0	0	0	0	0	44.9	49.2
1100	444	0	0	0	2	21	153	202	62	3	1	0	0	0	0	0	44.9	49.7
1200	417	0	0	0	0	26	139	175	61	10	6	0	0	0	0	0	45.2	50.3
1300	466	0	0	10	9	33	164	194	51	4	0	1	0	0	0	0	43.5	49.1
1400	475	1	0	0	1	51	178	183	52	4	4	1	0	0	0	0	43.8	49.1
1500	508	0	0	0	9	42	216	189	44	6	2	0	0	0	0	0	43.3	48.5
1600	627	2	2	1	6	59	324	188	37	7	0	0	0	1	0	0	42.3	47.6
1700	691	0	1	3	21	157	299	175	30	5	0	0	0	0	0	0	40.6	46.4
1800	562	1	0	0	0	69	264	173	44	10	1	0	0	0	0	0	42.8	48.5
1900	348	0	0	0	0	31	127	145	40	4	0	1	0	0	0	0	44.2	49.4
2000	246	0	0	0	0	34	84	91	26	9	0	2	0	0	0	0	44.2	49.9
2100	188	0	0	0	3	2	60	81	34	6	0	1	1	0	0	0	45.9	51.3
2200	155	0	0	0	0	4	48	75	18	6	1	0	2	1	0	0	46.3	50.1
2300	93	0	0	0	0	4	34	36	12	3	3	0	1	0	0	0	45.8	50.9
07-19	6247	6	3	14	71	638	2587	2239	586	81	18	2	1	1	0	0	43.2	48.7
06-22	7349	6	3	14	74	714	2914	2716	758	116	23	8	2	1	0	0	43.6	49
06-00	7597	6	3	14	74	722	2996	2827	788	125	27	8	5	2	0	0	43.7	49.1
00-00	7820	6	3	14	74	727	3024	2911	853	142	44	14	6	2	0	0	43.9	49.3

07 March 2025

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	38	0	0	0	0	0	9	16	10	2	1	0	0	0	0	0	48.2	54.2
0100	18	0	0	0	0	0	3	8	3	2	0	2	0	0	0	0	51.1	63.2
0200	28	0	0	0	0	0	5	11	7	4	0	1	0	0	0	0	49.6	57.3
0300	5	0	0	0	0	0	2	0	0	3	0	0	0	0	0	0	50.8	-
0400	36	0	0	0	0	0	9	9	13	3	1	0	1	0	0	0	49.3	54.8
0500	103	0	0	0	0	4	28	46	19	2	4	0	0	0	0	0	46.5	52.3
0600	250	0	0	0	1	13	45	126	44	16	3	0	0	2	0	0	47.3	52.3
0700	643	0	0	0	5	57	245	262	59	11	4	0	0	0	0	0	44	49
0800	498	0	0	0	4	57	203	185	44	4	1	0	0	0	0	0	43.2	48.4
0900	501	0	0	1	2	62	224	151	51	9	1	0	0	0	0	0	43.1	48.5
1000	404	0	0	0	1	18	144	189	44	7	0	0	1	0	0	0	44.7	49.1
1100	452	0	0	0	0	40	223	132	46	10	1	0	0	0	0	0	43.4	48.8
1200	544	0	0	0	1	26	225	236	44	7	1	1	3	0	0	0	44.2	48.6
1300	490	0	0	0	1	28	211	197	47	4	1	1	0	0	0	0	44	48.7
1400	522	0	0	0	10	27	232	199	46	4	3	0	1	0	0	0	43.8	48.3
1500	552	0	0	0	3	60	239	191	51	5	2	0	1	0	0	0	43.3	48.7
1600	631	3	6	2	9	125	307	140	35	4	0	0	0	0	0	0	40.6	46.6
1700	540	7	2	1	14	64	254	164	29	4	1	0	0	0	0	0	41.5	47
1800	567	0	6	9	16	82	264	150	34	3	3	0	0	0	0	0	41	47.1
1900	378	0	0	0	1	18	145	166	35	12	1	0	0	0	0	0	44.6	49
2000	256	0	1	0	0	29	79	109	28	7	2	1	0	0	0	0	44.4	49.8
2100	208	0	0	0	1	13	45	100	41	2	3	2	0	0	0	1	46.4	51.4
2200	179	0	0	0	0	14	51	77	26	6	2	3	0	0	0	0	45.8	51.1
2300	132	0	0	1	0	3	36	60	21	9	0	1	0	1	0	0	46.7	51.1
07-19	6344	10	14	13	66	646	2771	2196	530	72	18	2	6	0	0	0	43	48.3
06-22	7436	10	15	13	69	719	3085	2697	678	109	27	5	6	2	0	1	43.4	48.7
06-00	7747	10	15	14	69	736	3172	2834	725	124	29	9	6	3	0	1	43.5	48.8
00-00	7975	10	15	14	69	740	3228	2924	777	140	35	12	7	3	0	1	43.6	48.9

08 March 2025

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	73	0	0	0	0	4	13	27	21	5	1	1	1	0	0	0	48.3	54.8
0100	49	0	0	0	0	1	9	20	12	4	2	0	1	0	0	0	49.3	56.8
0200	58	0	0	0	1	0	16	19	13	4	4	0	1	0	0	0	48.7	57.8
0300	32	0	0	0	0	1	7	9	4	7	2	1	0	1	0	0	51.1	61.3
0400	25	0	0	0	0	1	4	8	9	3	0	0	0	0	0	0	48.5	55.3
0500	55	0	0	0	0	1	5	22	16	7	3	0	0	0	1	0	51.2	59.9
0600	132	0	0	0	0	1	17	54	40	13	6	1	0	0	0	0	49.5	56.5
0700	282	0	0	0	0	4	49	120	83	20	4	1	1	0	0	0	48.5	54.4
0800	467	0	0	0	3	17	112	225	90	18	1	0	1	0	0	0	46.2	51
0900	467	0	0	0	0	23	140	216	73	14	1	0	0	0	0	0	45.5	50.9
1000	507	0	0	0	0	32	197	197	68	9	2	1	1	0	0	0	44.6	50.1
1100	556	0	0	7	5	19	236	217	59	7	5	1	0	0	0	0	44.2	49
1200	574	0	7	7	5	41	221	225	58	7	1	2	0	0	0	0	43.4	48.7
1300	572	0	2	4	5	53	239	200	55	11	1	1	0	1	0	0	43.5	49.1
1400	615	0	2	0	17	61	269	223	33	7	2	0	0	0	0	1	42.6	47.4
1500	598	1	0	1	4	54	226	234	68	5	3	1	1	0	0	0	43.8	49.2
1600	610	0	0	0	5	42	250	233	62	10	2	4	0	1	1	0	44.2	49.3
1700	680	0	0	1	0	72	256	286	56	6	1	2	0	0	0	0	43.6	48.3
1800	688	0	0	0	28	123	310	195	27	3	2	0	0	0	0	0	41.1	46.5
1900	457	1	0	1	4	69	201	134	36	10	1	0	0	0	0	0	42.6	48.5
2000	306	0	1	0	2	27	101	123	40	6	2	1	3	0	0	0	44.8	50.4
2100	207	0	0	0	0	9	77	88	22	4	4	0	1	1	1	0	45.4	50.3
2200	192	0	0	1	3	23	71	58	24	8	3	1	0	0	0	0	43.9	50.4
2300	114	0	0	0	1	10	26	44	25	3	3	2	0	0	0	0	46.7	52.6
07-19	6616	1	11	20	72	541	2505	2571	732	117	25	13	4	2	1	1	44	49.3
06-22	7718	2	12	21	78	647	2901	2970	870	150	38	15	8	3	2	1	44	49.4
06-00	8024	2	12	22	82	680	2998	3072	919	161	44	18	8	3	2	1	44.1	49.5
00-00	8316	2	12	22	83	688	3052	3177	994	191	56	20	11	4	3	1	44.3	49.8

09 March 2025

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	81	0	0	0	0	3	15	39	17	4	2	1	0	0	0	0	47.6	53.1
0100	53	0	0	0	0	0	12	20	12	6	1	1	1	0	0	0	49.8	57.2
0200	51	0	0	0	1	4	7	25	9	4	0	0	1	0	0	0	47.4	54.1
0300	30	0	0	0	0	4	4	9	6	3	2	0	1	1	0	0	50.1	59.7
0400	21	0	0	0	0	2	2	7	7	1	2	0	0	0	0	0	49.9	57.9
0500	24	0	0	0	1	0	5	13	2	2	0	1	0	0	0	0	47.1	55.4
0600	85	0	0	0	0	0	9	26	34	12	2	1	1	0	0	0	51.2	58.1
0700	179	0	0	0	0	3	33	57	67	16	1	2	0	0	0	0	49	54.5
0800	244	0	1	0	0	3	39	96	77	20	6	1	1	0	0	0	48.8	54.4
0900	394	0	0	0	0	14	93	195	74	14	3	0	0	1	0	0	46.6	51.3
1000	427	0	1	4	0	11	130	192	73	9	3	2	1	1	0	0	45.9	51
1100	480	0	2	3	1	17	152	226	70	7	2	0	0	0	0	0	45.1	50
1200	487	0	0	1	1	16	189	203	60	12	5	0	0	0	0	0	45.1	50.1
1300	538	0	1	13	0	19	206	220	55	18	2	3	1	0	0	0	44.4	49.6
1400	525	0	0	0	0	10	167	250	79	12	3	1	2	1	0	0	46	50.7
1500	535	1	0	0	1	32	188	225	71	14	3	0	0	0	0	0	44.8	50.1
1600	533	0	0	0	1	30	195	225	62	13	2	2	2	1	0	0	45	49.8
1700	541	0	1	0	0	27	184	234	79	11	5	0	0	0	0	0	45.1	50.5
1800	455	0	0	0	0	58	176	160	49	8	3	1	0	0	0	0	43.8	49.4
1900	355	0	1	0	0	18	137	142	46	7	2	0	2	0	0	0	44.8	50
2000	237	0	0	0	2	17	90	94	30	2	2	0	0	0	0	0	44.1	49.5
2100	134	0	0	0	0	7	36	51	29	5	3	1	0	1	1	0	47.4	53.2
2200	92	0	0	0	0	1	20	31	26	11	3	0	0	0	0	0	48.6	56
2300	39	0	0	0	0	1	3	12	17	5	0	0	1	0	0	0	50.8	56
07-19	5338	1	6	21	4	240	1752	2283	816	154	38	12	7	4	0	0	45.4	50.8
06-22	6149	1	7	21	6	282	2024	2596	955	180	47	14	10	5	1	0	45.5	50.9
06-00	6280	1	7	21	6	284	2047	2639	998	196	50	14	11	5	1	0	45.5	51
00-00	6540	1	7	21	8	297	2092	2752	1051	216	57	17	14	6	1	0	45.7	51.1

10 March 2025

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	25	0	0	0	0	1	8	6	4	2	1	2	0	1	0	0	50.8	65.1
0100	10	0	0	0	0	1	2	4	1	0	2	0	0	0	0	0	48.1 -	
0200	20	0	0	0	0	1	0	3	6	5	2	2	1	0	0	0	56.7	69.2
0300	7	0	0	0	0	0	1	0	5	0	1	0	0	0	0	0	51.7 -	
0400	37	0	0	0	1	0	3	16	9	6	2	0	0	0	0	0	49.8	57.7
0500	98	0	0	0	0	3	6	45	33	7	3	1	0	0	0	0	49.7	55.4
0600	312	0	0	0	0	1	44	156	86	21	3	0	0	1	0	0	48.3	52.9
0700	685	1	0	0	0	54	271	281	61	14	2	1	0	0	0	0	44	49
0800	467	0	0	0	0	28	165	204	55	12	1	2	0	0	0	0	45	49.7
0900	591	0	0	0	0	27	265	224	67	6	1	0	0	1	0	0	44	49
1000	478	0	0	0	0	19	158	249	41	10	1	0	0	0	0	0	45	49.1
1100	457	0	1	0	2	59	214	144	31	4	2	0	0	0	0	0	42.7	47.6
1200	374	0	0	0	0	30	103	186	40	11	2	2	0	0	0	0	45	49.7
1300	422	0	0	0	6	21	138	195	56	6	0	0	0	0	0	0	44.7	49.7
1400	459	0	0	0	0	6	174	223	51	4	1	0	0	0	0	0	45	49
1500	458	0	0	0	0	25	162	208	49	10	2	1	0	0	0	1	44.9	49.3
1600	637	0	0	0	0	57	328	198	49	2	3	0	0	0	0	0	42.9	47.9
1700	611	6	0	1	1	60	272	225	36	8	2	0	0	0	0	0	42.6	47.8
1800	457	0	0	0	0	36	188	188	42	3	0	0	0	0	0	0	43.7	48.4
1900	293	0	0	0	2	10	99	101	62	15	4	0	0	0	0	0	46.2	52.3
2000	225	0	0	0	0	13	80	97	30	3	1	1	0	0	0	0	44.7	49.9
2100	125	0	0	0	0	4	22	56	30	9	1	1	2	0	0	0	48.5	53.9
2200	110	0	0	0	0	3	23	44	30	8	1	0	1	0	0	0	47.8	53.6
2300	49	0	0	0	2	3	9	13	12	7	1	0	1	1	0	0	48.8	58.2
07-19	6096	7	1	1	9	422	2438	2525	578	90	17	6	0	1	0	1	44	48.9
06-22	7051	7	1	1	11	450	2683	2935	786	138	26	8	2	2	0	1	44.4	49.4
06-00	7210	7	1	1	13	456	2715	2992	828	153	28	8	4	3	0	1	44.5	49.5
00-00	7407	7	1	1	14	462	2735	3066	886	173	39	13	5	4	0	1	44.6	49.8

11 March 2025

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	22	0	0	0	1	1	1	4	8	2	0	2	2	0	1	0	54.7	73.6
0100	10	0	0	0	0	1	1	4	2	1	0	0	1	0	0	0	50.7	-
0200	20	0	0	0	0	0	2	3	9	1	2	3	0	0	0	0	54.8	69.6
0300	10	0	0	0	0	0	1	1	5	1	2	0	0	0	0	0	54.1	-
0400	36	0	0	0	0	0	4	13	12	2	3	1	1	0	0	0	51.7	61.3
0500	110	0	0	0	0	1	17	43	37	11	1	0	0	0	0	0	48.8	53.9
0600	314	0	0	0	0	1	43	161	87	17	2	2	1	0	0	0	48.5	52.8
0700	680	0	0	0	7	62	269	255	70	13	3	1	0	0	0	0	43.9	49.1
0800	458	0	0	0	1	23	143	201	80	9	1	0	0	0	0	0	45.3	51
0900	517	0	0	1	3	43	199	220	44	7	0	0	0	0	0	0	43.5	48.2
1000	412	0	0	0	1	22	140	182	56	9	0	0	1	1	0	0	45.1	49.8
1100	405	0	0	0	0	14	148	184	42	10	5	1	0	0	1	0	45.3	49.7
1200	435	0	0	0	1	34	184	158	48	7	3	0	0	0	0	0	43.9	49.3
1300	432	0	0	0	0	24	181	149	64	10	2	2	0	0	0	0	44.9	50.2
1400	452	0	0	0	0	13	133	225	67	6	3	2	1	2	0	0	45.9	50.4
1500	484	0	0	0	0	34	179	212	49	10	0	0	0	0	0	0	44.3	48.8
1600	672	0	0	0	10	90	326	190	45	6	3	0	1	0	0	1	42.4	47.6
1700	704	4	3	6	23	136	341	144	40	7	0	0	0	0	0	0	40.5	46.3
1800	535	0	0	0	2	76	218	182	46	11	0	0	0	0	0	0	43	48.7
1900	335	0	0	0	0	27	141	127	32	8	0	0	0	0	0	0	43.9	48.8
2000	226	0	0	0	0	22	74	90	29	7	2	2	0	0	0	0	44.9	50.5
2100	154	0	0	0	0	6	41	64	33	8	0	2	0	0	0	0	46.4	52.1
2200	105	0	0	0	0	2	11	52	30	8	2	0	0	0	0	0	48.6	52.8
2300	55	0	0	0	1	3	6	14	22	7	1	1	0	0	0	0	49.3	56.8
07-19	6186	4	3	7	48	571	2461	2302	651	105	20	6	3	3	1	1	43.8	49.1
06-22	7215	4	3	7	48	627	2760	2744	832	145	24	12	4	3	1	1	44.1	49.5
06-00	7375	4	3	7	49	632	2777	2810	884	160	27	13	4	3	1	1	44.2	49.7
00-00	7583	4	3	7	50	635	2803	2878	957	178	35	19	8	3	2	1	44.3	49.9

Grand Total

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
--	53352	43	47	88	337	4330	19840	20506	6418	1216	313	112	60	29	9	4	44.3	49.8



SITE: ATC 3 - A41

LOCATION: Attached to lamppost

GRID REFERENCE: 52.609077, -2.199544

DIRECTION: SOUTHBOUND

SPEED LIMIT: 50

	Wed	Thu	Fri	Sat	Sun	Mon	Tue	Averages	
	05-Mar	06-Mar	07-Mar	08-Mar	09-Mar	10-Mar	11-Mar	1-5.	1-7.
Hour									
0000-0100	21	23	38	73	81	25	22	25.8	40.4
0100-0200	15	19	18	49	53	10	10	14.4	24.9
0200-0300	25	26	28	58	51	20	20	23.8	32.6
0300-0400	11	13	5	32	30	7	10	9.2	15.4
0400-0500	31	38	36	25	21	37	36	35.6	32
0500-0600	116	104	103	55	24	98	110	106.2	87.1
0600-0700	315	320	250	132	85	312	314	302.2	246.9
0700-0800	734	673	643	282	179	685	680	683	553.7
0800-0900	510	475	498	467	244	467	458	481.6	445.6
0900-1000	446	502	501	467	394	591	517	511.4	488.3
1000-1100	377	407	404	507	427	478	412	415.6	430.3
1100-1200	425	444	452	556	480	457	405	436.6	459.9
1200-1300	428	417	544	574	487	374	435	439.6	465.6
1300-1400	465	466	490	572	538	422	432	455	483.6
1400-1500	480	475	522	615	525	459	452	477.6	504
1500-1600	503	508	552	598	535	458	484	501	519.7
1600-1700	632	627	631	610	533	637	672	639.8	620.3
1700-1800	717	691	540	680	541	611	704	652.6	640.6
1800-1900	564	562	567	688	455	457	535	537	546.9
1900-2000	346	348	378	457	355	293	335	340	358.9
2000-2100	227	246	256	306	237	225	226	236	246.1
2100-2200	163	188	208	207	134	125	154	167.6	168.4
2200-2300	108	155	179	192	92	110	105	131.4	134.4
2300-2400	52	93	132	114	39	49	55	76.2	76.3
Totals									
0700-1900	6281	6247	6344	6616	5338	6096	6186	6230.8	6158.3
0600-2200	7332	7349	7436	7718	6149	7051	7215	7276.6	7178.6
0600-0000	7492	7597	7747	8024	6280	7210	7375	7484.2	7389.3
0000-0000	7711	7820	7975	8316	6540	7407	7583	7699.2	7621.7
AM Peak	700	700	700	1100	1100	700	700		
	734	673	643	556	480	685	680		
PM Peak	1700	1700	1600	1800	1700	1600	1700		
	717	691	631	688	541	637	704		

TECHNICAL NOTE 7 (TN07)

Appendix C Highway Drawings

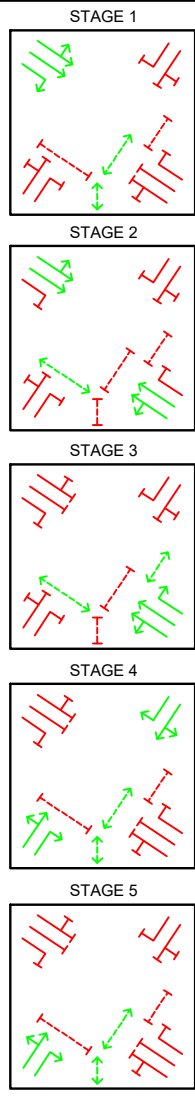
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PROPOSED FILTER TO ONE-LANE
OVER A DISTANCE OF 100M

SCALE - 1:500

PROPOSED NEW CARRIAGEWAY
MARKINGS ON A41 (E) TO TWO
AHEAD LANES AND RIGHT TURN

PROPOSED FILTER TO
ONE-LANE OVER A
DISTANCE OF 100M



PROPOSED CARRIAGEWAY WIDENING
TO CREATE 3 LANES ON A41 (W) ENTRY

PROPOSED CARRIAGEWAY WIDENING
TO CREATE TWO LANE EXIT ON A41 (W)

PROPOSED CARRIAGEWAY WIDENING
TO INCREASE QUEUE LENGTH OF
WROTTESELEY PARK ROAD



OVERVIEW
SCALE - 1:1250

Based upon the Ordnance Survey Map with the permission of the Controller
of H.M. Stationary Office @ Crown Copyright Contract No. 100048330

KEY:

--- EXTENT OF ADOPTED HIGHWAY BOUNDARY

PROJECT
ALBRIGHTON SOUTH

DRAWING TITLE
PROPOSED MODIFICATIONS TO HEATH
HOUSE LANE / A41 / WROTTESELEY PARK
ROAD SIGNAL JUNCTION (SHEET 1 OF 2)

DRAWN BY	CHECKED BY	APPROVED BY	DATE	SCALES @ A3 SIZE	ISSUE STATUS
KH	JN	AM	26.11.24	AS SHOWN	PLANNING

CLIENT
BONINGALE HOMES

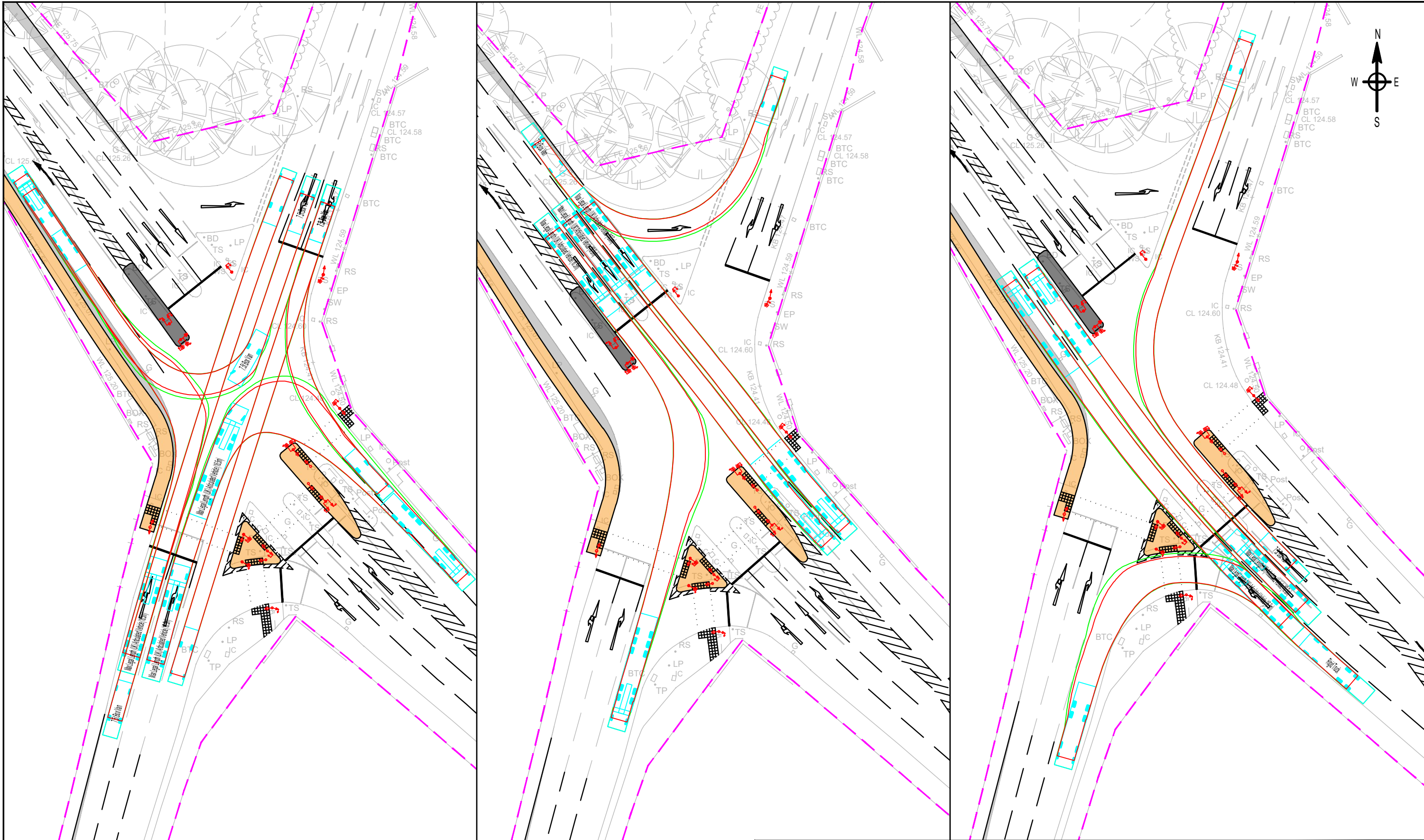


DRAWING NUMBER	REV.
SH5034-4PD-012	C

CAD FILE NAME : SH5034-4PD-012

C	HIGHWAY BOUNDARY ADDED	KH	AM	AM	28.05.25
B	AMENDED TO REFLECT NEW LHA COMMENTS	KH	AM	AM	11.03.25
A	AMENDED TO REFLECT LHA COMMENTS	KH	AM	AM	18.02.25
REV		DR	CH	AP	DATE

10mm
0
-10mm



Based upon the Ordnance Survey Map with the permission of the Controller of H.M. Stationary Office @ Crown Copyright Contract No. 100048330

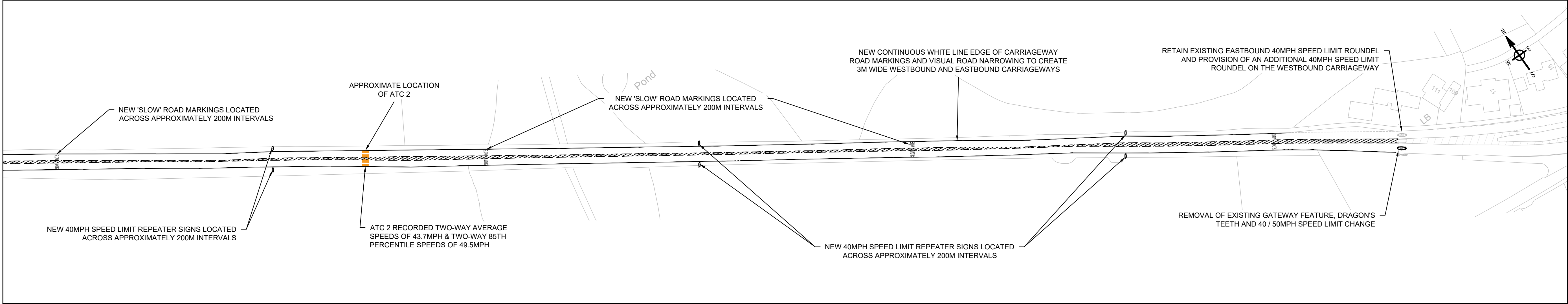
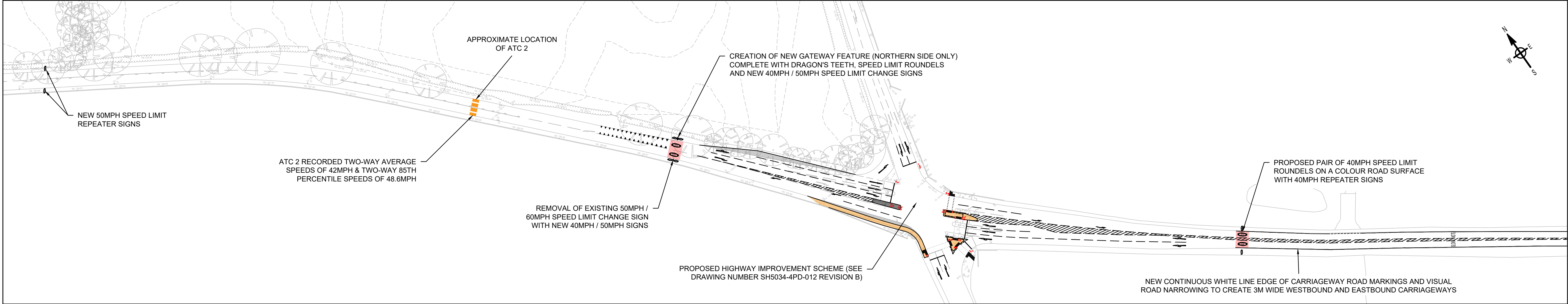
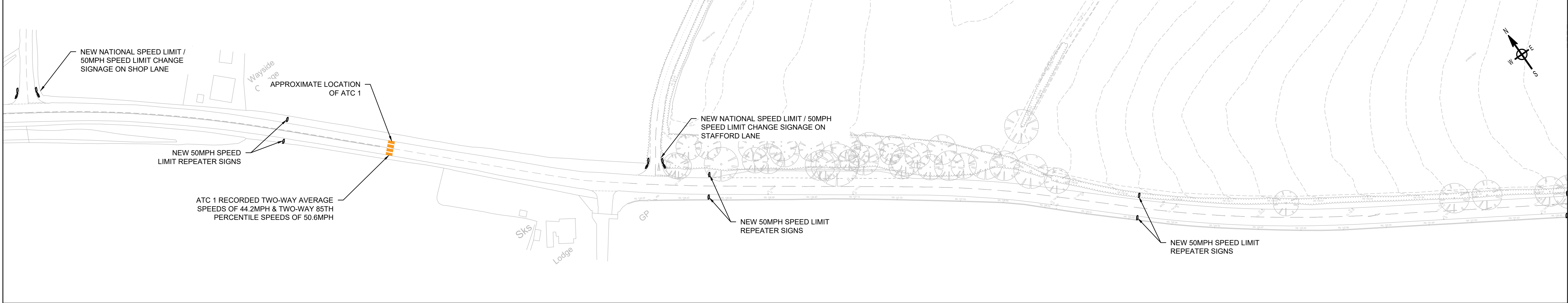
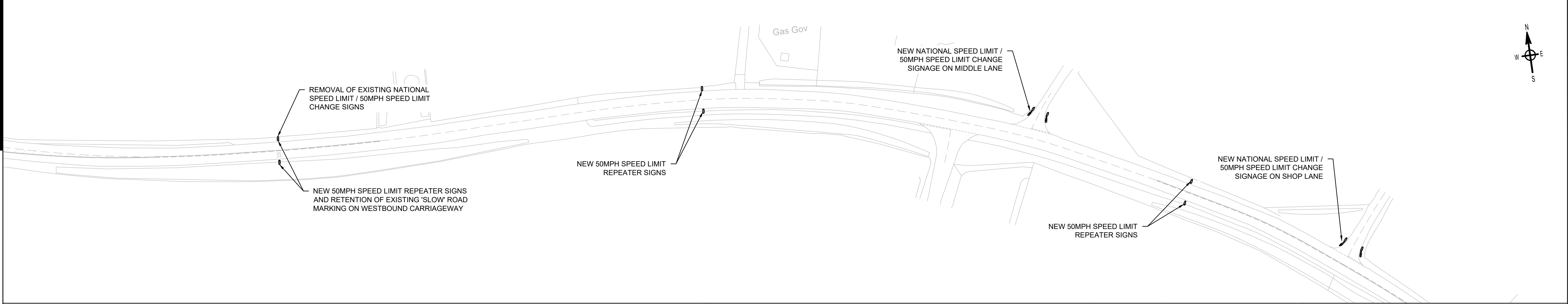
C	HIGHWAY BOUNDARY ADDED	KH	AM	AM	28.05.25
B	AMENDED TO REFLECT NEW LHA COMMENTS	KH	AM	AM	11.03.25
A	AMENDED TO REFLECT LHA COMMENTS	KH	AM	AM	18.02.25
REV		DR	CH	AP	DATE

Max Legal Length (UK) Articulated Vehicle (16.5m)	Rigid Truck	7.5t Box Van
Overall Length 16.500m	Overall Length 12.000m	Overall Length 8.010m
Overall Width 2.550m	Overall Width 2.500m	Overall Width 2.100m
Overall Body Height 3.681m	Overall Body Height 3.928m	Overall Body Height 3.556m
Min Body Ground Clearance 0.412m	Min Body Ground Clearance 0.412m	Min Body Ground Clearance 0.351m
Max Track Width 2.500m	Track Width 2.471m	Track Width 2.064m
Lock to lock time 6.00s	Lock to lock time 4.00s	Lock to lock time 4.00s
Kerb to Kerb Turning Radius 6.530m	Kerb to Kerb Turning Radius 11.900m	Kerb to Kerb Turning Radius 7.400m

PROJECT ALBRIGHTON SOUTH						CLIENT BONINGALE HOMES	
DRAWING TITLE PROPOSED MODIFICATIONS TO HEATH HOUSE LANE / A41 / WROTESLEY PARK ROAD SIGNAL JUNCTION (SHEET 2 OF 2)						 	
DRAWN BY KH	CHECKED BY JN	APPROVED BY AM	DATE 26.11.24	SCALES @ A3 SIZE 1:500	ISSUE STATUS PLANNING	DRAWING NUMBER SH5034-4PD-012	REV. C

CAD FILE NAME : SH5034-4PD-012

REV.
DRAWING NUMBER



REV.	DR.	CH.	PA.
DRAWN BY	WL	CHECKED BY	KH
PASSED BY	AM	DATE	11.03.25
SCALES @ A1 SIZE	1:1000	ISSUE STATUS	PRELIMINARY
ALBRIGHTON SOUTH			
PROPOSED TRAFFIC CALMING & SPEED LIMIT REDUCTION STRATEGY ON THE A41			
BONINGALE HOMES			
SH5034-4PD-014			

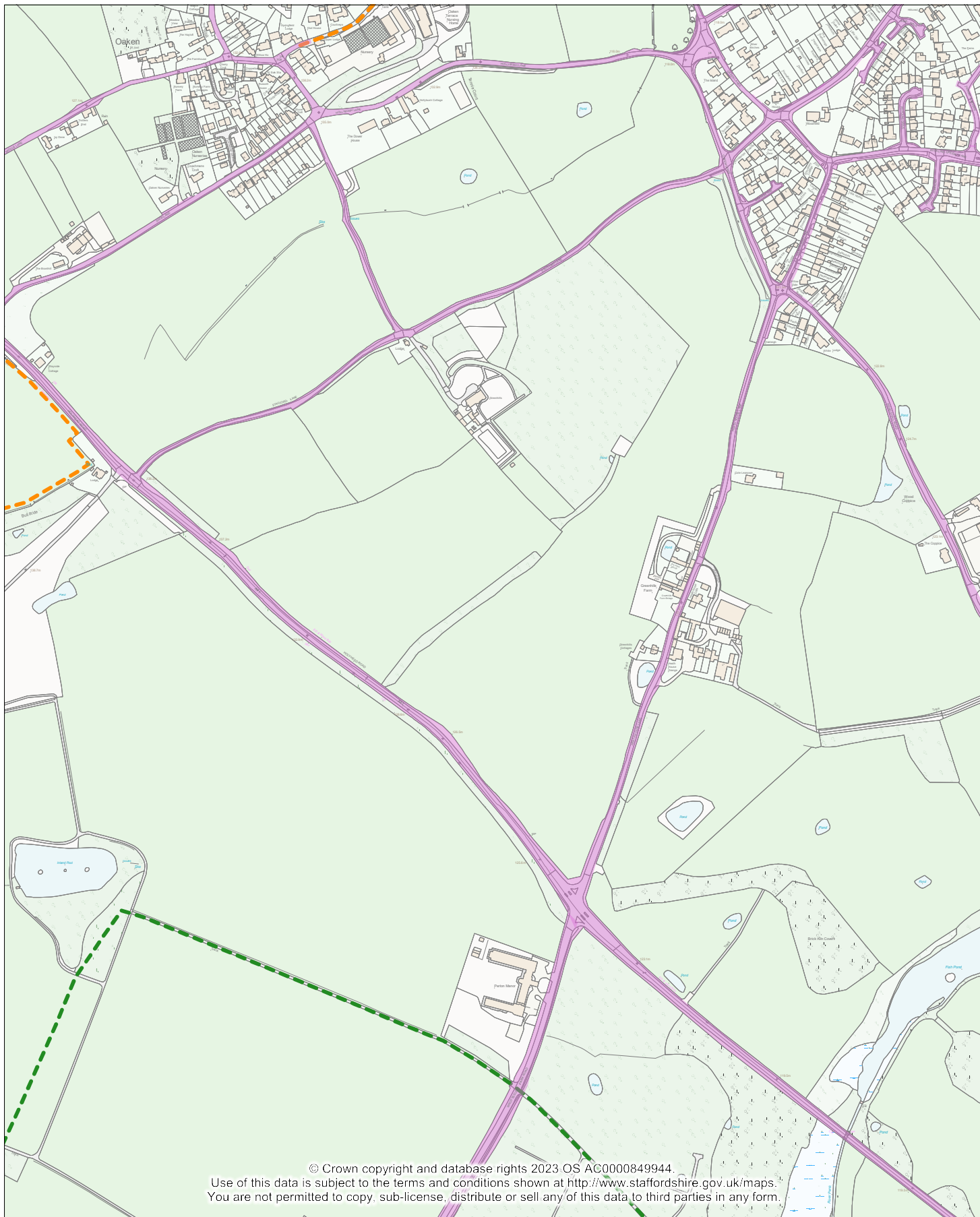


SH5034-4PD-014

REV.

