

## North Bradley - Wednesday 27th June 2018

Junction: A363 / Woodmarsh

Approach: A363 Westbound

| TIME                | Left Turn |          |           |          | Right Turn |           |           |            |
|---------------------|-----------|----------|-----------|----------|------------|-----------|-----------|------------|
|                     | Lights    | HGV      | Bus/Coach | TOTAL    | Lights     | HGV       | Bus/Coach | TOTAL      |
| 0730 - 0745         | 1         | 0        | 0         | 1        | 57         | 4         | 1         | 62         |
| 0745 - 0800         | 3         | 0        | 0         | 3        | 87         | 3         | 1         | 91         |
| <b>Hourly Total</b> | <b>4</b>  | <b>0</b> | <b>0</b>  | <b>4</b> | <b>144</b> | <b>7</b>  | <b>2</b>  | <b>153</b> |
| 0800 - 0815         | 1         | 0        | 0         | 1        | 95         | 6         | 1         | 102        |
| 0815 - 0830         | 2         | 0        | 0         | 2        | 116        | 7         | 3         | 126        |
| 0830 - 0845         | 3         | 0        | 0         | 3        | 93         | 7         | 1         | 101        |
| 0845 - 0900         | 2         | 0        | 0         | 2        | 98         | 8         | 3         | 109        |
| <b>Hourly Total</b> | <b>8</b>  | <b>0</b> | <b>0</b>  | <b>8</b> | <b>402</b> | <b>28</b> | <b>8</b>  | <b>438</b> |
| 0900 - 0915         | 1         | 0        | 0         | 1        | 116        | 4         | 1         | 121        |
| 0915 - 0930         | 2         | 0        | 0         | 2        | 96         | 3         | 0         | 99         |
| <b>Hourly Total</b> | <b>3</b>  | <b>0</b> | <b>0</b>  | <b>3</b> | <b>212</b> | <b>7</b>  | <b>1</b>  | <b>220</b> |
| TOTAL               | Lights    | HGV      | Bus/Coach | TOTAL    | Lights     | HGV       | Bus/Coach | TOTAL      |
|                     | 15        | 0        | 0         | 15       | 758        | 42        | 11        | 811        |

| TIME                | Left Turn |          |           |          | Right Turn |           |           |            |
|---------------------|-----------|----------|-----------|----------|------------|-----------|-----------|------------|
|                     | Lights    | HGV      | Bus/Coach | TOTAL    | Lights     | HGV       | Bus/Coach | TOTAL      |
| 1630 - 1645         | 2         | 0        | 0         | 2        | 116        | 2         | 0         | 118        |
| 1645 - 1700         | 1         | 0        | 0         | 1        | 146        | 2         | 1         | 149        |
| <b>Hourly Total</b> | <b>3</b>  | <b>0</b> | <b>0</b>  | <b>3</b> | <b>262</b> | <b>4</b>  | <b>1</b>  | <b>267</b> |
| 1700 - 1715         | 2         | 0        | 0         | 2        | 155        | 4         | 0         | 159        |
| 1715 - 1730         | 3         | 0        | 0         | 3        | 179        | 1         | 1         | 181        |
| 1730 - 1745         | 1         | 0        | 0         | 1        | 201        | 4         | 1         | 206        |
| 1745 - 1800         | 2         | 0        | 0         | 2        | 164        | 3         | 1         | 168        |
| <b>Hourly Total</b> | <b>8</b>  | <b>0</b> | <b>0</b>  | <b>8</b> | <b>699</b> | <b>12</b> | <b>3</b>  | <b>714</b> |
| 1800 - 1815         | 0         | 0        | 0         | 0        | 128        | 2         | 1         | 131        |
| 1815 - 1830         | 2         | 0        | 0         | 2        | 103        | 1         | 0         | 104        |
| <b>Hourly Total</b> | <b>2</b>  | <b>0</b> | <b>0</b>  | <b>2</b> | <b>231</b> | <b>3</b>  | <b>1</b>  | <b>235</b> |
| TOTAL               | Lights    | HGV      | Bus/Coach | TOTAL    | Lights     | HGV       | Bus/Coach | TOTAL      |
|                     | 13        | 0        | 0         | 13       | 1192       | 19        | 5         | 1216       |

