

Dawley Road, Telford

Highways Briefing Note

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Job No. [REDACTED]
Approved by: JEGB

1. Introduction

1.1 Overview

- 1.1.1 mode transport planning (mode) has been commissioned by The Parkhill Group to provide a Transport and Highways Site Appraisal Technical Note (TN) in relation to the promotion of land East of Dawley Road, Telford, for a new residential development through the emerging Telford and Wrekin Local Plan (TWLP) (Site Ref HA8).
- 1.1.2 The site is located on the western edge of Telford, approximately 3.5km west of Telford Town Centre and Telford Central Railway Station. The site is bound by residential properties to the south and east; Lawley Furnaces to the north and Dawley Road, of which access is taken from, to the west.

1.2 Purpose of Technical Note

- 1.2.1 This TN has been prepared in order to assess the opportunity and viability for the delivery of c.150 dwellings on the site and reviews the principle of vehicular access from the adjacent highway network and the sustainable access strategy that could be delivered in order to promote the site through the emerging TWLP.
- 1.2.2 In addition, discussions with TWC have highlighted the potential concerns with the Cock Hotel signalised crossroads to the north of the site. As such, this TN also undertakes junction capacity assessments associated with the forecast development traffic generation and distribution at both the Cock Hotel signalised crossroads junction and the site access junction.
- 1.2.3 The overall aim of this TN therefore is to help provide surety to Telford and Wrekin Council (TWC) and the Local Plan Inspectors that a scheme of this size (150 units) is deliverable on the site and that the site should be allocated within the emerging TWLP without undue limitation on housing numbers as a result of any traffic concerns.

2. Site Context

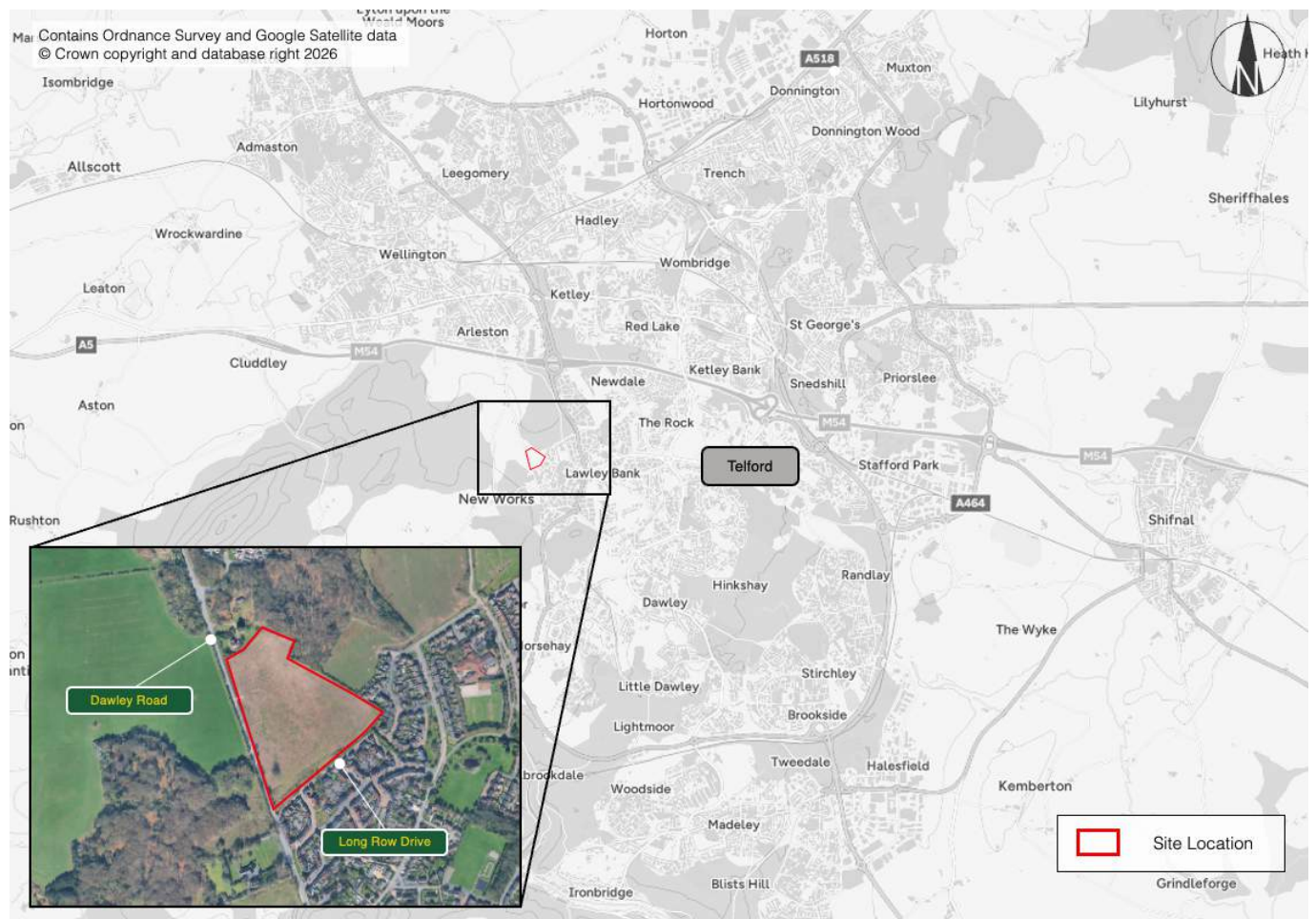
2.1 Overview

2.1.1 This chapter provides an overview of existing conditions at the site, with respect to the local transport options and access to amenities and services within an accessible distance of the site.

2.2 Site Location

2.2.1 As aforementioned, the site is located on the western edge of Telford and an overview of the site location is provided in **Figure 2.1**.

Figure 2.1 Site Location



2.3 Local Highway Network

Dawley Road

- 2.3.1 Dawley Road is a two-lane single carriageway road which routes in a north-south alignment along the western boundary of the site. There is an existing gated field access to the site via Dawley Road.
- 2.3.2 Along the site frontage and adjacent the existing site access, Dawley Road is subject to a 40mph posted speed limit. Approximately 150m north of the existing access, the speed limit increases to 50mph; and approximately 250m south of the existing access, the speed limit reduces to 30mph.
- 2.3.3 Dawley Road routes between the Cock Hotel signalised crossroads c.2km north of the site and the Lawley Common Roundabout c.1km south-east of the site. A footway is present along the western side of Dawley Road along the entirety of its length, including adjacent the site frontage.

3. Sustainable Accessibility Appraisal

3.1 Overview

- 3.1.1 The National Planning Policy Framework (NPPF) (2024) sets out the Government's planning policies for England and how these are expected to be applied. Chapter 9 of the NPPF, 'Promoting Sustainable Transport', sets out the important role that transport issues and policies have in facilitating sustainable development.
- 3.1.2 Paragraph 109 states that '*Transport issues should be considered from the earliest stages of plan-making and development proposals, using a vision-led approach to identify transport solutions that deliver well-designed, sustainable and popular places. This should involve:*
- *making transport considerations an important part of early engagement with local communities;*
 - *ensuring patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places;*
 - *understanding and addressing the potential impacts of development on transport networks;*
 - *realising opportunities from existing or proposed transport infrastructure, and changing transport technology and usage – for example in relation to the scale, location or density of development that can be accommodated;*
 - *identifying and pursuing opportunities to promote walking, cycling and public transport use; and,*
 - *identifying, assessing and taking into account the environmental impacts of traffic and transport infrastructure – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains.'*

3.1.3 Paragraph 110 states:

- *“Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes.”*

3.1.4 The NPPF defines sustainable transport modes as:

- *“Any efficient safe and accessible means of transport, with overall low impact on the environment, including walking and cycling, ultra-low and zero emission vehicles, car sharing and public transport.”*

3.1.5 In consideration of the above, this Chapter considers the existing pedestrian, cycle, public transport facilities and surrounding nearby amenities to assess the sustainable credentials of the site and to demonstrate that there is a clear and genuine choice of transport for future residents and visitors on site (under the NPPF’s defined types of sustainable transport), other than reliance on single occupancy vehicular use.

3.1.6 As part of this assessment, consideration has also been made to Policy C1 of Telford and Wrekin Council’s Adopted Local Plan 2011-2031, which sets out the importance of new developments in promoting alternatives to private vehicular use. Paragraph 8.1.1.1 of the Local Plan sets out that: *“There is a need to reduce the overall reliance on the car and to encourage the use of more sustainable modes of travel, particularly for short distance trips...For the purposes of the Local Plan, sustainable modes include walking, cycling, bus and rail travel.”*

3.2 Pedestrian Accessibility

3.2.1 Walking is a key form of active travel to reduce reliance on single occupancy vehicular trips to nearby destinations whilst also promoting healthy transport habits. The ‘Planning for Walking’ (2015) document produced by the Chartered Institution of Highways and Transportation (CIHT) document suggests that c.80% per cent of journeys shorter than 1 mile (1.6km) are made wholly on foot.

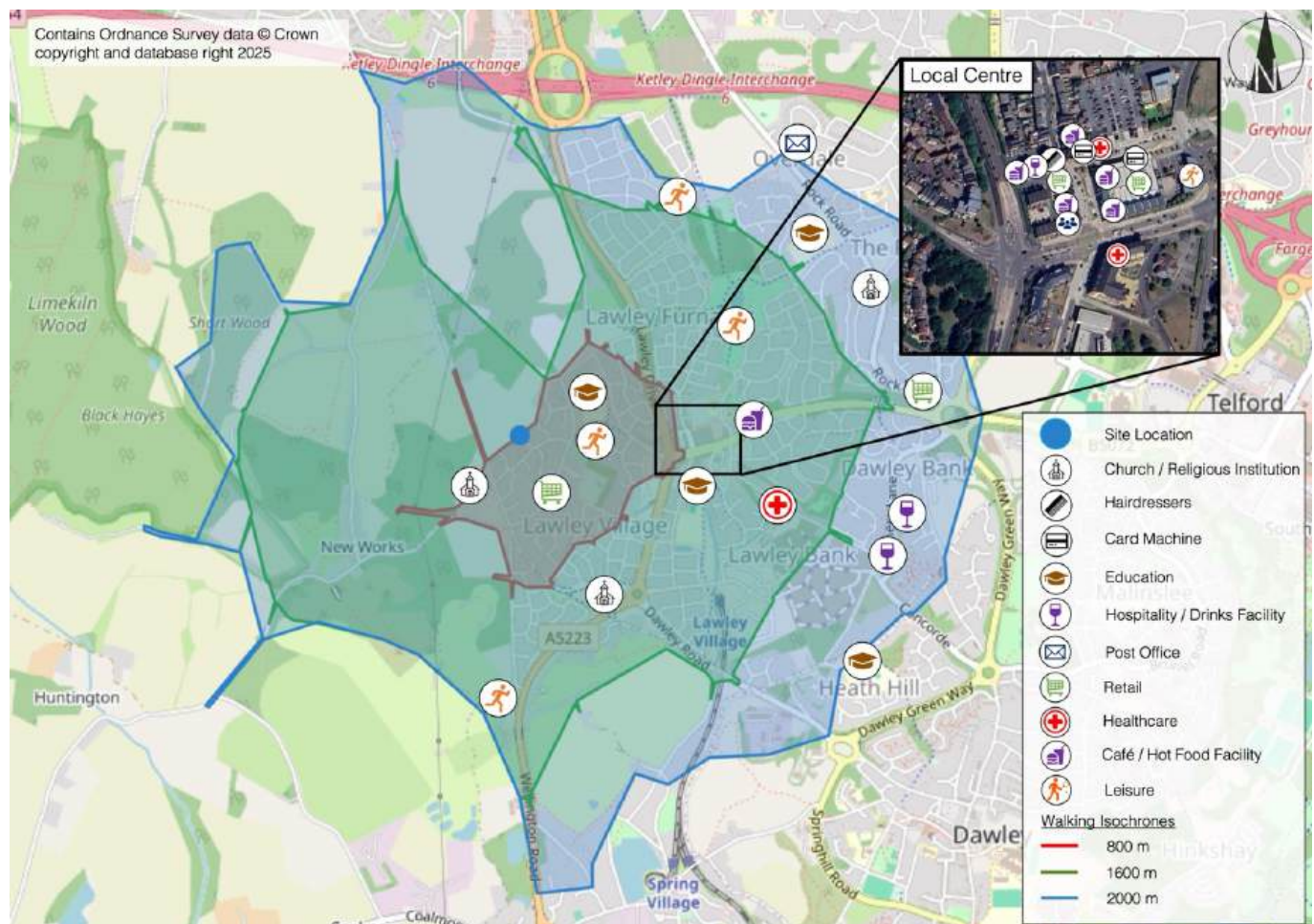
3.2.2 Of key importance is the range of facilities and amenities within suitable walking distances to residents. The document goes on to say that traditional layouts are typically characterised as having a range of facilities within 10-minutes’ walking distance (around 800 metres). However, the propensity to walk or cycle is not only influenced by distance but also the quality of the experience; people may be willing to walk or cycle further where their surroundings are more attractive, safe and stimulating.

3.2.3 Moreover, paragraph 4.4.1 of Manual for Streets (MfS) states that walkable neighbourhoods are typically characterised as having a range of facilities within ten minutes walking distance (typically around 800m). It is stated; however, that this is not an upper limit, and that walking offers the greatest potential to replace short car trips, particularly those under 2km.

3.2.4 The above guidance has been drawn upon to undertake an assessment of walking distances from the site to nearby local amenities. **Figure 3.1** provides a visual overview of the location of these amenities / facilities within the identified upper limit of an appropriate walking catchment of 2km, with consideration also made to those closer amenities within a more desirable 800m and 1mile catchment.

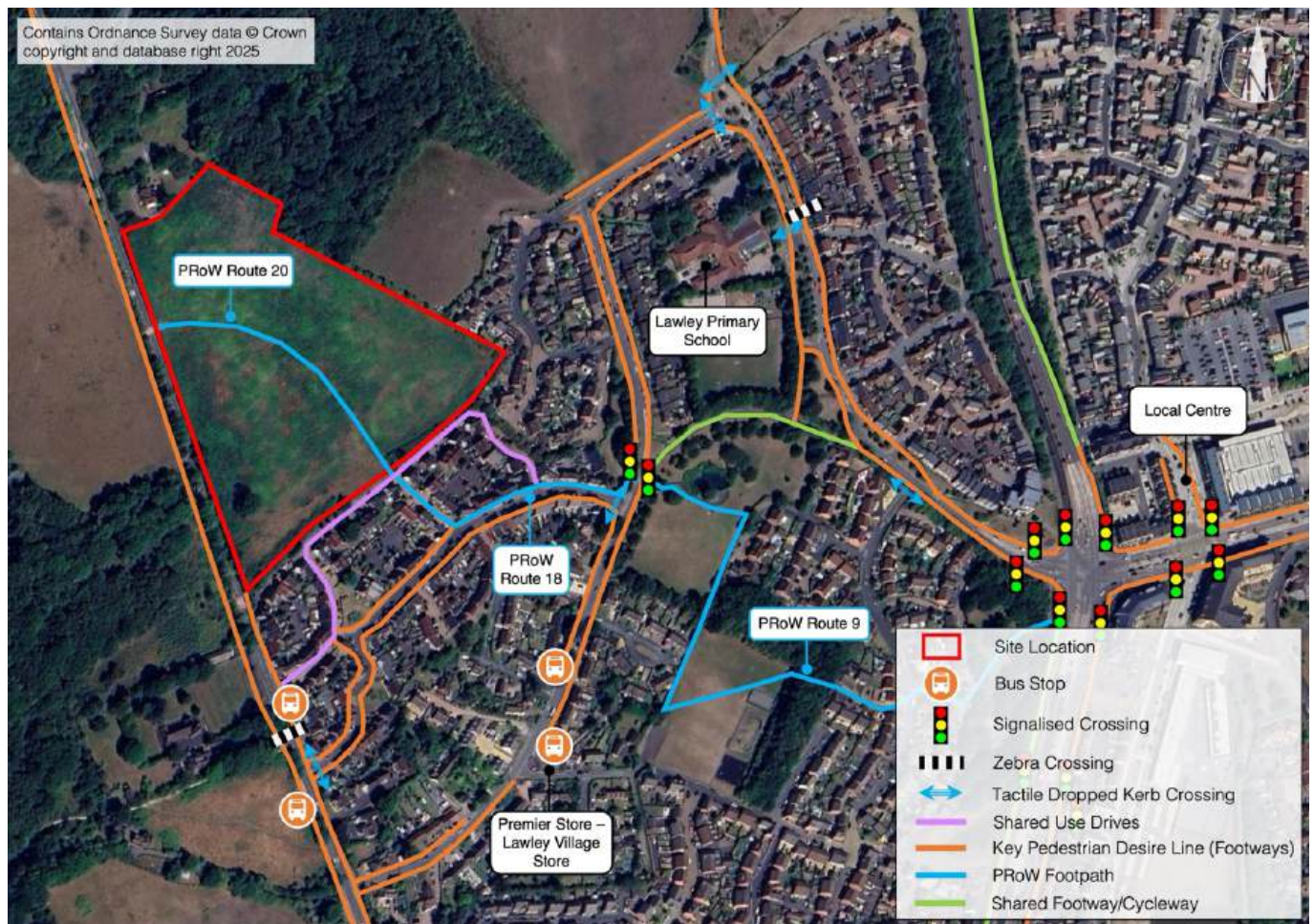
3.2.5 It should be noted that whilst the origin point for the iso-distances has been plotted from the site's potential pedestrian access onto Long Row Drive, an assumption has been made that a further 100m would be required to represent the distance from the centre of the site. As such, the iso-distances have been plotted to 700m, 1,500m and 1,900m respectively to provide a robust assessment and to accurately reflect the 800m, 1,600m and 2,000m distances.

Figure 3.1 Walking Catchment from Site



3.2.6 An illustration of the key pedestrian infrastructure in the vicinity of the site (which will be utilised to access the key nearby amenities illustrated above) is shown in **Figure 3.2**, below.

Figure 3.2 Local Pedestrian Infrastructure



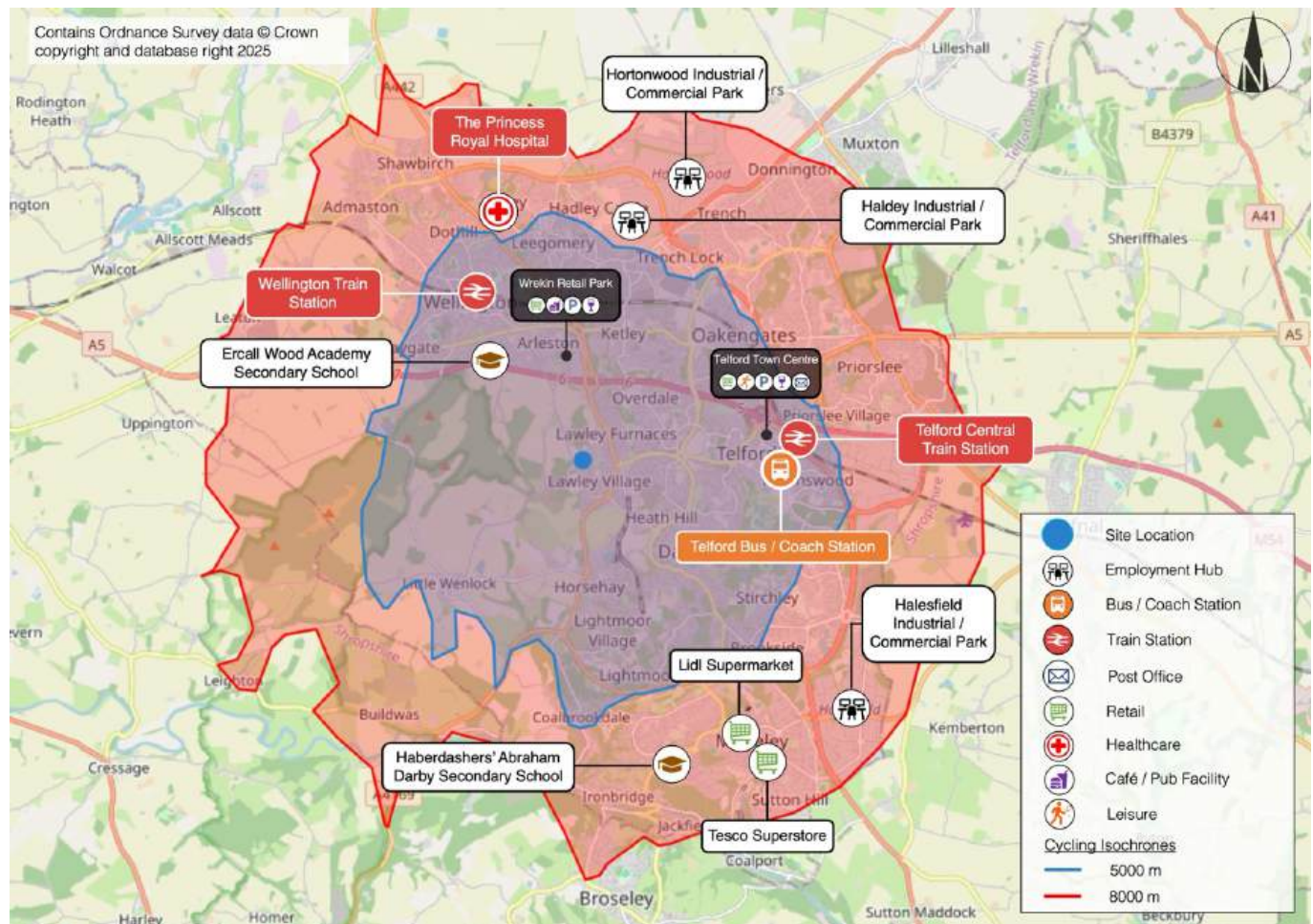
- 3.2.7 The site's southern boundary is adjacent to Long Row Drive and accessed from the site via an existing Public Right of Way (PRoW). The drive forms a shared surface arrangement, facilitating access to properties on Long Row Drive only. As such, it is considered a safe arrangement to facilitate additional pedestrian movements associated with the scheme. Long Row Drive provides direct access to Village Drive, which benefits from footways on both sides of the carriageway and intermittent street lighting.
- 3.2.8 In following the primary desire line (eastbound), pedestrians benefit from a signalised Pelican Crossing, c.30m to the north of the Village Drive / Glendale T Junction and subsequently travel eastwards on a good quality, lit shared foot/cycle way which forms a segregated connection onto Pepper Mill.
- 3.2.9 To the north, footways provide direct and lit connections to Lawley Primary School. As such, a primary school facility is within a 700m walk of the site (which equates to a c.9minute walk or 3-minute cycle), along dedicated footways / shared foot/cycle infrastructure. Therefore, the site is well placed to encourage active travel trips amongst any future pupils and parents between the site and Lawley Primary School.

- 3.2.10 To the south (on Pepper Mill), footway provision is available on both sides of the carriageway along enables onward connections to Signalised Pelican Crossing facilities on all approach arms to the Lawley Road / Pepper Mill Signalised Crossroads.
- 3.2.11 Upon using these crossing facilities, pedestrians have a safe route into the local centre in and around Birchfield Way, allowing access to a range of food/non-food and leisure amenities including Morrisons Superstore, Lawley Medical Practice, Lawley Pharmacy, Subway, Greggs, Domino's, and Anytime Fitness Telford. This Local Centre is c.950m (walking distance) from the centre of the site which equates to a walking time of 12 minutes or cycle time of 4 minutes, which is considered a suitable journey time to reach the plethora of local amenities and in line with recommended walking distance guidance set out above.
- 3.2.12 It should be noted that PRow Route 20 dissects the site, prior to continuing on Long Row Drive in a southeast direction. This provides access and onward connection from the site to Highfield and to the Premier Convenience Store. As such, a quick and suitable route (approximately 400m from the centre of the site which equates to a 5-minute walk) is achievable to enable residents would have direct access to necessary supplies and therefore avoid the need to complete a car journey to obtain these items.
- 3.2.13 It is therefore considered that the local pedestrian infrastructure network is sufficient to accommodate the additional demand likely with the development site and well connected to encourage walking as a practical alternative to single occupancy vehicular trips.

3.3 Cycle Accessibility

- 3.3.1 Cycling also forms a key sustainable means of active travel to complete journeys to nearby employment centres, retail and leisure facilities. Regarding cycling, the DfT Local Transport Note 1/20 'Cycle Infrastructure Design' sets out that it is widely considered that cycling has the potential to substitute short car trips, particularly those under 5km, and form part of a longer journey by public transport.
- 3.3.2 LTN1/20 further outlines that cycling is considered to be a highly sustainable mode of travel and generally journeys up to 8km are considered an achievable distance for most people. LTN 1/20 also states that:
- *"Two out of every three personal trips are less than five miles in length – which is an achievable distance to cycle for most people."*
- 3.3.3 **Figure 3.3** below provides an illustration of an 5km and 8km cycle coverage from the site, demonstrating that key nearby major destinations (for employment, retail, leisure trips and onward transport interchanges) in Telford and Wellington are all accessible within the identified appropriate cycle distance considered within LTN 1/20.

Figure 3.3 Cycle Catchment from Site



3.3.4 As illustrated in **Figure 3.3**, there are a range of amenities located within both a 5km (which equates to an c.18 minute trip) and 8km (which equates to an c.29 minute trip) catchment of the site including Telford Town Centre which hosts a plethora of retail, hospitality and leisure facilities such as the Telford Shopping Centre (which also benefits from cycle parking facilities around the perimeter of the site and within public realm areas).

3.3.5 **Figure 3.4** illustrates the local cycle routes in close vicinity to the site.

Figure 3.4 Telford & Wrekin Local Cycle Maps*



*Local Cycle Map taken from Telford & Wrekin Council's online cycle map

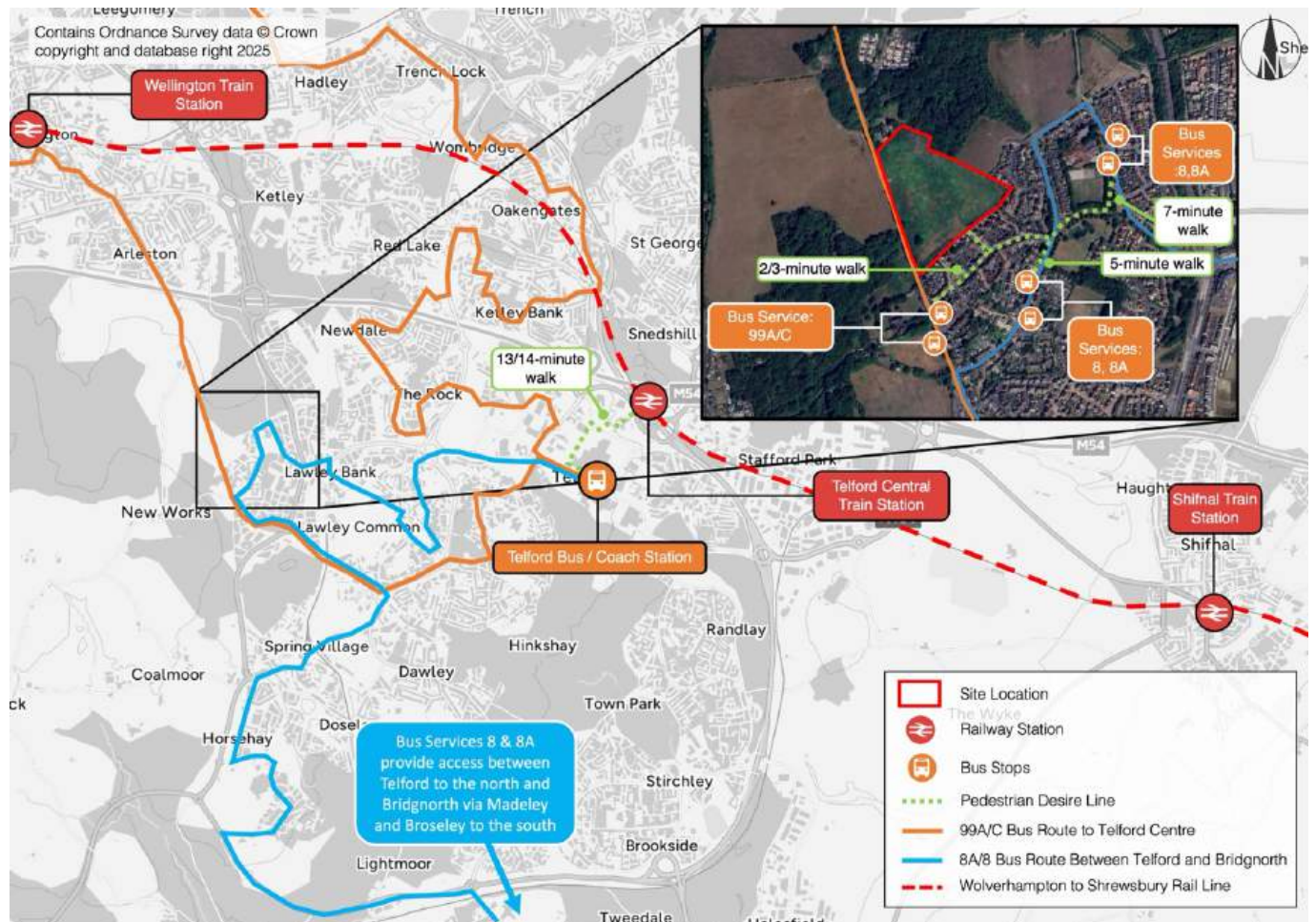
- 3.3.6 Future residents of the site would be able to access Telford Town Centre via TWC recommended local cycle routes on Pepper Mill before joining TWC's recommended strategic cycle route on the B5072, which benefits from a segregated cycle lane on the southern side of the carriageway along its length to the Malinslee Roundabout and on the northern side of the carriageway to the Hollinshead Way Roundabout, continuing then northbound to further segregated routes on Caledonian Way and Colliers Way, respectively.
- 3.3.7 Upon egressing the Malinslee Roundabout, cyclists can join National Cycle Network (NCN) Route 55 (runs in sections between Ironbridge and Preston, via Telford, Newport, Stafford and Stockport). Route 55 provides an offroad segregated connection, which runs parallel to Woodhouse Central, Forge Gate and Ironmaster Way and then proceeds on Silver Swallow Bridge to provide direct access to Telford Central Train Station (over the A5 Rampart Way and Queensway).

- 3.3.8 To the north of the development, a shared cycle/footway is located on the eastern side of the A5223, commencing c.100m to the north of the Lawley Drive / Pepper Mill Signalised Crossroads and terminating at the Ketley Dingle Interchange. A further offroad shared connection commences on the northbound exit arm to the interchange, running adjacent to Whitchurch Drive towards Arleston, Ketley and beyond to Wellington.
- 3.3.9 The general topography of the surrounding area is generally conducive to cycling and the majority of local amenities and facilities can be reached from the site via the local cycle network and within a suitable cycling distance.

3.4 Bus Services

- 3.4.1 As set out within paragraph 8.1.1.3 of the Telford & Wrekin Local Plan, public transport routes are key to help: *“Broaden the connectivity of developments and provide links into key service hubs such as Town and District Centres. The borough benefits from a network of core ‘commercial’ urban and inter urban routes which service existing developments and where possible, new development sites have been located within close proximity to existing services.”*
- 3.4.2 As such, proximity to local bus services is considered an important factor in determining suitable locations for new development. The Chartered Institute of Highways and Transportation (CIHT) published: ‘Buses in Urban Developments’ in 2018 to provide a reference for spatial and transport planners. In regard to the location of bus services, the document provides guidance on appropriate walking distances to bus stops:
- *“The Planning of development sites should consider the walking distances to bus stops and the corresponding bus catchment areas. This affects the distance between the adjacent bus routes and hence the street layout as a whole. Custom and practice for many years suggests a maximum walking distance of 400m from a bus stop.”*
- 3.4.3 In consideration of the above guidance, an assessment of the site’s credentials in relation to local existing bus stops has been undertaken. The nearest Bus Stops to the site are located on Dawley Road, which serve the 99A/C services and on Glendale which serve the 8/8A.
- 3.4.4 An overview of the proximity of the nearby bus stop facilities to the site are illustrated below in **Figure 3.5**, along with an illustration of the nearby routes of the 99C/A and 8/8A services.

Figure 3.5 Nearby Bus Stops and Routes



3.4.5 An overview of the services, route, frequency and associated stop infrastructure is provided below, for reference:

- SB Stop c.375m from centre of the site (walking distance) / NB Stop c.430m from the centre of the site (walking distance);
- Serves the 99A SB Stop and 99C NB Stop (both services operated by Arriva);
- 99A: Hourly Services 07:13-18:33 / 99C: Hourly Services 05:54 – 18:54;
- Telford Town Centre Circular service via Oakengates, Hadley, Shawburch, Wellington and Lawley; and,
- NB stop benefits from bus layby, bus shelter, flagpole, bin / SB stop benefits from layby, pole and bin.

3.4.6 The site is also well located to a further set of Bus Stops on Glendale, which provides access to the 8/8A services. Again, an overview of the services, route, frequency and associated stop infrastructure is provided below:

- NE stop c.410m from centre of the site (walking distance) / SW bound stop c.450m from the centre of the site (walking distance);
- Both stops serve the 8 and 8A Arriva buses;
- Services every hour, Monday to Saturday: between 06:28 – 20:18 and on Sunday: hourly between 07:05 – 20:25;
- 8A service operates between Telford and Bridgnorth via Much Wenlock / 8 service operates between Telford and Bridgnorth (via Wrockwardine); and,
- NE bound stop benefits from flagpole / SW bound stop benefits from dedicated access (for buses only) and bus shelter.

3.4.7 Based on the above, it is considered that the site is well connected and located in close proximity to local bus services (within or close to the recommended 400m distance to bus stops from a development site) which enable onward journeys to key destinations such as Telford Town Centre and Bridgnorth alongside the local neighbouring areas with Telford itself.

3.5 Rail Services

3.5.1 Telford Central Train Station is located within a c.3.8km walking distance of the site, which equates to a 48-minute walk. Whilst outside of a traditionally accepted walking distance, it can also be accessed within a 15-minute cycle and 26-30 minute bus journey (inclusive of walk times to/from buses and train station) using the 8/8A bus services.

3.5.2 Telford Central Train Station is operated by West Midlands Rail and located on the Shrewsbury to Wolverhampton line, offering three services an hour to Shrewsbury and Birmingham New Street and hourly services to Aberystwyth and Holyhead.

3.5.3 The station benefits from 40 cycle storage spaces and CCTV coverage, ensuring users can choose to cycle to the station. Furthermore, the station is a step free access category A station, meaning the station provides step-free access to all platforms, thereby ensuring the station is inclusive to mobility impaired users.

3.5.4 Wellington Train Station is located within a c.3.7km walking distance of the site, which equates to a 13-minute cycle and 18-minute bus journey (inclusive of walk times to/from buses and train station) using the 99C bus service.

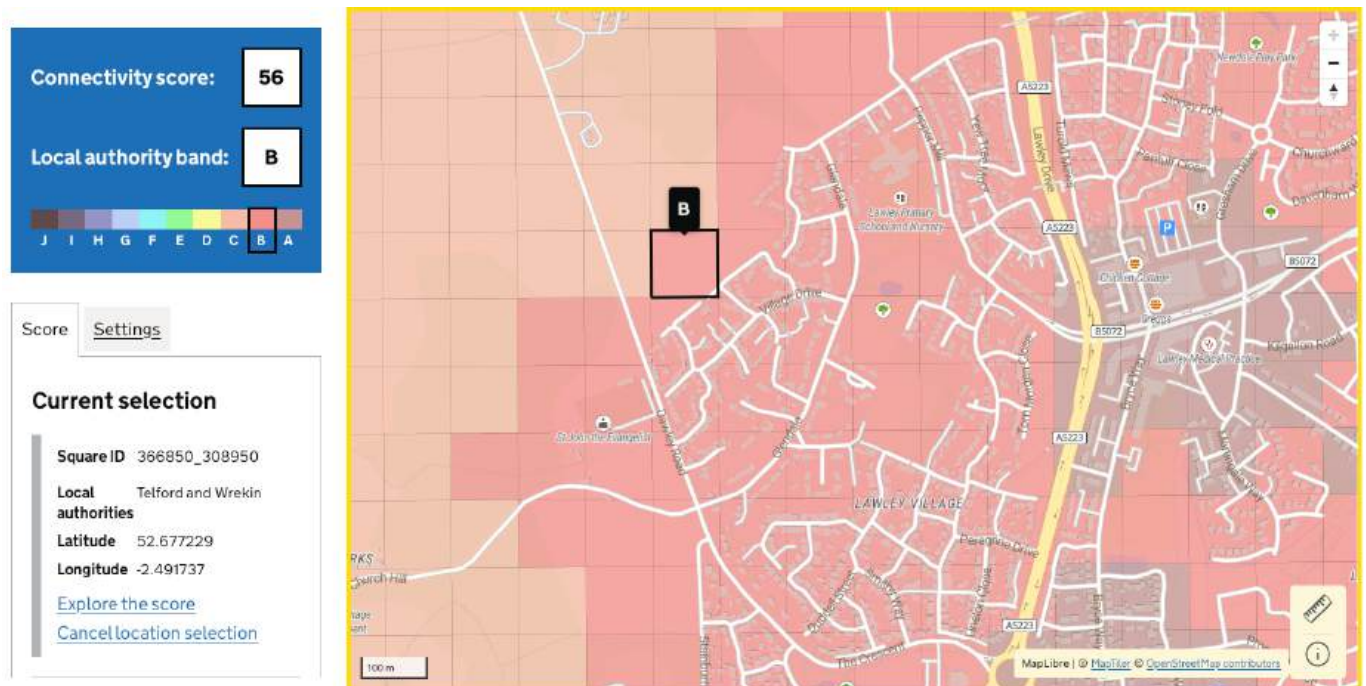
- 3.5.5 Wellington Train Station is also operated by West Midlands Rail and located on the same line as Telford Train Station (Shrewsbury to Wolverhampton line) providing access to similar services (three services an hour to Shrewsbury and Birmingham New Street and hourly services to Aberystwyth and Holyhead).
- 3.5.6 The station benefits from 18 cycle storage spaces and CCTV coverage, ensuring users can choose to cycle to the station. Furthermore, the station is a step free access category B2 station, meaning the station has some step free access.
- 3.5.7 An overview of the location of both Telford Central and Wellington Train Station in relation to the site is illustrated in **Figure 3.5**, above.

3.6 Department for Transport Connectivity Tool

- 3.6.1 A draft NPPF document was published by the Ministry of Housing, Communities and Local Government in December 2025 for a period of consultation (which ran until March 2026).
- 3.6.2 Chapter 15 'Promoting Sustainable Transport' of the draft document outlines that transport considerations need to be fully taken into account in the preparation of development plans and the evolution and assessment of development proposals, using a vision-led approach. Plan making policy TR1 (b) proposes that the Department for Transport (DfT)'s new Connectivity Tool is considered to inform the assessment and selection for sites for development:
- *"TR1 (b): Locating proposed development where it can support sustainable patterns of movement and make efficient use of existing or proposed transport infrastructure, reflecting the principles in Policy TR3. The Connectivity Tool should be used to inform the assessment and selection of sites for development alongside other relevant evidence."*
- 3.6.3 Policy TR3 'Locating Development in Sustainable Locations' also outlines that the Connectivity Tool should be used alongside relevant evidence in assessing the connectivity of locations proposed for development.
- 3.6.4 The Connectivity Tool provides numbered scores expressed as a percentage of the most connected location in the country. However, a lettered score system is also provided which is broken down between A-J (with A representing the top 10 percentile areas for connectivity relative to other locations with a respective local authority area). As such, in order to determine the most connected locations in certain authorities, the lettered banded system is considered more appropriate to utilise.
- 3.6.5 On the basis of the above, consideration has been made to the local authority area in which the site sits: Telford and Wrekin. The majority of the site (inclusive of the pedestrian access into the site off Long Row Drive) is located in Band B (for Telford and Wrekin) thereby meaning the site falls within the 80-90th most connective areas within Telford and Wrekin. The site's respective connectivity numbered score is 56.

3.6.6 An illustration of the site's DfT Connectivity score is provided in **Figure 3.6** below.

Figure 3.6 DfT Connectivity Tool



3.7 Summary

3.7.1 This chapter has demonstrated that there is an opportunity available to travel to nearby amenities by sustainable means of travel: walking, cycling, car sharing or through public transport. As such, according with the NPPF's definition of sustainable transport modes:

"Any efficient, safe and accessible means of transport means of transport with overall low impact on the environment, including walking and cycling, ultra-low and zero emission vehicles, car sharing and public transport."

3.7.2 This chapter has demonstrated that there is a clear and genuine choice of transport opportunities for future residents on site (under the NPPF's defined types of sustainable transport), other than reliance on single occupancy car use. As such, the site also accords with Policy C1 of Telford and Wrekin's Local Plan which seeks to reduce the need to travel by car.

3.7.3 The site is well located to an extensive local pedestrian network, with footways and shared foot/cycleway facilities permitting permeable and segregated trips between the site and Telford Town Centre and local amenities within Lawley Village.

- 3.7.4 Bus stops are located within suitable walking distances to the site on Dawley Road and Glendale servicing the 99A/C and 8/8A services, respectively. These services provide direct access into Telford Town Centre that includes a wide range of regional food/non food and leisure amenities alongside additional public transport links (Telford Train Station and further bus links) and to the local surrounding areas. Furthermore, the 99A/C service provides direct access to Wellington Train Station which enables onward journeys to key nearby major destinations in Shrewsbury to the West and Birmingham to the east.
- 3.7.5 On the basis of the above, the site is considered to be in a sustainable location and should be supported on connectivity and sustainability grounds during the process of allocating residential development sites for the emerging TWLP.

4. Proposed Development

4.1 Overview

- 4.1.1 The proposals are for a residential scheme comprising of up to 150 units.

4.2 Vehicular Access

- 4.2.1 The proposed site access is proposed to take the form of a simple priority T-junction with Dawley Road. The proposed access junction would be delivered within the applicant's land / TWC's highway boundary. There is sufficient frontage to deliver the required access in line with the parameters outlined in local TWC design guidance and is shown in the illustrative site layout plan is shown in **Appendix A**.

4.3 Internal

- 4.3.1 In accordance with recommendations outlined in Manual for Streets (MfS), internal permeability will be promoted within the site and will be accompanied by appropriate connections with adjacent highway infrastructure for all site users.
- 4.3.2 The site layout will include permeable footway and cycle connections with the surrounding area, in order to encourage movement to and from the site by modes other than the private car, in accordance with the key objectives outlined within the Local Plan. The internal layout will incorporate a clear street hierarchy; which will help facilitate a clear, legible layout, which helps to manage vehicle speeds and promote priority for both pedestrians and cyclists.

4.4 Sustainable Access Strategy

- 4.4.1 The following paragraphs outline a high-level sustainable access strategy for the proposed site.

- 4.4.2 A significant component of the masterplanning vision is the ability for residents to complete many of their day-to-day journeys at a local level. The second strand to this approach is providing the appropriate infrastructure and transport services to encourage sustainable travel as the first choice of trips wherever feasible as well as reducing trips in private motorised vehicles.
- 4.4.3 As outlined in earlier in this TN, the site is situated adjacent to existing residential areas in Telford. New footways connections at the site access junctions will be provided, in order to provide access to the comprehensive footway network along the local highway network, which is typically lit and of good quality, providing connections to a range of local facilities and services.

Movement Strategy

- 4.4.4 A 'Movement Strategy' will be developed to inform the development and design of the scheme, going forward. The main aims of the movement strategy are set out below, for reference:
- Provide safe and convenient surroundings for the movement of people, including those with restricted mobility and cyclists.
 - Create safe routes for pedestrian, cycling and vehicular movement.
 - Keep vehicle flows and traffic speeds low in the vicinity of homes, and minimise the danger and nuisance created by non-local access traffic.
 - Ensure that reasonable, and where possible, direct vehicular access to dwellings is available, and enable easy access for public transport and emergency service vehicles.

Travel Plan

- 4.4.5 Further to physical sustainable infrastructure improvements the uptake of sustainable transport can be promoted via implementation of a Travel Plan to be prepared as part of a future planning application for the site.
- 4.4.6 Part of the motivation behind moving home is the pursuit of a lifestyle change and the promotion of sustainable transport opportunities, alongside encouragement of their use, can be an effective tool in the transport planning toolkit through encouraging long-term behavioural change.
- 4.4.7 The site will be supported by a Travel Plan that will seek to reduce single occupancy private car trips to/from the site in favour of more sustainable modes of travel. The Travel Plan will be delivered by an appointed Travel Plan Co-ordinator who will be responsible for the promotion of the plan, roll-out and administration of measures, engagement with residents, Council and key stakeholders and ongoing monitoring of the plan.

5. Traffic Generation and Distribution

5.1 Overview

5.1.1 This section provides a review of the forecast traffic generation of the site and distribution onto the local highway network.

5.2 Trip Generation

Telford Strategic Transport Model (TSTM) Approach

5.2.1 In order to provide an indication of the potential traffic impact of the proposed residential allocation, trip rates derived from the Telford Strategic Transport Model (TSTM) have been investigated. A copy of the TSTM trip rates is provided in **Appendix B**.

5.2.2 An overview of the residential trip rates covering the traditional highway network weekday AM Peak Hour (08:00-09:00) and PM Peak Hour (17:00-18:00) is provided in **Table 5.1**.

Table 5.1 Residential Trip Rates and Trip Generation – TSTM (based on 150 units)

	AM Peak Hour (08:00-09:00)			PM Peak Hour (17:00-18:00)		
	Arrivals	Departures	Two-way	Arrivals	Departures	Two-way
Trip Rate (per dwelling)	0.181	0.475	0.656	0.430	0.245	0.675
Trip Generation (150 dwellings)	27	71	98	65	37	101

5.2.3 As can be seen above, the TSTM trip rates applied to 150 dwellings would result in a forecast trip generation of 98 two-way trips in the AM Peak and 101 two-way trips in the PM Peak.

TRICS Approach

5.2.4 For robustness, trip rates have also been reviewed through the TRICS Database. This assessment selected similar sites comparable to the level of accessibility and size of the proposed scheme to provide a comparative review. A copy of the full TRICS search output report is included in **Appendix C**, for reference.

5.2.5 An overview of the trip rates covering the traditional highway network weekday AM Peak Hour (08:00-09:00) and PM Peak Hour (17:00-18:00) is provided in **Table 5.2**.

Table 5.2 Residential Trip Rates and Trip Generation – TRICS

	AM Peak Hour (08:00-09:00)			PM Peak Hour (17:00-18:00)		
	Arrivals	Departures	Two-way	Arrivals	Departures	Two-way
Trip Rate (per dwelling)	0.191	0.382	0.573	0.335	0.179	0.514
Trip Generation (150 dwellings)	29	57	86	50	27	77

5.2.6 As can be seen above, the TRICS trip rates applied to 150 dwellings would result in a forecast trip generation of 86 two-way trips in the AM Peak and 77 two-way trips in the PM Peak.

Summary

5.2.7 When the two sets of trip rates are compared to one another, the TSTM trip rates result in an additional 12 and 24 two-way trips during the respective peak hour periods. It is standard practice to use the TRICS database to establish site specific trip rates based on comparable parameters of the proposed site i.e. site location, accessibility and level of public transport and local amenities.

5.2.8 As demonstrated in Chapter 3 through the review of the site, local facilities and the DfT connectively tool, the site is located in a very accessible location and as such would be more reflective of the lower vehicle trip rates in the TRICS assessment rather than the TSTM rates are generic county wide rates applied to all schemes.

5.2.9 On this basis the lower trip rates are considered more representative of the scheme but for the purposes of robustness, the TSTM trip rates have been taken forward as part of the analysis as they are greater.

5.3 Trip Distribution

5.3.1 To forecast the routing of trips associated with the proposed allocation, a trip distribution exercise was undertaken across the local highway network using 2011 Census Journey to Work (JtW) data.

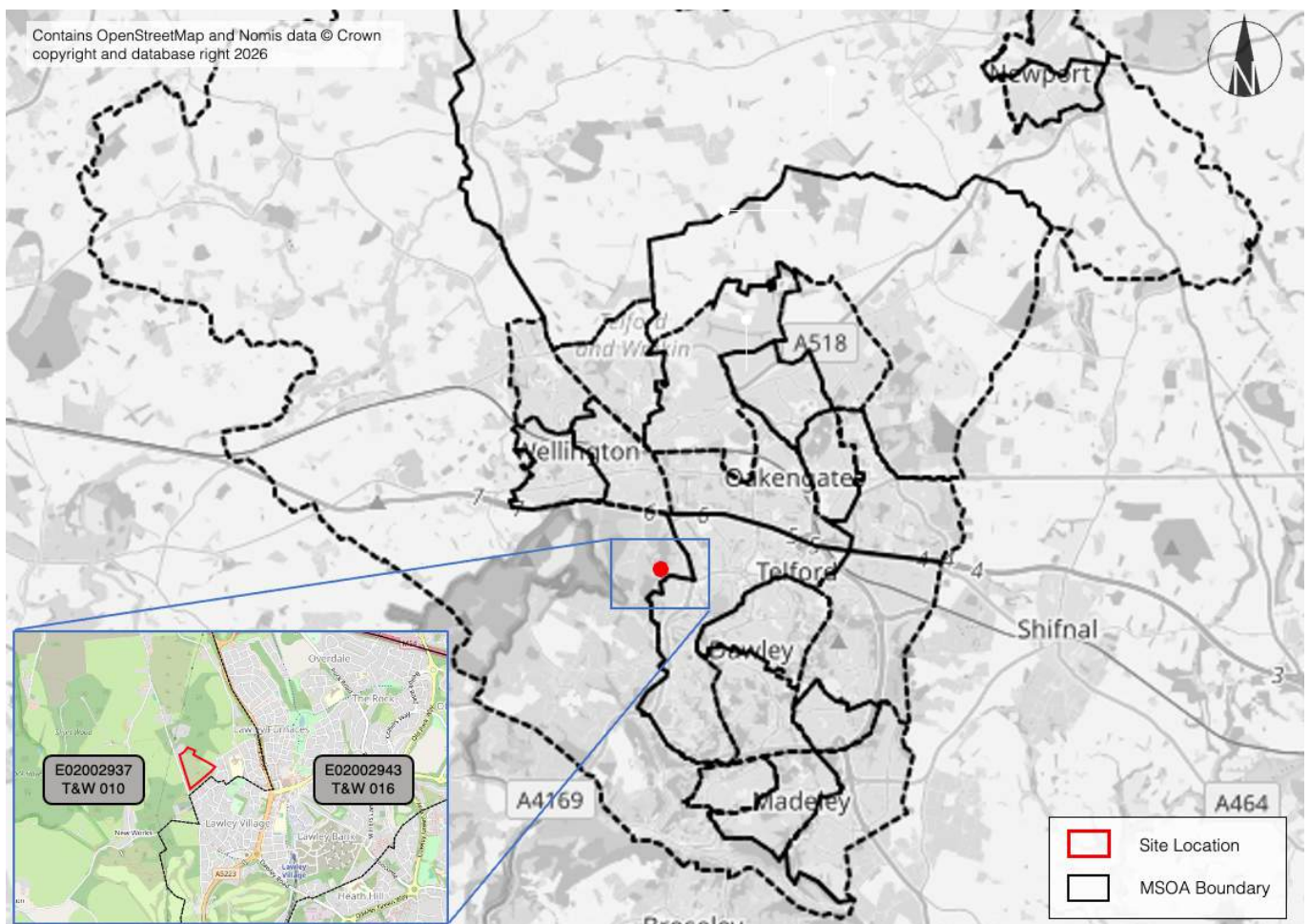
5.3.2 Whilst access is available to the 2021 Census dataset, these surveys were undertaken during Covid-19 travel restrictions, and as such are not considered to provide representative data on how individuals travel outside of pandemic induced restrictions, thus not deemed appropriate for use in transport studies. On this basis, it is considered the 2011 Census provides a relevant and representative dataset and considered standard practice.

5.3.3 To understand the likely routing of trips associated with the proposed development, traffic has been distributed across the local highway network using 2011 Census data relating to the locations of workplaces where existing residents in the local Middle Super Output Area (MSOA) Telford & Wrekin 016 travel to by car.

5.3.4 Whilst the site itself is located in MSOA Telford & Wrekin 010, it is on the border with MSOA 016 and MSOA 010 encompasses a large area of which the majority is rural spanning north and west of the built-up area of Telford; and thus, would likely not reflect the site itself.

5.3.5 As such, the Telford & Wrekin 016 MSOA has been selected as it is a more refined area which encompasses the majority of surrounding residential properties and thus would be more representative of journey to work destinations. This is illustrated in **Figure 5.1** below.

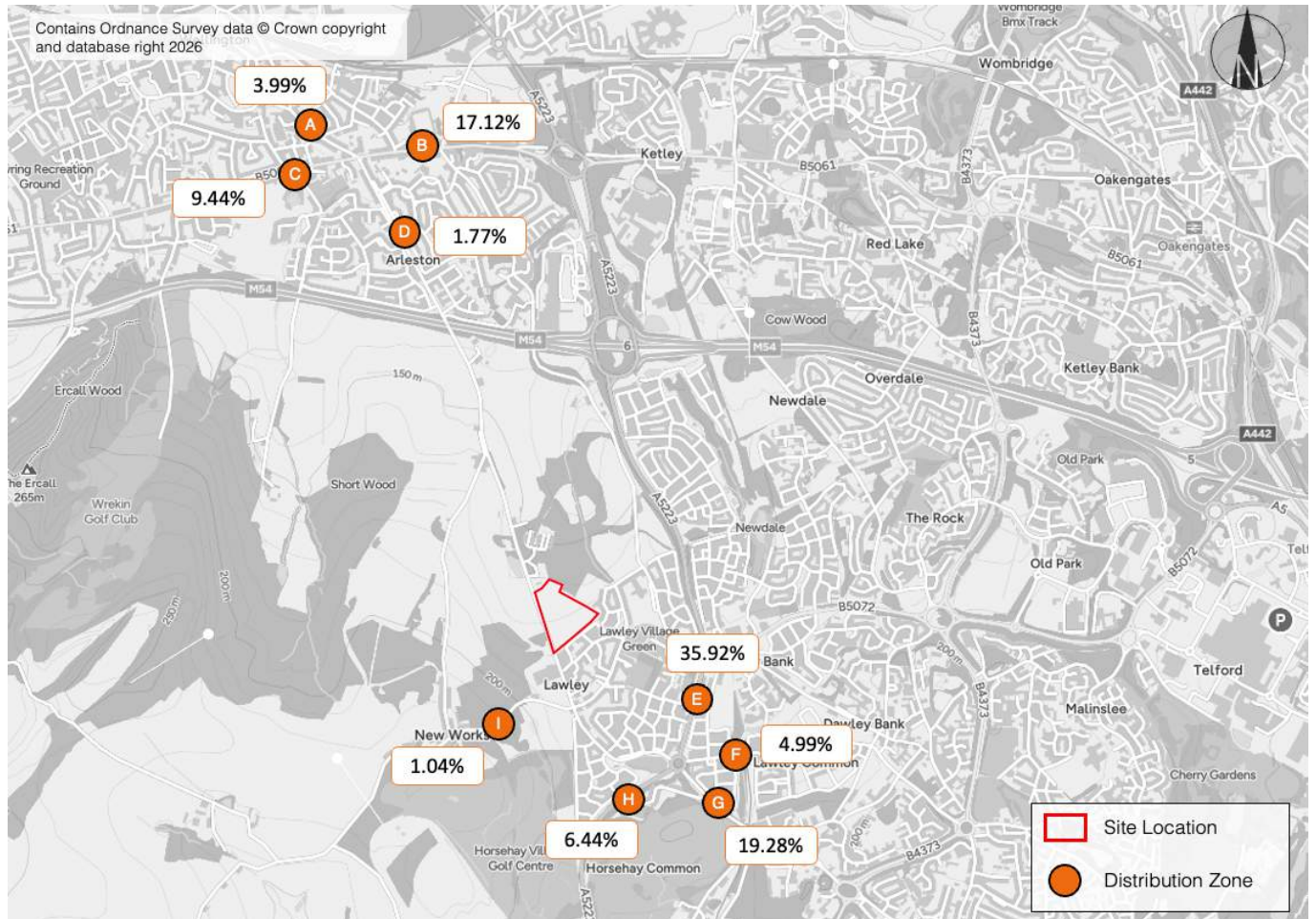
Figure 5.1 Site location and MSOAs



5.3.6 The local highway network has been analysed and the main routes and areas surrounding the site are assigned to a defined zone. Journeys to each workplace destination have been distributed across the road network towards these zones, based on logical assumptions, including the fastest/most convenient journey times and prevailing traffic conditions (as indicated by Google Map's dynamic journey planning tool). This methodology is used to determine the level of development traffic expected to be generated at key off site junctions. The trip distribution analysis can be found in **Appendix D**.

5.3.7 The zone plan for the residential distribution, along with the percentage of trips that are forecast to and from each zone, is illustrated in **Figure 5.2** and summarised along with the resultant vehicle trip volumes in the traffic flow diagrams which can be found in **Appendix E**.

Figure 5.2 Distribution Zones and Percentages



5.3.8 The above trip distribution and assignment is based on the journey to work Census data. However, the vehicle trips could also be distributed based on a more refined trip type approach using education, employment, leisure and retail destinations.

5.3.9 Based on a review of the location of these facilities/amenities and uses (**Chapter 2**), these are predominantly all located to the east and south of the site and therefore a significant majority of the development generated trips would likely route south out of the site along Dawley Road to access these. This would further reduce the level of traffic travelling to the north via the Cock Hotel junction but for the purposes of this TN, the distribution outlined above based on Census has been retained as a robust assessment.

5.4 Baseline Traffic Conditions and Traffic Growth

5.4.1 Traffic surveys, in the form of a Classified Turning Count (CTC) survey and Automatic Traffic Count (ATC) surveys were undertaken in June 2026 to establish the baseline conditions. The surveys undertaken comprise:

- CTC survey at Cock Hotel signalised crossroads junction; and
- ATC survey along Dawley Road adjacent site frontage.

5.4.2 The full survey results can be found in **Appendix F**, for reference alongside a summary in the turning flow diagrams attached at **Appendix E**.

5.4.3 For future year traffic growth, the industry standard TEMPro software database (version 8.1) has been interrogated to provide local growth factors. For the interrogation, the growth factors for 'car drivers only' were selected; with the trip end type being defined as 'origin/destination'. An industry standard five-year horizon year of 2031 has been considered as part of the assessment. A summary of the TEMPro growth factors is provided in **Table 5.3**.