TECHNICAL NOTE 7 (TN07)

Appendix D Staffordshire Adopted Highway Boundary



Key  Highway Maintainable at Public Expense (HMPE)	Public Rights of Way:  Footpath  Bridleway  Byway Open to All Traffic (BOAT)  Restricted Byway	Scale 1:6999	Date 01/02/2024
Title Land at Heath House Lane, Codsall	Plan No. OLF-171943-4533		

This plan has been produced to show Highway Maintainable at Public Expense (HMPE) according to our current records for the title address. It should not be used for any other purpose as its accuracy cannot be guaranteed. This plan is based on Ordnance Survey mapping and therefore only shows the general position of boundaries, not their exact line. Vehicular rights cannot be assumed or implied. If roadside ditches are present, the legal presumption without evidence to the contrary is that these do not form part of the HMPE. If you have any documentary evidence that you wish us to consider in relation to this extent please email it to us with this plan to our email address.



Staffordshire
County Council

www.staffordshire.gov.uk/highwaydata
highwaydata@staffordshire.gov.uk

TECHNICAL NOTE 7 (TN07)

Appendix E Modelling Output Files

Basic Input Data and Results**User and Project Details**

Project:	
Title:	Heath House Lane / A41 / Wroottesely Park Rd
Location:	
Additional detail:	existing
File name:	Heath House Lane A41 Wroottesley Park EXISTING.lsg3x
Author:	al
Company:	
Address:	
Linsig Version:	3, 3, 0, 6

Scenarios

Number	Scenario Name	Flow Group	Network Control Plan	Time	Cycle Time (s)	PRC (%)	Delay (pcuHr)
1	1	2024 AM Base	Network Control Plan 1	07:30 - 08:30	120	-6.0	42.49
2	2	2024 PM Base	Network Control Plan 1	16:15 - 17:15	120	-7.5	53.05
3	3	2029 AM Base	Network Control Plan 1	07:30 - 08:30	120	-10.2	54.43
4	4	2029 PM Base	Network Control Plan 1	16:15 - 17:15	120	-14.0	79.13
5	5	2029 AM B + C	Network Control Plan 1	07:30 - 08:30	120	-12.9	70.29
6	6	2029 PM B + C	Network Control Plan 1	16:15 - 17:15	120	-17.2	104.14
7	7	2029 AM B + C + D	Network Control Plan 1	07:30 - 08:30	120	-23.3	164.02
8	8	2029 PM B + C + D	Network Control Plan 1	16:15 - 17:15	120	-31.9	219.77
9	9	2034 AM Base	Network Control Plan 1	07:30 - 08:30	120	-14.0	73.24
10	10	2034 PM Base	Network Control Plan 1	16:15 - 17:15	120	-17.8	104.30
11	11	2034 AM B + C	Network Control Plan 1	07:30 - 08:30	120	-16.7	95.09
12	12	2034 PM B + C	Network Control Plan 1	16:15 - 17:15	120	-21.0	139.53
13	13	2034 AM B + C + D	Network Control Plan 1	07:30 - 08:30	120	-26.3	204.17
14	14	2034 PM B + C + D	Network Control Plan 1	16:15 - 17:15	120	-33.0	270.44
15	15	2029 AM B + C + D (Sens)	Network Control Plan 1	07:30 - 08:30	120	-25.8	178.15
16	16	2029 PM B + C + D (Sens)	Network Control Plan 1	16:15 - 17:15	120	-31.9	247.40
17	17	2034 AM B + C + D (Sens)	Network Control Plan 1	07:30 - 08:30	120	-29.0	225.15
18	18	2034 PM B + C + D (Sens)	Network Control Plan 1	16:15 - 17:15	120	-35.9	296.62

Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min (s)	Cont Min (s)
A	Traffic		7	7
B	Traffic		7	7
C	Traffic		7	7
D	Traffic		7	7
E	Traffic		7	7
F	Traffic		7	7
G	Ind. Arrow	E	4	4
H	Pedestrian		4	4
I	Pedestrian		4	4
J	Pedestrian		4	4
K	Dummy		5	5

Phase Intergreens Matrix

Phase into Greene matrix												
Terminating Phase	Starting Phase											
		A	B	C	D	E	F	G	H	I	J	K
	A				7	7	7	7			11	
	B			7		7	7	7	8	8		8
	C		9			7	7	7				
	D	8				7	7	7	8	8		8
	E	7	7	7	7						9	
	F	8	9	8	8			8			9	
	G	7	7	7	7		7				9	
	H		7		7							
	I		9		9							
	J	7				7	7	7				
	K		5		5							

Phase Delays

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

Basic Input Data and Results

Prohibited Stage Change

From Stage	To Stage				
	1	2	3	4	5
	1		8	11	8
	2	9		11	7
	3	9	8		8
	4	9	8	9	
	5	9	7	9	7

Phases in Stage

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

Lane Input Data

Junction: Heath House Lane / A41 / Wrotesley Park Road												
Lane	Lane Type	Phases	Start Disp. (s)	End Disp. (s)	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient (%)	Nearside Lane	Turns	Turning Radius (m)
1/1 (A41 (W) EB Entry)	O		2	3	60.0	Geom	-	3.50	0.00	Y	Arm 6 Left	20.00
1/2 (A41 (W) EB Entry)	U	A	2	3	60.0	Geom	-	3.75	0.00	Y	Arm 7 Ahead	Inf
1/3 (A41 (W) EB Entry)	U	C	2	3	14.0	Geom	-	3.75	0.00	Y	Arm 8 Right	43.00
2/1 (Heath House Lane (N) SB Entry)	U	F	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 7 Left	25.00
											Arm 8 Ahead	Inf
2/2 (Heath House Lane (N) SB Entry)	O	F	2	3	8.0	Geom	-	3.00	0.00	Y	Arm 5 Right	10.00
3/1 (A41 (E) WB Entry)	U	B	2	3	14.0	Geom	-	3.75	0.00	Y	Arm 8 Left	20.00
3/2 (A41 (E) WB Entry)	U	B	2	3	60.0	Geom	-	3.50	0.00	Y	Arm 5 Ahead	Inf
3/3 (A41 (E) WB Entry)	U	D	2	3	10.4	Geom	-	3.50	0.00	Y	Arm 6 Right	32.00
4/1 (Wrotesley Park Road (S) NB Entry)	U	E	2	3	12.0	Geom	-	3.50	0.00	Y	Arm 5 Left	21.00
											Arm 6 Ahead	Inf
4/2 (Wrotesley Park Road (S) NB Entry)	O	E G	2	3	60.0	Geom	-	3.50	0.00	Y	Arm 7 Right	10.00
5/1 (A41 (E) WB exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1 (Heath House Lane (N) NB Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
7/1 (A41 (E) EB Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
8/1 (Wrotesley Park Road (S) SB Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-

Basic Input Data and Results
Give-Way Lane Input Data

Junction: Heath House Lane / A41 / Wrotesley Park Road											
Lane	Movement	Max Flow when Giving Way (PCU/Hr)	Min Flow when Giving Way (PCU/Hr)	Opposing Lane	Opp. Lane Coeff.	Opp. Mvmnts.	Right Turn Storage (PCU)	Non-Blocking Storage (PCU)	RTF	Right Turn Move up (s)	Max Turns in Intergreen (PCU)
1/1 (A41 (W) EB Entry)	6/1 (Left)	715	0	3/3	0.22	All	-	-	-	-	-
				4/1	0.22	To 6/1 (Ahead)					
2/2 (Heath House Lane (N) SB Entry)	5/1 (Right)	1439	0	4/1	1.09	All	5.00	-	0.50	5	5.00
4/2 (Wrotesley Park Road (S) NB Entry)	7/1 (Right)	1439	0	2/1	1.09	All	3.00	-	0.50	3	3.00

Basic Input Data and Results

Scenario 1: '1' (FG1: '2024 AM Base', Plan 1: 'Network Control Plan 1')**Lane Saturation Flows**

Junction: Heath House Lane / A41 / Wrotesley Park Road								
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 (A41 (W) EB Entry)	3.50	0.00	Y	Arm 6 Left	20.00	100.0 %	1828	1828
1/2 (A41 (W) EB Entry)	3.75	0.00	Y	Arm 7 Ahead	Inf	100.0 %	1990	1990
1/3 (A41 (W) EB Entry)	3.75	0.00	Y	Arm 8 Right	43.00	100.0 %	1923	1923
2/1 (Heath House Lane (N) SB Entry)	3.00	0.00	Y	Arm 7 Left	25.00	6.9 %	1907	1907
				Arm 8 Ahead	Inf	93.1 %		
2/2 (Heath House Lane (N) SB Entry)	3.00	0.00	Y	Arm 5 Right	10.00	100.0 %	1665	1665
3/1 (A41 (E) WB Entry)	3.75	0.00	Y	Arm 8 Left	20.00	100.0 %	1851	1851
3/2 (A41 (E) WB Entry)	3.50	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1965	1965
3/3 (A41 (E) WB Entry)	3.50	0.00	Y	Arm 6 Right	32.00	100.0 %	1877	1877
4/1 (Wrotesley Park Road (S) NB Entry)	3.50	0.00	Y	Arm 5 Left	21.00	30.1 %	1924	1924
				Arm 6 Ahead	Inf	69.9 %		
4/2 (Wrotesley Park Road (S) NB Entry)	3.50	0.00	Y	Arm 7 Right	10.00	100.0 %	1709	1709
5/1 (A41 (E) WB exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Heath House Lane (N) NB Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (A41 (E) EB Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Wrotesley Park Road (S) SB Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Bonus Green Times

No Bonus Greens are defined For Scenario 1

Scenario 2: '2' (FG2: '2024 PM Base', Plan 1: 'Network Control Plan 1')**Lane Saturation Flows**

Junction: Heath House Lane / A41 / Wrotesley Park Road								
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 (A41 (W) EB Entry)	3.50	0.00	Y	Arm 6 Left	20.00	100.0 %	1828	1828
1/2 (A41 (W) EB Entry)	3.75	0.00	Y	Arm 7 Ahead	Inf	100.0 %	1990	1990
1/3 (A41 (W) EB Entry)	3.75	0.00	Y	Arm 8 Right	43.00	100.0 %	1923	1923
2/1 (Heath House Lane (N) SB Entry)	3.00	0.00	Y	Arm 7 Left Arm 8 Ahead	25.00 Inf	6.1 % 93.9 %	1908	1908
2/2 (Heath House Lane (N) SB Entry)	3.00	0.00	Y	Arm 5 Right	10.00	100.0 %	1665	1665
3/1 (A41 (E) WB Entry)	3.75	0.00	Y	Arm 8 Left	20.00	100.0 %	1851	1851
3/2 (A41 (E) WB Entry)	3.50	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1965	1965
3/3 (A41 (E) WB Entry)	3.50	0.00	Y	Arm 6 Right	32.00	100.0 %	1877	1877
4/1 (Wrotesley Park Road (S) NB Entry)	3.50	0.00	Y	Arm 5 Left Arm 6 Ahead	21.00 Inf	31.1 % 68.9 %	1922	1922
4/2 (Wrotesley Park Road (S) NB Entry)	3.50	0.00	Y	Arm 7 Right	10.00	100.0 %	1709	1709
5/1 (A41 (E) WB exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Heath House Lane (N) NB Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (A41 (E) EB Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Wrotesley Park Road (S) SB Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Bonus Green Times

No Bonus Greens are defined For Scenario 2

Scenario 3: '3' (FG3: '2029 AM Base', Plan 1: 'Network Control Plan 1')**Lane Saturation Flows**

Junction: Heath House Lane / A41 / Wrotesley Park Road								
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 (A41 (W) EB Entry)	3.50	0.00	Y	Arm 6 Left	20.00	100.0 %	1828	1828
1/2 (A41 (W) EB Entry)	3.75	0.00	Y	Arm 7 Ahead	Inf	100.0 %	1990	1990
1/3 (A41 (W) EB Entry)	3.75	0.00	Y	Arm 8 Right	43.00	100.0 %	1923	1923
2/1 (Heath House Lane (N) SB Entry)	3.00	0.00	Y	Arm 7 Left Arm 8 Ahead	25.00 Inf	6.9 % 93.1 %	1907	1907
2/2 (Heath House Lane (N) SB Entry)	3.00	0.00	Y	Arm 5 Right	10.00	100.0 %	1665	1665
3/1 (A41 (E) WB Entry)	3.75	0.00	Y	Arm 8 Left	20.00	100.0 %	1851	1851
3/2 (A41 (E) WB Entry)	3.50	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1965	1965
3/3 (A41 (E) WB Entry)	3.50	0.00	Y	Arm 6 Right	32.00	100.0 %	1877	1877
4/1 (Wrotesley Park Road (S) NB Entry)	3.50	0.00	Y	Arm 5 Left Arm 6 Ahead	21.00 Inf	30.1 % 69.9 %	1924	1924
4/2 (Wrotesley Park Road (S) NB Entry)	3.50	0.00	Y	Arm 7 Right	10.00	100.0 %	1709	1709
5/1 (A41 (E) WB exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Heath House Lane (N) NB Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (A41 (E) EB Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Wrotesley Park Road (S) SB Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Bonus Green Times

No Bonus Greens are defined For Scenario 3

Scenario 4: '4' (FG4: '2029 PM Base', Plan 1: 'Network Control Plan 1')**Lane Saturation Flows**

Junction: Heath House Lane / A41 / Wrotesley Park Road								
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 (A41 (W) EB Entry)	3.50	0.00	Y	Arm 6 Left	20.00	100.0 %	1828	1828
1/2 (A41 (W) EB Entry)	3.75	0.00	Y	Arm 7 Ahead	Inf	100.0 %	1990	1990
1/3 (A41 (W) EB Entry)	3.75	0.00	Y	Arm 8 Right	43.00	100.0 %	1923	1923
2/1 (Heath House Lane (N) SB Entry)	3.00	0.00	Y	Arm 7 Left Arm 8 Ahead	25.00 Inf	6.1 % 93.9 %	1908	1908
2/2 (Heath House Lane (N) SB Entry)	3.00	0.00	Y	Arm 5 Right	10.00	100.0 %	1665	1665
3/1 (A41 (E) WB Entry)	3.75	0.00	Y	Arm 8 Left	20.00	100.0 %	1851	1851
3/2 (A41 (E) WB Entry)	3.50	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1965	1965
3/3 (A41 (E) WB Entry)	3.50	0.00	Y	Arm 6 Right	32.00	100.0 %	1877	1877
4/1 (Wrotesley Park Road (S) NB Entry)	3.50	0.00	Y	Arm 5 Left Arm 6 Ahead	21.00 Inf	31.0 % 69.0 %	1922	1922
4/2 (Wrotesley Park Road (S) NB Entry)	3.50	0.00	Y	Arm 7 Right	10.00	100.0 %	1709	1709
5/1 (A41 (E) WB exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Heath House Lane (N) NB Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (A41 (E) EB Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Wrotesley Park Road (S) SB Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Bonus Green Times

No Bonus Greens are defined For Scenario 4

Scenario 5: '5' (FG5: '2029 AM B + C', Plan 1: 'Network Control Plan 1')**Lane Saturation Flows**

Junction: Heath House Lane / A41 / Wrotesley Park Road								
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 (A41 (W) EB Entry)	3.50	0.00	Y	Arm 6 Left	20.00	100.0 %	1828	1828
1/2 (A41 (W) EB Entry)	3.75	0.00	Y	Arm 7 Ahead	Inf	100.0 %	1990	1990
1/3 (A41 (W) EB Entry)	3.75	0.00	Y	Arm 8 Right	43.00	100.0 %	1923	1923
2/1 (Heath House Lane (N) SB Entry)	3.00	0.00	Y	Arm 7 Left Arm 8 Ahead	25.00 Inf	6.8 % 93.2 %	1907	1907
2/2 (Heath House Lane (N) SB Entry)	3.00	0.00	Y	Arm 5 Right	10.00	100.0 %	1665	1665
3/1 (A41 (E) WB Entry)	3.75	0.00	Y	Arm 8 Left	20.00	100.0 %	1851	1851
3/2 (A41 (E) WB Entry)	3.50	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1965	1965
3/3 (A41 (E) WB Entry)	3.50	0.00	Y	Arm 6 Right	32.00	100.0 %	1877	1877
4/1 (Wrotesley Park Road (S) NB Entry)	3.50	0.00	Y	Arm 5 Left Arm 6 Ahead	21.00 Inf	30.5 % 69.5 %	1923	1923
4/2 (Wrotesley Park Road (S) NB Entry)	3.50	0.00	Y	Arm 7 Right	10.00	100.0 %	1709	1709
5/1 (A41 (E) WB exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Heath House Lane (N) NB Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (A41 (E) EB Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Wrotesley Park Road (S) SB Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Bonus Green Times

No Bonus Greens are defined For Scenario 5

Scenario 6: '6' (FG6: '2029 PM B + C', Plan 1: 'Network Control Plan 1')**Lane Saturation Flows**

Junction: Heath House Lane / A41 / Wrotesley Park Road								
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 (A41 (W) EB Entry)	3.50	0.00	Y	Arm 6 Left	20.00	100.0 %	1828	1828
1/2 (A41 (W) EB Entry)	3.75	0.00	Y	Arm 7 Ahead	Inf	100.0 %	1990	1990
1/3 (A41 (W) EB Entry)	3.75	0.00	Y	Arm 8 Right	43.00	100.0 %	1923	1923
2/1 (Heath House Lane (N) SB Entry)	3.00	0.00	Y	Arm 7 Left Arm 8 Ahead	25.00 Inf	6.1 % 93.9 %	1908	1908
2/2 (Heath House Lane (N) SB Entry)	3.00	0.00	Y	Arm 5 Right	10.00	100.0 %	1665	1665
3/1 (A41 (E) WB Entry)	3.75	0.00	Y	Arm 8 Left	20.00	100.0 %	1851	1851
3/2 (A41 (E) WB Entry)	3.50	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1965	1965
3/3 (A41 (E) WB Entry)	3.50	0.00	Y	Arm 6 Right	32.00	100.0 %	1877	1877
4/1 (Wrotesley Park Road (S) NB Entry)	3.50	0.00	Y	Arm 5 Left Arm 6 Ahead	21.00 Inf	31.5 % 68.5 %	1922	1922
4/2 (Wrotesley Park Road (S) NB Entry)	3.50	0.00	Y	Arm 7 Right	10.00	100.0 %	1709	1709
5/1 (A41 (E) WB exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Heath House Lane (N) NB Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (A41 (E) EB Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Wrotesley Park Road (S) SB Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Bonus Green Times

No Bonus Greens are defined For Scenario 6

Scenario 7: '7' (FG7: '2029 AM B + C + D', Plan 1: 'Network Control Plan 1')**Lane Saturation Flows**

Junction: Heath House Lane / A41 / Wrotesley Park Road								
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 (A41 (W) EB Entry)	3.50	0.00	Y	Arm 6 Left	20.00	100.0 %	1828	1828
1/2 (A41 (W) EB Entry)	3.75	0.00	Y	Arm 7 Ahead	Inf	100.0 %	1990	1990
1/3 (A41 (W) EB Entry)	3.75	0.00	Y	Arm 8 Right	43.00	100.0 %	1923	1923
2/1 (Heath House Lane (N) SB Entry)	3.00	0.00	Y	Arm 7 Left Arm 8 Ahead	25.00 Inf	6.8 % 93.2 %	1907	1907
2/2 (Heath House Lane (N) SB Entry)	3.00	0.00	Y	Arm 5 Right	10.00	100.0 %	1665	1665
3/1 (A41 (E) WB Entry)	3.75	0.00	Y	Arm 8 Left	20.00	100.0 %	1851	1851
3/2 (A41 (E) WB Entry)	3.50	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1965	1965
3/3 (A41 (E) WB Entry)	3.50	0.00	Y	Arm 6 Right	32.00	100.0 %	1877	1877
4/1 (Wrotesley Park Road (S) NB Entry)	3.50	0.00	Y	Arm 5 Left Arm 6 Ahead	21.00 Inf	30.5 % 69.5 %	1923	1923
4/2 (Wrotesley Park Road (S) NB Entry)	3.50	0.00	Y	Arm 7 Right	10.00	100.0 %	1709	1709
5/1 (A41 (E) WB exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Heath House Lane (N) NB Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (A41 (E) EB Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Wrotesley Park Road (S) SB Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Bonus Green Times

No Bonus Greens are defined For Scenario 7

Scenario 8: '8' (FG8: '2029 PM B + C + D', Plan 1: 'Network Control Plan 1')**Lane Saturation Flows**

Junction: Heath House Lane / A41 / Wrotesley Park Road								
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 (A41 (W) EB Entry)	3.50	0.00	Y	Arm 6 Left	20.00	100.0 %	1828	1828
1/2 (A41 (W) EB Entry)	3.75	0.00	Y	Arm 7 Ahead	Inf	100.0 %	1990	1990
1/3 (A41 (W) EB Entry)	3.75	0.00	Y	Arm 8 Right	43.00	100.0 %	1923	1923
2/1 (Heath House Lane (N) SB Entry)	3.00	0.00	Y	Arm 7 Left Arm 8 Ahead	25.00 Inf	6.1 % 93.9 %	1908	1908
2/2 (Heath House Lane (N) SB Entry)	3.00	0.00	Y	Arm 5 Right	10.00	100.0 %	1665	1665
3/1 (A41 (E) WB Entry)	3.75	0.00	Y	Arm 8 Left	20.00	100.0 %	1851	1851
3/2 (A41 (E) WB Entry)	3.50	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1965	1965
3/3 (A41 (E) WB Entry)	3.50	0.00	Y	Arm 6 Right	32.00	100.0 %	1877	1877
4/1 (Wrotesley Park Road (S) NB Entry)	3.50	0.00	Y	Arm 5 Left Arm 6 Ahead	21.00 Inf	31.5 % 68.5 %	1922	1922
4/2 (Wrotesley Park Road (S) NB Entry)	3.50	0.00	Y	Arm 7 Right	10.00	100.0 %	1709	1709
5/1 (A41 (E) WB exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Heath House Lane (N) NB Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (A41 (E) EB Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Wrotesley Park Road (S) SB Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Bonus Green Times

No Bonus Greens are defined For Scenario 8

Scenario 9: '9' (FG9: '2034 AM Base', Plan 1: 'Network Control Plan 1')**Lane Saturation Flows**

Junction: Heath House Lane / A41 / Wrotesley Park Road								
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 (A41 (W) EB Entry)	3.50	0.00	Y	Arm 6 Left	20.00	100.0 %	1828	1828
1/2 (A41 (W) EB Entry)	3.75	0.00	Y	Arm 7 Ahead	Inf	100.0 %	1990	1990
1/3 (A41 (W) EB Entry)	3.75	0.00	Y	Arm 8 Right	43.00	100.0 %	1923	1923
2/1 (Heath House Lane (N) SB Entry)	3.00	0.00	Y	Arm 7 Left Arm 8 Ahead	25.00 Inf	7.0 % 93.0 %	1907	1907
2/2 (Heath House Lane (N) SB Entry)	3.00	0.00	Y	Arm 5 Right	10.00	100.0 %	1665	1665
3/1 (A41 (E) WB Entry)	3.75	0.00	Y	Arm 8 Left	20.00	100.0 %	1851	1851
3/2 (A41 (E) WB Entry)	3.50	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1965	1965
3/3 (A41 (E) WB Entry)	3.50	0.00	Y	Arm 6 Right	32.00	100.0 %	1877	1877
4/1 (Wrotesley Park Road (S) NB Entry)	3.50	0.00	Y	Arm 5 Left Arm 6 Ahead	21.00 Inf	30.2 % 69.8 %	1924	1924
4/2 (Wrotesley Park Road (S) NB Entry)	3.50	0.00	Y	Arm 7 Right	10.00	100.0 %	1709	1709
5/1 (A41 (E) WB exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Heath House Lane (N) NB Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (A41 (E) EB Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Wrotesley Park Road (S) SB Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Bonus Green Times

No Bonus Greens are defined For Scenario 9

Scenario 10: '10' (FG10: '2034 PM Base', Plan 1: 'Network Control Plan 1')**Lane Saturation Flows**

Junction: Heath House Lane / A41 / Wrotesley Park Road								
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 (A41 (W) EB Entry)	3.50	0.00	Y	Arm 6 Left	20.00	100.0 %	1828	1828
1/2 (A41 (W) EB Entry)	3.75	0.00	Y	Arm 7 Ahead	Inf	100.0 %	1990	1990
1/3 (A41 (W) EB Entry)	3.75	0.00	Y	Arm 8 Right	43.00	100.0 %	1923	1923
2/1 (Heath House Lane (N) SB Entry)	3.00	0.00	Y	Arm 7 Left Arm 8 Ahead	25.00 Inf	6.1 % 93.9 %	1908	1908
2/2 (Heath House Lane (N) SB Entry)	3.00	0.00	Y	Arm 5 Right	10.00	100.0 %	1665	1665
3/1 (A41 (E) WB Entry)	3.75	0.00	Y	Arm 8 Left	20.00	100.0 %	1851	1851
3/2 (A41 (E) WB Entry)	3.50	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1965	1965
3/3 (A41 (E) WB Entry)	3.50	0.00	Y	Arm 6 Right	32.00	100.0 %	1877	1877
4/1 (Wrotesley Park Road (S) NB Entry)	3.50	0.00	Y	Arm 5 Left Arm 6 Ahead	21.00 Inf	31.1 % 68.9 %	1922	1922
4/2 (Wrotesley Park Road (S) NB Entry)	3.50	0.00	Y	Arm 7 Right	10.00	100.0 %	1709	1709
5/1 (A41 (E) WB exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Heath House Lane (N) NB Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (A41 (E) EB Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Wrotesley Park Road (S) SB Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Bonus Green Times

No Bonus Greens are defined For Scenario 10

Scenario 11: '11' (FG11: '2034 AM B + C', Plan 1: 'Network Control Plan 1')**Lane Saturation Flows**

Junction: Heath House Lane / A41 / Wrotesley Park Road								
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 (A41 (W) EB Entry)	3.50	0.00	Y	Arm 6 Left	20.00	100.0 %	1828	1828
1/2 (A41 (W) EB Entry)	3.75	0.00	Y	Arm 7 Ahead	Inf	100.0 %	1990	1990
1/3 (A41 (W) EB Entry)	3.75	0.00	Y	Arm 8 Right	43.00	100.0 %	1923	1923
2/1 (Heath House Lane (N) SB Entry)	3.00	0.00	Y	Arm 7 Left Arm 8 Ahead	25.00 Inf	6.9 % 93.1 %	1907	1907
2/2 (Heath House Lane (N) SB Entry)	3.00	0.00	Y	Arm 5 Right	10.00	100.0 %	1665	1665
3/1 (A41 (E) WB Entry)	3.75	0.00	Y	Arm 8 Left	20.00	100.0 %	1851	1851
3/2 (A41 (E) WB Entry)	3.50	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1965	1965
3/3 (A41 (E) WB Entry)	3.50	0.00	Y	Arm 6 Right	32.00	100.0 %	1877	1877
4/1 (Wrotesley Park Road (S) NB Entry)	3.50	0.00	Y	Arm 5 Left Arm 6 Ahead	21.00 Inf	30.5 % 69.5 %	1923	1923
4/2 (Wrotesley Park Road (S) NB Entry)	3.50	0.00	Y	Arm 7 Right	10.00	100.0 %	1709	1709
5/1 (A41 (E) WB exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Heath House Lane (N) NB Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (A41 (E) EB Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Wrotesley Park Road (S) SB Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Bonus Green Times

No Bonus Greens are defined For Scenario 11

Scenario 12: '12' (FG12: '2034 PM B + C', Plan 1: 'Network Control Plan 1')**Lane Saturation Flows**

Junction: Heath House Lane / A41 / Wrotesley Park Road								
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 (A41 (W) EB Entry)	3.50	0.00	Y	Arm 6 Left	20.00	100.0 %	1828	1828
1/2 (A41 (W) EB Entry)	3.75	0.00	Y	Arm 7 Ahead	Inf	100.0 %	1990	1990
1/3 (A41 (W) EB Entry)	3.75	0.00	Y	Arm 8 Right	43.00	100.0 %	1923	1923
2/1 (Heath House Lane (N) SB Entry)	3.00	0.00	Y	Arm 7 Left Arm 8 Ahead	25.00 Inf	6.0 % 94.0 %	1908	1908
2/2 (Heath House Lane (N) SB Entry)	3.00	0.00	Y	Arm 5 Right	10.00	100.0 %	1665	1665
3/1 (A41 (E) WB Entry)	3.75	0.00	Y	Arm 8 Left	20.00	100.0 %	1851	1851
3/2 (A41 (E) WB Entry)	3.50	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1965	1965
3/3 (A41 (E) WB Entry)	3.50	0.00	Y	Arm 6 Right	32.00	100.0 %	1877	1877
4/1 (Wrotesley Park Road (S) NB Entry)	3.50	0.00	Y	Arm 5 Left Arm 6 Ahead	21.00 Inf	31.4 % 68.6 %	1922	1922
4/2 (Wrotesley Park Road (S) NB Entry)	3.50	0.00	Y	Arm 7 Right	10.00	100.0 %	1709	1709
5/1 (A41 (E) WB exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Heath House Lane (N) NB Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (A41 (E) EB Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Wrotesley Park Road (S) SB Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Bonus Green Times

No Bonus Greens are defined For Scenario 12

Scenario 13: '13' (FG13: '2034 AM B + C + D', Plan 1: 'Network Control Plan 1')**Lane Saturation Flows**

Junction: Heath House Lane / A41 / Wrotesley Park Road								
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 (A41 (W) EB Entry)	3.50	0.00	Y	Arm 6 Left	20.00	100.0 %	1828	1828
1/2 (A41 (W) EB Entry)	3.75	0.00	Y	Arm 7 Ahead	Inf	100.0 %	1990	1990
1/3 (A41 (W) EB Entry)	3.75	0.00	Y	Arm 8 Right	43.00	100.0 %	1923	1923
2/1 (Heath House Lane (N) SB Entry)	3.00	0.00	Y	Arm 7 Left Arm 8 Ahead	25.00 Inf	6.9 % 93.1 %	1907	1907
2/2 (Heath House Lane (N) SB Entry)	3.00	0.00	Y	Arm 5 Right	10.00	100.0 %	1665	1665
3/1 (A41 (E) WB Entry)	3.75	0.00	Y	Arm 8 Left	20.00	100.0 %	1851	1851
3/2 (A41 (E) WB Entry)	3.50	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1965	1965
3/3 (A41 (E) WB Entry)	3.50	0.00	Y	Arm 6 Right	32.00	100.0 %	1877	1877
4/1 (Wrotesley Park Road (S) NB Entry)	3.50	0.00	Y	Arm 5 Left Arm 6 Ahead	21.00 Inf	30.5 % 69.5 %	1923	1923
4/2 (Wrotesley Park Road (S) NB Entry)	3.50	0.00	Y	Arm 7 Right	10.00	100.0 %	1709	1709
5/1 (A41 (E) WB exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Heath House Lane (N) NB Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (A41 (E) EB Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Wrotesley Park Road (S) SB Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Bonus Green Times

No Bonus Greens are defined For Scenario 13

Scenario 14: '14' (FG14: '2034 PM B + C + D', Plan 1: 'Network Control Plan 1')**Lane Saturation Flows**

Junction: Heath House Lane / A41 / Wrotesley Park Road								
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 (A41 (W) EB Entry)	3.50	0.00	Y	Arm 6 Left	20.00	100.0 %	1828	1828
1/2 (A41 (W) EB Entry)	3.75	0.00	Y	Arm 7 Ahead	Inf	100.0 %	1990	1990
1/3 (A41 (W) EB Entry)	3.75	0.00	Y	Arm 8 Right	43.00	100.0 %	1923	1923
2/1 (Heath House Lane (N) SB Entry)	3.00	0.00	Y	Arm 7 Left Arm 8 Ahead	25.00 Inf	6.0 % 94.0 %	1908	1908
2/2 (Heath House Lane (N) SB Entry)	3.00	0.00	Y	Arm 5 Right	10.00	100.0 %	1665	1665
3/1 (A41 (E) WB Entry)	3.75	0.00	Y	Arm 8 Left	20.00	100.0 %	1851	1851
3/2 (A41 (E) WB Entry)	3.50	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1965	1965
3/3 (A41 (E) WB Entry)	3.50	0.00	Y	Arm 6 Right	32.00	100.0 %	1877	1877
4/1 (Wrotesley Park Road (S) NB Entry)	3.50	0.00	Y	Arm 5 Left Arm 6 Ahead	21.00 Inf	31.4 % 68.6 %	1922	1922
4/2 (Wrotesley Park Road (S) NB Entry)	3.50	0.00	Y	Arm 7 Right	10.00	100.0 %	1709	1709
5/1 (A41 (E) WB exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Heath House Lane (N) NB Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (A41 (E) EB Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Wrotesley Park Road (S) SB Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Bonus Green Times