Queues Measured as Stationary Vehicles (Maximum Observed in Period)

| TIME | Queue Lengths (Vehicles) |
|------|--------------------------|
|      | Stationary               |
| 730  | 4                        |
| 735  | 6                        |
| 740  | 8                        |
| 745  | 6                        |
| 750  | 6                        |
| 755  | 10                       |
| 800  | 6                        |
| 805  | 8                        |
| 810  | 11                       |
| 815  | 6                        |
| 820  | 7                        |
| 825  | 9                        |
| 830  | 6                        |
| 835  | 7                        |
| 840  | 7                        |
| 845  | 7                        |
| 850  | 8                        |
| 855  | 6                        |
| 900  | 7                        |
| 905  | 10                       |
| 910  | 6                        |
| 915  | 8                        |
| 920  | 6                        |
| 925  | 5                        |
| 930  | 5                        |

| TIME | Queue Lengths (Vehicles) |
|------|--------------------------|
|      | Stationary               |
| 1630 | 5                        |
| 1635 | 6                        |
| 1640 | 6                        |
| 1645 | 6                        |
| 1650 | 10                       |
| 1655 | 12                       |
| 1700 | 9                        |
| 1705 | 12                       |
| 1710 | 10                       |
| 1715 | 9                        |
| 1720 | 7                        |
| 1725 | 12                       |
| 1730 | 10                       |
| 1735 | 8                        |
| 1740 | 8                        |
| 1745 | 11                       |
| 1750 | 10                       |
| 1755 | 7                        |
| 1800 | 12                       |
| 1805 | 10                       |
| 1810 | 8                        |
| 1815 | 12                       |
| 1820 | 10                       |
| 1825 | 8                        |
| 1830 | 8                        |

## North Bradley - Wednesday 27th June 2018

Junction: A363 / Woodmarsh

Approach: Woodmarsh

| Northbound          |            |          |           |            | Right Turn |          |           |          |  |
|---------------------|------------|----------|-----------|------------|------------|----------|-----------|----------|--|
| TIME                | Lights     | HGV      | Bus/Coach | TOTAL      | Lights     | HGV      | Bus/Coach | TOTAL    |  |
| 0730 - 0745         | 87         | 0        | 0         | 87         | 0          | 0        | 0         | 0        |  |
| 0745 - 0800         | 102        | 1        | 1         | 104        | 2          | 0        | 0         | 2        |  |
| <b>Hourly Total</b> | <b>189</b> | <b>1</b> | <b>1</b>  | <b>191</b> | <b>2</b>   | <b>0</b> | <b>0</b>  | <b>2</b> |  |
| 0800 - 0815         | 96         | 0        | 0         | 96         | 0          | 1        | 0         | 1        |  |
| 0815 - 0830         | 103        | 1        | 1         | 105        | 2          | 0        | 0         | 2        |  |
| 0830 - 0845         | 108        | 1        | 1         | 110        | 0          | 0        | 0         | 0        |  |
| 0845 - 0900         | 99         | 1        | 1         | 101        | 1          | 0        | 0         | 1        |  |
| <b>Hourly Total</b> | <b>406</b> | <b>3</b> | <b>3</b>  | <b>412</b> | <b>3</b>   | <b>1</b> | <b>0</b>  | <b>4</b> |  |
| 0900 - 0915         | 82         | 1        | 1         | 84         | 0          | 0        | 0         | 0        |  |
| 0915 - 0930         | 74         | 0        | 0         | 74         | 1          | 0        | 0         | 1        |  |
| <b>Hourly Total</b> | <b>156</b> | <b>1</b> | <b>1</b>  | <b>158</b> | <b>1</b>   | <b>0</b> | <b>0</b>  | <b>1</b> |  |
|                     | Lights     | HGV      | Bus/Coach | TOTAL      | Lights     | HGV      | Bus/Coach | TOTAL    |  |
| <b>TOTAL</b>        | <b>751</b> | <b>5</b> | <b>5</b>  | <b>761</b> | <b>6</b>   | <b>1</b> | <b>0</b>  | <b>7</b> |  |