Table 5.3 TEMPro Growth Factors

Growth Period	Weekday AM Peak Period	Weekday PM Peak Period
2026-2031	1.0552	1.0555

5.4.4 The background 2026 traffic surveys have been growthed and shown in the turning flow diagrams at **Appendix E**.

5.5 Committed Development

5.5.1 TEMPro growth factors have been applied which demonstrate a 5.5% growth rate between 2026 and 2031. Nonetheless, mode has undertaken a review of the nearby area to ascertain if any recently consented schemes of sufficient size and quantum should be considered as committed developments within capacity assessments.

5.5.2 The proposed site is located adjacent to Lawley West (Ref TWC/2025/0022) which recently secured outline consent (with all matters reserved) for 250 units. The site is an allocated site within Policy H0 2 of the LP Site Ref H13 and would therefore be included within the wider TEMPro factors. In addition to this, the associated highways work for the application has been reviewed and the scheme was only forecast to distribute 8 two-way vehicle trips along Dawley Road which is considered to be negligible in any regard.

5.5.3 No further committed developments were identified that should be considered as part of the proposals.

6. Development Impact

6.1 Overview

6.1.1 This section provides a capacity review to provide surety to TWC that the scheme represents a viable site to take forward within the emerging TWLP. As discussed previously, from a highways capacity assessment perspective and based on feedback during pre-application discussions, this TN is focussed on the following junctions:

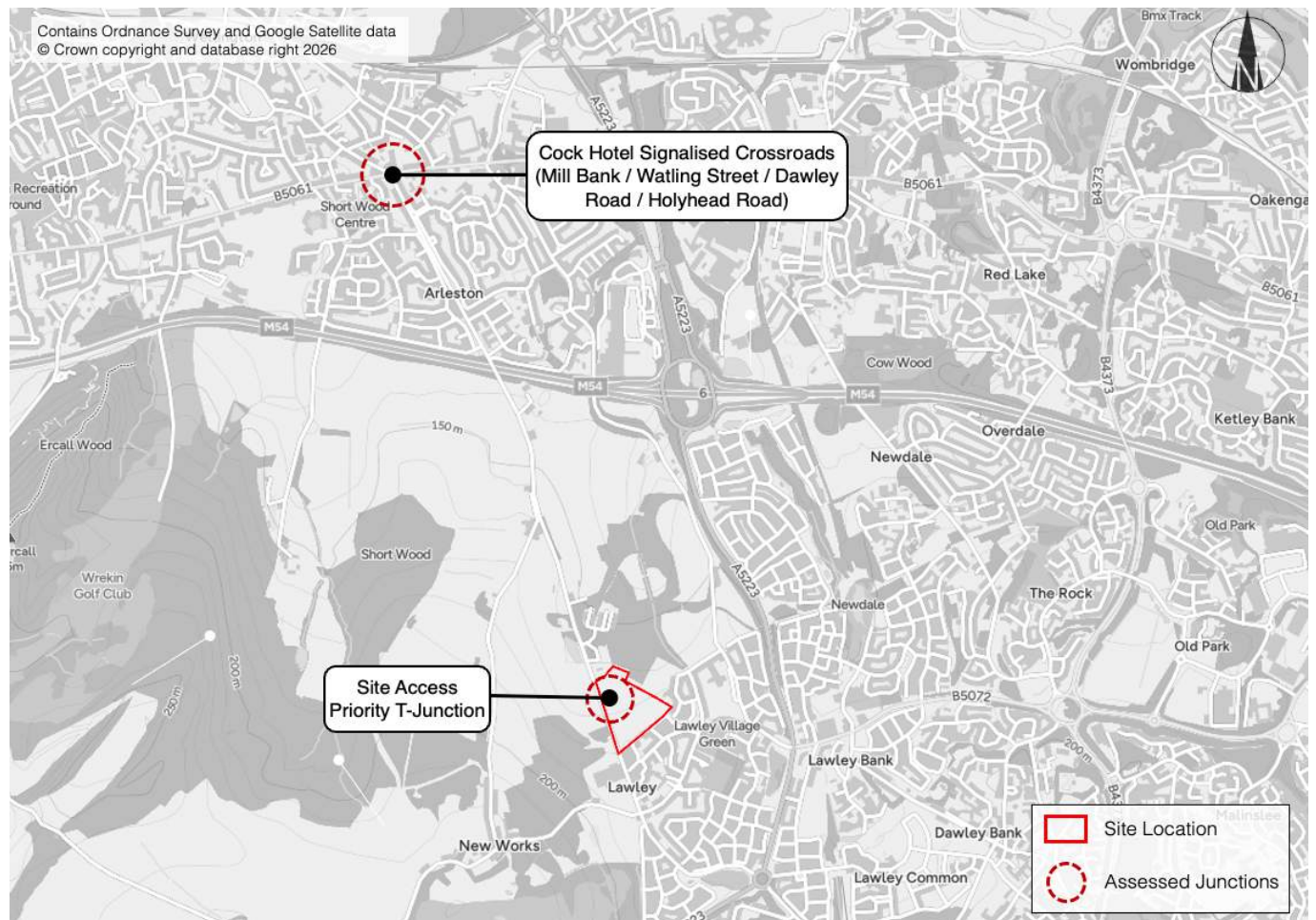
- Cock Hotel Signalised Crossroads (Mill Bank / Watling Street / Dawley Road / Holyhead Road); and,
- Site Access Priority T-Junction.

6.1.2 These are shown in **Figure 6.1** below.

6.1.3 As part of any formal planning application on the site, additional junctions may be required to be assessed but the Cock Hotel signalised junction was highlighted as an area of concern by TWC during pre-application discussions, it was also highlighted that there was less of a concern on junctions to the south given their current observed capacities.

6.1.4 As such, this TN principally focusses on the Cock Hotel signalised junction to provide surety to TWC and the Inspector that the proposed site can be delivered within 5 years without any significant traffic constraints.

Figure 6.1 Study Area – Assessed Junctions



6.2 Assessment Scenarios and Extents

6.2.1 Based on all of the above information, the following scenarios have been assessed, which considered the proposed development's impacts on the Cock Hotel signalised crossroads:

- 2026 AM and PM Base;
- 2031 AM and PM Reference Case; and,
- 2031 AM and PM Reference Case + Proposed Development.

6.2.2 For the site access, only the 2031 Reference Case + Proposed Development scenario was assessed. These are shown in the turning flow diagrams attached at **Appendix E**.

6.3 Capacity Assessments

6.3.1 This chapter sets out the junction capacity assessment results for the two junctions.

- 6.3.2 Junction capacity assessments have been undertaken using industry standard traffic modelling software. Junctions 11 has been used for priority-controlled junctions and LinSig has been used for signal-controlled junctions; to demonstrate the level of impact that the proposed development will have on the surrounding highway network.
- 6.3.3 When assessing junction capacity within Junctions 11, it is generally accepted that a Ratio of Flow to Capacity (RFC) value of 0.85 or less represents a junction that is operating satisfactorily. When assessing junction capacity within LinSig, it is generally accepted that a Degree of Saturation (DoS) of 90% or less represents a junction lane that is operating satisfactorily.
- 6.3.4 At junctions operating at or close to zero theoretical reserve capacity, which equates to an RFC value of approximately 1.00 or above, small reductions in capacity may result in exponential queuing and / or delay results. Therefore, junctions operating close to or above 1.00 should be carefully reviewed to ensure that queueing and delay is not significantly impacted upon, and to ensure that the new development will not have a 'severe' or detrimental impact upon the existing highway infrastructure.
- 6.3.5 However, this is not always a clear indicator as this can vary through the peak hour; therefore, the length of queues and the delay must also be considered when determining if the traffic impacts at any given junction is 'severe'.
- 6.3.6 The full modelling output results are provided in **Appendix G**, for reference.

Cock Hotel Signalised Crossroads (Mill Bank / Watling Street / Dawley Road / Holyhead Road)

- 6.3.7 The Cock Hotel is a signalised crossroads junction with Mill Bank, Watling Street, Dawley Road and Holyhead Road. Watling Street westbound and Holyhead Road eastbound both have left turn bypass giveway lanes that can be used outside of the signal controlled where flows allow.
- 6.3.8 Despite the traditional *DfT Guidance for Transport Assessment (GTA)* guidance being archived and replaced in 2014, its replacement *Transport Evidence Bases in Plan Making* is not a like-for-like document, providing no specific/prescriptive guidance on the production of Transport Assessments. It is commonly accepted practice that the GTA still represents an industry best-practice guide and remains relevant.
- 6.3.9 Based on the forecast trip generation and distribution, the proposed development would result in an additional 30 two-way trips in the AM Peak and 31 two-way trips in the PM Peak travelling through the junction. As such, these forecast flows are on the threshold of the GTA 30 two-way trip guidance for specific capacity assessment.
- 6.3.10 Therefore to be robust and provide surety to TWC and the Inspector that the scheme is viable at 150 units, a formal assessment has been undertaken.

6.3.11 Signal timing information / controller specifications have been obtained from TWC to build the LinSig model and in addition to this, the model has been validated to queue data recorded through the surveys.

6.3.12 A summary of the 2026 base line results is shown in **Table 6.1**.

Table 6.1 Cock Hotel Signalised Crossroads Capacity Assessment Results 2026 Base

	AM Peak (08:00 – 09:00)			PM Peak (17:00 – 18:00)		
	MMQ (Veh)	Avg Delay (s)	DoS (%)	MMQ (Veh)	Avg Delay (s)	DoS (%)
2026 Baseline Overall Junction Deg Sat – 81.7% AM and 89.1%						
1/1 Mill Bank Right Ahead Left	7.4	28.0	63.9%	11.0	40.3	83.9%
2/1 + 2/2 Holyhead Road Left Right Ahead	4.4	34.9	64.7 : 64.7%	3.7	29.5	50.1 : 50.1%
3/1 Dawley Road Ahead Left Right	9.8	39.4	81.7%	8.2	38.3	79.0%
4/1 + 4/2 Watling St Right Ahead Left	9.4	36.5	78.2 : 81.4%	10.3	41.4	81.6 : 89.1%
5/1 Mill Bank	0.3	1.5	36.8%	4.0	1.4	34.5%
6/1 Holyhead Road	0.1	1.1	15.6%	0.1	1.1	14.2%
7/1 Dawley Road	0.1	1.1	17.9%	0.2	1.3	26.2%
8/1 Watling St	0.2	1.2	23.7%	0.2	1.2	23.5%
	PRC	10.2%		PRC	1.0%	
	Cycle time	70 seconds		Cycle time	70 seconds	

6.3.13 This highlights that the junction currently operates within accepted levels of capacity but is approaching threshold values of operation in the PM peak hour period.

6.3.14 A summary of the 2031 base line results is shown in **Table 6.2**.

Table 6.2 Cock Hotel Signalised Crossroads Capacity Assessment Results 2031 Base

	AM Peak (08:00 – 09:00)			PM Peak (17:00 – 18:00)		
	MMQ (Veh)	Avg Delay (s)	DoS (%)	MMQ (Veh)	Avg Delay (s)	DoS (%)
2026 Baseline Overall Junction Deg Sat – 86.3% AM and 91.1%						
1/1 Mill Bank Right Ahead Left	8.0	29.1	67.3%	12.7	45.1	87.4%
2/1 + 2/2 Holyhead Road Left Right Ahead	4.8	36.0	68.0 : 68.0%	4.1	30.9	54.2 : 54.2%

	AM Peak (08:00 – 09:00)			PM Peak (17:00 – 18:00)		
	MMQ (Veh)	Avg Delay (s)	DoS (%)	MMQ (Veh)	Avg Delay (s)	DoS (%)
3/1 Dawley Road Ahead Left Right	11.3	45.0	86.3%	9.5	44.7	84.5%
4/1 + 4/2 Watling St Right Ahead Left	10.6	39.6	82.2 : 85.9%	12.2	47.6	88.6 : 91.1%
5/1 Mill Bank	0.3	1.5	38.9%	4.6	1.5	36.4%
6/1 Holyhead Road	0.1	1.1	16.4%	0.1	1.1	14.9%
7/1 Dawley Road	0.1	1.2	18.8%	0.2	1.3	27.7%
8/1 Watling St	0.2	1.3	25.0%	0.2	1.2	24.8%
	PRC	4.3%		PRC	-1.2%	
	Cycle time	70 seconds		Cycle time	72 seconds	

6.3.15 This highlights that the junction continues to operate within capacity during the AM peak.

6.3.16 In terms of the PM peak hour period, the overall junction slightly exceeds the 90% DoS threshold (91.1%) with an overall PRC of -1.2%. However, the majority of the arms of the junction still operates within accepted levels with the exception of Watling Street (right/ahead) which operates at the threshold level (88.6% - 91.1%).

6.3.17 A summary of the 2031 base line results with development generates traffic is shown in **Table 6.3** below.

Table 6.3 Cock Hotel Signalised Crossroads Capacity Assessment Results 2031 Base with Development

	AM Peak (08:00 – 09:00)			PM Peak (17:00 – 18:00)		
	MMQ (Veh)	Avg Delay (s)	DoS (%)	MMQ (Veh)	Avg Delay (s)	DoS (%)
2026 Baseline Overall Junction Deg Sat – 89.2% AM and 92.2%						
1/1 Mill Bank Right Ahead Left	8.4	32.2	73.0%	12.8	45.7	87.7%
2/1 + 2/2 Holyhead Road Left Right Ahead	4.8	35.9	68.0 : 68.0%	4.1	30.9	54.2 : 54.2%
3/1 Dawley Road Ahead Left Right	11.8	47.1	88.0%	11.9	62.6	92.2%
4/1 + 4/2 Watling St Right Ahead Left	10.5	39.8	89.2 : 82.4%	12.8	50.2	91.7 : 91.1%
5/1 Mill Bank	4.6	1.6	39.0%	4.6	1.5	36.5%
6/1 Holyhead Road	0.1	1.1	16.8%	0.1	1.1	15.1%
7/1 Dawley Road	0.1	1.2	19.3%	0.2	1.3	28.7%
8/1 Watling St	0.2	1.3	25.6%	0.2	1.3	25.1%

AM Peak (08:00 – 09:00)			PM Peak (17:00 – 18:00)		
MMQ (Veh)	Avg Delay (s)	DoS (%)	MMQ (Veh)	Avg Delay (s)	DoS (%)
PRC	0.9%		PRC	-2.5%	
Cycle time	70 seconds		Cycle time	72 seconds	

6.3.18 This highlights that the junction continues to operate within capacity during the AM peak.

6.3.19 In terms of the PM peak hour period, the overall junction slightly exceeds the 90% DoS threshold (92.2%) with an overall PRC of -2.5%. When compared to the reference case (2031 base) this is only a reduction of 1.1% and 1.3% in the DoS and PRC values respectively.

6.3.20 However, the majority of the arms of the junction (with the exception of Dawley Road and Watling Street) still remain operating within acceptable levels of capacity.

6.3.21 The impact of the development is therefore limited to only Dawley Road and to a lesser degree Watling Street. A summary of the development impact between the 2031 reference case and the do something scenario (2031 with development) for these two arms is provided below:

- Dawley Road
 - Dos – 84.5% and 92.2% (+7.7%)
 - Mean Max Queue – 9.5 and 11.9 (+2.4)
 - Delay – 44.7s and 62.6s (+17.9s)
- Watling Street
 - Dos – 88.6% and 91.7% (+3.1%)
 - Mean Max Queue – 12.2 and 12.8 (+0.6)
 - Delay – 47.6s and 50.2s (+2.6s)

6.3.22 This highlights that the actual differences between the two scenarios and resultant development impact is minimal in the PM peak for the two arms/movements. The increases and differences on the Watling Street arm/movement are particularly small.

6.3.23 It is important to also note that the above assessment is based on the higher trip rates taken forward from the TSTM as opposed to the TRICS trip rates. This results in an additional 12 and 24 trips on the network in the AM and PM peak. In terms of the Cock Hotel junction itself, the additional trips would equate to an additional 4 and 7 two-way trips during the respective peak hour periods. This would lessen the recorded impact further.

6.3.24 The overall number of movements recorded at this junction are also relatively low, 31 and 30 two-way movements during each peak period respectively (based on the higher TRICS trip rates). When this is reviewed against the total junction flow at the junction itself (1,749 and 1,855) equates to an increase of only 1.8% and 1.6%. Based on the traffic flows recorded by the ATC, this level of traffic generation is also within the daily variation of flows already recorded on Dawley Road. The turning flow diagrams attached at **Appendix E** also highlight that the actual increase in vehicle numbers on each arm of the junction again lessen the impact of the proposed scheme at this junction. A summary is provided below.

- AM
 - 22 – Dawley Road
 - 3 – Holyhead Road
 - 1 - Mill Bank
 - 5 – Watling Street
- PM
 - 10 – Dawley Road
 - 6 – Holyhead Road
 - 3 - Mill Bank
 - 11 – Watling Street

6.3.25 This highlights that only 10 and 11 vehicle trips are added to the Dawley Road and Watling Street arms/movements of the junction which experience decreases in capacity from the modelling review detailed above. This level of traffic is minimal and within the daily variation of flows on the network. The range in traffic flows on Dawley Road was recorded at 169 and 104 during the respective peak hour periods.

6.3.26 The modelling results should also be placed in context with the following assessment parameters:

- No Travel Plan reductions have been applied to the traffic generation;
- The model has been validated against observed queues from the survey work; and,
- The distribution is based on Census journey to work trips which has resulted in a greater level of trips at the junction than if the distribution was based on trip type.

6.3.27 The above parameters are in addition to the robust assessment of using the greater trip generation from the TSTM trip rates and that the level of trips are within daily variation.

- 6.3.28 With all these taken into account alongside the actual recorded capacity results of the junction, the sachem has been assessed robustly and not resulted in a severe impact in operation.
- 6.3.29 With the addition of the development generated traffic, there is little difference between the with/without development scenarios. However, from inspection of the junction, it was evident there might be some options for effective mitigation for the proposed development traffic with a benefit to existing traffic as well. This would assist in improving the efficiency in general across the Watling Street corridor, reducing the queues and delays and improving journey times.
- 6.3.30 It is understood that signals are under VA control. This method of control does not respond quickly to fluctuations in flow demands and has a tendency to “run on” the green for longer than is required leading to a reduction in saturation flows and hence efficiency.
- 6.3.31 The introduction of MOVA control at the traffic signals should provide advanced dynamic control with greater reaction to variable traffic demands, adjusting the green times and cycle times on a rapid basis and terminating the green more rapidly than occurs under a VA system and should provide a more rapid response to any queue issues.
- 6.3.32 MOVA dynamic control cannot be modelled directly with LinSig which effectively models optimised fixed time control. However, as the constraints of a MOVA configuration are typically less than VA, both longer and shorter cycle time may occur on street on sequential cycles under MOVA control which is likely to provide greater capacity, less delay and reduced queue build-up. Based on similar studies, gains of circa 2.8% in DoS/PRC would also be anticipated under MOVA control, due to the average slightly higher lane saturation flows.
- 6.3.33 This potential benefit and increase in operational efficiency of the junction, would mitigate the impact of the scheme and provide some wider benefit to other users of the junction and corridor. It should also give TWC and the Inspector surety that there are options to review and make the scheme acceptable in highways terms at 150 units subject to a formal application being made on the site.

Site Access / Dawley Road

- 6.3.34 The proposed site access forms a priority-controlled T junction with Dawley Road and been modelled using the PICADY module of Junctions 11. A summary of the results is shown in **Table 6.4**.

Table 6.4 Site Access Capacity Assessment Results (2031 Base with Development)

	AM Peak (08:00 – 09:00)			PM Peak (17:00 – 18:00)		
	Queue (Veh)	Delay (s)	RFC	Queue (Veh)	Delay (s)	RFC
B – AC	0.2	8.42	0.15	0.1	8.08	0.08

	AM Peak (08:00 – 09:00)			PM Peak (17:00 – 18:00)		
	Queue (Veh)	Delay (s)	RFC	Queue (Veh)	Delay (s)	RFC
C - AB	0.1	4.60	0.04	0.2	4.88	0.10

6.3.35 The junction operates well within capacity.

7. Summary and Conclusion

7.1 Summary

- 7.1.1 mode has been commissioned by The Parkhill Group to provide a Transport and Highways Site Appraisal TN in relation to the promotion of land at Dawley Road, Telford, for a new residential development through the emerging TWLP.
- 7.1.2 This TN assesses the opportunity for the delivery of c.150 dwellings on the site and reviews principle of vehicular access from the adjacent highway network and the sustainable access strategy that could be delivered in order to promote the site through the emerging TWLP. In addition, this TN also sets out junction capacity assessments associated with the forecast development traffic generation and distribution on the Cock Hotel signalised crossroads junction and the site access junction.

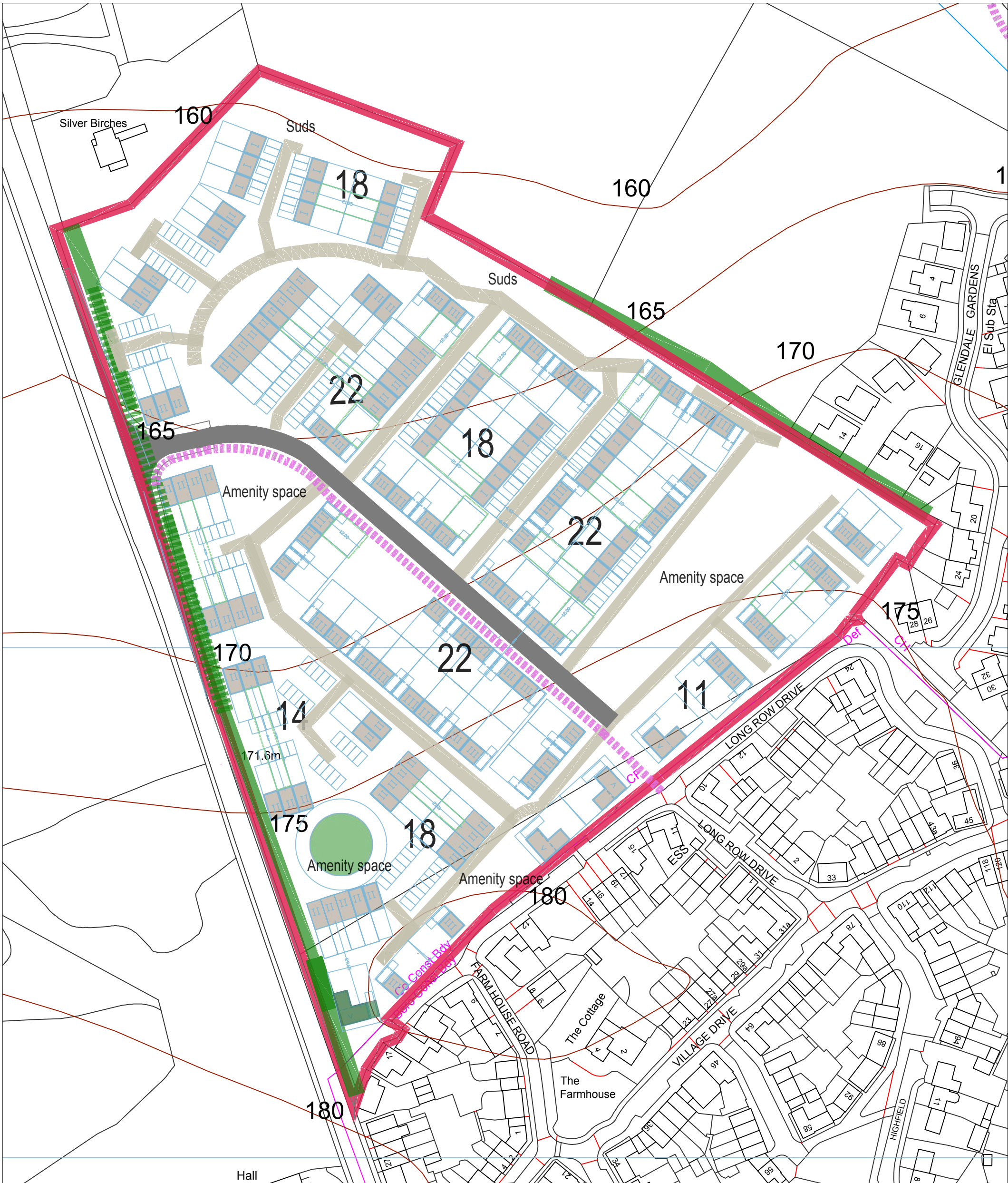
7.2 Conclusion

- 7.2.1 In summary, the capacity analysis completed in this TN demonstrates that the development proposals at 150 units can be accommodated on the local highway network, with the assessed junctions considered to be remaining within capacity based on the robust parameters used in this TN. It is thereby evident that the proposals do not lead to a severe detrimental impact on highway capacity in any scenario considered and accordingly, should be considered acceptable in capacity terms.
- 7.2.2 The site is also located in a sustainable location that would provide future residents with a genuine choice over model share with a number of local facilities and amenities all located within a short walk of the site. This would help facilitate a reduction in the dependency of future residents on the private car.
- 7.2.3 As such, the TN helps to provide surety to TWC and the Local Plan Inspectors that a scheme is deliverable on the site and that the site should be allocated within the emerging TWLP.

APPENDICES

APPENDIX A

Illustrative Site Layout Plan



- Parkhill Site Boundary
- Existing Footpath PROW
- Existing contours
- Existing trees & hedges
- Existing hedge relocated
- Proposed separation distances
- Proposed house & access layout
- Proposed Access to site
- Proposed Development Access
- Proposed Landscape & Suds TBC
- Proposed Suds TBC



PROJECT	DRAWING NAME	STATUS	REVISIONS	PLACE 54 ARCHITECTS
Lawley Telford	Proposed Masterplan	Preliminary	Rev A 13-09-25 Rev B 16-09-25 Rev C 16-09-25 Rev D 17-09-25 Rev E 18-09-25 Rev F 09-01-26	
CLIENT	Dawley Road North			
Parkhill	DRAWING No. 24002 (P) 201_F	SCALE 1:1250 @ A3		

NOTE: DO NOT SCALE FROM DRAWING. ALL DIMENSIONS, LEVELS, COORDINATES, SETTING OUT, TO BE CHECKED ON SITE AND ANY DISCREPANCY REPORTED IMMEDIATELY TO THE ARCHITECT AND PROJECT MANAGER.



APPENDIX B

TSTM Trip Rates

				AM (0800-0900)						IP (1000-1600) - Average hour						PM (1700-1800)					
				Arrivals			Departures			Arrivals			Departures			Arrivals			Departures		
				CAR	PSV	OGV	CAR	PSV	OGV	CAR	PSV	OGV	CAR	PSV	OGV	CAR	PSV	OGV	CAR	PSV	OGV
						1	1.829	0.031	0.001	4.293	0.004	0.034	4.251	0.004	0.035	4.109	0.013	0.002	4.394	0.017	0.002
																			2.317	0.000	0.000
																			1.466	0.000	0.000
																			1.953	0.000	0.000
																			9.878	0.018	0.000
																			1.376	0.002	0.001
																			1.173	0.000	0.003
																			0.606	0.000	0.013
																			0.360	0.000	0.008
																			0.224	0.000	0.020
																			0.301	0.001	0.003
																			0.271	0.000	0.000
																			0.244	0.000	0.001
																			0.973	0.000	0.000
																			1.486	0.008	0.004
																			1.870	0.006	0.001
			m	0.556	0.000	0.023	0.211	0.000	0.026	0.497	0.024	0.008	0.479	0.027	0.008	0.518	0.000	0.005	0.448	0.000	0.002

APPENDIX C

TRICS Output

Audit Code: 134389a9-7546-455c-9ab9-c16267444d2c

Filtering Summary:

Land Use: 03/A RESIDENTIAL/HOUSES PRIVATELY OWNED

Selected Trip Rate Calculation Parameter Range: 50 - 250 DWELLS

Actual Trip Rate Calculation Parameter Range: 50 - 250 DWELLS

Date Range: Minimum: 18/03/2022 Maximum: 24/03/2026

Parking Spaces Range: All Surveys Selected

Parking Spaces Per Dwelling Range: All Surveys Selected

Bedrooms Per Dwelling Range: All Surveys Selected

Percentage of Dwellings Privately Owned: All Surveys Selected

Population Within 500m Range: 979 8961

Days of the week selected:

Monday	3
Tuesday	8
Wednesday	4
Thursday	2

Main Location Types selected:

Suburban Area	3
Edge of Town	14

Inclusion of Servicing Vehicles Counts:

Servicing Vehicle Excluded	17
----------------------------	----

Population <1 Mile ranges selected:

10,001 to 15,000	10
15,001 to 20,000	5
20,001 to 25,000	2

Audit Code: 134389a9-7546-455c-9ab9-c16267444d2c

Population <5 Mile ranges selected:

50,001 to 75,000	5
75,001 to 100,000	1
100,001 to 125,000	1
125,001 to 250,000	10

Car Ownership <5 Mile ranges selected:

0.6 to 1.0	3
1.1 to 1.5	14

PTAL Rating:

No PTAL Present	17
-----------------	----

Audit Code: 134389a9-7546-455c-9ab9-c16267444d2c

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 03 - RESIDENTIAL

Category: A - HOUSES PRIVATELY OWNED

Selected Vehicle Type: Total Vehicles

**BOLD print indicates peak (busiest) period*

Selected regions and areas:

02	SOUTH EAST	
	CT	CENTRAL BEDFORDSHIRE 1 day
	ES	EAST SUSSEX 4 days
	HC	HAMPSHIRE 3 days
	HF	HERTFORDSHIRE 1 day
	KC	KENT 1 day
	SC	SURREY 1 day
	WB	WEST BERKSHIRE 1 day
	WS	WEST SUSSEX 2 days
04	EAST ANGLIA	
	NF	NORFOLK 2 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	YO	YORK 1 day

This section displays the number of survey days per TRICS® sub-region in the selected set.

Audit Code: 134389a9-7546-455c-9ab9-c16267444d2c

Primary Filtering Selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter:	DWELLS
Actual Range:	50 to 250 (units:DWELLS)
Range Selected by User:	50 to 250 (units:DWELLS)
Parking Spaces Range:	16 - 2824

Public Transport Provision:	
Selection by:	All Surveys Included
Date Range:	18/03/22 to 24/03/26

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:	
Monday	3 days
Tuesday	8 days
Wednesday	4 days
Thursday	2 days

This data displays the number of selected surveys by day of the week.

Selected survey types:	
Manual count	17
Direction ATC Count	0

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines

Selected Locations:	
Suburban Area	3 days
Edge of Town	14 days

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:	
Residential Zone	17 days

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Inclusion of Servicing Vehicle Counts:	
Servicing vehicles Excluded	6 days
Servicing vehicles Unknown	11 days

Audit Code: 134389a9-7546-455c-9ab9-c16267444d2c

Secondary Filtering Selection:

Use Class:

C3	17 surveys
----	------------

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

350 - 8961

Population within 1 mile:

10,001 to 15,000	10 surveys
15,001 to 20,000	5 surveys
20,001 to 25,000	2 surveys

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

50,001 to 75,000	5 surveys
75,001 to 100,000	1 surveys
100,001 to 125,000	1 surveys
125,001 to 250,000	10 surveys

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0	3 surveys
1.1 to 1.5	14 surveys

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Audit Code: 134389a9-7546-455c-9ab9-c16267444d2c

Petrol filling station:

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

Travel Plan:

No	1 surveys
No	2 surveys
No	1 surveys
Yes	13 surveys

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	17 surveys
-----------------	------------

This data displays the number of surveys within the selected set by PTAL rating category.

COVID-19 Restrictions:

No

Audit Code: 134389a9-7546-455c-9ab9-c16267444d2c

LIST OF SITES relevant to selection parameters:

Site 1:	CT-03-A-03	Number of dwellings:	73.00 DWELLS
Development Name:	MIXED HOUSES	Survey Date:	27/06/2023
Location:	STOTFOLD	Survey Day:	Tuesday
Postcode:	SG5 4TB		
Main Location Type:	Edge of Town		
Sub Location Type:	Residential Zone		
PTAL:	n/a		
Site 2:	ES-03-A-10	Number of dwellings:	139.00 DWELLS
Development Name:	MIXED HOUSES & FLATS	Survey Date:	28/09/2023
Location:	BEXHILL-ON-SEA	Survey Day:	Thursday
Postcode:	TN39 5DQ		
Main Location Type:	Edge of Town		
Sub Location Type:	Residential Zone		
PTAL:	n/a		
Site 3:	ES-03-A-14	Number of dwellings:	120.00 DWELLS
Development Name:	MIXED HOUSES & FLATS	Survey Date:	30/04/2024
Location:	NEAR EASTBOURNE	Survey Day:	Tuesday
Postcode:	BN24 5GD		
Main Location Type:	Edge of Town		
Sub Location Type:	Residential Zone		
PTAL:	n/a		
Site 4:	ES-03-A-19	Number of dwellings:	190.00 DWELLS
Development Name:	MIXED HOUSES & FLATS	Survey Date:	09/10/2024
Location:	BEXHILL-ON-SEA	Survey Day:	Wednesday
Postcode:	TN40 2GA		
Main Location Type:	Edge of Town		
Sub Location Type:	Residential Zone		
PTAL:	n/a		
Site 5:	ES-03-A-22	Number of dwellings:	85.00 DWELLS
Development Name:	MIXED HOUSES	Survey Date:	22/04/2025
Location:	NEWHAVEN	Survey Day:	Tuesday
Postcode:	BN9 9FF		
Main Location Type:	Edge of Town		
Sub Location Type:	Residential Zone		
PTAL:	n/a		
Site 6:	HC-03-A-36	Number of dwellings:	145.00 DWELLS
Development Name:	MIXED HOUSES & FLATS	Survey Date:	12/09/2023
Location:	EMSWORTH	Survey Day:	Tuesday
Postcode:	PO10 7FG		
Main Location Type:	Edge of Town		
Sub Location Type:	Residential Zone		
PTAL:	n/a		
Site 7:	HC-03-A-41	Number of dwellings:	195.00 DWELLS
Development Name:	MIXED HOUSES & FLATS	Survey Date:	30/06/2025
Location:	RINGWOOD	Survey Day:	Monday
Postcode:	BH24 3FJ		
Main Location Type:	Edge of Town		
Sub Location Type:	Residential Zone		
PTAL:	n/a		
Site 8:	HC-03-A-45	Number of dwellings:	68.00 DWELLS
Development Name:	MIXED HOUSES & FLATS	Survey Date:	10/11/2025
Location:	ANDOVER	Survey Day:	Monday
Postcode:	SP11 6RN		
Main Location Type:	Edge of Town		
Sub Location Type:	Residential Zone		
PTAL:	n/a		

Audit Code: 134389a9-7546-455c-9ab9-c16267444d2c

Site 9:	HF-03-A-07	Number of dwellings:	92.00 DWELLS
Development Name:	MIXED HOUSES & BUNGALOWS	Survey Date:	25/03/2024
Location:	POTTERS BAR	Survey Day:	Monday
Postcode:	EN6 2EE		
Main Location Type:	Suburban Area		
Sub Location Type:	Residential Zone		
PTAL:	n/a		
Site 10:	KC-03-A-16	Number of dwellings:	61.00 DWELLS
Development Name:	MIXED HOUSES & FLATS	Survey Date:	15/10/2025
Location:	ASHFORD	Survey Day:	Wednesday
Postcode:	TN25 4PP		
Main Location Type:	Edge of Town		
Sub Location Type:	Residential Zone		
PTAL:	n/a		
Site 11:	NF-03-A-35	Number of dwellings:	116.00 DWELLS
Development Name:	MIXED HOUSES & FLATS	Survey Date:	28/09/2022
Location:	NORWICH	Survey Day:	Wednesday
Postcode:	NR6 7FA		
Main Location Type:	Edge of Town		
Sub Location Type:	Residential Zone		
PTAL:	n/a		
Site 12:	NF-03-A-52	Number of dwellings:	130.00 DWELLS
Development Name:	MIXED HOUSES	Survey Date:	07/11/2023
Location:	KING'S LYNN	Survey Day:	Tuesday
Postcode:	PE30 3FD		
Main Location Type:	Suburban Area		
Sub Location Type:	Residential Zone		
PTAL:	n/a		
Site 13:	SC-03-A-11	Number of dwellings:	96.00 DWELLS
Development Name:	MIXED HOUSES	Survey Date:	14/05/2024
Location:	FARNHAM	Survey Day:	Tuesday
Postcode:	GU9 0AX		
Main Location Type:	Edge of Town		
Sub Location Type:	Residential Zone		
PTAL:	n/a		
Site 14:	WB-03-A-04	Number of dwellings:	199.00 DWELLS
Development Name:	MIXED HOUSES	Survey Date:	12/09/2024
Location:	READING	Survey Day:	Thursday
Postcode:	RG31 7ET		
Main Location Type:	Edge of Town		
Sub Location Type:	Residential Zone		
PTAL:	n/a		
Site 15:	WS-03-A-23	Number of dwellings:	197.00 DWELLS
Development Name:	MIXED HOUSES & FLATS	Survey Date:	14/05/2024
Location:	EAST GRINSTEAD	Survey Day:	Tuesday
Postcode:	RH19 4LX		
Main Location Type:	Edge of Town		
Sub Location Type:	Residential Zone		
PTAL:	n/a		
Site 16:	WS-03-A-26	Number of dwellings:	165.00 DWELLS
Development Name:	MIXED HOUSES & FLATS	Survey Date:	24/09/2024
Location:	HORSHAM	Survey Day:	Tuesday
Postcode:	RH12 4QR		
Main Location Type:	Edge of Town		
Sub Location Type:	Residential Zone		
PTAL:	n/a		

Site 17:

Development Name:

Location:

Postcode:

Main Location Type:

Sub Location Type:

PTAL:

YO-03-A-02

MIXED HOUSES & FLATS

YORK

YO30 6QR

Suburban Area

Residential Zone

n/a

Number of dwellings:

Survey Date:

Survey Day:

212.00 DWELLS

18/09/2024

Wednesday

DESELECTED SURVEYS

Site Ref	Survey Date	Reason for Deselection
ES-03-A-08	12-10-2022	Removed: Site re-surveyed by ES-03-A-19
HC-03-A-29	30-06-2022	Removed: Site re-surveyed by HC-03-A-33
HC-03-A-33	04-07-2023	Removed: Site re-surveyed by HC-03-A-38
HC-03-A-38	26-06-2024	Removed: Site re-surveyed by HC-03-A-41
WB-03-A-03	09-09-2022	Removed: Site re-surveyed by WB-03-A-04
WS-03-A-19	15-05-2023	Removed: Site re-surveyed by WS-03-A-23

Audit Code: 134389a9-7546-455c-9ab9-c16267444d2c

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

Total Vehicles

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	17	134	0.078	0.290	0.368
08:00-09:00	17	134	0.191	0.382	0.573
09:00-10:00	17	134	0.144	0.177	0.321
10:00-11:00	17	134	0.131	0.155	0.286
11:00-12:00	17	134	0.122	0.126	0.248
12:00-13:00	17	134	0.157	0.138	0.295
13:00-14:00	17	134	0.152	0.145	0.297
14:00-15:00	17	134	0.145	0.170	0.315
15:00-16:00	17	134	0.259	0.168	0.427
16:00-17:00	17	134	0.259	0.169	0.428
17:00-18:00	17	134	0.335	0.179	0.514
18:00-19:00	17	134	0.243	0.143	0.386
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			2.216	2.242	4.458

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

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Audit Code: 134389a9-7546-455c-9ab9-c16267444d2c

Parameter Summary:

Trip rate parameter range selected:	50 - 250 (units: DWELLS)
Survey date date range:	28/09/2022 - 10/11/2025
Number of weekdays (Monday-Friday):	17
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	6
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Audit Code: 134389a9-7546-455c-9ab9-c16267444d2c

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

Total People

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	17	134	0.106	0.491	0.597
08:00-09:00	17	134	0.273	0.848	1.121
09:00-10:00	17	134	0.218	0.272	0.490
10:00-11:00	17	134	0.191	0.235	0.426
11:00-12:00	17	134	0.183	0.191	0.374
12:00-13:00	17	134	0.243	0.223	0.466
13:00-14:00	17	134	0.236	0.223	0.459
14:00-15:00	17	134	0.229	0.264	0.493
15:00-16:00	17	134	0.627	0.273	0.900
16:00-17:00	17	134	0.508	0.287	0.795
17:00-18:00	17	134	0.560	0.291	0.851
18:00-19:00	17	134	0.386	0.222	0.608
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			3.760	3.820	7.580

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

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Audit Code: 134389a9-7546-455c-9ab9-c16267444d2c

Parameter Summary:

Trip rate parameter range selected:	50 - 250 (units: DWELLS)
Survey date date range:	28/09/2022 - 10/11/2025
Number of weekdays (Monday-Friday):	17
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	6
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Audit Code: 134389a9-7546-455c-9ab9-c16267444d2c

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

Cyclists

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	17	134	0.004	0.011	0.015
08:00-09:00	17	134	0.011	0.052	0.063
09:00-10:00	17	134	0.005	0.006	0.011
10:00-11:00	17	134	0.003	0.005	0.008
11:00-12:00	17	134	0.004	0.002	0.006
12:00-13:00	17	134	0.004	0.003	0.007
13:00-14:00	17	134	0.004	0.003	0.007
14:00-15:00	17	134	0.005	0.004	0.009
15:00-16:00	17	134	0.036	0.010	0.046
16:00-17:00	17	134	0.021	0.007	0.028
17:00-18:00	17	134	0.011	0.008	0.019
18:00-19:00	17	134	0.003	0.002	0.005
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.111	0.113	0.224

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP \times FACT$. Trip rates are then rounded to 3 decimal places.

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Audit Code: 134389a9-7546-455c-9ab9-c16267444d2c

Parameter Summary:

Trip rate parameter range selected:	50 - 250 (units: DWELLS)
Survey date date range:	28/09/2022 - 10/11/2025
Number of weekdays (Monday-Friday):	16
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	6
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Audit Code: 134389a9-7546-455c-9ab9-c16267444d2c

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

PSVs

Calculation factor: 1 DWELLS

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	17	134	0.002	0.002	0.004
08:00-09:00	17	134	0.000	0.000	0.000
09:00-10:00	17	134	0.001	0.001	0.002
10:00-11:00	17	134	0.001	0.001	0.002
11:00-12:00	17	134	0.001	0.001	0.002
12:00-13:00	17	134	0.001	0.001	0.002
13:00-14:00	17	134	0.001	0.001	0.002
14:00-15:00	17	134	0.001	0.001	0.002
15:00-16:00	17	134	0.001	0.001	0.002
16:00-17:00	17	134	0.001	0.001	0.002
17:00-18:00	17	134	0.001	0.001	0.002
18:00-19:00	17	134	0.000	0.000	0.000
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.011	0.011	0.022

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

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Audit Code: 134389a9-7546-455c-9ab9-c16267444d2c

Parameter Summary:

Trip rate parameter range selected:	50 - 250 (units: DWELLS)
Survey date date range:	28/09/2022 - 09/10/2024
Number of weekdays (Monday-Friday):	6
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	6
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Audit Code: 134389a9-7546-455c-9ab9-c16267444d2c

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

OGVs

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	17	134	0.000	0.000	0.000
08:00-09:00	17	134	0.002	0.000	0.002
09:00-10:00	17	134	0.002	0.002	0.004
10:00-11:00	17	134	0.003	0.003	0.006
11:00-12:00	17	134	0.001	0.001	0.002
12:00-13:00	17	134	0.000	0.000	0.000
13:00-14:00	17	134	0.001	0.002	0.003
14:00-15:00	17	134	0.001	0.001	0.002
15:00-16:00	17	134	0.000	0.000	0.000
16:00-17:00	17	134	0.000	0.000	0.000
17:00-18:00	17	134	0.000	0.000	0.000
18:00-19:00	17	134	0.000	0.000	0.000
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.010	0.009	0.019

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

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Audit Code: 134389a9-7546-455c-9ab9-c16267444d2c

Parameter Summary:

Trip rate parameter range selected:	50 - 250 (units: DWELLS)
Survey date date range:	28/09/2022 - 10/11/2025
Number of weekdays (Monday-Friday):	11
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	6
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Audit Code: 134389a9-7546-455c-9ab9-c16267444d2c

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

Taxis

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	17	134	0.006	0.006	0.012
08:00-09:00	17	134	0.011	0.011	0.022
09:00-10:00	17	134	0.004	0.004	0.008
10:00-11:00	17	134	0.002	0.003	0.005
11:00-12:00	17	134	0.003	0.002	0.005
12:00-13:00	17	134	0.002	0.003	0.005
13:00-14:00	17	134	0.004	0.004	0.008
14:00-15:00	17	134	0.002	0.001	0.003
15:00-16:00	17	134	0.008	0.008	0.016
16:00-17:00	17	134	0.008	0.008	0.016
17:00-18:00	17	134	0.003	0.003	0.006
18:00-19:00	17	134	0.002	0.002	0.004
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.055	0.055	0.110

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

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Audit Code: 134389a9-7546-455c-9ab9-c16267444d2c

Parameter Summary:

Trip rate parameter range selected:	50 - 250 (units: DWELLS)
Survey date date range:	28/09/2022 - 10/11/2025
Number of weekdays (Monday-Friday):	15
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	6
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Audit Code: 134389a9-7546-455c-9ab9-c16267444d2c

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

Cars

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	17	134	0.058	0.244	0.302
08:00-09:00	17	134	0.157	0.341	0.498
09:00-10:00	17	134	0.118	0.156	0.274
10:00-11:00	17	134	0.104	0.124	0.228
11:00-12:00	17	134	0.094	0.099	0.193
12:00-13:00	17	134	0.120	0.104	0.224
13:00-14:00	17	134	0.116	0.107	0.223
14:00-15:00	17	134	0.115	0.140	0.255
15:00-16:00	17	134	0.221	0.136	0.357
16:00-17:00	17	134	0.220	0.144	0.364
17:00-18:00	17	134	0.299	0.153	0.452
18:00-19:00	17	134	0.218	0.123	0.341
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			1.840	1.871	3.711

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

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Audit Code: 134389a9-7546-455c-9ab9-c16267444d2c

Parameter Summary:

Trip rate parameter range selected:	50 - 250 (units: DWELLS)
Survey date date range:	28/09/2022 - 10/11/2025
Number of weekdays (Monday-Friday):	17
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	6
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Audit Code: 134389a9-7546-455c-9ab9-c16267444d2c

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

LGVs

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	17	134	0.011	0.036	0.047
08:00-09:00	17	134	0.021	0.027	0.048
09:00-10:00	17	134	0.018	0.013	0.031
10:00-11:00	17	134	0.021	0.023	0.044
11:00-12:00	17	134	0.021	0.022	0.043
12:00-13:00	17	134	0.032	0.028	0.060
13:00-14:00	17	134	0.027	0.029	0.056
14:00-15:00	17	134	0.025	0.025	0.050
15:00-16:00	17	134	0.028	0.021	0.049
16:00-17:00	17	134	0.025	0.014	0.039
17:00-18:00	17	134	0.028	0.019	0.047
18:00-19:00	17	134	0.019	0.013	0.032
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.276	0.270	0.546

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

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Audit Code: 134389a9-7546-455c-9ab9-c16267444d2c

Parameter Summary:

Trip rate parameter range selected:	50 - 250 (units: DWELLS)
Survey date date range:	28/09/2022 - 10/11/2025
Number of weekdays (Monday-Friday):	17
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	6
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Audit Code: 134389a9-7546-455c-9ab9-c16267444d2c

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

Motorcycles

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	17	134	0.001	0.002	0.003
08:00-09:00	17	134	0.001	0.002	0.003
09:00-10:00	17	134	0.000	0.001	0.001
10:00-11:00	17	134	0.000	0.001	0.001
11:00-12:00	17	134	0.001	0.001	0.002
12:00-13:00	17	134	0.001	0.002	0.003
13:00-14:00	17	134	0.002	0.001	0.003
14:00-15:00	17	134	0.002	0.001	0.003
15:00-16:00	17	134	0.001	0.002	0.003
16:00-17:00	17	134	0.005	0.002	0.007
17:00-18:00	17	134	0.005	0.003	0.008
18:00-19:00	17	134	0.004	0.005	0.009
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.023	0.023	0.046

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

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Audit Code: 134389a9-7546-455c-9ab9-c16267444d2c

Parameter Summary:

Trip rate parameter range selected:	50 - 250 (units: DWELLS)
Survey date date range:	28/09/2022 - 15/10/2025
Number of weekdays (Monday-Friday):	15
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	6
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Audit Code: 134389a9-7546-455c-9ab9-c16267444d2c

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

Vehicle Occupants

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	17	134	0.088	0.401	0.489
08:00-09:00	17	134	0.221	0.629	0.850
09:00-10:00	17	134	0.177	0.229	0.406
10:00-11:00	17	134	0.164	0.202	0.366
11:00-12:00	17	134	0.151	0.162	0.313
12:00-13:00	17	134	0.201	0.180	0.381
13:00-14:00	17	134	0.194	0.181	0.375
14:00-15:00	17	134	0.185	0.218	0.403
15:00-16:00	17	134	0.445	0.219	0.664
16:00-17:00	17	134	0.398	0.225	0.623
17:00-18:00	17	134	0.481	0.241	0.722
18:00-19:00	17	134	0.326	0.192	0.518
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			3.031	3.079	6.110

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

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Audit Code: 134389a9-7546-455c-9ab9-c16267444d2c

Parameter Summary:

Trip rate parameter range selected:	50 - 250 (units: DWELLS)
Survey date date range:	28/09/2022 - 10/11/2025
Number of weekdays (Monday-Friday):	17
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	6
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Audit Code: 134389a9-7546-455c-9ab9-c16267444d2c

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

Pedestrians

Calculation factor: 1 DWELLS

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	17	134	0.014	0.048	0.062
08:00-09:00	17	134	0.039	0.127	0.166
09:00-10:00	17	134	0.033	0.028	0.061
10:00-11:00	17	134	0.022	0.021	0.043
11:00-12:00	17	134	0.021	0.019	0.040
12:00-13:00	17	134	0.030	0.034	0.064
13:00-14:00	17	134	0.028	0.032	0.060
14:00-15:00	17	134	0.034	0.035	0.069
15:00-16:00	17	134	0.107	0.038	0.145
16:00-17:00	17	134	0.066	0.049	0.115
17:00-18:00	17	134	0.049	0.039	0.088
18:00-19:00	17	134	0.043	0.024	0.067
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.486	0.494	0.980

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

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Audit Code: 134389a9-7546-455c-9ab9-c16267444d2c

Parameter Summary:

Trip rate parameter range selected:	50 - 250 (units: DWELLS)
Survey date date range:	28/09/2022 - 10/11/2025
Number of weekdays (Monday-Friday):	17
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	6
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Audit Code: 134389a9-7546-455c-9ab9-c16267444d2c

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

Public Transport Users

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	17	134	0.000	0.028	0.028
08:00-09:00	17	134	0.001	0.024	0.025
09:00-10:00	17	134	0.002	0.009	0.011
10:00-11:00	17	134	0.003	0.006	0.009
11:00-12:00	17	134	0.006	0.007	0.013
12:00-13:00	17	134	0.006	0.006	0.012
13:00-14:00	17	134	0.009	0.007	0.016
14:00-15:00	17	134	0.005	0.006	0.011
15:00-16:00	17	134	0.023	0.004	0.027
16:00-17:00	17	134	0.018	0.004	0.022
17:00-18:00	17	134	0.015	0.002	0.017
18:00-19:00	17	134	0.011	0.001	0.012
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.099	0.104	0.203

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

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Audit Code: 134389a9-7546-455c-9ab9-c16267444d2c

Parameter Summary:

Trip rate parameter range selected:	50 - 250 (units: DWELLS)
Survey date date range:	28/09/2022 - 10/11/2025
Number of weekdays (Monday-Friday):	17
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	6
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Audit Code: 134389a9-7546-455c-9ab9-c16267444d2c

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

Bus/Tram Passengers

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	17	134	0.000	0.019	0.019
08:00-09:00	17	134	0.001	0.018	0.019
09:00-10:00	17	134	0.002	0.006	0.008
10:00-11:00	17	134	0.002	0.005	0.007
11:00-12:00	17	134	0.006	0.007	0.013
12:00-13:00	17	134	0.006	0.006	0.012
13:00-14:00	17	134	0.007	0.007	0.014
14:00-15:00	17	134	0.005	0.006	0.011
15:00-16:00	17	134	0.018	0.003	0.021
16:00-17:00	17	134	0.015	0.003	0.018
17:00-18:00	17	134	0.010	0.002	0.012
18:00-19:00	17	134	0.007	0.001	0.008
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.079	0.083	0.162

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

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Audit Code: 134389a9-7546-455c-9ab9-c16267444d2c

Parameter Summary:

Trip rate parameter range selected:	50 - 250 (units: DWELLS)
Survey date date range:	28/09/2022 - 10/11/2025
Number of weekdays (Monday-Friday):	16
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	6
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Audit Code: 134389a9-7546-455c-9ab9-c16267444d2c

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

Coach Passengers

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	17	134	0.000	0.003	0.003
08:00-09:00	17	134	0.000	0.001	0.001
09:00-10:00	17	134	0.000	0.000	0.000
10:00-11:00	17	134	0.000	0.000	0.000
11:00-12:00	17	134	0.000	0.000	0.000
12:00-13:00	17	134	0.000	0.000	0.000
13:00-14:00	17	134	0.000	0.000	0.000
14:00-15:00	17	134	0.000	0.000	0.000
15:00-16:00	17	134	0.003	0.000	0.003
16:00-17:00	17	134	0.001	0.000	0.001
17:00-18:00	17	134	0.000	0.000	0.000
18:00-19:00	17	134	0.000	0.000	0.000
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.004	0.004	0.008

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

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Audit Code: 134389a9-7546-455c-9ab9-c16267444d2c

Parameter Summary:

Trip rate parameter range selected:	50 - 250 (units: DWELLS)
Survey date date range:	28/09/2022 - 09/10/2024
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	6
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Audit Code: 134389a9-7546-455c-9ab9-c16267444d2c

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

Total Rail Passengers

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	17	134	0.000	0.006	0.006
08:00-09:00	17	134	0.000	0.004	0.004
09:00-10:00	17	134	0.000	0.003	0.003
10:00-11:00	17	134	0.001	0.001	0.002
11:00-12:00	17	134	0.000	0.001	0.001
12:00-13:00	17	134	0.000	0.000	0.000
13:00-14:00	17	134	0.002	0.000	0.002
14:00-15:00	17	134	0.000	0.000	0.000
15:00-16:00	17	134	0.002	0.001	0.003
16:00-17:00	17	134	0.003	0.000	0.003
17:00-18:00	17	134	0.005	0.000	0.005
18:00-19:00	17	134	0.004	0.000	0.004
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.017	0.016	0.033

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

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Audit Code: 134389a9-7546-455c-9ab9-c16267444d2c

Parameter Summary:

Trip rate parameter range selected:	50 - 250 (units: DWELLS)
Survey date date range:	12/09/2023 - 30/06/2025
Number of weekdays (Monday-Friday):	10
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	6
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