No Bonus Greens are defined For Scenario 14

Scenario 15: '15' (FG15: '2029 AM B + C + D (Sens)', Plan 1: 'Network Control Plan 1')**Lane Saturation Flows**

Junction: Heath House Lane / A41 / Wrotesley Park Road								
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 (A41 (W) EB Entry)	3.50	0.00	Y	Arm 6 Left	20.00	100.0 %	1828	1828
1/2 (A41 (W) EB Entry)	3.75	0.00	Y	Arm 7 Ahead	Inf	100.0 %	1990	1990
1/3 (A41 (W) EB Entry)	3.75	0.00	Y	Arm 8 Right	43.00	100.0 %	1923	1923
2/1 (Heath House Lane (N) SB Entry)	3.00	0.00	Y	Arm 7 Left Arm 8 Ahead	25.00 Inf	6.8 % 93.2 %	1907	1907
2/2 (Heath House Lane (N) SB Entry)	3.00	0.00	Y	Arm 5 Right	10.00	100.0 %	1665	1665
3/1 (A41 (E) WB Entry)	3.75	0.00	Y	Arm 8 Left	20.00	100.0 %	1851	1851
3/2 (A41 (E) WB Entry)	3.50	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1965	1965
3/3 (A41 (E) WB Entry)	3.50	0.00	Y	Arm 6 Right	32.00	100.0 %	1877	1877
4/1 (Wrotesley Park Road (S) NB Entry)	3.50	0.00	Y	Arm 5 Left Arm 6 Ahead	21.00 Inf	30.5 % 69.5 %	1923	1923
4/2 (Wrotesley Park Road (S) NB Entry)	3.50	0.00	Y	Arm 7 Right	10.00	100.0 %	1709	1709
5/1 (A41 (E) WB exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Heath House Lane (N) NB Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (A41 (E) EB Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Wrotesley Park Road (S) SB Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Bonus Green Times

No Bonus Greens are defined For Scenario 15

Scenario 16: '16' (FG16: '2029 PM B + C + D (Sens)', Plan 1: 'Network Control Plan 1')**Lane Saturation Flows**

Junction: Heath House Lane / A41 / Wrotesley Park Road								
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 (A41 (W) EB Entry)	3.50	0.00	Y	Arm 6 Left	20.00	100.0 %	1828	1828
1/2 (A41 (W) EB Entry)	3.75	0.00	Y	Arm 7 Ahead	Inf	100.0 %	1990	1990
1/3 (A41 (W) EB Entry)	3.75	0.00	Y	Arm 8 Right	43.00	100.0 %	1923	1923
2/1 (Heath House Lane (N) SB Entry)	3.00	0.00	Y	Arm 7 Left Arm 8 Ahead	25.00 Inf	6.1 % 93.9 %	1908	1908
2/2 (Heath House Lane (N) SB Entry)	3.00	0.00	Y	Arm 5 Right	10.00	100.0 %	1665	1665
3/1 (A41 (E) WB Entry)	3.75	0.00	Y	Arm 8 Left	20.00	100.0 %	1851	1851
3/2 (A41 (E) WB Entry)	3.50	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1965	1965
3/3 (A41 (E) WB Entry)	3.50	0.00	Y	Arm 6 Right	32.00	100.0 %	1877	1877
4/1 (Wrotesley Park Road (S) NB Entry)	3.50	0.00	Y	Arm 5 Left Arm 6 Ahead	21.00 Inf	31.5 % 68.5 %	1922	1922
4/2 (Wrotesley Park Road (S) NB Entry)	3.50	0.00	Y	Arm 7 Right	10.00	100.0 %	1709	1709
5/1 (A41 (E) WB exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Heath House Lane (N) NB Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (A41 (E) EB Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Wrotesley Park Road (S) SB Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Bonus Green Times

No Bonus Greens are defined For Scenario 16

Scenario 17: '17' (FG17: '2034 AM B + C + D (Sens)', Plan 1: 'Network Control Plan 1')**Lane Saturation Flows**

Junction: Heath House Lane / A41 / Wrotesley Park Road								
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 (A41 (W) EB Entry)	3.50	0.00	Y	Arm 6 Left	20.00	100.0 %	1828	1828
1/2 (A41 (W) EB Entry)	3.75	0.00	Y	Arm 7 Ahead	Inf	100.0 %	1990	1990
1/3 (A41 (W) EB Entry)	3.75	0.00	Y	Arm 8 Right	43.00	100.0 %	1923	1923
2/1 (Heath House Lane (N) SB Entry)	3.00	0.00	Y	Arm 7 Left Arm 8 Ahead	25.00 Inf	6.9 % 93.1 %	1907	1907
2/2 (Heath House Lane (N) SB Entry)	3.00	0.00	Y	Arm 5 Right	10.00	100.0 %	1665	1665
3/1 (A41 (E) WB Entry)	3.75	0.00	Y	Arm 8 Left	20.00	100.0 %	1851	1851
3/2 (A41 (E) WB Entry)	3.50	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1965	1965
3/3 (A41 (E) WB Entry)	3.50	0.00	Y	Arm 6 Right	32.00	100.0 %	1877	1877
4/1 (Wrotesley Park Road (S) NB Entry)	3.50	0.00	Y	Arm 5 Left Arm 6 Ahead	21.00 Inf	30.5 % 69.5 %	1923	1923
4/2 (Wrotesley Park Road (S) NB Entry)	3.50	0.00	Y	Arm 7 Right	10.00	100.0 %	1709	1709
5/1 (A41 (E) WB exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Heath House Lane (N) NB Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (A41 (E) EB Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Wrotesley Park Road (S) SB Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Bonus Green Times

No Bonus Greens are defined For Scenario 17

Scenario 18: '18' (FG18: '2034 PM B + C + D (Sens)', Plan 1: 'Network Control Plan 1')**Lane Saturation Flows**

Junction: Heath House Lane / A41 / Wrotesley Park Road								
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 (A41 (W) EB Entry)	3.50	0.00	Y	Arm 6 Left	20.00	100.0 %	1828	1828
1/2 (A41 (W) EB Entry)	3.75	0.00	Y	Arm 7 Ahead	Inf	100.0 %	1990	1990
1/3 (A41 (W) EB Entry)	3.75	0.00	Y	Arm 8 Right	43.00	100.0 %	1923	1923
2/1 (Heath House Lane (N) SB Entry)	3.00	0.00	Y	Arm 7 Left Arm 8 Ahead	25.00 Inf	6.2 % 93.8 %	1908	1908
2/2 (Heath House Lane (N) SB Entry)	3.00	0.00	Y	Arm 5 Right	10.00	100.0 %	1665	1665
3/1 (A41 (E) WB Entry)	3.75	0.00	Y	Arm 8 Left	20.00	100.0 %	1851	1851
3/2 (A41 (E) WB Entry)	3.50	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1965	1965
3/3 (A41 (E) WB Entry)	3.50	0.00	Y	Arm 6 Right	32.00	100.0 %	1877	1877
4/1 (Wrotesley Park Road (S) NB Entry)	3.50	0.00	Y	Arm 5 Left Arm 6 Ahead	21.00 Inf	31.4 % 68.6 %	1922	1922
4/2 (Wrotesley Park Road (S) NB Entry)	3.50	0.00	Y	Arm 7 Right	10.00	100.0 %	1709	1709
5/1 (A41 (E) WB exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Heath House Lane (N) NB Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (A41 (E) EB Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Wrotesley Park Road (S) SB Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Bonus Green Times

No Bonus Greens are defined For Scenario 18

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2024 AM Base'	07:30	08:30	01:00	
2: '2024 PM Base'	16:15	17:15	01:00	
3: '2029 AM Base'	07:30	08:30	01:00	
4: '2029 PM Base'	16:15	17:15	01:00	
5: '2029 AM B + C'	07:30	08:30	01:00	
6: '2029 PM B + C'	16:15	17:15	01:00	
7: '2029 AM B + C + D'	07:30	08:30	01:00	
8: '2029 PM B + C + D'	16:15	17:15	01:00	
9: '2034 AM Base'	07:30	08:30	01:00	
10: '2034 PM Base'	16:15	17:15	01:00	
11: '2034 AM B + C'	07:30	08:30	01:00	
12: '2034 PM B + C'	16:15	17:15	01:00	
13: '2034 AM B + C + D'	07:30	08:30	01:00	
14: '2034 PM B + C + D'	16:15	17:15	01:00	
15: '2029 AM B + C + D (Sens)'	07:30	08:30	01:00	
16: '2029 PM B + C + D (Sens)'	16:15	17:15	01:00	
17: '2034 AM B + C + D (Sens)'	07:30	08:30	01:00	
18: '2034 PM B + C + D (Sens)'	16:15	17:15	01:00	

Traffic Flows, Desired

FG1: '2024 AM Base'

Desired Flow :

	Destination					
		A	B	C	D	Tot.
Origin	A	0	22	497	132	651
	B	29	0	22	299	350
	C	557	43	0	104	704
	D	220	510	135	0	865
	Tot.	806	575	654	535	2570

FG2: '2024 PM Base'

Desired Flow :

	Destination					
		A	B	C	D	Tot.
Origin	A	0	28	540	293	861
	B	19	0	30	460	509
	C	466	42	0	254	762
	D	169	374	152	0	695
	Tot.	654	444	722	1007	2827

FG3: '2029 AM Base'

Desired Flow :

	Destination					
		A	B	C	D	Tot.
Origin	A	0	23	517	138	678
	B	30	0	23	311	364
	C	579	45	0	108	732
	D	229	531	140	0	900
	Tot.	838	599	680	557	2674

Basic Input Data and Results

FG4: '2029 PM Base'

Desired Flow :

	Destination					
		A	B	C	D	Tot.
Origin	A	0	29	561	308	898
	B	20	0	33	507	560
	C	484	43	0	264	791
	D	175	389	158	0	722
	Tot.	679	461	752	1079	2971

FG5: '2029 AM B + C'

Desired Flow :

	Destination					
		A	B	C	D	Tot.
Origin	A	0	34	554	140	728
	B	61	0	23	313	397
	C	589	45	0	116	750
	D	236	538	163	0	937
	Tot.	886	617	740	569	2812

FG6: '2029 PM B + C'

Desired Flow :

	Destination					
		A	B	C	D	Tot.
Origin	A	0	41	578	310	929
	B	48	0	33	509	590
	C	512	43	0	271	826
	D	182	396	181	0	759
	Tot.	742	480	792	1090	3104

FG7: '2029 AM B + C + D'

Desired Flow :

	Destination					
		A	B	C	D	Tot.
Origin	A	0	34	760	140	934
	B	61	0	23	313	397
	C	674	45	0	116	835
	D	236	538	163	0	937
	Tot.	971	617	946	569	3103

Basic Input Data and Results

FG8: '2029 PM B + C + D'

Desired Flow :

	Destination					
	A	B	C	D	Tot.	
Origin	A	0	41	666	310	1017
	B	48	0	33	509	590
	C	673	43	0	271	987
	D	182	396	181	0	759
	Tot.	903	480	880	1090	3353

FG9: '2034 AM Base'

Desired Flow :

	Destination					
	A	B	C	D	Tot.	
Origin	A	0	24	535	142	701
	B	31	0	24	321	376
	C	599	46	0	112	757
	D	237	549	145	0	931
	Tot.	867	619	704	575	2765

FG10: '2034 PM Base'

Desired Flow :

	Destination					
	A	B	C	D	Tot.	
Origin	A	0	30	580	318	928
	B	20	0	34	524	578
	C	500	45	0	273	818
	D	181	401	163	0	745
	Tot.	701	476	777	1115	3069

FG11: '2034 AM B + C'

Desired Flow :

	Destination					
	A	B	C	D	Tot.	
Origin	A	0	35	571	144	750
	B	62	0	24	323	409
	C	609	46	0	119	774
	D	244	556	168	0	968
	Tot.	915	637	763	586	2901

Basic Input Data and Results

FG12: '2034 PM B + C'

Desired Flow :

	Destination					
		A	B	C	D	Tot.
Origin	A	0	55	596	326	977
	B	33	0	34	532	599
	C	528	45	0	298	871
	D	185	405	176	0	766
	Tot.	746	505	806	1156	3213

FG13: '2034 AM B + C + D'

Desired Flow :

	Destination					
		A	B	C	D	Tot.
Origin	A	0	35	778	144	957
	B	62	0	24	323	409
	C	694	46	0	119	859
	D	244	556	168	0	968
	Tot.	1000	637	970	586	3193

FG14: '2034 PM B + C + D'

Desired Flow :

	Destination					
		A	B	C	D	Tot.
Origin	A	0	55	685	326	1066
	B	33	0	34	532	599
	C	689	45	0	298	1032
	D	185	405	176	0	766
	Tot.	907	505	895	1156	3463

FG15: '2029 AM B + C + D (Sens)'

Desired Flow :

	Destination					
		A	B	C	D	Tot.
Origin	A	0	34	796	140	970
	B	61	0	23	313	397
	C	689	45	0	116	850
	D	236	538	163	0	937
	Tot.	986	617	982	569	3154

Basic Input Data and Results

FG16: '2029 PM B + C + D (Sens)'

Desired Flow :

	Destination					
		A	B	C	D	Tot.
Origin	A	0	41	680	310	1031
	B	48	0	33	509	590
	C	704	43	0	271	1018
	D	182	396	181	0	759
	Tot.	934	480	894	1090	3398

FG17: '2034 AM B + C + D (Sens)'

Desired Flow :

	Destination					
		A	B	C	D	Tot.
Origin	A	0	35	813	144	992
	B	62	0	24	323	409
	C	709	46	0	119	874
	D	244	556	168	0	968
	Tot.	1015	637	1005	586	3243

FG18: '2034 PM B + C + D (Sens)'

Desired Flow :

	Destination					
		A	B	C	D	Tot.
Origin	A	0	55	699	326	1080
	B	33	0	35	532	600
	C	720	47	0	298	1065
	D	185	405	176	0	766
	Tot.	938	507	910	1156	3511

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

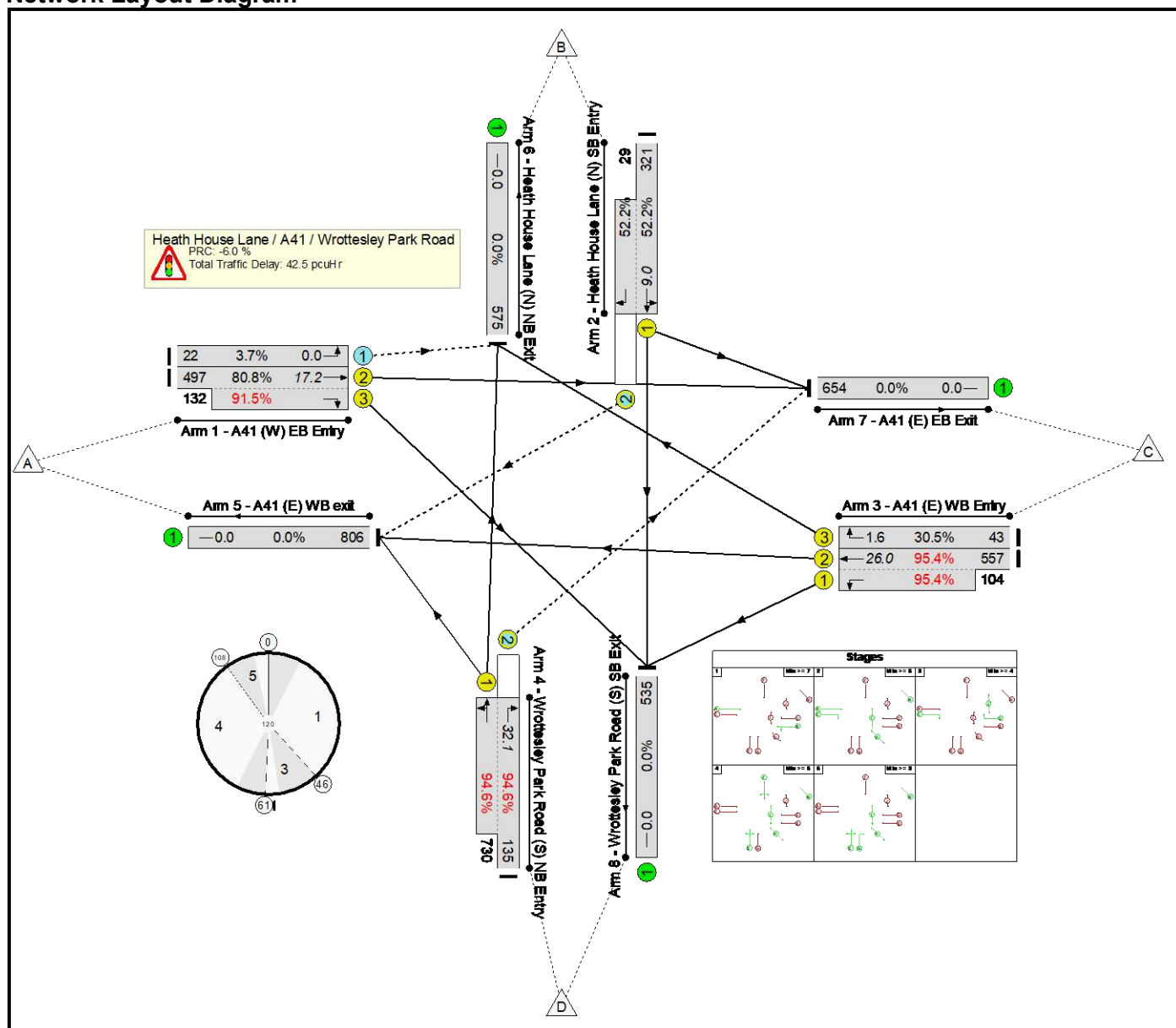
Stage Timings

Stage	1	3	4	5
Duration	37	4	39	4
Change Point	0	46	61	108

Phase Timings

Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	A41 (W) EB Entry Ahead	Traffic	39	7	46
B	A41 (E) WB Entry Ahead Left	Traffic	37	9	46
C	A41 (W) EB Entry Right	Traffic	8	53	61
D	A41 (E) WB Entry Right	Traffic	8	53	61
E	Wrottesley Park Road (S) NB Entry Left Ahead Right	Traffic	52	68	0
F	Heath House Lane (N) SB Entry Right Left Ahead	Traffic	40	68	108
G	Wrottesley Park Road (S) NB Entry Right IGA	Ind. Arrow	4	116	0
H	Pedestrians across	Pedestrian	51	69	0
I	Pedestrians across	Pedestrian	51	69	0
J	Pedestrians across	Pedestrian	4	57	61
K	Dummy	Dummy	51	69	0

Network Layout Diagram



Basic Input Data and Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Heath House Lane / A41 / Wrotesley Park Rd	-	-	N/A	-	-		-	-	-	-	-	-	-	95.4%
Heath House Lane / A41 / Wrotesley Park Road	-	-	N/A	-	-		-	-	-	-	-	-	-	95.4%
1/1	A41 (W) EB Entry Left	O	N/A	N/A	-		-	-	-	-	22	1828	593	3.7%
1/2+1/3	A41 (W) EB Entry Ahead Right	U	N/A	N/A	A C		1	39:8	-	-	629	1990:1923	615+144	80.8 : 91.5%
2/1+2/2	Heath House Lane (N) SB Entry Right Left Ahead	U+O	N/A	N/A	F		1	40	-	-	350	1907:1665	614+56	52.2 : 52.2%
3/2+3/1	A41 (E) WB Entry Ahead Left	U	N/A	N/A	B		1	37	-	-	661	1965:1851	584+109	95.4 : 95.4%
3/3	A41 (E) WB Entry Right	U	N/A	N/A	D		1	8	-	-	43	1877	141	30.5%
4/2+4/1	Wrotesley Park Road (S) NB Entry Left Ahead Right	O+U	N/A	N/A	E	G	1	52	4	-	865	1709:1924	143+771	94.6 : 94.6%
5/1	A41 (E) WB exit	U	N/A	N/A	-		-	-	-	-	806	Inf	Inf	0.0%
6/1	Heath House Lane (N) NB Exit	U	N/A	N/A	-		-	-	-	-	575	Inf	Inf	0.0%
7/1	A41 (E) EB Exit	U	N/A	N/A	-		-	-	-	-	654	Inf	Inf	0.0%
8/1	Wrotesley Park Road (S) SB Exit	U	N/A	N/A	-		-	-	-	-	535	Inf	Inf	0.0%

Basic Input Data and Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network: Heath House Lane / A41 / Wrotesley Park Rd	-	-	147	35	4	24.9	17.1	0.5	42.5	-	-	-	-	
Heath House Lane / A41 / Wrotesley Park Road	-	-	147	35	4	24.9	17.1	0.5	42.5	-	-	-	-	
1/1	22	22	11	11	0	0.0	0.0	-	0.0	3.2	0.0	0.0	0.0	
1/2+1/3	629	629	-	-	-	6.9	2.3	-	9.3	53.0	14.9	2.3	17.2	
2/1+2/2	350	350	29	0	0	3.0	0.5	0.1	3.7	38.0	8.5	0.5	9.0	
3/2+3/1	661	661	-	-	-	7.0	7.1	-	14.1	77.0	18.9	7.1	26.0	
3/3	43	43	-	-	-	0.6	0.2	-	0.8	70.9	1.3	0.2	1.6	
4/2+4/1	865	865	107	25	4	7.3	6.9	0.3	14.5	60.5	25.2	6.9	32.1	
5/1	806	806	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/1	575	575	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
7/1	654	654	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
8/1	535	535	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
C1 PRC for Signalled Lanes (%): -6.0 PRC Over All Lanes (%): -6.0 Total Delay for Signalled Lanes (pcuHr): 42.47 Total Delay Over All Lanes(pcuHr): 42.49 Cycle Time (s): 120														

Basic Input Data and Results

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

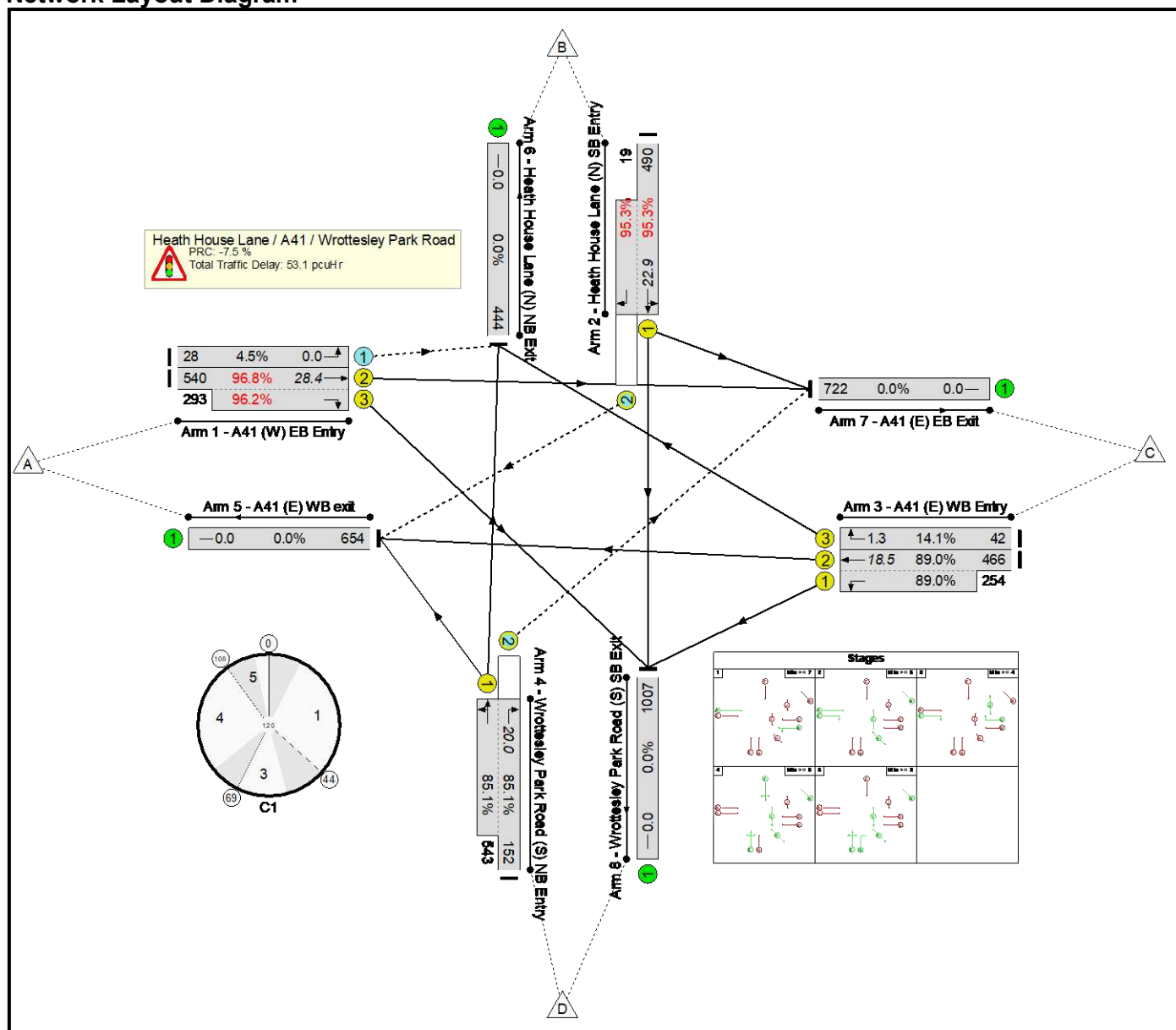
Stage Timings

Stage	1	3	4	5
Duration	35	14	31	4
Change Point	0	44	69	108

Phase Timings

Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	A41 (W) EB Entry Ahead	Traffic	37	7	44
B	A41 (E) WB Entry Ahead Left	Traffic	35	9	44
C	A41 (W) EB Entry Right	Traffic	18	51	69
D	A41 (E) WB Entry Right	Traffic	18	51	69
E	Wrottesley Park Road (S) NB Entry Left Ahead Right	Traffic	44	76	0
F	Heath House Lane (N) SB Entry Right Left Ahead	Traffic	32	76	108
G	Wrottesley Park Road (S) NB Entry Right IGA	Ind. Arrow	4	116	0
H	Pedestrians across	Pedestrian	43	77	0
I	Pedestrians across	Pedestrian	43	77	0
J	Pedestrians across	Pedestrian	14	55	69
K	Dummy	Dummy	43	77	0

Network Layout Diagram



Basic Input Data and Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Heath House Lane / A41 / Wrotesley Park Rd	-	-	N/A	-	-		-	-	-	-	-	-	-	96.8%
Heath House Lane / A41 / Wrotesley Park Road	-	-	N/A	-	-		-	-	-	-	-	-	-	96.8%
1/1	A41 (W) EB Entry Left	O	N/A	N/A	-		-	-	-	-	28	1828	623	4.5%
1/2+1/3	A41 (W) EB Entry Ahead Right	U	N/A	N/A	A C		1	37:18	-	-	833	1990:1923	558+304	96.8 : 96.2%
2/1+2/2	Heath House Lane (N) SB Entry Right Left Ahead	U+O	N/A	N/A	F		1	32	-	-	509	1908:1665	514+20	95.3 : 95.3%
3/2+3/1	A41 (E) WB Entry Ahead Left	U	N/A	N/A	B		1	35	-	-	720	1965:1851	524+285	89.0 : 89.0%
3/3	A41 (E) WB Entry Right	U	N/A	N/A	D		1	18	-	-	42	1877	297	14.1%
4/2+4/1	Wrotesley Park Road (S) NB Entry Left Ahead Right	O+U	N/A	N/A	E	G	1	44	4	-	695	1709:1922	179+638	85.1 : 85.1%
5/1	A41 (E) WB exit	U	N/A	N/A	-		-	-	-	-	654	Inf	Inf	0.0%
6/1	Heath House Lane (N) NB Exit	U	N/A	N/A	-		-	-	-	-	444	Inf	Inf	0.0%
7/1	A41 (E) EB Exit	U	N/A	N/A	-		-	-	-	-	722	Inf	Inf	0.0%
8/1	Wrotesley Park Road (S) SB Exit	U	N/A	N/A	-		-	-	-	-	1007	Inf	Inf	0.0%

Basic Input Data and Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network: Heath House Lane / A41 / Wrotesley Park Rd	-	-	49	146	4	30.1	22.0	0.9	53.1	-	-	-	-	
Heath House Lane / A41 / Wrotesley Park Road	-	-	49	146	4	30.1	22.0	0.9	53.1	-	-	-	-	
1/1	28	28	15	13	0	0.0	0.0	-	0.0	3.0	0.0	0.0	0.0	
1/2+1/3	833	833	-	-	-	9.9	8.8	-	18.7	80.9	19.6	8.8	28.4	
2/1+2/2	509	509	19	0	0	6.0	6.7	0.1	12.7	90.2	16.2	6.7	22.9	
3/2+3/1	720	720	-	-	-	7.4	3.7	-	11.1	55.6	14.8	3.7	18.5	
3/3	42	42	-	-	-	0.5	0.1	-	0.6	50.6	1.2	0.1	1.3	
4/2+4/1	695	695	15	133	4	6.3	2.7	0.8	9.9	51.1	17.3	2.7	20.0	
5/1	654	654	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/1	444	444	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
7/1	722	722	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
8/1	1007	1007	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
C1 PRC for Signalled Lanes (%): -7.5 PRC Over All Lanes (%): -7.5 Total Delay for Signalled Lanes (pcuHr): 53.03 Total Delay Over All Lanes(pcuHr): 53.05 Cycle Time (s): 120														

Basic Input Data and Results

Scenario 3: '3' (FG3: '2029 AM Base', Plan 1: 'Network Control Plan 1')

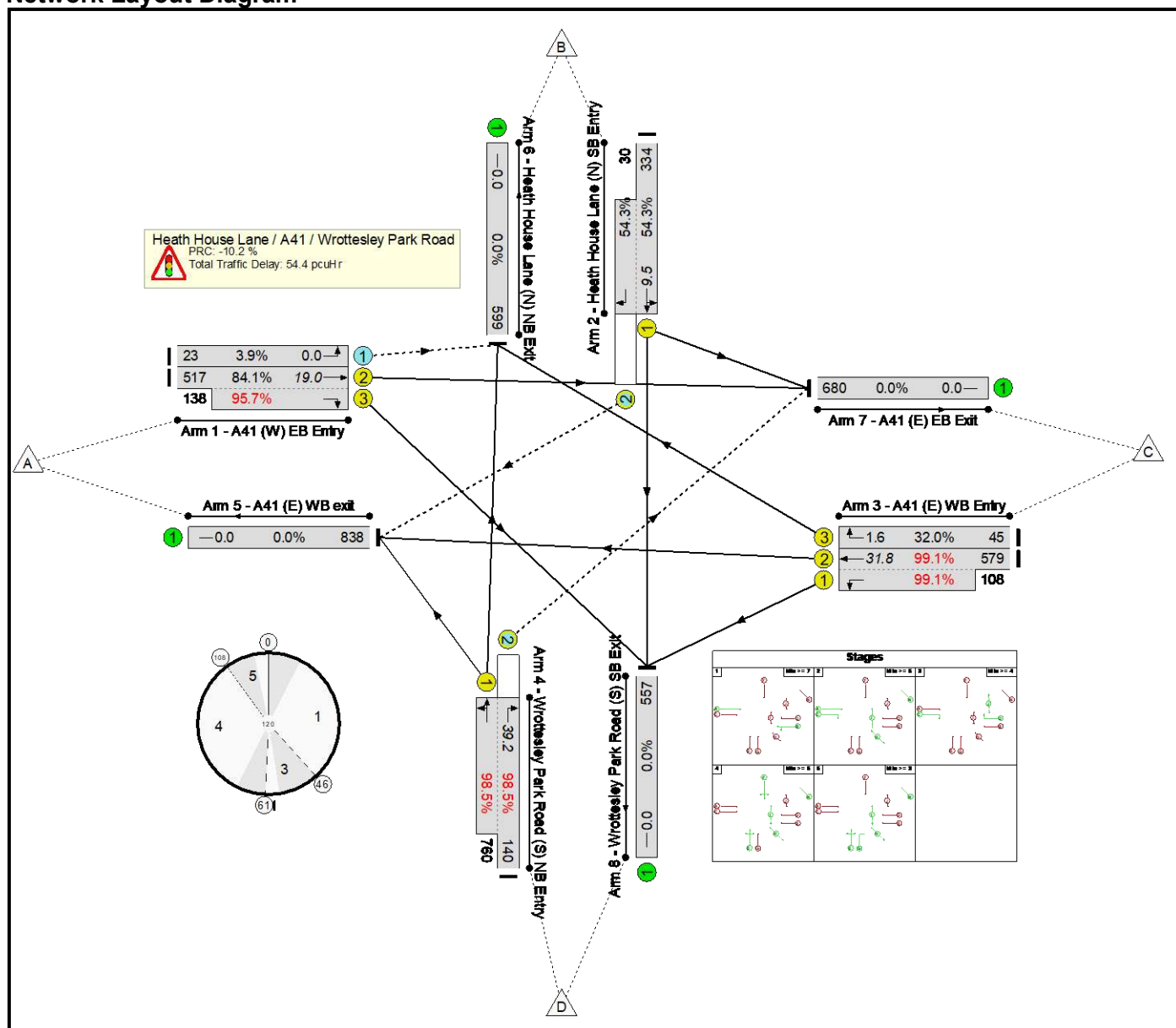
Stage Timings

Stage	1	3	4	5
Duration	37	4	39	4
Change Point	0	46	61	108

Phase Timings

Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	A41 (W) EB Entry Ahead	Traffic	39	7	46
B	A41 (E) WB Entry Ahead Left	Traffic	37	9	46
C	A41 (W) EB Entry Right	Traffic	8	53	61
D	A41 (E) WB Entry Right	Traffic	8	53	61
E	Wrottesley Park Road (S) NB Entry Left Ahead Right	Traffic	52	68	0
F	Heath House Lane (N) SB Entry Right Left Ahead	Traffic	40	68	108
G	Wrottesley Park Road (S) NB Entry Right IGA	Ind. Arrow	4	116	0
H	Pedestrians across	Pedestrian	51	69	0
I	Pedestrians across	Pedestrian	51	69	0
J	Pedestrians across	Pedestrian	4	57	61
K	Dummy	Dummy	51	69	0

