

## **Appendix 74**

Enfield Park Road/Crab Lane MCC and Enfield Park Road ATC Comparison Summary

# Warrington - Manual Traffic Survey, Thursday 14th December 2017

Produced by Road Data Services Ltd

Junction: Enfield Park Road / Crab Lane

Approach: Enfield Park Road (North)

TIME	Left to Crab Lane								S/B to Enfield Park Road (South)							
	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
0700 - 0715	0	0	54	2	0	0	0	56	0	0	1	0	0	0	0	1
0715 - 0730	0	0	44	4	0	0	0	48	0	0	1	0	0	0	0	1
0730 - 0745	0	0	61	4	0	0	1	66	0	0	1	1	0	0	1	3
0745 - 0800	0	0	60	1	0	0	0	61	0	0	0	2	0	0	1	3
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>219</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>231</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>8</b>
0800 - 0815	0	0	71	1	1	0	0	73	0	0	1	0	0	0	1	2
0815 - 0830	0	0	72	3	1	0	0	76	0	0	2	0	0	0	0	2
0830 - 0845	0	0	71	3	0	0	0	74	0	0	3	1	0	0	0	4
0845 - 0900	0	1	60	2	0	0	0	63	0	0	5	0	0	0	0	5
<b>Hourly Total</b>	<b>0</b>	<b>1</b>	<b>274</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>286</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>13</b>
0900 - 0915	0	0	49	1	0	0	0	50	0	0	5	0	0	0	0	5
0915 - 0930	0	0	42	0	0	0	0	42	0	0	6	0	0	0	0	6
0930 - 0945	0	0	39	5	0	0	1	45	0	0	5	0	0	0	0	5
0945 - 1000	0	0	21	1	0	0	0	22	0	0	5	0	0	0	0	5
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>151</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>159</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>21</b>
<b>Session Total</b>	<b>0</b>	<b>1</b>	<b>644</b>	<b>27</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>676</b>	<b>0</b>	<b>0</b>	<b>35</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>42</b>
1600 - 1615	0	0	22	2	0	0	0	24	0	0	7	0	0	0	1	8
1615 - 1630	0	0	26	0	0	0	0	26	0	0	3	0	0	0	0	3
1630 - 1645	0	0	24	3	0	0	0	27	0	1	4	0	0	0	0	5
1645 - 1700	0	0	25	0	0	0	0	25	0	0	4	0	0	0	1	5
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>97</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>102</b>	<b>0</b>	<b>1</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>21</b>
1700 - 1715	0	0	17	0	0	0	0	17	0	0	4	0	0	0	0	4
1715 - 1730	0	0	19	1	0	0	0	20	0	0	10	0	0	0	1	11
1730 - 1745	0	0	15	5	0	0	1	21	0	0	6	0	0	0	0	6
1745 - 1800	0	0	20	1	0	0	0	21	0	0	6	0	0	0	1	7
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>79</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>28</b>
1800 - 1815	0	0	17	2	0	0	0	19	0	0	6	0	0	0	1	7
1815 - 1830	0	0	22	0	0	0	0	22	0	0	10	1	0	0	0	11
1830 - 1845	0	0	20	0	0	0	0	20	0	0	7	0	0	0	1	8
1845 - 1900	0	0	9	0	0	0	0	9	0	0	4	2	0	0	1	7
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>33</b>
<b>Session Total</b>	<b>0</b>	<b>0</b>	<b>236</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>251</b>	<b>0</b>	<b>1</b>	<b>71</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>82</b>