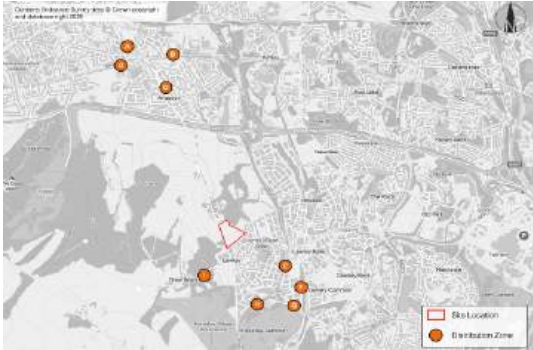
APPENDIX D

Trip Distribution

WU03EW - Location of usual residence and place of work by method of travel to work (MSOA level)
ONS Crown Copyright Reserved [from Nomis on 20 June 2026]

population
units
date
usual residence

place of work	Driving a car or van	%	A	B	C	D	E	F	G	H	I	Check	A	B	C	D	E	F	G	H	I
E02002943 : Telford and Wrekin 016	457	14%					50%	25%	25%			100%	0%	0%	0%	0%	7%	3%	3%	0%	0%
E02002945 : Telford and Wrekin 018	347	10%							50%			100%	0%	0%	0%	0%	5%	0%	5%	0%	0%
E02002950 : Telford and Wrekin 023	219	7%								50%	50%	100%	0%	0%	0%	0%	0%	0%	3%	3%	0%
E02002941 : Telford and Wrekin 014	180	5%		50%			50%					100%	0%	3%	0%	0%	3%	0%	0%	0%	0%
E02002932 : Telford and Wrekin 005	154	5%		75%			25%					100%	0%	3%	0%	0%	1%	0%	0%	0%	0%
E02002936 : Telford and Wrekin 009	146	4%		75%			25%					100%	0%	3%	0%	0%	1%	0%	0%	0%	0%
Wolverhampton	131	4%					75%			25%		100%	0%	0%	0%	0%	3%	0%	1%	0%	0%
E02002938 : Telford and Wrekin 011	117	4%	25%	25%		50%						100%	1%	1%	0%	2%	0%	0%	0%	0%	0%
E02002939 : Telford and Wrekin 012	115	3%	25%		75%							100%	1%	0%	3%	0%	0%	0%	0%	0%	0%
E02002935 : Telford and Wrekin 008	104	3%		75%			25%					100%	0%	2%	0%	0%	1%	0%	0%	0%	0%
E02002944 : Telford and Wrekin 017	102	3%					50%	50%				100%	0%	0%	0%	0%	2%	2%	0%	0%	0%
E02002949 : Telford and Wrekin 022	84	3%							75%	25%		100%	0%	0%	0%	0%	0%	0%	2%	1%	0%
E02002937 : Telford and Wrekin 010	69	2%			50%						50%	100%	0%	0%	1%	0%	0%	0%	0%	0%	1%
E02002942 : Telford and Wrekin 015	69	2%		25%			75%					100%	0%	1%	0%	0%	2%	0%	0%	0%	0%
E02002934 : Telford and Wrekin 007	64	2%	75%	25%								100%	1%	0%	0%	0%	0%	0%	0%	0%	0%
Birmingham	64	2%					75%			25%		100%	0%	0%	0%	0%	1%	0%	0%	0%	0%
E02006033 : Shropshire 019	60	2%			75%		25%					100%	0%	0%	1%	0%	0%	0%	0%	0%	0%
E02006009 : Shropshire 027	46	1%					100%					100%	0%	0%	0%	0%	1%	0%	0%	0%	0%
Walsall	43	1%					75%		25%			100%	0%	0%	0%	0%	1%	0%	0%	0%	0%
E02002946 : Telford and Wrekin 019	42	1%							75%	25%		100%	0%	0%	0%	0%	0%	0%	1%	0%	0%
E02006008 : Shropshire 025	40	1%					100%					100%	0%	0%	0%	0%	1%	0%	0%	0%	0%
E02002931 : Telford and Wrekin 004	38	1%		75%			25%					100%	0%	1%	0%	0%	0%	0%	0%	0%	0%
E02006029 : Shropshire 015	38	1%			75%		25%					100%	0%	0%	1%	0%	0%	0%	0%	0%	0%
E02006035 : Shropshire 021	36	1%		75%			25%					100%	0%	0%	1%	0%	0%	0%	0%	0%	0%
Dudley	35	1%					50%		50%			100%	0%	0%	0%	0%	1%	0%	1%	0%	0%
E02006040 : Shropshire 028	30	1%								100%		100%	0%	0%	0%	0%	0%	0%	0%	1%	0%
E02006010 : Shropshire 029	30	1%								100%		100%	0%	0%	0%	0%	0%	0%	0%	1%	0%
Cannock Chase	30	1%					75%		25%			100%	0%	0%	0%	0%	1%	0%	0%	0%	0%
E02002933 : Telford and Wrekin 006	28	1%	75%		25%							100%	1%	0%	0%	0%	0%	0%	0%	0%	0%
Sandwell	28	1%					75%		25%			100%	0%	0%	0%	0%	1%	0%	0%	0%	0%
E02002940 : Telford and Wrekin 013	27	1%		50%			50%					100%	0%	0%	0%	0%	0%	0%	0%	0%	0%
E02006034 : Shropshire 020	27	1%			75%		25%					100%	0%	0%	1%	0%	0%	0%	0%	0%	0%
E02002930 : Telford and Wrekin 003	25	1%		50%			50%					100%	0%	0%	0%	0%	0%	0%	0%	0%	0%
E02006030 : Shropshire 016	18	1%			75%		25%					100%	0%	0%	0%	0%	0%	0%	0%	0%	0%
E02006013 : Shropshire 034	17	1%							100%			100%	0%	0%	0%	0%	0%	0%	1%	0%	0%
E02006020 : Shropshire 009	16	0%		100%								100%	0%	0%	0%	0%	0%	0%	0%	0%	0%
E02006037 : Shropshire 023	15	0%			75%		25%					100%	0%	0%	0%	0%	0%	0%	0%	0%	0%
E02006028 : Shropshire 014	14	0%			75%		25%					100%	0%	0%	0%	0%	0%	0%	0%	0%	0%
E02006036 : Shropshire 022	14	0%			75%		25%					100%	0%	0%	0%	0%	0%	0%	0%	0%	0%
E02006012 : Shropshire 033	14	0%							75%	25%		100%	0%	0%	0%	0%	0%	0%	0%	0%	0%
E02002929 : Telford and Wrekin 002	13	0%	25%	25%			50%					100%	0%	0%	0%	0%	0%	0%	0%	0%	0%
E02006022 : Shropshire 013	13	0%		75%			25%					100%	0%	0%	0%	0%	0%	0%	0%	0%	0%
E02006038 : Shropshire 024	13	0%			75%		25%					100%	0%	0%	0%	0%	0%	0%	0%	0%	0%
E02006032 : Shropshire 018	11	0%			75%		25%					100%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Wychavon	11	0%					50%		50%			100%	0%	0%	0%	0%	0%	0%	0%	0%	0%
E02002948 : Telford and Wrekin 021	10	0%					75%		25%	25%		100%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Lichfield	10	0%					75%		25%			100%	0%	0%	0%	0%	0%	0%	0%	0%	0%
E02002947 : Telford and Wrekin 020	9	0%							75%	25%		100%	0%	0%	0%	0%	0%	0%	0%	0%	0%
E02006197 : Stafford 010	9	0%		50%			50%					100%	0%	0%	0%	0%	0%	0%	0%	0%	0%
E02006191 : Stafford 004	8	0%		50%			50%					100%	0%	0%	0%	0%	0%	0%	0%	0%	0%
E02006181 : South Staffordshire 008	8	0%					100%					100%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Herefordshire, County of	8	0%					25%		25%	50%		100%	0%	0%	0%	0%	0%	0%	0%	0%	0%
E02006179 : South Staffordshire 006	7	0%					100%					100%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Stoke-on-Trent	7	0%	25%				75%					100%	0%	0%	0%	0%	0%	0%	0%	0%	0%
E02006018 : Shropshire 005	6	0%		100%								100%	0%	0%	0%	0%	0%	0%	0%	0%	0%
E02006198 : Stafford 011	6	0%		50%			50%					100%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Solihull	6	0%					75%		25%			100%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Tamworth	6	0%					75%		25%			100%	0%	0%	0%	0%	0%	0%	0%	0%	0%
E02006016 : Shropshire 002	5	0%		100%								100%	0%	0%	0%	0%	0%	0%	0%	0%	0%
E02006190 : Stafford 003	5	0%		50%			50%					100%	0%	0%	0%	0%	0%	0%	0%	0%	0%
E02006193 : Stafford 006	5	0%		50%			50%					100%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Total	3,309	100%											3.99%	17.12%	9.44%	1.77%	35.92%	4.99%	19.28%	6.44%	1.04%

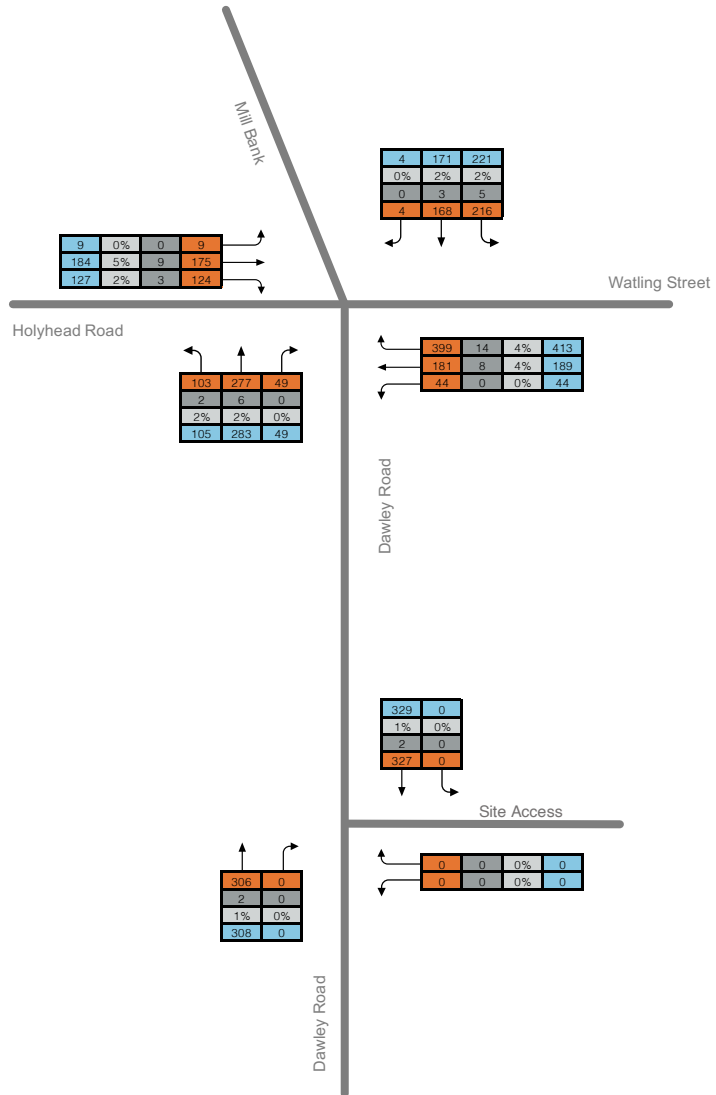


100%

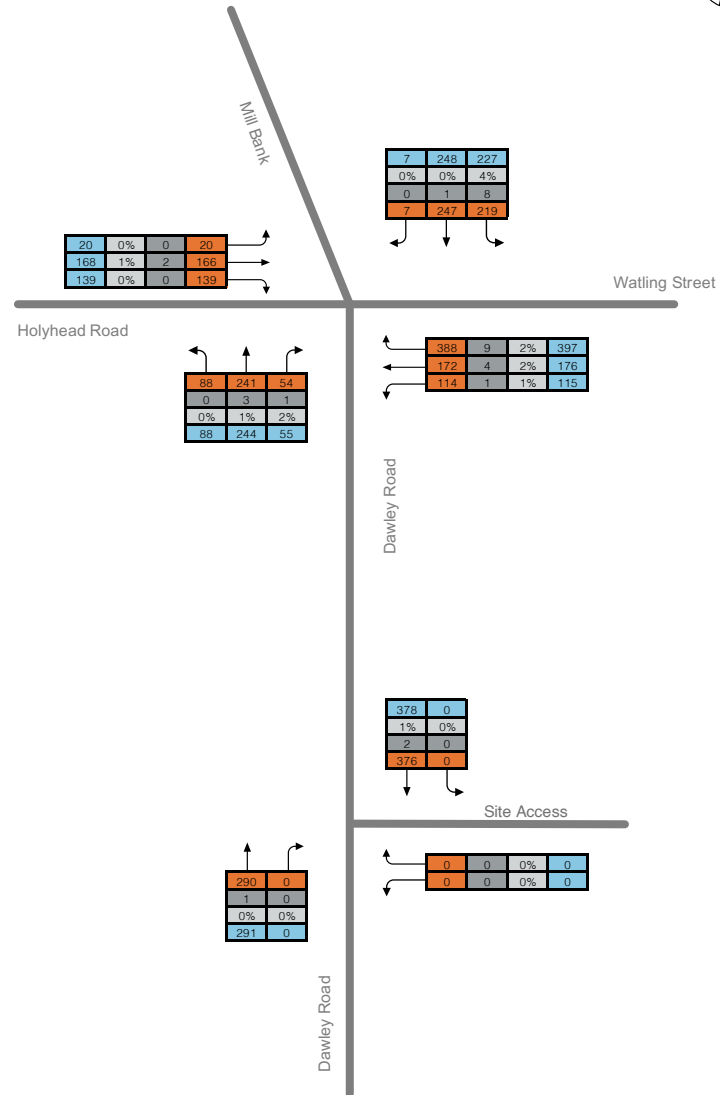
APPENDIX E

Traffic Flow Diagrams

AM



PM



NOTES

LEGEND

0	All Vehicles
0	HGV
%	% HGV
0	PCU

The Parkhill Group
Dawley Road, Telford

Figure A
2026 Base Flows

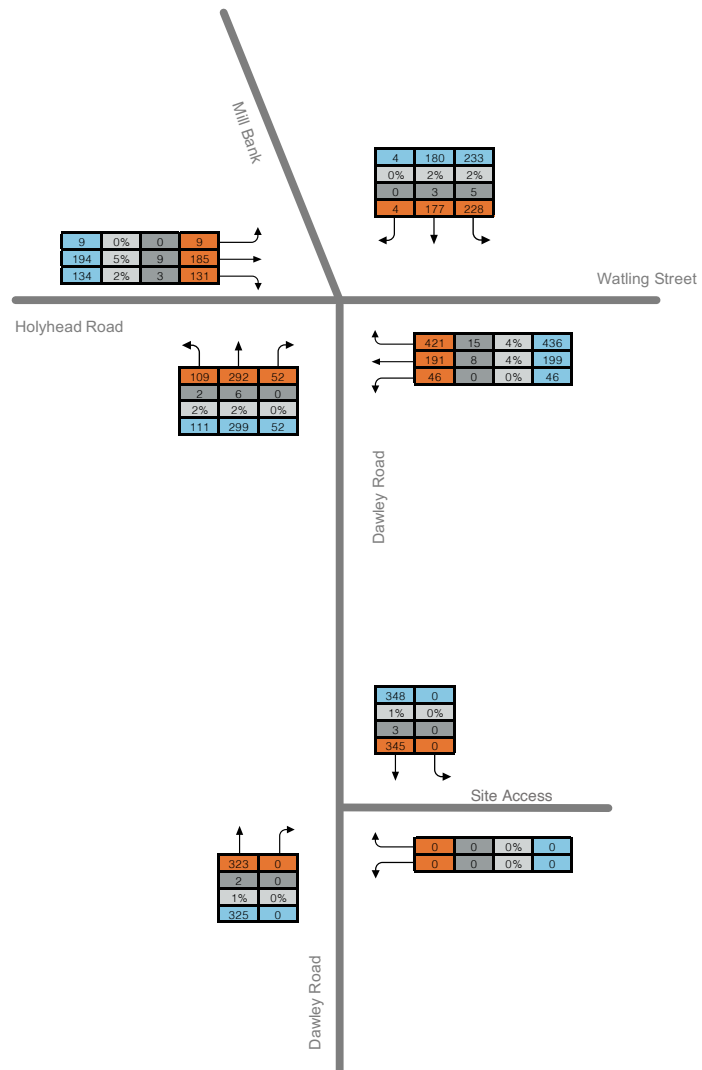
July 2026

JEBB

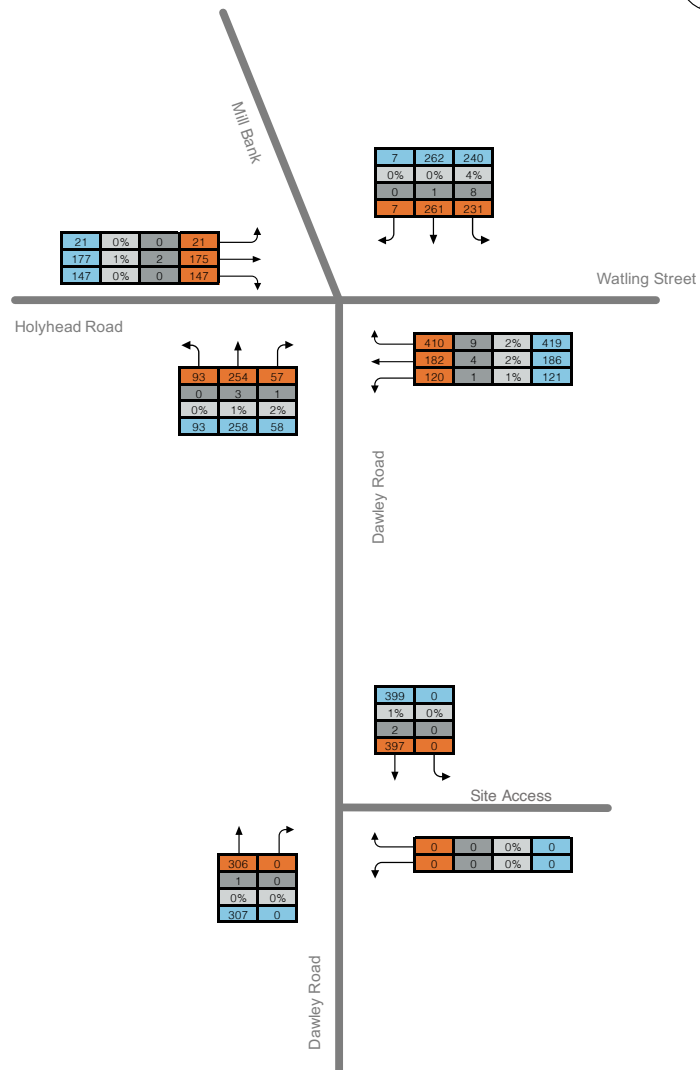
mode

transport planning

AM



PM



NOTES

LEGEND

0	All Vehicles
0	HGV
%	% HGV
0	PCU

Tempo Growth 2026 to 2031

AM 1.0552

PM 1.0555

The Parkhill Group

Dawley Road, Telford

Figure B
2031 Reference Flows

July 2026

PREPARED

JP

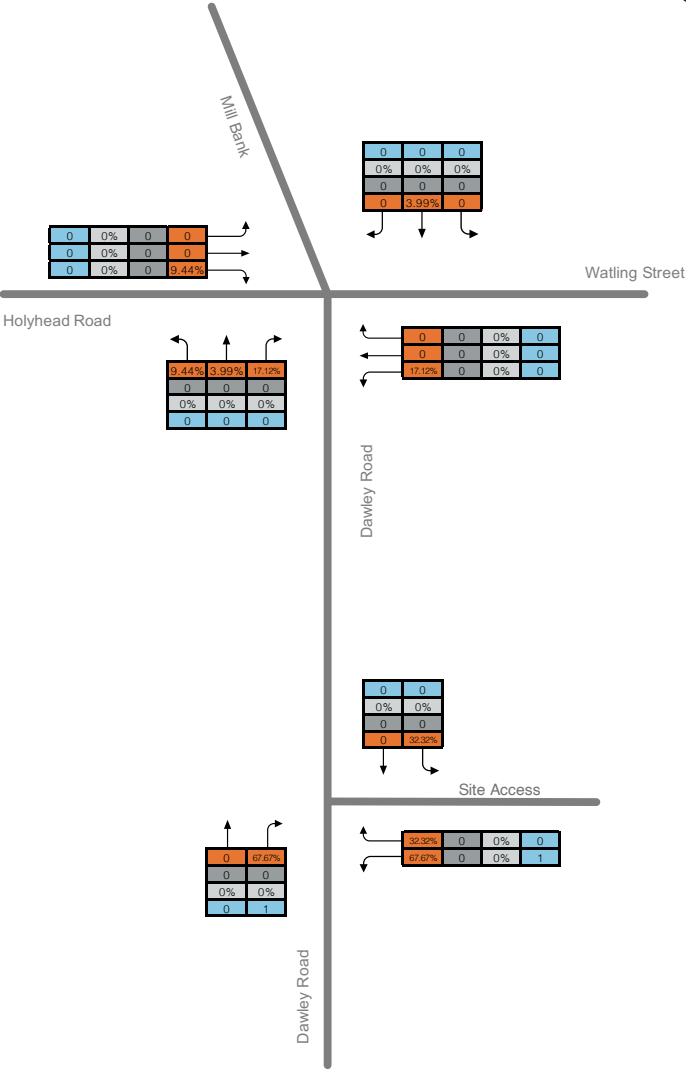
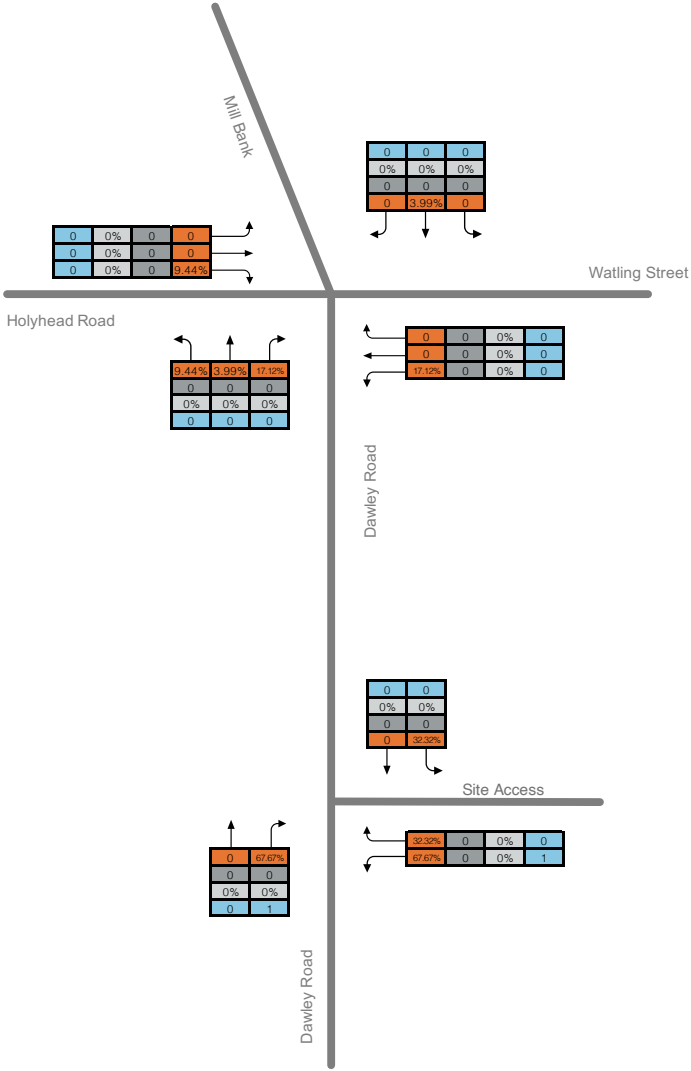
CHECKED

JEGB

mode
transport planning

AM

PM



NOTES

LEGEND

0	All Vehicles
0	HGV
%	% HGV
0	PCU

Zone	Distribution
A	3.99%
B	17.12%
C	9.44%
D	1.77%
E	35.92%
F	4.99%
G	19.28%
H	6.44%
I	1.04%
Total	100%

The Parkhill Group
Dawley Road, Telford

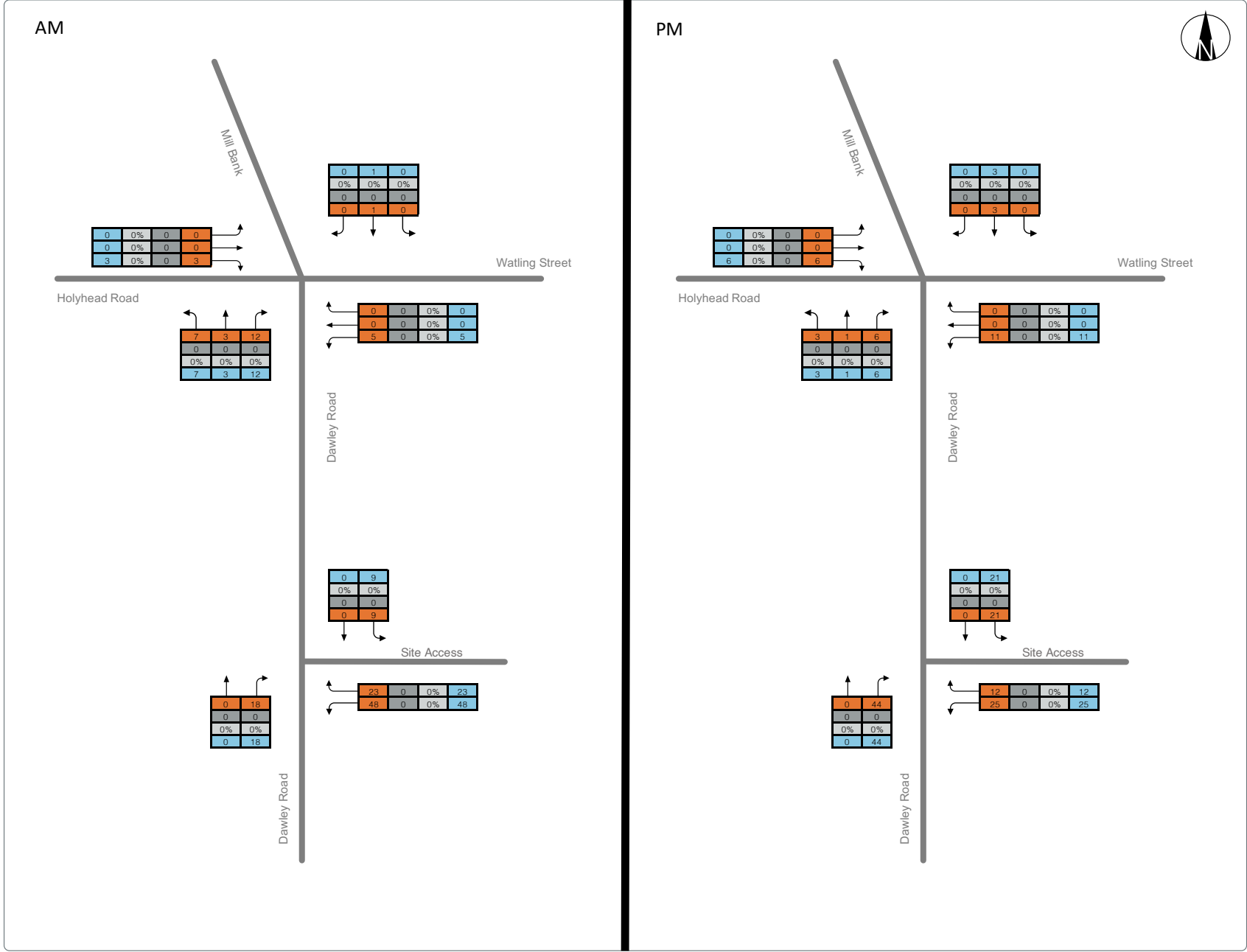
Figure C
Development Distribution

July 2026

PREPARED
JP

CHECKED
JEGB

mode
transport planning



NOTES

LEGEND



All Vehicles
HGV
% HGV
PCU

The Parkhill Group

Dawley Road, Telford

Figure D
Development Flow

July 2026

PREPARED

JP

CHECKED

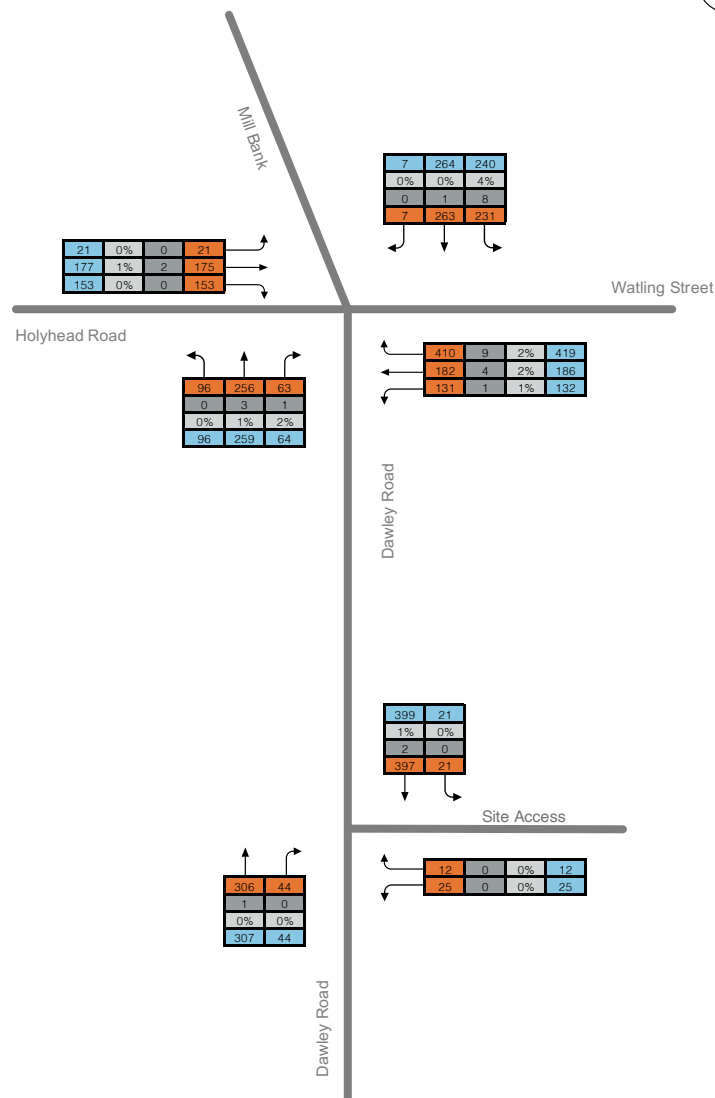
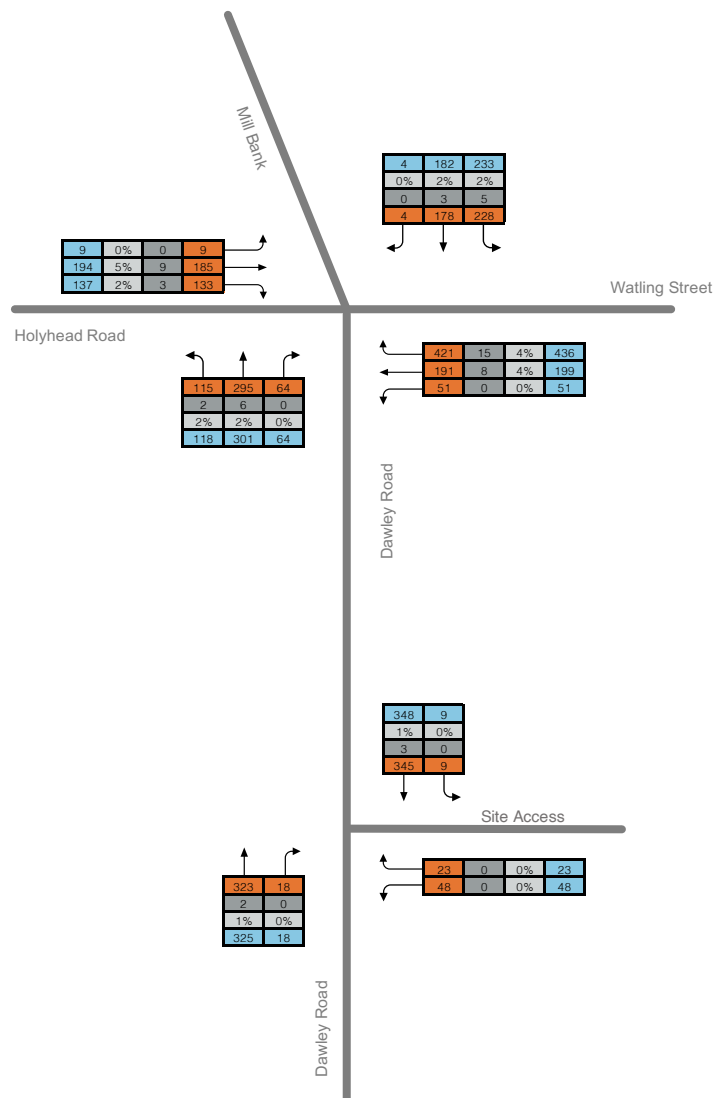
JEGB

mode

transport planning

AM

PM



NOTES

LEGEND

0	All Vehicles
0	HGV
%	% HGV
0	PCU

The Parkhill Group
Dawley Road, Telford

Figure E
2031 + Development

July 2026

PREPARED
JP

CHECKED
JEGB

mode
transport planning

APPENDIX F

Traffic Surveys

MANUAL CLASSIFIED COUNTS

JOB REF: 15600

JOB NAME: TELFORD

SITE: 1

LOCATION: WATLING STREET / DAWLEY ROAD / HOLYHEAD ROAD / MILL BANK



DATE: 25/06/2026

DAY: THURSDAY

TIME	A TO B								A TO C							
	FROM WATLING STREET TO DAWLEY ROAD								FROM WATLING STREET TO HOLYHEAD ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	11	1	1	0	0	0	0	13	11	2	0	1	0	0	0	14
07:15	11	2	0	0	0	0	0	13	27	3	1	0	0	0	0	31
07:30	8	1	0	0	0	0	0	9	36	5	0	0	1	0	0	42
07:45	7	1	1	0	0	0	0	9	43	9	0	2	0	0	1	55
H/TOT	37	5	2	0	0	0	0	44	117	19	1	3	1	0	1	142
08:00	4	3	0	0	0	0	0	7	34	9	2	2	2	0	0	49
08:15	13	0	0	0	0	0	0	13	37	3	0	0	0	1	0	41
08:30	11	3	0	0	0	0	0	14	44	2	2	0	0	0	1	49
08:45	7	3	0	0	0	0	0	10	39	3	0	0	0	0	0	42
H/TOT	35	9	0	0	0	0	0	44	154	17	4	2	2	1	1	181
09:00	18	4	0	0	0	0	0	22	32	3	0	0	1	0	0	36
09:15	16	1	1	0	0	0	0	18	37	2	0	0	0	0	1	40
09:30	21	2	0	0	0	0	0	23	37	9	0	1	0	0	0	47
09:45	7	5	0	0	0	0	0	12	29	6	0	0	0	0	0	35
H/TOT	62	12	1	0	0	0	0	75	135	20	0	1	1	0	1	158
P/TOT	134	26	3	0	0	0	0	163	406	56	5	6	4	1	3	481

TIME	A TO B								A TO C							
	FROM WATLING STREET TO DAWLEY ROAD								FROM WATLING STREET TO HOLYHEAD ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	17	1	0	0	0	1	0	19	40	2	1	0	0	0	0	43
16:15	15	2	0	0	0	0	1	18	42	0	1	0	0	0	0	43
16:30	17	2	0	0	0	1	0	20	34	4	0	0	1	0	0	39
16:45	23	2	0	0	0	0	0	25	40	0	1	1	1	0	0	43
H/TOT	72	7	0	0	0	2	1	82	156	6	3	1	2	0	0	168
17:00	31	2	0	0	0	0	0	33	41	3	0	0	0	2	0	46
17:15	25	1	1	0	0	0	0	27	45	4	2	1	0	1	0	53
17:30	25	0	0	0	0	0	1	26	38	1	1	0	0	0	0	40
17:45	28	0	0	0	0	0	0	28	29	4	0	0	0	0	0	33
H/TOT	109	3	1	0	0	0	1	114	153	12	3	1	0	3	0	172
18:00	22	2	0	0	0	0	0	24	27	4	0	0	0	0	0	31
18:15	19	1	0	0	0	0	0	20	31	1	0	0	0	0	0	32
18:30	16	2	0	0	0	3	0	21	34	2	0	0	0	2	0	38
18:45	16	2	0	0	0	0	0	18	26	0	0	0	0	0	0	26
H/TOT	73	7	0	0	0	3	0	83	118	7	0	0	0	2	0	127
P/TOT	254	17	1	0	0	5	2	279	427	25	6	2	2	5	0	467

MANUAL CLASSIFIED COUNTS

JOB REF: 15600

JOB NAME: TELFORD

SITE: 1

LOCATION: WATLING STREET / DAWLEY ROAD / HOLYHEAD ROAD / MILL BANK



DATE: 25/06/2026

DAY: THURSDAY

TIME	A TO D FROM WATLING STREET TO MILL BANK								B TO A FROM DAWLEY ROAD TO WATLING STREET							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	39	5	0	0	3	0	0	47	14	1	0	0	0	0	0	15
07:15	55	5	3	0	1	0	0	64	16	0	0	0	0	0	0	16
07:30	62	7	0	0	2	1	0	72	19	2	0	0	0	1	0	22
07:45	79	5	1	0	3	0	0	88	13	5	0	0	0	0	0	18
H/TOT	235	22	4	0	9	1	0	271	62	8	0	0	0	1	0	71
08:00	95	9	3	0	2	1	0	110	7	1	0	0	0	0	0	8
08:15	90	7	3	0	1	1	0	102	12	3	0	0	0	0	0	15
08:30	66	7	0	0	3	0	0	76	14	4	0	0	0	0	0	18
08:45	100	8	1	0	1	1	0	111	7	1	0	0	0	0	0	8
H/TOT	351	31	7	0	7	3	0	399	40	9	0	0	0	0	0	49
09:00	94	13	4	0	2	0	1	114	11	1	0	0	0	0	0	12
09:15	88	9	1	1	2	0	0	101	9	6	0	0	0	0	0	15
09:30	84	13	1	0	2	2	0	102	15	1	0	0	0	0	0	16
09:45	76	10	0	1	1	0	0	88	18	2	0	0	0	0	0	20
H/TOT	342	45	6	2	7	2	1	405	53	10	0	0	0	0	0	63
P/TOT	928	98	17	2	23	6	1	1075	155	27	0	0	0	1	0	183

TIME	A TO D FROM WATLING STREET TO MILL BANK								B TO A FROM DAWLEY ROAD TO WATLING STREET							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	84	10	1	0	2	0	0	97	6	1	0	0	0	0	0	7
16:15	91	3	0	0	1	0	0	95	13	1	0	0	0	0	0	14
16:30	88	10	1	0	3	0	0	102	11	2	0	0	0	0	0	13
16:45	100	3	0	0	1	0	0	104	15	0	0	0	0	0	0	15
H/TOT	363	26	2	0	7	0	0	398	45	4	0	0	0	0	0	49
17:00	84	0	2	0	1	2	0	89	10	0	0	0	0	0	0	10
17:15	89	7	0	0	1	1	0	98	14	2	0	0	0	0	0	16
17:30	92	4	0	0	3	0	0	99	12	0	1	0	0	0	0	13
17:45	98	1	0	0	2	1	0	102	14	1	0	0	0	0	0	15
H/TOT	363	12	2	0	7	4	0	388	50	3	1	0	0	0	0	54
18:00	83	0	0	0	1	0	1	85	18	2	0	0	0	0	0	20
18:15	80	3	0	0	1	1	0	85	13	1	0	0	0	0	0	14
18:30	96	5	0	0	1	0	0	102	15	0	0	0	0	0	0	15
18:45	97	3	0	1	2	0	0	103	8	0	0	0	0	0	0	8
H/TOT	356	11	0	1	5	1	1	375	54	3	0	0	0	0	0	57
P/TOT	1082	49	4	1	19	5	1	1161	149	10	1	0	0	0	0	160

MANUAL CLASSIFIED COUNTS

JOB REF: 15600

JOB NAME: TELFORD

SITE: 1

LOCATION: WATLING STREET / DAWLEY ROAD / HOLYHEAD ROAD / MILL BANK



DATE: 25/06/2026

DAY: THURSDAY

TIME	B TO C FROM DAWLEY ROAD TO HOLYHEAD ROAD								B TO D FROM DAWLEY ROAD TO MILL BANK							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	20	1	1	0	0	1	0	23	21	3	2	0	0	0	0	26
07:15	9	0	0	0	0	1	0	10	28	3	1	0	0	1	0	33
07:30	21	4	1	0	0	2	0	28	59	4	0	0	1	1	0	65
07:45	32	5	1	0	0	0	0	38	60	5	0	0	0	0	0	65
H/TOT	82	10	3	0	0	4	0	99	168	15	3	0	1	2	0	189
08:00	20	4	0	0	1	0	0	25	79	2	1	0	1	0	0	83
08:15	19	1	0	0	0	0	0	20	51	6	0	0	0	0	0	57
08:30	35	1	0	0	0	0	0	36	51	6	1	0	1	0	0	59
08:45	21	0	1	0	0	0	0	22	71	5	2	0	0	0	0	78
H/TOT	95	6	1	0	1	0	0	103	252	19	4	0	2	0	0	277
09:00	23	5	0	0	0	0	0	28	55	3	1	0	0	0	0	59
09:15	16	1	0	0	0	0	0	17	43	2	0	0	1	1	0	47
09:30	19	5	0	0	0	0	0	24	44	3	1	0	0	0	0	48
09:45	15	2	0	0	0	0	0	17	48	7	0	0	0	0	0	55
H/TOT	73	13	0	0	0	0	0	86	190	15	2	0	1	1	0	209
P/TOT	250	29	4	0	1	4	0	288	610	49	9	0	4	3	0	675

TIME	B TO C FROM DAWLEY ROAD TO HOLYHEAD ROAD								B TO D FROM DAWLEY ROAD TO MILL BANK							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	27	2	1	0	0	0	0	30	71	6	1	0	0	1	0	79
16:15	11	1	0	0	0	1	0	13	38	4	0	0	0	0	0	42
16:30	26	1	0	0	0	0	0	27	45	0	1	0	1	0	0	47
16:45	23	3	0	0	0	0	0	26	61	2	0	0	0	0	0	63
H/TOT	87	7	1	0	0	1	0	96	215	12	2	0	1	1	0	231
17:00	17	2	0	0	0	0	0	19	68	5	1	0	0	0	0	74
17:15	27	5	0	0	0	0	0	32	45	5	1	0	0	0	0	51
17:30	21	1	0	0	0	0	0	22	50	4	0	0	1	0	0	55
17:45	15	0	0	0	0	0	0	15	57	4	0	0	0	0	0	61
H/TOT	80	8	0	0	0	0	0	88	220	18	2	0	1	0	0	241
18:00	19	3	0	0	0	0	0	22	44	1	0	0	0	1	0	46
18:15	15	2	0	0	0	0	0	17	60	2	0	0	0	0	0	62
18:30	19	5	0	0	0	0	0	24	35	1	0	0	1	0	0	37
18:45	15	0	0	0	0	0	0	15	47	2	0	0	0	0	0	49
H/TOT	68	10	0	0	0	0	0	78	186	6	0	0	1	1	0	194
P/TOT	235	25	1	0	0	1	0	262	621	36	4	0	3	2	0	666

MANUAL CLASSIFIED COUNTS

JOB REF: 15600

JOB NAME: TELFORD

SITE: 1

LOCATION: WATLING STREET / DAWLEY ROAD / HOLYHEAD ROAD / MILL BANK



DATE: 25/06/2026

DAY: THURSDAY

TIME	C TO A FROM HOLYHEAD ROAD TO WATLING STREET								C TO B FROM HOLYHEAD ROAD TO DAWLEY ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	20	2	0	2	1	0	0	25	7	3	0	0	0	0	0	10
07:15	36	2	2	0	0	1	0	41	14	2	0	0	0	0	0	16
07:30	35	5	0	0	0	0	0	40	13	2	0	0	0	0	0	15
07:45	30	7	2	2	0	0	0	41	26	2	0	0	0	0	0	28
H/TOT	121	16	4	4	1	1	0	147	60	9	0	0	0	0	0	69
08:00	44	9	1	0	1	1	0	56	34	0	1	0	0	0	0	35
08:15	39	7	0	1	0	0	0	47	28	4	2	0	0	1	0	35
08:30	27	4	1	1	1	0	0	34	21	0	0	0	0	1	0	22
08:45	32	3	2	0	1	0	0	38	30	2	0	0	0	0	0	32
H/TOT	142	23	4	2	3	1	0	175	113	6	3	0	0	2	0	124
09:00	28	3	2	0	0	0	0	33	14	3	0	0	0	0	0	17
09:15	30	5	0	0	0	0	0	35	14	4	0	0	0	0	0	18
09:30	48	4	0	0	0	0	0	52	10	2	0	0	0	0	0	12
09:45	27	6	0	0	0	0	0	33	11	1	0	0	0	0	0	12
H/TOT	133	18	2	0	0	0	0	153	49	10	0	0	0	0	0	59
P/TOT	396	57	10	6	4	2	0	475	222	25	3	0	0	2	0	252

TIME	C TO A FROM HOLYHEAD ROAD TO WATLING STREET								C TO B FROM HOLYHEAD ROAD TO DAWLEY ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	35	4	2	1	0	1	0	43	26	3	0	0	0	0	0	29
16:15	37	5	0	0	0	0	0	42	33	4	0	0	1	0	0	38
16:30	35	5	0	0	0	0	0	40	27	2	0	0	0	0	0	29
16:45	34	2	0	0	1	1	0	38	29	1	0	0	0	0	1	31
H/TOT	141	16	2	1	1	2	0	163	115	10	0	0	1	0	1	127
17:00	39	3	0	0	0	2	0	44	34	5	0	0	0	0	0	39
17:15	25	3	0	0	1	1	0	30	29	2	0	0	0	0	0	31
17:30	39	2	0	0	0	0	0	41	38	2	0	0	0	1	0	41
17:45	45	4	1	0	0	1	0	51	24	4	0	0	0	0	0	28
H/TOT	148	12	1	0	1	4	0	166	125	13	0	0	0	1	0	139
18:00	28	4	0	0	1	0	1	34	20	1	0	0	0	0	0	21
18:15	28	2	0	0	0	1	1	32	27	1	0	0	0	0	0	28
18:30	30	1	0	0	0	1	0	32	27	0	0	0	0	0	0	27
18:45	27	2	0	0	1	0	0	30	15	3	0	0	0	0	0	18
H/TOT	113	9	0	0	2	2	2	128	89	5	0	0	0	0	0	94
P/TOT	402	37	3	1	4	8	2	457	329	28	0	0	1	1	1	360

MANUAL CLASSIFIED COUNTS

JOB REF: 15600

JOB NAME: TELFORD

SITE: 1

LOCATION: WATLING STREET / DAWLEY ROAD / HOLYHEAD ROAD / MILL BANK



DATE: 25/06/2026

DAY: THURSDAY

TIME	C TO D FROM HOLYHEAD ROAD TO MILL BANK								D TO A FROM MILL BANK TO WATLING STREET							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	0	0	0	0	0	0	0	11	0	0	0	2	0	0	13
07:15	2	0	0	0	0	0	0	2	15	4	1	0	2	0	0	22
07:30	1	0	0	0	0	0	0	1	30	8	2	0	2	0	0	42
07:45	2	0	0	0	0	0	0	2	33	1	0	0	1	0	0	35
H/TOT	5	0	0	0	0	0	0	5	89	13	3	0	7	0	0	112
08:00	1	0	0	0	0	0	0	1	31	1	0	0	0	0	0	32
08:15	2	0	0	0	0	0	0	2	76	7	2	0	1	0	0	86
08:30	3	0	0	0	0	0	0	3	43	4	0	0	1	1	0	49
08:45	3	0	0	0	0	0	0	3	40	8	0	0	1	0	0	49
H/TOT	9	0	0	0	0	0	0	9	190	20	2	0	3	1	0	216
09:00	1	1	0	0	0	0	0	2	28	3	1	0	0	0	0	32
09:15	3	0	0	0	0	0	0	3	27	6	0	0	3	1	0	37
09:30	0	2	0	0	0	0	0	2	50	13	1	0	3	0	0	67
09:45	2	1	0	0	0	0	0	3	46	5	0	0	1	1	0	53
H/TOT	6	4	0	0	0	0	0	10	151	27	2	0	7	2	0	189
P/TOT	20	4	0	0	0	0	0	24	430	60	7	0	17	3	0	517

TIME	C TO D FROM HOLYHEAD ROAD TO MILL BANK								D TO A FROM MILL BANK TO WATLING STREET							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	8	1	0	0	0	0	0	9	51	6	0	0	3	0	0	60
16:15	3	0	0	0	0	0	1	4	61	1	0	0	2	1	0	65
16:30	3	0	0	0	0	0	0	3	60	5	2	0	2	0	0	69
16:45	5	0	0	0	0	0	0	5	42	5	1	0	2	0	0	50
H/TOT	19	1	0	0	0	0	1	21	214	17	3	0	9	1	0	244
17:00	7	1	0	0	0	0	0	8	48	1	0	0	2	0	0	51
17:15	6	0	0	0	0	0	0	6	55	3	0	0	3	2	0	63
17:30	1	0	0	0	0	0	0	1	52	7	1	0	1	0	0	61
17:45	4	1	0	0	0	0	0	5	43	0	0	0	1	0	0	44
H/TOT	18	2	0	0	0	0	0	20	198	11	1	0	7	2	0	219
18:00	3	0	0	0	0	0	0	3	49	1	0	0	2	1	0	53
18:15	4	2	0	0	0	0	1	7	37	1	0	0	3	0	0	41
18:30	6	1	0	0	0	0	0	7	34	5	0	0	2	1	0	42
18:45	5	0	0	0	0	0	0	5	52	0	0	0	0	0	0	52
H/TOT	18	3	0	0	0	0	1	22	172	7	0	0	7	2	0	188
P/TOT	55	6	0	0	0	0	2	63	584	35	4	0	23	5	0	651

MANUAL CLASSIFIED COUNTS

JOB REF: 15600

JOB NAME: TELFORD

SITE: 1

LOCATION: WATLING STREET / DAWLEY ROAD / HOLYHEAD ROAD / MILL BANK



DATE: 25/06/2026

DAY: THURSDAY

TIME	D TO B FROM MILL BANK TO DAWLEY ROAD								D TO C FROM MILL BANK TO HOLYHEAD ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	23	2	0	0	1	0	0	26	0	0	0	0	0	0	0	0
07:15	18	1	0	0	0	0	0	19	0	1	0	0	0	0	0	1
07:30	40	2	2	0	1	0	0	45	2	0	0	0	0	0	0	2
07:45	37	2	1	0	0	0	0	40	3	0	0	0	0	0	0	3
H/TOT	118	7	3	0	2	0	0	130	5	1	0	0	0	0	0	6
08:00	45	3	0	0	0	0	0	48	1	0	0	0	0	0	0	1
08:15	47	2	1	1	0	0	0	51	1	0	0	0	0	0	0	1
08:30	33	3	0	0	0	0	0	36	1	0	0	0	0	0	0	1
08:45	30	2	0	0	1	0	0	33	1	0	0	0	0	0	0	1
H/TOT	155	10	1	1	1	0	0	168	4	0	0	0	0	0	0	4
09:00	33	7	1	0	0	0	0	41	2	3	0	0	0	0	0	5
09:15	30	5	0	0	0	0	0	35	2	0	0	0	0	0	0	2
09:30	39	4	1	0	0	0	0	44	4	0	0	0	0	0	0	4
09:45	36	5	0	0	1	0	0	42	1	1	0	0	0	0	0	2
H/TOT	138	21	2	0	1	0	0	162	9	4	0	0	0	0	0	13
P/TOT	411	38	6	1	4	0	0	460	18	5	0	0	0	0	0	23

TIME	D TO B FROM MILL BANK TO DAWLEY ROAD								D TO C FROM MILL BANK TO HOLYHEAD ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	52	3	1	0	0	0	0	56	2	0	0	0	0	0	0	2
16:15	50	4	0	0	0	0	0	54	4	0	0	0	0	0	0	4
16:30	60	5	0	0	0	1	0	66	1	1	0	0	0	0	0	2
16:45	54	3	0	0	1	0	0	58	2	0	0	0	0	0	0	2
H/TOT	216	15	1	0	1	1	0	234	9	1	0	0	0	0	0	10
17:00	62	4	0	0	0	0	1	67	1	1	0	0	0	0	0	2
17:15	66	2	0	0	0	2	0	70	2	0	0	0	0	0	0	2
17:30	50	4	0	0	0	1	0	55	2	0	0	0	0	0	0	2
17:45	53	1	0	0	1	0	0	55	1	0	0	0	0	0	0	1
H/TOT	231	11	0	0	1	3	1	247	6	1	0	0	0	0	0	7
18:00	52	1	0	0	0	1	0	54	3	3	0	0	0	0	0	6
18:15	58	1	0	0	0	1	0	60	4	0	0	0	0	0	0	4
18:30	53	5	0	0	0	0	0	58	5	0	0	0	0	0	0	5
18:45	49	1	0	0	1	0	0	51	3	0	0	0	0	0	0	3
H/TOT	212	8	0	0	1	2	0	223	15	3	0	0	0	0	0	18
P/TOT	659	34	1	0	3	6	1	704	30	5	0	0	0	0	0	35

MANUAL CLASSIFIED COUNTS

JOB REF: 15600

JOB NAME: TELFORD

SITE: 1

LOCATION: WATLING STREET / DAWLEY ROAD / HOLYHEAD ROAD / MILL BANK



DATE: 25/06/2026

DAY: THURSDAY

TIME	TO ARM A WATLING STREET								FROM ARM A WATLING STREET							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	45	3	0	2	3	0	0	53	61	8	1	1	3	0	0	74
07:15	67	6	3	0	2	1	0	79	93	10	4	0	1	0	0	108
07:30	84	15	2	0	2	1	0	104	106	13	0	0	3	1	0	123
07:45	76	13	2	2	1	0	0	94	129	15	2	2	3	0	1	152
H/TOT	272	37	7	4	8	2	0	330	389	46	7	3	10	1	1	457
08:00	82	11	1	0	1	1	0	96	133	21	5	2	4	1	0	166
08:15	127	17	2	1	1	0	0	148	140	10	3	0	1	2	0	156
08:30	84	12	1	1	2	1	0	101	121	12	2	0	3	0	1	139
08:45	79	12	2	0	2	0	0	95	146	14	1	0	1	1	0	163
H/TOT	372	52	6	2	6	2	0	440	540	57	11	2	9	4	1	624
09:00	67	7	3	0	0	0	0	77	144	20	4	0	3	0	1	172
09:15	66	17	0	0	3	1	0	87	141	12	2	1	2	0	1	159
09:30	113	18	1	0	3	0	0	135	142	24	1	1	2	2	0	172
09:45	91	13	0	0	1	1	0	106	112	21	0	1	1	0	0	135
H/TOT	337	55	4	0	7	2	0	405	539	77	7	3	8	2	2	638
P/TOT	981	144	17	6	21	6	0	1175	1468	180	25	8	27	7	4	1719

TIME	TO ARM A WATLING STREET								FROM ARM A WATLING STREET							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	92	11	2	1	3	1	0	110	141	13	2	0	2	1	0	159
16:15	111	7	0	0	2	1	0	121	148	5	1	0	1	0	1	156
16:30	106	12	2	0	2	0	0	122	139	16	1	0	4	1	0	161
16:45	91	7	1	0	3	1	0	103	163	5	1	1	2	0	0	172
H/TOT	400	37	5	1	10	3	0	456	591	39	5	1	9	2	1	648
17:00	97	4	0	0	2	2	0	105	156	5	2	0	1	4	0	168
17:15	94	8	0	0	4	3	0	109	159	12	3	1	1	2	0	178
17:30	103	9	2	0	1	0	0	115	155	5	1	0	3	0	1	165
17:45	102	5	1	0	1	1	0	110	155	5	0	0	2	1	0	163
H/TOT	396	26	3	0	8	6	0	439	625	27	6	1	7	7	1	674
18:00	95	7	0	0	3	1	1	107	132	6	0	0	1	0	1	140
18:15	78	4	0	0	3	1	1	87	130	5	0	0	1	1	0	137
18:30	79	6	0	0	2	2	0	89	146	9	0	0	1	5	0	161
18:45	87	2	0	0	1	0	0	90	139	5	0	1	2	0	0	147
H/TOT	339	19	0	0	9	4	2	373	547	25	0	1	5	6	1	585
P/TOT	1135	82	8	1	27	13	2	1268	1763	91	11	3	21	15	3	1907

MANUAL CLASSIFIED COUNTS

JOB REF: 15600

JOB NAME: TELFORD

SITE: 1

LOCATION: WATLING STREET / DAWLEY ROAD / HOLYHEAD ROAD / MILL BANK



DATE: 25/06/2026

DAY: THURSDAY

TIME	TO ARM B DAWLEY ROAD								FROM ARM B DAWLEY ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	41	6	1	0	1	0	0	49	55	5	3	0	0	1	0	64
07:15	43	5	0	0	0	0	0	48	53	3	1	0	0	2	0	59
07:30	61	5	2	0	1	0	0	69	99	10	1	0	1	4	0	115
07:45	70	5	2	0	0	0	0	77	105	15	1	0	0	0	0	121
H/TOT	215	21	5	0	2	0	0	243	312	33	6	0	1	7	0	359
08:00	83	6	1	0	0	0	0	90	106	7	1	0	2	0	0	116
08:15	88	6	3	1	0	1	0	99	82	10	0	0	0	0	0	92
08:30	65	6	0	0	0	1	0	72	100	11	1	0	1	0	0	113
08:45	67	7	0	0	1	0	0	75	99	6	3	0	0	0	0	108
H/TOT	303	25	4	1	1	2	0	336	387	34	5	0	3	0	0	429
09:00	65	14	1	0	0	0	0	80	89	9	1	0	0	0	0	99
09:15	60	10	1	0	0	0	0	71	68	9	0	0	1	1	0	79
09:30	70	8	1	0	0	0	0	79	78	9	1	0	0	0	0	88
09:45	54	11	0	0	1	0	0	66	81	11	0	0	0	0	0	92
H/TOT	249	43	3	0	1	0	0	296	316	38	2	0	1	1	0	358
P/TOT	767	89	12	1	4	2	0	875	1015	105	13	0	5	8	0	1146

TIME	TO ARM B DAWLEY ROAD								FROM ARM B DAWLEY ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	95	7	1	0	0	1	0	104	104	9	2	0	0	1	0	116
16:15	98	10	0	0	1	0	1	110	62	6	0	0	0	1	0	69
16:30	104	9	0	0	0	2	0	115	82	3	1	0	1	0	0	87
16:45	106	6	0	0	1	0	1	114	99	5	0	0	0	0	0	104
H/TOT	403	32	1	0	2	3	2	443	347	23	3	0	1	2	0	376
17:00	127	11	0	0	0	0	1	139	95	7	1	0	0	0	0	103
17:15	120	5	1	0	0	2	0	128	86	12	1	0	0	0	0	99
17:30	113	6	0	0	0	2	1	122	83	5	1	0	1	0	0	90
17:45	105	5	0	0	1	0	0	111	86	5	0	0	0	0	0	91
H/TOT	465	27	1	0	1	4	2	500	350	29	3	0	1	0	0	383
18:00	94	4	0	0	0	1	0	99	81	6	0	0	0	1	0	88
18:15	104	3	0	0	0	1	0	108	88	5	0	0	0	0	0	93
18:30	96	7	0	0	0	3	0	106	69	6	0	0	1	0	0	76
18:45	80	6	0	0	1	0	0	87	70	2	0	0	0	0	0	72
H/TOT	374	20	0	0	1	5	0	400	308	19	0	0	1	1	0	329
P/TOT	1242	79	2	0	4	12	4	1343	1005	71	6	0	3	3	0	1088

MANUAL CLASSIFIED COUNTS

JOB REF: 15600

JOB NAME: TELFORD

SITE: 1

LOCATION: WATLING STREET / DAWLEY ROAD / HOLYHEAD ROAD / MILL BANK



DATE: 25/06/2026

DAY: THURSDAY

TIME	TO ARM C HOLYHEAD ROAD								FROM ARM C HOLYHEAD ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	31	3	1	1	0	1	0	37	27	5	0	2	1	0	0	35
07:15	36	4	1	0	0	1	0	42	52	4	2	0	0	1	0	59
07:30	59	9	1	0	1	2	0	72	49	7	0	0	0	0	0	56
07:45	78	14	1	2	0	0	1	96	58	9	2	2	0	0	0	71
H/TOT	204	30	4	3	1	4	1	247	186	25	4	4	1	1	0	221
08:00	55	13	2	2	3	0	0	75	79	9	2	0	1	1	0	92
08:15	57	4	0	0	0	1	0	62	69	11	2	1	0	1	0	84
08:30	80	3	2	0	0	0	1	86	51	4	1	1	1	1	0	59
08:45	61	3	1	0	0	0	0	65	65	5	2	0	1	0	0	73
H/TOT	253	23	5	2	3	1	1	288	264	29	7	2	3	3	0	308
09:00	57	11	0	0	1	0	0	69	43	7	2	0	0	0	0	52
09:15	55	3	0	0	0	0	1	59	47	9	0	0	0	0	0	56
09:30	60	14	0	1	0	0	0	75	58	8	0	0	0	0	0	66
09:45	45	9	0	0	0	0	0	54	40	8	0	0	0	0	0	48
H/TOT	217	37	0	1	1	0	1	257	188	32	2	0	0	0	0	222
P/TOT	674	90	9	6	5	5	3	792	638	86	13	6	4	4	0	751

TIME	TO ARM C HOLYHEAD ROAD								FROM ARM C HOLYHEAD ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	69	4	2	0	0	0	0	75	69	8	2	1	0	1	0	81
16:15	57	1	1	0	0	1	0	60	73	9	0	0	1	0	1	84
16:30	61	6	0	0	1	0	0	68	65	7	0	0	0	0	0	72
16:45	65	3	1	1	1	0	0	71	68	3	0	0	1	1	1	74
H/TOT	252	14	4	1	2	1	0	274	275	27	2	1	2	2	2	311
17:00	59	6	0	0	0	2	0	67	80	9	0	0	0	2	0	91
17:15	74	9	2	1	0	1	0	87	60	5	0	0	1	1	0	67
17:30	61	2	1	0	0	0	0	64	78	4	0	0	0	1	0	83
17:45	45	4	0	0	0	0	0	49	73	9	1	0	0	1	0	84
H/TOT	239	21	3	1	0	3	0	267	291	27	1	0	1	5	0	325
18:00	49	10	0	0	0	0	0	59	51	5	0	0	1	0	1	58
18:15	50	3	0	0	0	0	0	53	59	5	0	0	0	1	2	67
18:30	58	7	0	0	0	2	0	67	63	2	0	0	0	1	0	66
18:45	44	0	0	0	0	0	0	44	47	5	0	0	1	0	0	53
H/TOT	201	20	0	0	0	2	0	223	220	17	0	0	2	2	3	244
P/TOT	692	55	7	2	2	6	0	764	786	71	3	1	5	9	5	880

MANUAL CLASSIFIED COUNTS

JOB REF: 15600

JOB NAME: TELFORD

SITE: 1

LOCATION: WATLING STREET / DAWLEY ROAD / HOLYHEAD ROAD / MILL BANK



DATE: 25/06/2026

DAY: THURSDAY

TIME	TO ARM D MILL BANK								FROM ARM D MILL BANK							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	60	8	2	0	3	0	0	73	34	2	0	0	3	0	0	39
07:15	85	8	4	0	1	1	0	99	33	6	1	0	2	0	0	42
07:30	122	11	0	0	3	2	0	138	72	10	4	0	3	0	0	89
07:45	141	10	1	0	3	0	0	155	73	3	1	0	1	0	0	78
H/TOT	408	37	7	0	10	3	0	465	212	21	6	0	9	0	0	248
08:00	175	11	4	0	3	1	0	194	77	4	0	0	0	0	0	81
08:15	143	13	3	0	1	1	0	161	124	9	3	1	1	0	0	138
08:30	120	13	1	0	4	0	0	138	77	7	0	0	1	1	0	86
08:45	174	13	3	0	1	1	0	192	71	10	0	0	2	0	0	83
H/TOT	612	50	11	0	9	3	0	685	349	30	3	1	4	1	0	388
09:00	150	17	5	0	2	0	1	175	63	13	2	0	0	0	0	78
09:15	134	11	1	1	3	1	0	151	59	11	0	0	3	1	0	74
09:30	128	18	2	0	2	2	0	152	93	17	2	0	3	0	0	115
09:45	126	18	0	1	1	0	0	146	83	11	0	0	2	1	0	97
H/TOT	538	64	8	2	8	3	1	624	298	52	4	0	8	2	0	364
P/TOT	1558	151	26	2	27	9	1	1774	859	103	13	1	21	3	0	1000

TIME	TO ARM D MILL BANK								FROM ARM D MILL BANK							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	163	17	2	0	2	1	0	185	105	9	1	0	3	0	0	118
16:15	132	7	0	0	1	0	1	141	115	5	0	0	2	1	0	123
16:30	136	10	2	0	4	0	0	152	121	11	2	0	2	1	0	137
16:45	166	5	0	0	1	0	0	172	98	8	1	0	3	0	0	110
H/TOT	597	39	4	0	8	1	1	650	439	33	4	0	10	2	0	488
17:00	159	6	3	0	1	2	0	171	111	6	0	0	2	0	1	120
17:15	140	12	1	0	1	1	0	155	123	5	0	0	3	4	0	135
17:30	143	8	0	0	4	0	0	155	104	11	1	0	1	1	0	118
17:45	159	6	0	0	2	1	0	168	97	1	0	0	2	0	0	100
H/TOT	601	32	4	0	8	4	0	649	435	23	1	0	8	5	1	473
18:00	130	1	0	0	1	1	1	134	104	5	0	0	2	2	0	113
18:15	144	7	0	0	1	1	1	154	99	2	0	0	3	1	0	105
18:30	137	7	0	0	2	0	0	146	92	10	0	0	2	1	0	105
18:45	149	5	0	1	2	0	0	157	104	1	0	0	1	0	0	106
H/TOT	560	20	0	1	6	2	2	591	399	18	0	0	8	4	0	429
P/TOT	1758	91	8	1	22	7	3	1890	1273	74	5	0	26	11	1	1390

QUEUE LENGTHS

JOB REF: 15600

JOB NAME: TELFORD

SITE: 1



DATE: 25/06/2026

LOCATION: WATLING STREET / DAWLEY ROAD / HOLYHEAD ROAD / MILL BANK

DAY: THURSDAY

NOTE: Queue Lengths recorded by the number of vehicles queuing at each 5-minute interval, by lane
+ Represents where the queue either stretched out of sight or back to the next junction.

