



Appendix C – Traffic Survey Data

Whitehaven, Cumbria
Classified Junction Count

Site 1 of 14
Red Lonning (South)
Harras Road
Red Lonning (North)

Lat/Long
lat 54.548899° lon -3.563299°

Date
Wednesday 21 February 2018

Weather
Cloudy
Temp: 3°C

0730 - 0930 (Weekday AM Peak)

TIME	Movement 1.1: Left from Red Lonning (South) to Harras Road								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0730 - 0745	0	0	16	0	1	0	0	0	17	17.00
0745 - 0800	0	0	31	0	2	0	0	0	33	33.00
0800 - 0815	0	0	21	0	1	1	0	0	23	23.50
0815 - 0830	0	0	30	0	5	1	0	0	36	36.50
Hourly Total	0	0	98	0	9	2	0	0	109	110.00
Hourly Average	0.00	0.00	24.50	0.00	2.25	0.50	0.00	0.00	27.25	27.50
0830 - 0845	0	0	59	0	2	0	0	0	61	61.00
0845 - 0900	0	0	33	0	2	0	0	0	35	35.00
0900 - 0915	0	0	19	0	6	0	0	0	25	25.00
0915 - 0930	0	0	23	0	1	0	0	0	24	24.00
Hourly Total	0	0	134	0	11	0	0	0	145	145.00
Hourly Average	0.00	0.00	33.50	0.00	2.75	0.00	0.00	0.00	36.25	36.25
Session Total	0	0	232	0	20	2	0	0	254	255.00
Session Average	0.00	0.00	29.00	0.00	2.50	0.25	0.00	0.00	31.75	31.88

Date
Wednesday 21 February 2018

Weather
Cloudy
Temp: 4°C

1545 - 1815 (Weekday PM Peak)

TIME	Movement 1.1: Left from Red Lonning (South) to Harras Road								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1545 - 1600	0	0	29	0	4	0	0	0	33	33.00
1600 - 1615	0	0	34	1	1	0	0	0	36	36.00
1615 - 1630	0	0	26	0	6	0	0	0	32	32.00
1630 - 1645	0	0	33	0	3	0	0	0	36	36.00
Hourly Total	0	0	122	1	14	0	0	0	137	137.00
Hourly Average	0.00	0.00	30.50	0.25	3.50	0.00	0.00	0.00	34.25	34.25
1645 - 1700	1	0	26	0	2	0	0	0	29	28.20
1700 - 1715	0	0	31	0	3	0	0	0	34	34.00
1715 - 1730	0	0	33	0	1	0	0	0	34	34.00
1730 - 1745	0	0	20	0	1	0	0	0	21	21.00
Hourly Total	1	0	110	0	7	0	0	0	118	117.20
Hourly Average	0.25	0.00	27.50	0.00	1.75	0.00	0.00	0.00	29.50	29.30
1745 - 1800	0	0	29	0	0	0	0	0	29	29.00
1800 - 1815	0	0	12	0	0	0	0	0	12	12.00
1/2 Hourly Total	0	0	41	0	0	0	0	0	41	41.00
1/2 Hourly Average	0.00	0.00	20.50	0.00	0.00	0.00	0.00	0.00	20.50	20.50
Session Total	1	0	273	1	21	0	0	0	296	295.20
Session Average	0.10	0.00	27.30	0.10	2.10	0.00	0.00	0.00	29.60	29.52

Whitehaven, Cumbria
Classified Junction Count

Site 1 of 14
Red Lonning (South)
Harras Road
Red Lonning (North)

Lat/Long
lat 54.548899° lon -3.563299°

Date
Wednesday 21 February 2018

Weather
Cloudy
Temp: 3°C

0730 - 0930 (Weekday AM Peak)

TIME	Movement 1.2: Northbound from Red Lonning (South) to Red Lonning (North)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0730 - 0745	0	0	14	0	4	1	1	0	20	21.80
0745 - 0800	0	0	24	0	2	0	1	0	27	28.30
0800 - 0815	0	0	31	0	6	0	0	0	37	37.00
0815 - 0830	0	0	38	0	4	1	3	0	46	50.40
Hourly Total	0	0	107	0	16	2	5	0	130	137.50
Hourly Average	0.00	0.00	26.75	0.00	4.00	0.50	1.25	0.00	32.50	34.38
0830 - 0845	0	0	61	0	2	0	1	0	64	65.30
0845 - 0900	0	0	37	0	1	1	3	0	42	46.40
0900 - 0915	0	0	28	0	3	1	2	0	34	37.10
0915 - 0930	1	0	16	0	5	0	0	0	22	21.20
Hourly Total	1	0	142	0	11	2	6	0	162	170.00
Hourly Average	0.25	0.00	35.50	0.00	2.75	0.50	1.50	0.00	40.50	42.50
Session Total	1	0	249	0	27	4	11	0	292	307.50
Session Average	0.13	0.00	31.13	0.00	3.38	0.50	1.38	0.00	36.50	38.44

Date
Wednesday 21 February 2018

Weather
Cloudy
Temp: 4°C

1545 - 1815 (Weekday PM Peak)

TIME	Movement 1.2: Northbound from Red Lonning (South) to Red Lonning (North)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1545 - 1600	0	0	49	0	8	0	0	0	57	57.00
1600 - 1615	0	0	56	0	7	1	1	1	66	68.80
1615 - 1630	0	0	67	0	15	0	0	0	82	82.00
1630 - 1645	1	1	88	0	17	1	0	1	109	109.10
Hourly Total	1	1	260	0	47	2	1	2	314	316.90
Hourly Average	0.25	0.25	65.00	0.00	11.75	0.50	0.25	0.50	78.50	79.23
1645 - 1700	0	0	66	0	5	0	0	0	71	71.00
1700 - 1715	0	0	64	0	12	2	0	0	78	79.00
1715 - 1730	0	0	51	0	9	0	0	0	60	60.00
1730 - 1745	0	0	64	0	5	0	0	0	69	69.00
Hourly Total	0	0	245	0	31	2	0	0	278	279.00
Hourly Average	0.00	0.00	61.25	0.00	7.75	0.50	0.00	0.00	69.50	69.75
1745 - 1800	0	0	43	0	9	0	0	0	52	52.00
1800 - 1815	0	0	22	0	5	0	0	0	27	27.00
1/2 Hourly Total	0	0	65	0	14	0	0	0	79	79.00
1/2 Hourly Average	0.00	0.00	32.50	0.00	7.00	0.00	0.00	0.00	39.50	39.50
Session Total	1	1	570	0	92	4	1	2	671	674.90
Session Average	0.10	0.10	57.00	0.00	9.20	0.40	0.10	0.20	67.10	67.49

Whitehaven, Cumbria
Classified Junction Count

Site 1 of 14
Red Lonning (South)
Harras Road
Red Lonning (North)

Lat/Long
lat 54.548899° lon -3.563299°

Date
Wednesday 21 February 2018

Weather
Cloudy
Temp: 3°C

0730 - 0930 (Weekday AM Peak)

	Movement 1.3: Left from Harras Road to Red Lonning (North)								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0730 - 0745	1	0	0	0	0	0	0	0	1	0.20
0745 - 0800	0	0	0	0	1	0	0	0	1	1.00
0800 - 0815	0	0	1	0	1	0	0	0	2	2.00
0815 - 0830	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	1	0	1	0	2	0	0	0	4	3.20
Hourly Average	0.25	0.00	0.25	0.00	0.50	0.00	0.00	0.00	1.00	0.80
0830 - 0845	0	0	2	0	0	0	0	0	2	2.00
0845 - 0900	0	0	1	0	0	0	0	0	1	1.00
0900 - 0915	0	0	2	0	0	0	0	0	2	2.00
0915 - 0930	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	5	0	0	0	0	0	5	5.00
Hourly Average	0.00	0.00	1.25	0.00	0.00	0.00	0.00	0.00	1.25	1.25
Session Total	1	0	6	0	2	0	0	0	9	8.20
Session Average	0.13	0.00	0.75	0.00	0.25	0.00	0.00	0.00	1.13	1.03

Date
Wednesday 21 February 2018

Weather
Cloudy
Temp: 4°C

1545 - 1815 (Weekday PM Peak)

	Movement 1.3: Left from Harras Road to Red Lonning (North)								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1545 - 1600	0	0	2	0	1	0	0	0	3	3.00
1600 - 1615	0	0	3	0	0	0	0	0	3	3.00
1615 - 1630	0	0	5	0	0	0	0	0	5	5.00
1630 - 1645	0	0	4	0	0	0	0	0	4	4.00
Hourly Total	0	0	14	0	1	0	0	0	15	15.00
Hourly Average	0.00	0.00	3.50	0.00	0.25	0.00	0.00	0.00	3.75	3.75
1645 - 1700	0	0	3	0	0	0	0	0	3	3.00
1700 - 1715	0	0	5	0	1	0	0	0	6	6.00
1715 - 1730	0	0	4	0	0	0	0	0	4	4.00
1730 - 1745	0	0	5	0	0	0	0	0	5	5.00
Hourly Total	0	0	17	0	1	0	0	0	18	18.00
Hourly Average	0.00	0.00	4.25	0.00	0.25	0.00	0.00	0.00	4.50	4.50
1745 - 1800	0	0	0	0	1	0	0	0	1	1.00
1800 - 1815	0	0	0	0	0	0	0	0	0	0.00
1/2 Hourly Total	0	0	0	0	1	0	0	0	1	1.00
1/2 Hourly Average	0.00	0.00	0.00	0.00	0.50	0.00	0.00	0.00	0.50	0.50
Session Total	0	0	31	0	3	0	0	0	34	34.00
Session Average	0.00	0.00	3.10	0.00	0.30	0.00	0.00	0.00	3.40	3.40

Whitehaven, Cumbria
Classified Junction Count

Site 1 of 14
Red Lonning (South)
Harras Road
Red Lonning (North)

Lat/Long
lat 54.548899° lon -3.563299°

Date
Wednesday 21 February 2018

Weather
Cloudy
Temp: 3°C

0730 - 0930 (Weekday AM Peak)

	Movement 1.4: Right from Harras Road to Red Lonning (South)								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0730 - 0745	0	0	10	0	3	0	0	0	13	13.00
0745 - 0800	0	0	15	0	1	0	0	0	16	16.00
0800 - 0815	0	0	16	0	3	0	0	0	19	19.00
0815 - 0830	0	0	28	0	1	0	0	0	29	29.00
Hourly Total	0	0	69	0	8	0	0	0	77	77.00
Hourly Average	0.00	0.00	17.25	0.00	2.00	0.00	0.00	0.00	19.25	19.25
0830 - 0845	0	0	29	0	1	0	0	0	30	30.00
0845 - 0900	0	0	16	0	0	0	0	0	16	16.00
0900 - 0915	1	0	13	0	3	0	0	0	17	16.20
0915 - 0930	0	0	10	0	4	0	0	0	14	14.00
Hourly Total	1	0	68	0	8	0	0	0	77	76.20
Hourly Average	0.25	0.00	17.00	0.00	2.00	0.00	0.00	0.00	19.25	19.05
Session Total	1	0	137	0	16	0	0	0	154	153.20
Session Average	0.13	0.00	17.13	0.00	2.00	0.00	0.00	0.00	19.25	19.15

Date
Wednesday 21 February 2018

Weather
Cloudy
Temp: 4°C

1545 - 1815 (Weekday PM Peak)

	Movement 1.4: Right from Harras Road to Red Lonning (South)								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1545 - 1600	0		25	0	3	0	0	1	29	30.00
1600 - 1615	0	0	41	0	1	0	0	1	43	44.00
1615 - 1630	0	0	35	0	3	0	0	0	38	38.00
1630 - 1645	0	0	31	0	2	0	0	0	33	33.00
Hourly Total	0	0	132	0	9	0	0	2	143	145.00
Hourly Average	0.00	0.00	33.00	0.00	2.25	0.00	0.00	0.50	35.75	36.25
1645 - 1700	0	0	31	0	2	0	0	0	33	33.00
1700 - 1715	0	0	39	0	2	0	0	0	41	41.00
1715 - 1730	0	0	19	0	2	0	0	0	21	21.00
1730 - 1745	0	0	25	0	0	0	0	0	25	25.00
Hourly Total	0	0	114	0	6	0	0	0	120	120.00
Hourly Average	0.00	0.00	28.50	0.00	1.50	0.00	0.00	0.00	30.00	30.00
1745 - 1800	0	0	29	0	3	0	0	0	32	32.00
1800 - 1815	0	0	26	0	3	0	0	0	29	29.00
1/2 Hourly Total	0	0	55	0	6	0	0	0	61	61.00
1/2 Hourly Average	0.00	0.00	27.50	0.00	3.00	0.00	0.00	0.00	30.50	30.50
Session Total	0	0	301	0	21	0	0	2	324	326.00
Session Average	0.00	0.00	30.10	0.00	2.10	0.00	0.00	0.20	32.40	32.60

Whitehaven, Cumbria
Classified Junction Count

Site 1 of 14
Red Lonning (South)
Harras Road
Red Lonning (North)

Lat/Long
lat 54.548899° lon -3.563299°

Date
Wednesday 21 February 2018

Weather
Cloudy
Temp: 3°C

0730 - 0930 (Weekday AM Peak)

TIME	Movement 1.5: Southbound from Red Lonning (North) to Red Lonning (South)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0730 - 0745	0	0	65	1	15	2	0	2	85	88.00
0745 - 0800	0	0	77	0	14	1	1	2	95	98.80
0800 - 0815	0	0	80	0	10	3	1	1	95	98.80
0815 - 0830	0	0	101	0	6	2	2	1	112	116.60
Hourly Total	0	0	323	1	45	8	4	6	387	402.20
Hourly Average	0.00	0.00	80.75	0.25	11.25	2.00	1.00	1.50	96.75	100.55
0830 - 0845	0	0	97	1	6	2	3	0	109	113.90
0845 - 0900	0	0	72	0	8	3	0	0	83	84.50
0900 - 0915	1	0	58	0	8	2	0	0	69	69.20
0915 - 0930	0	0	29	0	5	4	1	0	39	42.30
Hourly Total	1	0	256	1	27	11	4	0	300	309.90
Hourly Average	0.25	0.00	64.00	0.25	6.75	2.75	1.00	0.00	75.00	77.48
Session Total	1	0	579	2	72	19	8	6	687	712.10
Session Average	0.13	0.00	72.38	0.25	9.00	2.38	1.00	0.75	85.88	89.01

Date
Wednesday 21 February 2018

Weather
Cloudy
Temp: 4°C

1545 - 1815 (Weekday PM Peak)

TIME	Movement 1.5: Southbound from Red Lonning (North) to Red Lonning (South)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1545 - 1600	0	0	49	2	3	2	0	0	56	57.00
1600 - 1615	0	0	54	0	8	1	0	1	64	65.50
1615 - 1630	0	0	63	0	5	1	1	0	70	71.80
1630 - 1645	1	0	52	0	7	3	0	0	63	63.70
Hourly Total	1	0	218	2	23	7	1	1	253	258.00
Hourly Average	0.25	0.00	54.50	0.50	5.75	1.75	0.25	0.25	63.25	64.50
1645 - 1700	1	1	64	0	10	0	2	0	78	79.20
1700 - 1715	0	0	66	1	8	3	0	0	78	79.50
1715 - 1730	0	0	50	0	6	0	0	0	56	56.00
1730 - 1745	1	0	55	0	3	0	0	0	59	58.20
Hourly Total	2	1	235	1	27	3	2	0	271	272.90
Hourly Average	0.50	0.25	58.75	0.25	6.75	0.75	0.50	0.00	67.75	68.23
1745 - 1800	0	0	48	0	5	2	0	0	55	56.00
1800 - 1815	0	1	47	0	3	2	0	0	53	53.40
1/2 Hourly Total	0	1	95	0	8	4	0	0	108	109.40
1/2 Hourly Average	0.00	0.50	47.50	0.00	4.00	2.00	0.00	0.00	54.00	54.70
Session Total	3	2	548	3	58	14	3	1	632	640.30
Session Average	0.30	0.20	54.80	0.30	5.80	1.40	0.30	0.10	63.20	64.03

Whitehaven, Cumbria
Classified Junction Count

Site 1 of 14
Red Lonning (South)
Harras Road
Red Lonning (North)

Lat/Long
lat 54.548899° lon -3.563299°

Date
Wednesday 21 February 2018

Weather
Cloudy
Temp: 3°C

0730 - 0930 (Weekday AM Peak)

TIME	Movement 1.6: Right from Red Lonning (North) to Harras Road								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0730 - 0745	0	0	0	0	0	0	0	0	0	0.00
0745 - 0800	0	0	1	0	0	0	0	0	1	1.00
0800 - 0815	0	0	0	0	0	0	0	0	0	0.00
0815 - 0830	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	0	0	2	0	0	0	0	0	2	2.00
Hourly Average	0.00	0.00	0.50	0.00	0.00	0.00	0.00	0.00	0.50	0.50
0830 - 0845	0	0	0	0	1	0	0	0	1	1.00
0845 - 0900	0	0	2	0	0	0	0	0	2	2.00
0900 - 0915	0	0	3	0	0	0	0	0	3	3.00
0915 - 0930	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	0	0	6	0	1	0	0	0	7	7.00
Hourly Average	0.00	0.00	1.50	0.00	0.25	0.00	0.00	0.00	1.75	1.75
Session Total	0	0	8	0	1	0	0	0	9	9.00
Session Average	0.00	0.00	1.00	0.00	0.13	0.00	0.00	0.00	1.13	1.13

Date
Wednesday 21 February 2018

Weather
Cloudy
Temp: 4°C

1545 - 1815 (Weekday PM Peak)

TIME	Movement 1.6: Right from Red Lonning (North) to Harras Road								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1545 - 1600	0	0	4	0	0	0	0	0	4	4.00
1600 - 1615	0	0	3	0	1	1	0	0	5	5.50
1615 - 1630	1	0	3	0	0	0	0	0	4	3.20
1630 - 1645	0	0	8	0	0	0	0	0	8	8.00
Hourly Total	1	0	18	0	1	1	0	0	21	20.70
Hourly Average	0.25	0.00	4.50	0.00	0.25	0.25	0.00	0.00	5.25	5.18
1645 - 1700	0	0	8	0	0	0	0	0	8	8.00
1700 - 1715	0	0	8	0	0	0	0	0	8	8.00
1715 - 1730	0	1	2	0	0	0	0	0	3	2.40
1730 - 1745	0	0	2	0	0	0	0	0	2	2.00
Hourly Total	0	1	20	0	0	0	0	0	21	20.40
Hourly Average	0.00	0.25	5.00	0.00	0.00	0.00	0.00	0.00	5.25	5.10
1745 - 1800	0	0	2	0	1	0	0	0	3	3.00
1800 - 1815	0	0	1	0	0	0	0	0	1	1.00
1/2 Hourly Total	0	0	3	0	1	0	0	0	4	4.00
1/2 Hourly Average	0.00	0.00	1.50	0.00	0.50	0.00	0.00	0.00	2.00	2.00
Session Total	1	1	41	0	2	1	0	0	46	45.10
Session Average	0.10	0.10	4.10	0.00	0.20	0.10	0.00	0.00	4.60	4.51

Whitehaven, Cumbria
Classified Junction Count

Site 2 of 14
Moresby Parks Road
Local Access
Moresby Road
Red Lonning

Lat/Long
lat 54.545171° lon -3.554174°

Date
Wednesday 21 February 2018

Weather
Cloudy
Temp: 3°C

0730 - 0930 (Weekday AM Peak)

	Movement 2.1: Left from Moresby Parks Road to Local Access								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0730 - 0745	0	0	0	0	0	0	0	0	0	0.00
0745 - 0800	0	0	0	0	0	0	0	0	0	0.00
0800 - 0815	0	0	0	0	0	0	0	0	0	0.00
0815 - 0830	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	0	0	1	0	0	0	0	0	1	1.00
Hourly Average	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.25	0.25
0830 - 0845	0	0	0	0	0	0	0	0	0	0.00
0845 - 0900	0	0	0	0	0	0	0	0	0	0.00
0900 - 0915	0	0	0	0	0	0	0	0	0	0.00
0915 - 0930	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Session Total	0	0	1	0	0	0	0	0	1	1.00
Session Average	0.00	0.00	0.13	0.00	0.00	0.00	0.00	0.00	0.13	0.13

Date
Wednesday 21 February 2018

Weather
Cloudy
Temp: 4°C

1545 - 1815 (Weekday PM Peak)

	Movement 2.1: Left from Moresby Parks Road to Local Access								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1545 - 1600	0	0	0	0	0	0	0	0	0	0.00
1600 - 1615	0	0	1	0	0	0	0	0	1	1.00
1615 - 1630	0	0	0	0	0	0	0	0	0	0.00
1630 - 1645	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	1	0	0	0	0	0	1	1.00
Hourly Average	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.25	0.25
1645 - 1700	0	0	0	0	1	0	0	0	1	1.00
1700 - 1715	0	0	0	0	0	0	0	0	0	0.00
1715 - 1730	0	0	0	0	0	0	0	0	0	0.00
1730 - 1745	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	1	0	0	0	1	1.00
Hourly Average	0.00	0.00	0.00	0.00	0.25	0.00	0.00	0.00	0.25	0.25
1745 - 1800	0	0	1	0	0	0	0	0	1	1.00
1800 - 1815	0	0	3	0	0	0	0	0	3	3.00
1/2 Hourly Total	0	0	4	0	0	0	0	0	4	4.00
1/2 Hourly Average	0.00	0.00	2.00	0.00	0.00	0.00	0.00	0.00	2.00	2.00
Session Total	0	0	5	0	1	0	0	0	6	6.00
Session Average	0.00	0.00	0.50	0.00	0.10	0.00	0.00	0.00	0.60	0.60

Whitehaven, Cumbria
Classified Junction Count

Site 2 of 14
Moresby Parks Road
Local Access
Moresby Road
Red Lonning

Lat/Long
lat 54.545171° lon -3.554174°

Date
Wednesday 21 February 2018

Weather
Cloudy
Temp: 3°C

0730 - 0930 (Weekday AM Peak)

TIME	Movement 2.2: Westbound from Moresby Parks Road to Moresby Road								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0730 - 0745	0	1	33	0	9	3	0	0	46	46.90
0745 - 0800	0	1	49	0	4	0	0	0	54	53.40
0800 - 0815	0	1	45	2	8	0	0	0	56	55.40
0815 - 0830	0	1	72	1	9	1	0	0	84	83.90
Hourly Total	0	4	199	3	30	4	0	0	240	239.60
Hourly Average	0.00	1.00	49.75	0.75	7.50	1.00	0.00	0.00	60.00	59.90
0830 - 0845	0	0	58	0	10	0	0	0	68	68.00
0845 - 0900	1	0	49	0	5	0	0	0	55	54.20
0900 - 0915	1	0	42	0	10	0	0	1	54	54.20
0915 - 0930	0	0	13	0	4	0	0	0	17	17.00
Hourly Total	2	0	162	0	29	0	0	1	194	193.40
Hourly Average	0.50	0.00	40.50	0.00	7.25	0.00	0.00	0.25	48.50	48.35
Session Total	2	4	361	3	59	4	0	1	434	433.00
Session Average	0.25	0.50	45.13	0.38	7.38	0.50	0.00	0.13	54.25	54.13

Date
Wednesday 21 February 2018

Weather
Cloudy
Temp: 4°C

1545 - 1815 (Weekday PM Peak)

TIME	Movement 2.2: Westbound from Moresby Parks Road to Moresby Road								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1545 - 1600	0	0	36	0	6	0	0	0	42	42.00
1600 - 1615	1	0	29	0	4	0	0	0	34	33.20
1615 - 1630	3	1	37	0	8	0	0	0	49	46.00
1630 - 1645	1	1	44	0	15	0	0	0	61	59.60
Hourly Total	5	2	146	0	33	0	0	0	186	180.80
Hourly Average	1.25	0.50	36.50	0.00	8.25	0.00	0.00	0.00	46.50	45.20
1645 - 1700	0	0	42	1	5	0	0	0	48	48.00
1700 - 1715	0	0	58	0	5	0	0	0	63	63.00
1715 - 1730	0	0	44	0	8	0	0	0	52	52.00
1730 - 1745	0	0	45	0	4	0	0	0	49	49.00
Hourly Total	0	0	189	1	22	0	0	0	212	212.00
Hourly Average	0.00	0.00	47.25	0.25	5.50	0.00	0.00	0.00	53.00	53.00
1745 - 1800	0	0	33	0	0	0	0	0	33	33.00
1800 - 1815	0	0	23	0	0	0	0	0	23	23.00
1/2 Hourly Total	0	0	56	0	0	0	0	0	56	56.00
1/2 Hourly Average	0.00	0.00	28.00	0.00	0.00	0.00	0.00	0.00	28.00	28.00
Session Total	5	2	391	1	55	0	0	0	454	448.80
Session Average	0.50	0.20	39.10	0.10	5.50	0.00	0.00	0.00	45.40	44.88

Whitehaven, Cumbria
Classified Junction Count

Site 2 of 14
Moresby Parks Road
Local Access
Moresby Road
Red Lonning

Lat/Long
lat 54.545171° lon -3.554174°

Date
Wednesday 21 February 2018

Weather
Cloudy
Temp: 3°C

0730 - 0930 (Weekday AM Peak)

	Movement 2.3: Right from Moresby Parks Road to Red Lonning								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0730 - 0745	0	0	5	0	0	1	0	0	6	6.50
0745 - 0800	0	0	6	0	1	1	0	0	8	8.50
0800 - 0815	0	0	14	0	3	1	0	0	18	18.50
0815 - 0830	0	0	17	0	4	0	0	0	21	21.00
Hourly Total	0	0	42	0	8	3	0	0	53	54.50
Hourly Average	0.00	0.00	10.50	0.00	2.00	0.75	0.00	0.00	13.25	13.63
0830 - 0845	0	0	20	0	2	0	0	0	22	22.00
0845 - 0900	0	0	7	0	0	0	0	1	8	9.00
0900 - 0915	0	0	8	0	2	0	0	1	11	12.00
0915 - 0930	0	0	2	0	2	0	0	0	4	4.00
Hourly Total	0	0	37	0	6	0	0	2	45	47.00
Hourly Average	0.00	0.00	9.25	0.00	1.50	0.00	0.00	0.50	11.25	11.75
Session Total	0	0	79	0	14	3	0	2	98	101.50
Session Average	0.00	0.00	9.88	0.00	1.75	0.38	0.00	0.25	12.25	12.69

Date
Wednesday 21 February 2018

Weather
Cloudy
Temp: 4°C

1545 - 1815 (Weekday PM Peak)

	Movement 2.3: Right from Moresby Parks Road to Red Lonning								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1545 - 1600	0	1	12	0	1	0	0	0	14	13.40
1600 - 1615	0	0	9	0	2	0	0	0	11	11.00
1615 - 1630	0	0	4	0	3	0	0	0	7	7.00
1630 - 1645	0	0	12	0	0	0	0	0	12	12.00
Hourly Total	0	1	37	0	6	0	0	0	44	43.40
Hourly Average	0.00	0.25	9.25	0.00	1.50	0.00	0.00	0.00	11.00	10.85
1645 - 1700	0	0	6	0	0	0	0	0	6	6.00
1700 - 1715	0	0	14	0	0	0	0	0	14	14.00
1715 - 1730	0	0	12	0	3	0	0	0	15	15.00
1730 - 1745	0	0	4	0	0	0	0	0	4	4.00
Hourly Total	0	0	36	0	3	0	0	0	39	39.00
Hourly Average	0.00	0.00	9.00	0.00	0.75	0.00	0.00	0.00	9.75	9.75
1745 - 1800	0	0	5	0	1	0	0	0	6	6.00
1800 - 1815	0	0	9	0	2	0	0	0	11	11.00
1/2 Hourly Total	0	0	14	0	3	0	0	0	17	17.00
1/2 Hourly Average	0.00	0.00	7.00	0.00	1.50	0.00	0.00	0.00	8.50	8.50
Session Total	0	1	87	0	12	0	0	0	100	99.40
Session Average	0.00	0.10	8.70	0.00	1.20	0.00	0.00	0.00	10.00	9.94

Whitehaven, Cumbria
Classified Junction Count

Site 2 of 14
Moresby Parks Road
Local Access
Moresby Road
Red Lonning

Lat/Long
lat 54.545171° lon -3.554174°

Date
Wednesday 21 February 2018

Weather
Cloudy
Temp: 3°C

0730 - 0930 (Weekday AM Peak)

	Movement 2.5: Left from Local Access to Moresby Road								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0730 - 0745	0	0	0	0	0	0	0	0	0	0.00
0745 - 0800	0	0	0	0	0	0	0	0	0	0.00
0800 - 0815	0	0	0	0	0	0	0	0	0	0.00
0815 - 0830	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
0830 - 0845	0	0	0	0	0	0	0	0	0	0.00
0845 - 0900	0	0	1	0	0	0	0	0	1	1.00
0900 - 0915	0	0	0	0	0	0	0	0	0	0.00
0915 - 0930	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	1	0	0	0	0	0	1	1.00
Hourly Average	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.25	0.25
Session Total	0	0	1	0	0	0	0	0	1	1.00
Session Average	0.00	0.00	0.13	0.00	0.00	0.00	0.00	0.00	0.13	0.13

Date
Wednesday 21 February 2018

Weather
Cloudy
Temp: 4°C

1545 - 1815 (Weekday PM Peak)

	Movement 2.5: Left from Local Access to Moresby Road								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1545 - 1600	0	0	0	0	0	0	0	0	0	0.00
1600 - 1615	0	0	1	0	0	0	0	0	1	1.00
1615 - 1630	0	0	0	0	0	0	0	0	0	0.00
1630 - 1645	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	1	0	0	0	0	0	1	1.00
Hourly Average	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.25	0.25
1645 - 1700	0	0	1	0	1	0	0	0	2	2.00
1700 - 1715	0	0	0	0	0	0	0	0	0	0.00
1715 - 1730	0	0	0	0	0	0	0	0	0	0.00
1730 - 1745	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	1	0	1	0	0	0	2	2.00
Hourly Average	0.00	0.00	0.25	0.00	0.25	0.00	0.00	0.00	0.50	0.50
1745 - 1800	0	0	1	0	0	0	0	0	1	1.00
1800 - 1815	0	0	2	0	0	0	0	0	2	2.00
1/2 Hourly Total	0	0	3	0	0	0	0	0	3	3.00
1/2 Hourly Average	0.00	0.00	1.50	0.00	0.00	0.00	0.00	0.00	1.50	1.50
Session Total	0	0	5	0	1	0	0	0	6	6.00
Session Average	0.00	0.00	0.50	0.00	0.10	0.00	0.00	0.00	0.60	0.60

Site 2 of 14
Moresby Parks Road
Local Access
Moresby Road
Red Lonning

Date
Wednesday 21 February 2018

Weather
Cloudy
Temp: 3°C

0730 - 0930 (Weekday AM Peak)

	Movement 2.6: Northbound from Local Access to Red Lioning								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0730 - 0745	0	0	0	0	0	0	0	0	0	0.00
0745 - 0800	0	0	0	0	0	0	0	0	0	0.00
0800 - 0815	0	0	0	0	0	0	0	0	0	0.00
0815 - 0830	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
0830 - 0845	0	0	0	0	0	0	0	0	0	0.00
0845 - 0900	0	0	0	0	1	0	0	0	1	1.00
0900 - 0915	0	0	0	0	0	0	0	0	0	0.00
0915 - 0930	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	1	0	0	0	1	1.00
Hourly Average	0.00	0.00	0.00	0.00	0.25	0.00	0.00	0.00	0.25	0.25
Session Total	0	0	0	0	1	0	0	0	1	1.00
Session Average	0.00	0.00	0.00	0.00	0.13	0.00	0.00	0.00	0.13	0.13

Date
Wednesday 21 February 2018

Weather
Cloudy
Temp: 4°C

1545 - 1815 (Weekday PM Peak)

[illegible]

Site 2 of 14
Moresby Parks Road
Local Access
Moresby Road
Red Lonning

Date
Wednesday 21 February 2018

0730 - 0930 (Weekday AM Peak)

[illegible]

Weather
Cloudy
Temp: 4°C

1545 - 1815 (Weekday PM Peak)

[illegible]

Whitehaven, Cumbria
Classified Junction Count

Site 2 of 14
Moresby Parks Road
Local Access
Moresby Road
Red Lonning

Lat/Long
lat 54.545171° lon -3.554174°

Date
Wednesday 21 February 2018

Weather
Cloudy
Temp: 3°C

0730 - 0930 (Weekday AM Peak)

	Movement 2.9: Left from Moresby Road to Red Lonning								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0730 - 0745	0	0	21	0	1	0	0	0	22	22.00
0745 - 0800	0	0	22	0	5	1	2	0	30	33.10
0800 - 0815	0	0	21	0	2	0	0	0	23	23.00
0815 - 0830	0	0	34	0	3	0	3	0	40	43.90
Hourly Total	0	0	98	0	11	1	5	0	115	122.00
Hourly Average	0.00	0.00	24.50	0.00	2.75	0.25	1.25	0.00	28.75	30.50
0830 - 0845	0	0	63	0	3	0	2	0	68	70.60
0845 - 0900	1	0	42	0	1	1	1	0	46	47.00
0900 - 0915	0	0	24	0	2	1	2	2	31	36.10
0915 - 0930	0	0	21	0	0	0	1	1	23	25.30
Hourly Total	1	0	150	0	6	2	6	3	168	179.00
Hourly Average	0.25	0.00	37.50	0.00	1.50	0.50	1.50	0.75	42.00	44.75
Session Total	1	0	248	0	17	3	11	3	283	301.00
Session Average	0.13	0.00	31.00	0.00	2.13	0.38	1.38	0.38	35.38	37.63

Date
Wednesday 21 February 2018

Weather
Cloudy
Temp: 4°C

1545 - 1815 (Weekday PM Peak)

	Movement 2.9: Left from Moresby Road to Red Lonning								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1545 - 1600	0	0	38	0	12	0	0	0	51	52.30
1600 - 1615	0	0	50	1	7	1	0	1	60	61.50
1615 - 1630	1	0	56	0	10	0	0	0	67	66.20
1630 - 1645	0	0	66	0	13	0	0	0	79	79.00
Hourly Total	1	0	210	1	42	1	1	1	257	259.00
Hourly Average	0.25	0.00	52.50	0.25	10.50	0.25	0.25	0.25	64.25	64.75
1645 - 1700	1	0	50	0	8	0	0	0	59	58.20
1700 - 1715	0	0	55	0	7	1	0	1	64	65.50
1715 - 1730	0	0	43	0	7	0	0	0	50	50.00
1730 - 1745	0	0	61	0	2	0	0	0	63	63.00
Hourly Total	1	0	209	0	24	1	0	1	236	236.70
Hourly Average	0.25	0.00	52.25	0.00	6.00	0.25	0.00	0.25	59.00	59.18
1745 - 1800	0	0	37	0	6	0	0	0	43	43.00
1800 - 1815	0	0	21	0	2	0	0	0	23	23.00
1/2 Hourly Total	0	0	58	0	8	0	0	0	66	66.00
1/2 Hourly Average	0.00	0.00	29.00	0.00	4.00	0.00	0.00	0.00	33.00	33.00
Session Total	2	0	477	1	74	2	1	2	559	561.70
Session Average	0.20	0.00	47.70	0.10	7.40	0.20	0.10	0.20	55.90	56.17

Whitehaven, Cumbria
Classified Junction Count

Site 2 of 14
Moresby Parks Road
Local Access
Moresby Road
Red Lonning

Lat/Long
lat 54.545171° lon -3.554174°

Date
Wednesday 21 February 2018

Weather
Cloudy
Temp: 3°C

0730 - 0930 (Weekday AM Peak)

Movement 2.10: Eastbound from Moresby Road to Moresby Parks Road									Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0730 - 0745	0	0	47	0	7	0	0	0	54	54.00
0745 - 0800	0	0	36	1	6	0	0	2	45	47.00
0800 - 0815	0	0	37	1	4	0	0	0	42	42.00
0815 - 0830	0	0	47	1	5	0	0	0	53	53.00
Hourly Total	0	0	167	3	22	0	0	2	194	196.00
Hourly Average	0.00	0.00	41.75	0.75	5.50	0.00	0.00	0.50	48.50	49.00
0830 - 0845	0	0	45	1	4	0	0	0	50	50.00
0845 - 0900	0	0	43	0	7	0	0	0	50	50.00
0900 - 0915	0	0	26	1	1	0	0	2	30	32.00
0915 - 0930	0	0	21	1	5	0	0	1	28	29.00
Hourly Total	0	0	135	3	17	0	0	3	158	161.00
Hourly Average	0.00	0.00	33.75	0.75	4.25	0.00	0.00	0.75	39.50	40.25
Session Total	0	0	302	6	39	0	0	5	352	357.00
Session Average	0.00	0.00	37.75	0.75	4.88	0.00	0.00	0.63	44.00	44.63

Date
Wednesday 21 February 2018

Weather
Cloudy
Temp: 4°C

1545 - 1815 (Weekday PM Peak)

Movement 2.10: Eastbound from Moresby Road to Moresby Parks Road									Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1545 - 1600	2	3	65	0	7	2	0	0	79	76.60
1600 - 1615	1	2	89	0	9	0	0	0	101	99.00
1615 - 1630	3	0	94	1	8	2	0	1	109	108.60
1630 - 1645	0	0	106	0	3	0	0	0	109	109.00
Hourly Total	6	5	354	1	27	4	0	1	398	393.20
Hourly Average	1.50	1.25	88.50	0.25	6.75	1.00	0.00	0.25	99.50	98.30
1645 - 1700	0	1	88	1	13	0	0	0	103	102.40
1700 - 1715	1	1	82	1	6	0	1	0	92	91.90
1715 - 1730	0	2	73	0	0	0	0	0	75	73.80
1730 - 1745	0	1	53	0	2	0	0	0	56	55.40
Hourly Total	1	5	296	2	21	0	1	0	326	323.50
Hourly Average	0.25	1.25	74.00	0.50	5.25	0.00	0.25	0.00	81.50	80.88
1745 - 1800	0	0	53	1	6	0	1	0	61	62.30
1800 - 1815	0	0	43	0	1	0	0	0	44	44.00
1/2 Hourly Total	0	0	96	1	7	0	1	0	105	106.30
1/2 Hourly Average	0.00	0.00	48.00	0.50	3.50	0.00	0.50	0.00	52.50	53.15
Session Total	7	10	746	4	55	4	2	1	829	823.00
Session Average	0.70	1.00	74.60	0.40	5.50	0.40	0.20	0.10	82.90	82.30

Site 2 of 14
Moresby Parks Road
Local Access
Moresby Road
Red Lonning

Date
Wednesday 21 February 2018

Weather
Cloudy
Temp: 3°C

0730 - 0930 (Weekday AM Peak)

	Movement 2.12: U-Turn from Moresby Road to Moresby Road								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0730 - 0745	0	0	0	0	0	0	0	0	0	0.00
0745 - 0800	0	0	0	0	0	0	0	0	0	0.00
0800 - 0815	0	0	0	0	0	0	0	0	0	0.00
0815 - 0830	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
0830 - 0845	0	0	0	0	0	0	0	0	0	0.00
0845 - 0900	0	0	0	0	1	0	0	0	1	1.00
0900 - 0915	0	0	1	0	0	0	0	0	1	1.00
0915 - 0930	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	0	0	2	0	1	0	0	0	3	3.00
Hourly Average	0.00	0.00	0.50	0.00	0.25	0.00	0.00	0.00	0.75	0.75
Session Total	0	0	2	0	1	0	0	0	3	3.00
Session Average	0.00	0.00	0.25	0.00	0.13	0.00	0.00	0.00	0.38	0.38

Date
Wednesday 21 February 2018

Weather
Cloudy
Temp: 4°C

1545 - 1815 (Weekday PM Peak)

[illegible]

Whitehaven, Cumbria
Classified Junction Count

Site 2 of 14
Moresby Parks Road
Local Access
Moresby Road
Red Lonning

Lat/Long
lat 54.545171° lon -3.554174°

Date
Wednesday 21 February 2018

Weather
Cloudy
Temp: 3°C

0730 - 0930 (Weekday AM Peak)

TIME	Movement 2.13: Left from Red Lonning to Moresby Parks Road								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0730 - 0745	0	0	3	0	1	0	0	0	4	4.00
0745 - 0800	0	0	7	0	2	0	0	0	9	9.00
0800 - 0815	0	0	7	0	0	0	0	0	7	7.00
0815 - 0830	0	0	6	0	2	0	0	0	8	8.00
Hourly Total	0	0	23	0	5	0	0	0	28	28.00
Hourly Average	0.00	0.00	5.75	0.00	1.25	0.00	0.00	0.00	7.00	7.00
0830 - 0845	0	0	6	0	1	0	0	0	7	7.00
0845 - 0900	0	0	12	0	0	0	0	0	12	12.00
0900 - 0915	0	0	8	0	1	1	0	0	10	10.50
0915 - 0930	1	0	0	0	1	1	0	0	3	2.70
Hourly Total	1	0	26	0	3	2	0	0	32	32.20
Hourly Average	0.25	0.00	6.50	0.00	0.75	0.50	0.00	0.00	8.00	8.05
Session Total	1	0	49	0	8	2	0	0	60	60.20
Session Average	0.13	0.00	6.13	0.00	1.00	0.25	0.00	0.00	7.50	7.53

Date
Wednesday 21 February 2018

Weather
Cloudy
Temp: 4°C

1545 - 1815 (Weekday PM Peak)

TIME	Movement 2.13: Left from Red Lonning to Moresby Parks Road								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1545 - 1600	0	0	7	0	0	0	0	0	7	7.00
1600 - 1615	0	0	15	0	0	1	0	0	16	16.50
1615 - 1630	0	0	11	0	2	0	0	0	13	13.00
1630 - 1645	1	0	11	0	0	0	0	0	12	11.20
Hourly Total	1	0	44	0	2	1	0	0	48	47.70
Hourly Average	0.25	0.00	11.00	0.00	0.50	0.25	0.00	0.00	12.00	11.93
1645 - 1700	0	0	7	0	0	0	0	0	7	7.00
1700 - 1715	0	0	12	0	1	0	0	0	13	13.00
1715 - 1730	0	0	7	0	0	0	0	0	7	7.00
1730 - 1745	1	0	8	0	1	0	0	0	10	9.20
Hourly Total	1	0	34	0	2	0	0	0	37	36.20
Hourly Average	0.25	0.00	8.50	0.00	0.50	0.00	0.00	0.00	9.25	9.05
1745 - 1800	0	0	6	0	1	1	0	0	8	8.50
1800 - 1815	0	0	4	0	0	1	0	0	5	5.50
1/2 Hourly Total	0	0	10	0	1	2	0	0	13	14.00
1/2 Hourly Average	0.00	0.00	5.00	0.00	0.50	1.00	0.00	0.00	6.50	7.00
Session Total	2	0	88	0	5	3	0	0	98	97.90
Session Average	0.20	0.00	8.80	0.00	0.50	0.30	0.00	0.00	9.80	9.79

Whitehaven, Cumbria
Classified Junction Count

Site 2 of 14
Moresby Parks Road
Local Access
Moresby Road
Red Lonning

Lat/Long
lat 54.545171° lon -3.554174°

Date
Wednesday 21 February 2018

Weather
Cloudy
Temp: 3°C

0730 - 0930 (Weekday AM Peak)

	Movement 2.15: Right from Red Lonning to Moresby Road								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0730 - 0745	0	0	46	1	14	1	1	2	65	68.80
0745 - 0800	0	0	64	0	11	1	1	2	79	82.80
0800 - 0815	0	0	54	0	7	4	1	0	66	69.30
0815 - 0830	0	0	69	0	2	1	1	0	73	74.80
Hourly Total	0	0	233	1	34	7	4	4	283	295.70
Hourly Average	0.00	0.00	58.25	0.25	8.50	1.75	1.00	1.00	70.75	73.93
0830 - 0845	0	0	70	1	5	1	1	0	78	79.80
0845 - 0900	0	0	54	0	10	2	0	4	70	75.00
0900 - 0915	1	0	46	0	3	2	1	0	53	54.50
0915 - 0930	0	0	25	0	4	3	2	0	34	38.10
Hourly Total	1	0	195	1	22	8	4	4	235	247.40
Hourly Average	0.25	0.00	48.75	0.25	5.50	2.00	1.00	1.00	58.75	61.85
Session Total	1	0	428	2	56	15	8	8	518	543.10
Session Average	0.13	0.00	53.50	0.25	7.00	1.88	1.00	1.00	64.75	67.89

Date
Wednesday 21 February 2018

Weather
Cloudy
Temp: 4°C

1545 - 1815 (Weekday PM Peak)

	Movement 2.15: Right from Red Lonning to Moresby Road								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1545 - 1600	0	0	38	2	5	2	0	0	47	48.00
1600 - 1615	0	0	59	0	4	2	0	1	66	68.00
1615 - 1630	0	0	61	0	4	0	1	0	66	67.30
1630 - 1645	0	0	44	0	6	1	0	0	51	51.50
Hourly Total	0	0	202	2	19	5	1	1	230	234.80
Hourly Average	0.00	0.00	50.50	0.50	4.75	1.25	0.25	0.25	57.50	58.70
1645 - 1700	1	1	63	0	6	0	0	0	71	69.60
1700 - 1715	0	0	62	1	7	1	1	0	72	73.80
1715 - 1730	0	0	57	0	6	1	0	0	64	64.50
1730 - 1745	0	0	33	0	3	1	1	0	38	39.80
Hourly Total	1	1	215	1	22	3	2	0	245	247.70
Hourly Average	0.25	0.25	53.75	0.25	5.50	0.75	0.50	0.00	61.25	61.93
1745 - 1800	0	0	44	0	5	1	0	1	51	52.50
1800 - 1815	0	1	52	0	4	1	0	0	58	57.90
1/2 Hourly Total	0	1	96	0	9	2	0	1	109	110.40
1/2 Hourly Average	0.00	0.50	48.00	0.00	4.50	1.00	0.00	0.50	54.50	55.20
Session Total	1	2	513	3	50	10	3	2	584	592.90
Session Average	0.10	0.20	51.30	0.30	5.00	1.00	0.30	0.20	58.40	59.29

Whitehaven, Cumbria
Classified Junction Count

Site 3 of 14
Moresby Road (North)
Grassroots Garden Centre Access
Moresby Road (South)

Lat/Long
lat 54.543476° lon -3.557071°

Date
Wednesday 21 February 2018

Weather
Cloudy
Temp: 3°C

0730 - 0930 (Weekday AM Peak)

TIME	Movement 3.1: Left from Moresby Road (North) to Grassroots Garden Center Access								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0730 - 0745	0	0	6	0	5	0	0	0	11	11.00
0745 - 0800	0	0	14	0	0	0	0	0	14	14.00
0800 - 0815	0	0	14	0	3	0	0	0	17	17.00
0815 - 0830	0	0	14	0	1	0	0	0	15	15.00
Hourly Total	0	0	48	0	9	0	0	0	57	57.00
Hourly Average	0.00	0.00	12.00	0.00	2.25	0.00	0.00	0.00	14.25	14.25
0830 - 0845	0	0	16	0	0	0	0	0	16	16.00
0845 - 0900	0	0	10	1	3	0	0	0	14	14.00
0900 - 0915	0	0	15	0	5	1	0	0	21	21.50
0915 - 0930	0	0	8	0	0	1	0	0	9	9.50
Hourly Total	0	0	49	1	8	2	0	0	60	61.00
Hourly Average	0.00	0.00	12.25	0.25	2.00	0.50	0.00	0.00	15.00	15.25
Session Total	0	0	97	1	17	2	0	0	117	118.00
Session Average	0.00	0.00	12.13	0.13	2.13	0.25	0.00	0.00	14.63	14.75

Date
Wednesday 21 February 2018

Weather
Cloudy
Temp: 4°C

1545 - 1815 (Weekday PM Peak)

TIME	Movement 3.1: Left from Moresby Road (North) to Grassroots Garden Center Access								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1545 - 1600	0	0	13	0	2	0	0	0	15	15.00
1600 - 1615	0	0	15	0	1	0	0	0	16	16.00
1615 - 1630	1	0	28	0	3	0	0	0	32	31.20
1630 - 1645	1	0	16	0	2	0	0	0	19	18.20
Hourly Total	2	0	72	0	8	0	0	0	82	80.40
Hourly Average	0.50	0.00	18.00	0.00	2.00	0.00	0.00	0.00	20.50	20.10
1645 - 1700	0	0	17	0	5	0	0	0	22	22.00
1700 - 1715	0	0	15	0	0	1	0	0	16	16.50
1715 - 1730	0	0	18	0	3	0	0	0	21	21.00
1730 - 1745	0	0	10	0	1	0	0	0	11	11.00
Hourly Total	0	0	60	0	9	1	0	0	70	70.50
Hourly Average	0.00	0.00	15.00	0.00	2.25	0.25	0.00	0.00	17.50	17.63
1745 - 1800	0	0	9	0	1	0	0	0	10	10.00
1800 - 1815	0	0	18	0	2	0	0	0	20	20.00
1/2 Hourly Total	0	0	27	0	3	0	0	0	30	30.00
1/2 Hourly Average	0.00	0.00	13.50	0.00	1.50	0.00	0.00	0.00	15.00	15.00
Session Total	2	0	159	0	20	1	0	0	182	180.90
Session Average	0.20	0.00	15.90	0.00	2.00	0.10	0.00	0.00	18.20	18.09

Whitehaven, Cumbria
Classified Junction Count

Site 3 of 14

Moresby Road (North)
Grassroots Garden Centre Access
Moresby Road (South)

Lat/Long

lat 54.543476° lon -3.557071°

Date

Wednesday 21 February 2018

Weather

Cloudy
Temp: 3°C

0730 - 0930 (Weekday AM Peak)

TIME	Movement 3.2: Westbound from Moresby Road (North) to Moresby Road (South)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0730 - 0745	0	4	75	1	17	6	1	2	106	109.90
0745 - 0800	0	0	98	0	12	1	0	2	113	115.50
0800 - 0815	0	0	83	2	11	2	3	0	101	105.90
0815 - 0830	0	0	120	1	15	2	0	0	138	139.00
Hourly Total	0	4	376	4	55	11	4	4	458	470.30
Hourly Average	0.00	1.00	94.00	1.00	13.75	2.75	1.00	1.00	114.50	117.58
0830 - 0845	0	0	116	0	14	2	1	0	133	135.30
0845 - 0900	0	0	81	0	13	1	1	4	100	105.80
0900 - 0915	2	0	86	0	8	0	1	1	98	98.70
0915 - 0930	1	0	28	0	9	3	1	0	42	44.00
Hourly Total	3	0	311	0	44	6	4	5	373	383.80
Hourly Average	0.75	0.00	77.75	0.00	11.00	1.50	1.00	1.25	93.25	95.95
Session Total	3	4	687	4	99	17	8	9	831	854.10
Session Average	0.38	0.50	85.88	0.50	12.38	2.13	1.00	1.13	103.88	106.76

Date

Wednesday 21 February 2018

Weather

Cloudy
Temp: 4°C

1545 - 1815 (Weekday PM Peak)

TIME	Movement 3.2: Westbound from Moresby Road (North) to Moresby Road (South)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1545 - 1600	1	0	67	1	11	0	0	0	80	79.20
1600 - 1615	1	0	71	1	5	3	0	1	82	83.70
1615 - 1630	1	1	71	0	7	0	1	0	81	80.90
1630 - 1645	0	1	70	0	21	2	0	0	94	94.40
Hourly Total	3	2	279	2	44	5	1	1	337	338.20
Hourly Average	0.75	0.50	69.75	0.50	11.00	1.25	0.25	0.25	84.25	84.55
1645 - 1700	0	1	88	1	11	1	0	0	102	101.90
1700 - 1715	0	0	105	1	12	1	1	0	120	121.80
1715 - 1730	1	0	85	0	8	0	0	0	94	93.20
1730 - 1745	0	0	72	0	5	0	1	0	78	79.30
Hourly Total	1	1	350	2	36	2	2	0	394	396.20
Hourly Average	0.25	0.25	87.50	0.50	9.00	0.50	0.50	0.00	98.50	99.05
1745 - 1800	0	0	67	0	4	1	0	1	73	74.50
1800 - 1815	0	1	60	0	2	1	0	0	64	63.90
1/2 Hourly Total	0	1	127	0	6	2	0	1	137	138.40
1/2 Hourly Average	0.00	0.50	63.50	0.00	3.00	1.00	0.00	0.50	68.50	69.20
Session Total	4	4	756	4	86	9	3	2	868	872.80
Session Average	0.40	0.40	75.60	0.40	8.60	0.90	0.30	0.20	86.80	87.28

Whitehaven, Cumbria
Classified Junction Count

Site 3 of 14

Moresby Road (North)
Grassroots Garden Centre Access
Moresby Road (South)

Lat/Long

lat 54.543476° lon -3.557071°

Date

Wednesday 21 February 2018

Weather

Cloudy
Temp: 3°C

0730 - 0930 (Weekday AM Peak)

	Movement 3.3: Left from Grassroots Garden Center Access to Moresby Road (South)								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0730 - 0745	0	0	3	0	0	0	0	0	3	3.00
0745 - 0800	0	0	1	0	1	0	0	0	2	2.00
0800 - 0815	0	0	6	0	1	0	0	0	7	7.00
0815 - 0830	0	0	7	0	2	0	0	0	9	9.00
Hourly Total	0	0	17	0	4	0	0	0	21	21.00
Hourly Average	0.00	0.00	4.25	0.00	1.00	0.00	0.00	0.00	5.25	5.25
0830 - 0845	0	0	7	0	0	0	0	0	7	7.00
0845 - 0900	0	0	5	0	0	0	0	0	5	5.00
0900 - 0915	0	0	4	0	0	0	0	0	4	4.00
0915 - 0930	0	0	2	0	0	0	0	0	2	2.00
Hourly Total	0	0	18	0	0	0	0	0	18	18.00
Hourly Average	0.00	0.00	4.50	0.00	0.00	0.00	0.00	0.00	4.50	4.50
Session Total	0	0	35	0	4	0	0	0	39	39.00
Session Average	0.00	0.00	4.38	0.00	0.50	0.00	0.00	0.00	4.88	4.88

Date

Wednesday 21 February 2018

Weather

Cloudy
Temp: 4°C

1545 - 1815 (Weekday PM Peak)

	Movement 3.3: Left from Grassroots Garden Center Access to Moresby Road (South)								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1545 - 1600	0	0	3	0	1	0	0	0	4	4.00
1600 - 1615	0	0	2	0	0	0	0	0	2	2.00
1615 - 1630	0	0	2	0	1	0	0	0	3	3.00
1630 - 1645	0	0	5	0	0	0	0	0	5	5.00
Hourly Total	0	0	12	0	2	0	0	0	14	14.00
Hourly Average	0.00	0.00	3.00	0.00	0.50	0.00	0.00	0.00	3.50	3.50
1645 - 1700	0	0	4	0	0	0	0	0	4	4.00
1700 - 1715	0	0	7	0	0	0	0	0	7	7.00
1715 - 1730	0	0	4	0	1	0	0	0	5	5.00
1730 - 1745	2	0	4	0	0	0	0	0	6	4.40
Hourly Total	2	0	19	0	1	0	0	0	22	20.40
Hourly Average	0.50	0.00	4.75	0.00	0.25	0.00	0.00	0.00	5.50	5.10
1745 - 1800	0	0	0	0	0	0	0	0	0	0.00
1800 - 1815	0	0	3	0	0	0	0	0	3	3.00
1/2 Hourly Total	0	0	3	0	0	0	0	0	3	3.00
1/2 Hourly Average	0.00	0.00	1.50	0.00	0.00	0.00	0.00	0.00	1.50	1.50
Session Total	2	0	34	0	3	0	0	0	39	37.40
Session Average	0.20	0.00	3.40	0.00	0.30	0.00	0.00	0.00	3.90	3.74

Whitehaven, Cumbria
Classified Junction Count

Site 3 of 14
Moresby Road (North)
Grassroots Garden Centre Access
Moresby Road (South)

Lat/Long
lat 54.543476° lon -3.557071°

Date
Wednesday 21 February 2018

Weather
Cloudy
Temp: 3°C

0730 - 0930 (Weekday AM Peak)

TIME	Movement 3.4: Right from Grassroots Garden Center Access to Moresby Road (North)							BUS/COACH	Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2		TOTAL	PCU TOTAL
0730 - 0745	0	0	13	0	5	0	0	0	18	18.00
0745 - 0800	0	0	17	0	1	1	0	0	19	19.50
0800 - 0815	0	0	13	0	3	0	0	0	16	16.00
0815 - 0830	0	0	21	1	2	0	0	0	24	24.00
Hourly Total	0	0	64	1	11	1	0	0	77	77.50
Hourly Average	0.00	0.00	16.00	0.25	2.75	0.25	0.00	0.00	19.25	19.38
0830 - 0845	0	0	28	0	3	0	0	0	31	31.00
0845 - 0900	0	0	14	0	0	1	0	0	15	15.50
0900 - 0915	0	0	10	0	3	0	0	0	13	13.00
0915 - 0930	0	0	6	1	1	0	0	0	8	8.00
Hourly Total	0	0	58	1	7	1	0	0	67	67.50
Hourly Average	0.00	0.00	14.50	0.25	1.75	0.25	0.00	0.00	16.75	16.88
Session Total	0	0	122	2	18	2	0	0	144	145.00
Session Average	0.00	0.00	15.25	0.25	2.25	0.25	0.00	0.00	18.00	18.13

Date
Wednesday 21 February 2018

Weather
Cloudy
Temp: 4°C

1545 - 1815 (Weekday PM Peak)

TIME	Movement 3.4: Right from Grassroots Garden Center Access to Moresby Road (North)							BUS/COACH	Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2		TOTAL	PCU TOTAL
1545 - 1600	2	1	22	1	3	0	0	0	29	26.80
1600 - 1615	0	0	35	0	3	0	0	0	38	38.00
1615 - 1630	1	0	20	0	7	0	0	0	28	27.20
1630 - 1645	0	0	41	0	8	0	0	0	49	49.00
Hourly Total	3	1	118	1	21	0	0	0	144	141.00
Hourly Average	0.75	0.25	29.50	0.25	5.25	0.00	0.00	0.00	36.00	35.25
1645 - 1700	0	2	31	0	3	0	0	0	36	34.80
1700 - 1715	1	0	28	0	3	0	0	0	32	31.20
1715 - 1730	0	1	16	0	2	0	0	1	20	20.40
1730 - 1745	0	1	22	0	0	0	0	0	23	22.40
Hourly Total	1	4	97	0	8	0	0	1	111	108.80
Hourly Average	0.25	1.00	24.25	0.00	2.00	0.00	0.00	0.25	27.75	27.20
1745 - 1800	0	0	19	0	8	0	0	0	27	27.00
1800 - 1815	0	0	12	0	2	0	0	0	14	14.00
1/2 Hourly Total	0	0	31	0	10	0	0	0	41	41.00
1/2 Hourly Average	0.00	0.00	15.50	0.00	5.00	0.00	0.00	0.00	20.50	20.50
Session Total	4	5	246	1	39	0	0	1	296	290.80
Session Average	0.40	0.50	24.60	0.10	3.90	0.00	0.00	0.10	29.60	29.08

Whitehaven, Cumbria
Classified Junction Count

Site 3 of 14

Moresby Road (North)
Grassroots Garden Centre Access
Moresby Road (South)

Lat/Long

lat 54.543476° lon -3.557071°

Date

Wednesday 21 February 2018

Weather

Cloudy
Temp: 3°C

0730 - 0930 (Weekday AM Peak)

TIME	Movement 3.5: Eastbound from Moresby Road (South) to Moresby Road (North)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0730 - 0745	0	0	53	0	4	0	0	0	57	57.00
0745 - 0800	0	0	45	1	11	0	2	2	61	65.60
0800 - 0815	0	0	47	1	3	0	0	0	51	51.00
0815 - 0830	0	0	61	0	5	0	3	0	69	72.90
Hourly Total	0	0	206	2	23	0	5	2	238	246.50
Hourly Average	0.00	0.00	51.50	0.50	5.75	0.00	1.25	0.50	59.50	61.63
0830 - 0845	0	0	78	1	7	0	0	0	86	86.00
0845 - 0900	0	0	73	0	7	0	2	0	82	84.60
0900 - 0915	1	0	43	1	0	1	2	4	52	58.30
0915 - 0930	0	0	35	0	3	0	2	2	42	46.60
Hourly Total	1	0	229	2	17	1	6	6	262	275.50
Hourly Average	0.25	0.00	57.25	0.50	4.25	0.25	1.50	1.50	65.50	68.88
Session Total	1	0	435	4	40	1	11	8	500	522.00
Session Average	0.13	0.00	54.38	0.50	5.00	0.13	1.38	1.00	62.50	65.25

Date

Wednesday 21 February 2018

Weather

Cloudy
Temp: 4°C

1545 - 1815 (Weekday PM Peak)

TIME	Movement 3.5: Eastbound from Moresby Road (South) to Moresby Road (North)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1545 - 1600	0	2	82	0	15	2	1	0	102	103.10
1600 - 1615	1	2	102	0	13	1	0	1	120	119.50
1615 - 1630	2	0	126	1	15	1	0	1	146	145.90
1630 - 1645	1	0	131	0	5	1	0	0	138	137.70
Hourly Total	4	4	441	1	48	5	1	2	506	506.20
Hourly Average	1.00	1.00	110.25	0.25	12.00	1.25	0.25	0.50	126.50	126.55
1645 - 1700	1	0	112	0	13	0	0	0	126	125.20
1700 - 1715	0	0	110	2	12	1	1	0	126	127.80
1715 - 1730	0	1	98	0	5	0	0	0	104	103.40
1730 - 1745	0	0	90	0	7	0	0	0	97	97.00
Hourly Total	1	1	410	2	37	1	1	0	453	453.40
Hourly Average	0.25	0.25	102.50	0.50	9.25	0.25	0.25	0.00	113.25	113.35
1745 - 1800	0	0	71	1	4	0	1	0	77	78.30
1800 - 1815	0	0	50	0	1	0	0	0	51	51.00
1/2 Hourly Total	0	0	121	1	5	0	1	0	128	129.30
1/2 Hourly Average	0.00	0.00	60.50	0.50	2.50	0.00	0.50	0.00	64.00	64.65
Session Total	5	5	972	4	90	6	3	2	1087	1088.90
Session Average	0.50	0.50	97.20	0.40	9.00	0.60	0.30	0.20	108.70	108.89

Whitehaven, Cumbria
Classified Junction Count

Site 3 of 14

Moresby Road (North)
Grassroots Garden Centre Access
Moresby Road (South)

Lat/Long

lat 54.543476° lon -3.557071°

Date

Wednesday 21 February 2018

Weather

Cloudy
Temp: 3°C

0730 - 0930 (Weekday AM Peak)

TIME	Movement 3.6: Right from Moresby Road (South) to Grassroots Garden Center Access								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0730 - 0745	0	0	0	0	1	0	0	0	1	1.00
0745 - 0800	0	0	0	0	2	0	0	0	2	2.00
0800 - 0815	0	0	1	0	0	0	0	0	1	1.00
0815 - 0830	0	0	2	0	1	0	0	0	3	3.00
Hourly Total	0	0	3	0	4	0	0	0	7	7.00
Hourly Average	0.00	0.00	0.75	0.00	1.00	0.00	0.00	0.00	1.75	1.75
0830 - 0845	0	0	5	0	1	0	0	0	6	6.00
0845 - 0900	0	0	2	0	2	0	0	0	4	4.00
0900 - 0915	0	0	3	0	0	0	0	0	3	3.00
0915 - 0930	0	0	2	0	0	0	0	0	2	2.00
Hourly Total	0	0	12	0	3	0	0	0	15	15.00
Hourly Average	0.00	0.00	3.00	0.00	0.75	0.00	0.00	0.00	3.75	3.75
Session Total	0	0	15	0	7	0	0	0	22	22.00
Session Average	0.00	0.00	1.88	0.00	0.88	0.00	0.00	0.00	2.75	2.75

Date

Wednesday 21 February 2018

Weather

Cloudy
Temp: 4°C

1545 - 1815 (Weekday PM Peak)

TIME	Movement 3.6: Right from Moresby Road (South) to Grassroots Garden Center Access								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1545 - 1600	0	0	4	0	0	0	0	0	4	4.00
1600 - 1615	0	0	1	0	0	0	0	0	1	1.00
1615 - 1630	0	0	5	0	0	0	0	0	5	5.00
1630 - 1645	0	0	5	0	0	0	0	0	5	5.00
Hourly Total	0	0	15	0	0	0	0	0	15	15.00
Hourly Average	0.00	0.00	3.75	0.00	0.00	0.00	0.00	0.00	3.75	3.75
1645 - 1700	0	0	1	0	0	0	0	0	1	1.00
1700 - 1715	0	1	1	0	0	0	0	0	2	1.40
1715 - 1730	0	0	3	0	1	0	0	0	4	4.00
1730 - 1745	0	0	3	0	0	0	0	0	3	3.00
Hourly Total	0	1	8	0	1	0	0	0	10	9.40
Hourly Average	0.00	0.25	2.00	0.00	0.25	0.00	0.00	0.00	2.50	2.35
1745 - 1800	0	0	3	0	0	0	0	0	3	3.00
1800 - 1815	0	0	2	0	0	0	0	0	2	2.00
1/2 Hourly Total	0	0	5	0	0	0	0	0	5	5.00
1/2 Hourly Average	0.00	0.00	2.50	0.00	0.00	0.00	0.00	0.00	2.50	2.50
Session Total	0	1	28	0	1	0	0	0	30	29.40
Session Average	0.00	0.10	2.80	0.00	0.10	0.00	0.00	0.00	3.00	2.94

Whitehaven, Cumbria
Classified Junction Count

Site 4 of 14
Red Lonning (North)
Red Lonning (South)
Caldbeck Road

Lat/Long
lat 54.543535° lon -3.561531°

Date
Wednesday 21 February 2018

Weather
Cloudy
Temp: 3°C

0730 - 0930 (Weekday AM Peak)

TIME	Movement 4.1: Southbound from Red Lonning (North) to Red Lonning (South)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0730 - 0745	0	0	13	1	3	0	0	0	17	17.00
0745 - 0800	0	0	20	0	0	1	0	0	21	21.50
0800 - 0815	0	0	24	0	2	0	0	1	27	28.00
0815 - 0830	0	0	28	0	1	0	0	0	29	29.00
Hourly Total	0	0	85	1	6	1	0	1	94	95.50
Hourly Average	0.00	0.00	21.25	0.25	1.50	0.25	0.00	0.25	23.50	23.88
0830 - 0845	0	0	35	0	3	0	0	0	38	38.00
0845 - 0900	0	0	13	0	0	0	0	0	13	13.00
0900 - 0915	1	0	12	0	2	0	0	0	15	14.20
0915 - 0930	0	0	8	0	4	0	0	0	12	12.00
Hourly Total	1	0	68	0	9	0	0	0	78	77.20
Hourly Average	0.25	0.00	17.00	0.00	2.25	0.00	0.00	0.00	19.50	19.30
Session Total	1	0	153	1	15	1	0	1	172	172.70
Session Average	0.13	0.00	19.13	0.13	1.88	0.13	0.00	0.13	21.50	21.59

Date
Wednesday 21 February 2018

Weather
Cloudy
Temp: 4°C

1545 - 1815 (Weekday PM Peak)

TIME	Movement 4.1: Southbound from Red Lonning (North) to Red Lonning (South)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1545 - 1600	1	0	23	0	1	0	0	0	25	24.20
1600 - 1615	0	0	36	0	1	0	0	1	38	39.00
1615 - 1630	0	0	22	0	1	0	0	0	23	23.00
1630 - 1645	0	0	21	0	1	0	0	0	22	22.00
Hourly Total	1	0	102	0	4	0	0	1	108	108.20
Hourly Average	0.25	0.00	25.50	0.00	1.00	0.00	0.00	0.25	27.00	27.05
1645 - 1700	0	0	16	0	1	0	0	0	17	17.00
1700 - 1715	0	0	18	0	1	1	0	0	20	20.50
1715 - 1730	0	0	10	0	0	0	0	0	10	10.00
1730 - 1745	0	0	16	0	1	0	0	0	17	17.00
Hourly Total	0	0	60	0	3	1	0	0	64	64.50
Hourly Average	0.00	0.00	15.00	0.00	0.75	0.25	0.00	0.00	16.00	16.13
1745 - 1800	0	0	21	0	2	0	0	0	23	23.00
1800 - 1815	0	0	19	0	2	0	0	0	21	21.00
1/2 Hourly Total	0	0	40	0	4	0	0	0	44	44.00
1/2 Hourly Average	0.00	0.00	20.00	0.00	2.00	0.00	0.00	0.00	22.00	22.00
Session Total	1	0	202	0	11	1	0	1	216	216.70
Session Average	0.10	0.00	20.20	0.00	1.10	0.10	0.00	0.10	21.60	21.67

Whitehaven, Cumbria
Classified Junction Count

Site 4 of 14
Red Lonning (North)
Red Lonning (South)
Caldbeck Road

Lat/Long
lat 54.543535° lon -3.561531°

Date
Wednesday 21 February 2018

Weather
Cloudy
Temp: 3°C

0730 - 0930 (Weekday AM Peak)

	Movement 4.2: Right from Red Lonning (North) to Caldbeck Road								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0730 - 0745	0	0	6	0	1	0	0	0	7	7.00
0745 - 0800	0	0	8	0	1	0	0	0	9	9.00
0800 - 0815	0	0	11	0	0	0	0	0	11	11.00
0815 - 0830	0	0	39	0	1	0	0	0	40	40.00
Hourly Total	0	0	64	0	3	0	0	0	67	67.00
Hourly Average	0.00	0.00	16.00	0.00	0.75	0.00	0.00	0.00	16.75	16.75
0830 - 0845	0	0	57	0	2	0	0	0	59	59.00
0845 - 0900	0	0	10	0	1	0	0	0	11	11.00
0900 - 0915	0	0	8	0	0	0	0	0	8	8.00
0915 - 0930	0	0	5	0	0	0	0	0	5	5.00
Hourly Total	0	0	80	0	3	0	0	0	83	83.00
Hourly Average	0.00	0.00	20.00	0.00	0.75	0.00	0.00	0.00	20.75	20.75
Session Total	0	0	144	0	6	0	0	0	150	150.00
Session Average	0.00	0.00	18.00	0.00	0.75	0.00	0.00	0.00	18.75	18.75

Date
Wednesday 21 February 2018

Weather
Cloudy
Temp: 4°C

1545 - 1815 (Weekday PM Peak)

	Movement 4.2: Right from Red Lonning (North) to Caldbeck Road								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1545 - 1600	0		15	0	2	0	0	1	18	19.00
1600 - 1615	0	0	23	0	2	0	0	0	25	25.00
1615 - 1630	0		20	0	2	0	0	0	22	22.00
1630 - 1645	0	0	18	0	2	0	0	0	20	20.00
Hourly Total	0	0	76	0	8	0	0	1	85	86.00
Hourly Average	0.00	0.00	19.00	0.00	2.00	0.00	0.00	0.25	21.25	21.50
1645 - 1700	0		23	0	4	0	0	0	27	27.00
1700 - 1715	0		25	0	2	0	0	0	27	27.00
1715 - 1730	0	0	14	0	1	0	0	0	15	15.00
1730 - 1745	0	0	22	0	1	0	0	0	23	23.00
Hourly Total	0	0	84	0	8	0	0	0	92	92.00
Hourly Average	0.00	0.00	21.00	0.00	2.00	0.00	0.00	0.00	23.00	23.00
1745 - 1800	0	0	6	0	1	0	0	0	7	7.00
1800 - 1815	0	0	9	0	1	0	0	0	10	10.00
1/2 Hourly Total	0	0	15	0	2	0	0	0	17	17.00
1/2 Hourly Average	0.00	0.00	7.50	0.00	1.00	0.00	0.00	0.00	8.50	8.50
Session Total	0	0	175	0	18	0	0	1	194	195.00
Session Average	0.00	0.00	17.50	0.00	1.80	0.00	0.00	0.10	19.40	19.50

Whitehaven, Cumbria
Classified Junction Count

Site 4 of 14

Red Lonning (North)
Red Lonning (South)
Caldbeck Road

Lat/Long

lat 54.543535° lon -3.561531°

Date

Wednesday 21 February 2018

Weather

Cloudy
Temp: 3°C

0730 - 0930 (Weekday AM Peak)

TIME	Movement 4.3: Left from Red Lonning (South) to Caldbeck Road								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0730 - 0745	0	0	3	0	1	0	0	0	4	4.00
0745 - 0800	0	0	5	0	1	0	0	1	7	8.00
0800 - 0815	0	0	4	0	0	0	0	1	5	6.00
0815 - 0830	0	0	15	0	2	0	0	0	17	17.00
Hourly Total	0	0	27	0	4	0	0	2	33	35.00
Hourly Average	0.00	0.00	6.75	0.00	1.00	0.00	0.00	0.50	8.25	8.75
0830 - 0845	0	0	19	0	1	0	0	0	20	20.00
0845 - 0900	0	0	4	0	1	0	0	1	6	7.00
0900 - 0915	0	0	4	0	0	0	0	0	4	4.00
0915 - 0930	0	0	4	0	1	0	0	1	6	7.00
Hourly Total	0	0	31	0	3	0	0	2	36	38.00
Hourly Average	0.00	0.00	7.75	0.00	0.75	0.00	0.00	0.50	9.00	9.50
Session Total	0	0	58	0	7	0	0	4	69	73.00
Session Average	0.00	0.00	7.25	0.00	0.88	0.00	0.00	0.50	8.63	9.13

Date

Wednesday 21 February 2018

Weather

Cloudy
Temp: 4°C

1545 - 1815 (Weekday PM Peak)

TIME	Movement 4.3: Left from Red Lonning (South) to Caldbeck Road								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1545 - 1600	0	0	10	0	0	0	0	1	11	12.00
1600 - 1615	0	0	10	0	1	0	0	0	11	11.00
1615 - 1630	0	0	11	0	1	0	0	0	12	12.00
1630 - 1645	0	0	13	0	3	0	0	1	17	18.00
Hourly Total	0	0	44	0	5	0	0	2	51	53.00
Hourly Average	0.00	0.00	11.00	0.00	1.25	0.00	0.00	0.50	12.75	13.25
1645 - 1700	0	0	14	0	0	0	0	1	15	16.00
1700 - 1715	0	0	7	0	1	0	0	0	8	8.00
1715 - 1730	0	0	10	0	0	0	0	1	11	12.00
1730 - 1745	0	0	13	0	0	0	0	0	13	13.00
Hourly Total	0	0	44	0	1	0	0	2	47	49.00
Hourly Average	0.00	0.00	11.00	0.00	0.25	0.00	0.00	0.50	11.75	12.25
1745 - 1800	0	0	18	0	0	0	0	0	18	18.00
1800 - 1815	0	0	4	0	1	0	0	1	6	7.00
1/2 Hourly Total	0	0	22	0	1	0	0	1	24	25.00
1/2 Hourly Average	0.00	0.00	11.00	0.00	0.50	0.00	0.00	0.50	12.00	12.50
Session Total	0	0	110	0	7	0	0	5	122	127.00
Session Average	0.00	0.00	11.00	0.00	0.70	0.00	0.00	0.50	12.20	12.70

Whitehaven, Cumbria
Classified Junction Count

Site 4 of 14
Red Lonning (North)
Red Lonning (South)
Caldbeck Road

Lat/Long
lat 54.543535° lon -3.561531°

Date
Wednesday 21 February 2018

Weather
Cloudy
Temp: 3°C

0730 - 0930 (Weekday AM Peak)

TIME	Movement 4.4: Northbound from Red Lonning (South) to Red Lonning (North)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0730 - 0745	0	0	12	0	0	0	0	0	12	12.00
0745 - 0800	0	0	19	0	1	0	0	0	20	20.00
0800 - 0815	0	0	27	0	2	0	0	0	29	29.00
0815 - 0830	0	0	37	0	0	0	0	0	37	37.00
Hourly Total	0	0	95	0	3	0	0	0	98	98.00
Hourly Average	0.00	0.00	23.75	0.00	0.75	0.00	0.00	0.00	24.50	24.50
0830 - 0845	0	0	36	0	1	0	0	0	37	37.00
0845 - 0900	0	0	11	0	1	0	0	0	12	12.00
0900 - 0915	0	0	21	0	2	0	0	0	23	23.00
0915 - 0930	0	0	9	0	0	0	0	0	9	9.00
Hourly Total	0	0	77	0	4	0	0	0	81	81.00
Hourly Average	0.00	0.00	19.25	0.00	1.00	0.00	0.00	0.00	20.25	20.25
Session Total	0	0	172	0	7	0	0	0	179	179.00
Session Average	0.00	0.00	21.50	0.00	0.88	0.00	0.00	0.00	22.38	22.38

Date
Wednesday 21 February 2018

Weather
Cloudy
Temp: 4°C

1545 - 1815 (Weekday PM Peak)

TIME	Movement 4.4: Northbound from Red Lonning (South) to Red Lonning (North)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1545 - 1600	0	0	27	0	1	0	0	0	28	28.00
1600 - 1615	1	0	29	0	1	0	0	0	31	30.20
1615 - 1630	0	0	24	0	3	0	0	0	27	27.00
1630 - 1645	0	1	28	0	5	0	0	1	35	35.40
Hourly Total	1	1	108	0	10	0	0	1	121	120.60
Hourly Average	0.25	0.25	27.00	0.00	2.50	0.00	0.00	0.25	30.25	30.15
1645 - 1700	1	0	26	0	4	0	0	0	31	30.20
1700 - 1715	1	0	28	1	2	0	0	0	32	31.20
1715 - 1730	1	0	36	0	1	0	0	0	38	37.20
1730 - 1745	1	0	32	0	0	0	0	0	33	32.20
Hourly Total	4	0	122	1	7	0	0	0	134	130.80
Hourly Average	1.00	0.00	30.50	0.25	1.75	0.00	0.00	0.00	33.50	32.70
1745 - 1800	0	0	36	0	1	0	0	0	37	37.00
1800 - 1815	0	0	16	0	2	0	0	0	18	18.00
1/2 Hourly Total	0	0	52	0	3	0	0	0	55	55.00
1/2 Hourly Average	0.00	0.00	26.00	0.00	1.50	0.00	0.00	0.00	27.50	27.50
Session Total	5	1	282	1	20	0	0	1	310	306.40
Session Average	0.50	0.10	28.20	0.10	2.00	0.00	0.00	0.10	31.00	30.64

Whitehaven, Cumbria
Classified Junction Count

Site 4 of 14
Red Lonning (North)
Red Lonning (South)
Caldbeck Road

Lat/Long
lat 54.543535° lon -3.561531°

Date
Wednesday 21 February 2018

Weather
Cloudy
Temp: 3°C

0730 - 0930 (Weekday AM Peak)

	Movement 4.5: Left from Caldbeck Road to Red Lonning (North)								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0730 - 0745	0	0	6	0	4	0	0	0	10	10.00
0745 - 0800	0	0	18	0	3	0	0	0	21	21.00
0800 - 0815	0	0	21	0	1	0	0	1	23	24.00
0815 - 0830	0	0	20	0	0	0	0	0	20	20.00
Hourly Total	0	0	65	0	8	0	0	1	74	75.00
Hourly Average	0.00	0.00	16.25	0.00	2.00	0.00	0.00	0.25	18.50	18.75
0830 - 0845	0	0	32	0	2	0	0	0	34	34.00
0845 - 0900	0	0	19	0	0	0	0	0	19	19.00
0900 - 0915	0	0	4	0	1	0	0	0	5	5.00
0915 - 0930	1	0	3	1	0	0	0	0	5	4.20
Hourly Total	1	0	58	1	3	0	0	0	63	62.20
Hourly Average	0.25	0.00	14.50	0.25	0.75	0.00	0.00	0.00	15.75	15.55
Session Total	1	0	123	1	11	0	0	1	137	137.20
Session Average	0.13	0.00	15.38	0.13	1.38	0.00	0.00	0.13	17.13	17.15

Date
Wednesday 21 February 2018

Weather
Cloudy
Temp: 4°C

1545 - 1815 (Weekday PM Peak)

	Movement 4.5: Left from Caldbeck Road to Red Lonning (North)								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1545 - 1600	0		15	0	0	0	0	0	15	15.00
1600 - 1615	0	0	13	0	2	0	0	0	15	15.00
1615 - 1630	0	0	19	0	1	0	0	0	20	20.00
1630 - 1645	0	0	8	0	0	0	0	0	8	8.00
Hourly Total	0	0	55	0	3	0	0	0	58	58.00
Hourly Average	0.00	0.00	13.75	0.00	0.75	0.00	0.00	0.00	14.50	14.50
1645 - 1700	0		16	0	0	0	0	0	16	16.00
1700 - 1715	0	0	7	0	2	0	0	0	9	9.00
1715 - 1730	0	0	14	0	0	0	0	0	14	14.00
1730 - 1745	0	0	5	0	0	0	0	0	5	5.00
Hourly Total	0	0	42	0	2	0	0	0	44	44.00
Hourly Average	0.00	0.00	10.50	0.00	0.50	0.00	0.00	0.00	11.00	11.00
1745 - 1800	0	0	15	0	0	0	0	0	15	15.00
1800 - 1815	0	0	4	0	0	0	0	0	4	4.00
1/2 Hourly Total	0	0	19	0	0	0	0	0	19	19.00
1/2 Hourly Average	0.00	0.00	9.50	0.00	0.00	0.00	0.00	0.00	9.50	9.50
Session Total	0	0	116	0	5	0	0	0	121	121.00
Session Average	0.00	0.00	11.60	0.00	0.50	0.00	0.00	0.00	12.10	12.10

Whitehaven, Cumbria
Classified Junction Count

Site 4 of 14

Red Lonning (North)
Red Lonning (South)
Caldbeck Road

Lat/Long

lat 54.543535° lon -3.561531°

Date

Wednesday 21 February 2018

Weather

Cloudy
Temp: 3°C

0730 - 0930 (Weekday AM Peak)

	Movement 4.6: Right from Caldbeck Road to Red Lonning (South)								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0730 - 0745	0	1	8	0	1	0	0	0	10	9.40
0745 - 0800	0	0	6	0	1	0	0	1	8	9.00
0800 - 0815	0	0	8	0	0	0	0	0	8	8.00
0815 - 0830	0	0	1	0	1	0	0	1	3	4.00
Hourly Total	0	1	23	0	3	0	0	2	29	30.40
Hourly Average	0.00	0.25	5.75	0.00	0.75	0.00	0.00	0.50	7.25	7.60
0830 - 0845	0	0	7	0	0	1	0	0	8	8.50
0845 - 0900	0	0	7	0	0	0	0	1	8	9.00
0900 - 0915	0	0	7	0	0	0	0	0	7	7.00
0915 - 0930	1	0	2	0	0	0	0	1	4	4.20
Hourly Total	1	0	23	0	0	1	0	2	27	28.70
Hourly Average	0.25	0.00	5.75	0.00	0.00	0.25	0.00	0.50	6.75	7.18
Session Total	1	1	46	0	3	1	0	4	56	59.10
Session Average	0.13	0.13	5.75	0.00	0.38	0.13	0.00	0.50	7.00	7.39

Date

Wednesday 21 February 2018

Weather

Cloudy
Temp: 4°C

1545 - 1815 (Weekday PM Peak)