# Warrington - Manual Traffic Survey, Thursday 14th December 2017

Produced by Road Data Services Ltd

Junction: Enfield Park Road / Crab Lane

Approach: Crab Lane

TIME	Left to Enfield Park Road (South)								Right to Enfield Park Road (North)							
	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
0700 - 0715	0	0	14	3	0	0	1	18	0	0	7	3	0	0	0	10
0715 - 0730	0	0	17	1	0	0	0	18	0	0	8	0	2	0	0	10
0730 - 0745	0	0	37	4	0	0	1	42	0	0	4	0	0	0	0	4
0745 - 0800	0	0	33	0	0	0	2	35	0	0	12	1	0	0	0	13
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>101</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>113</b>	<b>0</b>	<b>0</b>	<b>31</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>37</b>
0800 - 0815	1	0	42	5	0	0	1	49	0	0	13	1	0	0	0	14
0815 - 0830	0	0	45	2	0	0	2	49	0	0	15	3	0	0	0	18
0830 - 0845	1	0	60	1	0	0	1	63	0	0	10	1	1	0	0	12
0845 - 0900	0	0	48	2	0	0	1	51	0	0	8	0	0	0	0	8
<b>Hourly Total</b>	<b>2</b>	<b>0</b>	<b>195</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>212</b>	<b>0</b>	<b>0</b>	<b>46</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>52</b>
0900 - 0915	0	0	45	5	0	0	1	51	0	0	11	2	0	0	0	13
0915 - 0930	0	0	24	4	1	0	0	29	0	0	13	0	0	0	0	13
0930 - 0945	0	0	20	0	0	0	1	21	0	0	11	2	0	0	0	13
0945 - 1000	0	0	22	3	1	0	1	27	0	0	16	0	0	0	0	16
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>111</b>	<b>12</b>	<b>2</b>	<b>0</b>	<b>3</b>	<b>128</b>	<b>0</b>	<b>0</b>	<b>51</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>55</b>

<b>Session Total</b>	<b>2</b>	<b>0</b>	<b>407</b>	<b>30</b>	<b>2</b>	<b>0</b>	<b>12</b>	<b>453</b>	<b>0</b>	<b>0</b>	<b>128</b>	<b>13</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>144</b>
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1600 - 1615	0	1	78	7	0	0	1	87	0	0	39	5	0	0	0	44
1615 - 1630	0	0	84	4	0	0	0	88	0	0	33	5	0	0	0	38
1630 - 1645	0	0	85	3	0	0	0	88	0	0	32	3	0	0	0	35
1645 - 1700	0	0	66	7	0	0	2	75	1	0	37	3	0	0	0	41
<b>Hourly Total</b>	<b>0</b>	<b>1</b>	<b>313</b>	<b>21</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>338</b>	<b>1</b>	<b>0</b>	<b>141</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>158</b>
1700 - 1715	0	1	98	4	1	0	0	104	0	1	35	2	0	0	0	38
1715 - 1730	0	0	81	9	0	0	0	90	0	0	55	4	0	0	0	59
1730 - 1745	0	0	76	7	2	0	1	86	0	0	41	3	2	0	0	46
1745 - 1800	0	1	65	2	0	0	0	68	0	1	32	1	0	0	0	34
<b>Hourly Total</b>	<b>0</b>	<b>2</b>	<b>320</b>	<b>22</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>348</b>	<b>0</b>	<b>2</b>	<b>163</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>177</b>
1800 - 1815	0	0	69	2	0	0	2	73	0	0	56	2	0	0	0	58
1815 - 1830	0	0	46	0	0	0	1	47	0	0	26	2	0	0	0	28
1830 - 1845	0	0	47	5	0	0	0	52	0	0	28	2	0	0	0	30
1845 - 1900	0	0	18	2	0	0	1	21	0	0	12	2	0	0	0	14
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>180</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>193</b>	<b>0</b>	<b>0</b>	<b>122</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>130</b>

<b>Session Total</b>	<b>0</b>	<b>3</b>	<b>813</b>	<b>52</b>	<b>3</b>	<b>0</b>	<b>8</b>	<b>879</b>	<b>1</b>	<b>2</b>	<b>426</b>	<b>34</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>465</b>
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## Warrington - Manual Traffic Survey, Thursday 14th December 2017

Produced by Road Data Services Ltd

Junction: Enfield Park Road / Crab Lane

Approach: Enfield Park Road (South)