Network Layout Diagram



Basic Input Data and Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Heath House Lane / A41 / Wrotesley Park Rd	-	-	N/A	-	-		-	-	-	-	-	-	-	99.1%
Heath House Lane / A41 / Wrotesley Park Road	-	-	N/A	-	-		-	-	-	-	-	-	-	99.1%
1/1	A41 (W) EB Entry Left	O	N/A	N/A	-		-	-	-	-	23	1828	588	3.9%
1/2+1/3	A41 (W) EB Entry Ahead Right	U	N/A	N/A	A C		1	39:8	-	-	655	1990:1923	615+144	84.1 : 95.7%
2/1+2/2	Heath House Lane (N) SB Entry Right Left Ahead	U+O	N/A	N/A	F		1	40	-	-	364	1907:1665	615+55	54.3 : 54.3%
3/2+3/1	A41 (E) WB Entry Ahead Left	U	N/A	N/A	B		1	37	-	-	687	1965:1851	584+109	99.1 : 99.1%
3/3	A41 (E) WB Entry Right	U	N/A	N/A	D		1	8	-	-	45	1877	141	32.0%
4/2+4/1	Wrotesley Park Road (S) NB Entry Left Ahead Right	O+U	N/A	N/A	E	G	1	52	4	-	900	1709:1924	142+772	98.5 : 98.5%
5/1	A41 (E) WB exit	U	N/A	N/A	-		-	-	-	-	838	Inf	Inf	0.0%
6/1	Heath House Lane (N) NB Exit	U	N/A	N/A	-		-	-	-	-	599	Inf	Inf	0.0%
7/1	A41 (E) EB Exit	U	N/A	N/A	-		-	-	-	-	680	Inf	Inf	0.0%
8/1	Wrotesley Park Road (S) SB Exit	U	N/A	N/A	-		-	-	-	-	557	Inf	Inf	0.0%

Basic Input Data and Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network: Heath House Lane / A41 / Wrotesley Park Rd	-	-	148	36	9	26.5	27.5	0.5	54.4	-	-	-	-	
Heath House Lane / A41 / Wrotesley Park Road	-	-	148	36	9	26.5	27.5	0.5	54.4	-	-	-	-	
1/1	23	23	12	11	0	0.0	0.0	-	0.0	3.2	0.0	0.0	0.0	
1/2+1/3	655	655	-	-	-	7.3	3.0	-	10.3	56.5	16.0	3.0	19.0	
2/1+2/2	364	364	28	0	2	3.1	0.6	0.2	3.9	38.7	8.9	0.6	9.5	
3/2+3/1	687	687	-	-	-	7.4	11.7	-	19.1	100.3	20.1	11.7	31.8	
3/3	45	45	-	-	-	0.7	0.2	-	0.9	71.3	1.4	0.2	1.6	
4/2+4/1	900	900	108	24	7	7.9	11.9	0.3	20.2	80.8	27.3	11.9	39.2	
5/1	838	838	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/1	599	599	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
7/1	680	680	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
8/1	557	557	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
C1 PRC for Signalled Lanes (%): -10.2 PRC Over All Lanes (%): -10.2 Total Delay for Signalled Lanes (pcuHr): 54.41 Total Delay Over All Lanes(pcuHr): 54.43 Cycle Time (s): 120														

Basic Input Data and Results

Scenario 4: '4' (FG4: '2029 PM Base', Plan 1: 'Network Control Plan 1')

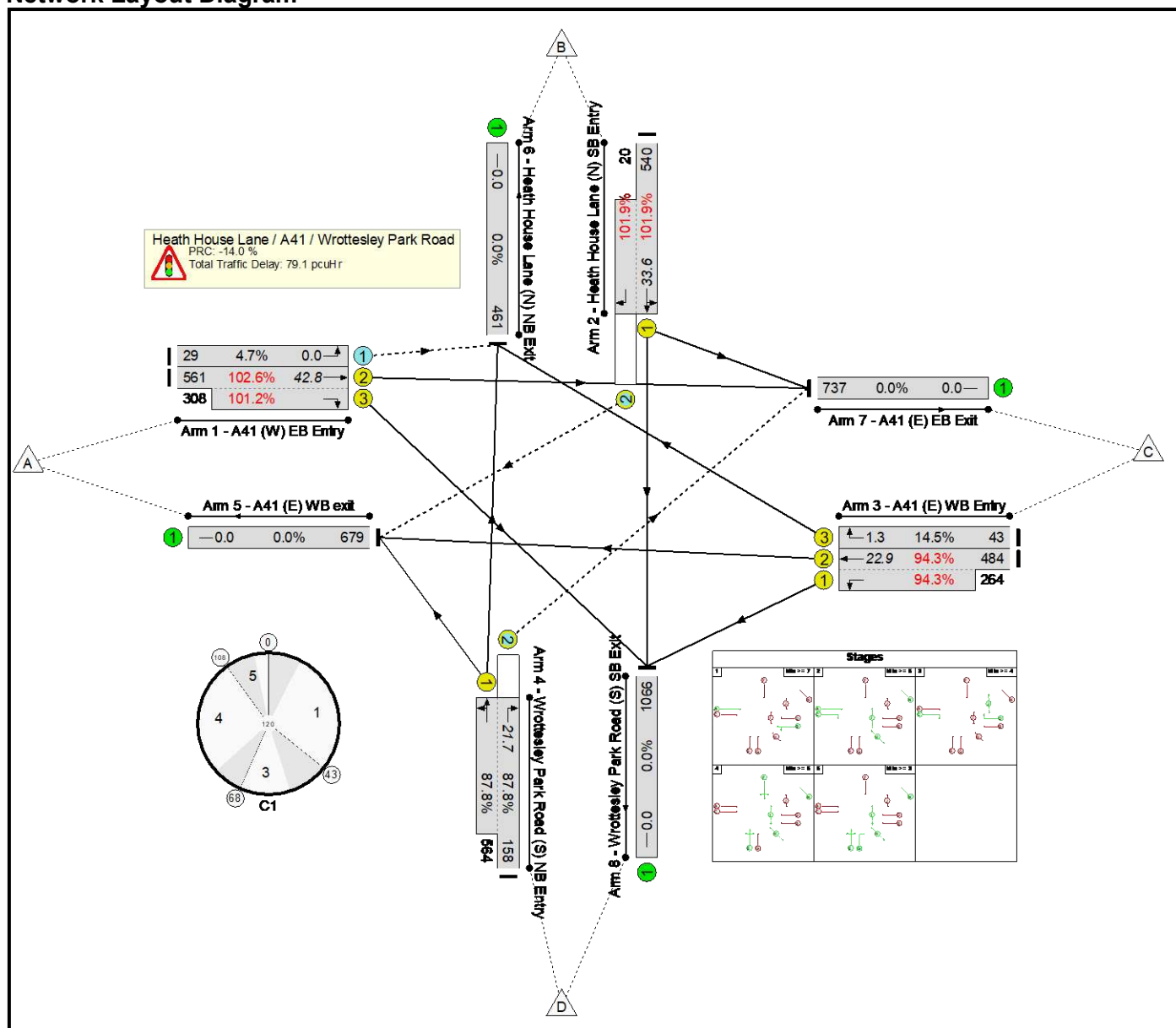
Stage Timings

Stage	1	3	4	5
Duration	34	14	32	4
Change Point	0	43	68	108

Phase Timings

Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	A41 (W) EB Entry Ahead	Traffic	36	7	43
B	A41 (E) WB Entry Ahead Left	Traffic	34	9	43
C	A41 (W) EB Entry Right	Traffic	18	50	68
D	A41 (E) WB Entry Right	Traffic	18	50	68
E	Wrottesley Park Road (S) NB Entry Left Ahead Right	Traffic	45	75	0
F	Heath House Lane (N) SB Entry Right Left Ahead	Traffic	33	75	108
G	Wrottesley Park Road (S) NB Entry Right IGA	Ind. Arrow	4	116	0
H	Pedestrians across	Pedestrian	44	76	0
I	Pedestrians across	Pedestrian	44	76	0
J	Pedestrians across	Pedestrian	14	54	68
K	Dummy	Dummy	44	76	0

Network Layout Diagram



Basic Input Data and Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Heath House Lane / A41 / Wrotesley Park Rd	-	-	N/A	-	-		-	-	-	-	-	-	-	102.6%
Heath House Lane / A41 / Wrotesley Park Road	-	-	N/A	-	-		-	-	-	-	-	-	-	102.6%
1/1	A41 (W) EB Entry Left	O	N/A	N/A	-		-	-	-	-	29	1828	620	4.7%
1/2+1/3	A41 (W) EB Entry Ahead Right	U	N/A	N/A	A C		1	36:18	-	-	869	1990:1923	547+304	102.6 : 101.2%
2/1+2/2	Heath House Lane (N) SB Entry Right Left Ahead	U+O	N/A	N/A	F		1	33	-	-	560	1908:1665	530+20	101.9 : 101.9%
3/2+3/1	A41 (E) WB Entry Ahead Left	U	N/A	N/A	B		1	34	-	-	748	1965:1851	513+280	94.3 : 94.3%
3/3	A41 (E) WB Entry Right	U	N/A	N/A	D		1	18	-	-	43	1877	297	14.5%
4/2+4/1	Wrotesley Park Road (S) NB Entry Left Ahead Right	O+U	N/A	N/A	E	G	1	45	4	-	722	1709:1922	180+643	87.8 : 87.8%
5/1	A41 (E) WB exit	U	N/A	N/A	-		-	-	-	-	679	Inf	Inf	0.0%
6/1	Heath House Lane (N) NB Exit	U	N/A	N/A	-		-	-	-	-	461	Inf	Inf	0.0%
7/1	A41 (E) EB Exit	U	N/A	N/A	-		-	-	-	-	752	Inf	Inf	0.0%
8/1	Wrotesley Park Road (S) SB Exit	U	N/A	N/A	-		-	-	-	-	1079	Inf	Inf	0.0%

Basic Input Data and Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network: Heath House Lane / A41 / Wrotesley Park Rd	-	-	35	156	16	33.7	44.5	1.0	79.1	-	-	-	-	
Heath House Lane / A41 / Wrotesley Park Road	-	-	35	156	16	33.7	44.5	1.0	79.1	-	-	-	-	
1/1	29	29	16	13	0	0.0	0.0	-	0.0	3.0	0.0	0.0	0.0	
1/2+1/3	869	851	-	-	-	11.6	19.8	-	31.3	129.9	23.0	19.8	42.8	
2/1+2/2	560	549	20	0	0	7.1	14.8	0.1	22.0	141.3	18.9	14.8	33.6	
3/2+3/1	748	748	-	-	-	8.0	6.4	-	14.4	69.3	16.5	6.4	22.9	
3/3	43	43	-	-	-	0.5	0.1	-	0.6	50.6	1.2	0.1	1.3	
4/2+4/1	722	722	0	142	16	6.5	3.4	0.9	10.8	53.7	18.3	3.4	21.7	
5/1	679	679	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/1	461	461	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
7/1	737	737	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
8/1	1066	1066	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
C1 PRC for Signalled Lanes (%): -14.0 PRC Over All Lanes (%): -14.0 Total Delay for Signalled Lanes (pcuHr): 79.11 Total Delay Over All Lanes(pcuHr): 79.13 Cycle Time (s): 120														

Basic Input Data and Results

Scenario 5: '5' (FG5: '2029 AM B + C', Plan 1: 'Network Control Plan 1')

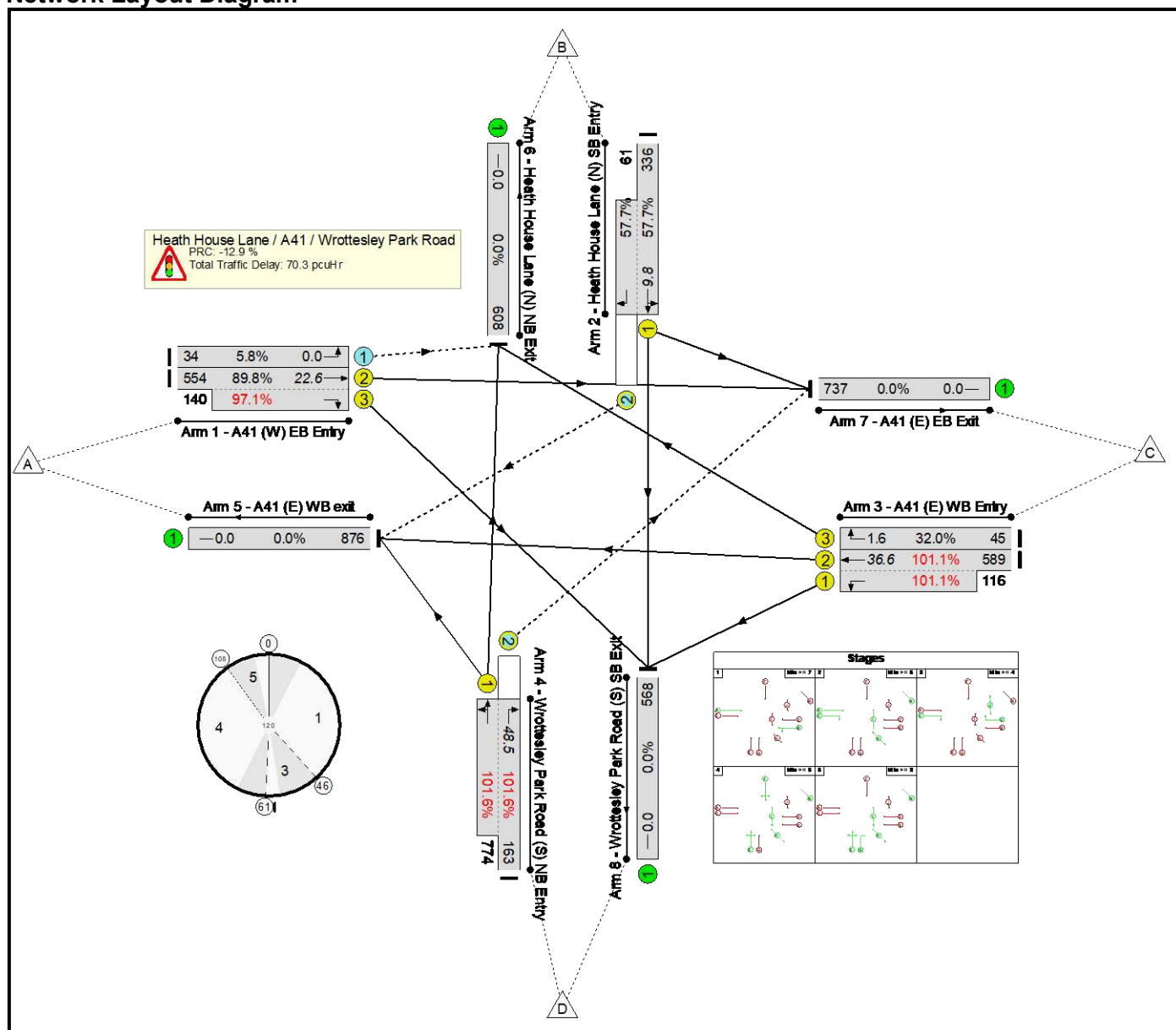
Stage Timings

Stage	1	3	4	5
Duration	37	4	39	4
Change Point	0	46	61	108

Phase Timings

Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	A41 (W) EB Entry Ahead	Traffic	39	7	46
B	A41 (E) WB Entry Ahead Left	Traffic	37	9	46
C	A41 (W) EB Entry Right	Traffic	8	53	61
D	A41 (E) WB Entry Right	Traffic	8	53	61
E	Wrottesley Park Road (S) NB Entry Left Ahead Right	Traffic	52	68	0
F	Heath House Lane (N) SB Entry Right Left Ahead	Traffic	40	68	108
G	Wrottesley Park Road (S) NB Entry Right IGA	Ind. Arrow	4	116	0
H	Pedestrians across	Pedestrian	51	69	0
I	Pedestrians across	Pedestrian	51	69	0
J	Pedestrians across	Pedestrian	4	57	61
K	Dummy	Dummy	51	69	0

Network Layout Diagram



Basic Input Data and Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Heath House Lane / A41 / Wrotesley Park Rd	-	-	N/A	-	-		-	-	-	-	-	-	-	101.6%
Heath House Lane / A41 / Wrotesley Park Road	-	-	N/A	-	-		-	-	-	-	-	-	-	101.6%
1/1	A41 (W) EB Entry Left	O	N/A	N/A	-		-	-	-	-	34	1828	589	5.8%
1/2+1/3	A41 (W) EB Entry Ahead Right	U	N/A	N/A	A C		1	39:8	-	-	694	1990:1923	617+144	89.8 : 97.1%
2/1+2/2	Heath House Lane (N) SB Entry Right Left Ahead	U+O	N/A	N/A	F		1	40	-	-	397	1907:1665	582+106	57.7 : 57.7%
3/2+3/1	A41 (E) WB Entry Ahead Left	U	N/A	N/A	B		1	37	-	-	705	1965:1851	583+115	101.1 : 101.1%
3/3	A41 (E) WB Entry Right	U	N/A	N/A	D		1	8	-	-	45	1877	141	32.0%
4/2+4/1	Wrotesley Park Road (S) NB Entry Left Ahead Right	O+U	N/A	N/A	E	G	1	52	4	-	937	1709:1923	160+762	101.6 : 101.6%
5/1	A41 (E) WB exit	U	N/A	N/A	-		-	-	-	-	886	Inf	Inf	0.0%
6/1	Heath House Lane (N) NB Exit	U	N/A	N/A	-		-	-	-	-	617	Inf	Inf	0.0%
7/1	A41 (E) EB Exit	U	N/A	N/A	-		-	-	-	-	740	Inf	Inf	0.0%
8/1	Wrotesley Park Road (S) SB Exit	U	N/A	N/A	-		-	-	-	-	569	Inf	Inf	0.0%

Basic Input Data and Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network: Heath House Lane / A41 / Wrotesley Park Rd	-	-	169	44	42	29.0	40.3	0.9	70.3	-	-	-	-	
Heath House Lane / A41 / Wrotesley Park Road	-	-	169	44	42	29.0	40.3	0.9	70.3	-	-	-	-	
1/1	34	34	18	16	0	0.0	0.0	-	0.0	3.2	0.0	0.0	0.0	
1/2+1/3	694	694	-	-	-	7.9	4.5	-	12.4	64.3	18.1	4.5	22.6	
2/1+2/2	397	397	27	0	34	3.4	0.7	0.5	4.6	41.4	9.1	0.7	9.8	
3/2+3/1	705	697	-	-	-	8.1	15.4	-	23.5	119.9	21.2	15.4	36.6	
3/3	45	45	-	-	-	0.7	0.2	-	0.9	71.3	1.4	0.2	1.6	
4/2+4/1	937	922	125	27	8	9.0	19.5	0.4	28.9	111.1	29.0	19.5	48.5	
5/1	876	876	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/1	608	608	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
7/1	737	737	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
8/1	568	568	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
C1 PRC for Signalled Lanes (%): -12.9 PRC Over All Lanes (%): -12.9 Total Delay for Signalled Lanes (pcuHr): 70.26 Total Delay Over All Lanes(pcuHr): 70.29 Cycle Time (s): 120														

Basic Input Data and Results

Scenario 6: '6' (FG6: '2029 PM B + C', Plan 1: 'Network Control Plan 1')

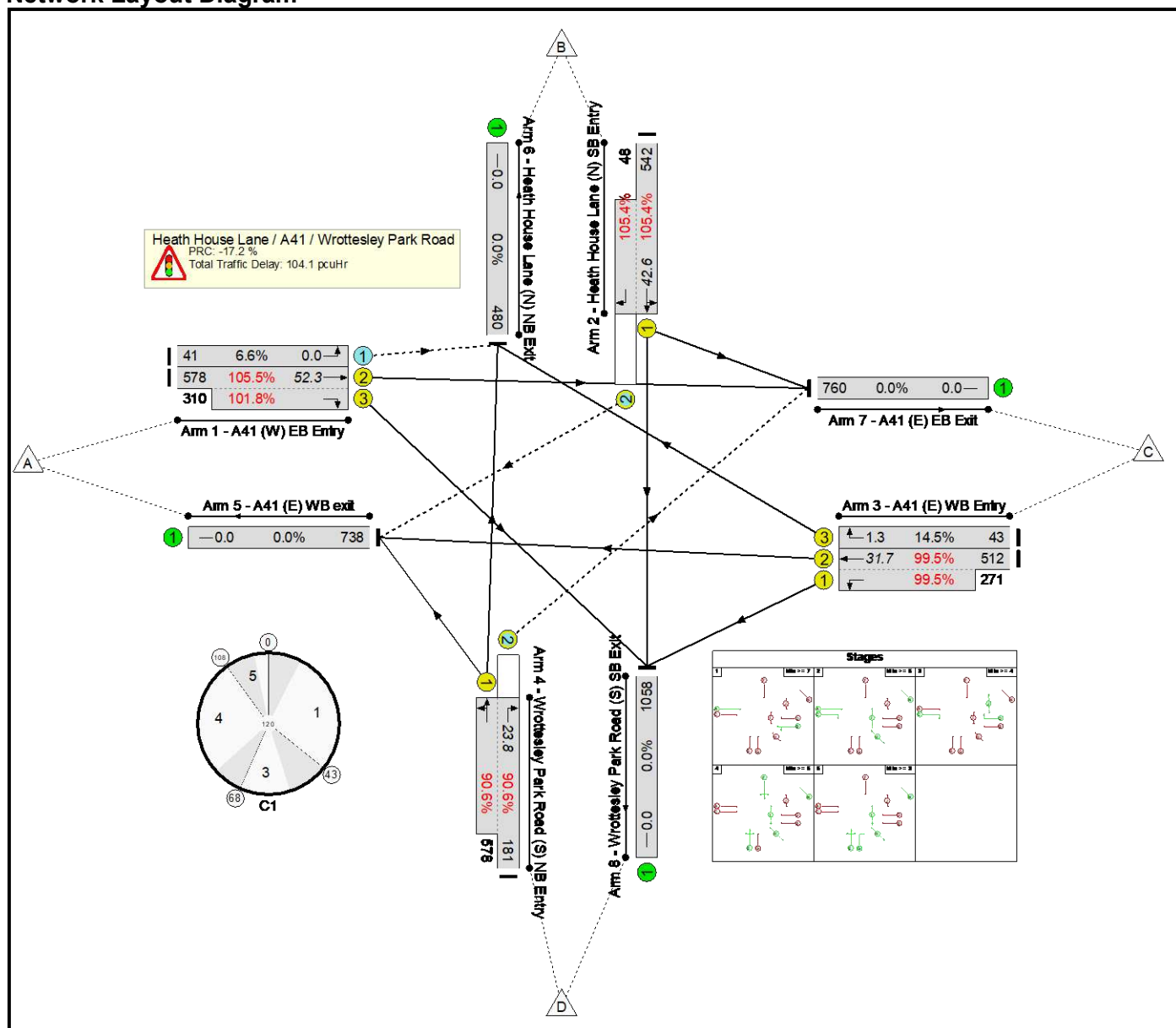
Stage Timings

Stage	1	3	4	5
Duration	34	14	32	4
Change Point	0	43	68	108

Phase Timings

Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	A41 (W) EB Entry Ahead	Traffic	36	7	43
B	A41 (E) WB Entry Ahead Left	Traffic	34	9	43
C	A41 (W) EB Entry Right	Traffic	18	50	68
D	A41 (E) WB Entry Right	Traffic	18	50	68
E	Wrottesley Park Road (S) NB Entry Left Ahead Right	Traffic	45	75	0
F	Heath House Lane (N) SB Entry Right Left Ahead	Traffic	33	75	108
G	Wrottesley Park Road (S) NB Entry Right IGA	Ind. Arrow	4	116	0
H	Pedestrians across	Pedestrian	44	76	0
I	Pedestrians across	Pedestrian	44	76	0
J	Pedestrians across	Pedestrian	14	54	68
K	Dummy	Dummy	44	76	0

Network Layout Diagram



Basic Input Data and Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Heath House Lane / A41 / Wrotesley Park Rd	-	-	N/A	-	-		-	-	-	-	-	-	-	105.5%
Heath House Lane / A41 / Wrotesley Park Road	-	-	N/A	-	-		-	-	-	-	-	-	-	105.5%
1/1	A41 (W) EB Entry Left	O	N/A	N/A	-		-	-	-	-	41	1828	618	6.6%
1/2+1/3	A41 (W) EB Entry Ahead Right	U	N/A	N/A	A C		1	36:18	-	-	888	1990:1923	548+304	105.5 : 101.8%
2/1+2/2	Heath House Lane (N) SB Entry Right Left Ahead	U+O	N/A	N/A	F		1	33	-	-	590	1908:1665	514+46	105.4 : 105.4%
3/2+3/1	A41 (E) WB Entry Ahead Left	U	N/A	N/A	B		1	34	-	-	783	1965:1851	514+272	99.5 : 99.5%
3/3	A41 (E) WB Entry Right	U	N/A	N/A	D		1	18	-	-	43	1877	297	14.5%
4/2+4/1	Wrotesley Park Road (S) NB Entry Left Ahead Right	O+U	N/A	N/A	E	G	1	45	4	-	759	1709:1922	200+638	90.6 : 90.6%
5/1	A41 (E) WB exit	U	N/A	N/A	-		-	-	-	-	742	Inf	Inf	0.0%
6/1	Heath House Lane (N) NB Exit	U	N/A	N/A	-		-	-	-	-	480	Inf	Inf	0.0%
7/1	A41 (E) EB Exit	U	N/A	N/A	-		-	-	-	-	792	Inf	Inf	0.0%
8/1	Wrotesley Park Road (S) SB Exit	U	N/A	N/A	-		-	-	-	-	1090	Inf	Inf	0.0%

Basic Input Data and Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network: Heath House Lane / A41 / Wrotesley Park Rd	-	-	66	161	39	37.3	65.7	1.2	104.1	-	-	-	-	
Heath House Lane / A41 / Wrotesley Park Road	-	-	66	161	39	37.3	65.7	1.2	104.1	-	-	-	-	
1/1	41	41	22	19	0	0.0	0.0	-	0.0	3.1	0.0	0.0	0.0	
1/2+1/3	888	852	-	-	-	12.8	26.2	-	39.1	158.4	26.1	26.2	52.3	
2/1+2/2	590	560	44	0	0	8.2	21.8	0.3	30.4	185.2	20.8	21.8	42.6	
3/2+3/1	783	783	-	-	-	8.6	13.1	-	21.7	100.0	18.6	13.1	31.7	
3/3	43	43	-	-	-	0.5	0.1	-	0.6	50.6	1.2	0.1	1.3	
4/2+4/1	759	759	0	142	39	7.1	4.3	0.9	12.3	58.5	19.4	4.3	23.8	
5/1	738	738	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/1	480	480	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
7/1	760	760	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
8/1	1058	1058	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
C1 PRC for Signalled Lanes (%): -17.2 PRC Over All Lanes (%): -17.2 Total Delay for Signalled Lanes (pcuHr): 104.10 Total Delay Over All Lanes(pcuHr): 104.14 Cycle Time (s): 120														

Basic Input Data and Results

Scenario 7: '7' (FG7: '2029 AM B + C + D', Plan 1: 'Network Control Plan 1')

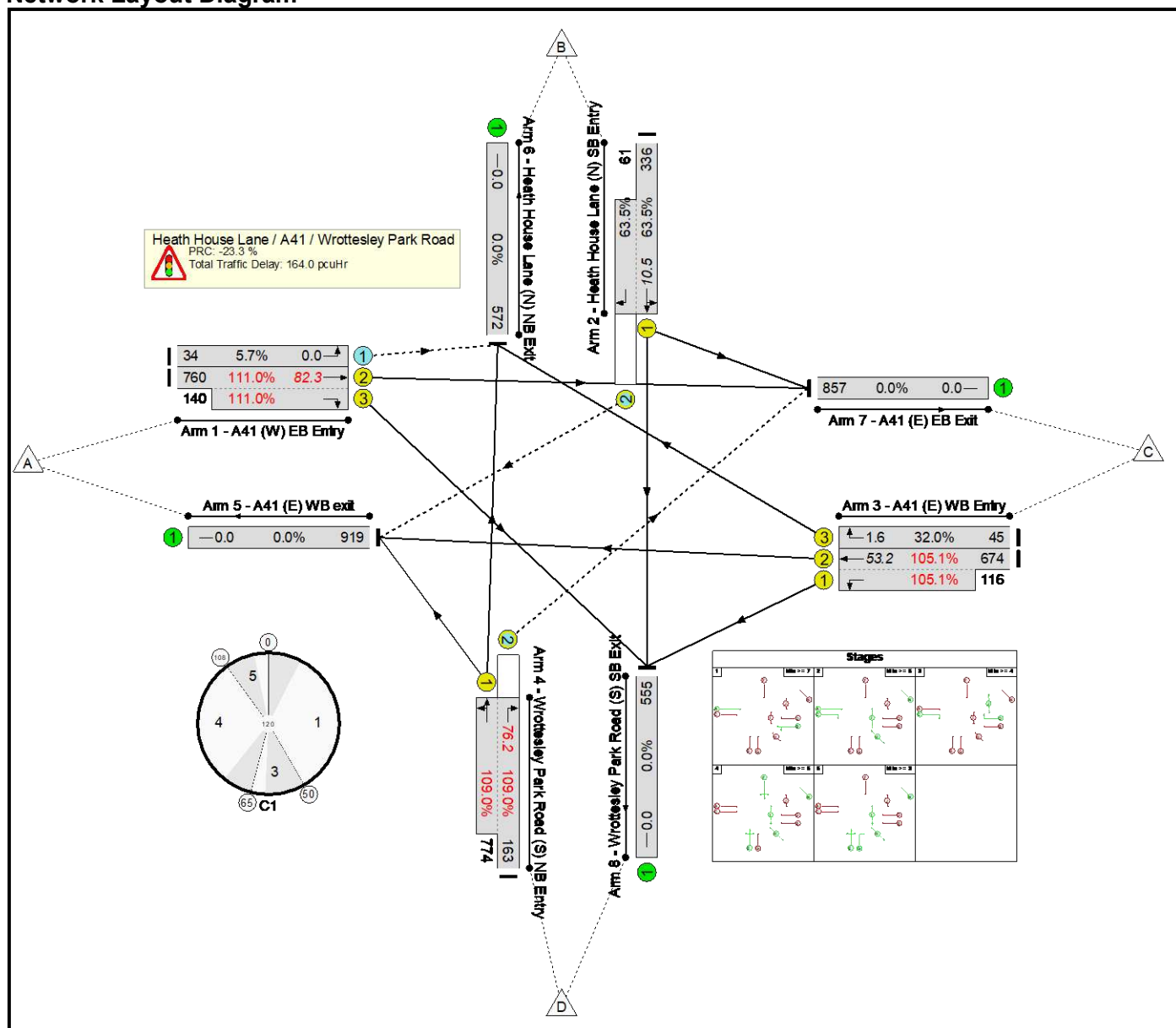
Stage Timings

Stage	1	3	4	5
Duration	41	4	35	4
Change Point	0	50	65	108

Phase Timings

Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	A41 (W) EB Entry Ahead	Traffic	43	7	50
B	A41 (E) WB Entry Ahead Left	Traffic	41	9	50
C	A41 (W) EB Entry Right	Traffic	8	57	65
D	A41 (E) WB Entry Right	Traffic	8	57	65
E	Wrottesley Park Road (S) NB Entry Left Ahead Right	Traffic	48	72	0
F	Heath House Lane (N) SB Entry Right Left Ahead	Traffic	36	72	108
G	Wrottesley Park Road (S) NB Entry Right IGA	Ind. Arrow	4	116	0
H	Pedestrians across	Pedestrian	47	73	0
I	Pedestrians across	Pedestrian	47	73	0
J	Pedestrians across	Pedestrian	4	61	65
K	Dummy	Dummy	47	73	0

Network Layout Diagram



Basic Input Data and Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Heath House Lane / A41 / Wrotesley Park Rd	-	-	N/A	-	-		-	-	-	-	-	-	-	111.0%
Heath House Lane / A41 / Wrotesley Park Road	-	-	N/A	-	-		-	-	-	-	-	-	-	111.0%
1/1	A41 (W) EB Entry Left	O	N/A	N/A	-		-	-	-	-	34	1828	597	5.7%
1/2+1/3	A41 (W) EB Entry Ahead Right	U	N/A	N/A	A C		1	43:8	-	-	900	1990:1923	685+126	111.0 : 111.0%
2/1+2/2	Heath House Lane (N) SB Entry Right Left Ahead	U+O	N/A	N/A	F		1	36	-	-	397	1907:1665	529+96	63.5 : 63.5%
3/2+3/1	A41 (E) WB Entry Ahead Left	U	N/A	N/A	B		1	41	-	-	790	1965:1851	642+110	105.1 : 105.1%
3/3	A41 (E) WB Entry Right	U	N/A	N/A	D		1	8	-	-	45	1877	141	32.0%
4/2+4/1	Wrotesley Park Road (S) NB Entry Left Ahead Right	O+U	N/A	N/A	E	G	1	48	4	-	937	1709:1923	149+710	109.0 : 109.0%
5/1	A41 (E) WB exit	U	N/A	N/A	-		-	-	-	-	971	Inf	Inf	0.0%
6/1	Heath House Lane (N) NB Exit	U	N/A	N/A	-		-	-	-	-	617	Inf	Inf	0.0%
7/1	A41 (E) EB Exit	U	N/A	N/A	-		-	-	-	-	946	Inf	Inf	0.0%
8/1	Wrotesley Park Road (S) SB Exit	U	N/A	N/A	-		-	-	-	-	569	Inf	Inf	0.0%

Basic Input Data and Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network: Heath House Lane / A41 / Wrotesley Park Rd	-	-	158	45	41	42.1	121.0	0.9	164.0	-	-	-	-	
Heath House Lane / A41 / Wrotesley Park Road	-	-	158	45	41	42.1	121.0	0.9	164.0	-	-	-	-	
1/1	34	34	16	18	0	0.0	0.0	-	0.0	3.2	0.0	0.0	0.0	
1/2+1/3	900	816	-	-	-	14.5	49.2	-	63.7	254.8	33.1	49.2	82.3	
2/1+2/2	397	397	28	0	33	3.8	0.9	0.5	5.1	46.1	9.7	0.9	10.5	
3/2+3/1	790	752	-	-	-	10.4	26.5	-	36.9	168.1	26.7	26.5	53.2	
3/3	45	45	-	-	-	0.7	0.2	-	0.9	71.3	1.4	0.2	1.6	
4/2+4/1	937	859	114	27	8	12.8	44.2	0.4	57.4	220.6	32.1	44.2	76.2	
5/1	919	919	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/1	572	572	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
7/1	857	857	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
8/1	555	555	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
C1 PRC for Signalled Lanes (%): -23.3 PRC Over All Lanes (%): -23.3 Total Delay for Signalled Lanes (pcuHr): 163.99 Total Delay Over All Lanes(pcuHr): 164.02 Cycle Time (s): 120														