TIME	ARM A WATLING STREET			ARM B DAWLEY ROAD		ARM C HOLYHEAD ROAD			ARM D MILL BANK	
	LANE 1	LANE 2	LANE 3	LANE 1		LANE 1	LANE 2	LANE 3	LANE 1	
07:00	0	1	2	2		0	2	1	2	
07:05	0	0	4	5		0	3	1	2	
07:10	0	2	4	9		0	4	1	2	
07:15	0	3	4	4		0	5	2	3	
07:20	0	4	4	7		0	4	2	3	
07:25	0	6	4	4		0	4	2	2	
07:30	0	4	7	7		0	3	2	9	
07:35	0	5	9+	11		0	7	3	4	
07:40	1	7	8	9		0	4	3	10	
07:45	0	5	7	13		0	5	3	6	
07:50	0	10+	7	18+		0	4	2	4	
07:55	0	10	8	18+		0	3	4	9	
08:00	1	4	9+	13		0	6	7	8	
08:05	0	8	9+	8		0	8	5	8	
08:10	0	10+	9+	12		0	13	3	6	
08:15	0	6	9+	13		1	5	3	11+	
08:20	0	7	9+	9		0	5	5	11+	
08:25	0	8	9+	16		0	6	3	11+	
08:30	0	8	9+	17		0	3	2	10	
08:35	0	6	7	18+		1	5	2	8	
08:40	0	5	9+	7		0	5	4	7	
08:45	0	6	7	7		1	4	3	9	
08:50	0	6	9+	12		0	5	4	10	
08:55	0	6	9+	15		0	3	2	6	
09:00	0	4	9+	9		0	3	3	7	
09:05	0	10+	9+	10		0	6	5	7	
09:10	0	6	9+	7		0	4	1	4	
09:15	1	5	9+	11		0	5	2	9	
09:20	0	3	9+	4		0	2	2	7	
09:25	0	4	9	6		0	4	3	5	
09:30	0	5	9+	8		1	7	3	11	
09:35	0	7	9	11		0	6	1	11+	
09:40	0	6	9+	13		0	6	1	11+	
09:45	0	6	9+	9		0	4	2	11+	
09:50	0	4	9+	7		0	8	2	6	
09:55	1	7	9+	11		0	2	1	11+	

TIME	ARM A WATLING STREET			ARM B DAWLEY ROAD		ARM C HOLYHEAD ROAD			ARM D MILL BANK	
	LANE 1	LANE 2	LANE 3	LANE 1		LANE 1	LANE 2	LANE 3	LANE 1	
16:00	0	6	9+	18+		0	6	2	8	
16:05	0	7	9+	10		0	7	3	11+	
16:10	1	5	7	7		0	7	3	11+	
16:15	0	6	9+	5		1	4	6	11+	
16:20	1	7	8	9		0	3	6	11+	
16:25	0	7	9+	8		0	3	3	11+	
16:30	0	8	9+	12		0	4	3	11+	
16:35	0	7	9+	8		0	7	4	11+	
16:40	0	6	9+	18+		0	7	3	11+	
16:45	0	8	9+	14		0	4	3	11	
16:50	1	6	9+	13		2	3	3	11+	
16:55	0	10+	9+	9		0	8	3	11+	
17:00	2	8	9+	18+		0	4	3	11+	
17:05	1	6	9+	16		1	7	4	11+	
17:10	1	9	8	7		0	5	5	11+	
17:15	0	7	9+	7		1	4	4	11+	
17:20	0	10+	9+	10		1	4	5	11+	
17:25	0	9	9+	16		0	4	4	11+	
17:30	1	7	8	7		0	6	4	11+	
17:35	2	6	7	9		0	7	5	11+	
17:40	2	6	9+	9		0	2	4	6	
17:45	0	6	10	9		1	5	3	11+	
17:50	1	2	9+	7		0	4	4	11+	
17:55	0	10+	9+	12		0	7	3	11+	
18:00	1	10+	9+	8		0	3	2	9	
18:05	1	4	6	7		1	6	3	11+	
18:10	1	6	7	4		0	3	1	11+	
18:15	1	5	9+	11		0	4	3	11+	
18:20	0	8	9+	7		2	3	3	9	
18:25	1	4	7	8		0	2	2	8	
18:30	1	6	9+	6		0	5	2	9	
18:35	0	9	8	5		0	5	3	9	
18:40	1	4	9+	9		1	5	3	11+	
18:45	1	4	9+	10		0	4	2	7	
18:50	0	4	9+	6		1	2	2	9	
18:55	1	4	7	5		0	3	2	8	

PEDESTRAIN AND CYCLIST COUNTS

JOB REF: 15600

JOB NAME: TELFORD

SITE: 1



DATE: 25/06/2026

LOCATION: WATLING STREET / DAWLEY ROAD / HOLYHEAD ROAD / MILL BANK

DAY: THURSDAY

TIME	A - B					A - C					A - D					A - E					A - F					A - G					A - H				
	PEDESTRIANS		CYCLISTS		TOT	PEDESTRIANS		CYCLISTS		TOT	PEDESTRIANS		CYCLISTS		TOT	PEDESTRIANS		CYCLISTS		TOT	PEDESTRIANS		CYCLISTS		TOT	PEDESTRIANS		CYCLISTS		TOT					
ADULT	CHILD	ADULT	CHILD	ADULT		CHILD	ADULT	CHILD	ADULT		CHILD	ADULT	CHILD	ADULT		CHILD	ADULT	CHILD	ADULT		CHILD	ADULT	CHILD	ADULT		CHILD	ADULT	CHILD	ADULT		CHILD	ADULT	CHILD	ADULT	CHILD
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	2					
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0					
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	1	0	1	0	0	2					
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	2	0	0	0	2					
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0					
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	3	0	0	0	0	2	0	0	0	0	2					
08:45	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	0	1					
H/TOT	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	3	2	0	0	5	1	0	0	0	1	3	2	0	0	5					
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0					
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2					
09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1	0	0	3					
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1					
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	5	0	1	0	0	6					
P/TOT	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	5	2	0	0	7	1	0	0	0	1	9	2	2	0	13					

TIME	A - B					A - C					A - D					A - E					A - F					A - G					A - H				
	PEDESTRIANS		CYCLISTS		TOT	PEDESTRIANS		CYCLISTS		TOT	PEDESTRIANS		CYCLISTS		TOT	PEDESTRIANS		CYCLISTS		TOT	PEDESTRIANS		CYCLISTS		TOT	PEDESTRIANS		CYCLISTS		TOT					
ADULT	CHILD	ADULT	CHILD	ADULT		CHILD	ADULT	CHILD	ADULT		CHILD	ADULT	CHILD	ADULT		CHILD	ADULT	CHILD	ADULT		CHILD	ADULT	CHILD	ADULT		CHILD	ADULT	CHILD	ADULT		CHILD	ADULT	CHILD	ADULT	CHILD
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	1	0	0	0	0	1					
16:15	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	2	0	0	0	2	0	0	0	0	2	0	0	0	0	2					
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4					
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4					
H/TOT	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	3	0	0	0	3	0	0	0	0	11	0	0	0	0	11					
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2					
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1	0	0	1					
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	2	0	1	0	0	3					
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4					
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3					
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	1	0	1	0	0	2					
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	8	0	1	0	0	9					
P/TOT	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	5	0	0	0	5	0	0	0	0	21	0	2	0	0	23					

**AUTO
SURVEYS LTD**

DATE: 25/06/2026

DAY: THURSDAY

DAY: THURSDAY

DAY: THURSDAY

TIME	B-A					B-C					B-D					B-E					B-F					B-G					B-H				
	PEDESTRIANS		CYCLISTS		TOT	PEDESTRIANS		CYCLISTS		TOT	PEDESTRIANS		CYCLISTS		TOT	PEDESTRIANS		CYCLISTS		TOT	PEDESTRIANS		CYCLISTS		TOT	PEDESTRIANS		CYCLISTS		TOT					
	ADULT	CHILD	ADULT	CHILD		ADULT	CHILD	ADULT	CHILD		ADULT	CHILD	ADULT	CHILD		ADULT	CHILD	ADULT	CHILD		ADULT	CHILD	ADULT	CHILD		ADULT	CHILD	ADULT	CHILD		ADULT	CHILD	ADULT	CHILD	
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0				
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
07:30	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
07:45	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0				
H/TOT	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	1	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0				
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
08:30	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1	5	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0			
08:45	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
H/TOT	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	1	5	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0			
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0			
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
09:30	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
09:45	0	0	0	0	0	7	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
H/TOT	0	0	0	0	0	9	0	0	0	9	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0			
P/TOT	0	0	0	0	0	15	0	0	0	15	0	0	0	0	0	3	5	1	0	9	0	0	0	0	0	0	0	0	0	0	0	0			

TIME	B-A					B-C					B-D					B-E					B-F					B-G					B-H				
	PEDESTRIANS		CYCLISTS		TOT	PEDESTRIANS		CYCLISTS		TOT	PEDESTRIANS		CYCLISTS		TOT	PEDESTRIANS		CYCLISTS		TOT	PEDESTRIANS		CYCLISTS		TOT	PEDESTRIANS		CYCLISTS		TOT					
	ADULT	CHILD	ADULT	CHILD		ADULT	CHILD	ADULT	CHILD		ADULT	CHILD	ADULT	CHILD		ADULT	CHILD	ADULT	CHILD		ADULT	CHILD	ADULT	CHILD		ADULT	CHILD	ADULT	CHILD		ADULT	CHILD	ADULT	CHILD	
16:00	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0			
16:15	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
16:30	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
16:45	0	0	0	0	0	7	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
H/TOT	0	0	0	0	0	11	0	0	0	11	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0			
17:00	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
17:15	0	0	0	0	0	2	0	1	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
17:45	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
H/TOT	0	0	0	0	0	7	0	1	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
18:00	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
18:15	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
18:30	0	0	0	0	0	4	1	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
18:45	0	0	0	0	0	3	2	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
H/TOT	0	0	0	0	0	11	3	0	0	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
P/TOT	0	0	0	0	0	29	3	1	0	33	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0			

PEDESTRAIN AND CYCLIST COUNTS

JOB REF: 15600



JOB NAME: TELFORD

SITE: 1

DATE: 25/06/2026

LOCATION: WATLING STREET / DAWLEY ROAD / HOLYHEAD ROAD / MILL BANK

DAY: THURSDAY

TIME	C - A					C - B					C - D					C - E					C - F					C - G					C - H				
	PEDESTRIANS		CYCLISTS		TOT	PEDESTRIANS		CYCLISTS		TOT	PEDESTRIANS		CYCLISTS		TOT	PEDESTRIANS		CYCLISTS		TOT	PEDESTRIANS		CYCLISTS		TOT	PEDESTRIANS		CYCLISTS		TOT					
	ADULT	CHILD	ADULT	CHILD		ADULT	CHILD	ADULT	CHILD		ADULT	CHILD	ADULT	CHILD		ADULT	CHILD	ADULT	CHILD		ADULT	CHILD	ADULT	CHILD		ADULT	CHILD	ADULT	CHILD		ADULT	CHILD	ADULT	CHILD	ADULT
07:00	1	0	0	0	1	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
07:15	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
07:30	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
07:45	0	0	0	0	0	5	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1				
H/TOT	2	0	0	0	2	6	0	1	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1				
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
08:15	1	0	0	0	1	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
08:30	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1				
08:45	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1				
H/TOT	2	0	0	0	2	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	2				
09:00	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
09:15	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
09:30	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2				
09:45	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
H/TOT	1	0	0	0	1	5	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2				
P/TOT	5	0	0	0	5	15	0	1	0	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	5	0	0	0	0	5				

TIME	C - A					C - B					C - D					C - E					C - F					C - G					C - H				
	PEDESTRIANS		CYCLISTS		TOT	PEDESTRIANS		CYCLISTS		TOT	PEDESTRIANS		CYCLISTS		TOT	PEDESTRIANS		CYCLISTS		TOT	PEDESTRIANS		CYCLISTS		TOT	PEDESTRIANS		CYCLISTS		TOT					
	ADULT	CHILD	ADULT	CHILD		ADULT	CHILD	ADULT	CHILD		ADULT	CHILD	ADULT	CHILD		ADULT	CHILD	ADULT	CHILD		ADULT	CHILD	ADULT	CHILD		ADULT	CHILD	ADULT	CHILD		ADULT	CHILD	ADULT	CHILD	TOT
16:00	0	0	0	0	0	6	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0				
16:15	0	0	0	0	0	8	0	0	0	8	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0				
16:30	0	0	0	0	0	4	0	1	0	5	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	1	1	0	0	0	2				
16:45	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
H/TOT	0	0	0	0	0	20	0	1	0	21	0	0	0	0	0	2	0	0	0	2	0	0	0	0	2	3	1	0	0	0	4				
17:00	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0				
17:15	1	0	0	0	1	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
17:30	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1				
17:45	0	0	0	0	0	3	0	1	0	4	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0				
H/TOT	1	0	0	0	1	7	0	1	0	8	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	2	0	0	0	0	2				
18:00	0	0	0	0	0	5	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
18:15	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1				
18:30	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2				
18:45	0	0	0	0	0	4	2	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1				
H/TOT	0	0	0	0	0	14	2	0	0	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	1	0	0	4				
P/TOT	1	0	0	0	1	41	2	2	0	45	0	0	0	0	0	3	0	0	0	3	0	0	0	0	2	8	1	1	0	0	10				

PEDESTRAIN AND CYCLIST COUNTS

JOB REF: 15600



JOB NAME: TELFORD

SITE: 1

DATE: 25/06/2026

LOCATION: WATLING STREET / DAWLEY ROAD / HOLYHEAD ROAD / MILL BANK

DAY: THURSDAY

TIME	D - A				TOT	D - B				TOT	D - C				TOT	D - E				TOT	D - F				TOT	D - G				TOT	D - H				TOT
	PEDESTRIANS		CYCLISTS			PEDESTRIANS		CYCLISTS			PEDESTRIANS		CYCLISTS			PEDESTRIANS		CYCLISTS			PEDESTRIANS		CYCLISTS			PEDESTRIANS		CYCLISTS			PEDESTRIANS		CYCLISTS		
	ADULT	CHILD	ADULT	CHILD		ADULT	CHILD	ADULT	CHILD		ADULT	CHILD	ADULT	CHILD		ADULT	CHILD	ADULT	CHILD		ADULT	CHILD	ADULT	CHILD		ADULT	CHILD	ADULT	CHILD						
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0				
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	0	0	0	0	3	0	0	0	0	0				
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4	0	0	0	0	0				
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	8	0	0	0	0	8	0	0	0	0	0				
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	2	0	0	0	0	0				
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	3	0	0	7	0	0	0	0	0	2	0	0	0	0	0				
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0				
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0				
09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	1	0	0	0	0	0				
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	0	0	0	0	0				
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	5	0	0	0	0	0	6	0	0	0	0	0				
P/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14	3	0	0	17	0	0	0	0	0	16	0	0	0	0	0				

TIME	D - A				TOT	D - B				TOT	D - C				TOT	D - E				TOT	D - F				TOT	D - G				TOT	D - H				TOT
	PEDESTRIANS		CYCLISTS			PEDESTRIANS		CYCLISTS			PEDESTRIANS		CYCLISTS			PEDESTRIANS		CYCLISTS			PEDESTRIANS		CYCLISTS			PEDESTRIANS		CYCLISTS			PEDESTRIANS		CYCLISTS		
	ADULT	CHILD	ADULT	CHILD		ADULT	CHILD	ADULT	CHILD		ADULT	CHILD	ADULT	CHILD		ADULT	CHILD	ADULT	CHILD		ADULT	CHILD	ADULT	CHILD		ADULT	CHILD	ADULT	CHILD						
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	3	0	0	0	0	0				
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	0	0	0	0	0	0	0	0	0	0				
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1	0	3	2	0	0	0	2	2	0	1	0	0	0				
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0				
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	2	0	5	5	0	0	0	5	7	0	1	0	0	0				
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0				
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1	0	3	0	0	0	0	0	0	0	0	0	0	0				
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	2	0	0	2	4	0	0	0	0	0	0				
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	1	0	0	0	0	0				
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	0	1	0	10	2	0	2	0	4	1	0	0	0	0	0				
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	1	0	0	0	1	0	0	0	0	0	0				
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	3	0	0	0	0	0				
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	2	0	3	0	0	0	0	0	1	0	0	0	0	0				
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	2	0	6	1	0	0	0	1	4	0	0	0	0	0				
P/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16	0	5	0	21	8	0	2	0	10	12	0	1	0	13	0	0			

**AUTO
SURVEYS LTD**

DATE: 25/06/2026

DAY: THURSDAY

1

DAY: THURSDAY

TIME	E - A					E - B					E - C					E - D					E - F					E - G					E - H				
	PEDESTRIANS		CYCLISTS		TOT	PEDESTRIANS		CYCLISTS		TOT	PEDESTRIANS		CYCLISTS		TOT	PEDESTRIANS		CYCLISTS		TOT	PEDESTRIANS		CYCLISTS		TOT	PEDESTRIANS		CYCLISTS		TOT					
	ADULT	CHILD	ADULT	CHILD		ADULT	CHILD	ADULT	CHILD		ADULT	CHILD	ADULT	CHILD		ADULT	CHILD	ADULT	CHILD		ADULT	CHILD	ADULT	CHILD		ADULT	CHILD	ADULT	CHILD		ADULT	CHILD	ADULT	CHILD	
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0			
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0			
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0			
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0			
08:00	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0			
08:30	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
08:45	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0			
H/TOT	0	0	0	0	0	3	0	0	0	3	1	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0			
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0			
09:15	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0			
09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0			
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
H/TOT	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	6	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0		
P/TOT	0	0	0	0	0	4	0	0	0	4	1	0	0	0	0	13	0	0	0	13	0	0	0	0	0	0	0	0	0	0	0	0	0		

TIME	E - A					E - B					E - C					E - D					E - F					E - G					E - H				
	PEDESTRIANS		CYCLISTS		TOT	PEDESTRIANS		CYCLISTS		TOT	PEDESTRIANS		CYCLISTS		TOT	PEDESTRIANS		CYCLISTS		TOT	PEDESTRIANS		CYCLISTS		TOT	PEDESTRIANS		CYCLISTS		TOT					
	ADULT	CHILD	ADULT	CHILD		ADULT	CHILD	ADULT	CHILD		ADULT	CHILD	ADULT	CHILD		ADULT	CHILD	ADULT	CHILD		ADULT	CHILD	ADULT	CHILD		ADULT	CHILD	ADULT	CHILD		ADULT	CHILD	ADULT	CHILD	
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0			
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0			
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0			
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	0	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0			
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0			
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0			
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1	0	3	0	0	0	0	0	0	0	0	0	0	0	0			
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	1	0	7	0	0	0	0	0	0	0	0	0	0	0	0			
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0			
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0			
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0			
P/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19	0	1	0	20	0	0	0	0	0	0	0	0	0	0	0	0			

PEDESTRAIN AND CYCLIST COUNTS

JOB REF: 15600



JOB NAME: TELFORD

SITE: 1

DATE: 25/06/2026

LOCATION: WATLING STREET / DAWLEY ROAD / HOLYHEAD ROAD / MILL BANK

DAY: THURSDAY

TIME	F - A				F - B				F - C				F - D				F - E				F - G				F - H			
	PEDESTRIANS		CYCLISTS		PEDESTRIANS		CYCLISTS		PEDESTRIANS		CYCLISTS		PEDESTRIANS		CYCLISTS		PEDESTRIANS		CYCLISTS		PEDESTRIANS		CYCLISTS		PEDESTRIANS		CYCLISTS	
	ADULT	CHILD	ADULT	CHILD	ADULT	CHILD	ADULT	CHILD	ADULT	CHILD	ADULT	CHILD	ADULT	CHILD	ADULT	CHILD	ADULT	CHILD	ADULT	CHILD	ADULT	CHILD	ADULT	CHILD	ADULT	CHILD	ADULT	CHILD
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0
07:45	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0
H/TOT	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	5	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0
08:45	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
H/TOT	3	1	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0
09:00	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0
P/TOT	5	1	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	0	0	0	7	2	0	0

TIME	F - A				F - B				F - C				F - D				F - E				F - G				F - H			
	PEDESTRIANS		CYCLISTS		PEDESTRIANS		CYCLISTS		PEDESTRIANS		CYCLISTS		PEDESTRIANS		CYCLISTS		PEDESTRIANS		CYCLISTS		PEDESTRIANS		CYCLISTS		PEDESTRIANS		CYCLISTS	
	ADULT	CHILD	ADULT	CHILD	ADULT	CHILD	ADULT	CHILD	ADULT	CHILD	ADULT	CHILD	ADULT	CHILD	ADULT	CHILD	ADULT	CHILD	ADULT	CHILD	ADULT	CHILD	ADULT	CHILD	ADULT	CHILD	ADULT	CHILD
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0
P/TOT	1	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4	0	0	0

PEDESTRAIN AND CYCLIST COUNTS

JOB REF: 15600



JOB NAME: TELFORD

SITE: 1

DATE: 25/06/2026

LOCATION: WATLING STREET / DAWLEY ROAD / HOLYHEAD ROAD / MILL BANK

DAY: THURSDAY

TIME	G - A					G					G - C					G - D					G - E					G - F					G - H				
	PEDESTRIANS		CYCLISTS		TOT	PEDESTRIANS		CYCLISTS		TOT	PEDESTRIANS		CYCLISTS		TOT	PEDESTRIANS		CYCLISTS		TOT	PEDESTRIANS		CYCLISTS		TOT	PEDESTRIANS		CYCLISTS		TOT					
ADULT	CHILD	ADULT	CHILD	ADULT		CHILD	ADULT	CHILD	ADULT		CHILD	ADULT	CHILD	ADULT		CHILD	ADULT	CHILD	ADULT		CHILD	ADULT	CHILD	ADULT		CHILD	ADULT	CHILD	ADULT		CHILD	ADULT	CHILD		
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	1	0	0	0	1	0	0	0	0	0					
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
07:45	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0					
H/TOT	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	0	1	2	0	0	0	2	2	0	0	0	0					
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
08:15	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
08:45	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0					
H/TOT	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0					
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0					
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0					
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	1	0	0	0	0	0					
P/TOT	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	5	2	0	0	5	2	0	0	0	2	3	0	0	0	0					

TIME	G - A					G - B					G - C					G - D					G - E					G - F					G - H				
	PEDESTRIANS		CYCLISTS		TOT	PEDESTRIANS		CYCLISTS		TOT	PEDESTRIANS		CYCLISTS		TOT	PEDESTRIANS		CYCLISTS		TOT	PEDESTRIANS		CYCLISTS		TOT	PEDESTRIANS		CYCLISTS		TOT					
	ADULT	CHILD	ADULT	CHILD		ADULT	CHILD	ADULT	CHILD		ADULT	CHILD	ADULT	CHILD		ADULT	CHILD	ADULT	CHILD		ADULT	CHILD	ADULT	CHILD		ADULT	CHILD	ADULT	CHILD		ADULT	CHILD			
16:00	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0					
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0					
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
16:45	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0					
H/TOT	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	4	0	0	0	4	0	0	0	0	0	1	0	0	0	0					
17:00	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	0	0	1	1	0	0	0	0	2	0	0	0	0	0					
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0					
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	0	0	0					
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	1	0	0	0	0	0					
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	4	0	0	0	4	1	0	0	0	1	4	0	0	0	0					
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
18:15	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	3	0	0	0	0	0					
18:45	1	0	0	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
H/TOT	3	0	0	0	3	0	0	0	0	0	1	0	0	0	1	2	0	0	0	2	0	0	0	0	3	0	0	0	0	0					
P/TOT	3	0	0	0	3	0	0	0	0	0	4	0	1	0	5	10	0	0	0	10	1	0	0	0	1	8	0	0	0	0					

PEDESTRAIN AND CYCLIST COUNTS

JOB REF: 15600



JOB NAME: TELFORD

SITE: 1

DATE: 25/06/2026

LOCATION: WATLING STREET / DAWLEY ROAD / HOLYHEAD ROAD / MILL BANK

DAY: THURSDAY

TIME	H - A				H - B				H - C				H - D				H - E				H - F				H - G			
	PEDESTRIANS		CYCLISTS		PEDESTRIANS		CYCLISTS		PEDESTRIANS		CYCLISTS		PEDESTRIANS		CYCLISTS		PEDESTRIANS		CYCLISTS		PEDESTRIANS		CYCLISTS		PEDESTRIANS		CYCLISTS	
	ADULT	CHILD	ADULT	CHILD	ADULT	CHILD	ADULT	CHILD	ADULT	CHILD	ADULT	CHILD	ADULT	CHILD	ADULT	CHILD	ADULT	CHILD	ADULT	CHILD	ADULT	CHILD	ADULT	CHILD	ADULT	CHILD	ADULT	CHILD
07:00	1	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0
07:15	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	3	0	1	0	4	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0
08:00	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	3	1	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	7	1	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	1	0	0	0	1	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	3	0	0	0	3	1	0	0	0	1	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
P/TOT	13	1	1	0	15	1	0	0	0	1	1	0	0	0	1	1	0	0	0	1	1	0	0	0	0	0	0	0

TIME	H - A				H - B				H - C				H - D				H - E				H - F				H - G			
	PEDESTRIANS		CYCLISTS		PEDESTRIANS		CYCLISTS		PEDESTRIANS		CYCLISTS		PEDESTRIANS		CYCLISTS		PEDESTRIANS		CYCLISTS		PEDESTRIANS		CYCLISTS		PEDESTRIANS		CYCLISTS	
	ADULT	CHILD	ADULT	CHILD	ADULT	CHILD	ADULT	CHILD	ADULT	CHILD	ADULT	CHILD	ADULT	CHILD	ADULT	CHILD	ADULT	CHILD	ADULT	CHILD	ADULT	CHILD	ADULT	CHILD	ADULT	CHILD	ADULT	CHILD
16:00	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	1	0	2	0	3	0	0	0	0	2	1	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	4	0	1	0	5	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	10	0	3	0	13	0	0	0	0	3	1	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	1	0	0	0	1	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	1	0	0	0	1	0	0	0	0	2	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	3	0	0	0	3	0	0	0	0	2	0	0	0	2	1	0	0	0	0	1	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	1	0	0	0	1	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	2	0	0	0	2	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	5	0	0	0	5	1	0	0	0	1	8	0	0	8	1	0	0	0	1	0	0	0	0	0	0	0	0	0
P/TOT	16	0	3	0	19	1	0	0	0	1	13	1	0	0	14	2	0	0	0	2	0	0	0	0	0	0	0	0

LOCATION: WATLING STREET / DAWLEY ROAD / HOLYHEAD 8

LOCATION: WATUNG STREET / DAWLEY ROAD / HOLYHEAD BO

LOCATION: WATUNG STREET / DAWLEY ROAD / HOLYHEAD RD

LOCATION: WATLING STREET / DAWLEY ROAD / HOLYHEAD BO

LOCATION: WATUNG STREET / DAWLEY ROAD / HOLYHEAD RD

LOCATION: WATLING STREET / DAWLEY ROAD / HOLYHEAD RD

THEIR SOUV

15600		TELFORD								
JUNE 2026					Posted Speed Limit (PSL)					
Site	Location	Direction	Start Date	End Date		Total Vehicles	5 Day Ave.	7 Day Ave.	Average 85%ile Speed	Average Mean Speed
Site No: 15600002	Dawley Road Telford 52.677712, -2.493628	Channel: Northbound	Fri 19-Jun-26	Thu 25-Jun-26	40	24915	3659	3559	49.6	43.7
		Channel: Southbound	Fri 19-Jun-26	Thu 25-Jun-26		27768	4268	3967	45.3	39.9

15600			TELFORD				Site No: 15600002		Location		Dawley Road, Telford				
Fri 19-Jun-26 to Thu 25-Jun-26			Channel: Northbound												
												FIVE OR LESS			
			CARS OR	LIGHT		TWO AXLE, SIX	THREE	FOUR OR	FOUR OR			SIX OR	AXLE	SIX AXLE	SEVEN
TIME	TOTAL	MOTOR-	CAR-	GOODS	BUSES	TYRE, SIX	AXLE	MORE	LESS	FIVE	AXLE	MORE	MULTI-	MULTI-	OR MORE
PERIOD	VEHICLES	CYCLES	BASED	VEHICLES		RIGID/BUSES	RIGID	AXLE	AXLE	AXLE	ARTIC	AXLE	TRAILER	TRAILER	AXLE
			LGV					RIGID	ARTIC	ARTIC		ARTIC	ARTIC	ARTIC	ARTIC
Fri 19-Jun-26															
00:00	14	0	13	1	0	0	0	0	0	0	0	0	0	0	0
01:00	5	0	5	0	0	0	0	0	0	0	0	0	0	0	0
02:00	8	0	7	1	0	0	0	0	0	0	0	0	0	0	0
03:00	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0
04:00	12	0	11	1	0	0	0	0	0	0	0	0	0	0	0
05:00	20	0	16	3	0	1	0	0	0	0	0	0	0	0	0
06:00	59	0	51	8	0	0	0	0	0	0	0	0	0	0	0
07:00	217	4	196	17	0	0	0	0	0	0	0	0	0	0	0
08:00	328	0	309	17	0	1	1	0	0	0	0	0	0	0	0
09:00	202	1	178	21	0	1	0	0	1	0	0	0	0	0	0
10:00	202	2	176	22	0	2	0	0	0	0	0	0	0	0	0
11:00	220	0	196	22	0	1	1	0	0	0	0	0	0	0	0
12:00	221	0	201	19	0	0	0	0	1	0	0	0	0	0	0
13:00	250	4	219	25	0	1	0	0	1	0	0	0	0	0	0
14:00	271	4	240	26	0	1	0	0	0	0	0	0	0	0	0
15:00	330	2	311	17	0	0	0	0	0	0	0	0	0	0	0
16:00	325	1	299	24	0	1	0	0	0	0	0	0	0	0	0
17:00	296	3	280	12	0	1	0	0	0	0	0	0	0	0	0
18:00	216	1	198	16	0	1	0	0	0	0	0	0	0	0	0
19:00	165	2	155	7	0	0	0	1	0	0	0	0	0	0	0
20:00	143	1	131	11	0	0	0	0	0	0	0	0	0	0	0
21:00	111	0	98	13	0	0	0	0	0	0	0	0	0	0	0
22:00	95	0	92	3	0	0	0	0	0	0	0	0	0	0	0
23:00	57	1	53	3	0	0	0	0	0	0	0	0	0	0	0
12H,7-19	3078	22	2803	238	0	10	2	0	3	0	0	0	0	0	0
16H,6-22	3556	25	3238	277	0	10	2	1	3	0	0	0	0	0	0
18H,6-24	3708	26	3383	283	0	10	2	1	3	0	0	0	0	0	0
24H,0-24	3769	26	3437	289	0	11	2	1	3	0	0	0	0	0	0

15600		TELFORD				Site No: 15600002		Location		Dawley Road, Telford					
Fri 19-Jun-26 to Thu 25-Jun-26						Channel: Northbound									
			CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI- TRAILER ARTIC	SIX AXLE MULTI- TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC	
TIME PERIOD	TOTAL VEHICLES	MOTOR- CYCLES													
Sat 20-Jun-26															
00:00	51	0	50	1	0	0	0	0	0	0	0	0	0	0	
01:00	14	1	12	1	0	0	0	0	0	0	0	0	0	0	
02:00	4	0	4	0	0	0	0	0	0	0	0	0	0	0	
03:00	7	0	5	1	0	0	0	0	1	0	0	0	0	0	
04:00	18	0	13	5	0	0	0	0	0	0	0	0	0	0	
05:00	19	0	16	3	0	0	0	0	0	0	0	0	0	0	
06:00	39	0	36	2	0	1	0	0	0	0	0	0	0	0	
07:00	132	1	117	13	0	0	0	0	0	1	0	0	0	0	
08:00	218	1	190	26	0	1	0	0	0	0	0	0	0	0	
09:00	245	1	219	24	0	1	0	0	0	0	0	0	0	0	
10:00	285	4	264	17	0	0	0	0	0	0	0	0	0	0	
11:00	269	3	229	36	0	0	0	0	1	0	0	0	0	0	
12:00	275	3	248	23	0	1	0	0	0	0	0	0	0	0	
13:00	302	2	269	31	0	0	0	0	0	0	0	0	0	0	
14:00	256	1	233	22	0	0	0	0	0	0	0	0	0	0	
15:00	257	5	229	21	0	1	0	0	1	0	0	0	0	0	
16:00	220	0	194	25	0	0	0	0	1	0	0	0	0	0	
17:00	213	1	188	24	0	0	0	0	0	0	0	0	0	0	
18:00	213	2	193	17	0	1	0	0	0	0	0	0	0	0	
19:00	169	2	151	15	0	0	0	1	0	0	0	0	0	0	
20:00	143	2	134	7	0	0	0	0	0	0	0	0	0	0	
21:00	117	0	105	12	0	0	0	0	0	0	0	0	0	0	
22:00	104	0	96	8	0	0	0	0	0	0	0	0	0	0	
23:00	61	1	57	3	0	0	0	0	0	0	0	0	0	0	
12H,7-19	2885	24	2573	279	0	5	0	0	3	1	0	0	0	0	
16H,6-22	3353	28	2999	315	0	6	0	1	3	1	0	0	0	0	
18H,6-24	3518	29	3152	326	0	6	0	1	3	1	0	0	0	0	
24H,0-24	3631	30	3252	337	0	6	0	1	4	1	0	0	0	0	

15600		TELFORD				Site No: 15600002		Location		Dawley Road, Telford					
Fri 19-Jun-26 to Thu 25-Jun-26			Channel: Northbound												
													FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC				
Sun 21-Jun-26															
00:00	41	0	36	5	0	0	0	0	0	0	0	0	0	0	0
01:00	32	0	26	6	0	0	0	0	0	0	0	0	0	0	0
02:00	16	0	14	2	0	0	0	0	0	0	0	0	0	0	0
03:00	12	0	10	2	0	0	0	0	0	0	0	0	0	0	0
04:00	16	0	13	3	0	0	0	0	0	0	0	0	0	0	0
05:00	11	0	11	0	0	0	0	0	0	0	0	0	0	0	0
06:00	40	1	39	0	0	0	0	0	0	0	0	0	0	0	0
07:00	76	4	62	10	0	0	0	0	0	0	0	0	0	0	0
08:00	88	1	77	10	0	0	0	0	0	0	0	0	0	0	0
09:00	180	3	162	14	1	0	0	0	0	0	0	0	0	0	0
10:00	171	1	163	7	0	0	0	0	0	0	0	0	0	0	0
11:00	232	3	217	9	0	1	0	0	2	0	0	0	0	0	0
12:00	268	2	246	19	0	1	0	0	0	0	0	0	0	0	0
13:00	287	0	261	25	0	0	0	0	1	0	0	0	0	0	0
14:00	201	4	170	26	0	0	0	0	1	0	0	0	0	0	0
15:00	246	3	219	23	0	1	0	0	0	0	0	0	0	0	0
16:00	222	5	199	18	0	0	0	0	0	0	0	0	0	0	0
17:00	167	1	146	20	0	0	0	0	0	0	0	0	0	0	0
18:00	186	3	172	11	0	0	0	0	0	0	0	0	0	0	0
19:00	157	2	139	16	0	0	0	0	0	0	0	0	0	0	0
20:00	140	2	134	4	0	0	0	0	0	0	0	0	0	0	0
21:00	101	0	99	2	0	0	0	0	0	0	0	0	0	0	0
22:00	61	0	55	6	0	0	0	0	0	0	0	0	0	0	0
23:00	39	0	38	0	1	0	0	0	0	0	0	0	0	0	0
12H,7-19	2324	30	2094	192	1	3	0	0	4	0	0	0	0	0	0
16H,6-22	2762	35	2505	214	1	3	0	0	4	0	0	0	0	0	0
18H,6-24	2862	35	2598	220	2	3	0	0	4	0	0	0	0	0	0
24H,0-24	2990	35	2708	238	2	3	0	0	4	0	0	0	0	0	0

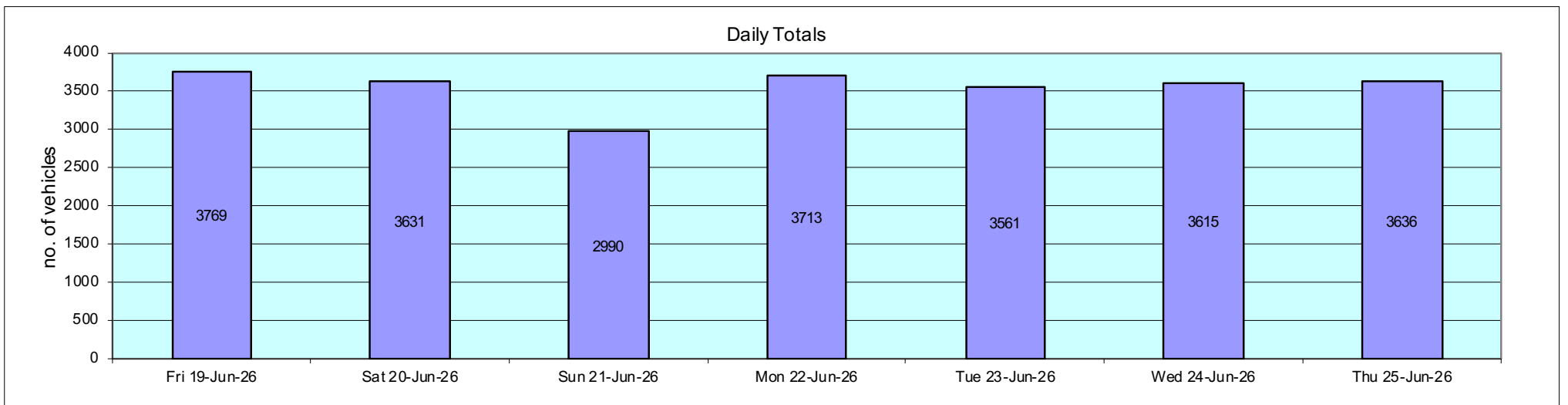
15600		TELFORD					Site No: 15600002		Location		Dawley Road, Telford					
Fri 19-Jun-26 to Thu 25-Jun-26						Channel: Northbound										
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR		BUSES	TWO AXLE, SIX		THREE AXLE RIGID	FOUR OR MORE		FOUR OR LESS		SIX OR MORE AXLE ARTIC	FIVE OR LESS		SEVEN OR MORE AXLE ARTIC
			CAR-BASED LGV	LIGHT GOODS VEHICLES		TYRE, RIGID/BUSES	AXLE		AXLE RIGID	AXLE ARTIC	AXLE ARTIC	AXLE MULTI-TRAILER ARTIC		AXLE MULTI-TRAILER ARTIC		
Mon 22-Jun-26																
00:00	11	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	4	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	6	0	3	2	0	1	0	0	0	0	0	0	0	0	0	0
04:00	12	0	9	3	0	0	0	0	0	0	0	0	0	0	0	0
05:00	35	0	25	10	0	0	0	0	0	0	0	0	0	0	0	0
06:00	77	0	63	13	1	0	0	0	0	0	0	0	0	0	0	0
07:00	203	10	168	23	0	2	0	0	0	0	0	0	0	0	0	0
08:00	288	0	250	36	1	0	0	0	0	0	0	0	1	0	0	0
09:00	199	1	175	21	0	1	0	0	1	0	0	0	0	0	0	0
10:00	199	2	175	21	0	1	0	0	0	0	0	0	0	0	0	0
11:00	230	0	211	17	0	1	1	0	0	0	0	0	0	0	0	0
12:00	232	1	216	14	0	0	0	0	1	0	0	0	0	0	0	0
13:00	245	3	219	21	0	1	0	0	1	0	0	0	0	0	0	0
14:00	280	3	246	30	0	1	0	0	0	0	0	0	0	0	0	0
15:00	328	3	303	22	0	0	0	0	0	0	0	0	0	0	0	0
16:00	325	1	298	25	0	1	0	0	0	0	0	0	0	0	0	0
17:00	277	3	264	9	0	1	0	0	0	0	0	0	0	0	0	0
18:00	206	1	192	12	0	1	0	0	0	0	0	0	0	0	0	0
19:00	168	1	158	8	0	0	0	1	0	0	0	0	0	0	0	0
20:00	132	1	122	9	0	0	0	0	0	0	0	0	0	0	0	0
21:00	104	0	94	10	0	0	0	0	0	0	0	0	0	0	0	0
22:00	96	0	93	3	0	0	0	0	0	0	0	0	0	0	0	0
23:00	53	1	50	2	0	0	0	0	0	0	0	0	0	0	0	0
12H,7-19	3012	28	2717	251	1	10	1	0	3	0	0	1	0	0	0	0
16H,6-22	3493	30	3154	291	2	10	1	1	3	0	0	1	0	0	0	0
18H,6-24	3642	31	3297	296	2	10	1	1	3	0	0	1	0	0	0	0
24H,0-24	3713	32	3351	311	2	11	1	1	3	0	0	1	0	0	0	0

15600		TELFORD					Site No: 15600002		Location		Dawley Road, Telford				
Fri 19-Jun-26 to Thu 25-Jun-26					Channel: Northbound										
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC	
Tue 23-Jun-26															
00:00	17	1	12	4	0	0	0	0	0	0	0	0	0	0	0
01:00	10	0	8	0	2	0	0	0	0	0	0	0	0	0	0
02:00	6	0	6	0	0	0	0	0	0	0	0	0	0	0	0
03:00	8	0	6	1	0	0	0	1	0	0	0	0	0	0	0
04:00	7	0	6	1	0	0	0	0	0	0	0	0	0	0	0
05:00	51	1	39	11	0	0	0	0	0	0	0	0	0	0	0
06:00	86	1	73	10	1	1	0	0	0	0	0	0	0	0	0
07:00	243	3	207	32	1	0	0	0	0	0	0	0	0	0	0
08:00	298	1	257	38	1	1	0	0	0	0	0	0	0	0	0
09:00	241	1	208	31	0	1	0	0	0	0	0	0	0	0	0
10:00	169	3	150	13	0	0	1	0	2	0	0	0	0	0	0
11:00	161	2	141	18	0	0	0	0	0	0	0	0	0	0	0
12:00	178	2	155	19	1	1	0	0	0	0	0	0	0	0	0
13:00	175	1	156	17	0	0	0	0	1	0	0	0	0	0	0
14:00	222	6	191	23	0	0	1	1	0	0	0	0	0	0	0
15:00	315	3	285	27	0	0	0	0	0	0	0	0	0	0	0
16:00	315	2	282	30	1	0	0	0	0	0	0	0	0	0	0
17:00	298	1	277	19	0	0	0	0	0	0	0	1	0	0	0
18:00	241	2	224	13	1	0	0	0	1	0	0	0	0	0	0
19:00	158	0	152	4	0	2	0	0	0	0	0	0	0	0	0
20:00	134	0	128	4	1	0	1	0	0	0	0	0	0	0	0
21:00	115	1	108	6	0	0	0	0	0	0	0	0	0	0	0
22:00	83	1	80	2	0	0	0	0	0	0	0	0	0	0	0
23:00	30	0	30	0	0	0	0	0	0	0	0	0	0	0	0
12H,7-19	2856	27	2533	280	5	3	2	1	4	0	0	1	0	0	0
16H,6-22	3349	29	2994	304	7	6	3	1	4	0	0	1	0	0	0
18H,6-24	3462	30	3104	306	7	6	3	1	4	0	0	1	0	0	0
24H,0-24	3561	32	3181	323	9	6	3	2	4	0	0	1	0	0	0

15600		TELFORD					Site No: 15600002		Location		Dawley Road, Telford				
Fri 19-Jun-26 to Thu 25-Jun-26						Channel: Northbound									
			CARS OR	LIGHT		TWO AXLE, SIX	THREE	FOUR OR	FOUR OR		SIX OR	FIVE OR	SIX AXLE	SIX AXLE	SEVEN
TIME	TOTAL	MOTOR-	CAR-	GOODS	BUSES	TYRE, SIX	AXLE	MORE	LESS	FIVE AXLE	MORE	AXLE	TRAILER	TRAILER	OR MORE
PERIOD	VEHICLES	CYCLES	BASED	VEHICLES		RIGID/BUSES	RIGID	AXLE	AXLE	ARTIC	AXLE	ARTIC	ARTIC	ARTIC	AXLE
			LGV												
Wed 24-Jun-26															
00:00	21	1	15	5	0	0	0	0	0	0	0	0	0	0	0
01:00	7	0	6	0	1	0	0	0	0	0	0	0	0	0	0
02:00	8	0	8	0	0	0	0	0	0	0	0	0	0	0	0
03:00	9	0	6	1	1	0	0	1	0	0	0	0	0	0	0
04:00	8	0	7	1	0	0	0	0	0	0	0	0	0	0	0
05:00	42	1	31	10	0	0	0	0	0	0	0	0	0	0	0
06:00	75	1	65	7	1	1	0	0	0	0	0	0	0	0	0
07:00	206	5	179	22	0	0	0	0	0	0	0	0	0	0	0
08:00	324	0	293	28	1	1	1	0	0	0	0	0	0	0	0
09:00	232	2	201	29	0	0	0	0	0	0	0	0	0	0	0
10:00	188	0	156	30	0	0	2	0	0	0	0	0	0	0	0
11:00	183	0	159	24	0	0	0	0	0	0	0	0	0	0	0
12:00	225	5	188	30	0	0	0	0	1	0	1	0	0	0	0
13:00	236	1	201	32	0	0	1	0	1	0	0	0	0	0	0
14:00	252	3	216	33	0	0	0	0	0	0	0	0	0	0	0
15:00	302	3	268	26	0	2	0	0	1	0	0	2	0	0	0
16:00	276	2	247	27	0	0	0	0	0	0	0	0	0	0	0
17:00	304	2	274	27	0	0	1	0	0	0	0	0	0	0	0
18:00	217	1	199	16	0	1	0	0	0	0	0	0	0	0	0
19:00	163	0	146	16	0	0	0	0	1	0	0	0	0	0	0
20:00	117	2	107	7	0	1	0	0	0	0	0	0	0	0	0
21:00	114	1	106	7	0	0	0	0	0	0	0	0	0	0	0
22:00	73	1	64	8	0	0	0	0	0	0	0	0	0	0	0
23:00	33	0	31	2	0	0	0	0	0	0	0	0	0	0	0
12H,7-19	2945	24	2581	324	1	4	5	0	3	0	1	2	0	0	0
16H,6-22	3414	28	3005	361	2	6	5	0	4	0	1	2	0	0	0
18H,6-24	3520	29	3100	371	2	6	5	0	4	0	1	2	0	0	0
24H,0-24	3615	31	3173	388	4	6	5	1	4	0	1	2	0	0	0

15600		TELFORD				Site No: 15600002		Location		Dawley Road, Telford					
Fri 19-Jun-26 to Thu 25-Jun-26						Channel: Northbound									
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC	
Thu 25-Jun-26															
00:00	16	0	12	3	0	1	0	0	0	0	0	0	0	0	
01:00	8	0	8	0	0	0	0	0	0	0	0	0	0	0	
02:00	4	0	4	0	0	0	0	0	0	0	0	0	0	0	
03:00	7	0	6	1	0	0	0	0	0	0	0	0	0	0	
04:00	11	0	10	1	0	0	0	0	0	0	0	0	0	0	
05:00	43	1	33	9	0	0	0	0	0	0	0	0	0	0	
06:00	81	1	66	12	1	1	0	0	0	0	0	0	0	0	
07:00	247	4	215	27	1	0	0	0	0	0	0	0	0	0	
08:00	294	1	247	44	1	1	0	0	0	0	0	0	0	0	
09:00	226	1	198	26	0	1	0	0	0	0	0	0	0	0	
10:00	179	2	144	31	0	0	0	0	2	0	0	0	0	0	
11:00	207	0	168	39	0	0	0	0	0	0	0	0	0	0	
12:00	213	0	177	31	1	3	1	0	0	0	0	0	0	0	
13:00	231	2	195	31	0	3	0	0	0	0	0	0	0	0	
14:00	201	0	176	24	0	1	0	0	0	0	0	0	0	0	
15:00	291	2	250	36	1	1	1	0	0	0	0	0	0	0	
16:00	293	3	257	32	0	0	0	0	1	0	0	0	0	0	
17:00	276	0	254	22	0	0	0	0	0	0	0	0	0	0	
18:00	223	1	198	23	0	1	0	0	0	0	0	0	0	0	
19:00	175	3	162	10	0	0	0	0	0	0	0	0	0	0	
20:00	145	2	130	12	1	0	0	0	0	0	0	0	0	0	
21:00	142	1	128	13	0	0	0	0	0	0	0	0	0	0	
22:00	83	1	79	3	0	0	0	0	0	0	0	0	0	0	
23:00	40	0	37	3	0	0	0	0	0	0	0	0	0	0	
12H,7-19	2881	16	2479	366	4	11	2	0	3	0	0	0	0	0	
16H,6-22	3424	23	2965	413	6	12	2	0	3	0	0	0	0	0	
18H,6-24	3547	24	3081	419	6	12	2	0	3	0	0	0	0	0	
24H,0-24	3636	25	3154	433	6	13	2	0	3	0	0	0	0	0	

15600			TELFORD		Site No: 15600002			Location		Dawley Road, Telford					
Fri 19-Jun-26 to Thu 25-Jun-26						Channel: Northbound									
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC	
Daily Totals															
Fri 19-Jun-26	3769	26	3437	289	0	11	2	1	3	0	0	0	0	0	
Sat 20-Jun-26	3631	30	3252	337	0	6	0	1	4	1	0	0	0	0	
Sun 21-Jun-26	2990	35	2708	238	2	3	0	0	4	0	0	0	0	0	
Mon 22-Jun-26	3713	32	3351	311	2	11	1	1	3	0	0	1	0	0	
Tue 23-Jun-26	3561	32	3181	323	9	6	3	2	4	0	0	1	0	0	
Wed 24-Jun-26	3615	31	3173	388	4	6	5	1	4	0	1	2	0	0	
Thu 25-Jun-26	3636	25	3154	433	6	13	2	0	3	0	0	0	0	0	
Total Vehicles															
[--]	24915	211	22256	2319	23	56	13	6	25	1	1	4	0	0	



15600		TELFORD		Site No: 15600002		Location		Dawley Road, Telford			
Fri 19-Jun-26 to Thu 25-Jun-26		Channel: Northbound									
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Fri 19-Jun-26											
00:00	14	0	0.0	13	92.9	1	7.1	0	0.0	0	0.0
01:00	5	0	0.0	5	100.0	0	0.0	0	0.0	0	0.0
02:00	8	0	0.0	7	87.5	1	12.5	0	0.0	0	0.0
03:00	2	0	0.0	2	100.0	0	0.0	0	0.0	0	0.0
04:00	12	0	0.0	11	91.7	1	8.3	0	0.0	0	0.0
05:00	20	0	0.0	16	80.0	3	15.0	1	5.0	0	0.0
06:00	59	0	0.0	51	86.4	8	13.6	0	0.0	0	0.0
07:00	217	4	1.8	196	90.3	17	7.8	0	0.0	0	0.0
08:00	328	0	0.0	309	94.2	17	5.2	2	0.6	0	0.0
09:00	202	1	0.5	178	88.1	21	10.4	2	1.0	0	0.0
10:00	202	2	1.0	176	87.1	22	10.9	2	1.0	0	0.0
11:00	220	0	0.0	196	89.1	22	10.0	2	0.9	0	0.0
12:00	221	0	0.0	201	91.0	19	8.6	1	0.5	0	0.0
13:00	250	4	1.6	219	87.6	25	10.0	2	0.8	0	0.0
14:00	271	4	1.5	240	88.6	26	9.6	1	0.4	0	0.0
15:00	330	2	0.6	311	94.2	17	5.2	0	0.0	0	0.0
16:00	325	1	0.3	299	92.0	24	7.4	1	0.3	0	0.0
17:00	296	3	1.0	280	94.6	12	4.1	1	0.3	0	0.0
18:00	216	1	0.5	198	91.7	16	7.4	1	0.5	0	0.0
19:00	165	2	1.2	155	93.9	7	4.2	1	0.6	0	0.0
20:00	143	1	0.7	131	91.6	11	7.7	0	0.0	0	0.0
21:00	111	0	0.0	98	88.3	13	11.7	0	0.0	0	0.0
22:00	95	0	0.0	92	96.8	3	3.2	0	0.0	0	0.0
23:00	57	1	1.8	53	93.0	3	5.3	0	0.0	0	0.0
12H,7-19	3078	22	0.7	2803	91.1	238	7.7	15	0.5	0	0.0
16H,6-22	3556	25	0.7	3238	91.1	277	7.8	16	0.5	0	0.0
18H,6-24	3708	26	0.7	3383	91.2	283	7.6	16	0.4	0	0.0
24H,0-24	3769	26	0.7	3437	91.2	289	7.7	17	0.5	0	0.0

