

Pell Frischmann

Land off Shaw Lane, Carlton, Barnsley

Transport Assessment

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**Prepared for**

**Prepared by**

**Network Space**

**Pell Frischmann**

5 Manchester Square  
London  
W1U 3PD

**Pell Frischmann**

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# 1 Introduction

## 1.1 Overview

1.1.1 Pell Frischmann has been commissioned by Network Space (the Applicant) to prepare a Transport Assessment (TA) to support an outline planning application for residential development located to the north of Shaw Lane, Carlton, Barnsley.

1.1.2 The development proposals comprise circa 215 new residential dwellings with access via a new priority junction located on Shaw Lane. The site has been identified in the Barnsley Local Plan as being appropriate for residential development (ref: MU2), following its allocation in the Barnsley Local Plan. The site has been allocated L11 in the Carlton Masterplan Framework which sets out the principals in which the site should be delivered.

1.1.3 This TA was prepared prior to the development quantum being fixed and was done so on the basis of 216 dwellings rather than the lower number of 215. It is considered that this reduction in units does not affect the validity of the assessments set out in this document.

1.1.4 Barnsley Metropolitan Borough Council (BMBC) are the Local Planning Authority (LPA) and the Local Highway Authority (LHA).

## 1.2 Pre-application Discussions

1.2.1 Prior to preparing this TA and the submission of the outline planning application, pre-application discussions were held between the applicant and BMBC. These set out the general principals in which the TA should be prepared. The pre-application email correspondence is contained in **Appendix A**. This TA has been prepared broadly in accordance with these principals.

## 1.3 Report Structure

1.3.1 Following this introduction the structure of the report is as follows:

- **Chapter 2** – Outlines the relevant national, regional and local policy context and the guidance documents which form the basis for assessing the proposed development.
- **Chapter 3** – Sets out the baseline conditions including: defining the sites' location, describing the study area, details the existing traffic flows, sets out the results of the baseline capacity modelling and provides a review of the recorded personal injury accident records.
- **Chapter 4** – Examines the accessibility of the site by sustainable modes of travel.
- **Chapter 5** – Presents a description of the proposed development, including access and servicing arrangements, parking provision and proposed offsite junction improvements.
- **Chapter 6** – Summaries the traffic movements generated by the proposals and their distribution on the wider highway network.
- **Chapter 7** – Presents a detailed assessment of the impact of the development proposals on the local highway network.
- **Chapter 8** – Sets out the proposed mitigation strategy for ensuring the development will not have a severe impact upon the highway network.
- **Chapter 9** – Provides a summary of the report findings and any conclusions drawn from the assessment.

## 2 Policy Context

### 2.1 Introduction

2.1.1 This section of the report sets out the local, regional, and national transport planning policies which are pertinent to the proposed development and describes how the proposed development adheres to these policies.

### 2.2 National Policy

#### National Planning Policy Framework

2.2.1 The Ministry of Housing, Communities & Local Government published the updated NPPF in July 2021.

2.2.2 The NPPF emphasises a favourability towards sustainable development, as is evident in Paragraph 105: ***“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. This can help to reduce congestion and emissions, and improve air quality and public health”***

2.2.3 Paragraph 110 sets out the criteria upon which new developments should be judged from a highways and transportation perspective. When deciding upon planning applications it should be ensured that:

***“a) Appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;***

***b) safe and suitable access to the site can be achieved for all users;***

***c) the design of streets, parking area, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and***

***d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.”***

2.2.4 Paragraph 111 states that ***“Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.”***

2.2.5 Paragraph 112 outlines the following requirements for developments in the context of the above: **“Applications for development should:**

***a) Give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;***

***b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;***

***c) create places that are safe, secure and attractive – which minimises the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;***

***d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and***

- e) ***be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.***”

2.2.6 Paragraph 113 states that: ***“All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed.”***

2.2.7 The proposed junction arrangement has been designed to current standard, and the application is supported by this Transport Assessment which clearly demonstrate that the development proposals will not have a ‘severe’ impact on highway safety or the operation of the local highway network. Furthermore, the applicant is committed to the implementation of a Travel Plan which has been submitted alongside this application which will aim to maximise the uptake of sustainable modes of travel. These confirm that the proposals adhere to the NPPF policy set out above.

## 2.3 Regional Policy

### Sheffield City Region Transport Strategy 2040

2.3.1 The Sheffield City region Transport Strategy 2040 sets out the mayor's transport vision to transform the regions transport network by 2040. The Strategy has been developed in conjunction with the local authorities for Sheffield, Doncaster, Barnsley and Rotherham. The overarching transport vision for the region is as follows:

***“We will build a transport system that works for everyone, connecting people to the places they want to go within the Sheffield City Region as well as nationally and internationally. Our transport system will be safe, reliable, clean, green and affordable. It will be one of the best in the United Kingdom and Europe.”***

2.3.2 The documents sets out three key goals for the transport network over the strategy period. These are as follows:

- Residents and connected to economic opportunity.
- A cleaner and greener Sheffield City Region.
- Safe, reliable and accessibly transport network.

2.3.3 The specific policy relevant to the proposals include ‘*Policy 8 – Enhance or multimodal transport system and encourage active travel*’. This policy sets out a number of commitments from the SCR in relation to an enhanced multi-modal transport system and the encouragement of active travel. These include:

- Invest over a sustained period in high quality cycling and walking infrastructure that better connects homes, transport interchanges, education, employment and recreational opportunities using safer, direct and convenient routes;
- Work to reduce the reliance on private transport, encouraging people and working with businesses to choose greener and healthier forms of transport both for existing journeys and new journeys stemming from investment in the City Region;

2.3.4 The site forms part of an identified mixed use development allocation set out in the Barnsley Local plan. As such, a Masterplan Framework has been adopted to ensure the site is developed in a sustainable manner and that active travel is at the heart of future development. Although the development proposals are in outline with all matters reserved except for means of access, the applicant is committed to providing good pedestrian and cycle connections to link with the wider land allocations in Carlton. In addition, the proposals are supported by a Travel Plan Framework which will form the basis of a comprehensive Travel Plan which will include a package of measures and initiatives to promote sustainable travel to and from the site. This confirms that development proposals are consummate with the strategy document.

## South Yorkshire Residential Design Guide 2011

2.3.5 The South Yorkshire Residential Design Guide was adopted in 2011 and provides guidance to developers on the design aspects of new residential developments consisting of more than 10 dwellings. The document provides guidance regarding the geometric and layout of access roads and junctions and sets out the required visibility requirements. The proposed site access junction has been designed with consideration of the guidance document.

## 2.4 Local Policy

### Barnsley Local Plan 2014 to 2033

2.4.1 Barnsley's Local Plan was adopted in January 2019 and sets out the Council's strategic vision and priorities for housing, employment and commercial development, including transport infrastructure and protection of the local environment. To deliver the vision of the Plan, a number of strategic priorities have been identified, these include:

- Provide opportunities for the creation of new jobs and protection of existing jobs;
- Improve the conditions in which people live, work, travel and take leisure;
- Widen the choice of high-quality homes; Improve the design of development; and
- Protect and enhance Barnsley's environmental assets and achieve net gains in biodiversity

2.4.2 Chapter 9 sets out a number of housing policies and details a number of strategic housing sites. Policy H1 details the number of houses which are required to be delivered over the plan period. It states that the Council will seek to **'achieve at least 21,546 net additional dwellings during the plan period 2014 to 2044.'** Delivery of the site will actively contribute towards delivery of these dwellings over the plan period.

2.4.3 Chapter 10 of the document sets out the identified mixed-use development allocations and identifies that the site forms part of a wider mixed use development allocation called 'Site MU3 Land off Shaw Lane Carlton'. Figure 2-1 shows the extent of Site MU3 (source: www.barnsley.gov.uk).

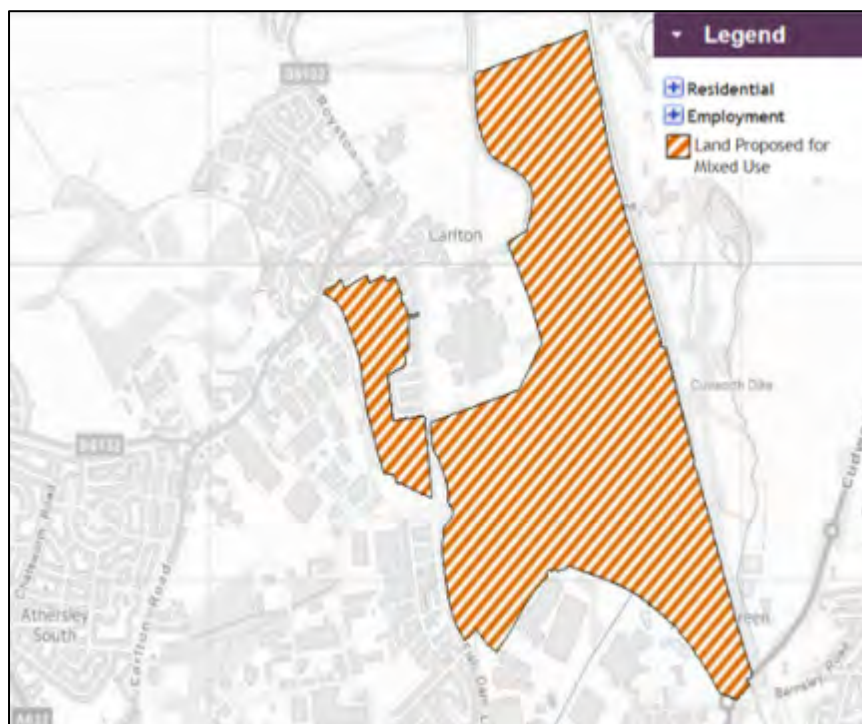


Figure 2-1 Local Plan Site Allocation Extract – Site MU3

2.4.4 In relation to the site allocation, the Local Plan states the following:

***'This site is proposed for mixed use for housing and green space. The indicative number of dwellings proposed for this site is 1683. These are included in the Housing figures for Urban Barnsley in the Housing chapter. The development will be subject to the production of a phased Masterplan Framework covering the entire site to ensure that development is brought forward in a comprehensive manner'.***

2.4.5 As the above policy suggests, the site is subject to the development of a Masterplan Framework which will guide the development on site. Although the planning application is in outline, the development proposals do take due regard for the adopted Masterplan Framework. In particular, providing the first section of the north west link road, through the proposed site, between Shaw Lane and Royston Lane.

2.4.6 Chapter 12 of the Local Plan discusses transport; in particular, it discusses a number of transport challenges and associated policies relating to transport within the area. The most relevant policies to the development proposals are as follows:

➤ ***"Policy T2: Safeguarding of Former Railway Lines***

- ***We will safeguard land within and adjacent to existing and historical rail alignments to accommodate the potential reinstatement of former strategic railway lines. Their historical routes will be shown on the Policies Map.***
- ***Where it is not possible to use the original alignment we will work with our delivery partners to identify any appropriate alternative routes."***

2.4.7 The adopted Masterplan Framework for the site has identified the potential for a new railway station located immediately east of the site off Shaw Lane. The proposals do not compromise this aspiration demonstrating compliance with Policy T2.

➤ ***"Policy T3 - New Development and Sustainable Travel: "New development will be expected to:***

- ***Be located and designed to reduce the need to travel, be accessible to public transport and meet the needs of pedestrians and cyclists;***
- ***Provide at least the minimum levels of parking for cycles, motorbikes, scooters, mopeds and disabled people set out in the relevant Supplementary Planning Document;***
- ***Provide a transport statement or assessment in line with guidance set out in the National Planning Policy Framework and guidance including where appropriate regard for cross boundary local authority impacts; and***
- ***Provide a travel plan statement or a travel plan in accordance with guidance set out in the National Planning Policy Framework including where appropriate regard for cross boundary local authority impacts. Travel plans will be secured through a planning obligation or a planning condition."***

2.4.8 The site is located close to existing cycle links and a relatively high frequency bus route which can be accessed from Fish Dam Lane. Furthermore, the planning application is supported by this Transport Assessment and a Travel Plan Framework demonstrating compliance with Policy T3 of the Local Plan.

➤ ***"Policy T4 – New Development and Transport Safety***

- ***New development will be expected to be designed and built to provide all transport users within and surrounding the development with safe, secure and convenient access and movement. If a development is not suitably served by the existing highway, or would create or add to problems of safety or the efficiency of the highway or any adjoining rail infrastructure for users, we will expect developers to take mitigating***

***action or to make a financial contribution to make sure the necessary improvements go ahead. Any contributions will be secured through a planning obligation or planning condition”.***

2.4.9 The proposed access junction has been designed to current design standards and will provide safe access for all road users. The impact of the modest increase in additional vehicle trips generated by the proposals can be successfully mitigated by the proposed junction improvement scheme set out in Chapter 8 of this report. Accordingly, the proposals comply with the above policy.

### **Carlton Masterplan Framework**

2.4.10 The Carlton Masterplan Framework is now adopted and is a strategic document that sits beneath the Local Plan and provides the key principles that future planning applications for the Local Plan allocation should align to. Although the proposals do not strictly align with this policy, consideration has been given to it in developing the proposals for the site.

2.4.11 The document states that the overall Local Plan allocation will come forward in phases and provides a Phasing and Delivery Strategy for the wider allocation. This includes five phases with the development site allocated to Phase 3. The document recognises that the phases do not need to be delivered sequentially meaning that phases can be delivered in parallel. The specific infrastructure requirements for the application site are as follows:

***“To provide highway infrastructure for adoption by the Highway Authority to permit access to Shaw Lane via parcel L11.***

***Reason: to provide means of access and egress to the development scheme in line with the Masterplan Framework.***

***Make available land to allow improvements to Shaw Lane.***

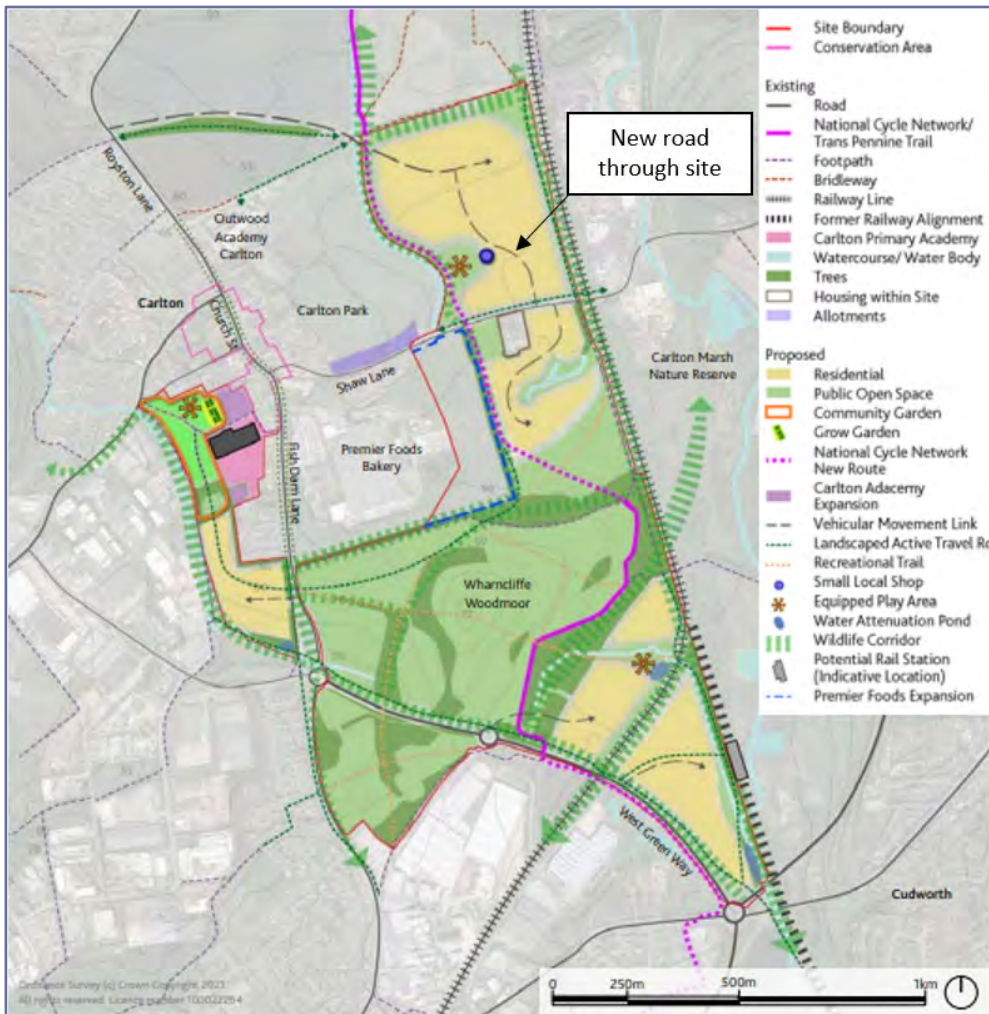
***Reason: to provide an active travel corridor for the site occupants and the local community and allow for road safety improvements on Shaw Lane.***

***To provide the active travel route through the parcel as indicated in the Masterplan Framework.***

***Reason: to provide active travel routes for the local community”***

2.4.12 The proposals will provide the first stage of the link between Shaw Lane and Royston Lane. This will be to adoptable standard and will include active travel provision in line with the above. The site frontage on Shaw Lane will also include active travel infrastructure resulting in land being available for improvements to Shaw Lane.

2.4.13 The applicant is committed to providing appropriate linkages and will deliver first phase of the northern access road, an aspiration of BMBC. An extract of the Masterplan Framework showing the sustainable transport links and proposed highway scheme is shown in Figure 2-2.



**Figure 2-2 Carlton Masterplan Framework Extract**

2.4.14 Figure 2-2 shows that as part of the Masterplan framework, a new vehicular link is proposed from Shaw Lane to Royston Lane. The layout and location of the site access will not compromise the ambition of BMBC to provide this link through the site and the first section of the link road will be provided within the curtilage of the site. It can therefore be considered that the proposals do not compromise the delivery of the Masterplan Framework.

2.4.15 Further information regarding the Carlton Masterplan Framework can be found here:

<https://www.barnsley.gov.uk/services/planning-and-buildings/local-planning-and-development/our-local-plan/masterplan-frameworks/carlton-masterplan-framework/>

## 2.5 Compliance with Policy

2.5.1 In conclusion, it is considered that the current proposal is consistent with national, regional and local policy aspirations. The site is in a sustainable location and is part of a wider development allocation which will be developed in a way where sustainable transport can be maximised. Although the proposals do not comply fully with the Carlton Masterplan Framework in terms of phasing, the layout of the site and the provision of a new access road running north from Shaw Lane into the site will allow for the extension of the north west link from Shaw Lane to Royston Lane. The delivery of the proposed mitigation strategy will also result in traffic from the 215 dwellings being able to be accommodated on the highway network without an increase in congestion levels.

2.5.2 The forthcoming chapters demonstrate that the proposals for the site are in accordance with the aims and objectives of the planning policy and guidance outlined in this chapter. Further details of the relevant planning policy background are set out in the Planning Statement which also accompanies this application.

### 3 Baseline Conditions

#### 3.1 Introduction

3.1.1 This section of the TA describes the baseline conditions within the local highway network in the vicinity of the site.

#### 3.2 Site Location and Description

3.2.1 The site is located approximately 650m to the east of Carlton and 5km north east of Barnsley. Figure 3-1 shows the location of the site relative to the surrounding area and Figure 3-2 shows the location of the site in relation to the immediate highway network.

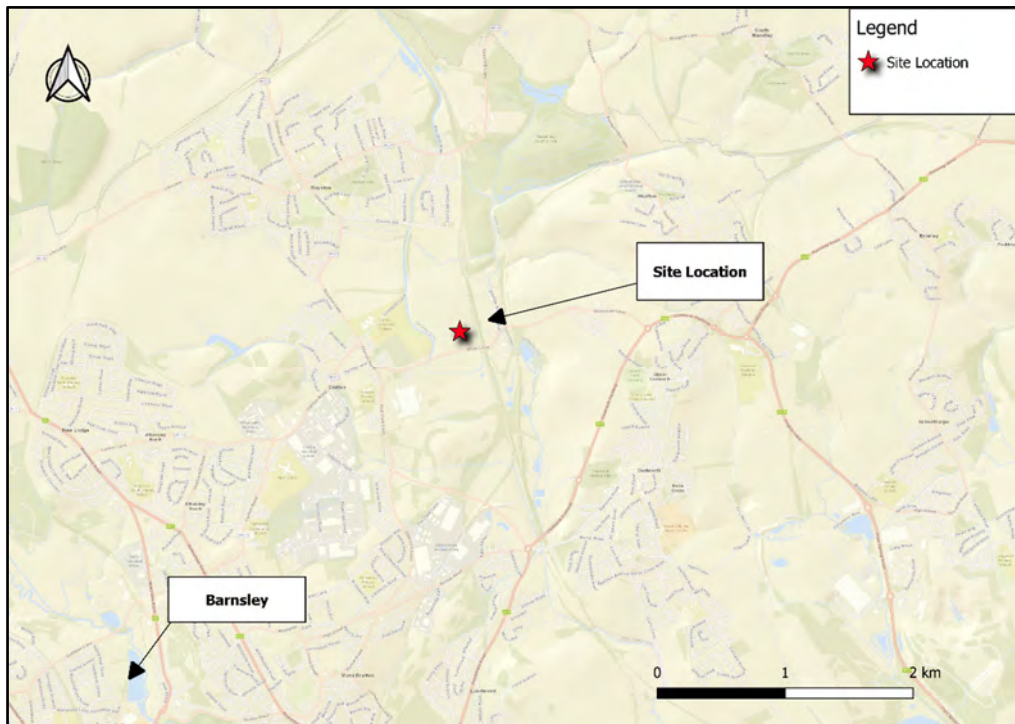
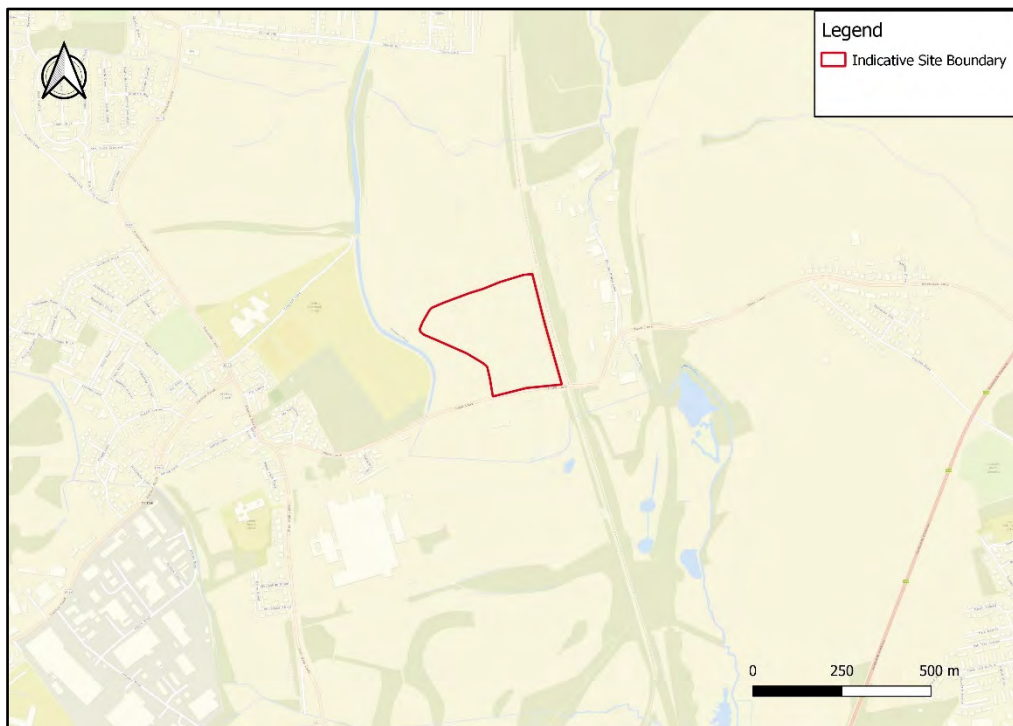


Figure 3-1: Site Location - Wider Context



**Figure 3-2: Site Location - Local Context**

3.2.2 The site is located to the north of Shaw Lane approximately 650m east of Carlton. The site currently comprises open agricultural Land.

3.2.3 The site is bound to the north by agricultural land and to the west by the disused Barnsley Canal and the Trans-Pennine Cycle Trail. Shaw Lane is located immediately to the south and there is an existing freight rail line running in a north – south alignment along the site eastern boundary.

### Shaw Lane

3.2.4 The site is currently accessed via an existing gated access located on Shaw Lane. Shaw Lane runs in an east – west alignment along the southern boundary of the site and links the site to the A628 to the east and Carlton to the west. In the vicinity of the site, Shaw Lane is a single carriageway road with a width of approximately 6.5m. Immediately to the west of the site boundary, the gradient of the road increases as it approaches Carlton. Shaw Lane has a speed limit of 30mph, street lighting is provided and there is a footway with a width of approximately 1.5m to 2m running along the south side of the carriageway.

3.2.5 To the immediate east of the site, Shaw Lane passes under an existing railway bridge with a height restriction of 4.8m. The carriageway width of Shaw Lane reduces to approximately 4.0m as it runs under the bridge and a priority shuttle system is in force giving priority to eastbound traffic. A photograph showing the railway bridge is shown in Figure 3-3. There is currently no footway provided under the railway bridge.



