
General Report Data

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- When preparing revisions B, C, etc of a report, users must update the Issue and Revision Record on page ii. The table row programmed with the 'bookmark references' contains the date and the revision letter for the latest revision and must be at the bottom of the table. To create a record for another revision, users must insert a row immediately above the bottom row. Users then enter the data for the superseded revision directly into this row. The date and the revision letter for the new revision (in the bottom row) is updated through the Data Input Table using the method previously described.

¹

The spelling of LucidaSans differs between computers. On some computers, the name comprises two words that is Lucida Sans (which is the correct version), on others the words are combined. In this template, the name is one word, which seems to be the normal case. Thus, on computers having the name in two words, the font in the main title of the report on pages i and ii must be selected and renewed to display properly.

Data Input Table – Do Not Delete

Item	Location	Bookmark name	X ^{1,2}	Record of input ^{3,4}
Report Title – first line	Pages i and ii	T1		25 Point Census Report 1999
Report Title – second line	Pages i and ii	T2		
Report Title – third line	Pages i and ii	T3		
Report Title or Heading – first line	Left aligned in headers	HL1		25 Point Census Report 1999
Report Title or Heading – second line	Left aligned in headers	HL2		
Group Name	Right aligned in headers – first line	HR1		jdt, Mott MacDonald
Client/Associate (where applicable)	Right aligned in headers – second line	HR2		West Midlands Districts
Project Number	Footers	PRJNR		47995
Report Number	Footers	RPTNR		037
Revision Letter	Issue and Revision Record on page ii and footers	REV		B
Date of issue or report	Page i, Issue and Revision Record on page ii and footers	DATE		August 2000
Initials of word processor	Footers	INI		DMK

Notes ¹ This column contains the 'Bookmarks'. Do not enter data directly into this column or any other column in the table. Similarly, do not delete data in the columns.

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⁴ If you delete a 'Bookmark Reference', you will need to recreate it in the same place with the same name using 'Insert + Fields + Links and References + Ref'. The help locate a reference (or any other 'Field Code') highlight the codes using 'Tools + Options + Field shading + Always'.

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25 Point Census Report 1999

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1 Introduction

The data for this report has been collected from twenty five permanent automatic traffic counters spread proportionately throughout different road types and districts within the West Midlands county. Originally from the old 'Hundred Point Census Survey', they formed the twenty five permanent sites of the hundred locations which were monitored each year. The other seventy five locations were carried out as a mixture of either once monthly or four times yearly automatic counts which were then grossed up to annual figures using patterns from the permanent counts. In 1996, the survey was scaled down to include only the 25 permanent sites. To ensure compatibility, the results from the permanent 25-point sites were extracted from the 100-point yearly databases from 1987 to 1996 and are shown in Tables 2 to 5. The locations and distributions of these sites can be found in Table 1 below. A further 25 sites are also monitored permanently which also classify vehicles by type and speed. These will be used to monitor changes in vehicle classifications and speeds and when combined with data from the 25 point census surveys should also provide information on seasonal variations.

Table 1 Location of Survey Sites

Reference Number	District	Road Type	Location
HP05	Wolverhampton	Class. Princ.	Lichfield Road Stubby Ln to Peacock Ave
HP10	Coventry	Class. Princ.	Kenilworth Road North of Cannon Hill Road
HP20	Birmingham	Class. Princ	Stratford Road Fernley Rd to Evelyn Rd
HP23	Sandwell	Class. Princ	Dudley Port Tividale St to Fisher St
HP24	Birmingham	Class. Princ.	Watford Road Woodfall Ave to Northfield Rd
HP02	Birmingham	Class. Non-Princ	Salisbury Road Park Hill to Salisbury Close
HP04	Birmingham	Class. Non-Princ.	Wharfdale Road Rushy Ln to Blythwood Rd
HP08	Solihull	Class. Non-Princ	Tanworth Lane North of Lady Ln
HP27	Walsall	Class. Non-Princ.	Foley Road East Streetly Rd to F'ston Rd
HP29	Dudley	Class. Non-Princ.	Grange Road Halesowen By Pass to Illey Ln
HP44	Birmingham	Unclassified	Bulls Lane East of Bulls Lane Farm
HP45	Dudley	Unclassified	Uffmoor Lane Hagley Rd to Blakedown Rd
HP46	Dudley	Unclassified	Newland Grove Hallchurch Rd to Woodside Rd
HP47	Coventry	Unclassified	Arundel Road Foresters Rd to Bettman Close
HP48	Coventry	Unclassified	Torrington Avenue Wolfe Road to Templar Ave
HP49	Wolverhampton	Unclassified	Northwood Park Rd Ireton Rd to Northwood Pk Cl
HP50	Wolverhampton	Unclassified	Mount Road Wakeley Hill to Dewsbury Drive
HP52	Birmingham	Unclassified	Sherwood Road Painswick Rd to Highfield Rd
HP54	Birmingham	Unclassified	Windermere Road Wakegreen Rd to Ashleigh Gar
HP56	Birmingham	Unclassified	Jerry's Lane Sheddington Rd to Rafor Rd
HP58	Walsall	Unclassified	Dangerfield Lane Stanley Rd to Broadwaters Rd
HP61	Walsall	Unclassified	St Annes Road Temple Rd to Stringes Ln
HP64	Sandwell	Unclassified	Shakespeare Road Swann Walk to Kennedy Walk
HP68	Solihull	Unclassified	Creynolds Lane Stratford Rd to Cheswick Way
HP73	Wolverhampton	Unclassified	Coppice Road Meadow Road to Cranford Road