	Movement 4.6: Right from Caldbeck Road to Red Lonning (South)								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1545 - 1600	0	0	4	1	2	0	0	2	9	11.00
1600 - 1615	0	0	5	0	1	0	0	1	7	8.00
1615 - 1630	0	0	5	0	1	0	0	0	6	6.00
1630 - 1645	0	0	2	0	0	0	0	1	3	4.00
Hourly Total	0	0	16	1	4	0	0	4	25	29.00
Hourly Average	0.00	0.00	4.00	0.25	1.00	0.00	0.00	1.00	6.25	7.25
1645 - 1700	0	0	10	0	0	0	0	0	10	10.00
1700 - 1715	0	0	12	0	0	0	0	0	12	12.00
1715 - 1730	0	0	5	0	0	0	0	1	6	7.00
1730 - 1745	0	0	8	0	1	0	0	0	9	9.00
Hourly Total	0	0	35	0	1	0	0	1	37	38.00
Hourly Average	0.00	0.00	8.75	0.00	0.25	0.00	0.00	0.25	9.25	9.50
1745 - 1800	0	0	7	0	0	0	0	1	8	9.00
1800 - 1815	0	0	6	0	1	0	0	1	8	9.00
1/2 Hourly Total	0	0	13	0	1	0	0	2	16	18.00
1/2 Hourly Average	0.00	0.00	6.50	0.00	0.50	0.00	0.00	1.00	8.00	9.00
Session Total	0	0	64	1	6	0	0	7	78	85.00
Session Average	0.00	0.00	6.40	0.10	0.60	0.00	0.00	0.70	7.80	8.50

Whitehaven, Cumbria
Classified Junction Count

Site 5 of 14
Moresby Road
B5295 Cleator Moor Road
B5295 Main Street

Lat/Long
lat 54.540325° lon -3.561396°

Date
Wednesday 21 February 2018

Weather
Cloudy
Temp: 3°C

0730 - 0930 (Weekday AM Peak)

TIME	Movement 5.1: Left from Moresby Road to B5295 Cleator Moor Road								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0730 - 0745	0	1	50	1	11	0	0	2	65	66.40
0745 - 0800	0	0	68	0	12	0	1	3	84	88.30
0800 - 0815	0	0	47	1	8	2	1	0	59	61.30
0815 - 0830	0	0	58	0	7	0	0	1	66	67.00
Hourly Total	0	1	223	2	38	2	2	6	274	283.00
Hourly Average	0.00	0.25	55.75	0.50	9.50	0.50	0.50	1.50	68.50	70.75
0830 - 0845	0	0	63	0	7	2	1	0	73	75.30
0845 - 0900	0	0	44	0	10	1	0	3	58	61.50
0900 - 0915	2	0	70	0	6	0	0	3	81	82.40
0915 - 0930	1	0	23	0	8	0	2	1	35	37.80
Hourly Total	3	0	200	0	31	3	3	7	247	257.00
Hourly Average	0.75	0.00	50.00	0.00	7.75	0.75	0.75	1.75	61.75	64.25
Session Total	3	1	423	2	69	5	5	13	521	540.00
Session Average	0.38	0.13	52.88	0.25	8.63	0.63	0.63	1.63	65.13	67.50

Date
Wednesday 21 February 2018

Weather
Cloudy
Temp: 4°C

1545 - 1815 (Weekday PM Peak)

TIME	Movement 5.1: Left from Moresby Road to B5295 Cleator Moor Road								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1545 - 1600	0	0	51	0	6	1	0	2	60	62.50
1600 - 1615	0	0	63	1	6	2	0	2	74	77.00
1615 - 1630	1	1	55	0	7	0	0	0	64	62.60
1630 - 1645	0	1	64	0	13	2	0	0	80	80.40
Hourly Total	1	2	233	1	32	5	0	4	278	282.50
Hourly Average	0.25	0.50	58.25	0.25	8.00	1.25	0.00	1.00	69.50	70.63
1645 - 1700	1	1	65	1	6	1	0	1	76	76.10
1700 - 1715	1	0	80	1	7	1	0	0	90	89.70
1715 - 1730	0	0	54	0	5	0	0	1	60	61.00
1730 - 1745	0	0	58	0	4	0	0	0	62	62.00
Hourly Total	2	1	257	2	22	2	0	2	288	288.80
Hourly Average	0.50	0.25	64.25	0.50	5.50	0.50	0.00	0.50	72.00	72.20
1745 - 1800	0	0	61	0	3	1	0	1	66	67.50
1800 - 1815	0	1	42	0	3	1	0	1	48	48.90
1/2 Hourly Total	0	1	103	0	6	2	0	2	114	116.40
1/2 Hourly Average	0.00	0.50	51.50	0.00	3.00	1.00	0.00	1.00	57.00	58.20
Session Total	3	4	593	3	60	9	0	8	680	687.70
Session Average	0.30	0.40	59.30	0.30	6.00	0.90	0.00	0.80	68.00	68.77

Whitehaven, Cumbria
Classified Junction Count

Site 5 of 14
Moresby Road
B5295 Cleator Moor Road
B5295 Main Street

Lat/Long
lat 54.540325° lon -3.561396°

Date
Wednesday 21 February 2018

Weather
Cloudy
Temp: 3°C

0730 - 0930 (Weekday AM Peak)

TIME	Movement 5.2: Right from Moresby Road to B5295 Main Street								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0730 - 0745	0	3	36	1	6	8	0	0	54	56.20
0745 - 0800	0	0	63	1	5	1	0	0	70	70.50
0800 - 0815	0	0	53	0	6	0	2	1	62	65.60
0815 - 0830	0	0	62	0	8	0	0	1	71	72.00
Hourly Total	0	3	214	2	25	9	2	2	257	264.30
Hourly Average	0.00	0.75	53.50	0.50	6.25	2.25	0.50	0.50	64.25	66.08
0830 - 0845	0	0	54	0	9	1	0	1	65	66.50
0845 - 0900	0	0	46	0	1	0	0	0	47	47.00
0900 - 0915	0	0	45	0	6	1	1	1	54	56.80
0915 - 0930	0	0	21	0	1	1	0	0	23	23.50
Hourly Total	0	0	166	0	17	3	1	2	189	193.80
Hourly Average	0.00	0.00	41.50	0.00	4.25	0.75	0.25	0.50	47.25	48.45
Session Total	0	3	380	2	42	12	3	4	446	458.10
Session Average	0.00	0.38	47.50	0.25	5.25	1.50	0.38	0.50	55.75	57.26

Date
Wednesday 21 February 2018

Weather
Cloudy
Temp: 4°C

1545 - 1815 (Weekday PM Peak)

TIME	Movement 5.2: Right from Moresby Road to B5295 Main Street								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1545 - 1600	1	0	39	0	5	0	1	0	46	46.50
1600 - 1615	1	0	41	1	4	1	0	1	49	49.70
1615 - 1630	0	0	46	0	5	0	0	0	51	51.00
1630 - 1645	0	0	41	0	11	0	0	0	52	52.00
Hourly Total	2	0	167	1	25	1	1	1	198	199.20
Hourly Average	0.50	0.00	41.75	0.25	6.25	0.25	0.25	0.25	49.50	49.80
1645 - 1700	0	0	54	0	5	0	1	0	60	61.30
1700 - 1715	0	0	62	0	10	0	0	0	72	72.00
1715 - 1730	0	0	38	0	6	0	0	0	44	44.00
1730 - 1745	1	0	43	0	2	0	1	0	47	47.50
Hourly Total	1	0	197	0	23	0	2	0	223	224.80
Hourly Average	0.25	0.00	49.25	0.00	5.75	0.00	0.50	0.00	55.75	56.20
1745 - 1800	0	0	40	0	6	0	0	0	46	46.00
1800 - 1815	0	0	48	0	0	0	0	0	48	48.00
1/2 Hourly Total	0	0	88	0	6	0	0	0	94	94.00
1/2 Hourly Average	0.00	0.00	44.00	0.00	3.00	0.00	0.00	0.00	47.00	47.00
Session Total	3	0	452	1	54	1	3	1	515	518.00
Session Average	0.30	0.00	45.20	0.10	5.40	0.10	0.30	0.10	51.50	51.80

Site 5 of 14
Moresby Road
B5295 Cleator Moor Road
B5295 Main Street

Date
Wednesday 21 February 2018

0730 - 0930 (Weekday AM Peak)

Date
Wednesday 21 February 2018

1545 - 1815 (Weekday PM Peak)

[illegible]

Whitehaven, Cumbria
Classified Junction Count

Site 5 of 14
Moresby Road
B5295 Cleator Moor Road
B5295 Main Street

Lat/Long
lat 54.540325° lon -3.561396°

Date
Wednesday 21 February 2018

Weather
Cloudy
Temp: 3°C

0730 - 0930 (Weekday AM Peak)

TIME	Movement 5.4: Left from B5295 Cleator Moor Road to B5295 Main Street								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0730 - 0745	0	1	35	0	2	0	0	1	39	39.40
0745 - 0800	0	1	50	0	12	2	0	3	68	71.40
0800 - 0815	0	1	40	0	2	1	0	0	44	43.90
0815 - 0830	0	0	53	0	2	1	1	2	59	62.80
Hourly Total	0	3	178	0	18	4	1	6	210	217.50
Hourly Average	0.00	0.75	44.50	0.00	4.50	1.00	0.25	1.50	52.50	54.38
0830 - 0845	0	0	69	0	8	0	0	2	79	81.00
0845 - 0900	0	0	74	0	4	1	0	3	82	85.50
0900 - 0915	0	0	46	0	2	1	0	0	49	49.50
0915 - 0930	0	0	45	0	2	0	0	0	47	47.00
Hourly Total	0	0	234	0	16	2	0	5	257	263.00
Hourly Average	0.00	0.00	58.50	0.00	4.00	0.50	0.00	1.25	64.25	65.75
Session Total	0	3	412	0	34	6	1	11	467	480.50
Session Average	0.00	0.38	51.50	0.00	4.25	0.75	0.13	1.38	58.38	60.06

Date
Wednesday 21 February 2018

Weather
Cloudy
Temp: 4°C

1545 - 1815 (Weekday PM Peak)

TIME	Movement 5.4: Left from B5295 Cleator Moor Road to B5295 Main Street								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1545 - 1600	1	0	63	0	2	1	0	1	68	68.70
1600 - 1615	0	0	72	0	1	0	0	3	76	79.00
1615 - 1630	0	0	54	0	2	1	0	0	57	57.50
1630 - 1645	1	1	71	0	2	0	0	0	75	73.60
Hourly Total	2	1	260	0	7	2	0	4	276	278.80
Hourly Average	0.50	0.25	65.00	0.00	1.75	0.50	0.00	1.00	69.00	69.70
1645 - 1700	0	0	71	0	3	0	2	0	76	78.60
1700 - 1715	0	0	57	0	4	0	0	1	62	63.00
1715 - 1730	2	1	72	0	4	1	0	1	81	80.30
1730 - 1745	0	1	67	0	3	1	0	0	72	71.90
Hourly Total	2	2	267	0	14	2	2	2	291	293.80
Hourly Average	0.50	0.50	66.75	0.00	3.50	0.50	0.50	0.50	72.75	73.45
1745 - 1800	1	0	59	0	7	0	1	0	68	68.50
1800 - 1815	0	0	50	0	3	0	0	0	53	53.00
1/2 Hourly Total	1	0	109	0	10	0	1	0	121	121.50
1/2 Hourly Average	0.50	0.00	54.50	0.00	5.00	0.00	0.50	0.00	60.50	60.75
Session Total	5	3	636	0	31	4	3	6	688	694.10
Session Average	0.50	0.30	63.60	0.00	3.10	0.40	0.30	0.60	68.80	69.41

Whitehaven, Cumbria
Classified Junction Count

Site 5 of 14
Moresby Road
B5295 Cleator Moor Road
B5295 Main Street

Lat/Long
lat 54.540325° lon -3.561396°

Date
Wednesday 21 February 2018

Weather
Cloudy
Temp: 3°C

0730 - 0930 (Weekday AM Peak)

	Movement 5.5: Right from B5295 Cleator Moor Road to Moresby Road								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0730 - 0745	0	0	39	0	5	0	0	0	44	44.00
0745 - 0800	0	0	38	0	9	0	0	2	49	51.00
0800 - 0815	0	0	63	0	2	0	0	0	65	65.00
0815 - 0830	0	0	81	0	9	0	2	3	95	100.60
Hourly Total	0	0	221	0	25	0	2	5	253	260.60
Hourly Average	0.00	0.00	55.25	0.00	6.25	0.00	0.50	1.25	63.25	65.15
0830 - 0845	0	0	75	0	6	0	0	2	83	85.00
0845 - 0900	0	0	45	0	2	0	1	1	49	51.30
0900 - 0915	0	0	34	1	3	0	1	1	40	42.30
0915 - 0930	0	0	26	0	4	0	1	1	32	34.30
Hourly Total	0	0	180	1	15	0	3	5	204	212.90
Hourly Average	0.00	0.00	45.00	0.25	3.75	0.00	0.75	1.25	51.00	53.23
Session Total	0	0	401	1	40	0	5	10	457	473.50
Session Average	0.00	0.00	50.13	0.13	5.00	0.00	0.63	1.25	57.13	59.19

Date
Wednesday 21 February 2018

Weather
Cloudy
Temp: 4°C

1545 - 1815 (Weekday PM Peak)

	Movement 5.5: Right from B5295 Cleator Moor Road to Moresby Road								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1545 - 1600	0	1	67	1	10	2	0	1	82	83.40
1600 - 1615	1	1	84	0	15	0	0	1	102	101.60
1615 - 1630	2	0	94	0	12	0	0	0	108	106.40
1630 - 1645	1	0	117	0	10	1	0	1	130	130.70
Hourly Total	4	2	362	1	47	3	0	3	422	422.10
Hourly Average	1.00	0.50	90.50	0.25	11.75	0.75	0.00	0.75	105.50	105.53
1645 - 1700	1	0	96	0	14	0	0	1	112	112.20
1700 - 1715	0	0	90	2	9	1	0	0	102	102.50
1715 - 1730	0	0	86	0	4	0	0	1	91	92.00
1730 - 1745	0	0	85	0	6	0	0	0	91	91.00
Hourly Total	1	0	357	2	33	1	0	2	396	397.70
Hourly Average	0.25	0.00	89.25	0.50	8.25	0.25	0.00	0.50	99.00	99.43
1745 - 1800	0	0	76	0	5	0	0	0	81	81.00
1800 - 1815	0	0	36	0	4	0	0	1	41	42.00
1/2 Hourly Total	0	0	112	0	9	0	0	1	122	123.00
1/2 Hourly Average	0.00	0.00	56.00	0.00	4.50	0.00	0.00	0.50	61.00	61.50
Session Total	5	2	831	3	89	4	0	6	940	942.80
Session Average	0.50	0.20	83.10	0.30	8.90	0.40	0.00	0.60	94.00	94.28

Site 5 of 14
Moresby Road
B5295 Cleator Moor Road
B5295 Main Street

Date
Wednesday 21 February 2018

0730 - 0930 (Weekday AM Peak)

Date
Wednesday 21 February 2018

1545 - 1815 (Weekday PM Peak)

[illegible]

Whitehaven, Cumbria
Classified Junction Count

Site 5 of 14
Moresby Road
B5295 Cleator Moor Road
B5295 Main Street

Lat/Long
lat 54.540325° lon -3.561396°

Date
Wednesday 21 February 2018

Weather
Cloudy
Temp: 3°C

0730 - 0930 (Weekday AM Peak)

	Movement 5.7: Left from B5295 Main Street to Moresby Road								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0730 - 0745	0	0	29	0	5	0	1	1	36	38.30
0745 - 0800	0	0	45	1	9	0	1	0	56	57.30
0800 - 0815	0	0	46	1	5	0	0	2	54	56.00
0815 - 0830	0	0	91	0	6	1	1	2	101	104.80
Hourly Total	0	0	211	2	25	1	3	5	247	256.40
Hourly Average	0.00	0.00	52.75	0.50	6.25	0.25	0.75	1.25	61.75	64.10
0830 - 0845	0	0	112	1	6	0	0	0	119	119.00
0845 - 0900	0	0	58	0	10	0	1	4	73	78.30
0900 - 0915	1	0	34	0	1	2	1	0	39	40.50
0915 - 0930	0	0	22	0	4	0	1	1	28	30.30
Hourly Total	1	0	226	1	21	2	3	5	259	268.10
Hourly Average	0.25	0.00	56.50	0.25	5.25	0.50	0.75	1.25	64.75	67.03
Session Total	1	0	437	3	46	3	6	10	506	524.50
Session Average	0.13	0.00	54.63	0.38	5.75	0.38	0.75	1.25	63.25	65.56

Date
Wednesday 21 February 2018

Weather
Cloudy
Temp: 4°C

1545 - 1815 (Weekday PM Peak)

	Movement 5.7: Left from B5295 Main Street to Moresby Road								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1545 - 1600	0	1	50	0	6	0	1	0	58	58.70
1600 - 1615	0	0	60	0	2	1	0	0	63	63.50
1615 - 1630	0	0	66	0	6	2	0	1	75	77.00
1630 - 1645	0	1	60	0	1	0	0	1	63	63.40
Hourly Total	0	2	236	0	15	3	1	2	259	262.60
Hourly Average	0.00	0.50	59.00	0.00	3.75	0.75	0.25	0.50	64.75	65.65
1645 - 1700	0	0	55	0	7	0	0	0	62	62.00
1700 - 1715	0	1	56	0	9	1	1	0	68	69.20
1715 - 1730	0	1	73	0	5	0	0	0	79	78.40
1730 - 1745	0	0	53	0	2	0	0	1	56	57.00
Hourly Total	0	2	237	0	23	1	1	1	265	266.60
Hourly Average	0.00	0.50	59.25	0.00	5.75	0.25	0.25	0.25	66.25	66.65
1745 - 1800	0	0	52	1	3	0	1	0	57	58.30
1800 - 1815	0	0	43	0	1	0	0	0	44	44.00
1/2 Hourly Total	0	0	95	1	4	0	1	0	101	102.30
1/2 Hourly Average	0.00	0.00	47.50	0.50	2.00	0.00	0.50	0.00	50.50	51.15
Session Total	0	4	568	1	42	4	3	3	625	631.50
Session Average	0.00	0.40	56.80	0.10	4.20	0.40	0.30	0.30	62.50	63.15

Whitehaven, Cumbria
Classified Junction Count

Site 5 of 14
Moresby Road
B5295 Cleator Moor Road
B5295 Main Street

Lat/Long
lat 54.540325° lon -3.561396°

Date
Wednesday 21 February 2018

Weather
Cloudy
Temp: 3°C

0730 - 0930 (Weekday AM Peak)

TIME	Movement 5.8: Right from B5295 Main Street to B5295 Cleator Moor Road								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0730 - 0745	0	0	30	0	5	1	0	0	36	36.50
0745 - 0800	0	0	26	0	4	2	1	0	33	35.30
0800 - 0815	1	0	22	0	6	0	1	0	30	30.50
0815 - 0830	0	0	40	0	6	1	0	0	47	47.50
Hourly Total	1	0	118	0	21	4	2	0	146	149.80
Hourly Average	0.25	0.00	29.50	0.00	5.25	1.00	0.50	0.00	36.50	37.45
0830 - 0845	0	0	43	0	4	0	0	0	47	47.00
0845 - 0900	0	0	49	0	5	0	0	0	54	54.00
0900 - 0915	0	0	29	0	6	0	1	0	36	37.30
0915 - 0930	1	0	23	0	8	1	1	0	34	35.00
Hourly Total	1	0	144	0	23	1	2	0	171	173.30
Hourly Average	0.25	0.00	36.00	0.00	5.75	0.25	0.50	0.00	42.75	43.33
Session Total	2	0	262	0	44	5	4	0	317	323.10
Session Average	0.25	0.00	32.75	0.00	5.50	0.63	0.50	0.00	39.63	40.39

Date
Wednesday 21 February 2018

Weather
Cloudy
Temp: 4°C

1545 - 1815 (Weekday PM Peak)

TIME	Movement 5.8: Right from B5295 Main Street to B5295 Cleator Moor Road								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1545 - 1600	1	1	54	0	4	0	0	1	61	60.60
1600 - 1615	2	1	47	1	3	0	0	1	55	53.80
1615 - 1630	1	1	66	0	1	1	0	0	70	69.10
1630 - 1645	1	0	55	1	4	0	0	2	63	64.20
Hourly Total	5	3	222	2	12	1	0	4	249	247.70
Hourly Average	1.25	0.75	55.50	0.50	3.00	0.25	0.00	1.00	62.25	61.93
1645 - 1700	0	0	63	0	2	1	0	0	66	66.50
1700 - 1715	0	1	54	1	2	0	0	0	58	57.40
1715 - 1730	0	0	50	0	2	0	0	0	52	52.00
1730 - 1745	0	0	60	0	1	0	0	0	61	61.00
Hourly Total	0	1	227	1	7	1	0	0	237	236.90
Hourly Average	0.00	0.25	56.75	0.25	1.75	0.25	0.00	0.00	59.25	59.23
1745 - 1800	0	1	53	0	0	0	0	1	55	55.40
1800 - 1815	0	0	43	0	0	0	0	0	43	43.00
1/2 Hourly Total	0	1	96	0	0	0	0	1	98	98.40
1/2 Hourly Average	0.00	0.50	48.00	0.00	0.00	0.00	0.00	0.50	49.00	49.20
Session Total	5	5	545	3	19	2	0	5	584	583.00
Session Average	0.50	0.50	54.50	0.30	1.90	0.20	0.00	0.50	58.40	58.30

Site 5 of 14
Moresby Road
B5295 Cleator Moor Road
B5295 Main Street

Date
Wednesday 21 February 2018

0730 - 0930 (Weekday AM Peak)

Date
Wednesday 21 February 2018

1545 - 1815 (Weekday PM Peak)

[illegible]

Whitehaven, Cumbria
Classified Junction Count

Site 6 of 14
B5295 Main Street (North)
B5295 Main Street (South)
Thornton Road

Lat/Long
lat 54.539837° lon -3.562212°

Date
Wednesday 21 February 2018

Weather
Cloudy
Temp: 3°C

0730 - 0930 (Weekday AM Peak)

TIME	Movement 6.1: Southbound from B5295 Main Street (North) to B5295 Main Street (South)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0730 - 0745	0	4	66	1	8	8	0	1	88	90.60
0745 - 0800	0	1	94	1	11	3	0	4	114	118.90
0800 - 0815	0	1	83	0	8	1	2	1	96	99.50
0815 - 0830	0	0	100	0	11	1	1	2	115	118.80
Hourly Total	0	6	343	2	38	13	3	8	413	427.80
Hourly Average	0.00	1.50	85.75	0.50	9.50	3.25	0.75	2.00	103.25	106.95
0830 - 0845	0	0	106	0	15	1	0	3	125	128.50
0845 - 0900	0	0	106	0	5	1	0	3	115	118.50
0900 - 0915	0	0	85	0	6	2	1	1	95	98.30
0915 - 0930	0	0	54	0	3	1	0	0	58	58.50
Hourly Total	0	0	351	0	29	5	1	7	393	403.80
Hourly Average	0.00	0.00	87.75	0.00	7.25	1.25	0.25	1.75	98.25	100.95
Session Total	0	6	694	2	67	18	4	15	806	831.60
Session Average	0.00	0.75	86.75	0.25	8.38	2.25	0.50	1.88	100.75	103.95

Date
Wednesday 21 February 2018

Weather
Cloudy
Temp: 4°C

1545 - 1815 (Weekday PM Peak)

TIME	Movement 6.1: Southbound from B5295 Main Street (North) to B5295 Main Street (South)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1545 - 1600	1	0	83	0	7	1	1	1	94	96.00
1600 - 1615	0	0	85	1	5	1	0	4	96	100.50
1615 - 1630	0	0	84	0	5	1	0	0	90	90.50
1630 - 1645	0	1	93	0	9	0	0	0	103	102.40
Hourly Total	1	1	345	1	26	3	1	5	383	389.40
Hourly Average	0.25	0.25	86.25	0.25	6.50	0.75	0.25	1.25	95.75	97.35
1645 - 1700	0	0	106	0	6	0	3	0	115	118.90
1700 - 1715	0	0	102	0	11	0	0	1	114	115.00
1715 - 1730	1	1	97	0	7	1	0	1	108	108.10
1730 - 1745	0	1	90	0	6	1	1	0	99	100.20
Hourly Total	1	2	395	0	30	2	4	2	436	442.20
Hourly Average	0.25	0.50	98.75	0.00	7.50	0.50	1.00	0.50	109.00	110.55
1745 - 1800	1	0	82	0	11	0	1	0	95	95.50
1800 - 1815	0	0	81	0	4	0	0	0	85	85.00
1/2 Hourly Total	1	0	163	0	15	0	1	0	180	180.50
1/2 Hourly Average	0.50	0.00	81.50	0.00	7.50	0.00	0.50	0.00	90.00	90.25
Session Total	3	3	903	1	71	5	6	7	999	1012.10
Session Average	0.30	0.30	90.30	0.10	7.10	0.50	0.60	0.70	99.90	101.21

Whitehaven, Cumbria
Classified Junction Count

Site 6 of 14
B5295 Main Street (North)
B5295 Main Street (South)
Thornton Road

Lat/Long
lat 54.539837° lon -3.562212°

Date
Wednesday 21 February 2018

Weather
Cloudy
Temp: 3°C

0730 - 0930 (Weekday AM Peak)

TIME	Movement 6.2: Right from B5295 Main Street (North) to Thornton Roac								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0730 - 0745	0	0	6	0	1	0	0	0	7	7.00
0745 - 0800	0	0	16	0	3	0	0	0	19	19.00
0800 - 0815	0	0	8	0	1	0	0	0	9	9.00
0815 - 0830	0	0	14	0	0	0	0	0	14	14.00
Hourly Total	0	0	44	0	5	0	0	0	49	49.00
Hourly Average	0.00	0.00	11.00	0.00	1.25	0.00	0.00	0.00	12.25	12.25
0830 - 0845	0	0	17	0	2	0	0	0	19	19.00
0845 - 0900	0	0	13	0	1	0	0	0	14	14.00
0900 - 0915	0	0	7	0	1	0	0	0	8	8.00
0915 - 0930	0	0	12	0	0	0	0	0	12	12.00
Hourly Total	0	0	49	0	4	0	0	0	53	53.00
Hourly Average	0.00	0.00	12.25	0.00	1.00	0.00	0.00	0.00	13.25	13.25
Session Total	0	0	93	0	9	0	0	0	102	102.00
Session Average	0.00	0.00	11.63	0.00	1.13	0.00	0.00	0.00	12.75	12.75

Date
Wednesday 21 February 2018

Weather
Cloudy
Temp: 4°C

1545 - 1815 (Weekday PM Peak)

TIME	Movement 6.2: Right from B5295 Main Street (North) to Thornton Roac								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1545 - 1600	1	0	16	0	1	0	0	0	18	17.20
1600 - 1615	1	0	29	0	0	0	0	0	30	29.20
1615 - 1630	0	0	16	0	2	0	0	0	18	18.00
1630 - 1645	1	0	20	0	3	0	0	0	24	23.20
Hourly Total	3	0	81	0	6	0	0	0	90	87.60
Hourly Average	0.75	0.00	20.25	0.00	1.50	0.00	0.00	0.00	22.50	21.90
1645 - 1700	0	0	19	0	2	0	0	0	21	21.00
1700 - 1715	0	0	19	0	3	0	0	0	22	22.00
1715 - 1730	1	0	15	0	1	0	0	0	17	16.20
1730 - 1745	1	0	18	0	1	0	0	0	20	19.20
Hourly Total	2	0	71	0	7	0	0	0	80	78.40
Hourly Average	0.50	0.00	17.75	0.00	1.75	0.00	0.00	0.00	20.00	19.60
1745 - 1800	0	0	17	0	1	0	0	0	18	18.00
1800 - 1815	0	0	17	0	0	0	0	0	17	17.00
1/2 Hourly Total	0	0	34	0	1	0	0	0	35	35.00
1/2 Hourly Average	0.00	0.00	17.00	0.00	0.50	0.00	0.00	0.00	17.50	17.50
Session Total	5	0	186	0	14	0	0	0	205	201.00
Session Average	0.50	0.00	18.60	0.00	1.40	0.00	0.00	0.00	20.50	20.10

Whitehaven, Cumbria
Classified Junction Count

Site 6 of 14
B5295 Main Street (North)
B5295 Main Street (South)
Thornton Road

Lat/Long
lat 54.539837° lon -3.562212°

Date
Wednesday 21 February 2018

Weather
Cloudy
Temp: 3°C

0730 - 0930 (Weekday AM Peak)

	Movement 6.3: Left from B5295 Main Street (South) to Thornton Road								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0730 - 0745	0	0	5	0	0	0	0	0	5	5.00
0745 - 0800	0	0	8	0	1	0	0	0	9	9.00
0800 - 0815	0	0	10	0	3	0	0	0	13	13.00
0815 - 0830	0	0	14	0	0	0	0	0	14	14.00
Hourly Total	0	0	37	0	4	0	0	0	41	41.00
Hourly Average	0.00	0.00	9.25	0.00	1.00	0.00	0.00	0.00	10.25	10.25
0830 - 0845	0	0	22	0	0	0	0	0	22	22.00
0845 - 0900	0	0	24	0	2	0	0	0	26	26.00
0900 - 0915	0	0	9	0	2	0	0	0	11	11.00
0915 - 0930	0	0	4	0	0	0	0	0	4	4.00
Hourly Total	0	0	59	0	4	0	0	0	63	63.00
Hourly Average	0.00	0.00	14.75	0.00	1.00	0.00	0.00	0.00	15.75	15.75
Session Total	0	0	96	0	8	0	0	0	104	104.00
Session Average	0.00	0.00	12.00	0.00	1.00	0.00	0.00	0.00	13.00	13.00

Date
Wednesday 21 February 2018

Weather
Cloudy
Temp: 4°C

1545 - 1815 (Weekday PM Peak)

	Movement 6.3: Left from B5295 Main Street (South) to Thornton Road								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1545 - 1600	0	0	16	0	1	0	0	0	17	17.00
1600 - 1615	0	1	20	0	0	0	0	0	21	20.40
1615 - 1630	0	0	25	0	2	0	0	0	27	27.00
1630 - 1645	0	1	22	0	3	0	0	0	26	25.40
Hourly Total	0	2	83	0	6	0	0	0	91	89.80
Hourly Average	0.00	0.50	20.75	0.00	1.50	0.00	0.00	0.00	22.75	22.45
1645 - 1700	0	0	20	0	3	0	0	0	23	23.00
1700 - 1715	0	0	18	0	3	0	0	0	21	21.00
1715 - 1730	0	0	25	0	0	0	0	0	25	25.00
1730 - 1745	0	0	18	0	1	0	0	0	19	19.00
Hourly Total	0	0	81	0	7	0	0	0	88	88.00
Hourly Average	0.00	0.00	20.25	0.00	1.75	0.00	0.00	0.00	22.00	22.00
1745 - 1800	0	0	15	0	3	0	0	0	18	18.00
1800 - 1815	0	0	10	0	2	0	0	0	12	12.00
1/2 Hourly Total	0	0	25	0	5	0	0	0	30	30.00
1/2 Hourly Average	0.00	0.00	12.50	0.00	2.50	0.00	0.00	0.00	15.00	15.00
Session Total	0	2	189	0	18	0	0	0	209	207.80
Session Average	0.00	0.20	18.90	0.00	1.80	0.00	0.00	0.00	20.90	20.78

Whitehaven, Cumbria
Classified Junction Count

Site 6 of 14
B5295 Main Street (North)
B5295 Main Street (South)
Thornton Road

Lat/Long
lat 54.539837° lon -3.562212°

Date
Wednesday 21 February 2018

Weather
Cloudy
Temp: 3°C

0730 - 0930 (Weekday AM Peak)

TIME	Movement 6.4: Northbound from B5295 Main Street (South) to B5295 Main Street (North)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0730 - 0745	0	0	44	0	6	0	1	0	51	52.30
0745 - 0800	0	0	61	1	10	3	1	0	76	78.80
0800 - 0815	0	0	55	1	9	0	1	3	69	73.30
0815 - 0830	0	0	109	0	14	2	2	2	129	134.60
Hourly Total	0	0	269	2	39	5	5	5	325	339.00
Hourly Average	0.00	0.00	67.25	0.50	9.75	1.25	1.25	1.25	81.25	84.75
0830 - 0845	0	0	117	1	9	0	0	1	128	129.00
0845 - 0900	0	0	80	0	10	0	1	3	94	98.30
0900 - 0915	0	0	50	0	7	2	2	0	61	64.60
0915 - 0930	1	0	34	0	11	1	2	1	50	53.30
Hourly Total	1	0	281	1	37	3	5	5	333	345.20
Hourly Average	0.25	0.00	70.25	0.25	9.25	0.75	1.25	1.25	83.25	86.30
Session Total	1	0	550	3	76	8	10	10	658	684.20
Session Average	0.13	0.00	68.75	0.38	9.50	1.00	1.25	1.25	82.25	85.53

Date
Wednesday 21 February 2018

Weather
Cloudy
Temp: 4°C

1545 - 1815 (Weekday PM Peak)

TIME	Movement 6.4: Northbound from B5295 Main Street (South) to B5295 Main Street (North)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1545 - 1600	1	2	88	0	9	0	0	0	100	98.00
1600 - 1615	2	1	91	2	2	1	1	1	101	101.60
1615 - 1630	1	0	100	0	5	2	0	2	110	112.20
1630 - 1645	0	1	108	0	3	0	0	3	115	117.40
Hourly Total	4	4	387	2	19	3	1	6	426	429.20
Hourly Average	1.00	1.00	96.75	0.50	4.75	0.75	0.25	1.50	106.50	107.30
1645 - 1700	0	0	82	0	10	1	0	0	93	93.50
1700 - 1715	0	2	88	1	9	0	1	1	102	103.10
1715 - 1730	0	1	111	0	4	1	0	0	117	116.90
1730 - 1745	0	0	101	0	2	0	0	0	103	103.00
Hourly Total	0	3	382	1	25	2	1	1	415	416.50
Hourly Average	0.00	0.75	95.50	0.25	6.25	0.50	0.25	0.25	103.75	104.13
1745 - 1800	0	1	81	0	2	0	1	1	86	87.70
1800 - 1815	0	0	78	0	0	0	0	0	78	78.00
1/2 Hourly Total	0	1	159	0	2	0	1	1	164	165.70
1/2 Hourly Average	0.00	0.50	79.50	0.00	1.00	0.00	0.50	0.50	82.00	82.85
Session Total	4	8	928	3	46	5	3	8	1005	1011.40
Session Average	0.40	0.80	92.80	0.30	4.60	0.50	0.30	0.80	100.50	101.14

Whitehaven, Cumbria
Classified Junction Count

Site 6 of 14
B5295 Main Street (North)
B5295 Main Street (South)
Thornton Road

Lat/Long
lat 54.539837° lon -3.562212°

Date
Wednesday 21 February 2018

Weather
Cloudy
Temp: 3°C

0730 - 0930 (Weekday AM Peak)

TIME	Movement 6.5: Left from Thornton Road to B5295 Main Street (North)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0730 - 0745	0	0	18	0	2	0	0	0	20	20.00
0745 - 0800	0	0	13	0	1	0	0	0	14	14.00
0800 - 0815	1	0	11	0	2	0	0	0	14	13.20
0815 - 0830	0	0	25	0	2	0	0	0	27	27.00
Hourly Total	1	0	67	0	7	0	0	0	75	74.20
Hourly Average	0.25	0.00	16.75	0.00	1.75	0.00	0.00	0.00	18.75	18.55
0830 - 0845	0	0	38	0	1	0	0	0	39	39.00
0845 - 0900	0	0	25	0	2	0	0	0	27	27.00
0900 - 0915	0	0	8	0	0	0	0	0	8	8.00
0915 - 0930	1	0	9	0	4	0	0	0	14	13.20
Hourly Total	1	0	80	0	7	0	0	0	88	87.20
Hourly Average	0.25	0.00	20.00	0.00	1.75	0.00	0.00	0.00	22.00	21.80
Session Total	2	0	147	0	14	0	0	0	163	161.40
Session Average	0.25	0.00	18.38	0.00	1.75	0.00	0.00	0.00	20.38	20.18

Date
Wednesday 21 February 2018

Weather
Cloudy
Temp: 4°C

1545 - 1815 (Weekday PM Peak)

TIME	Movement 6.5: Left from Thornton Road to B5295 Main Street (North)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1545 - 1600	0	0	11	0	2	0	0	0	13	13.00
1600 - 1615	1	0	19	0	2	0	0	0	22	21.20
1615 - 1630	0	1	31	0	1	1	0	0	34	33.90
1630 - 1645	0	0	15	0	3	0	0	0	18	18.00
Hourly Total	1	1	76	0	8	1	0	0	87	86.10
Hourly Average	0.25	0.25	19.00	0.00	2.00	0.25	0.00	0.00	21.75	21.53
1645 - 1700	0	0	26	0	2	0	0	0	28	28.00
1700 - 1715	0	0	23	0	1	0	0	0	24	24.00
1715 - 1730	0	0	18	0	1	0	0	0	19	19.00
1730 - 1745	0	0	14	0	1	0	0	0	15	15.00
Hourly Total	0	0	81	0	5	0	0	0	86	86.00
Hourly Average	0.00	0.00	20.25	0.00	1.25	0.00	0.00	0.00	21.50	21.50
1745 - 1800	0	0	17	1	1	0	0	0	19	19.00
1800 - 1815	0	0	9	0	1	0	0	0	10	10.00
1/2 Hourly Total	0	0	26	1	2	0	0	0	29	29.00
1/2 Hourly Average	0.00	0.00	13.00	0.50	1.00	0.00	0.00	0.00	14.50	14.50
Session Total	1	1	183	1	15	1	0	0	202	201.10
Session Average	0.10	0.10	18.30	0.10	1.50	0.10	0.00	0.00	20.20	20.11

Whitehaven, Cumbria
Classified Junction Count

Site 6 of 14
B5295 Main Street (North)
B5295 Main Street (South)
Thornton Road

Lat/Long
lat 54.539837° lon -3.562212°

Date
Wednesday 21 February 2018

Weather
Cloudy
Temp: 3°C

0730 - 0930 (Weekday AM Peak)

TIME	Movement 6.6: Right from Thornton Road to B5295 Main Street (South)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0730 - 0745	0	0	15	0	1	0	0	0	16	16.00
0745 - 0800	0	0	16	0	2	0	0	0	18	18.00
0800 - 0815	1	0	13	0	4	0	0	0	18	17.20
0815 - 0830	0	0	15	0	2	0	0	0	17	17.00
Hourly Total	1	0	59	0	9	0	0	0	69	68.20
Hourly Average	0.25	0.00	14.75	0.00	2.25	0.00	0.00	0.00	17.25	17.05
0830 - 0845	0	0	28	0	1	0	0	0	29	29.00
0845 - 0900	0	0	37	1	2	0	0	0	40	40.00
0900 - 0915	0	0	11	0	0	0	0	0	11	11.00
0915 - 0930	0	0	17	0	0	0	0	0	17	17.00
Hourly Total	0	0	93	1	3	0	0	0	97	97.00
Hourly Average	0.00	0.00	23.25	0.25	0.75	0.00	0.00	0.00	24.25	24.25
Session Total	1	0	152	1	12	0	0	0	166	165.20
Session Average	0.13	0.00	19.00	0.13	1.50	0.00	0.00	0.00	20.75	20.65

Date
Wednesday 21 February 2018

Weather
Cloudy
Temp: 4°C

1545 - 1815 (Weekday PM Peak)

TIME	Movement 6.6: Right from Thornton Road to B5295 Main Street (South)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1545 - 1600	0	0	5	0	1	0	0	0	6	6.00
1600 - 1615	0	0	7	0	1	0	0	0	8	8.00
1615 - 1630	0	0	17	0	0	0	0	0	17	17.00
1630 - 1645	0	0	14	0	2	0	0	0	16	16.00
Hourly Total	0	0	43	0	4	0	0	0	47	47.00
Hourly Average	0.00	0.00	10.75	0.00	1.00	0.00	0.00	0.00	11.75	11.75
1645 - 1700	1	0	16	0	2	0	0	0	19	18.20
1700 - 1715	0	0	12	0	0	0	0	0	12	12.00
1715 - 1730	0	0	12	0	0	0	0	0	12	12.00
1730 - 1745	0	0	14	0	2	0	0	0	16	16.00
Hourly Total	1	0	54	0	4	0	0	0	59	58.20
Hourly Average	0.25	0.00	13.50	0.00	1.00	0.00	0.00	0.00	14.75	14.55
1745 - 1800	0	0	15	0	0	0	0	0	15	15.00
1800 - 1815	0	0	18	0	1	0	0	0	19	19.00
1/2 Hourly Total	0	0	33	0	1	0	0	0	34	34.00
1/2 Hourly Average	0.00	0.00	16.50	0.00	0.50	0.00	0.00	0.00	17.00	17.00
Session Total	1	0	130	0	9	0	0	0	140	139.20
Session Average	0.10	0.00	13.00	0.00	0.90	0.00	0.00	0.00	14.00	13.92

Whitehaven, Cumbria
Classified Junction Count

Site 7 of 14
B5295 Main Street (East)
B5295 Egremont Road
B5295 Main Street (North)

Lat/Long
lat 54.536189° lon -3.568600°

Date
Wednesday 21 February 2018

Weather
Cloudy
Temp: 3°C

0730 - 0930 (Weekday AM Peak)

TIME	Movement 7.1: Left from B5295 Main Street (East) to B5295 Egremont Road								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0730 - 0745	0	2	32	0	2	5	1	0	42	44.60
0745 - 0800	0	0	52	2	2	1	0	0	57	57.50
0800 - 0815	0	1	26	0	4	0	0	0	31	30.40
0815 - 0830	0	0	40	0	7	1	0	0	48	48.50
Hourly Total	0	3	150	2	15	7	1	0	178	181.00
Hourly Average	0.00	0.75	37.50	0.50	3.75	1.75	0.25	0.00	44.50	45.25
0830 - 0845	0	0	52	0	6	2	0	1	61	63.00
0845 - 0900	0	0	44	0	3	0	0	1	48	49.00
0900 - 0915	0	0	39	0	2	0	0	0	41	41.00
0915 - 0930	0	0	16	0	1	0	0	0	17	17.00
Hourly Total	0	0	151	0	12	2	0	2	167	170.00
Hourly Average	0.00	0.00	37.75	0.00	3.00	0.50	0.00	0.50	41.75	42.50
Session Total	0	3	301	2	27	9	1	2	345	351.00
Session Average	0.00	0.38	37.63	0.25	3.38	1.13	0.13	0.25	43.13	43.88

Date
Wednesday 21 February 2018

Weather
Cloudy
Temp: 4°C

1545 - 1815 (Weekday PM Peak)

TIME	Movement 7.1: Left from B5295 Main Street (East) to B5295 Egremont Road								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1545 - 1600	1	0	25	0	1	0	0	0	27	26.20
1600 - 1615	0	0	30	0	2	1	0	0	33	33.50
1615 - 1630	0	0	37	0	4	0	0	1	42	43.00
1630 - 1645	0	0	41	0	7	0	0	0	48	48.00
Hourly Total	1	0	133	0	14	1	0	1	150	150.70
Hourly Average	0.25	0.00	33.25	0.00	3.50	0.25	0.00	0.25	37.50	37.68
1645 - 1700	1	0	43	0	5	0	0	0	49	48.20
1700 - 1715	0	0	50	0	4	0	0	0	54	54.00
1715 - 1730	0	0	23	0	4	0	0	0	27	27.00
1730 - 1745	0	0	25	0	1	0	0	0	26	26.00
Hourly Total	1	0	141	0	14	0	0	0	156	155.20
Hourly Average	0.25	0.00	35.25	0.00	3.50	0.00	0.00	0.00	39.00	38.80
1745 - 1800	0	0	25	0	1	0	0	0	26	26.00
1800 - 1815	0	0	33	0	1	0	0	0	34	34.00
1/2 Hourly Total	0	0	58	0	2	0	0	0	60	60.00
1/2 Hourly Average	0.00	0.00	29.00	0.00	1.00	0.00	0.00	0.00	30.00	30.00
Session Total	2	0	332	0	30	1	0	1	366	365.90
Session Average	0.20	0.00	33.20	0.00	3.00	0.10	0.00	0.10	36.60	36.59

Whitehaven, Cumbria
Classified Junction Count

Site 7 of 14

B5295 Main Street (East)
B5295 Egremont Road
B5295 Main Street (North)

Lat/Long

lat 54.536189° lon -3.568600°

Date

Wednesday 21 February 2018

Weather

Cloudy
Temp: 3°C

0730 - 0930 (Weekday AM Peak)

TIME	Movement 7.2: Right from B5295 Main Street (East) to B5295 Main Street (North)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0730 - 0745	0	2	39	0	7	1	0	0	49	48.30
0745 - 0800	1	1	44	0	9	3	0	4	62	66.10
0800 - 0815	0	0	60	0	6	1	1	1	69	71.80
0815 - 0830	0	0	70	0	7	1	1	0	79	80.80
Hourly Total	1	3	213	0	29	6	2	5	259	267.00
Hourly Average	0.25	0.75	53.25	0.00	7.25	1.50	0.50	1.25	64.75	66.75
0830 - 0845	0	0	100	0	10	0	0	2	112	114.00
0845 - 0900	0	0	84	0	5	0	0	0	89	89.00
0900 - 0915	0	0	72	0	6	1	1	1	81	83.80
0915 - 0930	0	0	59	1	1	2	0	0	63	64.00
Hourly Total	0	0	315	1	22	3	1	3	345	350.80
Hourly Average	0.00	0.00	78.75	0.25	5.50	0.75	0.25	0.75	86.25	87.70
Session Total	1	3	528	1	51	9	3	8	604	617.80
Session Average	0.13	0.38	66.00	0.13	6.38	1.13	0.38	1.00	75.50	77.23

Date

Wednesday 21 February 2018

Weather

Cloudy
Temp: 4°C

1545 - 1815 (Weekday PM Peak)

TIME	Movement 7.2: Right from B5295 Main Street (East) to B5295 Main Street (North)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1545 - 1600	0	0	59	0	4	1	1	0	65	66.80
1600 - 1615	0	0	75	1	5	0	0	2	83	85.00
1615 - 1630	0	0	55	0	4	1	0	0	60	60.50
1630 - 1645	0	1	71	0	4	0	0	0	76	75.40
Hourly Total	0	1	260	1	17	2	1	2	284	287.70
Hourly Average	0.00	0.25	65.00	0.25	4.25	0.50	0.25	0.50	71.00	71.93
1645 - 1700	0	0	83	0	3	0	3	0	89	92.90
1700 - 1715	0	0	62	0	5	0	0	0	67	67.00
1715 - 1730	1	0	70	0	5	1	0	1	78	78.70
1730 - 1745	0	2	72	0	5	1	1	0	81	81.60
Hourly Total	1	2	287	0	18	2	4	1	315	320.20
Hourly Average	0.25	0.50	71.75	0.00	4.50	0.50	1.00	0.25	78.75	80.05
1745 - 1800	1	0	64	0	10	0	1	0	76	76.50
1800 - 1815	0	0	62	0	3	0	0	0	65	65.00
1/2 Hourly Total	1	0	126	0	13	0	1	0	141	141.50
1/2 Hourly Average	0.50	0.00	63.00	0.00	6.50	0.00	0.50	0.00	70.50	70.75
Session Total	2	3	673	1	48	4	6	3	740	749.40
Session Average	0.20	0.30	67.30	0.10	4.80	0.40	0.60	0.30	74.00	74.94

Whitehaven, Cumbria
Classified Junction Count

Site 7 of 14

B5295 Main Street (East)
B5295 Egremont Road
B5295 Main Street (North)

Lat/Long

lat 54.536189° lon -3.568600°

Date

Wednesday 21 February 2018

Weather

Cloudy
Temp: 3°C

0730 - 0930 (Weekday AM Peak)

TIME	Movement 7.4: Northbound from B5295 Egremont Road to B5295 Main Street (North)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0730 - 0745	0	0	15	0	3	0	0	0	18	18.00
0745 - 0800	0	1	15	0	2	0	0	1	19	19.40
0800 - 0815	0	0	13	0	3	0	0	0	16	16.00
0815 - 0830	0	0	14	0	2	0	0	1	17	18.00
Hourly Total	0	1	57	0	10	0	0	2	70	71.40
Hourly Average	0.00	0.25	14.25	0.00	2.50	0.00	0.00	0.50	17.50	17.85
0830 - 0845	0	0	20	0	1	0	0	0	21	21.00
0845 - 0900	0	0	20	1	0	0	0	1	22	23.00
0900 - 0915	0	0	13	0	0	0	0	1	14	15.00
0915 - 0930	0	0	15	0	0	0	0	1	16	17.00
Hourly Total	0	0	68	1	1	0	0	3	73	76.00
Hourly Average	0.00	0.00	17.00	0.25	0.25	0.00	0.00	0.75	18.25	19.00
Session Total	0	1	125	1	11	0	0	5	143	147.40
Session Average	0.00	0.13	15.63	0.13	1.38	0.00	0.00	0.63	17.88	18.43

Date

Wednesday 21 February 2018

Weather

Cloudy
Temp: 4°C

1545 - 1815 (Weekday PM Peak)

TIME	Movement 7.4: Northbound from B5295 Egremont Road to B5295 Main Street (North)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1545 - 1600	0	0	10	0	1	0	0	1	12	13.00
1600 - 1615	0	0	8	0	0	0	0	0	8	8.00
1615 - 1630	0	0	19	0	2	1	0	2	24	26.50
1630 - 1645	0	0	14	0	0	0	0	1	15	16.00
Hourly Total	0	0	51	0	3	1	0	4	59	63.50
Hourly Average	0.00	0.00	12.75	0.00	0.75	0.25	0.00	1.00	14.75	15.88
1645 - 1700	0	0	20	0	1	0	0	1	22	23.00
1700 - 1715	0	2	17	0	0	1	0	0	20	19.30
1715 - 1730	0	0	16	1	2	0	0	4	23	27.00
1730 - 1745	0	0	13	0	1	0	0	0	14	14.00
Hourly Total	0	2	66	1	4	1	0	5	79	83.30
Hourly Average	0.00	0.50	16.50	0.25	1.00	0.25	0.00	1.25	19.75	20.83
1745 - 1800	0	0	17	0	3	0	0	1	21	22.00
1800 - 1815	0	0	9	0	0	0	0	0	9	9.00
1/2 Hourly Total	0	0	26	0	3	0	0	1	30	31.00
1/2 Hourly Average	0.00	0.00	13.00	0.00	1.50	0.00	0.00	0.50	15.00	15.50
Session Total	0	2	143	1	10	2	0	10	168	177.80
Session Average	0.00	0.20	14.30	0.10	1.00	0.20	0.00	1.00	16.80	17.78

Whitehaven, Cumbria
Classified Junction Count

Site 7 of 14

B5295 Main Street (East)
B5295 Egremont Road
B5295 Main Street (North)

Lat/Long

lat 54.536189° lon -3.568600°

Date

Wednesday 21 February 2018

Weather

Cloudy
Temp: 3°C

0730 - 0930 (Weekday AM Peak)

Movement 7.5: Right from B5295 Egremont Road to B5295 Main Street (East)									Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0730 - 0745	0	0	20	0	6	0	0	0	26	26.00
0745 - 0800	0	0	34	0	7	0	0	0	41	41.00
0800 - 0815	0	0	42	1	4	0	0	3	50	53.00
0815 - 0830	0	0	82	1	4	0	0	2	89	91.00
Hourly Total	0	0	178	2	21	0	0	5	206	211.00
Hourly Average	0.00	0.00	44.50	0.50	5.25	0.00	0.00	1.25	51.50	52.75
0830 - 0845	0	0	83	1	4	0	0	0	88	88.00
0845 - 0900	0	0	52	0	5	0	0	2	59	61.00
0900 - 0915	0	0	18	0	4	0	0	0	22	22.00
0915 - 0930	0	0	16	0	2	0	0	1	19	20.00
Hourly Total	0	0	169	1	15	0	0	3	188	191.00
Hourly Average	0.00	0.00	42.25	0.25	3.75	0.00	0.00	0.75	47.00	47.75
Session Total	0	0	347	3	36	0	0	8	394	402.00
Session Average	0.00	0.00	43.38	0.38	4.50	0.00	0.00	1.00	49.25	50.25

Date

Wednesday 21 February 2018

Weather

Cloudy
Temp: 4°C

1545 - 1815 (Weekday PM Peak)

Movement 7.5: Right from B5295 Egremont Road to B5295 Main Street (East)									Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1545 - 1600	0	2	50	0	0	0	0	0	52	50.80
1600 - 1615	3	1	55	2	1	2	0	0	64	62.00
1615 - 1630	1	0	50	0	3	0	0	0	54	53.20
1630 - 1645	0	2	55	0	7	0	0	0	64	62.80
Hourly Total	4	5	210	2	11	2	0	0	234	228.80
Hourly Average	1.00	1.25	52.50	0.50	2.75	0.50	0.00	0.00	58.50	57.20
1645 - 1700	0	0	48	0	8	1	0	0	57	57.50
1700 - 1715	0	0	46	0	9	0	1	1	57	59.30
1715 - 1730	0	1	64	0	4	0	0	0	69	68.40
1730 - 1745	0	0	45	0	3	0	0	0	48	48.00
Hourly Total	0	1	203	0	24	1	1	1	231	233.20
Hourly Average	0.00	0.25	50.75	0.00	6.00	0.25	0.25	0.25	57.75	58.30
1745 - 1800	0	0	47	0	3	0	0	0	50	50.00
1800 - 1815	0	0	31	0	3	0	0	0	34	34.00
1/2 Hourly Total	0	0	78	0	6	0	0	0	84	84.00
1/2 Hourly Average	0.00	0.00	39.00	0.00	3.00	0.00	0.00	0.00	42.00	42.00
Session Total	4	6	491	2	41	3	1	1	549	546.00
Session Average	0.40	0.60	49.10	0.20	4.10	0.30	0.10	0.10	54.90	54.60

Site 7 of 14
B5295 Main Street (East)
B5295 Egremont Road
B5295 Main Street (North)

Date
Wednesday 21 February 2018

0730 - 0930 (Weekday AM Peak)

Date
Wednesday 21 February 2018

1545 - 1815 (Weekday PM Peak)

[illegible]

Whitehaven, Cumbria
Classified Junction Count

Site 7 of 14

B5295 Main Street (East)
B5295 Egremont Road
B5295 Main Street (North)

Lat/Long

lat 54.536189° lon -3.568600°

Date

Wednesday 21 February 2018

Weather

Cloudy
Temp: 3°C

0730 - 0930 (Weekday AM Peak)

TIME	Movement 7.7: Left from B5295 Main Street (North) to B5295 Main Street (East)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0730 - 0745	0	0	18	0	6	1	1	0	26	27.80
0745 - 0800	0	0	24	0	3	1	2	0	30	33.10
0800 - 0815	0	0	29	0	7	0	2	0	38	40.60
0815 - 0830	0	0	52	0	6	3	0	0	61	62.50
Hourly Total	0	0	123	0	22	5	5	0	155	164.00
Hourly Average	0.00	0.00	30.75	0.00	5.50	1.25	1.25	0.00	38.75	41.00
0830 - 0845	0	0	37	0	5	0	0	1	43	44.00
0845 - 0900	0	0	49	0	7	0	1	1	58	60.30
0900 - 0915	1	0	31	0	6	1	3	0	42	45.60
0915 - 0930	0	0	33	0	6	2	1	1	43	46.30
Hourly Total	1	0	150	0	24	3	5	3	186	196.20
Hourly Average	0.25	0.00	37.50	0.00	6.00	0.75	1.25	0.75	46.50	49.05
Session Total	1	0	273	0	46	8	10	3	341	360.20
Session Average	0.13	0.00	34.13	0.00	5.75	1.00	1.25	0.38	42.63	45.03

Date

Wednesday 21 February 2018

Weather

Cloudy
Temp: 4°C

1545 - 1815 (Weekday PM Peak)

TIME	Movement 7.7: Left from B5295 Main Street (North) to B5295 Main Street (East)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1545 - 1600	0	1	54	0	4	0	0	0	59	58.40
1600 - 1615	0	0	59	0	3	0	1	1	64	66.30
1615 - 1630	0	0	64	0	1	1	0	2	68	70.50
1630 - 1645	0	0	59	0	4	0	0	2	65	67.00
Hourly Total	0	1	236	0	12	1	1	5	256	262.20
Hourly Average	0.00	0.25	59.00	0.00	3.00	0.25	0.25	1.25	64.00	65.55
1645 - 1700	0	0	58	0	3	0	0	0	61	61.00
1700 - 1715	0	2	63	1	1	1	0	0	68	67.30
1715 - 1730	0	0	74	0	3	0	0	0	77	77.00
1730 - 1745	0	0	73	0	2	0	0	0	75	75.00
Hourly Total	0	2	268	1	9	1	0	0	281	280.30
Hourly Average	0.00	0.50	67.00	0.25	2.25	0.25	0.00	0.00	70.25	70.08
1745 - 1800	0	1	59	0	3	0	1	0	64	64.70
1800 - 1815	0	0	65	0	0	0	0	1	66	67.00
1/2 Hourly Total	0	1	124	0	3	0	1	1	130	131.70
1/2 Hourly Average	0.00	0.50	62.00	0.00	1.50	0.00	0.50	0.50	65.00	65.85
Session Total	0	4	628	1	24	2	2	6	667	674.20
Session Average	0.00	0.40	62.80	0.10	2.40	0.20	0.20	0.60	66.70	67.42

Whitehaven, Cumbria
Classified Junction Count

Site 7 of 14
B5295 Main Street (East)
B5295 Egremont Road
B5295 Main Street (North)

Lat/Long
lat 54.536189° lon -3.568600°

Date
Wednesday 21 February 2018

Weather
Cloudy
Temp: 3°C

0730 - 0930 (Weekday AM Peak)

	Movement 7.8: Southbound from B5295 Main Street (North) to B5295 Egremont Roac								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0730 - 0745	0	0	2	0	1	0	0	0	3	3.00
0745 - 0800	0	0	5	0	0	0	0	1	6	7.00
0800 - 0815	0	0	8	0	1	0	0	0	9	9.00
0815 - 0830	0	0	4	1	0	0	0	1	6	7.00
Hourly Total	0	0	19	1	2	0	0	2	24	26.00
Hourly Average	0.00	0.00	4.75	0.25	0.50	0.00	0.00	0.50	6.00	6.50
0830 - 0845	0	0	5	0	1	0	0	0	6	6.00
0845 - 0900	0	0	6	1	1	0	0	1	9	10.00
0900 - 0915	0	0	14	0	0	0	0	0	14	14.00
0915 - 0930	0	0	16	0	4	0	0	2	22	24.00
Hourly Total	0	0	41	1	6	0	0	3	51	54.00
Hourly Average	0.00	0.00	10.25	0.25	1.50	0.00	0.00	0.75	12.75	13.50
Session Total	0	0	60	2	8	0	0	5	75	80.00
Session Average	0.00	0.00	7.50	0.25	1.00	0.00	0.00	0.63	9.38	10.00

Date
Wednesday 21 February 2018

Weather
Cloudy
Temp: 4°C

1545 - 1815 (Weekday PM Peak)

	Movement 7.8: Southbound from B5295 Main Street (North) to B5295 Egremont Roac								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1545 - 1600	0	0	5	1	3	0	0	1	10	11.00
1600 - 1615	0	0	13	1	0	0	0	1	15	16.00
1615 - 1630	0	0	17	1	0	0	0	2	20	22.00
1630 - 1645	0	0	19	0	1	0	0	1	21	22.00
Hourly Total	0	0	54	3	4	0	0	5	66	71.00
Hourly Average	0.00	0.00	13.50	0.75	1.00	0.00	0.00	1.25	16.50	17.75
1645 - 1700	0	1	20	0	6	1	0	0	28	27.90
1700 - 1715	0	0	17	0	1	0	0	1	19	20.00
1715 - 1730	0	0	11	1	2	0	0	0	14	14.00
1730 - 1745	0	0	26	1	1	0	0	1	29	30.00
Hourly Total	0	1	74	2	10	1	0	2	90	91.90
Hourly Average	0.00	0.25	18.50	0.50	2.50	0.25	0.00	0.50	22.50	22.98
1745 - 1800	0	0	24	0	2	0	0	2	28	30.00
1800 - 1815	0	1	22	1	1	0	0	0	25	24.40
1/2 Hourly Total	0	1	46	1	3	0	0	2	53	54.40
1/2 Hourly Average	0.00	0.50	23.00	0.50	1.50	0.00	0.00	1.00	26.50	27.20
Session Total	0	2	174	6	17	1	0	9	209	217.30
Session Average	0.00	0.20	17.40	0.60	1.70	0.10	0.00	0.90	20.90	21.73

Whitehaven, Cumbria
Classified Junction Count

Site 7 of 14

B5295 Main Street (East)
B5295 Egremont Road
B5295 Main Street (North)

Lat/Long

lat 54.536189° lon -3.568600°

Date

Wednesday 21 February 2018

Weather

Cloudy
Temp: 3°C

0730 - 0930 (Weekday AM Peak)

TIME	Movement 7.9: U-Turn from B5295 Main Street (North) to B5295 Main Street (North)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0730 - 0745	0	0	0	0	0	0	0	0	0	0.00
0745 - 0800	0	0	0	0	0	0	0	0	0	0.00
0800 - 0815	0	0	0	0	0	0	0	0	0	0.00
0815 - 0830	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
0830 - 0845	0	0	0	0	0	0	0	0	0	0.00
0845 - 0900	0	0	0	0	0	0	0	0	0	0.00
0900 - 0915	0	0	1	0	0	0	0	0	1	1.00
0915 - 0930	0	0	0	0	1	0	0	0	1	1.00
Hourly Total	0	0	1	0	1	0	0	0	2	2.00
Hourly Average	0.00	0.00	0.25	0.00	0.25	0.00	0.00	0.00	0.50	0.50
Session Total	0	0	1	0	1	0	0	0	2	2.00
Session Average	0.00	0.00	0.13	0.00	0.13	0.00	0.00	0.00	0.25	0.25

Date

Wednesday 21 February 2018

Weather

Cloudy
Temp: 4°C

1545 - 1815 (Weekday PM Peak)

TIME	Movement 7.9: U-Turn from B5295 Main Street (North) to B5295 Main Street (North)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1545 - 1600	0	0	0	0	0	0	0	0	0	0.00
1600 - 1615	0	0	0	0	0	0	0	0	0	0.00
1615 - 1630	0	0	0	0	0	0	0	0	0	0.00
1630 - 1645	0	0	0	1	0	0	0	0	1	1.00
Hourly Total	0	0	0	1	0	0	0	0	1	1.00
Hourly Average	0.00	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.25	0.25
1645 - 1700	0	0	0	0	0	0	0	0	0	0.00
1700 - 1715	0	0	0	0	0	0	0	0	0	0.00
1715 - 1730	0	0	0	0	0	0	0	0	0	0.00
1730 - 1745	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
1745 - 1800	0	0	0	0	0	0	0	0	0	0.00
1800 - 1815	0	0	0	0	0	0	0	0	0	0.00
1/2 Hourly Total	0	0	0	0	0	0	0	0	0	0.00
1/2 Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Session Total	0	0	0	1	0	0	0	0	1	1.00
Session Average	0.00	0.00	0.00	0.10	0.00	0.00	0.00	0.00	0.10	0.10

Whitehaven, Cumbria
Classified Junction Count

Site 8 of 14
Homewood Road
A595 Egremont Road
A595 Hensingham Bypass
B5295 Egremont Road

Lat/Long
lat 54.530036° lon -3.569077°

Date
Wednesday 21 February 2018

Weather
Cloudy
Temp: 3°C

0730 - 0930 (Weekday AM Peak)

	Movement 8.1: Left from Homewood Road to A595 Egremont Road								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0730 - 0745	0	0	37	0	3	0	0	4	44	48.00
0745 - 0800	0	0	45	0	7	0	0	3	55	58.00
0800 - 0815	0	0	38	1	10	0	0	1	50	51.00
0815 - 0830	0	0	36	0	6	1	0	0	43	43.50
Hourly Total	0	0	156	1	26	1	0	8	192	200.50
Hourly Average	0.00	0.00	39.00	0.25	6.50	0.25	0.00	2.00	48.00	50.13
0830 - 0845	0	0	45	0	4	0	2	3	54	59.60
0845 - 0900	0	0	47	2	7	1	0	0	57	57.50
0900 - 0915	0	0	30	1	6	0	0	1	38	39.00
0915 - 0930	0	0	21	0	5	0	0	0	26	26.00
Hourly Total	0	0	143	3	22	1	2	4	175	182.10
Hourly Average	0.00	0.00	35.75	0.75	5.50	0.25	0.50	1.00	43.75	45.53
Session Total	0	0	299	4	48	2	2	12	367	382.60
Session Average	0.00	0.00	37.38	0.50	6.00	0.25	0.25	1.50	45.88	47.83

Date
Wednesday 21 February 2018

Weather
Cloudy
Temp: 4°C

1545 - 1815 (Weekday PM Peak)

	Movement 8.1: Left from Homewood Road to A595 Egremont Road								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1545 - 1600	0	0	37	1	3	0	0	0	41	41.00
1600 - 1615	0	0	57	1	6	2	0	2	68	71.00
1615 - 1630	3	1	56	0	4	0	0	1	65	63.00
1630 - 1645	0	0	65	0	4	0	0	1	70	71.00
Hourly Total	3	1	215	2	17	2	0	4	244	246.00
Hourly Average	0.75	0.25	53.75	0.50	4.25	0.50	0.00	1.00	61.00	61.50
1645 - 1700	0	1	71	0	10	0	0	0	82	81.40
1700 - 1715	0	1	49	0	5	2	0	1	58	59.40
1715 - 1730	0	0	33	0	6	0	0	0	39	39.00
1730 - 1745	0	0	49	0	3	0	0	1	53	54.00
Hourly Total	0	2	202	0	24	2	0	2	232	233.80
Hourly Average	0.00	0.50	50.50	0.00	6.00	0.50	0.00	0.50	58.00	58.45
1745 - 1800	0	0	44	0	1	0	0	0	45	45.00
1800 - 1815	0	0	49	0	2	0	0	1	52	53.00
1/2 Hourly Total	0	0	93	0	3	0	0	1	97	98.00
1/2 Hourly Average	0.00	0.00	46.50	0.00	1.50	0.00	0.00	0.50	48.50	49.00
Session Total	3	3	510	2	44	4	0	7	573	577.80
Session Average	0.30	0.30	51.00	0.20	4.40	0.40	0.00	0.70	57.30	57.78

Whitehaven, Cumbria
Classified Junction Count

Site 8 of 14
Homewood Road
A595 Egremont Road
A595 Hensingham Bypass
B5295 Egremont Road

Lat/Long
lat 54.530036° lon -3.569077°

Date
Wednesday 21 February 2018

Weather
Cloudy
Temp: 3°C

0730 - 0930 (Weekday AM Peak)

	Movement 8.2: Westbound from Homewood Road to A595 Hensingham Bypass								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0730 - 0745	0	0	15	0	0	1	0	0	16	16.50
0745 - 0800	0	0	21	1	1	0	0	0	23	23.00
0800 - 0815	0	0	17	0	0	1	0	0	18	18.50
0815 - 0830	0	0	14	0	1	1	0	0	16	16.50
Hourly Total	0	0	67	1	2	3	0	0	73	74.50
Hourly Average	0.00	0.00	16.75	0.25	0.50	0.75	0.00	0.00	18.25	18.63
0830 - 0845	0	0	15	1	1	1	0	1	19	20.50
0845 - 0900	0	0	20	0	1	0	0	0	21	21.00
0900 - 0915	0	0	14	0	1	1	0	0	16	16.50
0915 - 0930	0	0	21	1	2	1	0	1	26	27.50
Hourly Total	0	0	70	2	5	3	0	2	82	85.50
Hourly Average	0.00	0.00	17.50	0.50	1.25	0.75	0.00	0.50	20.50	21.38
Session Total	0	0	137	3	7	6	0	2	155	160.00
Session Average	0.00	0.00	17.13	0.38	0.88	0.75	0.00	0.25	19.38	20.00

Date
Wednesday 21 February 2018

Weather
Cloudy
Temp: 4°C

1545 - 1815 (Weekday PM Peak)

	Movement 8.2: Westbound from Homewood Road to A595 Hensingham Bypass								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1545 - 1600	0	0	46	0	2	0	0	0	48	48.00
1600 - 1615	1	0	48	0	3	1	0	1	54	54.70
1615 - 1630	0	0	38	0	4	0	0	1	43	44.00
1630 - 1645	0	0	37	0	2	0	0	0	39	39.00
Hourly Total	1	0	169	0	11	1	0	2	184	185.70
Hourly Average	0.25	0.00	42.25	0.00	2.75	0.25	0.00	0.50	46.00	46.43
1645 - 1700	0	0	31	0	0	0	0	0	31	31.00
1700 - 1715	0	0	40	0	2	0	0	0	42	42.00
1715 - 1730	0	0	29	0	2	2	0	0	33	34.00
1730 - 1745	0	0	27	0	0	0	0	0	27	27.00
Hourly Total	0	0	127	0	4	2	0	0	133	134.00
Hourly Average	0.00	0.00	31.75	0.00	1.00	0.50	0.00	0.00	33.25	33.50
1745 - 1800	0	0	28	0	1	1	0	0	30	30.50
1800 - 1815	0	0	30	0	1	0	0	0	31	31.00
1/2 Hourly Total	0	0	58	0	2	1	0	0	61	61.50
1/2 Hourly Average	0.00	0.00	29.00	0.00	1.00	0.50	0.00	0.00	30.50	30.75
Session Total	1	0	354	0	17	4	0	2	378	381.20
Session Average	0.10	0.00	35.40	0.00	1.70	0.40	0.00	0.20	37.80	38.12

Whitehaven, Cumbria
Classified Junction Count

Site 8 of 14
Homewood Road
A595 Egremont Road
A595 Hensingham Bypass
B5295 Egremont Road

Lat/Long
lat 54.530036° lon -3.569077°

Date
Wednesday 21 February 2018

Weather
Cloudy
Temp: 3°C

0730 - 0930 (Weekday AM Peak)

TIME	Movement 8.3: Right from Homewood Road to B5295 Egremont Road								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0730 - 0745	0	0	0	0	0	0	0	0	0	0.00
0745 - 0800	0	0	0	1	0	0	0	0	1	1.00
0800 - 0815	0	0	2	0	0	0	0	0	2	2.00
0815 - 0830	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	0	0	3	1	0	0	0	0	4	4.00
Hourly Average	0.00	0.00	0.75	0.25	0.00	0.00	0.00	0.00	1.00	1.00
0830 - 0845	0	0	0	0	0	0	0	0	0	0.00
0845 - 0900	0	0	3	0	0	0	0	0	3	3.00
0900 - 0915	0	0	0	0	0	0	0	1	1	2.00
0915 - 0930	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	3	0	0	0	0	1	4	5.00
Hourly Average	0.00	0.00	0.75	0.00	0.00	0.00	0.00	0.25	1.00	1.25
Session Total	0	0	6	1	0	0	0	1	8	9.00
Session Average	0.00	0.00	0.75	0.13	0.00	0.00	0.00	0.13	1.00	1.13

Date
Wednesday 21 February 2018

Weather
Cloudy
Temp: 4°C

1545 - 1815 (Weekday PM Peak)

TIME	Movement 8.3: Right from Homewood Road to B5295 Egremont Road								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1545 - 1600	0	0	1	0	0	0	0	0	1	1.00
1600 - 1615	0	0	0	0	0	0	0	0	0	0.00
1615 - 1630	0	0	1	0	0	1	0	1	3	4.50
1630 - 1645	0	0	0	0	1	0	0	0	1	1.00
Hourly Total	0	0	2	0	1	1	0	1	5	6.50
Hourly Average	0.00	0.00	0.50	0.00	0.25	0.25	0.00	0.25	1.25	1.63
1645 - 1700	0	0	0	0	0	0	0	0	0	0.00
1700 - 1715	0	0	4	0	0	0	0	0	4	4.00
1715 - 1730	0	0	0	0	0	0	0	1	1	2.00
1730 - 1745	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	0	0	5	0	0	0	0	1	6	7.00
Hourly Average	0.00	0.00	1.25	0.00	0.00	0.00	0.00	0.25	1.50	1.75
1745 - 1800	0	0	3	0	0	0	0	0	3	3.00
1800 - 1815	0	0	1	0	0	0	0	0	1	1.00
1/2 Hourly Total	0	0	4	0	0	0	0	0	4	4.00
1/2 Hourly Average	0.00	0.00	2.00	0.00	0.00	0.00	0.00	0.00	2.00	2.00
Session Total	0	0	11	0	1	1	0	2	15	17.50
Session Average	0.00	0.00	1.10	0.00	0.10	0.10	0.00	0.20	1.50	1.75

Whitehaven, Cumbria
Classified Junction Count

Site 8 of 14
Homewood Road
A595 Egremont Road
A595 Hensingham Bypass
B5295 Egremont Road

Lat/Long
lat 54.530036° lon -3.569077°

Date
Wednesday 21 February 2018

Weather
Cloudy
Temp: 3°C

0730 - 0930 (Weekday AM Peak)

TIME	Movement 8.5: Left from A595 Egremont Road to A595 Hensingham Bypass								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0730 - 0745	0	0	98	1	13	2	1	0	115	117.30
0745 - 0800	0	0	148	0	16	2	0	2	168	171.00
0800 - 0815	0	1	124	0	13	2	0	1	141	142.40
0815 - 0830	0	0	140	0	10	4	0	4	158	164.00
Hourly Total	0	1	510	1	52	10	1	7	582	594.70
Hourly Average	0.00	0.25	127.50	0.25	13.00	2.50	0.25	1.75	145.50	148.68
0830 - 0845	0	0	145	2	15	2	0	1	165	167.00
0845 - 0900	0	1	110	0	8	2	2	2	125	130.00
0900 - 0915	0	0	126	0	18	8	3	0	155	162.90
0915 - 0930	0	0	106	2	10	0	3	0	121	124.90
Hourly Total	0	1	487	4	51	12	8	3	566	584.80
Hourly Average	0.00	0.25	121.75	1.00	12.75	3.00	2.00	0.75	141.50	146.20
Session Total	0	2	997	5	103	22	9	10	1148	1179.50
Session Average	0.00	0.25	124.63	0.63	12.88	2.75	1.13	1.25	143.50	147.44

Date
Wednesday 21 February 2018

Weather
Cloudy
Temp: 4°C

1545 - 1815 (Weekday PM Peak)

TIME	Movement 8.5: Left from A595 Egremont Road to A595 Hensingham Bypass								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1545 - 1600	0	4	145	2	23	5	2	2	183	187.70
1600 - 1615	6	6	153	0	15	3	2	2	187	184.70
1615 - 1630	5	5	142	0	19	3	1	1	176	172.80
1630 - 1645	3	1	154	0	18	3	2	1	182	184.10
Hourly Total	14	16	594	2	75	14	7	6	728	729.30
Hourly Average	3.50	4.00	148.50	0.50	18.75	3.50	1.75	1.50	182.00	182.33
1645 - 1700	0	2	172	1	14	3	0	0	192	192.30
1700 - 1715	3	0	186	0	16	2	1	1	209	209.90
1715 - 1730	0	0	189	1	13	0	0	1	204	205.00
1730 - 1745	2	1	164	1	13	1	1	1	184	184.60
Hourly Total	5	3	711	3	56	6	2	3	789	791.80
Hourly Average	1.25	0.75	177.75	0.75	14.00	1.50	0.50	0.75	197.25	197.95
1745 - 1800	0	2	152	1	12	0	0	1	168	167.80
1800 - 1815	0	0	148	0	13	0	0	1	162	163.00
1/2 Hourly Total	0	2	300	1	25	0	0	2	330	330.80
1/2 Hourly Average	0.00	1.00	150.00	0.50	12.50	0.00	0.00	1.00	165.00	165.40
Session Total	19	21	1605	6	156	20	9	11	1847	1851.90
Session Average	1.90	2.10	160.50	0.60	15.60	2.00	0.90	1.10	184.70	185.19

Whitehaven, Cumbria
Classified Junction Count

Site 8 of 14
Homewood Road
A595 Egremont Road
A595 Hensingham Bypass
B5295 Egremont Road

Lat/Long
lat 54.530036° lon -3.569077°

Date
Wednesday 21 February 2018

Weather
Cloudy
Temp: 3°C

0730 - 0930 (Weekday AM Peak)

TIME	Movement 8.6: Northbound from A595 Egremont Road to B5295 Egremont Road								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0730 - 0745	0	0	21	0	7	0	0	0	28	28.00
0745 - 0800	0	1	28	1	7	0	0	1	38	38.40
0800 - 0815	0	0	43	0	6	0	0	1	50	51.00
0815 - 0830	0	0	66	0	4	0	0	2	72	74.00
Hourly Total	0	1	158	1	24	0	0	4	188	191.40
Hourly Average	0.00	0.25	39.50	0.25	6.00	0.00	0.00	1.00	47.00	47.85
0830 - 0845	0	0	70	1	3	0	0	0	74	74.00
0845 - 0900	0	0	45	1	3	0	0	3	52	55.00
0900 - 0915	0	0	28	0	1	0	0	0	29	29.00
0915 - 0930	0	0	11	0	1	0	0	1	13	14.00
Hourly Total	0	0	154	2	8	0	0	4	168	172.00
Hourly Average	0.00	0.00	38.50	0.50	2.00	0.00	0.00	1.00	42.00	43.00
Session Total	0	1	312	3	32	0	0	8	356	363.40
Session Average	0.00	0.13	39.00	0.38	4.00	0.00	0.00	1.00	44.50	45.43

Date
Wednesday 21 February 2018

Weather
Cloudy
Temp: 4°C

1545 - 1815 (Weekday PM Peak)

TIME	Movement 8.6: Northbound from A595 Egremont Road to B5295 Egremont Road								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1545 - 1600	1	1	47	0	1	0	0	0	50	48.60
1600 - 1615	1	1	63	2	2	1	0	0	70	69.10
1615 - 1630	1	1	63	0	2	1	0	1	69	69.10
1630 - 1645	1	2	49	0	4	0	0	1	57	56.00
Hourly Total	4	5	222	2	9	2	0	2	246	242.80
Hourly Average	1.00	1.25	55.50	0.50	2.25	0.50	0.00	0.50	61.50	60.70
1645 - 1700	0	0	47	0	7	1	0	0	55	55.50
1700 - 1715	0	2	52	1	7	1	1	0	64	64.60
1715 - 1730	0	1	63	0	6	0	0	2	72	73.40
1730 - 1745	0	0	53	0	3	0	0	0	56	56.00
Hourly Total	0	3	215	1	23	2	1	2	247	249.50
Hourly Average	0.00	0.75	53.75	0.25	5.75	0.50	0.25	0.50	61.75	62.38
1745 - 1800	0	0	51	0	3	0	0	0	54	54.00
1800 - 1815	0	0	35	0	4	0	0	0	39	39.00
1/2 Hourly Total	0	0	86	0	7	0	0	0	93	93.00
1/2 Hourly Average	0.00	0.00	43.00	0.00	3.50	0.00	0.00	0.00	46.50	46.50
Session Total	4	8	523	3	39	4	1	4	586	585.30
Session Average	0.40	0.80	52.30	0.30	3.90	0.40	0.10	0.40	58.60	58.53

Whitehaven, Cumbria
Classified Junction Count

Site 8 of 14
Homewood Road
A595 Egremont Road
A595 Hensingham Bypass
B5295 Egremont Road

Lat/Long
lat 54.530036° lon -3.569077°

Date
Wednesday 21 February 2018

Weather
Cloudy
Temp: 3°C

0730 - 0930 (Weekday AM Peak)

TIME	Movement 8.7: Right from A595 Egremont Road to Homewood Road								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0730 - 0745	0	0	25	0	4	1	0	0	30	30.50
0745 - 0800	0	0	28	0	7	0	0	0	35	35.00
0800 - 0815	0	0	15	0	2	0	0	0	17	17.00
0815 - 0830	0	0	24	0	2	0	0	1	27	28.00
Hourly Total	0	0	92	0	15	1	0	1	109	110.50
Hourly Average	0.00	0.00	23.00	0.00	3.75	0.25	0.00	0.25	27.25	27.63
0830 - 0845	0	0	34	1	5	0	0	1	41	42.00
0845 - 0900	0	0	38	0	2	0	0	1	41	42.00
0900 - 0915	0	0	37	0	2	0	0	1	40	41.00
0915 - 0930	0	0	19	1	3	0	0	0	23	23.00
Hourly Total	0	0	128	2	12	0	0	3	145	148.00
Hourly Average	0.00	0.00	32.00	0.50	3.00	0.00	0.00	0.75	36.25	37.00
Session Total	0	0	220	2	27	1	0	4	254	258.50
Session Average	0.00	0.00	27.50	0.25	3.38	0.13	0.00	0.50	31.75	32.31

Date
Wednesday 21 February 2018

Weather
Cloudy
Temp: 4°C

1545 - 1815 (Weekday PM Peak)

TIME	Movement 8.7: Right from A595 Egremont Road to Homewood Road								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1545 - 1600	0	0	31	0	5	0	0	2	38	40.00
1600 - 1615	0	0	32	0	3	0	0	0	35	35.00
1615 - 1630	0	0	33	0	4	0	0	1	38	39.00
1630 - 1645	0	0	26	0	1	0	0	0	27	27.00
Hourly Total	0	0	122	0	13	0	0	3	138	141.00
Hourly Average	0.00	0.00	30.50	0.00	3.25	0.00	0.00	0.75	34.50	35.25
1645 - 1700	0	1	37	0	4	1	0	0	43	42.90
1700 - 1715	0	0	25	0	2	0	0	0	27	27.00
1715 - 1730	0	0	30	0	2	0	0	1	33	34.00
1730 - 1745	0	0	33	0	3	0	0	1	37	38.00
Hourly Total	0	1	125	0	11	1	0	2	140	141.90
Hourly Average	0.00	0.25	31.25	0.00	2.75	0.25	0.00	0.50	35.00	35.48
1745 - 1800	0	0	44	0	2	0	0	0	46	46.00
1800 - 1815	0	0	39	0	3	0	0	1	43	44.00
1/2 Hourly Total	0	0	83	0	5	0	0	1	89	90.00
1/2 Hourly Average	0.00	0.00	41.50	0.00	2.50	0.00	0.00	0.50	44.50	45.00
Session Total	0	1	330	0	29	1	0	6	367	372.90
Session Average	0.00	0.10	33.00	0.00	2.90	0.10	0.00	0.60	36.70	37.29

Whitehaven, Cumbria
Classified Junction Count

Site 8 of 14
Homewood Road
A595 Egremont Road
A595 Hensingham Bypass
B5295 Egremont Road

Lat/Long
lat 54.530036° lon -3.569077°

Date
Wednesday 21 February 2018

Weather
Cloudy
Temp: 3°C

0730 - 0930 (Weekday AM Peak)

TIME	Movement 8.8: U-Turn from A595 Egremont Road to A595 Egremont Road								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0730 - 0745	0	0	4	0	1	0	0	0	5	5.00
0745 - 0800	0	0	3	0	1	0	0	0	4	4.00
0800 - 0815	0	0	4	0	0	0	0	0	4	4.00
0815 - 0830	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	0	0	12	0	2	0	0	0	14	14.00
Hourly Average	0.00	0.00	3.00	0.00	0.50	0.00	0.00	0.00	3.50	3.50
0830 - 0845	0	0	4	0	0	0	0	0	4	4.00
0845 - 0900	0	0	6	0	0	0	0	0	6	6.00
0900 - 0915	0	0	5	0	0	0	0	0	5	5.00
0915 - 0930	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	15	0	0	0	0	0	15	15.00
Hourly Average	0.00	0.00	3.75	0.00	0.00	0.00	0.00	0.00	3.75	3.75
Session Total	0	0	27	0	2	0	0	0	29	29.00
Session Average	0.00	0.00	3.38	0.00	0.25	0.00	0.00	0.00	3.63	3.63

Date
Wednesday 21 February 2018

Weather
Cloudy
Temp: 4°C

1545 - 1815 (Weekday PM Peak)