Basic Input Data and Results

Scenario 8: '8' (FG8: '2029 PM B + C + D', Plan 1: 'Network Control Plan 1')

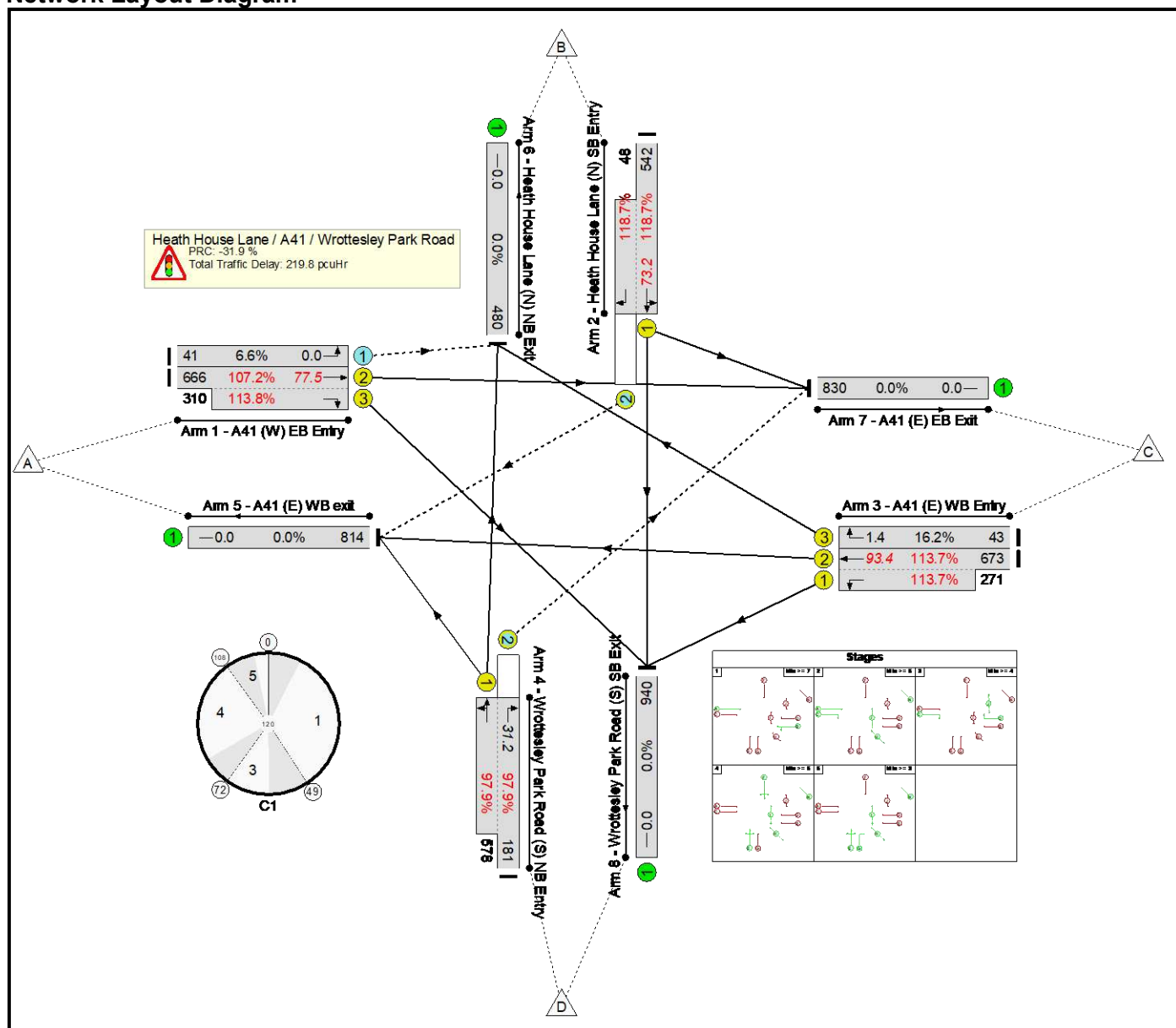
Stage Timings

Stage	1	3	4	5
Duration	40	12	28	4
Change Point	0	49	72	108

Phase Timings

Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	A41 (W) EB Entry Ahead	Traffic	42	7	49
B	A41 (E) WB Entry Ahead Left	Traffic	40	9	49
C	A41 (W) EB Entry Right	Traffic	16	56	72
D	A41 (E) WB Entry Right	Traffic	16	56	72
E	Wrottesley Park Road (S) NB Entry Left Ahead Right	Traffic	41	79	0
F	Heath House Lane (N) SB Entry Right Left Ahead	Traffic	29	79	108
G	Wrottesley Park Road (S) NB Entry Right IGA	Ind. Arrow	4	116	0
H	Pedestrians across	Pedestrian	40	80	0
I	Pedestrians across	Pedestrian	40	80	0
J	Pedestrians across	Pedestrian	12	60	72
K	Dummy	Dummy	40	80	0

Network Layout Diagram



Basic Input Data and Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Heath House Lane / A41 / Wrotesley Park Rd	-	-	N/A	-	-		-	-	-	-	-	-	-	118.7%
Heath House Lane / A41 / Wrotesley Park Road	-	-	N/A	-	-		-	-	-	-	-	-	-	118.7%
1/1	A41 (W) EB Entry Left	O	N/A	N/A	-		-	-	-	-	41	1828	618	6.6%
1/2+1/3	A41 (W) EB Entry Ahead Right	U	N/A	N/A	A C		1	42:16	-	-	976	1990:1923	621+272	107.2 : 113.8%
2/1+2/2	Heath House Lane (N) SB Entry Right Left Ahead	U+O	N/A	N/A	F		1	29	-	-	590	1908:1665	457+40	118.7 : 118.7%
3/2+3/1	A41 (E) WB Entry Ahead Left	U	N/A	N/A	B		1	40	-	-	944	1965:1851	592+238	113.7 : 113.7%
3/3	A41 (E) WB Entry Right	U	N/A	N/A	D		1	16	-	-	43	1877	266	16.2%
4/2+4/1	Wrotesley Park Road (S) NB Entry Left Ahead Right	O+U	N/A	N/A	E	G	1	41	4	-	759	1709:1922	185+591	97.9 : 97.9%
5/1	A41 (E) WB exit	U	N/A	N/A	-		-	-	-	-	903	Inf	Inf	0.0%
6/1	Heath House Lane (N) NB Exit	U	N/A	N/A	-		-	-	-	-	480	Inf	Inf	0.0%
7/1	A41 (E) EB Exit	U	N/A	N/A	-		-	-	-	-	880	Inf	Inf	0.0%
8/1	Wrotesley Park Road (S) SB Exit	U	N/A	N/A	-		-	-	-	-	1090	Inf	Inf	0.0%

Basic Input Data and Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network: Heath House Lane / A41 / Wrotesley Park Rd	-	-	61	163	38	51.9	166.9	1.0	219.8	-	-	-	-	
Heath House Lane / A41 / Wrotesley Park Road	-	-	61	163	38	51.9	166.9	1.0	219.8	-	-	-	-	
1/1	41	41	20	21	0	0.0	0.0	-	0.0	3.1	0.0	0.0	0.0	
1/2+1/3	976	894	-	-	-	15.6	46.3	-	62.0	228.6	31.2	46.3	77.5	
2/1+2/2	590	497	40	0	0	11.5	49.5	0.2	61.3	374.0	23.7	49.5	73.2	
3/2+3/1	944	830	-	-	-	16.3	60.7	-	76.9	293.4	32.8	60.7	93.4	
3/3	43	43	-	-	-	0.5	0.1	-	0.6	53.4	1.3	0.1	1.4	
4/2+4/1	759	759	0	142	38	7.9	10.3	0.8	18.9	89.7	20.9	10.3	31.2	
5/1	814	814	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/1	480	480	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
7/1	830	830	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
8/1	940	940	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
C1 PRC for Signalled Lanes (%): -31.9 PRC Over All Lanes (%): -31.9 Total Delay for Signalled Lanes (pcuHr): 219.74 Total Delay Over All Lanes(pcuHr): 219.77 Cycle Time (s): 120														

Basic Input Data and Results

Scenario 9: '9' (FG9: '2034 AM Base', Plan 1: 'Network Control Plan 1')

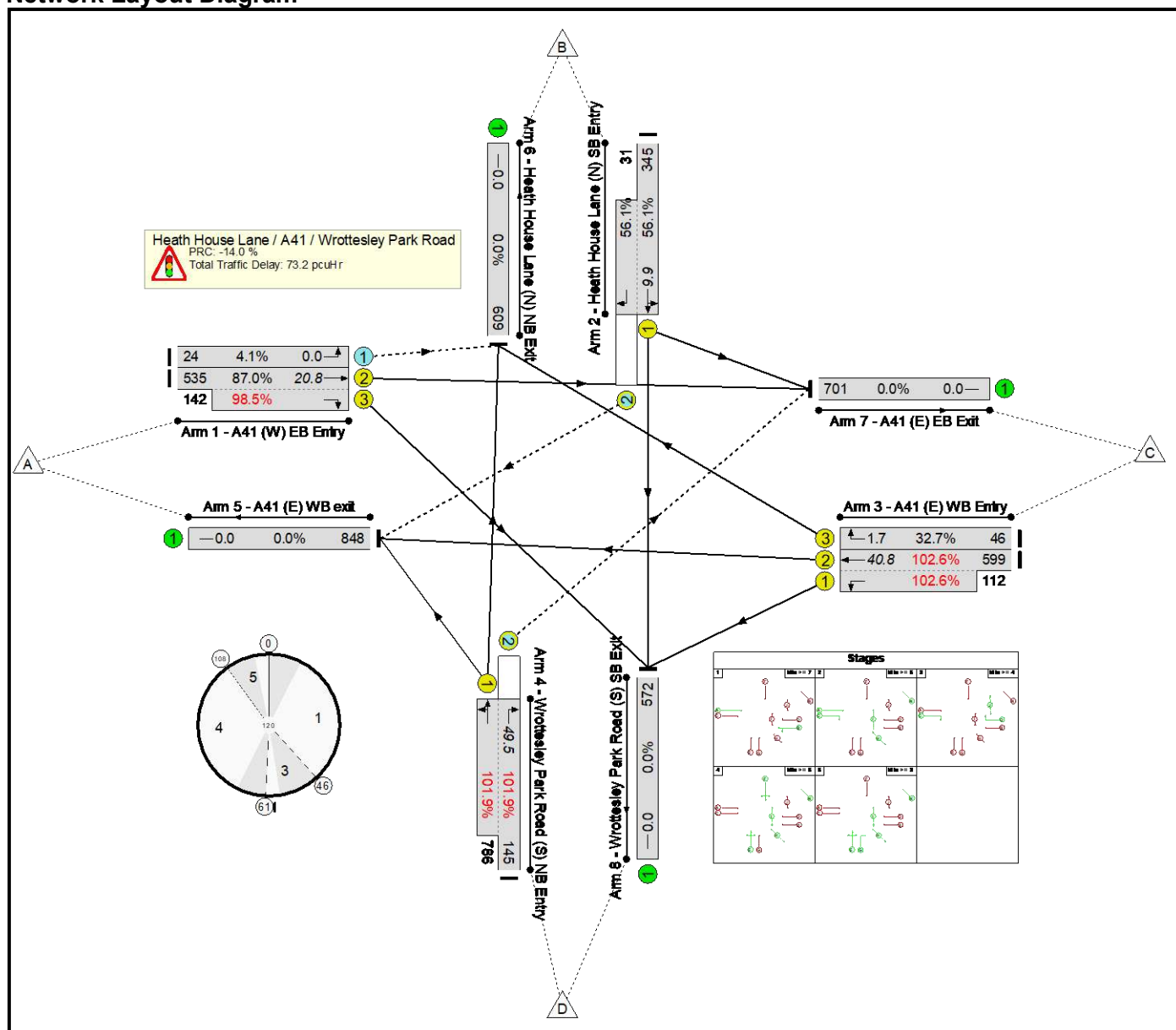
Stage Timings

Stage	1	3	4	5
Duration	37	4	39	4
Change Point	0	46	61	108

Phase Timings

Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	A41 (W) EB Entry Ahead	Traffic	39	7	46
B	A41 (E) WB Entry Ahead Left	Traffic	37	9	46
C	A41 (W) EB Entry Right	Traffic	8	53	61
D	A41 (E) WB Entry Right	Traffic	8	53	61
E	Wrottesley Park Road (S) NB Entry Left Ahead Right	Traffic	52	68	0
F	Heath House Lane (N) SB Entry Right Left Ahead	Traffic	40	68	108
G	Wrottesley Park Road (S) NB Entry Right IGA	Ind. Arrow	4	116	0
H	Pedestrians across	Pedestrian	51	69	0
I	Pedestrians across	Pedestrian	51	69	0
J	Pedestrians across	Pedestrian	4	57	61
K	Dummy	Dummy	51	69	0

Network Layout Diagram



Basic Input Data and Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Heath House Lane / A41 / Wrotesley Park Rd	-	-	N/A	-	-		-	-	-	-	-	-	-	102.6%
Heath House Lane / A41 / Wrotesley Park Road	-	-	N/A	-	-		-	-	-	-	-	-	-	102.6%
1/1	A41 (W) EB Entry Left	O	N/A	N/A	-		-	-	-	-	24	1828	586	4.1%
1/2+1/3	A41 (W) EB Entry Ahead Right	U	N/A	N/A	A C		1	39:8	-	-	677	1990:1923	615+144	87.0 : 98.5%
2/1+2/2	Heath House Lane (N) SB Entry Right Left Ahead	U+O	N/A	N/A	F		1	40	-	-	376	1907:1665	615+55	56.1 : 56.1%
3/2+3/1	A41 (E) WB Entry Ahead Left	U	N/A	N/A	B		1	37	-	-	711	1965:1851	584+109	102.6 : 102.6%
3/3	A41 (E) WB Entry Right	U	N/A	N/A	D		1	8	-	-	46	1877	141	32.7%
4/2+4/1	Wrotesley Park Road (S) NB Entry Left Ahead Right	O+U	N/A	N/A	E	G	1	52	4	-	931	1709:1924	142+772	101.9 : 101.9%
5/1	A41 (E) WB exit	U	N/A	N/A	-		-	-	-	-	867	Inf	Inf	0.0%
6/1	Heath House Lane (N) NB Exit	U	N/A	N/A	-		-	-	-	-	619	Inf	Inf	0.0%
7/1	A41 (E) EB Exit	U	N/A	N/A	-		-	-	-	-	704	Inf	Inf	0.0%
8/1	Wrotesley Park Road (S) SB Exit	U	N/A	N/A	-		-	-	-	-	575	Inf	Inf	0.0%

Basic Input Data and Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network: Heath House Lane / A41 / Wrotesley Park Rd	-	-	147	36	15	29.4	43.3	0.5	73.2	-	-	-	-	
Heath House Lane / A41 / Wrotesley Park Road	-	-	147	36	15	29.4	43.3	0.5	73.2	-	-	-	-	
1/1	24	24	12	12	0	0.0	0.0	-	0.0	3.2	0.0	0.0	0.0	
1/2+1/3	677	677	-	-	-	7.6	3.8	-	11.4	60.5	17.0	3.8	20.8	
2/1+2/2	376	376	24	0	7	3.3	0.6	0.2	4.1	38.9	9.3	0.6	9.9	
3/2+3/1	711	693	-	-	-	8.8	18.5	-	27.3	138.4	22.3	18.5	40.8	
3/3	46	46	-	-	-	0.7	0.2	-	0.9	71.6	1.4	0.2	1.7	
4/2+4/1	931	914	110	24	7	9.0	20.1	0.4	29.5	114.2	29.3	20.1	49.5	
5/1	848	848	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/1	609	609	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
7/1	701	701	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
8/1	572	572	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
C1 PRC for Signalled Lanes (%): -14.0 PRC Over All Lanes (%): -14.0 Total Delay for Signalled Lanes (pcuHr): 73.22 Total Delay Over All Lanes(pcuHr): 73.24 Cycle Time (s): 120														

Basic Input Data and Results

Scenario 10: '10' (FG10: '2034 PM Base', Plan 1: 'Network Control Plan 1')

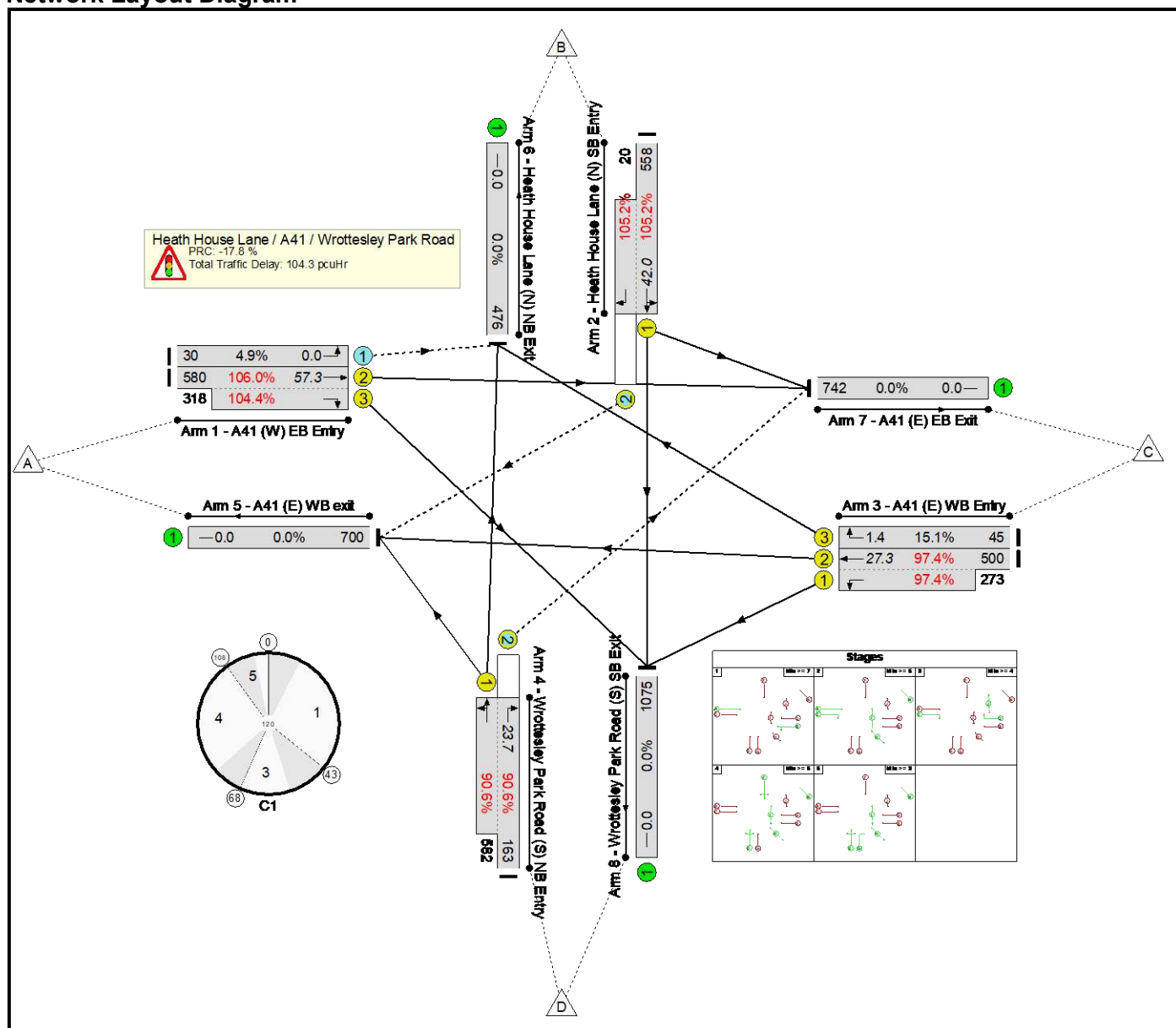
Stage Timings

Stage	1	3	4	5
Duration	34	14	32	4
Change Point	0	43	68	108

Phase Timings

Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	A41 (W) EB Entry Ahead	Traffic	36	7	43
B	A41 (E) WB Entry Ahead Left	Traffic	34	9	43
C	A41 (W) EB Entry Right	Traffic	18	50	68
D	A41 (E) WB Entry Right	Traffic	18	50	68
E	Wrottesley Park Road (S) NB Entry Left Ahead Right	Traffic	45	75	0
F	Heath House Lane (N) SB Entry Right Left Ahead	Traffic	33	75	108
G	Wrottesley Park Road (S) NB Entry Right IGA	Ind. Arrow	4	116	0
H	Pedestrians across	Pedestrian	44	76	0
I	Pedestrians across	Pedestrian	44	76	0
J	Pedestrians across	Pedestrian	14	54	68
K	Dummy	Dummy	44	76	0

Network Layout Diagram



Basic Input Data and Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Heath House Lane / A41 / Wrotesley Park Rd	-	-	N/A	-	-		-	-	-	-	-	-	-	106.0%
Heath House Lane / A41 / Wrotesley Park Road	-	-	N/A	-	-		-	-	-	-	-	-	-	106.0%
1/1	A41 (W) EB Entry Left	O	N/A	N/A	-		-	-	-	-	30	1828	617	4.9%
1/2+1/3	A41 (W) EB Entry Ahead Right	U	N/A	N/A	A C		1	36:18	-	-	898	1990:1923	547+304	106.0 : 104.4%
2/1+2/2	Heath House Lane (N) SB Entry Right Left Ahead	U+O	N/A	N/A	F		1	33	-	-	578	1908:1665	530+19	105.2 : 105.2%
3/2+3/1	A41 (E) WB Entry Ahead Left	U	N/A	N/A	B		1	34	-	-	773	1965:1851	513+280	97.4 : 97.4%
3/3	A41 (E) WB Entry Right	U	N/A	N/A	D		1	18	-	-	45	1877	297	15.1%
4/2+4/1	Wrotesley Park Road (S) NB Entry Left Ahead Right	O+U	N/A	N/A	E	G	1	45	4	-	745	1709:1922	180+643	90.6 : 90.6%
5/1	A41 (E) WB exit	U	N/A	N/A	-		-	-	-	-	701	Inf	Inf	0.0%
6/1	Heath House Lane (N) NB Exit	U	N/A	N/A	-		-	-	-	-	476	Inf	Inf	0.0%
7/1	A41 (E) EB Exit	U	N/A	N/A	-		-	-	-	-	777	Inf	Inf	0.0%
8/1	Wrotesley Park Road (S) SB Exit	U	N/A	N/A	-		-	-	-	-	1115	Inf	Inf	0.0%

Basic Input Data and Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network: Heath House Lane / A41 / Wrotesley Park Rd	-	-	35	156	21	37.4	65.9	1.0	104.3	-	-	-	-	
Heath House Lane / A41 / Wrotesley Park Road	-	-	35	156	21	37.4	65.9	1.0	104.3	-	-	-	-	
1/1	30	30	16	14	0	0.0	0.0	-	0.0	3.1	0.0	0.0	0.0	
1/2+1/3	898	851	-	-	-	13.5	30.6	-	44.1	177.0	26.7	30.6	57.3	
2/1+2/2	578	549	19	0	0	8.1	21.2	0.1	29.4	183.0	20.7	21.2	42.0	
3/2+3/1	773	773	-	-	-	8.4	9.7	-	18.0	84.1	17.7	9.7	27.3	
3/3	45	45	-	-	-	0.5	0.1	-	0.6	50.7	1.3	0.1	1.4	
4/2+4/1	745	745	0	142	21	6.9	4.3	0.9	12.1	58.3	19.4	4.3	23.7	
5/1	700	700	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/1	476	476	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
7/1	742	742	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
8/1	1075	1075	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
C1 PRC for Signalled Lanes (%): -17.8 PRC Over All Lanes (%): -17.8 Total Delay for Signalled Lanes (pcuHr): 104.28 Total Delay Over All Lanes(pcuHr): 104.30 Cycle Time (s): 120														

Basic Input Data and Results

Scenario 11: '11' (FG11: '2034 AM B + C', Plan 1: 'Network Control Plan 1')

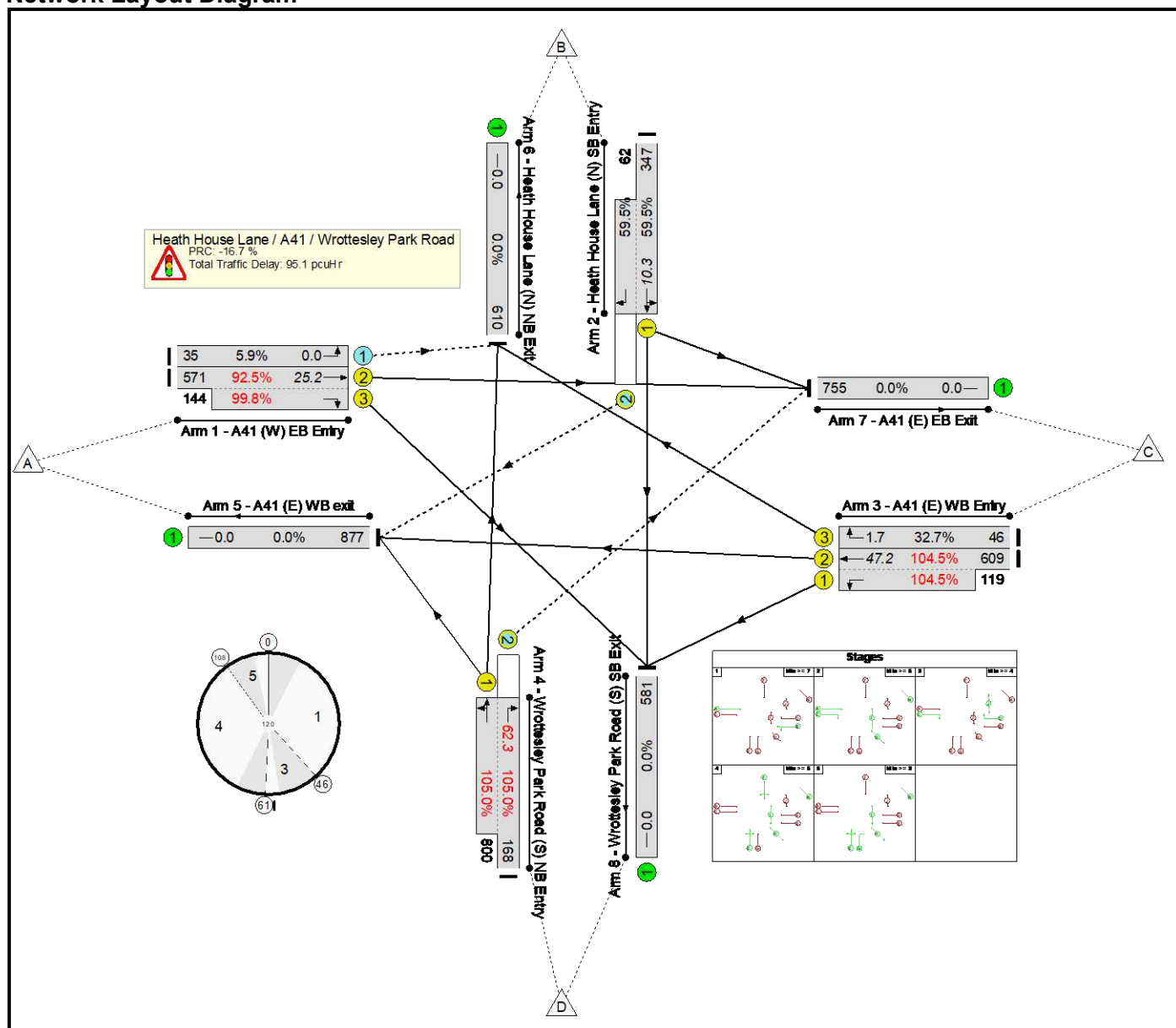
Stage Timings

Stage	1	3	4	5
Duration	37	4	39	4
Change Point	0	46	61	108

Phase Timings

Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	A41 (W) EB Entry Ahead	Traffic	39	7	46
B	A41 (E) WB Entry Ahead Left	Traffic	37	9	46
C	A41 (W) EB Entry Right	Traffic	8	53	61
D	A41 (E) WB Entry Right	Traffic	8	53	61
E	Wrottesley Park Road (S) NB Entry Left Ahead Right	Traffic	52	68	0
F	Heath House Lane (N) SB Entry Right Left Ahead	Traffic	40	68	108
G	Wrottesley Park Road (S) NB Entry Right IGA	Ind. Arrow	4	116	0
H	Pedestrians across	Pedestrian	51	69	0
I	Pedestrians across	Pedestrian	51	69	0
J	Pedestrians across	Pedestrian	4	57	61
K	Dummy	Dummy	51	69	0

Network Layout Diagram



Basic Input Data and Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Heath House Lane / A41 / Wrotesley Park Rd	-	-	N/A	-	-		-	-	-	-	-	-	-	105.0%
Heath House Lane / A41 / Wrotesley Park Road	-	-	N/A	-	-		-	-	-	-	-	-	-	105.0%
1/1	A41 (W) EB Entry Left	O	N/A	N/A	-		-	-	-	-	35	1828	588	5.9%
1/2+1/3	A41 (W) EB Entry Ahead Right	U	N/A	N/A	A C		1	39:8	-	-	715	1990:1923	617+144	92.5 : 99.8%
2/1+2/2	Heath House Lane (N) SB Entry Right Left Ahead	U+O	N/A	N/A	F		1	40	-	-	409	1907:1665	583+104	59.5 : 59.5%
3/2+3/1	A41 (E) WB Entry Ahead Left	U	N/A	N/A	B		1	37	-	-	728	1965:1851	583+114	104.5 : 104.5%
3/3	A41 (E) WB Entry Right	U	N/A	N/A	D		1	8	-	-	46	1877	141	32.7%
4/2+4/1	Wrotesley Park Road (S) NB Entry Left Ahead Right	O+U	N/A	N/A	E	G	1	52	4	-	968	1709:1923	160+762	105.0 : 105.0%
5/1	A41 (E) WB exit	U	N/A	N/A	-		-	-	-	-	915	Inf	Inf	0.0%
6/1	Heath House Lane (N) NB Exit	U	N/A	N/A	-		-	-	-	-	637	Inf	Inf	0.0%
7/1	A41 (E) EB Exit	U	N/A	N/A	-		-	-	-	-	763	Inf	Inf	0.0%
8/1	Wrotesley Park Road (S) SB Exit	U	N/A	N/A	-		-	-	-	-	586	Inf	Inf	0.0%

Basic Input Data and Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network: Heath House Lane / A41 / Wrotesley Park Rd	-	-	169	44	44	32.7	61.5	0.9	95.1	-	-	-	-	
Heath House Lane / A41 / Wrotesley Park Road	-	-	169	44	44	32.7	61.5	0.9	95.1	-	-	-	-	
1/1	35	35	18	17	0	0.0	0.0	-	0.0	3.3	0.0	0.0	0.0	
1/2+1/3	715	715	-	-	-	8.2	6.1	-	14.3	71.8	19.1	6.1	25.2	
2/1+2/2	409	409	26	0	36	3.5	0.7	0.5	4.8	42.0	9.6	0.7	10.3	
3/2+3/1	728	697	-	-	-	9.8	23.5	-	33.2	164.3	23.8	23.5	47.2	
3/3	46	46	-	-	-	0.7	0.2	-	0.9	71.6	1.4	0.2	1.7	
4/2+4/1	968	922	125	27	8	10.5	30.9	0.4	41.9	155.7	31.4	30.9	62.3	
5/1	877	877	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/1	610	610	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
7/1	755	755	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
8/1	581	581	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
C1 PRC for Signalled Lanes (%): -16.7 PRC Over All Lanes (%): -16.7 Total Delay for Signalled Lanes (pcuHr): 95.06 Total Delay Over All Lanes(pcuHr): 95.09 Cycle Time (s): 120														

Basic Input Data and Results

Scenario 12: '12' (FG12: '2034 PM B + C', Plan 1: 'Network Control Plan 1')

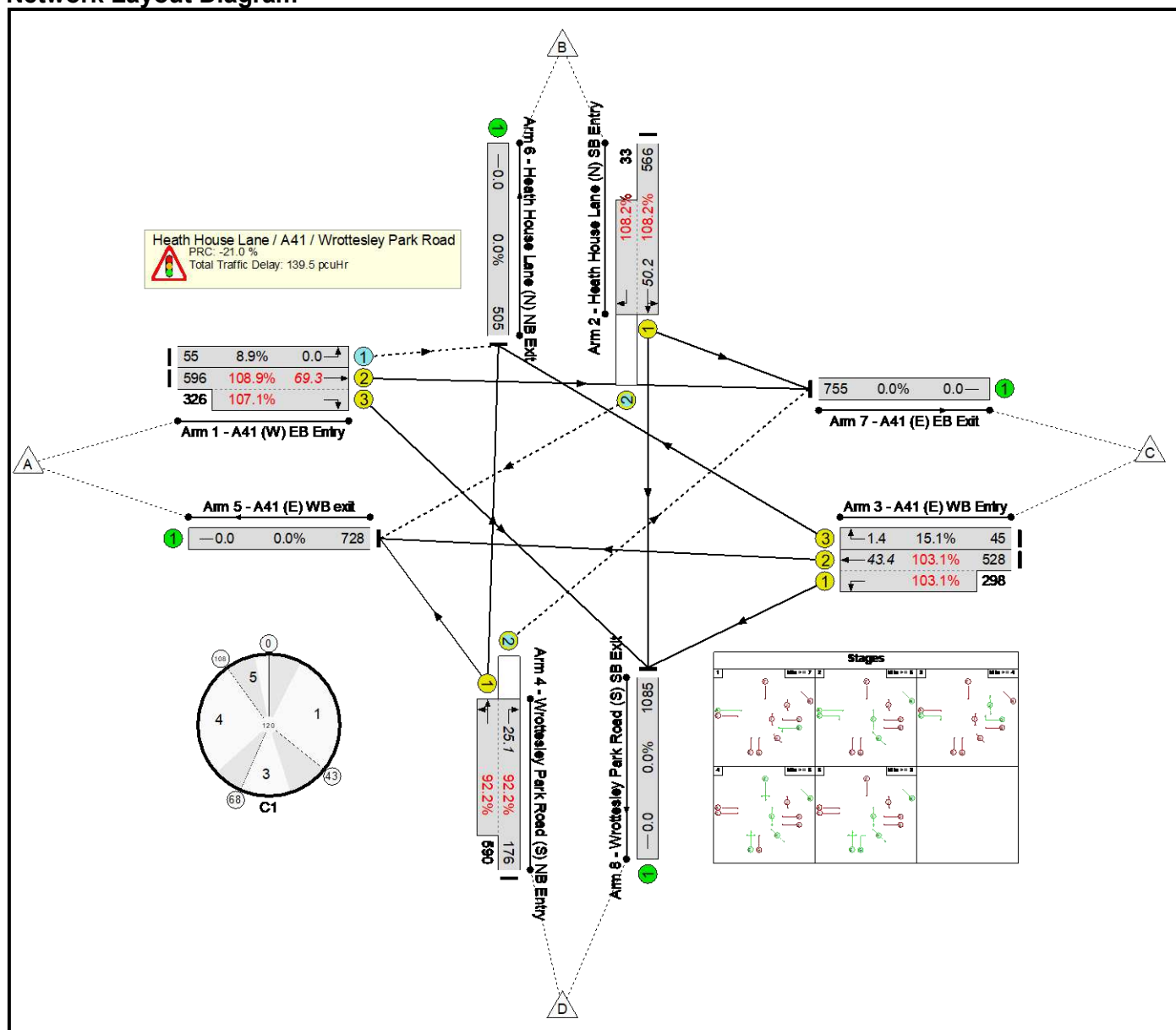
Stage Timings

Stage	1	3	4	5
Duration	34	14	32	4
Change Point	0	43	68	108

Phase Timings

Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	A41 (W) EB Entry Ahead	Traffic	36	7	43
B	A41 (E) WB Entry Ahead Left	Traffic	34	9	43
C	A41 (W) EB Entry Right	Traffic	18	50	68
D	A41 (E) WB Entry Right	Traffic	18	50	68
E	Wrottesley Park Road (S) NB Entry Left Ahead Right	Traffic	45	75	0
F	Heath House Lane (N) SB Entry Right Left Ahead	Traffic	33	75	108
G	Wrottesley Park Road (S) NB Entry Right IGA	Ind. Arrow	4	116	0
H	Pedestrians across	Pedestrian	44	76	0
I	Pedestrians across	Pedestrian	44	76	0
J	Pedestrians across	Pedestrian	14	54	68
K	Dummy	Dummy	44	76	0