15600		TELFORD		Site No: 15600002		Location		Dawley Road, Telford			
Fri 19-Jun-26 to Thu 25-Jun-26				Channel: Northbound							
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Sat 20-Jun-26											
00:00	51	0	0.0	50	98.0	1	2.0	0	0.0	0	0.0
01:00	14	1	7.1	12	85.7	1	7.1	0	0.0	0	0.0
02:00	4	0	0.0	4	100.0	0	0.0	0	0.0	0	0.0
03:00	7	0	0.0	5	71.4	1	14.3	1	14.3	0	0.0
04:00	18	0	0.0	13	72.2	5	27.8	0	0.0	0	0.0
05:00	19	0	0.0	16	84.2	3	15.8	0	0.0	0	0.0
06:00	39	0	0.0	36	92.3	2	5.1	1	2.6	0	0.0
07:00	132	1	0.8	117	88.6	13	9.9	1	0.8	0	0.0
08:00	218	1	0.5	190	87.2	26	11.9	1	0.5	0	0.0
09:00	245	1	0.4	219	89.4	24	9.8	1	0.4	0	0.0
10:00	285	4	1.4	264	92.6	17	6.0	0	0.0	0	0.0
11:00	269	3	1.1	229	85.1	36	13.4	1	0.4	0	0.0
12:00	275	3	1.1	248	90.2	23	8.4	1	0.4	0	0.0
13:00	302	2	0.7	269	89.1	31	10.3	0	0.0	0	0.0
14:00	256	1	0.4	233	91.0	22	8.6	0	0.0	0	0.0
15:00	257	5	2.0	229	89.1	21	8.2	2	0.8	0	0.0
16:00	220	0	0.0	194	88.2	25	11.4	1	0.5	0	0.0
17:00	213	1	0.5	188	88.3	24	11.3	0	0.0	0	0.0
18:00	213	2	0.9	193	90.6	17	8.0	1	0.5	0	0.0
19:00	169	2	1.2	151	89.4	15	8.9	1	0.6	0	0.0
20:00	143	2	1.4	134	93.7	7	4.9	0	0.0	0	0.0
21:00	117	0	0.0	105	89.7	12	10.3	0	0.0	0	0.0
22:00	104	0	0.0	96	92.3	8	7.7	0	0.0	0	0.0
23:00	61	1	1.6	57	93.4	3	4.9	0	0.0	0	0.0
12H,7-19	2885	24	0.8	2573	89.2	279	9.7	9	0.3	0	0.0
16H,6-22	3353	28	0.8	2999	89.4	315	9.4	11	0.3	0	0.0
18H,6-24	3518	29	0.8	3152	89.6	326	9.3	11	0.3	0	0.0
24H,0-24	3631	30	0.8	3252	89.6	337	9.3	12	0.3	0	0.0

15600		TELFORD		Site No: 15600002		Location		Dawley Road, Telford			
Fri 19-Jun-26 to Thu 25-Jun-26		Channel: Northbound									
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Sun 21-Jun-26											
00:00	41	0	0.0	36	87.8	5	12.2	0	0.0	0	0.0
01:00	32	0	0.0	26	81.3	6	18.8	0	0.0	0	0.0
02:00	16	0	0.0	14	87.5	2	12.5	0	0.0	0	0.0
03:00	12	0	0.0	10	83.3	2	16.7	0	0.0	0	0.0
04:00	16	0	0.0	13	81.3	3	18.8	0	0.0	0	0.0
05:00	11	0	0.0	11	100.0	0	0.0	0	0.0	0	0.0
06:00	40	1	2.5	39	97.5	0	0.0	0	0.0	0	0.0
07:00	76	4	5.3	62	81.6	10	13.2	0	0.0	0	0.0
08:00	88	1	1.1	77	87.5	10	11.4	0	0.0	0	0.0
09:00	180	3	1.7	162	90.0	14	7.8	0	0.0	1	0.6
10:00	171	1	0.6	163	95.3	7	4.1	0	0.0	0	0.0
11:00	232	3	1.3	217	93.5	9	3.9	3	1.3	0	0.0
12:00	268	2	0.8	246	91.8	19	7.1	1	0.4	0	0.0
13:00	287	0	0.0	261	90.9	25	8.7	1	0.4	0	0.0
14:00	201	4	2.0	170	84.6	26	12.9	1	0.5	0	0.0
15:00	246	3	1.2	219	89.0	23	9.4	1	0.4	0	0.0
16:00	222	5	2.3	199	89.6	18	8.1	0	0.0	0	0.0
17:00	167	1	0.6	146	87.4	20	12.0	0	0.0	0	0.0
18:00	186	3	1.6	172	92.5	11	5.9	0	0.0	0	0.0
19:00	157	2	1.3	139	88.5	16	10.2	0	0.0	0	0.0
20:00	140	2	1.4	134	95.7	4	2.9	0	0.0	0	0.0
21:00	101	0	0.0	99	98.0	2	2.0	0	0.0	0	0.0
22:00	61	0	0.0	55	90.2	6	9.8	0	0.0	0	0.0
23:00	39	0	0.0	38	97.4	0	0.0	0	0.0	1	2.6
12H,7-19	2324	30	1.3	2094	90.1	192	8.3	7	0.3	1	0.0
16H,6-22	2762	35	1.3	2505	90.7	214	7.8	7	0.3	1	0.0
18H,6-24	2862	35	1.2	2598	90.8	220	7.7	7	0.2	2	0.1
24H,0-24	2990	35	1.2	2708	90.6	238	8.0	7	0.2	2	0.1

15600		TELFORD		Site No: 15600002		Location		Dawley Road, Telford			
Fri 19-Jun-26 to Thu 25-Jun-26		Channel: Northbound									
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Mon 22-Jun-26											
00:00	11	0	0.0	11	100.0	0	0.0	0	0.0	0	0.0
01:00	3	0	0.0	3	100.0	0	0.0	0	0.0	0	0.0
02:00	4	1	25.0	3	75.0	0	0.0	0	0.0	0	0.0
03:00	6	0	0.0	3	50.0	2	33.3	1	16.7	0	0.0
04:00	12	0	0.0	9	75.0	3	25.0	0	0.0	0	0.0
05:00	35	0	0.0	25	71.4	10	28.6	0	0.0	0	0.0
06:00	77	0	0.0	63	81.8	13	16.9	0	0.0	1	1.3
07:00	203	10	4.9	168	82.8	23	11.3	2	1.0	0	0.0
08:00	288	0	0.0	250	86.8	36	12.5	1	0.4	1	0.4
09:00	199	1	0.5	175	87.9	21	10.6	2	1.0	0	0.0
10:00	199	2	1.0	175	87.9	21	10.6	1	0.5	0	0.0
11:00	230	0	0.0	211	91.7	17	7.4	2	0.9	0	0.0
12:00	232	1	0.4	216	93.1	14	6.0	1	0.4	0	0.0
13:00	245	3	1.2	219	89.4	21	8.6	2	0.8	0	0.0
14:00	280	3	1.1	246	87.9	30	10.7	1	0.4	0	0.0
15:00	328	3	0.9	303	92.4	22	6.7	0	0.0	0	0.0
16:00	325	1	0.3	298	91.7	25	7.7	1	0.3	0	0.0
17:00	277	3	1.1	264	95.3	9	3.3	1	0.4	0	0.0
18:00	206	1	0.5	192	93.2	12	5.8	1	0.5	0	0.0
19:00	168	1	0.6	158	94.1	8	4.8	1	0.6	0	0.0
20:00	132	1	0.8	122	92.4	9	6.8	0	0.0	0	0.0
21:00	104	0	0.0	94	90.4	10	9.6	0	0.0	0	0.0
22:00	96	0	0.0	93	96.9	3	3.1	0	0.0	0	0.0
23:00	53	1	1.9	50	94.3	2	3.8	0	0.0	0	0.0
12H,7-19	3012	28	0.9	2717	90.2	251	8.3	15	0.5	1	0.0
16H,6-22	3493	30	0.9	3154	90.3	291	8.3	16	0.5	2	0.1
18H,6-24	3642	31	0.9	3297	90.5	296	8.1	16	0.4	2	0.1
24H,0-24	3713	32	0.9	3351	90.3	311	8.4	17	0.5	2	0.1

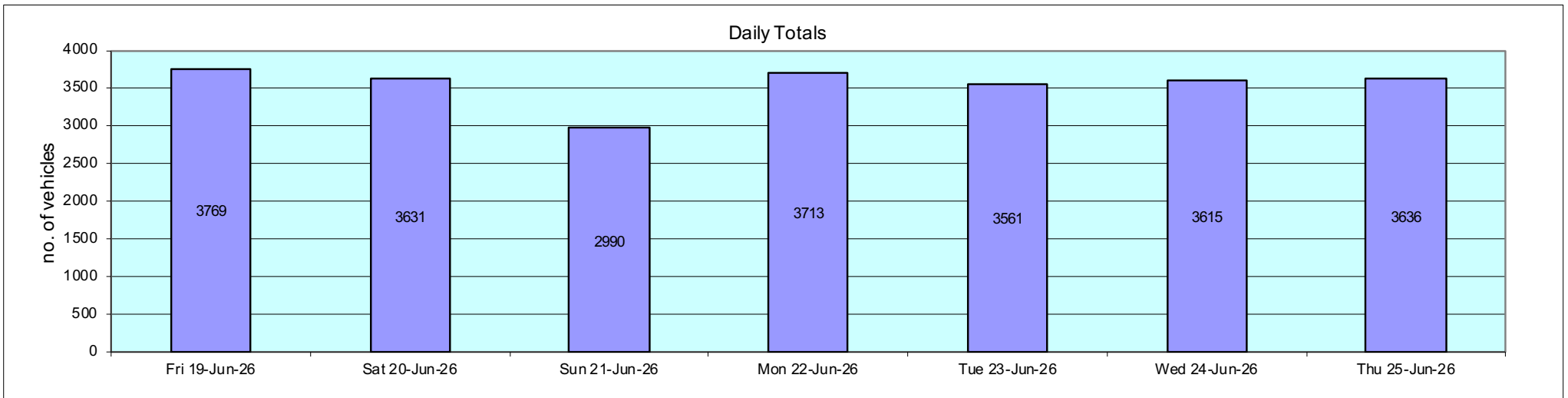
15600		TELFORD		Site No: 15600002		Location		Dawley Road, Telford			
Fri 19-Jun-26 to Thu 25-Jun-26				Channel: Northbound							
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Tue 23-Jun-26											
00:00	17	1	5.9	12	70.6	4	23.5	0	0.0	0	0.0
01:00	10	0	0.0	8	80.0	0	0.0	0	0.0	2	20.0
02:00	6	0	0.0	6	100.0	0	0.0	0	0.0	0	0.0
03:00	8	0	0.0	6	75.0	1	12.5	1	12.5	0	0.0
04:00	7	0	0.0	6	85.7	1	14.3	0	0.0	0	0.0
05:00	51	1	2.0	39	76.5	11	21.6	0	0.0	0	0.0
06:00	86	1	1.2	73	84.9	10	11.6	1	1.2	1	1.2
07:00	243	3	1.2	207	85.2	32	13.2	0	0.0	1	0.4
08:00	298	1	0.3	257	86.2	38	12.8	1	0.3	1	0.3
09:00	241	1	0.4	208	86.3	31	12.9	1	0.4	0	0.0
10:00	169	3	1.8	150	88.8	13	7.7	3	1.8	0	0.0
11:00	161	2	1.2	141	87.6	18	11.2	0	0.0	0	0.0
12:00	178	2	1.1	155	87.1	19	10.7	1	0.6	1	0.6
13:00	175	1	0.6	156	89.1	17	9.7	1	0.6	0	0.0
14:00	222	6	2.7	191	86.0	23	10.4	2	0.9	0	0.0
15:00	315	3	1.0	285	90.5	27	8.6	0	0.0	0	0.0
16:00	315	2	0.6	282	89.5	30	9.5	0	0.0	1	0.3
17:00	298	1	0.3	277	93.0	19	6.4	1	0.3	0	0.0
18:00	241	2	0.8	224	93.0	13	5.4	1	0.4	1	0.4
19:00	158	0	0.0	152	96.2	4	2.5	2	1.3	0	0.0
20:00	134	0	0.0	128	95.5	4	3.0	1	0.8	1	0.8
21:00	115	1	0.9	108	93.9	6	5.2	0	0.0	0	0.0
22:00	83	1	1.2	80	96.4	2	2.4	0	0.0	0	0.0
23:00	30	0	0.0	30	100.0	0	0.0	0	0.0	0	0.0
12H,7-19	2856	27	1.0	2533	88.7	280	9.8	11	0.4	5	0.2
16H,6-22	3349	29	0.9	2994	89.4	304	9.1	15	0.5	7	0.2
18H,6-24	3462	30	0.9	3104	89.7	306	8.8	15	0.4	7	0.2
24H,0-24	3561	32	0.9	3181	89.3	323	9.1	16	0.5	9	0.3

15600		TELFORD		Site No: 15600002		Location		Dawley Road, Telford			
Fri 19-Jun-26 to Thu 25-Jun-26		Channel: Northbound									
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Wed 24-Jun-26											
00:00	21	1	4.8	15	71.4	5	23.8	0	0.0	0	0.0
01:00	7	0	0.0	6	85.7	0	0.0	0	0.0	1	14.3
02:00	8	0	0.0	8	100.0	0	0.0	0	0.0	0	0.0
03:00	9	0	0.0	6	66.7	1	11.1	1	11.1	1	11.1
04:00	8	0	0.0	7	87.5	1	12.5	0	0.0	0	0.0
05:00	42	1	2.4	31	73.8	10	23.8	0	0.0	0	0.0
06:00	75	1	1.3	65	86.7	7	9.3	1	1.3	1	1.3
07:00	206	5	2.4	179	86.9	22	10.7	0	0.0	0	0.0
08:00	324	0	0.0	293	90.4	28	8.6	2	0.6	1	0.3
09:00	232	2	0.9	201	86.6	29	12.5	0	0.0	0	0.0
10:00	188	0	0.0	156	83.0	30	16.0	2	1.1	0	0.0
11:00	183	0	0.0	159	86.9	24	13.1	0	0.0	0	0.0
12:00	225	5	2.2	188	83.6	30	13.3	2	0.9	0	0.0
13:00	236	1	0.4	201	85.2	32	13.6	2	0.9	0	0.0
14:00	252	3	1.2	216	85.7	33	13.1	0	0.0	0	0.0
15:00	302	3	1.0	268	88.7	26	8.6	5	1.7	0	0.0
16:00	276	2	0.7	247	89.5	27	9.8	0	0.0	0	0.0
17:00	304	2	0.7	274	90.1	27	8.9	1	0.3	0	0.0
18:00	217	1	0.5	199	91.7	16	7.4	1	0.5	0	0.0
19:00	163	0	0.0	146	89.6	16	9.8	1	0.6	0	0.0
20:00	117	2	1.7	107	91.5	7	6.0	1	0.9	0	0.0
21:00	114	1	0.9	106	93.0	7	6.1	0	0.0	0	0.0
22:00	73	1	1.4	64	87.7	8	11.0	0	0.0	0	0.0
23:00	33	0	0.0	31	93.9	2	6.1	0	0.0	0	0.0
12H,7-19	2945	24	0.8	2581	87.6	324	11.0	15	0.5	1	0.0
16H,6-22	3414	28	0.8	3005	88.0	361	10.6	18	0.5	2	0.1
18H,6-24	3520	29	0.8	3100	88.1	371	10.5	18	0.5	2	0.1
24H,0-24	3615	31	0.9	3173	87.8	388	10.7	19	0.5	4	0.1

15600				TELFORD		Site No: 15600002		Location		Dawley Road, Telford	
Fri 19-Jun-26 to Thu 25-Jun-26				Channel: Northbound							
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Thu 25-Jun-26											
00:00	16	0	0.0	12	75.0	3	18.8	1	6.3	0	0.0
01:00	8	0	0.0	8	100.0	0	0.0	0	0.0	0	0.0
02:00	4	0	0.0	4	100.0	0	0.0	0	0.0	0	0.0
03:00	7	0	0.0	6	85.7	1	14.3	0	0.0	0	0.0
04:00	11	0	0.0	10	90.9	1	9.1	0	0.0	0	0.0
05:00	43	1	2.3	33	76.7	9	20.9	0	0.0	0	0.0
06:00	81	1	1.2	66	81.5	12	14.8	1	1.2	1	1.2
07:00	247	4	1.6	215	87.0	27	10.9	0	0.0	1	0.4
08:00	294	1	0.3	247	84.0	44	15.0	1	0.3	1	0.3
09:00	226	1	0.4	198	87.6	26	11.5	1	0.4	0	0.0
10:00	179	2	1.1	144	80.5	31	17.3	2	1.1	0	0.0
11:00	207	0	0.0	168	81.2	39	18.8	0	0.0	0	0.0
12:00	213	0	0.0	177	83.1	31	14.6	4	1.9	1	0.5
13:00	231	2	0.9	195	84.4	31	13.4	3	1.3	0	0.0
14:00	201	0	0.0	176	87.6	24	11.9	1	0.5	0	0.0
15:00	291	2	0.7	250	85.9	36	12.4	2	0.7	1	0.3
16:00	293	3	1.0	257	87.7	32	10.9	1	0.3	0	0.0
17:00	276	0	0.0	254	92.0	22	8.0	0	0.0	0	0.0
18:00	223	1	0.5	198	88.8	23	10.3	1	0.5	0	0.0
19:00	175	3	1.7	162	92.6	10	5.7	0	0.0	0	0.0
20:00	145	2	1.4	130	89.7	12	8.3	0	0.0	1	0.7
21:00	142	1	0.7	128	90.1	13	9.2	0	0.0	0	0.0
22:00	83	1	1.2	79	95.2	3	3.6	0	0.0	0	0.0
23:00	40	0	0.0	37	92.5	3	7.5	0	0.0	0	0.0
12H,7-19	2881	16	0.6	2479	86.1	366	12.7	16	0.6	4	0.1
16H,6-22	3424	23	0.7	2965	86.6	413	12.1	17	0.5	6	0.2
18H,6-24	3547	24	0.7	3081	86.9	419	11.8	17	0.5	6	0.2
24H,0-24	3636	25	0.7	3154	86.7	433	11.9	18	0.5	6	0.2

15600	TELFORD	Site No: 15600002	Location	Dawley Road, Telford
Fri 19-Jun-26 to Thu 25-Jun-26		Channel: Northbound		

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Daily Totals											
Fri 19-Jun-26	3769	26	0.7	3437	91.2	289	7.7	17	0.5	0	0.0
Sat 20-Jun-26	3631	30	0.8	3252	89.6	337	9.3	12	0.3	0	0.0
Sun 21-Jun-26	2990	35	1.2	2708	90.6	238	8.0	7	0.2	2	0.1
Mon 22-Jun-26	3713	32	0.9	3351	90.3	311	8.4	17	0.5	2	0.1
Tue 23-Jun-26	3561	32	0.9	3181	89.3	323	9.1	16	0.5	9	0.3
Wed 24-Jun-26	3615	31	0.9	3173	87.8	388	10.7	19	0.5	4	0.1
Thu 25-Jun-26	3636	25	0.7	3154	86.7	433	11.9	18	0.5	6	0.2
Total Vehicles											
[--]	24915	211	0.9	22256	89.3	2319	9.3	106	0.4	23	0.1



15600		TELFORD			Site No: 15600002					Location		Dawley Road, Telford				
Fri 19-Jun-26 to Thu 25-Jun-26					Channel: Northbound											
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	=>61
Fri 19-Jun-26																
00:00	14	49.5	43.5	6	0	0	0	0	0	1	4	5	2	2	0	0
01:00	5	-	45.5	5.8	0	0	0	0	0	0	1	2	1	1	0	0
02:00	8	-	44.1	7.8	0	0	0	0	1	0	1	2	3	1	0	0
03:00	2	-	43.5	1.8	0	0	0	0	0	0	0	2	0	0	0	0
04:00	12	49.5	47.3	5.4	0	0	0	0	0	0	1	4	5	1	1	0
05:00	20	50.2	43.5	7	0	0	0	0	1	2	3	7	4	3	0	0
06:00	59	53.2	46.7	6.5	0	0	0	0	0	0	10	21	16	6	4	2
07:00	217	47.1	42.4	4.9	0	0	0	0	1	9	78	90	27	12	0	0
08:00	328	47	41.9	5.1	0	0	0	0	10	16	112	130	53	6	1	0
09:00	202	47.9	42.5	5.5	0	0	0	1	0	15	65	79	29	11	2	0
10:00	202	46.1	41.5	6	0	0	0	1	2	29	60	79	18	9	3	1
11:00	220	46.1	41.5	5.4	0	0	0	0	5	20	80	81	26	5	3	0
12:00	221	47.8	42.1	5.9	0	0	0	0	4	16	82	74	32	8	3	2
13:00	250	45.8	41.4	5	0	0	0	0	1	28	90	96	28	5	2	0
14:00	271	47.7	43	5.8	0	0	0	0	0	21	72	128	26	17	3	4
15:00	330	46	41.7	5.4	0	0	0	0	4	31	118	127	33	14	2	1
16:00	325	48.1	42.9	5.3	0	0	0	0	1	21	92	138	56	13	3	1
17:00	296	48.3	42.8	5.7	0	0	0	0	3	15	98	115	44	15	2	4
18:00	216	52.1	45.4	5.9	0	0	0	0	0	3	35	107	31	32	3	5
19:00	165	52.4	45.8	6.7	0	0	0	0	1	7	30	48	48	21	6	4
20:00	143	52.3	46.3	6.1	0	0	0	0	0	5	17	52	42	20	4	3
21:00	111	52.4	45.6	7.2	0	0	0	0	1	6	21	34	29	10	6	4
22:00	95	49.1	42.1	7.2	0	1	0	0	2	10	31	27	15	7	1	1
23:00	57	44.3	37.3	7.3	0	0	0	0	13	13	14	12	4	0	0	1
12H,7-19	3078	47.6	42.4	5.6	0	0	0	2	31	224	982	1244	403	147	27	18
16H,6-22	3556	48.7	42.9	5.9	0	0	0	2	33	242	1060	1399	538	204	47	31
18H,6-24	3708	48.6	42.8	6	0	1	0	2	48	265	1105	1438	557	211	48	33
24H,0-24	3769	48.7	42.8	6	0	1	0	2	50	268	1115	1460	572	219	49	33

15600		TELFORD			Site No: 15600002					Location		Dawley Road, Telford				
Fri 19-Jun-26 to Thu 25-Jun-26					Channel: Northbound											
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	=>61
Sat 20-Jun-26																
00:00	51	55.5	47.2	7.7	0	0	0	0	0	1	15	6	11	11	6	1
01:00	14	58	48.1	8.5	0	0	0	0	0	0	2	6	2	1	1	2
02:00	4	-	46	6.5	0	0	0	0	0	0	1	1	1	1	0	0
03:00	7	-	49.9	7.6	0	0	0	0	0	0	1	0	4	1	0	1
04:00	18	-	47.7	9.2	0	0	0	0	0	0	6	3	3	3	0	3
05:00	19	47.1	41.9	5.5	0	0	0	0	0	2	7	6	3	1	0	0
06:00	39	51.8	45.6	6.1	0	0	0	0	0	0	9	15	8	4	3	0
07:00	132	49.5	43.2	7.1	0	0	1	3	0	8	32	51	24	8	3	2
08:00	218	50.9	45.5	6.7	0	0	1	0	0	4	39	93	49	14	10	8
09:00	245	50.2	44	5.9	0	0	0	0	1	11	59	103	40	25	4	2
10:00	285	48.3	43.1	5.1	0	0	0	0	1	9	89	124	41	18	3	0
11:00	269	47.5	42.8	4.8	0	0	0	1	0	4	91	118	47	5	1	2
12:00	275	49.1	44.1	5.1	0	0	0	0	1	7	53	137	57	16	1	3
13:00	302	50.3	44.7	6.5	0	0	0	0	4	15	64	95	90	17	13	4
14:00	256	50	44.3	5.9	0	0	0	1	0	9	64	94	61	19	6	2
15:00	257	49.5	44.2	5.5	0	0	0	0	6	4	46	124	54	18	4	1
16:00	220	50.8	45.2	5.7	0	0	0	0	3	3	31	102	50	24	5	2
17:00	213	51.6	45	7.3	0	0	0	0	3	12	42	75	46	22	1	12
18:00	213	51.7	45.3	6.1	0	0	0	0	0	6	36	99	36	24	8	4
19:00	169	52	46.6	6.3	0	0	0	0	1	3	23	51	62	16	9	4
20:00	143	51.4	45.6	6	0	0	0	0	0	3	21	66	30	14	6	3
21:00	117	54	46.6	7.6	0	0	0	0	1	7	18	31	31	18	4	7
22:00	104	49	42.3	7.2	0	1	0	0	1	13	30	31	20	5	1	2
23:00	61	44	37.6	5.9	0	0	0	0	9	15	19	14	4	0	0	0
12H,7-19	2885	50	44.3	6	0	0	2	5	19	92	646	1215	595	210	59	42
16H,6-22	3353	50.3	44.5	6.1	0	0	2	5	21	105	717	1378	726	262	81	56
18H,6-24	3518	50.2	44.4	6.2	0	1	2	5	31	133	766	1423	750	267	82	58
24H,0-24	3631	50.3	44.4	6.3	0	1	2	5	31	136	798	1445	774	285	89	65

15600		TELFORD			Site No: 15600002					Location		Dawley Road, Telford					
Fri 19-Jun-26 to Thu 25-Jun-26					Channel: Northbound												
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	=>61	
Sun 21-Jun-26																	
00:00	41	51.4	45.6	6.9	0	0	0	0	1	1	9	9	14	4	3	0	
01:00	32	52.9	45.8	6.1	0	0	0	0	0	2	2	16	4	7	1	0	
02:00	16	51.2	46	5	0	0	0	0	0	0	2	7	4	3	0	0	
03:00	12	49.9	44.8	6.6	0	0	0	0	0	2	1	2	6	1	0	0	
04:00	16	51.3	44.4	7	0	0	0	0	0	2	2	7	2	2	1	0	
05:00	11	50.6	44.9	5.7	0	0	0	0	0	1	0	7	1	2	0	0	
06:00	40	48.9	43.1	6.6	0	0	0	0	1	3	10	16	6	3	0	1	
07:00	76	49.5	44	6.5	0	0	0	1	0	0	25	29	13	2	5	1	
08:00	88	51.8	45.2	6.8	0	0	0	0	1	4	17	31	20	8	6	1	
09:00	180	50.5	44.3	6	0	0	0	0	2	7	43	64	41	19	3	1	
10:00	171	50.3	44.7	5.7	0	0	0	0	2	5	28	77	38	16	4	1	
11:00	232	49.3	44.1	5.5	0	0	0	0	0	5	58	107	41	10	10	1	
12:00	268	49.1	43.4	5.3	0	0	0	0	0	14	74	110	48	20	1	1	
13:00	287	48.9	43.8	5.3	0	0	0	0	0	15	58	135	62	12	1	4	
14:00	201	49.7	43.7	5.8	0	0	0	0	1	10	57	69	45	15	3	1	
15:00	246	50.3	45	5.4	0	0	0	0	0	6	43	104	65	23	3	2	
16:00	222	49.9	44.6	5.6	0	0	0	0	0	5	49	90	57	12	7	2	
17:00	167	52.8	46.1	6.1	0	0	0	0	1	3	19	75	36	21	11	1	
18:00	186	53.3	46.9	5.8	0	0	0	0	0	1	20	73	49	32	8	3	
19:00	157	52.2	45.8	5.8	0	0	0	0	0	3	25	64	35	24	5	1	
20:00	140	52.4	46.3	6	0	0	0	0	0	1	22	53	37	20	3	4	
21:00	101	52	45.7	6.1	0	0	0	0	1	3	12	43	23	16	1	2	
22:00	61	52.1	45	7.2	0	0	0	0	0	3	17	18	12	6	3	2	
23:00	39	50.6	42.7	6.4	0	0	0	0	0	2	17	13	1	4	2	0	
12H,7-19	2324	50.2	44.6	5.8	0	0	0	1	7	75	491	964	515	190	62	19	
16H,6-22	2762	50.5	44.7	5.8	0	0	0	1	9	85	560	1140	616	253	71	27	
18H,6-24	2862	50.5	44.7	5.9	0	0	0	1	9	90	594	1171	629	263	76	29	
24H,0-24	2990	50.6	44.7	5.9	0	0	0	1	10	98	610	1219	660	282	81	29	

15600		TELFORD			Site No: 15600002					Location		Dawley Road, Telford				
Fri 19-Jun-26 to Thu 25-Jun-26					Channel: Northbound											
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	=>61
Mon 22-Jun-26																
00:00	11	59.1	46.7	11.9	0	0	0	0	0	3	2	1	0	1	3	1
01:00	3	-	43.5	5	0	0	0	0	0	0	1	1	1	0	0	0
02:00	4	-	47.3	4.9	0	0	0	0	0	0	0	2	1	1	0	0
03:00	6	-	49.3	7.4	0	0	0	0	0	0	1	1	1	2	1	0
04:00	12	49.4	46.4	3	0	0	0	0	0	0	0	5	7	0	0	0
05:00	35	50.7	45.9	5.1	0	0	0	0	0	1	4	12	13	5	0	0
06:00	77	54.8	47.5	6.7	0	0	0	0	0	1	13	19	22	13	8	1
07:00	203	49.6	44.7	5.2	0	0	0	0	1	3	37	88	59	11	2	2
08:00	288	49.1	44.1	4.8	0	0	0	0	0	7	62	124	82	9	4	0
09:00	199	47.8	42.2	5.4	0	0	0	1	0	16	69	71	32	9	1	0
10:00	199	45.7	41.3	5.8	0	0	0	1	1	34	51	87	17	4	3	1
11:00	230	46.6	41.9	5.3	0	0	0	0	4	18	77	92	31	5	3	0
12:00	232	47.7	41.8	6.3	0	0	0	0	7	22	82	76	29	10	3	3
13:00	245	46.1	41.5	5.2	0	0	0	0	1	28	86	92	30	6	2	0
14:00	280	48.1	43.1	5.8	0	0	0	0	0	25	63	139	25	21	4	3
15:00	328	45.8	41.3	5.3	0	0	0	0	5	37	117	124	31	12	2	0
16:00	325	47.9	42.8	5	0	0	0	0	1	21	87	144	59	11	2	0
17:00	277	48.6	43	5.6	0	0	0	0	3	11	87	110	46	16	1	3
18:00	206	51.3	44.8	5.7	0	0	0	0	0	4	36	110	23	27	2	4
19:00	168	51.7	45.6	6.2	0	0	0	0	1	5	31	52	50	23	4	2
20:00	132	52.2	46.6	5.8	0	0	0	0	0	4	14	43	46	20	3	2
21:00	104	51	44.8	6.9	0	0	0	0	1	5	25	33	24	10	3	3
22:00	96	47.8	41.7	6.6	0	1	0	0	2	11	28	33	17	3	0	1
23:00	53	43.9	36.8	6.4	0	0	0	0	13	11	13	13	3	0	0	0
12H,7-19	3012	48.1	42.7	5.6	0	0	0	2	23	226	854	1257	464	141	29	16
16H,6-22	3493	49	43.1	5.8	0	0	0	2	25	241	937	1404	606	207	47	24
18H,6-24	3642	48.9	43	5.9	0	1	0	2	40	263	978	1450	626	210	47	25
24H,0-24	3713	49	43.1	5.9	0	1	0	2	40	267	986	1472	649	219	51	26

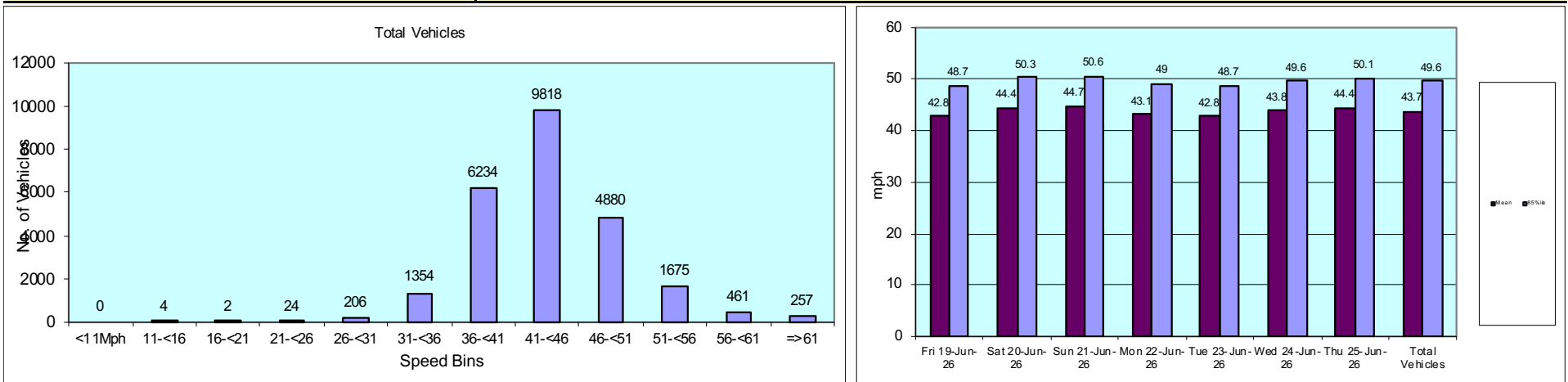
15600		TELFORD			Site No: 15600002					Location		Dawley Road, Telford				
Fri 19-Jun-26 to Thu 25-Jun-26					Channel: Northbound											
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	=>61
Tue 23-Jun-26																
00:00	17	50.9	42.9	7.8	0	0	0	1	0	1	4	6	2	3	0	0
01:00	10	51	43.5	7.5	0	0	0	0	0	0	6	1	1	1	1	0
02:00	6	-	43.5	11.5	0	0	0	0	0	3	0	0	1	1	1	0
03:00	8	-	46.6	6.6	0	0	0	0	0	0	1	4	1	1	1	0
04:00	7	-	48.5	8.2	0	0	0	0	0	0	1	2	2	1	0	1
05:00	51	50.5	47.1	5.7	0	0	0	0	0	1	5	11	29	2	1	2
06:00	86	50.5	45.5	6.2	0	0	0	0	0	4	10	38	23	5	4	2
07:00	243	49	43.5	5.5	0	0	0	0	0	8	73	99	44	13	3	3
08:00	298	49.4	44.2	5	0	0	0	1	0	12	60	113	98	13	1	0
09:00	241	49.6	43.7	6.1	0	0	0	0	0	13	69	91	43	16	5	4
10:00	169	45.5	41	4.6	0	0	0	0	0	14	81	53	19	1	1	0
11:00	161	48.1	42.1	6.1	0	0	0	1	4	14	50	57	25	8	1	1
12:00	178	47	41.5	6.1	0	1	0	0	4	21	53	67	25	5	1	1
13:00	175	46.6	41.3	5.9	0	0	0	0	9	14	61	62	19	9	1	0
14:00	222	47.1	42.2	5.3	0	0	0	1	1	21	59	99	33	7	0	1
15:00	315	45.4	40.8	5.4	0	0	0	0	12	28	130	110	21	13	1	0
16:00	315	47.1	42.2	5.5	0	0	0	2	1	21	110	124	41	11	4	1
17:00	298	48.1	43	5.2	0	0	0	0	6	6	87	134	48	14	3	0
18:00	241	49.4	42.9	5.7	0	0	0	0	0	19	79	85	31	26	1	0
19:00	158	49.5	44.3	5.2	0	0	0	0	0	3	36	71	34	11	2	1
20:00	134	51.1	44.6	5.8	0	0	0	0	0	5	31	51	26	18	3	0
21:00	115	49.1	42	6.6	0	0	0	0	0	23	31	32	18	8	3	0
22:00	83	50.3	43.5	6.5	0	0	0	1	2	2	24	29	14	9	2	0
23:00	30	47.3	43.2	6.2	0	0	0	0	0	3	6	15	4	1	0	1
12H,7-19	2856	48.1	42.4	5.6	0	1	0	5	37	191	912	1094	447	136	22	11
16H,6-22	3349	48.5	42.7	5.7	0	1	0	5	37	226	1020	1286	548	178	34	14
18H,6-24	3462	48.5	42.7	5.7	0	1	0	6	39	231	1050	1330	566	188	36	15
24H,0-24	3561	48.7	42.8	5.8	0	1	0	7	39	236	1067	1354	602	197	40	18

15600		TELFORD			Site No: 15600002					Location		Dawley Road, Telford				
Fri 19-Jun-26 to Thu 25-Jun-26					Channel: Northbound											
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	=>61
Wed 24-Jun-26																
00:00	21	51.4	42.5	7.5	0	0	0	1	0	1	7	7	1	4	0	0
01:00	7	-	42.8	6.2	0	0	0	0	0	0	4	1	1	1	0	0
02:00	8	-	45.4	10.4	0	0	0	0	0	3	0	0	2	2	1	0
03:00	9	-	46.3	6.3	0	0	0	0	0	0	1	5	1	1	1	0
04:00	8	-	48.5	7.6	0	0	0	0	0	0	1	2	3	1	0	1
05:00	42	49.9	45.8	4.9	0	0	0	0	0	1	6	11	22	1	1	0
06:00	75	50.6	45.8	5.7	0	0	0	0	0	3	6	34	22	6	3	1
07:00	206	47.1	43.1	4.6	0	0	0	1	1	4	50	111	34	3	1	1
08:00	324	49.1	43.7	5.3	0	0	0	0	2	6	90	140	60	20	5	1
09:00	232	48.3	43.2	4.9	0	0	0	0	2	6	64	103	48	7	1	1
10:00	188	48.1	42.4	5.2	0	0	0	0	2	13	60	68	39	6	0	0
11:00	183	47.9	42.3	5.4	0	0	0	0	0	20	54	69	31	8	1	0
12:00	225	49.5	42.7	6.5	0	0	0	0	4	28	57	74	40	16	5	1
13:00	236	48.8	43.3	5.8	0	0	0	0	1	15	61	104	34	13	6	2
14:00	252	49.4	43.8	5.8	0	0	0	0	2	14	54	106	56	13	5	2
15:00	302	49.1	43.5	5.5	0	0	0	0	1	15	81	125	56	19	3	2
16:00	276	49.5	44.1	5.6	0	0	0	0	0	14	57	121	61	14	7	2
17:00	304	50.5	45.1	5.5	0	0	0	1	1	6	47	136	75	28	10	0
18:00	217	50.7	45	6	0	0	0	1	1	6	38	90	51	21	7	2
19:00	163	51.7	45.2	6.4	0	0	0	0	1	6	36	48	44	22	4	2
20:00	117	49.5	43.5	6.3	0	0	0	0	1	8	31	43	23	7	2	2
21:00	114	51.2	45.3	6.7	0	0	0	0	0	7	19	42	28	11	3	4
22:00	73	52.6	45.6	8	0	0	0	0	0	6	15	21	18	5	2	6
23:00	33	46.7	40.3	6.6	0	0	0	0	2	7	9	9	4	2	0	0
12H,7-19	2945	49.2	43.6	5.6	0	0	0	3	17	147	713	1247	585	168	51	14
16H,6-22	3414	49.5	43.8	5.7	0	0	0	3	19	171	805	1414	702	214	63	23
18H,6-24	3520	49.5	43.8	5.8	0	0	0	3	21	184	829	1444	724	221	65	29
24H,0-24	3615	49.6	43.8	5.8	0	0	0	4	21	189	848	1470	754	231	68	30

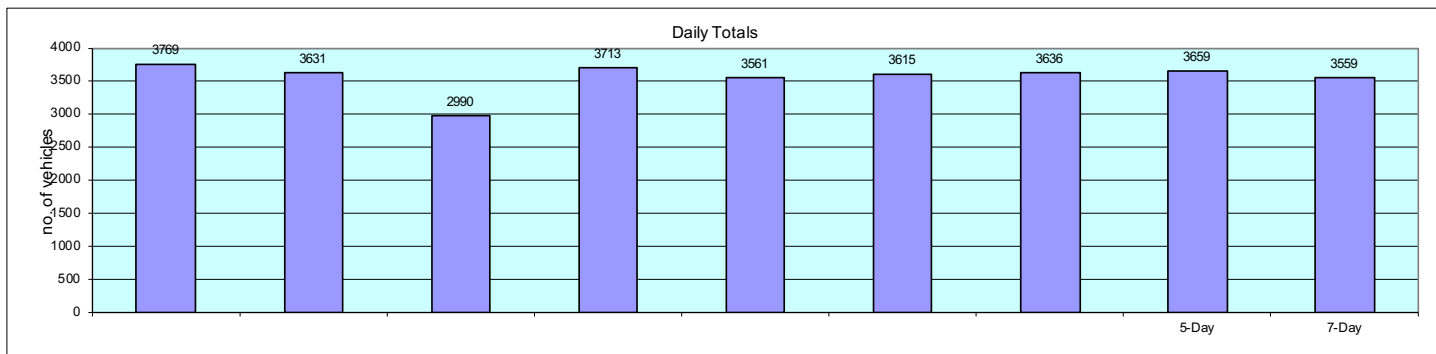
15600		TELFORD			Site No: 15600002					Location		Dawley Road, Telford					
Fri 19-Jun-26 to Thu 25-Jun-26					Channel: Northbound												
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	=>61	
Thu 25-Jun-26																	
00:00	16	48.8	41.6	7.6	0	0	0	1	0	1	6	4	2	2	0	0	
01:00	8	-	44.8	8	0	0	0	0	0	0	4	1	1	1	1	0	
02:00	4	-	48.5	10.8	0	0	0	0	0	1	0	0	1	1	1	0	
03:00	7	-	47.1	7	0	0	0	0	0	0	1	3	1	1	1	0	
04:00	11	-	48.5	8.8	0	0	0	0	0	0	2	3	3	1	0	2	
05:00	43	50.8	47.3	5.9	0	0	0	0	0	1	3	12	21	3	1	2	
06:00	81	50.6	45.5	6.3	0	0	0	0	0	4	11	33	22	6	3	2	
07:00	247	48.5	43.1	5.5	0	0	0	0	0	12	80	97	41	12	3	2	
08:00	294	49.6	44.4	5.1	0	0	0	1	0	9	57	119	88	18	2	0	
09:00	226	49.1	43.6	5.9	0	0	0	0	0	16	54	94	44	11	3	4	
10:00	179	48.7	43.1	5.3	0	0	0	0	1	9	53	68	38	8	2	0	
11:00	207	48	42.7	5.7	0	0	0	0	2	16	58	86	33	8	2	2	
12:00	213	50.1	44.1	6.7	0	0	0	0	0	18	49	77	45	14	3	7	
13:00	231	50	44.6	5.7	0	0	0	0	1	7	47	99	52	16	7	2	
14:00	201	49.8	44.3	5.8	0	0	0	0	0	7	50	79	45	11	7	2	
15:00	291	49.8	44.1	5.6	0	0	0	1	3	9	64	114	73	24	2	1	
16:00	293	50.2	44.8	6.3	0	0	0	0	4	12	56	100	91	18	6	6	
17:00	276	50.4	45.2	5.8	0	0	0	0	1	7	38	133	63	22	6	6	
18:00	223	49.5	44.5	5	0	0	0	0	0	5	46	89	71	8	3	1	
19:00	175	55.9	47.9	7	0	0	0	0	0	3	22	54	44	26	19	7	
20:00	145	51.6	45.4	6.7	0	0	0	0	0	8	29	45	39	15	5	4	
21:00	142	49.1	43.3	6	0	0	0	0	0	8	47	48	28	6	3	2	
22:00	83	50.7	44.9	7	0	0	0	0	0	5	17	33	16	6	2	4	
23:00	40	49.9	42.1	7.3	0	0	0	0	3	2	16	7	7	4	1	0	
12H,7-19	2881	49.7	44.1	5.7	0	0	0	2	12	127	652	1155	684	170	46	33	
16H,6-22	3424	50	44.3	6	0	0	0	2	12	150	761	1335	817	223	76	48	
18H,6-24	3547	50	44.3	6	0	0	0	2	15	157	794	1375	840	233	79	52	
24H,0-24	3636	50.1	44.4	6	0	0	0	3	15	160	810	1398	869	242	83	56	

15600 TELFORD Site No: 15600002 Location Dawley Road, Telford
 Fri 19-Jun-26 to Thu 25-Jun-26 Channel: Northbound

Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	=>61
Daily Totals																
Fri 19-Jun-26	3769	48.7	42.8	6	0	1	0	2	50	268	1115	1460	572	219	49	33
Sat 20-Jun-26	3631	50.3	44.4	6.3	0	1	2	5	31	136	798	1445	774	285	89	65
Sun 21-Jun-26	2990	50.6	44.7	5.9	0	0	0	1	10	98	610	1219	660	282	81	29
Mon 22-Jun-26	3713	49	43.1	5.9	0	1	0	2	40	267	986	1472	649	219	51	26
Tue 23-Jun-26	3561	48.7	42.8	5.8	0	1	0	7	39	236	1067	1354	602	197	40	18
Wed 24-Jun-26	3615	49.6	43.8	5.8	0	0	0	4	21	189	848	1470	754	231	68	30
Thu 25-Jun-26	3636	50.1	44.4	6	0	0	0	3	15	160	810	1398	869	242	83	56
Total Vehicles																
[--]	24915	49.6	43.7	6.0	0	4	2	24	206	1354	6234	9818	4880	1675	461	257



15600	TELFORD		Site No: 15600002		Location		Dawley Road, Telford		
			Channel: Northbound						
TIME PERIOD	Fri 19-Jun-26	Sat 20-Jun-26	Sun 21-Jun-26	Mon 22-Jun-26	Tue 23-Jun-26	Wed 24-Jun-26	Thu 25-Jun-26	5-Day Av	7-Day Av
Week Begin: 19-Jun-26									
00:00	14	51	41	11	17	21	16	16	24
01:00	5	14	32	3	10	7	8	7	11
02:00	8	4	16	4	6	8	4	6	7
03:00	2	7	12	6	8	9	7	6	7
04:00	12	18	16	12	7	8	11	10	12
05:00	20	19	11	35	51	42	43	38	32
06:00	59	39	40	77	86	75	81	76	65
07:00	217	132	76	203	243	206	247	223	189
08:00	328	218	88	288	298	324	294	306	263
09:00	202	245	180	199	241	232	226	220	218
10:00	202	285	171	199	169	188	179	187	199
11:00	220	269	232	230	161	183	207	200	215
12:00	221	275	268	232	178	225	213	214	230
13:00	250	302	287	245	175	236	231	227	247
14:00	271	256	201	280	222	252	201	245	240
15:00	330	257	246	328	315	302	291	313	296
16:00	325	220	222	325	315	276	293	307	282
17:00	296	213	167	277	298	304	276	290	262
18:00	216	213	186	206	241	217	223	221	215
19:00	165	169	157	168	158	163	175	166	165
20:00	143	143	140	132	134	117	145	134	136
21:00	111	117	101	104	115	114	142	117	115
22:00	95	104	61	96	83	73	83	86	85
23:00	57	61	39	53	30	33	40	43	45
12H,7-19	3078	2885	2324	3012	2856	2945	2881	2954	2854
16H,6-22	3556	3353	2762	3493	3349	3414	3424	3447	3336
18H,6-24	3708	3518	2862	3642	3462	3520	3547	3576	3466
24H,0-24	3769	3631	2990	3713	3561	3615	3636	3659	3559
Am	08:00	10:00	11:00	08:00	08:00	08:00	08:00		
Peak	328	285	232	288	298	324	294		
Pm	15:00	13:00	13:00	15:00	16:00	17:00	16:00		
Peak	330	302	287	328	315	304	293		



15600		TELFORD				Site No: 15600002		Location		Dawley Road, Telford					
Fri 19-Jun-26 to Thu 25-Jun-26				Channel: Southbound											
													FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC				
Fri 19-Jun-26															
00:00	17	1	15	1	0	0	0	0	0	0	0	0	0	0	0
01:00	11	0	10	1	0	0	0	0	0	0	0	0	0	0	0
02:00	5	2	3	0	0	0	0	0	0	0	0	0	0	0	0
03:00	10	0	9	1	0	0	0	0	0	0	0	0	0	0	0
04:00	10	1	9	0	0	0	0	0	0	0	0	0	0	0	0
05:00	38	0	30	7	0	1	0	0	0	0	0	0	0	0	0
06:00	78	2	57	18	0	1	0	0	0	0	0	0	0	0	0
07:00	241	1	209	28	1	1	1	0	0	0	0	0	0	0	0
08:00	414	2	368	40	0	1	1	0	1	1	0	0	0	0	0
09:00	218	0	192	25	0	1	0	0	0	0	0	0	0	0	0
10:00	247	0	210	33	0	1	0	0	2	0	0	1	0	0	0
11:00	272	3	230	35	2	1	1	0	0	0	0	0	0	0	0
12:00	274	4	245	25	0	0	0	0	0	0	0	0	0	0	0
13:00	296	7	259	29	0	0	0	0	1	0	0	0	0	0	0
14:00	341	2	310	26	0	1	1	0	1	0	0	0	0	0	0
15:00	423	5	385	32	0	1	0	0	0	0	0	0	0	0	0
16:00	410	1	374	30	1	0	0	1	3	0	0	0	0	0	0
17:00	404	2	381	19	0	1	0	0	1	0	0	0	0	0	0
18:00	225	1	218	6	0	0	0	0	0	0	0	0	0	0	0
19:00	179	1	171	7	0	0	0	0	0	0	0	0	0	0	0
20:00	155	1	150	3	0	0	1	0	0	0	0	0	0	0	0
21:00	125	0	120	4	0	0	0	0	1	0	0	0	0	0	0
22:00	82	0	76	6	0	0	0	0	0	0	0	0	0	0	0
23:00	45	0	39	4	0	0	2	0	0	0	0	0	0	0	0
12H,7-19	3765	28	3381	328	4	8	4	1	9	1	0	1	0	0	0
16H,6-22	4302	32	3879	360	4	9	5	1	10	1	0	1	0	0	0
18H,6-24	4429	32	3994	370	4	9	7	1	10	1	0	1	0	0	0
24H,0-24	4520	36	4070	380	4	10	7	1	10	1	0	1	0	0	0

15600		TELFORD				Site No: 15600002		Location		Dawley Road, Telford					
Fri 19-Jun-26 to Thu 25-Jun-26		Channel: Southbound													
			CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI- TRAILER ARTIC	SIX AXLE MULTI- TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC	
TIME PERIOD	TOTAL VEHICLES	MOTOR- CYCLES													
Sat 20-Jun-26															
00:00	36	0	35	0	0	1	0	0	0	0	0	0	0	0	
01:00	12	0	12	0	0	0	0	0	0	0	0	0	0	0	
02:00	9	0	9	0	0	0	0	0	0	0	0	0	0	0	
03:00	3	0	2	0	0	0	0	1	0	0	0	0	0	0	
04:00	7	0	7	0	0	0	0	0	0	0	0	0	0	0	
05:00	29	0	26	3	0	0	0	0	0	0	0	0	0	0	
06:00	37	1	30	6	0	0	0	0	0	0	0	0	0	0	
07:00	70	0	65	5	0	0	0	0	0	0	0	0	0	0	
08:00	136	1	128	6	0	0	0	0	0	0	0	1	0	0	
09:00	208	1	190	13	0	0	0	1	2	0	1	0	0	0	
10:00	247	2	231	14	0	0	0	0	0	0	0	0	0	0	
11:00	273	0	259	13	0	0	0	0	1	0	0	0	0	0	
12:00	289	1	276	11	0	0	0	0	1	0	0	0	0	0	
13:00	270	1	252	15	0	0	0	0	2	0	0	0	0	0	
14:00	245	1	229	15	0	0	0	0	0	0	0	0	0	0	
15:00	266	4	248	13	0	0	0	0	1	0	0	0	0	0	
16:00	272	1	258	13	0	0	0	0	0	0	0	0	0	0	
17:00	205	0	204	1	0	0	0	0	0	0	0	0	0	0	
18:00	201	1	194	5	1	0	0	0	0	0	0	0	0	0	
19:00	174	1	166	7	0	0	0	0	0	0	0	0	0	0	
20:00	137	1	132	2	0	0	1	0	0	1	0	0	0	0	
21:00	121	0	118	2	0	0	0	0	1	0	0	0	0	0	
22:00	83	0	74	9	0	0	0	0	0	0	0	0	0	0	
23:00	57	0	55	2	0	0	0	0	0	0	0	0	0	0	
12H,7-19	2682	13	2534	124	1	0	0	1	7	0	1	1	0	0	
16H,6-22	3151	16	2980	141	1	0	1	1	8	1	1	1	0	0	
18H,6-24	3291	16	3109	152	1	0	1	1	8	1	1	1	0	0	
24H,0-24	3387	16	3200	155	1	1	1	2	8	1	1	1	0	0	

15600		TELFORD				Site No: 15600002		Location		Dawley Road, Telford						
Fri 19-Jun-26 to Thu 25-Jun-26						Channel: Southbound										
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV			LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Sun 21-Jun-26																
00:00	82	0	78	4	0	0	0	0	0	0	0	0	0	0	0	0
01:00	27	0	24	3	0	0	0	0	0	0	0	0	0	0	0	0
02:00	16	0	15	1	0	0	0	0	0	0	0	0	0	0	0	0
03:00	9	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	15	0	13	1	0	0	0	0	0	0	0	0	1	0	0	0
05:00	18	0	15	3	0	0	0	0	0	0	0	0	0	0	0	0
06:00	22	1	20	1	0	0	0	0	0	0	0	0	0	0	0	0
07:00	55	0	52	3	0	0	0	0	0	0	0	0	0	0	0	0
08:00	77	0	71	6	0	0	0	0	0	0	0	0	0	0	0	0
09:00	145	1	134	9	0	0	0	0	0	1	0	0	0	0	0	0
10:00	183	0	178	5	0	0	0	0	0	0	0	0	0	0	0	0
11:00	225	0	216	8	0	0	1	0	0	0	0	0	0	0	0	0
12:00	230	1	224	5	0	0	0	0	0	0	0	0	0	0	0	0
13:00	273	5	258	8	0	0	0	2	0	0	0	0	0	0	0	0
14:00	236	1	222	13	0	0	0	0	0	0	0	0	0	0	0	0
15:00	219	1	209	8	0	0	1	0	0	0	0	0	0	0	0	0
16:00	241	2	233	4	0	0	1	0	0	0	0	0	0	1	0	0
17:00	218	3	208	7	0	0	0	0	0	0	0	0	0	0	0	0
18:00	210	0	205	4	0	0	0	0	1	0	0	0	0	0	0	0
19:00	195	1	186	8	0	0	0	0	0	0	0	0	0	0	0	0
20:00	127	1	119	7	0	0	0	0	0	0	0	0	0	0	0	0
21:00	124	3	120	0	0	0	0	0	0	0	0	1	0	0	0	0
22:00	62	1	59	1	0	0	1	0	0	0	0	0	0	0	0	0
23:00	32	0	31	0	0	0	1	0	0	0	0	0	0	0	0	0
12H,7-19	2312	14	2210	80	0	0	3	2	2	0	0	0	1	0	0	0
16H,6-22	2780	20	2655	96	0	0	3	2	2	0	1	0	1	0	0	0
18H,6-24	2874	21	2745	97	0	0	5	2	2	0	1	0	1	0	0	0
24H,0-24	3041	21	2899	109	0	0	5	2	2	0	1	1	1	1	0	0

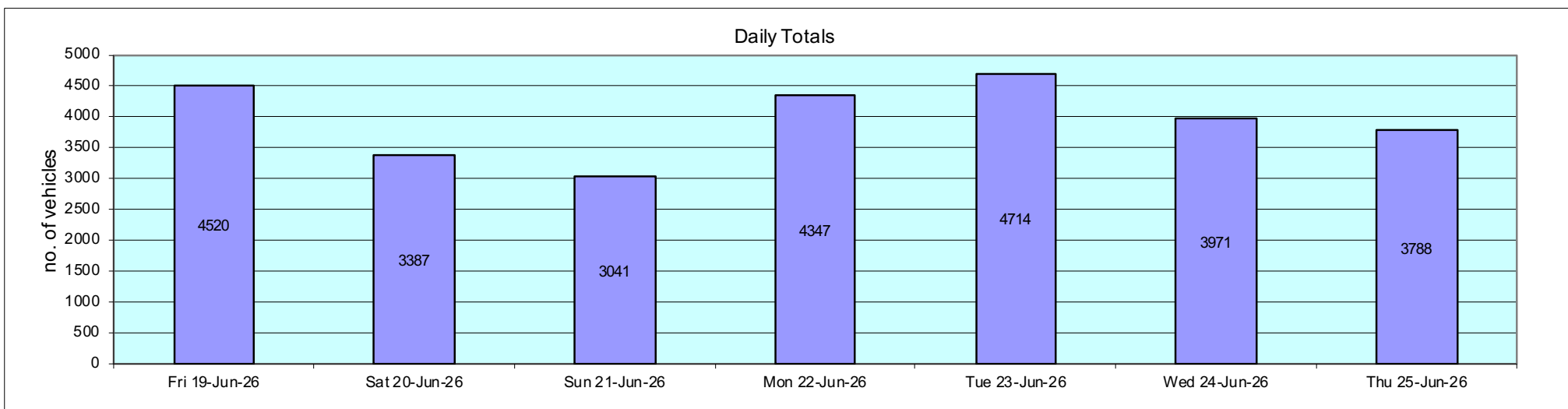
15600		TELFORD					Site No: 15600002		Location		Dawley Road, Telford				
Fri 19-Jun-26 to Thu 25-Jun-26			Channel: Southbound												
			CARS OR	LIGHT		TWO AXLE, SIX	THREE	FOUR OR	FOUR OR		SIX OR	FIVE OR	SIX AXLE	SEVEN	
TIME	TOTAL	MOTOR-	CAR-	GOODS	BUSES	TYRE, SIX	AXLE	MORE	LESS	FIVE AXLE	MORE	AXLE	TRAILER	OR MORE	
PERIOD	VEHICLES	CYCLES	BASED	VEHICLES		RIGID/BUSES	RIGID	AXLE	AXLE	ARTIC	AXLE	ARTIC	ARTIC	AXLE	
			LGV												
Mon 22-Jun-26															
00:00	15	0	15	0	0	0	0	0	0	0	0	0	0	0	
01:00	5	0	5	0	0	0	0	0	0	0	0	0	0	0	
02:00	8	0	7	1	0	0	0	0	0	0	0	0	0	0	
03:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	
04:00	6	1	5	0	0	0	0	0	0	0	0	0	0	0	
05:00	28	1	23	4	0	0	0	0	0	0	0	0	0	0	
06:00	63	1	55	6	1	0	0	0	0	0	0	0	0	0	
07:00	214	0	190	23	0	1	0	0	0	0	0	0	0	0	
08:00	285	1	267	15	0	1	0	0	0	0	0	1	0	0	
09:00	225	0	194	29	0	1	0	0	1	0	0	0	0	0	
10:00	237	0	204	29	0	1	0	0	2	0	0	1	0	0	
11:00	285	2	244	35	2	1	1	0	0	0	0	0	0	0	
12:00	271	3	241	27	0	0	0	0	0	0	0	0	0	0	
13:00	290	10	245	34	0	0	0	0	1	0	0	0	0	0	
14:00	339	1	312	23	0	1	1	0	1	0	0	0	0	0	
15:00	419	6	382	30	0	1	0	0	0	0	0	0	0	0	
16:00	423	1	384	34	1	0	0	1	2	0	0	0	0	0	
17:00	428	3	401	22	0	1	0	0	1	0	0	0	0	0	
18:00	238	1	232	5	0	0	0	0	0	0	0	0	0	0	
19:00	172	1	160	10	0	0	1	0	0	0	0	0	0	0	
20:00	150	1	145	3	0	0	1	0	0	0	0	0	0	0	
21:00	116	0	111	4	0	0	0	0	1	0	0	0	0	0	
22:00	76	0	70	6	0	0	0	0	0	0	0	0	0	0	
23:00	53	0	44	6	0	0	3	0	0	0	0	0	0	0	
12H,7-19	3654	28	3296	306	3	8	2	1	8	0	0	2	0	0	
16H,6-22	4155	31	3767	329	4	8	4	1	9	0	0	2	0	0	
18H,6-24	4284	31	3881	341	4	8	7	1	9	0	0	2	0	0	
24H,0-24	4347	33	3937	346	4	8	7	1	9	0	0	2	0	0	