Figure 3-3 Shaw Lane Bridge Shuttle Working (Source: Google Maps)

### 3.3 Study Area

3.3.1 The study area for this TA includes the local highway network immediately surrounding the site as well as a number of offsite junctions, these include:

- Shaw Lane within 150m of the site
- B6132 Church Street / Shaw Lane / Fish Dam Lane priority junction
- B6132 / B6428 Royston Crossroads
- Fish Dam Lane / West Green Way / Industry Road Roundabout
- A628 Pontefract Road /West Green Way /Burton Road Roundabout

3.3.2 The location of the above links and junctions are shown in Figure 3-4.

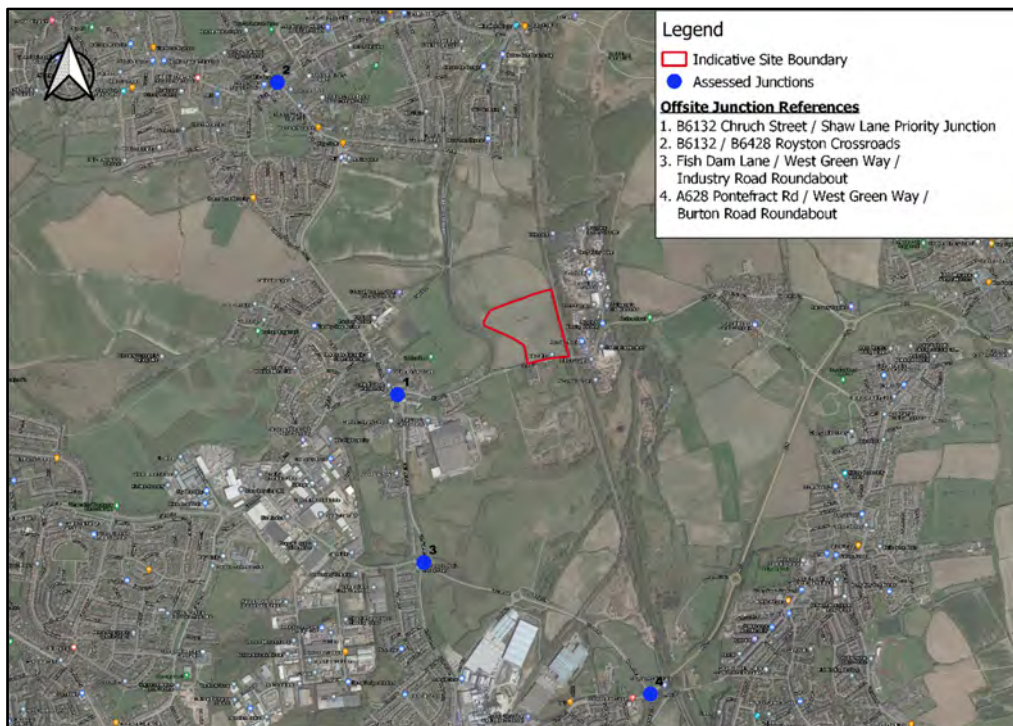


Figure 3-4 Transport Assessment Study Area

### 3.4 Baseline Traffic Flows and Existing Highway Capacity

3.4.1 In order to determine the existing traffic conditions on the surrounding highway network, traffic survey data has been collected via Classified Turning Count surveys and Automatic Traffic Count surveys (ATC). The surveys were undertaken as part of feasibility work done in November 2018 prior to the Covid 19 pandemic. The AM peak period turning movements were recorded between 0700 and 1000 and the PM peak period turning movements were recorded between 1600 and 1800. The raw traffic count data is included in **Appendix B** for reference.

3.4.2 Although the traffic counts are now three years old, evidence provided by Arup in their study of the Shaw Lane / Church Street junction concluded that there has been little change in traffic volumes between 2018 and 2021 and that counts undertaken in 2018 (which were supplied to Arup for their study) and 2021 are broadly consistent with each other. In addition, the future year junction assessments contained in Section 7 of this report will include the addition of growth factors derived using TEMPRO 7.2 (NTEM & NTEM). It is therefore considered that the 2018 observed flows are appropriate for undertaking the analysis set out within this TA.

3.4.3 The analysis of the traffic survey data confirmed that the Weekday AM peak hour occurs between 07:45 and 08:45 and the Weekday PM peak hour occurs between 16:00 and 17:00. The 2018 AM and PM peak hour traffic survey flows are shown in Figures 1 & 2 contained in **Appendix C**.

3.4.4 Base Capacity assessments have been undertaken for the following offsite junctions:

- B6132 Church Street / Shaw Lane / Fish Dam Lane Priority Junction
- B6132 / B6428 Royston Crossroads
- Fish Dam Lane / West Green Way / Industry Road Roundabout
- A628 Pontefract Road / West Green Way / Burton Road Roundabout

3.4.5 The geometric and validation parameters used for the analysis and coded into the models have been measured from OS base data. Industry standard Junctions 9 (ARCADY & PICADY) and LinSig junction modelling software has been utilised to understand how the existing junctions are currently performing. The

Key Performance Indicators (KPI's) from Junctions 9 and LinSig modelling software include delay in seconds, Mean Maximum Queue (MMQ) and the Ratio of Flow to Capacity (RFC) / Degree of Saturation (DoS).

### B6132 Church Street / Shaw Lane / Fish Dam Lane Priority Junction

3.4.6 The junction is a priority-controlled junction located approximately 650m west of the site. The layout of the junction is shown in Figure 3-5. The junction comprises a priority arrangement with Church Street and Fish Dam Lane forming the major arms of the junction and Shaw Lane forming the minor arm of the junction. The junction benefits from having footways on all arms of the junction and street lighting is provided. Shaw Lane has a small flare which can accommodate approximately 1 PCU. The roads forming the junction have a speed limit of 30mph and there are no formal pedestrian crossings provided on any of the arms of the junction.



**Figure 3-5 B6132 Church Street / Shaw Lane / Fish Dam Lane Priority Junction**

3.4.7 The junction has been modelled using Junctions 9 software. A summary of the 2018 base year modelling results is shown in Table 3-1. The full model outputs are contained in **Appendix D**.

**Table 3-1 Summary of B6132 Church Lane / Shaw Lane / Fish Dam Lane Capacity Results Junctions 9 Results – 2018 Base Year**

Approach	AM Peak Hour			PM Peak Hour		
	Q (PCU)	Delay (S)	RFC	Q (PCU)	Delay (S)	RFC
Shaw Lane to Fish Dam Lane	1	35.06	0.39	0	14.21	0.11
Shaw Lane to Church Street	4	56.04	0.83	2	27.21	0.67
Fish Dam Lane to Church Street / Shaw Lane	0	5.32	0.13	0	5.74	0.18

3.4.8 Table 3-1 shows that the junction is subject to minimal queuing with a maximum queue of 4 and 2 PCU in the AM and PM peak hours respectively. The analysis shows that that the junction is forecast to operate within its theoretical capacity with a maximum RFC of 0.83 in the AM peak hour and 0.67 in the PM peak hour.

### B6132/B6428 Royston Crossroads

3.4.9 The junction is a signalised crossroads located in the centre of Royston, approximately 1.8km north west of the site. The layout of the junction is shown in Figure 3-6. The junction arms all have a speed limit of 30mph and have footways running along both side of the carriageway. There is street lighting is present and all arms have a signalised pedestrian crossing to facilitate safe pedestrian movement across the junction. Pedestrian guard railings are also present direct pedestrians the signalised crossings.

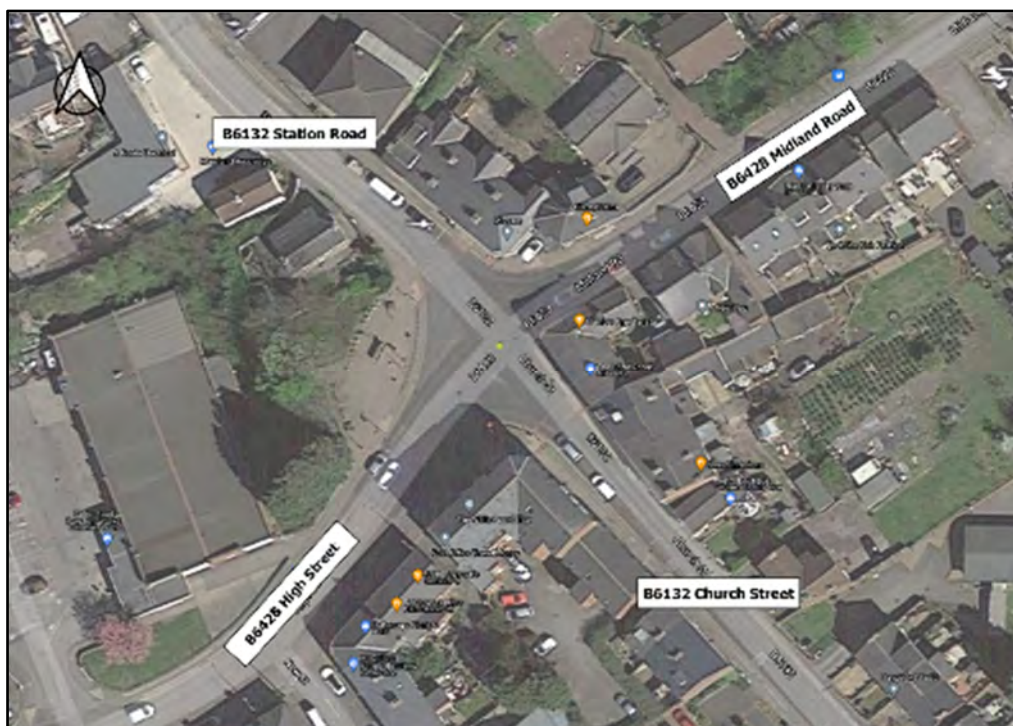


Figure 3-6 B6132/B6428 Royston Crossroads

3.4.10 The junction has been modelled using LinSig modelling software. The LinSig model has been set up on a four-stage cycle and it has been run assuming that the all red pedestrian phase will be called every other cycle. I.e., 20 times per hour. This is in the absence of any pedestrian survey data. A summary of the 2018 base year modelling results is shown in Table 3-2 with the full outputs contained in **Appendix D**.

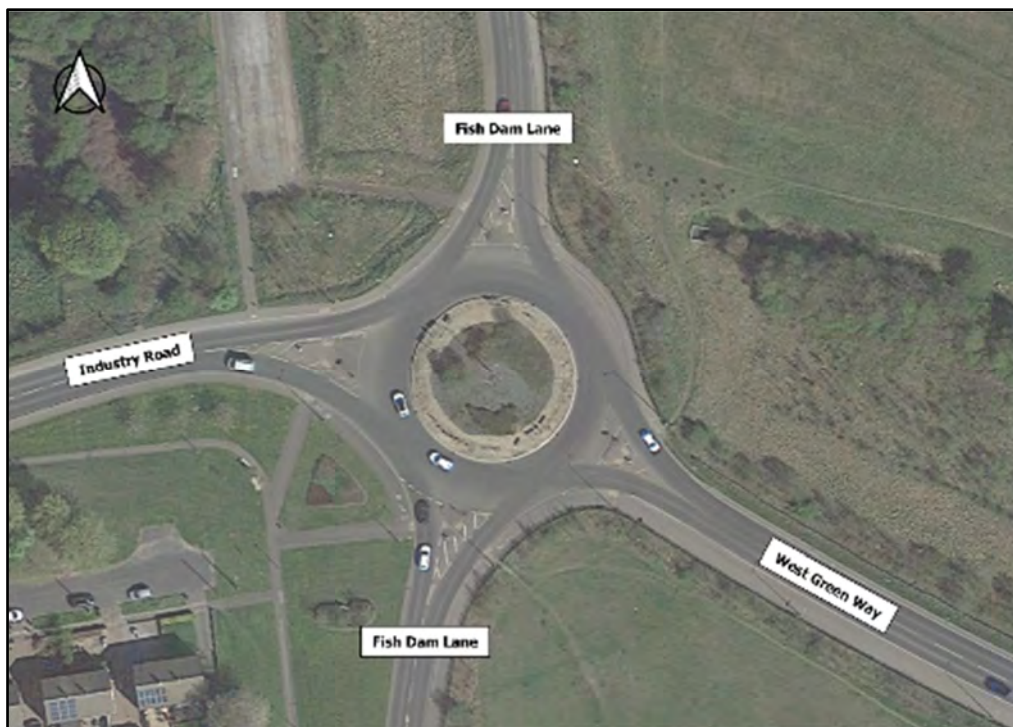
Table 3-2 Summary of B6132 / B6428 Royston Crossroads LinSig Modelling Results – 2018 Base Year

Approach	AM Peak		PM Peak	
	Degree of Saturation	Mean Max Queue	Degree of Saturation	Mean Max Queue
B6428 Midland Road	73.7%	10	82.5%	11
B6132 Church Street	75.1%	10	81.4%	10
B6132 Station Road	40.1%	4	52.1%	6
B6428 High Street	74.6%	6	82.2%	9
<b>Practical Reserve Capacity (PRC)</b>	<b>19.8</b>		<b>9.1</b>	

3.4.11 Table 3-2 shows that the junction currently operates within capacity in the AM and PM peak hours with a PRC of 19.8% and 9.1% in the AM and PM peak hours respectively.

### Fish Dam Lane / West Green Way / Industry Road Roundabout

3.4.12 The Fish Dam Lane / West Green Way / Industry Road roundabout is a large four arm roundabout located approximately 1.2km south west of the site. The layout of the junction is shown in Figure 3-6. The roundabout has an ICD of approximately 25.3m with all approaches except the West Green Way arm having a speed limit of 30mph. The West Green Way arm has a derestricted (60mph) speed limit which changes to 30mph approximately 10m from the stop line on approach to the roundabout. The junction benefits from pedestrian footways / cycleways on all arms with uncontrolled pedestrian crossings on each arm where tactile paving and refuge islands are provided.



**Figure 3-7 Fish Dam Lane / West Green Way / Industry Road Roundabout**

3.4.13 The junction has been modelled using Junctions 9 software. A summary of the 2018 base year results is shown in Table 3-3 with the full modelling outputs contained in **Appendix D**.

**Table 3-3 Summary of Fish Dam Lane / West Green Way / Industry Road Roundabout Modelling Results – 2018 Base Year**

Approach	AM Peak Hour			PM Peak Hour		
	Q (PCU)	Delay (S)	RFC	Q (PCU)	Delay (S)	RFC
Fish Dam Lane (N)	1	6.25	0.43	1	6.39	0.40
West Green Way	1	6.28	0.46	0	5.15	0.31
Fish Dame Lane (S)	2	9.14	0.63	1	5.40	0.43
Industry Road	1	7.28	0.49	2	8.91	0.61

3.4.14 Table 3-3 shows that the junction is currently operating within capacity with minimal queues and delays in both the AM and PM peak hours.

### A628 Pontefract Rd/West Green Way/Burton Road Roundabout

3.4.15 The junction is a large high-capacity roundabout located approximately 1.6km to the south of the site. The layout of the junction is shown Figure 3-8. The junction is located on the A628 which is main route between

Pontefract to the north and Barnsley to the south. The arms of the junction are subject to a derestricted (60mph) speed limit. This changes to 30mph within 20m of the stop lines on Burton Road and Barnsley Road with the speed limit reducing to 40mph within 20m of the stop line on the A628 Pontefract Road approach. The junction benefits from a separate one-way link between the Barnsley Road and the A628 Pontefract Road arms of the junction (see Figure 3-8). This allows for traffic travelling from Barnsley Road to the A628 Pontefract Road to by-pass the junction.



**Figure 3-8 A628 Pontefract Road / West Green Way / Burton Road Roundabout**

3.4.1 The junction has been modelled using Junctions 9 software. However, the inclusion of the one-way link between Barnsley Road and the A628 Pontefract Road cannot be accurately modelled in Junction 9 and therefore this has been excluded from the modelling assessment despite it providing a significant capacity benefit at the junction. In addition, the traffic surveys undertaken in 2018 did not disaggregate the number of vehicles travelling along the link to the A628 Pontefract Road to those who circulated around the roundabout. Accordingly, all traffic travelling from Barnsley Road to the A628 Pontefract has been assumed to circulate around the roundabout and not the use the link road. This is likely to overestimate the existing RFC and queues at the junction and therefore the junction assessments can be considered to be robust.

3.4.2 A summary of the 2018 base year results is shown in Table 3-4 with the full modelling outputs contained in **Appendix D**.

**Table 3-4 Summary of A628 Pontefract Road / West Green Way / Burton Road Roundabout Modelling Results - 2018 Base Year)**

Approach	AM Peak Hour			PM Peak Hour		
	Q (PCU)	Delay (S)	RFC	Q (PCU)	Delay (S)	RFC
West Green Way	2	16.5	0.70	8	50.06	0.92
A628 Cudworth Parkway	3	14.08	0.75	2	13.93	0.70
Barnsley Road	5	32.58	0.84	3	21.27	0.75
A628 Pontefract Road	4	18.53	0.81	2	9.54	0.66
Burton Road	4	31.43	0.83	3	21.61	0.77

3.4.3 The table shows that the junction is expected to operate within capacity in both time periods with a maximum queue of 8 PCU in the PM peak hour. The results show that the junction has an RFC of 0.92 in the PM peak hour which is close to its theoretical capacity.

### Existing Junction Modelling Summary

3.4.4 The results of the junction capacity assessments have demonstrated the four junctions within the study area currently operate within their theoretical capacity limits (based on 2018 survey date). The results of the modelling have confirmed that the local junctions do not see significant queuing or delay at present.

## 3.5 Personal Injury Accident Analysis

3.5.1 To consider whether there are any existing safety issues in the study area which have the potential to be exacerbated by the proposed development, Personal Injury Collision (PIC) data for the study area has been obtained from the Crashmap website (<https://www.crashmap.co.uk>). The study area for the assessment includes 150m either side of the proposed site boundary and within 50m of each of the offsite junctions.

3.5.2 The data has been obtained for the years between 2016 to 2020. Extracts from the Crashmap website are contained in **Appendix E**.

3.5.3 The annual number of reported collisions across all the junctions are shown in Table 3-5

**Table 3-5 Aggregated Number of Accidents by year and severity**

Year	2016	2017	2018	2019	2020	Total
Slight	3	4	2	5	5	19
Serious	1	3	2	1	0	7
Fatal	0	1	1	0	0	2
<b>Total</b>	<b>4</b>	<b>8</b>	<b>5</b>	<b>6</b>	<b>5</b>	<b>28</b>

3.5.4 The table shows that 28 PICs have been recorded during the five-year period with 19 being slight in severity, 7 serious and 4 fatal. Collisions have been generally consistent in numbers over the five year period with no particular year where a high number of collisions were recorded Table 3-6 and Table 3-7 shows the number of accidents by location in the study area.

**Table 3-6 Number of accidents by location and year**

Junction Name	2016	2017	2018	2019	2020	Total
Site Access / Shaw Lane	0	2	0	0	0	2
B6132 Church Street / Shaw Lane Priority Junction	0	0	0	0	2	2
B6132 / B6428 Royston Crossroads	1	3	2	3	0	9
Fish Dam Lane / West Green Way / Industry Road Roundabout	1	2	2	0	2	7
A628 Pontefract Rd / West Green Way / Burton Road Roundabout	2	1	1	3	1	8
<b>Total</b>	<b>4</b>	<b>8</b>	<b>5</b>	<b>6</b>	<b>5</b>	<b>28</b>

**Table 3-7 Number of Accidents by Location and Severity**

Junction Name	Slight	Serious	Fatal	Total
Site Access / Shaw Lane	1	0	1	2
B6132 Church Street / Shaw Lane Priority Junction	2	0	0	2
B6132 / B6428 Royston Crossroads	4	5	0	9
Fish Dam Lane / West Green Way / Industry Road Roundabout	6	0	1	7
A628 Pontefract Rd / West Green Way / Burton Road Roundabout	6	2	0	8
<b>Total</b>	<b>19</b>	<b>7</b>	<b>2</b>	<b>28</b>

3.5.5 The tables shows that the number of accidents at the junction appear to be evenly spread over the five-year period with the B6132 / B6428 Royston Crossroads seeing the highest number of accidents with nine PICs recorded (32%) followed by the A628 Pontefract Rd / West Green Way / Burton Road Roundabout with eight PICs recorded (29%) and the Fish Dam Lane / West Green Way / Industry Road Roundabout with seven (25%) PICs recorded. The area surrounding the site access and the Church Street / Shaw Lane junction saw the lowest reported number of PICs with just two accidents recorded over the five-year period. There is no evidence of clusters to suggest that any of the junctions have untypical accident patterns.

3.5.6 The number of pedestrians, cyclists and motorcyclists involved in the PICs is shown in Table 3-8.

**Table 3-8 Accidents involving a pedestrian or cyclist**

Junction Name	Pedestrian	Pedal Cyclist	Motorcycle	Total
Site Access / Shaw Lane	0	1	0	1
B6132 Church Street / Shaw Lane Priority Junction	0	1	0	1
B6132 / B6428 Royston Crossroads	4	0	0	4
Fish Dam Lane / West Green Way / Industry Road Roundabout	0	1	0	1
A628 Pontefract Rd / West Green Way / Burton Road Roundabout	0	1	1	2
Total	4	4	1	9

3.5.7 Table 3-8 shows that there were four accidents recorded which involved a pedestrian and four which involved a cyclist. The pedestrian accidents all occurred at the B6132 / B6428 Royston crossroads which is unsurprising given the busy urban nature of the junction. There is nothing in the data to suggest that these accidents have been caused by the existing road layout.

3.5.8 The four collisions which involved a pedal cyclist were split evenly over the study area with one accident occurring at each offsite junction except for the B6132 / B6428 Royston crossroads where there were no accidents reported involving a pedal cyclist. The only collision which involved a motorcyclist occurred at the A628 Pontefract Rd / West Green Way / Burton Road Roundabout.

### Personal Collision Summary

3.5.9 It is clear from the review of accident data extracted from the Crashmap website that the study area has a relatively low accident rate and that there appears to be no pre-existing safety issues on the highway network which could be exacerbated by the proposals, particularly with regard to collisions involving cyclists, pedestrians, and motorcyclists.

## 4 Accessibility by Sustainable Modes

### 4.1 Introduction

4.1.1 The Government's objectives set out in the NPPF are to ensure that new developments are provided in sustainable locations, close to public transport facilities and close to key services. The site has a reasonable level of sustainable transport opportunities and has been identified in the Barnsley Local Plan as being suitable for residential development. In addition, the applicant is committed to encouraging trips by sustainable modes and will be implementing a Framework Travel Plan (which forms a separate document within the planning application).

### 4.2 Accessibility on Foot

4.2.1 The site benefits from being located on the edge of Carlton, an existing urban area which has existing footways and street lighting available. These will provide future residents with safe and convenient routes from the site to public transport and local facilities.

4.2.2 There is a continuous footway running along the southern side of Shaw Lane which links the site to Carlton located to the west. In the vicinity of the site, the existing footway appear to be in a good condition and have a general width of between 1.5 to 2m. There are no existing footways adjacent to the site along the northern side of Shaw Lane. This changes approximately 300m to the west of the site where a footway is provided on both sides of the carriageway. Street lighting is present between the site and Carlton. The existing footway along the southern side of Shaw Lane is shown in Figure 4-1.



**Figure 4-1 Existing Footway on Shaw Lane (Source: GOOGLE)**

4.2.3 Walking has traditionally been recognised as a significant mode of travel when accessing local services and attractions and has the greatest potential to substitute for short car borne trips (i.e., those journeys of less than 2km in length). In addition, walking can easily be integrated within other forms of transport for journeys further afield, as part of a multimodal journey. This is consistent with government advice and guidance from the Chartered Institute of Highways and Transportation (CIHT) which suggests a preferred maximum walking distance to facilities as 2km.

4.2.4 Figure 4-2 shows an 800m, 1,200m, 1,600m and 2,000m walking catchment area (originating from the centre of the site). It demonstrates that the site lies within walking distance of existing residential areas and Carlton Village Centre which offers a range of employment and retail opportunities as well as primary and secondary schools.