Network Layout Diagram



Basic Input Data and Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Heath House Lane / A41 / Wrotesley Park Rd	-	-	N/A	-	-		-	-	-	-	-	-	-	108.9%
Heath House Lane / A41 / Wrotesley Park Road	-	-	N/A	-	-		-	-	-	-	-	-	-	108.9%
1/1	A41 (W) EB Entry Left	O	N/A	N/A	-		-	-	-	-	55	1828	616	8.9%
1/2+1/3	A41 (W) EB Entry Ahead Right	U	N/A	N/A	A C		1	36:18	-	-	922	1990:1923	547+304	108.9 : 107.1%
2/1+2/2	Heath House Lane (N) SB Entry Right Left Ahead	U+O	N/A	N/A	F		1	33	-	-	599	1908:1665	523+31	108.2 : 108.2%
3/2+3/1	A41 (E) WB Entry Ahead Left	U	N/A	N/A	B		1	34	-	-	826	1965:1851	512+289	103.1 : 103.1%
3/3	A41 (E) WB Entry Right	U	N/A	N/A	D		1	18	-	-	45	1877	297	15.1%
4/2+4/1	Wrotesley Park Road (S) NB Entry Left Ahead Right	O+U	N/A	N/A	E	G	1	45	4	-	766	1709:1922	191+640	92.2 : 92.2%
5/1	A41 (E) WB exit	U	N/A	N/A	-		-	-	-	-	746	Inf	Inf	0.0%
6/1	Heath House Lane (N) NB Exit	U	N/A	N/A	-		-	-	-	-	505	Inf	Inf	0.0%
7/1	A41 (E) EB Exit	U	N/A	N/A	-		-	-	-	-	806	Inf	Inf	0.0%
8/1	Wrotesley Park Road (S) SB Exit	U	N/A	N/A	-		-	-	-	-	1156	Inf	Inf	0.0%

Basic Input Data and Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network: Heath House Lane / A41 / Wrotesley Park Rd	-	-	60	168	34	42.5	96.0	1.1	139.5	-	-	-	-	
Heath House Lane / A41 / Wrotesley Park Road	-	-	60	168	34	42.5	96.0	1.1	139.5	-	-	-	-	
1/1	55	55	30	25	0	0.0	0.0	-	0.0	3.2	0.0	0.0	0.0	
1/2+1/3	922	852	-	-	-	15.2	40.9	-	56.0	218.8	28.4	40.9	69.3	
2/1+2/2	599	554	31	0	0	9.0	28.0	0.2	37.2	223.3	22.2	28.0	50.2	
3/2+3/1	826	801	-	-	-	10.6	21.8	-	32.5	141.5	21.6	21.8	43.4	
3/3	45	45	-	-	-	0.5	0.1	-	0.6	50.7	1.3	0.1	1.4	
4/2+4/1	766	766	0	142	34	7.2	5.1	0.9	13.2	62.0	20.0	5.1	25.1	
5/1	728	728	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/1	505	505	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
7/1	755	755	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
8/1	1085	1085	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
C1 PRC for Signalled Lanes (%): -21.0 PRC Over All Lanes (%): -21.0 Total Delay for Signalled Lanes (pcuHr): 139.48 Total Delay Over All Lanes(pcuHr): 139.53 Cycle Time (s): 120														

Basic Input Data and Results

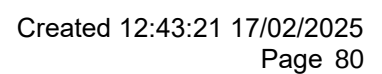
Scenario 13: '13' (FG13: '2034 AM B + C + D', Plan 1: 'Network Control Plan 1')

Stage Timings

Stage	1	3	4	5
Duration	41	4	35	4
Change Point	0	50	65	108

Phase Timings

Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	A41 (W) EB Entry Ahead	Traffic	43	7	50
B	A41 (E) WB Entry Ahead Left	Traffic	41	9	50
C	A41 (W) EB Entry Right	Traffic	8	57	65
D	A41 (E) WB Entry Right	Traffic	8	57	65
E	Wrottesley Park Road (S) NB Entry Left Ahead Right	Traffic	48	72	0
F	Heath House Lane (N) SB Entry Right Left Ahead	Traffic	36	72	108
G	Wrottesley Park Road (S) NB Entry Right IGA	Ind. Arrow	4	116	0
H	Pedestrians across	Pedestrian	47	73	0
I	Pedestrians across	Pedestrian	47	73	0
J	Pedestrians across	Pedestrian	4	61	65
K	Dummy	Dummy	47	73	0



Basic Input Data and Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Heath House Lane / A41 / Wrotesley Park Rd	-	-	N/A	-	-		-	-	-	-	-	-	-	113.7%
Heath House Lane / A41 / Wrotesley Park Road	-	-	N/A	-	-		-	-	-	-	-	-	-	113.7%
1/1	A41 (W) EB Entry Left	O	N/A	N/A	-		-	-	-	-	35	1828	596	5.9%
1/2+1/3	A41 (W) EB Entry Ahead Right	U	N/A	N/A	A C		1	43:8	-	-	922	1990:1923	684+127	113.7 : 113.7%
2/1+2/2	Heath House Lane (N) SB Entry Right Left Ahead	U+O	N/A	N/A	F		1	36	-	-	409	1907:1665	530+95	65.4 : 65.4%
3/2+3/1	A41 (E) WB Entry Ahead Left	U	N/A	N/A	B		1	41	-	-	813	1965:1851	642+110	108.2 : 108.2%
3/3	A41 (E) WB Entry Right	U	N/A	N/A	D		1	8	-	-	46	1877	141	32.7%
4/2+4/1	Wrotesley Park Road (S) NB Entry Left Ahead Right	O+U	N/A	N/A	E	G	1	48	4	-	968	1709:1923	149+710	112.7 : 112.7%
5/1	A41 (E) WB exit	U	N/A	N/A	-		-	-	-	-	1000	Inf	Inf	0.0%
6/1	Heath House Lane (N) NB Exit	U	N/A	N/A	-		-	-	-	-	637	Inf	Inf	0.0%
7/1	A41 (E) EB Exit	U	N/A	N/A	-		-	-	-	-	970	Inf	Inf	0.0%
8/1	Wrotesley Park Road (S) SB Exit	U	N/A	N/A	-		-	-	-	-	586	Inf	Inf	0.0%

Basic Input Data and Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network: Heath House Lane / A41 / Wrotesley Park Rd	-	-	156	45	45	47.8	155.4	1.0	204.2	-	-	-	-	
Heath House Lane / A41 / Wrotesley Park Road	-	-	156	45	45	47.8	155.4	1.0	204.2	-	-	-	-	
1/1	35	35	17	18	0	0.0	0.0	-	0.0	3.2	0.0	0.0	0.0	
1/2+1/3	922	813	-	-	-	15.9	59.3	-	75.3	293.9	34.7	59.3	94.0	
2/1+2/2	409	409	25	0	37	3.9	0.9	0.5	5.3	47.0	10.2	0.9	11.1	
3/2+3/1	813	752	-	-	-	12.0	36.3	-	48.3	213.7	29.5	36.3	65.7	
3/3	46	46	-	-	-	0.7	0.2	-	0.9	71.6	1.4	0.2	1.7	
4/2+4/1	968	859	114	27	8	15.3	58.6	0.5	74.3	276.5	34.2	58.6	92.8	
5/1	920	920	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/1	574	574	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
7/1	858	858	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
8/1	562	562	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
C1 PRC for Signalled Lanes (%): -26.3 PRC Over All Lanes (%): -26.3 Total Delay for Signalled Lanes (pcuHr): 204.14 Total Delay Over All Lanes(pcuHr): 204.17 Cycle Time (s): 120														

Basic Input Data and Results

Scenario 14: '14' (FG14: '2034 PM B + C + D', Plan 1: 'Network Control Plan 1')

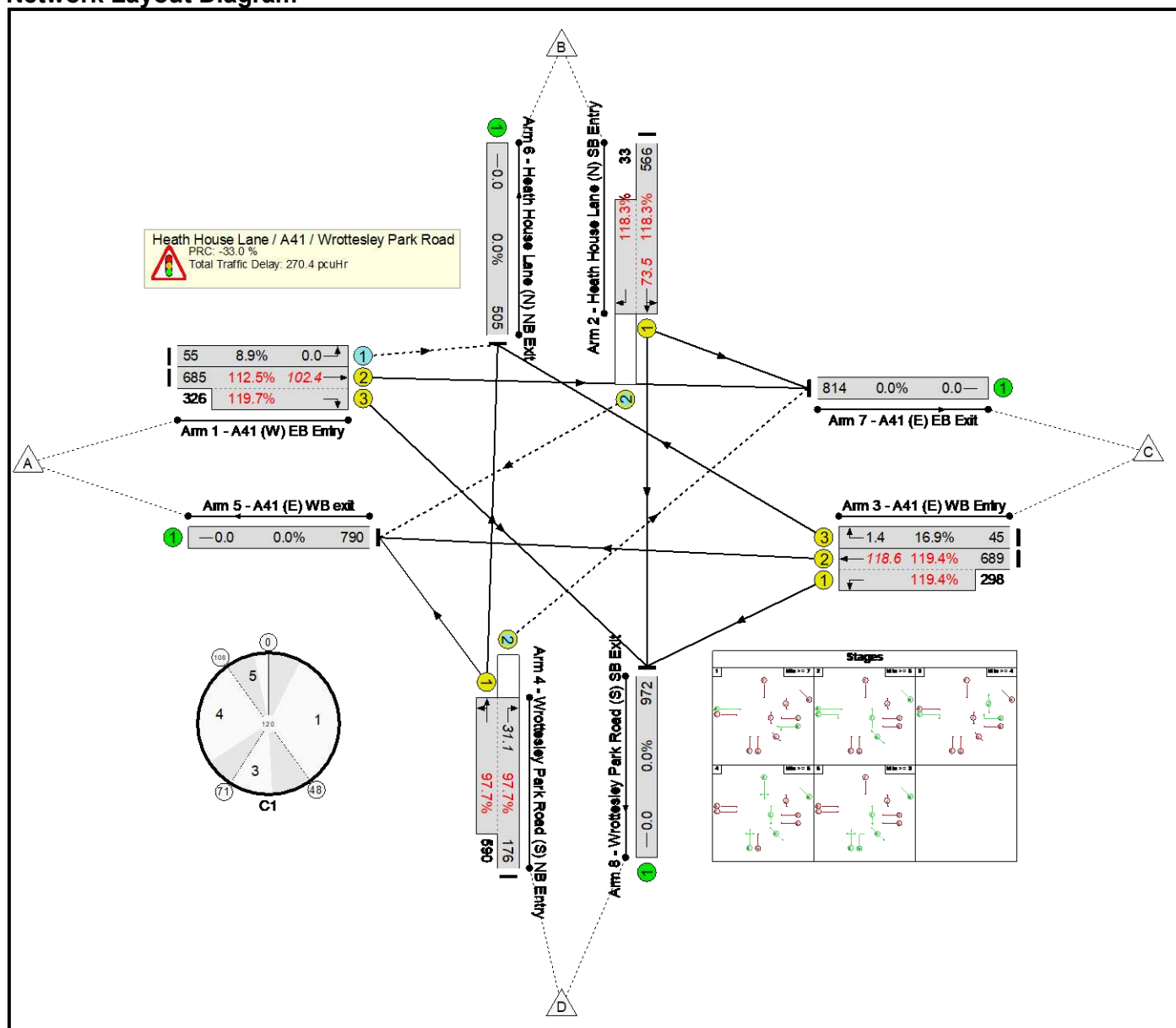
Stage Timings

Stage	1	3	4	5
Duration	39	12	29	4
Change Point	0	48	71	108

Phase Timings

Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	A41 (W) EB Entry Ahead	Traffic	41	7	48
B	A41 (E) WB Entry Ahead Left	Traffic	39	9	48
C	A41 (W) EB Entry Right	Traffic	16	55	71
D	A41 (E) WB Entry Right	Traffic	16	55	71
E	Wrotesley Park Road (S) NB Entry Left Ahead Right	Traffic	42	78	0
F	Heath House Lane (N) SB Entry Right Left Ahead	Traffic	30	78	108
G	Wrotesley Park Road (S) NB Entry Right IGA	Ind. Arrow	4	116	0
H	Pedestrians across	Pedestrian	41	79	0
I	Pedestrians across	Pedestrian	41	79	0
J	Pedestrians across	Pedestrian	12	59	71
K	Dummy	Dummy	41	79	0

Network Layout Diagram



Basic Input Data and Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Heath House Lane / A41 / Wrotesley Park Rd	-	-	N/A	-	-		-	-	-	-	-	-	-	119.7%
Heath House Lane / A41 / Wrotesley Park Road	-	-	N/A	-	-		-	-	-	-	-	-	-	119.7%
1/1	A41 (W) EB Entry Left	O	N/A	N/A	-		-	-	-	-	55	1828	616	8.9%
1/2+1/3	A41 (W) EB Entry Ahead Right	U	N/A	N/A	A C		1	41:16	-	-	1011	1990:1923	609+272	112.5 : 119.7%
2/1+2/2	Heath House Lane (N) SB Entry Right Left Ahead	U+O	N/A	N/A	F		1	30	-	-	599	1908:1665	478+28	118.3 : 118.3%
3/2+3/1	A41 (E) WB Entry Ahead Left	U	N/A	N/A	B		1	39	-	-	987	1965:1851	577+250	119.4 : 119.4%
3/3	A41 (E) WB Entry Right	U	N/A	N/A	D		1	16	-	-	45	1877	266	16.9%
4/2+4/1	Wrotesley Park Road (S) NB Entry Left Ahead Right	O+U	N/A	N/A	E	G	1	42	4	-	766	1709:1922	180+604	97.7 : 97.7%
5/1	A41 (E) WB exit	U	N/A	N/A	-		-	-	-	-	907	Inf	Inf	0.0%
6/1	Heath House Lane (N) NB Exit	U	N/A	N/A	-		-	-	-	-	505	Inf	Inf	0.0%
7/1	A41 (E) EB Exit	U	N/A	N/A	-		-	-	-	-	895	Inf	Inf	0.0%
8/1	Wrotesley Park Road (S) SB Exit	U	N/A	N/A	-		-	-	-	-	1156	Inf	Inf	0.0%

Basic Input Data and Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network: Heath House Lane / A41 / Wrotesley Park Rd	-	-	55	170	34	58.3	211.2	1.0	270.4	-	-	-	-	
Heath House Lane / A41 / Wrotesley Park Road	-	-	55	170	34	58.3	211.2	1.0	270.4	-	-	-	-	
1/1	55	55	28	28	0	0.0	0.0	-	0.0	3.2	0.0	0.0	0.0	
1/2+1/3	1011	881	-	-	-	18.8	68.5	-	87.4	311.1	33.9	68.5	102.4	
2/1+2/2	599	506	28	0	0	11.5	49.4	0.2	61.0	366.9	24.2	49.4	73.5	
3/2+3/1	987	827	-	-	-	19.6	83.1	-	102.7	374.7	35.5	83.1	118.6	
3/3	45	45	-	-	-	0.6	0.1	-	0.7	53.5	1.3	0.1	1.4	
4/2+4/1	766	766	0	142	34	7.8	10.0	0.8	18.6	87.4	21.1	10.0	31.1	
5/1	790	790	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/1	505	505	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
7/1	814	814	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
8/1	972	972	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
C1 PRC for Signalled Lanes (%): -33.0 PRC Over All Lanes (%): -33.0 Total Delay for Signalled Lanes (pcuHr): 270.39 Total Delay Over All Lanes(pcuHr): 270.44 Cycle Time (s): 120														

Basic Input Data and Results

Scenario 15: '15' (FG15: '2029 AM B + C + D (Sens)', Plan 1: 'Network Control Plan 1')

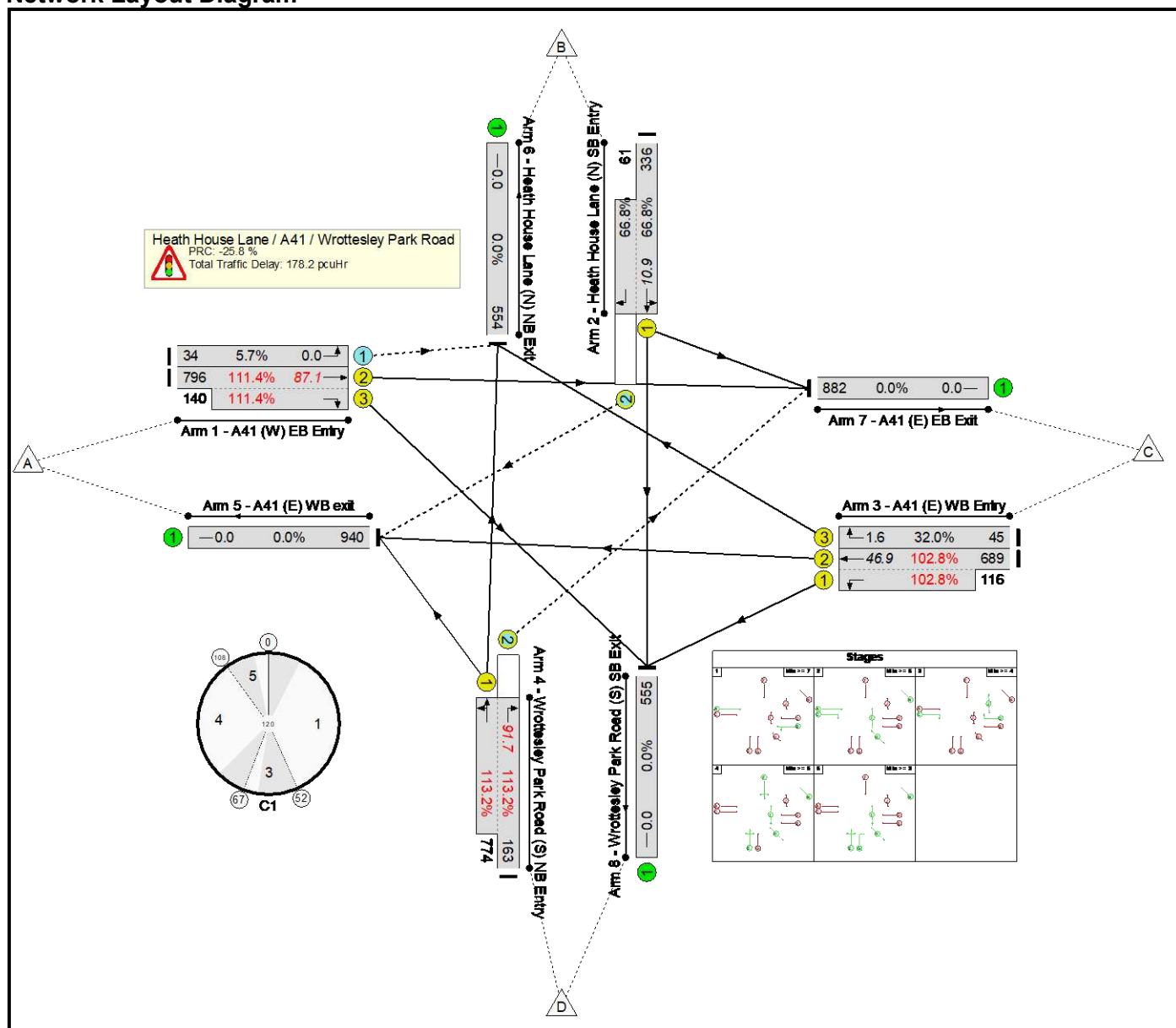
Stage Timings

Stage	1	3	4	5
Duration	43	4	33	4
Change Point	0	52	67	108

Phase Timings

Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	A41 (W) EB Entry Ahead	Traffic	45	7	52
B	A41 (E) WB Entry Ahead Left	Traffic	43	9	52
C	A41 (W) EB Entry Right	Traffic	8	59	67
D	A41 (E) WB Entry Right	Traffic	8	59	67
E	Wrottesley Park Road (S) NB Entry Left Ahead Right	Traffic	46	74	0
F	Heath House Lane (N) SB Entry Right Left Ahead	Traffic	34	74	108
G	Wrottesley Park Road (S) NB Entry Right IGA	Ind. Arrow	4	116	0
H	Pedestrians across	Pedestrian	45	75	0
I	Pedestrians across	Pedestrian	45	75	0
J	Pedestrians across	Pedestrian	4	63	67
K	Dummy	Dummy	45	75	0

Network Layout Diagram



Basic Input Data and Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Heath House Lane / A41 / Wrotesley Park Rd	-	-	N/A	-	-		-	-	-	-	-	-	-	113.2%
Heath House Lane / A41 / Wrotesley Park Road	-	-	N/A	-	-		-	-	-	-	-	-	-	113.2%
1/1	A41 (W) EB Entry Left	O	N/A	N/A	-		-	-	-	-	34	1828	601	5.7%
1/2+1/3	A41 (W) EB Entry Ahead Right	U	N/A	N/A	A C		1	45:8	-	-	936	1990:1923	715+126	111.4 : 111.4%
2/1+2/2	Heath House Lane (N) SB Entry Right Left Ahead	U+O	N/A	N/A	F		1	34	-	-	397	1907:1665	503+91	66.8 : 66.8%
3/2+3/1	A41 (E) WB Entry Ahead Left	U	N/A	N/A	B		1	43	-	-	805	1965:1851	670+113	102.8 : 102.8%
3/3	A41 (E) WB Entry Right	U	N/A	N/A	D		1	8	-	-	45	1877	141	32.0%
4/2+4/1	Wrotesley Park Road (S) NB Entry Left Ahead Right	O+U	N/A	N/A	E	G	1	46	4	-	937	1709:1923	144+684	113.2 : 113.2%
5/1	A41 (E) WB exit	U	N/A	N/A	-		-	-	-	-	986	Inf	Inf	0.0%
6/1	Heath House Lane (N) NB Exit	U	N/A	N/A	-		-	-	-	-	617	Inf	Inf	0.0%
7/1	A41 (E) EB Exit	U	N/A	N/A	-		-	-	-	-	982	Inf	Inf	0.0%
8/1	Wrotesley Park Road (S) SB Exit	U	N/A	N/A	-		-	-	-	-	569	Inf	Inf	0.0%

Basic Input Data and Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network: Heath House Lane / A41 / Wrotesley Park Rd	-	-	152	45	42	44.4	132.9	0.9	178.2	-	-	-	-	
Heath House Lane / A41 / Wrotesley Park Road	-	-	152	45	42	44.4	132.9	0.9	178.2	-	-	-	-	
1/1	34	34	16	18	0	0.0	0.0	-	0.0	3.2	0.0	0.0	0.0	
1/2+1/3	936	844	-	-	-	15.0	52.3	-	67.3	259.0	34.8	52.3	87.1	
2/1+2/2	397	397	28	0	33	4.0	1.0	0.4	5.4	49.0	9.9	1.0	10.9	
3/2+3/1	805	783	-	-	-	9.4	20.8	-	30.2	134.9	26.1	20.8	46.9	
3/3	45	45	-	-	-	0.7	0.2	-	0.9	71.3	1.4	0.2	1.6	
4/2+4/1	937	828	109	27	8	15.3	58.6	0.5	74.3	285.6	33.1	58.6	91.7	
5/1	940	940	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/1	554	554	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
7/1	882	882	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
8/1	555	555	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
C1 PRC for Signalled Lanes (%): -25.8 PRC Over All Lanes (%): -25.8 Total Delay for Signalled Lanes (pcuHr): 178.12 Total Delay Over All Lanes(pcuHr): 178.15 Cycle Time (s): 120														

Basic Input Data and Results

Scenario 16: '16' (FG16: '2029 PM B + C + D (Sens)', Plan 1: 'Network Control Plan 1')

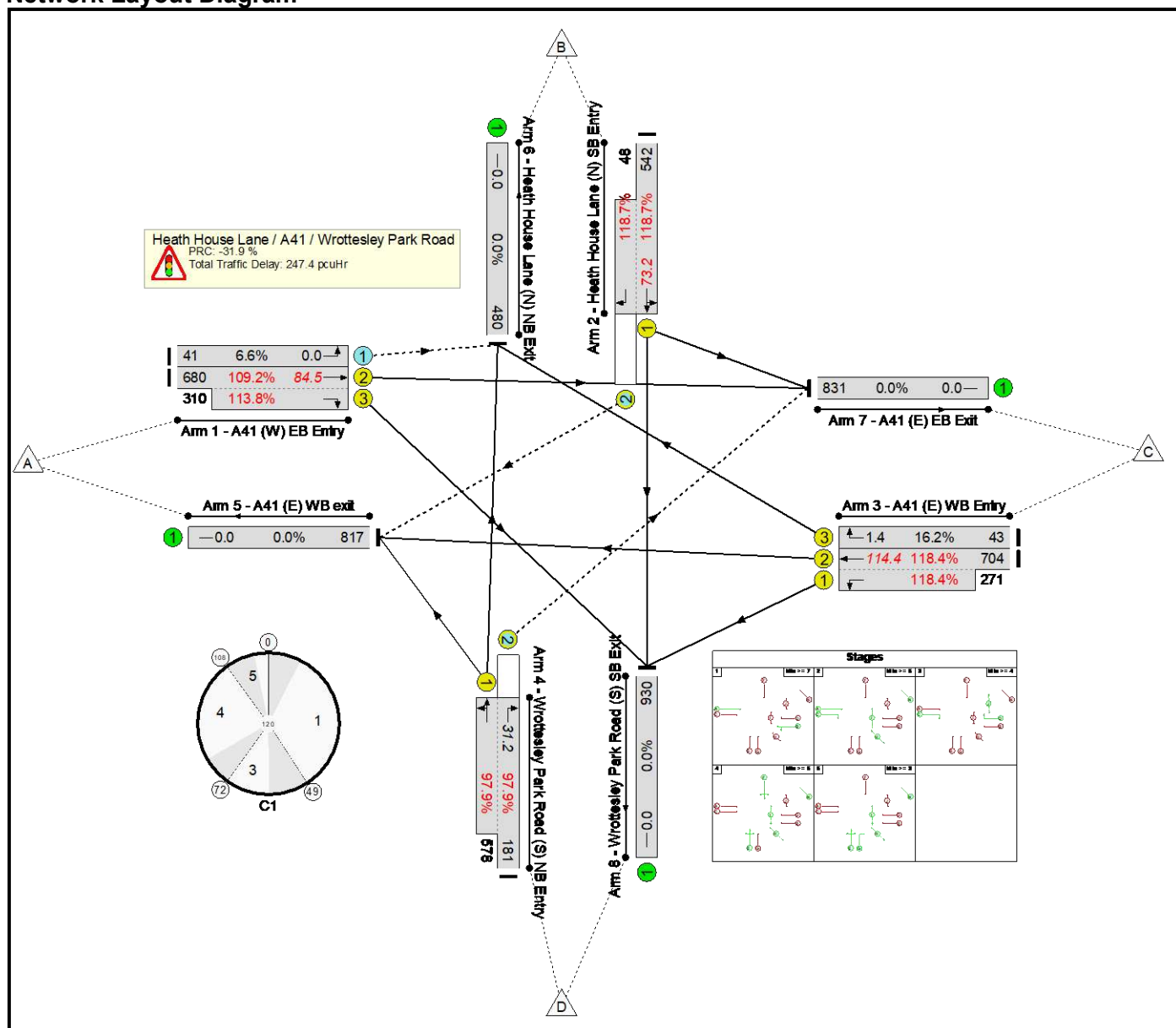
Stage Timings

Stage	1	3	4	5
Duration	40	12	28	4
Change Point	0	49	72	108

Phase Timings

Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	A41 (W) EB Entry Ahead	Traffic	42	7	49
B	A41 (E) WB Entry Ahead Left	Traffic	40	9	49
C	A41 (W) EB Entry Right	Traffic	16	56	72
D	A41 (E) WB Entry Right	Traffic	16	56	72
E	Wrottesley Park Road (S) NB Entry Left Ahead Right	Traffic	41	79	0
F	Heath House Lane (N) SB Entry Right Left Ahead	Traffic	29	79	108
G	Wrottesley Park Road (S) NB Entry Right IGA	Ind. Arrow	4	116	0
H	Pedestrians across	Pedestrian	40	80	0
I	Pedestrians across	Pedestrian	40	80	0
J	Pedestrians across	Pedestrian	12	60	72
K	Dummy	Dummy	40	80	0

Network Layout Diagram



Basic Input Data and Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Heath House Lane / A41 / Wrotesley Park Rd	-	-	N/A	-	-		-	-	-	-	-	-	-	118.7%
Heath House Lane / A41 / Wrotesley Park Road	-	-	N/A	-	-		-	-	-	-	-	-	-	118.7%
1/1	A41 (W) EB Entry Left	O	N/A	N/A	-		-	-	-	-	41	1828	618	6.6%
1/2+1/3	A41 (W) EB Entry Ahead Right	U	N/A	N/A	A C		1	42:16	-	-	990	1990:1923	623+272	109.2 : 113.8%
2/1+2/2	Heath House Lane (N) SB Entry Right Left Ahead	U+O	N/A	N/A	F		1	29	-	-	590	1908:1665	457+40	118.7 : 118.7%
3/2+3/1	A41 (E) WB Entry Ahead Left	U	N/A	N/A	B		1	40	-	-	975	1965:1851	594+229	118.4 : 118.4%
3/3	A41 (E) WB Entry Right	U	N/A	N/A	D		1	16	-	-	43	1877	266	16.2%
4/2+4/1	Wrotesley Park Road (S) NB Entry Left Ahead Right	O+U	N/A	N/A	E	G	1	41	4	-	759	1709:1922	185+591	97.9 : 97.9%
5/1	A41 (E) WB exit	U	N/A	N/A	-		-	-	-	-	934	Inf	Inf	0.0%
6/1	Heath House Lane (N) NB Exit	U	N/A	N/A	-		-	-	-	-	480	Inf	Inf	0.0%
7/1	A41 (E) EB Exit	U	N/A	N/A	-		-	-	-	-	894	Inf	Inf	0.0%
8/1	Wrotesley Park Road (S) SB Exit	U	N/A	N/A	-		-	-	-	-	1090	Inf	Inf	0.0%

Basic Input Data and Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network: Heath House Lane / A41 / Wrotesley Park Rd	-	-	61	163	38	55.3	191.0	1.0	247.4	-	-	-	-	
Heath House Lane / A41 / Wrotesley Park Road	-	-	61	163	38	55.3	191.0	1.0	247.4	-	-	-	-	
1/1	41	41	20	21	0	0.0	0.0	-	0.0	3.1	0.0	0.0	0.0	
1/2+1/3	990	895	-	-	-	16.5	52.1	-	68.7	249.7	32.4	52.1	84.5	
2/1+2/2	590	497	40	0	0	11.5	49.5	0.2	61.3	374.0	23.7	49.5	73.2	
3/2+3/1	975	823	-	-	-	18.9	79.0	-	97.9	361.3	35.4	79.0	114.4	
3/3	43	43	-	-	-	0.5	0.1	-	0.6	53.4	1.3	0.1	1.4	
4/2+4/1	759	759	0	142	38	7.9	10.3	0.8	18.9	89.7	20.9	10.3	31.2	
5/1	817	817	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/1	480	480	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
7/1	831	831	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
8/1	930	930	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
C1 PRC for Signalled Lanes (%): -31.9 PRC Over All Lanes (%): -31.9 Total Delay for Signalled Lanes (pcuHr): 247.36 Total Delay Over All Lanes(pcuHr): 247.40 Cycle Time (s): 120														

Basic Input Data and Results

Scenario 17: '17' (FG17: '2034 AM B + C + D (Sens)', Plan 1: 'Network Control Plan 1')