TIME	Movement 8.8: U-Turn from A595 Egremont Road to A595 Egremont Road								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1545 - 1600	0	0	5	0	0	0	0	1	6	7.00
1600 - 1615	0	2	5	0	0	0	0	0	7	5.80
1615 - 1630	0	0	5	0	0	0	0	0	5	5.00
1630 - 1645	0	0	3	0	0	0	0	0	3	3.00
Hourly Total	0	2	18	0	0	0	0	1	21	20.80
Hourly Average	0.00	0.50	4.50	0.00	0.00	0.00	0.00	0.25	5.25	5.20
1645 - 1700	0	0	1	0	0	1	0	0	2	2.50
1700 - 1715	0	0	4	0	0	0	0	0	4	4.00
1715 - 1730	0	0	2	0	1	0	0	0	3	3.00
1730 - 1745	0	0	2	0	0	0	0	0	2	2.00
Hourly Total	0	0	9	0	1	1	0	0	11	11.50
Hourly Average	0.00	0.00	2.25	0.00	0.25	0.25	0.00	0.00	2.75	2.88
1745 - 1800	0	0	1	0	1	0	0	0	2	2.00
1800 - 1815	0	0	2	0	0	0	0	0	2	2.00
1/2 Hourly Total	0	0	3	0	1	0	0	0	4	4.00
1/2 Hourly Average	0.00	0.00	1.50	0.00	0.50	0.00	0.00	0.00	2.00	2.00
Session Total	0	2	30	0	2	1	0	1	36	36.30
Session Average	0.00	0.20	3.00	0.00	0.20	0.10	0.00	0.10	3.60	3.63

Whitehaven, Cumbria
Classified Junction Count

Site 8 of 14
Homewood Road
A595 Egremont Road
A595 Hensingham Bypass
B5295 Egremont Road

Lat/Long
lat 54.530036° lon -3.569077°

Date
Wednesday 21 February 2018

Weather
Cloudy
Temp: 3°C

0730 - 0930 (Weekday AM Peak)

TIME	Movement 8.9: Left from A595 Hensingham Bypass to B5295 Egremont Road								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0730 - 0745	0	0	0	0	0	0	0	0	0	0.00
0745 - 0800	0	0	0	0	0	0	0	0	0	0.00
0800 - 0815	0	0	0	0	0	0	0	1	1	2.00
0815 - 0830	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	0	0	1	0	0	0	0	1	2	3.00
Hourly Average	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.25	0.50	0.75
0830 - 0845	0	0	1	0	0	0	0	0	1	1.00
0845 - 0900	0	0	1	0	0	0	0	0	1	1.00
0900 - 0915	0	0	1	0	0	0	0	0	1	1.00
0915 - 0930	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	0	0	4	0	0	0	0	0	4	4.00
Hourly Average	0.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00	1.00	1.00
Session Total	0	0	5	0	0	0	0	1	6	7.00
Session Average	0.00	0.00	0.63	0.00	0.00	0.00	0.00	0.13	0.75	0.88

Date
Wednesday 21 February 2018

Weather
Cloudy
Temp: 4°C

1545 - 1815 (Weekday PM Peak)

TIME	Movement 8.9: Left from A595 Hensingham Bypass to B5295 Egremont Road								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1545 - 1600	0	0	1	0	1	0	0	0	2	2.00
1600 - 1615	0	0	0	0	0	0	0	0	0	0.00
1615 - 1630	0	0	0	0	0	0	0	0	0	0.00
1630 - 1645	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	0	0	2	0	1	0	0	0	3	3.00
Hourly Average	0.00	0.00	0.50	0.00	0.25	0.00	0.00	0.00	0.75	0.75
1645 - 1700	0	0	2	0	0	0	0	0	2	2.00
1700 - 1715	0	0	1	0	0	0	0	1	2	3.00
1715 - 1730	0	0	1	0	0	0	0	0	1	1.00
1730 - 1745	0	0	0	0	1	0	0	0	1	1.00
Hourly Total	0	0	4	0	1	0	0	1	6	7.00
Hourly Average	0.00	0.00	1.00	0.00	0.25	0.00	0.00	0.25	1.50	1.75
1745 - 1800	0	0	1	0	0	0	0	0	1	1.00
1800 - 1815	0	0	0	0	0	0	0	0	0	0.00
1/2 Hourly Total	0	0	1	0	0	0	0	0	1	1.00
1/2 Hourly Average	0.00	0.00	0.50	0.00	0.00	0.00	0.00	0.00	0.50	0.50
Session Total	0	0	7	0	2	0	0	1	10	11.00
Session Average	0.00	0.00	0.70	0.00	0.20	0.00	0.00	0.10	1.00	1.10

Whitehaven, Cumbria
Classified Junction Count

Site 8 of 14
Homewood Road
A595 Egremont Road
A595 Hensingham Bypass
B5295 Egremont Road

Lat/Long
lat 54.530036° lon -3.569077°

Date
Wednesday 21 February 2018

Weather
Cloudy
Temp: 3°C

0730 - 0930 (Weekday AM Peak)

TIME	Movement 8.10: Eastbound from A595 Hensingham Bypass to Homewood Road								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0730 - 0745	0	1	15	0	1	0	0	0	17	16.40
0745 - 0800	0	0	23	1	2	2	0	0	28	29.00
0800 - 0815	0	0	15	0	0	0	0	0	15	15.00
0815 - 0830	0	0	31	0	4	0	0	0	35	35.00
Hourly Total	0	1	84	1	7	2	0	0	95	95.40
Hourly Average	0.00	0.25	21.00	0.25	1.75	0.50	0.00	0.00	23.75	23.85
0830 - 0845	0	0	19	0	1	1	1	0	22	23.80
0845 - 0900	0	0	35	0	1	1	0	0	37	37.50
0900 - 0915	0	0	23	1	3	0	0	0	27	27.00
0915 - 0930	0	0	21	2	3	1	0	0	27	27.50
Hourly Total	0	0	98	3	8	3	1	0	113	115.80
Hourly Average	0.00	0.00	24.50	0.75	2.00	0.75	0.25	0.00	28.25	28.95
Session Total	0	1	182	4	15	5	1	0	208	211.20
Session Average	0.00	0.13	22.75	0.50	1.88	0.63	0.13	0.00	26.00	26.40

Date
Wednesday 21 February 2018

Weather
Cloudy
Temp: 4°C

1545 - 1815 (Weekday PM Peak)

TIME	Movement 8.10: Eastbound from A595 Hensingham Bypass to Homewood Road								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1545 - 1600	0	0	16	0	1	0	0	0	17	17.00
1600 - 1615	0	1	14	0	0	1	0	0	16	15.90
1615 - 1630	0	0	10	0	0	0	0	0	10	10.00
1630 - 1645	0	0	13	0	1	0	0	0	14	14.00
Hourly Total	0	1	53	0	2	1	0	0	57	56.90
Hourly Average	0.00	0.25	13.25	0.00	0.50	0.25	0.00	0.00	14.25	14.23
1645 - 1700	1	0	8	0	3	0	0	0	12	11.20
1700 - 1715	0	0	17	0	1	0	0	0	18	18.00
1715 - 1730	0	2	10	0	0	0	0	0	12	10.80
1730 - 1745	0	0	9	0	0	0	0	0	9	9.00
Hourly Total	1	2	44	0	4	0	0	0	51	49.00
Hourly Average	0.25	0.50	11.00	0.00	1.00	0.00	0.00	0.00	12.75	12.25
1745 - 1800	0	0	14	0	0	0	0	0	14	14.00
1800 - 1815	0	0	16	0	0	2	0	0	18	19.00
1/2 Hourly Total	0	0	30	0	0	2	0	0	32	33.00
1/2 Hourly Average	0.00	0.00	15.00	0.00	0.00	1.00	0.00	0.00	16.00	16.50
Session Total	1	3	127	0	6	3	0	0	140	138.90
Session Average	0.10	0.30	12.70	0.00	0.60	0.30	0.00	0.00	14.00	13.89

Whitehaven, Cumbria
Classified Junction Count

Site 8 of 14
Homewood Road
A595 Egremont Road
A595 Hensingham Bypass
B5295 Egremont Road

Lat/Long
lat 54.530036° lon -3.569077°

Date
Wednesday 21 February 2018

Weather
Cloudy
Temp: 3°C

0730 - 0930 (Weekday AM Peak)

TIME	Movement 8.11: Right from A595 Hensingham Bypass to A595 Egremont Road								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0730 - 0745	1	4	184	0	21	6	5	0	221	227.30
0745 - 0800	0	0	166	0	20	2	6	0	194	202.80
0800 - 0815	0	0	138	0	20	5	1	0	164	167.80
0815 - 0830	0	3	125	0	26	4	3	1	162	167.10
Hourly Total	1	7	613	0	87	17	15	1	741	765.00
Hourly Average	0.25	1.75	153.25	0.00	21.75	4.25	3.75	0.25	185.25	191.25
0830 - 0845	0	1	98	0	28	7	2	2	138	145.50
0845 - 0900	0	0	116	0	26	4	8	1	155	168.40
0900 - 0915	0	0	104	0	20	7	2	0	133	139.10
0915 - 0930	0	0	96	0	26	9	4	1	136	146.70
Hourly Total	0	1	414	0	100	27	16	4	562	599.70
Hourly Average	0.00	0.25	103.50	0.00	25.00	6.75	4.00	1.00	140.50	149.93
Session Total	1	8	1027	0	187	44	31	5	1303	1364.70
Session Average	0.13	1.00	128.38	0.00	23.38	5.50	3.88	0.63	162.88	170.59

Date
Wednesday 21 February 2018

Weather
Cloudy
Temp: 4°C

1545 - 1815 (Weekday PM Peak)

TIME	Movement 8.11: Right from A595 Hensingham Bypass to A595 Egremont Road								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1545 - 1600	0	0	101	0	12	2	0	1	116	118.00
1600 - 1615	0	1	101	1	11	1	2	0	117	119.50
1615 - 1630	0	3	143	2	14	1	0	2	165	165.70
1630 - 1645	0	1	142	1	16	4	1	1	166	169.70
Hourly Total	0	5	487	4	53	8	3	4	564	572.90
Hourly Average	0.00	1.25	121.75	1.00	13.25	2.00	0.75	1.00	141.00	143.23
1645 - 1700	0	1	148	0	14	1	0	0	164	163.90
1700 - 1715	0	0	166	1	16	0	0	0	183	183.00
1715 - 1730	0	1	151	0	8	0	0	0	160	159.40
1730 - 1745	0	1	141	0	7	2	2	1	154	158.00
Hourly Total	0	3	606	1	45	3	2	1	661	664.30
Hourly Average	0.00	0.75	151.50	0.25	11.25	0.75	0.50	0.25	165.25	166.08
1745 - 1800	0	0	123	0	8	1	0	0	132	132.50
1800 - 1815	0	0	103	0	6	0	0	0	109	109.00
1/2 Hourly Total	0	0	226	0	14	1	0	0	241	241.50
1/2 Hourly Average	0.00	0.00	113.00	0.00	7.00	0.50	0.00	0.00	120.50	120.75
Session Total	0	8	1319	5	112	12	5	5	1466	1478.70
Session Average	0.00	0.80	131.90	0.50	11.20	1.20	0.50	0.50	146.60	147.87

Site 8 of 14
Homewood Road
A595 Egremont Road
A595 Hensingham Bypass
B5295 Egremont Road

Date
Wednesday 21 February 2018

Weather
Cloudy
Temp: 3°C

0730 - 0930 (Weekday AM Peak)

[illegible]

Date
Wednesday 21 February 2018

Weather
Cloudy
Temp: 4°C

1545 - 1815 (Weekday PM Peak)

[illegible]

Whitehaven, Cumbria
Classified Junction Count

Site 8 of 14
Homewood Road
A595 Egremont Road
A595 Hensingham Bypass
B5295 Egremont Road

Lat/Long
lat 54.530036° lon -3.569077°

Date
Wednesday 21 February 2018

Weather
Cloudy
Temp: 3°C

0730 - 0930 (Weekday AM Peak)

TIME	Movement 8.13: Left from B5295 Egremont Road to Homewood Road								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0730 - 0745	0	0	1	0	0	0	0	0	1	1.00
0745 - 0800	0	0	1	0	0	0	0	0	1	1.00
0800 - 0815	0	0	2	0	0	0	0	0	2	2.00
0815 - 0830	0	0	3	0	0	0	0	0	3	3.00
Hourly Total	0	0	7	0	0	0	0	0	7	7.00
Hourly Average	0.00	0.00	1.75	0.00	0.00	0.00	0.00	0.00	1.75	1.75
0830 - 0845	0	0	0	0	0	0	0	0	0	0.00
0845 - 0900	0	0	1	0	0	0	0	0	1	1.00
0900 - 0915	0	0	6	0	0	0	0	0	6	6.00
0915 - 0930	0	0	2	0	0	0	0	0	2	2.00
Hourly Total	0	0	9	0	0	0	0	0	9	9.00
Hourly Average	0.00	0.00	2.25	0.00	0.00	0.00	0.00	0.00	2.25	2.25
Session Total	0	0	16	0	0	0	0	0	16	16.00
Session Average	0.00	0.00	2.00	0.00	0.00	0.00	0.00	0.00	2.00	2.00

Date
Wednesday 21 February 2018

Weather
Cloudy
Temp: 4°C

1545 - 1815 (Weekday PM Peak)

TIME	Movement 8.13: Left from B5295 Egremont Road to Homewood Road								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1545 - 1600	0	0	1	0	0	0	0	0	1	1.00
1600 - 1615	0	0	1	0	0	0	0	0	1	1.00
1615 - 1630	0	0	0	0	0	0	0	0	0	0.00
1630 - 1645	0	0	2	0	0	0	0	1	3	4.00
Hourly Total	0	0	4	0	0	0	0	1	5	6.00
Hourly Average	0.00	0.00	1.00	0.00	0.00	0.00	0.00	0.25	1.25	1.50
1645 - 1700	1	0	2	0	1	0	0	0	4	3.20
1700 - 1715	0	0	3	0	0	0	0	0	3	3.00
1715 - 1730	0	0	1	0	0	0	0	0	1	1.00
1730 - 1745	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	1	0	6	0	1	0	0	0	8	7.20
Hourly Average	0.25	0.00	1.50	0.00	0.25	0.00	0.00	0.00	2.00	1.80
1745 - 1800	0	0	1	0	1	0	0	1	3	4.00
1800 - 1815	0	0	0	0	0	0	0	0	0	0.00
1/2 Hourly Total	0	0	1	0	1	0	0	1	3	4.00
1/2 Hourly Average	0.00	0.00	0.50	0.00	0.50	0.00	0.00	0.50	1.50	2.00
Session Total	1	0	11	0	2	0	0	2	16	17.20
Session Average	0.10	0.00	1.10	0.00	0.20	0.00	0.00	0.20	1.60	1.72

Whitehaven, Cumbria
Classified Junction Count

Site 8 of 14
Homewood Road
A595 Egremont Road
A595 Hensingham Bypass
B5295 Egremont Road

Lat/Long
lat 54.530036° lon -3.569077°

Date
Wednesday 21 February 2018

Weather
Cloudy
Temp: 3°C

0730 - 0930 (Weekday AM Peak)

TIME	Movement 8.14: Southbound from B5295 Egremont Road to A595 Egremont Roac								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0730 - 0745	0	2	40	0	2	5	1	0	50	52.60
0745 - 0800	0	0	48	2	2	2	0	0	54	55.00
0800 - 0815	0	1	38	0	4	0	0	0	43	42.40
0815 - 0830	0	0	41	1	10	0	0	0	52	52.00
Hourly Total	0	3	167	3	18	7	1	0	199	202.00
Hourly Average	0.00	0.75	41.75	0.75	4.50	1.75	0.25	0.00	49.75	50.50
0830 - 0845	0	0	47	0	5	2	0	1	55	57.00
0845 - 0900	0	0	49	1	5	0	0	1	56	57.00
0900 - 0915	0	0	32	0	3	0	0	0	35	35.00
0915 - 0930	0	0	11	0	1	0	0	1	13	14.00
Hourly Total	0	0	139	1	14	2	0	3	159	163.00
Hourly Average	0.00	0.00	34.75	0.25	3.50	0.50	0.00	0.75	39.75	40.75
Session Total	0	3	306	4	32	9	1	3	358	365.00
Session Average	0.00	0.38	38.25	0.50	4.00	1.13	0.13	0.38	44.75	45.63

Date
Wednesday 21 February 2018

Weather
Cloudy
Temp: 4°C

1545 - 1815 (Weekday PM Peak)

TIME	Movement 8.14: Southbound from B5295 Egremont Road to A595 Egremont Roac								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1545 - 1600	1	0	19	1	1	0	0	0	22	21.20
1600 - 1615	0	0	34	1	4	1	0	0	40	40.50
1615 - 1630	0	0	32	1	2	0	0	1	36	37.00
1630 - 1645	0	0	38	0	5	0	0	0	43	43.00
Hourly Total	1	0	123	3	12	1	0	1	141	141.70
Hourly Average	0.25	0.00	30.75	0.75	3.00	0.25	0.00	0.25	35.25	35.43
1645 - 1700	0	1	37	0	8	0	0	0	46	45.40
1700 - 1715	0	0	49	0	4	0	0	0	53	53.00
1715 - 1730	0	0	27	1	1	1	0	0	30	30.50
1730 - 1745	0	0	22	1	3	0	0	0	26	26.00
Hourly Total	0	1	135	2	16	1	0	0	155	154.90
Hourly Average	0.00	0.25	33.75	0.50	4.00	0.25	0.00	0.00	38.75	38.73
1745 - 1800	0	0	22	0	0	0	0	0	22	22.00
1800 - 1815	0	1	33	1	0	0	0	0	35	34.40
1/2 Hourly Total	0	1	55	1	0	0	0	0	57	56.40
1/2 Hourly Average	0.00	0.50	27.50	0.50	0.00	0.00	0.00	0.00	28.50	28.20
Session Total	1	2	313	6	28	2	0	1	353	353.00
Session Average	0.10	0.20	31.30	0.60	2.80	0.20	0.00	0.10	35.30	35.30

Site 8 of 14
Homewood Road
A595 Egremont Road
A595 Hensingham Bypass
B5295 Egremont Road

Date
Wednesday 21 February 2018

Weather
Cloudy
Temp: 3°C

0730 - 0930 (Weekday AM Peak)

[illegible]

Date
Wednesday 21 February 2018

Weather
Cloudy
Temp: 4°C

1545 - 1815 (Weekday PM Peak)

[illegible]

Whitehaven, Cumbria
Classified Junction Count

Site 9 of 14

B5295 Ribton Moorside
A595 Hensingham Bypass (South)
A595 Hensingham Bypass (North)

Lat/Long

lat 54.538145° lon -3.572216°

Date

Wednesday 21 February 2018

Weather

Cloudy
Temp: 3°C

0730 - 0930 (Weekday AM Peak)

TIME	Movement 9.1: Left from B5295 Ribton Moorside to A595 Hensingham Bypass (South)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0730 - 0745	0	0	1	0	0	0	0	0	1	1.00
0745 - 0800	0	0	1	0	0	0	0	0	1	1.00
0800 - 0815	0	1	1	0	1	0	0	0	3	2.40
0815 - 0830	0	0	2	0	0	0	0	0	2	2.00
Hourly Total	0	1	5	0	1	0	0	0	7	6.40
Hourly Average	0.00	0.25	1.25	0.00	0.25	0.00	0.00	0.00	1.75	1.60
0830 - 0845	0	0	2	0	1	0	0	0	3	3.00
0845 - 0900	0	0	2	0	0	0	0	0	2	2.00
0900 - 0915	0	0	0	0	0	1	0	0	1	1.50
0915 - 0930	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	4	0	1	1	0	0	6	6.50
Hourly Average	0.00	0.00	1.00	0.00	0.25	0.25	0.00	0.00	1.50	1.63
Session Total	0	1	9	0	2	1	0	0	13	12.90
Session Average	0.00	0.13	1.13	0.00	0.25	0.13	0.00	0.00	1.63	1.61

Date

Wednesday 21 February 2018

Weather

Cloudy
Temp: 4°C

1545 - 1815 (Weekday PM Peak)

TIME	Movement 9.1: Left from B5295 Ribton Moorside to A595 Hensingham Bypass (South)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1545 - 1600	0	0	1	0	0	0	0	0	1	1.00
1600 - 1615	0	0	1	0	0	0	0	0	1	1.00
1615 - 1630	0	0	1	0	0	1	0	0	2	2.50
1630 - 1645	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	3	0	0	1	0	0	4	4.50
Hourly Average	0.00	0.00	0.75	0.00	0.00	0.25	0.00	0.00	1.00	1.13
1645 - 1700	0	0	0	0	1	0	0	0	1	1.00
1700 - 1715	0	0	2	0	0	0	0	0	2	2.00
1715 - 1730	0	0	0	0	0	0	0	0	0	0.00
1730 - 1745	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	2	0	1	0	0	0	3	3.00
Hourly Average	0.00	0.00	0.50	0.00	0.25	0.00	0.00	0.00	0.75	0.75
1745 - 1800	0	0	1	0	0	0	0	0	1	1.00
1800 - 1815	0	0	2	0	0	0	0	0	2	2.00
1/2 Hourly Total	0	0	3	0	0	0	0	0	3	3.00
1/2 Hourly Average	0.00	0.00	1.50	0.00	0.00	0.00	0.00	0.00	1.50	1.50
Session Total	0	0	8	0	1	1	0	0	10	10.50
Session Average	0.00	0.00	0.80	0.00	0.10	0.10	0.00	0.00	1.00	1.05

Whitehaven, Cumbria
Classified Junction Count

Site 9 of 14

B5295 Ribton Moorside
A595 Hensingham Bypass (South)
A595 Hensingham Bypass (North)

Lat/Long

lat 54.538145° lon -3.572216°

Date

Wednesday 21 February 2018

Weather

Cloudy
Temp: 3°C

0730 - 0930 (Weekday AM Peak)

TIME	Movement 9.2: Right from B5295 Ribton Moorside to A595 Hensingham Bypass (North)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0730 - 0745	0	0	57	0	11	1	0	0	69	69.50
0745 - 0800	1	2	55	0	11	3	0	4	76	79.50
0800 - 0815	0	1	70	0	9	1	1	1	83	85.20
0815 - 0830	0	0	85	0	7	1	1	2	96	99.80
Hourly Total	1	3	267	0	38	6	2	7	324	334.00
Hourly Average	0.25	0.75	66.75	0.00	9.50	1.50	0.50	1.75	81.00	83.50
0830 - 0845	0	0	122	0	8	0	0	2	132	134.00
0845 - 0900	0	0	100	1	6	0	0	1	108	109.00
0900 - 0915	0	0	93	0	5	0	1	2	101	104.30
0915 - 0930	0	0	75	1	5	2	0	1	84	86.00
Hourly Total	0	0	390	2	24	2	1	6	425	433.30
Hourly Average	0.00	0.00	97.50	0.50	6.00	0.50	0.25	1.50	106.25	108.33
Session Total	1	3	657	2	62	8	3	13	749	767.30
Session Average	0.13	0.38	82.13	0.25	7.75	1.00	0.38	1.63	93.63	95.91

Date

Wednesday 21 February 2018

Weather

Cloudy
Temp: 4°C

1545 - 1815 (Weekday PM Peak)

TIME	Movement 9.2: Right from B5295 Ribton Moorside to A595 Hensingham Bypass (North)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1545 - 1600	0	0	64	0	4	0	1	1	70	72.30
1600 - 1615	0	0	81	1	5	1	0	2	90	92.50
1615 - 1630	0	0	67	0	6	0	0	2	75	77.00
1630 - 1645	0	1	81	1	4	1	0	1	89	89.90
Hourly Total	0	1	293	2	19	2	1	6	324	331.70
Hourly Average	0.00	0.25	73.25	0.50	4.75	0.50	0.25	1.50	81.00	82.93
1645 - 1700	0	0	108	0	4	0	3	1	116	120.90
1700 - 1715	0	2	79	0	5	0	0	0	86	84.80
1715 - 1730	1	0	85	1	6	2	0	4	99	103.20
1730 - 1745	0	2	81	0	6	1	1	1	92	93.60
Hourly Total	1	4	353	1	21	3	4	6	393	402.50
Hourly Average	0.25	1.00	88.25	0.25	5.25	0.75	1.00	1.50	98.25	100.63
1745 - 1800	1	0	89	0	12	0	1	1	104	105.50
1800 - 1815	0	0	63	0	4	0	0	0	67	67.00
1/2 Hourly Total	1	0	152	0	16	0	1	1	171	172.50
1/2 Hourly Average	0.50	0.00	76.00	0.00	8.00	0.00	0.50	0.50	85.50	86.25
Session Total	2	5	798	3	56	5	6	13	888	906.70
Session Average	0.20	0.50	79.80	0.30	5.60	0.50	0.60	1.30	88.80	90.67

Whitehaven, Cumbria
Classified Junction Count

Site 9 of 14

B5295 Ribton Moorside
A595 Hensingham Bypass (South)
A595 Hensingham Bypass (North)

Lat/Long

lat 54.538145° lon -3.572216°

Date

Wednesday 21 February 2018

Weather

Cloudy
Temp: 3°C

0730 - 0930 (Weekday AM Peak)

TIME	Movement 9.3: Left from A595 Hensingham Bypass (South) to A595 Hensingham Bypass (North)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0730 - 0745	0	1	109	0	14	3	1	0	128	130.20
0745 - 0800	0	0	167	1	17	2	0	2	189	192.00
0800 - 0815	0	0	142	1	11	3	0	2	159	162.50
0815 - 0830	0	0	156	0	12	5	0	3	176	181.50
Hourly Total	0	1	574	2	54	13	1	7	652	666.20
Hourly Average	0.00	0.25	143.50	0.50	13.50	3.25	0.25	1.75	163.00	166.55
0830 - 0845	0	0	165	3	16	3	1	2	190	194.80
0845 - 0900	0	1	128	0	10	2	2	2	145	150.00
0900 - 0915	0	0	142	0	19	7	4	1	173	182.70
0915 - 0930	0	0	121	3	10	3	1	1	139	142.80
Hourly Total	0	1	556	6	55	15	8	6	647	670.30
Hourly Average	0.00	0.25	139.00	1.50	13.75	3.75	2.00	1.50	161.75	167.58
Session Total	0	2	1130	8	109	28	9	13	1299	1336.50
Session Average	0.00	0.25	141.25	1.00	13.63	3.50	1.13	1.63	162.38	167.06

Date

Wednesday 21 February 2018

Weather

Cloudy
Temp: 4°C

1545 - 1815 (Weekday PM Peak)

TIME	Movement 9.3: Left from A595 Hensingham Bypass (South) to A595 Hensingham Bypass (North)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1545 - 1600	0	4	193	1	21	4	2	3	228	233.20
1600 - 1615	6	6	196	0	19	5	2	2	236	234.70
1615 - 1630	5	5	176	1	22	3	1	2	215	212.80
1630 - 1645	4	1	197	0	24	3	2	1	232	233.30
Hourly Total	15	16	762	2	86	15	7	8	911	914.00
Hourly Average	3.75	4.00	190.50	0.50	21.50	3.75	1.75	2.00	227.75	228.50
1645 - 1700	0	2	212	1	15	2	0	0	232	231.80
1700 - 1715	3	0	221	0	17	2	1	1	245	245.90
1715 - 1730	0	0	216	1	16	1	0	1	235	236.50
1730 - 1745	2	1	187	1	12	3	1	1	208	209.60
Hourly Total	5	3	836	3	60	8	2	3	920	923.80
Hourly Average	1.25	0.75	209.00	0.75	15.00	2.00	0.50	0.75	230.00	230.95
1745 - 1800	0	2	177	1	14	1	0	1	196	196.30
1800 - 1815	0	0	181	0	13	0	0	1	195	196.00
1/2 Hourly Total	0	2	358	1	27	1	0	2	391	392.30
1/2 Hourly Average	0.00	1.00	179.00	0.50	13.50	0.50	0.00	1.00	195.50	196.15
Session Total	20	21	1956	6	173	24	9	13	2222	2230.10
Session Average	2.00	2.10	195.60	0.60	17.30	2.40	0.90	1.30	222.20	223.01

Whitehaven, Cumbria
Classified Junction Count

Site 9 of 14

B5295 Ribton Moorside
A595 Hensingham Bypass (South)
A595 Hensingham Bypass (North)

Lat/Long

lat 54.538145° lon -3.572216°

Date

Wednesday 21 February 2018

Weather

Cloudy
Temp: 3°C

0730 - 0930 (Weekday AM Peak)

TIME	Movement 9.5: Left from A595 Hensingham Bypass (North) to B5295 Ribton Moorside								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0730 - 0745	0	0	20	0	6	1	1	0	28	29.80
0745 - 0800	0	0	28	0	3	0	2	1	34	37.60
0800 - 0815	0	0	37	0	10	1	2	0	50	53.10
0815 - 0830	0	0	51	1	5	3	0	1	61	63.50
Hourly Total	0	0	136	1	24	5	5	2	173	184.00
Hourly Average	0.00	0.00	34.00	0.25	6.00	1.25	1.25	0.50	43.25	46.00
0830 - 0845	0	0	45	0	6	0	0	1	52	53.00
0845 - 0900	0	0	54	1	7	1	1	2	66	69.80
0900 - 0915	1	0	47	0	7	0	3	0	58	61.10
0915 - 0930	0	0	47	0	10	2	1	3	63	68.30
Hourly Total	1	0	193	1	30	3	5	6	239	252.20
Hourly Average	0.25	0.00	48.25	0.25	7.50	0.75	1.25	1.50	59.75	63.05
Session Total	1	0	329	2	54	8	10	8	412	436.20
Session Average	0.13	0.00	41.13	0.25	6.75	1.00	1.25	1.00	51.50	54.53

Date

Wednesday 21 February 2018

Weather

Cloudy
Temp: 4°C

1545 - 1815 (Weekday PM Peak)

TIME	Movement 9.5: Left from A595 Hensingham Bypass (North) to B5295 Ribton Moorside								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1545 - 1600	0	1	62	0	5	0	0	2	70	71.40
1600 - 1615	0	0	72	2	3	1	1	2	81	84.80
1615 - 1630	0	0	81	1	3	0	0	4	89	93.00
1630 - 1645	0	0	71	1	5	0	0	2	79	81.00
Hourly Total	0	1	286	4	16	1	1	10	319	330.20
Hourly Average	0.00	0.25	71.50	1.00	4.00	0.25	0.25	2.50	79.75	82.55
1645 - 1700	0	1	81	0	10	1	0	0	93	92.90
1700 - 1715	0	2	78	1	2	1	0	1	85	85.30
1715 - 1730	0	0	87	1	5	0	0	0	93	93.00
1730 - 1745	0	0	95	1	2	0	0	1	99	100.00
Hourly Total	0	3	341	3	19	2	0	2	370	371.20
Hourly Average	0.00	0.75	85.25	0.75	4.75	0.50	0.00	0.50	92.50	92.80
1745 - 1800	0	1	78	1	5	0	1	2	88	90.70
1800 - 1815	0	1	93	0	1	0	0	1	96	96.40
1/2 Hourly Total	0	2	171	1	6	0	1	3	184	187.10
1/2 Hourly Average	0.00	1.00	85.50	0.50	3.00	0.00	0.50	1.50	92.00	93.55
Session Total	0	6	798	8	41	3	2	15	873	888.50
Session Average	0.00	0.60	79.80	0.80	4.10	0.30	0.20	1.50	87.30	88.85

Whitehaven, Cumbria
Classified Junction Count

Site 9 of 14

B5295 Ribton Moorside
A595 Hensingham Bypass (South)
A595 Hensingham Bypass (North)

Lat/Long

lat 54.538145° lon -3.572216°

Date

Wednesday 21 February 2018

Weather

Cloudy
Temp: 3°C

0730 - 0930 (Weekday AM Peak)

TIME	Movement 9.6: Right from A595 Hensingham Bypass (North) to A595 Hensingham Bypass (South)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0730 - 0745	1	5	206	0	21	4	4	0	241	244.40
0745 - 0800	0	0	180	0	24	3	5	0	212	220.00
0800 - 0815	0	0	148	1	19	5	2	1	176	182.10
0815 - 0830	0	2	149	0	28	7	4	1	191	199.50
Hourly Total	1	7	683	1	92	19	15	2	820	846.00
Hourly Average	0.25	1.75	170.75	0.25	23.00	4.75	3.75	0.50	205.00	211.50
0830 - 0845	0	1	125	0	30	9	4	1	170	180.10
0845 - 0900	0	0	160	0	26	4	7	1	198	210.10
0900 - 0915	0	0	123	2	23	5	1	2	156	161.80
0915 - 0930	0	0	114	1	29	11	5	0	160	172.00
Hourly Total	0	1	522	3	108	29	17	4	684	724.00
Hourly Average	0.00	0.25	130.50	0.75	27.00	7.25	4.25	1.00	171.00	181.00
Session Total	1	8	1205	4	200	48	32	6	1504	1570.00
Session Average	0.13	1.00	150.63	0.50	25.00	6.00	4.00	0.75	188.00	196.25

Date

Wednesday 21 February 2018

Weather

Cloudy
Temp: 4°C

1545 - 1815 (Weekday PM Peak)

TIME	Movement 9.6: Right from A595 Hensingham Bypass (North) to A595 Hensingham Bypass (South)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1545 - 1600	0	0	109	0	12	2	0	2	125	128.00
1600 - 1615	0	2	127	0	11	2	2	0	144	146.40
1615 - 1630	0	3	154	3	14	1	0	1	176	175.70
1630 - 1645	0	1	151	1	19	3	1	1	177	180.20
Hourly Total	0	6	541	4	56	8	3	4	622	630.30
Hourly Average	0.00	1.50	135.25	1.00	14.00	2.00	0.75	1.00	155.50	157.58
1645 - 1700	1	1	153	0	18	2	0	0	175	174.60
1700 - 1715	0	1	180	1	20	1	0	1	204	204.90
1715 - 1730	0	2	165	0	4	0	0	0	171	169.80
1730 - 1745	0	1	148	0	7	0	2	1	159	162.00
Hourly Total	1	5	646	1	49	3	2	2	709	711.30
Hourly Average	0.25	1.25	161.50	0.25	12.25	0.75	0.50	0.50	177.25	177.83
1745 - 1800	0	0	136	0	9	0	0	0	145	145.00
1800 - 1815	0	0	120	0	5	3	0	0	128	129.50
1/2 Hourly Total	0	0	256	0	14	3	0	0	273	274.50
1/2 Hourly Average	0.00	0.00	128.00	0.00	7.00	1.50	0.00	0.00	136.50	137.25
Session Total	1	11	1443	5	119	14	5	6	1604	1616.10
Session Average	0.10	1.10	144.30	0.50	11.90	1.40	0.50	0.60	160.40	161.61

Whitehaven, Cumbria
Classified Junction Count

Site 10 of 14
A595 Hensingham Bypass
A5094 Inkerman Terrace
A595 Loop Road South

Lat/Long
lat 54.539670° lon -3.573300°

Date
Wednesday 21 February 2018

Weather
Cloudy
Temp: 3°C

0730 - 0930 (Weekday AM Peak)

TIME	Movement 10.1: Left from A595 Hensingham Bypass to A5094 Inkerman Terrace								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0730 - 0745	0	0	71	0	9	1	0	0	81	81.50
0745 - 0800	1	1	103	0	13	0	0	3	121	122.60
0800 - 0815	0	0	90	0	7	2	0	0	99	100.00
0815 - 0830	0	0	110	0	3	0	0	2	115	117.00
Hourly Total	1	1	374	0	32	3	0	5	416	421.10
Hourly Average	0.25	0.25	93.50	0.00	8.00	0.75	0.00	1.25	104.00	105.28
0830 - 0845	0	0	129	1	7	0	0	1	138	139.00
0845 - 0900	0	0	125	1	7	0	0	2	135	137.00
0900 - 0915	0	0	136	0	9	0	0	2	147	149.00
0915 - 0930	0	0	125	1	6	2	0	2	136	139.00
Hourly Total	0	0	515	3	29	2	0	7	556	564.00
Hourly Average	0.00	0.00	128.75	0.75	7.25	0.50	0.00	1.75	139.00	141.00
Session Total	1	1	889	3	61	5	0	12	972	985.10
Session Average	0.13	0.13	111.13	0.38	7.63	0.63	0.00	1.50	121.50	123.14

Date
Wednesday 21 February 2018

Weather
Cloudy
Temp: 4°C

1545 - 1815 (Weekday PM Peak)

TIME	Movement 10.1: Left from A595 Hensingham Bypass to A5094 Inkerman Terrace								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1545 - 1600	1	1	104	0	6	0	0	3	115	116.60
1600 - 1615	0	0	115	0	8	1	0	1	125	126.50
1615 - 1630	0	0	103	0	6	0	0	3	112	115.00
1630 - 1645	0	0	119	0	11	0	0	0	130	130.00
Hourly Total	1	1	441	0	31	1	0	7	482	488.10
Hourly Average	0.25	0.25	110.25	0.00	7.75	0.25	0.00	1.75	120.50	122.03
1645 - 1700	0	0	148	0	9	0	0	1	158	159.00
1700 - 1715	0	0	131	0	6	0	0	1	138	139.00
1715 - 1730	0	0	141	0	11	0	0	2	154	156.00
1730 - 1745	1	1	93	0	7	0	0	1	103	102.60
Hourly Total	1	1	513	0	33	0	0	5	553	556.60
Hourly Average	0.25	0.25	128.25	0.00	8.25	0.00	0.00	1.25	138.25	139.15
1745 - 1800	1	0	131	0	15	0	0	1	148	148.20
1800 - 1815	0	0	98	0	7	0	0	0	105	105.00
1/2 Hourly Total	1	0	229	0	22	0	0	1	253	253.20
1/2 Hourly Average	0.50	0.00	114.50	0.00	11.00	0.00	0.00	0.50	126.50	126.60
Session Total	3	2	1183	0	86	1	0	13	1288	1297.90
Session Average	0.30	0.20	118.30	0.00	8.60	0.10	0.00	1.30	128.80	129.79

Whitehaven, Cumbria
Classified Junction Count

Site 10 of 14
A595 Hensingham Bypass
A5094 Inkerman Terrace
A595 Loop Road South

Lat/Long
lat 54.539670° lon -3.573300°

Date
Wednesday 21 February 2018

Weather
Cloudy
Temp: 3°C

0730 - 0930 (Weekday AM Peak)

TIME	Movement 10.2: Left from A595 Hensingham Bypass to A595 Loop Road South								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0730 - 0745	0	0	103	0	12	2	1	0	118	120.30
0745 - 0800	0	1	120	1	19	5	0	5	151	157.90
0800 - 0815	0	2	121	1	13	2	1	2	142	145.10
0815 - 0830	0	0	124	0	16	7	1	2	150	156.80
Hourly Total	0	3	468	2	60	16	3	9	561	580.10
Hourly Average	0.00	0.75	117.00	0.50	15.00	4.00	0.75	2.25	140.25	145.03
0830 - 0845	0	0	152	1	17	2	1	1	174	177.30
0845 - 0900	0	1	103	1	11	0	2	1	119	122.00
0900 - 0915	0	0	102	1	14	8	4	1	130	140.20
0915 - 0930	0	0	75	2	8	5	2	2	94	101.10
Hourly Total	0	1	432	5	50	15	9	5	517	540.60
Hourly Average	0.00	0.25	108.00	1.25	12.50	3.75	2.25	1.25	129.25	135.15
Session Total	0	4	900	7	110	31	12	14	1078	1120.70
Session Average	0.00	0.50	112.50	0.88	13.75	3.88	1.50	1.75	134.75	140.09

Date
Wednesday 21 February 2018

Weather
Cloudy
Temp: 4°C

1545 - 1815 (Weekday PM Peak)

TIME	Movement 10.2: Left from A595 Hensingham Bypass to A595 Loop Road South								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1545 - 1600	1	3	153	0	20	5	2	1	185	188.50
1600 - 1615	6	5	150	1	17	4	2	3	188	187.80
1615 - 1630	4	6	158	2	21	3	2	1	197	195.30
1630 - 1645	3	2	142	1	15	4	2	2	171	174.00
Hourly Total	14	16	603	4	73	16	8	7	741	745.60
Hourly Average	3.50	4.00	150.75	1.00	18.25	4.00	2.00	1.75	185.25	186.40
1645 - 1700	0	2	177	1	12	3	2	0	197	199.90
1700 - 1715	3	1	172	1	17	3	1	0	198	197.80
1715 - 1730	0	1	167	1	8	2	1	3	183	187.70
1730 - 1745	2	2	159	1	11	3	2	1	181	183.30
Hourly Total	5	6	675	4	48	11	6	4	759	768.70
Hourly Average	1.25	1.50	168.75	1.00	12.00	2.75	1.50	1.00	189.75	192.18
1745 - 1800	0	2	143	1	12	1	1	1	161	162.60
1800 - 1815	0	0	150	0	10	0	0	1	161	162.00
1/2 Hourly Total	0	2	293	1	22	1	1	2	322	324.60
1/2 Hourly Average	0.00	1.00	146.50	0.50	11.00	0.50	0.50	1.00	161.00	162.30
Session Total	19	24	1571	9	143	28	15	13	1822	1838.90
Session Average	1.90	2.40	157.10	0.90	14.30	2.80	1.50	1.30	182.20	183.89

Whitehaven, Cumbria
Classified Junction Count

Site 10 of 14
A595 Hensingham Bypass
A5094 Inkerman Terrace
A595 Loop Road South

Lat/Long
lat 54.539670° lon -3.573300°

Date
Wednesday 21 February 2018

Weather
Cloudy
Temp: 3°C

0730 - 0930 (Weekday AM Peak)

Movement 10.3: Left from A5094 Inkerman Terrace to A595 Loop Road South									Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0730 - 0745	0	0	8	0	0	0	0	0	8	8.00
0745 - 0800	0	0	9	0	0	0	0	1	10	11.00
0800 - 0815	0	0	18	0	1	1	0	2	22	24.50
0815 - 0830	0	0	20	0	4	0	0	0	24	24.00
Hourly Total	0	0	55	0	5	1	0	3	64	67.50
Hourly Average	0.00	0.00	13.75	0.00	1.25	0.25	0.00	0.75	16.00	16.88
0830 - 0845	0	0	33	1	0	0	0	0	34	34.00
0845 - 0900	0	0	17	0	2	0	0	1	20	21.00
0900 - 0915	0	0	18	1	1	0	0	1	21	22.00
0915 - 0930	0	0	18	0	3	0	0	0	21	21.00
Hourly Total	0	0	86	2	6	0	0	2	96	98.00
Hourly Average	0.00	0.00	21.50	0.50	1.50	0.00	0.00	0.50	24.00	24.50
Session Total	0	0	141	2	11	1	0	5	160	165.50
Session Average	0.00	0.00	17.63	0.25	1.38	0.13	0.00	0.63	20.00	20.69

Date
Wednesday 21 February 2018

Weather
Cloudy
Temp: 4°C

1545 - 1815 (Weekday PM Peak)

Movement 10.3: Left from A5094 Inkerman Terrace to A595 Loop Road South									Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1545 - 1600	0	0	30	0	2	0	0	1	33	34.00
1600 - 1615	0	0	24	0	2	0	0	1	27	28.00
1615 - 1630	0	0	30	0	3	0	0	0	33	33.00
1630 - 1645	0	0	37	0	3	0	1	1	42	44.30
Hourly Total	0	0	121	0	10	0	1	3	135	139.30
Hourly Average	0.00	0.00	30.25	0.00	2.50	0.00	0.25	0.75	33.75	34.83
1645 - 1700	0	0	33	0	1	0	0	0	34	34.00
1700 - 1715	0	0	21	0	1	0	0	0	22	22.00
1715 - 1730	0	0	22	0	2	0	0	1	25	26.00
1730 - 1745	0	0	24	0	1	0	0	1	26	27.00
Hourly Total	0	0	100	0	5	0	0	2	107	109.00
Hourly Average	0.00	0.00	25.00	0.00	1.25	0.00	0.00	0.50	26.75	27.25
1745 - 1800	0	0	38	1	4	0	0	0	43	43.00
1800 - 1815	0	1	27	0	0	0	0	1	29	29.40
1/2 Hourly Total	0	1	65	1	4	0	0	1	72	72.40
1/2 Hourly Average	0.00	0.50	32.50	0.50	2.00	0.00	0.00	0.50	36.00	36.20
Session Total	0	1	286	1	19	0	1	6	314	320.70
Session Average	0.00	0.10	28.60	0.10	1.90	0.00	0.10	0.60	31.40	32.07

Whitehaven, Cumbria
Classified Junction Count

Site 10 of 14
A595 Hensingham Bypass
A5094 Inkerman Terrace
A595 Loop Road South

Lat/Long
lat 54.539670° lon -3.573300°

Date
Wednesday 21 February 2018

Weather
Cloudy
Temp: 3°C

0730 - 0930 (Weekday AM Peak)

TIME	Movement 10.4: Right from A5094 Inkerman Terrace to A595 Hensingham Bypass								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0730 - 0745	0	0	43	0	9	1	0	0	53	53.50
0745 - 0800	0	0	49	0	6	1	2	1	59	63.10
0800 - 0815	0	0	51	1	8	0	0	1	61	62.00
0815 - 0830	0	0	75	0	9	1	1	2	88	91.80
Hourly Total	0	0	218	1	32	3	3	4	261	270.40
Hourly Average	0.00	0.00	54.50	0.25	8.00	0.75	0.75	1.00	65.25	67.60
0830 - 0845	0	0	54	0	9	0	0	0	63	63.00
0845 - 0900	0	0	70	1	12	0	1	2	86	89.30
0900 - 0915	1	0	62	0	11	1	0	2	77	78.70
0915 - 0930	0	0	51	1	10	0	0	3	65	68.00
Hourly Total	1	0	237	2	42	1	1	7	291	299.00
Hourly Average	0.25	0.00	59.25	0.50	10.50	0.25	0.25	1.75	72.75	74.75
Session Total	1	0	455	3	74	4	4	11	552	569.40
Session Average	0.13	0.00	56.88	0.38	9.25	0.50	0.50	1.38	69.00	71.18

Date
Wednesday 21 February 2018

Weather
Cloudy
Temp: 4°C

1545 - 1815 (Weekday PM Peak)

TIME	Movement 10.4: Right from A5094 Inkerman Terrace to A595 Hensingham Bypass								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1545 - 1600	0	1	97	1	4	0	0	1	104	104.40
1600 - 1615	0	0	99	0	5	0	0	1	105	106.00
1615 - 1630	0	0	115	2	5	0	1	1	124	126.30
1630 - 1645	0	0	111	2	8	0	0	3	124	127.00
Hourly Total	0	1	422	5	22	0	1	6	457	463.70
Hourly Average	0.00	0.25	105.50	1.25	5.50	0.00	0.25	1.50	114.25	115.93
1645 - 1700	1	0	100	0	4	0	0	0	105	104.20
1700 - 1715	0	3	127	1	5	0	0	0	136	134.20
1715 - 1730	0	2	105	1	4	0	0	0	112	110.80
1730 - 1745	0	0	115	1	2	0	0	1	119	120.00
Hourly Total	1	5	447	3	15	0	0	1	472	469.20
Hourly Average	0.25	1.25	111.75	0.75	3.75	0.00	0.00	0.25	118.00	117.30
1745 - 1800	0	1	106	0	9	0	0	2	118	119.40
1800 - 1815	0	1	101	0	1	0	0	0	103	102.40
1/2 Hourly Total	0	2	207	0	10	0	0	2	221	221.80
1/2 Hourly Average	0.00	1.00	103.50	0.00	5.00	0.00	0.00	1.00	110.50	110.90
Session Total	1	8	1076	8	47	0	1	9	1150	1154.70
Session Average	0.10	0.80	107.60	0.80	4.70	0.00	0.10	0.90	115.00	115.47

Whitehaven, Cumbria
Classified Junction Count

Site 10 of 14
A595 Hensingham Bypass
A5094 Inkerman Terrace
A595 Loop Road South

Lat/Long
lat 54.539670° lon -3.573300°

Date
Wednesday 21 February 2018

Weather
Cloudy
Temp: 3°C

0730 - 0930 (Weekday AM Peak)

TIME	Movement 10.5: Right from A595 Loop Road South to A595 Hensingham Bypass								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0730 - 0745	1	4	185	0	24	4	5	0	223	228.30
0745 - 0800	0	0	148	1	19	3	5	0	176	184.00
0800 - 0815	0	0	138	0	18	5	4	0	165	172.70
0815 - 0830	0	3	127	0	23	9	3	0	165	171.60
Hourly Total	1	7	598	1	84	21	17	0	729	756.60
Hourly Average	0.25	1.75	149.50	0.25	21.00	5.25	4.25	0.00	182.25	189.15
0830 - 0845	0	1	118	0	26	9	5	2	161	173.40
0845 - 0900	0	0	137	0	22	4	8	1	172	185.40
0900 - 0915	0	0	113	0	17	4	3	0	137	142.90
0915 - 0930	0	0	105	2	31	14	5	0	157	170.50
Hourly Total	0	1	473	2	96	31	21	3	627	672.20
Hourly Average	0.00	0.25	118.25	0.50	24.00	7.75	5.25	0.75	156.75	168.05
Session Total	1	8	1071	3	180	52	38	3	1356	1428.80
Session Average	0.13	1.00	133.88	0.38	22.50	6.50	4.75	0.38	169.50	178.60

Date
Wednesday 21 February 2018

Weather
Cloudy
Temp: 4°C

1545 - 1815 (Weekday PM Peak)

TIME	Movement 10.5: Right from A595 Loop Road South to A595 Hensingham Bypass								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1545 - 1600	0	0	72	0	15	2	0	1	90	92.00
1600 - 1615	0	2	99	0	9	3	2	2	117	121.90
1615 - 1630	0	3	122	3	11	0	0	4	143	145.20
1630 - 1645	0	1	115	0	15	4	1	1	137	140.70
Hourly Total	0	6	408	3	50	9	3	8	487	499.80
Hourly Average	0.00	1.50	102.00	0.75	12.50	2.25	0.75	2.00	121.75	124.95
1645 - 1700	0	2	142	0	25	2	0	0	171	170.80
1700 - 1715	0	0	128	1	17	1	0	2	149	151.50
1715 - 1730	0	0	146	0	6	1	0	0	153	153.50
1730 - 1745	0	1	134	0	6	1	2	1	145	148.50
Hourly Total	0	3	550	1	54	5	2	3	618	624.30
Hourly Average	0.00	0.75	137.50	0.25	13.50	1.25	0.50	0.75	154.50	156.08
1745 - 1800	0	0	105	1	5	1	1	0	113	114.80
1800 - 1815	0	0	110	0	5	2	0	1	118	120.00
1/2 Hourly Total	0	0	215	1	10	3	1	1	231	234.80
1/2 Hourly Average	0.00	0.00	107.50	0.50	5.00	1.50	0.50	0.50	115.50	117.40
Session Total	0	9	1173	5	114	17	6	12	1336	1358.90
Session Average	0.00	0.90	117.30	0.50	11.40	1.70	0.60	1.20	133.60	135.89

Whitehaven, Cumbria
Classified Junction Count

Site 10 of 14
A595 Hensingham Bypass
A5094 Inkerman Terrace
A595 Loop Road South

Lat/Long
lat 54.539670° lon -3.573300°

Date
Wednesday 21 February 2018

Weather
Cloudy
Temp: 3°C

0730 - 0930 (Weekday AM Peak)

TIME	Movement 10.6: Right from A595 Loop Road South to A5094 Inkerman Terrace								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0730 - 0745	0	0	12	0	1	0	1	1	15	17.30
0745 - 0800	0	0	25	0	3	0	0	0	28	28.00
0800 - 0815	0	0	33	0	1	0	0	1	35	36.00
0815 - 0830	0	0	30	0	4	0	0	0	34	34.00
Hourly Total	0	0	100	0	9	0	1	2	112	115.30
Hourly Average	0.00	0.00	25.00	0.00	2.25	0.00	0.25	0.50	28.00	28.83
0830 - 0845	1	0	69	0	3	0	0	0	73	72.20
0845 - 0900	0	0	56	0	5	0	0	0	61	61.00
0900 - 0915	0	0	24	0	2	2	0	1	29	31.00
0915 - 0930	0	0	29	0	1	2	1	0	33	35.30
Hourly Total	1	0	178	0	11	4	1	1	196	199.50
Hourly Average	0.25	0.00	44.50	0.00	2.75	1.00	0.25	0.25	49.00	49.88
Session Total	1	0	278	0	20	4	2	3	308	314.80
Session Average	0.13	0.00	34.75	0.00	2.50	0.50	0.25	0.38	38.50	39.35

Date
Wednesday 21 February 2018

Weather
Cloudy
Temp: 4°C

1545 - 1815 (Weekday PM Peak)

TIME	Movement 10.6: Right from A595 Loop Road South to A5094 Inkerman Terrace								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1545 - 1600	0	0	30	0	1	0	0	0	31	31.00
1600 - 1615	0	0	29	0	2	0	0	1	32	33.00
1615 - 1630	0	0	36	0	0	0	0	1	37	38.00
1630 - 1645	0	0	29	0	0	0	0	1	30	31.00
Hourly Total	0	0	124	0	3	0	0	3	130	133.00
Hourly Average	0.00	0.00	31.00	0.00	0.75	0.00	0.00	0.75	32.50	33.25
1645 - 1700	0	0	33	0	3	0	0	0	36	36.00
1700 - 1715	0	0	29	0	0	0	0	1	30	31.00
1715 - 1730	0	0	26	0	0	0	0	0	26	26.00
1730 - 1745	0	0	24	0	0	0	0	1	25	26.00
Hourly Total	0	0	112	0	3	0	0	2	117	119.00
Hourly Average	0.00	0.00	28.00	0.00	0.75	0.00	0.00	0.50	29.25	29.75
1745 - 1800	0	0	49	0	1	0	0	0	50	50.00
1800 - 1815	0	1	26	0	3	0	0	1	31	31.40
1/2 Hourly Total	0	1	75	0	4	0	0	1	81	81.40
1/2 Hourly Average	0.00	0.50	37.50	0.00	2.00	0.00	0.00	0.50	40.50	40.70
Session Total	0	1	311	0	10	0	0	6	328	333.40
Session Average	0.00	0.10	31.10	0.00	1.00	0.00	0.00	0.60	32.80	33.34

Whitehaven, Cumbria
Classified Junction Count

Site 11 of 14
Highlands
A595 Loop Road South (South)
A595 Loop Road South (North)

Lat/Long
lat 54.550592° lon -3.580690°

Date
Wednesday 21 February 2018

Weather
Cloudy
Temp: 3°C

0730 - 0930 (Weekday AM Peak)

TIME	Movement 11.1: Left from Highlands to A595 Loop Road South (South)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0730 - 0745	0	0	12	0	1	0	0	0	13	13.00
0745 - 0800	0	0	16	0	0	0	0	0	16	16.00
0800 - 0815	0	0	25	0	0	0	0	0	25	25.00
0815 - 0830	0	0	15	0	0	1	0	0	16	16.50
Hourly Total	0	0	68	0	1	1	0	0	70	70.50
Hourly Average	0.00	0.00	17.00	0.00	0.25	0.25	0.00	0.00	17.50	17.63
0830 - 0845	0	0	26	0	0	0	0	0	26	26.00
0845 - 0900	0	0	18	0	1	0	0	0	19	19.00
0900 - 0915	0	0	11	0	0	0	0	0	11	11.00
0915 - 0930	0	0	10	0	0	0	0	1	11	12.00
Hourly Total	0	0	65	0	1	0	0	1	67	68.00
Hourly Average	0.00	0.00	16.25	0.00	0.25	0.00	0.00	0.25	16.75	17.00
Session Total	0	0	133	0	2	1	0	1	137	138.50
Session Average	0.00	0.00	16.63	0.00	0.25	0.13	0.00	0.13	17.13	17.31

Date
Wednesday 21 February 2018

Weather
Cloudy
Temp: 4°C

1545 - 1815 (Weekday PM Peak)

TIME	Movement 11.1: Left from Highlands to A595 Loop Road South (South)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1545 - 1600	0	0	7	0	0	0	0	0	7	7.00
1600 - 1615	0	1	13	0	0	0	0	0	14	13.40
1615 - 1630	0	0	13	0	1	0	0	0	14	14.00
1630 - 1645	0	0	6	0	0	0	0	0	6	6.00
Hourly Total	0	1	39	0	1	0	0	0	41	40.40
Hourly Average	0.00	0.25	9.75	0.00	0.25	0.00	0.00	0.00	10.25	10.10
1645 - 1700	0	0	14	0	0	0	0	0	14	14.00
1700 - 1715	0	0	8	0	2	0	0	1	11	12.00
1715 - 1730	0	0	12	0	0	0	0	0	12	12.00
1730 - 1745	0	0	12	0	1	0	0	0	13	13.00
Hourly Total	0	0	46	0	3	0	0	1	50	51.00
Hourly Average	0.00	0.00	11.50	0.00	0.75	0.00	0.00	0.25	12.50	12.75
1745 - 1800	0	0	18	0	0	0	0	0	18	18.00
1800 - 1815	0	0	9	0	0	0	0	0	9	9.00
1/2 Hourly Total	0	0	27	0	0	0	0	0	27	27.00
1/2 Hourly Average	0.00	0.00	13.50	0.00	0.00	0.00	0.00	0.00	13.50	13.50
Session Total	0	1	112	0	4	0	0	1	118	118.40
Session Average	0.00	0.10	11.20	0.00	0.40	0.00	0.00	0.10	11.80	11.84

Whitehaven, Cumbria
Classified Junction Count

Site 11 of 14
Highlands
A595 Loop Road South (South)
A595 Loop Road South (North)

Lat/Long
lat 54.550592° lon -3.580690°

Date
Wednesday 21 February 2018

Weather
Cloudy
Temp: 3°C

0730 - 0930 (Weekday AM Peak)

TIME	Movement 11.2: Right from Highlands to A595 Loop Road South (North)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0730 - 0745	0	0	9	0	1	0	0	0	10	10.00
0745 - 0800	0	0	17	0	2	0	0	0	19	19.00
0800 - 0815	0	0	14	0	0	0	0	0	14	14.00
0815 - 0830	0	0	16	0	0	0	0	0	16	16.00
Hourly Total	0	0	56	0	3	0	0	0	59	59.00
Hourly Average	0.00	0.00	14.00	0.00	0.75	0.00	0.00	0.00	14.75	14.75
0830 - 0845	0	0	23	0	2	0	0	0	25	25.00
0845 - 0900	0	0	16	0	0	0	0	0	16	16.00
0900 - 0915	0	0	9	0	1	0	0	0	10	10.00
0915 - 0930	0	0	9	0	1	0	0	0	10	10.00
Hourly Total	0	0	57	0	4	0	0	0	61	61.00
Hourly Average	0.00	0.00	14.25	0.00	1.00	0.00	0.00	0.00	15.25	15.25
Session Total	0	0	113	0	7	0	0	0	120	120.00
Session Average	0.00	0.00	14.13	0.00	0.88	0.00	0.00	0.00	15.00	15.00

Date
Wednesday 21 February 2018

Weather
Cloudy
Temp: 4°C

1545 - 1815 (Weekday PM Peak)

TIME	Movement 11.2: Right from Highlands to A595 Loop Road South (North)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1545 - 1600	0	0	4	0	0	0	0	0	4	4.00
1600 - 1615	0	0	13	0	0	0	0	0	13	13.00
1615 - 1630	0	0	6	0	0	0	0	0	6	6.00
1630 - 1645	0	0	12	0	1	0	0	0	13	13.00
Hourly Total	0	0	35	0	1	0	0	0	36	36.00
Hourly Average	0.00	0.00	8.75	0.00	0.25	0.00	0.00	0.00	9.00	9.00
1645 - 1700	0	0	9	0	0	0	0	0	9	9.00
1700 - 1715	0	0	4	0	1	0	0	0	5	5.00
1715 - 1730	0	0	12	0	0	0	0	0	12	12.00
1730 - 1745	0	0	3	0	0	0	0	0	3	3.00
Hourly Total	0	0	28	0	1	0	0	0	29	29.00
Hourly Average	0.00	0.00	7.00	0.00	0.25	0.00	0.00	0.00	7.25	7.25
1745 - 1800	0	0	7	0	1	0	0	0	8	8.00
1800 - 1815	0	0	6	0	1	0	0	0	7	7.00
1/2 Hourly Total	0	0	13	0	2	0	0	0	15	15.00
1/2 Hourly Average	0.00	0.00	6.50	0.00	1.00	0.00	0.00	0.00	7.50	7.50
Session Total	0	0	76	0	4	0	0	0	80	80.00
Session Average	0.00	0.00	7.60	0.00	0.40	0.00	0.00	0.00	8.00	8.00

Whitehaven, Cumbria
Classified Junction Count

Site 11 of 14
Highlands
A595 Loop Road South (South)
A595 Loop Road South (North)

Lat/Long
lat 54.550592° lon -3.580690°

Date
Wednesday 21 February 2018

Weather
Cloudy
Temp: 3°C

0730 - 0930 (Weekday AM Peak)

TIME	Movement 11.3: Left from A595 Loop Road South (South) to A595 Loop Road South (North)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0730 - 0745	0	0	121	0	13	4	0	0	138	140.00
0745 - 0800	0	1	150	2	26	6	1	5	191	199.70
0800 - 0815	0	2	142	0	14	3	1	4	166	171.60
0815 - 0830	0	0	142	0	15	4	1	4	166	173.30
Hourly Total	0	3	555	2	68	17	3	13	661	684.60
Hourly Average	0.00	0.75	138.75	0.50	17.00	4.25	0.75	3.25	165.25	171.15
0830 - 0845	0	0	194	2	22	4	0	1	223	226.00
0845 - 0900	0	1	153	2	12	2	1	0	171	172.70
0900 - 0915	0	0	134	1	18	4	6	1	164	174.80
0915 - 0930	0	0	94	2	12	5	2	1	116	122.10
Hourly Total	0	1	575	7	64	15	9	3	674	695.60
Hourly Average	0.00	0.25	143.75	1.75	16.00	3.75	2.25	0.75	168.50	173.90
Session Total	0	4	1130	9	132	32	12	16	1335	1380.20
Session Average	0.00	0.50	141.25	1.13	16.50	4.00	1.50	2.00	166.88	172.53

Date
Wednesday 21 February 2018

Weather
Cloudy
Temp: 4°C

1545 - 1815 (Weekday PM Peak)

TIME	Movement 11.3: Left from A595 Loop Road South (South) to A595 Loop Road South (North)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1545 - 1600	1	3	146	1	28	4	3	1	187	191.30
1600 - 1615	5	5	140	1	19	4	2	2	178	177.60
1615 - 1630	3	4	154	1	16	5	1	0	184	183.00
1630 - 1645	4	3	182	1	15	3	3	1	212	213.40
Hourly Total	13	15	622	4	78	16	9	4	761	765.30
Hourly Average	3.25	3.75	155.50	1.00	19.50	4.00	2.25	1.00	190.25	191.33
1645 - 1700	0	2	182	1	11	2	1	0	199	200.10
1700 - 1715	2	1	176	1	16	3	3	0	202	205.20
1715 - 1730	1	1	141	1	11	3	0	3	161	164.10
1730 - 1745	1	2	181	1	10	3	2	1	201	204.10
Hourly Total	4	6	680	4	48	11	6	4	763	773.50
Hourly Average	1.00	1.50	170.00	1.00	12.00	2.75	1.50	1.00	190.75	193.38
1745 - 1800	0	2	158	1	13	1	1	1	177	178.60
1800 - 1815	0	0	164	1	11	0	0	0	176	176.00
1/2 Hourly Total	0	2	322	2	24	1	1	1	353	354.60
1/2 Hourly Average	0.00	1.00	161.00	1.00	12.00	0.50	0.50	0.50	176.50	177.30
Session Total	17	23	1624	10	150	28	16	9	1877	1893.40
Session Average	1.70	2.30	162.40	1.00	15.00	2.80	1.60	0.90	187.70	189.34

Whitehaven, Cumbria
Classified Junction Count

Site 11 of 14
Highlands
A595 Loop Road South (South)
A595 Loop Road South (North)

Lat/Long
lat 54.550592° lon -3.580690°

Date
Wednesday 21 February 2018

Weather
Cloudy
Temp: 3°C

0730 - 0930 (Weekday AM Peak)

TIME	Movement 11.4: Right from A595 Loop Road South (South) to Highlands								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0730 - 0745	0	0	1	0	0	0	0	0	1	1.00
0745 - 0800	0	0	3	0	0	0	0	0	3	3.00
0800 - 0815	0	0	5	0	0	0	0	0	5	5.00
0815 - 0830	0	0	5	0	1	0	0	0	6	6.00
Hourly Total	0	0	14	0	1	0	0	0	15	15.00
Hourly Average	0.00	0.00	3.50	0.00	0.25	0.00	0.00	0.00	3.75	3.75
0830 - 0845	0	0	3	0	0	0	0	0	3	3.00
0845 - 0900	0	0	8	0	0	0	0	0	8	8.00
0900 - 0915	0	0	9	0	0	0	0	0	9	9.00
0915 - 0930	0	0	2	0	0	0	0	0	2	2.00
Hourly Total	0	0	22	0	0	0	0	0	22	22.00
Hourly Average	0.00	0.00	5.50	0.00	0.00	0.00	0.00	0.00	5.50	5.50
Session Total	0	0	36	0	1	0	0	0	37	37.00
Session Average	0.00	0.00	4.50	0.00	0.13	0.00	0.00	0.00	4.63	4.63

Date
Wednesday 21 February 2018

Weather
Cloudy
Temp: 4°C

1545 - 1815 (Weekday PM Peak)

TIME	Movement 11.4: Right from A595 Loop Road South (South) to Highlands								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1545 - 1600	0	0	16	0	0	0	0	0	16	16.00
1600 - 1615	0	1	15	0	1	0	0	0	17	16.40
1615 - 1630	0	0	18	0	1	0	0	0	19	19.00
1630 - 1645	1	0	20	0	0	0	0	0	21	20.20
Hourly Total	1	1	69	0	2	0	0	0	73	71.60
Hourly Average	0.25	0.25	17.25	0.00	0.50	0.00	0.00	0.00	18.25	17.90
1645 - 1700	0	0	19	0	0	0	0	0	19	19.00
1700 - 1715	0	0	19	0	1	0	0	0	20	20.00
1715 - 1730	0	0	13	0	0	0	0	0	13	13.00
1730 - 1745	1	0	17	0	1	0	0	0	19	18.20
Hourly Total	1	0	68	0	2	0	0	0	71	70.20
Hourly Average	0.25	0.00	17.00	0.00	0.50	0.00	0.00	0.00	17.75	17.55
1745 - 1800	0	0	24	0	1	0	0	0	25	25.00
1800 - 1815	0	1	13	0	1	0	0	0	15	14.40
1/2 Hourly Total	0	1	37	0	2	0	0	0	40	39.40
1/2 Hourly Average	0.00	0.50	18.50	0.00	1.00	0.00	0.00	0.00	20.00	19.70
Session Total	2	2	174	0	6	0	0	0	184	181.20
Session Average	0.20	0.20	17.40	0.00	0.60	0.00	0.00	0.00	18.40	18.12

Whitehaven, Cumbria
Classified Junction Count

Site 11 of 14
Highlands
A595 Loop Road South (South)
A595 Loop Road South (North)

Lat/Long
lat 54.550592° lon -3.580690°

Date
Wednesday 21 February 2018

Weather
Cloudy
Temp: 3°C

0730 - 0930 (Weekday AM Peak)

TIME	Movement 11.5: Left from A595 Loop Road South (North) to Highlands								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0730 - 0745	0	0	2	0	0	0	0	0	2	2.00
0745 - 0800	0	0	7	0	0	0	0	0	7	7.00
0800 - 0815	0	0	2	0	0	0	0	0	2	2.00
0815 - 0830	0	0	1	0	0	1	0	0	2	2.50
Hourly Total	0	0	12	0	0	1	0	0	13	13.50
Hourly Average	0.00	0.00	3.00	0.00	0.00	0.25	0.00	0.00	3.25	3.38
0830 - 0845	0	0	2	0	0	0	0	0	2	2.00
0845 - 0900	0	0	5	0	2	0	0	0	7	7.00
0900 - 0915	0	0	7	0	0	0	0	1	8	9.00
0915 - 0930	0	0	5	0	0	0	0	0	5	5.00
Hourly Total	0	0	19	0	2	0	0	1	22	23.00
Hourly Average	0.00	0.00	4.75	0.00	0.50	0.00	0.00	0.25	5.50	5.75
Session Total	0	0	31	0	2	1	0	1	35	36.50
Session Average	0.00	0.00	3.88	0.00	0.25	0.13	0.00	0.13	4.38	4.56

Date
Wednesday 21 February 2018

Weather
Cloudy
Temp: 4°C

1545 - 1815 (Weekday PM Peak)

TIME	Movement 11.5: Left from A595 Loop Road South (North) to Highlands								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1545 - 1600	0	0	13	0	0	0	0	0	13	13.00
1600 - 1615	0	0	16	0	1	0	0	0	17	17.00
1615 - 1630	0	0	24	0	2	0	0	0	26	26.00
1630 - 1645	0	0	21	0	1	0	0	0	22	22.00
Hourly Total	0	0	74	0	4	0	0	0	78	78.00
Hourly Average	0.00	0.00	18.50	0.00	1.00	0.00	0.00	0.00	19.50	19.50
1645 - 1700	0	0	20	0	1	0	0	0	21	21.00
1700 - 1715	0	1	20	0	3	0	0	0	24	23.40
1715 - 1730	0	1	20	0	0	0	0	0	21	20.40
1730 - 1745	0	0	19	0	0	0	0	0	19	19.00
Hourly Total	0	2	79	0	4	0	0	0	85	83.80
Hourly Average	0.00	0.50	19.75	0.00	1.00	0.00	0.00	0.00	21.25	20.95
1745 - 1800	0	1	35	0	1	0	0	0	37	36.40
1800 - 1815	0	0	18	0	0	0	0	0	18	18.00
1/2 Hourly Total	0	1	53	0	1	0	0	0	55	54.40
1/2 Hourly Average	0.00	0.50	26.50	0.00	0.50	0.00	0.00	0.00	27.50	27.20
Session Total	0	3	206	0	9	0	0	0	218	216.20
Session Average	0.00	0.30	20.60	0.00	0.90	0.00	0.00	0.00	21.80	21.62

Whitehaven, Cumbria
Classified Junction Count

Site 11 of 14
Highlands
A595 Loop Road South (South)
A595 Loop Road South (North)

Lat/Long
lat 54.550592° lon -3.580690°

Date
Wednesday 21 February 2018

Weather
Cloudy
Temp: 3°C

0730 - 0930 (Weekday AM Peak)

TIME	Movement 11.6: Right from A595 Loop Road South (North) to A595 Loop Road South (South)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0730 - 0745	1	4	167	0	16	7	6	0	201	209.10
0745 - 0800	0	0	152	1	20	1	3	0	177	181.40
0800 - 0815	0	1	132	0	18	7	4	0	162	170.10
0815 - 0830	0	2	108	0	31	5	5	0	151	158.80
Hourly Total	1	7	559	1	85	20	18	0	691	719.40
Hourly Average	0.25	1.75	139.75	0.25	21.25	5.00	4.50	0.00	172.75	179.85
0830 - 0845	1	1	122	0	27	8	6	2	167	179.40
0845 - 0900	0	0	123	1	24	7	5	1	161	172.00
0900 - 0915	0	0	119	1	17	6	6	0	149	159.80
0915 - 0930	0	0	97	0	26	13	5	0	141	154.00
Hourly Total	1	1	461	2	94	34	22	3	618	665.20
Hourly Average	0.25	0.25	115.25	0.50	23.50	8.50	5.50	0.75	154.50	166.30
Session Total	2	8	1020	3	179	54	40	3	1309	1384.60
Session Average	0.25	1.00	127.50	0.38	22.38	6.75	5.00	0.38	163.63	173.08

Date
Wednesday 21 February 2018

Weather
Cloudy
Temp: 4°C

1545 - 1815 (Weekday PM Peak)

TIME	Movement 11.6: Right from A595 Loop Road South (North) to A595 Loop Road South (South)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1545 - 1600	0	0	87	0	16	2	1	2	108	112.30
1600 - 1615	0	1	115	1	11	3	2	3	136	142.50
1615 - 1630	0	3	161	2	9	0	0	5	180	183.20
1630 - 1645	0	1	140	0	17	4	0	1	163	165.40
Hourly Total	0	5	503	3	53	9	3	11	587	603.40
Hourly Average	0.00	1.25	125.75	0.75	13.25	2.25	0.75	2.75	146.75	150.85
1645 - 1700	0	2	173	0	26	2	0	0	203	202.80
1700 - 1715	0	0	148	1	11	1	1	2	164	167.80
1715 - 1730	0	0	169	0	10	1	1	0	181	182.80
1730 - 1745	0	1	128	0	7	1	0	1	138	138.90
Hourly Total	0	3	618	1	54	5	2	3	686	692.30
Hourly Average	0.00	0.75	154.50	0.25	13.50	1.25	0.50	0.75	171.50	173.08
1745 - 1800	0	0	127	0	6	0	1	0	134	135.30
1800 - 1815	0	1	135	1	8	3	0	1	149	150.90
1/2 Hourly Total	0	1	262	1	14	3	1	1	283	286.20
1/2 Hourly Average	0.00	0.50	131.00	0.50	7.00	1.50	0.50	0.50	141.50	143.10
Session Total	0	9	1383	5	121	17	6	15	1556	1581.90
Session Average	0.00	0.90	138.30	0.50	12.10	1.70	0.60	1.50	155.60	158.19

Whitehaven, Cumbria
Classified Junction Count

Site 12 of 14
Oakbank Road
Park View
Solway View

Lat/Long
lat 54.553277° lon -3.580611°

Date
Wednesday 21 February 2018

Weather
Cloudy
Temp: 3°C

0730 - 0930 (Weekday AM Peak)

TIME	Movement 12.1: Left from Oakbank Road to Park View								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0730 - 0745	0	0	2	0	0	0	0	0	2	2.00
0745 - 0800	0	0	2	0	0	0	0	0	2	2.00
0800 - 0815	0	0	0	0	0	0	0	0	0	0.00
0815 - 0830	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	4	0	0	0	0	0	4	4.00
Hourly Average	0.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00	1.00	1.00
0830 - 0845	0	0	1	0	0	0	0	0	1	1.00
0845 - 0900	0	0	0	0	0	0	0	0	0	0.00
0900 - 0915	0	0	0	0	0	0	0	0	0	0.00
0915 - 0930	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	1	0	0	0	0	0	1	1.00
Hourly Average	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.25	0.25
Session Total	0	0	5	0	0	0	0	0	5	5.00
Session Average	0.00	0.00	0.63	0.00	0.00	0.00	0.00	0.00	0.63	0.63

Date
Wednesday 21 February 2018

Weather
Cloudy
Temp: 4°C

1545 - 1815 (Weekday PM Peak)

TIME	Movement 12.1: Left from Oakbank Road to Park View								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1545 - 1600	0	0	0	0	0	0	0	0	0	0.00
1600 - 1615	0	0	0	0	1	0	0	0	1	1.00
1615 - 1630	0	0	0	0	0	0	0	0	0	0.00
1630 - 1645	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	1	0	0	0	1	1.00
Hourly Average	0.00	0.00	0.00	0.00	0.25	0.00	0.00	0.00	0.25	0.25
1645 - 1700	0	0	0	0	0	0	0	0	0	0.00
1700 - 1715	0	0	0	0	0	0	0	0	0	0.00
1715 - 1730	0	0	0	0	0	0	0	0	0	0.00
1730 - 1745	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
1745 - 1800	0	0	0	0	0	0	0	0	0	0.00
1800 - 1815	0	0	0	0	0	0	0	0	0	0.00
1/2 Hourly Total	0	0	0	0	0	0	0	0	0	0.00
1/2 Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Session Total	0	0	0	0	1	0	0	0	1	1.00
Session Average	0.00	0.00	0.00	0.00	0.10	0.00	0.00	0.00	0.10	0.10

Whitehaven, Cumbria
Classified Junction Count

Site 12 of 14
Oakbank Road
Park View
Solway View

Lat/Long
lat 54.553277° lon -3.580611°

Date
Wednesday 21 February 2018

Weather
Cloudy
Temp: 3°C

0730 - 0930 (Weekday AM Peak)

	Movement 12.2: Westbound from Oakbank Road to Solway View								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0730 - 0745	1	0	12	0	2	0	0	0	15	14.20
0745 - 0800	0	0	42	0	1	0	0	0	43	43.00
0800 - 0815	0	0	30	1	0	0	0	0	31	31.00
0815 - 0830	0	0	22	0	0	0	0	0	22	22.00
Hourly Total	1	0	106	1	3	0	0	0	111	110.20
Hourly Average	0.25	0.00	26.50	0.25	0.75	0.00	0.00	0.00	27.75	27.55
0830 - 0845	0	0	67	0	0	0	0	0	67	67.00
0845 - 0900	0	0	45	0	1	0	0	0	46	46.00
0900 - 0915	0	0	26	0	2	2	0	0	30	31.00
0915 - 0930	0	0	8	0	1	0	0	0	9	9.00
Hourly Total	0	0	146	0	4	2	0	0	152	153.00
Hourly Average	0.00	0.00	36.50	0.00	1.00	0.50	0.00	0.00	38.00	38.25
Session Total	1	0	252	1	7	2	0	0	263	263.20
Session Average	0.13	0.00	31.50	0.13	0.88	0.25	0.00	0.00	32.88	32.90

Date
Wednesday 21 February 2018

Weather
Cloudy
Temp: 4°C

1545 - 1815 (Weekday PM Peak)

	Movement 12.2: Westbound from Oakbank Road to Solway View								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1545 - 1600	0	0	13	0	0	0	0	0	13	13.00
1600 - 1615	0	0	25	0	1	0	0	0	26	26.00
1615 - 1630	0	0	21	0	0	0	0	0	21	21.00
1630 - 1645	0	0	33	0	1	0	0	0	34	34.00
Hourly Total	0	0	92	0	2	0	0	0	94	94.00
Hourly Average	0.00	0.00	23.00	0.00	0.50	0.00	0.00	0.00	23.50	23.50
1645 - 1700	0	0	27	0	2	0	0	0	29	29.00
1700 - 1715	0	0	31	0	0	0	0	0	31	31.00
1715 - 1730	0	0	30	0	1	0	0	0	31	31.00
1730 - 1745	0	0	26	0	0	0	0	0	26	26.00
Hourly Total	0	0	114	0	3	0	0	0	117	117.00
Hourly Average	0.00	0.00	28.50	0.00	0.75	0.00	0.00	0.00	29.25	29.25
1745 - 1800	0	0	23	0	0	0	0	0	23	23.00
1800 - 1815	0	0	18	0	1	0	0	0	19	19.00
1/2 Hourly Total	0	0	41	0	1	0	0	0	42	42.00
1/2 Hourly Average	0.00	0.00	20.50	0.00	0.50	0.00	0.00	0.00	21.00	21.00
Session Total	0	0	247	0	6	0	0	0	253	253.00
Session Average	0.00	0.00	24.70	0.00	0.60	0.00	0.00	0.00	25.30	25.30

Whitehaven, Cumbria
Classified Junction Count

Site 12 of 14
Oakbank Road
Park View
Solway View

Lat/Long
lat 54.553277° lon -3.580611°

Date
Wednesday 21 February 2018

Weather
Cloudy
Temp: 3°C

0730 - 0930 (Weekday AM Peak)

TIME	Movement 12.3: Left from Park View to Solway View								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0730 - 0745	0	0	17	0	1	0	0	0	18	18.00
0745 - 0800	0	0	30	0	3	0	0	0	33	33.00
0800 - 0815	0	0	24	0	2	0	0	0	26	26.00
0815 - 0830	0	0	29	0	3	1	0	0	33	33.50
Hourly Total	0	0	100	0	9	1	0	0	110	110.50
Hourly Average	0.00	0.00	25.00	0.00	2.25	0.25	0.00	0.00	27.50	27.63
0830 - 0845	0	0	61	0	3	0	0	0	64	64.00
0845 - 0900	0	0	30	0	1	0	0	0	31	31.00
0900 - 0915	0	0	20	0	6	0	0	0	26	26.00
0915 - 0930	0	0	22	0	0	0	0	0	22	22.00
Hourly Total	0	0	133	0	10	0	0	0	143	143.00
Hourly Average	0.00	0.00	33.25	0.00	2.50	0.00	0.00	0.00	35.75	35.75
Session Total	0	0	233	0	19	1	0	0	253	253.50
Session Average	0.00	0.00	29.13	0.00	2.38	0.13	0.00	0.00	31.63	31.69

Date
Wednesday 21 February 2018

Weather
Cloudy
Temp: 4°C

1545 - 1815 (Weekday PM Peak)

TIME	Movement 12.3: Left from Park View to Solway View								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1545 - 1600	0	0	26	0	3	0	0	0	29	29.00
1600 - 1615	0	0	22	0	1	1	0	0	24	24.50
1615 - 1630	1	0	14	0	3	0	0	0	18	17.20
1630 - 1645	0	0	28	1	1	0	0	0	30	30.00
Hourly Total	1	0	90	1	8	1	0	0	101	100.70
Hourly Average	0.25	0.00	22.50	0.25	2.00	0.25	0.00	0.00	25.25	25.18
1645 - 1700	0	0	24	0	1	0	0	0	25	25.00
1700 - 1715	0	0	28	0	1	0	0	0	29	29.00
1715 - 1730	1	1	30	0	1	0	0	0	33	31.60
1730 - 1745	0	0	15	0	1	0	0	0	16	16.00
Hourly Total	1	1	97	0	4	0	0	0	103	101.60
Hourly Average	0.25	0.25	24.25	0.00	1.00	0.00	0.00	0.00	25.75	25.40
1745 - 1800	0	0	25	0	1	0	0	0	26	26.00
1800 - 1815	0	0	10	0	0	0	0	0	10	10.00
1/2 Hourly Total	0	0	35	0	1	0	0	0	36	36.00
1/2 Hourly Average	0.00	0.00	17.50	0.00	0.50	0.00	0.00	0.00	18.00	18.00
Session Total	2	1	222	1	13	1	0	0	240	238.30
Session Average	0.20	0.10	22.20	0.10	1.30	0.10	0.00	0.00	24.00	23.83

Whitehaven, Cumbria
Classified Junction Count

Site 12 of 14
Oakbank Road
Park View
Solway View

Lat/Long
lat 54.553277° lon -3.580611°

Date
Wednesday 21 February 2018

Weather
Cloudy
Temp: 3°C

0730 - 0930 (Weekday AM Peak)

	Movement 12.4: Right from Park View to Oakbank Road								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0730 - 0745	0	0	0	0	0	0	0	0	0	0.00
0745 - 0800	0	0	0	0	0	0	0	0	0	0.00
0800 - 0815	0	0	0	0	0	0	0	0	0	0.00
0815 - 0830	0	0	0	0	0	1	0	0	1	1.50
Hourly Total	0	0	0	0	0	1	0	0	1	1.50
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.25	0.00	0.00	0.25	0.38
0830 - 0845	0	0	1	0	1	0	0	0	2	2.00
0845 - 0900	0	0	0	0	1	0	0	0	1	1.00
0900 - 0915	0	0	0	0	0	0	0	0	0	0.00
0915 - 0930	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	1	0	2	0	0	0	3	3.00
Hourly Average	0.00	0.00	0.25	0.00	0.50	0.00	0.00	0.00	0.75	0.75
Session Total	0	0	1	0	2	1	0	0	4	4.50
Session Average	0.00	0.00	0.13	0.00	0.25	0.13	0.00	0.00	0.50	0.56

Date
Wednesday 21 February 2018

Weather
Cloudy
Temp: 4°C

1545 - 1815 (Weekday PM Peak)

	Movement 12.4: Right from Park View to Oakbank Road								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1545 - 1600	0	0	2	0	0	0	0	0	2	2.00
1600 - 1615	0	0	2	0	0	0	0	0	2	2.00
1615 - 1630	0	0	1	0	2	0	0	0	3	3.00
1630 - 1645	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	0	0	6	0	2	0	0	0	8	8.00
Hourly Average	0.00	0.00	1.50	0.00	0.50	0.00	0.00	0.00	2.00	2.00
1645 - 1700	0	0	2	0	0	0	0	0	2	2.00
1700 - 1715	0	0	2	0	0	0	0	0	2	2.00
1715 - 1730	0	0	0	0	0	0	0	0	0	0.00
1730 - 1745	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	0	0	5	0	0	0	0	0	5	5.00
Hourly Average	0.00	0.00	1.25	0.00	0.00	0.00	0.00	0.00	1.25	1.25
1745 - 1800	0	0	2	0	0	0	0	0	2	2.00
1800 - 1815	0	0	0	0	0	0	0	0	0	0.00
1/2 Hourly Total	0	0	2	0	0	0	0	0	2	2.00
1/2 Hourly Average	0.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00	1.00	1.00
Session Total	0	0	13	0	2	0	0	0	15	15.00
Session Average	0.00	0.00	1.30	0.00	0.20	0.00	0.00	0.00	1.50	1.50