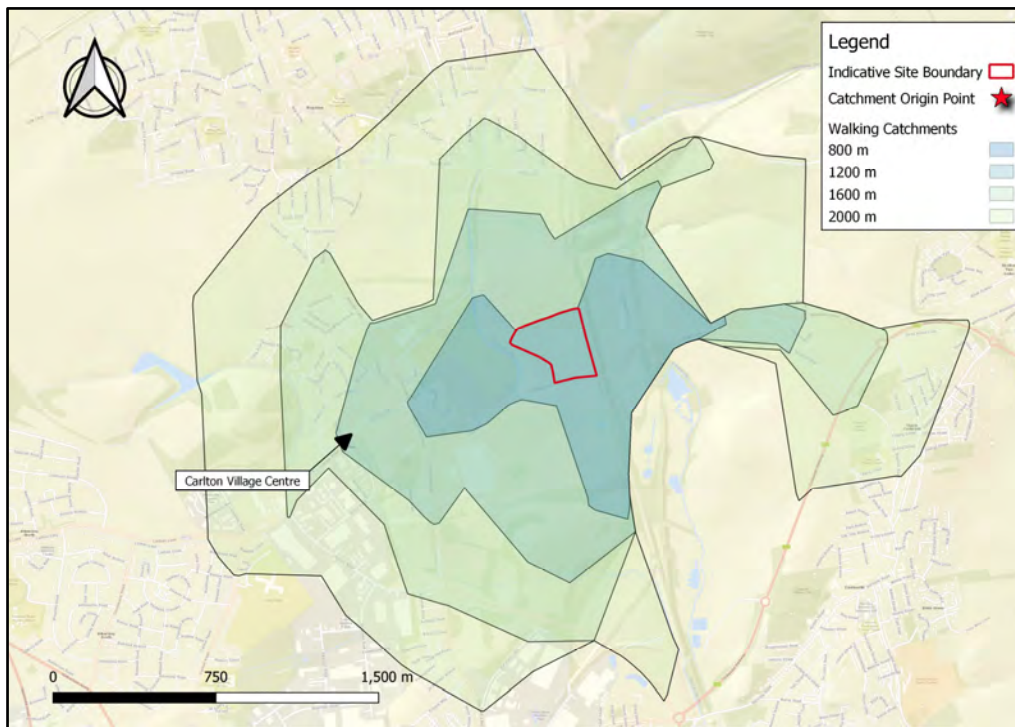


Figure 4-2 Walking Catchment Plan

4.2.5 Figure 4-3 shows the existing Public Rights of Way (PRoW) which are located in the proximity of the proposed development (source: [www.barnsley.gov.uk](http://www.barnsley.gov.uk))

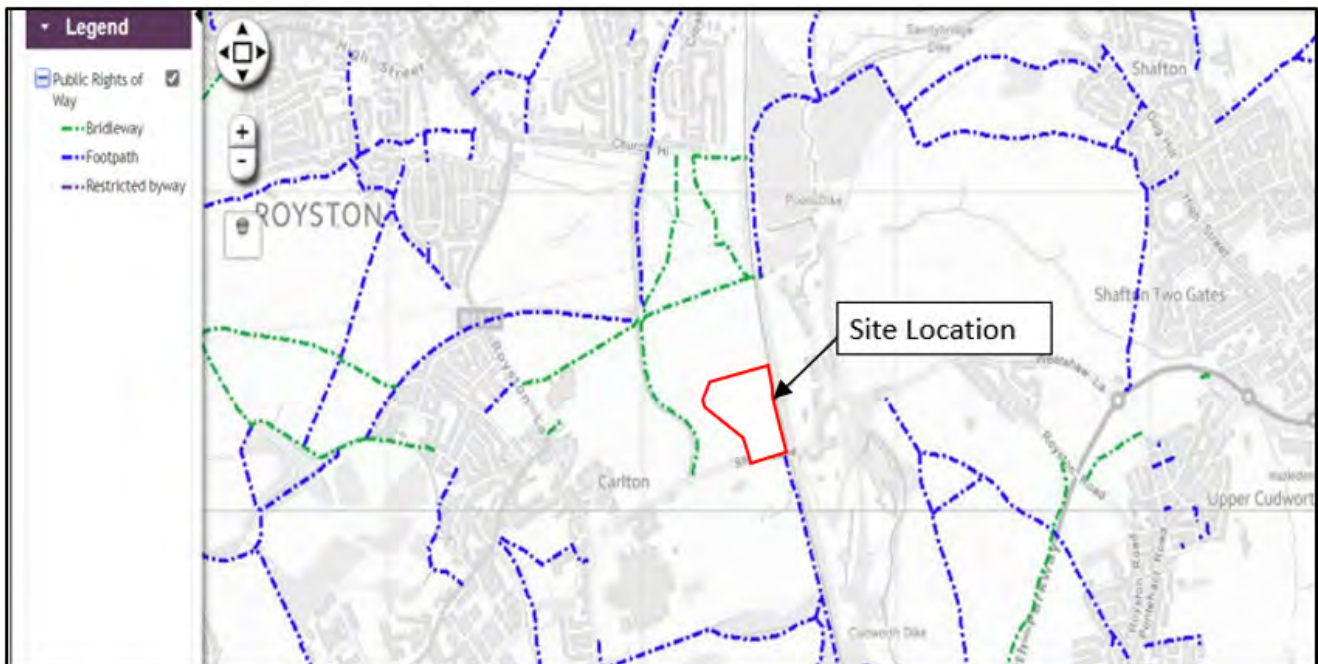


Figure 4-3 Public Rights of Way

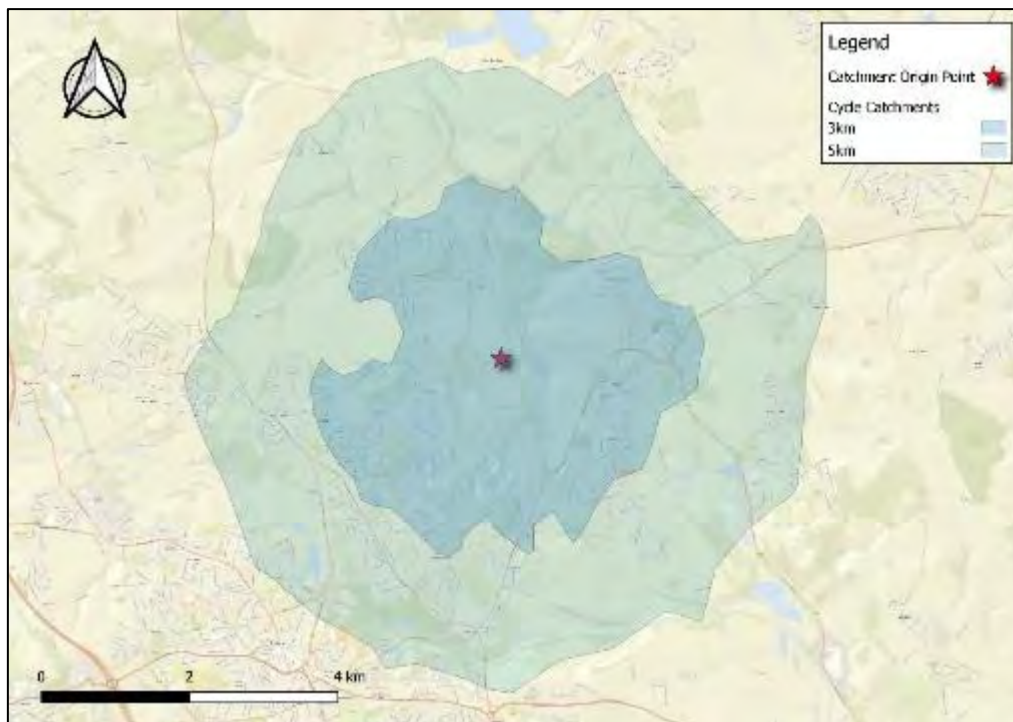
4.2.6 The figure shows that there are two PRoW, the Trans-Pennine Trail which is a bridleway running along the disused Barnsley Canal located immediate to the west of the site. This runs north to south and links the site with a number of other ProW located to the north west. The Trans-Pennine Trail also runs south from Shaw

Lane down the site of the existing railway line. Both routes are way marked and can be accessed easily from Shaw Lane.

### 4.3 Accessibility by Cycle

4.3.1 Cycling is a convenient way to travel and keep fit at the same time. The site is located close to the Trans-Pennine trail which runs in a north - south alignment close to the site. Advice contained within the DfT published 'Local Transport Note 2/08' suggests that a 3.0 miles (approximately 5km) catchment represents an acceptable maximum distance with 5.0 miles (approximately 8km) forming the preferred maximum distance. As such, the range of employment and retails areas within cycling distance.

4.3.2 Figure 4-4 illustrates a 3km and 5km indicative cycling catchment area (originating from the centre of the proposed development).



**Figure 4-4 Cycle Catchment Plan**

4.3.3 Figure 4-4 demonstrates that the site lies within an acceptable cycling distance of the wider area with a range of employment destinations within cycling distance. These destinations include:

- Carlton
- Carlton Industrial Estate
- Burton Road Business Park
- Wharnccliffe Business Park
- Cudworth
- Sandybridge Lane Industrial Estate

4.3.4 It can therefore be concluded that the site is relatively accessible by cycle.

## 4.4 Accessibility by Public Transport

### Bus

4.4.1 The nearest bus stops to the proposed development are located on Fish Dam Lane, approximately 700m west of the site. Pedestrian access from the site to the bus stop are via the existing footways on Shaw Lane.

4.4.2 The stops are served by relatively high frequency bus services which are run by Stagecoach. The existing bus service frequency is summarised in Table 4-1.

**Table 4-1 Summary of Bus Services on Fish Dam Street**

Bus Service	Route	Daytime One-way Frequency (Minutes)		
		Mon – Friday	Saturday	Sunday
57	Barnsley – Carlton – Royston	30	30	-
59	Barnsley – Carlton – Royston – Wakefield	60	60	60
59A	Barnsley – Carlton – Royston	60	60	60

4.4.3 Table 4-1 demonstrates that the site is located close to high frequency bus routes with an average frequency of one service every 15 minutes in a single direction between Monday and Saturday. Services are still accessible on a Sunday, albeit at a slightly reduced frequency with an average of one service in a single direction every 30 minutes. It can therefore be concluded that the site is relatively accessible by bus.

4.4.4 It is understood that as part of the Carlton Masterplan Framework, that there may be the potential for future bus upgrades to directly serve the site and that discussions are ongoing between BMBC and bus operators. The design of the access road which will form the first phase of the new route between Shaw Lane and Royston Lane has been designed to accommodate buses through the site once the full link road is built,

4.4.5 Bus timetables and services for that can be accessed from Fish Dam Lane can be found here:

<https://www.stagecoachbus.com/timetables>

### Rail

4.4.6 There is currently no train station which can be considered accessible on foot from the site. However, Barnsley Train Station can be accessed via one of the frequent bus services accessible from Fish Dam Lane. The bus journey takes approximately 18 minutes. Barnsley Train Station provides regular services to regional destinations including Leeds, Sheffield, Nottingham and Huddersfield.

4.4.7 In addition, the Carlton Masterplan Framework has identified a parcel of land adjacent to the existing freight line running along the site's eastern boundary. The parcel of land is located immediately east of the site and it is understood that work is being undertaken to establish the feasibility of running passenger services on the line. Should the station be delivered then this would further enhance the sustainable transport provision already accessible from the proposed development.

## 4.5 Accessibility Summary

4.5.1 It can be concluded from the analysis set out above that a range of destinations are accessible from the site by walking, cycling and public transport. Moreover, the implementation of the Carlton Masterplan Framework may result in additional provision being provided. Therefore, it can be concluded that the site is

located in an area where sustainable modes can be maximised in accordance with national, regional and local transport policy.

## 5 Development Proposals

### 5.1 Development Summary

5.1.1 The proposed residential development comprises construction of up to 215 dwelling. The proposals include a new vehicular access and an internal access road. The new road would act as the first phase of a future link between Shaw Lane and Royston Lane to be constructed in accordance with the adopted Carlton Masterplan Framework. The proposals will also include pedestrian footways and upgrades to the Shaw Lane / Church Street junction to mitigate any potential impact of the proposals.

5.1.2 The indicative Masterplan is contained in **Appendix F**, which shows the application redline boundary and proposed access arrangement.

### 5.2 Proposed Access Arrangement

#### Vehicle Access Arrangements

5.2.1 Vehicular access to the site will be achieved by means of a new priority-controlled junction located on Shaw Lane. The proposed layout of the junction has been designed in accordance with the South Yorkshire Residential Design Guide (2011) and Manual for Streets and is of an appropriate design to serve the type and scale of development which is proposed. The access road will form the first phase of the proposed link between Shaw Lane and Royston Lane, as set out in the Carlton Masterplan Framework. The design of the road will have sufficient geometry to accommodate future bus provision.

5.2.2 In terms of the achievable lateral visibility, ATC surveys were undertaken on Shaw Lane, adjacent to the proposed to site access. The survey recorded that the 85<sup>th</sup> percentile speeds of 41.5mph eastbound and 38.5mph westbound. The ATC data is contained in **Appendix B**.

5.2.3 Guidance specified in Manual for Streets (MfS) states that for these observed speeds, the required visibility envelope is 2.4m x 66.0m eastbound and 2.4m x 58m westbound. Checks of the junction layout have confirmed that in excess of this distance is achievable within the adopted highway and land controlled by the applicant, therefore, the achieved visibility at the access is commensurate with guidance set out in the MfS. The lateral visibility splays are shown on **Drawing 102107-PF-HGN-01-DR-CH-0001 P02** which is contained in **Appendix G**.

#### Parking Provision

5.2.4 The proposed development will provide a sufficient number of all types of parking in accordance with Barnsley Local Plan Supplementary Planning Document: Parking (2019). These parking standards are set out in Table 5-1.

**Table 5-1 Summary of BMBC Parking Standards**

Number of Bedrooms	Cycle Spaces	Car Parking Spaces
1 to 2	1 secure cycle space in garage or separate covered area within plot	1 per dwelling
3 or more	1 secure cycle space in garage or separate covered area within plot	2 per dwelling
Visitor	N/A	1 space per 4 dwellings

\*source: <https://www.barnsley.gov.uk/media/15726/parking-spd-adopted-2019.pdf>

5.2.5 Further details of the level of parking provision for the proposed development will be submitted to BMBC at the reserved matters stage.

## Serving Arrangements

5.2.6 The serving of the site will be via the new priority junction which has been designed to accommodate a refuse vehicle.

## 5.3 Offsite Highway Works

5.3.1 Although the development proposals will generate a modest amount of traffic on the local highway network, it is recognised that the Church Street / Shaw Lane / Fish Dam Lane junction will approach capacity following the delivery of the scheme. Accordingly, it is proposed to upgrade the junction to a signalised arrangement which will mitigate any potential impact from the delivery of the proposals. Further details of the mitigation strategy are detailed in Section 8 of this report.

5.3.2 It is noted that the proposed link road identified in the adopted Carlton Masterplan Framework, of which the proposed development will facilitate through its site, would provide considerable relief to this junction. The link road would provide vehicles travelling along Shaw Lane with an alternative route to the B6132, taking development and background traffic away from this junction. The signalisation of the junction will not only mitigate the impacts of the development prior to the link road being fully constructed, but it will also provide a betterment in terms of the operational performance and efficiency at the junction following delivery of the full link road between Shaw Lane and Royston Lane.

## Framework Travel Plan

5.3.3 A Framework Travel Plan (FTP) has been developed for the site and submitted in support of the planning application. The FTP will form the basis of a comprehensive Travel Plan which will set out a range of measures and initiatives aimed at increasing the use of sustainable transport modes and reducing the use of the private car.

## 6 Development Traffic Movements

### 6.1 Introduction

6.1.1 This section of the report sets out the estimated trip generation and travel patterns following the delivery of the scheme.

### 6.2 Vehicular Trip Generation

6.2.1 The proposed development site is currently undeveloped greenfield land, and as such does not currently generate any traffic. Therefore, all trips generated will be new to the network.

6.2.2 In order to establish the trip generation associated with the site, the Trip Rate Information Computer System (TRICS) database has been utilised. TRICS users observed data from similar developments to produce a trip rate which can be applied to a site with similar characteristics. The vehicular trip rates and traffic generation for the proposed development during the weekday AM and PM peak hours are set out in Table 6-1 with the TRICS outputs contained in **Appendix H**.

**Table 6-1 Trip Rates & Potential Trip Generation of Proposed Residential Development**

Time Period	Trip Rates			Trip Generation		
	Arrivals	Departures	Two Way	Arrivals	Departures	Two Way
AM Peak	0.128	0.382	0.510	28	82	110
PM Peak	0.367	0.189	0.556	79	41	120

6.2.3 Table 6-1 shows that a development of 215 residential units has the potential to generate up to 110 two-way vehicle movements in the AM peak hour and up to 120 two-way vehicle movements in the PM peak hour. This equates to less than two vehicle movements every minute on average in both time periods.

6.2.4 The vehicular trip generation shown in Table 6-1 has been utilised along with 2011 journey to work statistics to derive the multimodal trip generation for the site. Census data was extracted at a MSOA level for Barnsley and the proportion of trips made by each mode calculated. This was then applied to estimate the arrival and departures for each mode. This estimated multi-modal trip generation is shown in Table 6-2

**Table 6-2 Multi-modal Trip Generation**

Method of Travel to Work	Number	Percent	AM Peak			PM Peak		
			Arrivals	Departures	Two-way	Arrivals	Departures	Two-way
Train	27	1.06%	0	1	2	1	1	2
Bus, minibus or coach	163	6.42%	2	7	10	7	4	11
Taxi	16	0.63%	0	1	1	1	0	1
Motorcycle, scooter or moped	32	1.26%	0	1	2	1	1	2
<b>Driving a car or van</b>	<b>1,819</b>	<b>71.67%</b>	<b>28</b>	<b>83</b>	<b>110</b>	<b>79</b>	<b>41</b>	<b>120</b>
Passenger in a car or van	195	7.68%	3	9	12	8	4	13
Bicycle	23	0.91%	0	1	1	1	1	2
On foot	250	9.85%	4	11	15	11	6	17
Other method of travel to work	13	0.51%	0	1	1	1	0	1
<b>*Total</b>	<b>2,538</b>	<b>100.00%</b>	<b>39</b>	<b>115</b>	<b>154</b>	<b>111</b>	<b>57</b>	<b>168</b>

\*derived by dividing 'vehicle trip rate by proportion of car / van drivers according to the 2011 census data

6.2.5 Table 6-2 shows that the largest proportion of trips is estimated to be by the car followed by journeys on foot. Cycling is estimated to make up less than 1% of journeys (based on 2011 census data).

### 6.3 Trip Distribution

6.3.1 A distribution of development traffic has been calculated using 'Location of usual residence and place of work by method of travel to work (MSOA level)' 2011 census data for the Middle Super Output Area 'E02001510: Barnsley 002'.

6.3.2 A distribution was synthesised based on this data and a number of zones created on the local highway network based on routing to zones on the edge of the study area. The trips were then assigned to the local network using logical routing assumptions derived from online mapping software. The zones are shown in Figure 6-1 with the distribution calculations contained in **Appendix I**.

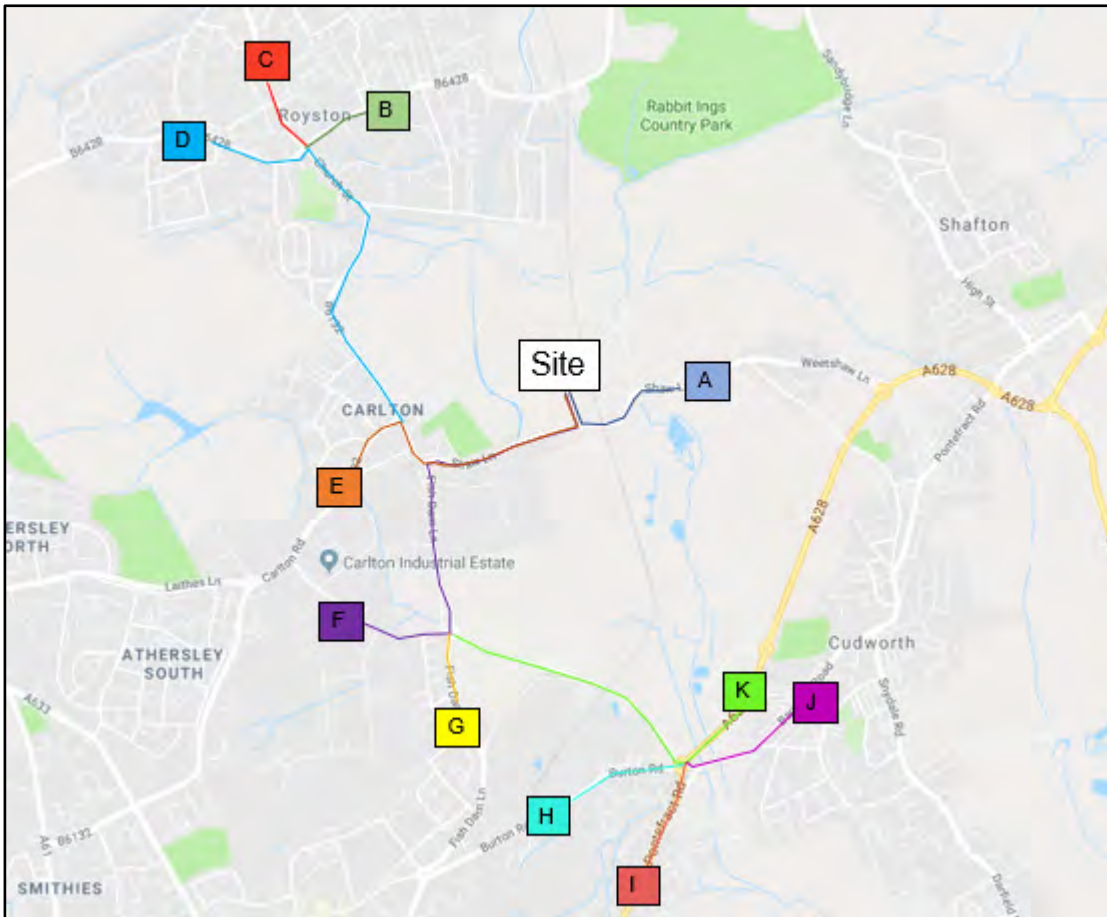


Figure 6-1 Trip Distribution Zones

6.3.3 The development trips have been distributed and assigned to the local highway network based on the distribution. The AM and PM peak hour development traffic flows are presented in Figures 8 and 9 contained in **Appendix C**.

## 7 Highway Impact Assessment

### 7.1 Introduction

7.1.1 This section of the report provides an assessment of the future performance of the local highway network following the opening of the proposed development.

### 7.2 Study Area

The following junctions has been assessed:

- Shaw Lane / Site Access
- Church Street / Shaw Street / Fish Dam Lane Priority Junction
- B6132 / B6428 Royston Crossroads
- Fish Dam Lane / West Green Way / Industry Road Roundabout
- A628 Pontefract Road / West Green Way / Burton Road Roundabout

### 7.3 Methodology

7.3.1 The assessment methodology adopted to understand how the development proposals will affect the operation of local highway network has followed an industry standard approach for schemes of this type. This is detailed below.

#### Surveyed Traffic Flows

7.3.2 As stated in Section 3 of this report, Classified Turning Count surveys and Automatic Traffic Count surveys (ATC) were undertaken as part of feasibility work done in November 2018 prior to the Covid 19 pandemic. These flows have been utilised to determine the future traffic impact of the proposals.

#### Assessment Years and Scenarios

7.3.3 To assess the impact of the proposed development, the following scenarios have been considered for the AM and PM Peak hours.

- **Scenario 1:** 2018 (Existing Baseline).
- **Scenario 2:** 2022 Without Development (Future Baseline – year of submission of planning application), which includes:
  - TEMPRO growth
  - Committed development trips
- **Scenario 3:** 2027 Without Development (Future Baseline – 5 years post planning application submission), which includes:
  - TEMPRO growth
  - Committed development trips
- **Scenario 4:** 2022 With Development (Future Design Year – year of submission of planning application), which includes:
  - TEMPRO growth.
  - Committed development trips
  - Proposed development trips.
- **Scenario 5:** 2027 With Development (Future Design Year – 5 years post planning application submission), which includes:
  - TEMPRO growth
  - Committed development trips
  - Proposed development trips

## Background Growth and Committed Development

7.3.4 Growth in background traffic has been derived for the periods between the surveyed year and future years using the TEMPRO software package to provide growth factors for Burnley 002, within which the site is located. Table 7-1 shows the resultant growth factors adopted to forecast traffic growth between 2018 and the future year scenarios detailed above. To ensure a robust assessment, no alternative assumptions have been applied to the growth factors to account for the double counting of trips due to the site being allocated in the Local Plan. The full outputs are contained in **Appendix J**.

**Table 7-1 Burnley 002 MSOA Traffic Growth Factor**

Period	Peak Hour	
	AM Peak	PM Peak
2018 – 2022	1.0464	1.0898
2018 – 2027	1.0441	1.0872

7.3.5 A review of the BMBC Planning Portal has confirmed that there is no planning application of sufficient size which would be required to be included in the junction capacity assessments. Accordingly, no committed development trips have been included in the subsequent assessments.

### Assessment Flows

7.3.6 The 2022 and 2027 'without development' flows have been derived by applying the growth factors shown in Table 7-1 to the 2018 baseline flows.

7.3.7 The 2022 and 2027 'with development' flows have been derived by adding the development generated traffic flows to the 2025 'without development' flows.

7.3.8 All traffic flows used in the assessments are contained in **Appendix C**.

## 7.4 Percentage Impact Assessments

7.4.1 Table 7-2 and Table 7-3 summarised the AM and PM peak hour percentage change to the overall flows at the junctions within the study area (excluding site access junction). The changes have been determined by comparing the overall 2027 without development traffic flows at each junction to the increase in traffic due to the development proposals.

**Table 7-2 Percentage Impact Assessment - 2027 AM Peak Hour**

Junction	2027 Without Development Flow	2027 With Development Flow	Net Change	% Change
B6132 Church Street / Shaw Lane / Fish Dam Lane Priority Junction	1,573	1,665	92	5.85%
B6132 / B6428 Royston Crossroads	1,354	1,382	28	2.07%
Fish Dam Lane / West Green Way / Industry Road Roundabout	2,068	2,128	60	2.90%
A628 Pontefract Road /West Green Way /Burton Road Roundabout	3,149	3,160	11	0.35%

**Table 7-3 Percentage Impact Assessment - 2027 PM Peak Hour**

Junction	2027 Without Development Flow	2027 With Development Flow	Net Change	% Change
B6132 Church Street / Shaw Lane / Fish Dam Lane Priority Junction	1,296	1,395	99	7.64%
B6132 / B6428 Royston Crossroads	1,413	1,443	30	2.12%
Fish Dam Lane / West Green Way / Industry Road Roundabout	1,811	1,876	65	3.59%
A628 Pontefract Road /West Green Way /Burton Road Roundabout	2,984	2,996	12	0.40%

7.4.2 Table 7-2 and Table 7-3 demonstrates that the highest increase in traffic as a result of the proposals will be at the Church Street / Shaw Lane / Fish Dam Lane priority junction. It is expected that the junction will see an overall increase in vehicles n in 2027 of 5.85% in the AM peak hour and 7.64% in the PM peak hour.

7.4.3 The tables also show that the other junctions will see modest increases in traffic in both time periods.

## 7.5 Junction Capacity Modelling

7.5.1 The below sections detailed the results of the junction capacity assessments for the 2027 ‘with’ and ‘without’ development scenarios. The full modelling outputs including the 2018 baseline and the 2022 ‘with’ and ‘without’ development scenarios are contained in **Appendix D**.

### Site Access / Shaw Lane Priority Junction

7.5.2 The proposed site access on Shaw Lane has been tested using TRL’s Junction 9 software. The results are summarised in Table 7-4.

**Table 7-4 2027 Site Access Junction Capacity Assessments**

Approach	AM Peak Hour			PM Peak Hour		
	Q (PCU)	Delay (S)	RFC	Q (PCU)	Delay (S)	RFC
Site Access	0	10.13	0.20	0	9.61	0.11
Shaw Lane (E)	0	5.15	0.01	0	5.16	0.03

7.5.3 Table 7-4 indicates that the site access junction will operate well within its theoretical capacity with significant capacity to accommodate potential increases in traffic should the wider allocation come forward. This demonstrates that the proposals are in line with current policy including the Carlton Development Framework as the design would likely be able to accommodate additional traffic using the junction.

### B6132 Church Street / Shaw Lane / Fish Dam Lane Priority Junction

7.5.4 The B6132 Church Street / Shaw Lane / Fish Dam Lane Priority Junction has been tested using TRL’s Junction 9 software. The results are summarised in Table 7-5 and Table 7-6.

**Table 7-5 2027 Junction Capacity Assessments - B6132 Church Street / Shaw Lane / Fish Dam Street Priority Junction - AM Peak Hour**

Approach	Without Development			With Development		
	Q (PCU)	Delay (S)	RFC	Q (PCU)	Delay (S)	RFC
Shaw Lane to Fish Dam Lane	4	222.17	0.94	12	360.04	1.16
Shaw Lane to Church Street	11	128.18	0.98	29	298.31	1.16
Fish Dam Lane to Church Street / Shaw Street	0	5.52	0.15	1	5.54	0.21

**Table 7-6 2027 Junction Capacity Assessments - B6132 Church Street / Shaw Lane / Fish Dam Street Priority Junction - PM Peak Hour**

Approach	Without Development			With Development		
	Q (PCU)	Delay (S)	RFC	Q (PCU)	Delay (S)	RFC
Shaw Lane to Fish Dam Lane	0	19.82	0.16	1	42.33	0.41
Shaw Lane to Church Street	3	38.34	0.76	5	62.77	0.86
Fish Dam Lane to Church Street / Shaw Street	1	5.81	0.21	1	7.09	0.35

7.5.5 Table 7-5 shows that in the AM peak hour the junction is forecast to operate just below its theoretical capacity in the 2027 'without' development scenario with a maximum RFC of 0.98 and a queue of 11 vehicles on the Shaw Lane approach. This situation is exacerbated following the delivery of the development with the results of the modelling showing that the RFC will increase above 1 indicating that the junction is no longer able to operate within capacity. This corresponds with an increase in queues at the junction with a maximum queue of 29 reported.