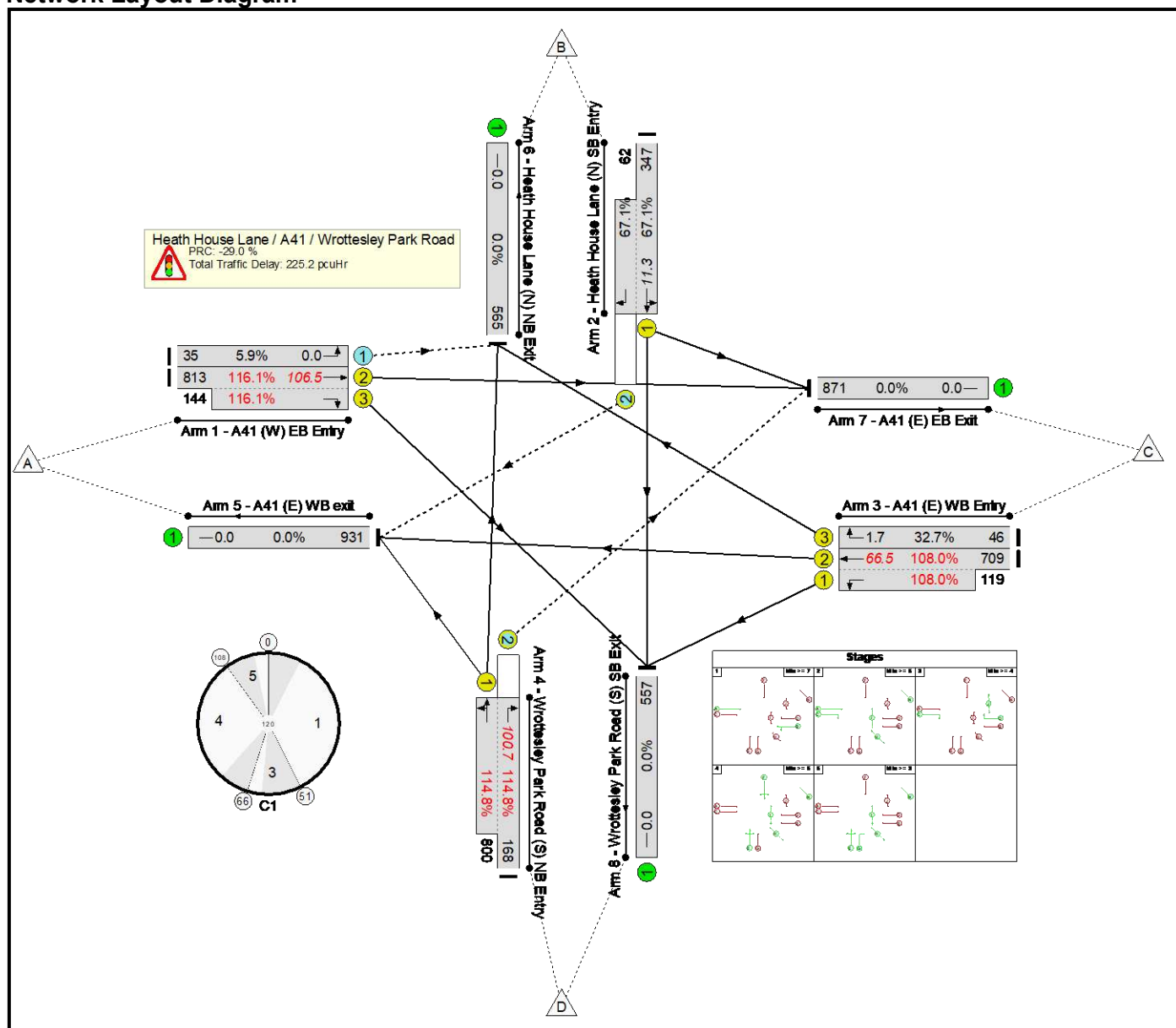
Stage Timings

Stage	1	3	4	5
Duration	42	4	34	4
Change Point	0	51	66	108

Phase Timings

Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	A41 (W) EB Entry Ahead	Traffic	44	7	51
B	A41 (E) WB Entry Ahead Left	Traffic	42	9	51
C	A41 (W) EB Entry Right	Traffic	8	58	66
D	A41 (E) WB Entry Right	Traffic	8	58	66
E	Wrottesley Park Road (S) NB Entry Left Ahead Right	Traffic	47	73	0
F	Heath House Lane (N) SB Entry Right Left Ahead	Traffic	35	73	108
G	Wrottesley Park Road (S) NB Entry Right IGA	Ind. Arrow	4	116	0
H	Pedestrians across	Pedestrian	46	74	0
I	Pedestrians across	Pedestrian	46	74	0
J	Pedestrians across	Pedestrian	4	62	66
K	Dummy	Dummy	46	74	0

Network Layout Diagram



Basic Input Data and Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Heath House Lane / A41 / Wrotesley Park Rd	-	-	N/A	-	-		-	-	-	-	-	-	-	116.1%
Heath House Lane / A41 / Wrotesley Park Road	-	-	N/A	-	-		-	-	-	-	-	-	-	116.1%
1/1	A41 (W) EB Entry Left	O	N/A	N/A	-		-	-	-	-	35	1828	598	5.9%
1/2+1/3	A41 (W) EB Entry Ahead Right	U	N/A	N/A	A C		1	44:8	-	-	957	1990:1923	700+124	116.1 : 116.1%
2/1+2/2	Heath House Lane (N) SB Entry Right Left Ahead	U+O	N/A	N/A	F		1	35	-	-	409	1907:1665	517+92	67.1 : 67.1%
3/2+3/1	A41 (E) WB Entry Ahead Left	U	N/A	N/A	B		1	42	-	-	828	1965:1851	656+110	108.0 : 108.0%
3/3	A41 (E) WB Entry Right	U	N/A	N/A	D		1	8	-	-	46	1877	141	32.7%
4/2+4/1	Wrotesley Park Road (S) NB Entry Left Ahead Right	O+U	N/A	N/A	E	G	1	47	4	-	968	1709:1923	146+697	114.8 : 114.8%
5/1	A41 (E) WB exit	U	N/A	N/A	-		-	-	-	-	1015	Inf	Inf	0.0%
6/1	Heath House Lane (N) NB Exit	U	N/A	N/A	-		-	-	-	-	637	Inf	Inf	0.0%
7/1	A41 (E) EB Exit	U	N/A	N/A	-		-	-	-	-	1005	Inf	Inf	0.0%
8/1	Wrotesley Park Road (S) SB Exit	U	N/A	N/A	-		-	-	-	-	586	Inf	Inf	0.0%

Basic Input Data and Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network: Heath House Lane / A41 / Wrotesley Park Rd	-	-	154	46	44	50.7	173.5	0.9	225.2	-	-	-	-	
Heath House Lane / A41 / Wrotesley Park Road	-	-	154	46	44	50.7	173.5	0.9	225.2	-	-	-	-	
1/1	35	35	17	18	0	0.0	0.0	-	0.0	3.2	0.0	0.0	0.0	
1/2+1/3	957	824	-	-	-	17.4	69.8	-	87.2	328.0	36.8	69.8	106.5	
2/1+2/2	409	409	26	0	36	4.0	1.0	0.5	5.5	48.4	10.3	1.0	11.3	
3/2+3/1	828	766	-	-	-	12.1	36.5	-	48.5	210.9	30.1	36.5	66.5	
3/3	46	46	-	-	-	0.7	0.2	-	0.9	71.6	1.4	0.2	1.7	
4/2+4/1	968	843	111	27	8	16.6	66.0	0.5	83.0	308.7	34.7	66.0	100.7	
5/1	931	931	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/1	565	565	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
7/1	871	871	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
8/1	557	557	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
C1 PRC for Signalled Lanes (%): -29.0 PRC Over All Lanes (%): -29.0 Total Delay for Signalled Lanes (pcuHr): 225.12 Total Delay Over All Lanes(pcuHr): 225.15 Cycle Time (s): 120														

Basic Input Data and Results

Scenario 18: '18' (FG18: '2034 PM B + C + D (Sens)', Plan 1: 'Network Control Plan 1')

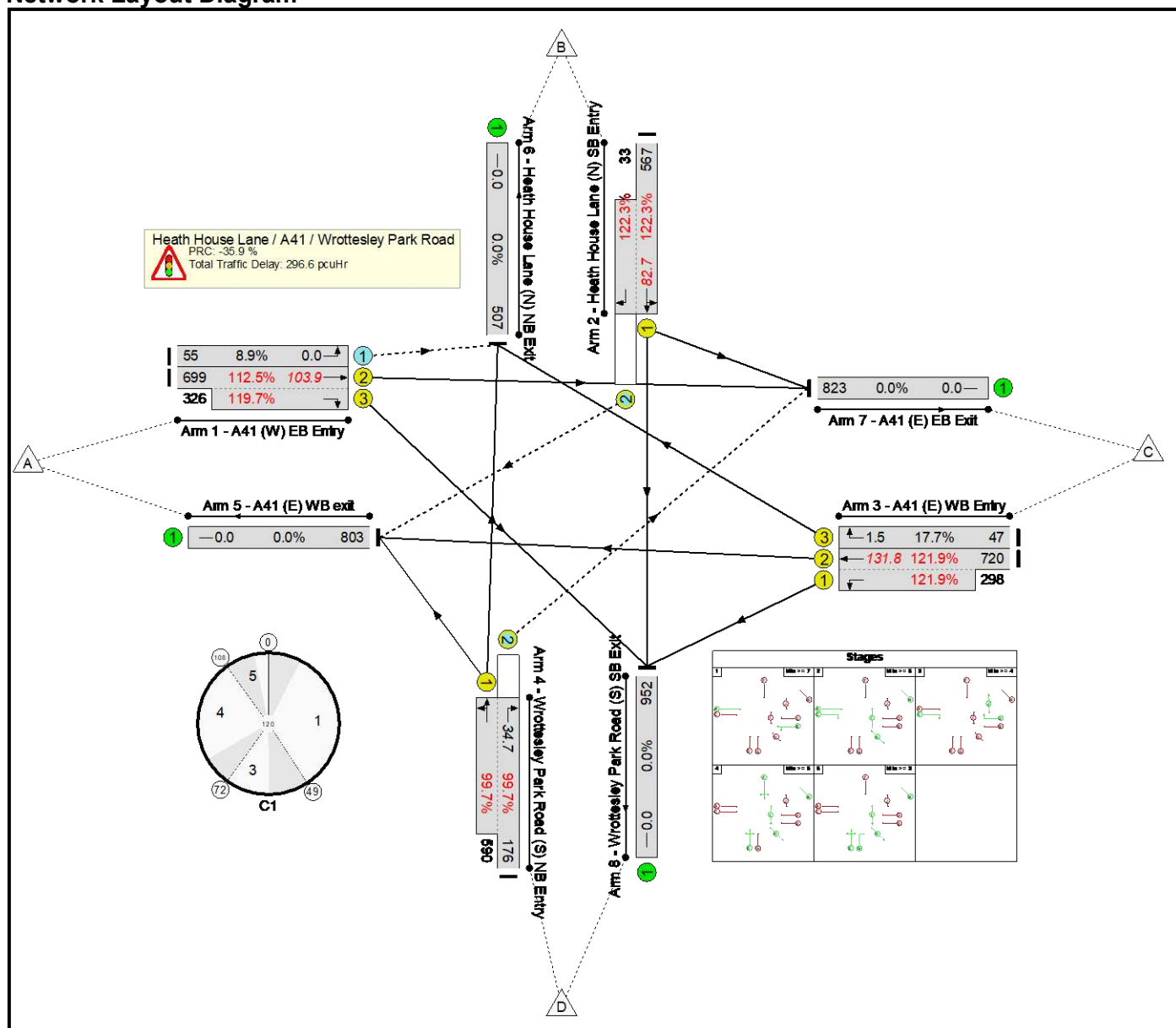
Stage Timings

Stage	1	3	4	5
Duration	40	12	28	4
Change Point	0	49	72	108

Phase Timings

Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	A41 (W) EB Entry Ahead	Traffic	42	7	49
B	A41 (E) WB Entry Ahead Left	Traffic	40	9	49
C	A41 (W) EB Entry Right	Traffic	16	56	72
D	A41 (E) WB Entry Right	Traffic	16	56	72
E	Wrottesley Park Road (S) NB Entry Left Ahead Right	Traffic	41	79	0
F	Heath House Lane (N) SB Entry Right Left Ahead	Traffic	29	79	108
G	Wrottesley Park Road (S) NB Entry Right IGA	Ind. Arrow	4	116	0
H	Pedestrians across	Pedestrian	40	80	0
I	Pedestrians across	Pedestrian	40	80	0
J	Pedestrians across	Pedestrian	12	60	72
K	Dummy	Dummy	40	80	0

Network Layout Diagram



Basic Input Data and Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Heath House Lane / A41 / Wrotesley Park Rd	-	-	N/A	-	-		-	-	-	-	-	-	-	122.3%
Heath House Lane / A41 / Wrotesley Park Road	-	-	N/A	-	-		-	-	-	-	-	-	-	122.3%
1/1	A41 (W) EB Entry Left	O	N/A	N/A	-		-	-	-	-	55	1828	616	8.9%
1/2+1/3	A41 (W) EB Entry Ahead Right	U	N/A	N/A	A C		1	42:16	-	-	1025	1990:1923	621+272	112.5 : 119.7%
2/1+2/2	Heath House Lane (N) SB Entry Right Left Ahead	U+O	N/A	N/A	F		1	29	-	-	600	1908:1665	464+27	122.3 : 122.3%
3/2+3/1	A41 (E) WB Entry Ahead Left	U	N/A	N/A	B		1	40	-	-	1018	1965:1851	591+244	121.9 : 121.9%
3/3	A41 (E) WB Entry Right	U	N/A	N/A	D		1	16	-	-	47	1877	266	17.7%
4/2+4/1	Wrotesley Park Road (S) NB Entry Left Ahead Right	O+U	N/A	N/A	E	G	1	41	4	-	766	1709:1922	177+592	99.7 : 99.7%
5/1	A41 (E) WB exit	U	N/A	N/A	-		-	-	-	-	938	Inf	Inf	0.0%
6/1	Heath House Lane (N) NB Exit	U	N/A	N/A	-		-	-	-	-	507	Inf	Inf	0.0%
7/1	A41 (E) EB Exit	U	N/A	N/A	-		-	-	-	-	910	Inf	Inf	0.0%
8/1	Wrotesley Park Road (S) SB Exit	U	N/A	N/A	-		-	-	-	-	1156	Inf	Inf	0.0%

Basic Input Data and Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network: Heath House Lane / A41 / Wrotesley Park Rd	-	-	54	170	30	61.5	234.1	0.9	296.6	-	-	-	-	
Heath House Lane / A41 / Wrotesley Park Road	-	-	54	170	30	61.5	234.1	0.9	296.6	-	-	-	-	
1/1	55	55	27	28	0	0.0	0.0	-	0.0	3.2	0.0	0.0	0.0	
1/2+1/3	1025	894	-	-	-	18.9	69.3	-	88.2	309.9	34.6	69.3	103.9	
2/1+2/2	600	491	27	0	0	12.8	57.3	0.1	70.3	422.0	25.3	57.3	82.7	
3/2+3/1	1018	835	-	-	-	21.1	94.1	-	115.3	407.6	37.6	94.1	131.8	
3/3	47	47	-	-	-	0.6	0.1	-	0.7	53.6	1.4	0.1	1.5	
4/2+4/1	766	766	0	142	30	8.1	13.2	0.8	22.0	103.6	21.5	13.2	34.7	
5/1	803	803	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/1	507	507	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
7/1	823	823	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
8/1	952	952	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
C1 PRC for Signalled Lanes (%): -35.9 PRC Over All Lanes (%): -35.9 Total Delay for Signalled Lanes (pcuHr): 296.57 Total Delay Over All Lanes(pcuHr): 296.62 Cycle Time (s): 120														

Basic Input Data and Results**User and Project Details**

Project:	
Title:	Heath House Lane / A41 / Wroottesely Park Rd
Location:	
Additional detail:	proposed
File name:	Heath House Lane A41 mitigation_Op2 DLP 180224.lsg3x
Author:	al
Company:	
Address:	
Linsig Version:	3, 3, 0, 6

Scenarios

Number	Scenario Name	Flow Group	Network Control Plan	Time	Cycle Time (s)	PRC (%)	Delay (pcuHr)
1	15	2029 AM B + C + D (Sens)	Network Control Plan 1	07:30 - 08:30	120	-3.1	48.27
2	16	2029 PM B + C + D (Sens)	Network Control Plan 1	16:15 - 17:15	120	-11.7	79.06
3	17	2034 AM B + C + D (Sens)	Network Control Plan 1	07:30 - 08:30	120	-5.9	54.42
4	18	2034 PM B + C + D (Sens)	Network Control Plan 1	16:15 - 17:15	120	-17.1	110.44

Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min (s)	Cont Min (s)
A	Traffic		7	7
B	Traffic		7	7
C	Traffic		7	7
D	Traffic		7	7
E	Traffic		7	7
F	Traffic		7	7
G	Ind. Arrow	E	4	4
H	Pedestrian		4	4
I	Pedestrian		4	4
J	Pedestrian		4	4
K	Pedestrian		6	6
L	Dummy		5	5

Phase Intergreens Matrix

Terminating Phase		Starting Phase												
			A	B	C	D	E	F	G	H	I	J	K	L
		A		-	-	7	7	7	7	-	-	11	-	-
		B	-		7	-	7	7	7	6	6	-	-	6
		C	-	9		-	7	7	7	-	-	-	9	-
		D	8	-	-		7	7	7	-	6	-	-	6
		E	7	7	7	7		-	-	-	-	9	6	-
		F	8	9	8	8	-		8	-	-	9	6	-
		G	7	7	7	7	-	7		-	-	9	6	-
		H	-	7	-	-	-	-	-		-	-	-	-
		I	-	10	-	10	-	-	-	-		-	-	-
		J	8	-	-	-	8	8	8	-	-		-	-
		K	-	-	9	-	9	9	9	-	-	-		-
		L	-	5	-	5	-	-	-	-	-	-	-	

Phase Delays

Term. Stage	Start Stage	Phase	Type	Value	Cont value
5	2	E	Losing	3	3

Prohibited Stage Change

	To Stage					
From Stage		1	2	3	4	5
	1		10	11	7	7
	2	9		11	9	9
	3	8	8		8	8
	4	8	10	10		8
	5	7	10	10	7	

Phases in Stage

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

Lane Input Data

Basic Input Data and Results

Junction: Heath House Lane / A41 / Wrotesley Park Road												
Lane	Lane Type	Phases	Start Disp. (s)	End Disp. (s)	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient (%)	Nearside Lane	Turns	Turning Radius (m)
1/1 (A41 (W) EB Entry)	O		2	3	2.0	Geom	-	3.50	0.00	Y	Arm 6 Left	20.00
1/2 (A41 (W) EB Entry)	U	A	2	3	10.4	Geom	-	3.00	0.00	Y	Arm 7 Ahead	Inf
1/3 (A41 (W) EB Entry)	U	A	2	3	10.4	Geom	-	3.00	0.00	N	Arm 7 Ahead	Inf
1/4 (A41 (W) EB Entry)	U	C	2	3	14.6	Geom	-	3.00	0.00	Y	Arm 8 Right	43.00
2/1 (Heath House Lane (N) SB Entry)	U	F	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 7 Left	25.00
											Arm 8 Ahead	Inf
2/2 (Heath House Lane (N) SB Entry)	O	F	2	3	8.0	Geom	-	3.00	0.00	Y	Arm 5 Right	10.00
3/1 (A41 (E) WB Entry)	U	B	2	3	19.1	Geom	-	3.00	0.00	Y	Arm 5 Ahead	Inf
											Arm 8 Left	20.00
3/2 (A41 (E) WB Entry)	U	B	2	3	60.0	Geom	-	3.00	0.00	N	Arm 5 Ahead	Inf
3/3 (A41 (E) WB Entry)	U	D	2	3	3.8	Geom	-	3.00	0.00	Y	Arm 6 Right	32.00
4/1 (Wrotesley Park Road (S) NB Entry)	U	E	2	3	12.7	Geom	-	3.50	0.00	Y	Arm 5 Left	21.00
4/2 (Wrotesley Park Road (S) NB Entry)	O	E G	2	3	60.0	Geom	-	3.50	0.00	Y	Arm 6 Ahead	Inf
											Arm 7 Right	10.00
5/1 (A41 (E) WB exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
5/2 (A41 (E) WB exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1 (Heath House Lane (N) NB Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-

Basic Input Data and Results

7/1 (A41 (E) EB Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
7/2 (A41 (E) EB Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
8/1 (Wrottesley Park Road (S) SB Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-

Basic Input Data and Results
Give-Way Lane Input Data

Junction: Heath House Lane / A41 / Wrotesley Park Road											
Lane	Movement	Max Flow when Giving Way (PCU/Hr)	Min Flow when Giving Way (PCU/Hr)	Opposing Lane	Opp. Lane Coeff.	Opp. Mvmnts.	Right Turn Storage (PCU)	Non-Blocking Storage (PCU)	RTF	Right Turn Move up (s)	Max Turns in Intergreen (PCU)
1/1 (A41 (W) EB Entry)	6/1 (Left)	715	0	3/3	0.22	All	-	-	-	-	-
				4/1	0.22	To 6/1 (Ahead)					
2/2 (Heath House Lane (N) SB Entry)	5/2 (Right)	1439	0	4/1	1.09	All	5.00	-	0.50	5	5.00
4/2 (Wrotesley Park Road (S) NB Entry)	7/2 (Right)	1439	0	2/1	1.09	All	3.00	-	0.50	3	3.00

Basic Input Data and Results

Scenario 1: '15' (FG15: '2029 AM B + C + D (Sens)', Plan 1: 'Network Control Plan 1')

Lane Saturation Flows

Junction: Heath House Lane / A41 / Wrotesley Park Road								
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 (A41 (W) EB Entry)	3.50	0.00	Y	Arm 6 Left	20.00	100.0 %	1828	1828
1/2 (A41 (W) EB Entry)	3.00	0.00	Y	Arm 7 Ahead	Inf	100.0 %	1915	1915
1/3 (A41 (W) EB Entry)	3.00	0.00	N	Arm 7 Ahead	Inf	100.0 %	2055	2055
1/4 (A41 (W) EB Entry)	3.00	0.00	Y	Arm 8 Right	43.00	100.0 %	1850	1850
2/1 (Heath House Lane (N) SB Entry)	3.00	0.00	Y	Arm 7 Left	25.00	6.8 %	1907	1907
				Arm 8 Ahead	Inf	93.2 %		
2/2 (Heath House Lane (N) SB Entry)	3.00	0.00	Y	Arm 5 Right	10.00	100.0 %	1665	1665
3/1 (A41 (E) WB Entry)	3.00	0.00	Y	Arm 5 Ahead	Inf	69.8 %	1873	1873
				Arm 8 Left	20.00	30.2 %		
3/2 (A41 (E) WB Entry)	3.00	0.00	N	Arm 5 Ahead	Inf	100.0 %	2055	2055
3/3 (A41 (E) WB Entry)	3.00	0.00	Y	Arm 6 Right	32.00	100.0 %	1829	1829
4/1 (Wrotesley Park Road (S) NB Entry)	3.50	0.00	Y	Arm 5 Left	21.00	30.5 %	1923	1923
				Arm 6 Ahead	Inf	69.5 %		
4/2 (Wrotesley Park Road (S) NB Entry)	3.50	0.00	Y	Arm 7 Right	10.00	100.0 %	1709	1709
5/1 (A41 (E) WB exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/2 (A41 (E) WB exit Lane 2)	Infinite Saturation Flow						Inf	Inf
6/1 (Heath House Lane (N) NB Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (A41 (E) EB Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/2 (A41 (E) EB Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
8/1 (Wrotesley Park Road (S) SB Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Bonus Green Times

No Bonus Greens are defined For Scenario 1

Scenario 2: '16' (FG16: '2029 PM B + C + D (Sens)', Plan 1: 'Network Control Plan 1')**Lane Saturation Flows**

Junction: Heath House Lane / A41 / Wrotesley Park Road								
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 (A41 (W) EB Entry)	3.50	0.00	Y	Arm 6 Left	20.00	100.0 %	1828	1828
1/2 (A41 (W) EB Entry)	3.00	0.00	Y	Arm 7 Ahead	Inf	100.0 %	1915	1915
1/3 (A41 (W) EB Entry)	3.00	0.00	N	Arm 7 Ahead	Inf	100.0 %	2055	2055
1/4 (A41 (W) EB Entry)	3.00	0.00	Y	Arm 8 Right	43.00	100.0 %	1850	1850
2/1 (Heath House Lane (N) SB Entry)	3.00	0.00	Y	Arm 7 Left Arm 8 Ahead	25.00 Inf	6.1 % 93.9 %	1908	1908
2/2 (Heath House Lane (N) SB Entry)	3.00	0.00	Y	Arm 5 Right	10.00	100.0 %	1665	1665
3/1 (A41 (E) WB Entry)	3.00	0.00	Y	Arm 5 Ahead Arm 8 Left	Inf 20.00	41.1 % 58.9 %	1834	1834
3/2 (A41 (E) WB Entry)	3.00	0.00	N	Arm 5 Ahead	Inf	100.0 %	2055	2055
3/3 (A41 (E) WB Entry)	3.00	0.00	Y	Arm 6 Right	32.00	100.0 %	1829	1829
4/1 (Wrotesley Park Road (S) NB Entry)	3.50	0.00	Y	Arm 5 Left Arm 6 Ahead	21.00 Inf	31.5 % 68.5 %	1922	1922
4/2 (Wrotesley Park Road (S) NB Entry)	3.50	0.00	Y	Arm 7 Right	10.00	100.0 %	1709	1709
5/1 (A41 (E) WB exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/2 (A41 (E) WB exit Lane 2)	Infinite Saturation Flow						Inf	Inf
6/1 (Heath House Lane (N) NB Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (A41 (E) EB Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/2 (A41 (E) EB Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
8/1 (Wrotesley Park Road (S) SB Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Bonus Green Times

No Bonus Greens are defined For Scenario 2

Scenario 3: '17' (FG17: '2034 AM B + C + D (Sens)', Plan 1: 'Network Control Plan 1')**Lane Saturation Flows**

Junction: Heath House Lane / A41 / Wrotesley Park Road								
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 (A41 (W) EB Entry)	3.50	0.00	Y	Arm 6 Left	20.00	100.0 %	1828	1828
1/2 (A41 (W) EB Entry)	3.00	0.00	Y	Arm 7 Ahead	Inf	100.0 %	1915	1915
1/3 (A41 (W) EB Entry)	3.00	0.00	N	Arm 7 Ahead	Inf	100.0 %	2055	2055
1/4 (A41 (W) EB Entry)	3.00	0.00	Y	Arm 8 Right	43.00	100.0 %	1850	1850
2/1 (Heath House Lane (N) SB Entry)	3.00	0.00	Y	Arm 7 Left Arm 8 Ahead	25.00 Inf	6.9 % 93.1 %	1907	1907
2/2 (Heath House Lane (N) SB Entry)	3.00	0.00	Y	Arm 5 Right	10.00	100.0 %	1665	1665
3/1 (A41 (E) WB Entry)	3.00	0.00	Y	Arm 5 Ahead Arm 8 Left	Inf 20.00	69.9 % 30.1 %	1873	1873
3/2 (A41 (E) WB Entry)	3.00	0.00	N	Arm 5 Ahead	Inf	100.0 %	2055	2055
3/3 (A41 (E) WB Entry)	3.00	0.00	Y	Arm 6 Right	32.00	100.0 %	1829	1829
4/1 (Wrotesley Park Road (S) NB Entry)	3.50	0.00	Y	Arm 5 Left Arm 6 Ahead	21.00 Inf	30.5 % 69.5 %	1923	1923
4/2 (Wrotesley Park Road (S) NB Entry)	3.50	0.00	Y	Arm 7 Right	10.00	100.0 %	1709	1709
5/1 (A41 (E) WB exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/2 (A41 (E) WB exit Lane 2)	Infinite Saturation Flow						Inf	Inf
6/1 (Heath House Lane (N) NB Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (A41 (E) EB Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/2 (A41 (E) EB Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
8/1 (Wrotesley Park Road (S) SB Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Bonus Green Times

No Bonus Greens are defined For Scenario 3

Scenario 4: '18' (FG18: '2034 PM B + C + D (Sens)', Plan 1: 'Network Control Plan 1')**Lane Saturation Flows**

Junction: Heath House Lane / A41 / Wrotesley Park Road								
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 (A41 (W) EB Entry)	3.50	0.00	Y	Arm 6 Left	20.00	100.0 %	1828	1828
1/2 (A41 (W) EB Entry)	3.00	0.00	Y	Arm 7 Ahead	Inf	100.0 %	1915	1915
1/3 (A41 (W) EB Entry)	3.00	0.00	N	Arm 7 Ahead	Inf	100.0 %	2055	2055
1/4 (A41 (W) EB Entry)	3.00	0.00	Y	Arm 8 Right	43.00	100.0 %	1850	1850
2/1 (Heath House Lane (N) SB Entry)	3.00	0.00	Y	Arm 7 Left Arm 8 Ahead	25.00 Inf	6.2 % 93.8 %	1908	1908
2/2 (Heath House Lane (N) SB Entry)	3.00	0.00	Y	Arm 5 Right	10.00	100.0 %	1665	1665
3/1 (A41 (E) WB Entry)	3.00	0.00	Y	Arm 5 Ahead Arm 8 Left	Inf 20.00	37.9 % 62.1 %	1830	1830
3/2 (A41 (E) WB Entry)	3.00	0.00	N	Arm 5 Ahead	Inf	100.0 %	2055	2055
3/3 (A41 (E) WB Entry)	3.00	0.00	Y	Arm 6 Right	32.00	100.0 %	1829	1829
4/1 (Wrotesley Park Road (S) NB Entry)	3.50	0.00	Y	Arm 5 Left Arm 6 Ahead	21.00 Inf	31.4 % 68.6 %	1922	1922
4/2 (Wrotesley Park Road (S) NB Entry)	3.50	0.00	Y	Arm 7 Right	10.00	100.0 %	1709	1709
5/1 (A41 (E) WB exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/2 (A41 (E) WB exit Lane 2)	Infinite Saturation Flow						Inf	Inf
6/1 (Heath House Lane (N) NB Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (A41 (E) EB Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/2 (A41 (E) EB Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
8/1 (Wrotesley Park Road (S) SB Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Bonus Green Times

No Bonus Greens are defined For Scenario 4

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2024 AM Base'	07:30	08:30	01:00	
2: '2024 PM Base'	16:15	17:15	01:00	
3: '2029 AM Base'	07:30	08:30	01:00	
4: '2029 PM Base'	16:15	17:15	01:00	
5: '2029 AM B + C'	07:30	08:30	01:00	
6: '2029 PM B + C'	16:15	17:15	01:00	
7: '2029 AM B + C + D'	07:30	08:30	01:00	
8: '2029 PM B + C + D'	16:15	17:15	01:00	
9: '2034 AM Base'	07:30	08:30	01:00	
10: '2034 PM Base'	16:15	17:15	01:00	
11: '2034 AM B + C'	07:30	08:30	01:00	
12: '2034 PM B + C'	16:15	17:15	01:00	
13: '2034 AM B + C + D'	07:30	08:30	01:00	
14: '2034 PM B + C + D'	16:15	17:15	01:00	
15: '2029 AM B + C + D (Sens)'	07:30	08:30	01:00	
16: '2029 PM B + C + D (Sens)'	16:15	17:15	01:00	
17: '2034 AM B + C + D (Sens)'	07:30	08:30	01:00	
18: '2034 PM B + C + D (Sens)'	16:15	17:15	01:00	

Traffic Flows, Desired

FG1: '2024 AM Base'

Desired Flow :

	Destination					
		A	B	C	D	Tot.
Origin	A	0	22	497	132	651
	B	29	0	22	299	350
	C	557	43	0	104	704
	D	220	510	135	0	865
	Tot.	806	575	654	535	2570

FG2: '2024 PM Base'

Desired Flow :

	Destination					
		A	B	C	D	Tot.
Origin	A	0	28	540	293	861
	B	19	0	30	460	509
	C	466	42	0	254	762
	D	169	374	152	0	695
	Tot.	654	444	722	1007	2827

FG3: '2029 AM Base'

Desired Flow :

	Destination					
		A	B	C	D	Tot.
Origin	A	0	23	517	138	678
	B	30	0	23	311	364
	C	579	45	0	108	732
	D	229	531	140	0	900
	Tot.	838	599	680	557	2674

Basic Input Data and Results

FG4: '2029 PM Base'

Desired Flow :

	Destination					
Origin		A	B	C	D	Tot.
	A	0	29	561	308	898
	B	20	0	33	507	560
	C	484	43	0	264	791
	D	175	389	158	0	722
	Tot.	679	461	752	1079	2971

FG5: '2029 AM B + C'

Desired Flow :

	Destination					
Origin		A	B	C	D	Tot.
	A	0	34	554	140	728
	B	61	0	23	313	397
	C	589	45	0	116	750
	D	236	538	163	0	937
	Tot.	886	617	740	569	2812

FG6: '2029 PM B + C'

Desired Flow :

	Destination					
Origin		A	B	C	D	Tot.
	A	0	41	578	310	929
	B	48	0	33	509	590
	C	512	43	0	271	826
	D	182	396	181	0	759
	Tot.	742	480	792	1090	3104

FG7: '2029 AM B + C + D'

Desired Flow :

	Destination					
Origin		A	B	C	D	Tot.
	A	0	34	760	140	934
	B	61	0	23	313	397
	C	674	45	0	116	835
	D	236	538	163	0	937
	Tot.	971	617	946	569	3103

Basic Input Data and Results

FG8: '2029 PM B + C + D'

Desired Flow :

	Destination					
	A	B	C	D	Tot.	
Origin	A	0	41	666	310	1017
	B	48	0	33	509	590
	C	673	43	0	271	987
	D	182	396	181	0	759
	Tot.	903	480	880	1090	3353

FG9: '2034 AM Base'

Desired Flow :

	Destination					
	A	B	C	D	Tot.	
Origin	A	0	24	535	142	701
	B	31	0	24	321	376
	C	599	46	0	112	757
	D	237	549	145	0	931
	Tot.	867	619	704	575	2765

FG10: '2034 PM Base'

Desired Flow :

	Destination					
	A	B	C	D	Tot.	
Origin	A	0	30	580	318	928
	B	20	0	34	524	578
	C	500	45	0	273	818
	D	181	401	163	0	745
	Tot.	701	476	777	1115	3069

FG11: '2034 AM B + C'

Desired Flow :

	Destination					
	A	B	C	D	Tot.	
Origin	A	0	35	571	144	750
	B	62	0	24	323	409
	C	609	46	0	119	774
	D	244	556	168	0	968
	Tot.	915	637	763	586	2901

Basic Input Data and Results

FG12: '2034 PM B + C'

Desired Flow :

	Destination					
		A	B	C	D	Tot.
Origin	A	0	55	596	326	977
	B	33	0	34	532	599
	C	528	45	0	298	871
	D	185	405	176	0	766
	Tot.	746	505	806	1156	3213

FG13: '2034 AM B + C + D'

Desired Flow :

	Destination					
		A	B	C	D	Tot.
Origin	A	0	35	778	144	957
	B	62	0	24	323	409
	C	694	46	0	119	859
	D	244	556	168	0	968
	Tot.	1000	637	970	586	3193

FG14: '2034 PM B + C + D'

Desired Flow :

	Destination					
		A	B	C	D	Tot.
Origin	A	0	55	685	326	1066
	B	33	0	34	532	599
	C	689	45	0	298	1032
	D	185	405	176	0	766
	Tot.	907	505	895	1156	3463

FG15: '2029 AM B + C + D (Sens)'

Desired Flow :

	Destination					
		A	B	C	D	Tot.
Origin	A	0	34	796	140	970
	B	61	0	23	313	397
	C	689	45	0	116	850
	D	236	538	163	0	937
	Tot.	986	617	982	569	3154

Basic Input Data and Results

FG16: '2029 PM B + C + D (Sens)'

Desired Flow :

	Destination					
		A	B	C	D	Tot.
Origin	A	0	41	680	310	1031
	B	48	0	33	509	590
	C	704	43	0	271	1018
	D	182	396	181	0	759
	Tot.	934	480	894	1090	3398