Whitehaven, Cumbria
Classified Junction Count

Site 12 of 14
Oakbank Road
Park View
Solway View

Lat/Long
lat 54.553277° lon -3.580611°

Date
Wednesday 21 February 2018

Weather
Cloudy
Temp: 3°C

0730 - 0930 (Weekday AM Peak)

	Movement 12.5: Eastbound from Solway View to Oakbank Road								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0730 - 0745	0	0	7	0	1	0	0	0	8	8.00
0745 - 0800	0	0	16	0	1	0	0	0	17	17.00
0800 - 0815	0	0	6	0	0	0	0	0	6	6.00
0815 - 0830	0	0	4	0	0	0	0	0	4	4.00
Hourly Total	0	0	33	0	2	0	0	0	35	35.00
Hourly Average	0.00	0.00	8.25	0.00	0.50	0.00	0.00	0.00	8.75	8.75
0830 - 0845	0	0	9	0	1	0	0	0	10	10.00
0845 - 0900	0	0	13	0	0	0	0	0	13	13.00
0900 - 0915	0	0	34	0	4	0	0	0	38	38.00
0915 - 0930	0	0	15	0	0	0	0	0	15	15.00
Hourly Total	0	0	71	0	5	0	0	0	76	76.00
Hourly Average	0.00	0.00	17.75	0.00	1.25	0.00	0.00	0.00	19.00	19.00
Session Total	0	0	104	0	7	0	0	0	111	111.00
Session Average	0.00	0.00	13.00	0.00	0.88	0.00	0.00	0.00	13.88	13.88

Date
Wednesday 21 February 2018

Weather
Cloudy
Temp: 4°C

1545 - 1815 (Weekday PM Peak)

	Movement 12.5: Eastbound from Solway View to Oakbank Road								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1545 - 1600	0	0	32	0	4	0	0	1	37	38.00
1600 - 1615	0	1	33	0	1	0	0	0	35	34.40
1615 - 1630	0	0	50	0	1	0	0	0	51	51.00
1630 - 1645	0	0	43	0	2	0	0	0	45	45.00
Hourly Total	0	1	158	0	8	0	0	1	168	168.40
Hourly Average	0.00	0.25	39.50	0.00	2.00	0.00	0.00	0.25	42.00	42.10
1645 - 1700	0	0	41	0	2	0	0	0	43	43.00
1700 - 1715	0	1	58	0	1	1	0	0	61	60.90
1715 - 1730	0	1	44	0	1	0	0	0	46	45.40
1730 - 1745	0	0	45	0	2	0	0	0	47	47.00
Hourly Total	0	2	188	0	6	1	0	0	197	196.30
Hourly Average	0.00	0.50	47.00	0.00	1.50	0.25	0.00	0.00	49.25	49.08
1745 - 1800	0	0	39	0	1	1	0	0	41	41.50
1800 - 1815	0	0	27	0	0	0	0	0	27	27.00
1/2 Hourly Total	0	0	66	0	1	1	0	0	68	68.50
1/2 Hourly Average	0.00	0.00	33.00	0.00	0.50	0.50	0.00	0.00	34.00	34.25
Session Total	0	3	412	0	15	2	0	1	433	433.20
Session Average	0.00	0.30	41.20	0.00	1.50	0.20	0.00	0.10	43.30	43.32

Whitehaven, Cumbria
Classified Junction Count

Site 12 of 14
Oakbank Road
Park View
Solway View

Lat/Long
lat 54.553277° lon -3.580611°

Date
Wednesday 21 February 2018

Weather
Cloudy
Temp: 3°C

0730 - 0930 (Weekday AM Peak)

TIME	Movement 12.6: Right from Solway View to Park View								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0730 - 0745	1	0	8	0	3	0	0	0	12	11.20
0745 - 0800	0	0	12	0	2	0	0	0	14	14.00
0800 - 0815	0	0	14	0	3	0	0	0	17	17.00
0815 - 0830	0	0	21	0	1	0	0	0	22	22.00
Hourly Total	1	0	55	0	9	0	0	0	65	64.20
Hourly Average	0.25	0.00	13.75	0.00	2.25	0.00	0.00	0.00	16.25	16.05
0830 - 0845	0	0	16	0	0	0	0	0	16	16.00
0845 - 0900	0	0	10	0	2	0	0	0	12	12.00
0900 - 0915	1	0	10	0	1	0	0	0	12	11.20
0915 - 0930	0	0	10	0	3	0	0	0	13	13.00
Hourly Total	1	0	46	0	6	0	0	0	53	52.20
Hourly Average	0.25	0.00	11.50	0.00	1.50	0.00	0.00	0.00	13.25	13.05
Session Total	2	0	101	0	15	0	0	0	118	116.40
Session Average	0.25	0.00	12.63	0.00	1.88	0.00	0.00	0.00	14.75	14.55

Date
Wednesday 21 February 2018

Weather
Cloudy
Temp: 4°C

1545 - 1815 (Weekday PM Peak)

TIME	Movement 12.6: Right from Solway View to Park View								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1545 - 1600	0	0	26	0	2	0	0	1	29	30.00
1600 - 1615	0	0	40	0	2	0	0	1	43	44.00
1615 - 1630	0	0	34	0	2	0	0	0	36	36.00
1630 - 1645	0	0	33	0	2	0	0	0	35	35.00
Hourly Total	0	0	133	0	8	0	0	2	143	145.00
Hourly Average	0.00	0.00	33.25	0.00	2.00	0.00	0.00	0.50	35.75	36.25
1645 - 1700	0	0	27	0	1	0	0	0	28	28.00
1700 - 1715	0	0	38	0	2	0	0	0	40	40.00
1715 - 1730	0	0	25	0	0	0	0	0	25	25.00
1730 - 1745	0	0	23	0	2	0	0	0	25	25.00
Hourly Total	0	0	113	0	5	0	0	0	118	118.00
Hourly Average	0.00	0.00	28.25	0.00	1.25	0.00	0.00	0.00	29.50	29.50
1745 - 1800	0	0	26	0	2	0	0	0	28	28.00
1800 - 1815	0	0	21	0	4	0	0	0	25	25.00
1/2 Hourly Total	0	0	47	0	6	0	0	0	53	53.00
1/2 Hourly Average	0.00	0.00	23.50	0.00	3.00	0.00	0.00	0.00	26.50	26.50
Session Total	0	0	293	0	19	0	0	2	314	316.00
Session Average	0.00	0.00	29.30	0.00	1.90	0.00	0.00	0.20	31.40	31.60

Whitehaven, Cumbria
Classified Junction Count

Site 13 of 14
A595 Loop Road North
Victoria Road
A595 Loop Road South

Lat/Long
lat 54.554936° lon -3.579112°

Date
Wednesday 21 February 2018

Weather
Cloudy
Temp: 3°C

0730 - 0930 (Weekday AM Peak)

	Movement 13.1: Left from A595 Loop Road North to Victoria Road								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0730 - 0745	0	0	7	0	0	0	0	0	7	7.00
0745 - 0800	0	0	9	0	2	1	0	0	12	12.50
0800 - 0815	0	0	8	0	0	0	0	1	9	10.00
0815 - 0830	0	0	3	0	0	0	0	0	3	3.00
Hourly Total	0	0	27	0	2	1	0	1	31	32.50
Hourly Average	0.00	0.00	6.75	0.00	0.50	0.25	0.00	0.25	7.75	8.13
0830 - 0845	0	0	4	0	1	0	0	0	5	5.00
0845 - 0900	0	0	4	0	0	0	0	0	4	4.00
0900 - 0915	0	0	3	0	1	1	0	0	5	5.50
0915 - 0930	0	0	3	0	2	0	0	0	5	5.00
Hourly Total	0	0	14	0	4	1	0	0	19	19.50
Hourly Average	0.00	0.00	3.50	0.00	1.00	0.25	0.00	0.00	4.75	4.88
Session Total	0	0	41	0	6	2	0	1	50	52.00
Session Average	0.00	0.00	5.13	0.00	0.75	0.25	0.00	0.13	6.25	6.50

Date
Wednesday 21 February 2018

Weather
Cloudy
Temp: 4°C

1545 - 1815 (Weekday PM Peak)

	Movement 13.1: Left from A595 Loop Road North to Victoria Road								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1545 - 1600	0	0	1	0	0	0	0	0	1	1.00
1600 - 1615	0	0	9	0	0	0	0	0	9	9.00
1615 - 1630	0	0	6	0	0	0	0	0	6	6.00
1630 - 1645	0	0	9	0	0	0	0	0	9	9.00
Hourly Total	0	0	25	0	0	0	0	0	25	25.00
Hourly Average	0.00	0.00	6.25	0.00	0.00	0.00	0.00	0.00	6.25	6.25
1645 - 1700	0	0	8	0	1	0	0	0	9	9.00
1700 - 1715	0	0	10	0	0	0	0	0	10	10.00
1715 - 1730	0	0	10	0	1	0	0	0	11	11.00
1730 - 1745	0	0	10	0	1	0	0	0	11	11.00
Hourly Total	0	0	38	0	3	0	0	0	41	41.00
Hourly Average	0.00	0.00	9.50	0.00	0.75	0.00	0.00	0.00	10.25	10.25
1745 - 1800	0	0	8	1	0	0	0	0	9	9.00
1800 - 1815	0	0	7	0	0	0	0	0	7	7.00
1/2 Hourly Total	0	0	15	1	0	0	0	0	16	16.00
1/2 Hourly Average	0.00	0.00	7.50	0.50	0.00	0.00	0.00	0.00	8.00	8.00
Session Total	0	0	78	1	3	0	0	0	82	82.00
Session Average	0.00	0.00	7.80	0.10	0.30	0.00	0.00	0.00	8.20	8.20

Whitehaven, Cumbria
Classified Junction Count

Site 13 of 14
A595 Loop Road North
Victoria Road
A595 Loop Road South

Lat/Long
lat 54.554936° lon -3.579112°

Date
Wednesday 21 February 2018

Weather
Cloudy
Temp: 3°C

0730 - 0930 (Weekday AM Peak)

TIME	Movement 13.2: Southbound from A595 Loop Road North to A595 Loop Road South								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0730 - 0745	1	3	151	0	18	8	5	0	186	193.90
0745 - 0800	0	0	140	0	18	2	3	0	163	167.90
0800 - 0815	0	1	123	0	19	6	4	0	153	160.60
0815 - 0830	0	2	109	1	28	4	6	0	150	158.60
Hourly Total	1	6	523	1	83	20	18	0	652	681.00
Hourly Average	0.25	1.50	130.75	0.25	20.75	5.00	4.50	0.00	163.00	170.25
0830 - 0845	1	1	112	0	26	9	5	2	156	167.60
0845 - 0900	0	0	113	1	26	6	6	1	153	164.80
0900 - 0915	0	0	111	1	16	5	6	0	139	149.30
0915 - 0930	0	0	92	0	25	14	5	0	136	149.50
Hourly Total	1	1	428	2	93	34	22	3	584	631.20
Hourly Average	0.25	0.25	107.00	0.50	23.25	8.50	5.50	0.75	146.00	157.80
Session Total	2	7	951	3	176	54	40	3	1236	1312.20
Session Average	0.25	0.88	118.88	0.38	22.00	6.75	5.00	0.38	154.50	164.03

Date
Wednesday 21 February 2018

Weather
Cloudy
Temp: 4°C

1545 - 1815 (Weekday PM Peak)

TIME	Movement 13.2: Southbound from A595 Loop Road North to A595 Loop Road South								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1545 - 1600	0	0	82	0	16	2	0	0	100	101.00
1600 - 1615	0	1	115	1	10	2	2	3	134	140.00
1615 - 1630	0	3	150	1	9	0	1	4	168	171.50
1630 - 1645	0	1	138	0	16	4	0	1	160	162.40
Hourly Total	0	5	485	2	51	8	3	8	562	574.90
Hourly Average	0.00	1.25	121.25	0.50	12.75	2.00	0.75	2.00	140.50	143.73
1645 - 1700	0	2	160	0	24	2	0	0	188	187.80
1700 - 1715	0	0	132	1	13	1	1	2	150	153.80
1715 - 1730	0	0	163	0	10	0	1	0	174	175.30
1730 - 1745	0	1	119	0	7	2	0	1	130	131.40
Hourly Total	0	3	574	1	54	5	2	3	642	648.30
Hourly Average	0.00	0.75	143.50	0.25	13.50	1.25	0.50	0.75	160.50	162.08
1745 - 1800	0	1	130	0	6	0	1	0	138	138.70
1800 - 1815	0	1	145	0	8	2	0	1	157	158.40
1/2 Hourly Total	0	2	275	0	14	2	1	1	295	297.10
1/2 Hourly Average	0.00	1.00	137.50	0.00	7.00	1.00	0.50	0.50	147.50	148.55
Session Total	0	10	1334	3	119	15	6	12	1499	1520.30
Session Average	0.00	1.00	133.40	0.30	11.90	1.50	0.60	1.20	149.90	152.03

Whitehaven, Cumbria
Classified Junction Count

Site 13 of 14
A595 Loop Road North
Victoria Road
A595 Loop Road South

Lat/Long
lat 54.554936° lon -3.579112°

Date
Wednesday 21 February 2018

Weather
Cloudy
Temp: 3°C

0730 - 0930 (Weekday AM Peak)

	Movement 13.3: Left from Victoria Road to A595 Loop Road South								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0730 - 0745	0	1	15	0	0	0	0	0	16	15.40
0745 - 0800	0	0	16	0	1	0	0	0	17	17.00
0800 - 0815	0	0	10	0	0	0	0	0	10	10.00
0815 - 0830	0	0	4	0	1	1	0	0	6	6.50
Hourly Total	0	1	45	0	2	1	0	0	49	48.90
Hourly Average	0.00	0.25	11.25	0.00	0.50	0.25	0.00	0.00	12.25	12.23
0830 - 0845	0	0	10	0	1	0	0	0	11	11.00
0845 - 0900	0	0	11	0	0	0	0	0	11	11.00
0900 - 0915	0	0	17	0	2	0	0	1	20	21.00
0915 - 0930	0	0	10	0	0	0	0	0	10	10.00
Hourly Total	0	0	48	0	3	0	0	1	52	53.00
Hourly Average	0.00	0.00	12.00	0.00	0.75	0.00	0.00	0.25	13.00	13.25
Session Total	0	1	93	0	5	1	0	1	101	101.90
Session Average	0.00	0.13	11.63	0.00	0.63	0.13	0.00	0.13	12.63	12.74

Date
Wednesday 21 February 2018

Weather
Cloudy
Temp: 4°C

1545 - 1815 (Weekday PM Peak)

	Movement 13.3: Left from Victoria Road to A595 Loop Road South								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1545 - 1600	0	0	19	0	2	0	0	2	23	25.00
1600 - 1615	0	0	19	0	1	1	0	0	21	21.50
1615 - 1630	0	0	28	1	2	0	0	1	32	33.00
1630 - 1645	0	0	26	0	1	0	0	0	27	27.00
Hourly Total	0	0	92	1	6	1	0	3	103	106.50
Hourly Average	0.00	0.00	23.00	0.25	1.50	0.25	0.00	0.75	25.75	26.63
1645 - 1700	0	0	35	0	2	0	0	0	37	37.00
1700 - 1715	0	1	30	0	1	0	0	0	32	31.40
1715 - 1730	0	1	24	0	1	0	0	0	26	25.40
1730 - 1745	0	0	28	0	0	0	0	0	28	28.00
Hourly Total	0	2	117	0	4	0	0	0	123	121.80
Hourly Average	0.00	0.50	29.25	0.00	1.00	0.00	0.00	0.00	30.75	30.45
1745 - 1800	0	0	28	0	1	1	0	0	30	30.50
1800 - 1815	0	0	10	1	0	0	0	0	11	11.00
1/2 Hourly Total	0	0	38	1	1	1	0	0	41	41.50
1/2 Hourly Average	0.00	0.00	19.00	0.50	0.50	0.50	0.00	0.00	20.50	20.75
Session Total	0	2	247	2	11	2	0	3	267	269.80
Session Average	0.00	0.20	24.70	0.20	1.10	0.20	0.00	0.30	26.70	26.98

Whitehaven, Cumbria
Classified Junction Count

Site 13 of 14
A595 Loop Road North
Victoria Road
A595 Loop Road South

Lat/Long
lat 54.554936° lon -3.579112°

Date
Wednesday 21 February 2018

Weather
Cloudy
Temp: 3°C

0730 - 0930 (Weekday AM Peak)

	Movement 13.4: Right from Victoria Road to A595 Loop Road North								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0730 - 0745	0	0	2	0	2	0	0	0	4	4.00
0745 - 0800	0	0	5	0	0	0	0	0	5	5.00
0800 - 0815	0	0	3	0	0	0	0	0	3	3.00
0815 - 0830	0	0	4	0	0	0	0	0	4	4.00
Hourly Total	0	0	14	0	2	0	0	0	16	16.00
Hourly Average	0.00	0.00	3.50	0.00	0.50	0.00	0.00	0.00	4.00	4.00
0830 - 0845	0	0	6	0	2	0	0	0	8	8.00
0845 - 0900	0	0	4	0	0	0	0	0	4	4.00
0900 - 0915	0	0	8	0	1	0	0	0	9	9.00
0915 - 0930	0	0	2	0	1	0	1	0	4	5.30
Hourly Total	0	0	20	0	4	0	1	0	25	26.30
Hourly Average	0.00	0.00	5.00	0.00	1.00	0.00	0.25	0.00	6.25	6.58
Session Total	0	0	34	0	6	0	1	0	41	42.30
Session Average	0.00	0.00	4.25	0.00	0.75	0.00	0.13	0.00	5.13	5.29

Date
Wednesday 21 February 2018

Weather
Cloudy
Temp: 4°C

1545 - 1815 (Weekday PM Peak)

	Movement 13.4: Right from Victoria Road to A595 Loop Road North								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1545 - 1600	0	0	3	0	1	0	0	0	4	4.00
1600 - 1615	0	0	8	0	0	0	0	0	8	8.00
1615 - 1630	0	0	8	0	2	0	0	0	10	10.00
1630 - 1645	0	0	4	0	3	0	0	0	7	7.00
Hourly Total	0	0	23	0	6	0	0	0	29	29.00
Hourly Average	0.00	0.00	5.75	0.00	1.50	0.00	0.00	0.00	7.25	7.25
1645 - 1700	0	0	12	0	0	0	0	0	12	12.00
1700 - 1715	0	0	9	0	1	0	0	0	10	10.00
1715 - 1730	0	0	4	0	0	0	0	0	4	4.00
1730 - 1745	0	0	9	0	0	0	0	0	9	9.00
Hourly Total	0	0	34	0	1	0	0	0	35	35.00
Hourly Average	0.00	0.00	8.50	0.00	0.25	0.00	0.00	0.00	8.75	8.75
1745 - 1800	0	0	13	0	0	0	0	0	13	13.00
1800 - 1815	0	0	4	0	0	0	0	0	4	4.00
1/2 Hourly Total	0	0	17	0	0	0	0	0	17	17.00
1/2 Hourly Average	0.00	0.00	8.50	0.00	0.00	0.00	0.00	0.00	8.50	8.50
Session Total	0	0	74	0	7	0	0	0	81	81.00
Session Average	0.00	0.00	7.40	0.00	0.70	0.00	0.00	0.00	8.10	8.10

Whitehaven, Cumbria
Classified Junction Count

Site 13 of 14
A595 Loop Road North
Victoria Road
A595 Loop Road South

Lat/Long
lat 54.554936° lon -3.579112°

Date
Wednesday 21 February 2018

Weather
Cloudy
Temp: 3°C

0730 - 0930 (Weekday AM Peak)

TIME	Movement 13.5: Northbound from A595 Loop Road South to A595 Loop Road North								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0730 - 0745	0	0	123	0	11	4	0	0	138	140.00
0745 - 0800	0	1	150	1	28	5	0	5	190	196.90
0800 - 0815	0	2	150	0	13	3	2	4	174	180.90
0815 - 0830	0	0	137	0	15	4	1	4	161	168.30
Hourly Total	0	3	560	1	67	16	3	13	663	686.10
Hourly Average	0.00	0.75	140.00	0.25	16.75	4.00	0.75	3.25	165.75	171.53
0830 - 0845	0	0	191	1	19	3	0	1	215	217.50
0845 - 0900	0	1	151	1	12	3	1	0	169	171.20
0900 - 0915	0	0	125	2	21	4	6	1	159	169.80
0915 - 0930	0	0	95	3	10	5	2	1	116	122.10
Hourly Total	0	1	562	7	62	15	9	3	659	680.60
Hourly Average	0.00	0.25	140.50	1.75	15.50	3.75	2.25	0.75	164.75	170.15
Session Total	0	4	1122	8	129	31	12	16	1322	1366.70
Session Average	0.00	0.50	140.25	1.00	16.13	3.88	1.50	2.00	165.25	170.84

Date
Wednesday 21 February 2018

Weather
Cloudy
Temp: 4°C

1545 - 1815 (Weekday PM Peak)

TIME	Movement 13.5: Northbound from A595 Loop Road South to A595 Loop Road North								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1545 - 1600	2	3	145	1	26	4	3	1	185	188.50
1600 - 1615	4	5	142	1	16	4	2	1	175	174.40
1615 - 1630	3	4	148	1	18	5	1	0	180	179.00
1630 - 1645	2	3	164	1	14	3	3	2	192	196.00
Hourly Total	11	15	599	4	74	16	9	4	732	737.90
Hourly Average	2.75	3.75	149.75	1.00	18.50	4.00	2.25	1.00	183.00	184.48
1645 - 1700	1	0	158	1	10	3	0	0	173	173.70
1700 - 1715	1	1	167	1	19	3	3	0	195	199.00
1715 - 1730	1	2	143	1	10	3	0	3	163	165.50
1730 - 1745	1	1	164	1	8	2	3	1	181	185.50
Hourly Total	4	4	632	4	47	11	6	4	712	723.70
Hourly Average	1.00	1.00	158.00	1.00	11.75	2.75	1.50	1.00	178.00	180.93
1745 - 1800	0	1	156	1	12	1	1	1	173	175.20
1800 - 1815	0	1	153	1	11	0	0	0	166	165.40
1/2 Hourly Total	0	2	309	2	23	1	1	1	339	340.60
1/2 Hourly Average	0.00	1.00	154.50	1.00	11.50	0.50	0.50	0.50	169.50	170.30
Session Total	15	21	1540	10	144	28	16	9	1783	1802.20
Session Average	1.50	2.10	154.00	1.00	14.40	2.80	1.60	0.90	178.30	180.22

Whitehaven, Cumbria
Classified Junction Count

Site 13 of 14
A595 Loop Road North
Victoria Road
A595 Loop Road South

Lat/Long
lat 54.554936° lon -3.579112°

Date
Wednesday 21 February 2018

Weather
Cloudy
Temp: 3°C

0730 - 0930 (Weekday AM Peak)

TIME	Movement 13.6: Right from A595 Loop Road South to Victoria Road								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0730 - 0745	0	0	4	0	1	0	0	0	5	5.00
0745 - 0800	0	0	13	1	0	1	0	0	15	15.50
0800 - 0815	0	0	9	0	1	0	0	0	10	10.00
0815 - 0830	0	0	14	0	1	0	0	0	15	15.00
Hourly Total	0	0	40	1	3	1	0	0	45	45.50
Hourly Average	0.00	0.00	10.00	0.25	0.75	0.25	0.00	0.00	11.25	11.38
0830 - 0845	0	0	33	0	3	0	0	0	36	36.00
0845 - 0900	0	0	17	0	0	0	0	0	17	17.00
0900 - 0915	0	0	13	0	0	0	0	0	13	13.00
0915 - 0930	0	0	6	0	3	0	0	0	9	9.00
Hourly Total	0	0	69	0	6	0	0	0	75	75.00
Hourly Average	0.00	0.00	17.25	0.00	1.50	0.00	0.00	0.00	18.75	18.75
Session Total	0	0	109	1	9	1	0	0	120	120.50
Session Average	0.00	0.00	13.63	0.13	1.13	0.13	0.00	0.00	15.00	15.06

Date
Wednesday 21 February 2018

Weather
Cloudy
Temp: 4°C

1545 - 1815 (Weekday PM Peak)

TIME	Movement 13.6: Right from A595 Loop Road South to Victoria Road								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1545 - 1600	0	0	7	0	0	0	0	0	7	7.00
1600 - 1615	1	0	15	0	2	0	0	0	18	17.20
1615 - 1630	0	0	13	0	0	0	0	0	13	13.00
1630 - 1645	1	0	16	0	2	0	0	0	19	18.20
Hourly Total	2	0	51	0	4	0	0	0	57	55.40
Hourly Average	0.50	0.00	12.75	0.00	1.00	0.00	0.00	0.00	14.25	13.85
1645 - 1700	0	2	22	0	2	0	0	0	26	24.80
1700 - 1715	0	0	18	0	0	0	0	0	18	18.00
1715 - 1730	0	0	22	0	0	0	0	0	22	22.00
1730 - 1745	0	0	23	0	1	0	0	0	24	24.00
Hourly Total	0	2	85	0	3	0	0	0	90	88.80
Hourly Average	0.00	0.50	21.25	0.00	0.75	0.00	0.00	0.00	22.50	22.20
1745 - 1800	0	0	13	0	1	0	0	0	14	14.00
1800 - 1815	0	0	11	0	2	0	0	0	13	13.00
1/2 Hourly Total	0	0	24	0	3	0	0	0	27	27.00
1/2 Hourly Average	0.00	0.00	12.00	0.00	1.50	0.00	0.00	0.00	13.50	13.50
Session Total	2	2	160	0	10	0	0	0	174	171.20
Session Average	0.20	0.20	16.00	0.00	1.00	0.00	0.00	0.00	17.40	17.12

Whitehaven, Cumbria
Classified Junction Count

Site 14 of 14
A595 (North)
Rosehill
A595 (South)

Lat/Long
lat 54.571397° lon -3.573376°

Date
Wednesday 21 February 2018

Weather
Cloudy
Temp: 3°C

0730 - 0930 (Weekday AM Peak)

TIME	Movement 14.1: Left from A595 (North) to Rosehill								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0730 - 0745	0	0	42	0	10	0	1	3	56	60.30
0745 - 0800	0	0	39	0	7	0	2	1	49	52.60
0800 - 0815	0	0	46	0	6	3	1	0	56	58.80
0815 - 0830	0	0	38	0	5	1	3	0	47	51.40
Hourly Total	0	0	165	0	28	4	7	4	208	223.10
Hourly Average	0.00	0.00	41.25	0.00	7.00	1.00	1.75	1.00	52.00	55.78
0830 - 0845	0	0	28	0	5	3	8	1	45	57.90
0845 - 0900	0	0	29	0	9	0	1	2	41	44.30
0900 - 0915	0	0	30	0	5	1	2	0	38	41.10
0915 - 0930	0	0	23	0	4	3	2	0	32	36.10
Hourly Total	0	0	110	0	23	7	13	3	156	179.40
Hourly Average	0.00	0.00	27.50	0.00	5.75	1.75	3.25	0.75	39.00	44.85
Session Total	0	0	275	0	51	11	20	7	364	402.50
Session Average	0.00	0.00	34.38	0.00	6.38	1.38	2.50	0.88	45.50	50.31

Date
Wednesday 21 February 2018

Weather
Cloudy
Temp: 4°C

1545 - 1815 (Weekday PM Peak)

TIME	Movement 14.1: Left from A595 (North) to Rosehill								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1545 - 1600	0	0	36	0	4	1	1	0	42	43.80
1600 - 1615	0	0	39	0	5	0	4	1	49	55.20
1615 - 1630	0	0	35	0	2	0	4	0	41	46.20
1630 - 1645	0	0	38	0	3	2	2	0	45	48.60
Hourly Total	0	0	148	0	14	3	11	1	177	193.80
Hourly Average	0.00	0.00	37.00	0.00	3.50	0.75	2.75	0.25	44.25	48.45
1645 - 1700	0	1	44	0	3	0	1	0	49	49.70
1700 - 1715	0	0	47	0	5	2	0	0	54	55.00
1715 - 1730	0	0	39	0	5	0	0	0	44	44.00
1730 - 1745	0	0	45	0	3	1	0	0	49	49.50
Hourly Total	0	1	175	0	16	3	1	0	196	198.20
Hourly Average	0.00	0.25	43.75	0.00	4.00	0.75	0.25	0.00	49.00	49.55
1745 - 1800	0	0	40	0	1	0	0	1	42	43.00
1800 - 1815	0	1	36	0	3	1	0	0	41	40.90
1/2 Hourly Total	0	1	76	0	4	1	0	1	83	83.90
1/2 Hourly Average	0.00	0.50	38.00	0.00	2.00	0.50	0.00	0.50	41.50	41.95
Session Total	0	2	399	0	34	7	12	2	456	475.90
Session Average	0.00	0.20	39.90	0.00	3.40	0.70	1.20	0.20	45.60	47.59

Whitehaven, Cumbria
Classified Junction Count

Site 14 of 14
A595 (North)
Rosehill
A595 (South)

Lat/Long
lat 54.571397° lon -3.573376°

Date
Wednesday 21 February 2018

Weather
Cloudy
Temp: 3°C

0730 - 0930 (Weekday AM Peak)

TIME	Movement 14.2: Left from A595 (North) to A595 (South)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0730 - 0745	1	2	247	0	34	5	7	2	298	309.60
0745 - 0800	0	1	254	1	37	7	3	4	307	317.80
0800 - 0815	0	1	227	0	40	6	5	1	280	289.90
0815 - 0830	0	2	210	0	57	15	4	1	289	301.50
Hourly Total	1	6	938	1	168	33	19	8	1174	1218.80
Hourly Average	0.25	1.50	234.50	0.25	42.00	8.25	4.75	2.00	293.50	304.70
0830 - 0845	0	0	191	2	53	7	8	3	264	280.90
0845 - 0900	0	0	208	3	40	10	4	4	269	283.20
0900 - 0915	0	0	183	3	44	9	4	3	246	258.70
0915 - 0930	0	0	141	1	37	16	6	3	204	222.80
Hourly Total	0	0	723	9	174	42	22	13	983	1045.60
Hourly Average	0.00	0.00	180.75	2.25	43.50	10.50	5.50	3.25	245.75	261.40
Session Total	1	6	1661	10	342	75	41	21	2157	2264.40
Session Average	0.13	0.75	207.63	1.25	42.75	9.38	5.13	2.63	269.63	283.05

Date
Wednesday 21 February 2018

Weather
Cloudy
Temp: 4°C

1545 - 1815 (Weekday PM Peak)

TIME	Movement 14.2: Left from A595 (North) to A595 (South)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1545 - 1600	2	1	164	1	18	3	1	2	192	194.60
1600 - 1615	0	4	214	3	24	5	2	2	254	258.70
1615 - 1630	1	5	237	1	24	1	1	7	277	282.00
1630 - 1645	0	4	236	1	44	2	0	1	288	287.60
Hourly Total	3	14	851	6	110	11	4	12	1011	1022.90
Hourly Average	0.75	3.50	212.75	1.50	27.50	2.75	1.00	3.00	252.75	255.73
1645 - 1700	0	0	253	2	27	4	1	3	290	296.30
1700 - 1715	1	0	222	1	20	1	1	1	247	249.00
1715 - 1730	0	0	248	2	17	2	1	3	273	278.30
1730 - 1745	0	1	231	0	15	2	1	1	251	253.70
Hourly Total	1	1	954	5	79	9	4	8	1061	1077.30
Hourly Average	0.25	0.25	238.50	1.25	19.75	2.25	1.00	2.00	265.25	269.33
1745 - 1800	1	1	199	1	12	2	3	2	221	226.50
1800 - 1815	0	2	195	0	17	1	1	3	219	222.60
1/2 Hourly Total	1	3	394	1	29	3	4	5	440	449.10
1/2 Hourly Average	0.50	1.50	197.00	0.50	14.50	1.50	2.00	2.50	220.00	224.55
Session Total	5	18	2199	12	218	23	12	25	2512	2549.30
Session Average	0.50	1.80	219.90	1.20	21.80	2.30	1.20	2.50	251.20	254.93

Whitehaven, Cumbria
Classified Junction Count

Site 14 of 14
A595 (North)
Rosehill
A595 (South)

Lat/Long
lat 54.571397° lon -3.573376°

Date
Wednesday 21 February 2018

Weather
Cloudy
Temp: 3°C

0730 - 0930 (Weekday AM Peak)

TIME	Movement 14.3: Left from Rosehill to A595 (South)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0730 - 0745	0	0	1	0	0	0	0	0	1	1.00
0745 - 0800	0	0	5	0	1	0	0	0	6	6.00
0800 - 0815	0	0	7	0	1	0	0	0	8	8.00
0815 - 0830	0	0	7	0	1	0	0	0	8	8.00
Hourly Total	0	0	20	0	3	0	0	0	23	23.00
Hourly Average	0.00	0.00	5.00	0.00	0.75	0.00	0.00	0.00	5.75	5.75
0830 - 0845	0	0	13	0	0	0	0	0	13	13.00
0845 - 0900	0	0	13	0	0	1	0	0	14	14.50
0900 - 0915	0	0	8	0	2	0	1	0	11	12.30
0915 - 0930	0	0	6	0	1	0	0	0	7	7.00
Hourly Total	0	0	40	0	3	1	1	0	45	46.80
Hourly Average	0.00	0.00	10.00	0.00	0.75	0.25	0.25	0.00	11.25	11.70
Session Total	0	0	60	0	6	1	1	0	68	69.80
Session Average	0.00	0.00	7.50	0.00	0.75	0.13	0.13	0.00	8.50	8.73

Date
Wednesday 21 February 2018

Weather
Cloudy
Temp: 4°C

1545 - 1815 (Weekday PM Peak)

TIME	Movement 14.3: Left from Rosehill to A595 (South)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1545 - 1600	0	1	10	0	2	0	0	0	13	12.40
1600 - 1615	0	0	9	0	1	0	0	0	10	10.00
1615 - 1630	0	0	11	0	4	0	0	0	15	15.00
1630 - 1645	0	0	12	1	0	0	0	0	13	13.00
Hourly Total	0	1	42	1	7	0	0	0	51	50.40
Hourly Average	0.00	0.25	10.50	0.25	1.75	0.00	0.00	0.00	12.75	12.60
1645 - 1700	0	0	14	0	0	0	0	0	14	14.00
1700 - 1715	0	0	11	0	1	0	0	0	12	12.00
1715 - 1730	0	0	8	0	2	0	0	0	10	10.00
1730 - 1745	0	0	6	0	0	0	0	0	6	6.00
Hourly Total	0	0	39	0	3	0	0	0	42	42.00
Hourly Average	0.00	0.00	9.75	0.00	0.75	0.00	0.00	0.00	10.50	10.50
1745 - 1800	0	0	5	0	1	0	0	0	6	6.00
1800 - 1815	0	0	6	0	0	0	0	0	6	6.00
1/2 Hourly Total	0	0	11	0	1	0	0	0	12	12.00
1/2 Hourly Average	0.00	0.00	5.50	0.00	0.50	0.00	0.00	0.00	6.00	6.00
Session Total	0	1	92	1	11	0	0	0	105	104.40
Session Average	0.00	0.10	9.20	0.10	1.10	0.00	0.00	0.00	10.50	10.44

Whitehaven, Cumbria
Classified Junction Count

Site 14 of 14
A595 (North)
Rosehill
A595 (South)

Lat/Long
lat 54.571397° lon -3.573376°

Date
Wednesday 21 February 2018

Weather
Cloudy
Temp: 3°C

0730 - 0930 (Weekday AM Peak)

TIME	Movement 14.4: Right from Rosehill to A595 (North)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0730 - 0745	0	0	2	0	1	0	1	0	4	5.30
0745 - 0800	0	0	2	0	0	0	0	0	2	2.00
0800 - 0815	0	0	1	0	2	0	1	0	4	5.30
0815 - 0830	0	0	1	0	1	1	1	0	4	5.80
Hourly Total	0	0	6	0	4	1	3	0	14	18.40
Hourly Average	0.00	0.00	1.50	0.00	1.00	0.25	0.75	0.00	3.50	4.60
0830 - 0845	0	0	4	0	0	0	1	0	5	6.30
0845 - 0900	0	0	3	0	2	1	2	0	8	11.10
0900 - 0915	0	0	3	0	1	1	1	0	6	7.80
0915 - 0930	0	0	6	0	1	0	1	0	8	9.30
Hourly Total	0	0	16	0	4	2	5	0	27	34.50
Hourly Average	0.00	0.00	4.00	0.00	1.00	0.50	1.25	0.00	6.75	8.63
Session Total	0	0	22	0	8	3	8	0	41	52.90
Session Average	0.00	0.00	2.75	0.00	1.00	0.38	1.00	0.00	5.13	6.61

Date
Wednesday 21 February 2018

Weather
Cloudy
Temp: 4°C

1545 - 1815 (Weekday PM Peak)

TIME	Movement 14.4: Right from Rosehill to A595 (North)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1545 - 1600	0	0	5	0	1	0	0	0	6	6.00
1600 - 1615	0	0	2	0	0	0	0	1	3	4.00
1615 - 1630	0	0	1	0	2	0	1	0	4	5.30
1630 - 1645	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	0	0	9	0	3	0	1	1	14	16.30
Hourly Average	0.00	0.00	2.25	0.00	0.75	0.00	0.25	0.25	3.50	4.08
1645 - 1700	0	0	2	0	1	0	1	0	4	5.30
1700 - 1715	0	0	10	0	4	0	1	0	15	16.30
1715 - 1730	0	0	1	0	3	0	0	0	4	4.00
1730 - 1745	0	0	8	0	0	0	0	0	8	8.00
Hourly Total	0	0	21	0	8	0	2	0	31	33.60
Hourly Average	0.00	0.00	5.25	0.00	2.00	0.00	0.50	0.00	7.75	8.40
1745 - 1800	0	0	0	0	0	0	0	0	0	0.00
1800 - 1815	0	0	7	0	0	0	0	0	7	7.00
1/2 Hourly Total	0	0	7	0	0	0	0	0	7	7.00
1/2 Hourly Average	0.00	0.00	3.50	0.00	0.00	0.00	0.00	0.00	3.50	3.50
Session Total	0	0	37	0	11	0	3	1	52	56.90
Session Average	0.00	0.00	3.70	0.00	1.10	0.00	0.30	0.10	5.20	5.69

Whitehaven, Cumbria
Classified Junction Count

Site 14 of 14
A595 (North)
Rosehill
A595 (South)

Lat/Long
lat 54.571397° lon -3.573376°

Date
Wednesday 21 February 2018

Weather
Cloudy
Temp: 3°C

0730 - 0930 (Weekday AM Peak)

TIME	Movement 14.5: Right from A595 (South) to A595 (North)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0730 - 0745	0	0	165	0	35	4	1	4	209	216.30
0745 - 0800	0	1	218	1	44	6	1	5	276	284.70
0800 - 0815	0	2	209	0	51	3	4	5	274	284.50
0815 - 0830	0	0	231	1	31	3	3	5	274	284.40
Hourly Total	0	3	823	2	161	16	9	19	1033	1069.90
Hourly Average	0.00	0.75	205.75	0.50	40.25	4.00	2.25	4.75	258.25	267.48
0830 - 0845	1	0	234	1	26	7	1	3	273	280.00
0845 - 0900	0	2	208	0	21	5	2	1	239	243.90
0900 - 0915	2	0	201	0	21	8	9	4	245	263.10
0915 - 0930	0	0	161	0	22	10	2	2	197	206.60
Hourly Total	3	2	804	1	90	30	14	10	954	993.60
Hourly Average	0.75	0.50	201.00	0.25	22.50	7.50	3.50	2.50	238.50	248.40
Session Total	3	5	1627	3	251	46	23	29	1987	2063.50
Session Average	0.38	0.63	203.38	0.38	31.38	5.75	2.88	3.63	248.38	257.94

Date
Wednesday 21 February 2018

Weather
Cloudy
Temp: 4°C

1545 - 1815 (Weekday PM Peak)

TIME	Movement 14.5: Right from A595 (South) to A595 (North)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1545 - 1600	1	2	255	0	54	8	2	4	326	334.60
1600 - 1615	2	1	251	1	31	4	3	3	296	302.70
1615 - 1630	1	3	264	0	26	7	3	3	307	314.80
1630 - 1645	1	2	273	0	36	3	4	2	321	327.70
Hourly Total	5	8	1043	1	147	22	12	12	1250	1279.80
Hourly Average	1.25	2.00	260.75	0.25	36.75	5.50	3.00	3.00	312.50	319.95
1645 - 1700	0	1	280	0	22	4	2	3	312	319.00
1700 - 1715	0	0	269	0	28	7	3	2	309	318.40
1715 - 1730	0	2	275	0	25	1	2	2	307	310.90
1730 - 1745	0	0	262	0	17	4	1	3	287	293.30
Hourly Total	0	3	1086	0	92	16	8	10	1215	1241.60
Hourly Average	0.00	0.75	271.50	0.00	23.00	4.00	2.00	2.50	303.75	310.40
1745 - 1800	1	1	273	1	20	3	2	2	303	307.70
1800 - 1815	0	1	213	0	11	2	0	2	229	231.40
1/2 Hourly Total	1	2	486	1	31	5	2	4	532	539.10
1/2 Hourly Average	0.50	1.00	243.00	0.50	15.50	2.50	1.00	2.00	266.00	269.55
Session Total	6	13	2615	2	270	43	22	26	2997	3060.50
Session Average	0.60	1.30	261.50	0.20	27.00	4.30	2.20	2.60	299.70	306.05

Whitehaven, Cumbria
Classified Junction Count

Site 14 of 14
A595 (North)
Rosehill
A595 (South)

Lat/Long
lat 54.571397° lon -3.573376°

Date
Wednesday 21 February 2018

Weather
Cloudy
Temp: 3°C

0730 - 0930 (Weekday AM Peak)

	Movement 14.6: Right from A595 (South) to Rosehill								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0730 - 0745	0	0	6	0	0	0	0	0	6	6.00
0745 - 0800	0	0	7	0	0	0	0	0	7	7.00
0800 - 0815	0	0	5	0	2	0	0	0	7	7.00
0815 - 0830	0	0	10	0	1	0	0	1	12	13.00
Hourly Total	0	0	28	0	3	0	0	1	32	33.00
Hourly Average	0.00	0.00	7.00	0.00	0.75	0.00	0.00	0.25	8.00	8.25
0830 - 0845	0	0	15	0	1	0	0	0	16	16.00
0845 - 0900	0	0	10	0	2	0	0	0	12	12.00
0900 - 0915	0	0	6	0	0	0	0	0	6	6.00
0915 - 0930	0	0	4	0	0	0	0	0	4	4.00
Hourly Total	0	0	35	0	3	0	0	0	38	38.00
Hourly Average	0.00	0.00	8.75	0.00	0.75	0.00	0.00	0.00	9.50	9.50
Session Total	0	0	63	0	6	0	0	1	70	71.00
Session Average	0.00	0.00	7.88	0.00	0.75	0.00	0.00	0.13	8.75	8.88

Date
Wednesday 21 February 2018

Weather
Cloudy
Temp: 4°C

1545 - 1815 (Weekday PM Peak)

	Movement 14.6: Right from A595 (South) to Rosehill								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1545 - 1600	0	0	5	0	1	1	0	0	7	7.50
1600 - 1615	0	0	13	0	0	0	0	0	13	13.00
1615 - 1630	0	0	6	0	1	0	0	0	7	7.00
1630 - 1645	0	0	13	1	1	0	0	0	15	15.00
Hourly Total	0	0	37	1	3	1	0	0	42	42.50
Hourly Average	0.00	0.00	9.25	0.25	0.75	0.25	0.00	0.00	10.50	10.63
1645 - 1700	0	0	9	0	0	0	0	0	9	9.00
1700 - 1715	0	0	11	1	0	0	0	0	12	12.00
1715 - 1730	0	0	7	0	1	0	0	0	8	8.00
1730 - 1745	0	0	6	0	0	0	0	0	6	6.00
Hourly Total	0	0	33	1	1	0	0	0	35	35.00
Hourly Average	0.00	0.00	8.25	0.25	0.25	0.00	0.00	0.00	8.75	8.75
1745 - 1800	0	0	9	0	2	0	0	0	11	11.00
1800 - 1815	0	0	9	0	1	0	0	0	10	10.00
1/2 Hourly Total	0	0	18	0	3	0	0	0	21	21.00
1/2 Hourly Average	0.00	0.00	9.00	0.00	1.50	0.00	0.00	0.00	10.50	10.50
Session Total	0	0	88	2	7	1	0	0	98	98.50
Session Average	0.00	0.00	8.80	0.20	0.70	0.10	0.00	0.00	9.80	9.85

Whitehaven, Cumbria
Queue Length Survey

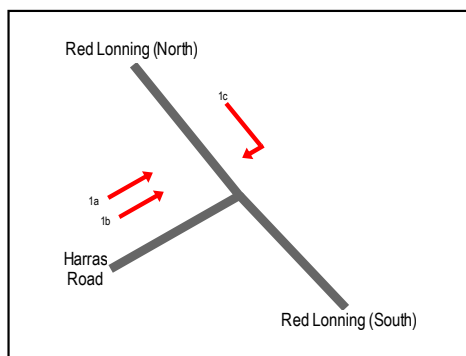
Site 1 of 14

Red Lonning (South)
Harras Road
Red Lonning (North)

Lat/Long
lat 54.548899° lon -3.563299°

Date
Wednesday 21 February 2018

Weather
Cloudy
Temp: 3°C



0730 - 0930 (Weekday AM Peak)

TIME	1a	1b	1c
0730 - 0735	0	1	0
0735 - 0740	0	2	0
0740 - 0745	0	1	0
0745 - 0750	0	1	0
0750 - 0755	0	3	0
0755 - 0800	0	0	0
0800 - 0805	0	1	0
0805 - 0810	0	1	0
0810 - 0815	0	2	0
0815 - 0820	0	1	0
0820 - 0825	0	3	0
0825 - 0830	0	1	0
Hourly Average	0.00	1.42	0.00
0830 - 0835	0	3	0
0835 - 0840	0	2	0
0840 - 0845	0	1	0
0845 - 0850	0	2	0
0850 - 0855	0	2	0
0855 - 0900	0	1	0
0900 - 0905	0	1	0
0905 - 0910	0	2	0
0910 - 0915	0	1	0
0915 - 0920	0	1	0
0920 - 0925	0	0	0
0925 - 0930	0	1	0
Hourly Average	0.00	1.42	0.00

Session Total	0.00	1.42	0.00
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Date
Wednesday 21 February 2018

Weather
Cloudy
Temp: 4°C

1545 - 1815 (Weekday PM Peak)

TIME	1a	1b	1c
1545 - 1550	0	2	0
1550 - 1555	0	2	1
1555 - 1600	0	2	2
1600 - 1605	0	2	0
1605 - 1610	0	2	0
1610 - 1615	0	3	1
1615 - 1620	0	2	0
1620 - 1625	0	4	2
1625 - 1630	0	1	1
1630 - 1635	0	3	0
1635 - 1640	0	3	1
1640 - 1645	0	1	0
Hourly Average	0.00	2.25	0.67
1645 - 1650	0	4	0
1650 - 1655	0	4	2
1655 - 1700	0	1	0
1700 - 1705	0	3	0
1705 - 1710	0	2	0
1710 - 1715	0	1	0
1715 - 1720	0	3	2
1720 - 1725	0	1	2
1725 - 1730	0	1	0
1730 - 1735	0	3	0
1735 - 1740	0	2	0
1740 - 1745	0	2	0
Hourly Average	0.00	2.25	0.50
1745 - 1750	0	1	0
1750 - 1755	0	2	0
1755 - 1800	0	1	0
1800 - 1805	0	2	0
1805 - 1810	0	2	0
1810 - 1815	0	2	0
1/2 Hourly Average	0.00	1.67	0.00

Session Total	0.00	2.13	0.47
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Whitehaven, Cumbria
Queue Length Survey

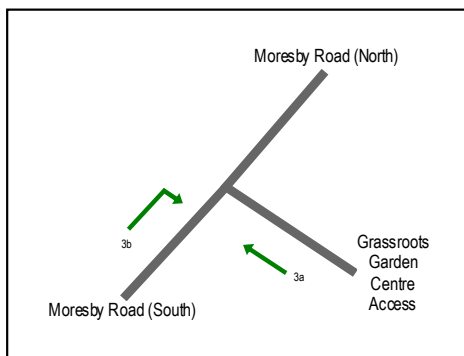
Site 3 of 14

Moresby Road (North)
Grassroots Garden Centre Access
Moresby Road (South)

Lat/Long
lat 54.543476° lon -3.557071°

Date
Wednesday 21 February 2018

Weather
Cloudy
Temp: 3°C



0730 - 0930 (Weekday AM Peak)

TIME	3a	3b
0730 - 0735	1	2
0735 - 0740	0	2
0740 - 0745	3	0
0745 - 0750	1	0
0750 - 0755	5	0
0755 - 0800	1	1
0800 - 0805	2	0
0805 - 0810	2	0
0810 - 0815	2	0
0815 - 0820	3	0
0820 - 0825	1	0
0825 - 0830	2	2
Hourly Average	1.92	0.58
0830 - 0835	4	0
0835 - 0840	3	0
0840 - 0845	6	1
0845 - 0850	3	3
0850 - 0855	1	3
0855 - 0900	2	0
0900 - 0905	3	0
0905 - 0910	3	0
0910 - 0915	1	0
0915 - 0920	1	0
0920 - 0925	1	0
0925 - 0930	1	0
Hourly Average	2.42	0.58

Session Total	2.17	0.58
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Date
Wednesday 21 February 2018

Weather
Cloudy
Temp: 4°C

1545 - 1815 (Weekday PM Peak)

TIME	3a	3b
1545 - 1550	1	0
1550 - 1555	3	0
1555 - 1600	4	0
1600 - 1605	2	0
1605 - 1610	6	0
1610 - 1615	5	0
1615 - 1620	6	0
1620 - 1625	2	2
1625 - 1630	4	0
1630 - 1635	3	3
1635 - 1640	6	4
1640 - 1645	5	0
Hourly Average	3.92	0.75
1645 - 1650	5	0
1650 - 1655	3	0
1655 - 1700	2	0
1700 - 1705	5	0
1705 - 1710	3	0
1710 - 1715	4	0
1715 - 1720	1	0
1720 - 1725	6	0
1725 - 1730	4	0
1730 - 1735	3	0
1735 - 1740	3	0
1740 - 1745	2	0
Hourly Average	3.42	0.00
1745 - 1750	2	0
1750 - 1755	3	0
1755 - 1800	1	0
1800 - 1805	2	1
1805 - 1810	1	0
1810 - 1815	1	1
1/2 Hourly Average	1.67	0.33

Session Total	3.27	0.37
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Whitehaven, Cumbria
Queue Length Survey

Site 4 of 14

Red Lonning (North)
Red Lonning (South)
Caldbeck Road

Lat/Long

lat 54.543535° lon -3.561531°

Date

Wednesday 21 February 2018

Weather

Cloudy
Temp: 3°C

0730 - 0930 (Weekday AM Peak)

TIME	4a	4b
0730 - 0735	0	0
0735 - 0740	0	0
0740 - 0745	1	2
0745 - 0750	0	2
0750 - 0755	0	1
0755 - 0800	0	4
0800 - 0805	1	2
0805 - 0810	0	1
0810 - 0815	0	1
0815 - 0820	2	1
0820 - 0825	4	1
0825 - 0830	4	4
Hourly Average	1.00	1.58
0830 - 0835	8	4
0835 - 0840	6	5
0840 - 0845	5	5
0845 - 0850	1	1
0850 - 0855	0	0
0855 - 0900	0	0
0900 - 0905	0	0
0905 - 0910	1	0
0910 - 0915	0	1
0915 - 0920	0	1
0920 - 0925	0	0
0925 - 0930	0	0
Hourly Average	1.75	1.42

Session Total	1.38	1.50
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Date

Wednesday 21 February 2018

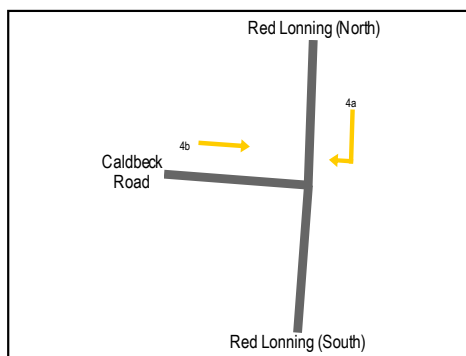
Weather

Cloudy
Temp: 4°C

1545 - 1815 (Weekday PM Peak)

TIME	4a	4b
1545 - 1550	1	2
1550 - 1555	1	1
1555 - 1600	4	3
1600 - 1605	1	2
1605 - 1610	2	2
1610 - 1615	2	5
1615 - 1620	2	2
1620 - 1625	1	1
1625 - 1630	1	1
1630 - 1635	1	1
1635 - 1640	0	1
1640 - 1645	2	4
Hourly Average	1.50	2.08
1645 - 1650	0	4
1650 - 1655	0	2
1655 - 1700	1	1
1700 - 1705	0	1
1705 - 1710	1	1
1710 - 1715	0	1
1715 - 1720	0	1
1720 - 1725	0	1
1725 - 1730	1	0
1730 - 1735	1	1
1735 - 1740	0	1
1740 - 1745	0	2
Hourly Average	0.33	1.33
1745 - 1750	0	1
1750 - 1755	0	1
1755 - 1800	0	2
1800 - 1805	3	1
1805 - 1810	0	0
1810 - 1815	0	2
1/2 Hourly Average	0.50	1.17

Session Total	0.83	1.60
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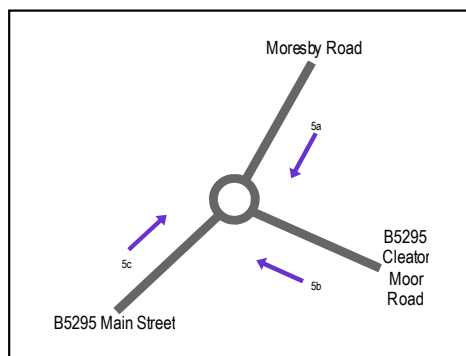
Whitehaven, Cumbria
Queue Length Survey

Site 5 of 14
Moresby Road
B5295 Cleator Moor Road
B5295 Main Street

Lat/Long
lat 54.540325° lon -3.561396°

Date
Wednesday 21 February 2018

Weather
Cloudy
Temp: 3°C



0730 - 0930 (Weekday AM Peak)

TIME	5a	5b	5c
0730 - 0735	2	3	2
0735 - 0740	5	2	3
0740 - 0745	6	2	3
0745 - 0750	7	6	3
0750 - 0755	6	10	3
0755 - 0800	9	1	5
0800 - 0805	5	1	2
0805 - 0810	6	4	3
0810 - 0815	8	3	6
0815 - 0820	9	5	7
0820 - 0825	8	6	9
0825 - 0830	4	5	8
Hourly Average	6.25	4.00	4.50
0830 - 0835	4	3	7
0835 - 0840	4	2	5
0840 - 0845	6	5	6
0845 - 0850	5	3	4
0850 - 0855	1	2	5
0855 - 0900	1	5	3
0900 - 0905	8	2	1
0905 - 0910	0	1	1
0910 - 0915	3	3	3
0915 - 0920	1	2	1
0920 - 0925	2	2	1
0925 - 0930	2	3	1
Hourly Average	3.08	2.75	3.17

Session Total	4.67	3.38	3.83
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Date
Wednesday 21 February 2018

Weather
Cloudy
Temp: 4°C

1545 - 1815 (Weekday PM Peak)

TIME	5a	5b	5c
1545 - 1550	3	3	4
1550 - 1555	4	4	3
1555 - 1600	5	3	5
1600 - 1605	4	2	3
1605 - 1610	3	2	6
1610 - 1615	5	7	8
1615 - 1620	5	4	6
1620 - 1625	8	8	6
1625 - 1630	3	2	5
1630 - 1635	5	4	9
1635 - 1640	4	8	3
1640 - 1645	6	6	7
Hourly Average	4.58	4.42	5.42
1645 - 1650	7	4	4
1650 - 1655	3	7	5
1655 - 1700	4	5	8
1700 - 1705	4	4	4
1705 - 1710	6	2	7
1710 - 1715	6	4	6
1715 - 1720	2	8	3
1720 - 1725	4	4	6
1725 - 1730	5	5	7
1730 - 1735	6	6	3
1735 - 1740	3	3	7
1740 - 1745	5	2	5
Hourly Average	4.58	4.50	5.42
1745 - 1750	6	5	7
1750 - 1755	2	3	5
1755 - 1800	0	3	5
1800 - 1805	1	2	1
1805 - 1810	3	6	2
1810 - 1815	1	5	1
1/2 Hourly Average	2.17	4.00	3.50

Session Total	4.10	4.37	5.03
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Whitehaven, Cumbria
Queue Length Survey

Site 6 of 14

B5295 Main Street (North)
B5295 Main Street (South)
Thornton Road

Lat/Long

lat 54.539837° lon -3.562212°

Date

Wednesday 21 February 2018

Weather

Cloudy
Temp: 3°C

0730 - 0930 (Weekday AM Peak)

TIME	6a	6b	6c
0730 - 0735	0	0	1
0735 - 0740	4	0	4
0740 - 0745	0	1	1
0745 - 0750	0	1	1
0750 - 0755	0	1	1
0755 - 0800	1	1	1
0800 - 0805	0	1	2
0805 - 0810	0	1	2
0810 - 0815	1	0	2
0815 - 0820	0	1	2
0820 - 0825	2	2	4
0825 - 0830	1	2	2
Hourly Average	0.75	0.92	1.92
0830 - 0835	0	0	1
0835 - 0840	2	2	5
0840 - 0845	1	2	5
0845 - 0850	4	2	5
0850 - 0855	2	0	2
0855 - 0900	2	1	4
0900 - 0905	3	0	2
0905 - 0910	0	0	1
0910 - 0915	0	0	1
0915 - 0920	0	0	3
0920 - 0925	0	1	1
0925 - 0930	0	1	1
Hourly Average	1.17	0.75	2.58
Session Total	0.96	0.83	2.25

Date

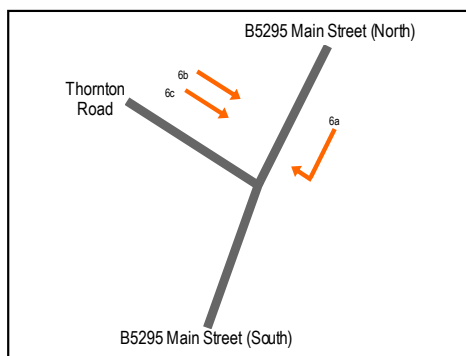
Wednesday 21 February 2018

Weather

Cloudy
Temp: 4°C

1545 - 1815 (Weekday PM Peak)

TIME	6a	6b	6c
1545 - 1550	2	1	3
1550 - 1555	2	0	1
1555 - 1600	2	0	0
1600 - 1605	2	1	1
1605 - 1610	3	1	2
1610 - 1615	3	1	0
1615 - 1620	4	1	2
1620 - 1625	0	1	2
1625 - 1630	0	2	4
1630 - 1635	1	1	2
1635 - 1640	5	1	3
1640 - 1645	2	1	4
Hourly Average	2.17	0.92	2.00
1645 - 1650	3	2	4
1650 - 1655	3	1	4
1655 - 1700	1	0	1
1700 - 1705	1	0	1
1705 - 1710	1	2	1
1710 - 1715	2	0	2
1715 - 1720	3	1	1
1720 - 1725	0	1	1
1725 - 1730	1	2	1
1730 - 1735	2	0	1
1735 - 1740	5	1	1
1740 - 1745	0	1	2
Hourly Average	1.83	0.92	1.67
1745 - 1750	2	0	3
1750 - 1755	2	1	1
1755 - 1800	3	1	1
1800 - 1805	1	1	2
1805 - 1810	0	1	1
1810 - 1815	0	1	1
1/2 Hourly Average	1.33	0.83	1.50
Session Total	1.87	0.90	1.77



Whitehaven, Cumbria
Queue Length Survey

Site 7 of 14

B5295 Main Street (East)
B5295 Egremont Road
B5295 Main Street (North)

Lat/Long

lat 54.536189° lon -3.568600°

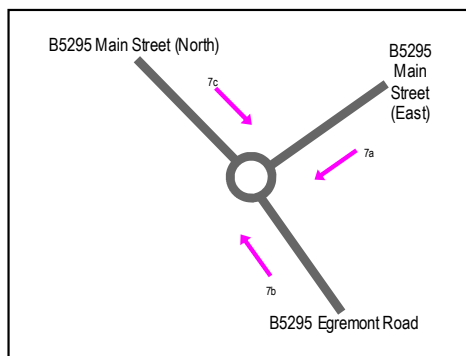
Date

Wednesday 21 February 2018

Weather

Cloudy
Temp: 3°C

0730 - 0930 (Weekday AM Peak)



TIME	7a	7b	7c
0730 - 0735	0	1	0
0735 - 0740	0	0	0
0740 - 0745	0	1	0
0745 - 0750	0	2	0
0750 - 0755	0	0	0
0755 - 0800	0	1	0
0800 - 0805	0	0	0
0805 - 0810	2	3	0
0810 - 0815	3	3	2
0815 - 0820	1	4	4
0820 - 0825	3	0	3
0825 - 0830	2	4	2
Hourly Average	0.92	1.58	0.92
0830 - 0835	0	5	1
0835 - 0840	0	4	3
0840 - 0845	3	5	0
0845 - 0850	0	0	1
0850 - 0855	0	3	0
0855 - 0900	2	2	2
0900 - 0905	2	1	0
0905 - 0910	0	0	0
0910 - 0915	0	1	0
0915 - 0920	3	2	0
0920 - 0925	0	1	1
0925 - 0930	3	0	0
Hourly Average	1.08	2.00	0.67

Session Total	1.00	1.79	0.79
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Date

Wednesday 21 February 2018

Weather

Cloudy
Temp: 4°C

1545 - 1815 (Weekday PM Peak)

TIME	7a	7b	7c
1545 - 1550	0	1	0
1550 - 1555	0	2	3
1555 - 1600	0	1	3
1600 - 1605	0	1	2
1605 - 1610	0	1	3
1610 - 1615	4	4	0
1615 - 1620	2	4	1
1620 - 1625	0	0	0
1625 - 1630	0	0	3
1630 - 1635	2	4	0
1635 - 1640	0	0	3
1640 - 1645	3	1	2
Hourly Average	0.92	1.58	1.67
1645 - 1650	2	1	3
1650 - 1655	2	4	1
1655 - 1700	2	3	1
1700 - 1705	0	3	0
1705 - 1710	2	3	0
1710 - 1715	0	2	4
1715 - 1720	0	1	1
1720 - 1725	4	1	3
1725 - 1730	2	2	4
1730 - 1735	2	3	3
1735 - 1740	0	0	1
1740 - 1745	0	2	0
Hourly Average	1.33	2.08	1.75
1745 - 1750	3	5	0
1750 - 1755	0	0	0
1755 - 1800	0	2	3
1800 - 1805	3	2	1
1805 - 1810	2	0	1
1810 - 1815	1	2	2
1/2 Hourly Average	1.50	1.83	1.17

Session Total	1.20	1.83	1.60
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Whitehaven, Cumbria
Queue Length Survey

Site 8 of 14
Homewood Road
A595 Egremont Road
A595 Hensingham Bypass
B5295 Egremont Road

Lat/Long
lat 54.530036° lon -3.569077°

Date
Wednesday 21 February 2018

Weather
Cloudy
Temp: 3°C

0730 - 0930 (Weekday AM Peak)

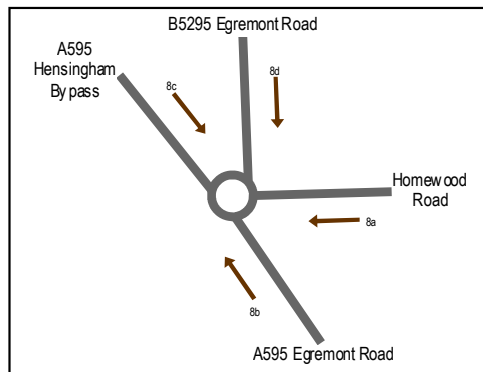
TIME	8a	8b	8c	8d
0730 - 0735	5	0	3	7
0735 - 0740	4	2	5	4
0740 - 0745	3	4	3	5
0745 - 0750	5	0	6	6
0750 - 0755	3	0	0	5
0755 - 0800	5	3	7	4
0800 - 0805	6	3	8	2
0805 - 0810	3	0	7	4
0810 - 0815	6	2	5	2
0815 - 0820	3	0	5	3
0820 - 0825	3	3	6	4
0825 - 0830	8	0	4	5
Hourly Average	4.50	1.42	4.92	4.25
0830 - 0835	5	0	5	5
0835 - 0840	4	4	8	3
0840 - 0845	7	3	7	6
0845 - 0850	6	0	5	4
0850 - 0855	5	0	3	3
0855 - 0900	5	0	0	4
0900 - 0905	5	5	5	5
0905 - 0910	3	0	3	1
0910 - 0915	3	3	5	2
0915 - 0920	2	4	0	0
0920 - 0925	4	4	3	2
0925 - 0930	3	5	0	0
Hourly Average	4.33	2.33	3.67	2.92
Session Total	4.42	1.88	4.29	3.58

Date
Wednesday 21 February 2018

Weather
Cloudy
Temp: 4°C

1545 - 1815 (Weekday PM Peak)

TIME	8a	8b	8c	8d
1545 - 1550	5	3	5	1
1550 - 1555	4	4	7	0
1555 - 1600	3	3	2	4
1600 - 1605	7	4	5	2
1605 - 1610	5	5	6	2
1610 - 1615	4	7	7	2
1615 - 1620	6	6	8	2
1620 - 1625	4	5	6	4
1625 - 1630	4	4	5	3
1630 - 1635	7	5	5	2
1635 - 1640	5	7	4	3
1640 - 1645	8	6	7	5
Hourly Average	5.17	4.92	5.58	2.50
1645 - 1650	6	5	8	4
1650 - 1655	5	4	9	0
1655 - 1700	1	8	7	1
1700 - 1705	3	3	5	4
1705 - 1710	7	5	6	4
1710 - 1715	6	4	7	3
1715 - 1720	5	5	6	2
1720 - 1725	4	0	4	5
1725 - 1730	3	4	8	1
1730 - 1735	2	0	5	0
1735 - 1740	4	0	7	3
1740 - 1745	4	8	5	3
Hourly Average	4.17	3.83	6.42	2.50
1745 - 1750	5	3	9	2
1750 - 1755	3	0	6	2
1755 - 1800	1	4	7	0
1800 - 1805	5	0	4	3
1805 - 1810	2	3	7	2
1810 - 1815	3	3	8	3
1/2 Hourly Average	3.17	2.17	6.83	2.00
Session Total	4.37	3.93	6.17	2.40



Whitehaven, Cumbria
Queue Length Survey

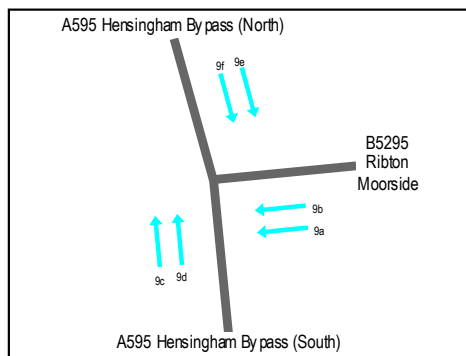
Site 9 of 14

B5295 Ribton Moorside
A595 Hensingham Bypass (South)
A595 Hensingham Bypass (North)

Lat/Long
lat 54.538145° lon -3.572216°

Date
Wednesday 21 February 2018

Weather
Cloudy
Temp: 3°C



0730 - 0930 (Weekday AM Peak)

TIME	9a	9b	9c	9d	9e	9f
0730 - 0735	0	7	2	1	0	5
0735 - 0740	0	8	3	2	0	8
0740 - 0745	0	6	1	3	0	6
0745 - 0750	1	10	2	8	0	4
0750 - 0755	0	9	5	7	0	8
0755 - 0800	0	5	4	3	0	2
0800 - 0805	1	5	3	5	0	9
0805 - 0810	0	10	5	5	0	10
0810 - 0815	1	5	1	7	0	4
0815 - 0820	1	12	5	6	0	8
0820 - 0825	0	9	4	7	3	7
0825 - 0830	0	8	3	5	0	6
Hourly Average	0.33	7.83	3.17	4.92	0.25	6.42
0830 - 0835	1	8	4	7	0	8
0835 - 0840	1	9	3	8	0	7
0840 - 0845	0	12	4	9	0	6
0845 - 0850	0	9	4	6	0	8
0850 - 0855	1	12	1	4	0	7
0855 - 0900	0	7	3	7	0	6
0900 - 0905	0	7	2	10	0	7
0905 - 0910	1	8	5	9	0	5
0910 - 0915	0	7	3	6	0	7
0915 - 0920	0	7	4	5	0	3
0920 - 0925	0	8	5	4	0	8
0925 - 0930	0	5	3	8	0	5
Hourly Average	0.33	8.25	3.42	6.92	0.00	6.42
Session Total	0.33	8.04	3.29	5.92	0.13	6.42

Date
Wednesday 21 February 2018

Weather
Cloudy
Temp: 4°C

1545 - 1815 (Weekday PM Peak)

TIME	9a	9b	9c	9d	9e	9f
1545 - 1550	0	6	3	6	0	5
1550 - 1555	1	5	3	11	0	3
1555 - 1600	0	6	4	10	0	5
1600 - 1605	0	14	5	12	0	6
1605 - 1610	0	5	5	13	0	2
1610 - 1615	1	10	2	12	0	6
1615 - 1620	0	9	5	15	0	8
1620 - 1625	1	8	3	16	0	9
1625 - 1630	0	10	3	16	0	9
1630 - 1635	0	12	5	14	0	7
1635 - 1640	0	6	4	16	0	4
1640 - 1645	0	9	5	15	0	8
Hourly Average	0.25	8.33	3.92	13.00	0.00	6.00
1645 - 1650	1	10	2	16	0	5
1650 - 1655	0	7	5	12	0	7
1655 - 1700	0	10	3	8	0	8
1700 - 1705	0	8	0	7	0	9
1705 - 1710	1	10	4	8	0	6
1710 - 1715	0	5	3	7	0	7
1715 - 1720	0	6	5	5	0	5
1720 - 1725	0	12	3	7	0	6
1725 - 1730	0	9	2	10	0	7
1730 - 1735	0	7	1	6	0	5
1735 - 1740	0	5	1	7	0	6
1740 - 1745	0	12	3	8	0	3
Hourly Average	0.17	8.42	2.67	8.42	0.00	6.17
1745 - 1750	0	11	2	8	0	10
1750 - 1755	0	5	3	11	0	9
1755 - 1800	0	6	4	8	0	3
1800 - 1805	0	6	4	7	0	3
1805 - 1810	1	6	3	9	0	5
1810 - 1815	0	7	1	6	0	5
1/2 Hourly Average	0.17	6.83	2.83	8.17	0.00	5.83
Session Total	0.20	8.07	3.20	10.20	0.00	6.03

Whitehaven, Cumbria
Queue Length Survey

Site 11 of 14

Highlands
A595 Loop Road South (South)
A595 Loop Road South (North)

Lat/Long

lat 54.550592° lon -3.580690°

Date

Wednesday 21 February 2018

Weather

Cloudy
Temp: 3°C

0730 - 0930 (Weekday AM Peak)

TIME	11a	11b	11c
0730 - 0735	1	1	0
0735 - 0740	1	3	0
0740 - 0745	3	5	0
0745 - 0750	2	3	0
0750 - 0755	1	3	0
0755 - 0800	1	2	0
0800 - 0805	1	2	0
0805 - 0810	1	1	0
0810 - 0815	1	3	3
0815 - 0820	2	4	0
0820 - 0825	1	1	0
0825 - 0830	1	1	0
Hourly Average	1.33	2.42	0.25
0830 - 0835	2	2	0
0835 - 0840	1	6	0
0840 - 0845	1	3	0
0845 - 0850	1	1	0
0850 - 0855	0	3	5
0855 - 0900	2	1	0
0900 - 0905	0	4	1
0905 - 0910	1	0	2
0910 - 0915	1	1	4
0915 - 0920	3	2	0
0920 - 0925	0	1	0
0925 - 0930	1	2	0
Hourly Average	1.08	2.17	1.00

Session Total	1.21	2.29	0.63
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Date

Wednesday 21 February 2018

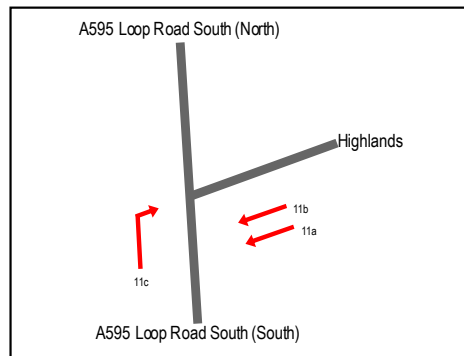
Weather

Cloudy
Temp: 4°C

1545 - 1815 (Weekday PM Peak)

TIME	11a	11b	11c
1545 - 1550	1	1	0
1550 - 1555	1	0	4
1555 - 1600	0	2	0
1600 - 1605	1	1	3
1605 - 1610	1	2	3
1610 - 1615	1	1	0
1615 - 1620	1	1	4
1620 - 1625	1	1	0
1625 - 1630	0	2	4
1630 - 1635	0	2	0
1635 - 1640	1	2	3
1640 - 1645	1	4	4
Hourly Average	0.75	1.58	2.08
1645 - 1650	1	2	0
1650 - 1655	1	1	0
1655 - 1700	1	1	4
1700 - 1705	1	1	2
1705 - 1710	0	1	4
1710 - 1715	1	0	0
1715 - 1720	2	3	0
1720 - 1725	1	1	3
1725 - 1730	1	1	6
1730 - 1735	0	0	4
1735 - 1740	2	1	1
1740 - 1745	0	0	3
Hourly Average	0.92	1.00	2.25
1745 - 1750	2	1	4
1750 - 1755	0	1	5
1755 - 1800	2	1	1
1800 - 1805	1	2	4
1805 - 1810	0	1	4
1810 - 1815	1	2	5
1/2 Hourly Average	1.00	1.33	3.83

Session Total	0.87	1.30	2.50
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Whitehaven, Cumbria
Queue Length Survey

Site 12 of 14
Oakbank Road
Park View
Solway View

Lat/Long
lat 54.553277° lon -3.580611°

Date
Wednesday 21 February 2018

Weather
Cloudy
Temp: 3°C

0730 - 0930 (Weekday AM Peak)

TIME	12a	12b	12c
0730 - 0735	1	0	0
0735 - 0740	0	0	1
0740 - 0745	0	0	0
0745 - 0750	1	0	2
0750 - 0755	2	0	1
0755 - 0800	2	0	0
0800 - 0805	1	0	0
0805 - 0810	0	2	0
0810 - 0815	0	2	1
0815 - 0820	1	0	1
0820 - 0825	0	0	0
0825 - 0830	1	1	2
Hourly Average	0.75	0.42	0.67
0830 - 0835	2	0	1
0835 - 0840	2	1	1
0840 - 0845	3	0	0
0845 - 0850	2	0	1
0850 - 0855	3	0	1
0855 - 0900	1	1	0
0900 - 0905	1	0	0
0905 - 0910	3	0	2
0910 - 0915	2	0	1
0915 - 0920	1	0	1
0920 - 0925	1	0	1
0925 - 0930	0	0	0
Hourly Average	1.75	0.17	0.75

Session Total	1.25	0.29	0.71
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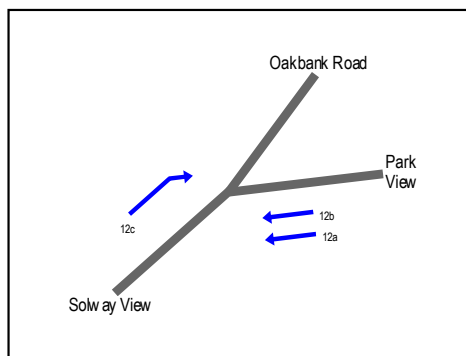
Date
Wednesday 21 February 2018

Weather
Cloudy
Temp: 4°C

1545 - 1815 (Weekday PM Peak)

TIME	12a	12b	12c
1545 - 1550	1	0	1
1550 - 1555	1	0	2
1555 - 1600	2	0	1
1600 - 1605	0	0	0
1605 - 1610	1	1	2
1610 - 1615	0	1	1
1615 - 1620	1	0	1
1620 - 1625	0	1	1
1625 - 1630	0	1	1
1630 - 1635	2	0	1
1635 - 1640	2	1	1
1640 - 1645	1	0	2
Hourly Average	0.92	0.42	1.17
1645 - 1650	1	0	0
1650 - 1655	0	1	1
1655 - 1700	0	0	1
1700 - 1705	3	0	1
1705 - 1710	1	0	4
1710 - 1715	0	1	0
1715 - 1720	2	0	1
1720 - 1725	2	0	1
1725 - 1730	1	0	0
1730 - 1735	1	0	1
1735 - 1740	3	0	0
1740 - 1745	2	0	2
Hourly Average	1.33	0.17	1.00
1745 - 1750	1	1	2
1750 - 1755	1	0	1
1755 - 1800	2	0	1
1800 - 1805	1	0	0
1805 - 1810	1	0	3
1810 - 1815	2	0	0
1/2 Hourly Average	1.33	0.17	1.17

Session Total	1.17	0.27	1.10
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Whitehaven, Cumbria
Queue Length Survey

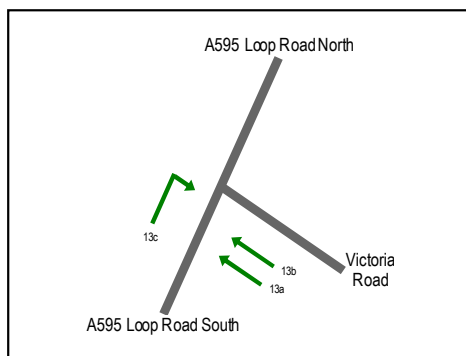
Site 13 of 14

A595 Loop Road North
Victoria Road
A595 Loop Road South

Lat/Long
lat 54.554936° lon -3.579112°

Date
Wednesday 21 February 2018

Weather
Cloudy
Temp: 3°C



0730 - 0930 (Weekday AM Peak)

TIME	13a	13b	13c
0730 - 0735	4	0	4
0735 - 0740	1	1	0
0740 - 0745	1	1	1
0745 - 0750	2	1	2
0750 - 0755	1	2	5
0755 - 0800	2	2	7
0800 - 0805	1	1	1
0805 - 0810	1	1	4
0810 - 0815	1	1	3
0815 - 0820	1	1	3
0820 - 0825	0	1	3
0825 - 0830	1	0	1
Hourly Average	1.33	1.00	2.83
0830 - 0835	1	1	5
0835 - 0840	1	1	6
0840 - 0845	1	4	7
0845 - 0850	1	1	7
0850 - 0855	1	3	4
0855 - 0900	1	2	3
0900 - 0905	1	3	5
0905 - 0910	2	2	5
0910 - 0915	1	1	0
0915 - 0920	1	2	0
0920 - 0925	2	1	5
0925 - 0930	0	1	4
Hourly Average	1.08	1.83	4.25

Session Total	1.21	1.42	3.54
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Date
Wednesday 21 February 2018

Weather
Cloudy
Temp: 4°C

1545 - 1815 (Weekday PM Peak)

TIME	13a	13b	13c
1545 - 1550	1	0	3
1550 - 1555	2	4	0
1555 - 1600	1	2	0
1600 - 1605	1	1	2
1605 - 1610	2	1	0
1610 - 1615	1	2	3
1615 - 1620	2	2	2
1620 - 1625	1	2	0
1625 - 1630	1	3	2
1630 - 1635	2	2	1
1635 - 1640	2	1	8
1640 - 1645	2	1	3
Hourly Average	1.50	1.75	2.00
1645 - 1650	2	3	7
1650 - 1655	2	2	6
1655 - 1700	2	3	10
1700 - 1705	1	1	9
1705 - 1710	2	4	5
1710 - 1715	2	4	7
1715 - 1720	1	2	8
1720 - 1725	2	3	6
1725 - 1730	1	1	4
1730 - 1735	2	2	7
1735 - 1740	1	1	6
1740 - 1745	2	2	3
Hourly Average	1.67	2.33	6.50
1745 - 1750	2	3	1
1750 - 1755	2	1	3
1755 - 1800	2	1	6
1800 - 1805	2	1	2
1805 - 1810	2	2	5
1810 - 1815	1	1	2
1/2 Hourly Average	1.83	1.50	3.17

Session Total	1.63	1.93	4.03
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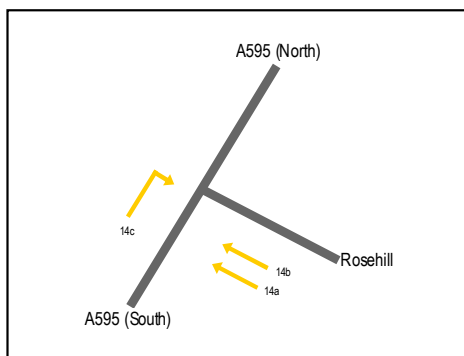
Whitehaven, Cumbria
Queue Length Survey

Site 14 of 14
A595 (North)
Rosehill
A595 (South)

Lat/Long
lat 54.571397° lon -3.573376°

Date
Wednesday 21 February 2018

Weather
Cloudy
Temp: 3°C



0730 - 0930 (Weekday AM Peak)

TIME	14a	14b	14c
0730 - 0735	0	2	1
0735 - 0740	1	1	1
0740 - 0745	0	1	1
0745 - 0750	0	1	1
0750 - 0755	1	0	1
0755 - 0800	0	1	1
0800 - 0805	2	1	0
0805 - 0810	1	0	1
0810 - 0815	1	1	1
0815 - 0820	1	0	1
0820 - 0825	2	1	2
0825 - 0830	1	1	1
Hourly Average	0.83	0.83	1.00
0830 - 0835	2	1	1
0835 - 0840	2	1	1
0840 - 0845	2	1	2
0845 - 0850	3	5	1
0850 - 0855	2	3	1
0855 - 0900	2	1	2
0900 - 0905	2	1	2
0905 - 0910	1	2	2
0910 - 0915	1	0	0
0915 - 0920	1	1	1
0920 - 0925	1	1	1
0925 - 0930	2	3	1
Hourly Average	1.75	1.67	1.25

Session Total	1.29	1.25	1.13
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Date
Wednesday 21 February 2018

Weather
Cloudy
Temp: 4°C

1545 - 1815 (Weekday PM Peak)

TIME	14a	14b	14c
1545 - 1550	1	3	1
1550 - 1555	1	1	1
1555 - 1600	1	1	0
1600 - 1605	2	1	1
1605 - 1610	0	0	2
1610 - 1615	2	2	1
1615 - 1620	1	2	2
1620 - 1625	4	0	0
1625 - 1630	1	1	1
1630 - 1635	1	1	2
1635 - 1640	1	4	2
1640 - 1645	1	6	1
Hourly Average	1.33	1.83	1.17
1645 - 1650	3	4	1
1650 - 1655	1	1	1
1655 - 1700	0	2	1
1700 - 1705	2	3	2
1705 - 1710	2	2	1
1710 - 1715	1	2	1
1715 - 1720	2	1	1
1720 - 1725	1	1	1
1725 - 1730	0	0	1
1730 - 1735	0	1	0
1735 - 1740	0	1	1
1740 - 1745	2	1	0
Hourly Average	1.17	1.58	0.92
1745 - 1750	1	0	1
1750 - 1755	1	0	1
1755 - 1800	1	0	2
1800 - 1805	1	1	1
1805 - 1810	1	2	1
1810 - 1815	2	1	0
1/2 Hourly Average	1.17	0.67	1.00

Session Total	1.23	1.50	1.03
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Appendix D – Trip Distribution

WYG's Response to Cumbria County Council's comment on the Proposed Trip Distribution set out in Cumbria County Council's emails of 24th January 2018

- **LHA Comment 1:** The greatest proportion of the trips to Carlisle, Allerdale and Eden (and all the trips assigned to Route A) is expected to go on Route I.
WYG Response: Amended to take account of the LHA's comment.
- **LHA Comment 2:** The southbound trips (Routes B1 and B2) should not be equally distributed between the two accesses; a greater proportion is expected to egress from the southbound access.
WYG Response: The 50%/50% split between Routes B2 (the southbound access) and B1 originally proposed has been amended to 60%/40% to take account of the LHA's comment.
- **LHA Comment 3:** No trips were assigned to Moresby Park Road.
WYG Response: An additional route along Moresby Parks Road for Copland 001 and Copland 003 has been assumed to take account of the LHA's comment (also see the LHA's comment 6 and LHA's Modelling Team's comment 2 below).
- **LHA Comment 4:** No trips to Copland 003 should be assigned to Route G.
WYG Response: The trip distribution amended to take account of the LHA 's comment.
- **LHA Comment 5:** Route C2 is a minor Road more trips are expected to be assigned on C1.
WYG Response: The 50%/50% split between Routes C1 and C2 originally proposed has been amended to 60%/40% to take account of the LHA's comment.
- **LHA Modelling Team Comment 6:** Copland 001- Routes: A I G and additional route on Moresby Parks Road.
WYG Response: The trip distribution has been amended to take account of the LHA 's comment.
- **LHA Comment 7:** Copland 004- Routes: C1 and C2.
WYG Response: The trip distribution has been amended to take account of the LHA 's comment.