7.5.6 Table 7-6 indicates that the junction will operate within capacity PM peak hours with minimal queuing present on any of the arms of the junction.

7.5.7 To ensure that the modelling is as robust as possible, a 'One Hour' traffic flow profile was adopted within the modelling. This approach applies a synthesised profile over the course of the hour to replicate a peak within the peak hour. I.e., it assumes the middle 30 minutes of the hour will see 12.5% higher traffic volumes than the preceding and subsequent 15-minute intervals. Although this offers a robust assessment, it does not account for the potential of peak spreading of traffic due to the network becoming more congested. I.e., the junction may see a more level profile and consistent arrival rate of traffic at the junction. Accordingly, by adopting a 'One Hour' profile across all scenarios, the modelling software can sometimes overestimate the RFC and levels of queuing within the modelling results. Notwithstanding this, to ensure there are no negative traffic impacts at the junction as a result of the development, a potential mitigation scheme has been developed whereby the junction would be signalised allowing for increased junction efficiency and improved pedestrian safety. Details of the proposed junction improvements are detailed in section 8 of this report.

### **B6132/B6428 Royston Crossroads**

7.5.8 The junction has been modelled using LinSig modelling software. A four-stage, 90 second cycle time has been adopted and it has been assumed that the all red pedestrian phase will be called every other cycle. I.e., 20 times per hour. It is estimated that there would be an increase of just 28 trips in the AM peak hour and 30 trips in the PM peak hour travelling through junction. A summary of the 2027 modelling results is shown in Table 7-7 and Table 7-8.

**Table 7-7 2027 Junction Capacity Assessments - B6132/B6428 Royston Crossroads AM Peak Hour**

Approach	Without Development		With Development	
	Degree of Saturation	Mean Max Queue	Degree of Saturation	Mean Max Queue
B6428 Midland Road	82.1%	12	82.3%	12
B6132 Church Street	80.8%	12	83.2%	14
B6132 Station Road	42.9%	5	43.1%	5
B6428 High Street	81.0%	7	83.2%	8
<b>Practical Reserve Capacity (PRC)</b>	<b>9.7</b>		<b>8.1</b>	

**Table 7-8 2027 Junction Capacity Assessments - B6132/B6428 Royston Crossroads PM Peak Hour**

Approach	Without Development		With Development	
	Degree of Saturation	Mean Max Queue	Degree of Saturation	Mean Max Queue
B6428 Midland Road	87.6%	14	90.1%	14
B6132 Church Street	88.1%	15	91.5%	17
B6132 Station Road	58.8%	8	59.9%	8
B6428 High Street	87.6%	10	89.4%	14
<b>Practical Reserve Capacity (PRC)</b>	<b>2.2</b>		<b>-1.7</b>	

7.5.9 Table 7-7 and Table 7-8 show that the junction is forecast to operate within capacity in the ‘with’ and ‘without’ development scenarios. Accordingly, it can be concluded that the proposals will not have a negative impact upon the operation of the junction.

### **Fish Dam Lane / West Green Way / Industry Road Roundabout**

7.5.10 The junction has been modelled using TfL’s Junction 9 modelling software. A summary of the 2027 junction capacity results is shown in Table 7-9 and Table 7-10.

**Table 7-9 2027 Junction Capacity Assessments - Fish Dam Lane / West Green Way / Industry Road Roundabout - AM Peak Hour**

Approach	Without Development			With Development		
	Q (PCU)	Delay (S)	RFC	Q (PCU)	Delay (S)	RFC
Fish Dam Lane (N)	1	6.98	0.48	1	7.70	0.53
West Green Way	1	7.18	0.51	1	7.58	0.53
Fish Dame Lane (S)	2	11.74	0.71	3	12.34	0.72
Industry Road	1	8.42	0.55	1	8.60	0.55

**Table 7-10 Junction Capacity Assessments - Fish Dam Lane / West Green Way / Industry Road Roundabout - PM Peak Hour**

Approach	Without Development			With Development		
	Q (PCU)	Delay (S)	RFC	Q (PCU)	Delay (S)	RFC
Fish Dam Lane (N)	1	7.15	0.45	1	7.51	0.47
West Green Way	1	5.62	0.35	1	5.80	0.36
Fish Dame Lane (S)	1	5.95	0.48	1	6.41	0.51
Industry Road	2	10.91	0.68	2	11.84	0.70

7.5.11 Table 7-9 and Table 7-10 show that the junction is forecast to operate well within capacity in the ‘with’ and ‘without’ development scenarios in 2027. The estimated level of queuing at the junction is expected to be three PCU in the AM peak hour and two PCU in the PM peak hour. Accordingly, it can be concluded that the proposals will not have a negative impact upon the operation of the roundabout.

### Pontefract Road / West Green Way / Burton Road Roundabout

7.5.12 As set above in Table 7-2 and Table 7-3, it is estimate that the junction will see a modest increase in traffic as a result of the development with just 10 and 11 additional vehicle trips passing through the junction in the AM and PM peak hours respectively. This can be considered to be insignificant in the context of daily fluctuation of daily traffic volumes on the local highway network. Notwithstanding the above, the junction has still been modelled using TfL’s Junction 9 software. A summary of the results is contained in Table 7-11 and Table 7-12.

**Table 7-11 2027 Junction Capacity Assessments - Pontefract Road / West Green Way / Burton Road Roundabout – AM Peak Hour**

Approach	Without Development			With Development		
	Q (PCU)	Delay (S)	RFC	Q (PCU)	Delay (S)	RFC
West Green Way	4	26.32	0.81	4	27.92	0.82
A628 Cudworth Parkway	5	23.66	0.85	5	24.43	0.85
Barnsley Road	14	85.95	0.98	15	90.88	0.99
A628 Pontefract Road	10	40.57	0.93	10	41.38	0.93
Burton Road	14	85.71	0.98	14	87.17	0.98

**Table 7-12 2027 Junction Capacity Assessments - Pontefract Road / West Green Way / Burton Road Roundabout – PM Peak Hour**

Approach	Without Development			With Development		
	Q (PCU)	Delay (S)	RFC	Q (PCU)	Delay (S)	RFC
West Green Way	31	153.83	1.07	33	159.94	1.08
A628 Cudworth Parkway	4	20.53	0.79	4	20.62	0.79
Barnsley Road	5	36.73	0.86	5	37.23	0.86
A628 Pontefract Road	3	13.04	0.75	3	13.45	0.75
Burton Road	7	44.35	0.90	7	46.60	0.90

7.5.13 Table 7-11 shows the junction is expected to operate within capacity in the ‘with and ‘without’ development scenarios in the AM peak hour.

7.5.14 Table 7-12 shows that in the PM peak hour, the junction is estimated to be over capacity in 2027 with an RFC of 1.07 on the West Green Way approach in the ‘without’ development scenario. The RFC is forecast to increase just marginally on this arm to 1.08 in the ‘with’ development scenario where the additional 11 development trips are added. The RFC for all the other arms remains the same. This increase can be considered to be negligible. However, as set out in Section 3, the junction has an additional link connecting Barnsley Road to Pontefract Road in a south west direction. The modelling software cannot account for this link within the assessment and therefore it has been assumed that all traffic will use circulate on the roundabout. Therefore, it is likely that the model is reporting higher queues and RFC’s than that would occur in reality as circa 117 vehicles would have the option to use this link in the PM peak hour and therefore would not need to access the roundabout. It can be concluded that due to this and the minimal level of development trips using the junction that the development will not have a negative impact on the operation of the junction.

## 7.6 Consideration of Traffic Impact

7.6.1 The traffic impact of any development should be considered in the context of the NPPF which promotes sustainable development and economic growth. It sets out that "***Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.***". This provides the context for which the traffic impacts of the proposals should be assessed.

7.6.2 The increase in traffic flow through each junction as a direct result of the development proposal would be a maximum increase of 7%, which is insignificant when compared to the usual daily variations in traffic volumes.

7.6.3 The junction capacity assessment has demonstrated that the following junctions are all forecast to operate within capacity in both scenarios and in all time periods:

- Shaw Lane / Site Access
- B6132 / B6428 Royston Crossroads
- Fish Dam Lane / West Green Way / Industry Road Roundabout

7.6.4 The A628 Pontefract Road / West Green Way / Burton Road Roundabout is expected to operate within capacity in the AM peak period for both scenarios, however the PM peak hour modelling indicated that the junction would operate over capacity in the 'without development' and 'with development' scenarios. However, only 11 trips are forecast to travel through the junction which is not considered significant and thus cannot be considered a 'severe impact' Accordingly no mitigation is proposed at this junction.

7.6.5 Although it has been demonstrated that increase in traffic flow through the Church Street / Shaw Lane / Fish Dam Lane junction as a direct result of the development proposal, would be modest, with a maximum of 1.5 PCU per minute in the AM peak and PM peak hours, a mitigation scheme has been developed to signalise the junction, which will limit any potential 'severe' impacts as a result of the proposals. This scheme is set out in the subsequent section of this report.

7.6.6 It is noted that the adopted Masterplan Framework for the wider area proposes a new link road through the proposed development connecting Shaw Lane to Royston Lane (in which the proposals are delivering a significant proportion of the new route). The delivery of the road in full will provide considerable relief and reduction in traffic flows at the Church Street / Shaw Lane / Fish Dish Dam Lane junction, to an extent where the mitigation set out above and described in the next section would not be required. However, the proposed signalisation of the junction will mitigate any negative impacts of the development and will allow the development to come forward should there be a delay in delivering the link road in full or sections of the route become unviable. Accordingly, the proposals provide the LHA with confidence that the traffic generated from the development can be adequately mitigated should the full link road not be constructed.

7.6.7 In addition, the proposed mitigation will also provide a significant betterment in terms of junction operation and efficiency when compare to the current junction layout and will improve the safety for pedestrians by providing crossing facilities on key desire lines where non currently exist. These benefits will still be applicable once the full link road is constructed.

## 8 Church Street / Shaw Lane / Fish Dam Lane Mitigation Strategy

### 8.1 Introduction

8.1.1 This section of the report sets out the proposed mitigation strategy for the Church Street / Shaw Lane / Fish Dam Lane junction. It is again noted that no mitigation would be required at this junction when the proposed link road put forward as part of the adopted Masterplan Framework (in which the proposals will deliver a significant proportion of) is in place.

### 8.2 Proposed Junction Mitigation

8.2.1 The junction capacity assessments set out in section 7 of this report concluded that the Shaw Lane approach is expected to be over capacity in the AM peak hour as result of the proposals. To mitigate this impact a signal-controlled scheme has been developed to improve the efficiency of the existing junction and to improve pedestrian safety by providing pedestrian crossing where non are currently present. The proposed mitigation scheme is shown on **Drawing DW102107-HGN-01-004** in **Appendix K**.

8.2.2 The junction is a simple, signal-controlled crossroads with pedestrian crossings, provided on the Church Street and Shaw Lane approaches. The signals would comprise a simple, three stage set up, running on- demand pedestrian all red phase.

8.2.3 The pedestrian crossing will improve pedestrian safety, severance and accessibility across the junction by providing safe crossing points where non exist. This will significantly improve safety for vulnerable road users such as the elderly or people with visual or mobility impairments.

8.2.4 The drawing also shows that the swept path assessment of 16.5 metre articulated lorry is able to negotiate the junction. There is an existing pinch point where Shaw Lane narrows, however, this appears to be more severe on the OS base map then in reality. It should also be noted that the number of HGV's passing through the junction onto Shaw Lane would be minimal due to the railway bridge which has a height restriction of 4.8m in place approximately 800m to the east.

### 8.3 Junction Capacity Modelling Results

8.3.1 The junction has been modelled using LinSig software to ensure it is of an appropriate design to accommodate the development traffic. The model includes a 3-stage setup with a 90 second cycle time. It has been assumed that the pedestrian stage will be called every cycle. The results of the modelling are shown in Table 8-1 with the full outputs contained in **Appendix L**.

**Table 8-1 2027 Junction Modelling Results - Church Street / Shaw Lane / Fish Dam Lane Signalised Mitigation Scheme**

Approach	AM Peak Hour		PM Peak Hour	
	Degree of Saturation (%)	Mean Max Queue	Degree of Saturation (%)	Mean Max Queue
Fish Dam Lane Ahead Right	52.8%	10	53.0%	9
Church St Ahead Left	75.6%	16	60.2%	11
Shaw Lane Right Left	75.8%	11	59.4%	8
<b>PRC</b>	<b>18.7</b>		<b>49.6</b>	

8.3.2 Table 8-1 shows that the proposed junction improvement scheme would be able to mitigate the negative impacts of the development proposals. The Degree of Saturation is well within the acceptable limits

with a PRC of 18.7% in the AM peak hour and 49.6% in the PM peak hour. This also offers spare capacity should the other Local Plan allocations come forward.

8.3.3 The Phasing and Delivery strategy set out in the Masterplan Framework states that the development site would be delivered in Phase 3 once the northern access road has been constructed due to the impact of the development on congestion on the network. The proposed mitigation strategy detailed above clearly demonstrates that the development can be delivered in a way which would not increase congestion on the network. Accordingly, the 215 dwelling development can be delivered prior to the full link being constructed.

8.3.4 The proposals will benefit the wider delivery of the other Local Plan allocations by mitigating traffic from the sites identified for delivery in Phases 1 and 2 of the Masterplan Framework. This is especially relevant given the 2027 baseline ('without' development) assessments set out in Chapter 7 shows that the junction is forecast to operate with an RFC of 0.98 in the AM peak hour. This is above the junctions Practical Reserve Capacity (PRC) and only just below its absolute theoretical capacity. The implementation of the mitigation scheme will have a positive impact on junction efficiency with the results of the LinSig modelling clearly indicating that the mitigation scheme will provide a betterment in terms of junction performance with a maximum DoS of 75.8% 2027 even with the addition of the development traffic. This represents a significant capacity benefit when compared against the existing junction in 2027 (without development) scenario.

## 8.4 Summary

8.4.1 It can be concluded from the above that the proposed junction improvement scheme can successfully mitigate the traffic generated by the development proposals, in the absence or in advance of the proposed link road. In addition, the scheme will also provide additional capacity benefits for the wider Local Plan allocations due to be delivered in Phases 1 and 2 of the Carlton Masterplan Framework. Therefore, the development proposals will not have a 'severe' impact upon the junction and therefore adhere to NPPF.

## 9 Summary and Conclusion

### 9.1 Summary

9.1.1 Pell Frischmann has been commissioned by Network Space (the Applicant) to prepare a Transport Assessment (TA) for a proposed residential development located to the north of Shaw Lane, Carlton, Barnsley.

9.1.2 The site has been identified in the Barnsley Local Plan as appropriate for residential development. The development proposals comprise;

- The construction of circa 215 new residential dwellings
- New priority-controlled access located on Shaw Lane.
- Upgrade to the Church Street / Shaw Lane / Fish Dam Lane junction to improve junction efficiency and pedestrian safety.

9.1.3 From the analysis presented in this TA, the following conclusions can be drawn:

- The development proposals are broadly consistent with national, regional and local transport policy.
- The site is in a relatively sustainable location where sustainable transport options can be maximised.
- There is an existing footway and street lighting is provided on Shaw Lane between the site and Carlton.
- The Trans-Pennine cycle route runs to the west of the site and can be accessed via Shaw Lane.
- There are regular high frequency bus services accessible from Fish Dam Lane located circa 700m from the centre of the site.
- The Carlton Masterplan Framework sets out the potential for a new railway station located immediately east of the site. If delivered, this will further improve the already good sustainable transport options accessible from the site.
- A review of personal injury accident records has confirmed that there are no untypical highway safety issues which could be exacerbated by the proposals.
- Safe and appropriate access to the site can be achieved via a new priority junction on Shaw Lane. The junction has been designed to standard thereby complying with national and local policy.
- The layout and location of the site access will not compromise BMBCs ambition to provide a north west link between Shaw Lane and Royston Lane and that the first section of the link road will be provided within the curtilage of the site.
- The proposals will generate 110 and 120 vehicles movements in the AM and PM peak hours respectively.
- Junction capacity assessments have confirmed that the existing highway infrastructure can accommodate the additional traffic with the exception of the Church Street / Shaw Lane / Fish Dam Lane junction.
- A junction improvement schemes is proposed at the Church Street / Shaw Lane / Fish Dam Lane junction. The proposals would signalise the junction improving junction efficiency and pedestrian safety.
- The traffic impact assessment has demonstrated that the following the delivery of the mitigation scheme, the proposals will not have a 'severe' impact upon the highway network even without the delivery of the link road between Shaw Lane and Royston Lane.

### 9.2 Conclusion

9.2.1 In light of the information presented within this TA, it is considered that the proposals are broadly in accordance with local policy as well as policy contained within the NPPF, which states that ***“Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.”*** The proposals successfully mitigate any 'severe' impact associated with the proposals and will improve highway safety at the Church Street / Shaw Lane / Fish Dam Lane junction. Therefore, it is considered that there are no highway related reasons why planning consent should not be granted for the proposed development.

# Appendices

## Appendix A – Pre-Application Discussions Correspondence

## Andrew Carpenter

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**Subject:** FW: 2021/00520 - Land off Shaw Lane, Carlton, Barnsley

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**From:** White , Stacey (SPATIAL PLANNING PROJECT MANAGER) <[StaceyWhite@barnsley.gov.uk](mailto:StaceyWhite@barnsley.gov.uk)>  
**Sent:** 01 November 2021 11:49  
**To:** Hannah Richardson <[Hannah.Richardson@spawforths.co.uk](mailto:Hannah.Richardson@spawforths.co.uk)>  
**Subject:** FW: 2021/00520 - Land off Shaw Lane, Carlton, Barnsley

See below response from Highways DC.

Many Thanks

Stacey

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**From:** Lake , Wayne (GROUP LEADER HDC) <[WayneLake@barnsley.gov.uk](mailto:WayneLake@barnsley.gov.uk)>  
**Sent:** 27 October 2021 09:49  
**To:** White , Stacey (SPATIAL PLANNING PROJECT MANAGER) <[StaceyWhite@barnsley.gov.uk](mailto:StaceyWhite@barnsley.gov.uk)>  
**Cc:** HighwaysPIngApps <[HighwaysPIngApps@barnsley.gov.uk](mailto:HighwaysPIngApps@barnsley.gov.uk)>  
**Subject:** 2021/00520 - Land off Shaw Lane, Carlton, Barnsley

Good morning Stacey,

**Re: 2021/00520 - Pre-application advice prior to submission of outline planning application for 200 dwellings and associated car parking, garages, landscaping, open space, and drainage provision, including details of a new vehicular access onto Shaw Lane**

Due to the lack of detail presented in relation to the development proposal, I am unable to comment in detail on any proposals, however please find the following:

The development shall be designed and implemented in accordance with the Carlton masterplan framework, design code and with adherence to the delivery strategy, especially from a highways perspective in relation to the movement framework for highways and active travel.

Comments made by the Public Right of Way officers are noted and endorsed in relation to the lack of available linkages to the TPT, Bridleway 30 due to the spatial coverage of the proposed development area.

Whilst there is a lack of detail presented, it is noted that the development principles plan shows a route provided to the potential rail station, however the station has been relocated to within a separate development parcel within the wider masterplan area.

### Site Layout - General:

The design of residential streets within the development shall follow the guiding principles and technical guidance contained within the South Yorkshire Residential Design Guide (SYRDG). This can be accessed at: <https://www.barnsley.gov.uk/media/17250/south-yorkshire-residential-design-guide2011.pdf>

Please note Section 4 – Technical Requirements – 4B Site and Parking Geometry particularly (but not exclusively)

B1.1 Street Types

B1.2.1 Design Speed – Residential Streets

B.1.3 Forward Visibility

## B1.6.5/B1.6.6 Emergency Vehicle Access

### B.2.1.5 Minimum carriageway / vehicle track space width

B.3.7 Turning Areas – Turning Areas should be avoided where possible by the use of well-connected street networks. Note: Where they do form part of the street layout cul-de-sacs longer than 20m require a turning area suitable for the turning requirements of a refuse vehicle.

B.4 Speed Restraint – Individual speed controlling features for following design speeds are required at these spacing's:

20mph – 70 metres

Less than 20mph – 40 metres

### Autotracking Requirements:

- Refuse Vehicle – Dennis 10.3m rear steer (For information the refuse vehicles currently in use in Barnsley has a wheelie Bin Lifting facility and measures 10.3m x 2.5m.)
- Car – Large Car (2006)
- Track tests are to be carried out in accordance with the requirements contained within the South Yorkshire Residential Design Guide sections 4b.2.1.28-29 and 4B.3.3.9-4B.3.3.12.

Parking Requirements: The minimum level of parking (including cycle and EVCP) should be in line with the parking standards contained within the Councils Parking SPD. This can be accessed

via: <https://www.barnsley.gov.uk/services/planning-and-buildings/supplementary-planning-documents/>

The site layout should be designed to maximise and encourage safe, sustainable movement through walking and cycling, providing links to existing networks.

Additional Supplementary Planning documents providing further advice in relation to highways, design and sustainable travel can be found via: <https://www.barnsley.gov.uk/services/planning-and-buildings/supplementary-planning-documents/>

### Assessment:

A Transport Assessment and Travel Plan will be required to be submitted with any forthcoming application, the scope of which is to be agreed with BMBC at the earliest opportunity. Key items for inclusion (but not be limited to) are:

Trip generation by mode

Distribution methodology

Parking

Road Safety

Study area for assessment, identifying junctions requiring operational analysis (junctions experiencing 30 or more two way trips as a result of development traffic)

Assessment Years

Committed Developments – (see below)

Accessibility by mode

Infrastructure Requirements (on and offsite)

Measures to influence Travel behaviour and promote Active travel

### Travel Plan

The developers transport consultant should be cognisant of the following, taken from the guidance on Travel Plans, Transport Assessment and Statements found on the Gov.uk website:

*It is important to give appropriate consideration to the cumulative impacts arising from other committed development (i.e. development that is consented or allocated where there is a reasonable degree of certainty will*

*proceed within the next 3 years). At the decision-taking stage this may require the developer to carry out an assessment of the impact of those adopted Local Plan allocations which have the potential to impact on the same sections of transport network as well as other relevant local sites benefitting from as yet unimplemented planning approval.*

Further guidance can be found via following address: <https://www.gov.uk/guidance/travel-plans-transport-assessments-and-statements>

Kind Regards

Wayne

Wayne Lake MSc MCIHT  
Group Leader  
Highways Development Control  
Regeneration and Culture - Place Directorate  
Barnsley Council

Telephone: 01226 772587

Email: [waynelake@barnsley.gov.uk](mailto:waynelake@barnsley.gov.uk)

Mail: PO Box 634, BARNSELEY. S70 9GG


\*Sat Nav reference: S70 2DR

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## Appendix B – Traffic Survey Data



	<b>Site / Location:</b>	Shaw Lane - 53.586865, -1.435257	<b>Project No:</b>	9406	<b>Photo No:</b>	1	<b>Drawn By:</b>	RN
	<b>Survey Date:</b>	Wednesday 21 November 2018 - Tuesday 27 November 2018	<b>Project Name:</b>		Shaw Lane			
	<b>Survey Times:</b>	00:00 - 00:00 (24 Hour)	<b>Title:</b>		Site Photograph - looking eastbound			



Automatic Tr

Site No.	Location.	Direction.	Speed Limit - PSL (mph)	Start Date.	End Date.	Total Vehicles.	5 Day Ave.	7 Day Ave.	No. > Speed Limit.	% > Speed Limit.	No. > ACPO Limit.	% > ACPO Limit.	No. > DfT Limit.	% > DfT Limit.	Mean Speed
1	Shaw Lane - 53.586865, -1.435257	East	30	Wednesday 21 November 2018	Tuesday 27 November 2018	19600	3124	2800	16727	85.3	10446	53.3	1316	6.7	35.9
		West	30	Wednesday 21 November 2018	Tuesday 27 November 2018	19129	3021	2733	14574	76.2	6676	34.9	490	2.6	33.5
		Both Directions	30	Wednesday 21 November 2018	Tuesday 27 November 2018	38729	6145	5533	31301	80.8	17122	44.2	1806	4.7	34.7