2 Purpose of Report

The purpose of this report is to inform districts of changes in total travel within the West Midlands county over the 1999 period. Changes are reported in vehicle-kilometres travelled which, in addition to increases or decreases in traffic levels, also incorporate changes in road lengths from year to year.

3 Results

3.1 Changes in West Midlands Traffic

The tables below detail the results of the analysis showing increases or decreases in traffic on roads excluding motorways since 1987.

Table 2 Total Travel in 000's Vehicle-kilometres 1987-1999, Annual (Excluding Motorways)

Year	Trunk & Principal	Class. Non-Principal	Unclassified	Total	Index
1987	4,068,675	2,245,411	4,576,468	10,890,555	1.00
1988	4,197,505	2,458,169	4,444,124	11,099,799	1.02
1989	4,295,201	2,498,530	4,614,916	11,408,648	1.05
1990	4,328,427	2,530,869	4,886,858	11,746,154	1.08
1991	4,256,615	2,497,478	4,996,219	11,750,312	1.08
1992	4,203,961	2,524,731	5,009,581	11,738,274	1.08
1993	4,487,986	2,549,959	5,479,427	12,517,373	1.15
1994	4,294,772	2,654,842	5,649,874	12,599,000	1.16
1995	4,290,536	2,660,672	5,288,084	12,239,294	1.12
1996*	4,160,964	2,681,115	5,352,538	12,194,617	1.12
1997	4,417,223	2,679,910	5,167,130	12,264,265	1.13
1998	4,715,495	2,703,079	5,054,382	12,472,956	1.15
1999	4,534,329	2,643,797	5,391,670	12,569,796	1.15

Traffic on all roads excluding motorways has increased slightly by 0.8% during 1999 compared with 1998. The largest increase was on unclassified roads where traffic increased by 6.7%. On Trunk and Principal and classified non-principal roads traffic levels decreased by 3.8% and 2.2% respectively.

Table 3 Total Travel in 000's Vehicle-kilometres 1987-1999 7-9am Ave Weekday (Excluding Motorways)

Year	Trunk & Principal	Class. Non-Principal	Unclassified	Total	Index
1987	86,826	53,664	105,889	246,381	1.00
1988	89,986	58,498	97,711	246,199	1.00
1989	90,552	61,360	103,577	255,489	1.04
1990	91,935	60,459	115,087	267,482	1.09
1991	88,871	56,693	117,378	262,944	1.07
1992	85,611	55,780	112,562	253,954	1.03
1993	90,888	57,995	117,322	266,205	1.08
1994	83,242	60,366	128,113	271,722	1.10
1995	84,473	61,572	120,020	266,065	1.08
1996*	81,369	63,074	122,126	266,569	1.08
1997	89,011	62,722	119,826	271,559	1.10
1998	93,256	64,292	111,210	268,757	1.09
1999	88,046	62,150	119,744	269,940	1.10

During the morning peak overall traffic levels have remained about the same. Again, traffic increased on unclassified roads but decreased on both types of classified roads. Table 4 shows vehicle-kilometres travelled during the evening peak. Changes in traffic levels in 1999 during this period showed similar patterns to those in the morning peak.

Table 4 Total Travel in 000's Vehicle-kilometres 1987-1999 4-6pm Ave Weekday (Excluding Motorways)

Year	Trunk & Principal	Class. Non-Principal	Unclassified	Total	Index
1987	94,551	57,793	115,553	267,898	1.00
1988	96,936	61,458	114,386	272,781	1.02
1989	97,053	64,494	117,040	278,589	1.04
1990	99,374	63,493	129,861	292,729	1.09
1991	95,760	62,460	129,680	287,901	1.07
1992	94,537	62,792	129,256	286,586	1.07
1993	97,904	64,614	135,571	298,091	1.11
1994	96,173	65,504	143,331	305,008	1.14
1995	95,341	65,523	135,454	296,318	1.11
1996*	92,351	65,409	138,853	296,292	1.11
1997	96,646	66,966	134,635	298,247	1.11
1998	102,999	67,608	132,794	303,402	1.13
1999	99,624	66,392	138,982	304,998	1.14

*1996 Figures based on an incomplete year. Final figures estimated from three quarters instead of four.