Additional comments on the proposed trip distribution were received from the LHA's modelling team which together with WYG's response are listed as below:

- **LHA Modelling Team Comment 1:** Trips to Copeland 002 (Whitehaven town centre) should have a higher proportion of trips travelling routes E and F, and less (or even none) on route I as there aren't really any trip attractors in Bransty.

WYG Response: 20% on Route I have been equally re-allocated onto Route E and Route F.

- **LHA Modelling Team Comment 2:** Trips to Copeland 003 ignore the main trip attractors in the area, which is principally the West Cumberland hospital, but also Whitehaven Commercial Park in Moresby, and no trips should be assigned via route G (this only covers a few houses in Moresby Parks).

WYG Response: The trip distribution has been amended so that no trips are allocated to Route G with more trips allocated to Route C1 (40%, West Cumberland hospital) and Moresby Park Road (40%, Whitehaven Commercial Park).

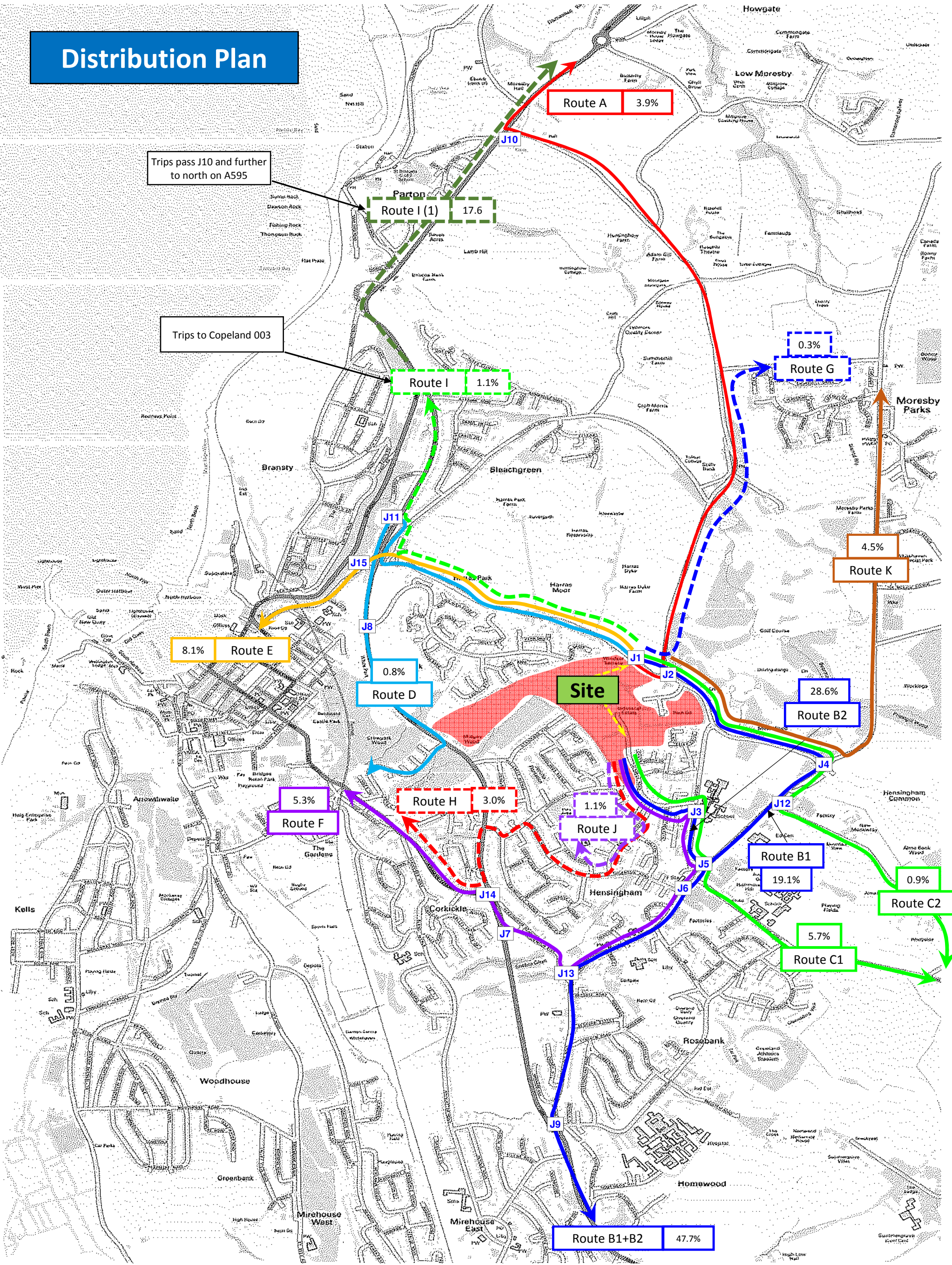
- **LHA Modelling Team Comment 3:** Trips to Copeland 004 (Cleator Moor) should go via route C (and we would expect more trips to use the main route via the B5295).

WYG Response: The trip distribution has been amended to take account of the LHA 's comments.

- **LHA Modelling Team Comment 4:** Trips to Copeland 005 (Kells/Mirehouse) should mostly use route D and F.

WYG Response: The trip distribution has been amended to take account of the LHA 's comment with trips onto Route D and Route F increased to 60%.

Distribution Plan





Appendix E – JUNCTIONS 9 Output (J1)

Junctions 9							
PICADY 9 - Priority Intersection Module							
Version: 9.0.2.5947							
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+44 (0)1344 770558 software@trl.co.uk www.trlsoftware.co.uk							
The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution							

Filename: J1 (Simple Priority Jun.).j9

Path: J:\2017\A090070 - 270 and 410 - Harras Road, Harras Moor, Whitehaven\Jun. Ass\J1 Harras Rd Site Access

Report generation date: 22/03/2018 08:53:10

»Proposed Site Access - 2023 with Dev., AM

»Proposed Site Access - 2023 with Dev., PM

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	Junction Delay (s)	Queue (PCU)	Delay (s)	RFC	Junction Delay (s)
Proposed Site Access - 2023 with Dev.								
Stream B-AC	0.3	9.47	0.21	2.19	0.1	8.55	0.10	1.33
Stream C-AB	0.0	5.55	0.03		0.1	5.63	0.09	

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted averages.

File summary

File Description

Title	(untitled)
Location	
Site number	
Date	14/02/2018
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	WYGlyujing.liu
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	PCU	PCU	perHour	s	-Min	perMin

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75				0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2023 with Dev.	AM	ONE HOUR	07:45	09:15	15	✓
D2	2023 with Dev.	PM	ONE HOUR	16:00	17:30	15	✓

Analysis Set Details

ID	Name	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	Proposed Site Access	✓	100.000	100.000

Proposed Site Access - 2023 with Dev., AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Proposed Site Access/Harras Road Junction	T-Junction	Two-way	2.19	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Harras Rd (E)		Major
B	Site Access		Minor
C	Harras Rd (W)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Harras Rd (W)	6.00			90.0	✓	0.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B - Site Access	One lane	3.00	16	18

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	492	0.090	0.226	0.142	0.323
1	B-C	635	0.097	0.246	-	-
1	C-B	626	0.243	0.243	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2023 with Dev.	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Harras Rd (E)		ONE HOUR	✓	201	100.000
B - Site Access		ONE HOUR	✓	94	100.000
C - Harras Rd (W)		ONE HOUR	✓	163	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Harras Rd (E)	B - Site Access	C - Harras Rd (W)
From	A - Harras Rd (E)	0	17	184
	B - Site Access	48	0	46
	C - Harras Rd (W)	147	16	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Harras Rd (E)	B - Site Access	C - Harras Rd (W)
From	A - Harras Rd (E)	0	0	1
	B - Site Access	0	0	0
	C - Harras Rd (W)	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.21	9.47	0.3	A	86	129
C-AB	0.03	5.55	0.0	A	19	28
C-A					131	197
A-B					16	23
A-C					169	253

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	71	18	506	0.140	70	0.0	0.2	8.254	A
C-AB	14	4	664	0.022	14	0.0	0.0	5.543	A
C-A	108	27			108				
A-B	13	3			13				
A-C	139	35			139				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	85	21	496	0.170	84	0.2	0.2	8.732	A
C-AB	18	4	672	0.027	18	0.0	0.0	5.506	A
C-A	129	32			129				
A-B	15	4			15				
A-C	165	41			165				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	103	26	484	0.214	103	0.2	0.3	9.458	A
C-AB	23	6	683	0.034	23	0.0	0.0	5.456	A
C-A	156	39			156				
A-B	19	5			19				
A-C	203	51			203				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	103	26	484	0.214	103	0.3	0.3	9.471	A
C-AB	23	6	683	0.034	23	0.0	0.0	5.457	A
C-A	156	39			156				
A-B	19	5			19				
A-C	203	51			203				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	85	21	496	0.170	85	0.3	0.2	8.750	A
C-AB	18	4	672	0.027	18	0.0	0.0	5.509	A
C-A	129	32			129				
A-B	15	4			15				
A-C	165	41			165				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	71	18	506	0.140	71	0.2	0.2	8.286	A
C-AB	14	4	664	0.022	15	0.0	0.0	5.546	A
C-A	108	27			108				
A-B	13	3			13				
A-C	139	35			139				

Proposed Site Access - 2023 with Dev., PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Proposed Site Access/Harras Road Junction	T-Junction	Two-way	1.33	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2023 with Dev.	PM	ONE HOUR	16:00	17:30	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Harras Rd (E)		ONE HOUR	✓	234	100.000
B - Site Access		ONE HOUR	✓	43	100.000
C - Harras Rd (W)		ONE HOUR	✓	225	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Harras Rd (E)	B - Site Access	C - Harras Rd (W)
From	A - Harras Rd (E)	0	42	192
	B - Site Access	22	0	21
	C - Harras Rd (W)	185	40	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Harras Rd (E)	B - Site Access	C - Harras Rd (W)
From	A - Harras Rd (E)	0	0	1
	B - Site Access	0	0	0
	C - Harras Rd (W)	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.10	8.55	0.1	A	39	59
C-AB	0.09	5.63	0.1	A	49	74
C-A					157	236
A-B					39	58
A-C					176	264

Main Results for each time segment

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	32	8	496	0.065	32	0.0	0.1	7.762	A
C-AB	38	9	677	0.056	38	0.0	0.1	5.625	A
C-A	131	33			131				
A-B	32	8			32				
A-C	145	36			145				

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	39	10	484	0.080	39	0.1	0.1	8.078	A
C-AB	47	12	688	0.069	47	0.1	0.1	5.618	A
C-A	155	39			155				
A-B	38	9			38				
A-C	173	43			173				

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	47	12	468	0.101	47	0.1	0.1	8.545	A
C-AB	62	16	704	0.088	62	0.1	0.1	5.614	A
C-A	186	46			186				
A-B	46	12			46				
A-C	211	53			211				

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	47	12	468	0.101	47	0.1	0.1	8.549	A
C-AB	62	16	704	0.088	62	0.1	0.1	5.616	A
C-A	186	46			186				
A-B	46	12			46				
A-C	211	53			211				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	39	10	484	0.080	39	0.1	0.1	8.084	A
C-AB	48	12	688	0.069	48	0.1	0.1	5.624	A
C-A	155	39			155				
A-B	38	9			38				
A-C	173	43			173				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	32	8	495	0.065	32	0.1	0.1	7.776	A
C-AB	38	9	678	0.056	38	0.1	0.1	5.631	A
C-A	131	33			131				
A-B	32	8			32				
A-C	145	36			145				



Appendix F – JUNCTIONS 9 Output (J2)

Junctions 9			
PICADY 9 - Priority Intersection Module			
Version: 9.0.2.5947			
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Filename: J2.j9

Path: J:\2017\A090070 - 270 and 410 - Harras Road, Harras Moor, Whitehaven\Jun. Ass\J2 Harras Rd _Red Lonning Pri

Report generation date: 19/03/2018 08:56:08

»Existing Layout - 2018 Surveyed Flows , AM

»Existing Layout - 2018 Surveyed Flows , PM

»Existing Layout - 2023 Baseline Flows, AM

»Existing Layout - 2023 Baseline Flows, PM

»Existing Layout - 2023 with Dev. Flows, AM

»Existing Layout - 2023 with Dev. Flows, PM

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	Junction Delay (s)	Queue (PCU)	Delay (s)	RFC	Junction Delay (s)
	Existing Layout - 2018 Surveyed Flows							
Stream B-C	0.0	6.71	0.01	1.06	0.0	7.58	0.04	2.18
Stream B-A	0.3	9.10	0.21		0.5	11.73	0.34	
Stream C-AB	0.0	4.80	0.01		0.1	5.51	0.07	
	Existing Layout - 2023 Baseline Flows							
Stream B-C	0.0	7.04	0.02	1.64	0.0	7.92	0.05	2.52
Stream B-A	0.5	10.76	0.31		0.7	13.27	0.40	
Stream C-AB	0.0	4.77	0.01		0.2	5.54	0.08	
	Existing Layout - 2023 with Dev. Flows							
Stream B-C	0.0	7.41	0.03	2.36	0.1	8.24	0.05	2.94
Stream B-A	0.7	12.63	0.41		0.8	14.81	0.45	
Stream C-AB	0.0	4.81	0.02		0.2	5.64	0.10	

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted averages.

File summary

File Description

Title	(untitled)
Location	Harras Road / Red Lonning priority junction
Site number	
Date	14/02/2018
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	WYGlyujing.liu
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	PCU	PCU	perHour	s	-Min	perMin

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75				0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2018 Surveyed Flows	AM	ONE HOUR	07:45	09:15	15	✓
D2	2018 Surveyed Flows	PM	ONE HOUR	16:00	17:30	15	✓
D3	2023 Baseline Flows	AM	ONE HOUR	07:45	09:15	15	✓
D4	2023 Baseline Flows	PM	ONE HOUR	16:00	17:30	15	✓
D5	2023 with Dev. Flows	AM	ONE HOUR	07:45	09:15	15	✓
D6	2023 with Dev. Flows	PM	ONE HOUR	16:00	17:30	15	✓

Analysis Set Details

ID	Name	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	Existing Layout	✓	100.000	100.000

Existing Layout - 2018 Surveyed Flows , AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Harras Road / Red Lonning priority junction	T-Junction	Two-way	1.06	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Red Lonning (S)		Major
B	Harras Rd		Minor
C	Red Lonning (N)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Red Lonning (N)	7.45			70.0	✓	0.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B - Harras Rd	One lane plus flare	10.00	9.59	6.67	5.37	5.14	✓	3.00	100	90

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	666	0.114	0.287	0.181	0.410
1	B-C	638	0.092	0.232	-	-
1	C-B	615	0.223	0.223	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2018 Surveyed Flows	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Red Lonning (S)		ONE HOUR	✓	355	100.000
B - Harras Rd		ONE HOUR	✓	99	100.000
C - Red Lonning (N)		ONE HOUR	✓	418	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Red Lonning (S)	B - Harras Rd	C - Red Lonning (N)
From	A - Red Lonning (S)	0	156	199
	B - Harras Rd	94	0	5
	C - Red Lonning (N)	414	4	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Red Lonning (S)	B - Harras Rd	C - Red Lonning (N)
From	A - Red Lonning (S)	0	1	5
	B - Harras Rd	0	0	0
	C - Red Lonning (N)	5	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.01	6.71	0.0	A	5	7
B-A	0.21	9.10	0.3	A	86	129
C-AB	0.01	4.80	0.0	A	7	11
C-A					376	565
A-B					143	215
A-C					183	274

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	4	0.94	574	0.007	4	0.0	0.0	6.315	A
B-A	71	18	552	0.128	70	0.0	0.1	7.467	A
C-AB	5	1	770	0.007	5	0.0	0.0	4.795	A
C-A	310	77			310				
A-B	117	29			117				
A-C	150	37			150				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	4	1	560	0.008	4	0.0	0.0	6.475	A
B-A	85	21	530	0.160	84	0.1	0.2	8.086	A
C-AB	7	2	803	0.008	7	0.0	0.0	4.616	A
C-A	369	92			369				
A-B	140	35			140				
A-C	179	45			179				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	6	1	542	0.010	5	0.0	0.0	6.713	A
B-A	103	26	499	0.207	103	0.2	0.3	9.089	A
C-AB	10	2	850	0.011	10	0.0	0.0	4.390	A
C-A	451	113			451				
A-B	172	43			172				
A-C	219	55			219				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	6	1	542	0.010	6	0.0	0.0	6.715	A
B-A	103	26	499	0.207	103	0.3	0.3	9.102	A
C-AB	10	2	850	0.011	10	0.0	0.0	4.399	A
C-A	451	113			451				
A-B	172	43			172				
A-C	219	55			219				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	4	1	560	0.008	5	0.0	0.0	6.477	A
B-A	85	21	530	0.160	85	0.3	0.2	8.098	A
C-AB	7	2	803	0.008	7	0.0	0.0	4.631	A
C-A	369	92			369				
A-B	140	35			140				
A-C	179	45			179				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	4	0.94	573	0.007	4	0.0	0.0	6.318	A
B-A	71	18	552	0.128	71	0.2	0.1	7.493	A
C-AB	5	1	770	0.007	5	0.0	0.0	4.805	A
C-A	310	77			310				
A-B	117	29			117				
A-C	150	37			150				

Existing Layout - 2018 Surveyed Flows , PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Harras Road / Red Lonning priority junction	T-Junction	Two-way	2.18	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2018 Surveyed Flows	PM	ONE HOUR	16:00	17:30	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Red Lonning (S)		ONE HOUR	✓	471	100.000
B - Harras Rd		ONE HOUR	✓	163	100.000
C - Red Lonning (N)		ONE HOUR	✓	321	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		A - Red Lonning (S)	B - Harras Rd	C - Red Lonning (N)
	A - Red Lonning (S)	0	130	341
	B - Harras Rd	145	0	18
	C - Red Lonning (N)	294	27	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
From		A - Red Lonning (S)	B - Harras Rd	C - Red Lonning (N)
	A - Red Lonning (S)	0	0	1
	B - Harras Rd	0	0	0
	C - Red Lonning (N)	3	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.04	7.58	0.0	A	17	25
B-A	0.34	11.73	0.5	B	133	200
C-AB	0.07	5.51	0.1	A	41	61
C-A					254	381
A-B					119	179
A-C					313	469

Main Results for each time segment

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	14	3	546	0.025	13	0.0	0.0	6.757	A
B-A	109	27	528	0.207	108	0.0	0.3	8.560	A
C-AB	30	7	691	0.043	30	0.0	0.1	5.494	A
C-A	212	53			212				
A-B	98	24			98				
A-C	257	64			257				

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	16	4	525	0.031	16	0.0	0.0	7.069	A
B-A	130	33	502	0.260	130	0.3	0.3	9.669	A
C-AB	39	10	708	0.055	39	0.1	0.1	5.436	A
C-A	250	62			250				
A-B	117	29			117				
A-C	307	77			307				

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	20	5	495	0.040	20	0.0	0.0	7.573	A
B-A	160	40	467	0.342	159	0.3	0.5	11.677	B
C-AB	53	13	733	0.073	53	0.1	0.1	5.364	A
C-A	300	75			300				
A-B	143	36			143				
A-C	375	94			375				

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	20	5	495	0.040	20	0.0	0.0	7.578	A
B-A	160	40	467	0.342	160	0.5	0.5	11.727	B
C-AB	53	13	733	0.073	53	0.1	0.1	5.372	A
C-A	300	75			300				
A-B	143	36			143				
A-C	375	94			375				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	16	4	525	0.031	16	0.0	0.0	7.075	A
B-A	130	33	502	0.260	131	0.5	0.4	9.720	A
C-AB	39	10	708	0.055	39	0.1	0.1	5.451	A
C-A	250	62			250				
A-B	117	29			117				
A-C	307	77			307				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	14	3	546	0.025	14	0.0	0.0	6.763	A
B-A	109	27	528	0.207	110	0.4	0.3	8.619	A
C-AB	30	8	691	0.043	30	0.1	0.1	5.507	A
C-A	212	53			212				
A-B	98	24			98				
A-C	257	64			257				

Existing Layout - 2023 Baseline Flows, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Harras Road / Red Lonning priority junction	T-Junction	Two-way	1.64	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2023 Baseline Flows	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Red Lonning (S)		ONE HOUR	✓	389	100.000
B - Harras Rd		ONE HOUR	✓	147	100.000
C - Red Lonning (N)		ONE HOUR	✓	442	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Red Lonning (S)	B - Harras Rd	C - Red Lonning (N)
From	A - Red Lonning (S)	0	179	210
	B - Harras Rd	139	0	8
	C - Red Lonning (N)	437	5	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Red Lonning (S)	B - Harras Rd	C - Red Lonning (N)
From	A - Red Lonning (S)	0	1	5
	B - Harras Rd	0	0	0
	C - Red Lonning (N)	5	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.02	7.04	0.0	A	7	11
B-A	0.31	10.76	0.5	B	128	191
C-AB	0.01	4.77	0.0	A	9	14
C-A					396	594
A-B					164	246
A-C					193	289

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	6	2	561	0.011	6	0.0	0.0	6.486	A
B-A	105	26	544	0.192	104	0.0	0.2	8.165	A
C-AB	7	2	778	0.008	6	0.0	0.0	4.763	A
C-A	326	82			326				
A-B	135	34			135				
A-C	158	40			158				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	7	2	544	0.013	7	0.0	0.0	6.700	A
B-A	125	31	520	0.240	125	0.2	0.3	9.096	A
C-AB	9	2	812	0.011	9	0.0	0.0	4.579	A
C-A	389	97			389				
A-B	161	40			161				
A-C	189	47			189				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	9	2	520	0.017	9	0.0	0.0	7.036	A
B-A	153	38	487	0.314	152	0.3	0.5	10.728	B
C-AB	13	3	861	0.015	12	0.0	0.0	4.349	A
C-A	474	119			474				
A-B	197	49			197				
A-C	231	58			231				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	9	2	520	0.017	9	0.0	0.0	7.038	A
B-A	153	38	487	0.314	153	0.5	0.5	10.764	B
C-AB	13	3	861	0.015	13	0.0	0.0	4.358	A
C-A	474	119			474				
A-B	197	49			197				
A-C	231	58			231				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	7	2	544	0.013	7	0.0	0.0	6.706	A
B-A	125	31	520	0.240	125	0.5	0.3	9.137	A
C-AB	9	2	812	0.011	9	0.0	0.0	4.597	A
C-A	389	97			389				
A-B	161	40			161				
A-C	189	47			189				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	6	2	561	0.011	6	0.0	0.0	6.490	A
B-A	105	26	544	0.192	105	0.3	0.2	8.211	A
C-AB	7	2	778	0.008	7	0.0	0.0	4.773	A
C-A	326	82			326				
A-B	135	34			135				
A-C	158	40			158				

Existing Layout - 2023 Baseline Flows, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Harras Road / Red Lonning priority junction	T-Junction	Two-way	2.52	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2023 Baseline Flows	PM	ONE HOUR	16:00	17:30	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Red Lonning (S)		ONE HOUR	✓	521	100.000
B - Harras Rd		ONE HOUR	✓	185	100.000
C - Red Lonning (N)		ONE HOUR	✓	339	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Red Lonning (S)	B - Harras Rd	C - Red Lonning (N)
From	A - Red Lonning (S)	0	162	359
	B - Harras Rd	165	0	20
	C - Red Lonning (N)	309	30	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Red Lonning (S)	B - Harras Rd	C - Red Lonning (N)
From	A - Red Lonning (S)	0	0	1
	B - Harras Rd	0	0	0
	C - Red Lonning (N)	3	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.05	7.92	0.0	A	18	28
B-A	0.40	13.27	0.7	B	151	227
C-AB	0.08	5.54	0.2	A	47	70
C-A					264	396
A-B					149	223
A-C					329	494

Main Results for each time segment

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	15	4	536	0.028	15	0.0	0.0	6.907	A
B-A	124	31	518	0.240	123	0.0	0.3	9.077	A
C-AB	34	9	692	0.049	34	0.0	0.1	5.526	A
C-A	221	55			221				
A-B	122	30			122				
A-C	270	68			270				

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	18	4	512	0.035	18	0.0	0.0	7.279	A
B-A	148	37	491	0.302	148	0.3	0.4	10.481	B
C-AB	44	11	709	0.063	44	0.1	0.1	5.474	A
C-A	260	65			260				
A-B	146	36			146				
A-C	323	81			323				

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	22	6	477	0.046	22	0.0	0.0	7.909	A
B-A	182	45	453	0.401	181	0.4	0.7	13.186	B
C-AB	62	15	735	0.084	62	0.1	0.2	5.416	A
C-A	312	78			312				
A-B	178	45			178				
A-C	395	99			395				

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	22	6	477	0.046	22	0.0	0.0	7.918	A
B-A	182	45	453	0.401	182	0.7	0.7	13.271	B
C-AB	62	15	735	0.084	62	0.2	0.2	5.426	A
C-A	311	78			311				
A-B	178	45			178				
A-C	395	99			395				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	18	4	512	0.035	18	0.0	0.0	7.288	A
B-A	148	37	491	0.302	149	0.7	0.4	10.568	B
C-AB	45	11	709	0.063	45	0.2	0.1	5.491	A
C-A	260	65			260				
A-B	146	36			146				
A-C	323	81			323				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	15	4	535	0.028	15	0.0	0.0	6.918	A
B-A	124	31	518	0.240	125	0.4	0.3	9.159	A
C-AB	34	9	692	0.049	34	0.1	0.1	5.540	A
C-A	221	55			221				
A-B	122	30			122				
A-C	270	68			270				

Existing Layout - 2023 with Dev. Flows, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Harras Road / Red Lonning priority junction	T-Junction	Two-way	2.36	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2023 with Dev. Flows	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Red Lonning (S)		ONE HOUR	✓	403	100.000
B - Harras Rd		ONE HOUR	✓	195	100.000
C - Red Lonning (N)		ONE HOUR	✓	445	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Red Lonning (S)	B - Harras Rd	C - Red Lonning (N)
From	A - Red Lonning (S)	0	193	210
	B - Harras Rd	180	0	15
	C - Red Lonning (N)	437	8	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Red Lonning (S)	B - Harras Rd	C - Red Lonning (N)
From	A - Red Lonning (S)	0	1	5
	B - Harras Rd	0	0	0
	C - Red Lonning (N)	5	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.03	7.41	0.0	A	14	21
B-A	0.41	12.63	0.7	B	165	248
C-AB	0.02	4.81	0.0	A	15	22
C-A					393	590
A-B					177	266
A-C					193	289

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	11	3	553	0.020	11	0.0	0.0	6.645	A
B-A	136	34	540	0.251	134	0.0	0.3	8.841	A
C-AB	10	3	776	0.013	10	0.0	0.0	4.799	A
C-A	325	81			325				
A-B	145	36			145				
A-C	158	40			158				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	13	3	533	0.025	13	0.0	0.0	6.924	A
B-A	162	40	516	0.313	161	0.3	0.4	10.129	B
C-AB	14	3	810	0.017	14	0.0	0.0	4.622	A
C-A	386	97			386				
A-B	174	43			174				
A-C	189	47			189				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	17	4	503	0.033	16	0.0	0.0	7.400	A
B-A	198	50	483	0.410	197	0.4	0.7	12.554	B
C-AB	20	5	859	0.023	20	0.0	0.0	4.402	A
C-A	470	117			470				
A-B	212	53			212				
A-C	231	58			231				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	17	4	502	0.033	17	0.0	0.0	7.407	A
B-A	198	50	483	0.410	198	0.7	0.7	12.630	B
C-AB	20	5	859	0.023	20	0.0	0.0	4.409	A
C-A	470	117			470				
A-B	212	53			212				
A-C	231	58			231				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	13	3	533	0.025	14	0.0	0.0	6.932	A
B-A	162	40	516	0.313	163	0.7	0.5	10.209	B
C-AB	14	4	810	0.017	14	0.0	0.0	4.641	A
C-A	386	97			386				
A-B	174	43			174				
A-C	189	47			189				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	11	3	552	0.020	11	0.0	0.0	6.652	A
B-A	136	34	540	0.251	136	0.5	0.3	8.918	A
C-AB	10	3	776	0.014	11	0.0	0.0	4.810	A
C-A	325	81			325				
A-B	145	36			145				
A-C	158	40			158				

Existing Layout - 2023 with Dev. Flows, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Harras Road / Red Lonning priority junction	T-Junction	Two-way	2.94	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2023 with Dev. Flows	PM	ONE HOUR	16:00	17:30	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Red Lonning (S)		ONE HOUR	✓	556	100.000
B - Harras Rd		ONE HOUR	✓	207	100.000
C - Red Lonning (N)		ONE HOUR	✓	345	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		A - Red Lonning (S)	B - Harras Rd	C - Red Lonning (N)
	A - Red Lonning (S)	0	197	359
	B - Harras Rd	184	0	23
	C - Red Lonning (N)	309	36	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
From		A - Red Lonning (S)	B - Harras Rd	C - Red Lonning (N)
	A - Red Lonning (S)	0	0	1
	B - Harras Rd	0	0	0
	C - Red Lonning (N)	3	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.05	8.24	0.1	A	21	32
B-A	0.45	14.81	0.8	B	169	253
C-AB	0.10	5.64	0.2	A	57	85
C-A					260	390
A-B					181	271
A-C					329	494

Main Results for each time segment

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	17	4	529	0.033	17	0.0	0.0	7.025	A
B-A	139	35	513	0.270	137	0.0	0.4	9.533	A
C-AB	41	10	686	0.060	41	0.0	0.1	5.627	A
C-A	219	55			219				
A-B	148	37			148				
A-C	270	68			270				

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	21	5	504	0.041	21	0.0	0.0	7.452	A
B-A	165	41	485	0.341	165	0.4	0.5	11.230	B
C-AB	54	13	703	0.076	54	0.1	0.1	5.604	A
C-A	256	64			256				
A-B	177	44			177				
A-C	323	81			323				

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	25	6	463	0.055	25	0.0	0.1	8.221	A
B-A	203	51	446	0.455	201	0.5	0.8	14.669	B
C-AB	75	19	728	0.103	74	0.1	0.2	5.582	A
C-A	305	76			305				
A-B	217	54			217				
A-C	395	99			395				

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	25	6	462	0.055	25	0.1	0.1	8.235	A
B-A	203	51	445	0.455	203	0.8	0.8	14.811	B
C-AB	75	19	728	0.103	75	0.2	0.2	5.593	A
C-A	305	76			305				
A-B	217	54			217				
A-C	395	99			395				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	21	5	503	0.041	21	0.1	0.0	7.465	A
B-A	165	41	485	0.341	167	0.8	0.5	11.356	B
C-AB	54	13	703	0.076	54	0.2	0.1	5.624	A
C-A	256	64			256				
A-B	177	44			177				
A-C	323	81			323				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	17	4	529	0.033	17	0.0	0.0	7.039	A
B-A	139	35	513	0.270	139	0.5	0.4	9.641	A
C-AB	41	10	687	0.060	41	0.1	0.1	5.644	A
C-A	219	55			219				
A-B	148	37			148				
A-C	270	68			270				



Appendix G – JUNCTIONS 9 Output (J3)

Junctions 9			
PICADY 9 - Priority Intersection Module			
Version: 9.0.2.5947 © Copyright TRL Limited, 2017			
For sales and distribution information, program advice and maintenance, contact TRL: +44 (0)1344 770558 software@trl.co.uk www.trlsoftware.co.uk			
The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution			

Filename: J3.j9

Path: J:\2017\A090070 - 270 and 410 - Harras Road, Harras Moor, Whitehaven\Jun. Ass\J3 Red Lonning_Caldbeck Rd Pri

Report generation date: 19/03/2018 08:57:34

- »Existing Layout - 2018 Surveyed Flows , AM
- »Existing Layout - 2018 Surveyed Flows , PM
- »Existing Layout - 2023 Baseline Flows, AM
- »Existing Layout - 2023 Baseline Flows, PM
- »Existing Layout - 2023 with Dev. Flows, AM
- »Existing Layout - 2023 with Dev. Flows, PM

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	Junction Delay (s)	Queue (PCU)	Delay (s)	RFC	Junction Delay (s)
	Existing Layout - 2018 Surveyed Flows							
Stream B-AC	0.3	8.82	0.25	4.13	0.2	8.27	0.18	3.31
Stream C-AB	0.4	7.20	0.24		0.3	6.95	0.19	
	Existing Layout - 2023 Baseline Flows							
Stream B-AC	0.4	9.02	0.26	4.23	0.2	8.44	0.19	3.39
Stream C-AB	0.4	7.33	0.26		0.3	7.04	0.20	
	Existing Layout - 2023 with Dev. Flows							
Stream B-AC	0.8	13.56	0.44	6.01	0.4	10.04	0.26	3.70
Stream C-AB	0.4	7.42	0.26		0.3	7.25	0.21	

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted averages.

File summary

File Description

Title	(untitled)
Location	Red Lonning / Caldbeck Road priority junction
Site number	
Date	14/02/2018
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	WYGlyujing.liu
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	PCU	PCU	perHour	s	-Min	perMin

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75				0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2018 Surveyed Flows	AM	ONE HOUR	07:45	09:15	15	✓
D2	2018 Surveyed Flows	PM	ONE HOUR	16:00	17:30	15	✓
D3	2023 Baseline Flows	AM	ONE HOUR	07:45	09:15	15	✓
D4	2023 Baseline Flows	PM	ONE HOUR	16:00	17:30	15	✓
D5	2023 with Dev. Flows	AM	ONE HOUR	07:45	09:15	15	✓
D6	2023 with Dev. Flows	PM	ONE HOUR	16:00	17:30	15	✓

Analysis Set Details

ID	Name	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	Existing Layout	✓	100.000	100.000

Existing Layout - 2018 Surveyed Flows , AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Red Lonning / Caldbeck Road priority junction	T-Junction	Two-way	4.13	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Red Lonning (N)		Major
B	Caldbeck Rd		Minor
C	Red Lonning (S)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Red Lonning (S)	6.80			90.0	✓	0.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B - Caldbeck Rd	One lane	3.30	36	28

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	518	0.091	0.230	0.145	0.329
1	B-C	661	0.098	0.247	-	-
1	C-B	626	0.234	0.234	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2018 Surveyed Flows	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Red Lonning (N)		ONE HOUR	✓	165	100.000
B - Caldbeck Rd		ONE HOUR	✓	127	100.000
C - Red Lonning (S)		ONE HOUR	✓	229	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Red Lonning (N)	B - Caldbeck Rd	C - Red Lonning (S)
From	A - Red Lonning (N)	0	50	115
	B - Caldbeck Rd	30	0	97
	C - Red Lonning (S)	108	121	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Red Lonning (N)	B - Caldbeck Rd	C - Red Lonning (S)
From	A - Red Lonning (N)	0	4	0
	B - Caldbeck Rd	11	0	1
	C - Red Lonning (S)	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.25	8.82	0.3	A	117	175
C-AB	0.24	7.20	0.4	A	132	197
C-A					79	118
A-B					46	69
A-C					106	158

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	96	24	580	0.165	95	0.0	0.2	7.637	A
C-AB	104	26	651	0.160	103	0.0	0.2	6.570	A
C-A	68	17			68				
A-B	38	9			38				
A-C	87	22			87				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	114	29	572	0.200	114	0.2	0.3	8.102	A
C-AB	128	32	657	0.195	128	0.2	0.3	6.813	A
C-A	78	20			78				
A-B	45	11			45				
A-C	103	26			103				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	140	35	561	0.249	139	0.3	0.3	8.807	A
C-AB	162	41	664	0.245	162	0.3	0.4	7.187	A
C-A	90	22			90				
A-B	55	14			55				
A-C	127	32			127				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	140	35	561	0.249	140	0.3	0.3	8.822	A
C-AB	163	41	664	0.245	163	0.4	0.4	7.198	A
C-A	90	22			90				
A-B	55	14			55				
A-C	127	32			127				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	114	29	572	0.200	114	0.3	0.3	8.123	A
C-AB	128	32	657	0.195	128	0.4	0.3	6.834	A
C-A	78	19			78				
A-B	45	11			45				
A-C	103	26			103				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	96	24	580	0.165	96	0.3	0.2	7.670	A
C-AB	104	26	651	0.160	104	0.3	0.2	6.598	A
C-A	68	17			68				
A-B	38	9			38				
A-C	87	22			87				

Existing Layout - 2018 Surveyed Flows , PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Red Lonning / Caldbeck Road priority junction	T-Junction	Two-way	3.31	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2018 Surveyed Flows	PM	ONE HOUR	16:00	17:30	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Red Lonning (N)		ONE HOUR	✓	178	100.000
B - Caldbeck Rd		ONE HOUR	✓	85	100.000
C - Red Lonning (S)		ONE HOUR	✓	179	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Red Lonning (N)	B - Caldbeck Rd	C - Red Lonning (S)
From	A - Red Lonning (N)	0	54	124
	B - Caldbeck Rd	32	0	53
	C - Red Lonning (S)	83	96	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Red Lonning (N)	B - Caldbeck Rd	C - Red Lonning (S)
From	A - Red Lonning (N)	0	4	1
	B - Caldbeck Rd	3	0	0
	C - Red Lonning (S)	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.18	8.27	0.2	A	78	117
C-AB	0.19	6.95	0.3	A	100	151
C-A					64	96
A-B					50	74
A-C					114	171

Main Results for each time segment

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	64	16	555	0.115	63	0.0	0.1	7.398	A
C-AB	80	20	637	0.126	80	0.0	0.2	6.462	A
C-A	55	14			55				
A-B	41	10			41				
A-C	93	23			93				

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	76	19	546	0.140	76	0.1	0.2	7.746	A
C-AB	98	24	639	0.153	98	0.2	0.2	6.659	A
C-A	63	16			63				
A-B	49	12			49				
A-C	111	28			111				

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	94	23	534	0.175	93	0.2	0.2	8.259	A
C-AB	123	31	642	0.192	123	0.2	0.3	6.943	A
C-A	74	18			74				
A-B	59	15			59				
A-C	137	34			137				

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	94	23	534	0.175	94	0.2	0.2	8.267	A
C-AB	123	31	642	0.192	123	0.3	0.3	6.953	A
C-A	74	18			74				
A-B	59	15			59				
A-C	137	34			137				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	76	19	546	0.140	77	0.2	0.2	7.758	A
C-AB	98	24	639	0.153	98	0.3	0.2	6.669	A
C-A	63	16			63				
A-B	49	12			49				
A-C	111	28			111				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	64	16	555	0.115	64	0.2	0.1	7.422	A
C-AB	80	20	637	0.126	80	0.2	0.2	6.482	A
C-A	55	14			55				
A-B	41	10			41				
A-C	93	23			93				

Existing Layout - 2023 Baseline Flows, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Red Lonning / Caldbeck Road priority junction	T-Junction	Two-way	4.23	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2023 Baseline Flows	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Red Lonning (N)		ONE HOUR	✓	174	100.000
B - Caldbeck Rd		ONE HOUR	✓	133	100.000
C - Red Lonning (S)		ONE HOUR	✓	242	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Red Lonning (N)	B - Caldbeck Rd	C - Red Lonning (S)
From	A - Red Lonning (N)	0	53	121
	B - Caldbeck Rd	31	0	102
	C - Red Lonning (S)	114	128	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Red Lonning (N)	B - Caldbeck Rd	C - Red Lonning (S)
From	A - Red Lonning (N)	0	4	0
	B - Caldbeck Rd	11	0	1
	C - Red Lonning (S)	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.26	9.02	0.4	A	122	183
C-AB	0.26	7.33	0.4	A	140	211
C-A					82	122
A-B					49	73
A-C					111	167

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	100	25	579	0.173	99	0.0	0.2	7.729	A
C-AB	111	28	653	0.170	110	0.0	0.2	6.633	A
C-A	71	18			71				
A-B	40	10			40				
A-C	91	23			91				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	120	30	570	0.210	119	0.2	0.3	8.232	A
C-AB	136	34	658	0.207	136	0.2	0.3	6.902	A
C-A	81	20			81				
A-B	48	12			48				
A-C	109	27			109				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	146	37	558	0.262	146	0.3	0.4	9.001	A
C-AB	174	43	666	0.261	173	0.3	0.4	7.315	A
C-A	93	23			93				
A-B	58	15			58				
A-C	133	33			133				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	146	37	558	0.262	146	0.4	0.4	9.018	A
C-AB	174	43	666	0.261	174	0.4	0.4	7.332	A
C-A	92	23			92				
A-B	58	15			58				
A-C	133	33			133				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	120	30	570	0.210	120	0.4	0.3	8.254	A
C-AB	137	34	659	0.207	137	0.4	0.3	6.925	A
C-A	81	20			81				
A-B	48	12			48				
A-C	109	27			109				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	100	25	579	0.173	100	0.3	0.2	7.767	A
C-AB	111	28	653	0.170	111	0.3	0.2	6.665	A
C-A	71	18			71				
A-B	40	10			40				
A-C	91	23			91				

Existing Layout - 2023 Baseline Flows, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Red Lonning / Caldbeck Road priority junction	T-Junction	Two-way	3.39	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2023 Baseline Flows	PM	ONE HOUR	16:00	17:30	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Red Lonning (N)		ONE HOUR	✓	187	100.000
B - Caldbeck Rd		ONE HOUR	✓	90	100.000
C - Red Lonning (S)		ONE HOUR	✓	188	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Red Lonning (N)	B - Caldbeck Rd	C - Red Lonning (S)
From	A - Red Lonning (N)	0	57	130
	B - Caldbeck Rd	34	0	56
	C - Red Lonning (S)	87	101	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Red Lonning (N)	B - Caldbeck Rd	C - Red Lonning (S)
From	A - Red Lonning (N)	0	4	1
	B - Caldbeck Rd	3	0	0
	C - Red Lonning (S)	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.19	8.44	0.2	A	83	124
C-AB	0.20	7.04	0.3	A	106	160
C-A					66	99
A-B					52	78
A-C					119	179

Main Results for each time segment

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	68	17	552	0.123	67	0.0	0.1	7.494	A
C-AB	85	21	637	0.133	84	0.0	0.2	6.511	A
C-A	57	14			57				
A-B	43	11			43				
A-C	98	24			98				

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	81	20	543	0.149	81	0.1	0.2	7.869	A
C-AB	104	26	639	0.162	103	0.2	0.2	6.723	A
C-A	65	16			65				
A-B	51	13			51				
A-C	117	29			117				

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	99	25	530	0.187	99	0.2	0.2	8.433	A
C-AB	131	33	643	0.203	131	0.2	0.3	7.034	A
C-A	76	19			76				
A-B	63	16			63				
A-C	143	36			143				

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	99	25	530	0.187	99	0.2	0.2	8.442	A
C-AB	131	33	643	0.203	131	0.3	0.3	7.044	A
C-A	76	19			76				
A-B	63	16			63				
A-C	143	36			143				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	81	20	543	0.149	81	0.2	0.2	7.884	A
C-AB	104	26	640	0.162	104	0.3	0.2	6.735	A
C-A	65	16			65				
A-B	51	13			51				
A-C	117	29			117				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	68	17	552	0.123	68	0.2	0.1	7.518	A
C-AB	85	21	637	0.133	85	0.2	0.2	6.534	A
C-A	57	14			57				
A-B	43	11			43				
A-C	98	24			98				

Existing Layout - 2023 with Dev. Flows, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Red Lonning / Caldbeck Road priority junction	T-Junction	Two-way	6.01	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2023 with Dev. Flows	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Red Lonning (N)		ONE HOUR	✓	197	100.000
B - Caldbeck Rd		ONE HOUR	✓	199	100.000
C - Red Lonning (S)		ONE HOUR	✓	242	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Red Lonning (N)	B - Caldbeck Rd	C - Red Lonning (S)
From	A - Red Lonning (N)	0	76	121
	B - Caldbeck Rd	97	0	102
	C - Red Lonning (S)	114	128	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Red Lonning (N)	B - Caldbeck Rd	C - Red Lonning (S)
From	A - Red Lonning (N)	0	4	0
	B - Caldbeck Rd	11	0	1
	C - Red Lonning (S)	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.44	13.56	0.8	B	183	274
C-AB	0.26	7.42	0.4	A	141	211
C-A					81	122
A-B					70	105
A-C					111	167

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	150	37	527	0.284	148	0.0	0.4	10.005	B
C-AB	111	28	649	0.171	110	0.0	0.2	6.681	A
C-A	71	18			71				
A-B	57	14			57				
A-C	91	23			91				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	179	45	515	0.347	178	0.4	0.6	11.266	B
C-AB	137	34	654	0.209	136	0.2	0.3	6.965	A
C-A	81	20			81				
A-B	68	17			68				
A-C	109	27			109				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	219	55	500	0.439	218	0.6	0.8	13.461	B
C-AB	174	44	661	0.264	174	0.3	0.4	7.404	A
C-A	92	23			92				
A-B	84	21			84				
A-C	133	33			133				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	219	55	499	0.439	219	0.8	0.8	13.558	B
C-AB	174	44	661	0.264	174	0.4	0.4	7.421	A
C-A	92	23			92				
A-B	84	21			84				
A-C	133	33			133				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	179	45	515	0.347	180	0.8	0.6	11.376	B
C-AB	137	34	654	0.209	137	0.4	0.3	6.987	A
C-A	81	20			81				
A-B	68	17			68				
A-C	109	27			109				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	150	37	526	0.285	150	0.6	0.4	10.130	B
C-AB	111	28	649	0.171	111	0.3	0.2	6.711	A
C-A	71	18			71				
A-B	57	14			57				
A-C	91	23			91				

Existing Layout - 2023 with Dev. Flows, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Red Lonning / Caldbeck Road priority junction	T-Junction	Two-way	3.70	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2023 with Dev. Flows	PM	ONE HOUR	16:00	17:30	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Red Lonning (N)		ONE HOUR	✓	244	100.000
B - Caldbeck Rd		ONE HOUR	✓	119	100.000
C - Red Lonning (S)		ONE HOUR	✓	188	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Red Lonning (N)	B - Caldbeck Rd	C - Red Lonning (S)
From	A - Red Lonning (N)	0	114	130
	B - Caldbeck Rd	63	0	56
	C - Red Lonning (S)	87	101	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Red Lonning (N)	B - Caldbeck Rd	C - Red Lonning (S)
From	A - Red Lonning (N)	0	4	1
	B - Caldbeck Rd	3	0	0
	C - Red Lonning (S)	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.26	10.04	0.4	B	109	164
C-AB	0.21	7.25	0.3	A	107	160
C-A					66	99
A-B					105	157
A-C					119	179

Main Results for each time segment

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	90	22	522	0.172	89	0.0	0.2	8.430	A
C-AB	85	21	627	0.135	84	0.0	0.2	6.629	A
C-A	57	14			57				
A-B	86	21			86				
A-C	98	24			98				

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	107	27	511	0.210	107	0.2	0.3	9.047	A
C-AB	104	26	628	0.165	104	0.2	0.2	6.874	A
C-A	65	16			65				
A-B	102	26			102				
A-C	117	29			117				

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	131	33	495	0.265	131	0.3	0.4	10.017	B
C-AB	131	33	629	0.209	131	0.2	0.3	7.238	A
C-A	76	19			76				
A-B	126	31			126				
A-C	143	36			143				

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	131	33	495	0.265	131	0.4	0.4	10.038	B
C-AB	131	33	629	0.209	131	0.3	0.3	7.249	A
C-A	76	19			76				
A-B	126	31			126				
A-C	143	36			143				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	107	27	510	0.210	107	0.4	0.3	9.079	A
C-AB	104	26	628	0.165	104	0.3	0.2	6.889	A
C-A	65	16			65				
A-B	102	26			102				
A-C	117	29			117				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	90	22	521	0.172	90	0.3	0.2	8.475	A
C-AB	85	21	627	0.135	85	0.2	0.2	6.650	A
C-A	57	14			57				
A-B	86	21			86				
A-C	98	24			98				



Appendix H – JUNCTIONS 9 Output (J4)

Junctions 9							
ARCADY 9 - Roundabout Module							
Version: 9.0.2.5947							
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Filename: J4.j9

Path: J:\2017\A090070 - 270 and 410 - Harras Road, Harras Moor, Whitehaven\Jun. Ass\J4 Red Lonning_Moresby Rd Rdt

Report generation date: 19/03/2018 08:58:24

- »Existing Layout - 2018 Surveyed Flows , AM
- »Existing Layout - 2018 Surveyed Flows , PM
- »Existing Layout - 2023 Baseline Flows, AM
- »Existing Layout - 2023 Baseline Flows, PM
- »Existing Layout - 2023 with Dev. Flows, AM
- »Existing Layout - 2023 with Dev. Flows, PM

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	Junction Delay (s)	Queue (PCU)	Delay (s)	RFC	Junction Delay (s)
	Existing Layout - 2018 Surveyed Flows							
1 - Moresby Parks Rd (N)	0.3	3.17	0.24	2.99	0.2	2.87	0.18	3.43
2 - Access to Field	0.0	0.00	0.00		0.0	0.00	0.00	
3 - Moresby Parks Rd (S)	0.3	2.86	0.25		0.8	3.73	0.44	
4 - Red Lonning	0.3	2.97	0.22		0.3	3.21	0.23	
	Existing Layout - 2023 Baseline Flows							
1 - Moresby Parks Rd (N)	0.4	3.34	0.27	3.14	0.2	2.95	0.20	3.63
2 - Access to Field	0.0	0.00	0.00		0.0	0.00	0.00	
3 - Moresby Parks Rd (S)	0.4	2.95	0.27		0.9	4.01	0.47	
4 - Red Lonning	0.4	3.14	0.27		0.3	3.35	0.25	
	Existing Layout - 2023 with Dev. Flows							
1 - Moresby Parks Rd (N)	0.4	3.43	0.27	3.22	0.3	3.00	0.20	3.75
2 - Access to Field	0.0	0.00	0.00		0.0	0.00	0.00	
3 - Moresby Parks Rd (S)	0.4	2.99	0.28		1.0	4.18	0.49	
4 - Red Lonning	0.4	3.27	0.29		0.4	3.41	0.27	

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted averages.

File summary

File Description

Title	(untitled)
Location	Red Lonning / Moresby Road roundabout
Site number	
Date	14/02/2018
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	WYGlyujing.liu
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	PCU	PCU	perHour	s	-Min	perMin

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75				0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2018 Surveyed Flows	AM	ONE HOUR	07:45	09:15	15	✓
D2	2018 Surveyed Flows	PM	ONE HOUR	16:00	17:30	15	✓
D3	2023 Baseline Flows	AM	ONE HOUR	07:45	09:15	15	✓
D4	2023 Baseline Flows	PM	ONE HOUR	16:00	17:30	15	✓
D5	2023 with Dev. Flows	AM	ONE HOUR	07:45	09:15	15	✓
D6	2023 with Dev. Flows	PM	ONE HOUR	16:00	17:30	15	✓

Analysis Set Details

ID	Name	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	Existing Layout	✓	100.000	100.000

Existing Layout - 2018 Surveyed Flows , AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	Red Lonning / Moresby Parks Road roundabout	Standard Roundabout	1, 2, 3, 4	2.99	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
1	Moresby Parks Rd (N)	
2	Access to Field	
3	Moresby Parks Rd (S)	
4	Red Lonning	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
1 - Moresby Parks Rd (N)	3.81	6.99	14.4	19.5	40.0	28.2	
2 - Access to Field	4.42	6.86	16.9	25.7	40.0	18.9	
3 - Moresby Parks Rd (S)	3.37	7.24	17.2	28.1	40.0	25.4	
4 - Red Lonning	3.73	7.16	19.2	29.5	40.0	36.9	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - Moresby Parks Rd (N)	0.649	1727
2 - Access to Field	0.704	1936
3 - Moresby Parks Rd (S)	0.662	1754
4 - Red Lonning	0.655	1777

The slope and intercept shown above include any corrections and adjustments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2018 Surveyed Flows	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Moresby Parks Rd (N)		ONE HOUR	✓	335	100.000
2 - Access to Field		ONE HOUR	✓	3	100.000
3 - Moresby Parks Rd (S)		ONE HOUR	✓	381	100.000
4 - Red Lonning		ONE HOUR	✓	334	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
		1 - Moresby Parks Rd (N)	2 - Access to Field	3 - Moresby Parks Rd (S)	4 - Red Lonning
From	1 - Moresby Parks Rd (N)	1	1	262	71
	2 - Access to Field	1	0	1	1
	3 - Moresby Parks Rd (S)	195	0	1	185
	4 - Red Lonning	34	1	299	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
		1 - Moresby Parks Rd (N)	2 - Access to Field	3 - Moresby Parks Rd (S)	4 - Red Lonning
From	1 - Moresby Parks Rd (N)	0	0	0	3
	2 - Access to Field	0	0	0	0
	3 - Moresby Parks Rd (S)	0	0	0	4
	4 - Red Lonning	0	0	5	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Moresby Parks Rd (N)	0.24	3.17	0.3	A	307	461
2 - Access to Field	0.00	0.00	0.0	A	0	0
3 - Moresby Parks Rd (S)	0.25	2.86	0.3	A	350	524
4 - Red Lonning	0.22	2.97	0.3	A	306	460

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Moresby Parks Rd (N)	252	63	226	1580	0.160	251	173	0.0	0.2	2.724	A
2 - Access to Field	0	0	476	1601	0.000	0	2	0.0	0.0	0.000	A
3 - Moresby Parks Rd (S)	287	72	54	1718	0.167	286	422	0.0	0.2	2.561	A
4 - Red Lonning	251	63	148	1680	0.150	251	192	0.0	0.2	2.629	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Moresby Parks Rd (N)	301	75	270	1552	0.194	301	207	0.2	0.2	2.896	A
2 - Access to Field	0	0	570	1535	0.000	0	2	0.0	0.0	0.000	A
3 - Moresby Parks Rd (S)	343	86	65	1711	0.200	342	505	0.2	0.3	2.680	A
4 - Red Lonning	300	75	177	1661	0.181	300	230	0.2	0.2	2.762	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Moresby Parks Rd (N)	369	92	331	1512	0.244	369	253	0.2	0.3	3.167	A
2 - Access to Field	0	0	697	1445	0.000	0	2	0.0	0.0	0.000	A
3 - Moresby Parks Rd (S)	419	105	79	1701	0.247	419	618	0.3	0.3	2.861	A
4 - Red Lonning	368	92	217	1635	0.225	367	282	0.2	0.3	2.966	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Moresby Parks Rd (N)	369	92	331	1512	0.244	369	253	0.3	0.3	3.167	A
2 - Access to Field	0	0	698	1445	0.000	0	2	0.0	0.0	0.000	A
3 - Moresby Parks Rd (S)	419	105	79	1701	0.247	419	619	0.3	0.3	2.861	A
4 - Red Lonning	368	92	217	1635	0.225	368	282	0.3	0.3	2.966	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Moresby Parks Rd (N)	301	75	271	1551	0.194	301	207	0.3	0.2	2.898	A
2 - Access to Field	0	0	571	1534	0.000	0	2	0.0	0.0	0.000	A
3 - Moresby Parks Rd (S)	343	86	65	1711	0.200	343	506	0.3	0.3	2.683	A
4 - Red Lonning	300	75	177	1661	0.181	301	230	0.3	0.2	2.764	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Moresby Parks Rd (N)	252	63	227	1580	0.160	252	173	0.2	0.2	2.728	A
2 - Access to Field	0	0	478	1600	0.000	0	2	0.0	0.0	0.000	A
3 - Moresby Parks Rd (S)	287	72	54	1718	0.167	287	423	0.3	0.2	2.566	A
4 - Red Lonning	251	63	148	1680	0.150	252	193	0.2	0.2	2.632	A

Existing Layout - 2018 Surveyed Flows , PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	Red Lonning / Moresby Parks Road roundabout	Standard Roundabout	1, 2, 3, 4	3.43	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2018 Surveyed Flows	PM	ONE HOUR	16:00	17:30	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Moresby Parks Rd (N)		ONE HOUR	✓	257	100.000
2 - Access to Field		ONE HOUR	✓	3	100.000
3 - Moresby Parks Rd (S)		ONE HOUR	✓	682	100.000
4 - Red Lonning		ONE HOUR	✓	308	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
		1 - Moresby Parks Rd (N)	2 - Access to Field	3 - Moresby Parks Rd (S)	4 - Red Lonning
From	1 - Moresby Parks Rd (N)	0	1	217	39
	2 - Access to Field	1	0	2	0
	3 - Moresby Parks Rd (S)	412	1	0	269
	4 - Red Lonning	44	1	262	1

Vehicle Mix

Heavy Vehicle Percentages

	To				
		1 - Moresby Parks Rd (N)	2 - Access to Field	3 - Moresby Parks Rd (S)	4 - Red Lonning
From	1 - Moresby Parks Rd (N)	0	0	0	0
	2 - Access to Field	0	0	0	0
	3 - Moresby Parks Rd (S)	1	0	0	1
	4 - Red Lonning	0	0	2	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Moresby Parks Rd (N)	0.18	2.87	0.2	A	236	354
2 - Access to Field	0.00	0.00	0.0	A	0	0
3 - Moresby Parks Rd (S)	0.44	3.73	0.8	A	626	939
4 - Red Lonning	0.23	3.21	0.3	A	283	424

Main Results for each time segment

16:00 - 16:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Moresby Parks Rd (N)	193	48	199	1598	0.121	193	342	0.0	0.1	2.562	A
2 - Access to Field	0	0	390	1662	0.000	0	2	0.0	0.0	0.000	A
3 - Moresby Parks Rd (S)	513	128	30	1734	0.296	512	360	0.0	0.4	2.971	A
4 - Red Lonning	232	58	310	1574	0.147	231	232	0.0	0.2	2.725	A

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Moresby Parks Rd (N)	231	58	238	1573	0.147	231	410	0.1	0.2	2.682	A
2 - Access to Field	0	0	466	1608	0.000	0	3	0.0	0.0	0.000	A
3 - Moresby Parks Rd (S)	613	153	36	1730	0.354	613	430	0.4	0.6	3.252	A
4 - Red Lonning	277	69	371	1534	0.181	277	278	0.2	0.2	2.911	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Moresby Parks Rd (N)	283	71	292	1538	0.184	283	501	0.2	0.2	2.868	A
2 - Access to Field	0	0	571	1534	0.000	0	3	0.0	0.0	0.000	A
3 - Moresby Parks Rd (S)	751	188	44	1725	0.435	750	527	0.6	0.8	3.727	A
4 - Red Lonning	339	85	454	1480	0.229	339	340	0.2	0.3	3.209	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Moresby Parks Rd (N)	283	71	292	1538	0.184	283	502	0.2	0.2	2.868	A
2 - Access to Field	0	0	571	1534	0.000	0	3	0.0	0.0	0.000	A
3 - Moresby Parks Rd (S)	751	188	44	1725	0.435	751	527	0.8	0.8	3.733	A
4 - Red Lonning	339	85	455	1479	0.229	339	340	0.3	0.3	3.210	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Moresby Parks Rd (N)	231	58	238	1572	0.147	231	411	0.2	0.2	2.684	A
2 - Access to Field	0	0	467	1607	0.000	0	3	0.0	0.0	0.000	A
3 - Moresby Parks Rd (S)	613	153	36	1730	0.354	614	431	0.8	0.6	3.260	A
4 - Red Lonning	277	69	372	1533	0.181	277	278	0.3	0.2	2.916	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Moresby Parks Rd (N)	193	48	200	1597	0.121	194	344	0.2	0.1	2.564	A
2 - Access to Field	0	0	391	1661	0.000	0	2	0.0	0.0	0.000	A
3 - Moresby Parks Rd (S)	513	128	30	1734	0.296	514	361	0.6	0.4	2.981	A
4 - Red Lonning	232	58	311	1573	0.147	232	233	0.2	0.2	2.729	A

Existing Layout - 2023 Baseline Flows, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	Red Lonning / Moresby Parks Road roundabout	Standard Roundabout	1, 2, 3, 4	3.14	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2023 Baseline Flows	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Moresby Parks Rd (N)		ONE HOUR	✓	356	100.000
2 - Access to Field		ONE HOUR	✓	3	100.000
3 - Moresby Parks Rd (S)		ONE HOUR	✓	412	100.000
4 - Red Lonning		ONE HOUR	✓	392	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
		1 - Moresby Parks Rd (N)	2 - Access to Field	3 - Moresby Parks Rd (S)	4 - Red Lonning
From	1 - Moresby Parks Rd (N)	1	1	276	78
	2 - Access to Field	1	0	1	1
	3 - Moresby Parks Rd (S)	206	0	1	205
	4 - Red Lonning	40	1	351	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
		1 - Moresby Parks Rd (N)	2 - Access to Field	3 - Moresby Parks Rd (S)	4 - Red Lonning
From	1 - Moresby Parks Rd (N)	0	0	0	3
	2 - Access to Field	0	0	0	0
	3 - Moresby Parks Rd (S)	0	0	0	4
	4 - Red Lonning	0	0	5	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Moresby Parks Rd (N)	0.27	3.34	0.4	A	327	490
2 - Access to Field	0.00	0.00	0.0	A	0	0
3 - Moresby Parks Rd (S)	0.27	2.95	0.4	A	378	567
4 - Red Lonning	0.27	3.14	0.4	A	360	540

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Moresby Parks Rd (N)	268	67	265	1555	0.172	267	185	0.0	0.2	2.812	A
2 - Access to Field	0	0	531	1562	0.000	0	2	0.0	0.0	0.000	A
3 - Moresby Parks Rd (S)	310	78	59	1714	0.181	309	471	0.0	0.2	2.611	A
4 - Red Lonning	295	74	156	1675	0.176	294	212	0.0	0.2	2.723	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Moresby Parks Rd (N)	320	80	317	1521	0.210	320	222	0.2	0.3	3.015	A
2 - Access to Field	0	0	635	1489	0.000	0	2	0.0	0.0	0.000	A
3 - Moresby Parks Rd (S)	370	93	71	1707	0.217	370	564	0.2	0.3	2.745	A
4 - Red Lonning	352	88	187	1655	0.213	352	254	0.2	0.3	2.887	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Moresby Parks Rd (N)	392	98	388	1475	0.266	392	272	0.3	0.4	3.344	A
2 - Access to Field	0	0	778	1388	0.000	0	2	0.0	0.0	0.000	A
3 - Moresby Parks Rd (S)	454	113	87	1696	0.267	453	691	0.3	0.4	2.953	A
4 - Red Lonning	432	108	229	1627	0.265	431	311	0.3	0.4	3.144	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Moresby Parks Rd (N)	392	98	389	1475	0.266	392	272	0.4	0.4	3.344	A
2 - Access to Field	0	0	778	1388	0.000	0	2	0.0	0.0	0.000	A
3 - Moresby Parks Rd (S)	454	113	87	1696	0.267	454	691	0.4	0.4	2.953	A
4 - Red Lonning	432	108	229	1627	0.265	432	312	0.4	0.4	3.145	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Moresby Parks Rd (N)	320	80	318	1521	0.210	320	222	0.4	0.3	3.020	A
2 - Access to Field	0	0	636	1488	0.000	0	2	0.0	0.0	0.000	A
3 - Moresby Parks Rd (S)	370	93	71	1707	0.217	371	565	0.4	0.3	2.749	A
4 - Red Lonning	352	88	187	1654	0.213	353	255	0.4	0.3	2.891	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Moresby Parks Rd (N)	268	67	266	1554	0.172	268	186	0.3	0.2	2.816	A
2 - Access to Field	0	0	533	1561	0.000	0	2	0.0	0.0	0.000	A
3 - Moresby Parks Rd (S)	310	78	60	1714	0.181	310	473	0.3	0.2	2.616	A
4 - Red Lonning	295	74	157	1674	0.176	295	213	0.3	0.2	2.729	A

Existing Layout - 2023 Baseline Flows, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	Red Lonning / Moresby Parks Road roundabout	Standard Roundabout	1, 2, 3, 4	3.63	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2023 Baseline Flows	PM	ONE HOUR	16:00	17:30	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Moresby Parks Rd (N)		ONE HOUR	✓	273	100.000
2 - Access to Field		ONE HOUR	✓	3	100.000
3 - Moresby Parks Rd (S)		ONE HOUR	✓	739	100.000
4 - Red Lonning		ONE HOUR	✓	337	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
From		1 - Moresby Parks Rd (N)	2 - Access to Field	3 - Moresby Parks Rd (S)	4 - Red Lonning
	1 - Moresby Parks Rd (N)	0	1	228	44
	2 - Access to Field	1	0	2	0
	3 - Moresby Parks Rd (S)	433	1	0	305
	4 - Red Lonning	48	1	287	1

Vehicle Mix

Heavy Vehicle Percentages

	To				
From		1 - Moresby Parks Rd (N)	2 - Access to Field	3 - Moresby Parks Rd (S)	4 - Red Lonning
	1 - Moresby Parks Rd (N)	0	0	0	0
	2 - Access to Field	0	0	0	0
	3 - Moresby Parks Rd (S)	1	0	0	1
	4 - Red Lonning	0	0	2	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Moresby Parks Rd (N)	0.20	2.95	0.2	A	251	376
2 - Access to Field	0.00	0.00	0.0	A	0	0
3 - Moresby Parks Rd (S)	0.47	4.01	0.9	A	678	1017
4 - Red Lonning	0.25	3.35	0.3	A	309	464

Main Results for each time segment

16:00 - 16:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Moresby Parks Rd (N)	206	51	218	1586	0.130	205	361	0.0	0.1	2.605	A
2 - Access to Field	0	0	420	1640	0.000	0	2	0.0	0.0	0.000	A
3 - Moresby Parks Rd (S)	556	139	34	1731	0.321	554	387	0.0	0.5	3.084	A
4 - Red Lonning	254	63	326	1564	0.162	253	263	0.0	0.2	2.791	A

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Moresby Parks Rd (N)	245	61	261	1558	0.158	245	432	0.1	0.2	2.742	A
2 - Access to Field	0	0	503	1582	0.000	0	3	0.0	0.0	0.000	A
3 - Moresby Parks Rd (S)	664	166	40	1727	0.385	664	463	0.5	0.6	3.418	A
4 - Red Lonning	303	76	390	1522	0.199	303	314	0.2	0.3	3.003	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Moresby Parks Rd (N)	301	75	319	1520	0.198	300	529	0.2	0.2	2.951	A
2 - Access to Field	0	0	616	1502	0.000	0	3	0.0	0.0	0.000	A
3 - Moresby Parks Rd (S)	814	203	50	1721	0.473	813	567	0.6	0.9	3.998	A
4 - Red Lonning	371	93	477	1464	0.253	371	385	0.3	0.3	3.347	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Moresby Parks Rd (N)	301	75	319	1520	0.198	301	530	0.2	0.2	2.951	A
2 - Access to Field	0	0	617	1502	0.000	0	3	0.0	0.0	0.000	A
3 - Moresby Parks Rd (S)	814	203	50	1721	0.473	814	567	0.9	0.9	4.007	A
4 - Red Lonning	371	93	478	1464	0.253	371	385	0.3	0.3	3.348	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Moresby Parks Rd (N)	245	61	261	1558	0.158	246	433	0.2	0.2	2.743	A
2 - Access to Field	0	0	504	1581	0.000	0	3	0.0	0.0	0.000	A
3 - Moresby Parks Rd (S)	664	166	40	1727	0.385	665	463	0.9	0.6	3.428	A
4 - Red Lonning	303	76	391	1521	0.199	303	315	0.3	0.3	3.006	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Moresby Parks Rd (N)	206	51	219	1585	0.130	206	363	0.2	0.1	2.611	A
2 - Access to Field	0	0	422	1639	0.000	0	2	0.0	0.0	0.000	A
3 - Moresby Parks Rd (S)	556	139	34	1731	0.321	557	388	0.6	0.5	3.099	A
4 - Red Lonning	254	63	327	1563	0.162	254	264	0.3	0.2	2.799	A

Existing Layout - 2023 with Dev. Flows, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	Red Lonning / Moresby Parks Road roundabout	Standard Roundabout	1, 2, 3, 4	3.22	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2023 with Dev. Flows	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Moresby Parks Rd (N)		ONE HOUR	✓	359	100.000
2 - Access to Field		ONE HOUR	✓	3	100.000
3 - Moresby Parks Rd (S)		ONE HOUR	✓	424	100.000
4 - Red Lonning		ONE HOUR	✓	434	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
		1 - Moresby Parks Rd (N)	2 - Access to Field	3 - Moresby Parks Rd (S)	4 - Red Lonning
From	1 - Moresby Parks Rd (N)	1	1	276	81
	2 - Access to Field	1	0	1	1
	3 - Moresby Parks Rd (S)	206	0	1	217
	4 - Red Lonning	48	1	385	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
		1 - Moresby Parks Rd (N)	2 - Access to Field	3 - Moresby Parks Rd (S)	4 - Red Lonning
From	1 - Moresby Parks Rd (N)	0	0	0	3
	2 - Access to Field	0	0	0	0
	3 - Moresby Parks Rd (S)	0	0	0	4
	4 - Red Lonning	0	0	5	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Moresby Parks Rd (N)	0.27	3.43	0.4	A	329	494
2 - Access to Field	0.00	0.00	0.0	A	0	0
3 - Moresby Parks Rd (S)	0.28	2.99	0.4	A	389	584
4 - Red Lonning	0.29	3.27	0.4	A	398	597

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Moresby Parks Rd (N)	270	68	290	1539	0.176	269	191	0.0	0.2	2.854	A
2 - Access to Field	0	0	558	1543	0.000	0	2	0.0	0.0	0.000	A
3 - Moresby Parks Rd (S)	319	80	62	1713	0.186	318	497	0.0	0.2	2.632	A
4 - Red Lonning	327	82	156	1675	0.195	326	224	0.0	0.3	2.785	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Moresby Parks Rd (N)	323	81	348	1501	0.215	322	229	0.2	0.3	3.073	A
2 - Access to Field	0	0	668	1465	0.000	0	2	0.0	0.0	0.000	A
3 - Moresby Parks Rd (S)	381	95	74	1705	0.224	381	595	0.2	0.3	2.773	A
4 - Red Lonning	390	98	187	1655	0.236	390	268	0.3	0.3	2.972	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Moresby Parks Rd (N)	395	99	426	1451	0.272	395	281	0.3	0.4	3.432	A
2 - Access to Field	0	0	818	1360	0.000	0	2	0.0	0.0	0.000	A
3 - Moresby Parks Rd (S)	467	117	90	1694	0.276	466	728	0.3	0.4	2.991	A
4 - Red Lonning	478	119	229	1627	0.294	477	328	0.3	0.4	3.269	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Moresby Parks Rd (N)	395	99	426	1451	0.272	395	281	0.4	0.4	3.432	A
2 - Access to Field	0	0	819	1359	0.000	0	2	0.0	0.0	0.000	A
3 - Moresby Parks Rd (S)	467	117	90	1694	0.276	467	729	0.4	0.4	2.992	A
4 - Red Lonning	478	119	229	1627	0.294	478	328	0.4	0.4	3.270	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Moresby Parks Rd (N)	323	81	348	1501	0.215	323	229	0.4	0.3	3.076	A
2 - Access to Field	0	0	670	1465	0.000	0	2	0.0	0.0	0.000	A
3 - Moresby Parks Rd (S)	381	95	74	1705	0.224	382	596	0.4	0.3	2.775	A
4 - Red Lonning	390	98	187	1654	0.236	391	268	0.4	0.3	2.974	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Moresby Parks Rd (N)	270	68	292	1538	0.176	271	192	0.3	0.2	2.859	A
2 - Access to Field	0	0	561	1541	0.000	0	2	0.0	0.0	0.000	A
3 - Moresby Parks Rd (S)	319	80	62	1713	0.186	319	499	0.3	0.2	2.635	A
4 - Red Lonning	327	82	157	1674	0.195	327	225	0.3	0.3	2.792	A

Existing Layout - 2023 with Dev. Flows, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	Red Lonning / Moresby Parks Road roundabout	Standard Roundabout	1, 2, 3, 4	3.75	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2023 with Dev. Flows	PM	ONE HOUR	16:00	17:30	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Moresby Parks Rd (N)		ONE HOUR	✓	280	100.000
2 - Access to Field		ONE HOUR	✓	3	100.000
3 - Moresby Parks Rd (S)		ONE HOUR	✓	768	100.000
4 - Red Lonning		ONE HOUR	✓	356	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
		1 - Moresby Parks Rd (N)	2 - Access to Field	3 - Moresby Parks Rd (S)	4 - Red Lonning
From	1 - Moresby Parks Rd (N)	0	1	228	51
	2 - Access to Field	1	0	2	0
	3 - Moresby Parks Rd (S)	433	1	0	334
	4 - Red Lonning	52	1	302	1

Vehicle Mix

Heavy Vehicle Percentages

	To				
		1 - Moresby Parks Rd (N)	2 - Access to Field	3 - Moresby Parks Rd (S)	4 - Red Lonning
From	1 - Moresby Parks Rd (N)	0	0	0	0
	2 - Access to Field	0	0	0	0
	3 - Moresby Parks Rd (S)	1	0	0	1
	4 - Red Lonning	0	0	2	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Moresby Parks Rd (N)	0.20	3.00	0.3	A	257	385
2 - Access to Field	0.00	0.00	0.0	A	0	0
3 - Moresby Parks Rd (S)	0.49	4.18	1.0	A	705	1057
4 - Red Lonning	0.27	3.41	0.4	A	327	490

Main Results for each time segment

16:00 - 16:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Moresby Parks Rd (N)	211	53	229	1579	0.134	210	364	0.0	0.2	2.629	A
2 - Access to Field	0	0	437	1628	0.000	0	2	0.0	0.0	0.000	A
3 - Moresby Parks Rd (S)	578	145	39	1728	0.335	576	398	0.0	0.5	3.152	A
4 - Red Lonning	268	67	326	1564	0.171	267	290	0.0	0.2	2.822	A

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Moresby Parks Rd (N)	252	63	274	1549	0.162	252	436	0.2	0.2	2.773	A
2 - Access to Field	0	0	523	1568	0.000	0	3	0.0	0.0	0.000	A
3 - Moresby Parks Rd (S)	690	173	47	1723	0.401	690	476	0.5	0.7	3.518	A
4 - Red Lonning	320	80	390	1522	0.210	320	347	0.2	0.3	3.045	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Moresby Parks Rd (N)	308	77	335	1509	0.204	308	533	0.2	0.3	2.996	A
2 - Access to Field	0	0	640	1485	0.000	0	3	0.0	0.0	0.000	A
3 - Moresby Parks Rd (S)	846	211	57	1716	0.493	844	583	0.7	1.0	4.166	A
4 - Red Lonning	392	98	477	1464	0.268	392	424	0.3	0.4	3.412	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Moresby Parks Rd (N)	308	77	336	1509	0.204	308	534	0.3	0.3	2.997	A
2 - Access to Field	0	0	641	1485	0.000	0	3	0.0	0.0	0.000	A
3 - Moresby Parks Rd (S)	846	211	57	1716	0.493	846	584	1.0	1.0	4.178	A
4 - Red Lonning	392	98	478	1464	0.268	392	425	0.4	0.4	3.413	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Moresby Parks Rd (N)	252	63	275	1549	0.163	252	437	0.3	0.2	2.777	A
2 - Access to Field	0	0	524	1567	0.000	0	3	0.0	0.0	0.000	A
3 - Moresby Parks Rd (S)	690	173	47	1723	0.401	692	477	1.0	0.7	3.529	A
4 - Red Lonning	320	80	391	1521	0.210	320	348	0.4	0.3	3.051	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Moresby Parks Rd (N)	211	53	230	1578	0.134	211	366	0.2	0.2	2.633	A
2 - Access to Field	0	0	439	1627	0.000	0	2	0.0	0.0	0.000	A
3 - Moresby Parks Rd (S)	578	145	39	1728	0.335	579	399	0.7	0.5	3.168	A
4 - Red Lonning	268	67	327	1563	0.172	268	291	0.3	0.2	2.828	A



Appendix I – JUNCTIONS 9 Output (J5)

Junctions 9				
ARCADY 9 - Roundabout Module				
Version: 9.0.2.5947				
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Filename: 02 J5 (Direct) - AM.j9

Path: J:\2017\A090070 - 270 and 410 - Harras Road, Harras Moor, Whitehaven\Jun. Ass\J5 Moreby Rd_Cleator Moor Rd_Main St Mini

Report generation date: 19/03/2018 09:06:20

»Existing Layout - 2018 Surveyed Flows , AM

»Existing Layout - 2023 Baseline Flows, AM

»Existing Layout - 2023 with Dev. Flows, AM

Summary of junction performance

	AM			
	Queue (PCU)	Delay (s)	RFC	Junction Delay (s)
	Existing Layout - 2018 Surveyed Flows			
1 - Moresby Parks Rd	2.3	14.77	0.69	19.08
2 - Cleator Moor Rd	4.9	28.12	0.84	
3 - Main St	2.4	13.53	0.72	
	Existing Layout - 2023 Baseline Flows			
1 - Moresby Parks Rd	3.4	20.37	0.78	27.85
2 - Cleator Moor Rd	8.2	44.94	0.91	
3 - Main St	3.3	17.21	0.78	
	Existing Layout - 2023 with Dev. Flows			
1 - Moresby Parks Rd	7.3	38.73	0.90	46.55
2 - Cleator Moor Rd	15.4	81.47	0.98	
3 - Main St	3.9	19.87	0.81	

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted averages.