| Northbound          |            |          |           |            | Right Turn |          |           |           |  |
|---------------------|------------|----------|-----------|------------|------------|----------|-----------|-----------|--|
| TIME                | Lights     | HGV      | Bus/Coach | TOTAL      | Lights     | HGV      | Bus/Coach | TOTAL     |  |
| 1630 - 1645         | 69         | 1        | 0         | 70         | 0          | 0        | 0         | 0         |  |
| 1645 - 1700         | 74         | 0        | 1         | 75         | 2          | 0        | 0         | 2         |  |
| <b>Hourly Total</b> | <b>143</b> | <b>1</b> | <b>1</b>  | <b>145</b> | <b>2</b>   | <b>0</b> | <b>0</b>  | <b>2</b>  |  |
| 1700 - 1715         | 121        | 1        | 0         | 122        | 1          | 0        | 0         | 1         |  |
| 1715 - 1730         | 75         | 1        | 1         | 77         | 3          | 0        | 0         | 3         |  |
| 1730 - 1745         | 109        | 0        | 0         | 109        | 2          | 0        | 0         | 2         |  |
| 1745 - 1800         | 102        | 0        | 1         | 103        | 2          | 0        | 0         | 2         |  |
| <b>Hourly Total</b> | <b>407</b> | <b>2</b> | <b>2</b>  | <b>411</b> | <b>8</b>   | <b>0</b> | <b>0</b>  | <b>8</b>  |  |
| 1800 - 1815         | 75         | 0        | 0         | 75         | 1          | 0        | 0         | 1         |  |
| 1815 - 1830         | 77         | 0        | 0         | 77         | 2          | 0        | 0         | 2         |  |
| <b>Hourly Total</b> | <b>152</b> | <b>0</b> | <b>0</b>  | <b>152</b> | <b>3</b>   | <b>0</b> | <b>0</b>  | <b>3</b>  |  |
|                     | Lights     | HGV      | Bus/Coach | TOTAL      | Lights     | HGV      | Bus/Coach | TOTAL     |  |
| <b>TOTAL</b>        | <b>702</b> | <b>3</b> | <b>3</b>  | <b>708</b> | <b>13</b>  | <b>0</b> | <b>0</b>  | <b>13</b> |  |

Queues Measured as Stationary Vehicles (Maximum Observed in Period)

| Queue Lengths (Vehicles) |            |
|--------------------------|------------|
| TIME                     | Stationary |
| 730                      | 3          |
| 735                      | 4          |
| 740                      | 4          |
| 745                      | 4          |
| 750                      | 3          |
| 755                      | 3          |
| 800                      | 3          |
| 805                      | 4          |
| 810                      | 4          |
| 815                      | 4          |
| 820                      | 5          |
| 825                      | 5          |
| 830                      | 5          |
| 835                      | 3          |
| 840                      | 4          |
| 845                      | 4          |
| 850                      | 3          |
| 855                      | 3          |
| 900                      | 4          |
| 905                      | 3          |
| 910                      | 2          |
| 915                      | 3          |
| 920                      | 2          |
| 925                      | 2          |
| 930                      | 2          |

| Queue Lengths (Vehicles) |            |
|--------------------------|------------|
| TIME                     | Stationary |
| 1630                     | 3          |
| 1635                     | 2          |
| 1640                     | 3          |
| 1645                     | 2          |
| 1650                     | 0          |
| 1655                     | 2          |
| 1700                     | 0          |
| 1705                     | 0          |
| 1710                     | 2          |
| 1715                     | 3          |
| 1720                     | 2          |
| 1725                     | 4          |
| 1730                     | 2          |
| 1735                     | 3          |
| 1740                     | 3          |
| 1745                     | 4          |
| 1750                     | 4          |
| 1755                     | 3          |
| 1800                     | 0          |
| 1805                     | 2          |
| 1810                     | 3          |
| 1815                     | 2          |
| 1820                     | 0          |
| 1825                     | 2          |
| 1830                     | 2          |

## North Bradley - Wednesday 27th June 2018

Junction: A363 / Woodmarsh

Approach: A363 Southbound

| Left Turn           |             |           |           |             | Southbound |          |           |            |  |
|---------------------|-------------|-----------|-----------|-------------|------------|----------|-----------|------------|--|
| TIME                | Lights      | HGV       | Bus/Coach | TOTAL       | Lights     | HGV      | Bus/Coach | TOTAL      |  |
| 0730 - 0745         | 144         | 2         | 0         | 146         | 29         | 0        | 0         | 29         |  |
| 0745 - 0800         | 177         | 4         | 2         | 183         | 33         | 1        | 0         | 34         |  |
| <b>Hourly Total</b> | <b>321</b>  | <b>6</b>  | <b>2</b>  | <b>329</b>  | <b>62</b>  | <b>1</b> | <b>0</b>  | <b>63</b>  |  |
| 0800 - 0815         | 212         | 2         | 3         | 217         | 45         | 0        | 0         | 45         |  |
| 0815 - 0830         | 215         | 3         | 1         | 219         | 45         | 1        | 0         | 46         |  |
| 0830 - 0845         | 175         | 4         | 2         | 181         | 56         | 1        | 1         | 58         |  |
| 0845 - 0900         | 166         | 3         | 1         | 170         | 64         | 0        | 1         | 65         |  |
| <b>Hourly Total</b> | <b>768</b>  | <b>12</b> | <b>7</b>  | <b>787</b>  | <b>210</b> | <b>2</b> | <b>2</b>  | <b>214</b> |  |
| 0900 - 0915         | 129         | 2         | 1         | 132         | 37         | 1        | 0         | 38         |  |
| 0915 - 0930         | 124         | 4         | 0         | 128         | 32         | 0        | 0         | 32         |  |
| <b>Hourly Total</b> | <b>253</b>  | <b>6</b>  | <b>1</b>  | <b>260</b>  | <b>69</b>  | <b>1</b> | <b>0</b>  | <b>70</b>  |  |
|                     | Lights      | HGV       | Bus/Coach | TOTAL       | Lights     | HGV      | Bus/Coach | TOTAL      |  |
| <b>TOTAL</b>        | <b>1342</b> | <b>24</b> | <b>10</b> | <b>1376</b> | <b>341</b> | <b>4</b> | <b>2</b>  | <b>347</b> |  |