9406  
Shaw Lane  
Nov-18  
Traffic Count

85%ile Speed
41.5
38.5
40.2

Site 1  
 Location Shaw Lane - 53.586865, -1.435257  
 Direction East

9406  
 Shaw Lane  
 Nov 18

Wednesday 21 November 2018

Automatic Traffic Count

Time	Total	Classification												JPSL 30	JPSL% 30	JSL1 35 ACPO	JSL1% 35 ACPO	JSL2 45 DfT	JSL2% 45 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	11	0	11	0	0	0	0	0	0	0	0	0	0	10	90.9	4	36.4	0	0.0	34.6	41.9
0100	9	0	8	0	1	0	0	0	0	0	0	0	0	8	88.9	6	66.7	0	0.0	36.2	-
0200	5	0	5	0	0	0	0	0	0	0	0	0	0	5	100.0	4	80.0	0	0.0	38.2	-
0300	11	0	9	0	2	0	0	0	0	0	0	0	0	11	100.0	7	63.6	2	18.2	39	47
0400	37	0	35	0	2	0	0	0	0	0	0	0	0	36	97.3	30	81.1	9	24.3	40.8	47.9
0500	94	1	87	0	6	0	0	0	0	0	0	0	0	87	92.6	72	76.6	10	10.6	38.7	44
0600	148	2	129	0	13	1	1	0	0	0	2	0	0	143	96.6	102	68.9	10	6.8	37.5	42.3
0700	239	2	205	1	23	0	6	0	0	1	1	0	0	202	84.5	126	52.7	9	3.8	35.1	39.6
<b>0800</b>	<b>257</b>	<b>1</b>	<b>227</b>	<b>1</b>	<b>20</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>216</b>	<b>84.1</b>	<b>130</b>	<b>50.6</b>	<b>6</b>	<b>2.3</b>	<b>35</b>	<b>40.1</b>
0900	186	0	168	0	17	0	1	0	0	0	0	0	0	163	87.6	97	52.2	7	3.8	35.7	40.5
1000	141	3	114	0	17	0	5	0	0	2	0	0	0	108	76.6	61	43.3	9	6.4	34.4	41.3
1100	151	1	122	2	20	1	2	2	1	0	0	0	0	125	82.8	74	49.0	9	6.0	35.3	40.3
1200	165	0	143	0	17	1	4	0	0	0	0	0	0	133	80.6	83	50.3	3	1.8	34.6	39.5
1300	153	1	128	0	18	0	3	0	0	1	2	0	0	128	83.7	70	45.8	10	6.5	34.9	39.9
1400	213	2	186	1	20	0	3	1	0	0	0	0	0	193	90.6	123	57.8	11	5.2	36.1	41.7
1500	234	1	215	0	13	0	3	0	0	1	1	0	0	199	85.0	121	51.7	7	3.0	35.5	40.8
<b>1600</b>	<b>300</b>	<b>4</b>	<b>265</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>230</b>	<b>76.7</b>	<b>120</b>	<b>40.0</b>	<b>13</b>	<b>4.3</b>	<b>34.2</b>	<b>39.1</b>
1700	288	0	272	1	14	0	1	0	0	0	0	0	0	229	79.5	129	44.8	11	3.8	34.7	40.3
1800	199	0	189	3	7	0	0	0	0	0	0	0	0	174	87.4	116	58.3	11	5.5	36.1	40.7
1900	93	2	88	0	3	0	0	0	0	0	0	0	0	78	83.9	41	44.1	7	7.5	35.3	40.2
2000	64	0	62	0	2	0	0	0	0	0	0	0	0	62	96.9	38	59.4	6	9.4	37.6	42.7
2100	75	1	73	0	1	0	0	0	0	0	0	0	0	68	90.7	47	62.7	11	14.7	37.6	44.9
2200	49	2	47	0	0	0	0	0	0	0	0	0	0	41	83.7	22	44.9	5	10.2	35.5	44.4
2300	17	0	15	0	2	0	0	0	0	0	0	0	0	14	82.4	9	52.9	0	0.0	34.9	39.6
<b>07-19</b>	<b>2526</b>	<b>15</b>	<b>2234</b>	<b>9</b>	<b>211</b>	<b>5</b>	<b>34</b>	<b>3</b>	<b>3</b>	<b>7</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>2100</b>	<b>83.1</b>	<b>1250</b>	<b>49.5</b>	<b>106</b>	<b>4.2</b>	<b>35.1</b>	<b>40.3</b>
<b>06-22</b>	<b>2906</b>	<b>20</b>	<b>2586</b>	<b>9</b>	<b>230</b>	<b>6</b>	<b>35</b>	<b>3</b>	<b>3</b>	<b>7</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>2451</b>	<b>84.3</b>	<b>1478</b>	<b>50.9</b>	<b>140</b>	<b>4.8</b>	<b>35.4</b>	<b>40.5</b>
<b>06-00</b>	<b>2972</b>	<b>22</b>	<b>2648</b>	<b>9</b>	<b>232</b>	<b>6</b>	<b>35</b>	<b>3</b>	<b>3</b>	<b>7</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>2506</b>	<b>84.3</b>	<b>1509</b>	<b>50.8</b>	<b>145</b>	<b>4.9</b>	<b>35.4</b>	<b>40.5</b>
<b>00-00</b>	<b>3139</b>	<b>23</b>	<b>2803</b>	<b>9</b>	<b>243</b>	<b>6</b>	<b>35</b>	<b>3</b>	<b>3</b>	<b>7</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>2663</b>	<b>84.8</b>	<b>1632</b>	<b>52.0</b>	<b>166</b>	<b>5.3</b>	<b>35.5</b>	<b>40.7</b>

Site 1  
 Location Shaw Lane - 53.586865, -1.435257  
 Direction East

9406  
 Shaw Lane  
 Nov 18

Thursday 22 November 2018

Time	Total	Classification												JPSL 30	JPSL% 30	JSL1 35 ACPO	JSL1% 35 ACPO	JSL2 45 DfT	JSL2% 45 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	13	0	11	0	2	0	0	0	0	0	0	0	0	11	84.6	8	61.5	3	23.1	38.6	47.4
0100	1	0	1	0	0	0	0	0	0	0	0	0	0	1	100.0	1	100.0	0	0.0	38	-
0200	8	0	8	0	0	0	0	0	0	0	0	0	0	8	100.0	6	75.0	1	12.5	37.6	-
0300	13	0	13	0	0	0	0	0	0	0	0	0	0	13	100.0	10	76.9	1	7.7	38.8	43.4
0400	31	0	30	0	1	0	0	0	0	0	0	0	0	31	100.0	22	71.0	6	19.4	38.9	47.3
0500	89	1	81	0	6	0	0	0	0	0	1	0	0	79	88.8	56	62.9	7	7.9	36.9	43
0600	141	3	117	0	18	0	1	0	0	0	2	0	0	121	85.8	84	59.6	12	8.5	36.5	43
0700	219	2	199	2	14	0	1	0	0	0	1	0	0	193	88.1	101	46.1	6	2.7	34.9	39.8
<b>0800</b>	<b>262</b>	<b>1</b>	<b>236</b>	<b>0</b>	<b>23</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>235</b>	<b>89.7</b>	<b>146</b>	<b>55.7</b>	<b>16</b>	<b>6.1</b>	<b>36.2</b>	<b>41.2</b>
0900	185	0	159	1	21	1	3	0	0	0	0	0	0	144	77.8	81	43.8	11	5.9	34.8	41.2
1000	155	1	126	0	21	1	6	0	0	0	0	0	0	127	81.9	60	38.7	8	5.2	34.6	40.3
1100	186	2	154	0	23	1	2	1	1	1	1	0	0	153	82.3	81	43.6	7	3.8	34.9	41.3
1200	164	0	134	0	23	2	3	0	1	1	0	0	0	129	78.7	75	45.7	11	6.7	34.9	41.6
1300	176	2	144	1	23	0	3	1	0	1	1	0	0	143	81.3	86	48.9	8	4.5	34.3	39.1
1400	233	3	204	0	18	2	5	0	0	0	1	0	0	192	82.4	118	50.6	11	4.7	35.2	41.2
1500	219	1	195	1	16	1	3	0	1	1	0	0	0	171	78.1	77	35.2	10	4.6	34	38.9
1600	280	3	261	1	14	0	1	0	0	0	0	0	0	223	79.6	110	39.3	11	3.9	34.4	40.4
<b>1700</b>	<b>303</b>	<b>2</b>	<b>280</b>	<b>2</b>	<b>17</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>269</b>	<b>88.8</b>	<b>152</b>	<b>50.2</b>	<b>16</b>	<b>5.3</b>	<b>35.7</b>	<b>40.7</b>
1800	143	0	133	0	9	0	0	0	0	0	0	1	0	131	91.6	83	58.0	14	9.8	36.6	42
1900	118	0	116	0	2	0	0	0	0	0	0	0	0	104	88.1	76	64.4	15	12.7	37.3	44.2
2000	66	0	62	0	4	0	0	0	0	0	0	0	0	58	87.9	42	63.6	5	7.6	37	41.5
2100	87	1	81	0	5	0	0	0	0	0	0	0	0	80	92.0	63	72.4	12	13.8	37.9	44.1
2200	58	1	56	0	1	0	0	0	0	0	0	0	0	53	91.4	31	53.5	9	15.5	37.1	45.1
2300	15	0	12	0	3	0	0	0	0	0	0	0	0	15	100.0	8	53.3	0	0.0	37	42.4
<b>07-19</b>	<b>2525</b>	<b>17</b>	<b>2225</b>	<b>8</b>	<b>222</b>	<b>8</b>	<b>29</b>	<b>2</b>	<b>4</b>	<b>5</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>2110</b>	<b>83.6</b>	<b>1170</b>	<b>46.3</b>	<b>129</b>	<b>5.1</b>	<b>35.1</b>	<b>40.7</b>
<b>06-22</b>	<b>2937</b>	<b>21</b>	<b>2601</b>	<b>8</b>	<b>251</b>	<b>8</b>	<b>30</b>	<b>2</b>	<b>4</b>	<b>5</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>2473</b>	<b>84.2</b>	<b>1435</b>	<b>48.9</b>	<b>173</b>	<b>5.9</b>	<b>35.3</b>	<b>40.9</b>
<b>06-00</b>	<b>3010</b>	<b>22</b>	<b>2669</b>	<b>8</b>	<b>255</b>	<b>8</b>	<b>30</b>	<b>2</b>	<b>4</b>	<b>5</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>2541</b>	<b>84.4</b>	<b>1474</b>	<b>49.0</b>	<b>182</b>	<b>6.0</b>	<b>35.4</b>	<b>40.9</b>
<b>00-00</b>	<b>3165</b>	<b>23</b>	<b>2813</b>	<b>8</b>	<b>264</b>	<b>8</b>	<b>30</b>	<b>2</b>	<b>4</b>	<b>5</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>2684</b>	<b>84.8</b>	<b>1577</b>	<b>49.8</b>	<b>200</b>	<b>6.3</b>	<b>35.5</b>	<b>41.1</b>

Site 1  
 Location Shaw Lane - 53.586865, -1.435257  
 Direction East

9406  
 Shaw Lane  
 Nov 18

Friday 23 November 2018

Time	Total	Classification												JPSL 30	JPSL% 30	JSL1 35 ACPO	JSL1% 35 ACPO	JSL2 45 DfT	JSL2% 45 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	11	0	10	0	1	0	0	0	0	0	0	0	0	11	100.0	10	90.9	3	27.3	43.9	58.9
0100	11	0	11	0	0	0	0	0	0	0	0	0	0	10	90.9	6	54.6	3	27.3	38.8	47.8
0200	6	0	6	0	0	0	0	0	0	0	0	0	0	6	100.0	5	83.3	1	16.7	41.1	-
0300	10	0	8	0	2	0	0	0	0	0	0	0	0	10	100.0	8	80.0	3	30.0	39.6	-
0400	23	0	22	0	1	0	0	0	0	0	0	0	0	23	100.0	19	82.6	8	34.8	41.8	53
0500	88	2	82	0	4	0	0	0	0	0	0	0	0	86	97.7	67	76.1	13	14.8	39.3	45
0600	131	3	112	0	14	0	1	0	0	0	1	0	0	124	94.7	93	71.0	16	12.2	38.1	43.8
0700	228	2	201	0	21	1	3	0	0	0	0	0	0	206	90.4	136	59.7	14	6.1	36.6	41.6
<b>0800</b>	<b>231</b>	<b>1</b>	<b>204</b>	<b>1</b>	<b>20</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>200</b>	<b>86.6</b>	<b>123</b>	<b>53.3</b>	<b>21</b>	<b>9.1</b>	<b>36.1</b>	<b>42.4</b>
0900	170	3	146	0	14	1	5	0	0	0	1	0	0	151	88.8	107	62.9	14	8.2	36.8	42.5
1000	166	1	141	3	18	2	1	0	0	0	0	0	0	135	81.3	87	52.4	7	4.2	35	40.1
1100	167	1	137	1	21	2	4	0	1	0	0	0	0	124	74.3	83	49.7	6	3.6	34.4	40.1
1200	190	2	157	1	24	0	4	0	0	0	2	0	0	143	75.3	82	43.2	11	5.8	34.2	39.7
1300	205	1	180	2	17	2	2	0	0	0	1	0	0	173	84.4	103	50.2	15	7.3	35.5	41
1400	236	1	212	2	18	0	1	0	0	1	1	0	0	203	86.0	116	49.2	12	5.1	35.5	40.5
1500	278	3	251	0	19	0	5	0	0	0	0	0	0	237	85.3	131	47.1	8	2.9	35	39.9
<b>1600</b>	<b>285</b>	<b>3</b>	<b>251</b>	<b>2</b>	<b>26</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>232</b>	<b>81.4</b>	<b>120</b>	<b>42.1</b>	<b>10</b>	<b>3.5</b>	<b>34.8</b>	<b>40.2</b>
1700	271	0	258	0	12	0	0	0	0	0	1	0	0	220	81.2	122	45.0	17	6.3	35.1	40.3
1800	182	2	172	1	7	0	0	0	0	0	0	0	0	158	86.8	113	62.1	11	6.0	36.3	42
1900	118	1	115	0	2	0	0	0	0	0	0	0	0	105	89.0	85	72.0	17	14.4	38.3	44
2000	77	0	71	0	5	0	1	0	0	0	0	0	0	70	90.9	51	66.2	10	13.0	38	44
2100	54	1	51	0	2	0	0	0	0	0	0	0	0	51	94.4	43	79.6	10	18.5	40.2	46
2200	40	2	37	0	1	0	0	0	0	0	0	0	0	31	77.5	21	52.5	2	5.0	35.4	41.8
2300	32	0	29	0	3	0	0	0	0	0	0	0	0	30	93.8	23	71.9	4	12.5	38	44.1
<b>07-19</b>	<b>2609</b>	<b>20</b>	<b>2310</b>	<b>13</b>	<b>217</b>	<b>9</b>	<b>30</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>2182</b>	<b>83.6</b>	<b>1323</b>	<b>50.7</b>	<b>146</b>	<b>5.6</b>	<b>35.4</b>	<b>40.7</b>
<b>06-22</b>	<b>2989</b>	<b>25</b>	<b>2659</b>	<b>13</b>	<b>240</b>	<b>9</b>	<b>32</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>2532</b>	<b>84.7</b>	<b>1595</b>	<b>53.4</b>	<b>199</b>	<b>6.7</b>	<b>35.8</b>	<b>41.4</b>
<b>06-00</b>	<b>3061</b>	<b>27</b>	<b>2725</b>	<b>13</b>	<b>244</b>	<b>9</b>	<b>32</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>2593</b>	<b>84.7</b>	<b>1639</b>	<b>53.5</b>	<b>205</b>	<b>6.7</b>	<b>35.8</b>	<b>41.4</b>
<b>00-00</b>	<b>3210</b>	<b>29</b>	<b>2864</b>	<b>13</b>	<b>252</b>	<b>9</b>	<b>32</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>2739</b>	<b>85.3</b>	<b>1754</b>	<b>54.6</b>	<b>236</b>	<b>7.4</b>	<b>36</b>	<b>41.8</b>



Site 1  
 Location Shaw Lane - 53.586865, -1.435257  
 Direction East

9406  
 Shaw Lane  
 Nov 18

Saturday 24 November 2018

Time	Total	Classification												JPSL 30	JPSL% 30	JSL1 35 ACPO	JSL1% 35 ACPO	JSL2 45 DfT	JSL2% 45 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	22	0	22	0	0	0	0	0	0	0	0	0	0	18	81.8	16	72.7	6	27.3	41	53.9
0100	10	1	9	0	0	0	0	0	0	0	0	0	0	8	80.0	5	50.0	0	0.0	35.4	-
0200	7	0	7	0	0	0	0	0	0	0	0	0	0	7	100.0	6	85.7	3	42.9	44.9	-
0300	7	0	7	0	0	0	0	0	0	0	0	0	0	7	100.0	6	85.7	2	28.6	42.6	-
0400	13	0	13	0	0	0	0	0	0	0	0	0	0	12	92.3	9	69.2	1	7.7	37.8	42.9
0500	58	2	55	0	1	0	0	0	0	0	0	0	0	57	98.3	43	74.1	10	17.2	39.8	46.2
0600	61	0	54	0	7	0	0	0	0	0	0	0	0	59	96.7	40	65.6	9	14.8	38.5	45.2
0700	69	0	62	0	6	0	1	0	0	0	0	0	0	65	94.2	50	72.5	10	14.5	39.1	45.1
0800	92	1	83	1	7	0	0	0	0	0	0	0	0	76	82.6	62	67.4	10	10.9	37.3	43.2
0900	143	5	130	0	5	0	3	0	0	0	0	0	0	121	84.6	88	61.5	19	13.3	36.8	44.4
1000	168	0	151	2	12	0	2	0	1	0	0	0	0	155	92.3	98	58.3	15	8.9	36.6	42.9
<b>1100</b>	<b>213</b>	<b>2</b>	<b>199</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>199</b>	<b>93.4</b>	<b>126</b>	<b>59.2</b>	<b>3</b>	<b>1.4</b>	<b>35.9</b>	<b>40.5</b>
1200	162	4	149	1	7	0	1	0	0	0	0	0	0	151	93.2	110	67.9	11	6.8	37	42.1
<b>1300</b>	<b>171</b>	<b>0</b>	<b>161</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>159</b>	<b>93.0</b>	<b>110</b>	<b>64.3</b>	<b>18</b>	<b>10.5</b>	<b>37.6</b>	<b>43.1</b>
1400	167	4	155	3	5	0	0	0	0	0	0	0	0	154	92.2	105	62.9	17	10.2	37.3	43.2
1500	141	7	128	0	4	0	1	0	0	1	0	0	0	127	90.1	92	65.3	13	9.2	37.4	43.2
1600	138	0	124	0	14	0	0	0	0	0	0	0	0	115	83.3	70	50.7	11	8.0	36	42.5
1700	147	1	142	1	3	0	0	0	0	0	0	0	0	131	89.1	92	62.6	13	8.8	36.9	42.2
1800	134	0	130	0	4	0	0	0	0	0	0	0	0	117	87.3	76	56.7	7	5.2	36.2	41.7
1900	85	0	84	0	1	0	0	0	0	0	0	0	0	74	87.1	52	61.2	9	10.6	37	44.1
2000	66	1	63	0	2	0	0	0	0	0	0	0	0	57	86.4	29	43.9	7	10.6	35.9	43.7
2100	44	2	41	0	1	0	0	0	0	0	0	0	0	40	90.9	31	70.5	6	13.6	38	43.6
2200	53	1	50	0	2	0	0	0	0	0	0	0	0	46	86.8	37	69.8	10	18.9	39	48.3
2300	33	0	31	0	2	0	0	0	0	0	0	0	0	31	93.9	24	72.7	7	21.2	39.1	47.9
<b>07-19</b>	<b>1745</b>	<b>24</b>	<b>1614</b>	<b>8</b>	<b>86</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1570</b>	<b>90.0</b>	<b>1079</b>	<b>61.8</b>	<b>147</b>	<b>8.4</b>	<b>36.9</b>	<b>42.6</b>
<b>06-22</b>	<b>2001</b>	<b>27</b>	<b>1856</b>	<b>8</b>	<b>97</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1800</b>	<b>90.0</b>	<b>1231</b>	<b>61.5</b>	<b>178</b>	<b>8.9</b>	<b>36.9</b>	<b>42.9</b>
<b>06-00</b>	<b>2087</b>	<b>28</b>	<b>1937</b>	<b>8</b>	<b>101</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1877</b>	<b>89.9</b>	<b>1292</b>	<b>61.9</b>	<b>195</b>	<b>9.3</b>	<b>37</b>	<b>43</b>
<b>00-00</b>	<b>2204</b>	<b>31</b>	<b>2050</b>	<b>8</b>	<b>102</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1986</b>	<b>90.1</b>	<b>1377</b>	<b>62.5</b>	<b>217</b>	<b>9.8</b>	<b>37.2</b>	<b>43.2</b>

Site 1  
 Location Shaw Lane - 53.586865, -1.435257  
 Direction East

9406  
 Shaw Lane  
 Nov 18

Sunday 25 November 2018

Time	Total	Classification												JPSL 30	JPSL% 30	JSL1 35 ACPO	JSL1% 35 ACPO	JSL2 45 DfT	JSL2% 45 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	26	1	24	0	1	0	0	0	0	0	0	0	0	25	96.2	17	65.4	1	3.8	37.3	42.1
0100	10	0	10	0	0	0	0	0	0	0	0	0	0	10	100.0	9	90.0	3	30.0	42	-
0200	11	0	11	0	0	0	0	0	0	0	0	0	0	10	90.9	8	72.7	3	27.3	40.7	50.2
0300	7	0	7	0	0	0	0	0	0	0	0	0	0	7	100.0	4	57.1	2	28.6	40.6	-
0400	11	0	11	0	0	0	0	0	0	0	0	0	0	11	100.0	9	81.8	3	27.3	41.2	48.1
0500	40	2	38	0	0	0	0	0	0	0	0	0	0	39	97.5	32	80.0	14	35.0	41.8	49.6
0600	42	0	40	0	2	0	0	0	0	0	0	0	0	38	90.5	29	69.1	10	23.8	39.4	46.5
0700	29	1	27	0	1	0	0	0	0	0	0	0	0	26	89.7	15	51.7	2	6.9	35.5	40.7
0800	51	0	49	0	2	0	0	0	0	0	0	0	0	51	100.0	44	86.3	12	23.5	40.2	46.8
0900	98	0	94	0	4	0	0	0	0	0	0	0	0	94	95.9	63	64.3	7	7.1	37.4	42.2
1000	136	0	132	0	4	0	0	0	0	0	0	0	0	120	88.2	85	62.5	11	8.1	36.9	42.8
<b>1100</b>	<b>160</b>	<b>1</b>	<b>156</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>148</b>	<b>92.5</b>	<b>102</b>	<b>63.8</b>	<b>10</b>	<b>6.3</b>	<b>37.3</b>	<b>42.2</b>
<b>1200</b>	<b>165</b>	<b>3</b>	<b>153</b>	<b>1</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>144</b>	<b>87.3</b>	<b>103</b>	<b>62.4</b>	<b>12</b>	<b>7.3</b>	<b>36.6</b>	<b>41.1</b>
1300	135	4	125	0	5	0	0	0	1	0	0	0	0	113	83.7	73	54.1	11	8.1	35.9	42.6
1400	127	0	122	0	5	0	0	0	0	0	0	0	0	109	85.8	84	66.1	18	14.2	37.6	44.2
1500	103	0	99	0	4	0	0	0	0	0	0	0	0	92	89.3	64	62.1	9	8.7	36.7	41.7
1600	135	0	131	0	4	0	0	0	0	0	0	0	0	120	88.9	77	57.0	15	11.1	37	43.3
1700	129	0	125	0	4	0	0	0	0	0	0	0	0	114	88.4	75	58.1	9	7.0	36.4	41.3
1800	102	1	98	0	3	0	0	0	0	0	0	0	0	92	90.2	60	58.8	12	11.8	37.1	43.8
1900	89	0	88	0	1	0	0	0	0	0	0	0	0	81	91.0	54	60.7	8	9.0	37.3	43
2000	50	0	48	0	2	0	0	0	0	0	0	0	0	44	88.0	34	68.0	6	12.0	37.5	43.9
2100	51	1	49	0	1	0	0	0	0	0	0	0	0	48	94.1	35	68.6	6	11.8	37.8	44
2200	41	1	39	0	1	0	0	0	0	0	0	0	0	37	90.2	27	65.9	3	7.3	37.5	42.4
2300	28	0	27	0	1	0	0	0	0	0	0	0	0	21	75.0	15	53.6	3	10.7	35.6	44.2
<b>07-19</b>	<b>1370</b>	<b>10</b>	<b>1311</b>	<b>1</b>	<b>47</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1223</b>	<b>89.3</b>	<b>845</b>	<b>61.7</b>	<b>128</b>	<b>9.3</b>	<b>37</b>	<b>42.7</b>
<b>06-22</b>	<b>1602</b>	<b>11</b>	<b>1536</b>	<b>1</b>	<b>53</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1434</b>	<b>89.5</b>	<b>997</b>	<b>62.2</b>	<b>158</b>	<b>9.9</b>	<b>37.1</b>	<b>42.8</b>
<b>06-00</b>	<b>1671</b>	<b>12</b>	<b>1602</b>	<b>1</b>	<b>55</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1492</b>	<b>89.3</b>	<b>1039</b>	<b>62.2</b>	<b>164</b>	<b>9.8</b>	<b>37.1</b>	<b>42.8</b>
<b>00-00</b>	<b>1776</b>	<b>15</b>	<b>1703</b>	<b>1</b>	<b>56</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1594</b>	<b>89.8</b>	<b>1118</b>	<b>63.0</b>	<b>190</b>	<b>10.7</b>	<b>37.3</b>	<b>43.3</b>

Site 1  
 Location Shaw Lane - 53.586865, -1.435257  
 Direction East

9406  
 Shaw Lane  
 Nov 18

Monday 26 November 2018

Time	Total	Classification												JPSL 30	JPSL% 30	JSL1 35 ACPO	JSL1% 35 ACPO	JSL2 45 DfT	JSL2% 45 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	8	0	8	0	0	0	0	0	0	0	0	0	0	8	100.0	4	50.0	0	0.0	35.8	-
0100	3	0	2	0	1	0	0	0	0	0	0	0	0	3	100.0	0	0.0	0	0.0	32	-
0200	3	0	3	0	0	0	0	0	0	0	0	0	0	3	100.0	2	66.7	0	0.0	39.7	-
0300	12	0	10	0	2	0	0	0	0	0	0	0	0	12	100.0	10	83.3	2	16.7	40.3	47.5
0400	38	0	36	0	2	0	0	0	0	0	0	0	0	37	97.4	30	79.0	5	13.2	39	44.6
0500	97	2	85	0	8	0	0	0	0	0	2	0	0	81	83.5	49	50.5	7	7.2	35.5	42.2
0600	125	0	112	0	12	0	1	0	0	0	0	0	0	116	92.8	89	71.2	5	4.0	37.5	42.5
0700	223	4	199	1	19	0	0	0	0	0	0	0	0	188	84.3	121	54.3	11	4.9	35.6	40.7
<b>0800</b>	<b>254</b>	<b>1</b>	<b>233</b>	<b>2</b>	<b>15</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>225</b>	<b>88.6</b>	<b>168</b>	<b>66.1</b>	<b>16</b>	<b>6.3</b>	<b>36.7</b>	<b>41.9</b>
0900	187	0	163	0	17	1	1	0	1	1	2	1	0	155	82.9	90	48.1	5	2.7	35.1	39.7
1000	166	1	134	0	28	2	0	0	0	0	1	0	0	131	78.9	84	50.6	11	6.6	35.6	41.8
1100	156	1	128	2	17	2	2	1	0	2	1	0	0	122	78.2	76	48.7	11	7.1	34.6	40.7
1200	160	2	136	2	17	1	1	0	0	1	0	0	0	138	86.3	93	58.1	13	8.1	36.4	42
1300	188	3	155	2	20	1	5	0	0	2	0	0	0	166	88.3	109	58.0	7	3.7	35.8	40.9
1400	194	0	165	2	22	0	3	0	0	1	1	0	0	159	82.0	89	45.9	5	2.6	34.8	40.3
1500	238	0	211	1	19	1	4	0	0	0	2	0	0	197	82.8	87	36.6	5	2.1	34.1	38.3
<b>1600</b>	<b>296</b>	<b>3</b>	<b>262</b>	<b>2</b>	<b>24</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>230</b>	<b>77.7</b>	<b>125</b>	<b>42.2</b>	<b>5</b>	<b>1.7</b>	<b>34.2</b>	<b>39.4</b>
1700	278	3	260	2	10	1	1	0	0	0	1	0	0	227	81.7	130	46.8	7	2.5	34.8	40.2
1800	142	1	135	0	6	0	0	0	0	0	0	0	0	127	89.4	87	61.3	13	9.2	37	43.7
1900	100	0	96	0	4	0	0	0	0	0	0	0	0	87	87.0	51	51.0	6	6.0	35.7	40.3
2000	71	0	64	0	6	0	0	0	0	1	0	0	0	62	87.3	54	76.1	10	14.1	37.5	44.3
2100	52	0	52	0	0	0	0	0	0	0	0	0	0	47	90.4	26	50.0	5	9.6	36.2	42.9
2200	42	2	39	0	1	0	0	0	0	0	0	0	0	37	88.1	27	64.3	5	11.9	37	44.6
2300	15	0	12	0	3	0	0	0	0	0	0	0	0	12	80.0	10	66.7	3	20.0	38.4	46.4
<b>07-19</b>	<b>2482</b>	<b>19</b>	<b>2181</b>	<b>16</b>	<b>214</b>	<b>11</b>	<b>20</b>	<b>1</b>	<b>3</b>	<b>8</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>2065</b>	<b>83.2</b>	<b>1259</b>	<b>50.7</b>	<b>109</b>	<b>4.4</b>	<b>35.3</b>	<b>40.6</b>
<b>06-22</b>	<b>2830</b>	<b>19</b>	<b>2505</b>	<b>16</b>	<b>236</b>	<b>11</b>	<b>21</b>	<b>1</b>	<b>3</b>	<b>9</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>2377</b>	<b>84.0</b>	<b>1479</b>	<b>52.3</b>	<b>135</b>	<b>4.8</b>	<b>35.5</b>	<b>40.8</b>
<b>06-00</b>	<b>2887</b>	<b>21</b>	<b>2556</b>	<b>16</b>	<b>240</b>	<b>11</b>	<b>21</b>	<b>1</b>	<b>3</b>	<b>9</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>2426</b>	<b>84.0</b>	<b>1516</b>	<b>52.5</b>	<b>143</b>	<b>5.0</b>	<b>35.5</b>	<b>40.9</b>
<b>00-00</b>	<b>3048</b>	<b>23</b>	<b>2700</b>	<b>16</b>	<b>253</b>	<b>11</b>	<b>21</b>	<b>1</b>	<b>3</b>	<b>9</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>2570</b>	<b>84.3</b>	<b>1611</b>	<b>52.9</b>	<b>157</b>	<b>5.2</b>	<b>35.6</b>	<b>41</b>