15600		TELFORD				Site No: 15600002		Location		Dawley Road, Telford					
Fri 19-Jun-26 to Thu 25-Jun-26			Channel: Southbound												
												FIVE OR LESS			
			CARS OR	LIGHT		TWO AXLE, SIX	THREE	FOUR OR	FOUR OR		SIX OR	AXLE	SIX AXLE	SEVEN	
TIME	TOTAL	MOTOR-	CAR-	GOODS	BUSES	TYRE, SIX	AXLE	MORE	LESS	FIVE AXLE	AXLE	TRAILER	TRAILER	OR MORE	
PERIOD	VEHICLES	CYCLES	BASED	VEHICLES		RIGID/BUSES	RIGID	AXLE	AXLE	ARTIC	ARTIC	ARTIC	ARTIC	AXLE	
			LGV					RIGID	ARTIC						
Tue 23-Jun-26															
00:00	10	0	9	1	0	0	0	0	0	0	0	0	0	0	
01:00	8	0	8	0	0	0	0	0	0	0	0	0	0	0	
02:00	6	0	5	0	0	0	0	0	1	0	0	0	0	0	
03:00	10	0	9	1	0	0	0	0	0	0	0	0	0	0	
04:00	13	0	10	1	0	2	0	0	0	0	0	0	0	0	
05:00	47	1	38	7	0	0	0	0	0	1	0	0	0	0	
06:00	79	1	69	9	0	0	0	0	0	0	0	0	0	0	
07:00	234	0	214	18	0	1	0	0	1	0	0	0	0	0	
08:00	285	1	269	13	0	1	0	0	1	0	0	0	0	0	
09:00	189	0	160	29	0	0	0	0	0	0	0	0	0	0	
10:00	271	1	243	25	1	1	0	0	0	0	0	0	0	0	
11:00	272	0	248	22	0	1	0	0	0	0	0	1	0	0	
12:00	277	4	236	36	0	0	0	1	0	0	0	0	0	0	
13:00	310	2	269	37	0	1	0	1	0	0	0	0	0	0	
14:00	315	0	283	31	0	1	0	0	0	0	0	0	0	0	
15:00	390	2	357	30	0	0	0	1	0	0	0	0	0	0	
16:00	421	1	377	41	1	0	0	0	1	0	0	0	0	0	
17:00	402	6	356	38	0	0	1	0	1	0	0	0	0	0	
18:00	330	0	298	31	0	0	0	0	1	0	0	0	0	0	
19:00	317	2	303	11	0	0	1	0	0	0	0	0	0	0	
20:00	203	2	187	13	0	0	0	0	1	0	0	0	0	0	
21:00	163	1	157	4	0	0	0	0	1	0	0	0	0	0	
22:00	104	0	100	3	1	0	0	0	0	0	0	0	0	0	
23:00	58	0	58	0	0	0	0	0	0	0	0	0	0	0	
12H,7-19	3696	17	3310	351	2	6	1	3	5	0	0	1	0	0	
16H,6-22	4458	23	4026	388	2	6	2	3	7	0	0	1	0	0	
18H,6-24	4620	23	4184	391	3	6	2	3	7	0	0	1	0	0	
24H,0-24	4714	24	4263	401	3	8	2	3	8	1	0	1	0	0	

15600		TELFORD					Site No: 15600002		Location		Dawley Road, Telford				
Fri 19-Jun-26 to Thu 25-Jun-26						Channel: Southbound									
													FIVE OR LESS		
			CARS OR	LIGHT		TWO AXLE, SIX	THREE	FOUR OR	FOUR OR		SIX OR	FIVE OR LESS	SIX AXLE	SIX AXLE	SEVEN
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CAR-BASED LGV	GOODS VEHICLES	BUSES	TYRE, RIGID/BUSES	AXLE RIGID	MORE AXLE RIGID	LESS AXLE ARTIC	FIVE AXLE ARTIC	MORE AXLE ARTIC	AXLE MULTI-TRAILER ARTIC	MULTI-TRAILER ARTIC	OR MORE AXLE ARTIC	
Wed 24-Jun-26															
00:00	15	0	14	1	0	0	0	0	0	0	0	0	0	0	0
01:00	7	0	7	0	0	0	0	0	0	0	0	0	0	0	0
02:00	6	0	5	0	0	0	0	0	1	0	0	0	0	0	0
03:00	6	0	5	1	0	0	0	0	0	0	0	0	0	0	0
04:00	10	0	8	1	0	1	0	0	0	0	0	0	0	0	0
05:00	46	1	38	6	0	0	0	0	0	1	0	0	0	0	0
06:00	87	1	72	14	0	0	0	0	0	0	0	0	0	0	0
07:00	231	0	208	19	0	0	2	0	1	0	1	0	0	0	0
08:00	361	3	336	20	0	1	0	1	0	0	0	0	0	0	0
09:00	201	0	186	14	0	0	1	0	0	0	0	0	0	0	0
10:00	179	0	148	28	0	1	1	0	1	0	0	0	0	0	0
11:00	197	1	183	12	0	0	0	0	1	0	0	0	0	0	0
12:00	254	1	232	21	0	0	0	0	0	0	0	0	0	0	0
13:00	213	2	194	15	1	0	1	0	0	0	0	0	0	0	0
14:00	254	0	227	27	0	0	0	0	0	0	0	0	0	0	0
15:00	378	2	351	24	0	1	0	0	0	0	0	0	0	0	0
16:00	328	3	309	13	0	2	1	0	0	0	0	0	0	0	0
17:00	322	0	305	15	0	0	0	0	2	0	0	0	0	0	0
18:00	241	5	220	16	0	0	0	0	0	0	0	0	0	0	0
19:00	218	2	209	7	0	0	0	0	0	0	0	0	0	0	0
20:00	170	0	165	5	0	0	0	0	0	0	0	0	0	0	0
21:00	140	0	138	2	0	0	0	0	0	0	0	0	0	0	0
22:00	67	0	62	5	0	0	0	0	0	0	0	0	0	0	0
23:00	40	1	37	2	0	0	0	0	0	0	0	0	0	0	0
12H,7-19	3159	17	2899	224	1	5	6	1	5	0	1	0	0	0	0
16H,6-22	3774	20	3483	252	1	5	6	1	5	0	1	0	0	0	0
18H,6-24	3881	21	3582	259	1	5	6	1	5	0	1	0	0	0	0
24H,0-24	3971	22	3659	268	1	6	6	1	6	1	1	0	0	0	0

15600		TELFORD				Site No: 15600002		Location		Dawley Road, Telford				
Fri 19-Jun-26 to Thu 25-Jun-26				Channel: Southbound										
												FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC			
Thu 25-Jun-26														
00:00	14	0	13	1	0	0	0	0	0	0	0	0	0	0
01:00	8	0	8	0	0	0	0	0	0	0	0	0	0	0
02:00	5	0	5	0	0	0	0	0	0	0	0	0	0	0
03:00	7	0	6	1	0	0	0	0	0	0	0	0	0	0
04:00	8	0	7	1	0	0	0	0	0	0	0	0	0	0
05:00	39	1	33	5	0	0	0	0	0	0	0	0	0	0
06:00	81	1	69	11	0	0	0	0	0	0	0	0	0	0
07:00	236	0	212	22	0	1	0	0	1	0	0	0	0	0
08:00	290	1	269	18	0	1	0	0	1	0	0	0	0	0
09:00	194	0	169	25	0	0	0	0	0	0	0	0	0	0
10:00	190	0	176	14	0	0	0	0	0	0	0	0	0	0
11:00	217	0	192	21	0	1	2	0	1	0	0	0	0	0
12:00	228	1	206	19	0	2	0	0	0	0	0	0	0	0
13:00	244	0	210	31	0	1	2	0	0	0	0	0	0	0
14:00	260	0	242	17	0	0	0	0	1	0	0	0	0	0
15:00	301	0	274	27	0	0	0	0	0	0	0	0	0	0
16:00	297	4	277	15	0	1	0	0	0	0	0	0	0	0
17:00	325	3	303	18	0	0	0	0	1	0	0	0	0	0
18:00	259	1	251	7	0	0	0	0	0	0	0	0	0	0
19:00	206	1	197	7	0	0	1	0	0	0	0	0	0	0
20:00	149	0	143	6	0	0	0	0	0	0	0	0	0	0
21:00	112	1	109	2	0	0	0	0	0	0	0	0	0	0
22:00	78	0	76	2	0	0	0	0	0	0	0	0	0	0
23:00	40	0	38	1	0	0	1	0	0	0	0	0	0	0
12H,7-19	3041	10	2781	234	0	7	4	0	5	0	0	0	0	0
16H,6-22	3589	13	3299	260	0	7	5	0	5	0	0	0	0	0
18H,6-24	3707	13	3413	263	0	7	6	0	5	0	0	0	0	0
24H,0-24	3788	14	3485	271	0	7	6	0	5	0	0	0	0	0

15600			TELFORD			Site No: 15600002		Location	Dawley Road, Telford					
Fri 19-Jun-26 to Thu 25-Jun-26			Channel: Southbound											
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Daily Totals														
Fri 19-Jun-26	4520	36	4070	380	4	10	7	1	10	1	0	1	0	0
Sat 20-Jun-26	3387	16	3200	155	1	1	1	2	8	1	1	1	0	0
Sun 21-Jun-26	3041	21	2899	109	0	0	5	2	2	0	1	1	1	0
Mon 22-Jun-26	4347	33	3937	346	4	8	7	1	9	0	0	2	0	0
Tue 23-Jun-26	4714	24	4263	401	3	8	2	3	8	1	0	1	0	0
Wed 24-Jun-26	3971	22	3659	268	1	6	6	1	6	1	1	0	0	0
Thu 25-Jun-26	3788	14	3485	271	0	7	6	0	5	0	0	0	0	0
Total Vehicles														
[--]	27768	166	25513	1930	13	40	34	10	48	4	3	6	1	0



15600		TELFORD		Site No: 15600002		Location		Dawley Road, Telford			
Fri 19-Jun-26 to Thu 25-Jun-26				Channel: Southbound							
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Fri 19-Jun-26											
00:00	17	1	5.9	15	88.2	1	5.9	0	0.0	0	0.0
01:00	11	0	0.0	10	90.9	1	9.1	0	0.0	0	0.0
02:00	5	2	40.0	3	60.0	0	0.0	0	0.0	0	0.0
03:00	10	0	0.0	9	90.0	1	10.0	0	0.0	0	0.0
04:00	10	1	10.0	9	90.0	0	0.0	0	0.0	0	0.0
05:00	38	0	0.0	30	79.0	7	18.4	1	2.6	0	0.0
06:00	78	2	2.6	57	73.1	18	23.1	1	1.3	0	0.0
07:00	241	1	0.4	209	86.7	28	11.6	2	0.8	1	0.4
08:00	414	2	0.5	368	88.9	40	9.7	4	1.0	0	0.0
09:00	218	0	0.0	192	88.1	25	11.5	1	0.5	0	0.0
10:00	247	0	0.0	210	85.0	33	13.4	4	1.6	0	0.0
11:00	272	3	1.1	230	84.6	35	12.9	2	0.7	2	0.7
12:00	274	4	1.5	245	89.4	25	9.1	0	0.0	0	0.0
13:00	296	7	2.4	259	87.5	29	9.8	1	0.3	0	0.0
14:00	341	2	0.6	310	90.9	26	7.6	3	0.9	0	0.0
15:00	423	5	1.2	385	91.0	32	7.6	1	0.2	0	0.0
16:00	410	1	0.2	374	91.2	30	7.3	4	1.0	1	0.2
17:00	404	2	0.5	381	94.3	19	4.7	2	0.5	0	0.0
18:00	225	1	0.4	218	96.9	6	2.7	0	0.0	0	0.0
19:00	179	1	0.6	171	95.5	7	3.9	0	0.0	0	0.0
20:00	155	1	0.7	150	96.8	3	1.9	1	0.7	0	0.0
21:00	125	0	0.0	120	96.0	4	3.2	1	0.8	0	0.0
22:00	82	0	0.0	76	92.7	6	7.3	0	0.0	0	0.0
23:00	45	0	0.0	39	86.7	4	8.9	2	4.4	0	0.0
12H,7-19	3765	28	0.7	3381	89.8	328	8.7	24	0.6	4	0.1
16H,6-22	4302	32	0.7	3879	90.2	360	8.4	27	0.6	4	0.1
18H,6-24	4429	32	0.7	3994	90.2	370	8.4	29	0.7	4	0.1
24H,0-24	4520	36	0.8	4070	90.0	380	8.4	30	0.7	4	0.1

15600		TELFORD		Site No: 15600002		Location		Dawley Road, Telford			
Fri 19-Jun-26 to Thu 25-Jun-26				Channel: Southbound							
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Sat 20-Jun-26											
00:00	36	0	0.0	35	97.2	0	0.0	1	2.8	0	0.0
01:00	12	0	0.0	12	100.0	0	0.0	0	0.0	0	0.0
02:00	9	0	0.0	9	100.0	0	0.0	0	0.0	0	0.0
03:00	3	0	0.0	2	66.7	0	0.0	1	33.3	0	0.0
04:00	7	0	0.0	7	100.0	0	0.0	0	0.0	0	0.0
05:00	29	0	0.0	26	89.7	3	10.3	0	0.0	0	0.0
06:00	37	1	2.7	30	81.1	6	16.2	0	0.0	0	0.0
07:00	70	0	0.0	65	92.9	5	7.1	0	0.0	0	0.0
08:00	136	1	0.7	128	94.1	6	4.4	1	0.7	0	0.0
09:00	208	1	0.5	190	91.4	13	6.3	4	1.9	0	0.0
10:00	247	2	0.8	231	93.5	14	5.7	0	0.0	0	0.0
11:00	273	0	0.0	259	94.9	13	4.8	1	0.4	0	0.0
12:00	289	1	0.4	276	95.5	11	3.8	1	0.4	0	0.0
13:00	270	1	0.4	252	93.3	15	5.6	2	0.7	0	0.0
14:00	245	1	0.4	229	93.5	15	6.1	0	0.0	0	0.0
15:00	266	4	1.5	248	93.2	13	4.9	1	0.4	0	0.0
16:00	272	1	0.4	258	94.9	13	4.8	0	0.0	0	0.0
17:00	205	0	0.0	204	99.5	1	0.5	0	0.0	0	0.0
18:00	201	1	0.5	194	96.5	5	2.5	0	0.0	1	0.5
19:00	174	1	0.6	166	95.4	7	4.0	0	0.0	0	0.0
20:00	137	1	0.7	132	96.4	2	1.5	2	1.5	0	0.0
21:00	121	0	0.0	118	97.5	2	1.7	1	0.8	0	0.0
22:00	83	0	0.0	74	89.2	9	10.8	0	0.0	0	0.0
23:00	57	0	0.0	55	96.5	2	3.5	0	0.0	0	0.0
12H,7-19	2682	13	0.5	2534	94.5	124	4.6	10	0.4	1	0.0
16H,6-22	3151	16	0.5	2980	94.6	141	4.5	13	0.4	1	0.0
18H,6-24	3291	16	0.5	3109	94.5	152	4.6	13	0.4	1	0.0
24H,0-24	3387	16	0.5	3200	94.5	155	4.6	15	0.4	1	0.0

15600		TELFORD		Site No: 15600002		Location		Dawley Road, Telford			
Fri 19-Jun-26 to Thu 25-Jun-26		Channel: Southbound									
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Sun 21-Jun-26											
00:00	82	0	0.0	78	95.1	4	4.9	0	0.0	0	0.0
01:00	27	0	0.0	24	88.9	3	11.1	0	0.0	0	0.0
02:00	16	0	0.0	15	93.8	1	6.3	0	0.0	0	0.0
03:00	9	0	0.0	9	100.0	0	0.0	0	0.0	0	0.0
04:00	15	0	0.0	13	86.7	1	6.7	1	6.7	0	0.0
05:00	18	0	0.0	15	83.3	3	16.7	0	0.0	0	0.0
06:00	22	1	4.6	20	90.9	1	4.6	0	0.0	0	0.0
07:00	55	0	0.0	52	94.6	3	5.5	0	0.0	0	0.0
08:00	77	0	0.0	71	92.2	6	7.8	0	0.0	0	0.0
09:00	145	1	0.7	134	92.4	9	6.2	1	0.7	0	0.0
10:00	183	0	0.0	178	97.3	5	2.7	0	0.0	0	0.0
11:00	225	0	0.0	216	96.0	8	3.6	1	0.4	0	0.0
12:00	230	1	0.4	224	97.4	5	2.2	0	0.0	0	0.0
13:00	273	5	1.8	258	94.5	8	2.9	2	0.7	0	0.0
14:00	236	1	0.4	222	94.1	13	5.5	0	0.0	0	0.0
15:00	219	1	0.5	209	95.4	8	3.7	1	0.5	0	0.0
16:00	241	2	0.8	233	96.7	4	1.7	2	0.8	0	0.0
17:00	218	3	1.4	208	95.4	7	3.2	0	0.0	0	0.0
18:00	210	0	0.0	205	97.6	4	1.9	1	0.5	0	0.0
19:00	195	1	0.5	186	95.4	8	4.1	0	0.0	0	0.0
20:00	127	1	0.8	119	93.7	7	5.5	0	0.0	0	0.0
21:00	124	3	2.4	120	96.8	0	0.0	1	0.8	0	0.0
22:00	62	1	1.6	59	95.2	1	1.6	1	1.6	0	0.0
23:00	32	0	0.0	31	96.9	0	0.0	1	3.1	0	0.0
12H,7-19	2312	14	0.6	2210	95.6	80	3.5	8	0.4	0	0.0
16H,6-22	2780	20	0.7	2655	95.5	96	3.5	9	0.3	0	0.0
18H,6-24	2874	21	0.7	2745	95.5	97	3.4	11	0.4	0	0.0
24H,0-24	3041	21	0.7	2899	95.3	109	3.6	12	0.4	0	0.0

15600		TELFORD		Site No: 15600002		Location		Dawley Road, Telford			
Fri 19-Jun-26 to Thu 25-Jun-26				Channel: Southbound							
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Mon 22-Jun-26											
00:00	15	0	0.0	15	100.0	0	0.0	0	0.0	0	0.0
01:00	5	0	0.0	5	100.0	0	0.0	0	0.0	0	0.0
02:00	8	0	0.0	7	87.5	1	12.5	0	0.0	0	0.0
03:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
04:00	6	1	16.7	5	83.3	0	0.0	0	0.0	0	0.0
05:00	28	1	3.6	23	82.1	4	14.3	0	0.0	0	0.0
06:00	63	1	1.6	55	87.3	6	9.5	0	0.0	1	1.6
07:00	214	0	0.0	190	88.8	23	10.8	1	0.5	0	0.0
08:00	285	1	0.4	267	93.7	15	5.3	2	0.7	0	0.0
09:00	225	0	0.0	194	86.2	29	12.9	2	0.9	0	0.0
10:00	237	0	0.0	204	86.1	29	12.2	4	1.7	0	0.0
11:00	285	2	0.7	244	85.6	35	12.3	2	0.7	2	0.7
12:00	271	3	1.1	241	88.9	27	10.0	0	0.0	0	0.0
13:00	290	10	3.5	245	84.5	34	11.7	1	0.3	0	0.0
14:00	339	1	0.3	312	92.0	23	6.8	3	0.9	0	0.0
15:00	419	6	1.4	382	91.2	30	7.2	1	0.2	0	0.0
16:00	423	1	0.2	384	90.8	34	8.0	3	0.7	1	0.2
17:00	428	3	0.7	401	93.7	22	5.1	2	0.5	0	0.0
18:00	238	1	0.4	232	97.5	5	2.1	0	0.0	0	0.0
19:00	172	1	0.6	160	93.0	10	5.8	1	0.6	0	0.0
20:00	150	1	0.7	145	96.7	3	2.0	1	0.7	0	0.0
21:00	116	0	0.0	111	95.7	4	3.5	1	0.9	0	0.0
22:00	76	0	0.0	70	92.1	6	7.9	0	0.0	0	0.0
23:00	53	0	0.0	44	83.0	6	11.3	3	5.7	0	0.0
12H,7-19	3654	28	0.8	3296	90.2	306	8.4	21	0.6	3	0.1
16H,6-22	4155	31	0.8	3767	90.7	329	7.9	24	0.6	4	0.1
18H,6-24	4284	31	0.7	3881	90.6	341	8.0	27	0.6	4	0.1
24H,0-24	4347	33	0.8	3937	90.6	346	8.0	27	0.6	4	0.1

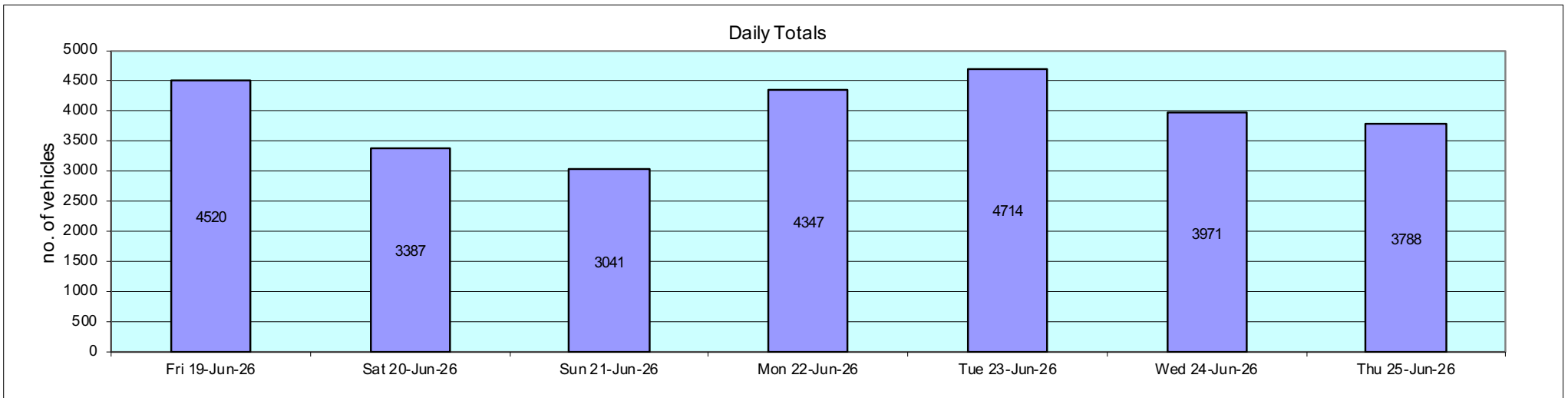
15600		TELFORD		Site No: 15600002		Location		Dawley Road, Telford			
Fri 19-Jun-26 to Thu 25-Jun-26				Channel: Southbound							
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Tue 23-Jun-26											
00:00	10	0	0.0	9	90.0	1	10.0	0	0.0	0	0.0
01:00	8	0	0.0	8	100.0	0	0.0	0	0.0	0	0.0
02:00	6	0	0.0	5	83.3	0	0.0	1	16.7	0	0.0
03:00	10	0	0.0	9	90.0	1	10.0	0	0.0	0	0.0
04:00	13	0	0.0	10	76.9	1	7.7	2	15.4	0	0.0
05:00	47	1	2.1	38	80.9	7	14.9	1	2.1	0	0.0
06:00	79	1	1.3	69	87.3	9	11.4	0	0.0	0	0.0
07:00	234	0	0.0	214	91.5	18	7.7	2	0.9	0	0.0
08:00	285	1	0.4	269	94.4	13	4.6	2	0.7	0	0.0
09:00	189	0	0.0	160	84.7	29	15.3	0	0.0	0	0.0
10:00	271	1	0.4	243	89.7	25	9.2	1	0.4	1	0.4
11:00	272	0	0.0	248	91.2	22	8.1	2	0.7	0	0.0
12:00	277	4	1.4	236	85.2	36	13.0	1	0.4	0	0.0
13:00	310	2	0.7	269	86.8	37	11.9	2	0.7	0	0.0
14:00	315	0	0.0	283	89.8	31	9.8	1	0.3	0	0.0
15:00	390	2	0.5	357	91.5	30	7.7	1	0.3	0	0.0
16:00	421	1	0.2	377	89.6	41	9.7	1	0.2	1	0.2
17:00	402	6	1.5	356	88.6	38	9.5	2	0.5	0	0.0
18:00	330	0	0.0	298	90.3	31	9.4	1	0.3	0	0.0
19:00	317	2	0.6	303	95.6	11	3.5	1	0.3	0	0.0
20:00	203	2	1.0	187	92.1	13	6.4	1	0.5	0	0.0
21:00	163	1	0.6	157	96.3	4	2.5	1	0.6	0	0.0
22:00	104	0	0.0	100	96.2	3	2.9	0	0.0	1	1.0
23:00	58	0	0.0	58	100.0	0	0.0	0	0.0	0	0.0
12H,7-19	3696	17	0.5	3310	89.6	351	9.5	16	0.4	2	0.1
16H,6-22	4458	23	0.5	4026	90.3	388	8.7	19	0.4	2	0.0
18H,6-24	4620	23	0.5	4184	90.6	391	8.5	19	0.4	3	0.1
24H,0-24	4714	24	0.5	4263	90.4	401	8.5	23	0.5	3	0.1

15600		TELFORD		Site No: 15600002		Location		Dawley Road, Telford			
Fri 19-Jun-26 to Thu 25-Jun-26		Channel: Southbound									
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Wed 24-Jun-26											
00:00	15	0	0.0	14	93.3	1	6.7	0	0.0	0	0.0
01:00	7	0	0.0	7	100.0	0	0.0	0	0.0	0	0.0
02:00	6	0	0.0	5	83.3	0	0.0	1	16.7	0	0.0
03:00	6	0	0.0	5	83.3	1	16.7	0	0.0	0	0.0
04:00	10	0	0.0	8	80.0	1	10.0	1	10.0	0	0.0
05:00	46	1	2.2	38	82.6	6	13.0	1	2.2	0	0.0
06:00	87	1	1.2	72	82.8	14	16.1	0	0.0	0	0.0
07:00	231	0	0.0	208	90.0	19	8.2	4	1.7	0	0.0
08:00	361	3	0.8	336	93.1	20	5.5	2	0.6	0	0.0
09:00	201	0	0.0	186	92.5	14	7.0	1	0.5	0	0.0
10:00	179	0	0.0	148	82.7	28	15.6	3	1.7	0	0.0
11:00	197	1	0.5	183	92.9	12	6.1	1	0.5	0	0.0
12:00	254	1	0.4	232	91.3	21	8.3	0	0.0	0	0.0
13:00	213	2	0.9	194	91.1	15	7.0	1	0.5	1	0.5
14:00	254	0	0.0	227	89.4	27	10.6	0	0.0	0	0.0
15:00	378	2	0.5	351	92.9	24	6.4	1	0.3	0	0.0
16:00	328	3	0.9	309	94.2	13	4.0	3	0.9	0	0.0
17:00	322	0	0.0	305	94.7	15	4.7	2	0.6	0	0.0
18:00	241	5	2.1	220	91.3	16	6.6	0	0.0	0	0.0
19:00	218	2	0.9	209	95.9	7	3.2	0	0.0	0	0.0
20:00	170	0	0.0	165	97.1	5	2.9	0	0.0	0	0.0
21:00	140	0	0.0	138	98.6	2	1.4	0	0.0	0	0.0
22:00	67	0	0.0	62	92.5	5	7.5	0	0.0	0	0.0
23:00	40	1	2.5	37	92.5	2	5.0	0	0.0	0	0.0
12H,7-19	3159	17	0.5	2899	91.8	224	7.1	18	0.6	1	0.0
16H,6-22	3774	20	0.5	3483	92.3	252	6.7	18	0.5	1	0.0
18H,6-24	3881	21	0.5	3582	92.3	259	6.7	18	0.5	1	0.0
24H,0-24	3971	22	0.6	3659	92.1	268	6.8	21	0.5	1	0.0

15600		TELFORD		Site No: 15600002		Location		Dawley Road, Telford			
Fri 19-Jun-26 to Thu 25-Jun-26				Channel: Southbound							
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Thu 25-Jun-26											
00:00	14	0	0.0	13	92.9	1	7.1	0	0.0	0	0.0
01:00	8	0	0.0	8	100.0	0	0.0	0	0.0	0	0.0
02:00	5	0	0.0	5	100.0	0	0.0	0	0.0	0	0.0
03:00	7	0	0.0	6	85.7	1	14.3	0	0.0	0	0.0
04:00	8	0	0.0	7	87.5	1	12.5	0	0.0	0	0.0
05:00	39	1	2.6	33	84.6	5	12.8	0	0.0	0	0.0
06:00	81	1	1.2	69	85.2	11	13.6	0	0.0	0	0.0
07:00	236	0	0.0	212	89.8	22	9.3	2	0.9	0	0.0
08:00	290	1	0.3	269	92.8	18	6.2	2	0.7	0	0.0
09:00	194	0	0.0	169	87.1	25	12.9	0	0.0	0	0.0
10:00	190	0	0.0	176	92.6	14	7.4	0	0.0	0	0.0
11:00	217	0	0.0	192	88.5	21	9.7	4	1.8	0	0.0
12:00	228	1	0.4	206	90.4	19	8.3	2	0.9	0	0.0
13:00	244	0	0.0	210	86.1	31	12.7	3	1.2	0	0.0
14:00	260	0	0.0	242	93.1	17	6.5	1	0.4	0	0.0
15:00	301	0	0.0	274	91.0	27	9.0	0	0.0	0	0.0
16:00	297	4	1.4	277	93.3	15	5.1	1	0.3	0	0.0
17:00	325	3	0.9	303	93.2	18	5.5	1	0.3	0	0.0
18:00	259	1	0.4	251	96.9	7	2.7	0	0.0	0	0.0
19:00	206	1	0.5	197	95.6	7	3.4	1	0.5	0	0.0
20:00	149	0	0.0	143	96.0	6	4.0	0	0.0	0	0.0
21:00	112	1	0.9	109	97.3	2	1.8	0	0.0	0	0.0
22:00	78	0	0.0	76	97.4	2	2.6	0	0.0	0	0.0
23:00	40	0	0.0	38	95.0	1	2.5	1	2.5	0	0.0
12H,7-19	3041	10	0.3	2781	91.5	234	7.7	16	0.5	0	0.0
16H,6-22	3589	13	0.4	3299	91.9	260	7.2	17	0.5	0	0.0
18H,6-24	3707	13	0.4	3413	92.1	263	7.1	18	0.5	0	0.0
24H,0-24	3788	14	0.4	3485	92.0	271	7.2	18	0.5	0	0.0

15600	TELFORD	Site No: 15600002	Location	Dawley Road, Telford
Fri 19-Jun-26 to Thu 25-Jun-26		Channel: Southbound		

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Daily Totals											
Fri 19-Jun-26	4520	36	0.8	4070	90.0	380	8.4	30	0.7	4	0.1
Sat 20-Jun-26	3387	16	0.5	3200	94.5	155	4.6	15	0.4	1	0.0
Sun 21-Jun-26	3041	21	0.7	2899	95.3	109	3.6	12	0.4	0	0.0
Mon 22-Jun-26	4347	33	0.8	3937	90.6	346	8.0	27	0.6	4	0.1
Tue 23-Jun-26	4714	24	0.5	4263	90.4	401	8.5	23	0.5	3	0.1
Wed 24-Jun-26	3971	22	0.6	3659	92.1	268	6.8	21	0.5	1	0.0
Thu 25-Jun-26	3788	14	0.4	3485	92.0	271	7.2	18	0.5	0	0.0
Total Vehicles											
[--]	27768	166	0.6	25513	92.1	1930	6.7	146	0.5	13	0.0



15600		TELFORD			Site No: 15600002					Location		Dawley Road, Telford				
Fri 19-Jun-26 to Thu 25-Jun-26					Channel: Southbound											
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	=>61
Fri 19-Jun-26																
00:00	17	50.8	41.4	10.1	0	0	0	1	0	3	8	0	2	1	1	1
01:00	11	45.3	40.3	9.9	0	0	0	0	2	1	4	2	1	0	0	1
02:00	5	-	37.5	11.4	0	0	1	0	0	0	2	1	1	0	0	0
03:00	10	51	46	7.6	0	0	0	0	0	0	2	5	1	1	0	1
04:00	10	46	40	6.4	0	0	0	0	0	4	1	3	2	0	0	0
05:00	38	55.3	47.7	7.5	0	0	0	0	0	0	9	8	8	8	3	2
06:00	78	49.8	44.2	6.2	0	0	0	0	0	0	27	29	13	4	3	2
07:00	241	45.7	40.6	5.4	0	0	0	0	2	39	99	69	21	10	1	0
08:00	414	42.9	37.4	5.8	0	0	4	13	30	88	185	81	9	4	0	0
09:00	218	45.9	40.8	5.5	0	0	0	0	1	28	104	53	25	3	3	1
10:00	247	43.8	39.2	4.1	0	0	0	0	2	45	125	68	7	0	0	0
11:00	272	44	38.8	5	0	0	0	0	13	58	120	66	13	1	1	0
12:00	274	44.7	39.2	6	1	0	0	0	9	61	119	58	16	7	2	1
13:00	296	44.8	39.9	5.3	0	0	0	0	5	48	147	67	20	6	2	1
14:00	341	43.4	38.6	4.6	0	0	0	1	7	76	176	62	16	3	0	0
15:00	423	42.9	38.2	5.2	0	0	1	2	15	109	202	78	10	2	2	2
16:00	410	43.6	38	5.4	0	0	0	2	29	108	163	88	17	1	1	1
17:00	404	43.4	38.3	4.9	0	0	0	1	17	105	177	88	11	5	0	0
18:00	225	45.6	40.2	6.1	0	0	0	0	3	49	86	57	22	3	2	3
19:00	179	48.2	41.3	6.8	0	0	0	1	5	33	49	51	29	7	2	2
20:00	155	48.4	41.8	6.4	0	0	0	0	0	22	62	32	32	3	0	4
21:00	125	47.2	40.7	6.1	0	0	0	1	4	18	47	32	16	7	0	0
22:00	82	45	37.6	7.5	0	1	3	1	5	21	23	19	9	0	0	0
23:00	45	43.6	34.7	8.5	0	2	1	2	7	15	6	9	3	0	0	0
12H,7-19	3765	44.1	38.9	5.4	1	0	5	19	133	814	1703	835	187	45	14	9
16H,6-22	4302	44.6	39.2	5.6	1	0	5	21	142	887	1888	979	277	66	19	17
18H,6-24	4429	44.6	39.2	5.7	1	3	9	24	154	923	1917	1007	289	66	19	17
24H,0-24	4520	44.8	39.3	5.8	1	3	10	25	156	931	1943	1026	304	76	23	22

15600		TELFORD			Site No: 15600002					Location		Dawley Road, Telford				
Fri 19-Jun-26 to Thu 25-Jun-26					Channel: Southbound											
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	=>61
Sat 20-Jun-26																
00:00	36	49.4	42.5	6.8	0	0	0	0	1	7	6	8	12	2	0	0
01:00	12	50.3	45.6	6.3	0	0	0	0	0	1	2	2	5	2	0	0
02:00	9	-	40.2	6.2	0	0	0	0	1	1	2	4	1	0	0	0
03:00	3	-	35.2	7.6	0	0	0	0	1	1	0	1	0	0	0	0
04:00	7	-	47.1	10.7	0	0	0	0	0	1	1	2	1	0	1	1
05:00	29	48.3	42.3	5.8	0	0	0	0	0	6	4	10	9	0	0	0
06:00	37	52.4	43.1	8.3	0	0	0	0	1	6	13	2	7	7	0	1
07:00	70	47.8	41.4	5.8	0	0	0	0	0	12	25	18	11	4	0	0
08:00	136	47.9	41.6	6.3	0	0	0	0	1	23	43	42	16	8	3	0
09:00	208	45.7	40.1	6	1	1	0	0	3	32	89	54	24	3	0	1
10:00	247	45.8	40.7	5.5	0	0	0	0	1	41	103	67	26	6	2	1
11:00	273	44.4	39.5	4.9	0	0	0	0	7	40	146	56	18	6	0	0
12:00	289	45.4	39.7	5.4	0	0	0	0	11	54	117	71	32	4	0	0
13:00	270	44.6	39.4	5.7	0	0	0	3	12	36	136	58	17	5	2	1
14:00	245	45	40.2	5.6	0	1	0	1	3	36	104	79	14	5	0	2
15:00	266	44.8	39.9	5	0	0	0	0	0	46	138	55	21	4	1	1
16:00	272	45.3	40.5	5.5	0	0	0	0	1	40	128	71	22	5	3	2
17:00	205	45.2	40.5	5.2	0	0	0	0	2	25	97	59	14	6	2	0
18:00	201	45.7	40.2	6	0	0	0	0	3	46	72	53	21	2	2	2
19:00	174	47.8	41.1	7.2	0	0	0	1	6	35	48	49	24	5	2	4
20:00	137	47.5	41.2	6.3	0	0	0	0	0	27	48	34	23	2	0	3
21:00	121	45.5	40.2	5.5	0	0	0	1	3	19	46	37	12	3	0	0
22:00	83	43.4	37.7	6.4	0	1	1	1	4	21	34	17	3	0	1	0
23:00	57	43.2	34.6	7.8	0	2	1	1	12	21	7	9	4	0	0	0
12H,7-19	2682	45.4	40.2	5.5	1	2	0	4	44	431	1198	683	236	58	15	10
16H,6-22	3151	45.6	40.3	5.7	1	2	0	6	54	518	1353	805	302	75	17	18
18H,6-24	3291	45.6	40.1	5.9	1	5	2	8	70	560	1394	831	309	75	18	18
24H,0-24	3387	45.7	40.2	5.9	1	5	2	8	73	577	1409	858	337	79	19	19

15600					TELFORD					Site No: 15600002					Location					Dawley Road, Telford				
Fri 19-Jun-26 to Thu 25-Jun-26					Channel: Southbound																			
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	=>61								
Sun 21-Jun-26																								
00:00	82	49.5	42.1	6.8	0	0	0	0	1	15	26	12	22	4	2	0								
01:00	27	46.5	39.8	5.8	0	0	0	0	2	3	13	4	5	0	0	0								
02:00	16	51.3	41.3	9.4	0	0	0	0	2	3	5	0	3	2	1	0								
03:00	9	-	42.4	5.6	0	0	0	0	0	1	2	5	0	1	0	0								
04:00	15	45.5	42.2	4.2	0	0	0	0	0	1	4	8	2	0	0	0								
05:00	18	-	45.2	10.2	0	0	0	0	0	3	5	3	3	1	0	3								
06:00	22	51.3	40.5	9.7	0	0	0	1	0	9	3	3	2	3	0	1								
07:00	55	44.9	39.7	6.7	0	0	0	0	1	14	25	8	3	1	3	0								
08:00	77	44.3	39.6	5.2	0	0	0	0	1	15	35	21	4	0	0	1								
09:00	145	45.6	40.7	5.6	0	0	0	0	3	20	59	44	12	5	2	0								
10:00	183	46.6	41	5.7	0	0	0	0	2	25	78	47	25	3	2	1								
11:00	225	44.3	39.1	5	0	0	0	0	8	47	99	56	13	1	1	0								
12:00	230	43.7	38.8	4.9	1	0	0	1	5	41	117	56	8	1	0	0								
13:00	273	45.5	40.1	6.2	0	1	0	1	5	45	121	65	27	2	2	4								
14:00	236	44.8	40	4.8	0	0	0	0	1	37	113	64	16	4	1	0								
15:00	219	45.8	40.9	5.6	0	0	0	0	4	27	94	63	17	13	1	0								
16:00	241	45.8	40.7	5.7	1	0	0	0	2	38	87	79	26	7	1	0								
17:00	218	45.9	40.8	5	0	0	0	0	1	23	109	53	25	7	0	0								
18:00	210	46.2	41.1	5.4	0	0	0	0	1	27	88	61	23	8	2	0								
19:00	195	45	40.3	4.6	0	0	0	0	1	29	83	66	14	2	0	0								
20:00	127	48.2	42.3	6.4	0	0	0	0	0	20	33	48	15	8	1	2								
21:00	124	45.8	41.1	6.4	0	0	0	0	2	14	60	30	9	5	1	3								
22:00	62	46.8	40.5	6.5	0	0	0	0	2	13	21	15	8	1	2	0								
23:00	32	49.4	42.1	6.7	0	0	0	0	1	4	10	9	4	4	0	0								
12H,7-19	2312	45.4	40.3	5.5	2	1	0	2	34	359	1025	617	199	52	15	6								
16H,6-22	2780	45.5	40.4	5.6	2	1	0	3	37	431	1204	764	239	70	17	12								
18H,6-24	2874	45.5	40.4	5.6	2	1	0	3	40	448	1235	788	251	75	19	12								
24H,0-24	3041	45.7	40.5	5.7	2	1	0	3	45	474	1290	820	286	83	22	15								

15600		TELFORD			Site No: 15600002					Location		Dawley Road, Telford				
Fri 19-Jun-26 to Thu 25-Jun-26					Channel: Southbound											
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	=>61
Mon 22-Jun-26																
00:00	15	51.4	42.5	7	0	0	0	0	0	2	6	3	1	3	0	0
01:00	5	-	49.5	12.9	0	0	0	0	0	1	1	0	0	1	1	1
02:00	8	-	43.5	5.5	0	0	0	0	0	1	1	3	3	0	0	0
03:00	1	-	43.5	-	0	0	0	0	0	0	0	1	0	0	0	0
04:00	6	-	42.7	6	0	0	0	0	0	1	1	2	2	0	0	0
05:00	28	54.3	45.5	10.5	0	1	0	0	0	2	5	7	7	2	1	3
06:00	63	51.7	43.5	6.9	0	0	0	0	0	2	30	12	8	8	2	1
07:00	214	46	41.4	5.4	0	0	0	0	3	21	83	75	24	6	1	1
08:00	285	45.6	40.5	5.3	0	0	0	0	4	41	122	82	29	4	2	1
09:00	225	45.8	40.8	5.3	0	0	0	0	1	28	104	60	26	3	2	1
10:00	237	44	39.3	4.2	0	0	0	0	1	46	115	65	10	0	0	0
11:00	285	44	38.9	4.9	0	0	0	0	11	60	129	69	14	1	1	0
12:00	271	44	38.7	5.4	1	0	0	0	8	67	117	62	12	3	1	0
13:00	290	44.5	39.7	5.1	0	0	0	0	3	50	149	62	18	6	1	1
14:00	339	43.3	38.6	4.7	0	0	0	2	6	78	174	60	15	4	0	0
15:00	419	43.2	38.3	5.3	0	0	1	2	17	104	196	82	11	2	2	2
16:00	423	43.7	38.2	5.4	0	0	0	3	26	106	174	92	19	1	1	1
17:00	428	43.4	38.2	4.8	0	0	0	1	19	115	182	97	11	3	0	0
18:00	238	45.1	39.8	5.8	0	0	0	0	3	60	86	65	18	2	1	3
19:00	172	48.4	41.6	6.7	0	0	0	1	6	29	39	58	26	11	2	0
20:00	150	48.2	41.8	6.3	0	0	0	0	0	20	61	33	30	2	0	4
21:00	116	48.4	40.9	6.7	0	0	0	1	5	20	36	28	17	9	0	0
22:00	76	46.4	37.9	8.2	0	1	4	1	3	20	19	15	13	0	0	0
23:00	53	43.7	34.8	8.8	0	3	1	3	7	15	9	12	3	0	0	0
12H,7-19	3654	44.4	39.1	5.2	1	0	1	8	102	776	1631	871	207	35	12	10
16H,6-22	4155	44.8	39.5	5.5	1	0	1	10	113	847	1797	1002	288	65	16	15
18H,6-24	4284	44.8	39.4	5.6	1	4	6	14	123	882	1825	1029	304	65	16	15
24H,0-24	4347	44.9	39.5	5.7	1	5	6	14	123	889	1839	1045	317	71	18	19

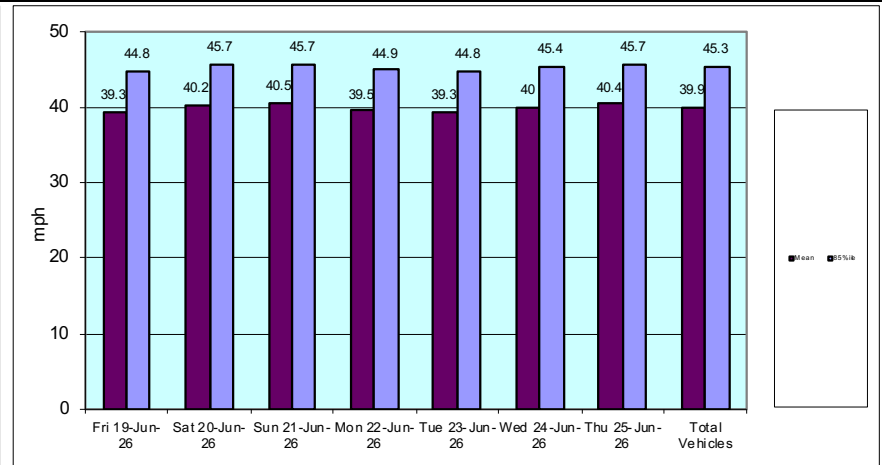
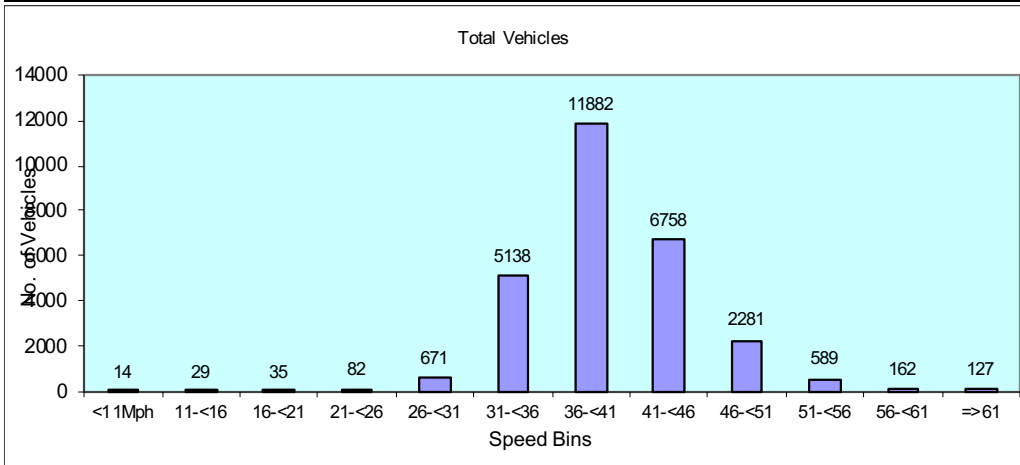
15600		TELFORD			Site No: 15600002				Location		Dawley Road, Telford					
Fri 19-Jun-26 to Thu 25-Jun-26					Channel: Southbound											
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	=>61
Tue 23-Jun-26																
00:00	10	-	45	11.9	0	0	0	0	1	1	3	0	3	0	0	2
01:00	8	-	42.3	7.1	0	0	0	0	0	1	4	0	2	1	0	0
02:00	6	-	40.2	9.9	0	0	0	0	0	3	1	1	0	0	1	0
03:00	10	51	46	8	0	0	0	0	1	0	0	4	3	1	1	0
04:00	13	47.4	41.6	7.1	0	0	0	0	0	2	6	2	2	0	1	0
05:00	47	55.7	46.4	10	0	1	0	0	0	2	15	4	9	9	3	4
06:00	79	47.1	40.7	6.5	0	0	0	0	4	13	27	20	12	2	0	1
07:00	234	45.4	40.7	5.1	0	0	0	0	2	32	95	78	18	9	0	0
08:00	285	45.4	39.6	6.4	2	4	0	0	1	50	118	76	31	3	0	0
09:00	189	45.9	41.3	5.8	0	0	0	0	0	18	94	49	14	10	2	2
10:00	271	42.6	37.7	5.2	1	0	0	1	17	65	129	53	4	0	0	1
11:00	272	45	38.9	6.3	0	0	0	2	9	83	100	46	16	14	1	1
12:00	277	43.8	38.5	5.7	0	3	4	0	9	43	141	63	13	1	0	0
13:00	310	44.2	38.8	5.3	0	0	0	0	3	95	131	53	22	4	1	1
14:00	315	43.7	38.5	4.9	0	0	0	1	12	74	147	61	19	1	0	0
15:00	390	42.1	37.4	4.9	0	0	1	0	26	114	177	57	14	1	0	0
16:00	421	43.3	37.9	5.8	0	0	0	4	20	133	175	55	26	5	0	3
17:00	402	44.4	39.4	4.7	0	0	0	0	5	74	198	95	26	3	1	0
18:00	330	44.5	39.3	5.4	0	0	0	1	2	77	160	57	21	9	3	0
19:00	317	45	40.3	4.9	0	0	0	0	6	42	136	105	24	3	0	1
20:00	203	45.6	40.9	5.2	0	0	0	0	2	19	97	59	16	9	1	0
21:00	163	45.1	40	4.8	0	0	0	0	0	30	72	44	16	0	1	0
22:00	104	46.4	40.7	6.3	0	0	0	0	2	19	42	24	11	2	4	0
23:00	58	48.4	42.2	6.9	0	0	0	0	0	8	22	15	8	1	3	1
12H,7-19	3696	44.3	38.9	5.5	3	7	5	9	106	858	1665	743	224	60	8	8
16H,6-22	4458	44.5	39.1	5.5	3	7	5	9	118	962	1997	971	292	74	10	10
18H,6-24	4620	44.6	39.2	5.6	3	7	5	9	120	989	2061	1010	311	77	17	11
24H,0-24	4714	44.8	39.3	5.7	3	8	5	9	122	998	2090	1021	330	88	23	17

15600		TELFORD			Site No: 15600002					Location		Dawley Road, Telford				
Fri 19-Jun-26 to Thu 25-Jun-26					Channel: Southbound											
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	=>61
Wed 24-Jun-26																
00:00	15	49.3	41.5	9.5	0	0	0	0	2	2	5	0	5	0	0	1
01:00	7	-	40.6	5.8	0	0	0	0	0	1	4	0	2	0	0	0
02:00	6	-	40.2	9.9	0	0	0	0	0	3	1	1	0	0	1	0
03:00	6	-	44.3	8.7	0	0	0	0	1	0	0	2	2	1	0	0
04:00	10	48.5	42.5	7.9	0	0	0	0	0	2	3	2	2	0	1	0
05:00	46	54.3	44.2	9.3	0	1	0	0	0	3	18	6	6	7	4	1
06:00	87	46.6	40	6.6	0	0	0	0	7	14	32	19	12	2	0	1
07:00	231	45.8	39.5	7.4	1	0	3	4	15	31	91	53	24	4	3	2
08:00	361	45.6	40.5	5.4	0	0	0	3	3	46	160	103	34	11	0	1
09:00	201	45.2	40.5	5.2	0	0	0	0	3	31	77	71	14	3	2	0
10:00	179	45.6	40	6.4	0	0	0	1	7	31	78	38	15	4	4	1
11:00	197	45.3	40	5.5	0	0	0	0	1	45	74	55	16	4	2	0
12:00	254	44.7	39.6	5.5	0	0	0	0	1	58	121	48	17	6	1	2
13:00	213	44.9	37.9	8.2	3	0	8	7	7	42	77	47	14	6	2	0
14:00	254	44.9	39.7	5.1	0	0	0	0	2	53	110	64	21	3	0	1
15:00	378	44.6	39.5	5.2	0	0	0	0	9	71	176	89	21	12	0	0
16:00	328	45.3	40.6	5.2	0	0	0	0	0	49	147	96	26	6	2	2
17:00	322	44.7	39.5	5	0	0	0	0	6	62	154	70	24	6	0	0
18:00	241	45.5	40.6	5.8	0	0	0	2	4	31	104	71	19	5	4	1
19:00	218	45.7	40.6	5.3	0	0	0	0	0	39	85	65	23	5	0	1
20:00	170	45.7	40.6	5.3	0	0	0	0	1	25	74	47	17	5	1	0
21:00	140	45.5	39.8	5.6	0	0	0	2	4	22	60	34	17	0	1	0
22:00	67	43.9	38.7	5.4	0	0	0	0	3	16	30	13	3	2	0	0
23:00	40	44.1	38.1	6.2	0	0	0	0	1	17	13	4	4	0	1	0
12H,7-19	3159	45.2	39.8	5.8	4	0	11	17	58	550	1369	805	245	70	20	10
16H,6-22	3774	45.3	39.9	5.8	4	0	11	19	70	650	1620	970	314	82	22	12
18H,6-24	3881	45.3	39.9	5.8	4	0	11	19	74	683	1663	987	321	84	23	12
24H,0-24	3971	45.4	40	5.9	4	1	11	19	77	694	1694	998	338	92	29	14

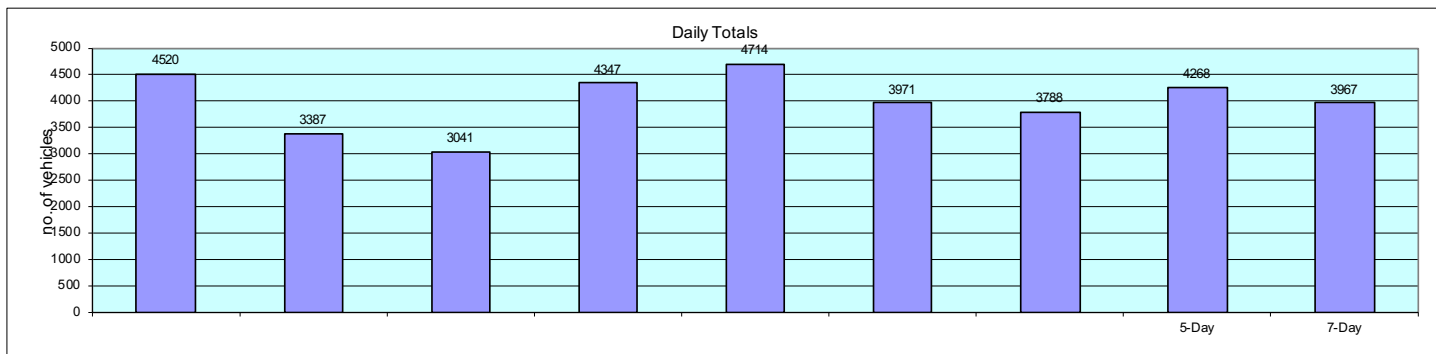
15600		TELFORD			Site No: 15600002					Location		Dawley Road, Telford				
Fri 19-Jun-26 to Thu 25-Jun-26					Channel: Southbound											
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	=>61
Thu 25-Jun-26																
00:00	14	50.4	44.6	10.3	0	0	0	0	1	1	5	0	5	0	0	2
01:00	8	-	44.1	7.9	0	0	0	0	0	1	3	0	2	2	0	0
02:00	5	-	43.5	9.4	0	0	0	0	0	1	1	2	0	0	1	0
03:00	7	-	46.4	9.6	0	0	0	0	1	0	0	2	2	1	1	0
04:00	8	-	42.3	8	0	0	0	0	0	1	4	1	1	0	1	0
05:00	39	55.1	46.2	10.2	0	1	0	0	0	2	10	7	7	6	2	4
06:00	81	48	41.2	6.5	0	0	0	0	4	10	30	18	16	2	0	1
07:00	236	45.9	41.1	5.6	0	0	0	0	3	32	90	76	22	12	0	1
08:00	290	45.3	39.6	6.6	2	5	0	0	1	47	127	75	28	4	0	1
09:00	194	45.9	41.5	5.7	0	0	0	0	0	18	90	57	16	8	3	2
10:00	190	45.4	40.7	4.8	0	0	0	0	0	17	101	49	19	3	0	1
11:00	217	45.4	40.4	5.4	0	0	0	0	6	27	97	61	21	3	1	1
12:00	228	44.6	39.6	4.9	0	0	0	0	4	46	96	66	12	4	0	0
13:00	244	45.1	40.2	5.4	0	0	0	0	5	34	121	57	16	8	3	0
14:00	260	45.2	40.1	5.3	0	0	0	0	2	42	130	55	21	8	2	0
15:00	301	45.7	40	5.3	0	0	0	0	6	49	141	63	37	4	1	0
16:00	297	45.4	40	5.5	0	0	0	0	14	41	122	86	30	2	1	1
17:00	325	45.2	40.6	4.7	0	0	0	0	0	40	147	106	24	7	1	0
18:00	259	45.4	40.3	5.5	0	0	0	0	3	45	109	72	23	2	4	1
19:00	206	46.4	40.8	6.3	0	0	0	1	4	35	75	58	19	11	2	1
20:00	149	47.9	40.3	7.4	0	0	0	2	9	30	47	30	22	3	5	1
21:00	112	45.8	40.3	6.1	0	0	0	0	2	24	41	29	10	5	0	1
22:00	78	48.2	39.9	7.8	0	0	0	0	5	24	20	12	11	4	0	2
23:00	40	46.5	38.6	8.7	0	0	1	1	5	8	10	8	5	1	0	1
12H,7-19	3041	45.4	40.3	5.4	2	5	0	0	44	438	1371	823	269	65	16	8
16H,6-22	3589	45.6	40.4	5.6	2	5	0	3	63	537	1564	958	336	86	23	12
18H,6-24	3707	45.6	40.3	5.7	2	5	1	4	73	569	1594	978	352	91	23	15
24H,0-24	3788	45.7	40.4	5.9	2	6	1	4	75	575	1617	990	369	100	28	21

15600 TELFORD Site No: 15600002 Location Dawley Road, Telford
 Fri 19-Jun-26 to Thu 25-Jun-26 Channel: Southbound

Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	=>61
Daily Totals																
Fri 19-Jun-26	4520	44.8	39.3	5.8	1	3	10	25	156	931	1943	1026	304	76	23	22
Sat 20-Jun-26	3387	45.7	40.2	5.9	1	5	2	8	73	577	1409	858	337	79	19	19
Sun 21-Jun-26	3041	45.7	40.5	5.7	2	1	0	3	45	474	1290	820	286	83	22	15
Mon 22-Jun-26	4347	44.9	39.5	5.7	1	5	6	14	123	889	1839	1045	317	71	18	19
Tue 23-Jun-26	4714	44.8	39.3	5.7	3	8	5	9	122	998	2090	1021	330	88	23	17
Wed 24-Jun-26	3971	45.4	40	5.9	4	1	11	19	77	694	1694	998	338	92	29	14
Thu 25-Jun-26	3788	45.7	40.4	5.9	2	6	1	4	75	575	1617	990	369	100	28	21
Total Vehicles																
[--]	27768	45.3	39.9	5.8	14	29	35	82	671	5138	11882	6758	2281	589	162	127



15600	TELFORD		Site No: 15600002		Location		Dawley Road, Telford		
			Channel: Southbound						
TIME PERIOD	Fri 19-Jun-26	Sat 20-Jun-26	Sun 21-Jun-26	Mon 22-Jun-26	Tue 23-Jun-26	Wed 24-Jun-26	Thu 25-Jun-26	5-Day Av	7-Day Av
Week Begin: 19-Jun-26									
00:00	17	36	82	15	10	15	14	14	27
01:00	11	12	27	5	8	7	8	8	11
02:00	5	9	16	8	6	6	5	6	8
03:00	10	3	9	1	10	6	7	7	7
04:00	10	7	15	6	13	10	8	9	10
05:00	38	29	18	28	47	46	39	40	35
06:00	78	37	22	63	79	87	81	78	64
07:00	241	70	55	237	234	231	236	231	183
08:00	414	136	77	285	285	361	290	327	264
09:00	218	208	145	225	189	201	194	205	197
10:00	247	247	183	237	271	179	190	225	222
11:00	272	273	225	285	272	197	217	249	249
12:00	274	289	230	271	277	254	228	261	260
13:00	296	270	273	290	310	213	244	271	271
14:00	341	245	236	339	315	254	260	302	284
15:00	423	266	219	419	390	378	301	382	342
16:00	410	272	241	423	421	328	297	376	342
17:00	404	205	218	428	402	322	325	376	329
18:00	225	201	210	238	330	241	259	259	243
19:00	179	174	195	172	317	218	206	218	209
20:00	155	137	127	150	203	170	149	165	156
21:00	125	121	124	116	163	140	112	131	129
22:00	82	83	62	76	104	67	78	81	79
23:00	45	57	32	53	58	40	40	47	46
12H 7-19	3765	2682	2312	3654	3696	3159	3041	3463	3187
16H 6-22	4302	3151	2780	4155	4458	3774	3589	4056	3744
18H 6-24	4429	3291	2874	4284	4620	3881	3707	4184	3869
24H 0-24	4520	3387	3041	4347	4714	3971	3788	4268	3967
Am	08:00	11:00	11:00	11:00	08:00	08:00	08:00		
Peak	414	273	225	285	285	361	290		
Pm	15:00	12:00	13:00	17:00	16:00	15:00	17:00		
Peak	423	289	273	428	421	378	325		



Classification Schemes

Scheme F Classification Scheme (Non-metric)

Scheme F is an attempt to implement the FWHA's visual classification scheme as an axle-based classification scheme. This is one of several interpretations.