File summary

File Description

Title	(untitled)
Location	Moreby Road / Cleator Moor Road / Main Street Mini Roundabout
Site number	
Date	15/02/2018
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	WYG\yujing.liu
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	PCU	PCU	perTimeSegment	s	-Min	perMin

Analysis Options

Mini-roundabout model	Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
JUNCTIONS 9	5.75				0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2018 Surveyed Flows	AM	DIRECT	08:00	09:00	60	15	✓
D3	2023 Baseline Flows	AM	DIRECT	08:00	09:00	60	15	✓
D5	2023 with Dev. Flows	AM	DIRECT	08:00	09:00	60	15	✓

Analysis Set Details

ID	Name	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	Existing Layout	✓	100.000	100.000

Existing Layout - 2018 Surveyed Flows , AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	Moreby Rd/Cleator Moor Rd/Main St Mini Rbt	Mini-roundabout	1, 2, 3	19.08	C

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

Arms

Arms

Arm	Name	Description
1	Moresby Parks Rd	
2	Cleator Moor Rd	
3	Main St	

Mini Roundabout Geometry

Arm	Approach road half-width (m)	Minimum approach road half-width (m)	Entry width (m)	Effective flare length (m)	Distance to next arm (m)	Entry corner kerb line distance (m)	Gradient over 50m (%)	Kerbed central island
1 - Moresby Parks Rd	3.62	2.90	6.41	5.4	11.50	7.20	0.0	
2 - Cleator Moor Rd	3.73	3.73	3.73	0.0	14.34	12.60	0.0	
3 - Main St	3.77	3.77	6.23	6.5	10.91	7.30	0.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/TS)
1 - Moresby Parks Rd	0.630	234.208
2 - Cleator Moor Rd	0.625	239.801
3 - Main St	0.662	288.369

The slope and intercept shown above include any corrections and adjustments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2018 Surveyed Flows	AM	DIRECT	08:00	09:00	60	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1 - Moresby Parks Rd		DIRECT	✓	100.000
2 - Cleator Moor Rd		DIRECT	✓	100.000
3 - Main St		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

	To			
		1 - Moresby Parks Rd	2 - Cleator Moor Rd	3 - Main St
08:00 - 08:15	From	1 - Moresby Parks Rd	0.00	61.00
		2 - Cleator Moor Rd	65.00	0.00
		3 - Main St	56.00	31.00
				0.00

Demand (PCU/TS)

	To			
		1 - Moresby Parks Rd	2 - Cleator Moor Rd	3 - Main St
08:15 - 08:30	From	1 - Moresby Parks Rd	0.00	67.00
		2 - Cleator Moor Rd	101.00	0.00
		3 - Main St	105.00	48.00
				0.00

Demand (PCU/TS)

	To			
		1 - Moresby Parks Rd	2 - Cleator Moor Rd	3 - Main St
08:30 - 08:45	From	1 - Moresby Parks Rd	0.00	75.00
		2 - Cleator Moor Rd	85.00	0.00
		3 - Main St	119.00	47.00
				0.00

Demand (PCU/TS)

	To			
		1 - Moresby Parks Rd	2 - Cleator Moor Rd	3 - Main St
08:45 - 09:00	From	1 - Moresby Parks Rd	0.00	62.00
		2 - Cleator Moor Rd	51.00	0.00
		3 - Main St	78.00	54.00
				0.00

Vehicle Mix

Heavy Vehicle Percentages

	To			
		1 - Moresby Parks Rd	2 - Cleator Moor Rd	3 - Main St
08:00 - 08:15	From	1 - Moresby Parks Rd	0	5
		2 - Cleator Moor Rd	0	2
		3 - Main St	4	3
				0

Heavy Vehicle Percentages

	To			
		1 - Moresby Parks Rd	2 - Cleator Moor Rd	3 - Main St
08:15 - 08:30	From	1 - Moresby Parks Rd	0	2
		2 - Cleator Moor Rd	5	0
		3 - Main St	4	2
				0

Heavy Vehicle Percentages

	To			
		1 - Moresby Parks Rd	2 - Cleator Moor Rd	3 - Main St
08:30 - 08:45	From	1 - Moresby Parks Rd	0	4
		2 - Cleator Moor Rd	2	0
		3 - Main St	0	0
				0

Heavy Vehicle Percentages

08:45 - 09:00

	To			
		1 - Moresby Parks Rd	2 - Cleator Moor Rd	3 - Main St
From	1 - Moresby Parks Rd	0	7	0
	2 - Cleator Moor Rd	4	0	5
	3 - Main St	7	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1 - Moresby Parks Rd	0.69	14.77	2.3	B	129.25	517.00
2 - Cleator Moor Rd	0.84	28.12	4.9	D	144.00	576.00
3 - Main St	0.72	13.53	2.4	B	134.50	538.00

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Moresby Parks Rd	127.00	127.00	30.80	214.80	0.591	125.52	119.93	0.0	1.5	10.422	B
2 - Cleator Moor Rd	109.00	109.00	65.23	199.01	0.548	107.81	91.09	0.0	1.2	9.823	A
3 - Main St	87.00	87.00	64.29	245.79	0.354	86.44	108.75	0.0	0.6	5.834	A

08:15 - 08:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Moresby Parks Rd	139.00	139.00	47.52	204.26	0.681	138.40	202.68	1.5	2.1	13.729	B
2 - Cleator Moor Rd	164.00	164.00	71.69	194.97	0.841	160.47	114.23	1.2	4.7	25.422	D
3 - Main St	153.00	153.00	98.80	222.94	0.686	151.40	133.36	0.6	2.2	12.734	B

08:30 - 08:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Moresby Parks Rd	142.00	142.00	46.99	204.59	0.694	141.81	204.14	2.1	2.3	14.772	B
2 - Cleator Moor Rd	166.00	166.00	67.01	197.91	0.839	165.81	121.80	4.7	4.9	28.125	D
3 - Main St	166.00	166.00	85.40	231.82	0.716	165.74	147.42	2.2	2.4	13.534	B

08:45 - 09:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Moresby Parks Rd	109.00	109.00	54.22	200.04	0.545	109.99	131.82	2.3	1.3	10.493	B
2 - Cleator Moor Rd	137.00	137.00	47.52	210.09	0.652	139.88	116.69	4.9	2.0	13.926	B
3 - Main St	132.00	132.00	52.76	253.43	0.521	133.27	134.64	2.4	1.1	7.874	A

Existing Layout - 2023 Baseline Flows, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	Moreby Rd/Cleator Moor Rd/Main St Mini Rbt	Mini-roundabout	1, 2, 3	27.85	D

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D3	2023 Baseline Flows	AM	DIRECT	08:00	09:00	60	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1 - Moresby Parks Rd		DIRECT	✓	100.000
2 - Cleator Moor Rd		DIRECT	✓	100.000
3 - Main St		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

08:00 - 08:15

	To			
		1 - Moresby Parks Rd	2 - Cleator Moor Rd	3 - Main St
From	1 - Moresby Parks Rd	0.00	69.00	73.00
	2 - Cleator Moor Rd	69.00	0.00	46.00
	3 - Main St	60.00	32.00	0.00

Demand (PCU/TS)

08:15 - 08:30

	To			
		1 - Moresby Parks Rd	2 - Cleator Moor Rd	3 - Main St
From	1 - Moresby Parks Rd	0.00	75.00	80.00
	2 - Cleator Moor Rd	107.00	0.00	66.00
	3 - Main St	112.00	50.00	0.00

Demand (PCU/TS)

08:30 - 08:45

	To			
		1 - Moresby Parks Rd	2 - Cleator Moor Rd	3 - Main St
From	1 - Moresby Parks Rd	0.00	84.00	74.00
	2 - Cleator Moor Rd	91.00	0.00	85.00
	3 - Main St	127.00	50.00	0.00

Demand (PCU/TS)

08:45 - 09:00

	To			
		1 - Moresby Parks Rd	2 - Cleator Moor Rd	3 - Main St
From	1 - Moresby Parks Rd	0.00	69.00	53.00
	2 - Cleator Moor Rd	55.00	0.00	90.00
	3 - Main St	84.00	57.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

08:00 - 08:15

	To			
		1 - Moresby Parks Rd	2 - Cleator Moor Rd	3 - Main St
From	1 - Moresby Parks Rd	0	5	5
	2 - Cleator Moor Rd	0	0	2
	3 - Main St	4	3	0

Heavy Vehicle Percentages

08:15 - 08:30

	To			
		1 - Moresby Parks Rd	2 - Cleator Moor Rd	3 - Main St
From	1 - Moresby Parks Rd	0	2	1
	2 - Cleator Moor Rd	5	0	7
	3 - Main St	4	2	0

Heavy Vehicle Percentages

08:30 - 08:45

	To			
		1 - Moresby Parks Rd	2 - Cleator Moor Rd	3 - Main St
From	1 - Moresby Parks Rd	0	4	3
	2 - Cleator Moor Rd	2	0	3
	3 - Main St	0	0	0

Heavy Vehicle Percentages

08:45 - 09:00

	To			
		1 - Moresby Parks Rd	2 - Cleator Moor Rd	3 - Main St
From	1 - Moresby Parks Rd	0	7	0
	2 - Cleator Moor Rd	4	0	5
	3 - Main St	7	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1 - Moresby Parks Rd	0.78	20.37	3.4	C	144.25	577.00
2 - Cleator Moor Rd	0.91	44.94	8.2	E	152.25	609.00
3 - Main St	0.78	17.21	3.3	C	143.00	572.00

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Moresby Parks Rd	142.00	142.00	31.78	214.18	0.663	140.02	127.75	0.0	2.0	12.435	B
2 - Cleator Moor Rd	115.00	115.00	71.98	194.79	0.590	113.59	99.82	0.0	1.4	10.990	B
3 - Main St	92.00	92.00	68.15	243.24	0.378	91.38	117.42	0.0	0.6	6.119	A

08:15 - 08:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Moresby Parks Rd	155.00	155.00	49.38	203.09	0.763	153.94	213.90	2.0	3.0	18.150	C
2 - Cleator Moor Rd	173.00	173.00	79.45	190.12	0.910	167.18	123.87	1.4	7.2	35.232	E
3 - Main St	162.00	162.00	103.37	219.91	0.737	159.91	143.25	0.6	2.7	15.020	C

08:30 - 08:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Moresby Parks Rd	158.00	158.00	49.92	202.75	0.779	157.62	217.78	3.0	3.4	20.375	C
2 - Cleator Moor Rd	176.00	176.00	73.97	193.55	0.909	175.04	133.57	7.2	8.2	44.937	E
3 - Main St	177.00	177.00	91.24	227.95	0.776	176.46	157.77	2.7	3.3	17.213	C

08:45 - 09:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Moresby Parks Rd	122.00	122.00	57.36	198.05	0.616	123.70	143.76	3.4	1.7	12.840	B
2 - Cleator Moor Rd	145.00	145.00	53.86	206.13	0.703	150.58	127.21	8.2	2.6	18.461	C
3 - Main St	141.00	141.00	58.24	249.80	0.564	142.88	146.19	3.3	1.4	8.915	A

Existing Layout - 2023 with Dev. Flows, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	Moreby Rd/Cleator Moor Rd/Main St Mini Rbt	Mini-roundabout	1, 2, 3	46.55	E

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D5	2023 with Dev. Flows	AM	DIRECT	08:00	09:00	60	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1 - Moresby Parks Rd		DIRECT	✓	100.000
2 - Cleator Moor Rd		DIRECT	✓	100.000
3 - Main St		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

08:00 - 08:15

	To			
		1 - Moresby Parks Rd	2 - Cleator Moor Rd	3 - Main St
From	1 - Moresby Parks Rd	0.00	71.00	95.00
	2 - Cleator Moor Rd	70.00	0.00	46.00
	3 - Main St	68.00	32.00	0.00

Demand (PCU/TS)

08:15 - 08:30

	To			
		1 - Moresby Parks Rd	2 - Cleator Moor Rd	3 - Main St
From	1 - Moresby Parks Rd	0.00	77.00	102.00
	2 - Cleator Moor Rd	108.00	0.00	66.00
	3 - Main St	120.00	50.00	0.00

Demand (PCU/TS)

08:30 - 08:45

	To			
		1 - Moresby Parks Rd	2 - Cleator Moor Rd	3 - Main St
From	1 - Moresby Parks Rd	0.00	86.00	96.00
	2 - Cleator Moor Rd	91.00	0.00	85.00
	3 - Main St	135.00	50.00	0.00

Demand (PCU/TS)

08:45 - 09:00

	To			
		1 - Moresby Parks Rd	2 - Cleator Moor Rd	3 - Main St
From	1 - Moresby Parks Rd	0.00	71.00	75.00
	2 - Cleator Moor Rd	56.00	0.00	90.00
	3 - Main St	92.00	57.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

08:00 - 08:15

	To			
		1 - Moresby Parks Rd	2 - Cleator Moor Rd	3 - Main St
From	1 - Moresby Parks Rd	0	5	5
	2 - Cleator Moor Rd	0	0	2
	3 - Main St	4	3	0

Heavy Vehicle Percentages

08:15 - 08:30

	To			
		1 - Moresby Parks Rd	2 - Cleator Moor Rd	3 - Main St
From	1 - Moresby Parks Rd	0	2	1
	2 - Cleator Moor Rd	5	0	7
	3 - Main St	4	2	0

Heavy Vehicle Percentages

08:30 - 08:45

	To			
		1 - Moresby Parks Rd	2 - Cleator Moor Rd	3 - Main St
From	1 - Moresby Parks Rd	0	4	3
	2 - Cleator Moor Rd	2	0	3
	3 - Main St	0	0	0

Heavy Vehicle Percentages

08:45 - 09:00

	To			
		1 - Moresby Parks Rd	2 - Cleator Moor Rd	3 - Main St
From	1 - Moresby Parks Rd	0	7	0
	2 - Cleator Moor Rd	4	0	5
	3 - Main St	7	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1 - Moresby Parks Rd	0.90	38.73	7.3	E	168.25	673.00
2 - Cleator Moor Rd	0.98	81.47	15.4	F	153.00	612.00
3 - Main St	0.81	19.87	3.9	C	151.00	604.00

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Moresby Parks Rd	166.00	166.00	31.77	214.18	0.775	162.68	136.48	0.0	3.3	17.384	C
2 - Cleator Moor Rd	116.00	116.00	93.10	181.59	0.639	114.29	101.35	0.0	1.7	13.167	B
3 - Main St	100.00	100.00	68.97	242.70	0.412	99.28	138.42	0.0	0.7	6.474	A

08:15 - 08:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Moresby Parks Rd	179.00	179.00	49.29	203.14	0.881	176.31	219.94	3.3	6.0	30.924	D
2 - Cleator Moor Rd	174.00	174.00	100.48	176.98	0.983	163.90	125.13	1.7	11.8	52.654	F
3 - Main St	170.00	170.00	101.70	221.02	0.769	167.53	162.67	0.7	3.2	16.701	C

08:30 - 08:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Moresby Parks Rd	182.00	182.00	49.88	202.77	0.898	180.69	224.78	6.0	7.3	38.733	E
2 - Cleator Moor Rd	176.00	176.00	95.56	180.05	0.978	172.43	135.01	11.8	15.4	81.475	F
3 - Main St	185.00	185.00	90.38	228.52	0.810	184.28	177.62	3.2	3.9	19.866	C

08:45 - 09:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Moresby Parks Rd	146.00	146.00	57.44	198.01	0.737	150.21	156.39	7.3	3.1	20.886	C
2 - Cleator Moor Rd	146.00	146.00	77.26	191.49	0.762	157.70	130.38	15.4	3.7	34.667	D
3 - Main St	149.00	149.00	62.54	246.95	0.603	151.29	172.42	3.9	1.6	10.038	B

Junctions 9				
ARCADY 9 - Roundabout Module				
Version: 9.0.2.5947				
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Filename: 03 J5 (Direct) - PM.j9

Path: J:\2017\A090070 - 270 and 410 - Harras Road, Harras Moor, Whitehaven\Jun. Ass\J5 Moreby Rd_Cleator Moor Rd_Main St Mini

Report generation date: 19/03/2018 09:07:12

»Existing Layout - 2018 Surveyed Flows , PM

»Existing Layout - 2023 Baseline Flows, PM

»Existing Layout - 2023 with Dev. Flows, PM

Summary of junction performance

	PM			
	Queue (PCU)	Delay (s)	RFC	Junction Delay (s)
	Existing Layout - 2018 Surveyed Flows			
1 - Moresby Parks Rd	4.0	22.95	0.82	20.08
2 - Cleator Moor Rd	5.4	23.63	0.86	
3 - Main St	2.0	12.22	0.67	
	Existing Layout - 2023 Baseline Flows			
1 - Moresby Parks Rd	5.9	31.56	0.88	28.58
2 - Cleator Moor Rd	8.3	36.21	0.92	
3 - Main St	2.6	15.05	0.73	
	Existing Layout - 2023 with Dev. Flows			
1 - Moresby Parks Rd	9.0	43.92	0.94	39.28
2 - Cleator Moor Rd	10.9	49.64	0.96	
3 - Main St	4.2	22.09	0.82	

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted averages.

File summary

File Description

Title	(untitled)
Location	Moreby Road / Cleator Moor Road / Main Street Mini Roundabout
Site number	
Date	15/02/2018
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	WYG\yujing.liu
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	PCU	PCU	perTimeSegment	s	-Min	perMin

Analysis Options

Mini-roundabout model	Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
JUNCTIONS 9	5.75				0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D2	2018 Surveyed Flows	PM	DIRECT	16:15	17:15	60	15	✓
D4	2023 Baseline Flows	PM	DIRECT	16:15	17:15	60	15	✓
D6	2023 with Dev. Flows	PM	DIRECT	16:15	17:15	60	15	✓

Analysis Set Details

ID	Name	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	Existing Layout	✓	100.000	100.000

Existing Layout - 2018 Surveyed Flows , PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	Moreby Rd/Cleator Moor Rd/Main St Mini Rbt	Mini-roundabout	1, 2, 3	20.08	C

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

Arms

Arms

Arm	Name	Description
1	Moresby Parks Rd	
2	Cleator Moor Rd	
3	Main St	

Mini Roundabout Geometry

Arm	Approach road half-width (m)	Minimum approach road half-width (m)	Entry width (m)	Effective flare length (m)	Distance to next arm (m)	Entry corner kerb line distance (m)	Gradient over 50m (%)	Kerbed central island
1 - Moresby Parks Rd	3.62	2.90	6.41	5.4	11.50	7.20	0.0	
2 - Cleator Moor Rd	3.73	3.73	3.73	0.0	14.34	12.60	0.0	
3 - Main St	3.77	3.77	6.23	6.5	10.91	7.30	0.0	

Slope / Intercept / Capacity

Arm Intercept Adjustments

Arm	Type	Reason	Direct intercept adjustment (PCU/TS)
1 - Moresby Parks Rd	None		
2 - Cleator Moor Rd	Direct		30.00
3 - Main St	None		

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/TS)
1 - Moresby Parks Rd	0.630	234.208
2 - Cleator Moor Rd	0.625	269.801
3 - Main St	0.662	288.369

The slope and intercept shown above include any corrections and adjustments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D2	2018 Surveyed Flows	PM	DIRECT	16:15	17:15	60	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1 - Moresby Parks Rd		DIRECT	✓	100.000
2 - Cleator Moor Rd		DIRECT	✓	100.000
3 - Main St		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

		To		
		1 - Moresby Parks Rd	2 - Cleator Moor Rd	3 - Main St
16:15 - 16:30	From	1 - Moresby Parks Rd	0.00	63.00
		2 - Cleator Moor Rd	106.00	0.00
		3 - Main St	77.00	69.00
				0.00

Demand (PCU/TS)

		To		
		1 - Moresby Parks Rd	2 - Cleator Moor Rd	3 - Main St
16:30 - 16:45	From	1 - Moresby Parks Rd	0.00	80.00
		2 - Cleator Moor Rd	131.00	0.00
		3 - Main St	63.00	64.00
				0.00

Demand (PCU/TS)

		To		
		1 - Moresby Parks Rd	2 - Cleator Moor Rd	3 - Main St
16:45 - 17:00	From	1 - Moresby Parks Rd	0.00	76.00
		2 - Cleator Moor Rd	112.00	0.00
		3 - Main St	62.00	67.00
				0.00

Demand (PCU/TS)

		To		
		1 - Moresby Parks Rd	2 - Cleator Moor Rd	3 - Main St
17:00 - 17:15	From	1 - Moresby Parks Rd	0.00	90.00
		2 - Cleator Moor Rd	103.00	0.00
		3 - Main St	69.00	57.00
				0.00

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1 - Moresby Parks Rd	2 - Cleator Moor Rd	3 - Main St
16:15 - 16:30	From	1 - Moresby Parks Rd	0	0
		2 - Cleator Moor Rd	0	2
		3 - Main St	4	1
				0

Heavy Vehicle Percentages

		To		
		1 - Moresby Parks Rd	2 - Cleator Moor Rd	3 - Main St
16:30 - 16:45	From	1 - Moresby Parks Rd	0	3
		2 - Cleator Moor Rd	2	0
		3 - Main St	2	3
				0

Heavy Vehicle Percentages

16:45 - 17:00

	To			
		1 - Moresby Parks Rd	2 - Cleator Moor Rd	3 - Main St
From	1 - Moresby Parks Rd	0	3	2
	2 - Cleator Moor Rd	1	0	3
	3 - Main St	0	2	0

Heavy Vehicle Percentages

17:00 - 17:15

	To			
		1 - Moresby Parks Rd	2 - Cleator Moor Rd	3 - Main St
From	1 - Moresby Parks Rd	0	1	0
	2 - Cleator Moor Rd	1	0	2
	3 - Main St	3	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1 - Moresby Parks Rd	0.82	22.95	4.0	C	136.25	545.00
2 - Cleator Moor Rd	0.86	23.63	5.4	C	181.50	726.00
3 - Main St	0.67	12.22	2.0	B	132.00	528.00

Main Results for each time segment

16:15 - 16:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Moresby Parks Rd	114.00	114.00	68.07	191.30	0.596	112.57	180.58	0.0	1.4	11.239	B
2 - Cleator Moor Rd	164.00	164.00	50.36	238.31	0.688	161.87	130.28	0.0	2.1	11.556	B
3 - Main St	146.00	146.00	104.62	219.09	0.666	144.03	107.61	0.0	2.0	12.007	B

16:30 - 16:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Moresby Parks Rd	132.00	132.00	64.04	193.84	0.681	131.35	192.10	1.4	2.1	14.500	B
2 - Cleator Moor Rd	205.00	205.00	51.82	237.40	0.864	201.74	143.57	2.1	5.4	23.632	C
3 - Main St	127.00	127.00	128.93	202.99	0.626	127.21	124.63	2.0	1.8	12.218	B

16:45 - 17:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Moresby Parks Rd	137.00	137.00	67.07	191.93	0.714	136.64	174.58	2.1	2.4	16.546	C
2 - Cleator Moor Rd	191.00	191.00	60.73	231.83	0.824	191.30	142.98	5.4	5.1	22.998	C
3 - Main St	129.00	129.00	112.46	213.90	0.603	129.19	139.57	1.8	1.6	10.765	B

17:00 - 17:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Moresby Parks Rd	162.00	162.00	57.18	198.17	0.818	160.43	173.11	2.4	4.0	22.953	C
2 - Cleator Moor Rd	166.00	166.00	71.30	225.22	0.737	168.08	146.31	5.1	3.0	16.503	C
3 - Main St	126.00	126.00	104.12	219.42	0.574	126.17	135.27	1.6	1.4	9.831	A

Existing Layout - 2023 Baseline Flows, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	Moreby Rd/Cleator Moor Rd/Main St Mini Rbt	Mini-roundabout	1, 2, 3	28.58	D

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D4	2023 Baseline Flows	PM	DIRECT	16:15	17:15	60	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1 - Moresby Parks Rd		DIRECT	✓	100.000
2 - Cleator Moor Rd		DIRECT	✓	100.000
3 - Main St		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

16:15 - 16:30

	To			
		1 - Moresby Parks Rd	2 - Cleator Moor Rd	3 - Main St
From	1 - Moresby Parks Rd	0.00	67.00	55.00
	2 - Cleator Moor Rd	115.00	0.00	60.00
	3 - Main St	83.00	73.00	0.00

Demand (PCU/TS)

16:30 - 16:45

	To			
		1 - Moresby Parks Rd	2 - Cleator Moor Rd	3 - Main St
From	1 - Moresby Parks Rd	0.00	86.00	56.00
	2 - Cleator Moor Rd	140.00	0.00	77.00
	3 - Main St	68.00	68.00	0.00

Demand (PCU/TS)

16:45 - 17:00

	To			
		1 - Moresby Parks Rd	2 - Cleator Moor Rd	3 - Main St
From	1 - Moresby Parks Rd	0.00	81.00	65.00
	2 - Cleator Moor Rd	121.00	0.00	83.00
	3 - Main St	67.00	70.00	0.00

Demand (PCU/TS)

17:00 - 17:15

	To			
		1 - Moresby Parks Rd	2 - Cleator Moor Rd	3 - Main St
From	1 - Moresby Parks Rd	0.00	96.00	77.00
	2 - Cleator Moor Rd	110.00	0.00	66.00
	3 - Main St	74.00	60.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

16:15 - 16:30

	To			
		1 - Moresby Parks Rd	2 - Cleator Moor Rd	3 - Main St
From	1 - Moresby Parks Rd	0	0	0
	2 - Cleator Moor Rd	0	0	2
	3 - Main St	4	1	0

Heavy Vehicle Percentages

16:30 - 16:45

	To			
		1 - Moresby Parks Rd	2 - Cleator Moor Rd	3 - Main St
From	1 - Moresby Parks Rd	0	3	0
	2 - Cleator Moor Rd	2	0	0
	3 - Main St	2	3	0

Heavy Vehicle Percentages

16:45 - 17:00

	To			
		1 - Moresby Parks Rd	2 - Cleator Moor Rd	3 - Main St
From	1 - Moresby Parks Rd	0	3	2
	2 - Cleator Moor Rd	1	0	3
	3 - Main St	0	2	0

Heavy Vehicle Percentages

17:00 - 17:15

	To			
		1 - Moresby Parks Rd	2 - Cleator Moor Rd	3 - Main St
From	1 - Moresby Parks Rd	0	1	0
	2 - Cleator Moor Rd	1	0	2
	3 - Main St	3	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1 - Moresby Parks Rd	0.88	31.56	5.9	D	145.75	583.00
2 - Cleator Moor Rd	0.92	36.21	8.3	E	193.00	772.00
3 - Main St	0.73	15.05	2.6	C	140.75	563.00

Main Results for each time segment

16:15 - 16:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Moresby Parks Rd	122.00	122.00	71.77	188.97	0.646	120.25	194.81	0.0	1.7	12.794	B
2 - Cleator Moor Rd	175.00	175.00	54.21	235.90	0.742	172.27	137.81	0.0	2.7	13.714	B
3 - Main St	156.00	156.00	113.21	213.40	0.731	153.38	113.28	0.0	2.6	14.802	B

16:30 - 16:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Moresby Parks Rd	142.00	142.00	68.06	191.31	0.742	141.01	204.71	1.7	2.7	17.843	C
2 - Cleator Moor Rd	217.00	217.00	55.71	234.97	0.924	211.49	153.36	2.7	8.2	32.938	D
3 - Main St	136.00	136.00	136.48	197.99	0.687	136.28	130.72	2.6	2.3	15.045	C

16:45 - 17:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Moresby Parks Rd	146.00	146.00	70.14	190.00	0.768	145.56	188.59	2.7	3.2	20.458	C
2 - Cleator Moor Rd	204.00	204.00	64.66	229.37	0.889	203.96	151.03	8.2	8.3	36.206	E
3 - Main St	137.00	137.00	121.41	207.97	0.659	137.32	147.22	2.3	2.0	12.939	B

17:00 - 17:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Moresby Parks Rd	173.00	173.00	60.25	196.24	0.882	170.25	186.30	3.2	5.9	31.559	D
2 - Cleator Moor Rd	176.00	176.00	75.77	222.42	0.791	180.07	154.72	8.3	4.2	23.191	C
3 - Main St	134.00	134.00	112.28	214.01	0.626	134.27	143.57	2.0	1.8	11.515	B

Existing Layout - 2023 with Dev. Flows, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	Moreby Rd/Cleator Moor Rd/Main St Mini Rbt	Mini-roundabout	1, 2, 3	39.28	E

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D6	2023 with Dev. Flows	PM	DIRECT	16:15	17:15	60	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1 - Moresby Parks Rd		DIRECT	✓	100.000
2 - Cleator Moor Rd		DIRECT	✓	100.000
3 - Main St		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

16:15 - 16:30

		To		
		1 - Moresby Parks Rd	2 - Cleator Moor Rd	3 - Main St
From	1 - Moresby Parks Rd	0.00	68.00	65.00
	2 - Cleator Moor Rd	117.00	0.00	60.00
	3 - Main St	102.00	73.00	0.00

Demand (PCU/TS)

16:30 - 16:45

		To		
		1 - Moresby Parks Rd	2 - Cleator Moor Rd	3 - Main St
From	1 - Moresby Parks Rd	0.00	87.00	66.00
	2 - Cleator Moor Rd	142.00	0.00	77.00
	3 - Main St	87.00	68.00	0.00

Demand (PCU/TS)

16:45 - 17:00

		To		
From		1 - Moresby Parks Rd	2 - Cleator Moor Rd	3 - Main St
	1 - Moresby Parks Rd	0.00	82.00	75.00
	2 - Cleator Moor Rd	123.00	0.00	83.00
	3 - Main St	86.00	70.00	0.00

Demand (PCU/TS)

17:00 - 17:15

		To		
From		1 - Moresby Parks Rd	2 - Cleator Moor Rd	3 - Main St
	1 - Moresby Parks Rd	0.00	97.00	87.00
	2 - Cleator Moor Rd	113.00	0.00	66.00
	3 - Main St	94.00	60.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

16:15 - 16:30

		To		
From		1 - Moresby Parks Rd	2 - Cleator Moor Rd	3 - Main St
	1 - Moresby Parks Rd	0	0	0
	2 - Cleator Moor Rd	0	0	2
	3 - Main St	4	1	0

Heavy Vehicle Percentages

16:30 - 16:45

		To		
From		1 - Moresby Parks Rd	2 - Cleator Moor Rd	3 - Main St
	1 - Moresby Parks Rd	0	3	0
	2 - Cleator Moor Rd	2	0	0
	3 - Main St	2	3	0

Heavy Vehicle Percentages

16:45 - 17:00

		To		
From		1 - Moresby Parks Rd	2 - Cleator Moor Rd	3 - Main St
	1 - Moresby Parks Rd	0	3	2
	2 - Cleator Moor Rd	1	0	3
	3 - Main St	0	2	0

Heavy Vehicle Percentages

17:00 - 17:15

		To		
From		1 - Moresby Parks Rd	2 - Cleator Moor Rd	3 - Main St
	1 - Moresby Parks Rd	0	1	0
	2 - Cleator Moor Rd	1	0	2
	3 - Main St	3	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1 - Moresby Parks Rd	0.94	43.92	9.0	E	156.75	627.00
2 - Cleator Moor Rd	0.96	49.64	10.9	E	195.25	781.00
3 - Main St	0.82	22.09	4.2	C	160.00	640.00

Main Results for each time segment

16:15 - 16:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Moresby Parks Rd	133.00	133.00	71.24	189.31	0.703	130.77	214.47	0.0	2.2	14.862	B
2 - Cleator Moor Rd	177.00	177.00	63.91	229.84	0.770	173.87	138.09	0.0	3.1	15.432	C
3 - Main St	175.00	175.00	114.93	212.26	0.824	170.77	122.85	0.0	4.2	20.585	C

16:30 - 16:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Moresby Parks Rd	153.00	153.00	68.03	191.33	0.800	151.58	224.39	2.2	3.7	22.189	C
2 - Cleator Moor Rd	219.00	219.00	65.52	228.84	0.957	211.46	154.09	3.1	10.7	40.856	E
3 - Main St	155.00	155.00	137.15	197.55	0.785	155.27	139.82	4.2	4.0	22.085	C

16:45 - 17:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Moresby Parks Rd	157.00	157.00	70.25	189.93	0.827	156.27	209.81	3.7	4.4	26.545	D
2 - Cleator Moor Rd	206.00	206.00	74.48	223.23	0.923	205.76	152.04	10.7	10.9	49.642	E
3 - Main St	156.00	156.00	123.41	206.65	0.755	156.65	156.84	4.0	3.3	18.445	C

17:00 - 17:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Moresby Parks Rd	184.00	184.00	60.37	196.16	0.938	179.40	210.16	4.4	9.0	43.924	E
2 - Cleator Moor Rd	179.00	179.00	84.85	216.75	0.826	184.48	154.92	10.9	5.4	31.392	D
3 - Main St	154.00	154.00	116.08	211.50	0.728	154.44	153.24	3.3	2.9	16.225	C



Appendix J – JUNCTIONS 9 Output (J6)

Junctions 9			
PICADY 9 - Priority Intersection Module			
Version: 9.0.2.5947			
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Filename: J6.j9

Path: J:\2017\A090070 - 270 and 410 - Harras Road, Harras Moor, Whitehaven\Jun. Ass\J6 Main St_Thornton Rd Pri

Report generation date: 19/03/2018 09:08:55

»2018 Surveyed Flows , AM

»2018 Surveyed Flows , PM

»2023 Baseline Flows, AM

»2023 Baseline Flows, PM

»2023 with Dev. Flows, AM

»2023 with Dev. Flows, PM

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	Junction Delay (s)	Queue (PCU)	Delay (s)	RFC	Junction Delay (s)
	2018 Surveyed Flows							
Stream B-C	0.3	8.96	0.23	2.63	0.3	8.59	0.21	2.34
Stream B-A	0.5	16.33	0.34		0.3	14.28	0.22	
Stream C-AB	0.5	5.24	0.18		0.7	5.88	0.26	
	2023 Baseline Flows							
Stream B-C	0.3	9.62	0.25	2.85	0.3	8.98	0.23	2.47
Stream B-A	0.6	18.39	0.38		0.3	15.41	0.24	
Stream C-AB	0.5	5.18	0.20		0.8	5.99	0.28	
	2023 with Dev. Flows							
Stream B-C	0.3	10.13	0.26	2.90	0.3	9.59	0.24	2.49
Stream B-A	0.7	20.95	0.41		0.3	17.45	0.26	
Stream C-AB	0.7	4.96	0.22		0.9	6.06	0.31	

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted averages.

File summary

File Description

Title	(untitled)
Location	Main Street / Thornton Road Priority Junction
Site number	
Date	14/02/2018
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	WYGlyujing.liu
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	PCU	PCU	perHour	s	-Min	perMin

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75				0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2018 Surveyed Flows	AM	ONE HOUR	07:45	09:15	15	✓
D2	2018 Surveyed Flows	PM	ONE HOUR	16:00	17:30	15	✓
D3	2023 Baseline Flows	AM	ONE HOUR	07:45	09:15	15	✓
D4	2023 Baseline Flows	PM	ONE HOUR	16:00	17:30	15	✓
D5	2023 with Dev. Flows	AM	ONE HOUR	07:45	09:15	15	✓
D6	2023 with Dev. Flows	PM	ONE HOUR	16:00	17:30	15	✓

Analysis Set Details

ID	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	✓	100.000	100.000

2018 Surveyed Flows , AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Main St /Thornton Rd Priority Junction	T-Junction	Two-way	2.63	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Main St (S)		Major
B	Thornton Rd		Minor
C	Main St (N)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Main St (N)	7.14			80.0	✓	0.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B - Thornton Rd	One lane plus flare	10.00	5.30	3.25	3.20	3.20	✓	1.00	40	72

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	569	0.098	0.249	0.157	0.355
1	B-C	726	0.106	0.267	-	-
1	C-B	620	0.228	0.228	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2018 Surveyed Flows	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Main St (S)		ONE HOUR	✓	510	100.000
B - Thornton Rd		ONE HOUR	✓	209	100.000
C - Main St (N)		ONE HOUR	✓	521	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Main St (S)	B - Thornton Rd	C - Main St (N)
	From			
	A - Main St (S)	0	75	435
	B - Thornton Rd	103	0	106
	C - Main St (N)	465	56	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Main St (S)	B - Thornton Rd	C - Main St (N)
	From			
	A - Main St (S)	0	0	4
	B - Thornton Rd	0	0	0
	C - Main St (N)	4	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.23	8.96	0.3	A	97	146
B-A	0.34	16.33	0.5	C	95	142
C-AB	0.18	5.24	0.5	A	111	167
C-A					367	550
A-B					69	103
A-C					399	599

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	80	20	599	0.133	79	0.0	0.2	6.924	A
B-A	78	19	410	0.189	77	0.0	0.2	10.756	B
C-AB	77	19	779	0.098	76	0.0	0.2	5.207	A
C-A	316	79			316				
A-B	56	14			56				
A-C	327	82			327				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	95	24	568	0.168	95	0.2	0.2	7.605	A
B-A	93	23	379	0.245	92	0.2	0.3	12.552	B
C-AB	104	26	814	0.128	104	0.2	0.3	5.170	A
C-A	364	91			364				
A-B	67	17			67				
A-C	391	98			391				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	117	29	519	0.225	116	0.2	0.3	8.928	A
B-A	113	28	334	0.340	113	0.3	0.5	16.221	C
C-AB	152	38	864	0.176	152	0.3	0.5	5.168	A
C-A	421	105			421				
A-B	83	21			83				
A-C	479	120			479				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	117	29	518	0.225	117	0.3	0.3	8.960	A
B-A	113	28	334	0.340	113	0.5	0.5	16.333	C
C-AB	152	38	865	0.176	152	0.5	0.5	5.185	A
C-A	421	105			421				
A-B	83	21			83				
A-C	479	120			479				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	95	24	567	0.168	96	0.3	0.2	7.641	A
B-A	93	23	379	0.245	93	0.5	0.3	12.653	B
C-AB	104	26	815	0.128	105	0.5	0.3	5.201	A
C-A	364	91			364				
A-B	67	17			67				
A-C	391	98			391				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	80	20	598	0.134	80	0.2	0.2	6.958	A
B-A	78	19	410	0.189	78	0.3	0.2	10.844	B
C-AB	77	19	780	0.099	77	0.3	0.2	5.236	A
C-A	315	79			315				
A-B	56	14			56				
A-C	327	82			327				

2018 Surveyed Flows , PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Main St /Thornton Rd Priority Junction	T-Junction	Two-way	2.34	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2018 Surveyed Flows	PM	ONE HOUR	16:00	17:30	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Main St (S)		ONE HOUR	✓	522	100.000
B - Thornton Rd		ONE HOUR	✓	167	100.000
C - Main St (N)		ONE HOUR	✓	511	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Main St (S)	B - Thornton Rd	C - Main St (N)
From	A - Main St (S)	0	96	426
	B - Thornton Rd	63	0	104
	C - Main St (N)	427	84	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Main St (S)	B - Thornton Rd	C - Main St (N)
From	A - Main St (S)	0	0	2
	B - Thornton Rd	0	0	1
	C - Main St (N)	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.21	8.59	0.3	A	95	143
B-A	0.22	14.28	0.3	B	58	87
C-AB	0.26	5.88	0.7	A	158	236
C-A					311	467
A-B					88	132
A-C					391	586

Main Results for each time segment

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	78	20	598	0.131	78	0.0	0.2	6.981	A
B-A	47	12	396	0.120	47	0.0	0.1	10.288	B
C-AB	110	27	757	0.145	109	0.0	0.3	5.573	A
C-A	275	69			275				
A-B	72	18			72				
A-C	321	80			321				

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	93	23	574	0.163	93	0.2	0.2	7.563	A
B-A	57	14	365	0.155	56	0.1	0.2	11.654	B
C-AB	148	37	788	0.188	147	0.3	0.4	5.654	A
C-A	311	78			311				
A-B	86	22			86				
A-C	383	96			383				

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	115	29	538	0.213	114	0.2	0.3	8.568	A
B-A	69	17	322	0.216	69	0.2	0.3	14.231	B
C-AB	214	53	832	0.257	213	0.4	0.6	5.861	A
C-A	349	87			349				
A-B	106	26			106				
A-C	469	117			469				

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	115	29	538	0.213	114	0.3	0.3	8.586	A
B-A	69	17	321	0.216	69	0.3	0.3	14.280	B
C-AB	214	54	832	0.258	214	0.6	0.7	5.881	A
C-A	348	87			348				
A-B	106	26			106				
A-C	469	117			469				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	93	23	574	0.163	94	0.3	0.2	7.584	A
B-A	57	14	365	0.155	57	0.3	0.2	11.706	B
C-AB	148	37	789	0.188	149	0.7	0.4	5.685	A
C-A	311	78			311				
A-B	86	22			86				
A-C	383	96			383				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	78	20	598	0.131	78	0.2	0.2	7.008	A
B-A	47	12	396	0.120	48	0.2	0.1	10.339	B
C-AB	111	28	758	0.146	111	0.4	0.3	5.604	A
C-A	274	69			274				
A-B	72	18			72				
A-C	321	80			321				

2023 Baseline Flows, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Main St /Thornton Rd Priority Junction	T-Junction	Two-way	2.85	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2023 Baseline Flows	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Main St (S)		ONE HOUR	✓	543	100.000
B - Thornton Rd		ONE HOUR	✓	221	100.000
C - Main St (N)		ONE HOUR	✓	566	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Main St (S)	B - Thornton Rd	C - Main St (N)
From	A - Main St (S)	0	79	464
	B - Thornton Rd	109	0	112
	C - Main St (N)	507	59	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Main St (S)	B - Thornton Rd	C - Main St (N)
From	A - Main St (S)	0	0	4
	B - Thornton Rd	0	0	0
	C - Main St (N)	4	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.25	9.62	0.3	A	103	154
B-A	0.38	18.39	0.6	C	100	150
C-AB	0.20	5.18	0.5	A	126	189
C-A					393	590
A-B					72	109
A-C					426	639

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	84	21	589	0.143	84	0.0	0.2	7.114	A
B-A	82	21	399	0.206	81	0.0	0.3	11.296	B
C-AB	85	21	797	0.107	84	0.0	0.2	5.147	A
C-A	341	85			341				
A-B	59	15			59				
A-C	349	87			349				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	101	25	555	0.181	100	0.2	0.2	7.914	A
B-A	98	24	364	0.269	98	0.3	0.4	13.467	B
C-AB	117	29	836	0.140	117	0.2	0.3	5.112	A
C-A	392	98			392				
A-B	71	18			71				
A-C	417	104			417				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	123	31	499	0.247	123	0.2	0.3	9.571	A
B-A	120	30	316	0.380	119	0.4	0.6	18.207	C
C-AB	175	44	892	0.196	174	0.3	0.5	5.136	A
C-A	448	112			448				
A-B	87	22			87				
A-C	511	128			511				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	123	31	497	0.248	123	0.3	0.3	9.621	A
B-A	120	30	316	0.380	120	0.6	0.6	18.388	C
C-AB	175	44	893	0.196	175	0.5	0.5	5.155	A
C-A	448	112			448				
A-B	87	22			87				
A-C	511	128			511				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	101	25	554	0.182	101	0.3	0.2	7.957	A
B-A	98	24	364	0.269	99	0.6	0.4	13.613	B
C-AB	118	29	837	0.141	118	0.5	0.4	5.146	A
C-A	391	98			391				
A-B	71	18			71				
A-C	417	104			417				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	84	21	588	0.143	85	0.2	0.2	7.156	A
B-A	82	21	398	0.206	83	0.4	0.3	11.408	B
C-AB	86	21	797	0.108	86	0.4	0.2	5.178	A
C-A	340	85			340				
A-B	59	15			59				
A-C	349	87			349				

2023 Baseline Flows, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Main St /Thornton Rd Priority Junction	T-Junction	Two-way	2.47	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2023 Baseline Flows	PM	ONE HOUR	16:00	17:30	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Main St (S)		ONE HOUR	✓	556	100.000
B - Thornton Rd		ONE HOUR	✓	175	100.000
C - Main St (N)		ONE HOUR	✓	542	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Main St (S)	B - Thornton Rd	C - Main St (N)
From	A - Main St (S)	0	101	455
	B - Thornton Rd	66	0	109
	C - Main St (N)	453	89	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Main St (S)	B - Thornton Rd	C - Main St (N)
From	A - Main St (S)	0	0	2
	B - Thornton Rd	0	0	1
	C - Main St (N)	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.23	8.98	0.3	A	100	150
B-A	0.24	15.41	0.3	C	61	91
C-AB	0.28	5.99	0.8	A	175	263
C-A					322	483
A-B					93	139
A-C					418	626

Main Results for each time segment

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	82	21	590	0.139	81	0.0	0.2	7.133	A
B-A	50	12	386	0.129	49	0.0	0.1	10.661	B
C-AB	121	30	766	0.158	119	0.0	0.3	5.589	A
C-A	287	72			287				
A-B	76	19			76				
A-C	343	86			343				

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	98	24	564	0.174	98	0.2	0.2	7.787	A
B-A	59	15	353	0.168	59	0.1	0.2	12.243	B
C-AB	164	41	799	0.205	163	0.3	0.5	5.699	A
C-A	323	81			323				
A-B	91	23			91				
A-C	409	102			409				

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	120	30	525	0.229	120	0.2	0.3	8.960	A
B-A	73	18	306	0.237	72	0.2	0.3	15.346	C
C-AB	240	60	847	0.284	239	0.5	0.8	5.970	A
C-A	357	89			357				
A-B	111	28			111				
A-C	501	125			501				

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	120	30	525	0.229	120	0.3	0.3	8.982	A
B-A	73	18	306	0.237	73	0.3	0.3	15.414	C
C-AB	241	60	847	0.284	241	0.8	0.8	5.995	A
C-A	356	89			356				
A-B	111	28			111				
A-C	501	125			501				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	98	24	564	0.174	98	0.3	0.2	7.812	A
B-A	59	15	353	0.168	60	0.3	0.2	12.309	B
C-AB	165	41	800	0.206	166	0.8	0.5	5.731	A
C-A	323	81			323				
A-B	91	23			91				
A-C	409	102			409				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	82	21	590	0.139	82	0.2	0.2	7.166	A
B-A	50	12	386	0.129	50	0.2	0.1	10.725	B
C-AB	122	30	767	0.158	122	0.5	0.3	5.626	A
C-A	287	72			287				
A-B	76	19			76				
A-C	343	86			343				

2023 with Dev. Flows, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Main St /Thornton Rd Priority Junction	T-Junction	Two-way	2.90	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2023 with Dev. Flows	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Main St (S)		ONE HOUR	✓	574	100.000
B - Thornton Rd		ONE HOUR	✓	221	100.000
C - Main St (N)		ONE HOUR	✓	654	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Main St (S)	B - Thornton Rd	C - Main St (N)
From	A - Main St (S)	0	79	495
	B - Thornton Rd	109	0	112
	C - Main St (N)	595	59	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Main St (S)	B - Thornton Rd	C - Main St (N)
From	A - Main St (S)	0	0	4
	B - Thornton Rd	0	0	0
	C - Main St (N)	4	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.26	10.13	0.3	B	103	154
B-A	0.41	20.95	0.7	C	100	150
C-AB	0.22	4.96	0.7	A	146	219
C-A					454	682
A-B					72	109
A-C					454	681

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	84	21	581	0.145	84	0.0	0.2	7.226	A
B-A	82	21	383	0.215	81	0.0	0.3	11.899	B
C-AB	95	24	840	0.113	94	0.0	0.3	4.930	A
C-A	397	99			397				
A-B	59	15			59				
A-C	373	93			373				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	101	25	544	0.185	100	0.2	0.2	8.105	A
B-A	98	24	345	0.284	98	0.3	0.4	14.513	B
C-AB	134	34	888	0.151	134	0.3	0.4	4.883	A
C-A	454	113			454				
A-B	71	18			71				
A-C	445	111			445				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	123	31	480	0.257	123	0.2	0.3	10.059	B
B-A	120	30	292	0.411	119	0.4	0.7	20.668	C
C-AB	207	52	959	0.216	206	0.4	0.7	4.917	A
C-A	513	128			513				
A-B	87	22			87				
A-C	545	136			545				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	123	31	479	0.258	123	0.3	0.3	10.131	B
B-A	120	30	292	0.411	120	0.7	0.7	20.950	C
C-AB	208	52	959	0.216	208	0.7	0.7	4.939	A
C-A	512	128			512				
A-B	87	22			87				
A-C	545	136			545				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	101	25	543	0.186	101	0.3	0.2	8.162	A
B-A	98	24	345	0.284	99	0.7	0.4	14.715	B
C-AB	135	34	889	0.152	136	0.7	0.4	4.922	A
C-A	453	113			453				
A-B	71	18			71				
A-C	445	111			445				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	84	21	580	0.145	85	0.2	0.2	7.271	A
B-A	82	21	382	0.215	83	0.4	0.3	12.034	B
C-AB	96	24	840	0.114	97	0.4	0.3	4.961	A
C-A	396	99			396				
A-B	59	15			59				
A-C	373	93			373				

2023 with Dev. Flows, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Main St /Thornton Rd Priority Junction	T-Junction	Two-way	2.49	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2023 with Dev. Flows	PM	ONE HOUR	16:00	17:30	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Main St (S)		ONE HOUR	✓	632	100.000
B - Thornton Rd		ONE HOUR	✓	175	100.000
C - Main St (N)		ONE HOUR	✓	582	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Main St (S)	B - Thornton Rd	C - Main St (N)
From	A - Main St (S)	0	101	531
	B - Thornton Rd	66	0	109
	C - Main St (N)	493	89	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Main St (S)	B - Thornton Rd	C - Main St (N)
From	A - Main St (S)	0	0	2
	B - Thornton Rd	0	0	1
	C - Main St (N)	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.24	9.59	0.3	A	100	150
B-A	0.26	17.45	0.3	C	61	91
C-AB	0.31	6.06	0.9	A	190	286
C-A					344	516
A-B					93	139
A-C					487	731

Main Results for each time segment

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	82	21	575	0.143	81	0.0	0.2	7.359	A
B-A	50	12	368	0.135	49	0.0	0.2	11.275	B
C-AB	128	32	777	0.165	127	0.0	0.4	5.559	A
C-A	310	77			310				
A-B	76	19			76				
A-C	400	100			400				

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	98	24	545	0.180	98	0.2	0.2	8.122	A
B-A	59	15	331	0.179	59	0.2	0.2	13.235	B
C-AB	177	44	813	0.217	176	0.4	0.5	5.688	A
C-A	346	87			346				
A-B	91	23			91				
A-C	477	119			477				

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	120	30	500	0.240	120	0.2	0.3	9.557	A
B-A	73	18	279	0.260	72	0.2	0.3	17.349	C
C-AB	265	66	866	0.306	263	0.5	0.9	6.029	A
C-A	376	94			376				
A-B	111	28			111				
A-C	585	146			585				

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	120	30	499	0.240	120	0.3	0.3	9.589	A
B-A	73	18	279	0.261	73	0.3	0.3	17.455	C
C-AB	266	66	867	0.306	266	0.9	0.9	6.060	A
C-A	375	94			375				
A-B	111	28			111				
A-C	585	146			585				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	98	24	545	0.180	98	0.3	0.2	8.154	A
B-A	59	15	330	0.180	60	0.3	0.2	13.328	B
C-AB	178	44	815	0.218	179	0.9	0.5	5.731	A
C-A	346	86			346				
A-B	91	23			91				
A-C	477	119			477				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	82	21	574	0.143	82	0.2	0.2	7.394	A
B-A	50	12	367	0.135	50	0.2	0.2	11.352	B
C-AB	129	32	778	0.166	130	0.5	0.4	5.599	A
C-A	309	77			309				
A-B	76	19			76				
A-C	400	100			400				

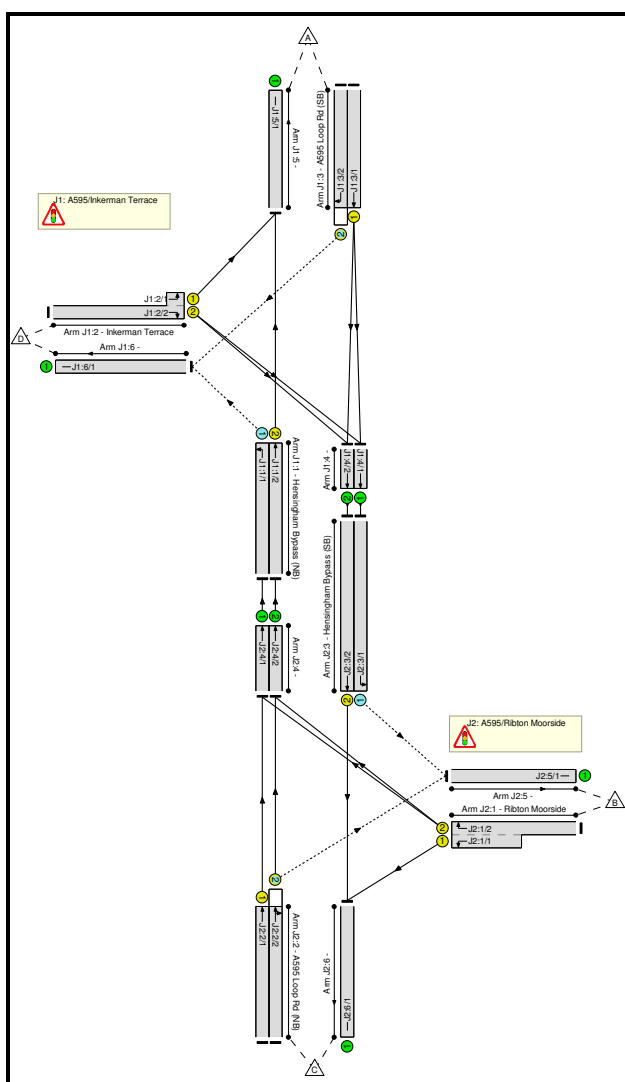


Appendix K – LinSig Output (J7 & J14)

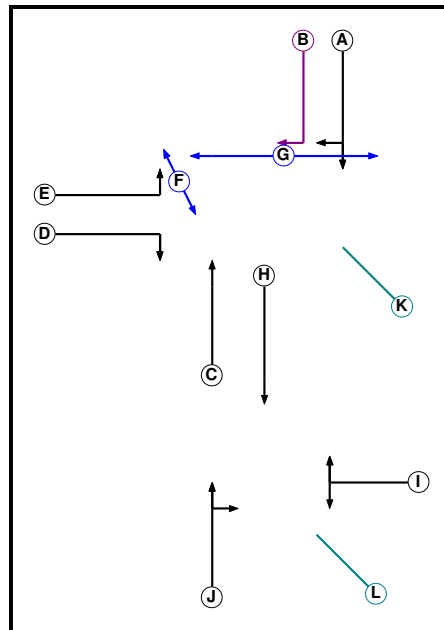
User and Project Details

Project:	
Title:	
Location:	
Additional detail:	
File name:	J7&J14.lsg3x
Author:	
Company:	
Address:	

Network Layout Diagram



Phase Diagram



Phase Input Data

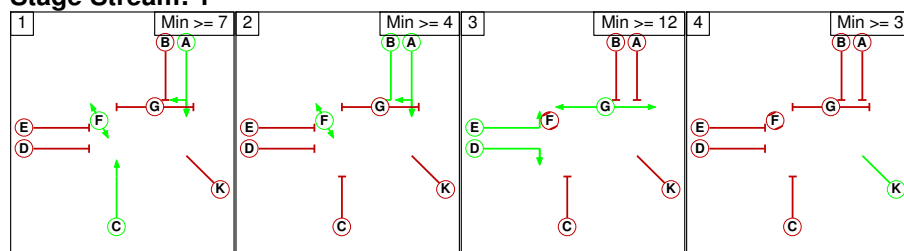
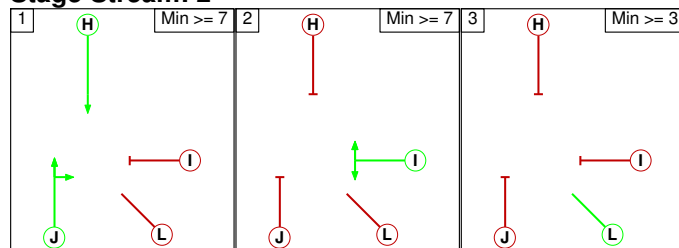
Phase Name	Phase Type	Stage Stream	Assoc. Phase	Street Min	Cont Min
A	Traffic	1		7	7
B	Ind. Arrow	1	A	4	4
C	Traffic	1		7	7
D	Traffic	1		7	7
E	Traffic	1		7	7
F	Pedestrian	1		6	6
G	Pedestrian	1		12	12
H	Traffic	2		7	7
I	Traffic	2		7	7
J	Traffic	2		7	7
K	Dummy	1		3	3
L	Dummy	2		3	3

Phase Intergreens Matrix

Terminating Phase	Starting Phase												
		A	B	C	D	E	F	G	H	I	J	K	L
	A		-	-	7	-	-	7	-	-	-	3	-
	B	-		7	7	-	-	7	-	-	-	3	-
	C	-	7		7	9	-	9	-	-	-	3	-
	D	6	6	6		-	-	-	-	-	-	3	-
	E	-	-	6	-		6	-	-	-	-	3	-
	F	-	-	-	-	7		-	-	-	-	3	-
	G	15	15	15	-	-	-		-	-	-	3	-
	H	-	-	-	-	-	-	-		7	-	-	3
	I	-	-	-	-	-	-	-	7		7	-	3
	J	-	-	-	-	-	-	-	-	7		-	3
	K	2	2	2	2	2	2	2	-	-	-		-
	L	-	-	-	-	-	-	-	2	2	2	-	

Phases in Stage

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

Stage Diagram**Stage Stream: 1****Stage Stream: 2**

Phase Delays**Stage Stream: 1**

Term. Stage	Start Stage	Phase	Type	Value	Cont value
1	3	F	Losing	2	2
3	1	D	Losing	9	9
3	2	D	Losing	9	9

Stage Stream: 2

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

Prohibited Stage Change**Stage Stream: 1**

	To Stage				
	1	2	3	4	
From Stage	1		7	9	3
	2	7		7	3
	3	15	15		3
	4	2	2	2	

Stage Stream: 2

	To Stage		
	1	2	3
From Stage	1		7
	2	7	
	3	2	2

Give-Way Lane Input Data

Junction: J1: A595/Inkerman Terrace											
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)
J1:1/1 (Hensingham Bypass (NB))	J1:6/1 (Left)	1049	0	J1:3/2	0.22	All	-	-	-	-	-
J1:3/2 (A595 Loop Rd (SB))	J1:6/1 (Right)	1439	0	J1:1/2	1.09	All	2.00	-	0.50	2	2.00

Junction: J2: A595/Ribton Moorside											
Lane	Movement	Max Flow when Giving Way (PCU/Hr)	Min Flow when Giving Way (PCU/Hr)	Opposing Lane	Opp. Lane Coeff.	Opp. Mvmnts.	Right Turn Storage (PCU)	Non-Blocking Storage (PCU)	RTF	Right Turn Move up (s)	Max Turns in Intergreen (PCU)
J2:2/2 (A595 Loop Rd (NB))	J2:5/1 (Right)	1439	0	J2:3/2	1.09	All	2.00	-	0.50	2	2.00
J2:3/1 (Hensingham Bypass (SB))	J2:5/1 (Left)	715	0	J2:2/2	0.22	To J2:5/1 (Right)	-	-	-	-	-

Lane Input Data

Junction: J1: A595/Inkerman Terrace												
Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
J1:1/1 (Hensingham Bypass (NB))	O		2	3	24.9	Inf	-	-	-	-	-	-
J1:1/2 (Hensingham Bypass (NB))	U	C	2	3	24.9	Geom	-	5.00	0.00	Y	Arm J1:5 Ahead	Inf
J1:2/1 (Inkerman Terrace)	U	E	2	3	2.0	Geom	-	5.00	0.00	Y	Arm J1:5 Left	17.67
J1:2/2 (Inkerman Terrace)	U	D	2	3	60.0	Geom	-	5.00	0.00	Y	Arm J1:4 Right	20.45
J1:3/1 (A595 Loop Rd (SB))	U	A	2	3	60.0	Geom	-	2.95	0.00	Y	Arm J1:4 Ahead	Inf
J1:3/2 (A595 Loop Rd (SB))	O	A B	2	3	60.0	Geom	-	3.25	0.00	Y	Arm J1:6 Right	9.04
J1:4/1	U		2	3	6.3	Inf	-	-	-	-	-	-
J1:4/2	U		2	3	6.3	Inf	-	-	-	-	-	-
J1:5/1	U		2	3	60.0	Inf	-	-	-	-	-	-
J1:6/1	U		2	3	60.0	Inf	-	-	-	-	-	-

Junction: J2: A595/Ribton Moorside												
Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
J2:1/1 (Ribton Moorside)	U	I	2	3	8.0	Geom	-	4.10	0.00	Y	Arm J2:6 Left	16.27
J2:1/2 (Ribton Moorside)	U	I	2	3	60.0	Geom	-	4.10	0.00	Y	Arm J2:4 Right	11.93
J2:2/1 (A595 Loop Rd (NB))	U	J	2	3	60.0	Geom	-	3.65	0.00	Y	Arm J2:4 Ahead	Inf
J2:2/2 (A595 Loop Rd (NB))	O	J	2	3	60.0	Geom	-	3.50	0.00	Y	Arm J2:4 Ahead	Inf
J2:3/1 (Hensingham Bypass (SB))	O		2	3	24.9	Inf	-	-	-	-	Arm J2:5 Right	6.93
J2:3/2 (Hensingham Bypass (SB))	U	H	2	3	24.9	Geom	-	4.80	0.00	Y	Arm J2:6 Ahead	Inf
J2:4/1	U		2	3	4.7	Inf	-	-	-	-	-	-
J2:4/2	U		2	3	4.7	Inf	-	-	-	-	-	-
J2:5/1	U		2	3	60.0	Inf	-	-	-	-	-	-
J2:6/1	U		2	3	60.0	Inf	-	-	-	-	-	-

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: 'AM Peak Hour 2018 Surveyed Year'	08:00	09:00	01:00	
2: 'PM Peak Hour 2018 Surveyed Year'	16:15	17:15	01:00	
3: 'AM Peak Hour 2023 Baseline Flows'	08:00	09:00	01:00	
4: 'PM Peak Hour 2023 Baseline Flows'	16:15	17:15	01:00	
5: 'AM Peak Hour 2023 Assessment Flows'	08:00	09:00	01:00	
6: 'PM Peak Hour 2023 Assessment Flows'	16:15	17:15	01:00	

Scenario 1: 'AM Peak Hour 2018 Surveyed Year' (FG1: 'AM Peak Hour 2018 Surveyed Year', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

Origin	Destination					
		A	B	C	D	Tot.
	A	0	175	528	195	898
	B	233	0	10	190	433
	C	372	2	0	311	685
	D	99	64	243	0	406
	Tot.	704	241	781	696	2422

Traffic Lane Flows

Lane	Scenario 1: AM Peak Hour 2018 Surveyed Year
Junction: J1: A595/Inkerman Terrace	
J1:1/1	501
J1:1/2	605
J1:2/1 (short)	99
J1:2/2 (with short)	406(In) 307(Out)
J1:3/1	703
J1:3/2	195
J1:4/1	239
J1:4/2	771
J1:5/1	704
J1:6/1	696
Junction: J2: A595/Ribton Moorside	
J2:1/1 (short)	10
J2:1/2 (with short)	433(In) 423(Out)
J2:2/1	311
J2:2/2	374
J2:3/1	239
J2:3/2	771
J2:4/1	501
J2:4/2	605
J2:5/1	241
J2:6/1	781

Junction: J1: A595/Inkerman Terrace								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (Hensingham Bypass (NB) Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:1/2 (Hensingham Bypass (NB))	5.00	0.00	Y	Arm J1:5 Ahead	Inf	100.0 %	2115	2115
J1:2/1 (Inkerman Terrace)	5.00	0.00	Y	Arm J1:5 Left	17.67	100.0 %	1950	1950
J1:2/2 (Inkerman Terrace)	5.00	0.00	Y	Arm J1:4 Right	20.45	100.0 %	1970	1970
J1:3/1 (A595 Loop Rd (SB))	2.95	0.00	Y	Arm J1:4 Ahead	Inf	100.0 %	1910	1910
J1:3/2 (A595 Loop Rd (SB))	3.25	0.00	Y	Arm J1:6 Right	9.04	100.0 %	1664	1664
J1:4/1	Infinite Saturation Flow						Inf	Inf
J1:4/2	Infinite Saturation Flow						Inf	Inf
J1:5/1	Infinite Saturation Flow						Inf	Inf
J1:6/1	Infinite Saturation Flow						Inf	Inf

Junction: J2: A595/Ribton Moorside								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (Ribton Moorside)	4.10	0.00	Y	Arm J2:6 Left	16.27	100.0 %	1854	1854
J2:1/2 (Ribton Moorside)	4.10	0.00	Y	Arm J2:4 Right	11.93	100.0 %	1799	1799
J2:2/1 (A595 Loop Rd (NB))	3.65	0.00	Y	Arm J2:4 Ahead	Inf	100.0 %	1980	1980
J2:2/2 (A595 Loop Rd (NB))	3.50	0.00	Y	Arm J2:4 Ahead	Inf	99.5 %	1963	1963
				Arm J2:5 Right	6.93	0.5 %		
J2:3/1 (Hensingham Bypass (SB) Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:3/2 (Hensingham Bypass (SB))	4.80	0.00	Y	Arm J2:6 Ahead	Inf	100.0 %	2095	2095
J2:4/1	Infinite Saturation Flow						Inf	Inf
J2:4/2	Infinite Saturation Flow						Inf	Inf
J2:5/1	Infinite Saturation Flow						Inf	Inf
J2:6/1	Infinite Saturation Flow						Inf	Inf

Scenario 2: 'PM Peak Hour 2018 Surveyed Year' (FG2: 'PM Peak Hour 2018 Surveyed Year', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

Origin	Destination					
		A	B	C	D	Tot.
	A	0	197	405	142	744
	B	224	0	6	150	380
	C	537	2	0	387	926
	D	139	155	331	0	625
	Tot.	900	354	742	679	2675

Traffic Lane Flows

Lane	Scenario 2: PM Peak Hour 2018 Surveyed Year
Junction: J1: A595/Inkerman Terrace	
J1:1/1	537
J1:1/2	761
J1:2/1 (short)	139
J1:2/2 (with short)	625(In) 486(Out)
J1:3/1	602
J1:3/2	142
J1:4/1	352
J1:4/2	736
J1:5/1	900
J1:6/1	679
Junction: J2: A595/Ribton Moorside	
J2:1/1 (short)	6
J2:1/2 (with short)	380(In) 374(Out)
J2:2/1	387
J2:2/2	539
J2:3/1	352
J2:3/2	736
J2:4/1	537
J2:4/2	761
J2:5/1	354
J2:6/1	742

Lane Saturation Flows

Junction: J1: A595/Inkerman Terrace								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (Hensingham Bypass (NB) Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:1/2 (Hensingham Bypass (NB))	5.00	0.00	Y	Arm J1:5 Ahead	Inf	100.0 %	2115	2115
J1:2/1 (Inkerman Terrace)	5.00	0.00	Y	Arm J1:5 Left	17.67	100.0 %	1950	1950
J1:2/2 (Inkerman Terrace)	5.00	0.00	Y	Arm J1:4 Right	20.45	100.0 %	1970	1970
J1:3/1 (A595 Loop Rd (SB))	2.95	0.00	Y	Arm J1:4 Ahead	Inf	100.0 %	1910	1910
J1:3/2 (A595 Loop Rd (SB))	3.25	0.00	Y	Arm J1:6 Right	9.04	100.0 %	1664	1664
J1:4/1	Infinite Saturation Flow						Inf	Inf
J1:4/2	Infinite Saturation Flow						Inf	Inf
J1:5/1	Infinite Saturation Flow						Inf	Inf
J1:6/1	Infinite Saturation Flow						Inf	Inf

Junction: J2: A595/Ribton Moorside								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (Ribton Moorside)	4.10	0.00	Y	Arm J2:6 Left	16.27	100.0 %	1854	1854
J2:1/2 (Ribton Moorside)	4.10	0.00	Y	Arm J2:4 Right	11.93	100.0 %	1799	1799
J2:2/1 (A595 Loop Rd (NB))	3.65	0.00	Y	Arm J2:4 Ahead	Inf	100.0 %	1980	1980
J2:2/2 (A595 Loop Rd (NB))	3.50	0.00	Y	Arm J2:4 Ahead	Inf	99.6 %	1963	1963
J2:3/1 (Hensingham Bypass (SB) Lane 1)	Infinite Saturation Flow					0.4 %	Inf	Inf
J2:3/2 (Hensingham Bypass (SB))	4.80	0.00	Y	Arm J2:6 Ahead	Inf	100.0 %	2095	2095
J2:4/1	Infinite Saturation Flow						Inf	Inf
J2:4/2	Infinite Saturation Flow						Inf	Inf
J2:5/1	Infinite Saturation Flow						Inf	Inf
J2:6/1	Infinite Saturation Flow						Inf	Inf

Scenario 3: 'AM Peak Hour 2023 Baseline Flows' (FG3: 'AM Peak Hour 2023 Baseline Flows', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination					
		A	B	C	D	Tot.
Origin	A	0	185	558	205	948
	B	246	0	11	201	458
	C	393	2	0	328	723
	D	104	68	257	0	429
	Tot.	743	255	826	734	2558

Traffic Lane Flows

Lane	Scenario 3: AM Peak Hour 2023 Baseline Flows
Junction: J1: A595/Inkerman Terrace	
J1:1/1	529
J1:1/2	639
J1:2/1 (short)	104
J1:2/2 (with short)	429(In) 325(Out)
J1:3/1	743
J1:3/2	205
J1:4/1	253
J1:4/2	815
J1:5/1	743
J1:6/1	734
Junction: J2: A595/Ribton Moorside	
J2:1/1 (short)	11
J2:1/2 (with short)	458(In) 447(Out)
J2:2/1	328
J2:2/2	395
J2:3/1	253
J2:3/2	815
J2:4/1	529
J2:4/2	639
J2:5/1	255
J2:6/1	826

Lane Saturation Flows

Junction: J1: A595/Inkerman Terrace								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (Hensingham Bypass (NB) Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:1/2 (Hensingham Bypass (NB))	5.00	0.00	Y	Arm J1:5 Ahead	Inf	100.0 %	2115	2115
J1:2/1 (Inkerman Terrace)	5.00	0.00	Y	Arm J1:5 Left	17.67	100.0 %	1950	1950
J1:2/2 (Inkerman Terrace)	5.00	0.00	Y	Arm J1:4 Right	20.45	100.0 %	1970	1970
J1:3/1 (A595 Loop Rd (SB))	2.95	0.00	Y	Arm J1:4 Ahead	Inf	100.0 %	1910	1910
J1:3/2 (A595 Loop Rd (SB))	3.25	0.00	Y	Arm J1:6 Right	9.04	100.0 %	1664	1664
J1:4/1	Infinite Saturation Flow						Inf	Inf
J1:4/2	Infinite Saturation Flow						Inf	Inf
J1:5/1	Infinite Saturation Flow						Inf	Inf
J1:6/1	Infinite Saturation Flow						Inf	Inf

Junction: J2: A595/Ribton Moorside								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (Ribton Moorside)	4.10	0.00	Y	Arm J2:6 Left	16.27	100.0 %	1854	1854
J2:1/2 (Ribton Moorside)	4.10	0.00	Y	Arm J2:4 Right	11.93	100.0 %	1799	1799
J2:2/1 (A595 Loop Rd (NB))	3.65	0.00	Y	Arm J2:4 Ahead	Inf	100.0 %	1980	1980
J2:2/2 (A595 Loop Rd (NB))	3.50	0.00	Y	Arm J2:4 Ahead	Inf	99.5 %	1963	1963
				Arm J2:5 Right	6.93	0.5 %		
J2:3/1 (Hensingham Bypass (SB) Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:3/2 (Hensingham Bypass (SB))	4.80	0.00	Y	Arm J2:6 Ahead	Inf	100.0 %	2095	2095
J2:4/1	Infinite Saturation Flow						Inf	Inf
J2:4/2	Infinite Saturation Flow						Inf	Inf
J2:5/1	Infinite Saturation Flow						Inf	Inf
J2:6/1	Infinite Saturation Flow						Inf	Inf

Scenario 4: 'PM Peak Hour 2023 Baseline Flows' (FG4: 'PM Peak Hour 2023 Baseline Flows', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

Origin	Destination					
		A	B	C	D	Tot.
	A	0	207	426	150	783
	B	235	0	6	157	398
	C	565	2	0	407	974
	D	147	163	348	0	658
	Tot.	947	372	780	714	2813

Traffic Lane Flows

Lane	Scenario 4: PM Peak Hour 2023 Baseline Flows
Junction: J1: A595/Inkerman Terrace	
J1:1/1	564
J1:1/2	800
J1:2/1 (short)	147
J1:2/2 (with short)	658(In) 511(Out)
J1:3/1	633
J1:3/2	150
J1:4/1	370
J1:4/2	774
J1:5/1	947
J1:6/1	714
Junction: J2: A595/Ribton Moorside	
J2:1/1 (short)	6
J2:1/2 (with short)	398(In) 392(Out)
J2:2/1	407
J2:2/2	567
J2:3/1	370
J2:3/2	774
J2:4/1	564
J2:4/2	800
J2:5/1	372
J2:6/1	780

Junction: J1: A595/Inkerman Terrace								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (Hensingham Bypass (NB) Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:1/2 (Hensingham Bypass (NB))	5.00	0.00	Y	Arm J1:5 Ahead	Inf	100.0 %	2115	2115
J1:2/1 (Inkerman Terrace)	5.00	0.00	Y	Arm J1:5 Left	17.67	100.0 %	1950	1950
J1:2/2 (Inkerman Terrace)	5.00	0.00	Y	Arm J1:4 Right	20.45	100.0 %	1970	1970
J1:3/1 (A595 Loop Rd (SB))	2.95	0.00	Y	Arm J1:4 Ahead	Inf	100.0 %	1910	1910
J1:3/2 (A595 Loop Rd (SB))	3.25	0.00	Y	Arm J1:6 Right	9.04	100.0 %	1664	1664
J1:4/1	Infinite Saturation Flow						Inf	Inf
J1:4/2	Infinite Saturation Flow						Inf	Inf
J1:5/1	Infinite Saturation Flow						Inf	Inf
J1:6/1	Infinite Saturation Flow						Inf	Inf

Junction: J2: A595/Ribton Moorside								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (Ribton Moorside)	4.10	0.00	Y	Arm J2:6 Left	16.27	100.0 %	1854	1854
J2:1/2 (Ribton Moorside)	4.10	0.00	Y	Arm J2:4 Right	11.93	100.0 %	1799	1799
J2:2/1 (A595 Loop Rd (NB))	3.65	0.00	Y	Arm J2:4 Ahead	Inf	100.0 %	1980	1980
J2:2/2 (A595 Loop Rd (NB))	3.50	0.00	Y	Arm J2:4 Ahead	Inf	99.6 %	1964	1964
Arm J2:5 Right				6.93	0.4 %			
J2:3/1 (Hensingham Bypass (SB) Lane 1)				Infinite Saturation Flow				
J2:3/2 (Hensingham Bypass (SB))	4.80	0.00	Y	Arm J2:6 Ahead	Inf	100.0 %	2095	2095
J2:4/1	Infinite Saturation Flow						Inf	Inf
J2:4/2	Infinite Saturation Flow						Inf	Inf
J2:5/1	Infinite Saturation Flow						Inf	Inf
J2:6/1	Infinite Saturation Flow						Inf	Inf

Scenario 5: 'AM Peak Hour 2023 Assessment Flows' (FG5: 'AM Peak Hour 2023 Assessment Flows', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

Origin	Destination					
		A	B	C	D	Tot.
	A	0	187	558	210	955
	B	249	0	11	207	467
	C	393	2	0	331	726
	D	106	69	258	0	433
	Tot.	748	258	827	748	2581

Traffic Lane Flows

Lane	Scenario 5: AM Peak Hour 2023 Assessment Flows
Junction: J1: A595/Inkerman Terrace	
J1:1/1	538
J1:1/2	642
J1:2/1 (short)	106
J1:2/2 (with short)	433(In) 327(Out)
J1:3/1	745
J1:3/2	210
J1:4/1	256
J1:4/2	816
J1:5/1	748
J1:6/1	748
Junction: J2: A595/Ribton Moorside	
J2:1/1 (short)	11
J2:1/2 (with short)	467(In) 456(Out)
J2:2/1	331
J2:2/2	395
J2:3/1	256
J2:3/2	816
J2:4/1	538
J2:4/2	642
J2:5/1	258
J2:6/1	827

Junction: J1: A595/Inkerman Terrace								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (Hensingham Bypass (NB) Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:1/2 (Hensingham Bypass (NB))	5.00	0.00	Y	Arm J1:5 Ahead	Inf	100.0 %	2115	2115
J1:2/1 (Inkerman Terrace)	5.00	0.00	Y	Arm J1:5 Left	17.67	100.0 %	1950	1950
J1:2/2 (Inkerman Terrace)	5.00	0.00	Y	Arm J1:4 Right	20.45	100.0 %	1970	1970
J1:3/1 (A595 Loop Rd (SB))	2.95	0.00	Y	Arm J1:4 Ahead	Inf	100.0 %	1910	1910
J1:3/2 (A595 Loop Rd (SB))	3.25	0.00	Y	Arm J1:6 Right	9.04	100.0 %	1664	1664
J1:4/1	Infinite Saturation Flow						Inf	Inf
J1:4/2	Infinite Saturation Flow						Inf	Inf
J1:5/1	Infinite Saturation Flow						Inf	Inf
J1:6/1	Infinite Saturation Flow						Inf	Inf

Junction: J2: A595/Ribton Moorside								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (Ribton Moorside)	4.10	0.00	Y	Arm J2:6 Left	16.27	100.0 %	1854	1854
J2:1/2 (Ribton Moorside)	4.10	0.00	Y	Arm J2:4 Right	11.93	100.0 %	1799	1799
J2:2/1 (A595 Loop Rd (NB))	3.65	0.00	Y	Arm J2:4 Ahead	Inf	100.0 %	1980	1980
J2:2/2 (A595 Loop Rd (NB))	3.50	0.00	Y	Arm J2:4 Ahead	Inf	99.5 %	1963	1963
Arm J2:5 Right				6.93	0.5 %			
J2:3/1 (Hensingham Bypass (SB) Lane 1)				Infinite Saturation Flow				
J2:3/2 (Hensingham Bypass (SB))	4.80	0.00	Y	Arm J2:6 Ahead	Inf	100.0 %	2095	2095
J2:4/1	Infinite Saturation Flow						Inf	Inf
J2:4/2	Infinite Saturation Flow						Inf	Inf
J2:5/1	Infinite Saturation Flow						Inf	Inf
J2:6/1	Infinite Saturation Flow						Inf	Inf

Scenario 6: 'PM Peak Hour 2023 Assessment Flows' (FG6: 'PM Peak Hour 2023 Assessment Flows', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination					
		A	B	C	D	Tot.
Origin	A	0	210	426	152	788
	B	237	0	6	160	403
	C	565	2	0	409	976
	D	152	168	350	0	670
	Tot.	954	380	782	721	2837

Traffic Lane Flows

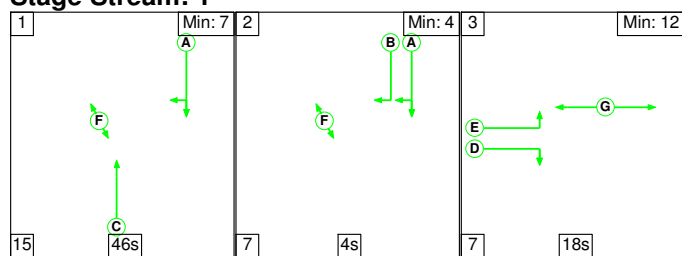
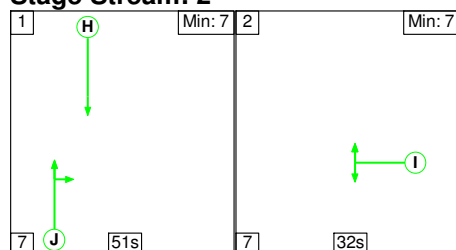
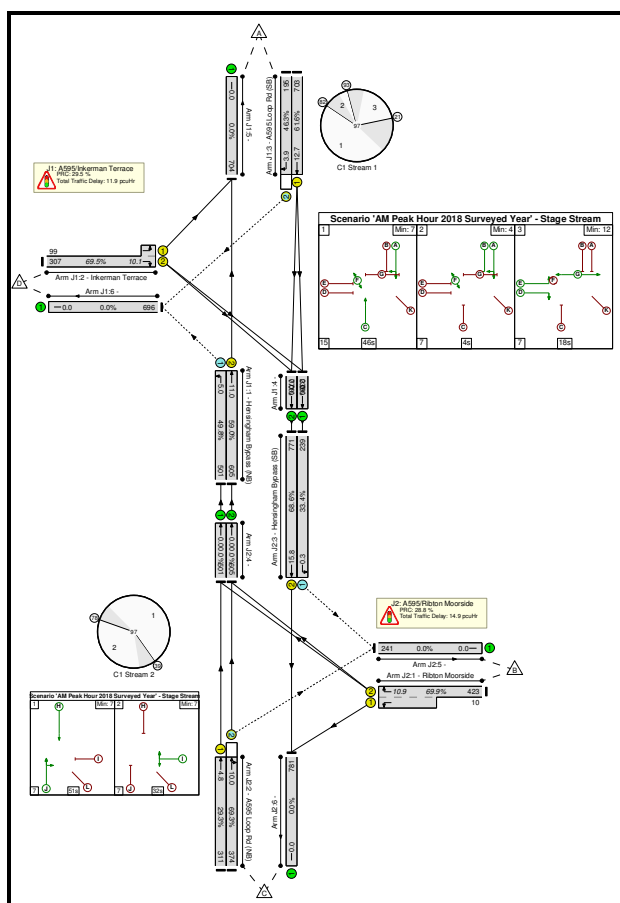
Lane	Scenario 6: PM Peak Hour 2023 Assessment Flows
Junction: J1: A595/Inkerman Terrace	
J1:1/1	569
J1:1/2	802
J1:2/1 (short)	152
J1:2/2 (with short)	670(In) 518(Out)
J1:3/1	636
J1:3/2	152
J1:4/1	378
J1:4/2	776
J1:5/1	954
J1:6/1	721
Junction: J2: A595/Ribton Moorside	
J2:1/1 (short)	6
J2:1/2 (with short)	403(In) 397(Out)
J2:2/1	409
J2:2/2	567
J2:3/1	378
J2:3/2	776
J2:4/1	569
J2:4/2	802
J2:5/1	380
J2:6/1	782

Junction: J1: A595/Inkerman Terrace								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (Hensingham Bypass (NB) Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:1/2 (Hensingham Bypass (NB))	5.00	0.00	Y	Arm J1:5 Ahead	Inf	100.0 %	2115	2115
J1:2/1 (Inkerman Terrace)	5.00	0.00	Y	Arm J1:5 Left	17.67	100.0 %	1950	1950
J1:2/2 (Inkerman Terrace)	5.00	0.00	Y	Arm J1:4 Right	20.45	100.0 %	1970	1970
J1:3/1 (A595 Loop Rd (SB))	2.95	0.00	Y	Arm J1:4 Ahead	Inf	100.0 %	1910	1910
J1:3/2 (A595 Loop Rd (SB))	3.25	0.00	Y	Arm J1:6 Right	9.04	100.0 %	1664	1664
J1:4/1	Infinite Saturation Flow						Inf	Inf
J1:4/2	Infinite Saturation Flow						Inf	Inf
J1:5/1	Infinite Saturation Flow						Inf	Inf
J1:6/1	Infinite Saturation Flow						Inf	Inf

Junction: J2: A595/Ribton Moorside								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (Ribton Moorside)	4.10	0.00	Y	Arm J2:6 Left	16.27	100.0 %	1854	1854
J2:1/2 (Ribton Moorside)	4.10	0.00	Y	Arm J2:4 Right	11.93	100.0 %	1799	1799
J2:2/1 (A595 Loop Rd (NB))	3.65	0.00	Y	Arm J2:4 Ahead	Inf	100.0 %	1980	1980
J2:2/2 (A595 Loop Rd (NB))	3.50	0.00	Y	Arm J2:4 Ahead	Inf	99.6 %	1964	1964
				Arm J2:5 Right	6.93	0.4 %		
J2:3/1 (Hensingham Bypass (SB) Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:3/2 (Hensingham Bypass (SB))	4.80	0.00	Y	Arm J2:6 Ahead	Inf	100.0 %	2095	2095
J2:4/1	Infinite Saturation Flow						Inf	Inf
J2:4/2	Infinite Saturation Flow						Inf	Inf
J2:5/1	Infinite Saturation Flow						Inf	Inf
J2:6/1	Infinite Saturation Flow						Inf	Inf

Stage Sequence Diagram

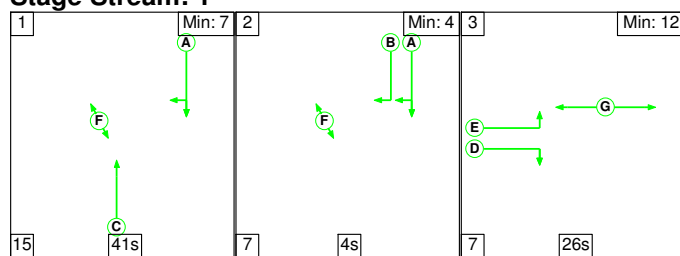
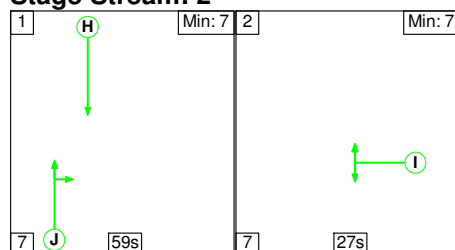
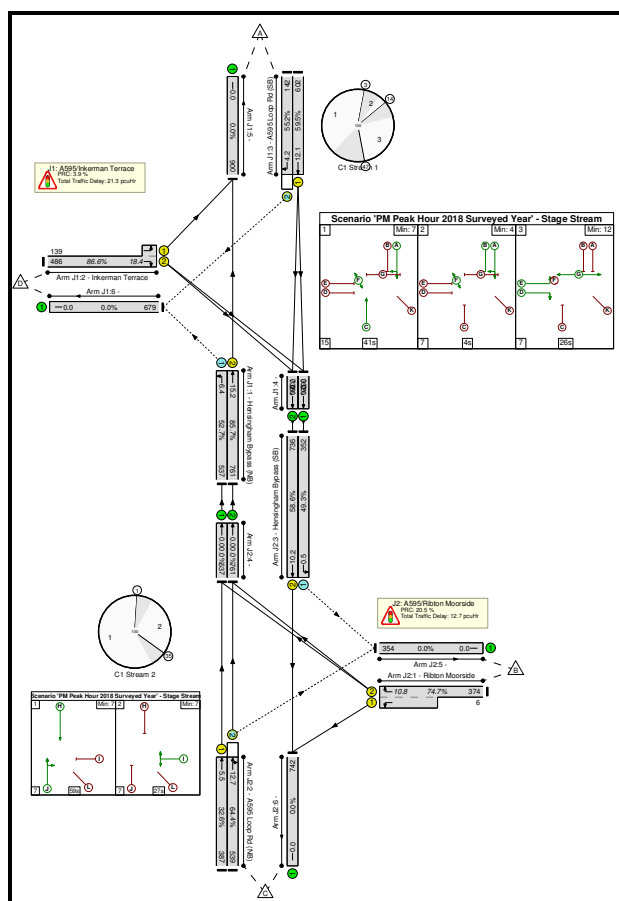
Scenario 1: 'AM Peak Hour 2018 Surveyed Year' (FG1: 'AM Peak Hour 2018 Surveyed Year', Plan 1: 'Network Control Plan 1')