FG17: '2034 AM B + C + D (Sens)'

Desired Flow :

	Destination					
		A	B	C	D	Tot.
Origin	A	0	35	813	144	992
	B	62	0	24	323	409
	C	709	46	0	119	874
	D	244	556	168	0	968
	Tot.	1015	637	1005	586	3243

FG18: '2034 PM B + C + D (Sens)'

Desired Flow :

	Destination					
		A	B	C	D	Tot.
Origin	A	0	55	699	326	1080
	B	33	0	35	532	600
	C	720	47	0	298	1065
	D	185	405	176	0	766
	Tot.	938	507	910	1156	3511

Scenario 1: '15' (FG15: '2029 AM B + C + D (Sens)', Plan 1: 'Network Control Plan 1')

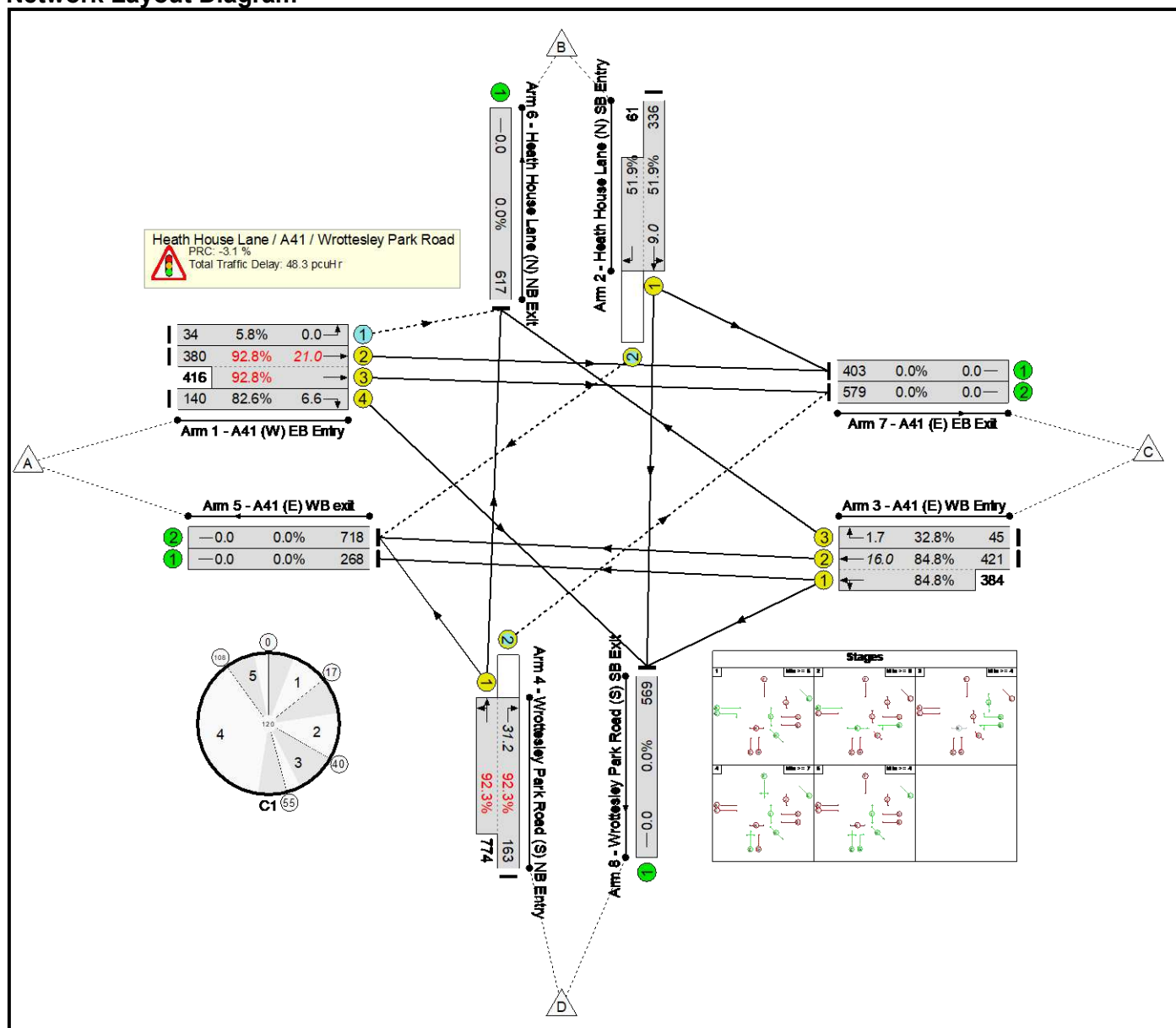
Stage Timings

Stage	1	2	3	4	5
Duration	10	13	4	45	4
Change Point	0	17	40	55	108

Phase Timings

Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	A41 (W) EB Entry Ahead	Traffic	33	7	40
B	A41 (E) WB Entry Ahead Left	Traffic	28	27	55
C	A41 (W) EB Entry Right	Traffic	10	7	17
D	A41 (E) WB Entry Right	Traffic	8	47	55
E	Wrottesley Park Road (S) NB Entry Left Ahead Right	Traffic	57	63	0
F	Heath House Lane (N) SB Entry Right Left Ahead	Traffic	45	63	108
G	Wrottesley Park Road (S) NB Entry Right IGA	Ind. Arrow	4	116	0
H	Pedestrians across	Pedestrian	76	61	17
I	Pedestrians across	Pedestrian	76	61	17
J	Pedestrians across	Pedestrian	4	51	55
K	Pedestrians across	Pedestrian	14	26	40
L	Dummy	Dummy	76	61	17

Network Layout Diagram



Network Results

Basic Input Data and Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Heath House Lane / A41 / Wrotesley Park Rd	-	-	N/A	-	-		-	-	-	-	-	-	-	92.8%
Heath House Lane / A41 / Wrotesley Park Road	-	-	N/A	-	-		-	-	-	-	-	-	-	92.8%
1/1	A41 (W) EB Entry Left	O	N/A	N/A	-		-	-	-	-	34	1828	587	5.8%
1/2+1/3	A41 (W) EB Entry Ahead	U	N/A	N/A	A		1	33	-	-	796	1915:2055	409+448	92.8 : 92.8%
1/4	A41 (W) EB Entry Right	U	N/A	N/A	C		1	10	-	-	140	1850	170	82.6%
2/1+2/2	Heath House Lane (N) SB Entry Right Left Ahead	U+O	N/A	N/A	F		1	45	-	-	397	1907:1665	648+118	51.9 : 51.9%
3/2+3/1	A41 (E) WB Entry Ahead Left	U	N/A	N/A	B		1	28	-	-	805	2055:1873	497+453	84.8 : 84.8%
3/3	A41 (E) WB Entry Right	U	N/A	N/A	D		1	8	-	-	45	1829	137	32.8%
4/2+4/1	Wrotesley Park Road (S) NB Entry Left Ahead Right	O+U	N/A	N/A	E	G	1	57	4	-	937	1709:1923	177+839	92.3 : 92.3%
5/1	A41 (E) WB exit	U	N/A	N/A	-		-	-	-	-	268	Inf	Inf	0.0%
5/2	A41 (E) WB exit	U	N/A	N/A	-		-	-	-	-	718	Inf	Inf	0.0%
6/1	Heath House Lane (N) NB Exit	U	N/A	N/A	-		-	-	-	-	617	Inf	Inf	0.0%
7/1	A41 (E) EB Exit	U	N/A	N/A	-		-	-	-	-	403	Inf	Inf	0.0%
7/2	A41 (E) EB Exit	U	N/A	N/A	-		-	-	-	-	579	Inf	Inf	0.0%
8/1	Wrotesley Park Road (S) SB Exit	U	N/A	N/A	-		-	-	-	-	569	Inf	Inf	0.0%

Basic Input Data and Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network: Heath House Lane / A41 / Wrotesley Park Rd	-	-	217	37	4	31.1	16.3	0.8	48.3	-	-	-	-	
Heath House Lane / A41 / Wrotesley Park Road	-	-	217	37	4	31.1	16.3	0.8	48.3	-	-	-	-	
1/1	34	34	19	15	0	0.0	0.0	-	0.0	3.3	0.0	0.0	0.0	
1/2+1/3	796	796	-	-	-	8.6	5.5	-	14.1	63.8	15.5	5.5	21.0	
1/4	140	140	-	-	-	2.1	2.1	-	4.2	106.9	4.6	2.1	6.6	
2/1+2/2	397	397	61	0	0	3.0	0.5	0.4	3.9	35.7	8.4	0.5	9.0	
3/2+3/1	805	805	-	-	-	9.7	2.7	-	12.4	55.4	13.3	2.7	16.0	
3/3	45	45	-	-	-	0.7	0.2	-	0.9	72.1	1.4	0.2	1.7	
4/2+4/1	937	937	137	22	4	7.1	5.3	0.4	12.7	49.0	26.0	5.3	31.2	
5/1	268	268	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
5/2	718	718	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/1	617	617	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
7/1	403	403	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
7/2	579	579	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
8/1	569	569	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
C1 PRC for Signalled Lanes (%): -3.1 PRC Over All Lanes (%): -3.1 Total Delay for Signalled Lanes (pcuHr): 48.24 Total Delay Over All Lanes(pcuHr): 48.27 Cycle Time (s): 120														

Basic Input Data and Results

Scenario 2: '16' (FG16: '2029 PM B + C + D (Sens)', Plan 1: 'Network Control Plan 1')

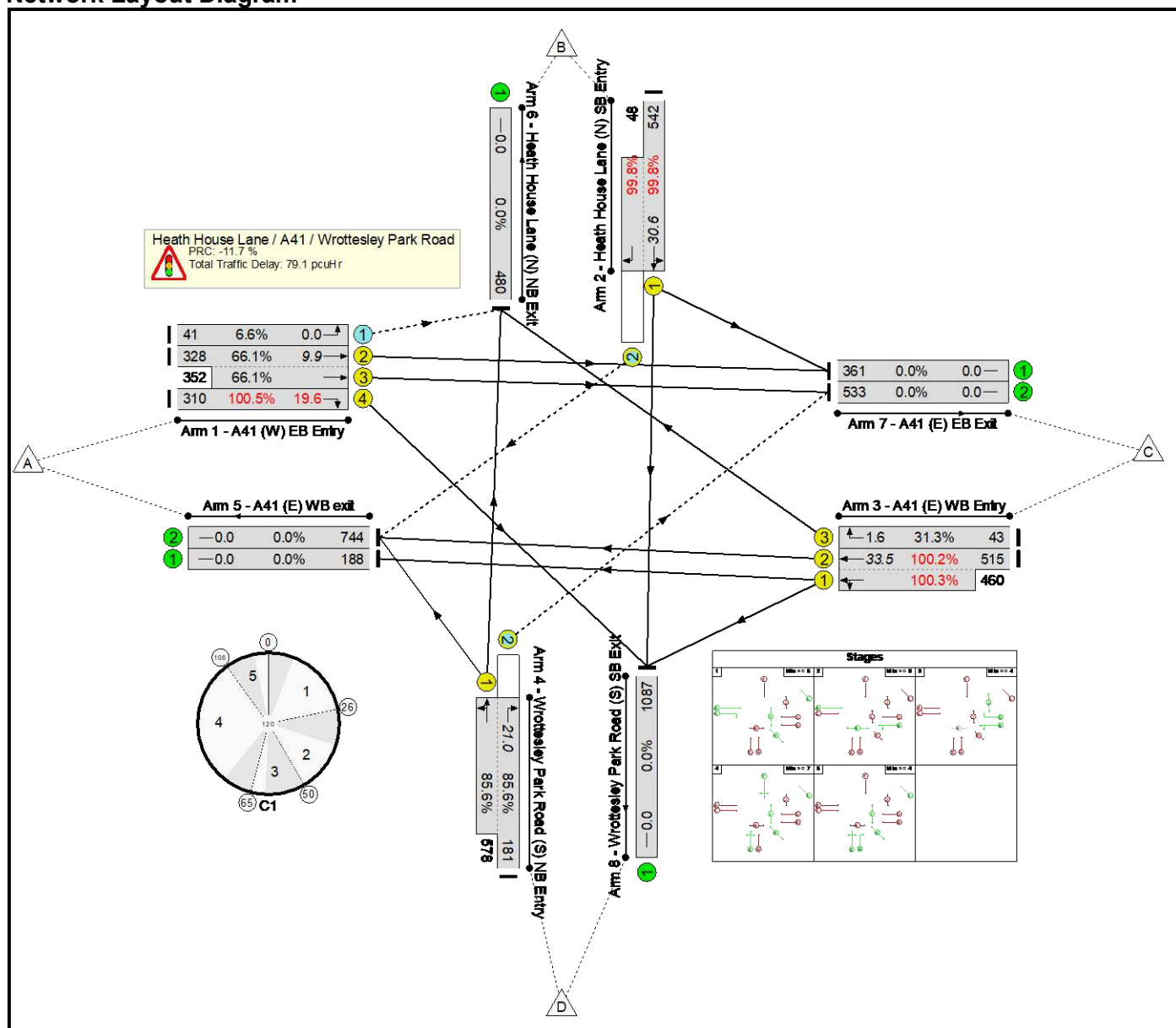
Stage Timings

Stage	1	2	3	4	5
Duration	19	14	4	35	4
Change Point	0	26	50	65	108

Phase Timings

Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	A41 (W) EB Entry Ahead	Traffic	43	7	50
B	A41 (E) WB Entry Ahead Left	Traffic	29	36	65
C	A41 (W) EB Entry Right	Traffic	19	7	26
D	A41 (E) WB Entry Right	Traffic	8	57	65
E	Wrotesley Park Road (S) NB Entry Left Ahead Right	Traffic	47	73	0
F	Heath House Lane (N) SB Entry Right Left Ahead	Traffic	35	73	108
G	Wrotesley Park Road (S) NB Entry Right IGA	Ind. Arrow	4	116	0
H	Pedestrians across	Pedestrian	75	71	26
I	Pedestrians across	Pedestrian	75	71	26
J	Pedestrians across	Pedestrian	4	61	65
K	Pedestrians across	Pedestrian	15	35	50
L	Dummy	Dummy	75	71	26

Network Layout Diagram



Basic Input Data and Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Heath House Lane / A41 / Wrottesley Park Rd	-	-	N/A	-	-		-	-	-	-	-	-	-	100.5%
Heath House Lane / A41 / Wrottesley Park Road	-	-	N/A	-	-		-	-	-	-	-	-	-	100.5%
1/1	A41 (W) EB Entry Left	O	N/A	N/A	-		-	-	-	-	41	1828	618	6.6%
1/2+1/3	A41 (W) EB Entry Ahead	U	N/A	N/A	A		1	43	-	-	680	1915:2055	496+532	66.1 : 66.1%
1/4	A41 (W) EB Entry Right	U	N/A	N/A	C		1	19	-	-	310	1850	308	100.5%
2/1+2/2	Heath House Lane (N) SB Entry Right Left Ahead	U+O	N/A	N/A	F		1	35	-	-	590	1908:1665	543+48	99.8 : 99.8%
3/2+3/1	A41 (E) WB Entry Ahead Left	U	N/A	N/A	B		1	29	-	-	975	2055:1834	514+458	100.2 : 100.3%
3/3	A41 (E) WB Entry Right	U	N/A	N/A	D		1	8	-	-	43	1829	137	31.3%
4/2+4/1	Wrottesley Park Road (S) NB Entry Left Ahead Right	O+U	N/A	N/A	E	G	1	47	4	-	759	1709:1922	211+675	85.6 : 85.6%
5/1	A41 (E) WB exit	U	N/A	N/A	-		-	-	-	-	189	Inf	Inf	0.0%
5/2	A41 (E) WB exit	U	N/A	N/A	-		-	-	-	-	745	Inf	Inf	0.0%
6/1	Heath House Lane (N) NB Exit	U	N/A	N/A	-		-	-	-	-	480	Inf	Inf	0.0%
7/1	A41 (E) EB Exit	U	N/A	N/A	-		-	-	-	-	361	Inf	Inf	0.0%
7/2	A41 (E) EB Exit	U	N/A	N/A	-		-	-	-	-	533	Inf	Inf	0.0%
8/1	Wrottesley Park Road (S) SB Exit	U	N/A	N/A	-		-	-	-	-	1090	Inf	Inf	0.0%

Basic Input Data and Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network: Heath House Lane / A41 / Wrotesley Park Rd	-	-	67	164	39	36.4	41.5	1.2	79.1	-	-	-	-	
Heath House Lane / A41 / Wrotesley Park Road	-	-	67	164	39	36.4	41.5	1.2	79.1	-	-	-	-	
1/1	41	41	19	22	0	0.0	0.0	-	0.0	3.1	0.0	0.0	0.0	
1/2+1/3	680	680	-	-	-	5.5	1.0	-	6.5	34.2	8.9	1.0	9.9	
1/4	310	308	-	-	-	4.4	9.2	-	13.6	158.4	10.4	9.2	19.6	
2/1+2/2	590	590	48	0	0	6.8	11.8	0.3	18.9	115.4	18.8	11.8	30.6	
3/2+3/1	975	972	-	-	-	12.3	16.3	-	28.6	105.8	17.2	16.3	33.5	
3/3	43	43	-	-	-	0.6	0.2	-	0.9	71.6	1.3	0.2	1.6	
4/2+4/1	759	759	0	142	39	6.7	2.8	1.0	10.5	49.9	18.2	2.8	21.0	
5/1	188	188	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
5/2	744	744	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/1	480	480	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
7/1	361	361	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
7/2	533	533	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
8/1	1087	1087	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
C1 PRC for Signalled Lanes (%): -11.7 PRC Over All Lanes (%): -11.7 Total Delay for Signalled Lanes (pcuHr): 79.03 Total Delay Over All Lanes(pcuHr): 79.06 Cycle Time (s): 120														

Basic Input Data and Results

Scenario 3: '17' (FG17: '2034 AM B + C + D (Sens)', Plan 1: 'Network Control Plan 1')

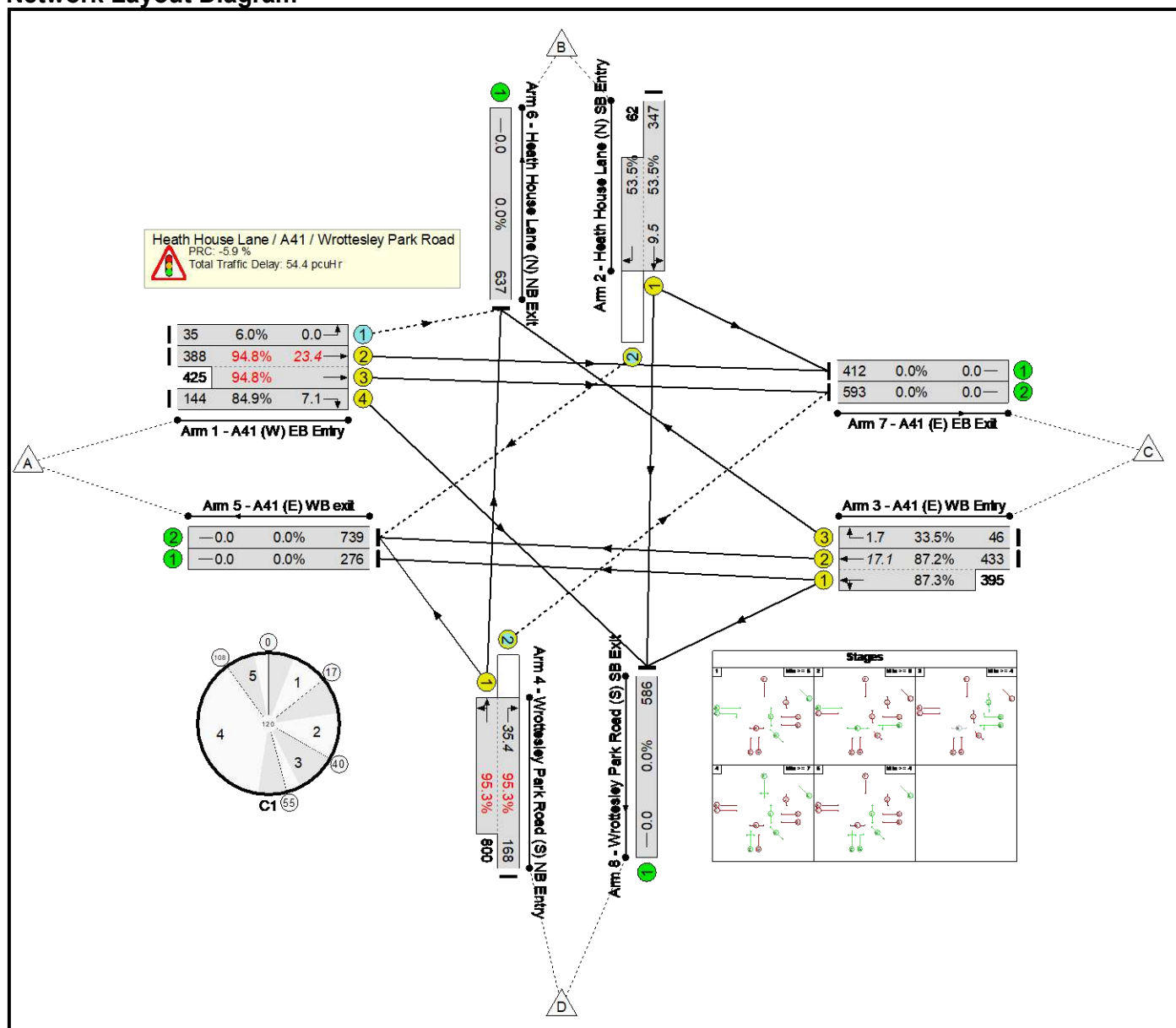
Stage Timings

Stage	1	2	3	4	5
Duration	10	13	4	45	4
Change Point	0	17	40	55	108

Phase Timings

Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	A41 (W) EB Entry Ahead	Traffic	33	7	40
B	A41 (E) WB Entry Ahead Left	Traffic	28	27	55
C	A41 (W) EB Entry Right	Traffic	10	7	17
D	A41 (E) WB Entry Right	Traffic	8	47	55
E	Wrotesley Park Road (S) NB Entry Left Ahead Right	Traffic	57	63	0
F	Heath House Lane (N) SB Entry Right Left Ahead	Traffic	45	63	108
G	Wrotesley Park Road (S) NB Entry Right IGA	Ind. Arrow	4	116	0
H	Pedestrians across	Pedestrian	76	61	17
I	Pedestrians across	Pedestrian	76	61	17
J	Pedestrians across	Pedestrian	4	51	55
K	Pedestrians across	Pedestrian	14	26	40
L	Dummy	Dummy	76	61	17

Network Layout Diagram



Network Results

Basic Input Data and Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Heath House Lane / A41 / Wrotesley Park Rd	-	-	N/A	-	-		-	-	-	-	-	-	-	95.3%
Heath House Lane / A41 / Wrotesley Park Road	-	-	N/A	-	-		-	-	-	-	-	-	-	95.3%
1/1	A41 (W) EB Entry Left	O	N/A	N/A	-		-	-	-	-	35	1828	583	6.0%
1/2+1/3	A41 (W) EB Entry Ahead	U	N/A	N/A	A		1	33	-	-	813	1915:2055	409+448	94.8 : 94.8%
1/4	A41 (W) EB Entry Right	U	N/A	N/A	C		1	10	-	-	144	1850	170	84.9%
2/1+2/2	Heath House Lane (N) SB Entry Right Left Ahead	U+O	N/A	N/A	F		1	45	-	-	409	1907:1665	649+116	53.5 : 53.5%
3/2+3/1	A41 (E) WB Entry Ahead Left	U	N/A	N/A	B		1	28	-	-	828	2055:1873	497+453	87.2 : 87.3%
3/3	A41 (E) WB Entry Right	U	N/A	N/A	D		1	8	-	-	46	1829	137	33.5%
4/2+4/1	Wrotesley Park Road (S) NB Entry Left Ahead Right	O+U	N/A	N/A	E	G	1	57	4	-	968	1709:1923	176+839	95.3 : 95.3%
5/1	A41 (E) WB exit	U	N/A	N/A	-		-	-	-	-	276	Inf	Inf	0.0%
5/2	A41 (E) WB exit	U	N/A	N/A	-		-	-	-	-	739	Inf	Inf	0.0%
6/1	Heath House Lane (N) NB Exit	U	N/A	N/A	-		-	-	-	-	637	Inf	Inf	0.0%
7/1	A41 (E) EB Exit	U	N/A	N/A	-		-	-	-	-	412	Inf	Inf	0.0%
7/2	A41 (E) EB Exit	U	N/A	N/A	-		-	-	-	-	593	Inf	Inf	0.0%
8/1	Wrotesley Park Road (S) SB Exit	U	N/A	N/A	-		-	-	-	-	586	Inf	Inf	0.0%

Basic Input Data and Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network: Heath House Lane / A41 / Wrotesley Park Rd	-	-	213	42	10	32.4	21.1	0.9	54.4	-	-	-	-	
Heath House Lane / A41 / Wrotesley Park Road	-	-	213	42	10	32.4	21.1	0.9	54.4	-	-	-	-	
1/1	35	35	20	15	0	0.0	0.0	-	0.0	3.3	0.0	0.0	0.0	
1/2+1/3	813	813	-	-	-	8.9	7.0	-	15.8	70.2	16.5	7.0	23.4	
1/4	144	144	-	-	-	2.1	2.4	-	4.5	113.0	4.7	2.4	7.1	
2/1+2/2	409	409	56	0	6	3.1	0.6	0.5	4.1	36.4	8.9	0.6	9.5	
3/2+3/1	828	828	-	-	-	10.1	3.2	-	13.3	57.8	13.8	3.2	17.1	
3/3	46	46	-	-	-	0.7	0.3	-	0.9	72.3	1.4	0.3	1.7	
4/2+4/1	968	968	137	27	4	7.5	7.7	0.4	15.7	58.3	27.7	7.7	35.4	
5/1	276	276	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
5/2	739	739	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/1	637	637	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
7/1	412	412	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
7/2	593	593	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
8/1	586	586	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
C1 PRC for Signalled Lanes (%): -5.9 PRC Over All Lanes (%): -5.9 Total Delay for Signalled Lanes (pcuHr): 54.39 Total Delay Over All Lanes(pcuHr): 54.42 Cycle Time (s): 120														

Basic Input Data and Results

Scenario 4: '18' (FG18: '2034 PM B + C + D (Sens)', Plan 1: 'Network Control Plan 1')

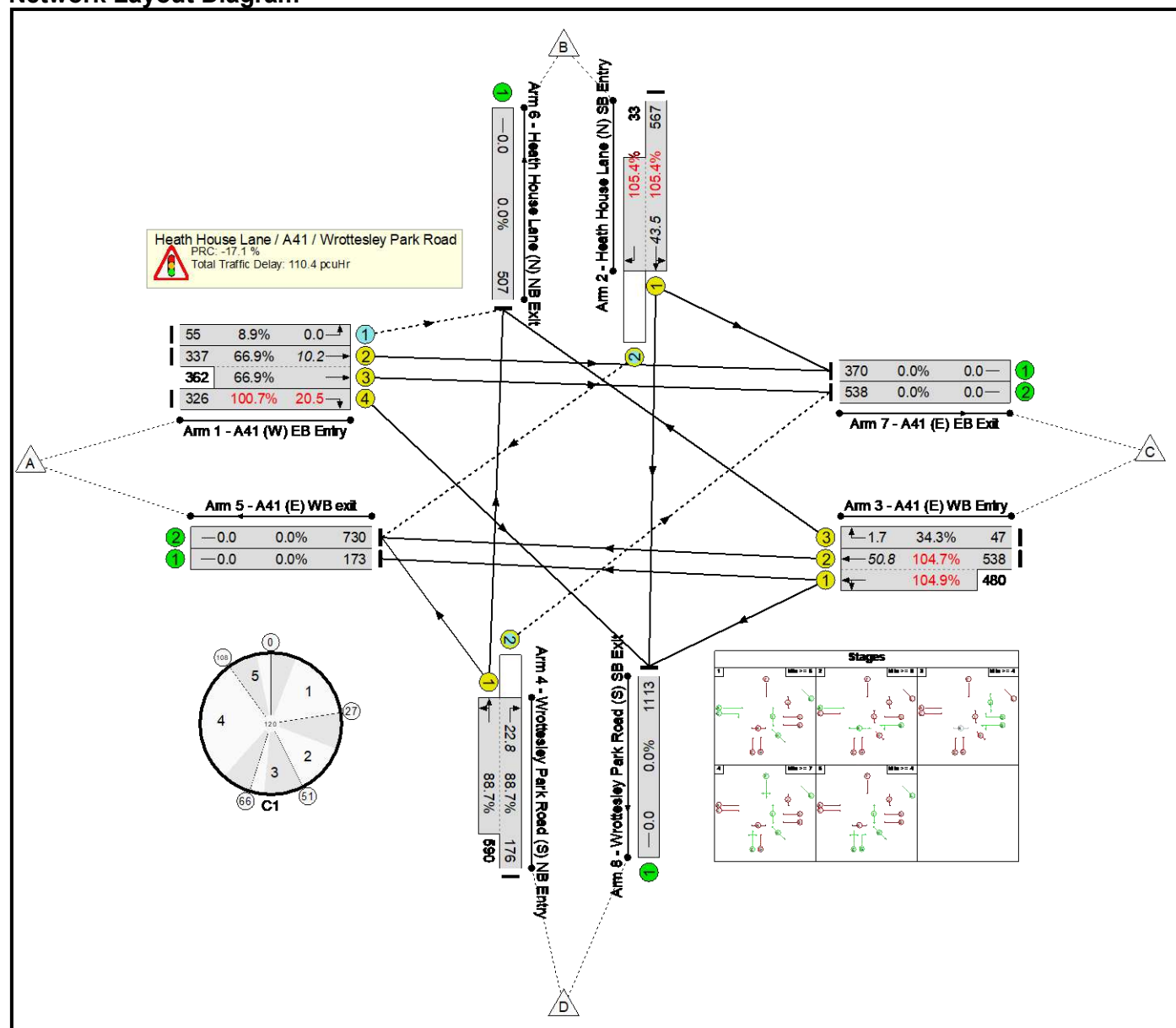
Stage Timings

Stage	1	2	3	4	5
Duration	20	14	4	34	4
Change Point	0	27	51	66	108

Phase Timings

Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	A41 (W) EB Entry Ahead	Traffic	44	7	51
B	A41 (E) WB Entry Ahead Left	Traffic	29	37	66
C	A41 (W) EB Entry Right	Traffic	20	7	27
D	A41 (E) WB Entry Right	Traffic	8	58	66
E	Wrotesley Park Road (S) NB Entry Left Ahead Right	Traffic	46	74	0
F	Heath House Lane (N) SB Entry Right Left Ahead	Traffic	34	74	108
G	Wrotesley Park Road (S) NB Entry Right IGA	Ind. Arrow	4	116	0
H	Pedestrians across	Pedestrian	75	72	27
I	Pedestrians across	Pedestrian	75	72	27
J	Pedestrians across	Pedestrian	4	62	66
K	Pedestrians across	Pedestrian	15	36	51
L	Dummy	Dummy	75	72	27

Network Layout Diagram



Basic Input Data and Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Heath House Lane / A41 / Wrotesley Park Rd	-	-	N/A	-	-		-	-	-	-	-	-	-	105.4%
Heath House Lane / A41 / Wrotesley Park Road	-	-	N/A	-	-		-	-	-	-	-	-	-	105.4%
1/1	A41 (W) EB Entry Left	O	N/A	N/A	-		-	-	-	-	55	1828	616	8.9%
1/2+1/3	A41 (W) EB Entry Ahead	U	N/A	N/A	A		1	44	-	-	699	1915:2055	504+541	66.9 : 66.9%
1/4	A41 (W) EB Entry Right	U	N/A	N/A	C		1	20	-	-	326	1850	324	100.7%
2/1+2/2	Heath House Lane (N) SB Entry Right Left Ahead	U+O	N/A	N/A	F		1	34	-	-	600	1908:1665	538+31	105.4 : 105.4%
3/2+3/1	A41 (E) WB Entry Ahead Left	U	N/A	N/A	B		1	29	-	-	1018	2055:1830	514+457	104.7 : 104.9%
3/3	A41 (E) WB Entry Right	U	N/A	N/A	D		1	8	-	-	47	1829	137	34.3%
4/2+4/1	Wrotesley Park Road (S) NB Entry Left Ahead Right	O+U	N/A	N/A	E	G	1	46	4	-	766	1709:1922	198+665	88.7 : 88.7%
5/1	A41 (E) WB exit	U	N/A	N/A	-		-	-	-	-	182	Inf	Inf	0.0%
5/2	A41 (E) WB exit	U	N/A	N/A	-		-	-	-	-	756	Inf	Inf	0.0%
6/1	Heath House Lane (N) NB Exit	U	N/A	N/A	-		-	-	-	-	507	Inf	Inf	0.0%
7/1	A41 (E) EB Exit	U	N/A	N/A	-		-	-	-	-	372	Inf	Inf	0.0%
7/2	A41 (E) EB Exit	U	N/A	N/A	-		-	-	-	-	538	Inf	Inf	0.0%
8/1	Wrotesley Park Road (S) SB Exit	U	N/A	N/A	-		-	-	-	-	1156	Inf	Inf	0.0%

Basic Input Data and Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network: Heath House Lane / A41 / Wrotesley Park Rd	-	-	57	172	34	41.2	68.1	1.1	110.4	-	-	-	-	
Heath House Lane / A41 / Wrotesley Park Road	-	-	57	172	34	41.2	68.1	1.1	110.4	-	-	-	-	
1/1	55	55	26	29	0	0.0	0.0	-	0.0	3.2	0.0	0.0	0.0	
1/2+1/3	699	699	-	-	-	5.5	1.0	-	6.5	33.6	9.2	1.0	10.2	
1/4	326	324	-	-	-	4.6	9.6	-	14.2	157.1	10.9	9.6	20.5	
2/1+2/2	600	569	31	0	0	8.3	22.1	0.2	30.6	183.3	21.4	22.1	43.5	
3/2+3/1	1018	971	-	-	-	15.1	31.5	-	46.6	164.8	19.4	31.5	50.8	
3/3	47	47	-	-	-	0.7	0.3	-	0.9	72.5	1.5	0.3	1.7	
4/2+4/1	766	766	0	142	34	7.0	3.6	0.9	11.5	54.2	19.2	3.6	22.8	
5/1	173	173	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
5/2	730	730	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/1	507	507	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
7/1	370	370	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
7/2	538	538	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
8/1	1113	1113	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
C1 PRC for Signalled Lanes (%): -17.1 PRC Over All Lanes (%): -17.1 Total Delay for Signalled Lanes (pcuHr): 110.39 Total Delay Over All Lanes(pcuHr): 110.44 Cycle Time (s): 120														