Site 1  
 Location Shaw Lane - 53.586865, -1.435257  
 Direction East

9406  
 Shaw Lane  
 Nov 18

Tuesday 27 November 2018

Time	Total	Classification												JPSL 30	JPSL% 30	JSL1 35 ACPO	JSL1% 35 ACPO	JSL2 45 DfT	JSL2% 45 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	13	0	13	0	0	0	0	0	0	0	0	0	0	11	84.6	7	53.9	3	23.1	37.8	50.5
0100	3	0	3	0	0	0	0	0	0	0	0	0	0	2	66.7	2	66.7	0	0.0	37.4	-
0200	7	0	7	0	0	0	0	0	0	0	0	0	0	6	85.7	5	71.4	1	14.3	38.7	-
0300	11	0	9	0	2	0	0	0	0	0	0	0	0	11	100.0	10	90.9	2	18.2	41.7	48.7
0400	32	0	32	0	0	0	0	0	0	0	0	0	0	29	90.6	24	75.0	1	3.1	37.4	42.4
0500	89	0	80	0	9	0	0	0	0	0	0	0	0	77	86.5	55	61.8	8	9.0	36.5	42.3
0600	141	1	127	1	11	0	1	0	0	0	0	0	0	126	89.4	71	50.4	6	4.3	35.8	41.2
<b>0700</b>	<b>244</b>	<b>5</b>	<b>220</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>202</b>	<b>82.8</b>	<b>124</b>	<b>50.8</b>	<b>11</b>	<b>4.5</b>	<b>35.2</b>	<b>41.2</b>
0800	231	0	206	1	17	1	3	0	0	2	1	0	0	196	84.9	126	54.6	12	5.2	35.5	42
0900	190	0	164	1	22	2	1	0	0	0	0	0	0	165	86.8	94	49.5	5	2.6	35.5	40.5
1000	164	2	133	0	21	1	3	1	0	2	1	0	0	134	81.7	51	31.1	11	6.7	34.1	40.1
1100	142	2	116	1	15	2	5	0	0	1	0	0	0	108	76.1	60	42.3	6	4.2	33.8	39.9
1200	142	1	118	1	16	1	4	0	1	0	0	0	0	115	81.0	66	46.5	9	6.3	35	41.3
1300	182	5	151	0	16	1	4	0	1	1	3	0	0	133	73.1	76	41.8	8	4.4	33.9	39.6
1400	201	1	168	1	21	2	6	1	0	0	1	0	0	153	76.1	80	39.8	5	2.5	34.1	39.7
1500	237	1	214	0	15	2	4	0	1	0	0	0	0	183	77.2	79	33.3	6	2.5	33.4	38.3
1600	274	1	246	1	25	0	0	0	0	0	1	0	0	206	75.2	90	32.9	4	1.5	33.3	37.8
<b>1700</b>	<b>278</b>	<b>2</b>	<b>260</b>	<b>1</b>	<b>14</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>226</b>	<b>81.3</b>	<b>99</b>	<b>35.6</b>	<b>5</b>	<b>1.8</b>	<b>33.8</b>	<b>38.4</b>
1800	163	0	151	1	11	0	0	0	0	0	0	0	0	140	85.9	71	43.6	3	1.8	34.6	39.8
1900	119	0	110	1	5	0	2	0	1	0	0	0	0	94	79.0	59	49.6	7	5.9	35.1	41.2
2000	71	1	68	0	2	0	0	0	0	0	0	0	0	64	90.1	41	57.8	8	11.3	37.5	43.7
2100	59	0	59	0	0	0	0	0	0	0	0	0	0	49	83.1	36	61.0	12	20.3	38.2	47
2200	58	1	54	0	3	0	0	0	0	0	0	0	0	55	94.8	46	79.3	13	22.4	39.6	46.2
2300	7	0	6	0	1	0	0	0	0	0	0	0	0	6	85.7	5	71.4	4	57.1	41.2	-
<b>07-19</b>	<b>2448</b>	<b>20</b>	<b>2147</b>	<b>8</b>	<b>207</b>	<b>12</b>	<b>33</b>	<b>2</b>	<b>3</b>	<b>7</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>1961</b>	<b>80.1</b>	<b>1016</b>	<b>41.5</b>	<b>85</b>	<b>3.5</b>	<b>34.3</b>	<b>39.7</b>
<b>06-22</b>	<b>2838</b>	<b>22</b>	<b>2511</b>	<b>10</b>	<b>225</b>	<b>12</b>	<b>36</b>	<b>2</b>	<b>4</b>	<b>7</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>2294</b>	<b>80.8</b>	<b>1223</b>	<b>43.1</b>	<b>118</b>	<b>4.2</b>	<b>34.6</b>	<b>40.1</b>
<b>06-00</b>	<b>2903</b>	<b>23</b>	<b>2571</b>	<b>10</b>	<b>229</b>	<b>12</b>	<b>36</b>	<b>2</b>	<b>4</b>	<b>7</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>2355</b>	<b>81.1</b>	<b>1274</b>	<b>43.9</b>	<b>135</b>	<b>4.7</b>	<b>34.7</b>	<b>40.3</b>
<b>00-00</b>	<b>3058</b>	<b>23</b>	<b>2715</b>	<b>10</b>	<b>240</b>	<b>12</b>	<b>36</b>	<b>2</b>	<b>4</b>	<b>7</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>2491</b>	<b>81.5</b>	<b>1377</b>	<b>45.0</b>	<b>150</b>	<b>4.9</b>	<b>34.8</b>	<b>40.5</b>

Site 1  
 Location Shaw Lane - 53.586865, -1.435257  
 Direction East

9406  
 Shaw Lane  
 Nov 18

Virtual Day (7)

Time	Total	Classification												JPSL 30	JPSL% 30	JSL1 35 ACPO	JSL1% 35 ACPO	JSL2 45 DfT	JSL2% 45 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	15	0	14	0	1	0	0	0	0	0	0	0	0	13	90.4	9	63.5	2	15.4	38.6	45.3
0100	7	0	6	0	0	0	0	0	0	0	0	0	0	6	89.4	4	61.7	1	12.8	37.7	-
0200	7	0	7	0	0	0	0	0	0	0	0	0	0	6	95.7	5	76.6	1	19.2	40.2	-
0300	10	0	9	0	1	0	0	0	0	0	0	0	0	10	100.0	8	77.5	2	19.7	40.2	46.6
0400	26	0	26	0	1	0	0	0	0	0	0	0	0	26	96.8	20	77.3	5	17.8	39.5	46
0500	79	1	73	0	5	0	0	0	0	0	0	0	0	72	91.2	53	67.4	10	12.4	37.9	44.3
0600	113	1	99	0	11	0	1	0	0	0	1	0	0	104	92.1	73	64.4	10	8.6	37.3	43
0700	179	2	159	1	14	0	2	0	0	0	1	0	0	155	86.5	96	53.8	9	5.0	35.7	41
<b>0800</b>	<b>197</b>	<b>1</b>	<b>177</b>	<b>1</b>	<b>15</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>171</b>	<b>87.0</b>	<b>114</b>	<b>58.0</b>	<b>13</b>	<b>6.7</b>	<b>36.2</b>	<b>41.9</b>
0900	166	1	146	0	14	1	2	0	0	0	0	0	0	142	85.7	89	53.5	10	5.9	35.9	41.4
1000	157	1	133	1	17	1	2	0	0	1	0	0	0	130	83.0	75	48.0	10	6.6	35.3	41.2
1100	168	1	145	1	15	1	3	1	0	1	0	0	0	140	83.3	86	51.2	7	4.4	35.2	40.8
1200	164	2	141	1	16	1	2	0	0	0	0	0	0	136	83.0	87	53.3	10	6.1	35.5	41.2
1300	173	2	149	1	16	1	2	0	0	1	1	0	0	145	83.9	90	51.8	11	6.4	35.4	41.1
1400	196	2	173	1	16	1	3	0	0	0	1	0	0	166	84.8	102	52.2	11	5.8	35.7	41.4
1500	207	2	188	0	13	1	3	0	0	0	0	0	0	172	83.2	93	44.9	8	4.0	34.9	40.3
<b>1600</b>	<b>244</b>	<b>2</b>	<b>220</b>	<b>1</b>	<b>19</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>194</b>	<b>79.4</b>	<b>102</b>	<b>41.7</b>	<b>10</b>	<b>4.0</b>	<b>34.5</b>	<b>39.8</b>
1700	242	1	228	1	11	0	1	0	0	0	0	0	0	202	83.6	114	47.2	11	4.6	35.1	40.3
1800	152	1	144	1	7	0	0	0	0	0	0	0	0	134	88.2	87	56.9	10	6.7	36.2	41.7
1900	103	0	100	0	3	0	0	0	0	0	0	0	0	89	86.3	60	57.9	10	9.6	36.6	42.5
2000	66	0	63	0	3	0	0	0	0	0	0	0	0	60	89.7	41	62.2	7	11.2	37.3	43.4
2100	60	1	58	0	1	0	0	0	0	0	0	0	0	55	90.8	40	66.6	9	14.7	38	44.8
2200	49	1	46	0	1	0	0	0	0	0	0	0	0	43	88.0	30	61.9	7	13.8	37.4	44.6
2300	21	0	19	0	2	0	0	0	0	0	0	0	0	18	87.8	13	64.0	3	14.3	37.5	44.5
<b>07-19</b>	<b>2244</b>	<b>18</b>	<b>2003</b>	<b>9</b>	<b>172</b>	<b>6</b>	<b>22</b>	<b>1</b>	<b>2</b>	<b>4</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>1887</b>	<b>84.1</b>	<b>1135</b>	<b>50.6</b>	<b>121</b>	<b>5.4</b>	<b>35.4</b>	<b>40.9</b>
<b>06-22</b>	<b>2586</b>	<b>21</b>	<b>2322</b>	<b>9</b>	<b>190</b>	<b>7</b>	<b>24</b>	<b>1</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>2194</b>	<b>84.9</b>	<b>1348</b>	<b>52.1</b>	<b>157</b>	<b>6.1</b>	<b>35.7</b>	<b>41.2</b>
<b>06-00</b>	<b>2656</b>	<b>22</b>	<b>2387</b>	<b>9</b>	<b>194</b>	<b>7</b>	<b>24</b>	<b>1</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>2256</b>	<b>84.9</b>	<b>1392</b>	<b>52.4</b>	<b>167</b>	<b>6.3</b>	<b>35.7</b>	<b>41.3</b>
<b>00-00</b>	<b>2800</b>	<b>24</b>	<b>2521</b>	<b>9</b>	<b>201</b>	<b>7</b>	<b>24</b>	<b>1</b>	<b>3</b>	<b>4</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>2390</b>	<b>85.3</b>	<b>1492</b>	<b>53.3</b>	<b>188</b>	<b>6.7</b>	<b>35.9</b>	<b>41.5</b>



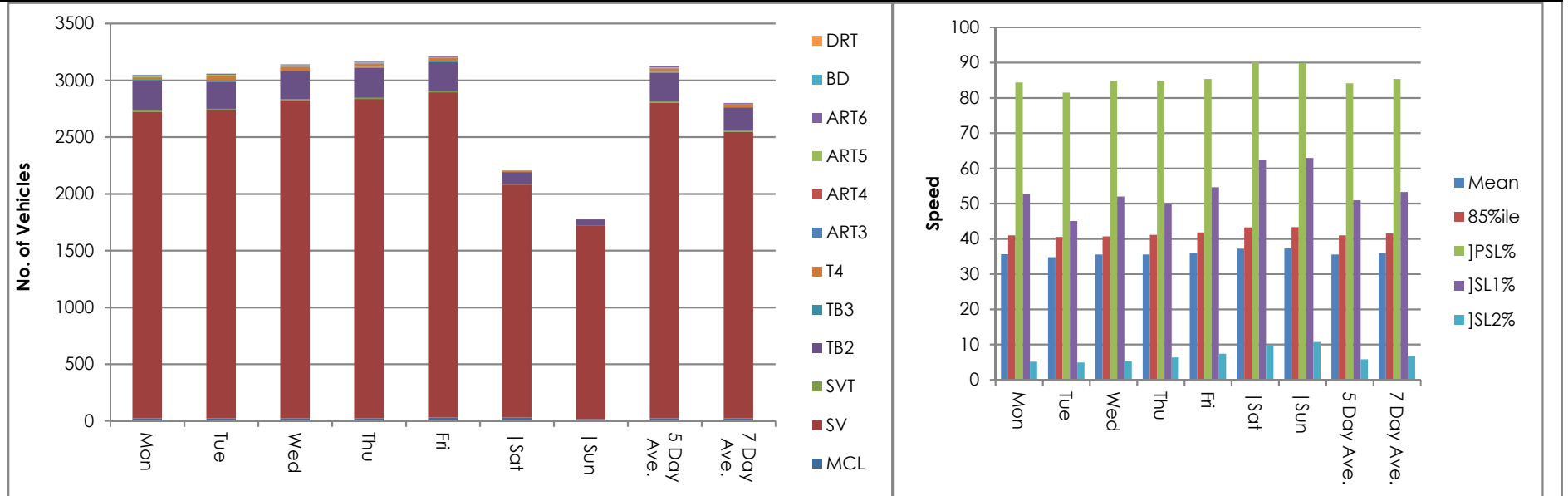
Site 1  
 Location Shaw Lane - 53.586865, -1.435257  
 Direction East

9406  
 Shaw Lane  
 Nov 18

Virtual Week (1)

Time	Total	Classification												JPSL 30	JPSL% 30	JSL1 35 ACPO	JSL1% 35 ACPO	JSL2 45 DfT	JSL2% 45 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
Mon	3048	23	2700	16	253	11	21	1	3	9	10	1	0	2570	84.3	1611	52.9	157	5.2	35.6	41
Tue	3058	23	2715	10	240	12	36	2	4	7	9	0	0	2491	81.5	1377	45.0	150	4.9	34.8	40.5
Wed	3139	23	2803	9	243	6	35	3	3	7	7	0	0	2663	84.8	1632	52.0	166	5.3	35.5	40.7
Thu	3165	23	2813	8	264	8	30	2	4	5	7	1	0	2684	84.8	1577	49.8	200	6.3	35.5	41.1
Fri	3210	29	2864	13	252	9	32	0	2	2	7	0	0	2739	85.3	1754	54.6	236	7.4	36	41.8
Sat	2204	31	2050	8	102	0	11	0	1	1	0	0	0	1986	90.1	1377	62.5	217	9.8	37.2	43.2
Sun	1776	15	1703	1	56	0	0	0	1	0	0	0	0	1594	89.8	1118	63.0	190	10.7	37.3	43.3
<b>5 Day Ave.</b>	<b>3124</b>	<b>24</b>	<b>2779</b>	<b>11</b>	<b>250</b>	<b>9</b>	<b>31</b>	<b>2</b>	<b>3</b>	<b>6</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>2629</b>	<b>84.2</b>	<b>1590</b>	<b>50.9</b>	<b>182</b>	<b>5.8</b>	<b>35.5</b>	<b>41.0</b>
<b>7 Day Ave.</b>	<b>2800</b>	<b>24</b>	<b>2521</b>	<b>9</b>	<b>201</b>	<b>7</b>	<b>24</b>	<b>1</b>	<b>3</b>	<b>4</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>2390</b>	<b>85.3</b>	<b>1492</b>	<b>53.3</b>	<b>188</b>	<b>6.7</b>	<b>35.9</b>	<b>41.5</b>
--	<b>19600</b>	<b>167</b>	<b>17648</b>	<b>65</b>	<b>1410</b>	<b>46</b>	<b>165</b>	<b>8</b>	<b>18</b>	<b>31</b>	<b>40</b>	<b>2</b>	<b>0</b>	<b>16727</b>	<b>85.3</b>	<b>10446</b>	<b>53.3</b>	<b>1316</b>	<b>6.7</b>	<b>35.9</b>	<b>41.5</b>

Summary Graphs



Site 1  
 Location Shaw Lane - 53.586865, -1.435257  
 Direction East

9406  
 Shaw Lane  
 Nov 18

Wednesday 21 November 2018

Automatic Traffic Count

Time	Total	Speed Bins (mph)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	11	0	0	0	0	0	1	6	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	9	0	0	0	0	1	0	2	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	5	0	0	0	0	0	0	1	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	11	0	0	0	0	0	0	4	2	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	37	0	0	0	0	0	1	6	10	11	6	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	94	0	0	0	0	0	7	15	41	21	5	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	148	0	0	0	0	0	5	41	63	29	8	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	239	0	0	0	5	2	30	76	94	23	5	2	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
<b>0800</b>	<b>257</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>4</b>	<b>35</b>	<b>86</b>	<b>89</b>	<b>35</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
0900	186	0	0	0	0	1	22	66	63	27	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	141	0	0	1	1	8	23	47	36	16	7	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	151	0	0	1	0	2	23	51	51	14	5	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	165	0	0	0	0	6	26	50	63	17	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	153	0	0	0	2	2	21	58	48	12	5	4	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	213	0	0	0	0	2	18	70	76	36	8	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	234	0	0	0	0	1	34	78	68	46	6	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>1600</b>	<b>300</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>63</b>	<b>110</b>	<b>85</b>	<b>22</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
1700	288	0	0	0	0	4	55	100	81	37	10	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	199	0	0	0	0	2	23	58	77	28	8	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	93	0	0	0	0	2	13	37	26	8	3	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	64	0	0	0	0	0	2	24	19	13	2	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	75	0	0	0	0	0	7	21	29	7	7	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	49	0	0	0	2	0	6	19	10	7	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	17	0	0	0	0	0	3	5	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>07-19</b>	<b>2526</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>10</b>	<b>41</b>	<b>373</b>	<b>850</b>	<b>831</b>	<b>313</b>	<b>76</b>	<b>23</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-22</b>	<b>2906</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>10</b>	<b>43</b>	<b>400</b>	<b>973</b>	<b>968</b>	<b>370</b>	<b>96</b>	<b>33</b>	<b>6</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-00</b>	<b>2972</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>12</b>	<b>43</b>	<b>409</b>	<b>997</b>	<b>985</b>	<b>379</b>	<b>98</b>	<b>36</b>	<b>6</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>00-00</b>	<b>3139</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>12</b>	<b>44</b>	<b>418</b>	<b>1031</b>	<b>1045</b>	<b>421</b>	<b>110</b>	<b>43</b>	<b>8</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

Site 1  
 Location Shaw Lane - 53.586865, -1.435257  
 Direction East

9406  
 Shaw Lane  
 Nov 18

Thursday 22 November 2018

Time	Total	Speed Bins (mph)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	13	0	0	0	0	0	2	3	2	3	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	1	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
0200	8	0	0	0	0	0	0	2	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0300	13	0	0	0	0	0	0	3	7	2	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0400	31	0	0	0	0	0	0	9	10	6	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0500	89	0	0	0	0	0	10	23	30	19	5	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0600	141	0	0	0	0	3	17	37	48	24	10	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0700	219	0	0	0	1	1	24	92	71	24	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
<b>0800</b>	<b>262</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>26</b>	<b>89</b>	<b>86</b>	<b>44</b>	<b>11</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
0900	185	0	0	0	1	8	32	63	46	24	7	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1000	155	0	0	0	0	1	27	67	34	18	5	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1100	186	0	0	0	0	5	28	72	46	28	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1200	164	0	0	0	0	5	30	54	43	21	8	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1300	176	0	1	1	1	6	24	57	64	14	5	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1400	233	0	0	0	1	5	35	74	70	37	9	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1500	219	0	0	0	0	6	42	94	50	17	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1600	280	0	0	0	0	7	50	113	66	33	9	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	
<b>1700</b>	<b>303</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>34</b>	<b>117</b>	<b>96</b>	<b>40</b>	<b>12</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
1800	143	0	0	0	0	0	12	48	47	22	12	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1900	118	0	0	0	0	1	13	28	45	16	11	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2000	66	0	0	0	0	0	8	16	25	12	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2100	87	0	0	0	0	0	7	17	38	13	9	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2200	58	0	0	0	1	0	4	22	17	5	6	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2300	15	0	0	0	0	0	0	7	3	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
<b>07-19</b>	<b>2525</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>4</b>	<b>45</b>	<b>364</b>	<b>940</b>	<b>719</b>	<b>322</b>	<b>94</b>	<b>24</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>06-22</b>	<b>2937</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>4</b>	<b>49</b>	<b>409</b>	<b>1038</b>	<b>875</b>	<b>387</b>	<b>127</b>	<b>33</b>	<b>11</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>06-00</b>	<b>3010</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>5</b>	<b>49</b>	<b>413</b>	<b>1067</b>	<b>895</b>	<b>397</b>	<b>133</b>	<b>36</b>	<b>11</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>00-00</b>	<b>3165</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>5</b>	<b>49</b>	<b>425</b>	<b>1107</b>	<b>949</b>	<b>428</b>	<b>146</b>	<b>38</b>	<b>14</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	

Site 1  
 Location Shaw Lane - 53.586865, -1.435257  
 Direction East

9406  
 Shaw Lane  
 Nov 18

Friday 23 November 2018

Time	Total	Speed Bins (mph)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	11	0	0	0	0	0	0	1	2	5	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	11	0	0	0	0	0	1	4	1	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	6	0	0	0	0	0	0	1	1	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	10	0	0	0	0	0	0	2	3	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	23	0	0	0	0	0	0	4	8	3	4	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	88	0	0	0	0	0	2	19	28	26	10	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	131	0	0	0	0	2	5	31	46	31	10	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	228	0	0	0	1	4	17	70	81	41	9	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>0800</b>	<b>231</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>24</b>	<b>77</b>	<b>61</b>	<b>41</b>	<b>19</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
0900	170	0	0	0	0	5	14	44	61	32	12	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	166	0	0	1	0	9	21	48	62	18	5	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	167	0	0	0	0	3	40	41	58	19	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	190	0	0	0	1	5	41	61	56	15	8	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	205	0	0	0	3	3	26	70	64	24	11	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	236	0	0	0	0	1	32	87	75	29	8	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	278	0	0	0	0	6	35	106	91	32	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>1600</b>	<b>285</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>50</b>	<b>112</b>	<b>75</b>	<b>35</b>	<b>6</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
1700	271	0	0	0	0	3	48	98	80	25	10	3	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	182	0	0	0	0	5	19	45	72	30	6	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	118	0	0	0	0	0	13	20	49	19	10	4	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	77	0	0	0	1	0	6	19	25	16	6	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	54	0	0	0	0	1	2	8	12	21	7	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	40	0	0	0	1	0	8	10	7	12	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	32	0	0	0	0	0	2	7	13	6	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>07-19</b>	<b>2609</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>5</b>	<b>54</b>	<b>367</b>	<b>859</b>	<b>836</b>	<b>341</b>	<b>107</b>	<b>22</b>	<b>13</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-22</b>	<b>2989</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>6</b>	<b>57</b>	<b>393</b>	<b>937</b>	<b>968</b>	<b>428</b>	<b>140</b>	<b>33</b>	<b>19</b>	<b>5</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-00</b>	<b>3061</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>7</b>	<b>57</b>	<b>403</b>	<b>954</b>	<b>988</b>	<b>446</b>	<b>145</b>	<b>33</b>	<b>20</b>	<b>5</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>00-00</b>	<b>3210</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>7</b>	<b>57</b>	<b>406</b>	<b>985</b>	<b>1031</b>	<b>487</b>	<b>166</b>	<b>40</b>	<b>23</b>	<b>5</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>