| Left Turn           |            |           |           |            | Southbound |          |           |            |  |
|---------------------|------------|-----------|-----------|------------|------------|----------|-----------|------------|--|
| TIME                | Lights     | HGV       | Bus/Coach | TOTAL      | Lights     | HGV      | Bus/Coach | TOTAL      |  |
| 1630 - 1645         | 104        | 4         | 0         | 108        | 68         | 0        | 1         | 69         |  |
| 1645 - 1700         | 131        | 3         | 1         | 135        | 59         | 1        | 0         | 60         |  |
| <b>Hourly Total</b> | <b>235</b> | <b>7</b>  | <b>1</b>  | <b>243</b> | <b>127</b> | <b>1</b> | <b>1</b>  | <b>129</b> |  |
| 1700 - 1715         | 140        | 2         | 1         | 143        | 67         | 1        | 0         | 68         |  |
| 1715 - 1730         | 128        | 3         | 2         | 133        | 56         | 0        | 0         | 56         |  |
| 1730 - 1745         | 126        | 1         | 2         | 129        | 73         | 0        | 0         | 73         |  |
| 1745 - 1800         | 120        | 2         | 1         | 123        | 68         | 1        | 0         | 69         |  |
| <b>Hourly Total</b> | <b>514</b> | <b>8</b>  | <b>6</b>  | <b>528</b> | <b>264</b> | <b>2</b> | <b>0</b>  | <b>266</b> |  |
| 1800 - 1815         | 121        | 2         | 2         | 125        | 57         | 0        | 0         | 57         |  |
| 1815 - 1830         | 93         | 1         | 0         | 94         | 45         | 0        | 0         | 45         |  |
| <b>Hourly Total</b> | <b>214</b> | <b>3</b>  | <b>2</b>  | <b>219</b> | <b>102</b> | <b>0</b> | <b>0</b>  | <b>102</b> |  |
|                     | Lights     | HGV       | Bus/Coach | TOTAL      | Lights     | HGV      | Bus/Coach | TOTAL      |  |
| <b>TOTAL</b>        | <b>963</b> | <b>18</b> | <b>9</b>  | <b>990</b> | <b>493</b> | <b>3</b> | <b>1</b>  | <b>497</b> |  |

Queues Measured as Stationary Vehicles (Maximum Observed in Period)

| Queue Lengths (Vehicles) |            |
|--------------------------|------------|
| TIME                     | Stationary |
| 730                      | 4          |
| 735                      | 7          |
| 740                      | 5          |
| 745                      | 7          |
| 750                      | 5          |
| 755                      | 6          |
| 800                      | 6          |
| 805                      | 6          |
| 810                      | 7          |
| 815                      | 7          |
| 820                      | 7          |
| 825                      | 4          |
| 830                      | 5          |
| 835                      | 6          |
| 840                      | 7          |
| 845                      | 7          |
| 850                      | 5          |
| 855                      | 6          |
| 900                      | 4          |
| 905                      | 5          |
| 910                      | 6          |
| 915                      | 3          |
| 920                      | 5          |
| 925                      | 3          |
| 930                      | 3          |

| Queue Lengths (Vehicles) |            |
|--------------------------|------------|
| TIME                     | Stationary |
| 1630                     | 3          |
| 1635                     | 4          |
| 1640                     | 3          |
| 1645                     | 7          |
| 1650                     | 6          |
| 1655                     | 7          |
| 1700                     | 9          |
| 1705                     | 6          |
| 1710                     | 7          |
| 1715                     | 6          |
| 1720                     | 6          |
| 1725                     | 5          |
| 1730                     | 6          |
| 1735                     | 4          |
| 1740                     | 4          |
| 1745                     | 5          |
| 1750                     | 4          |
| 1755                     | 6          |
| 1800                     | 3          |
| 1805                     | 4          |
| 1810                     | 4          |
| 1815                     | 5          |
| 1820                     | 2          |
| 1825                     | 3          |
| 1830                     | 4          |