Class	Vehicle Type	No. of Axles	Axle spacing in feet				
			Axle 1 to 2	Axle 2 to 3	Axle 3 to 4	Axle 4 to 5	Axle 5 to 6
1	motorcycle	2	<6.0				
2	passenger car	2	6.0 - 10.0				
	car + 1 axle trailer	3	<10.0	10.0 - 18.0			
	car + 2 axle trailer	4	<10.0		<3.5		
3	pickup	2	10.0 - 15.0				
	pickup + 1 axle trailer	3	10.0 - 15.0	10.0 - 18.0			
	pickup + 2 axle trailer	4	10.0 - 15.0		<3.5		
	pickup + 3 axle trailer	5	9.9 - 15.0			<3.5	
4	Traditional bus/coach	2	>20.0				
	Traditional bus/coach	3	>19.0				
5	single unit truck/bus - dual rear axle	2	14.9 - 20.0			<3.5	
6	3 axle truck	3		<18.0			
7	4 axle truck	4					
8	2S1	3		>18.0			
	2S2	4		>5.0	>3.5		
	3S1	4		<5.0	>10.0		
9	3S2	5		<6.1		3.5 - 8.0	
	5 axle combination	5					
10	6 axle combination	6			3.5 - 5.0		
	3S3	6					
11	2S1-2	5		>6.0			
12	3S1-2	6					>10.0
13	truck	7 or more					

APPENDIX G

Modelling Outputs

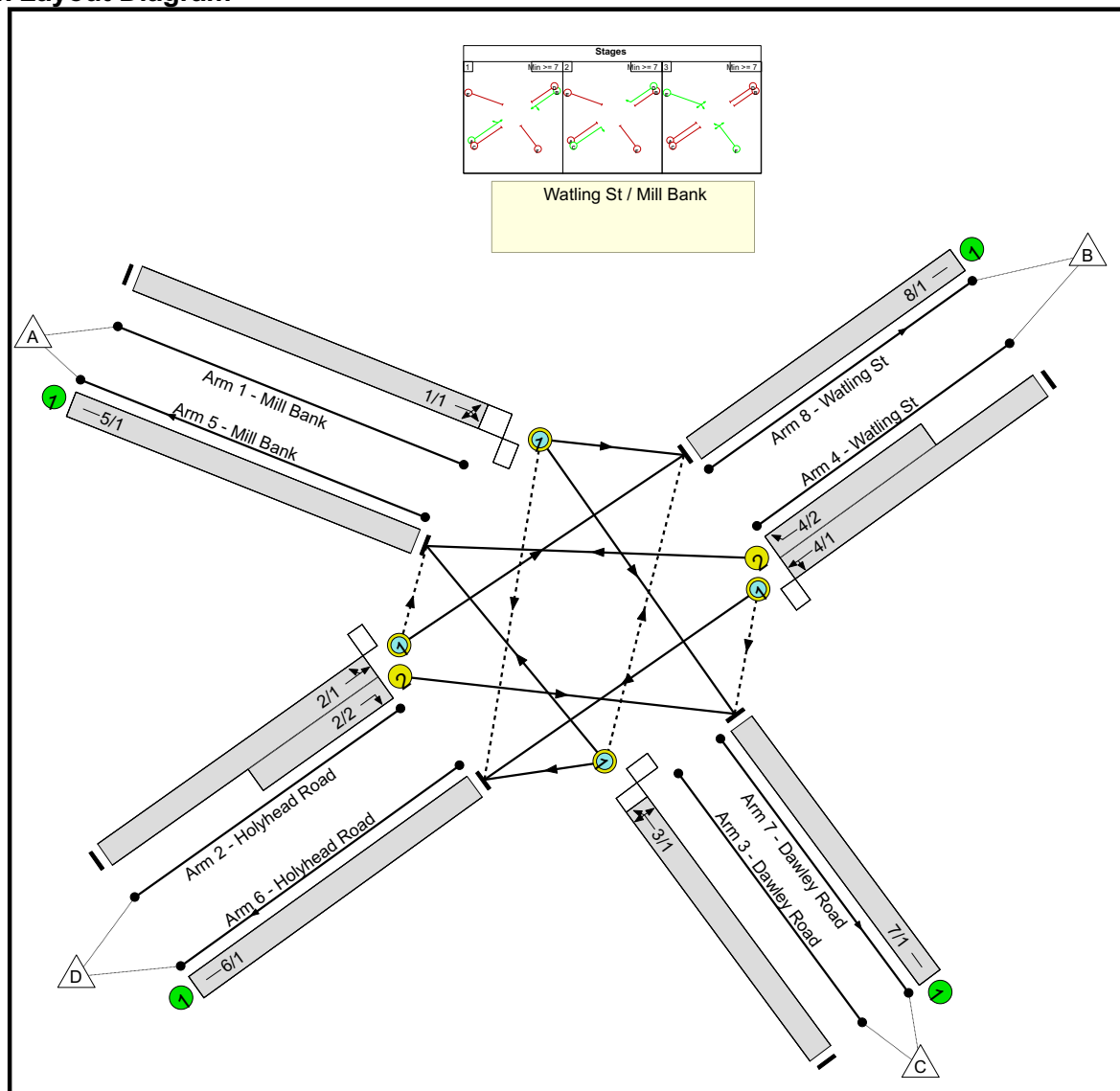
Detailed Input Data And Results

Detailed Input Data And Results

User and Project Details

Project:	
Title:	Watling St / Mill Bank signals
Location:	
Additional detail:	
File name:	Linsig - Cock Hotel_al.lsg3x
Author:	
Company:	
Address:	
Linsig Version:	3, 3, 2, 0

Network Layout Diagram



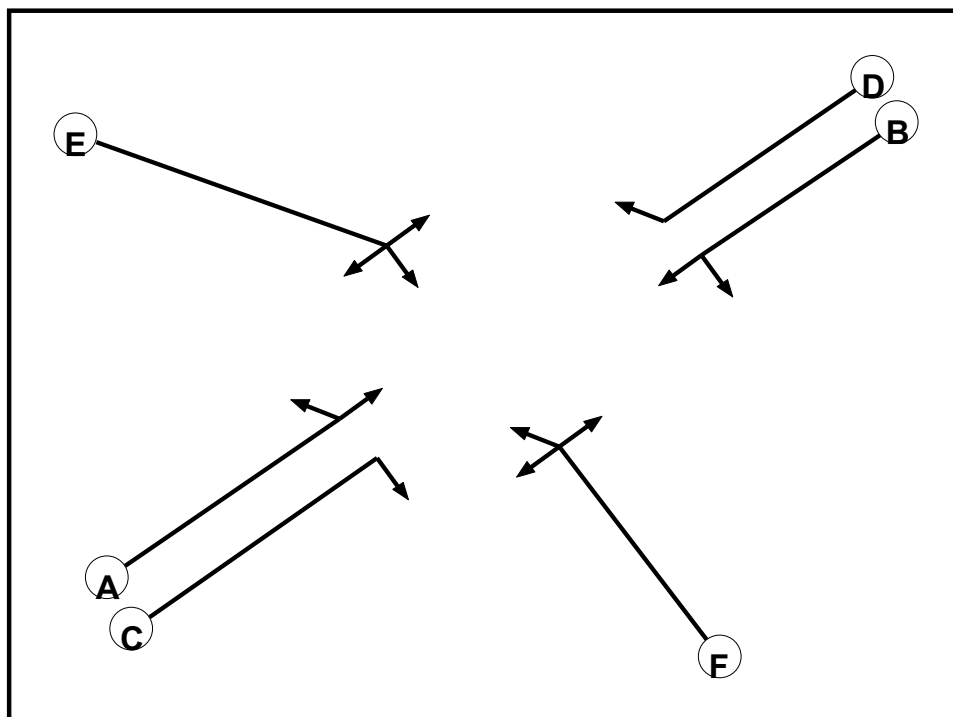
Scenarios

Number	Scenario Name	Flow Group	Network Control Plan	Time	Cycle Time (s)	PRC (%)	Delay (pcuHr)
1	1	2026 AM Base	Network Control Plan 1	08:00 - 09:00	70	10.2	18.16
2	2	2026 PM Base	Network Control Plan 1	17:00 - 18:00	70	1.0	20.80
3	3	2031 AM Reference	Network Control Plan 1	08:00 - 09:00	70	4.3	20.72
4	4	2031 PM Reference	Network Control Plan 1	17:00 - 18:00	72	-1.2	24.75
5	5	2031 PM Reference + Dev	Network Control Plan 1	17:00 - 18:00	70	0.9	21.75
6	6	2031 PM Reference + Dev	Network Control Plan 1	17:00 - 18:00	72	-2.5	27.81

Controller Summary

Controller	Type	SCN	Stage Stream	Num Phases	Num Stages	Controls Junctions	Controller Notes
C1 - Watling St/ Mill Bank	Pek	WE007	Stage Stream 1	6	3	Watling St / Mill Bank	

Phase Diagram



Phase Input Data

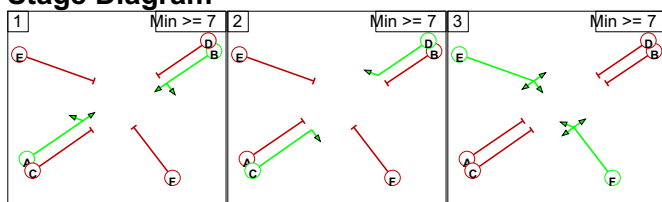
Phase Name	Phase Type	Assoc. Phase	Street Min (s)	Cont Min (s)
A	Traffic		7	7
B	Traffic		7	7
C	Traffic		7	7
D	Traffic		7	7
E	Traffic		7	7
F	Traffic		7	7

Phase Intergreens Matrix

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

Phases in Stage

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

Stage Diagram**Phase Delays**

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

Prohibited Stage Change

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

Lane Input Data

Junction: Watling St / Mill Bank												
Lane	Lane Type	Phases	Start Disp. (s)	End Disp. (s)	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient (%)	Nearside Lane	Turns	Turning Radius (m)
1/1 (Mill Bank)	O	E	2	3	60.0	User	1800	-	-	-	-	-
2/1 (Holyhead Road)	O	A	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 5 Left	8.00
											Arm 8 Ahead	Inf
2/2 (Holyhead Road)	U	C	2	3	9.2	Geom	-	3.00	0.00	Y	Arm 7 Right	12.00
3/1 (Dawley Road)	O	F	2	3	60.0	User	1800	-	-	-	-	-
4/1 (Watling St)	O	B	2	3	60.0	User	1800	-	-	-	-	-
4/2 (Watling St)	U	D	2	3	11.1	User	1800	-	-	-	-	-
5/1 (Mill Bank)	U		2	3	60.0	Geom	-	3.00	0.00	Y		
6/1 (Holyhead Road)	U		2	3	60.0	Geom	-	3.00	0.00	Y		
7/1 (Dawley Road)	U		2	3	60.0	Geom	-	3.00	0.00	Y		
8/1 (Watling St)	U		2	3	60.0	Geom	-	3.00	0.00	Y		

Give-Way Lane Input Data

Junction: Watling St / Mill Bank											
Lane	Movement	Max Flow when Giving Way (PCU/Hr)	Min Flow when Giving Way (PCU/Hr)	Opposing Lane	Opp. Lane Coeff.	Opp. Mvmnts.	Right Turn Storage (PCU)	Non-Blocking Storage (PCU)	RTF	Right Turn Move up (s)	Max Turns in Intergreen (PCU)
1/1 (Mill Bank)	6/1 (Right)	1439	0	3/1	1.09	To 5/1 (Ahead) To 6/1 (Left)	2.50	1.00	0.50	3	2.50
2/1 (Holyhead Road)	5/1 (Left)	1000	0	4/2	0.50	All	1.00	1.00	0.50	1	1.00
				3/1	0.50	To 5/1 (Ahead)					
3/1 (Dawley Road)	8/1 (Right)	1439	0	1/1	1.09	To 7/1 (Ahead) To 8/1 (Left)	2.00	1.00	0.50	2	2.00
4/1 (Watling St)	7/1 (Left)	1000	0	2/2	0.50	All	1.00	1.00	0.50	1	1.00
				1/1	0.50	To 7/1 (Ahead)					

Lane Connector Input Data

Junction: Watling St / Mill Bank				
Org Lane	Dest Lane	Junction	Modelled Mean Cruise Time (s)	Platoon Dispersion
1/1	6/1	Internal	5	35
1/1	7/1	Internal	5	35
1/1	8/1	Internal	5	35
2/1	5/1	Internal	5	35
2/1	8/1	Internal	5	35
2/2	7/1	Internal	5	35
3/1	5/1	Internal	5	35
3/1	6/1	Internal	5	35
3/1	8/1	Internal	5	35
4/1	6/1	Internal	5	35
4/1	7/1	Internal	5	35
4/2	5/1	Internal	5	35

Scenario 1: '1' (FG1: '2026 AM Base', Plan 1: 'Network Control Plan 1')

Lane Saturation Flows

Junction: Watling St / Mill Bank								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Mill Bank Lane 1)	This lane uses a directly entered Saturation Flow						1887	1887
2/1 (Holyhead Road)	3.00	0.00	Y	Arm 5 Left	8.00	4.7 %	1898	1898
				Arm 8 Ahead	Inf	95.3 %		
2/2 (Holyhead Road)	3.00	0.00	Y	Arm 7 Right	12.00	100.0 %	1702	1702
3/1 (Dawley Road Lane 1)	This lane uses a directly entered Saturation Flow						1649	1649
4/1 (Watling St Lane 1)	This lane uses a directly entered Saturation Flow						1897	1897
4/2 (Watling St Lane 2)	This lane uses a directly entered Saturation Flow						1870	1870
5/1 (Mill Bank)	3.00	0.00	Y				1915	1915
6/1 (Holyhead Road)	3.00	0.00	Y				1915	1915
7/1 (Dawley Road)	3.00	0.00	Y				1915	1915
8/1 (Watling St)	3.00	0.00	Y				1915	1915

Bonus Green Times

No Bonus Greens are defined For Scenario 1

Scenario 2: '2' (FG2: '2026 PM Base', Plan 1: 'Network Control Plan 1')**Lane Saturation Flows**

Junction: Watling St / Mill Bank								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Mill Bank Lane 1)	This lane uses a directly entered Saturation Flow						1748	1748
2/1 (Holyhead Road)	3.00	0.00	Y	Arm 5 Left Arm 8 Ahead	8.00 Inf	10.6 % 89.4 %	1878	1878
2/2 (Holyhead Road)	3.00	0.00	Y	Arm 7 Right	12.00	100.0 %	1702	1702
3/1 (Dawley Road Lane 1)	This lane uses a directly entered Saturation Flow						1847	1847
4/1 (Watling St Lane 1)	This lane uses a directly entered Saturation Flow						1783	1783
4/2 (Watling St Lane 2)	This lane uses a directly entered Saturation Flow						1949	1949
5/1 (Mill Bank)	3.00	0.00	Y				1915	1915
6/1 (Holyhead Road)	3.00	0.00	Y				1915	1915
7/1 (Dawley Road)	3.00	0.00	Y				1915	1915
8/1 (Watling St)	3.00	0.00	Y				1915	1915

Bonus Green Times

No Bonus Greens are defined For Scenario 2

Scenario 3: '3' (FG3: '2031 AM Reference', Plan 1: 'Network Control Plan 1')**Lane Saturation Flows**

Junction: Watling St / Mill Bank								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Mill Bank Lane 1)	This lane uses a directly entered Saturation Flow						1887	1887
2/1 (Holyhead Road)	3.00	0.00	Y	Arm 5 Left Arm 8 Ahead	8.00 Inf	4.4 % 95.6 %	1899	1899
2/2 (Holyhead Road)	3.00	0.00	Y	Arm 7 Right	12.00	100.0 %	1702	1702
3/1 (Dawley Road Lane 1)	This lane uses a directly entered Saturation Flow						1649	1649
4/1 (Watling St Lane 1)	This lane uses a directly entered Saturation Flow						1897	1897
4/2 (Watling St Lane 2)	This lane uses a directly entered Saturation Flow						1870	1870
5/1 (Mill Bank)	3.00	0.00	Y				1915	1915
6/1 (Holyhead Road)	3.00	0.00	Y				1915	1915
7/1 (Dawley Road)	3.00	0.00	Y				1915	1915
8/1 (Watling St)	3.00	0.00	Y				1915	1915

Bonus Green Times

No Bonus Greens are defined For Scenario 3

Scenario 4: '4' (FG4: '2031 PM Reference', Plan 1: 'Network Control Plan 1')**Lane Saturation Flows**

Junction: Watling St / Mill Bank								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Mill Bank Lane 1)	This lane uses a directly entered Saturation Flow						1748	1748
2/1 (Holyhead Road)	3.00	0.00	Y	Arm 5 Left Arm 8 Ahead	8.00 Inf	10.6 % 89.4 %	1878	1878
2/2 (Holyhead Road)	3.00	0.00	Y	Arm 7 Right	12.00	100.0 %	1702	1702
3/1 (Dawley Road Lane 1)	This lane uses a directly entered Saturation Flow						1847	1847
4/1 (Watling St Lane 1)	This lane uses a directly entered Saturation Flow						1783	1783
4/2 (Watling St Lane 2)	This lane uses a directly entered Saturation Flow						1949	1949
5/1 (Mill Bank)	3.00	0.00	Y				1915	1915
6/1 (Holyhead Road)	3.00	0.00	Y				1915	1915
7/1 (Dawley Road)	3.00	0.00	Y				1915	1915
8/1 (Watling St)	3.00	0.00	Y				1915	1915

Bonus Green Times

No Bonus Greens are defined For Scenario 4

Scenario 5: '5' (FG5: '2031 PM Reference + Dev', Plan 1: 'Network Control Plan 1')**Lane Saturation Flows**

Junction: Watling St / Mill Bank								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Mill Bank Lane 1)	This lane uses a directly entered Saturation Flow						1748	1748
2/1 (Holyhead Road)	3.00	0.00	Y	Arm 5 Left Arm 8 Ahead	8.00 Inf	4.4 % 95.6 %	1899	1899
2/2 (Holyhead Road)	3.00	0.00	Y	Arm 7 Right	12.00	100.0 %	1702	1702
3/1 (Dawley Road Lane 1)	This lane uses a directly entered Saturation Flow						1847	1847
4/1 (Watling St Lane 1)	This lane uses a directly entered Saturation Flow						1783	1783
4/2 (Watling St Lane 2)	This lane uses a directly entered Saturation Flow						1949	1949
5/1 (Mill Bank)	3.00	0.00	Y				1915	1915
6/1 (Holyhead Road)	3.00	0.00	Y				1915	1915
7/1 (Dawley Road)	3.00	0.00	Y				1915	1915
8/1 (Watling St)	3.00	0.00	Y				1915	1915

Bonus Green Times

No Bonus Greens are defined For Scenario 5

Scenario 6: '6' (FG6: '2031 PM Reference + Dev', Plan 1: 'Network Control Plan 1')**Lane Saturation Flows**

Junction: Watling St / Mill Bank								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Mill Bank Lane 1)	This lane uses a directly entered Saturation Flow						1748	1748
2/1 (Holyhead Road)	3.00	0.00	Y	Arm 5 Left Arm 8 Ahead	8.00 Inf	10.6 % 89.4 %	1878	1878
2/2 (Holyhead Road)	3.00	0.00	Y	Arm 7 Right	12.00	100.0 %	1702	1702
3/1 (Dawley Road Lane 1)	This lane uses a directly entered Saturation Flow						1847	1847
4/1 (Watling St Lane 1)	This lane uses a directly entered Saturation Flow						1783	1783
4/2 (Watling St Lane 2)	This lane uses a directly entered Saturation Flow						1949	1949
5/1 (Mill Bank)	3.00	0.00	Y				1915	1915
6/1 (Holyhead Road)	3.00	0.00	Y				1915	1915
7/1 (Dawley Road)	3.00	0.00	Y				1915	1915
8/1 (Watling St)	3.00	0.00	Y				1915	1915

Bonus Green Times

No Bonus Greens are defined For Scenario 6

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2026 AM Base'	08:00	09:00	01:00	
2: '2026 PM Base'	17:00	18:00	01:00	
3: '2031 AM Reference'	08:00	09:00	01:00	
4: '2031 PM Reference'	17:00	18:00	01:00	
5: '2031 PM Reference + Dev'	17:00	18:00	01:00	
6: '2031 PM Reference + Dev'	17:00	18:00	01:00	

Traffic Flows, Desired**FG1: '2026 AM Base'****Desired Flow :**

Origin	Destination					
		A	B	C	D	Tot.
	A	0	221	171	4	396
	B	413	0	44	189	646
	C	283	49	0	105	437
	D	9	184	127	0	320
	Tot.	705	454	342	298	1799

FG2: '2026 PM Base'**Desired Flow :**

Origin	Destination					
		A	B	C	D	Tot.
	A	0	227	248	7	482
	B	397	0	115	176	688
	C	244	55	0	88	387
	D	20	168	139	0	327
	Tot.	661	450	502	271	1884

FG3: '2031 AM Reference'**Desired Flow :**

Origin	Destination					
		A	B	C	D	Tot.
	A	0	233	180	4	417
	B	436	0	46	199	681
	C	299	52	0	111	462
	D	9	194	134	0	337
	Tot.	744	479	360	314	1897

FG4: '2031 PM Reference'**Desired Flow :**

Origin	Destination					
		A	B	C	D	Tot.
	A	0	240	262	7	509
	B	419	0	121	186	726
	C	258	58	0	93	409
	D	21	177	147	0	345
	Tot.	698	475	530	286	1989

Detailed Input Data And Results

FG5: '2031 PM Reference + Dev'

Desired Flow :

Origin	Destination					
		A	B	C	D	Tot.
	A	0	233	182	4	419
	B	436	0	51	199	686
	C	301	64	0	118	483
	D	9	194	137	0	340
	Tot.	746	491	370	321	1928

FG6: '2031 PM Reference + Dev'

Desired Flow :

Origin	Destination					
		A	B	C	D	Tot.
	A	0	240	264	7	511
	B	419	0	132	186	737
	C	259	64	0	96	419
	D	21	177	153	0	351
	Tot.	699	481	549	289	2018

Scenario 1: '1' (FG1: '2026 AM Base', Plan 1: 'Network Control Plan 1')

Traffic Flows, Actual

Actual Flow :

Origin	Destination					
		A	B	C	D	Tot.
	A	0	221	171	4	396
	B	413	0	44	189	646
	C	283	49	0	105	437
	D	9	184	127	0	320
	Tot.	705	454	342	298	1799

Traffic Flows, Difference

Difference :

Origin	Destination					
		A	B	C	D	Tot.
	A	0	0	0	0	0
	B	0	0	0	0	0
	C	0	0	0	0	0
	D	0	0	0	0	0
	Tot.	0	0	0	0	0

Detailed Input Data And Results

Scenario 2: '2' (FG2: '2026 PM Base', Plan 1: 'Network Control Plan 1')

Traffic Flows, Actual

Actual Flow :

	Destination					
		A	B	C	D	Tot.
Origin	A	0	227	248	7	482
	B	397	0	115	176	688
	C	244	55	0	88	387
	D	20	168	139	0	327
	Tot.	661	450	502	271	1884

Traffic Flows, Difference

Difference :

	Destination					
		A	B	C	D	Tot.
Origin	A	0	0	0	0	0
	B	0	0	0	0	0
	C	0	0	0	0	0
	D	0	0	0	0	0
	Tot.	0	0	0	0	0

Scenario 3: '3' (FG3: '2031 AM Reference', Plan 1: 'Network Control Plan 1')

Traffic Flows, Actual

Actual Flow :

	Destination					
		A	B	C	D	Tot.
Origin	A	0	233	180	4	417
	B	436	0	46	199	681
	C	299	52	0	111	462
	D	9	194	134	0	337
	Tot.	744	479	360	314	1897

Traffic Flows, Difference

Difference :

	Destination					
		A	B	C	D	Tot.
Origin	A	0	0	0	0	0
	B	0	0	0	0	0
	C	0	0	0	0	0
	D	0	0	0	0	0
	Tot.	0	0	0	0	0

Detailed Input Data And Results

Scenario 4: '4' (FG4: '2031 PM Reference', Plan 1: 'Network Control Plan 1')

Traffic Flows, Actual

Actual Flow :

	Destination					
		A	B	C	D	Tot.
Origin	A	0	240	262	7	509
	B	419	0	121	186	726
	C	258	58	0	93	409
	D	21	177	147	0	345
	Tot.	698	475	530	286	1989

Traffic Flows, Difference

Difference :

	Destination					
		A	B	C	D	Tot.
Origin	A	0	0	0	0	0
	B	0	0	0	0	0
	C	0	0	0	0	0
	D	0	0	0	0	0
	Tot.	0	0	0	0	0

Scenario 5: '5' (FG5: '2031 PM Reference + Dev', Plan 1: 'Network Control Plan 1')

Traffic Flows, Actual

Actual Flow :

	Destination					
		A	B	C	D	Tot.
Origin	A	0	233	182	4	419
	B	436	0	51	199	686
	C	301	64	0	118	483
	D	9	194	137	0	340
	Tot.	746	491	370	321	1928

Traffic Flows, Difference

Difference :

	Destination					
		A	B	C	D	Tot.
Origin	A	0	0	0	0	0
	B	0	0	0	0	0
	C	0	0	0	0	0
	D	0	0	0	0	0
	Tot.	0	0	0	0	0

Detailed Input Data And Results

Scenario 6: '6' (FG6: '2031 PM Reference + Dev', Plan 1: 'Network Control Plan 1')

Traffic Flows, Actual

Actual Flow :

	Destination					
		A	B	C	D	Tot.
Origin	A	0	240	264	7	511
	B	419	0	132	186	737
	C	259	64	0	96	419
	D	21	177	153	0	351
	Tot.	699	481	549	289	2018

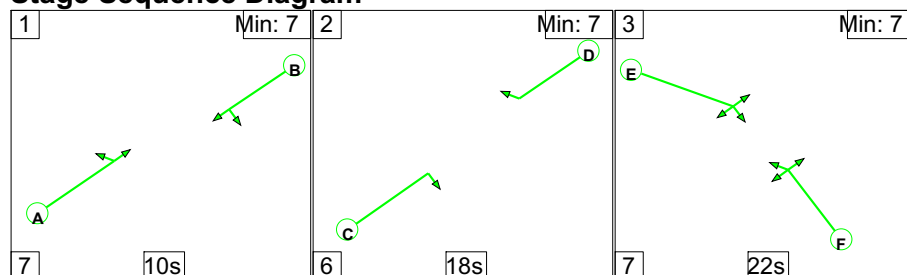
Traffic Flows, Difference

Difference :

	Destination					
		A	B	C	D	Tot.
Origin	A	0	0	0	0	0
	B	0	0	0	0	0
	C	0	0	0	0	0
	D	0	0	0	0	0
	Tot.	0	0	0	0	0

Traffic Lane Flows

Lane	Scenario 1: 1	Scenario 2: 2	Scenario 3: 3	Scenario 4: 4	Scenario 5: 5	Scenario 6: 6
Junction: Watling St / Mill Bank						
1/1	396	482	417	509	419	511
2/1 (with short)	320(In) 193(Out)	327(In) 188(Out)	337(In) 203(Out)	345(In) 198(Out)	340(In) 203(Out)	351(In) 198(Out)
2/2 (short)	127	139	134	147	137	153
3/1	437	387	462	409	483	419
4/1 (with short)	646(In) 233(Out)	688(In) 291(Out)	681(In) 245(Out)	726(In) 307(Out)	686(In) 250(Out)	737(In) 318(Out)
4/2 (short)	413	397	436	419	436	419
5/1	705	661	744	698	746	699
6/1	298	271	314	286	321	289
7/1	342	502	360	530	370	549
8/1	454	450	479	475	491	481

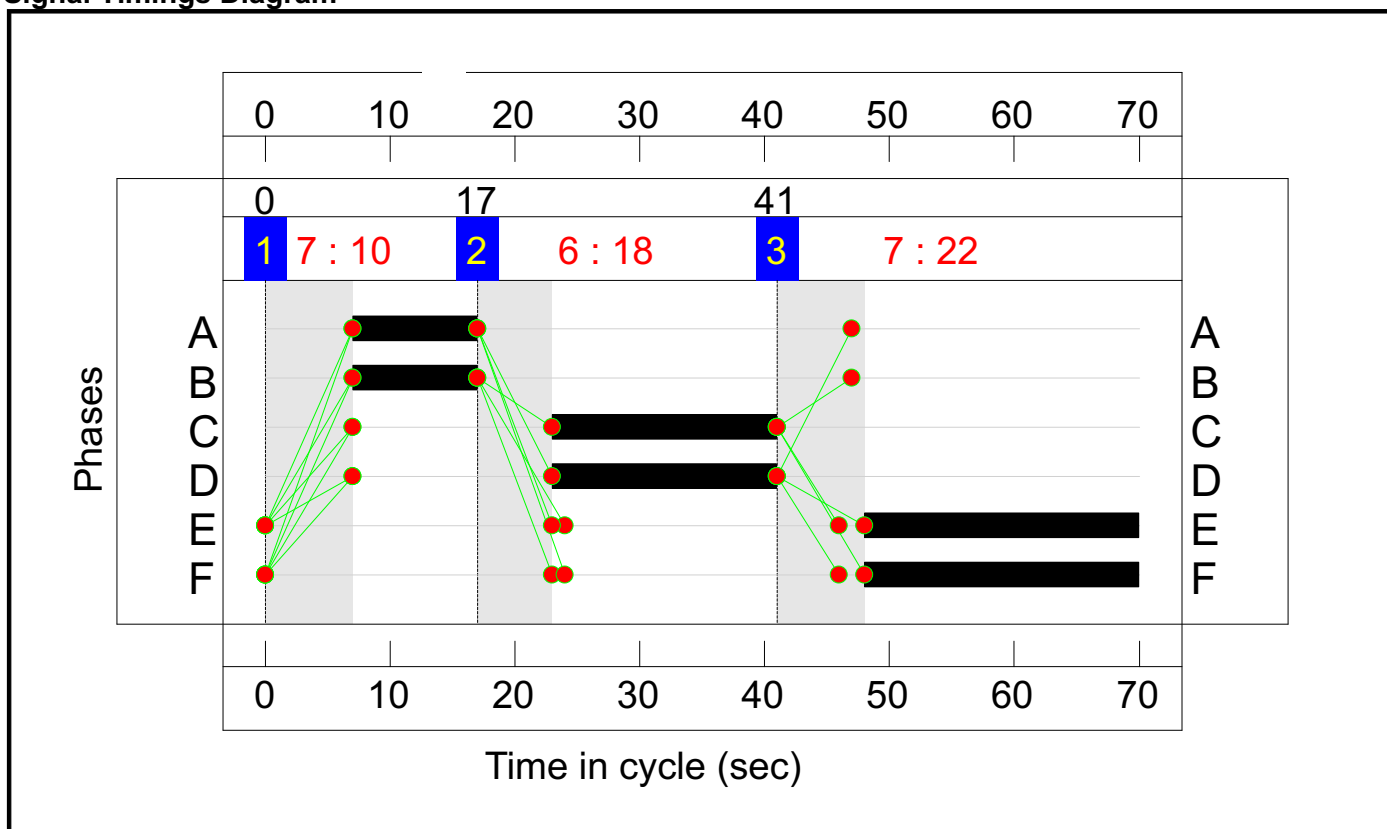
Scenario 1: '1' (FG1: '2026 AM Base', Plan 1: 'Network Control Plan 1')**Stage Sequence Diagram****Stage Timings**

Stage	1	2	3
Duration	10	18	22
Change Point	0	17	41

Phase Timings

Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	Holyhead Road Left Ahead Holyhead Road A&L	Traffic	10	7	17
B	Watling St Ahead Left Watling St A&L	Traffic	10	7	17
C	Holyhead Road Right Holyhead Rd RT	Traffic	18	23	41
D	Watling St Right Watling St RT	Traffic	18	23	41
E	Mill Bank Right Ahead Left Mill Bank	Traffic	22	48	0
F	Dawley Road Ahead Left Right Dawley Road	Traffic	22	48	0

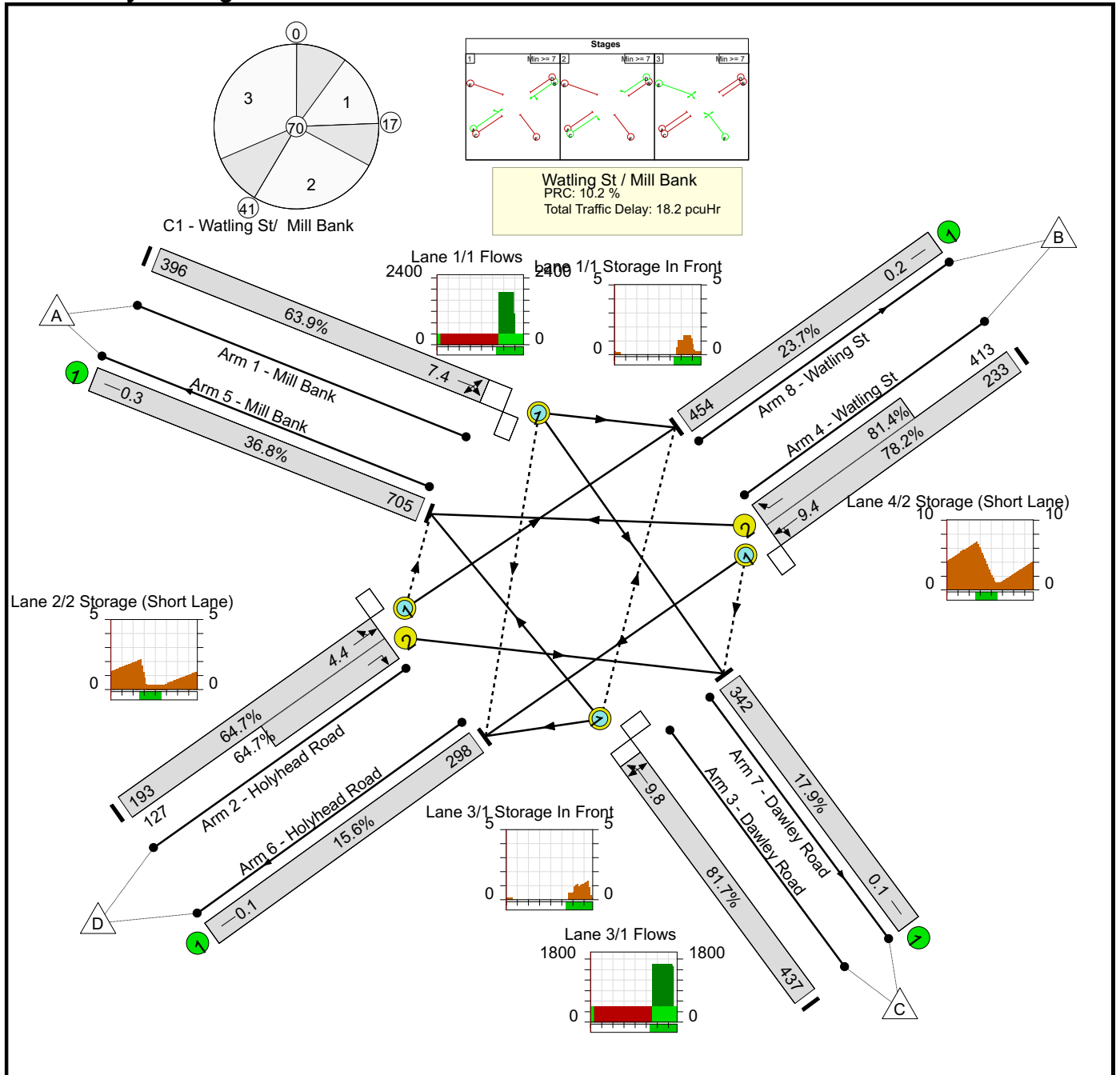
Signal Timings Diagram



Lane Green Times

Junction: Watling St / Mill Bank					
Lane	Description	Type	Phases	Start Green	End Green
1/1	Mill Bank Right Ahead Left	O	E	48	0
2/1	Holyhead Road Left Ahead	O	A	7	17
2/2	Holyhead Road Right	U	C	23	41
3/1	Dawley Road Ahead Left Right	O	F	48	0
4/1	Watling St Ahead Left	O	B	7	17
4/2	Watling St Right	U	D	23	41

Network Layout Diagram



Detailed Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Watling St / Mill Bank signals	-	-	N/A	-	-		-	-	-	-	-	-	-	81.7%
Watling St / Mill Bank	-	-	N/A	-	-		-	-	-	-	-	-	-	81.7%
1/1	Mill Bank Right Ahead Left	O	N/A	N/A	E		1	22	-	-	396	1887	620	63.9%
2/1+2/2	Holyhead Road Left Right Ahead	O+U	N/A	N/A	A C		1	10:18	-	-	320	1898:1702	298+196	64.7 : 64.7%
3/1	Dawley Road Ahead Left Right	O	N/A	N/A	F		1	22	-	-	437	1649	535	81.7%
4/1+4/2	Watling St Right Ahead Left	O+U	N/A	N/A	B D		1	10:18	-	-	646	1897:1870	298+508	78.2 : 81.4%
5/1	Mill Bank	U	N/A	N/A	-		-	-	-	-	705	1915	1915	36.8%
6/1	Holyhead Road	U	N/A	N/A	-		-	-	-	-	298	1915	1915	15.6%
7/1	Dawley Road	U	N/A	N/A	-		-	-	-	-	342	1915	1915	17.9%
8/1	Watling St	U	N/A	N/A	-		-	-	-	-	454	1915	1915	23.7%

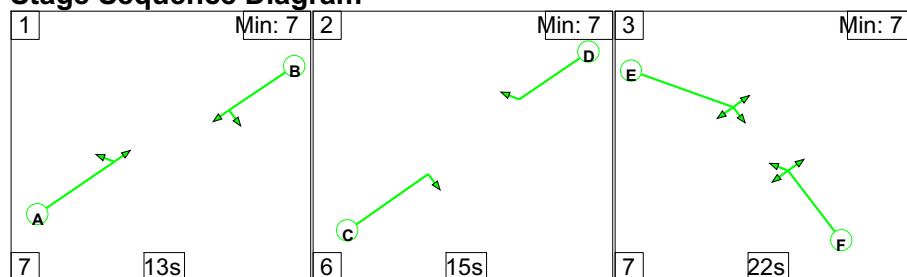
Detailed Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network: Watling St / Mill Bank signals	-	-	52	52	2	11.6	6.5	0.1	18.2	-	-	-	-	
Watling St / Mill Bank	-	-	52	52	2	11.6	6.5	0.1	18.2	-	-	-	-	
1/1	396	396	4	0	0	2.2	0.9	0.0	3.1	28.0	6.5	0.9	7.4	
2/1+2/2	320	320	0	9	0	2.2	0.9	0.0	3.1	34.9	3.5	0.9	4.4	
3/1	437	437	48	0	1	2.6	2.1	0.0	4.8	39.4	7.6	2.1	9.8	
4/1+4/2	646	646	0	43	1	4.6	2.0	0.0	6.5	36.5	7.5	2.0	9.4	
5/1	705	705	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3	
6/1	298	298	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1	
7/1	342	342	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1	
8/1	454	454	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2	
C1 - Watling St/ Mill Bank			PRC for Signalled Lanes (%):		10.2	Total Delay for Signalled Lanes (pcuHr):		17.52	Cycle Time (s):		70			
			PRC Over All Lanes (%):		10.2	Total Delay Over All Lanes(pcuHr):		18.16						

Detailed Input Data And Results

Scenario 2: '2' (FG2: '2026 PM Base', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram



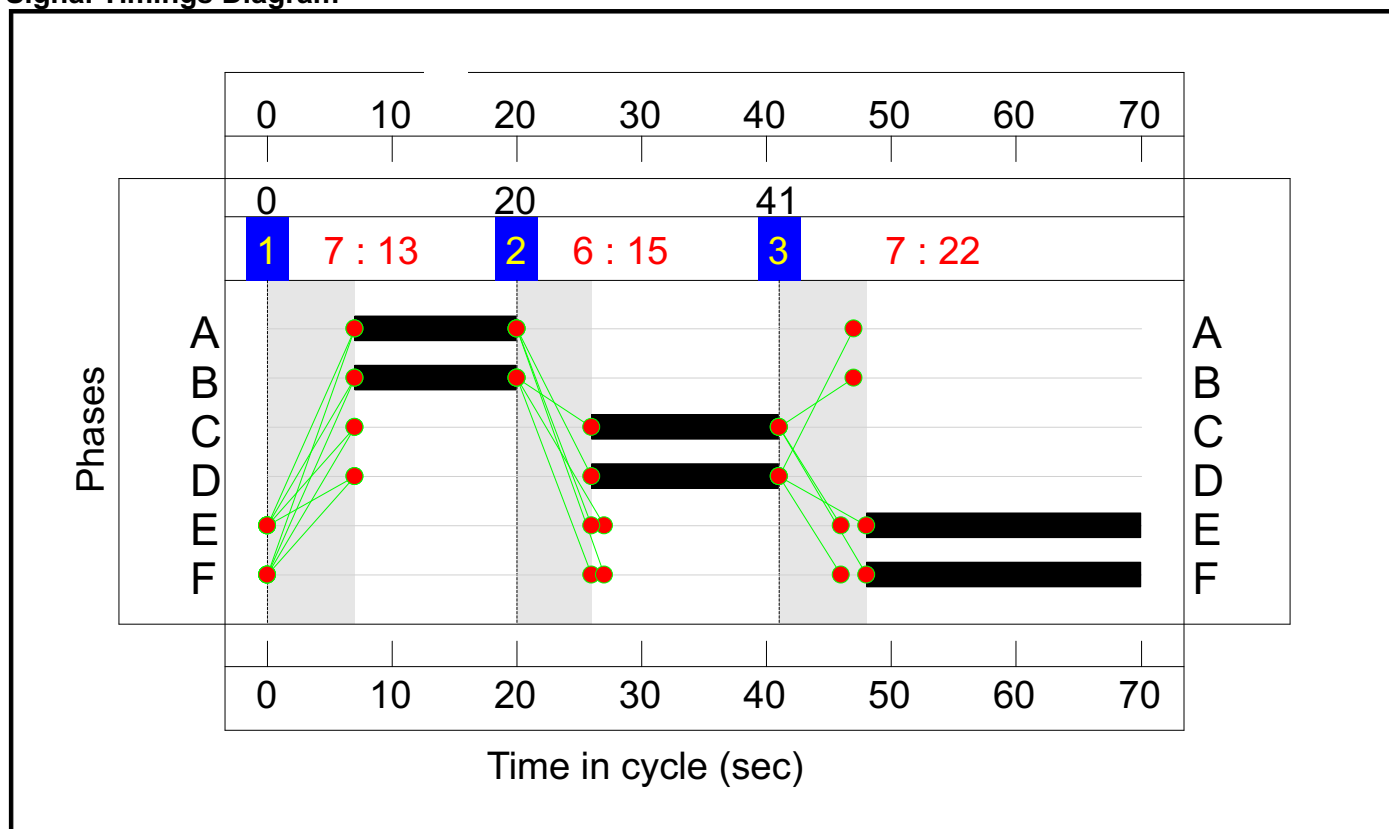
Stage Timings

Stage	1	2	3
Duration	13	15	22
Change Point	0	20	41

Phase Timings

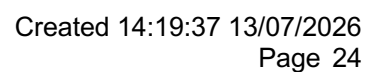
Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	Holyhead Road Left Ahead Holyhead Road A&L	Traffic	13	7	20
B	Watling St Ahead Left Watling St A&L	Traffic	13	7	20
C	Holyhead Road Right Holyhead Rd RT	Traffic	15	26	41
D	Watling St Right Watling St RT	Traffic	15	26	41
E	Mill Bank Right Ahead Left Mill Bank	Traffic	22	48	0
F	Dawley Road Ahead Left Right Dawley Road	Traffic	22	48	0

Signal Timings Diagram



Lane Green Times

Junction: Watling St / Mill Bank					
Lane	Description	Type	Phases	Start Green	End Green
1/1	Mill Bank Right Ahead Left	O	E	48	0
2/1	Holyhead Road Left Ahead	O	A	7	20
2/2	Holyhead Road Right	U	C	26	41
3/1	Dawley Road Ahead Left Right	O	F	48	0
4/1	Watling St Ahead Left	O	B	7	20
4/2	Watling St Right	U	D	26	41



Detailed Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Watling St / Mill Bank signals	-	-	N/A	-	-		-	-	-	-	-	-	-	89.1%
Watling St / Mill Bank	-	-	N/A	-	-		-	-	-	-	-	-	-	89.1%
1/1	Mill Bank Right Ahead Left	O	N/A	N/A	E		1	22	-	-	482	1748	574	83.9%
2/1+2/2	Holyhead Road Left Right Ahead	O+U	N/A	N/A	A C		1	13:15	-	-	327	1878:1702	376+278	50.1 : 50.1%
3/1	Dawley Road Ahead Left Right	O	N/A	N/A	F		1	22	-	-	387	1847	490	79.0%
4/1+4/2	Watling St Right Ahead Left	O+U	N/A	N/A	B D		1	13:15	-	-	688	1783:1949	357+445	81.6 : 89.1%
5/1	Mill Bank	U	N/A	N/A	-		-	-	-	-	661	1915	1915	34.5%
6/1	Holyhead Road	U	N/A	N/A	-		-	-	-	-	271	1915	1915	14.2%
7/1	Dawley Road	U	N/A	N/A	-		-	-	-	-	502	1915	1915	26.2%
8/1	Watling St	U	N/A	N/A	-		-	-	-	-	450	1915	1915	23.5%

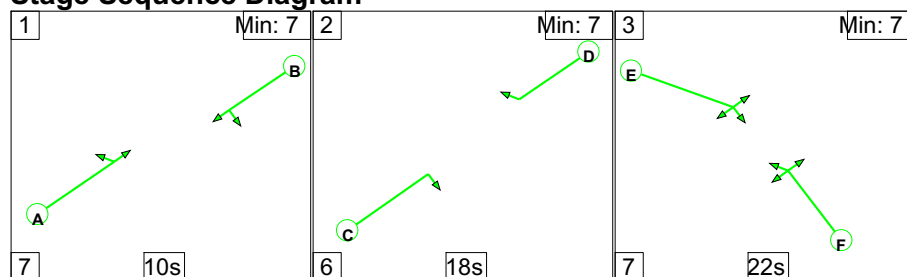
Detailed Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network: Watling St / Mill Bank signals	-	-	50	133	14	12.3	8.3	0.2	20.8	-	-	-	-	
Watling St / Mill Bank	-	-	50	133	14	12.3	8.3	0.2	20.8	-	-	-	-	
1/1	482	482	7	0	0	2.9	2.5	0.0	5.4	40.3	8.6	2.5	11.0	
2/1+2/2	327	327	0	20	0	2.2	0.5	0.0	2.7	29.5	3.2	0.5	3.7	
3/1	387	387	43	0	12	2.1	1.8	0.2	4.1	38.3	6.3	1.8	8.2	
4/1+4/2	688	688	0	113	2	5.0	2.9	0.0	7.9	41.4	7.4	2.9	10.3	
5/1	661	661	-	-	-	0.0	0.3	-	0.3	1.4	3.7	0.3	4.0	
6/1	271	271	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1	
7/1	502	502	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2	
8/1	450	450	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2	
C1 - Watling St/ Mill Bank			PRC for Signalled Lanes (%):		1.0	Total Delay for Signalled Lanes (pcuHr):		20.12	Cycle Time (s):		70			
			PRC Over All Lanes (%):		1.0	Total Delay Over All Lanes(pcuHr):		20.80						

Detailed Input Data And Results

Scenario 3: '3' (FG3: '2031 AM Reference', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram



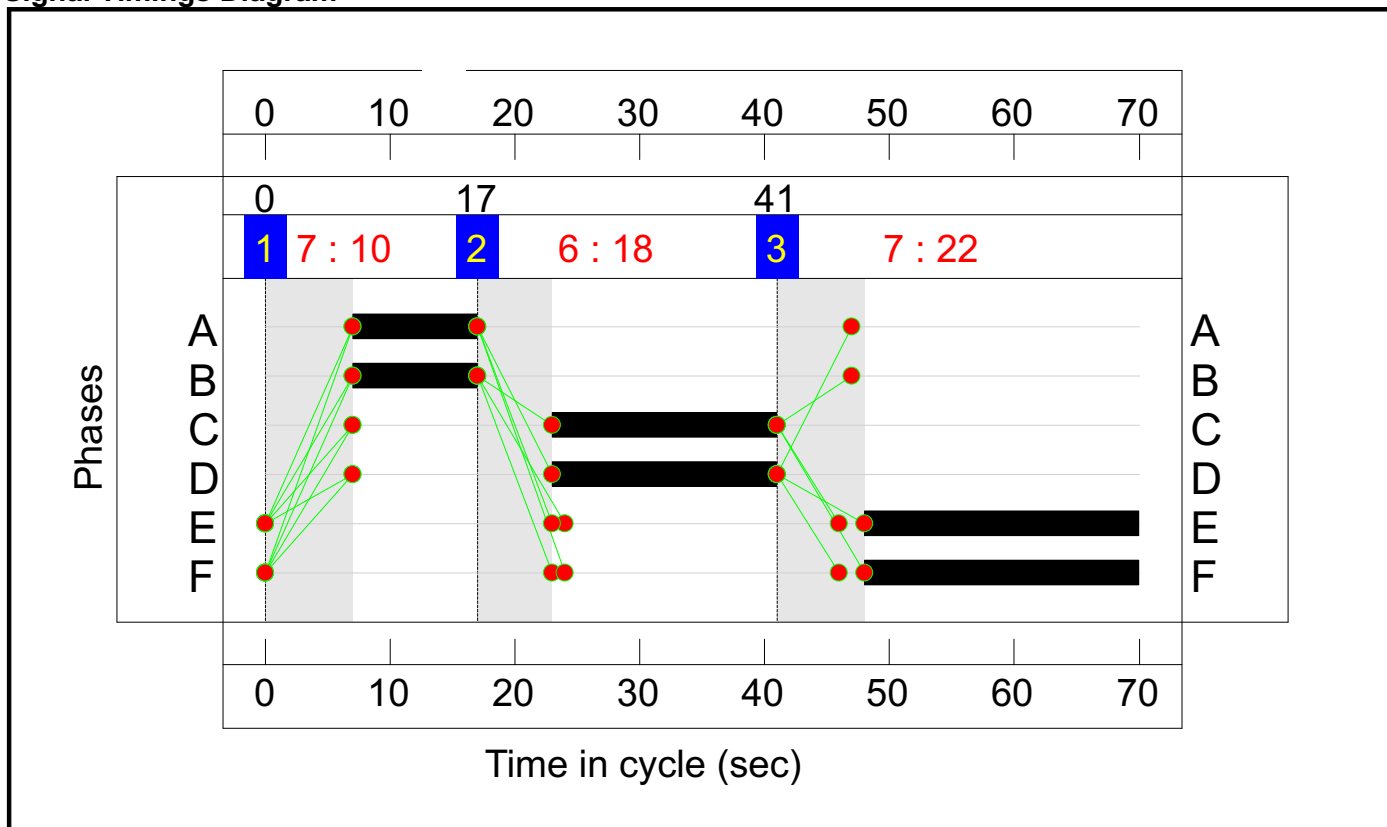
Stage Timings

Stage	1	2	3
Duration	10	18	22
Change Point	0	17	41

Phase Timings

Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	Holyhead Road Left Ahead Holyhead Road A&L	Traffic	10	7	17
B	Watling St Ahead Left Watling St A&L	Traffic	10	7	17
C	Holyhead Road Right Holyhead Rd RT	Traffic	18	23	41
D	Watling St Right Watling St RT	Traffic	18	23	41
E	Mill Bank Right Ahead Left Mill Bank	Traffic	22	48	0
F	Dawley Road Ahead Left Right Dawley Road	Traffic	22	48	0

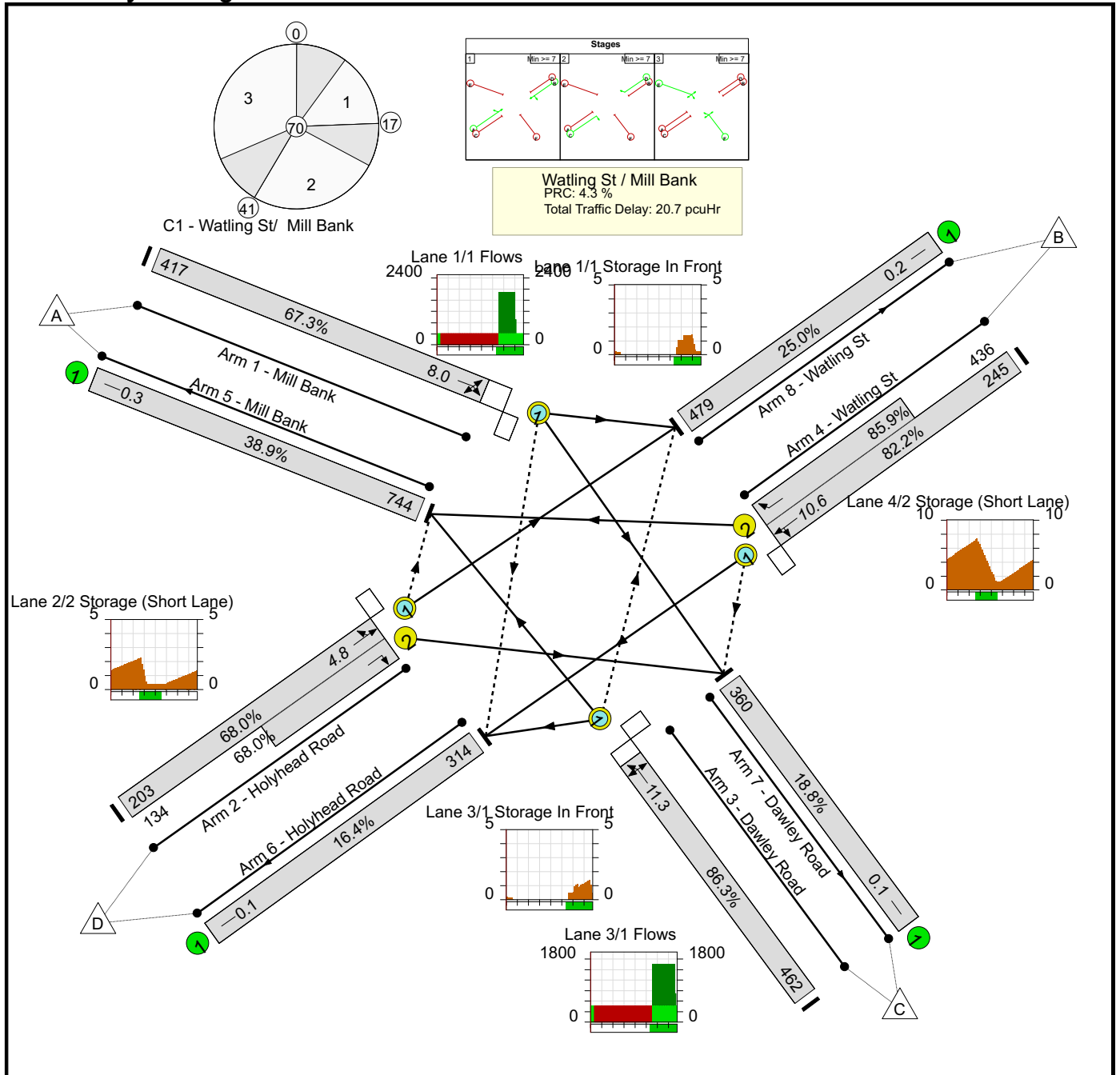
Signal Timings Diagram



Lane Green Times

Junction: Watling St / Mill Bank					
Lane	Description	Type	Phases	Start Green	End Green
1/1	Mill Bank Right Ahead Left	O	E	48	0
2/1	Holyhead Road Left Ahead	O	A	7	17
2/2	Holyhead Road Right	U	C	23	41
3/1	Dawley Road Ahead Left Right	O	F	48	0
4/1	Watling St Ahead Left	O	B	7	17
4/2	Watling St Right	U	D	23	41