Site 1  
 Location Shaw Lane - 53.586865, -1.435257  
 Direction East

9406  
 Shaw Lane  
 Nov 18

Saturday 24 November 2018

Time	Total	Speed Bins (mph)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	22	0	0	0	0	0	4	2	5	5	2	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	10	0	0	0	0	0	2	3	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	7	0	0	0	0	0	0	1	2	1	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	7	0	0	0	0	0	0	1	2	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	13	0	0	0	0	0	1	3	6	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	58	0	0	0	0	0	1	14	17	16	5	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	61	0	0	0	0	0	2	19	18	13	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	69	0	0	0	0	1	3	15	21	19	6	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	92	0	0	0	0	0	16	14	33	19	7	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	143	0	0	0	2	2	18	33	47	22	16	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	168	0	0	0	0	2	11	57	63	20	11	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>1100</b>	<b>213</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>11</b>	<b>73</b>	<b>88</b>	<b>35</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
1200	162	0	0	0	1	0	10	41	67	32	9	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>1300</b>	<b>171</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>49</b>	<b>60</b>	<b>32</b>	<b>11</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
1400	167	0	0	0	0	0	13	49	57	31	14	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	141	0	0	1	0	0	13	35	45	34	9	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	138	0	0	0	0	1	22	45	37	22	9	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	147	0	0	0	0	0	16	39	57	22	10	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	134	0	0	0	0	0	17	41	44	25	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	85	0	0	0	0	0	11	22	27	16	6	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	66	0	1	0	0	1	7	28	13	9	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	44	0	0	0	0	1	3	9	15	10	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	53	0	0	0	1	0	6	9	17	10	4	4	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	33	0	0	0	0	0	2	7	13	4	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>07-19</b>	<b>1745</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>4</b>	<b>7</b>	<b>162</b>	<b>491</b>	<b>619</b>	<b>313</b>	<b>108</b>	<b>33</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-22</b>	<b>2001</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>4</b>	<b>9</b>	<b>185</b>	<b>569</b>	<b>692</b>	<b>361</b>	<b>131</b>	<b>41</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-00</b>	<b>2087</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>5</b>	<b>9</b>	<b>193</b>	<b>585</b>	<b>722</b>	<b>375</b>	<b>139</b>	<b>48</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>00-00</b>	<b>2204</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>5</b>	<b>9</b>	<b>201</b>	<b>609</b>	<b>757</b>	<b>403</b>	<b>149</b>	<b>54</b>	<b>7</b>	<b>6</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

Site 1  
 Location Shaw Lane - 53.586865, -1.435257  
 Direction East

9406  
 Shaw Lane  
 Nov 18

Sunday 25 November 2018

Time	Total	Speed Bins (mph)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	26	0	0	0	0	1	0	8	6	10	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	10	0	0	0	0	0	0	1	4	2	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	11	0	0	0	0	0	1	2	2	3	2	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	7	0	0	0	0	0	0	3	0	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	11	0	0	0	0	0	0	2	3	3	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	40	0	0	0	0	0	1	7	12	6	9	3	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	42	0	0	0	0	0	4	9	7	12	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	29	0	0	0	1	0	2	11	11	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	51	0	0	0	0	0	0	7	21	11	11	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	98	0	0	0	0	0	4	31	31	25	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	136	0	0	0	0	0	16	35	47	27	9	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>1100</b>	<b>160</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>11</b>	<b>46</b>	<b>51</b>	<b>41</b>	<b>7</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>1200</b>	<b>165</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>20</b>	<b>41</b>	<b>65</b>	<b>26</b>	<b>6</b>	<b>4</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
1300	135	0	0	0	1	4	17	40	43	19	9	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	127	0	0	0	0	0	18	25	48	18	13	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	103	0	0	0	0	1	10	28	43	12	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	135	0	0	0	0	0	15	43	41	21	10	3	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	129	0	0	0	0	1	14	39	51	15	5	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	102	0	0	0	0	2	8	32	31	17	6	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	89	0	0	0	0	1	7	27	31	15	4	0	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	50	0	0	0	0	1	5	10	20	8	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	51	0	0	0	1	0	2	13	20	9	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	41	0	0	0	0	0	4	10	14	10	2	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	28	0	0	0	0	0	7	6	9	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>07-19</b>	<b>1370</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>9</b>	<b>135</b>	<b>378</b>	<b>483</b>	<b>234</b>	<b>90</b>	<b>24</b>	<b>9</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-22</b>	<b>1602</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>11</b>	<b>153</b>	<b>437</b>	<b>561</b>	<b>278</b>	<b>110</b>	<b>30</b>	<b>11</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-00</b>	<b>1671</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>11</b>	<b>164</b>	<b>453</b>	<b>584</b>	<b>291</b>	<b>114</b>	<b>31</b>	<b>11</b>	<b>6</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>00-00</b>	<b>1776</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>12</b>	<b>166</b>	<b>476</b>	<b>611</b>	<b>317</b>	<b>131</b>	<b>35</b>	<b>14</b>	<b>7</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

Site 1  
 Location Shaw Lane - 53.586865, -1.435257  
 Direction East

9406  
 Shaw Lane  
 Nov 18

Monday 26 November 2018

Time	Total	Speed Bins (mph)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	8	0	0	0	0	0	0	4	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	3	0	0	0	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
0200	3	0	0	0	0	0	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	12	0	0	0	0	0	0	2	5	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	38	0	0	0	0	0	1	7	15	10	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	97	0	0	0	0	2	14	32	29	13	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	125	0	0	0	0	0	9	27	51	33	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	223	0	0	0	1	2	32	67	80	30	9	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>0800</b>	<b>254</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>2</b>	<b>24</b>	<b>57</b>	<b>102</b>	<b>50</b>	<b>12</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
0900	187	0	0	0	1	5	26	65	65	20	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	166	0	0	0	0	5	30	47	46	27	6	1	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	156	0	0	0	1	12	21	46	47	18	8	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	160	0	0	0	0	1	21	45	49	31	11	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	188	0	0	0	0	6	16	57	75	27	4	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	194	0	0	0	1	4	30	70	57	27	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	238	0	0	0	0	3	38	110	64	18	4	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>1600</b>	<b>296</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>61</b>	<b>105</b>	<b>89</b>	<b>31</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
1700	278	0	0	0	0	5	46	97	85	38	5	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	142	0	0	0	0	1	14	40	48	26	9	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	100	0	0	0	0	0	13	36	36	9	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	71	0	0	1	2	0	6	8	35	9	7	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	52	0	0	0	0	0	5	21	16	5	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	42	0	0	0	1	1	3	10	13	9	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	15	0	0	0	0	0	3	2	3	4	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>07-19</b>	<b>2482</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>51</b>	<b>359</b>	<b>806</b>	<b>807</b>	<b>343</b>	<b>76</b>	<b>23</b>	<b>5</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-22</b>	<b>2830</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>9</b>	<b>51</b>	<b>392</b>	<b>898</b>	<b>945</b>	<b>399</b>	<b>94</b>	<b>31</b>	<b>5</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-00</b>	<b>2887</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>10</b>	<b>52</b>	<b>398</b>	<b>910</b>	<b>961</b>	<b>412</b>	<b>100</b>	<b>32</b>	<b>6</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>00-00</b>	<b>3048</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>10</b>	<b>54</b>	<b>413</b>	<b>959</b>	<b>1013</b>	<b>441</b>	<b>110</b>	<b>36</b>	<b>6</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

Site 1  
 Location Shaw Lane - 53.586865, -1.435257  
 Direction East

9406  
 Shaw Lane  
 Nov 18

Tuesday 27 November 2018

Time	Total	Speed Bins (mph)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	13	0	0	0	0	0	2	4	2	2	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	3	0	0	0	0	0	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	7	0	0	0	0	0	1	1	3	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	11	0	0	0	0	0	0	1	5	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	32	0	0	0	0	0	3	5	15	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	89	0	0	0	0	1	11	22	30	17	5	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	141	0	0	0	0	0	15	55	42	23	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>0700</b>	<b>244</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>7</b>	<b>32</b>	<b>78</b>	<b>76</b>	<b>37</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
0800	231	0	0	4	4	4	23	70	78	36	7	4	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	190	0	0	0	0	3	22	71	61	28	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	164	0	0	0	0	2	28	83	27	13	9	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	142	0	0	3	2	5	24	48	39	15	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	142	0	0	0	2	5	20	49	38	19	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	182	0	0	1	2	8	38	57	52	16	6	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	201	0	0	0	1	6	41	73	52	23	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	237	0	0	0	1	14	39	104	59	14	4	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	274	0	0	0	0	12	56	116	73	13	1	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>1700</b>	<b>278</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>47</b>	<b>127</b>	<b>74</b>	<b>20</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
1800	163	0	0	0	0	2	21	69	48	20	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	119	0	0	0	1	4	20	35	32	20	4	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	71	0	0	0	0	0	7	23	23	10	3	2	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	59	0	0	0	0	0	10	13	13	11	8	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	58	0	0	0	0	0	3	9	24	9	7	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	7	0	0	0	0	0	1	1	1	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>07-19</b>	<b>2448</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>14</b>	<b>73</b>	<b>391</b>	<b>945</b>	<b>677</b>	<b>254</b>	<b>61</b>	<b>15</b>	<b>4</b>	<b>0</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-22</b>	<b>2838</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>15</b>	<b>77</b>	<b>443</b>	<b>1071</b>	<b>787</b>	<b>318</b>	<b>82</b>	<b>22</b>	<b>7</b>	<b>1</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-00</b>	<b>2903</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>15</b>	<b>77</b>	<b>447</b>	<b>1081</b>	<b>812</b>	<b>327</b>	<b>92</b>	<b>28</b>	<b>8</b>	<b>1</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>00-00</b>	<b>3058</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>15</b>	<b>78</b>	<b>465</b>	<b>1114</b>	<b>867</b>	<b>360</b>	<b>100</b>	<b>34</b>	<b>9</b>	<b>1</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>



Site 1  
 Location Shaw Lane - 53.586865, -1.435257  
 Direction East

9406  
 Shaw Lane  
 Nov 18

Virtual Day (7)

Time	Total	Speed Bins (mph)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	15	0	0	0	0	0	1	4	3	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	7	0	0	0	0	0	1	2	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	7	0	0	0	0	0	0	1	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	10	0	0	0	0	0	0	2	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	26	0	0	0	0	0	1	5	10	6	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	79	0	0	0	0	0	7	19	27	17	6	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	113	0	0	0	0	1	8	31	39	24	8	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	179	0	0	0	2	2	20	58	62	25	6	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>0800</b>	<b>197</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>3</b>	<b>21</b>	<b>57</b>	<b>67</b>	<b>34</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
0900	166	0	0	0	1	3	20	53	53	25	7	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	157	0	0	0	0	4	22	55	45	20	7	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	168	0	0	1	1	4	23	54	54	24	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	164	0	0	0	1	3	24	49	54	23	8	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	173	0	0	0	1	4	22	55	58	21	7	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	196	0	0	0	0	3	27	64	62	29	8	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	207	0	0	0	0	4	30	79	60	25	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>1600</b>	<b>244</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>45</b>	<b>92</b>	<b>67</b>	<b>25</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
1700	242	0	0	0	0	3	37	88	75	28	8	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	152	0	0	0	0	2	16	48	52	24	7	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	103	0	0	0	0	1	13	29	35	15	6	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	66	0	0	0	0	0	6	18	23	11	4	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	60	0	0	0	0	0	5	15	20	11	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	49	0	0	0	1	0	5	13	15	9	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	21	0	0	0	0	0	3	5	7	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>07-19</b>	<b>2244</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>7</b>	<b>40</b>	<b>307</b>	<b>753</b>	<b>710</b>	<b>303</b>	<b>87</b>	<b>23</b>	<b>7</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-22</b>	<b>2586</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>7</b>	<b>42</b>	<b>339</b>	<b>846</b>	<b>828</b>	<b>363</b>	<b>111</b>	<b>32</b>	<b>9</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-00</b>	<b>2656</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>8</b>	<b>43</b>	<b>347</b>	<b>864</b>	<b>850</b>	<b>375</b>	<b>117</b>	<b>35</b>	<b>9</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>00-00</b>	<b>2800</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>8</b>	<b>43</b>	<b>356</b>	<b>897</b>	<b>896</b>	<b>408</b>	<b>130</b>	<b>40</b>	<b>12</b>	<b>4</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>



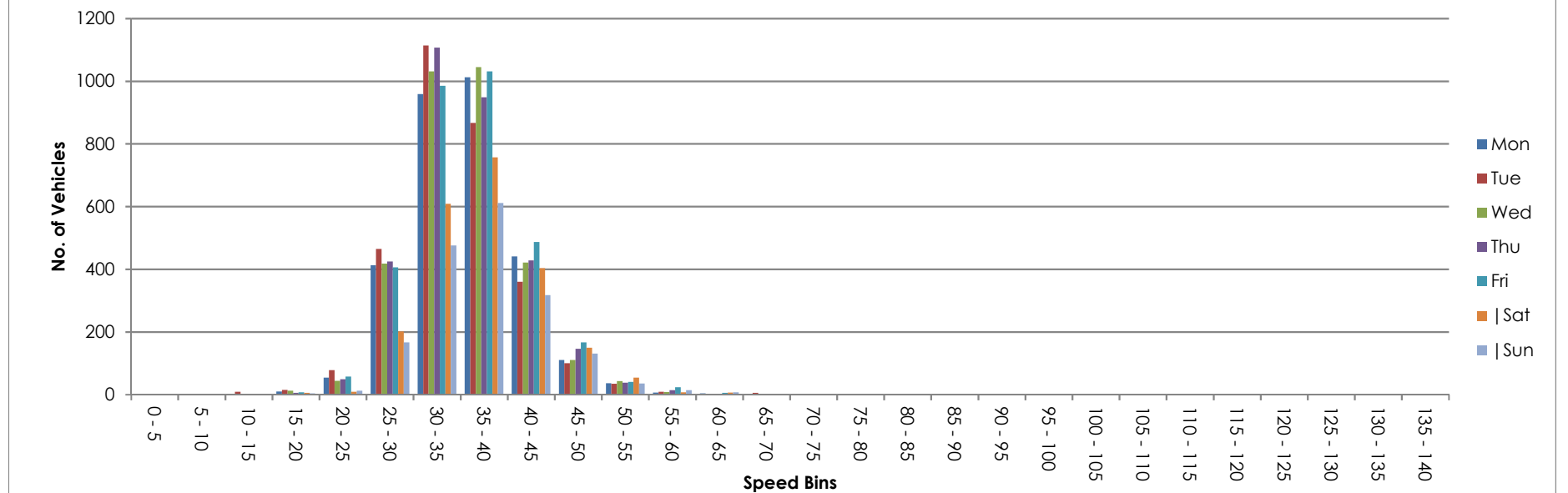
Site 1  
 Location Shaw Lane - 53.586865, -1.435257  
 Direction East

9406  
 Shaw Lane  
 Nov 18

Virtual Week (1)

Time	Total	Speed Bins (mph)																												
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140	
Mon	3048	0	0	1	10	54	413	959	1013	441	110	36	6	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Tue	3058	0	0	9	15	78	465	1114	867	360	100	34	9	1	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Wed	3139	0	0	2	12	44	418	1031	1045	421	110	43	8	2	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
Thu	3165	0	1	1	5	49	425	1107	949	428	146	38	14	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
Fri	3210	0	0	1	7	57	406	985	1031	487	166	40	23	5	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sat	2204	0	1	2	5	9	201	609	757	403	149	54	7	6	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sun	1776	0	0	0	4	12	166	476	611	317	131	35	14	7	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>5 Day Ave.</b>	<b>3124</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>10</b>	<b>56</b>	<b>425</b>	<b>1039</b>	<b>981</b>	<b>427</b>	<b>126</b>	<b>38</b>	<b>12</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>7 Day Ave.</b>	<b>2800</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>8</b>	<b>43</b>	<b>356</b>	<b>897</b>	<b>896</b>	<b>408</b>	<b>130</b>	<b>40</b>	<b>12</b>	<b>4</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
--	19600	0	2	16	58	303	2494	6281	6273	2857	912	280	81	26	9	6	1	0	0	0	1	0	0	0	0	0	0	0	0	0

Summary Graphs



Site 1  
 Location Shaw Lane - 53.586865, -1.435257  
 Direction West

9406  
 Shaw Lane  
 Nov 18

Wednesday 21 November 2018

Automatic Traffic Count

Time	Total	Classification												JPSL 30	JPSL% 30	JSL1 35 ACPO	JSL1% 35 ACPO	JSL2 45 DfT	JSL2% 45 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	11	0	10	0	1	0	0	0	0	0	0	0	0	9	81.8	8	72.7	1	9.1	38.7	44.9
0100	5	0	4	0	1	0	0	0	0	0	0	0	0	5	100.0	2	40.0	0	0.0	34	-
0200	10	0	9	0	1	0	0	0	0	0	0	0	0	9	90.0	5	50.0	0	0.0	35.7	-
0300	10	0	10	0	0	0	0	0	0	0	0	0	0	10	100.0	8	80.0	1	10.0	37.8	-
0400	12	0	10	0	2	0	0	0	0	0	0	0	0	9	75.0	6	50.0	0	0.0	35.1	43
0500	63	2	55	0	5	0	1	0	0	0	0	0	0	52	82.5	19	30.2	5	7.9	34.9	40.8
0600	111	1	98	1	8	0	1	0	2	0	0	0	0	95	85.6	51	46.0	3	2.7	34.6	39.9
0700	197	3	173	0	12	0	9	0	0	0	0	0	0	150	76.1	55	27.9	4	2.0	33.1	37.5
<b>0800</b>	<b>252</b>	<b>3</b>	<b>230</b>	<b>1</b>	<b>13</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>176</b>	<b>69.8</b>	<b>79</b>	<b>31.4</b>	<b>3</b>	<b>1.2</b>	<b>32.3</b>	<b>37.9</b>
0900	167	1	144	1	15	1	0	0	2	1	2	0	0	119	71.3	46	27.5	1	0.6	32.4	37.5
1000	134	0	116	0	12	0	3	0	0	2	1	0	0	97	72.4	39	29.1	4	3.0	32.9	37.9
1100	174	2	137	3	24	0	6	0	0	1	1	0	0	117	67.2	59	33.9	1	0.6	33.3	38.9
1200	158	1	139	0	16	1	1	0	0	0	0	0	0	117	74.1	47	29.8	3	1.9	33	37.9
1300	187	3	156	0	22	2	4	0	0	0	0	0	0	127	67.9	61	32.6	6	3.2	32.7	38.8
1400	243	4	208	0	25	0	2	0	2	2	0	0	0	203	83.5	76	31.3	6	2.5	33.7	38.1
<b>1500</b>	<b>272</b>	<b>1</b>	<b>254</b>	<b>1</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>195</b>	<b>71.7</b>	<b>79</b>	<b>29.0</b>	<b>2</b>	<b>0.7</b>	<b>32.7</b>	<b>36.9</b>
1600	255	5	224	0	24	0	1	0	0	0	1	0	0	180	70.6	67	26.3	5	2.0	32.5	37.3
1700	260	1	240	0	18	0	0	0	0	0	1	0	0	195	75.0	73	28.1	8	3.1	33.2	37.5
1800	180	0	173	1	6	0	0	0	0	0	0	0	0	151	83.9	55	30.6	4	2.2	33.6	37.5
1900	114	0	109	1	3	0	1	0	0	0	0	0	0	93	81.6	46	40.4	8	7.0	35	41
2000	80	1	78	0	1	0	0	0	0	0	0	0	0	66	82.5	44	55.0	5	6.3	35.7	40.8
2100	54	0	51	0	3	0	0	0	0	0	0	0	0	43	79.6	23	42.6	1	1.9	34.7	40.6
2200	54	0	53	0	1	0	0	0	0	0	0	0	0	40	74.1	23	42.6	1	1.9	33.8	38
2300	25	2	22	0	1	0	0	0	0	0	0	0	0	21	84.0	13	52.0	0	0.0	34	40.2
<b>07-19</b>	<b>2479</b>	<b>24</b>	<b>2194</b>	<b>7</b>	<b>202</b>	<b>4</b>	<b>30</b>	<b>0</b>	<b>4</b>	<b>8</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>1827</b>	<b>73.7</b>	<b>736</b>	<b>29.7</b>	<b>47</b>	<b>1.9</b>	<b>32.9</b>	<b>37.7</b>
<b>06-22</b>	<b>2838</b>	<b>26</b>	<b>2530</b>	<b>9</b>	<b>217</b>	<b>4</b>	<b>32</b>	<b>0</b>	<b>6</b>	<b>8</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>2124</b>	<b>74.8</b>	<b>900</b>	<b>31.7</b>	<b>64</b>	<b>2.3</b>	<b>33.2</b>	<b>38</b>
<b>06-00</b>	<b>2917</b>	<b>28</b>	<b>2605</b>	<b>9</b>	<b>219</b>	<b>4</b>	<b>32</b>	<b>0</b>	<b>6</b>	<b>8</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>2185</b>	<b>74.9</b>	<b>936</b>	<b>32.1</b>	<b>65</b>	<b>2.2</b>	<b>33.2</b>	<b>38</b>
<b>00-00</b>	<b>3028</b>	<b>30</b>	<b>2703</b>	<b>9</b>	<b>229</b>	<b>4</b>	<b>33</b>	<b>0</b>	<b>6</b>	<b>8</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>2279</b>	<b>75.3</b>	<b>984</b>	<b>32.5</b>	<b>72</b>	<b>2.4</b>	<b>33.3</b>	<b>38.1</b>

Site 1  
 Location Shaw Lane - 53.586865, -1.435257  
 Direction West

9406  
 Shaw Lane  
 Nov 18

Thursday 22 November 2018

Time	Total	Classification												JPSL 30	JPSL% 30	JSL1 35 ACPO	JSL1% 35 ACPO	JSL2 45 DfT	JSL2% 45 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	14	0	11	0	3	0	0	0	0	0	0	0	0	13	92.9	9	64.3	2	14.3	38.5	45
0100	7	0	6	0	1	0	0	0	0	0	0	0	0	7	100.0	6	85.7	1	14.3	39.5	-
0200	7	0	7	0	0	0	0	0	0	0	0	0	0	7	100.0	4	57.1	1	14.3	37.3	-
0300	11	1	10	0	0	0	0	0	0	0	0	0	0	11	100.0	6	54.6	0	0.0	36.2	42.1
0400	20	1	15	0	4	0	0	0	0	0	0	0	0	14	70.0	9	45.0	2	10.0	34	43.3
0500	58	2	53	1	2	0	0	0	0	0	0	0	0	44	75.9	20	34.5	5	8.6	34.7	41.6
0600	121	0	110	0	8	0	2	0	1	0	0	0	0	96	79.3	45	37.2	5	4.1	34.2	39.1
0700	214	1	184	0	19	0	9	0	0	1	0	0	0	168	78.5	59	27.6	3	1.4	33	37.9
<b>0800</b>	<b>230</b>	<b>2</b>	<b>217</b>	<b>1</b>	<b>8</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>191</b>	<b>83.0</b>	<b>95</b>	<b>41.3</b>	<b>4</b>	<b>1.7</b>	<b>34</b>	<b>39</b>
0900	167	0	143	0	16	1	3	0	0	1	2	1	0	128	76.7	57	34.1	4	2.4	33.5	38.8
1000	147	0	122	0	19	1	5	0	0	0	0	0	0	111	75.5	52	35.4	5	3.4	33.4	38.5
1100	154	1	130	0	17	1	5	0	0	0	0	0	0	101	65.6	42	27.3	1	0.6	32.3	37.1
1200	170	0	150	0	14	1	2	0	1	1	1	0	0	131	77.1	52	30.6	1	0.6	33.4	37.5
1300	169	4	139	2	20	0	2	0	0	1	1	0	0	99	58.6	47	27.8	4	2.4	31.7	37.6
1400	226	2	195	0	23	2	3	0	0	1	0	0	0	157	69.5	62	27.4	3	1.3	32.7	36.7
1500	260	3	240	0	14	1	1	0	0	1	0	0	0	189	72.7	78	30.0	3	1.2	32.9	37.8
<b>1600</b>	<b>281</b>	<b>1</b>	<b>254</b>	<b>1</b>	<b>22</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>213</b>	<b>75.8</b>	<b>61</b>	<b>21.7</b>	<b>1</b>	<b>0.4</b>	<b>32.4</b>	<b>35.9</b>
1700	254	1	237	0	16	0	0	0	0	0	0	0	0	196	77.2	71	28.0	4	1.6	33.1	36.6
1800	181	0	177	0	4	0	0	0	0	0	0	0	0	143	79.0	79	43.7	3	1.7	34.3	38.9
1900	122	0	119	0	3	0	0	0	0	0	0	0	0	97	79.5	63	51.6	3	2.5	35	39.5
2000	81	1	78	0	2	0	0	0	0	0	0	0	0	66	81.5	41	50.6	3	3.7	35	42.2
2100	60	0	58	0	2	0	0	0	0	0	0	0	0	46	76.7	28	46.7	3	5.0	35.1	41.4
2200	46	0	44	0	2	0	0	0	0	0	0	0	0	35	76.1	23	50.0	3	6.5	35.1	39.5
2300	27	2	23	0	2	0	0	0	0	0	0	0	0	24	88.9	14	51.9	1	3.7	34.7	39.2
<b>07-19</b>	<b>2453</b>	<b>15</b>	<b>2188</b>	<b>4</b>	<b>192</b>	<b>10</b>	<b>31</b>	<b>0</b>	<b>1</b>	<b>6</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>1827</b>	<b>74.5</b>	<b>755</b>	<b>30.8</b>	<b>36</b>	<b>1.5</b>	<b>33.1</b>	<b>37.5</b>
<b>06-22</b>	<b>2837</b>	<b>16</b>	<b>2553</b>	<b>4</b>	<b>207</b>	<b>10</b>	<b>33</b>	<b>0</b>	<b>2</b>	<b>6</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>2132</b>	<b>75.2</b>	<b>932</b>	<b>32.9</b>	<b>50</b>	<b>1.8</b>	<b>33.3</b>	<b>38</b>
<b>06-00</b>	<b>2910</b>	<b>18</b>	<b>2620</b>	<b>4</b>	<b>211</b>	<b>10</b>	<b>33</b>	<b>0</b>	<b>2</b>	<b>6</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>2191</b>	<b>75.3</b>	<b>969</b>	<b>33.3</b>	<b>54</b>	<b>1.9</b>	<b>33.3</b>	<b>38</b>
<b>00-00</b>	<b>3027</b>	<b>22</b>	<b>2722</b>	<b>5</b>	<b>221</b>	<b>10</b>	<b>33</b>	<b>0</b>	<b>2</b>	<b>6</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>2287</b>	<b>75.6</b>	<b>1023</b>	<b>33.8</b>	<b>65</b>	<b>2.1</b>	<b>33.4</b>	<b>38.2</b>