Stage Stream: 1**Stage Stream: 2****Network Layout Diagram**

Item	Lane Description	Full Phase	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Uniform Delay (pcuHr)	Rand + Oversat 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	-	-	-	-	-	69.9%	18.9	7.4	26.9	-	-	-	-
J1: A595/Inkerman Terrace	-	-	-	-	-	69.5%	7.8	3.6	11.9	-	-	-	-
1/1	Hensingham Bypass (NB) Left	-	501	Inf	1007	49.8%	0.1	0.5	0.6	4.1	4.5	0.5	5.0
1/2	Hensingham Bypass (NB) Ahead	C	605	2115	1025	59.0%	1.0	0.7	1.8	10.4	10.3	0.7	11.0
2/2+2/1	Inkerman Terrace Right Left	D E	406	1970:1950	584	69.5%	3.6	1.1	4.7	41.8	8.9	1.1	10.1
3/1	A595 Loop Rd (SB) Ahead	A	703	1910	1142	61.6%	2.4	0.8	3.2	16.5	11.9	0.8	12.7
3/2	A595 Loop Rd (SB) Right	A	195	1664	421	46.3%	0.7	0.4	1.7	30.6	3.5	0.4	3.9
J2: A595/Ribton Moorside	-	-	-	-	-	69.9%	11.1	3.8	14.9	-	-	-	-
1/2+1/1	Ribton Moorside Right Left	I	433	1799:1854	619	69.9%	3.3	1.1	4.5	37.0	9.8	1.1	10.9
2/1	A595 Loop Rd (NB) Ahead	J	311	1980	1061	29.3%	1.1	0.2	1.3	14.8	4.6	0.2	4.8
2/2	A595 Loop Rd (NB) Ahead Right	J	374	1963	540	69.3%	2.8	1.1	3.9	37.2	8.9	1.1	10.0
3/1	Hensingham Bypass (SB) Left	-	239	Inf	715	33.4%	0.0	0.3	0.3	3.8	0.0	0.3	0.3
3/2	Hensingham Bypass (SB) Ahead	H	771	2095	1123	68.6%	4.0	1.1	5.1	23.8	14.7	1.1	15.8
C1		Stream: 1 PRC for Signalled Lanes (%):			29.5	Total Delay for Signalled Lanes (pcuHr):			11.35	Cycle Time (s):	97		
C1		Stream: 2 PRC for Signalled Lanes (%):			28.8	Total Delay for Signalled Lanes (pcuHr):			14.70	Cycle Time (s):	97		
		PRC Over All Lanes (%):			28.8	Total Delay Over All Lanes(pcuHr):			26.88				

Stage Sequence Diagram

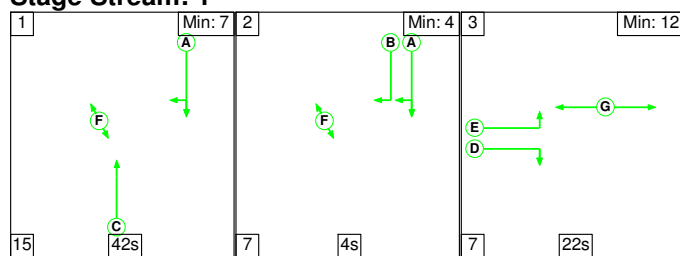
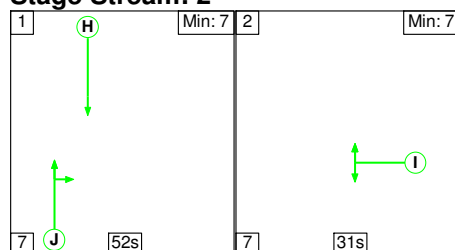
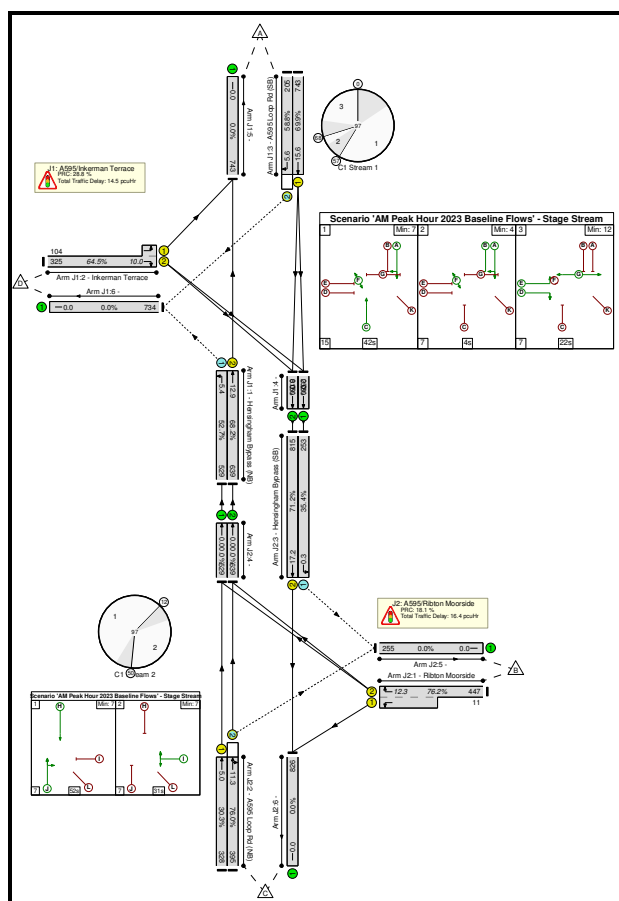
Scenario 2: 'PM Peak Hour 2018 Surveyed Year' (FG2: 'PM Peak Hour 2018 Surveyed Year', Plan 1: 'Network Control Plan 1')

Stage Stream: 1**Stage Stream: 2****Network Layout Diagram**

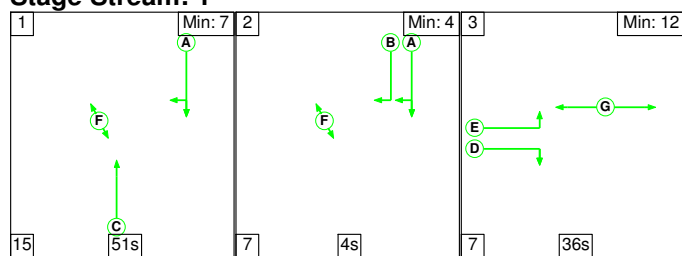
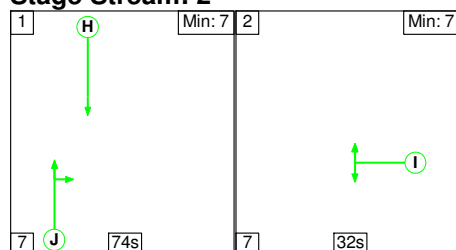
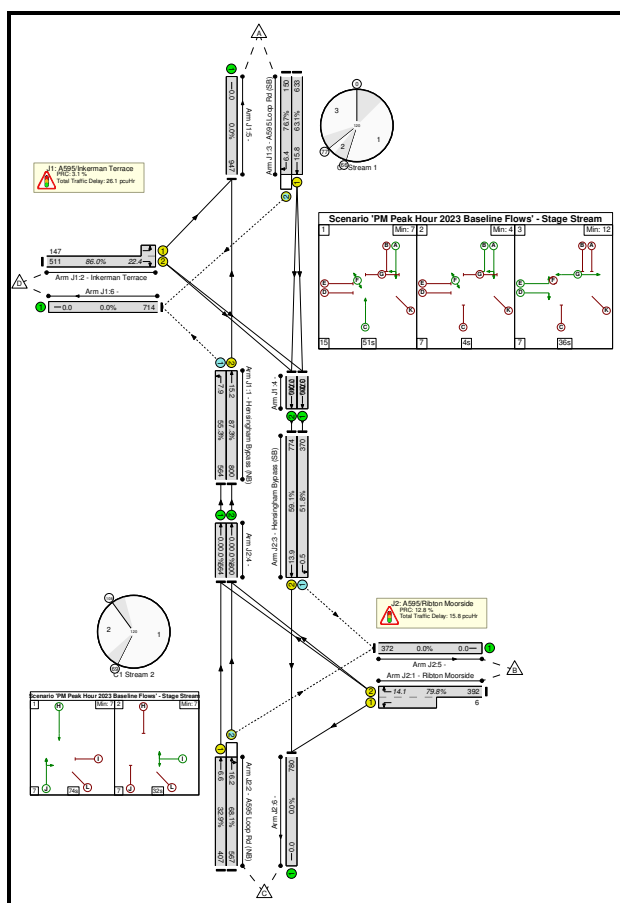
Item	Lane Description	Full Phase	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	-	-	-	86.6%	21.5	11.6	33.9	-	-	-	-
J1: A595/Inkerman Terrace	-	-	-	-	-	86.6%	12.7	7.8	21.3	-	-	-	-
1/1	Hensingham Bypass (NB) Left	-	537	Inf	1018	52.7%	0.1	0.6	0.7	4.6	5.8	0.6	6.4
1/2	Hensingham Bypass (NB) Ahead	C	761	2115	888	85.7%	3.6	2.9	6.5	30.5	12.4	2.9	15.2
2/2+2/1	Inkerman Terrace Right Left	D E	625	1970:1950	722	86.6%	5.4	3.0	8.5	48.9	15.4	3.0	18.4
3/1	A595 Loop Rd (SB) Ahead	A	602	1910	1012	59.5%	2.7	0.7	3.4	20.5	11.4	0.7	12.1
3/2	A595 Loop Rd (SB) Right	A	142	1664	257	55.2%	0.8	0.6	2.2	56.3	3.6	0.6	4.2
J2: A595/Ribton Moorside	-	-	-	-	-	74.7%	8.9	3.8	12.7	-	-	-	-
1/2+1/1	Ribton Moorside Right Left	I	380	1799:1854	509	74.7%	3.4	1.4	4.9	46.3	9.4	1.4	10.8
2/1	A595 Loop Rd (NB) Ahead	J	387	1980	1188	32.6%	1.1	0.2	1.3	12.2	5.3	0.2	5.5
2/2	A595 Loop Rd (NB) Ahead Right	J	539	1963	838	64.4%	3.0	0.9	3.9	26.3	11.8	0.9	12.7
3/1	Hensingham Bypass (SB) Left	-	352	Inf	715	49.3%	0.0	0.5	0.5	5.0	0.0	0.5	0.5
3/2	Hensingham Bypass (SB) Ahead	H	736	2095	1257	58.6%	1.3	0.7	2.0	9.9	9.5	0.7	10.2
C1		Stream: 1 PRC for Signalled Lanes (%):			3.9	Total Delay for Signalled Lanes (pcuHr):			20.60	Cycle Time (s): 100			
C1		Stream: 2 PRC for Signalled Lanes (%):			20.5	Total Delay for Signalled Lanes (pcuHr):			12.17	Cycle Time (s): 100			
		PRC Over All Lanes (%):			3.9	Total Delay Over All Lanes(pcuHr):			33.95				

Stage Sequence Diagram

Scenario 3: 'AM Peak Hour 2023 Baseline Flows' (FG3: 'AM Peak Hour 2023 Baseline Flows', Plan 1: 'Network Control Plan 1')

Stage Stream: 1**Stage Stream: 2****Network Layout Diagram**

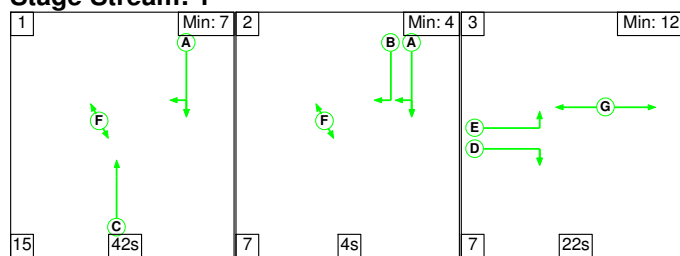
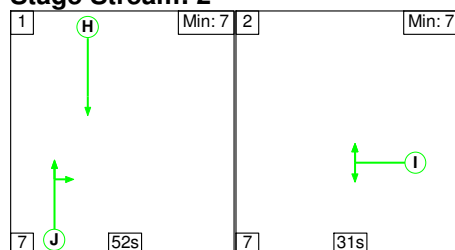
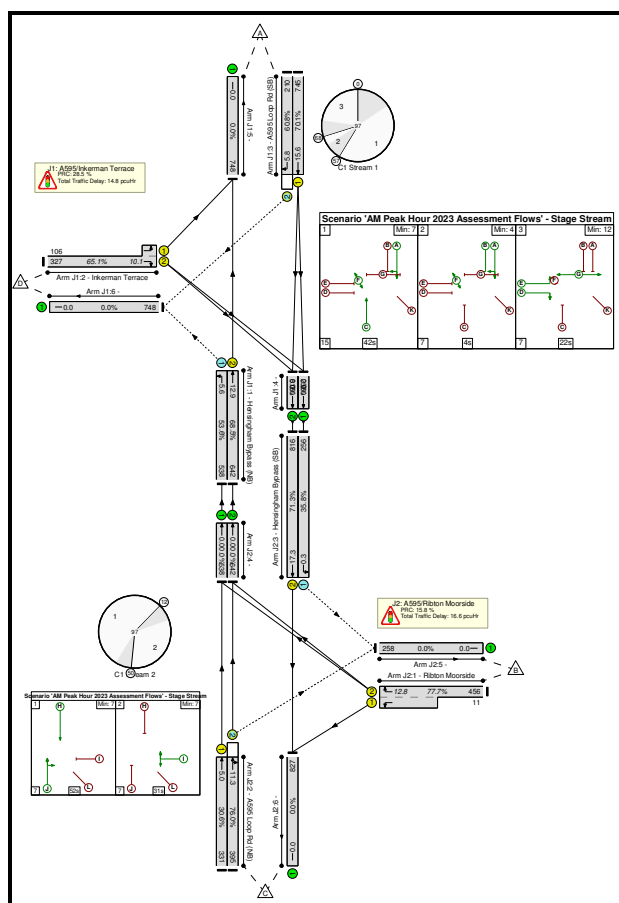
Item	Lane Description	Full Phase	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	-	-	-	76.2%	20.9	9.2	30.9	-	-	-	-
J1: A595/Inkerman Terrace	-	-	-	-	-	69.9%	9.4	4.4	14.5	-	-	-	-
1/1	Hensingham Bypass (NB) Left	-	529	Inf	1005	52.7%	0.1	0.6	0.6	4.4	4.8	0.6	5.4
1/2	Hensingham Bypass (NB) Ahead	C	639	2115	938	68.2%	1.5	1.1	2.6	14.7	11.8	1.1	12.9
2/2+2/1	Inkerman Terrace Right Left	D E	429	1970:1950	665	64.5%	3.4	0.9	4.3	36.3	9.1	0.9	10.0
3/1	A595 Loop Rd (SB) Ahead	A	743	1910	1063	69.9%	3.2	1.2	4.4	21.2	14.4	1.2	15.6
3/2	A595 Loop Rd (SB) Right	A	205	1664	349	58.8%	1.1	0.7	2.6	45.4	4.9	0.7	5.6
J2: A595/Ribton Moorside	-	-	-	-	-	76.2%	11.5	4.8	16.4	-	-	-	-
1/2+1/1	Ribton Moorside Right Left	I	458	1799:1854	601	76.2%	3.7	1.6	5.2	41.2	10.7	1.6	12.3
2/1	A595 Loop Rd (NB) Ahead	J	328	1980	1082	30.3%	1.1	0.2	1.3	14.4	4.7	0.2	5.0
2/2	A595 Loop Rd (NB) Ahead Right	J	395	1963	519	76.0%	3.0	1.5	4.6	41.8	9.8	1.5	11.3
3/1	Hensingham Bypass (SB) Left	-	253	Inf	715	35.4%	0.0	0.3	0.3	3.9	0.0	0.3	0.3
3/2	Hensingham Bypass (SB) Ahead	H	815	2095	1145	71.2%	3.7	1.2	5.0	21.9	16.0	1.2	17.2
C1		Stream: 1 PRC for Signalled Lanes (%):			28.8	Total Delay for Signalled Lanes (pcuHr):			13.90	Cycle Time (s):		97	
C1		Stream: 2 PRC for Signalled Lanes (%):			18.1	Total Delay for Signalled Lanes (pcuHr):			16.09	Cycle Time (s):		97	
		PRC Over All Lanes (%):			18.1	Total Delay Over All Lanes(pcuHr):			30.91				

Stage Sequence Diagram**Scenario 4: 'PM Peak Hour 2023 Baseline Flows'** (FG4: 'PM Peak Hour 2023 Baseline Flows', Plan 1: 'Network Control Plan 1')**Stage Stream: 1****Stage Stream: 2****Network Layout Diagram**

Item	Lane Description	Full Phase	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Uniform Delay (pcuHr)	Rand + Oversat 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	-	-	-	-	-	87.3%	27.4	13.6	41.9	-	-	-	-
J1: A595/Inkerman Terrace	-	-	-	-	-	87.3%	16.0	9.2	26.1	-	-	-	-
1/1	Hensingham Bypass (NB) Left	-	564	Inf	1019	55.3%	0.2	0.6	0.8	5.2	7.3	0.6	7.9
1/2	Hensingham Bypass (NB) Ahead	C	800	2115	916	87.3%	4.5	3.3	7.8	35.1	12.0	3.3	15.2
2/2+2/1	Inkerman Terrace Right Left	D E	658	1970:1950	765	86.0%	6.4	2.9	9.3	50.9	19.5	2.9	22.4
3/1	A595 Loop Rd (SB) Ahead	A	633	1910	1003	63.1%	3.6	0.9	4.4	25.1	14.9	0.9	15.8
3/2	A595 Loop Rd (SB) Right	A	150	1664	196	76.7%	1.3	1.5	3.8	90.5	4.8	1.5	6.4
J2: A595/Ribton Moorside	-	-	-	-	-	79.8%	11.4	4.5	15.8	-	-	-	-
1/2+1/1	Ribton Moorside Right Left	I	398	1799:1854	499	79.8%	4.5	1.9	6.4	57.5	12.1	1.9	14.1
2/1	A595 Loop Rd (NB) Ahead	J	407	1980	1238	32.9%	1.2	0.2	1.4	12.8	6.3	0.2	6.6
2/2	A595 Loop Rd (NB) Ahead Right	J	567	1964	833	68.1%	3.9	1.1	5.0	31.6	15.1	1.1	16.2
3/1	Hensingham Bypass (SB) Left	-	370	Inf	715	51.8%	0.0	0.5	0.5	5.2	0.0	0.5	0.5
3/2	Hensingham Bypass (SB) Ahead	H	774	2095	1309	59.1%	1.8	0.7	2.5	11.7	13.2	0.7	13.9
C1		Stream: 1 PRC for Signalled Lanes (%):			3.1	Total Delay for Signalled Lanes (pcuHr):			25.28	Cycle Time (s): 120			
C1		Stream: 2 PRC for Signalled Lanes (%):			12.8	Total Delay for Signalled Lanes (pcuHr):			15.29	Cycle Time (s): 120			
		PRC Over All Lanes (%):			3.1	Total Delay Over All Lanes(pcuHr):			41.92				

Stage Sequence Diagram**Scenario 5: 'AM Peak Hour 2023 Assessment Flows'** (FG5: 'AM Peak Hour 2023 Assessment Flows', Plan 1:

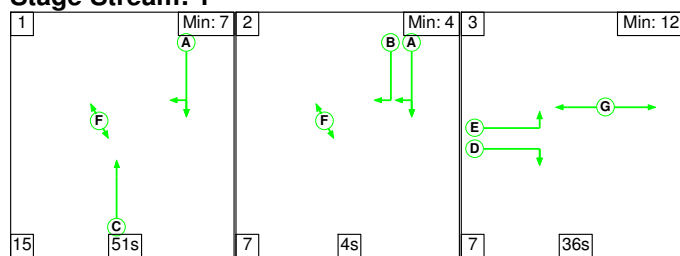
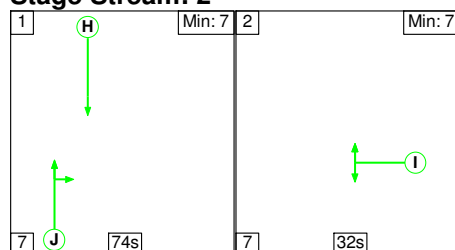
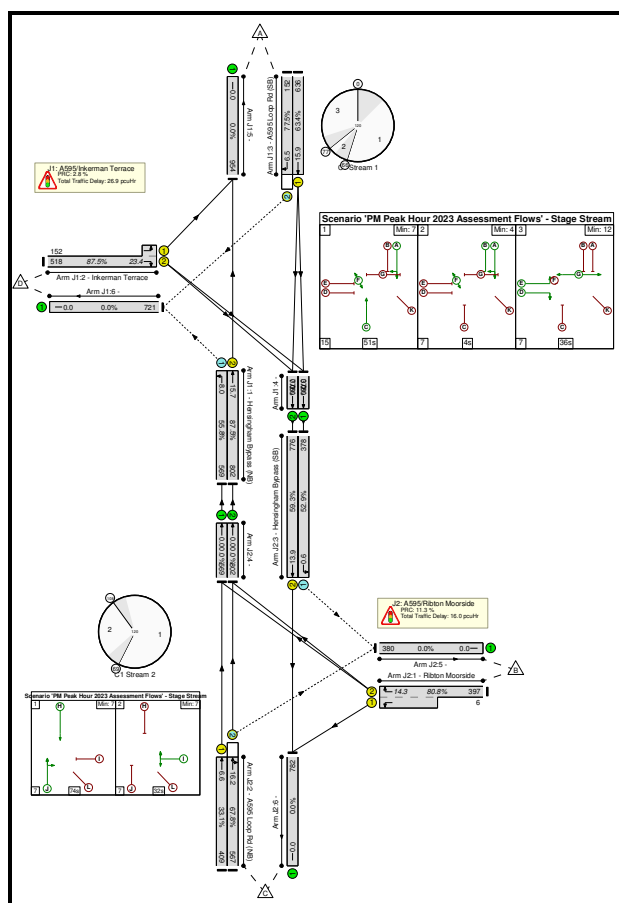
'Network Control Plan 1')

Stage Stream: 1**Stage Stream: 2****Network Layout Diagram**

Item	Lane Description	Full Phase	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Uniform Delay (pcuHr)	Rand + Oversat 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	-	-	-	-	-	77.7%	21.1	9.5	31.5	-	-	-	-
J1: A595/Inkerman Terrace	-	-	-	-	-	70.1%	9.5	4.5	14.8	-	-	-	-
1/1	Hensingham Bypass (NB) Left	-	538	Inf	1004	53.6%	0.1	0.6	0.7	4.5	5.0	0.6	5.6
1/2	Hensingham Bypass (NB) Ahead	C	642	2115	938	68.5%	1.6	1.1	2.6	14.8	11.8	1.1	12.9
2/2+2/1	Inkerman Terrace Right Left	D E	433	1970:1950	666	65.1%	3.5	0.9	4.4	36.5	9.2	0.9	10.1
3/1	A595 Loop Rd (SB) Ahead	A	745	1910	1063	70.1%	3.2	1.2	4.4	21.2	14.5	1.2	15.6
3/2	A595 Loop Rd (SB) Right	A	210	1664	345	60.8%	1.1	0.8	2.7	46.5	5.1	0.8	5.8
J2: A595/Ribton Moorside	-	-	-	-	-	77.7%	11.6	5.0	16.6	-	-	-	-
1/2+1/1	Ribton Moorside Right Left	I	467	1799:1854	601	77.7%	3.8	1.7	5.5	42.2	11.1	1.7	12.8
2/1	A595 Loop Rd (NB) Ahead	J	331	1980	1082	30.6%	1.1	0.2	1.3	14.4	4.8	0.2	5.0
2/2	A595 Loop Rd (NB) Ahead Right	J	395	1963	519	76.0%	3.0	1.5	4.6	41.8	9.8	1.5	11.3
3/1	Hensingham Bypass (SB) Left	-	256	Inf	715	35.8%	0.0	0.3	0.3	3.9	0.0	0.3	0.3
3/2	Hensingham Bypass (SB) Ahead	H	816	2095	1145	71.3%	3.7	1.2	5.0	21.9	16.0	1.2	17.3
C1		Stream: 1 PRC for Signalled Lanes (%):			28.5	Total Delay for Signalled Lanes (pcuHr):			14.15	Cycle Time (s):		97	
C1		Stream: 2 PRC for Signalled Lanes (%):			15.8	Total Delay for Signalled Lanes (pcuHr):			16.35	Cycle Time (s):		97	
		PRC Over All Lanes (%):			15.8	Total Delay Over All Lanes(pcuHr):			31.45				

Stage Sequence Diagram**Scenario 6: 'PM Peak Hour 2023 Assessment Flows'** (FG6: 'PM Peak Hour 2023 Assessment Flows', Plan 1:

'Network Control Plan 1')

Stage Stream: 1**Stage Stream: 2****Network Layout Diagram**

Item	Lane Description	Full Phase	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Uniform Delay (pcuHr)	Rand + Oversat 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	-	-	-	-	-	87.5%	27.7	14.3	42.9	-	-	-	-
J1: A595/Inkerman Terrace	-	-	-	-	-	87.5%	16.3	9.7	26.9	-	-	-	-
1/1	Hensingham Bypass (NB) Left	-	569	Inf	1019	55.8%	0.2	0.6	0.8	5.2	7.4	0.6	8.0
1/2	Hensingham Bypass (NB) Ahead	C	802	2115	916	87.5%	4.6	3.3	7.9	35.3	12.4	3.3	15.7
2/2+2/1	Inkerman Terrace Right Left	D E	670	1970:1950	766	87.5%	6.6	3.3	9.9	53.0	20.1	3.3	23.4
3/1	A595 Loop Rd (SB) Ahead	A	636	1910	1003	63.4%	3.6	0.9	4.4	25.2	15.0	0.9	15.9
3/2	A595 Loop Rd (SB) Right	A	152	1664	196	77.5%	1.4	1.6	3.9	91.5	4.9	1.6	6.5
J2: A595/Ribton Moorside	-	-	-	-	-	80.8%	11.4	4.6	16.0	-	-	-	-
1/2+1/1	Ribton Moorside Right Left	I	403	1799:1854	499	80.8%	4.5	2.0	6.5	58.5	12.3	2.0	14.3
2/1	A595 Loop Rd (NB) Ahead	J	409	1980	1238	33.1%	1.2	0.2	1.5	12.8	6.4	0.2	6.6
2/2	A595 Loop Rd (NB) Ahead Right	J	567	1964	836	67.8%	3.9	1.0	5.0	31.5	15.1	1.0	16.2
3/1	Hensingham Bypass (SB) Left	-	378	Inf	715	52.9%	0.0	0.6	0.6	5.3	0.0	0.6	0.6
3/2	Hensingham Bypass (SB) Ahead	H	776	2095	1309	59.3%	1.8	0.7	2.5	11.6	13.2	0.7	13.9
C1 Stream: 1 PRC for Signalled Lanes (%): 2.8 C1 Stream: 2 PRC for Signalled Lanes (%): 11.3 PRC Over All Lanes (%): 2.8 Total Delay for Signalled Lanes (pcuHr): 26.04 Total Delay for Signalled Lanes (pcuHr): 15.46 Total Delay Over All Lanes(pcuHr): 42.89 Cycle Time (s): 120 Cycle Time (s): 120													



Appendix L – JUNCTIONS 9 Output (J8)

Junctions 9			
PICADY 9 - Priority Intersection Module			
Version: 9.0.2.5947			
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Filename: J8.j9

Path: J:\2017\A090070 - 270 and 410 - Harras Road, Harras Moor, Whitehaven\Jun. Ass\J8 A595_Highlands Pri

Report generation date: 19/03/2018 09:12:33

- »Existing Layout - 2018 Surveyed Flows , AM
- »Existing Layout - 2018 Surveyed Flows , PM
- »Existing Layout - 2023 Baseline Flows, AM
- »Existing Layout - 2023 Baseline Flows, PM
- »Existing Layout - 2023 with Dev. Flows, AM
- »Existing Layout - 2023 with Dev. Flows, PM

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	Junction Delay (s)	Queue (PCU)	Delay (s)	RFC	Junction Delay (s)
	Existing Layout - 2018 Surveyed Flows							
Stream B-C	0.3	9.87	0.21	1.74	0.1	8.70	0.11	1.68
Stream B-A	0.5	23.09	0.33		0.2	24.41	0.20	
Stream C-AB	0.2	4.22	0.10		1.8	5.63	0.40	
	Existing Layout - 2023 Baseline Flows							
Stream B-C	0.3	10.54	0.23	1.95	0.1	9.09	0.12	1.94
Stream B-A	0.6	26.65	0.38		0.3	28.20	0.23	
Stream C-AB	0.2	4.16	0.11		2.3	6.06	0.45	
	Existing Layout - 2023 with Dev. Flows							
Stream B-C	0.3	10.55	0.23	1.95	0.1	9.10	0.12	1.94
Stream B-A	0.6	26.70	0.38		0.3	28.29	0.23	
Stream C-AB	0.2	4.16	0.11		2.3	6.06	0.46	

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted averages.

File summary

File Description

Title	(untitled)
Location	A595/Highlands Priority junction
Site number	
Date	14/02/2018
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	WYGlyujing.liu
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	PCU	PCU	perHour	s	-Min	perMin

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75				0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2018 Surveyed Flows	AM	ONE HOUR	07:45	09:15	15	✓
D2	2018 Surveyed Flows	PM	ONE HOUR	16:00	17:30	15	✓
D3	2023 Baseline Flows	AM	ONE HOUR	07:45	09:15	15	✓
D4	2023 Baseline Flows	PM	ONE HOUR	16:00	17:30	15	✓
D5	2023 with Dev. Flows	AM	ONE HOUR	07:45	09:15	15	✓
D6	2023 with Dev. Flows	PM	ONE HOUR	16:00	17:30	15	✓

Analysis Set Details

ID	Name	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	Existing Layout	✓	100.000	100.000

Existing Layout - 2018 Surveyed Flows , AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	A595/Highlands Priority junction	T-Junction	Two-way	1.74	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	A595 Loop Rd North		Major
B	Highlands		Minor
C	A595 Loop Rd South		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - A595 Loop Rd South	7.50			100.0	✓	0.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B - Highlands	One lane plus flare	10.00	7.60	5.09	4.05	3.84	✓	2.00	42	29

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	534	0.091	0.230	0.145	0.328
1	B-C	706	0.101	0.256	-	-
1	C-B	632	0.229	0.229	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2018 Surveyed Flows	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A595 Loop Rd North		ONE HOUR	✓	694	100.000
B - Highlands		ONE HOUR	✓	158	100.000
C - A595 Loop Rd South		ONE HOUR	✓	766	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - A595 Loop Rd North	B - Highlands	C - A595 Loop Rd South
From	A - A595 Loop Rd North	0	14	680
	B - Highlands	71	0	87
	C - A595 Loop Rd South	744	22	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - A595 Loop Rd North	B - Highlands	C - A595 Loop Rd South
From	A - A595 Loop Rd North	0	8	8
	B - Highlands	0	0	1
	C - A595 Loop Rd South	3	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.21	9.87	0.3	A	80	120
B-A	0.33	23.09	0.5	C	65	98
C-AB	0.10	4.22	0.2	A	70	105
C-A					633	949
A-B					13	19
A-C					624	936

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	65	16	551	0.119	65	0.0	0.1	7.478	A
B-A	53	13	329	0.162	53	0.0	0.2	12.992	B
C-AB	43	11	913	0.047	43	0.0	0.1	4.210	A
C-A	534	133			534				
A-B	11	3			11				
A-C	512	128			512				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	78	20	517	0.151	78	0.1	0.2	8.282	A
B-A	64	16	289	0.221	63	0.2	0.3	15.896	C
C-AB	63	16	976	0.065	63	0.1	0.1	4.019	A
C-A	626	156			626				
A-B	13	3			13				
A-C	611	153			611				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	96	24	465	0.206	95	0.2	0.3	9.827	A
B-A	78	20	234	0.334	77	0.3	0.5	22.881	C
C-AB	104	26	1068	0.098	104	0.1	0.2	3.814	A
C-A	739	185			739				
A-B	15	4			15				
A-C	749	187			749				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	96	24	464	0.206	96	0.3	0.3	9.869	A
B-A	78	20	234	0.334	78	0.5	0.5	23.093	C
C-AB	105	26	1069	0.098	105	0.2	0.2	3.824	A
C-A	739	185			739				
A-B	15	4			15				
A-C	749	187			749				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	78	20	516	0.152	79	0.3	0.2	8.324	A
B-A	64	16	289	0.220	65	0.5	0.3	16.069	C
C-AB	63	16	977	0.065	64	0.2	0.1	4.034	A
C-A	625	156			625				
A-B	13	3			13				
A-C	611	153			611				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	65	16	550	0.119	66	0.2	0.1	7.515	A
B-A	53	13	329	0.162	54	0.3	0.2	13.087	B
C-AB	43	11	913	0.047	43	0.1	0.1	4.222	A
C-A	534	133			534				
AB	11	3			11				
AC	512	128			512				

Existing Layout - 2018 Surveyed Flows , PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	A595/Highlands Priority junction	T-Junction	Two-way	1.68	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2018 Surveyed Flows	PM	ONE HOUR	16:00	17:30	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A595 Loop Rd North		ONE HOUR	✓	811	100.000
B - Highlands		ONE HOUR	✓	79	100.000
C - A595 Loop Rd South		ONE HOUR	✓	880	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - A595 Loop Rd North	B - Highlands	C - A595 Loop Rd South
From	A - A595 Loop Rd North	0	92	719
	B - Highlands	33	0	46
	C - A595 Loop Rd South	802	78	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - A595 Loop Rd North	B - Highlands	C - A595 Loop Rd South
From	A - A595 Loop Rd North	0	0	2
	B - Highlands	0	0	2
	C - A595 Loop Rd South	3	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.11	8.70	0.1	A	42	63
B-A	0.20	24.41	0.2	C	30	45
C-AB	0.40	5.63	1.8	A	288	432
C-A					520	780
A-B					84	127
A-C					660	990

Main Results for each time segment

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	35	9	556	0.062	34	0.0	0.1	7.042	A
B-A	25	6	293	0.085	24	0.0	0.1	13.384	B
C-AB	167	42	931	0.180	165	0.0	0.5	4.794	A
C-A	495	124			495				
A-B	69	17			69				
A-C	541	135			541				

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	41	10	522	0.079	41	0.1	0.1	7.633	A
B-A	30	7	247	0.120	29	0.1	0.1	16.513	C
C-AB	254	63	1001	0.253	252	0.5	0.8	4.924	A
C-A	538	134			538				
A-B	83	21			83				
A-C	646	162			646				

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	51	13	474	0.107	51	0.1	0.1	8.675	A
B-A	36	9	184	0.197	36	0.1	0.2	24.212	C
C-AB	439	110	1103	0.398	435	0.8	1.8	5.555	A
C-A	530	133			530				
A-B	101	25			101				
A-C	792	198			792				

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	51	13	473	0.107	51	0.1	0.1	8.696	A
B-A	36	9	184	0.198	36	0.2	0.2	24.412	C
C-AB	442	110	1105	0.400	442	1.8	1.8	5.631	A
C-A	527	132			527				
A-B	101	25			101				
A-C	792	198			792				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	41	10	521	0.079	41	0.1	0.1	7.657	A
B-A	30	7	247	0.120	30	0.2	0.1	16.639	C
C-AB	256	64	1004	0.255	260	1.8	0.9	5.005	A
C-A	535	134			535				
A-B	83	21			83				
A-C	646	162			646				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	35	9	555	0.062	35	0.1	0.1	7.062	A
B-A	25	6	293	0.085	25	0.1	0.1	13.456	B
C-AB	169	42	933	0.181	171	0.9	0.5	4.848	A
C-A	493	123			493				
A-B	69	17			69				
A-C	541	135			541				

Existing Layout - 2023 Baseline Flows, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	A595/Highlands Priority junction	T-Junction	Two-way	1.95	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2023 Baseline Flows	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A595 Loop Rd North		ONE HOUR	✓	732	100.000
B - Highlands		ONE HOUR	✓	166	100.000
C - A595 Loop Rd South		ONE HOUR	✓	808	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - A595 Loop Rd North	B - Highlands	C - A595 Loop Rd South
From	A - A595 Loop Rd North	0	14	718
	B - Highlands	75	0	91
	C - A595 Loop Rd South	785	23	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - A595 Loop Rd North	B - Highlands	C - A595 Loop Rd South
From	A - A595 Loop Rd North	0	8	8
	B - Highlands	0	0	1
	C - A595 Loop Rd South	3	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.23	10.54	0.3	B	84	125
B-A	0.38	26.65	0.6	D	69	103
C-AB	0.11	4.16	0.2	A	80	119
C-A					662	993
A-B					13	19
A-C					659	988

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	69	17	541	0.127	68	0.0	0.1	7.679	A
B-A	56	14	318	0.178	56	0.0	0.2	13.674	B
C-AB	47	12	931	0.051	47	0.0	0.1	4.150	A
C-A	561	140			561				
A-B	11	3			11				
A-C	541	135			541				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	82	20	504	0.162	82	0.1	0.2	8.596	A
B-A	67	17	276	0.244	67	0.2	0.3	17.192	C
C-AB	71	18	998	0.071	71	0.1	0.1	3.960	A
C-A	656	164			656				
A-B	13	3			13				
A-C	645	161			645				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	100	25	446	0.224	100	0.2	0.3	10.480	B
B-A	83	21	217	0.380	81	0.3	0.6	26.283	D
C-AB	120	30	1097	0.109	120	0.1	0.2	3.766	A
C-A	770	192			770				
A-B	15	4			15				
A-C	791	198			791				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	100	25	445	0.225	100	0.3	0.3	10.543	B
B-A	83	21	217	0.380	83	0.6	0.6	26.650	D
C-AB	120	30	1097	0.110	120	0.2	0.2	3.773	A
C-A	769	192			769				
A-B	15	4			15				
A-C	791	198			791				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	82	20	503	0.163	82	0.3	0.2	8.650	A
B-A	67	17	276	0.244	68	0.6	0.3	17.412	C
C-AB	71	18	999	0.071	72	0.2	0.1	3.975	A
C-A	655	164			655				
A-B	13	3			13				
A-C	645	161			645				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	69	17	540	0.127	69	0.2	0.1	7.724	A
B-A	56	14	318	0.177	57	0.3	0.2	13.796	B
C-AB	48	12	931	0.051	48	0.1	0.1	4.161	A
C-A	561	140			561				
A-B	11	3			11				
A-C	541	135			541				

Existing Layout - 2023 Baseline Flows, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	A595/Highlands Priority junction	T-Junction	Two-way	1.94	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2023 Baseline Flows	PM	ONE HOUR	16:00	17:30	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A595 Loop Rd North		ONE HOUR	✓	853	100.000
B - Highlands		ONE HOUR	✓	83	100.000
C - A595 Loop Rd South		ONE HOUR	✓	925	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - A595 Loop Rd North	B - Highlands	C - A595 Loop Rd South
From	A - A595 Loop Rd North	0	97	756
	B - Highlands	35	0	48
	C - A595 Loop Rd South	843	82	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - A595 Loop Rd North	B - Highlands	C - A595 Loop Rd South
From	A - A595 Loop Rd North	0	0	2
	B - Highlands	0	0	2
	C - A595 Loop Rd South	3	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.12	9.09	0.1	A	44	66
B-A	0.23	28.20	0.3	D	32	48
C-AB	0.45	6.06	2.3	A	330	495
C-A					518	778
A-B					89	134
A-C					694	1041

Main Results for each time segment

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	36	9	546	0.066	36	0.0	0.1	7.194	A
B-A	26	7	282	0.094	26	0.0	0.1	14.087	B
C-AB	187	47	949	0.197	184	0.0	0.6	4.806	A
C-A	510	127			510				
A-B	73	18			73				
A-C	569	142			569				

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	43	11	511	0.085	43	0.1	0.1	7.853	A
B-A	31	8	233	0.135	31	0.1	0.2	17.801	C
C-AB	288	72	1023	0.281	286	0.6	1.0	5.005	A
C-A	544	136			544				
A-B	87	22			87				
A-C	680	170			680				

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	53	13	458	0.115	53	0.1	0.1	9.067	A
B-A	39	10	167	0.231	38	0.2	0.3	27.844	D
C-AB	511	128	1132	0.452	506	1.0	2.2	5.942	A
C-A	507	127			507				
A-B	107	27			107				
A-C	832	208			832				

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	53	13	457	0.116	53	0.1	0.1	9.094	A
B-A	39	10	166	0.232	39	0.3	0.3	28.200	D
C-AB	516	129	1136	0.454	516	2.2	2.3	6.056	A
C-A	502	126			502				
A-B	107	27			107				
A-C	832	208			832				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	43	11	509	0.085	43	0.1	0.1	7.882	A
B-A	31	8	233	0.135	32	0.3	0.2	17.996	C
C-AB	291	73	1028	0.283	296	2.3	1.1	5.112	A
C-A	540	135			540				
A-B	87	22			87				
A-C	680	170			680				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	36	9	545	0.066	36	0.1	0.1	7.217	A
B-A	26	7	281	0.094	27	0.2	0.1	14.155	B
C-AB	189	47	951	0.199	191	1.1	0.6	4.867	A
C-A	507	127			507				
A-B	73	18			73				
A-C	569	142			569				

Existing Layout - 2023 with Dev. Flows, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	A595/Highlands Priority junction	T-Junction	Two-way	1.95	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2023 with Dev. Flows	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A595 Loop Rd North		ONE HOUR	✓	733	100.000
B - Highlands		ONE HOUR	✓	166	100.000
C - A595 Loop Rd South		ONE HOUR	✓	808	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - A595 Loop Rd North	B - Highlands	C - A595 Loop Rd South
From	A - A595 Loop Rd North	0	14	719
	B - Highlands	75	0	91
	C - A595 Loop Rd South	785	23	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - A595 Loop Rd North	B - Highlands	C - A595 Loop Rd South
From	A - A595 Loop Rd North	0	8	8
	B - Highlands	0	0	1
	C - A595 Loop Rd South	3	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.23	10.55	0.3	B	84	125
B-A	0.38	26.70	0.6	D	69	103
C-AB	0.11	4.16	0.2	A	80	119
C-A					662	993
A-B					13	19
A-C					660	990

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	69	17	541	0.127	68	0.0	0.1	7.682	A
B-A	56	14	318	0.178	56	0.0	0.2	13.683	B
C-AB	47	12	931	0.051	47	0.0	0.1	4.151	A
C-A	561	140			561				
A-B	11	3			11				
A-C	541	135			541				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	82	20	504	0.162	82	0.1	0.2	8.601	A
B-A	67	17	276	0.244	67	0.2	0.3	17.209	C
C-AB	71	18	998	0.071	71	0.1	0.1	3.959	A
C-A	656	164			656				
A-B	13	3			13				
A-C	646	162			646				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	100	25	446	0.225	100	0.2	0.3	10.490	B
B-A	83	21	217	0.380	81	0.3	0.6	26.330	D
C-AB	120	30	1097	0.109	120	0.1	0.2	3.769	A
C-A	770	192			770				
A-B	15	4			15				
A-C	792	198			792				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	100	25	445	0.225	100	0.3	0.3	10.553	B
B-A	83	21	217	0.380	83	0.6	0.6	26.701	D
C-AB	120	30	1097	0.110	120	0.2	0.2	3.774	A
C-A	769	192			769				
A-B	15	4			15				
A-C	792	198			792				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	82	20	503	0.163	82	0.3	0.2	8.655	A
B-A	67	17	276	0.244	68	0.6	0.3	17.430	C
C-AB	71	18	999	0.071	72	0.2	0.1	3.974	A
C-A	655	164			655				
A-B	13	3			13				
A-C	646	162			646				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	69	17	539	0.127	69	0.2	0.1	7.726	A
B-A	56	14	318	0.177	57	0.3	0.2	13.805	B
C-AB	48	12	931	0.051	48	0.1	0.1	4.163	A
C-A	561	140			561				
A-B	11	3			11				
A-C	541	135			541				

Existing Layout - 2023 with Dev. Flows, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	A595/Highlands Priority junction	T-Junction	Two-way	1.94	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2023 with Dev. Flows	PM	ONE HOUR	16:00	17:30	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A595 Loop Rd North		ONE HOUR	✓	854	100.000
B - Highlands		ONE HOUR	✓	83	100.000
C - A595 Loop Rd South		ONE HOUR	✓	926	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - A595 Loop Rd North	B - Highlands	C - A595 Loop Rd South
From	A - A595 Loop Rd North	0	97	757
	B - Highlands	35	0	48
	C - A595 Loop Rd South	844	82	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - A595 Loop Rd North	B - Highlands	C - A595 Loop Rd South
From	A - A595 Loop Rd North	0	0	2
	B - Highlands	0	0	2
	C - A595 Loop Rd South	3	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.12	9.10	0.1	A	44	66
B-A	0.23	28.29	0.3	D	32	48
C-AB	0.46	6.06	2.3	A	331	497
C-A					519	778
A-B					89	134
A-C					695	1042

Main Results for each time segment

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	36	9	546	0.066	36	0.0	0.1	7.197	A
B-A	26	7	281	0.094	26	0.0	0.1	14.058	B
C-AB	187	47	949	0.197	184	0.0	0.6	4.805	A
C-A	510	128			510				
A-B	73	18			73				
A-C	570	142			570				

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	43	11	510	0.085	43	0.1	0.1	7.857	A
B-A	31	8	233	0.135	31	0.1	0.2	17.831	C
C-AB	288	72	1024	0.282	287	0.6	1.0	5.007	A
C-A	544	136			544				
A-B	87	22			87				
A-C	681	170			681				

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	53	13	457	0.116	53	0.1	0.1	9.075	A
B-A	39	10	166	0.232	38	0.2	0.3	27.931	D
C-AB	513	128	1133	0.452	508	1.0	2.2	5.945	A
C-A	507	127			507				
A-B	107	27			107				
A-C	833	208			833				

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	53	13	456	0.116	53	0.1	0.1	9.102	A
B-A	39	10	166	0.233	39	0.3	0.3	28.292	D
C-AB	517	129	1137	0.455	517	2.2	2.3	6.065	A
C-A	502	126			502				
A-B	107	27			107				
A-C	833	208			833				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	43	11	509	0.085	43	0.1	0.1	7.886	A
B-A	31	8	232	0.135	32	0.3	0.2	18.027	C
C-AB	292	73	1028	0.284	297	2.3	1.1	5.110	A
C-A	541	135			541				
A-B	87	22			87				
A-C	681	170			681				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	36	9	545	0.066	36	0.1	0.1	7.222	A
B-A	26	7	281	0.094	27	0.2	0.1	14.174	B
C-AB	189	47	951	0.199	191	1.1	0.6	4.869	A
C-A	508	127			508				
A-B	73	18			73				
A-C	570	142			570				



Appendix M – JUNCTIONS 9 Output (J9)

Junctions 9							
ARCADY 9 - Roundabout Module							
Version: 9.0.2.5947							
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Filename: J9.j9

Path: J:\2017\A090070 - 270 and 410 - Harras Road, Harras Moor, Whitehaven\Jun. Ass\J9 A595_B5295 Egremont Rd_Homewood Rd Rdt

Report generation date: 19/03/2018 09:13:30

»2018 Surveyed Flows , AM

»2018 Surveyed Flows , PM

»2023 Baseline Flows, AM

»2023 Baseline Flows, PM

»2023 with Dev. Flows, AM

»2023 with Dev. Flows, PM

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	Junction Delay (s)	Queue (PCU)	Delay (s)	RFC	Junction Delay (s)
	2018 Surveyed Flows							
1 - B5295 Egremont Rd	0.3	5.24	0.25	9.12	0.3	4.92	0.22	16.54
2 - Homewood Rd	1.1	12.61	0.52		3.4	26.60	0.78	
3 - A595 Egremont Rd	2.8	9.28	0.74		6.8	20.21	0.88	
4 - A595	2.0	8.66	0.66		1.7	7.81	0.64	
	2023 Baseline Flows							
1 - B5295 Egremont Rd	0.4	5.76	0.30	10.77	0.3	5.25	0.24	24.42
2 - Homewood Rd	1.4	15.11	0.58		5.3	39.68	0.86	
3 - A595 Egremont Rd	3.5	11.19	0.78		11.1	31.77	0.93	
4 - A595	2.4	10.08	0.70		2.1	8.89	0.68	
	2023 with Dev. Flows							
1 - B5295 Egremont Rd	0.7	6.68	0.39	11.77	0.4	5.54	0.29	37.09
2 - Homewood Rd	1.7	18.09	0.62		6.3	47.53	0.88	
3 - A595 Egremont Rd	4.0	12.37	0.80		21.4	55.71	0.98	
4 - A595	2.6	10.57	0.71		2.3	9.81	0.70	

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted averages.

File summary

File Description

Title	(untitled)
Location	A595 / B5295 Egremont Road / Homewood Road roundabout
Site number	
Date	16/02/2018
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	WYGlyujing.liu
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	PCU	PCU	perHour	s	-Min	perMin

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75				0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2018 Surveyed Flows	AM	ONE HOUR	07:45	09:15	15	✓
D2	2018 Surveyed Flows	PM	ONE HOUR	16:00	17:30	15	✓
D3	2023 Baseline Flows	AM	ONE HOUR	07:45	09:15	15	✓
D4	2023 Baseline Flows	PM	ONE HOUR	16:00	17:30	15	✓
D5	2023 with Dev. Flows	AM	ONE HOUR	07:45	09:15	15	✓
D6	2023 with Dev. Flows	PM	ONE HOUR	16:00	17:30	15	✓

Analysis Set Details

ID	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	✓	100.000	100.000

2018 Surveyed Flows , AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	A595/B5295 Egremont Rd/Homewood Rd rdt	Standard Roundabout	1, 2, 3, 4	9.12	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
1	B5295 Egremont Rd	
2	Homewood Rd	
3	A595 Egremont Rd	
4	A595	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
1 - B5295 Egremont Rd	3.31	5.55	12.5	42.9	48.0	15.0	
2 - Homewood Rd	3.07	5.23	4.6	10.9	48.0	47.0	
3 - A595 Egremont Rd	3.69	5.79	19.4	17.0	48.0	34.0	
4 - A595	5.02	6.43	3.8	9.8	48.0	47.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - B5295 Egremont Rd	0.610	1547
2 - Homewood Rd	0.467	1072
3 - A595 Egremont Rd	0.582	1555
4 - A595	0.552	1527

The slope and intercept shown above include any corrections and adjustments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2018 Surveyed Flows	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - B5295 Egremont Rd		ONE HOUR	✓	217	100.000
2 - Homewood Rd		ONE HOUR	✓	295	100.000
3 - A595 Egremont Rd		ONE HOUR	✓	1001	100.000
4 - A595		ONE HOUR	✓	765	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
		1 - B5295 Egremont Rd	2 - Homewood Rd	3 - A595 Egremont Rd	4 - A595
From	1 - B5295 Egremont Rd	2	6	208	1
	2 - Homewood Rd	6	0	212	77
	3 - A595 Egremont Rd	254	129	15	603
	4 - A595	5	111	649	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
		1 - B5295 Egremont Rd	2 - Homewood Rd	3 - A595 Egremont Rd	4 - A595
From	1 - B5295 Egremont Rd	0	0	2	0
	2 - Homewood Rd	0	0	4	5
	3 - A595 Egremont Rd	2	2	0	3
	4 - A595	25	3	6	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - B5295 Egremont Rd	0.25	5.24	0.3	A	199	299
2 - Homewood Rd	0.52	12.61	1.1	B	271	406
3 - A595 Egremont Rd	0.74	9.28	2.8	A	919	1378
4 - A595	0.66	8.66	2.0	A	702	1053

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - B5295 Egremont Rd	163	41	677	1134	0.144	163	200	0.0	0.2	3.777	A
2 - Homewood Rd	222	56	655	766	0.290	220	184	0.0	0.4	6.854	A
3 - A595 Egremont Rd	754	188	64	1517	0.497	750	812	0.0	1.0	4.786	A
4 - A595	576	144	304	1360	0.424	573	510	0.0	0.8	4.816	A

08:00 - 08:15

Am	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - B5295 Egremont Rd	195	49	811	1052	0.185	195	240	0.2	0.2	4.280	A
2 - Homewood Rd	265	66	785	705	0.376	264	221	0.4	0.6	8.491	A
3 - A595 Egremont Rd	900	225	77	1510	0.596	898	972	1.0	1.5	6.016	A
4 - A595	688	172	364	1327	0.518	686	611	0.8	1.1	5.928	A

08:15 - 08:30

Am	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - B5295 Egremont Rd	239	60	991	942	0.254	238	293	0.2	0.3	5.212	A
2 - Homewood Rd	325	81	960	624	0.521	323	270	0.6	1.1	12.392	B
3 - A595 Egremont Rd	1102	276	94	1500	0.735	1097	1189	1.5	2.7	9.057	A
4 - A595	842	211	445	1282	0.657	839	746	1.1	2.0	8.519	A

08:30 - 08:45

Am	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - B5295 Egremont Rd	239	60	995	939	0.254	239	294	0.3	0.3	5.236	A
2 - Homewood Rd	325	81	963	622	0.522	325	271	1.1	1.1	12.607	B
3 - A595 Egremont Rd	1102	276	95	1499	0.735	1102	1193	2.7	2.8	9.277	A
4 - A595	842	211	447	1281	0.658	842	750	2.0	2.0	8.664	A

08:45 - 09:00

Am	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - B5295 Egremont Rd	195	49	817	1048	0.186	196	241	0.3	0.2	4.305	A
2 - Homewood Rd	265	66	790	703	0.377	267	222	1.1	0.6	8.640	A
3 - A595 Egremont Rd	900	225	78	1509	0.596	905	979	2.8	1.5	6.159	A
4 - A595	688	172	367	1325	0.519	691	616	2.0	1.2	6.034	A

09:00 - 09:15

Am	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - B5295 Egremont Rd	163	41	682	1130	0.145	164	202	0.2	0.2	3.798	A
2 - Homewood Rd	222	56	660	764	0.291	223	186	0.6	0.4	6.948	A
3 - A595 Egremont Rd	754	188	65	1517	0.497	756	818	1.5	1.0	4.866	A
4 - A595	576	144	306	1358	0.424	577	514	1.2	0.8	4.879	A

2018 Surveyed Flows , PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	A595/B5295 Egremont Rd/Homewood Rd rdt	Standard Roundabout	1, 2, 3, 4	16.54	C

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2018 Surveyed Flows	PM	ONE HOUR	16:00	17:30	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - B5295 Egremont Rd		ONE HOUR	✓	190	100.000
2 - Homewood Rd		ONE HOUR	✓	441	100.000
3 - A595 Egremont Rd		ONE HOUR	✓	1155	100.000
4 - A595		ONE HOUR	✓	741	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
From		1 - B5295 Egremont Rd	2 - Homewood Rd	3 - A595 Egremont Rd	4 - A595
	1 - B5295 Egremont Rd	0	10	178	2
	2 - Homewood Rd	10	0	275	156
	3 - A595 Egremont Rd	245	136	15	759
	4 - A595	6	53	682	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
From		1 - B5295 Egremont Rd	2 - Homewood Rd	3 - A595 Egremont Rd	4 - A595
	1 - B5295 Egremont Rd	0	10	1	0
	2 - Homewood Rd	25	0	2	1
	3 - A595 Egremont Rd	2	1	7	2
	4 - A595	20	0	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - B5295 Egremont Rd	0.22	4.92	0.3	A	174	262
2 - Homewood Rd	0.78	26.60	3.4	D	405	607
3 - A595 Egremont Rd	0.88	20.21	6.8	C	1060	1590
4 - A595	0.64	7.81	1.7	A	680	1020

Main Results for each time segment

16:00 - 16:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - B5295 Egremont Rd	143	36	664	1142	0.125	142	195	0.0	0.1	3.652	A
2 - Homewood Rd	332	83	657	765	0.434	329	149	0.0	0.8	8.366	A
3 - A595 Egremont Rd	870	217	125	1482	0.587	864	861	0.0	1.4	5.887	A
4 - A595	558	139	304	1360	0.410	555	686	0.0	0.7	4.505	A

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - B5295 Egremont Rd	171	43	795	1062	0.161	171	234	0.1	0.2	4.096	A
2 - Homewood Rd	396	99	787	704	0.563	394	178	0.8	1.3	11.774	B
3 - A595 Egremont Rd	1038	260	150	1467	0.708	1034	1031	1.4	2.4	8.403	A
4 - A595	666	167	364	1327	0.502	665	821	0.7	1.0	5.486	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - B5295 Egremont Rd	209	52	971	954	0.219	209	284	0.2	0.3	4.895	A
2 - Homewood Rd	486	121	962	622	0.780	478	217	1.3	3.2	24.183	C
3 - A595 Egremont Rd	1272	318	182	1449	0.878	1256	1258	2.4	6.3	17.754	C
4 - A595	816	204	441	1284	0.635	813	997	1.0	1.7	7.678	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - B5295 Egremont Rd	209	52	975	952	0.220	209	287	0.3	0.3	4.917	A
2 - Homewood Rd	486	121	965	621	0.782	485	219	3.2	3.4	26.602	D
3 - A595 Egremont Rd	1272	318	185	1447	0.879	1270	1266	6.3	6.8	20.211	C
4 - A595	816	204	446	1281	0.637	816	1008	1.7	1.7	7.812	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - B5295 Egremont Rd	171	43	802	1058	0.162	171	238	0.3	0.2	4.120	A
2 - Homewood Rd	396	99	792	702	0.565	405	181	3.4	1.4	12.671	B
3 - A595 Egremont Rd	1038	260	154	1465	0.709	1055	1042	6.8	2.6	9.308	A
4 - A595	666	167	371	1323	0.504	669	838	1.7	1.0	5.590	A

17:15 - 17:30

Am	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - B5295 Egremont Rd	143	36	669	1139	0.126	143	197	0.2	0.1	3.671	A
2 - Homewood Rd	332	83	662	763	0.435	334	150	1.4	0.8	8.616	A
3 - A595 Egremont Rd	870	217	127	1480	0.587	874	869	2.6	1.5	6.093	A
4 - A595	558	139	307	1358	0.411	559	694	1.0	0.7	4.561	A

2023 Baseline Flows, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	A595/B5295 Egremont Rd/Homewood Rd rdt	Standard Roundabout	1, 2, 3, 4	10.77	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2023 Baseline Flows	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - B5295 Egremont Rd		ONE HOUR	✓	244	100.000
2 - Homewood Rd		ONE HOUR	✓	310	100.000
3 - A595 Egremont Rd		ONE HOUR	✓	1061	100.000
4 - A595		ONE HOUR	✓	807	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
		1 - B5295 Egremont Rd	2 - Homewood Rd	3 - A595 Egremont Rd	4 - A595
From	1 - B5295 Egremont Rd	2	6	235	1
	2 - Homewood Rd	6	0	223	81
	3 - A595 Egremont Rd	272	136	16	637
	4 - A595	5	117	685	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
		1 - B5295 Egremont Rd	2 - Homewood Rd	3 - A595 Egremont Rd	4 - A595
From	1 - B5295 Egremont Rd	0	0	2	0
	2 - Homewood Rd	0	0	4	5
	3 - A595 Egremont Rd	2	2	0	3
	4 - A595	25	3	6	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - B5295 Egremont Rd	0.30	5.76	0.4	A	224	336
2 - Homewood Rd	0.58	15.11	1.4	C	284	427
3 - A595 Egremont Rd	0.78	11.19	3.5	B	974	1460
4 - A595	0.70	10.08	2.4	B	741	1111

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - B5295 Egremont Rd	184	46	714	1111	0.165	183	213	0.0	0.2	3.950	A
2 - Homewood Rd	233	58	703	744	0.314	232	194	0.0	0.5	7.297	A
3 - A595 Egremont Rd	799	200	67	1515	0.527	794	867	0.0	1.1	5.089	A
4 - A595	608	152	323	1349	0.450	604	538	0.0	0.9	5.083	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - B5295 Egremont Rd	219	55	856	1025	0.214	219	256	0.2	0.3	4.554	A
2 - Homewood Rd	279	70	842	679	0.411	278	232	0.5	0.7	9.333	A
3 - A595 Egremont Rd	954	238	81	1508	0.633	951	1039	1.1	1.7	6.609	A
4 - A595	725	181	387	1314	0.552	724	645	0.9	1.3	6.429	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - B5295 Egremont Rd	269	67	1045	909	0.296	268	312	0.3	0.4	5.719	A
2 - Homewood Rd	341	85	1029	591	0.577	339	284	0.7	1.4	14.704	B
3 - A595 Egremont Rd	1168	292	98	1497	0.780	1161	1270	1.7	3.5	10.770	B
4 - A595	889	222	473	1267	0.702	884	787	1.3	2.4	9.828	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - B5295 Egremont Rd	269	67	1050	906	0.297	269	314	0.4	0.4	5.757	A
2 - Homewood Rd	341	85	1034	589	0.579	341	285	1.4	1.4	15.107	C
3 - A595 Egremont Rd	1168	292	99	1497	0.780	1168	1276	3.5	3.5	11.189	B
4 - A595	889	222	475	1265	0.702	888	791	2.4	2.4	10.082	B

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - B5295 Egremont Rd	219	55	863	1020	0.215	220	258	0.4	0.3	4.590	A
2 - Homewood Rd	279	70	849	676	0.412	281	234	1.4	0.7	9.573	A
3 - A595 Egremont Rd	954	238	82	1507	0.633	961	1048	3.5	1.8	6.845	A
4 - A595	725	181	391	1312	0.553	730	651	2.4	1.3	6.590	A

09:00 - 09:15

Am	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - B5295 Egremont Rd	184	46	720	1107	0.166	184	215	0.3	0.2	3.975	A
2 - Homewood Rd	233	58	709	741	0.315	234	196	0.7	0.5	7.418	A
3 - A595 Egremont Rd	799	200	68	1515	0.527	801	875	1.8	1.2	5.194	A
4 - A595	608	152	326	1347	0.451	609	543	1.3	0.9	5.167	A

2023 Baseline Flows, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	A595/B5295 Egremont Rd/Homewood Rd rdt	Standard Roundabout	1, 2, 3, 4	24.42	C

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2023 Baseline Flows	PM	ONE HOUR	16:00	17:30	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - B5295 Egremont Rd		ONE HOUR	✓	205	100.000
2 - Homewood Rd		ONE HOUR	✓	463	100.000
3 - A595 Egremont Rd		ONE HOUR	✓	1220	100.000
4 - A595		ONE HOUR	✓	779	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
From		1 - B5295 Egremont Rd	2 - Homewood Rd	3 - A595 Egremont Rd	4 - A595
	1 - B5295 Egremont Rd	0	11	192	2
	2 - Homewood Rd	10	0	289	164
	3 - A595 Egremont Rd	264	143	15	798
	4 - A595	6	56	717	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
From		1 - B5295 Egremont Rd	2 - Homewood Rd	3 - A595 Egremont Rd	4 - A595
	1 - B5295 Egremont Rd	0	10	1	0
	2 - Homewood Rd	25	0	2	1
	3 - A595 Egremont Rd	2	1	7	2
	4 - A595	20	0	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - B5295 Egremont Rd	0.24	5.25	0.3	A	188	282
2 - Homewood Rd	0.86	39.68	5.3	E	425	637
3 - A595 Egremont Rd	0.93	31.77	11.1	D	1119	1679
4 - A595	0.68	8.89	2.1	A	715	1072

Main Results for each time segment

16:00 - 16:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - B5295 Egremont Rd	154	39	697	1121	0.138	154	209	0.0	0.2	3.772	A
2 - Homewood Rd	349	87	694	748	0.466	345	157	0.0	0.9	9.040	A
3 - A595 Egremont Rd	918	230	131	1478	0.621	912	908	0.0	1.6	6.410	A
4 - A595	586	147	323	1349	0.435	583	720	0.0	0.8	4.731	A

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - B5295 Egremont Rd	184	46	835	1037	0.178	184	251	0.2	0.2	4.278	A
2 - Homewood Rd	416	104	831	684	0.609	414	188	0.9	1.5	13.456	B
3 - A595 Egremont Rd	1097	274	157	1463	0.750	1092	1087	1.6	2.9	9.744	A
4 - A595	700	175	387	1314	0.533	699	862	0.8	1.1	5.897	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - B5295 Egremont Rd	226	56	1018	926	0.244	225	302	0.2	0.3	5.211	A
2 - Homewood Rd	510	127	1015	598	0.853	497	228	1.5	4.7	33.013	D
3 - A595 Egremont Rd	1343	336	189	1444	0.930	1316	1323	2.9	9.6	24.660	C
4 - A595	858	214	466	1270	0.675	854	1039	1.1	2.0	8.665	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - B5295 Egremont Rd	226	56	1024	922	0.245	226	307	0.3	0.3	5.245	A
2 - Homewood Rd	510	127	1019	596	0.856	508	231	4.7	5.3	39.677	E
3 - A595 Egremont Rd	1343	336	193	1442	0.931	1337	1334	9.6	11.1	31.773	D
4 - A595	858	214	474	1266	0.677	858	1057	2.0	2.1	8.893	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - B5295 Egremont Rd	184	46	845	1031	0.179	185	259	0.3	0.2	4.315	A
2 - Homewood Rd	416	104	837	681	0.611	431	193	5.3	1.7	15.429	C
3 - A595 Egremont Rd	1097	274	164	1459	0.752	1128	1104	11.1	3.2	12.050	B
4 - A595	700	175	400	1307	0.536	704	892	2.1	1.2	6.069	A

17:15 - 17:30

Am	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - B5295 Egremont Rd	154	39	703	1118	0.138	155	212	0.2	0.2	3.794	A
2 - Homewood Rd	349	87	699	746	0.468	352	159	1.7	0.9	9.394	A
3 - A595 Egremont Rd	918	230	134	1477	0.622	925	917	3.2	1.7	6.716	A
4 - A595	586	147	327	1347	0.435	588	731	1.2	0.8	4.805	A

2023 with Dev. Flows, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	A595/B5295 Egremont Rd/Homewood Rd rdt	Standard Roundabout	1, 2, 3, 4	11.77	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2023 with Dev. Flows	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - B5295 Egremont Rd		ONE HOUR	✓	324	100.000
2 - Homewood Rd		ONE HOUR	✓	310	100.000
3 - A595 Egremont Rd		ONE HOUR	✓	1090	100.000
4 - A595		ONE HOUR	✓	807	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
		1 - B5295 Egremont Rd	2 - Homewood Rd	3 - A595 Egremont Rd	4 - A595
From	1 - B5295 Egremont Rd	2	6	315	1
	2 - Homewood Rd	6	0	223	81
	3 - A595 Egremont Rd	301	136	16	637
	4 - A595	5	117	685	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
		1 - B5295 Egremont Rd	2 - Homewood Rd	3 - A595 Egremont Rd	4 - A595
From	1 - B5295 Egremont Rd	0	0	2	0
	2 - Homewood Rd	0	0	4	5
	3 - A595 Egremont Rd	2	2	0	3
	4 - A595	25	3	6	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - B5295 Egremont Rd	0.39	6.68	0.7	A	297	446
2 - Homewood Rd	0.62	18.09	1.7	C	284	427
3 - A595 Egremont Rd	0.80	12.37	4.0	B	1000	1500
4 - A595	0.71	10.57	2.6	B	741	1111

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - B5295 Egremont Rd	244	61	714	1111	0.220	243	235	0.0	0.3	4.222	A
2 - Homewood Rd	233	58	763	716	0.326	231	194	0.0	0.5	7.714	A
3 - A595 Egremont Rd	821	205	67	1515	0.542	816	927	0.0	1.2	5.242	A
4 - A595	608	152	345	1337	0.454	604	538	0.0	0.9	5.166	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - B5295 Egremont Rd	291	73	855	1025	0.284	291	282	0.3	0.4	4.997	A
2 - Homewood Rd	279	70	914	645	0.432	278	232	0.5	0.8	10.174	B
3 - A595 Egremont Rd	980	245	81	1508	0.650	977	1111	1.2	1.9	6.923	A
4 - A595	725	181	413	1299	0.558	724	645	0.9	1.3	6.587	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - B5295 Egremont Rd	357	89	1045	909	0.392	356	343	0.4	0.7	6.616	A
2 - Homewood Rd	341	85	1117	550	0.620	338	283	0.8	1.6	17.391	C
3 - A595 Egremont Rd	1200	300	98	1497	0.801	1192	1357	1.9	3.9	11.782	B
4 - A595	889	222	504	1249	0.711	884	786	1.3	2.5	10.267	B

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - B5295 Egremont Rd	357	89	1050	906	0.394	357	346	0.7	0.7	6.681	A
2 - Homewood Rd	341	85	1122	548	0.623	341	285	1.6	1.7	18.086	C
3 - A595 Egremont Rd	1200	300	99	1497	0.802	1200	1364	3.9	4.0	12.366	B
4 - A595	889	222	507	1248	0.712	888	791	2.5	2.6	10.571	B

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - B5295 Egremont Rd	291	73	864	1020	0.286	292	285	0.7	0.4	5.050	A
2 - Homewood Rd	279	70	921	642	0.434	282	235	1.7	0.8	10.525	B
3 - A595 Egremont Rd	980	245	82	1507	0.650	988	1121	4.0	1.9	7.228	A
4 - A595	725	181	418	1297	0.559	730	652	2.6	1.4	6.770	A

09:00 - 09:15

Am	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - B5295 Egremont Rd	244	61	721	1107	0.220	244	237	0.4	0.3	4.258	A
2 - Homewood Rd	233	58	769	713	0.327	235	196	0.8	0.5	7.863	A
3 - A595 Egremont Rd	821	205	68	1515	0.542	823	936	1.9	1.2	5.363	A
4 - A595	608	152	348	1335	0.455	609	543	1.4	0.9	5.253	A

2023 with Dev. Flows, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	A595/B5295 Egremont Rd/Homewood Rd rdt	Standard Roundabout	1, 2, 3, 4	37.09	E

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2023 with Dev. Flows	PM	ONE HOUR	16:00	17:30	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - B5295 Egremont Rd		ONE HOUR	✓	240	100.000
2 - Homewood Rd		ONE HOUR	✓	463	100.000
3 - A595 Egremont Rd		ONE HOUR	✓	1289	100.000
4 - A595		ONE HOUR	✓	779	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
		1 - B5295 Egremont Rd	2 - Homewood Rd	3 - A595 Egremont Rd	4 - A595
From	1 - B5295 Egremont Rd	0	11	227	2
	2 - Homewood Rd	10	0	289	164
	3 - A595 Egremont Rd	333	143	15	798
	4 - A595	6	56	717	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
		1 - B5295 Egremont Rd	2 - Homewood Rd	3 - A595 Egremont Rd	4 - A595
From	1 - B5295 Egremont Rd	0	10	1	0
	2 - Homewood Rd	25	0	2	1
	3 - A595 Egremont Rd	2	1	7	2
	4 - A595	20	0	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - B5295 Egremont Rd	0.29	5.54	0.4	A	220	330
2 - Homewood Rd	0.88	47.53	6.3	E	425	637
3 - A595 Egremont Rd	0.98	55.71	21.4	F	1183	1774
4 - A595	0.70	9.81	2.3	A	715	1072

Main Results for each time segment

16:00 - 16:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - B5295 Egremont Rd	181	45	697	1122	0.161	180	261	0.0	0.2	3.872	A
2 - Homewood Rd	349	87	720	736	0.474	345	157	0.0	0.9	9.316	A
3 - A595 Egremont Rd	970	243	131	1478	0.657	963	934	0.0	1.9	7.020	A
4 - A595	586	147	374	1321	0.444	583	720	0.0	0.8	4.911	A

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - B5295 Egremont Rd	216	54	834	1037	0.208	215	312	0.2	0.3	4.438	A
2 - Homewood Rd	416	104	862	669	0.622	413	188	0.9	1.6	14.193	B
3 - A595 Egremont Rd	1159	290	157	1463	0.792	1152	1118	1.9	3.7	11.529	B
4 - A595	700	175	448	1280	0.547	699	861	0.8	1.2	6.235	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - B5295 Egremont Rd	264	66	1015	927	0.285	264	371	0.3	0.4	5.493	A
2 - Homewood Rd	510	127	1053	580	0.879	494	225	1.6	5.5	37.635	E
3 - A595 Egremont Rd	1419	355	188	1445	0.982	1370	1360	3.7	16.0	35.663	E
4 - A595	858	214	533	1234	0.695	854	1025	1.2	2.2	9.468	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - B5295 Egremont Rd	264	66	1022	923	0.286	264	379	0.4	0.4	5.539	A
2 - Homewood Rd	510	127	1058	578	0.882	507	229	5.5	6.3	47.526	E
3 - A595 Egremont Rd	1419	355	193	1442	0.984	1398	1372	16.0	21.4	55.712	F
4 - A595	858	214	543	1228	0.699	857	1047	2.2	2.3	9.811	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - B5295 Egremont Rd	216	54	849	1028	0.210	216	332	0.4	0.3	4.498	A
2 - Homewood Rd	416	104	869	666	0.625	434	197	6.3	1.8	16.956	C
3 - A595 Egremont Rd	1159	290	165	1458	0.795	1227	1138	21.4	4.2	19.843	C
4 - A595	700	175	477	1264	0.554	704	915	2.3	1.3	6.542	A

17:15 - 17:30

Am	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - B5295 Egremont Rd	181	45	704	1117	0.162	181	265	0.3	0.2	3.900	A
2 - Homewood Rd	349	87	726	733	0.475	352	159	1.8	0.9	9.719	A
3 - A595 Egremont Rd	970	243	134	1477	0.657	979	944	4.2	2.0	7.506	A
4 - A595	586	147	381	1317	0.445	588	732	1.3	0.8	5.001	A



Appendix N – JUNCTIONS 9 Output (J10)

Junctions 9			
PICADY 9 - Priority Intersection Module			
Version: 9.0.2.5947 © Copyright TRL Limited, 2017			
For sales and distribution information, program advice and maintenance, contact TRL: +44 (0)1344 770558 software@trl.co.uk www.trlsoftware.co.uk			
The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution			

Filename: 03 J10 - Validate (HOUR) for Report.j9

Path: J:\2017\A090070 - 270 and 410 - Harras Road, Harras Moor, Whitehaven\Jun. Ass\J10 A595_Rosehill Pri

Report generation date: 19/03/2018 09:15:59

- »Existing Layout - 2018 Surveyed Flows , AM
- »Existing Layout - 2018 Surveyed Flows , PM
- »Existing Layout - 2023 Baseline Flows, AM
- »Existing Layout - 2023 Baseline Flows, PM
- »Existing Layout - 2023 with Dev. Flows, AM
- »Existing Layout - 2023 with Dev. Flows, PM

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	Junction Delay (s)	Queue (PCU)	Delay (s)	RFC	Junction Delay (s)
	Existing Layout - 2018 Surveyed Flows							
Stream B-AC	2.0	99.64	0.68	3.06	3.9	161.69	0.86	5.06
Stream C-AB	0.2	12.28	0.16		0.2	11.40	0.14	
	Existing Layout - 2023 Baseline Flows							
Stream B-AC	3.6	166.25	0.83	5.08	4.8	187.65	0.91	5.91
Stream C-AB	0.3	13.05	0.19		0.2	12.05	0.16	
	Existing Layout - 2023 with Dev. Flows							
Stream B-AC	4.9	194.44	0.90	6.28	5.5	205.74	0.94	6.57
Stream C-AB	0.3	13.15	0.19		0.2	12.38	0.16	

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted averages.

File summary

File Description

Title	(untitled)
Location	A595 / Rosehill Priority Junction
Site number	
Date	14/02/2018
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	WYGYujing.liu
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	PCU	PCU	perHour	s	-Min	perMin

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75				0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2018 Surveyed Flows	AM	ONE HOUR	07:45	09:15	15	✓
D2	2018 Surveyed Flows	PM	ONE HOUR	16:00	17:30	15	✓
D3	2023 Baseline Flows	AM	ONE HOUR	07:45	09:15	15	✓
D4	2023 Baseline Flows	PM	ONE HOUR	16:00	17:30	15	✓
D5	2023 with Dev. Flows	AM	ONE HOUR	07:45	09:15	15	✓
D6	2023 with Dev. Flows	PM	ONE HOUR	16:00	17:30	15	✓

Analysis Set Details

ID	Name	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	Existing Layout	✓	100.000	100.000

Existing Layout - 2018 Surveyed Flows , AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	A595/Rosehill Priority Junction	T-Junction	Two-way	3.06	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	A595 (N)		Major
B	Rosehill		Minor
C	A595 (S)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Width for right turn (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - A595 (S)	6.50		✓	3.50	150.0	✓	2.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B - Rosehill	One lane	3.90	49	36

Slope / Intercept / Capacity

Stream Intercept Adjustments

Stream intercept adjustment	Use adjustment	Reason	Direct intercept adjustment (PCU/hr)
B-AC	✓		105

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	557	0.099	0.251	0.158	0.359
1	B-C	705	0.106	0.267	-	-
1	C-B	754	0.286	0.286	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2018 Surveyed Flows	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A595 (N)		ONE HOUR	✓	1368	100.000
B - Rosehill		ONE HOUR	✓	73	100.000
C - A595 (S)		ONE HOUR	✓	1141	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - A595 (N)	B - Rosehill	C - A595 (S)
	A - A595 (N)	0	212	1156
	B - Rosehill	29	0	44
	C - A595 (S)	1093	48	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - A595 (N)	B - Rosehill	C - A595 (S)
	A - A595 (N)	0	12	6
	B - Rosehill	33	0	2
	C - A595 (S)	4	2	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.68	99.64	2.0	F	67	100
C-AB	0.16	12.28	0.2	B	47	70
C-A					1000	1501
A-B					195	292
A-C					1061	1591

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	55	14	388	0.142	54	0.0	0.2	12.087	B
C-AB	37	9	465	0.079	36	0.0	0.1	8.549	A
C-A	822	206			822				
A-B	160	40			160				
A-C	870	218			870				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	66	16	297	0.221	65	0.2	0.3	17.390	C
C-AB	44	11	415	0.107	44	0.1	0.1	9.908	A
C-A	981	245			981				
A-B	191	48			191				
A-C	1039	260			1039				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	80	20	119	0.678	74	0.3	1.8	83.163	F
C-AB	58	15	358	0.163	58	0.1	0.2	12.254	B
C-A	1198	299			1198				
A-B	233	58			233				
A-C	1273	318			1273				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	80	20	118	0.679	79	1.8	2.0	99.636	F
C-AB	58	15	358	0.163	58	0.2	0.2	12.283	B
C-A	1198	299			1198				
A-B	233	58			233				
A-C	1273	318			1273				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	66	16	297	0.221	72	2.0	0.3	18.532	C
C-AB	44	11	415	0.107	45	0.2	0.1	9.936	A
C-A	981	245			981				
A-B	191	48			191				
A-C	1039	260			1039				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	55	14	388	0.142	56	0.3	0.2	12.184	B
C-AB	37	9	466	0.079	37	0.1	0.1	8.569	A
C-A	822	206			822				
A-B	160	40			160				
A-C	870	218			870				

Existing Layout - 2018 Surveyed Flows , PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	A595/Rosehill Priority Junction	T-Junction	Two-way	5.06	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2018 Surveyed Flows	PM	ONE HOUR	16:00	17:30	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A595 (N)		ONE HOUR	✓	1315	100.000
B - Rosehill		ONE HOUR	✓	82	100.000
C - A595 (S)		ONE HOUR	✓	1323	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - A595 (N)	B - Rosehill	C - A595 (S)
From	A - A595 (N)	0	200	1115
	B - Rosehill	28	0	54
	C - A595 (S)	1280	43	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - A595 (N)	B - Rosehill	C - A595 (S)
From	A - A595 (N)	0	6	2
	B - Rosehill	13	0	0
	C - A595 (S)	3	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.86	161.69	3.9	F	75	113
C-AB	0.14	11.40	0.2	B	41	62
C-A					1173	1759
A-B					184	275
A-C					1023	1535

Main Results for each time segment

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	62	15	395	0.156	61	0.0	0.2	11.202	B
C-AB	33	8	476	0.069	32	0.0	0.1	8.116	A
C-A	963	241			963				
A-B	151	38			151				
A-C	839	210			839				

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	74	18	294	0.250	73	0.2	0.3	16.884	C
C-AB	40	10	426	0.093	39	0.1	0.1	9.312	A
C-A	1150	287			1150				
A-B	180	45			180				
A-C	1002	251			1002				

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	90	23	105	0.860	79	0.3	3.1	119.096	F
C-AB	51	13	367	0.139	51	0.1	0.2	11.382	B
C-A	1406	351			1406				
A-B	220	55			220				
A-C	1228	307			1228				

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	90	23	105	0.860	87	3.1	3.9	161.687	F
C-AB	51	13	368	0.139	51	0.2	0.2	11.400	B
C-A	1406	351			1406				
A-B	220	55			220				
A-C	1228	307			1228				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	74	18	294	0.251	88	3.9	0.4	19.311	C
C-AB	40	10	427	0.093	40	0.2	0.1	9.330	A
C-A	1150	287			1150				
A-B	180	45			180				
A-C	1002	251			1002				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	62	15	395	0.156	62	0.4	0.2	11.301	B
C-AB	33	8	476	0.069	33	0.1	0.1	8.130	A
C-A	963	241			963				
A-B	151	38			151				
A-C	839	210			839				

Existing Layout - 2023 Baseline Flows, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	A595/Rosehill Priority Junction	T-Junction	Two-way	5.08	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2023 Baseline Flows	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A595 (N)		ONE HOUR	✓	1444	100.000
B - Rosehill		ONE HOUR	✓	79	100.000
C - A595 (S)		ONE HOUR	✓	1204	100.000

Origin-Destination Data

Demand (PCU/hr)

	To
From	A - A595 (N) B - Rosehill C - A595 (S)
A - A595 (N)	0 225 1219
B - Rosehill	33 0 46
C - A595 (S)	1153 51 0

Vehicle Mix

Heavy Vehicle Percentages

	To
From	A - A595 (N) B - Rosehill C - A595 (S)
A - A595 (N)	0 12 6
B - Rosehill	33 0 2
C - A595 (S)	4 2 0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.83	166.25	3.6	F	72	109
C-AB	0.19	13.05	0.3	B	51	76
C-A					1054	1581
A-B					206	310
A-C					1119	1678

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	59	15	359	0.166	59	0.0	0.2	13.513	B
C-AB	39	10	451	0.087	39	0.0	0.1	8.906	A
C-A	867	217			867				
A-B	169	42			169				
A-C	918	229			918				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	71	18	257	0.277	70	0.2	0.4	21.716	C
C-AB	48	12	399	0.120	48	0.1	0.1	10.445	B
C-A	1035	259			1035				
A-B	202	51			202				
A-C	1096	274			1096				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	87	22	105	0.828	77	0.4	2.9	120.521	F
C-AB	65	16	347	0.187	65	0.1	0.3	13.009	B
C-A	1261	315			1261				
A-B	248	62			248				
A-C	1342	336			1342				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	87	22	105	0.828	84	2.9	3.6	166.253	F
C-AB	65	16	347	0.187	65	0.3	0.3	13.055	B
C-A	1261	315			1261				
A-B	248	62			248				
A-C	1342	336			1342				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	71	18	256	0.277	84	3.6	0.4	25.118	D
C-AB	48	12	400	0.120	48	0.3	0.1	10.483	B
C-A	1035	259			1035				
A-B	202	51			202				
A-C	1096	274			1096				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	59	15	359	0.166	60	0.4	0.2	13.681	B
C-AB	39	10	451	0.087	39	0.1	0.1	8.932	A
C-A	867	217			867				
A-B	169	42			169				
A-C	918	229			918				

Existing Layout - 2023 Baseline Flows, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	A595/Rosehill Priority Junction	T-Junction	Two-way	5.91	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2023 Baseline Flows	PM	ONE HOUR	16:00	17:30	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A595 (N)		ONE HOUR	✓	1383	100.000
B - Rosehill		ONE HOUR	✓	87	100.000
C - A595 (S)		ONE HOUR	✓	1391	100.000

Origin-Destination Data

Demand (PCU/hr)

	To
From	A - A595 (N) B - Rosehill C - A595 (S)
A - A595 (N)	0 211 1172
B - Rosehill	30 0 57
C - A595 (S)	1346 45 0

Vehicle Mix

Heavy Vehicle Percentages

	To
From	A - A595 (N) B - Rosehill C - A595 (S)
A - A595 (N)	0 6 2
B - Rosehill	13 0 0
C - A595 (S)	3 0 0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.91	187.65	4.8	F	80	120
C-AB	0.16	12.05	0.2	B	44	66
C-A					1233	1849
A-B					194	290
A-C					1075	1613

Main Results for each time segment

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	65	16	370	0.177	65	0.0	0.2	12.257	B
C-AB	34	9	462	0.074	34	0.0	0.1	8.403	A
C-A	1013	253			1013				
A-B	159	40			159				
A-C	882	221			882				

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	78	20	255	0.307	77	0.2	0.4	20.999	C
C-AB	42	10	411	0.101	42	0.1	0.1	9.742	A
C-A	1209	302			1209				
A-B	190	47			190				
A-C	1054	263			1054				

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	96	24	105	0.912	83	0.4	3.6	132.643	F
C-AB	55	14	354	0.155	55	0.1	0.2	12.028	B
C-A	1476	369			1476				
A-B	232	58			232				
A-C	1290	323			1290				

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	96	24	105	0.912	91	3.6	4.8	187.646	F
C-AB	55	14	355	0.155	55	0.2	0.2	12.054	B
C-A	1476	369			1476				
A-B	232	58			232				
A-C	1290	323			1290				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	78	20	255	0.307	96	4.8	0.5	25.969	D
C-AB	42	10	412	0.101	42	0.2	0.1	9.766	A
C-A	1209	302			1209				
A-B	190	47			190				
A-C	1054	263			1054				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	65	16	369	0.177	66	0.5	0.2	12.417	B
C-AB	34	9	462	0.074	34	0.1	0.1	8.422	A
C-A	1013	253			1013				
A-B	159	40			159				
A-C	882	221			882				

Existing Layout - 2023 with Dev. Flows, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	A595/Rosehill Priority Junction	T-Junction	Two-way	6.28	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2023 with Dev. Flows	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A595 (N)		ONE HOUR	✓	1457	100.000
B - Rosehill		ONE HOUR	✓	86	100.000
C - A595 (S)		ONE HOUR	✓	1234	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		A - A595 (N)	B - Rosehill	C - A595 (S)
	A - A595 (N)	0	227	1230
	B - Rosehill	40	0	46
	C - A595 (S)	1183	51	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
From		A - A595 (N)	B - Rosehill	C - A595 (S)
	A - A595 (N)	0	12	6
	B - Rosehill	33	0	2
	C - A595 (S)	4	2	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.90	194.44	4.9	F	79	118
C-AB	0.19	13.15	0.3	B	51	76
C-A					1081	1622
A-B					208	312
A-C					1129	1693

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	65	16	340	0.190	64	0.0	0.3	14.824	B
C-AB	39	10	448	0.087	39	0.0	0.1	8.962	A
C-A	890	222			890				
A-B	171	43			171				
A-C	926	232			926				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	77	19	237	0.326	76	0.3	0.5	25.470	D
C-AB	48	12	397	0.121	48	0.1	0.1	10.527	B
C-A	1061	265			1061				
A-B	204	51			204				
A-C	1106	276			1106				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	95	24	105	0.902	82	0.5	3.7	139.661	F
C-AB	66	16	346	0.190	65	0.1	0.3	13.110	B
C-A	1293	323			1293				
A-B	250	62			250				
A-C	1354	339			1354				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	95	24	105	0.902	90	3.7	4.9	194.436	F
C-AB	66	16	346	0.190	66	0.3	0.3	13.154	B
C-A	1293	323			1293				
A-B	250	62			250				
A-C	1354	339			1354				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	77	19	237	0.327	95	4.9	0.6	32.183	D
C-AB	48	12	397	0.121	48	0.3	0.1	10.567	B
C-A	1061	265			1061				
A-B	204	51			204				
A-C	1106	276			1106				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	65	16	340	0.190	66	0.6	0.3	15.083	C
C-AB	39	10	448	0.087	39	0.1	0.1	8.986	A
C-A	890	222			890				
A-B	171	43			171				
A-C	926	232			926				

Existing Layout - 2023 with Dev. Flows, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	A595/Rosehill Priority Junction	T-Junction	Two-way	6.57	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2023 with Dev. Flows	PM	ONE HOUR	16:00	17:30	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A595 (N)		ONE HOUR	✓	1414	100.000
B - Rosehill		ONE HOUR	✓	90	100.000
C - A595 (S)		ONE HOUR	✓	1404	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		A - A595 (N)	B - Rosehill	C - A595 (S)
	A - A595 (N)	0	216	1198
	B - Rosehill	33	0	57
	C - A595 (S)	1359	45	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
From		A - A595 (N)	B - Rosehill	C - A595 (S)
	A - A595 (N)	0	6	2
	B - Rosehill	13	0	0
	C - A595 (S)	3	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.94	205.74	5.5	F	83	124
C-AB	0.16	12.38	0.2	B	44	66
C-A					1244	1867
A-B					198	297
A-C					1099	1649

Main Results for each time segment

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	68	17	354	0.191	67	0.0	0.2	13.048	B
C-AB	34	9	456	0.075	34	0.0	0.1	8.533	A
C-A	1023	256			1023				
A-B	163	41			163				
A-C	902	225			902				

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	81	20	235	0.344	80	0.2	0.5	24.032	C
C-AB	42	10	404	0.104	42	0.1	0.1	9.943	A
C-A	1220	305			1220				
A-B	194	49			194				
A-C	1077	269			1077				

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	99	25	105	0.944	85	0.5	4.0	141.985	F
C-AB	56	14	347	0.160	55	0.1	0.2	12.350	B
C-A	1490	373			1490				
A-B	238	59			238				
A-C	1319	330			1319				

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	99	25	105	0.944	93	4.0	5.5	205.740	F
C-AB	56	14	348	0.160	56	0.2	0.2	12.376	B
C-A	1490	373			1490				
A-B	238	59			238				
A-C	1319	330			1319				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	81	20	235	0.345	101	5.5	0.6	31.833	D
C-AB	42	10	405	0.103	42	0.2	0.1	9.971	A
C-A	1220	305			1220				
A-B	194	49			194				
A-C	1077	269			1077				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	68	17	354	0.192	69	0.6	0.3	13.260	B
C-AB	34	9	456	0.075	34	0.1	0.1	8.552	A
C-A	1023	256			1023				
A-B	163	41			163				
A-C	902	225			902				



Appendix O – JUNCTIONS 9 Output (J11)

Junctions 9			
PICADY 9 - Priority Intersection Module			
Version: 9.0.2.5947			
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Filename: J11.j9

Path: J:\2017\A090070 - 270 and 410 - Harras Road, Harras Moor, Whitehaven\Jun. Ass\J11 A595_Victoria Road (Sunny Hill Pub) Pri

Report generation date: 19/03/2018 09:16:51

- »Existing Layout - 2018 Surveyed Flows , AM
- »Existing Layout - 2018 Surveyed Flows , PM
- »Existing Layout - 2023 Baseline Flows, AM
- »Existing Layout - 2023 Baseline Flows, PM
- »Existing Layout - 2023 with Dev. Flows, AM
- »Existing Layout - 2023 with Dev. Flows, PM

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	Junction Delay (s)	Queue (PCU)	Delay (s)	RFC	Junction Delay (s)
	Existing Layout - 2018 Surveyed Flows							
Stream B-C	0.1	7.54	0.08	1.26	0.4	10.07	0.28	2.00
Stream B-A	0.1	17.95	0.09		0.3	21.54	0.20	
Stream C-AB	1.2	5.11	0.33		1.2	5.01	0.32	
	Existing Layout - 2023 Baseline Flows							
Stream B-C	0.1	7.76	0.09	1.39	0.4	10.71	0.30	2.20
Stream B-A	0.1	19.70	0.11		0.3	24.14	0.23	
Stream C-AB	1.5	5.32	0.37		1.4	5.21	0.36	
	Existing Layout - 2023 with Dev. Flows							
Stream B-C	0.1	8.85	0.10	1.86	0.4	10.91	0.31	2.48
Stream B-A	0.3	22.16	0.26		0.4	27.20	0.31	
Stream C-AB	1.5	5.38	0.37		1.5	5.31	0.37	

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted averages.