Network Layout Diagram



Detailed Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Watling St / Mill Bank signals	-	-	N/A	-	-		-	-	-	-	-	-	-	86.3%
Watling St / Mill Bank	-	-	N/A	-	-		-	-	-	-	-	-	-	86.3%
1/1	Mill Bank Right Ahead Left	O	N/A	N/A	E		1	22	-	-	417	1887	620	67.3%
2/1+2/2	Holyhead Road Left Right Ahead	O+U	N/A	N/A	A C		1	10:18	-	-	337	1899:1702	298+197	68.0 : 68.0%
3/1	Dawley Road Ahead Left Right	O	N/A	N/A	F		1	22	-	-	462	1649	536	86.3%
4/1+4/2	Watling St Right Ahead Left	O+U	N/A	N/A	B D		1	10:18	-	-	681	1897:1870	298+508	82.2 : 85.9%
5/1	Mill Bank	U	N/A	N/A	-		-	-	-	-	744	1915	1915	38.9%
6/1	Holyhead Road	U	N/A	N/A	-		-	-	-	-	314	1915	1915	16.4%
7/1	Dawley Road	U	N/A	N/A	-		-	-	-	-	360	1915	1915	18.8%
8/1	Watling St	U	N/A	N/A	-		-	-	-	-	479	1915	1915	25.0%

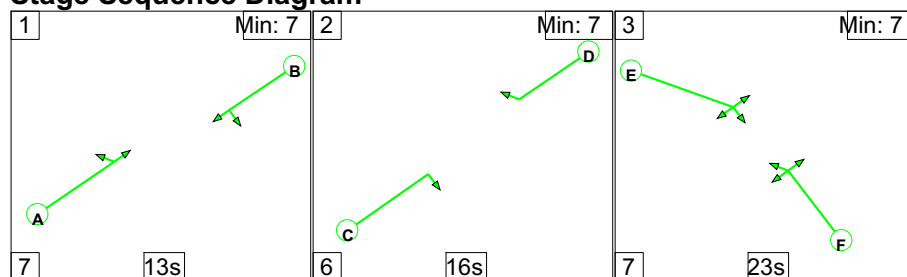
Detailed Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network: Watling St / Mill Bank signals	-	-	55	54	2	12.4	8.3	0.1	20.7	-	-	-	-	
Watling St / Mill Bank	-	-	55	54	2	12.4	8.3	0.1	20.7	-	-	-	-	
1/1	417	417	4	0	0	2.3	1.0	0.0	3.4	29.1	6.9	1.0	8.0	
2/1+2/2	337	337	0	9	0	2.3	1.0	0.0	3.4	36.0	3.7	1.0	4.8	
3/1	462	462	51	0	1	2.8	2.9	0.1	5.8	45.0	8.3	2.9	11.3	
4/1+4/2	681	681	0	45	1	4.9	2.6	0.0	7.5	39.6	8.0	2.6	10.6	
5/1	744	744	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3	
6/1	314	314	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1	
7/1	360	360	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.1	0.1	
8/1	479	479	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2	
C1 - Watling St/ Mill Bank			PRC for Signalled Lanes (%):		4.3	Total Delay for Signalled Lanes (pcuHr):		20.02	Cycle Time (s):		70			
			PRC Over All Lanes (%):		4.3	Total Delay Over All Lanes(pcuHr):		20.72						

Detailed Input Data And Results

Scenario 4: '4' (FG4: '2031 PM Reference', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram



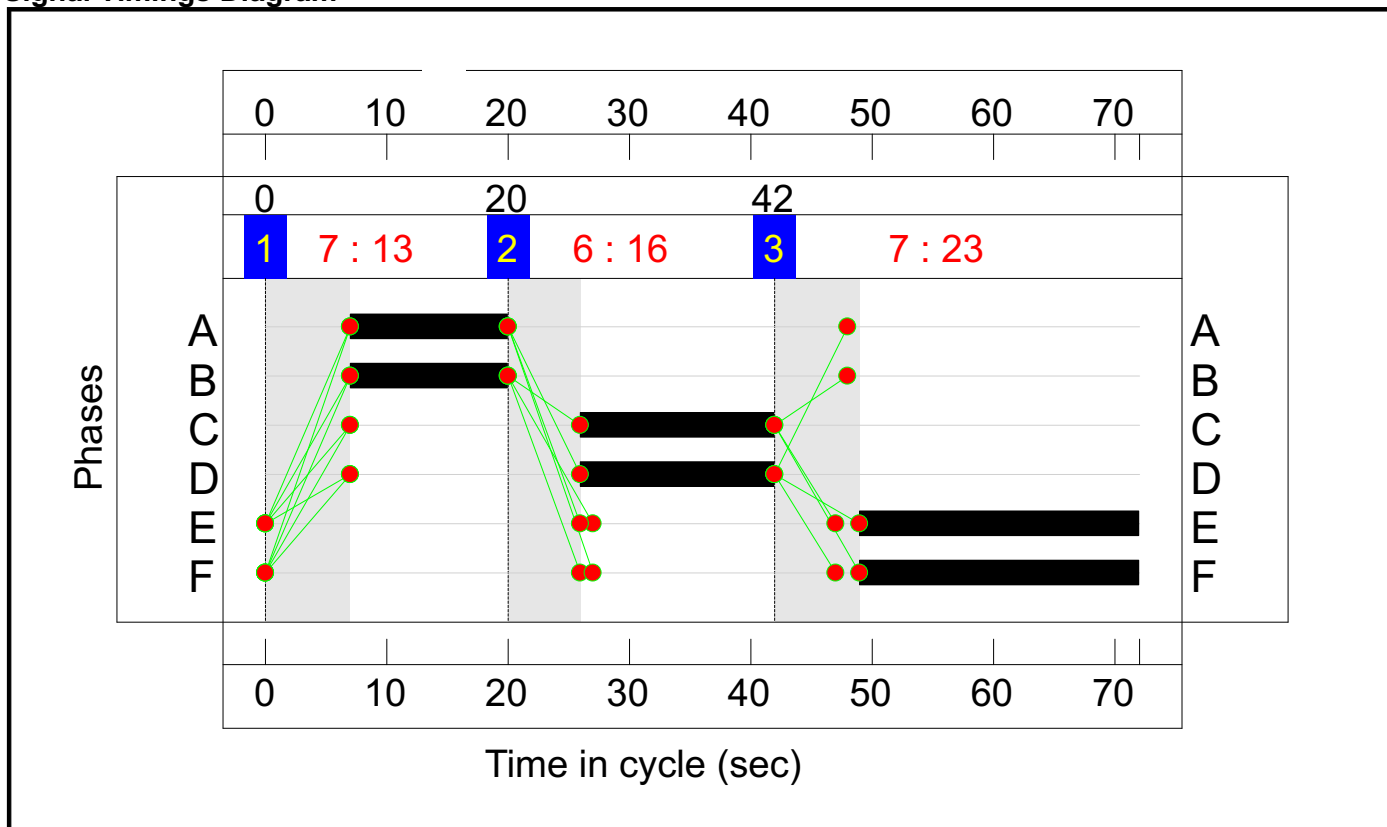
Stage Timings

Stage	1	2	3
Duration	13	16	23
Change Point	0	20	42

Phase Timings

Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	Holyhead Road Left Ahead Holyhead Road A&L	Traffic	13	7	20
B	Watling St Ahead Left Watling St A&L	Traffic	13	7	20
C	Holyhead Road Right Holyhead Rd RT	Traffic	16	26	42
D	Watling St Right Watling St RT	Traffic	16	26	42
E	Mill Bank Right Ahead Left Mill Bank	Traffic	23	49	0
F	Dawley Road Ahead Left Right Dawley Road	Traffic	23	49	0

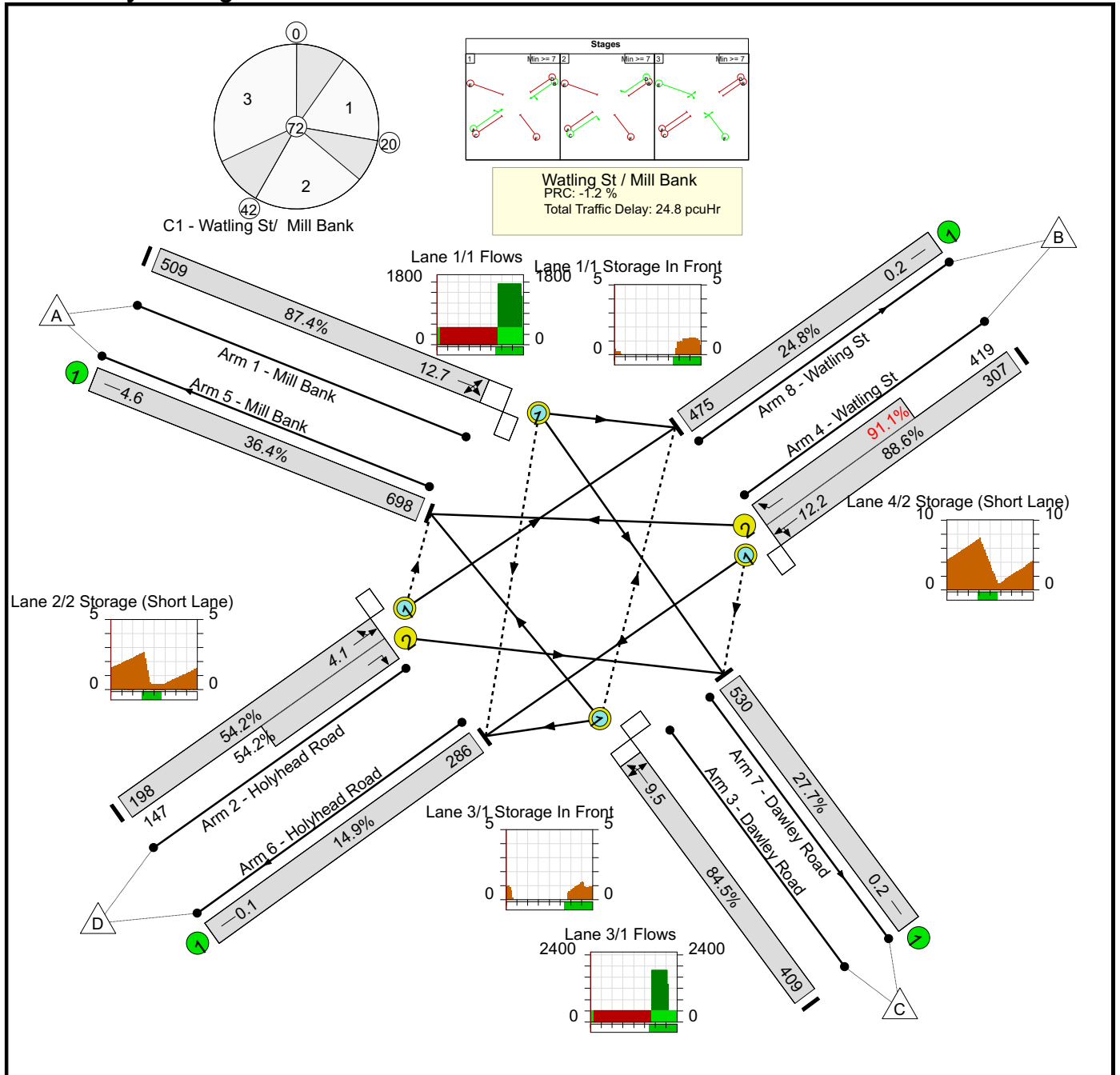
Signal Timings Diagram



Lane Green Times

Junction: Watling St / Mill Bank					
Lane	Description	Type	Phases	Start Green	End Green
1/1	Mill Bank Right Ahead Left	O	E	49	0
2/1	Holyhead Road Left Ahead	O	A	7	20
2/2	Holyhead Road Right	U	C	26	42
3/1	Dawley Road Ahead Left Right	O	F	49	0
4/1	Watling St Ahead Left	O	B	7	20
4/2	Watling St Right	U	D	26	42

Network Layout Diagram



Detailed Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Watling St / Mill Bank signals	-	-	N/A	-	-		-	-	-	-	-	-	-	91.1%
Watling St / Mill Bank	-	-	N/A	-	-		-	-	-	-	-	-	-	91.1%
1/1	Mill Bank Right Ahead Left	O	N/A	N/A	E		1	23	-	-	509	1748	583	87.4%
2/1+2/2	Holyhead Road Left Right Ahead	O+U	N/A	N/A	A C		1	13:16	-	-	345	1878:1702	365+271	54.2 : 54.2%
3/1	Dawley Road Ahead Left Right	O	N/A	N/A	F		1	23	-	-	409	1847	484	84.5%
4/1+4/2	Watling St Right Ahead Left	O+U	N/A	N/A	B D		1	13:16	-	-	726	1783:1949	347+460	88.6 : 91.1%
5/1	Mill Bank	U	N/A	N/A	-		-	-	-	-	698	1915	1915	36.4%
6/1	Holyhead Road	U	N/A	N/A	-		-	-	-	-	286	1915	1915	14.9%
7/1	Dawley Road	U	N/A	N/A	-		-	-	-	-	530	1915	1915	27.7%
8/1	Watling St	U	N/A	N/A	-		-	-	-	-	475	1915	1915	24.8%

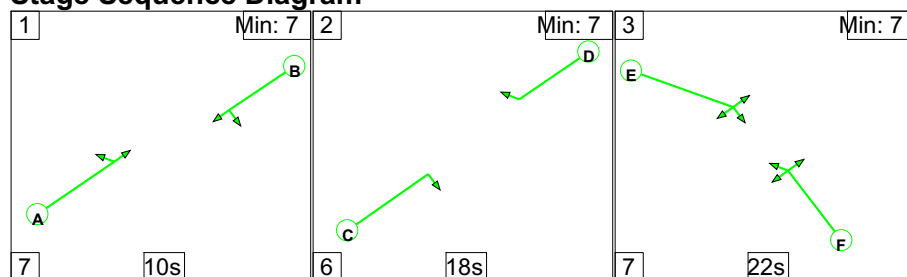
Detailed Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network: Watling St / Mill Bank signals	-	-	38	140	29	13.4	11.1	0.2	24.8	-	-	-	-	
Watling St / Mill Bank	-	-	38	140	29	13.4	11.1	0.2	24.8	-	-	-	-	
1/1	509	509	7	0	0	3.2	3.2	0.0	6.4	45.1	9.5	3.2	12.7	
2/1+2/2	345	345	0	21	0	2.4	0.6	0.0	3.0	30.9	3.5	0.6	4.1	
3/1	409	409	31	0	27	2.3	2.6	0.2	5.1	44.7	6.9	2.6	9.5	
4/1+4/2	726	726	0	119	2	5.5	4.1	0.0	9.6	47.6	8.1	4.1	12.2	
5/1	698	698	-	-	-	0.0	0.3	-	0.3	1.5	4.3	0.3	4.6	
6/1	286	286	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1	
7/1	530	530	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2	
8/1	475	475	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2	
C1 - Watling St/ Mill Bank			PRC for Signalled Lanes (%):		-1.2	Total Delay for Signalled Lanes (pcuHr):			24.02	Cycle Time (s):		72		
			PRC Over All Lanes (%):		-1.2	Total Delay Over All Lanes(pcuHr):			24.75					

Detailed Input Data And Results

Scenario 5: '5' (FG5: '2031 PM Reference + Dev', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram



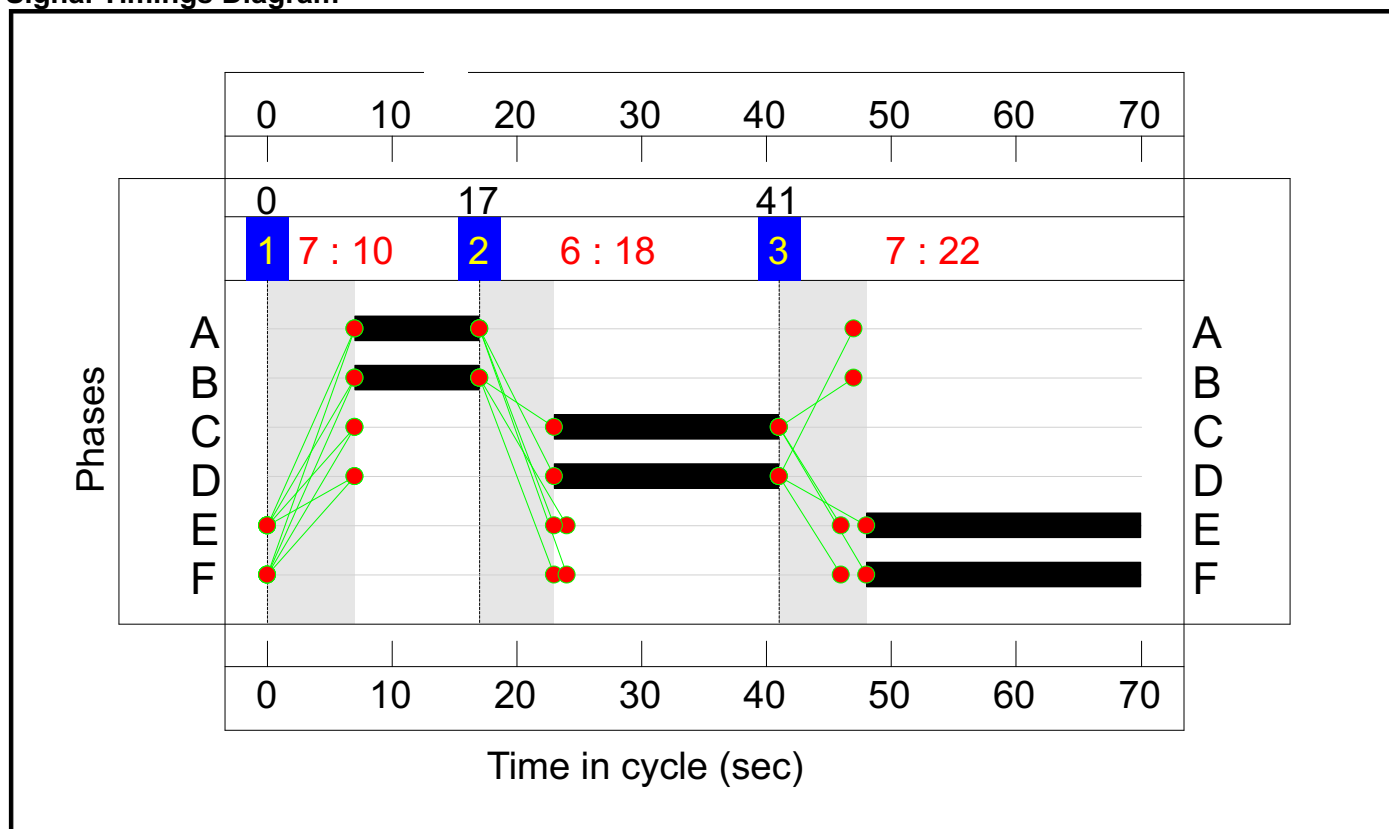
Stage Timings

Stage	1	2	3
Duration	10	18	22
Change Point	0	17	41

Phase Timings

Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	Holyhead Road Left Ahead Holyhead Road A&L	Traffic	10	7	17
B	Watling St Ahead Left Watling St A&L	Traffic	10	7	17
C	Holyhead Road Right Holyhead Rd RT	Traffic	18	23	41
D	Watling St Right Watling St RT	Traffic	18	23	41
E	Mill Bank Right Ahead Left Mill Bank	Traffic	22	48	0
F	Dawley Road Ahead Left Right Dawley Road	Traffic	22	48	0

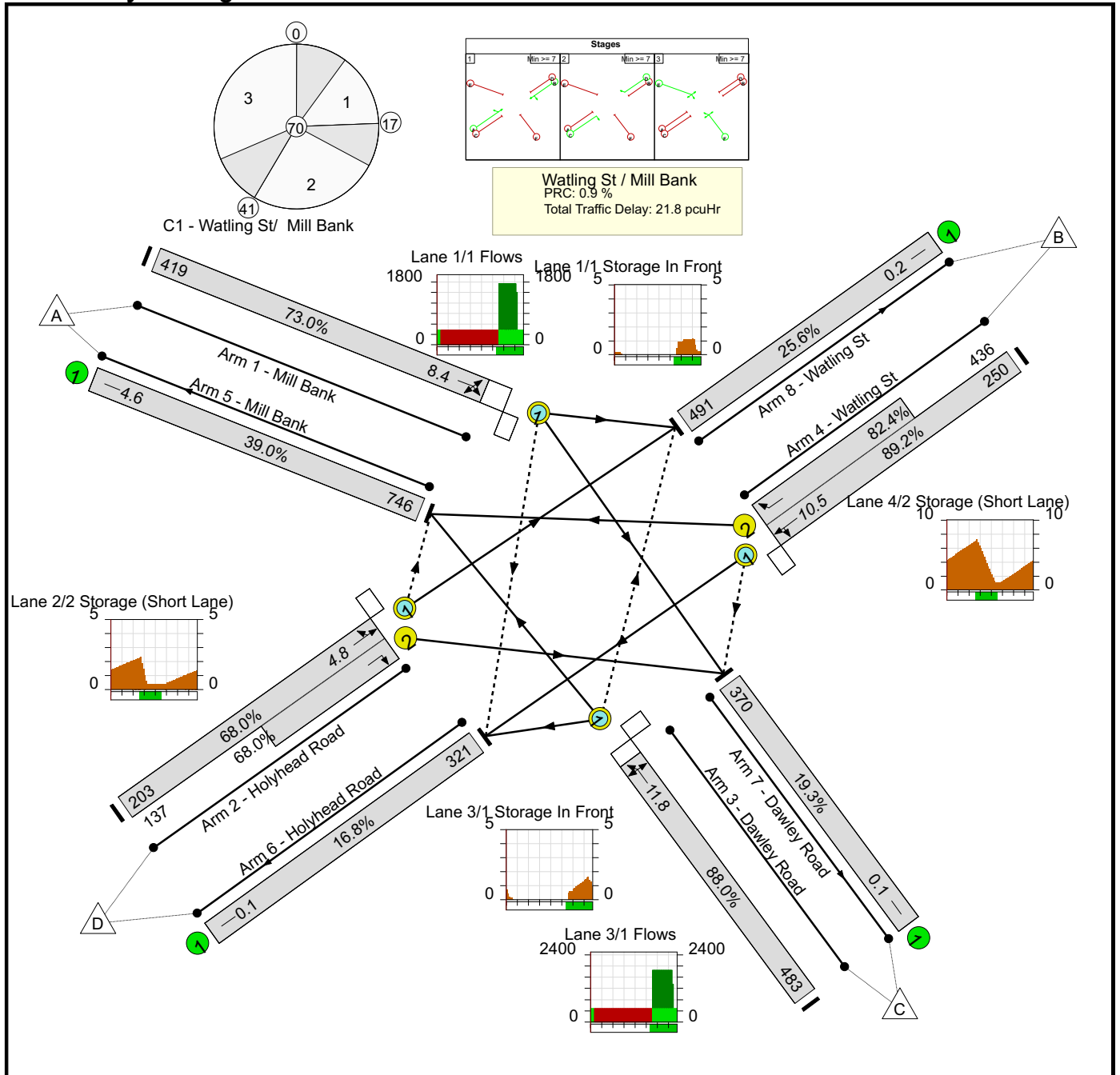
Signal Timings Diagram



Lane Green Times

Junction: Watling St / Mill Bank					
Lane	Description	Type	Phases	Start Green	End Green
1/1	Mill Bank Right Ahead Left	O	E	48	0
2/1	Holyhead Road Left Ahead	O	A	7	17
2/2	Holyhead Road Right	U	C	23	41
3/1	Dawley Road Ahead Left Right	O	F	48	0
4/1	Watling St Ahead Left	O	B	7	17
4/2	Watling St Right	U	D	23	41

Network Layout Diagram



Detailed Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Watling St / Mill Bank signals	-	-	N/A	-	-		-	-	-	-	-	-	-	89.2%
Watling St / Mill Bank	-	-	N/A	-	-		-	-	-	-	-	-	-	89.2%
1/1	Mill Bank Right Ahead Left	O	N/A	N/A	E		1	22	-	-	419	1748	574	73.0%
2/1+2/2	Holyhead Road Left Right Ahead	O+U	N/A	N/A	A C		1	10:18	-	-	340	1899:1702	298+201	68.0 : 68.0%
3/1	Dawley Road Ahead Left Right	O	N/A	N/A	F		1	22	-	-	483	1847	549	88.0%
4/1+4/2	Watling St Right Ahead Left	O+U	N/A	N/A	B D		1	10:18	-	-	686	1783:1949	280+529	89.2 : 82.4%
5/1	Mill Bank	U	N/A	N/A	-		-	-	-	-	746	1915	1915	39.0%
6/1	Holyhead Road	U	N/A	N/A	-		-	-	-	-	321	1915	1915	16.8%
7/1	Dawley Road	U	N/A	N/A	-		-	-	-	-	370	1915	1915	19.3%
8/1	Watling St	U	N/A	N/A	-		-	-	-	-	491	1915	1915	25.6%

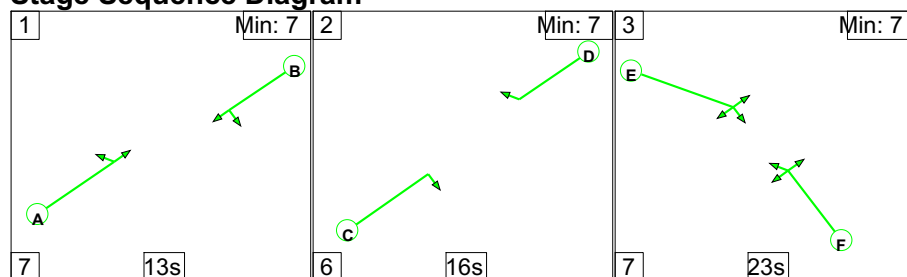
Detailed Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network: Watling St / Mill Bank signals	-	-	67	59	2	12.5	9.1	0.1	21.8	-	-	-	-	
Watling St / Mill Bank	-	-	67	59	2	12.5	9.1	0.1	21.8	-	-	-	-	
1/1	419	419	4	0	0	2.4	1.3	0.0	3.7	32.2	7.1	1.3	8.4	
2/1+2/2	340	340	0	9	0	2.3	1.0	0.0	3.4	35.9	3.7	1.0	4.8	
3/1	483	483	63	0	1	2.9	3.3	0.1	6.3	47.1	8.5	3.3	11.8	
4/1+4/2	686	686	0	50	1	4.9	2.7	0.0	7.6	39.8	7.9	2.7	10.5	
5/1	746	746	-	-	-	0.0	0.3	-	0.3	1.6	4.3	0.3	4.6	
6/1	321	321	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1	
7/1	370	370	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.1	0.1	
8/1	491	491	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2	
C1 - Watling St/ Mill Bank			PRC for Signalled Lanes (%):		0.9	Total Delay for Signalled Lanes (pcuHr):		21.04	Cycle Time (s):		70			
			PRC Over All Lanes (%):		0.9	Total Delay Over All Lanes(pcuHr):		21.75						

Detailed Input Data And Results

Scenario 6: '6' (FG6: '2031 PM Reference + Dev', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram



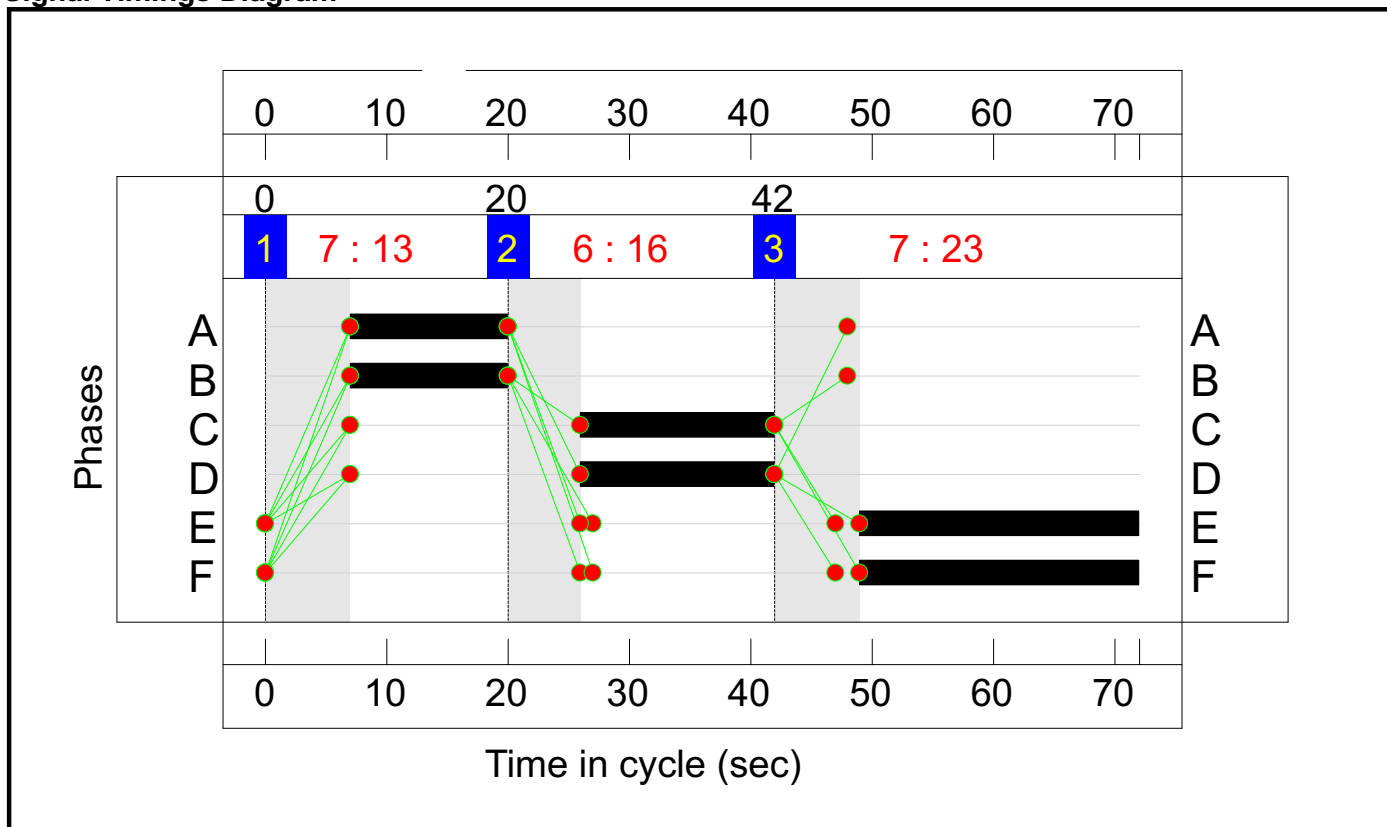
Stage Timings

Stage	1	2	3
Duration	13	16	23
Change Point	0	20	42

Phase Timings

Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	Holyhead Road Left Ahead Holyhead Road A&L	Traffic	13	7	20
B	Watling St Ahead Left Watling St A&L	Traffic	13	7	20
C	Holyhead Road Right Holyhead Rd RT	Traffic	16	26	42
D	Watling St Right Watling St RT	Traffic	16	26	42
E	Mill Bank Right Ahead Left Mill Bank	Traffic	23	49	0
F	Dawley Road Ahead Left Right Dawley Road	Traffic	23	49	0

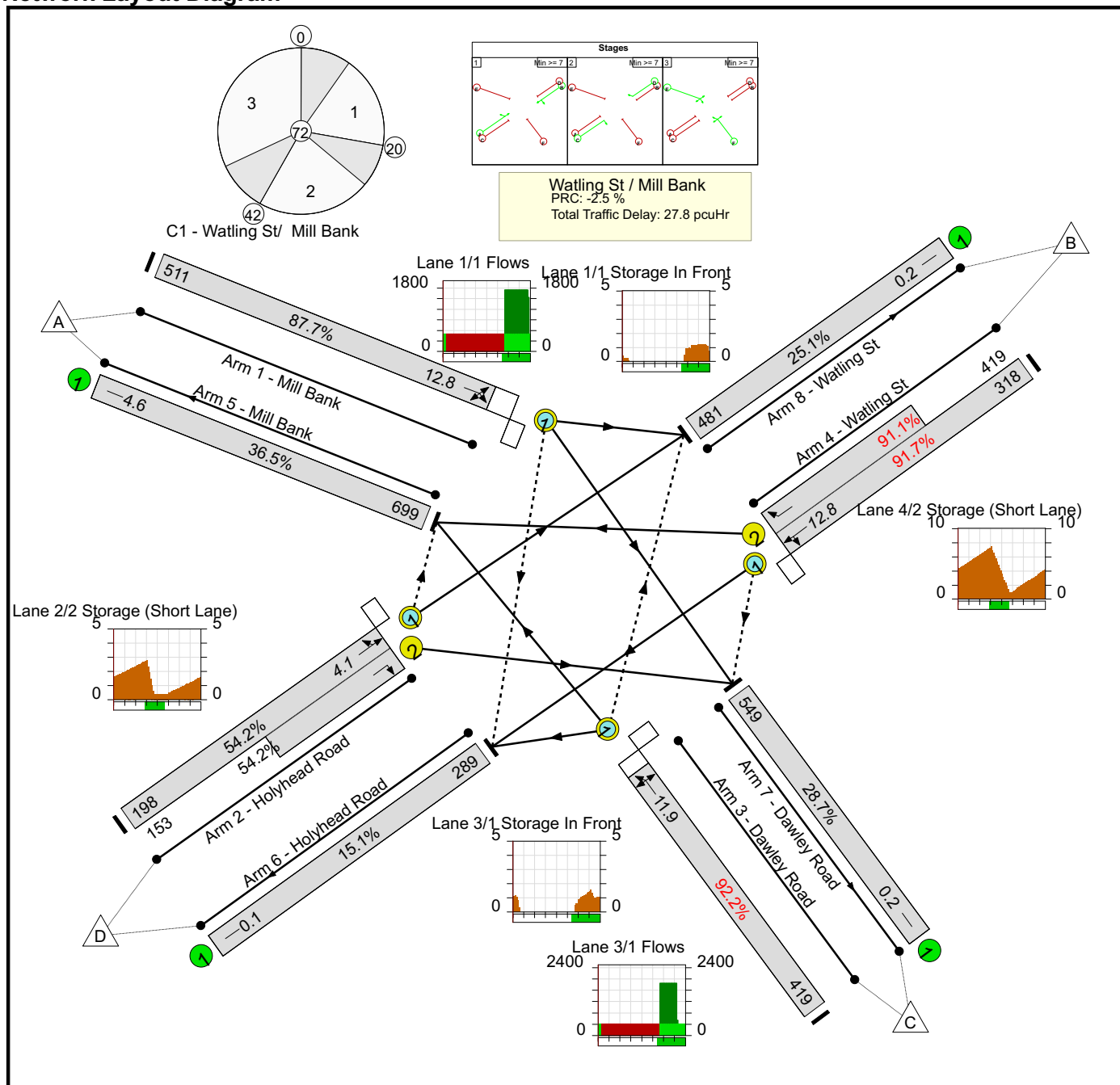
Signal Timings Diagram



Lane Green Times

Junction: Watling St / Mill Bank					
Lane	Description	Type	Phases	Start Green	End Green
1/1	Mill Bank Right Ahead Left	O	E	49	0
2/1	Holyhead Road Left Ahead	O	A	7	20
2/2	Holyhead Road Right	U	C	26	42
3/1	Dawley Road Ahead Left Right	O	F	49	0
4/1	Watling St Ahead Left	O	B	7	20
4/2	Watling St Right	U	D	26	42

Network Layout Diagram



Detailed Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Watling St / Mill Bank signals	-	-	N/A	-	-		-	-	-	-	-	-	-	92.2%
Watling St / Mill Bank	-	-	N/A	-	-		-	-	-	-	-	-	-	92.2%
1/1	Mill Bank Right Ahead Left	O	N/A	N/A	E		1	23	-	-	511	1748	583	87.7%
2/1+2/2	Holyhead Road Left Right Ahead	O+U	N/A	N/A	A C		1	13:16	-	-	351	1878:1702	365+282	54.2 : 54.2%
3/1	Dawley Road Ahead Left Right	O	N/A	N/A	F		1	23	-	-	419	1847	454	92.2%
4/1+4/2	Watling St Right Ahead Left	O+U	N/A	N/A	B D		1	13:16	-	-	737	1783:1949	347+460	91.7 : 91.1%
5/1	Mill Bank	U	N/A	N/A	-		-	-	-	-	699	1915	1915	36.5%
6/1	Holyhead Road	U	N/A	N/A	-		-	-	-	-	289	1915	1915	15.1%
7/1	Dawley Road	U	N/A	N/A	-		-	-	-	-	549	1915	1915	28.7%
8/1	Watling St	U	N/A	N/A	-		-	-	-	-	481	1915	1915	25.1%

Detailed Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network: Watling St / Mill Bank signals	-	-	36	151	37	13.7	13.9	0.2	27.8	-	-	-	-	
Watling St / Mill Bank	-	-	36	151	37	13.7	13.9	0.2	27.8	-	-	-	-	
1/1	511	511	7	0	0	3.2	3.3	0.0	6.5	45.7	9.5	3.3	12.8	
2/1+2/2	351	351	0	21	0	2.4	0.6	0.0	3.0	30.9	3.5	0.6	4.1	
3/1	419	419	30	0	34	2.4	4.7	0.2	7.3	62.6	7.2	4.7	11.9	
4/1+4/2	737	737	0	130	2	5.6	4.7	0.0	10.3	50.2	8.1	4.7	12.8	
5/1	699	699	-	-	-	0.0	0.3	-	0.3	1.5	4.3	0.3	4.6	
6/1	289	289	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1	
7/1	549	549	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2	
8/1	481	481	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2	
C1 - Watling St/ Mill Bank			PRC for Signalled Lanes (%):		-2.5	Total Delay for Signalled Lanes (pcuHr):		27.06	Cycle Time (s):		72			
			PRC Over All Lanes (%):		-2.5	Total Delay Over All Lanes(pcuHr):		27.81						

Junctions 11									
PICADY 11 - Priority Intersection Module									
Version: 11.1.1.2424									
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Filename: Site Access.j11

Path: C:\Users\BirminghamShared\mode Dropbox\Project\Birmingham\2. Projects\J327972_ Dawley Road Resi\4. Data\260630 Modelling\Site Access

Report generation date: 14/07/2026 09:59:07

»D1 - 2031 | Reference Case + Dev | AM

»D2 - 2031 | Reference Case + Dev | PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Set ID	Queue (Veh)	Delay (s)	RFC	LOS
2031 - Reference Case + Dev										
Stream B-AC	D1	0.2	8.42	0.15	A	D2	0.1	8.08	0.08	A
Stream C-AB		0.1	4.60	0.04	A		0.2	4.88	0.10	A

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle.

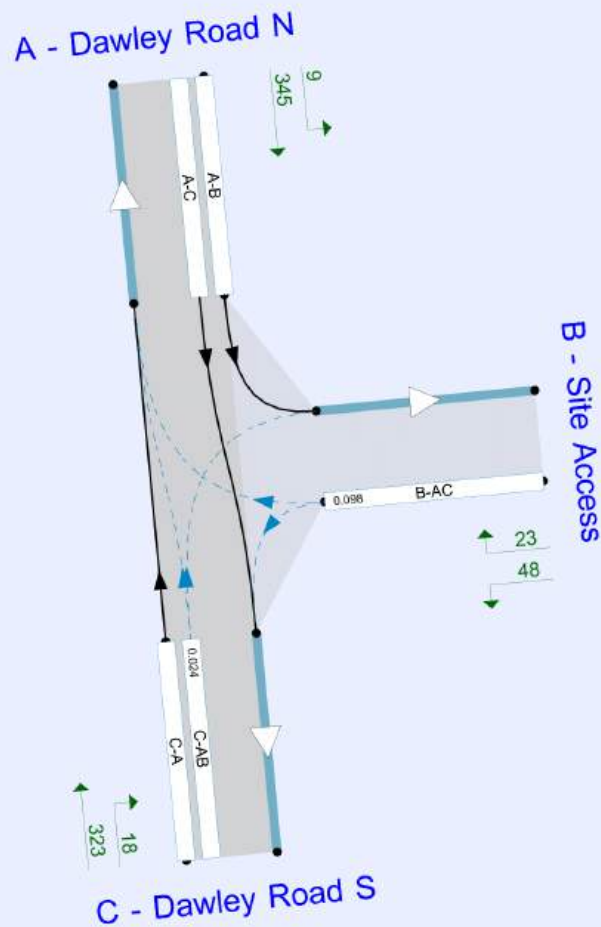
File summary

File Description

Title	
Location	
Site number	
Date	30/06/2026
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	AzureAD\BirminghamShared
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	Veh	Veh	perHour	s	-Min	perMin



Flows show original traffic demand (Veh/hr)
Streams (downstream end) show RFC ()

The junction diagram reflects the last run of Junctions.

Analysis Options

PICADY short flare model	Calculate Queue Percentiles	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
JUNCTIONS 11.1			0.85	36.00	20.00

Demand Set Summary

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2031	Reference Case + Dev	AM	ONE HOUR	07:45	09:15	15
D2	2031	Reference Case + Dev	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

D1 - 2031 | Reference Case + Dev | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way	0.94	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.94	A

Arms

Arms

Arm	Name	Description	Arm type
A	Dawley Road N		Major
B	Site Access		Minor
C	Dawley Road S		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Dawley Road S	7.30			250.0	✓	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	3.50	51	45

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	542	0.093	0.234	0.147	0.335
B-C	685	0.100	0.252	-	-
C-B	719	0.263	0.263	-	-

The slopes and intercepts shown above include custom intercept adjustments only.

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	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2031	Reference Case + Dev	AM	ONE HOUR	07:45	09:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Dawley Road N		✓	354	100.000
B - Site Access		✓	71	100.000
C - Dawley Road S		✓	341	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Dawley Road N	B - Site Access	C - Dawley Road S
From	A - Dawley Road N	0	9	345
	B - Site Access	23	0	48
	C - Dawley Road S	323	18	0

Vehicle Mix

Heavy Vehicle %

	To			
		A - Dawley Road N	B - Site Access	C - Dawley Road S
From	A - Dawley Road N	0	0	1
	B - Site Access	0	0	0
	C - Dawley Road S	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.15	8.42	0.2	A
C-AB	0.04	4.60	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	53	0.00	546	0.098	53	0.1	7.293	A
C-AB	19	0.00	803	0.024	19	0.0	4.595	A
C-A	237	0.00			237			
A-B	7	0.00			7			
A-C	260	0.00			260			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	64	0.00	529	0.121	64	0.1	7.730	A
C-AB	25	0.00	821	0.031	25	0.0	4.519	A
C-A	281	0.00			281			
A-B	8	0.00			8			
A-C	310	0.00			310			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	78	0.00	506	0.155	78	0.2	8.415	A
C-AB	34	0.00	848	0.040	34	0.1	4.420	A
C-A	341	0.00			341			
A-B	10	0.00			10			
A-C	380	0.00			380			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	78	0.00	506	0.155	78	0.2	8.422	A
C-AB	34	0.00	848	0.040	34	0.1	4.422	A
C-A	341	0.00			341			
A-B	10	0.00			10			
A-C	380	0.00			380			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	64	0.00	529	0.121	64	0.1	7.741	A
C-AB	25	0.00	821	0.031	25	0.0	4.525	A
C-A	281	0.00			281			
A-B	8	0.00			8			
A-C	310	0.00			310			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	53	0.00	546	0.098	54	0.1	7.311	A
C-AB	19	0.00	803	0.024	20	0.0	4.597	A
C-A	237	0.00			237			
A-B	7	0.00			7			
A-C	260	0.00			260			

D2 - 2031 | Reference Case + Dev | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way	0.79	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.79	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2031	Reference Case + Dev	PM	ONE HOUR	16:45	18:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Dawley Road N		✓	418	100.000
B - Site Access		✓	37	100.000
C - Dawley Road S		✓	350	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Dawley Road N	B - Site Access	C - Dawley Road S
From	A - Dawley Road N	0	21	397
	B - Site Access	12	0	25
	C - Dawley Road S	306	44	0

Vehicle Mix

Heavy Vehicle %

	To			
		A - Dawley Road N	B - Site Access	C - Dawley Road S
From	A - Dawley Road N	0	0	1
	B - Site Access	0	0	0
	C - Dawley Road S	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.08	8.08	0.1	A
C-AB	0.10	4.88	0.2	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	28	0.00	533	0.052	28	0.1	7.117	A
C-AB	47	0.00	784	0.060	47	0.1	4.879	A
C-A	217	0.00			217			
A-B	16	0.00			16			
A-C	299	0.00			299			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	33	0.00	514	0.065	33	0.1	7.494	A
C-AB	60	0.00	800	0.076	60	0.1	4.870	A
C-A	254	0.00			254			
A-B	19	0.00			19			
A-C	357	0.00			357			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	41	0.00	486	0.084	41	0.1	8.079	A
C-AB	82	0.00	822	0.100	82	0.2	4.869	A
C-A	303	0.00			303			
A-B	23	0.00			23			
A-C	437	0.00			437			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	41	0.00	486	0.084	41	0.1	8.084	A
C-AB	82	0.00	822	0.100	82	0.2	4.870	A
C-A	303	0.00			303			
A-B	23	0.00			23			
A-C	437	0.00			437			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	33	0.00	513	0.065	33	0.1	7.498	A
C-AB	61	0.00	800	0.076	61	0.1	4.877	A
C-A	254	0.00			254			
A-B	19	0.00			19			
A-C	357	0.00			357			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	28	0.00	533	0.052	28	0.1	7.128	A
C-AB	47	0.00	784	0.060	47	0.1	4.885	A
C-A	216	0.00			216			
A-B	16	0.00			16			
A-C	299	0.00			299			



keep up with mode:



Telford and Wrekin Main Modifications to the Publication Version of the Local Plan
Public consultation 8th June to 5pm Monday 20th July

Word consultation response form

Please use this form if you wish to comment on the Telford and Wrekin Main Modifications to the Publication Version of the Local Plan. Further information can be found on the Councils website at www.telfordandwrekinlocalplan.co.uk

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How we will use your information

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We are asking for your personal details to allow us to contact you where we require clarification/further information. You do not have to include your personal details but not doing so might affect the council's ability to act on the information you have provided.

Personal Details

Title	Mrs
First Name	Pippa
Last Name	Nisbet
Address	
Commenting on behalf of (if relevant)	Parkhill Group
Organisation (if relevant)	hgh consulting
Telephone	
Email	

NOTE: The questions below are numbered 1 to 7. Please attach any typed or written responses related to the questions below when submitting this form.

The Planning Inspectors appointed to examine the Local Plan have recommended several Main Modifications to make the plan sound and legally compliant. These are shown on the **Schedule of Main Modifications** that has been published for consultation and have been subject to a further **Integrated Assessment Report Addendum**. These do not form part of the Main Modifications but are published alongside them and should be read in conjunction with the Main Modifications proposed.

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Representations should only relate to the proposed Main Modifications. This consultation is not an opportunity to repeat or raise further representations about the published plan or to seek further changes to the plan.

Q1: Which proposed Main Modification does this comment relate to? Please state clearly the modification reference (*for example MM008*):

MM130 - Appendix A, Housing Allocations

Q2: Do you consider that this Main Modification is:

☒ Legally compliant

☐ Sound

☐ None of the above

Q3: Please give details of why you consider this Main Modification is not legally compliant and/or unsound. Please be as precise as possible.

Alternatively, if you wish to support the legal compliance or soundness of the Main Modification, please also use this box to set out your comments.

We believe this main modification is unsound as the number of homes proposed has not been based on proportionate evidence and therefore risks being under-representative of the site's capacity, preventing the site's optimisation. We provide full detail on this below:

We continue to support the allocation of Site Reference HA8 (East of Dawley Road) for delivery of new housing - an estimated number of 89 homes. Whilst we understand that the housing numbers are an estimate, as the exact numbers will need to be determined through a planning application, informed by detailed technical considerations, we consider that 89 homes significantly underestimates the site's capacity.

Our Hearing Statement on Matter 5, Issue 1, set out the detailed technical work which Parkhill has undertaken to date on matters including ecology, topography, transport, geotechnical and landscaping (to name a few). These initial investigations demonstrated that work has progressed some way to addressing the planning application requirements set out by policy HO1 (Housing Allocations) and that the detailed work to date demonstrates that c.145 units on the site is achievable.

As we have stated to date, discussions with the Council's planning and highways officers confirmed that the council's figure of 89 homes was set by the planning policy team, based on their calculation of the lowest yield for the site and that the calculation in its purest form actually derived 115 dwellings. The lower number of 89 has been specified as the council considered the site may be constrained in certain places due to Geotech/ highways considerations.

At the Hearing session on Matter 5, Issue 1, no further clarification was provided by the Council on why the lower number of 89 homes has been specified and the Council's representative erroneously advised the Planning Inspectors that no pre-application discussions on the site had been held to date. We corrected this point at the Hearing session to confirm that a pre-application meeting was held with the Council's Officers on 10th November 2025, on the basis of a c.145 unit proposal. We noted that at this pre-application meeting, the Council had confirmed its support to the principle of new housing, suggesting further information is required to demonstrate how 145 units could be accommodated on site to meet policy requirements. This would especially include information on amenity standards, separation distances and car parking. The Council also noted potential highways capacity constraints and need for appropriate mitigation.

Our written statement on Matter 5, Issue 1 included an Illustrative Masterplan which had further progressed the proposals presented at the pre-application stage. The Masterplan addressed detailed design considerations such as amenity standards, separation distances and car parking showing how each could successfully be achieved in line with policy aspirations. Our written statement also provided an overview of initial highways work confirming that the site is deliverable in transport and highways terms and that in considering potential impact on highways, the wider and cumulative residual impact of the scheme will be assessed as part of the formal application stage.

Since the Hearing session, in the interests of ensuring timely submission of a planning application and progressing a future application which optimises the site, we have continued to advance more detailed technical work. This has included a focus, at this stage, on highways issues in light of the Council's comments on potential highways capacity constraints to date.

Mode transport was instructed following the Hearing sessions to progress its transport work to the next level to provide assurances on the proposed delivery of c.150 dwellings (rounded up from 145 dwellings to build in some flexibility) on site. This work included:

- more detailed review of sustainable access opportunities;
- the principles of the proposed vehicular access from the adjacent highway network; and

- junction capacity assessments, associated with forecast development traffic generation and distribution at both the Cock Hotel signalised crossroads junction and the site access junction.

Mode's detailed Transport Note is included as Appendix 1 to these representations. In conclusion, Mode's note confirms that the site is located in a sustainable location that would provide future residents with a genuine choice over modal share (whether that be bus, cycling or walking) with a number of local facilities and amenities all located within a short walk of the site. This would help facilitate a reduction in the dependency of future residents on the private car.

Capacity analysis modelling has followed a formal assessment and is actually based on higher trip rates taken forward from the TSTM, with no travel plan reductions applied, and is based on census journey to work trips -which generates a higher level of trips at the Cock Hotel junction than if it was based on trip type. Despite using these more stringent parameters to push a more 'worst-case' scenario - with the addition of the development generated traffic, there is little difference between the with/without development scenarios.

The Note also suggests that there may be some options (e.g. MOVA controls at the traffic signals) to improve the current situation (reducing impact below threshold levels) benefitting not only any proposed development traffic but the existing traffic as well. This would assist in improving the efficiency in general across the Watling Street corridor, reducing the queues and delays and improving journey times. Such measures could be easily achieved.

On highways, it is therefore concluded that proposals at c.150 units can be accommodated on the local highway network, with the assessed junctions considered to be remaining within capacity based on the robust parameters used. It is thereby evident that the proposals do not lead to a severe detrimental impact on highway capacity in any scenario considered and accordingly, should be considered acceptable in capacity terms, with no reason to request a reduction in number of homes proposed on the basis of transport considerations.

At the Hearing Session - our client, Parkhill, confirmed that they had received c.12 bids for the site and the top six bidders were offering 100% affordable housing, which Parkhill is happy to support. The bidders have been narrowed down to the last three - most of which are intending to deliver c.150 houses to ensure optimisation of the site. At the Hearing session, the Council appeared supportive of the opportunity for a higher number of homes to be delivered.

We therefore re-iterate our position that the proposed housing number is not reasonable as it has not been based on appropriate evidence. The site offers an excellent opportunity to boost housing numbers in accordance with national and local policy aspirations. At present, the 89 homes proposed restricts the site to only delivering a density of 17.8 dwellings per hectare, contrary to the Council's suggested density of 30-40 dwellings per hectare (Density and Net Site Area Study (2023) and against the crux of the NPPF.

Parkhill remains confident that residential development on the site is viable to provide c.145 homes, all of these being affordable. These would be delivered within five years. The recent levels of interest from potential future purchasers also indicate wider confidence that the site has the opportunity to deliver more homes than the Council's figure of 89 homes. We therefore request that the number of homes is re-considered to ensure that it is based on proportionate evidence and meets the tests of soundness.



Q4: Please set out what change(s) you consider necessary to make the Main Modification legally compliant and/or sound, having regard to the test you have identified above where this relates to soundness.



You will need to say why the change(s) will make the Main Modification legally compliant and/or sound. It will be helpful if you are able to put forward your suggested revised wording of any policy or text. Please be as precise as possible.

The estimated number of homes should be revised from 89 to c.145 homes to account for the technical evidence which has been presented to date which provides justification that c.145 homes is achievable and deliverable.



Q5: Do you have any comments on the Integrated Assessment Report Addendum, in respect to this particular Main Modification? Please provide them in the box below:

No



Q6: Do you have any comments on a Proposed Revision to the Policies Map? Please provide them in the box below:

No

Q7: Do you have any comments on one of the Councils Additional Modifications? Please provide them in the box below:

No

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Personal Details

Title	Mrs
First Name	Pippa
Last Name	Nisbet
Address	
Commenting on behalf of (if relevant)	Parkhill Group
Organisation (if relevant)	hgh consulting
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MM131 (APPENDIX B – Employment Allocations) and MM136 (APPENDIX G - SEAs)

Q2: Do you consider that this Main Modification is:

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☐ Sound

☐ None of the above

Q3: Please give details of why you consider this Main Modification is not legally compliant and/or unsound. Please be as precise as possible.

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We believe this main modification is unsound as there is a duplication of sites across Appendix B and G. We provide full detail on this below:

We continue to support the allocation of Site Reference EA1 (East of Dawley Road) for delivery of an estimated 20.19ha of Employment Land. As stated during the relevant Hearing Session on Matter 5, Issue 1 - Parkhill is confident, on the basis of commercial advice it has received, that it will receive a good level of interest from potential future occupiers for the site.

JLL and Box 4 are Parkhill's commercial agents. They have conducted a survey of occupants in the Telford area, confirming that there are some 40 occupiers who have lease events in the next 4 years, that tie in with the delivery of the site. Due to the creation of the access road and preparing the ground for development, the time from planning to practical completion is expected to be circa 3.5-4 years. Of those 40 occupiers, 12 have the size requirements that will match the Lawley Commercial Site. This does not include any occupiers coming in from outside the borough.

The site can provide up to 400,000 sq ft of commercial and logistics buildings and favours a single large building. The building outlined in our illustrative Masterplan (written statement on Matter 5, Issue 1) is in a discreet and secure location and would provide an ideal location for a defence related business. The site also provides the opportunity for additional yard storage space. Parkhill is currently looking to market the site based on an agreement for lease to attract an appropriate occupier. Because of the proposed size of the building, it is expected the occupier to have a blue-chip covenant.

The Telford and Wrekin Policies Map (CD03) includes allocation EA1 as a new Strategic Employment Area (SEA). We fully support MM136 to add a new Appendix (Appendix G) to the Local Plan which clearly lists all of the existing and proposed SEAs for clarity, in conjunction with the policies map.

We note however, that in addition to allocation EA1 being included in the new proposed Appendix G as a SEA, it also still remains in Appendix B Employment Allocations. We observe that some sites appear to be included in both Appendix B as an employment allocation and in Appendix G as a SEA, whilst some sites are included only as a SEA in Appendix G. The policy approach to the SEAs is different from the non-SEA employment allocations as the SEAs are noted to be the primary focus for employment development.

We therefore suggest, for consistency, that the employment sites which are non-SEA employment allocations should be included in Appendix B only and those which are allocated as SEAs should be listed in Appendix G only. This will help to ensure consistency and avoid any confusion or undermining of the sites which are SEAs and intended as the primary focus for employment.

On a further point, we note that MM048, 8.6 states, "The delivery of new employment land and the protection of existing employment provision is critical to attracting inward investment and creation of jobs. SEAs are large commercial and industrial estates in the borough and include Halesfield, Stafford Park, Hortonwood/MOD Donnington and Donnington Wood. A list of SEA areas is included in Appendix G." To ensure the newly added SEAs are accounted for it is suggested that the words "among others" is added to para 8.6 after "Donnington Wood."



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As above – see suggested changes.

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