TIME	N/B to Enfield Park Road (North)								Right to Crab Lane							
	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
0700 - 0715	0	0	7	0	0	0	0	7	0	1	48	7	1	0	1	58
0715 - 0730	0	0	5	0	0	0	1	6	0	0	60	0	2	0	0	62
0730 - 0745	0	0	5	0	0	0	1	6	0	1	87	6	0	0	1	95
0745 - 0800	0	0	6	2	0	0	2	10	0	0	111	17	0	0	1	129
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>29</b>	<b>0</b>	<b>2</b>	<b>306</b>	<b>30</b>	<b>3</b>	<b>0</b>	<b>3</b>	<b>344</b>
0800 - 0815	0	0	8	2	0	0	0	10	2	0	94	8	0	0	0	104
0815 - 0830	0	0	9	0	0	0	0	9	0	0	98	6	0	0	2	106
0830 - 0845	0	1	12	2	0	0	1	16	0	0	85	6	1	0	1	93
0845 - 0900	1	0	6	1	1	0	0	9	0	0	79	7	0	0	1	87
<b>Hourly Total</b>	<b>1</b>	<b>1</b>	<b>35</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>44</b>	<b>2</b>	<b>0</b>	<b>356</b>	<b>27</b>	<b>1</b>	<b>0</b>	<b>4</b>	<b>390</b>
0900 - 0915	0	0	11	1	0	0	1	13	0	0	58	1	1	0	0	60
0915 - 0930	0	0	8	1	0	0	0	9	0	1	43	0	0	0	1	45
0930 - 0945	1	0	9	1	0	0	1	12	0	0	37	2	2	0	0	41
0945 - 1000	0	1	5	0	0	0	0	6	0	0	23	1	1	0	2	27
<b>Hourly Total</b>	<b>1</b>	<b>1</b>	<b>33</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>40</b>	<b>0</b>	<b>1</b>	<b>161</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>3</b>	<b>173</b>

<b>Session Total</b>	<b>2</b>	<b>2</b>	<b>91</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>7</b>	<b>113</b>	<b>2</b>	<b>3</b>	<b>823</b>	<b>61</b>	<b>8</b>	<b>0</b>	<b>10</b>	<b>907</b>
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1600 - 1615	0	0	5	0	0	0	0	5	1	0	46	2	0	0	0	49
1615 - 1630	0	0	8	2	0	0	0	10	0	0	43	7	0	0	2	52
1630 - 1645	0	0	7	0	0	0	0	7	0	0	43	4	0	0	0	47
1645 - 1700	0	0	9	0	0	0	0	9	0	0	41	1	0	0	2	44
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>31</b>	<b>1</b>	<b>0</b>	<b>173</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>192</b>
1700 - 1715	0	0	5	0	0	0	0	5	0	1	40	2	0	0	0	43
1715 - 1730	0	0	12	1	0	0	0	13	0	0	40	3	0	0	0	43
1730 - 1745	0	0	6	0	0	0	0	6	0	0	42	1	2	0	0	45
1745 - 1800	0	0	10	1	0	0	0	11	0	0	39	0	1	0	1	41
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>35</b>	<b>0</b>	<b>1</b>	<b>161</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>172</b>
1800 - 1815	0	0	7	0	0	0	0	7	0	0	35	2	0	0	1	38
1815 - 1830	0	0	8	0	0	0	0	8	0	0	31	2	0	0	1	34
1830 - 1845	0	0	5	0	0	0	0	5	0	0	36	3	0	0	1	40
1845 - 1900	0	0	3	0	0	0	0	3	0	0	23	0	0	0	0	23
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>0</b>	<b>0</b>	<b>125</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>135</b>

<b>Session Total</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>1</b>	<b>1</b>	<b>459</b>	<b>27</b>	<b>3</b>	<b>0</b>	<b>8</b>	<b>499</b>
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December 2017

MCC count data has been obtained for the junction of Enfield Park Road and Crab Lane for Thursday 14<sup>th</sup> December 2017.

ATC count data has been obtained for Enfield Park Road to the south of this junction for the period of 5<sup>th</sup> February 2016 through 11<sup>th</sup> February 2016.

The MCC data has been compared with the weekday average ATC data. An overview of the comparison is provided below.

MCC count during the AM northbound carried 166 additional vehicles when compared with the ATC over the 07:00-10:00 period.

MCC count during the PM northbound carried 28 additional vehicles when compared with the ATC over the same 16:00-19:00 period.

MCC count during the AM southbound carried 36 fewer vehicles when compared with the ATC over the 07:00-10:00 period.

MCC count during the PM southbound carried 5 additional vehicles when compared with the ATC over the 16:00-19:00 period.

The MCC and ATC data therefore appear to correlate well during the majority of periods in each direction excluding possibly westbound along Crab Lane.