File summary

File Description

Title	(untitled)
Location	A595 / Victoria Road (Sunny Hill Pub) priority junction
Site number	
Date	14/02/2018
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	WYGlyujing.liu
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	PCU	PCU	perHour	s	-Min	perMin

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75				0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2018 Surveyed Flows	AM	ONE HOUR	07:45	09:15	15	✓
D2	2018 Surveyed Flows	PM	ONE HOUR	16:00	17:30	15	✓
D3	2023 Baseline Flows	AM	ONE HOUR	07:45	09:15	15	✓
D4	2023 Baseline Flows	PM	ONE HOUR	16:00	17:30	15	✓
D5	2023 with Dev. Flows	AM	ONE HOUR	07:45	09:15	15	✓
D6	2023 with Dev. Flows	PM	ONE HOUR	16:00	17:30	15	✓

Analysis Set Details

ID	Name	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	Existing Layout	✓	100.000	100.000

Existing Layout - 2018 Surveyed Flows , AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	A595/Victoria Rd (Sunny Hill Pub) priority junction	T-Junction	Two-way	1.26	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	A595 Loop Rd North		Major
B	Victoria Rd		Minor
C	A595 Loop Rd South		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - A595 Loop Rd South	7.90			150.0	✓	0.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B - Victoria Rd	One lane plus flare	10.00	8.43	5.01	3.72	3.72	✓	2.00	32	34

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	523	0.087	0.221	0.139	0.315
1	B-C	739	0.104	0.263	-	-
1	C-B	661	0.235	0.235	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2018 Surveyed Flows	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A595 Loop Rd North		ONE HOUR	✓	674	100.000
B - Victoria Rd		ONE HOUR	✓	58	100.000
C - A595 Loop Rd South		ONE HOUR	✓	816	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - A595 Loop Rd North	B - Victoria Rd	C - A595 Loop Rd South
From	A - A595 Loop Rd North	0	22	652
	B - Victoria Rd	19	0	39
	C - A595 Loop Rd South	738	78	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - A595 Loop Rd North	B - Victoria Rd	C - A595 Loop Rd South
From	A - A595 Loop Rd North	0	5	8
	B - Victoria Rd	0	0	3
	C - A595 Loop Rd South	4	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.08	7.54	0.1	A	36	54
B-A	0.09	17.95	0.1	C	17	26
C-AB	0.33	5.11	1.2	A	237	356
C-A					511	767
A-B					20	30
A-C					598	897

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	29	7	602	0.049	29	0.0	0.1	6.473	A
B-A	14	4	317	0.045	14	0.0	0.0	11.869	B
C-AB	146	36	930	0.157	144	0.0	0.4	4.690	A
C-A	468	117			468				
A-B	17	4			17				
A-C	491	123			491				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	35	9	574	0.061	35	0.1	0.1	6.877	A
B-A	17	4	277	0.062	17	0.0	0.1	13.841	B
C-AB	214	53	992	0.215	213	0.4	0.6	4.750	A
C-A	520	130			520				
A-B	20	5			20				
A-C	586	147			586				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	43	11	535	0.080	43	0.1	0.1	7.534	A
B-A	21	5	222	0.094	21	0.1	0.1	17.899	C
C-AB	350	88	1081	0.324	348	0.6	1.2	5.074	A
C-A	548	137			548				
A-B	24	6			24				
A-C	718	179			718				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	43	11	535	0.080	43	0.1	0.1	7.537	A
B-A	21	5	221	0.094	21	0.1	0.1	17.955	C
C-AB	352	88	1082	0.325	352	1.2	1.2	5.114	A
C-A	547	137			547				
A-B	24	6			24				
A-C	718	179			718				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	35	9	574	0.061	35	0.1	0.1	6.886	A
B-A	17	4	277	0.062	17	0.1	0.1	13.886	B
C-AB	215	54	993	0.216	217	1.2	0.7	4.806	A
C-A	519	130			519				
A-B	20	5			20				
A-C	586	147			586				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	29	7	602	0.049	29	0.1	0.1	6.481	A
B-A	14	4	317	0.045	14	0.1	0.0	11.905	B
C-AB	147	37	931	0.158	148	0.7	0.4	4.731	A
C-A	467	117			467				
A-B	17	4			17				
A-C	491	123			491				

Existing Layout - 2018 Surveyed Flows , PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	A595/Victoria Rd (Sunny Hill Pub) priority junction	T-Junction	Two-way	2.00	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2018 Surveyed Flows	PM	ONE HOUR	16:00	17:30	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A595 Loop Rd North		ONE HOUR	✓	710	100.000
B - Victoria Rd		ONE HOUR	✓	167	100.000
C - A595 Loop Rd South		ONE HOUR	✓	822	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - A595 Loop Rd North	B - Victoria Rd	C - A595 Loop Rd South
From	A - A595 Loop Rd North	0	34	676
	B - Victoria Rd	39	0	128
	C - A595 Loop Rd South	748	74	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - A595 Loop Rd North	B - Victoria Rd	C - A595 Loop Rd South
From	A - A595 Loop Rd North	0	0	2
	B - Victoria Rd	0	0	1
	C - A595 Loop Rd South	3	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.28	10.07	0.4	B	117	176
B-A	0.20	21.54	0.3	C	36	54
C-AB	0.32	5.01	1.2	A	232	347
C-A					523	784
A-B					31	47
A-C					620	930

Main Results for each time segment

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	96	24	578	0.167	96	0.0	0.2	7.520	A
B-A	29	7	307	0.096	29	0.0	0.1	12.907	B
C-AB	141	35	931	0.151	139	0.0	0.4	4.631	A
C-A	478	119			478				
A-B	26	6			26				
A-C	509	127			509				

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	115	29	547	0.210	115	0.2	0.3	8.400	A
B-A	35	9	267	0.131	35	0.1	0.1	15.503	C
C-AB	208	52	993	0.209	207	0.4	0.6	4.678	A
C-A	531	133			531				
A-B	31	8			31				
A-C	608	152			608				

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	141	35	502	0.281	140	0.3	0.4	10.035	B
B-A	43	11	210	0.204	43	0.1	0.2	21.396	C
C-AB	344	86	1084	0.317	341	0.6	1.2	4.975	A
C-A	561	140			561				
A-B	37	9			37				
A-C	744	186			744				

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	141	35	502	0.281	141	0.4	0.4	10.074	B
B-A	43	11	210	0.204	43	0.2	0.3	21.535	C
C-AB	345	86	1085	0.318	345	1.2	1.2	5.014	A
C-A	560	140			560				
A-B	37	9			37				
A-C	744	186			744				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	115	29	547	0.210	116	0.4	0.3	8.437	A
B-A	35	9	266	0.132	35	0.3	0.2	15.622	C
C-AB	209	52	995	0.210	211	1.2	0.7	4.727	A
C-A	530	132			530				
A-B	31	8			31				
A-C	608	152			608				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	96	24	578	0.167	97	0.3	0.2	7.562	A
B-A	29	7	307	0.096	30	0.2	0.1	12.982	B
C-AB	142	36	932	0.153	143	0.7	0.4	4.670	A
C-A	476	119			476				
A-B	26	6			26				
A-C	509	127			509				

Existing Layout - 2023 Baseline Flows, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	A595/Victoria Rd (Sunny Hill Pub) priority junction	T-Junction	Two-way	1.39	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2023 Baseline Flows	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A595 Loop Rd North		ONE HOUR	✓	711	100.000
B - Victoria Rd		ONE HOUR	✓	61	100.000
C - A595 Loop Rd South		ONE HOUR	✓	861	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - A595 Loop Rd North	B - Victoria Rd	C - A595 Loop Rd South
From	A - A595 Loop Rd North	0	23	688
	B - Victoria Rd	20	0	41
	C - A595 Loop Rd South	779	82	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - A595 Loop Rd North	B - Victoria Rd	C - A595 Loop Rd South
From	A - A595 Loop Rd North	0	5	8
	B - Victoria Rd	0	0	3
	C - A595 Loop Rd South	4	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.09	7.76	0.1	A	38	56
B-A	0.11	19.70	0.1	C	18	28
C-AB	0.37	5.32	1.5	A	270	405
C-A					520	780
A-B					21	32
A-C					631	947

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	31	8	594	0.052	31	0.0	0.1	6.576	A
B-A	15	4	306	0.049	15	0.0	0.1	12.357	B
C-AB	162	41	947	0.171	160	0.0	0.5	4.687	A
C-A	486	122			486				
A-B	17	4			17				
A-C	518	129			518				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	37	9	565	0.065	37	0.1	0.1	7.024	A
B-A	18	4	264	0.068	18	0.1	0.1	14.650	B
C-AB	241	60	1013	0.238	240	0.5	0.7	4.788	A
C-A	533	133			533				
A-B	21	5			21				
A-C	618	155			618				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	45	11	523	0.086	45	0.1	0.1	7.757	A
B-A	22	6	205	0.107	22	0.1	0.1	19.616	C
C-AB	404	101	1109	0.364	401	0.7	1.4	5.263	A
C-A	544	136			544				
A-B	25	6			25				
A-C	758	189			758				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	45	11	523	0.086	45	0.1	0.1	7.764	A
B-A	22	6	205	0.108	22	0.1	0.1	19.697	C
C-AB	406	102	1111	0.366	406	1.4	1.5	5.320	A
C-A	542	135			542				
A-B	25	6			25				
A-C	758	189			758				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	37	9	564	0.065	37	0.1	0.1	7.031	A
B-A	18	4	263	0.068	18	0.1	0.1	14.714	B
C-AB	243	61	1016	0.239	246	1.5	0.8	4.855	A
C-A	531	133			531				
A-B	21	5			21				
A-C	618	155			618				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	31	8	594	0.052	31	0.1	0.1	6.588	A
B-A	15	4	305	0.049	15	0.1	0.1	12.402	B
C-AB	164	41	949	0.173	165	0.8	0.5	4.736	A
C-A	484	121			484				
A-B	17	4			17				
A-C	518	129			518				

Existing Layout - 2023 Baseline Flows, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	A595/Victoria Rd (Sunny Hill Pub) priority junction	T-Junction	Two-way	2.20	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2023 Baseline Flows	PM	ONE HOUR	16:00	17:30	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A595 Loop Rd North		ONE HOUR	✓	746	100.000
B - Victoria Rd		ONE HOUR	✓	176	100.000
C - A595 Loop Rd South		ONE HOUR	✓	864	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - A595 Loop Rd North	B - Victoria Rd	C - A595 Loop Rd South
From	A - A595 Loop Rd North	0	36	710
	B - Victoria Rd	41	0	135
	C - A595 Loop Rd South	786	78	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - A595 Loop Rd North	B - Victoria Rd	C - A595 Loop Rd South
From	A - A595 Loop Rd North	0	0	2
	B - Victoria Rd	0	0	1
	C - A595 Loop Rd South	3	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.30	10.71	0.4	B	124	186
B-A	0.23	24.14	0.3	C	38	56
C-AB	0.36	5.21	1.4	A	263	394
C-A					530	795
A-B					33	50
A-C					652	977

Main Results for each time segment

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	102	25	570	0.178	101	0.0	0.2	7.728	A
B-A	31	8	297	0.104	30	0.0	0.1	13.490	B
C-AB	157	39	947	0.165	155	0.0	0.4	4.630	A
C-A	494	123			494				
A-B	27	7			27				
A-C	535	134			535				

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	121	30	538	0.226	121	0.2	0.3	8.722	A
B-A	37	9	254	0.145	37	0.1	0.2	16.545	C
C-AB	234	58	1013	0.231	233	0.4	0.7	4.716	A
C-A	543	136			543				
A-B	32	8			32				
A-C	638	160			638				

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	149	37	489	0.304	148	0.3	0.4	10.656	B
B-A	45	11	195	0.232	45	0.2	0.3	23.923	C
C-AB	396	99	1110	0.356	393	0.7	1.4	5.160	A
C-A	556	139			556				
A-B	40	10			40				
A-C	782	195			782				

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	149	37	488	0.304	149	0.4	0.4	10.707	B
B-A	45	11	194	0.232	45	0.3	0.3	24.142	C
C-AB	398	99	1112	0.358	398	1.4	1.4	5.207	A
C-A	554	138			554				
A-B	40	10			40				
A-C	782	195			782				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	121	30	537	0.226	122	0.4	0.3	8.770	A
B-A	37	9	253	0.145	37	0.3	0.2	16.699	C
C-AB	236	59	1016	0.232	238	1.4	0.8	4.778	A
C-A	541	135			541				
A-B	32	8			32				
A-C	638	160			638				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	102	25	570	0.178	102	0.3	0.2	7.773	A
B-A	31	8	296	0.104	31	0.2	0.1	13.585	B
C-AB	158	40	948	0.167	159	0.8	0.5	4.676	A
C-A	492	123			492				
A-B	27	7			27				
A-C	535	134			535				

Existing Layout - 2023 with Dev. Flows, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	A595/Victoria Rd (Sunny Hill Pub) priority junction	T-Junction	Two-way	1.86	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2023 with Dev. Flows	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A595 Loop Rd North		ONE HOUR	✓	722	100.000
B - Victoria Rd		ONE HOUR	✓	93	100.000
C - A595 Loop Rd South		ONE HOUR	✓	862	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - A595 Loop Rd North	B - Victoria Rd	C - A595 Loop Rd South
From	A - A595 Loop Rd North	0	34	688
	B - Victoria Rd	51	0	42
	C - A595 Loop Rd South	779	83	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - A595 Loop Rd North	B - Victoria Rd	C - A595 Loop Rd South
From	A - A595 Loop Rd North	0	5	8
	B - Victoria Rd	0	0	3
	C - A595 Loop Rd South	4	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.10	8.85	0.1	A	39	58
B-A	0.26	22.16	0.3	C	47	70
C-AB	0.37	5.38	1.5	A	274	412
C-A					517	775
A-B					31	47
A-C					631	947

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	32	8	544	0.058	31	0.0	0.1	7.231	A
B-A	38	10	328	0.117	38	0.0	0.1	12.404	B
C-AB	164	41	946	0.174	163	0.0	0.5	4.709	A
C-A	485	121			485				
A-B	26	6			26				
A-C	518	129			518				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	38	9	513	0.074	38	0.1	0.1	7.805	A
B-A	46	11	282	0.163	46	0.1	0.2	15.220	C
C-AB	245	61	1012	0.242	244	0.5	0.7	4.820	A
C-A	530	133			530				
A-B	31	8			31				
A-C	618	155			618				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	46	12	466	0.099	46	0.1	0.1	8.828	A
B-A	56	14	219	0.257	56	0.2	0.3	21.963	C
C-AB	411	103	1107	0.371	408	0.7	1.5	5.328	A
C-A	538	135			538				
A-B	37	9			37				
A-C	758	189			758				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	46	12	465	0.099	46	0.1	0.1	8.850	A
B-A	56	14	219	0.257	56	0.3	0.3	22.156	C
C-AB	413	103	1109	0.373	413	1.5	1.5	5.384	A
C-A	536	134			536				
A-B	37	9			37				
A-C	758	189			758				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	38	9	512	0.074	38	0.1	0.1	7.829	A
B-A	46	11	282	0.163	46	0.3	0.2	15.348	C
C-AB	247	62	1014	0.243	249	1.5	0.8	4.892	A
C-A	528	132			528				
A-B	31	8			31				
A-C	618	155			618				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	32	8	543	0.058	32	0.1	0.1	7.255	A
B-A	38	10	327	0.117	39	0.2	0.1	12.486	B
C-AB	166	42	947	0.175	167	0.8	0.5	4.759	A
C-A	483	121			483				
A-B	26	6			26				
A-C	518	129			518				

Existing Layout - 2023 with Dev. Flows, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	A595/Victoria Rd (Sunny Hill Pub) priority junction	T-Junction	Two-way	2.48	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2023 with Dev. Flows	PM	ONE HOUR	16:00	17:30	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A595 Loop Rd North		ONE HOUR	✓	773	100.000
B - Victoria Rd		ONE HOUR	✓	191	100.000
C - A595 Loop Rd South		ONE HOUR	✓	865	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - A595 Loop Rd North	B - Victoria Rd	C - A595 Loop Rd South
From	A - A595 Loop Rd North	0	63	710
	B - Victoria Rd	55	0	136
	C - A595 Loop Rd South	786	79	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - A595 Loop Rd North	B - Victoria Rd	C - A595 Loop Rd South
From	A - A595 Loop Rd North	0	0	2
	B - Victoria Rd	0	0	1
	C - A595 Loop Rd South	3	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.31	10.91	0.4	B	125	187
B-A	0.31	27.20	0.4	D	50	76
C-AB	0.37	5.31	1.5	A	269	403
C-A					525	787
A-B					58	87
A-C					652	977

Main Results for each time segment

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	102	26	576	0.178	102	0.0	0.2	7.641	A
B-A	41	10	298	0.139	41	0.0	0.2	13.990	B
C-AB	160	40	944	0.169	158	0.0	0.5	4.667	A
C-A	492	123			492				
A-B	47	12			47				
A-C	535	134			535				

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	122	31	540	0.226	122	0.2	0.3	8.686	A
B-A	49	12	254	0.195	49	0.2	0.2	17.558	C
C-AB	239	60	1010	0.237	238	0.5	0.7	4.770	A
C-A	539	135			539				
A-B	57	14			57				
A-C	638	160			638				

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	150	37	484	0.309	149	0.3	0.4	10.840	B
B-A	61	15	193	0.313	60	0.2	0.4	26.805	D
C-AB	405	101	1106	0.366	402	0.7	1.5	5.257	A
C-A	547	137			547				
A-B	69	17			69				
A-C	782	195			782				

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	150	37	483	0.310	150	0.4	0.4	10.908	B
B-A	61	15	193	0.314	61	0.4	0.4	27.196	D
C-AB	408	102	1108	0.368	408	1.5	1.5	5.313	A
C-A	545	136			545				
A-B	69	17			69				
A-C	782	195			782				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	122	31	539	0.227	123	0.4	0.3	8.745	A
B-A	49	12	253	0.195	50	0.4	0.2	17.800	C
C-AB	241	60	1012	0.238	244	1.5	0.8	4.833	A
C-A	537	134			537				
A-B	57	14			57				
A-C	638	160			638				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	102	26	576	0.178	103	0.3	0.2	7.693	A
B-A	41	10	297	0.139	42	0.2	0.2	14.122	B
C-AB	161	40	945	0.171	162	0.8	0.5	4.714	A
C-A	490	122			490				
A-B	47	12			47				
A-C	535	134			535				



Appendix P – JUNCTIONS 9 Output (J12)

Junctions 9			
PICADY 9 - Priority Intersection Module			
Version: 9.0.2.5947 © Copyright TRL Limited, 2017			
For sales and distribution information, program advice and maintenance, contact TRL: +44 (0)1344 770558 software@trl.co.uk www.trlsoftware.co.uk			
The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution			

Filename: J12.j9

Path: J:\2017\A090070 - 270 and 410 - Harras Road, Harras Moor, Whitehaven\Jun. Ass\J12 Moresby Rd_Unnamed Rd Pri

Report generation date: 19/03/2018 09:18:24

- »Existing Layout - 2018 Surveyed Flows , AM
- »Existing Layout - 2018 Surveyed Flows , PM
- »Existing Layout - 2023 Baseline Flows, AM
- »Existing Layout - 2023 Baseline Flows, PM
- »Existing Layout - 2023 with Dev. Flows, AM
- »Existing Layout - 2023 with Dev. Flows, PM

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	Junction Delay (s)	Queue (PCU)	Delay (s)	RFC	Junction Delay (s)
	Existing Layout - 2018 Surveyed Flows							
Stream B-AC	0.5	14.92	0.34	1.89	1.1	22.72	0.53	3.16
Stream C-AB	0.1	5.40	0.04		0.1	4.49	0.04	
	Existing Layout - 2023 Baseline Flows							
Stream B-AC	0.6	17.03	0.39	2.10	1.4	28.07	0.60	3.90
Stream C-AB	0.1	5.40	0.04		0.1	4.41	0.05	
	Existing Layout - 2023 with Dev. Flows							
Stream B-AC	0.7	17.88	0.40	2.12	1.6	30.20	0.62	4.07
Stream C-AB	0.1	5.40	0.05		0.1	4.35	0.05	

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted averages.

File summary

File Description

Title	(untitled)
Location	Moresby Road / Unnamed Road priority junction
Site number	
Date	14/02/2018
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	WYGYyujing.liu
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	PCU	PCU	perHour	s	-Min	perMin

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75				0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2018 Surveyed Flows	AM	ONE HOUR	07:45	09:15	15	✓
D2	2018 Surveyed Flows	PM	ONE HOUR	16:00	17:30	15	✓
D3	2023 Baseline Flows	AM	ONE HOUR	07:45	09:15	15	✓
D4	2023 Baseline Flows	PM	ONE HOUR	16:00	17:30	15	✓
D5	2023 with Dev. Flows	AM	ONE HOUR	07:45	09:15	15	✓
D6	2023 with Dev. Flows	PM	ONE HOUR	16:00	17:30	15	✓

Analysis Set Details

ID	Name	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	Existing Layout	✓	100.000	100.000

Existing Layout - 2018 Surveyed Flows , AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Moresby Rd/Unnamed Rd priority junction	T-Junction	Two-way	1.89	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Moresby Rd (N)		Major
B	Unnamed Rd		Minor
C	Moresby Rd (S)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Moresby Rd (S)	6.84			90.0	✓	0.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B - Unnamed Rd	One lane	3.20	21	49

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	519	0.091	0.230	0.145	0.329
1	B-C	668	0.099	0.249	-	-
1	C-B	626	0.234	0.234	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2018 Surveyed Flows	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Moresby Rd (N)		ONE HOUR	✓	548	100.000
B - Unnamed Rd		ONE HOUR	✓	115	100.000
C - Moresby Rd (S)		ONE HOUR	✓	309	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Moresby Rd (N)	B - Unnamed Rd	C - Moresby Rd (S)
From	A - Moresby Rd (N)	0	62	486
	B - Unnamed Rd	87	0	28
	C - Moresby Rd (S)	295	14	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Moresby Rd (N)	B - Unnamed Rd	C - Moresby Rd (S)
From	A - Moresby Rd (N)	0	0	3
	B - Unnamed Rd	1	0	0
	C - Moresby Rd (S)	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.34	14.92	0.5	B	106	158
C-AB	0.04	5.40	0.1	A	21	32
C-A					262	393
A-B					57	85
A-C					446	669

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	87	22	427	0.203	86	0.0	0.3	10.599	B
C-AB	16	4	686	0.023	15	0.0	0.0	5.400	A
C-A	217	54			217				
A-B	47	12			47				
A-C	366	91			366				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	103	26	403	0.257	103	0.3	0.3	12.080	B
C-AB	20	5	701	0.029	20	0.0	0.0	5.326	A
C-A	257	64			257				
A-B	56	14			56				
A-C	437	109			437				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	127	32	370	0.343	126	0.3	0.5	14.837	B
C-AB	28	7	722	0.039	28	0.0	0.1	5.227	A
C-A	312	78			312				
A-B	68	17			68				
A-C	535	134			535				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	127	32	370	0.343	127	0.5	0.5	14.921	B
C-AB	28	7	722	0.039	28	0.1	0.1	5.233	A
C-A	312	78			312				
A-B	68	17			68				
A-C	535	134			535				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	103	26	403	0.257	104	0.5	0.4	12.165	B
C-AB	20	5	701	0.029	20	0.1	0.0	5.336	A
C-A	257	64			257				
A-B	56	14			56				
A-C	437	109			437				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	87	22	427	0.203	87	0.4	0.3	10.686	B
C-AB	16	4	686	0.023	16	0.0	0.0	5.405	A
C-A	217	54			217				
A-B	47	12			47				
A-C	366	91			366				

Existing Layout - 2018 Surveyed Flows , PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Moresby Rd/Unnamed Rd priority junction	T-Junction	Two-way	3.16	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2018 Surveyed Flows	PM	ONE HOUR	16:00	17:30	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Moresby Rd (N)		ONE HOUR	✓	487	100.000
B - Unnamed Rd		ONE HOUR	✓	161	100.000
C - Moresby Rd (S)		ONE HOUR	✓	549	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Moresby Rd (N)	B - Unnamed Rd	C - Moresby Rd (S)
From	A - Moresby Rd (N)	0	88	399
	B - Unnamed Rd	142	0	19
	C - Moresby Rd (S)	537	12	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Moresby Rd (N)	B - Unnamed Rd	C - Moresby Rd (S)
From	A - Moresby Rd (N)	0	1	2
	B - Unnamed Rd	0	0	0
	C - Moresby Rd (S)	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.53	22.72	1.1	C	148	222
C-AB	0.04	4.49	0.1	A	26	39
C-A					478	716
A-B					81	121
A-C					366	549

Main Results for each time segment

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	121	30	398	0.304	119	0.0	0.4	12.832	B
C-AB	18	4	823	0.022	18	0.0	0.0	4.490	A
C-A	396	99			396				
A-B	66	17			66				
A-C	300	75			300				

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	145	36	372	0.389	144	0.4	0.6	15.731	C
C-AB	24	6	866	0.028	24	0.0	0.0	4.299	A
C-A	469	117			469				
A-B	79	20			79				
A-C	359	90			359				

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	177	44	335	0.529	175	0.6	1.1	22.260	C
C-AB	37	9	928	0.039	36	0.0	0.1	4.064	A
C-A	568	142			568				
A-B	97	24			97				
A-C	439	110			439				

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	177	44	335	0.529	177	1.1	1.1	22.718	C
C-AB	37	9	928	0.039	37	0.1	0.1	4.067	A
C-A	568	142			568				
A-B	97	24			97				
A-C	439	110			439				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	145	36	372	0.389	146	1.1	0.7	16.086	C
C-AB	24	6	866	0.028	25	0.1	0.0	4.305	A
C-A	469	117			469				
A-B	79	20			79				
A-C	359	90			359				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	121	30	398	0.304	122	0.7	0.4	13.069	B
C-AB	18	4	823	0.022	18	0.0	0.0	4.493	A
C-A	396	99			396				
A-B	66	17			66				
A-C	300	75			300				

Existing Layout - 2023 Baseline Flows, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Moresby Rd/Unnamed Rd priority junction	T-Junction	Two-way	2.10	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2023 Baseline Flows	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Moresby Rd (N)		ONE HOUR	✓	614	100.000
B - Unnamed Rd		ONE HOUR	✓	124	100.000
C - Moresby Rd (S)		ONE HOUR	✓	334	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Moresby Rd (N)	B - Unnamed Rd	C - Moresby Rd (S)
From	A - Moresby Rd (N)	0	69	545
	B - Unnamed Rd	94	0	30
	C - Moresby Rd (S)	319	15	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Moresby Rd (N)	B - Unnamed Rd	C - Moresby Rd (S)
From	A - Moresby Rd (N)	0	0	3
	B - Unnamed Rd	1	0	0
	C - Moresby Rd (S)	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.39	17.03	0.6	C	114	171
C-AB	0.04	5.40	0.1	A	24	36
C-A					282	424
A-B					63	95
A-C					500	750

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	93	23	413	0.226	92	0.0	0.3	11.266	B
C-AB	17	4	689	0.025	17	0.0	0.0	5.395	A
C-A	234	59			234				
A-B	52	13			52				
A-C	410	103			410				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	111	28	386	0.289	111	0.3	0.4	13.152	B
C-AB	23	6	705	0.032	23	0.0	0.0	5.318	A
C-A	277	69			277				
A-B	62	16			62				
A-C	490	122			490				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	137	34	349	0.391	136	0.4	0.6	16.896	C
C-AB	32	8	728	0.044	32	0.0	0.1	5.218	A
C-A	336	84			336				
A-B	76	19			76				
A-C	600	150			600				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	137	34	349	0.391	136	0.6	0.6	17.034	C
C-AB	32	8	728	0.044	32	0.1	0.1	5.222	A
C-A	336	84			336				
A-B	76	19			76				
A-C	600	150			600				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	111	28	386	0.289	112	0.6	0.4	13.281	B
C-AB	23	6	705	0.032	23	0.1	0.0	5.328	A
C-A	277	69			277				
A-B	62	16			62				
A-C	490	122			490				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	93	23	413	0.226	94	0.4	0.3	11.381	B
C-AB	17	4	689	0.025	17	0.0	0.0	5.402	A
C-A	234	59			234				
A-B	52	13			52				
A-C	410	103			410				

Existing Layout - 2023 Baseline Flows, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Moresby Rd/Unnamed Rd priority junction	T-Junction	Two-way	3.90	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2023 Baseline Flows	PM	ONE HOUR	16:00	17:30	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Moresby Rd (N)		ONE HOUR	✓	523	100.000
B - Unnamed Rd		ONE HOUR	✓	174	100.000
C - Moresby Rd (S)		ONE HOUR	✓	595	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Moresby Rd (N)	B - Unnamed Rd	C - Moresby Rd (S)
From	A - Moresby Rd (N)	0	94	429
	B - Unnamed Rd	154	0	20
	C - Moresby Rd (S)	582	13	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Moresby Rd (N)	B - Unnamed Rd	C - Moresby Rd (S)
From	A - Moresby Rd (N)	0	1	2
	B - Unnamed Rd	0	0	0
	C - Moresby Rd (S)	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.60	28.07	1.4	D	160	239
C-AB	0.05	4.41	0.1	A	31	46
C-A					515	773
A-B					86	129
A-C					394	590

Main Results for each time segment

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	131	33	387	0.338	129	0.0	0.5	13.837	B
C-AB	20	5	842	0.024	20	0.0	0.0	4.402	A
C-A	428	107			428				
A-B	71	18			71				
A-C	323	81			323				

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	156	39	359	0.436	155	0.5	0.7	17.614	C
C-AB	28	7	889	0.032	28	0.0	0.0	4.204	A
C-A	506	127			506				
A-B	85	21			85				
A-C	386	96			386				

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	192	48	319	0.600	189	0.7	1.4	27.112	D
C-AB	43	11	957	0.045	43	0.0	0.1	3.963	A
C-A	612	153			612				
A-B	103	26			103				
A-C	472	118			472				

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	192	48	319	0.600	191	1.4	1.4	28.075	D
C-AB	43	11	957	0.045	43	0.1	0.1	3.967	A
C-A	612	153			612				
A-B	103	26			103				
A-C	472	118			472				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	156	39	359	0.436	159	1.4	0.8	18.249	C
C-AB	29	7	889	0.032	29	0.1	0.0	4.209	A
C-A	506	127			506				
A-B	85	21			85				
A-C	386	96			386				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	131	33	387	0.338	132	0.8	0.5	14.169	B
C-AB	20	5	842	0.024	21	0.0	0.0	4.405	A
C-A	427	107			427				
A-B	71	18			71				
A-C	323	81			323				

Existing Layout - 2023 with Dev. Flows, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Moresby Rd/Unnamed Rd priority junction	T-Junction	Two-way	2.12	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2023 with Dev. Flows	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Moresby Rd (N)		ONE HOUR	✓	647	100.000
B - Unnamed Rd		ONE HOUR	✓	124	100.000
C - Moresby Rd (S)		ONE HOUR	✓	345	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Moresby Rd (N)	B - Unnamed Rd	C - Moresby Rd (S)
From	A - Moresby Rd (N)	0	71	576
	B - Unnamed Rd	94	0	30
	C - Moresby Rd (S)	330	15	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Moresby Rd (N)	B - Unnamed Rd	C - Moresby Rd (S)
From	A - Moresby Rd (N)	0	0	3
	B - Unnamed Rd	1	0	0
	C - Moresby Rd (S)	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.40	17.88	0.7	C	114	171
C-AB	0.05	5.40	0.1	A	25	37
C-A					292	438
A-B					65	98
A-C					529	793

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	93	23	406	0.230	92	0.0	0.3	11.507	B
C-AB	18	4	690	0.026	18	0.0	0.0	5.392	A
C-A	242	61			242				
A-B	53	13			53				
A-C	434	108			434				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	111	28	378	0.295	111	0.3	0.4	13.546	B
C-AB	23	6	706	0.033	23	0.0	0.0	5.313	A
C-A	287	72			287				
A-B	64	16			64				
A-C	518	129			518				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	137	34	339	0.402	136	0.4	0.7	17.711	C
C-AB	33	8	730	0.045	33	0.0	0.1	5.210	A
C-A	347	87			347				
A-B	78	20			78				
A-C	634	159			634				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	137	34	339	0.402	136	0.7	0.7	17.879	C
C-AB	33	8	730	0.045	33	0.1	0.1	5.217	A
C-A	347	87			347				
A-B	78	20			78				
A-C	634	159			634				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	111	28	378	0.295	112	0.7	0.4	13.695	B
C-AB	23	6	706	0.033	23	0.1	0.0	5.325	A
C-A	287	72			287				
A-B	64	16			64				
A-C	518	129			518				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	93	23	406	0.230	94	0.4	0.3	11.630	B
C-AB	18	4	690	0.026	18	0.0	0.0	5.399	A
C-A	242	61			242				
A-B	53	13			53				
A-C	434	108			434				

Existing Layout - 2023 with Dev. Flows, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Moresby Rd/Unnamed Rd priority junction	T-Junction	Two-way	4.07	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2023 with Dev. Flows	PM	ONE HOUR	16:00	17:30	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Moresby Rd (N)		ONE HOUR	✓	538	100.000
B - Unnamed Rd		ONE HOUR	✓	175	100.000
C - Moresby Rd (S)		ONE HOUR	✓	622	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Moresby Rd (N)	B - Unnamed Rd	C - Moresby Rd (S)
From	A - Moresby Rd (N)	0	95	443
	B - Unnamed Rd	155	0	20
	C - Moresby Rd (S)	609	13	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Moresby Rd (N)	B - Unnamed Rd	C - Moresby Rd (S)
From	A - Moresby Rd (N)	0	1	2
	B - Unnamed Rd	0	0	0
	C - Moresby Rd (S)	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.62	30.20	1.6	D	161	241
C-AB	0.05	4.35	0.1	A	32	48
C-A					539	808
A-B					87	131
A-C					407	610

Main Results for each time segment

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	132	33	382	0.345	130	0.0	0.5	14.167	B
C-AB	21	5	855	0.025	21	0.0	0.0	4.342	A
C-A	447	112			447				
A-B	72	18			72				
A-C	334	83			334				

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	157	39	352	0.447	156	0.5	0.8	18.267	C
C-AB	30	7	905	0.033	30	0.0	0.0	4.138	A
C-A	529	132			529				
A-B	85	21			85				
A-C	398	100			398				

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	193	48	311	0.619	190	0.8	1.5	28.987	D
C-AB	46	11	977	0.047	46	0.0	0.1	3.892	A
C-A	639	160			639				
A-B	105	26			105				
A-C	488	122			488				

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	193	48	311	0.619	192	1.5	1.6	30.205	D
C-AB	46	11	977	0.047	46	0.1	0.1	3.894	A
C-A	639	160			639				
A-B	105	26			105				
A-C	488	122			488				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	157	39	352	0.447	160	1.6	0.8	19.021	C
C-AB	30	7	905	0.033	30	0.1	0.0	4.144	A
C-A	529	132			529				
A-B	85	21			85				
A-C	398	100			398				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	132	33	382	0.345	133	0.8	0.5	14.537	B
C-AB	21	5	855	0.025	21	0.0	0.0	4.346	A
C-A	447	112			447				
A-B	72	18			72				
A-C	334	83			334				



Appendix Q – JUNCTIONS 9 Output (J13)

Junctions 9			
ARCADY 9 - Roundabout Module			
Version: 9.0.2.5947 © Copyright TRL Limited, 2017			
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Filename: J13.j9

Path: J:\2017\A090070 - 270 and 410 - Harras Road, Harras Moor, Whitehaven\Jun. Ass\J13 B5295_Main St Mini

Report generation date: 19/03/2018 09:19:02

- »Existing Layout - 2018 Surveyed Flows , AM
- »Existing Layout - 2018 Surveyed Flows , PM
- »Existing Layout - 2023 Baseline Flows, AM
- »Existing Layout - 2023 Baseline Flows, PM
- »Existing Layout - 2023 with Dev. Flows, AM
- »Existing Layout - 2023 with Dev. Flows, PM

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	Junction Delay (s)	Queue (PCU)	Delay (s)	RFC	Junction Delay (s)
	Existing Layout - 2018 Surveyed Flows							
1 - B5295 Ribton Moor Side	1.5	9.17	0.60	12.64	1.3	8.59	0.56	9.13
2 - B5295 Main St	2.5	22.83	0.72		1.4	14.28	0.58	
3 - B5295 Egremont Road	0.4	4.83	0.25		0.6	5.31	0.36	
	Existing Layout - 2023 Baseline Flows							
1 - B5295 Ribton Moor Side	1.9	10.50	0.65	15.53	1.5	9.37	0.60	10.16
2 - B5295 Main St	3.4	29.84	0.78		1.7	16.45	0.63	
3 - B5295 Egremont Road	0.4	5.04	0.27		0.6	5.60	0.39	
	Existing Layout - 2023 with Dev. Flows							
1 - B5295 Ribton Moor Side	3.0	14.45	0.75	21.12	1.8	10.56	0.64	13.70
2 - B5295 Main St	5.0	41.47	0.85		3.0	25.03	0.76	
3 - B5295 Egremont Road	0.4	5.23	0.28		0.7	6.24	0.42	

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted averages.

File summary

File Description

Title	(untitled)
Location	B5295/Main Street Mini-roundabout
Site number	
Date	16/02/2018
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	WYGlyujing.liu
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	PCU	PCU	perHour	s	-Min	perMin

Analysis Options

Mini-roundabout model	Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
JUNCTIONS 9	5.75				0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2018 Surveyed Flows	AM	ONE HOUR	07:45	09:15	15	✓
D2	2018 Surveyed Flows	PM	ONE HOUR	16:00	17:30	15	✓
D3	2023 Baseline Flows	AM	ONE HOUR	07:45	09:15	15	✓
D4	2023 Baseline Flows	PM	ONE HOUR	16:00	17:30	15	✓
D5	2023 with Dev. Flows	AM	ONE HOUR	07:45	09:15	15	✓
D6	2023 with Dev. Flows	PM	ONE HOUR	16:00	17:30	15	✓

Analysis Set Details

ID	Name	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	Existing Layout	✓	100.000	100.000

Existing Layout - 2018 Surveyed Flows , AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	B5295/Main St Mini-rdt	Mini-roundabout	1, 2, 3	12.64	B

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

Arms

Arms

Arm	Name	Description
1	B5295 Ribton Moor Side	
2	B5295 Main St	
3	B5295 Egremont Road	

Mini Roundabout Geometry

Arm	Approach road half-width (m)	Minimum approach road half-width (m)	Entry width (m)	Effective flare length (m)	Distance to next arm (m)	Entry corner kerb line distance (m)	Gradient over 50m (%)	Kerbed central island
1 - B5295 Ribton Moor Side	4.00	3.67	5.79	2.2	11.91	8.37	0.0	
2 - B5295 Main St	3.00	3.00	6.80	2.6	10.34	7.35	0.0	
3 - B5295 Egremont Road	3.34	3.34	4.47	12.2	18.20	18.61	0.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - B5295 Ribton Moor Side	0.636	1032
2 - B5295 Main St	0.616	813
3 - B5295 Egremont Road	0.788	1300

The slope and intercept shown above include any corrections and adjustments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2018 Surveyed Flows	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - B5295 Ribton Moor Side		ONE HOUR	✓	552	100.000
2 - B5295 Main St		ONE HOUR	✓	371	100.000
3 - B5295 Egremont Road		ONE HOUR	✓	239	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To			
		1 - B5295 Ribton Moor Side	2 - B5295 Main St	3 - B5295 Egremont Road
1 - B5295 Ribton Moor Side		5	191	356
2 - B5295 Main St		293	0	78
3 - B5295 Egremont Road		207	32	0

Vehicle Mix

Heavy Vehicle Percentages

From	To			
		1 - B5295 Ribton Moor Side	2 - B5295 Main St	3 - B5295 Egremont Road
1 - B5295 Ribton Moor Side		25	3	2
2 - B5295 Main St		2	0	3
3 - B5295 Egremont Road		4	7	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - B5295 Ribton Moor Side	0.60	9.17	1.5	A	507	760
2 - B5295 Main St	0.72	22.83	2.5	C	340	511
3 - B5295 Egremont Road	0.25	4.83	0.4	A	219	329

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - B5295 Ribton Moor Side	416	104	24	1017	0.409	413	377	0.0	0.7	6.080	A
2 - B5295 Main St	279	70	270	647	0.432	276	167	0.0	0.8	9.854	A
3 - B5295 Egremont Road	180	45	222	1125	0.160	179	324	0.0	0.2	3.970	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - B5295 Ribton Moor Side	496	124	29	1014	0.489	495	452	0.7	1.0	7.098	A
2 - B5295 Main St	334	83	324	614	0.544	332	200	0.8	1.2	12.983	B
3 - B5295 Egremont Road	215	54	267	1090	0.197	215	389	0.2	0.3	4.293	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - B5295 Ribton Moor Side	608	152	35	1010	0.602	606	552	1.0	1.5	9.078	A
2 - B5295 Main St	408	102	396	569	0.718	404	245	1.2	2.4	21.609	C
3 - B5295 Egremont Road	263	66	324	1044	0.252	263	475	0.3	0.3	4.806	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - B5295 Ribton Moor Side	608	152	35	1010	0.602	608	556	1.5	1.5	9.171	A
2 - B5295 Main St	408	102	397	568	0.719	408	246	2.4	2.5	22.830	C
3 - B5295 Egremont Road	263	66	328	1042	0.253	263	478	0.3	0.4	4.827	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - B5295 Ribton Moor Side	496	124	29	1014	0.489	498	458	1.5	1.0	7.186	A
2 - B5295 Main St	334	83	326	612	0.545	338	201	2.5	1.3	13.671	B
3 - B5295 Egremont Road	215	54	272	1086	0.198	215	393	0.4	0.3	4.318	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - B5295 Ribton Moor Side	416	104	24	1017	0.409	417	382	1.0	0.7	6.159	A
2 - B5295 Main St	279	70	273	645	0.433	281	168	1.3	0.8	10.160	B
3 - B5295 Egremont Road	180	45	226	1122	0.160	180	328	0.3	0.2	3.992	A

Existing Layout - 2018 Surveyed Flows , PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	B5295/Main St Mini-rdt	Mini-roundabout	1, 2, 3	9.13	A

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2018 Surveyed Flows	PM	ONE HOUR	16:00	17:30	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - B5295 Ribton Moor Side		ONE HOUR	✓	494	100.000
2 - B5295 Main St		ONE HOUR	✓	318	100.000
3 - B5295 Egremont Road		ONE HOUR	✓	359	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		1 - B5295 Ribton Moor Side	2 - B5295 Main St	3 - B5295 Egremont Road
From	1 - B5295 Ribton Moor Side	5	193	296
	2 - B5295 Main St	233	0	85
	3 - B5295 Egremont Road	266	92	1

Vehicle Mix

Heavy Vehicle Percentages

	To			
		1 - B5295 Ribton Moor Side	2 - B5295 Main St	3 - B5295 Egremont Road
From	1 - B5295 Ribton Moor Side	0	1	1
	2 - B5295 Main St	1	0	7
	3 - B5295 Egremont Road	2	6	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - B5295 Ribton Moor Side	0.56	8.59	1.3	A	453	680
2 - B5295 Main St	0.58	14.28	1.4	B	292	438
3 - B5295 Egremont Road	0.36	5.31	0.6	A	329	494

Main Results for each time segment

16:00 - 16:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - B5295 Ribton Moor Side	372	93	70	988	0.376	369	377	0.0	0.6	5.857	A
2 - B5295 Main St	239	60	226	674	0.355	237	213	0.0	0.6	8.412	A
3 - B5295 Egremont Road	270	68	178	1160	0.233	269	286	0.0	0.3	4.155	A

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - B5295 Ribton Moor Side	444	111	84	979	0.454	443	452	0.6	0.8	6.772	A
2 - B5295 Main St	286	71	271	646	0.442	285	256	0.6	0.8	10.193	B
3 - B5295 Egremont Road	323	81	213	1132	0.285	322	343	0.3	0.4	4.578	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - B5295 Ribton Moor Side	544	136	102	967	0.562	542	553	0.8	1.3	8.514	A
2 - B5295 Main St	350	88	331	609	0.575	348	313	0.8	1.3	14.029	B
3 - B5295 Egremont Road	395	99	260	1095	0.361	395	419	0.4	0.6	5.292	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - B5295 Ribton Moor Side	544	136	102	967	0.562	544	555	1.3	1.3	8.585	A
2 - B5295 Main St	350	88	332	608	0.576	350	314	1.3	1.4	14.282	B
3 - B5295 Egremont Road	395	99	262	1093	0.361	395	421	0.6	0.6	5.309	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - B5295 Ribton Moor Side	444	111	84	979	0.454	446	455	1.3	0.8	6.840	A
2 - B5295 Main St	286	71	273	645	0.443	288	257	1.4	0.8	10.399	B
3 - B5295 Egremont Road	323	81	216	1130	0.286	323	345	0.6	0.4	4.599	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - B5295 Ribton Moor Side	372	93	70	988	0.377	373	380	0.8	0.6	5.923	A
2 - B5295 Main St	239	60	228	673	0.356	240	215	0.8	0.6	8.562	A
3 - B5295 Egremont Road	270	68	180	1158	0.233	271	288	0.4	0.3	4.181	A

Existing Layout - 2023 Baseline Flows, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	B5295/Main St Mini-rdt	Mini-roundabout	1, 2, 3	15.53	C

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2023 Baseline Flows	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - B5295 Ribton Moor Side		ONE HOUR	✓	597	100.000
2 - B5295 Main St		ONE HOUR	✓	395	100.000
3 - B5295 Egremont Road		ONE HOUR	✓	253	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		1 - B5295 Ribton Moor Side	2 - B5295 Main St	3 - B5295 Egremont Road
From	1 - B5295 Ribton Moor Side	5	217	375
	2 - B5295 Main St	313	0	82
	3 - B5295 Egremont Road	219	34	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		1 - B5295 Ribton Moor Side	2 - B5295 Main St	3 - B5295 Egremont Road
From	1 - B5295 Ribton Moor Side	25	3	2
	2 - B5295 Main St	2	0	3
	3 - B5295 Egremont Road	4	7	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - B5295 Ribton Moor Side	0.65	10.50	1.9	B	548	822
2 - B5295 Main St	0.78	29.84	3.4	D	362	544
3 - B5295 Egremont Road	0.27	5.04	0.4	A	232	348

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - B5295 Ribton Moor Side	449	112	25	1016	0.442	446	401	0.0	0.8	6.441	A
2 - B5295 Main St	297	74	284	638	0.466	294	188	0.0	0.9	10.589	B
3 - B5295 Egremont Road	190	48	237	1113	0.171	190	341	0.0	0.2	4.065	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - B5295 Ribton Moor Side	537	134	31	1013	0.530	535	481	0.8	1.1	7.706	A
2 - B5295 Main St	355	89	341	603	0.589	353	225	0.9	1.4	14.580	B
3 - B5295 Egremont Road	227	57	284	1076	0.211	227	410	0.2	0.3	4.427	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - B5295 Ribton Moor Side	657	164	37	1009	0.652	654	585	1.1	1.9	10.335	B
2 - B5295 Main St	435	109	417	556	0.782	428	275	1.4	3.2	27.128	D
3 - B5295 Egremont Road	279	70	344	1029	0.271	278	500	0.3	0.4	5.006	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - B5295 Ribton Moor Side	657	164	37	1008	0.652	657	591	1.9	1.9	10.496	B
2 - B5295 Main St	435	109	418	555	0.783	434	276	3.2	3.4	29.843	D
3 - B5295 Egremont Road	279	70	349	1024	0.272	279	503	0.4	0.4	5.037	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - B5295 Ribton Moor Side	537	134	31	1013	0.530	540	489	1.9	1.2	7.845	A
2 - B5295 Main St	355	89	343	601	0.590	363	227	3.4	1.5	15.864	C
3 - B5295 Egremont Road	227	57	292	1070	0.213	228	414	0.4	0.3	4.465	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - B5295 Ribton Moor Side	449	112	26	1016	0.442	451	406	1.2	0.8	6.549	A
2 - B5295 Main St	297	74	287	636	0.467	300	190	1.5	0.9	11.018	B
3 - B5295 Egremont Road	190	48	241	1110	0.172	191	345	0.3	0.2	4.090	A

Existing Layout - 2023 Baseline Flows, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	B5295/Main St Mini-rdt	Mini-roundabout	1, 2, 3	10.16	B

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2023 Baseline Flows	PM	ONE HOUR	16:00	17:30	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - B5295 Ribton Moor Side		ONE HOUR	✓	523	100.000
2 - B5295 Main St		ONE HOUR	✓	340	100.000
3 - B5295 Egremont Road		ONE HOUR	✓	378	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		1 - B5295 Ribton Moor Side	2 - B5295 Main St	3 - B5295 Egremont Road
From	1 - B5295 Ribton Moor Side	5	207	311
	2 - B5295 Main St	251	0	89
	3 - B5295 Egremont Road	280	97	1

Vehicle Mix

Heavy Vehicle Percentages

	To			
		1 - B5295 Ribton Moor Side	2 - B5295 Main St	3 - B5295 Egremont Road
From	1 - B5295 Ribton Moor Side	0	1	1
	2 - B5295 Main St	1	0	7
	3 - B5295 Egremont Road	2	6	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - B5295 Ribton Moor Side	0.60	9.37	1.5	A	480	720
2 - B5295 Main St	0.63	16.45	1.7	C	312	468
3 - B5295 Egremont Road	0.39	5.60	0.6	A	347	520

Main Results for each time segment

16:00 - 16:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - B5295 Ribton Moor Side	394	98	73	986	0.400	391	401	0.0	0.7	6.089	A
2 - B5295 Main St	256	64	237	667	0.384	253	227	0.0	0.6	8.873	A
3 - B5295 Egremont Road	285	71	191	1149	0.248	283	300	0.0	0.3	4.274	A

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - B5295 Ribton Moor Side	470	118	88	976	0.482	469	481	0.7	0.9	7.153	A
2 - B5295 Main St	306	76	284	638	0.479	304	273	0.6	0.9	11.030	B
3 - B5295 Egremont Road	340	85	229	1119	0.304	339	360	0.3	0.4	4.752	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - B5295 Ribton Moor Side	576	144	108	964	0.597	574	587	0.9	1.5	9.266	A
2 - B5295 Main St	374	94	348	599	0.625	371	334	0.9	1.6	16.029	C
3 - B5295 Egremont Road	416	104	280	1079	0.386	415	439	0.4	0.6	5.576	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - B5295 Ribton Moor Side	576	144	108	964	0.598	576	590	1.5	1.5	9.368	A
2 - B5295 Main St	374	94	349	598	0.626	374	335	1.6	1.7	16.454	C
3 - B5295 Egremont Road	416	104	282	1078	0.386	416	441	0.6	0.6	5.602	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - B5295 Ribton Moor Side	470	118	88	976	0.482	472	485	1.5	1.0	7.244	A
2 - B5295 Main St	306	76	286	637	0.480	308	274	1.7	1.0	11.340	B
3 - B5295 Egremont Road	340	85	232	1117	0.304	341	362	0.6	0.5	4.782	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - B5295 Ribton Moor Side	394	98	74	985	0.400	395	405	1.0	0.7	6.170	A
2 - B5295 Main St	256	64	239	666	0.385	257	229	1.0	0.7	9.065	A
3 - B5295 Egremont Road	285	71	194	1147	0.248	285	303	0.5	0.3	4.302	A

Existing Layout - 2023 with Dev. Flows, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	B5295/Main St Mini-rdt	Mini-roundabout	1, 2, 3	21.12	C

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2023 with Dev. Flows	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - B5295 Ribton Moor Side		ONE HOUR	✓	685	100.000
2 - B5295 Main St		ONE HOUR	✓	424	100.000
3 - B5295 Egremont Road		ONE HOUR	✓	256	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		1 - B5295 Ribton Moor Side	2 - B5295 Main St	3 - B5295 Egremont Road
From	1 - B5295 Ribton Moor Side	5	296	384
	2 - B5295 Main St	342	0	82
	3 - B5295 Egremont Road	222	34	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		1 - B5295 Ribton Moor Side	2 - B5295 Main St	3 - B5295 Egremont Road
From	1 - B5295 Ribton Moor Side	25	3	2
	2 - B5295 Main St	2	0	3
	3 - B5295 Egremont Road	4	7	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - B5295 Ribton Moor Side	0.75	14.45	3.0	B	629	943
2 - B5295 Main St	0.85	41.47	5.0	E	389	584
3 - B5295 Egremont Road	0.28	5.23	0.4	A	235	352

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - B5295 Ribton Moor Side	516	129	25	1016	0.508	512	424	0.0	1.0	7.260	A
2 - B5295 Main St	319	80	290	634	0.503	315	247	0.0	1.0	11.399	B
3 - B5295 Egremont Road	193	48	258	1097	0.176	192	348	0.0	0.2	4.150	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - B5295 Ribton Moor Side	616	154	31	1013	0.608	614	509	1.0	1.6	9.202	A
2 - B5295 Main St	381	95	349	598	0.637	378	296	1.0	1.7	16.509	C
3 - B5295 Egremont Road	230	58	310	1056	0.218	230	417	0.2	0.3	4.549	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - B5295 Ribton Moor Side	754	189	37	1009	0.748	749	617	1.6	2.9	13.936	B
2 - B5295 Main St	467	117	425	551	0.847	456	361	1.7	4.5	34.973	D
3 - B5295 Egremont Road	282	70	373	1006	0.280	281	508	0.3	0.4	5.182	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - B5295 Ribton Moor Side	754	189	37	1008	0.748	754	625	2.9	3.0	14.452	B
2 - B5295 Main St	467	117	428	549	0.850	465	363	4.5	5.0	41.471	E
3 - B5295 Egremont Road	282	70	380	1000	0.282	282	513	0.4	0.4	5.231	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - B5295 Ribton Moor Side	616	154	31	1013	0.608	621	522	3.0	1.6	9.550	A
2 - B5295 Main St	381	95	353	596	0.640	394	299	5.0	1.9	19.204	C
3 - B5295 Egremont Road	230	58	322	1046	0.220	231	424	0.4	0.3	4.612	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - B5295 Ribton Moor Side	516	129	26	1016	0.508	518	431	1.6	1.1	7.445	A
2 - B5295 Main St	319	80	294	632	0.505	323	249	1.9	1.1	12.020	B
3 - B5295 Egremont Road	193	48	264	1092	0.177	193	353	0.3	0.2	4.181	A

Existing Layout - 2023 with Dev. Flows, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	B5295/Main St Mini-rdt	Mini-roundabout	1, 2, 3	13.70	B

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2023 with Dev. Flows	PM	ONE HOUR	16:00	17:30	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - B5295 Ribton Moor Side		ONE HOUR	✓	563	100.000
2 - B5295 Main St		ONE HOUR	✓	409	100.000
3 - B5295 Egremont Road		ONE HOUR	✓	385	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		1 - B5295 Ribton Moor Side	2 - B5295 Main St	3 - B5295 Egremont Road
From	1 - B5295 Ribton Moor Side	5	243	315
	2 - B5295 Main St	320	0	89
	3 - B5295 Egremont Road	287	97	1

Vehicle Mix

Heavy Vehicle Percentages

	To			
		1 - B5295 Ribton Moor Side	2 - B5295 Main St	3 - B5295 Egremont Road
From	1 - B5295 Ribton Moor Side	0	1	1
	2 - B5295 Main St	1	0	7
	3 - B5295 Egremont Road	2	6	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - B5295 Ribton Moor Side	0.64	10.56	1.8	B	517	775
2 - B5295 Main St	0.76	25.03	3.0	D	375	563
3 - B5295 Egremont Road	0.42	6.24	0.7	A	353	530

Main Results for each time segment

16:00 - 16:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - B5295 Ribton Moor Side	424	106	73	986	0.430	421	457	0.0	0.8	6.405	A
2 - B5295 Main St	308	77	240	665	0.463	304	254	0.0	0.9	10.111	B
3 - B5295 Egremont Road	290	72	242	1109	0.261	288	302	0.0	0.4	4.509	A

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - B5295 Ribton Moor Side	506	127	88	976	0.518	505	548	0.8	1.1	7.693	A
2 - B5295 Main St	368	92	288	636	0.578	366	305	0.9	1.4	13.533	B
3 - B5295 Egremont Road	346	87	291	1071	0.323	346	363	0.4	0.5	5.108	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - B5295 Ribton Moor Side	620	155	108	964	0.643	617	668	1.1	1.8	10.400	B
2 - B5295 Main St	450	113	352	596	0.755	444	373	1.4	2.9	23.320	C
3 - B5295 Egremont Road	424	106	353	1022	0.415	423	443	0.5	0.7	6.181	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - B5295 Ribton Moor Side	620	155	108	964	0.643	620	673	1.8	1.8	10.562	B
2 - B5295 Main St	450	113	353	595	0.756	450	374	2.9	3.0	25.030	D
3 - B5295 Egremont Road	424	106	357	1018	0.416	424	446	0.7	0.7	6.236	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - B5295 Ribton Moor Side	506	127	88	976	0.519	509	556	1.8	1.1	7.826	A
2 - B5295 Main St	368	92	290	634	0.580	374	307	3.0	1.5	14.452	B
3 - B5295 Egremont Road	346	87	297	1066	0.325	347	367	0.7	0.5	5.163	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - B5295 Ribton Moor Side	424	106	74	985	0.430	425	463	1.1	0.8	6.506	A
2 - B5295 Main St	308	77	242	664	0.464	310	257	1.5	0.9	10.476	B
3 - B5295 Egremont Road	290	72	246	1106	0.262	290	306	0.5	0.4	4.551	A



Appendix R – JUNCTIONS 9 Output (J15)

Junctions 9			
PICADY 9 - Priority Intersection Module			
Version: 9.0.2.5947 © Copyright TRL Limited, 2017			
For sales and distribution information, program advice and maintenance, contact TRL: +44 (0)1344 770558 software@trl.co.uk www.trlsoftware.co.uk			
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Filename: J15.j9

Path: J:\2017\A090070 - 270 and 410 - Harras Road, Harras Moor, Whitehaven\Jun. Ass\J15 Solway View_Oakbank Rd_Park View Pri

Report generation date: 19/03/2018 09:19:55

- »Existing Layout - 2018 Surveyed Flows , AM
- »Existing Layout - 2018 Surveyed Flows , PM
- »Existing Layout - 2023 Baseline Flows, AM
- »Existing Layout - 2023 Baseline Flows, PM
- »Existing Layout - 2023 with Dev. Flows, AM
- »Existing Layout - 2023 with Dev. Flows, PM

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	Junction Delay (s)	Queue (PCU)	Delay (s)	RFC	Junction Delay (s)
	Existing Layout - 2018 Surveyed Flows							
Stream B-C	0.3	6.90	0.24	3.81	0.2	5.99	0.16	3.67
Stream B-A	0.0	9.60	0.01		0.0	8.51	0.02	
Stream C-AB	0.2	7.21	0.14		0.6	7.30	0.31	
	Existing Layout - 2023 Baseline Flows							
Stream B-C	0.4	7.32	0.29	4.17	0.2	6.23	0.19	4.45
Stream B-A	0.0	9.78	0.01		0.0	8.91	0.02	
Stream C-AB	0.2	7.40	0.16		0.8	8.22	0.39	
	Existing Layout - 2023 with Dev. Flows							
Stream B-C	0.5	7.81	0.31	4.79	0.2	6.45	0.20	4.77
Stream B-A	0.1	10.67	0.09		0.1	9.47	0.07	
Stream C-AB	0.2	7.54	0.17		0.9	8.75	0.42	

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted averages.

File summary

File Description

Title	(untitled)
Location	Solway View/Oakbank Road/Park View priority junction
Site number	
Date	14/02/2018
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	WYGlyujing.liu
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	PCU	PCU	perHour	s	-Min	perMin

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75				0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2018 Surveyed Flows	AM	ONE HOUR	07:45	09:15	15	✓
D2	2018 Surveyed Flows	PM	ONE HOUR	16:00	17:30	15	✓
D3	2023 Baseline Flows	AM	ONE HOUR	07:45	09:15	15	✓
D4	2023 Baseline Flows	PM	ONE HOUR	16:00	17:30	15	✓
D5	2023 with Dev. Flows	AM	ONE HOUR	07:45	09:15	15	✓
D6	2023 with Dev. Flows	PM	ONE HOUR	16:00	17:30	15	✓

Analysis Set Details

ID	Name	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	Existing Layout	✓	100.000	100.000

Existing Layout - 2018 Surveyed Flows , AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Solway View/Oakbank Road/Park View priority junction	T-Junction	Two-way	3.81	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Oakbank Rd		Major
B	Park View		Minor
C	Solway View		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Solway View	6.35			35.7	✓	0.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B - Park View	One lane plus flare	10.00	10.00	8.55	5.89	2.20	✓	2.00	57	53

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	554	0.099	0.251	0.158	0.359
1	B-C	752	0.114	0.287	-	-
1	C-B	595	0.227	0.227	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2018 Surveyed Flows	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Oakbank Rd		ONE HOUR	✓	167	100.000
B - Park View		ONE HOUR	✓	160	100.000
C - Solway View		ONE HOUR	✓	100	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Oakbank Rd	B - Park View	C - Solway View
	From			
	A - Oakbank Rd	0	1	166
	B - Park View	5	0	155
	C - Solway View	33	67	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Oakbank Rd	B - Park View	C - Solway View
	From			
	A - Oakbank Rd	0	0	0
	B - Park View	25	0	1
	C - Solway View	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.24	6.90	0.3	A	142	213
B-A	0.01	9.60	0.0	A	5	7
C-AB	0.14	7.21	0.2	A	65	97
C-A					27	40
A-B					0.92	1
A-C					152	228

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	117	29	715	0.163	116	0.0	0.2	6.064	A
B-A	4	0.94	500	0.008	4	0.0	0.0	9.061	A
C-AB	53	13	583	0.090	52	0.0	0.1	6.777	A
C-A	23	6			23				
A-B	0.75	0.19			0.75				
A-C	125	31			125				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	139	35	708	0.197	139	0.2	0.2	6.396	A
B-A	4	1	489	0.009	4	0.0	0.0	9.278	A
C-AB	63	16	581	0.109	63	0.1	0.1	6.955	A
C-A	26	7			26				
A-B	0.90	0.22			0.90				
A-C	149	37			149				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	171	43	697	0.245	170	0.2	0.3	6.893	A
B-A	6	1	474	0.012	5	0.0	0.0	9.603	A
C-AB	79	20	578	0.136	79	0.1	0.2	7.205	A
C-A	31	8			31				
A-B	1	0.28			1				
A-C	183	46			183				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	171	43	697	0.245	171	0.3	0.3	6.901	A
B-A	6	1	474	0.012	6	0.0	0.0	9.604	A
C-AB	79	20	578	0.136	79	0.2	0.2	7.208	A
C-A	31	8			31				
A-B	1	0.28			1				
A-C	183	46			183				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	139	35	707	0.197	140	0.3	0.2	6.408	A
B-A	4	1	489	0.009	5	0.0	0.0	9.283	A
C-AB	64	16	581	0.109	64	0.2	0.1	6.962	A
C-A	26	7			26				
A-B	0.90	0.22			0.90				
A-C	149	37			149				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	117	29	715	0.163	117	0.2	0.2	6.083	A
B-A	4	0.94	500	0.008	4	0.0	0.0	9.066	A
C-AB	53	13	583	0.090	53	0.1	0.1	6.788	A
C-A	23	6			23				
A-B	0.75	0.19			0.75				
A-C	125	31			125				

Existing Layout - 2018 Surveyed Flows , PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Solway View/Oakbank Road/Park View priority junction	T-Junction	Two-way	3.67	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2018 Surveyed Flows	PM	ONE HOUR	16:00	17:30	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Oakbank Rd		ONE HOUR	✓	115	100.000
B - Park View		ONE HOUR	✓	109	100.000
C - Solway View		ONE HOUR	✓	339	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Oakbank Rd	B - Park View	C - Solway View
From	A - Oakbank Rd	0	0	115
	B - Park View	8	0	101
	C - Solway View	200	139	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Oakbank Rd	B - Park View	C - Solway View
From	A - Oakbank Rd	0	0	0
	B - Park View	0	0	0
	C - Solway View	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.16	5.99	0.2	A	93	139
B-A	0.02	8.51	0.0	A	7	11
C-AB	0.31	7.30	0.6	A	175	263
C-A					136	204
A-B					0	0
A-C					106	158

Main Results for each time segment

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	76	19	725	0.105	76	0.0	0.1	5.541	A
B-A	6	2	471	0.013	6	0.0	0.0	7.739	A
C-AB	135	34	677	0.199	133	0.0	0.3	6.621	A
C-A	121	30			121				
A-B	0	0			0				
A-C	87	22			87				

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	91	23	720	0.126	91	0.1	0.1	5.725	A
B-A	7	2	454	0.016	7	0.0	0.0	8.048	A
C-AB	169	42	694	0.243	169	0.3	0.4	6.870	A
C-A	136	34			136				
A-B	0	0			0				
A-C	103	26			103				

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	111	28	712	0.156	111	0.1	0.2	5.988	A
B-A	9	2	432	0.020	9	0.0	0.0	8.507	A
C-AB	221	55	717	0.309	221	0.4	0.6	7.278	A
C-A	152	38			152				
A-B	0	0			0				
A-C	127	32			127				

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	111	28	712	0.156	111	0.2	0.2	5.990	A
B-A	9	2	432	0.020	9	0.0	0.0	8.511	A
C-AB	222	55	717	0.309	222	0.6	0.6	7.300	A
C-A	152	38			152				
A-B	0	0			0				
A-C	127	32			127				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	91	23	720	0.126	91	0.2	0.1	5.728	A
B-A	7	2	454	0.016	7	0.0	0.0	8.054	A
C-AB	169	42	694	0.244	170	0.6	0.4	6.903	A
C-A	136	34			136				
A-B	0	0			0				
A-C	103	26			103				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	76	19	725	0.105	76	0.1	0.1	5.549	A
B-A	6	2	471	0.013	6	0.0	0.0	7.751	A
C-AB	135	34	678	0.199	135	0.4	0.3	6.665	A
C-A	120	30			120				
A-B	0	0			0				
A-C	87	22			87				

Existing Layout - 2023 Baseline Flows, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Solway View/Oakbank Road/Park View priority junction	T-Junction	Two-way	4.17	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2023 Baseline Flows	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Oakbank Rd		ONE HOUR	✓	176	100.000
B - Park View		ONE HOUR	✓	185	100.000
C - Solway View		ONE HOUR	✓	112	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Oakbank Rd	B - Park View	C - Solway View
From	A - Oakbank Rd	0	1	175
	B - Park View	5	0	180
	C - Solway View	35	77	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Oakbank Rd	B - Park View	C - Solway View
From	A - Oakbank Rd	0	0	0
	B - Park View	25	0	1
	C - Solway View	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.29	7.32	0.4	A	165	248
B-A	0.01	9.78	0.0	A	5	7
C-AB	0.16	7.40	0.2	A	75	112
C-A					28	42
A-B					0.92	1
A-C					161	241

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	136	34	713	0.190	135	0.0	0.2	6.277	A
B-A	4	0.94	495	0.008	4	0.0	0.0	9.152	A
C-AB	61	15	583	0.104	60	0.0	0.1	6.885	A
C-A	24	6			24				
A-B	0.75	0.19			0.75				
A-C	132	33			132				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	162	40	705	0.229	162	0.2	0.3	6.685	A
B-A	4	1	483	0.009	4	0.0	0.0	9.398	A
C-AB	73	18	580	0.126	73	0.1	0.2	7.096	A
C-A	27	7			27				
A-B	0.90	0.22			0.90				
A-C	157	39			157				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	198	50	695	0.285	198	0.3	0.4	7.312	A
B-A	6	1	466	0.012	5	0.0	0.0	9.775	A
C-AB	91	23	577	0.157	91	0.2	0.2	7.394	A
C-A	32	8			32				
A-B	1	0.28			1				
A-C	193	48			193				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	198	50	695	0.285	198	0.4	0.4	7.323	A
B-A	6	1	466	0.012	6	0.0	0.0	9.776	A
C-AB	91	23	577	0.157	91	0.2	0.2	7.398	A
C-A	32	8			32				
A-B	1	0.28			1				
A-C	193	48			193				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	162	40	705	0.229	162	0.4	0.3	6.700	A
B-A	4	1	483	0.009	5	0.0	0.0	9.401	A
C-AB	73	18	580	0.126	73	0.2	0.2	7.104	A
C-A	27	7			27				
A-B	0.90	0.22			0.90				
A-C	157	39			157				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	136	34	713	0.190	136	0.3	0.2	6.303	A
B-A	4	0.94	495	0.008	4	0.0	0.0	9.156	A
C-AB	61	15	583	0.104	61	0.2	0.1	6.900	A
C-A	24	6			24				
A-B	0.75	0.19			0.75				
A-C	132	33			132				

Existing Layout - 2023 Baseline Flows, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Solway View/Oakbank Road/Park View priority junction	T-Junction	Two-way	4.45	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2023 Baseline Flows	PM	ONE HOUR	16:00	17:30	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Oakbank Rd		ONE HOUR	✓	122	100.000
B - Park View		ONE HOUR	✓	129	100.000
C - Solway View		ONE HOUR	✓	384	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Oakbank Rd	B - Park View	C - Solway View
From	A - Oakbank Rd	0	1	121
	B - Park View	9	0	120
	C - Solway View	210	174	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Oakbank Rd	B - Park View	C - Solway View
From	A - Oakbank Rd	0	0	0
	B - Park View	0	0	0
	C - Solway View	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.19	6.23	0.2	A	110	165
B-A	0.02	8.91	0.0	A	8	12
C-AB	0.39	8.22	0.8	A	223	334
C-A					130	194
A-B					0.92	1
A-C					111	167

Main Results for each time segment

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	90	23	723	0.125	90	0.0	0.1	5.679	A
B-A	7	2	459	0.015	7	0.0	0.0	7.956	A
C-AB	171	43	682	0.250	169	0.0	0.4	7.025	A
C-A	119	30			119				
A-B	0.75	0.19			0.75				
A-C	91	23			91				

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	108	27	717	0.150	108	0.1	0.2	5.903	A
B-A	8	2	440	0.018	8	0.0	0.0	8.332	A
C-AB	215	54	699	0.307	214	0.4	0.6	7.448	A
C-A	130	33			130				
A-B	0.90	0.22			0.90				
A-C	109	27			109				

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	132	33	709	0.186	132	0.2	0.2	6.232	A
B-A	10	2	414	0.024	10	0.0	0.0	8.904	A
C-AB	282	71	723	0.390	281	0.6	0.8	8.169	A
C-A	140	35			140				
A-B	1	0.28			1				
A-C	133	33			133				

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	132	33	709	0.186	132	0.2	0.2	6.235	A
B-A	10	2	414	0.024	10	0.0	0.0	8.910	A
C-AB	283	71	724	0.391	283	0.8	0.8	8.218	A
C-A	140	35			140				
A-B	1	0.28			1				
A-C	133	33			133				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	108	27	717	0.150	108	0.2	0.2	5.911	A
B-A	8	2	440	0.018	8	0.0	0.0	8.342	A
C-AB	215	54	700	0.308	216	0.8	0.6	7.501	A
C-A	130	33			130				
A-B	0.90	0.22			0.90				
A-C	109	27			109				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	90	23	723	0.125	90	0.2	0.1	5.691	A
B-A	7	2	458	0.015	7	0.0	0.0	7.972	A
C-AB	171	43	682	0.251	172	0.6	0.4	7.092	A
C-A	118	30			118				
A-B	0.75	0.19			0.75				
A-C	91	23			91				

Existing Layout - 2023 with Dev. Flows, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Solway View/Oakbank Road/Park View priority junction	T-Junction	Two-way	4.79	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2023 with Dev. Flows	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Oakbank Rd		ONE HOUR	✓	188	100.000
B - Park View		ONE HOUR	✓	231	100.000
C - Solway View		ONE HOUR	✓	117	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Oakbank Rd	B - Park View	C - Solway View
From	A - Oakbank Rd	0	13	175
	B - Park View	37	0	194
	C - Solway View	35	82	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Oakbank Rd	B - Park View	C - Solway View
From	A - Oakbank Rd	0	0	0
	B - Park View	25	0	1
	C - Solway View	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.31	7.81	0.5	A	178	267
B-A	0.09	10.67	0.1	B	34	51
C-AB	0.17	7.54	0.2	A	80	120
C-A					28	41
A-B					12	18
A-C					161	241

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	146	37	702	0.208	145	0.0	0.3	6.511	A
B-A	28	7	494	0.056	28	0.0	0.1	9.648	A
C-AB	65	16	581	0.111	64	0.0	0.1	6.965	A
C-A	23	6			23				
A-B	10	2			10				
A-C	132	33			132				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	174	44	693	0.252	174	0.3	0.3	7.010	A
B-A	33	8	481	0.069	33	0.1	0.1	10.048	B
C-AB	78	19	578	0.135	78	0.1	0.2	7.195	A
C-A	27	7			27				
A-B	12	3			12				
A-C	157	39			157				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	214	53	679	0.315	213	0.3	0.5	7.796	A
B-A	41	10	463	0.088	41	0.1	0.1	10.663	B
C-AB	97	24	575	0.169	97	0.2	0.2	7.532	A
C-A	32	8			32				
A-B	14	4			14				
A-C	193	48			193				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	214	53	679	0.315	214	0.5	0.5	7.812	A
B-A	41	10	462	0.088	41	0.1	0.1	10.669	B
C-AB	97	24	575	0.169	97	0.2	0.2	7.536	A
C-A	32	8			32				
A-B	14	4			14				
A-C	193	48			193				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	174	44	693	0.252	175	0.5	0.3	7.032	A
B-A	33	8	481	0.069	33	0.1	0.1	10.060	B
C-AB	78	20	578	0.135	78	0.2	0.2	7.204	A
C-A	27	7			27				
A-B	12	3			12				
A-C	157	39			157				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	146	37	702	0.208	146	0.3	0.3	6.546	A
B-A	28	7	493	0.056	28	0.1	0.1	9.667	A
C-AB	65	16	581	0.111	65	0.2	0.1	6.983	A
C-A	23	6			23				
A-B	10	2			10				
A-C	132	33			132				

Existing Layout - 2023 with Dev. Flows, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Solway View/Oakbank Road/Park View priority junction	T-Junction	Two-way	4.77	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2023 with Dev. Flows	PM	ONE HOUR	16:00	17:30	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Oakbank Rd		ONE HOUR	✓	150	100.000
B - Park View		ONE HOUR	✓	151	100.000
C - Solway View		ONE HOUR	✓	396	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Oakbank Rd	B - Park View	C - Solway View
From	A - Oakbank Rd	0	29	121
	B - Park View	24	0	127
	C - Solway View	210	186	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Oakbank Rd	B - Park View	C - Solway View
From	A - Oakbank Rd	0	0	0
	B - Park View	0	0	0
	C - Solway View	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.20	6.45	0.2	A	117	175
B-A	0.07	9.47	0.1	A	22	33
C-AB	0.42	8.75	0.9	A	239	358
C-A					124	187
A-B					27	40
A-C					111	167

Main Results for each time segment

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	96	24	716	0.134	95	0.0	0.2	5.793	A
B-A	18	5	454	0.040	18	0.0	0.0	8.247	A
C-AB	183	46	677	0.270	181	0.0	0.4	7.256	A
C-A	115	29			115				
A-B	22	5			22				
A-C	91	23			91				

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	114	29	708	0.161	114	0.2	0.2	6.056	A
B-A	22	5	434	0.050	22	0.0	0.1	8.723	A
C-AB	230	58	694	0.332	230	0.4	0.6	7.776	A
C-A	126	31			126				
A-B	26	7			26				
A-C	109	27			109				

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	140	35	698	0.200	140	0.2	0.2	6.444	A
B-A	26	7	407	0.065	26	0.1	0.1	9.463	A
C-AB	303	76	717	0.423	302	0.6	0.9	8.699	A
C-A	133	33			133				
A-B	32	8			32				
A-C	133	33			133				

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	140	35	698	0.200	140	0.2	0.2	6.449	A
B-A	26	7	406	0.065	26	0.1	0.1	9.474	A
C-AB	304	76	718	0.423	304	0.9	0.9	8.753	A
C-A	132	33			132				
A-B	32	8			32				
A-C	133	33			133				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	114	29	708	0.161	114	0.2	0.2	6.066	A
B-A	22	5	434	0.050	22	0.1	0.1	8.741	A
C-AB	231	58	695	0.332	232	0.9	0.6	7.844	A
C-A	125	31			125				
A-B	26	7			26				
A-C	109	27			109				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	96	24	716	0.134	96	0.2	0.2	5.811	A
B-A	18	5	454	0.040	18	0.1	0.0	8.268	A
C-AB	183	46	678	0.270	184	0.6	0.5	7.334	A
C-A	115	29			115				
A-B	22	5			22				
A-C	91	23			91				