3.2 Comparisons With Traffic Changes in Great Britain

Table 5 Total Travel in 000's Vehicle Kilometres – All Roads Excluding Motorways

Year	West Midlands		Great Britain	
	Veh/Km	Index*	Veh/Km	Index
1987	10,890,555	1.00	300,400,000	1.00
1988	11,099,799	1.02	321,200,000	1.07
1989	11,408,648	1.05	347,900,000	1.16
1990	11,746,154	1.08	349,200,000	1.16
1991	11,750,312	1.08	350,600,000	1.17
1992	11,738,274	1.08	350,600,000	1.17
1993	12,517,373	1.15	348,300,000	1.16
1994	12,599,000	1.16	355,900,000	1.18
1995	12,239,294	1.12	360,000,000	1.20
1996	12,194,617	1.12	368,800,000	1.23
1997	12,264,265	1.13	374,600,000	1.25
1998	12,472,956	1.15	378,300,000	1.26
1999	12,569,796	1.15		

Source: jdt 25pt census and Transport Statistics Great Britain 1999 Edition

*These figures have been rounded to the nearest two decimal places. The graph below has been produced using un-rounded figures.

Figure 1 below shows changes in traffic in the West Midlands compared with Great Britain expressed as an index.

Figure 1 Indices of Traffic Growth on Roads Excluding Motorways – West Midlands v Great Britain

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3.3 Daily Variations

Figures in Table 6 show the percentage of 24 hour flow contained in selected times on an average weekday on the three types of road. For example, on unclassified roads the 12 hour (0700-1900) flow is 80.3% of the 24 hour total flow. The percentages in Table 6 can also be used to convert short term counts into flows covering a longer time period. For instance to convert a 12 hour flow on an unclassified road to a 24 hour flow, the 12 hour flow should be divided by 0.803.

Table 6 Percentage of 24 Hour Traffic Flows in Selected Periods of an Average Weekday 1999

Time Period	Trunk and Principal	Classified Non-Princ.	Unclassified	All Roads
0800-0900	6.9	8.7	8.8	7.6
1700-1800	7.5	8.6	8.9	7.9
0700-1900	75.9	80.3	80.3	77.6
0600-2200	92.1	94.3	94.3	92.9

3.4 Weekly Variations

Tables 7 to 9 provide factors by which flows on a particular day should be divided to give the flow on an average weekday. For example, to convert a 24 hour count undertaken on a Monday on an unclassified road to an average weekday, divide by 0.938.

Table 7 Proportion of Weekday Flows to Average Weekday Flows – Trunk and Principal Roads

Time Period	Monday	Tuesday	Wednesday	Thursday	Friday
0700-0900	0.948	1.012	1.025	1.025	0.991
1600-1800	0.978	1.001	1.015	1.009	0.998
0700-1900	0.964	1.000	1.009	1.011	1.017
24 Hour	0.949	0.992	1.005	1.018	1.036

Table 8 Proportion of Weekday Flows to Average Weekday Flows – Classified Non-Principal Roads

Time Period	Monday	Tuesday	Wednesday	Thursday	Friday
0700-0900	0.958	1.016	1.026	1.021	0.979
1600-1800	0.969	1.018	1.027	1.019	0.967
0700-1900	0.960	0.997	1.015	1.009	1.018
24 Hour	0.946	0.995	1.016	1.018	1.024

Table 9 Proportion of Weekday Flows to Average Weekday Flows – Unclassified Roads

Time Period	Monday	Tuesday	Wednesday	Thursday	Friday
0700-0900	0.953	1.019	1.025	1.019	0.984
1600-1800	0.957	1.011	1.021	1.024	0.987
0700-1900	0.950	0.991	1.006	1.014	1.040
24 Hour	0.938	0.988	1.005	1.020	1.049

Table 10 Proportion of Weekday Flows to Average Weekday Flows – All Roads

Time Period	Monday	Tuesday	Wednesday	Thursday	Friday
0700-0900	0.952	1.014	1.025	1.023	0.986
1600-1800	0.973	1.007	1.019	1.014	0.987
0700-1900	0.961	0.998	1.010	1.010	1.020
24 Hour	0.947	0.993	1.008	1.018	1.034

3.5 Seasonal Variations, Changes in Vehicle Classifications and Speeds

Information on all the above will be provided by either the 25 point classified counts or a combination of these and the 25 point census surveys. Data from the 25 point classified counts is being analysed at the moment and should be available within the next month.