Site 1  
 Location Shaw Lane - 53.586865, -1.435257  
 Direction West

9406  
 Shaw Lane  
 Nov 18

Friday 23 November 2018

Time	Total	Classification												JPSL 30	JPSL% 30	JSL1 35 ACPO	JSL1% 35 ACPO	JSL2 45 DfT	JSL2% 45 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	15	1	13	0	0	0	1	0	0	0	0	0	0	14	93.3	8	53.3	0	0.0	35.9	42.5
0100	8	0	6	0	2	0	0	0	0	0	0	0	0	7	87.5	6	75.0	1	12.5	38.4	-
0200	7	0	7	0	0	0	0	0	0	0	0	0	0	7	100.0	5	71.4	1	14.3	38.5	-
0300	14	1	11	0	2	0	0	0	0	0	0	0	0	13	92.9	9	64.3	0	0.0	37.3	41.6
0400	14	0	10	0	2	1	0	0	0	0	1	0	0	9	64.3	6	42.9	2	14.3	34.9	47.1
0500	65	2	58	0	5	0	0	0	0	0	0	0	0	57	87.7	26	40.0	3	4.6	35	40.3
0600	114	0	105	0	8	0	1	0	0	0	0	0	0	98	86.0	51	44.7	9	7.9	35.7	41.1
0700	198	2	167	0	16	1	10	1	1	0	0	0	0	132	66.7	62	31.3	5	2.5	32.4	37.8
<b>0800</b>	<b>218</b>	<b>2</b>	<b>194</b>	<b>2</b>	<b>16</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>157</b>	<b>72.0</b>	<b>77</b>	<b>35.3</b>	<b>1</b>	<b>0.5</b>	<b>32.9</b>	<b>38.1</b>
0900	173	2	145	0	17	1	5	0	0	1	2	0	0	128	74.0	55	31.8	4	2.3	33.5	39
1000	156	0	132	0	21	1	2	0	0	0	0	0	0	103	66.0	40	25.6	2	1.3	31.4	37.6
1100	138	1	118	0	14	0	4	0	0	1	0	0	0	112	81.2	46	33.3	5	3.6	33.6	38.5
1200	194	2	170	2	17	0	2	0	1	0	0	0	0	144	74.2	52	26.8	5	2.6	32.3	36.5
1300	170	2	141	1	21	0	2	0	1	1	1	0	0	121	71.2	45	26.5	5	2.9	32.5	36.9
1400	248	3	228	0	17	0	0	0	0	0	0	0	0	185	74.6	87	35.1	9	3.6	33.4	38
<b>1500</b>	<b>305</b>	<b>1</b>	<b>282</b>	<b>1</b>	<b>15</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>208</b>	<b>68.2</b>	<b>67</b>	<b>22.0</b>	<b>6</b>	<b>2.0</b>	<b>32.3</b>	<b>36.2</b>
1600	266	2	245	1	18	0	0	0	0	0	0	0	0	194	72.9	75	28.2	11	4.1	33.1	37.6
1700	266	3	248	2	12	0	0	0	0	0	1	0	0	193	72.6	63	23.7	8	3.0	32.5	36.5
1800	168	2	156	1	9	0	0	0	0	0	0	0	0	140	83.3	58	34.5	3	1.8	34	38.9
1900	141	2	136	0	3	0	0	0	0	0	0	0	0	125	88.7	73	51.8	6	4.3	35.6	39.5
2000	76	0	74	0	1	0	0	0	1	0	0	0	0	63	82.9	34	44.7	5	6.6	35.4	42
2100	49	0	47	0	2	0	0	0	0	0	0	0	0	42	85.7	27	55.1	1	2.0	35.6	40.9
2200	40	1	39	0	0	0	0	0	0	0	0	0	0	29	72.5	20	50.0	2	5.0	34.4	40.5
2300	51	2	47	0	2	0	0	0	0	0	0	0	0	44	86.3	26	51.0	3	5.9	36.1	42.2
<b>07-19</b>	<b>2500</b>	<b>22</b>	<b>2226</b>	<b>10</b>	<b>193</b>	<b>4</b>	<b>32</b>	<b>1</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>1817</b>	<b>72.7</b>	<b>727</b>	<b>29.1</b>	<b>64</b>	<b>2.6</b>	<b>32.8</b>	<b>37.6</b>
<b>06-22</b>	<b>2880</b>	<b>24</b>	<b>2588</b>	<b>10</b>	<b>207</b>	<b>4</b>	<b>33</b>	<b>1</b>	<b>4</b>	<b>4</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>2145</b>	<b>74.5</b>	<b>912</b>	<b>31.7</b>	<b>85</b>	<b>3.0</b>	<b>33.2</b>	<b>38.1</b>
<b>06-00</b>	<b>2971</b>	<b>27</b>	<b>2674</b>	<b>10</b>	<b>209</b>	<b>4</b>	<b>33</b>	<b>1</b>	<b>4</b>	<b>4</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>2218</b>	<b>74.7</b>	<b>958</b>	<b>32.3</b>	<b>90</b>	<b>3.0</b>	<b>33.2</b>	<b>38.2</b>
<b>00-00</b>	<b>3094</b>	<b>31</b>	<b>2779</b>	<b>10</b>	<b>220</b>	<b>5</b>	<b>34</b>	<b>1</b>	<b>4</b>	<b>4</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>2325</b>	<b>75.2</b>	<b>1018</b>	<b>32.9</b>	<b>97</b>	<b>3.1</b>	<b>33.3</b>	<b>38.4</b>



Site 1  
 Location Shaw Lane - 53.586865, -1.435257  
 Direction West

9406  
 Shaw Lane  
 Nov 18

Saturday 24 November 2018

Time	Total	Classification												JPSL 30	JPSL% 30	JSL1 35 ACPO	JSL1% 35 ACPO	JSL2 45 DfT	JSL2% 45 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	22	0	22	0	0	0	0	0	0	0	0	0	0	18	81.8	14	63.6	1	4.5	35.6	41.7
0100	10	0	8	0	2	0	0	0	0	0	0	0	0	7	70.0	4	40.0	1	10.0	35.1	-
0200	11	0	10	0	1	0	0	0	0	0	0	0	0	9	81.8	8	72.7	1	9.1	36.9	43.6
0300	8	1	6	0	1	0	0	0	0	0	0	0	0	8	100.0	6	75.0	1	12.5	38.9	-
0400	11	0	9	0	2	0	0	0	0	0	0	0	0	10	90.9	6	54.6	1	9.1	36.7	43.8
0500	39	1	36	0	2	0	0	0	0	0	0	0	0	33	84.6	23	59.0	1	2.6	35.7	40.4
0600	54	1	49	0	2	0	1	0	0	1	0	0	0	50	92.6	38	70.4	9	16.7	37.8	45.5
0700	73	0	61	1	5	0	6	0	0	0	0	0	0	51	69.9	34	46.6	7	9.6	34.7	42.5
0800	98	3	86	0	8	0	0	0	0	1	0	0	0	89	90.8	55	56.1	6	6.1	36.4	41.5
0900	115	0	103	0	11	0	1	0	0	0	0	0	0	99	86.1	61	53.0	5	4.3	35.2	40
1000	177	3	159	0	14	0	1	0	0	0	0	0	0	145	81.9	57	32.2	7	4.0	33.8	38.1
<b>1100</b>	<b>181</b>	<b>0</b>	<b>171</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>132</b>	<b>72.9</b>	<b>63</b>	<b>34.8</b>	<b>6</b>	<b>3.3</b>	<b>33.8</b>	<b>38.5</b>
<b>1200</b>	<b>226</b>	<b>1</b>	<b>215</b>	<b>1</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>195</b>	<b>86.3</b>	<b>75</b>	<b>33.2</b>	<b>6</b>	<b>2.7</b>	<b>33.9</b>	<b>38.2</b>
1300	184	4	168	1	11	0	0	0	0	0	0	0	0	156	84.8	73	39.7	5	2.7	34.2	38.6
1400	200	4	189	1	6	0	0	0	0	0	0	0	0	161	80.5	91	45.5	6	3.0	34.2	39.9
1500	175	2	164	0	8	0	0	1	0	0	0	0	0	152	86.9	73	41.7	3	1.7	34.7	39.4
1600	151	2	142	0	7	0	0	0	0	0	0	0	0	115	76.2	55	36.4	4	2.6	33.4	39.6
1700	146	0	137	1	8	0	0	0	0	0	0	0	0	125	85.6	74	50.7	3	2.1	35.3	40.6
1800	117	3	112	0	2	0	0	0	0	0	0	0	0	92	78.6	54	46.2	2	1.7	34.4	40
1900	80	0	78	0	2	0	0	0	0	0	0	0	0	71	88.8	39	48.8	4	5.0	35.6	40.6
2000	57	0	56	0	1	0	0	0	0	0	0	0	0	52	91.2	27	47.4	2	3.5	35.6	41.3
2100	47	0	45	0	2	0	0	0	0	0	0	0	0	42	89.4	28	59.6	3	6.4	36.3	40.4
2200	37	1	36	0	0	0	0	0	0	0	0	0	0	31	83.8	24	64.9	4	10.8	37.9	44.7
2300	36	0	36	0	0	0	0	0	0	0	0	0	0	33	91.7	21	58.3	3	8.3	37	44.7
<b>07-19</b>	<b>1843</b>	<b>22</b>	<b>1707</b>	<b>5</b>	<b>97</b>	<b>0</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1512</b>	<b>82.0</b>	<b>765</b>	<b>41.5</b>	<b>60</b>	<b>3.3</b>	<b>34.4</b>	<b>39.7</b>
<b>06-22</b>	<b>2081</b>	<b>23</b>	<b>1935</b>	<b>5</b>	<b>104</b>	<b>0</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1727</b>	<b>83.0</b>	<b>897</b>	<b>43.1</b>	<b>78</b>	<b>3.7</b>	<b>34.6</b>	<b>39.9</b>
<b>06-00</b>	<b>2154</b>	<b>24</b>	<b>2007</b>	<b>5</b>	<b>104</b>	<b>0</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1791</b>	<b>83.2</b>	<b>942</b>	<b>43.7</b>	<b>85</b>	<b>3.9</b>	<b>34.7</b>	<b>40</b>
<b>00-00</b>	<b>2255</b>	<b>26</b>	<b>2098</b>	<b>5</b>	<b>112</b>	<b>0</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1876</b>	<b>83.2</b>	<b>1003</b>	<b>44.5</b>	<b>91</b>	<b>4.0</b>	<b>34.7</b>	<b>40.1</b>



Site 1  
 Location Shaw Lane - 53.586865, -1.435257  
 Direction West

9406  
 Shaw Lane  
 Nov 18

Sunday 25 November 2018

Time	Total	Classification												JPSL 30	JPSL% 30	JSL1 35 ACPO	JSL1% 35 ACPO	JSL2 45 DfT	JSL2% 45 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	26	0	23	0	3	0	0	0	0	0	0	0	0	22	84.6	12	46.2	1	3.8	35.2	38.2
0100	16	0	15	0	1	0	0	0	0	0	0	0	0	13	81.3	8	50.0	1	6.3	35.7	42
0200	12	0	11	0	1	0	0	0	0	0	0	0	0	9	75.0	7	58.3	0	0.0	35.2	44
0300	11	0	11	0	0	0	0	0	0	0	0	0	0	8	72.7	6	54.6	0	0.0	35.2	41
0400	7	0	7	0	0	0	0	0	0	0	0	0	0	6	85.7	5	71.4	1	14.3	38.1	-
0500	30	1	29	0	0	0	0	0	0	0	0	0	0	28	93.3	17	56.7	0	0.0	35.9	40.2
0600	43	0	37	0	6	0	0	0	0	0	0	0	0	42	97.7	25	58.1	2	4.7	37.6	41.8
0700	41	1	39	0	1	0	0	0	0	0	0	0	0	32	78.1	23	56.1	0	0.0	34.7	41.4
0800	49	0	48	0	1	0	0	0	0	0	0	0	0	44	89.8	28	57.1	2	4.1	35.8	40.4
0900	102	0	100	0	1	0	1	0	0	0	0	0	0	84	82.4	48	47.1	5	4.9	35	42.1
1000	102	1	98	1	2	0	0	0	0	0	0	0	0	83	81.4	39	38.2	3	2.9	34	38.6
<b>1100</b>	<b>127</b>	<b>3</b>	<b>119</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>108</b>	<b>85.0</b>	<b>56</b>	<b>44.1</b>	<b>2</b>	<b>1.6</b>	<b>34.3</b>	<b>39.2</b>
1200	166	3	158	0	5	0	0	0	0	0	0	0	0	148	89.2	72	43.4	2	1.2	34.6	39.7
1300	140	0	135	0	5	0	0	0	0	0	0	0	0	117	83.6	66	47.1	4	2.9	35	40.4
<b>1400</b>	<b>170</b>	<b>1</b>	<b>161</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>149</b>	<b>87.7</b>	<b>82</b>	<b>48.2</b>	<b>5</b>	<b>2.9</b>	<b>34.9</b>	<b>38.8</b>
1500	144	0	140	1	3	0	0	0	0	0	0	0	0	131	91.0	64	44.4	4	2.8	35.1	39.8
1600	141	1	134	0	6	0	0	0	0	0	0	0	0	121	85.8	60	42.6	9	6.4	35.4	41
1700	111	1	109	0	1	0	0	0	0	0	0	0	0	82	73.9	44	39.6	3	2.7	34	39.3
1800	105	2	101	0	2	0	0	0	0	0	0	0	0	88	83.8	46	43.8	6	5.7	35.1	41.2
1900	79	1	74	0	4	0	0	0	0	0	0	0	0	73	92.4	39	49.4	5	6.3	36	41.7
2000	49	0	48	0	1	0	0	0	0	0	0	0	0	39	79.6	19	38.8	0	0.0	33.7	39.2
2100	34	0	33	0	1	0	0	0	0	0	0	0	0	29	85.3	21	61.8	2	5.9	36.2	41.1
2200	32	0	32	0	0	0	0	0	0	0	0	0	0	29	90.6	20	62.5	1	3.1	37	41.5
2300	32	1	30	0	1	0	0	0	0	0	0	0	0	25	78.1	14	43.8	2	6.3	34.5	39.4
<b>07-19</b>	<b>1398</b>	<b>13</b>	<b>1342</b>	<b>2</b>	<b>40</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1187</b>	<b>84.9</b>	<b>628</b>	<b>44.9</b>	<b>45</b>	<b>3.2</b>	<b>34.8</b>	<b>39.9</b>
<b>06-22</b>	<b>1603</b>	<b>14</b>	<b>1534</b>	<b>2</b>	<b>52</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1370</b>	<b>85.5</b>	<b>732</b>	<b>45.7</b>	<b>54</b>	<b>3.4</b>	<b>34.9</b>	<b>40.2</b>
<b>06-00</b>	<b>1667</b>	<b>15</b>	<b>1596</b>	<b>2</b>	<b>53</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1424</b>	<b>85.4</b>	<b>766</b>	<b>46.0</b>	<b>57</b>	<b>3.4</b>	<b>35</b>	<b>40.2</b>
<b>00-00</b>	<b>1769</b>	<b>16</b>	<b>1692</b>	<b>2</b>	<b>58</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1510</b>	<b>85.4</b>	<b>821</b>	<b>46.4</b>	<b>60</b>	<b>3.4</b>	<b>35</b>	<b>40.2</b>



Site 1  
 Location Shaw Lane - 53.586865, -1.435257  
 Direction West

9406  
 Shaw Lane  
 Nov 18

Monday 26 November 2018

Time	Total	Classification												JPSL 30	JPSL% 30	JSL1 35 ACPO	JSL1% 35 ACPO	JSL2 45 DfT	JSL2% 45 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	12	0	12	0	0	0	0	0	0	0	0	0	0	11	91.7	5	41.7	1	8.3	35.6	42.3
0100	3	0	2	0	1	0	0	0	0	0	0	0	0	3	100.0	2	66.7	0	0.0	37.2	-
0200	5	0	5	0	0	0	0	0	0	0	0	0	0	5	100.0	3	60.0	1	20.0	39.1	-
0300	9	0	9	0	0	0	0	0	0	0	0	0	0	9	100.0	7	77.8	0	0.0	37.8	-
0400	18	1	13	0	4	0	0	0	0	0	0	0	0	16	88.9	10	55.6	1	5.6	35.4	42.3
0500	70	2	62	0	5	0	0	0	0	0	1	0	0	36	51.4	18	25.7	0	0.0	30.3	36.6
0600	106	1	97	0	6	0	1	0	1	0	0	0	0	82	77.4	45	42.5	2	1.9	33.7	39.4
<b>0700</b>	<b>228</b>	<b>2</b>	<b>205</b>	<b>1</b>	<b>13</b>	<b>1</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>165</b>	<b>72.4</b>	<b>59</b>	<b>25.9</b>	<b>2</b>	<b>0.9</b>	<b>32.5</b>	<b>36.5</b>
0800	224	1	200	2	17	1	1	0	0	0	2	0	0	170	75.9	78	34.8	6	2.7	33.5	38.6
0900	148	0	124	0	17	0	2	0	3	0	2	0	0	113	76.4	53	35.8	3	2.0	33.4	38.9
1000	148	0	122	0	21	1	1	1	1	0	1	0	0	85	57.4	30	20.3	1	0.7	31.3	36.3
1100	154	1	121	0	23	2	3	1	1	2	0	0	0	106	68.8	45	29.2	1	0.6	32.5	37.5
1200	167	0	149	0	15	1	0	0	1	0	1	0	0	126	75.5	63	37.7	3	1.8	33.3	38.1
1300	164	2	138	2	15	1	3	1	1	0	1	0	0	117	71.3	40	24.4	0	0.0	32.1	36.5
1400	223	1	198	0	17	2	3	1	0	0	1	0	0	163	73.1	64	28.7	2	0.9	33.1	37.7
1500	262	2	237	0	15	3	2	0	1	0	2	0	0	169	64.5	58	22.1	7	2.7	32	36
<b>1600</b>	<b>301</b>	<b>3</b>	<b>274</b>	<b>2</b>	<b>19</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>207</b>	<b>68.8</b>	<b>83</b>	<b>27.6</b>	<b>6</b>	<b>2.0</b>	<b>32.6</b>	<b>37.8</b>
1700	239	1	226	0	10	0	1	0	0	1	0	0	0	178	74.5	60	25.1	3	1.3	32.9	36.9
1800	167	1	156	1	9	0	0	0	0	0	0	0	0	137	82.0	73	43.7	4	2.4	34.4	39.6
1900	112	0	110	0	2	0	0	0	0	0	0	0	0	99	88.4	51	45.5	6	5.4	35.4	41.4
2000	70	2	64	0	3	0	0	0	0	1	0	0	0	53	75.7	26	37.1	1	1.4	33.4	39.1
2100	40	0	36	0	4	0	0	0	0	0	0	0	0	34	85.0	18	45.0	0	0.0	34.9	39.2
2200	36	0	33	0	3	0	0	0	0	0	0	0	0	32	88.9	25	69.4	4	11.1	37.1	41.2
2300	30	1	26	0	3	0	0	0	0	0	0	0	0	25	83.3	16	53.3	0	0.0	35.4	41.4
<b>07-19</b>	<b>2425</b>	<b>14</b>	<b>2150</b>	<b>8</b>	<b>191</b>	<b>12</b>	<b>23</b>	<b>5</b>	<b>8</b>	<b>3</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>1736</b>	<b>71.6</b>	<b>706</b>	<b>29.1</b>	<b>38</b>	<b>1.6</b>	<b>32.8</b>	<b>37.6</b>
<b>06-22</b>	<b>2753</b>	<b>17</b>	<b>2457</b>	<b>8</b>	<b>206</b>	<b>12</b>	<b>24</b>	<b>5</b>	<b>9</b>	<b>4</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>2004</b>	<b>72.8</b>	<b>846</b>	<b>30.7</b>	<b>47</b>	<b>1.7</b>	<b>33</b>	<b>37.7</b>
<b>06-00</b>	<b>2819</b>	<b>18</b>	<b>2516</b>	<b>8</b>	<b>212</b>	<b>12</b>	<b>24</b>	<b>5</b>	<b>9</b>	<b>4</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>2061</b>	<b>73.1</b>	<b>887</b>	<b>31.5</b>	<b>51</b>	<b>1.8</b>	<b>33</b>	<b>37.9</b>
<b>00-00</b>	<b>2936</b>	<b>21</b>	<b>2619</b>	<b>8</b>	<b>222</b>	<b>12</b>	<b>24</b>	<b>5</b>	<b>9</b>	<b>4</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>2141</b>	<b>72.9</b>	<b>932</b>	<b>31.7</b>	<b>54</b>	<b>1.8</b>	<b>33</b>	<b>38</b>



Site 1  
 Location Shaw Lane - 53.586865, -1.435257  
 Direction West

9406  
 Shaw Lane  
 Nov 18

Tuesday 27 November 2018

Time	Total	Classification												JPSL 30	JPSL% 30	JSL1 35 ACPO	JSL1% 35 ACPO	JSL2 45 DfT	JSL2% 45 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	10	0	9	0	0	0	1	0	0	0	0	0	0	7	70.0	2	20.0	1	10.0	33	-
0100	5	0	4	0	1	0	0	0	0	0	0	0	0	5	100.0	4	80.0	0	0.0	36.8	-
0200	3	0	3	0	0	0	0	0	0	0	0	0	0	3	100.0	1	33.3	0	0.0	35.4	-
0300	9	0	7	0	2	0	0	0	0	0	0	0	0	8	88.9	4	44.4	0	0.0	34.6	-
0400	23	0	22	0	1	0	0	0	0	0	0	0	0	20	87.0	15	65.2	2	8.7	34.7	42
0500	69	2	63	0	3	0	0	0	0	0	1	0	0	53	76.8	20	29.0	4	5.8	33.5	39.7
0600	102	0	90	0	11	0	1	0	0	0	0	0	0	79	77.5	30	29.4	1	1.0	33.6	37.9
0700	219	1	190	1	19	0	8	0	0	0	0	0	0	164	74.9	67	30.6	1	0.5	32.7	37.4
<b>0800</b>	<b>240</b>	<b>0</b>	<b>216</b>	<b>1</b>	<b>15</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>173</b>	<b>72.1</b>	<b>78</b>	<b>32.5</b>	<b>2</b>	<b>0.8</b>	<b>32.6</b>	<b>37.3</b>
0900	170	0	147	0	16	2	2	1	0	1	1	0	0	128	75.3	55	32.4	2	1.2	33.4	38.8
1000	152	0	124	0	21	1	2	2	0	2	0	0	0	89	58.6	43	28.3	2	1.3	29.3	37.1
1100	146	0	124	0	15	1	3	0	0	2	1	0	0	106	72.6	46	31.5	0	0.0	32.6	38
1200	149	0	129	0	11	0	6	0	1	0	2	0	0	106	71.1	42	28.2	3	2.0	32.5	37.3
1300	165	2	148	0	12	0	2	0	1	0	0	0	0	114	69.1	58	35.2	6	3.6	33.1	38.6
1400	220	2	200	1	10	0	4	0	0	2	1	0	0	158	71.8	60	27.3	1	0.5	32.3	37.2
<b>1500</b>	<b>280</b>	<b>0</b>	<b>242</b>	<b>0</b>	<b>31</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>166</b>	<b>59.3</b>	<b>47</b>	<b>16.8</b>	<b>2</b>	<b>0.7</b>	<b>31.1</b>	<b>35.4</b>
1600	271	2	249	1	17	1	0	0	1	0	0	0	0	153	56.5	55	20.3	0	0.0	31.1	35.8
1700	258	2	241	0	15	0	0	0	0	0	0	0	0	188	72.9	60	23.3	1	0.4	32.4	36.2
1800	210	1	201	0	8	0	0	0	0	0	0	0	0	167	79.5	72	34.3	7	3.3	33.5	37.5
1900	111	0	108	0	3	0	0	0	0	0	0	0	0	93	83.8	46	41.4	4	3.6	34.8	40.3
2000	67	0	66	0	1	0	0	0	0	0	0	0	0	58	86.6	23	34.3	4	6.0	34.7	40.9
2100	64	1	59	0	4	0	0	0	0	0	0	0	0	55	85.9	30	46.9	3	4.7	35.5	41.4
2200	46	2	43	0	1	0	0	0	0	0	0	0	0	40	87.0	23	50.0	3	6.5	35.5	41.8
2300	31	0	30	0	1	0	0	0	0	0	0	0	0	23	74.2	14	45.2	2	6.5	34.9	39.5
<b>07-19</b>	<b>2480</b>	<b>10</b>	<b>2211</b>	<b>4</b>	<b>190</b>	<b>7</b>	<b>35</b>	<b>3</b>	<b>3</b>	<b>8</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>1712</b>	<b>69.0</b>	<b>683</b>	<b>27.5</b>	<b>27</b>	<b>1.1</b>	<b>32.2</b>	<b>37.1</b>
<b>06-22</b>	<b>2824</b>	<b>11</b>	<b>2534</b>	<b>4</b>	<b>209</b>	<b>7</b>	<b>36</b>	<b>3</b>	<b>3</b>	<b>8</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>1997</b>	<b>70.7</b>	<b>812</b>	<b>28.8</b>	<b>39</b>	<b>1.4</b>	<b>32.5</b>	<b>37.5</b>
<b>06-00</b>	<b>2901</b>	<b>13</b>	<b>2607</b>	<b>4</b>	<b>211</b>	<b>7</b>	<b>36</b>	<b>3</b>	<b>3</b>	<b>8</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>2060</b>	<b>71.0</b>	<b>849</b>	<b>29.3</b>	<b>44</b>	<b>1.5</b>	<b>32.5</b>	<b>37.6</b>
<b>00-00</b>	<b>3020</b>	<b>15</b>	<b>2715</b>	<b>4</b>	<b>218</b>	<b>7</b>	<b>37</b>	<b>3</b>	<b>3</b>	<b>8</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>2156</b>	<b>71.4</b>	<b>895</b>	<b>29.6</b>	<b>51</b>	<b>1.7</b>	<b>32.6</b>	<b>37.6</b>



Site 1  
 Location Shaw Lane - 53.586865, -1.435257  
 Direction West

9406  
 Shaw Lane  
 Nov 18

Virtual Day (7)

Time	Total	Classification												JPSL 30	JPSL% 30	JSL1 35 ACPO	JSL1% 35 ACPO	JSL2 45 DfT	JSL2% 45 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	16	0	14	0	1	0	0	0	0	0	0	0	0	13	85.5	8	52.7	1	6.4	36	41.3
0100	8	0	6	0	1	0	0	0	0	0	0	0	0	7	87.0	5	59.3	1	7.4	36.5	-
0200	8	0	7	0	0	0	0	0	0	0	0	0	0	7	89.1	5	60.0	1	7.3	36.7	-
0300	10	0	9	0	1	0	0	0	0	0	0	0	0	10	93.1	7	63.9	0	2.8	36.8	41.3
0400	15	0	12	0	2	0	0	0	0	0	0	0	0	12	80.0	8	54.3	1	8.6	35.2	42.5
0500	56	2	51	0	3	0	0	0	0	0	0	0	0	43	76.9	20	36.3	3	4.6	34	39.7
0600	93	0	84	0	7	0	1	0	1	0	0	0	0	77	83.3	41	43.8	4	4.8	34.9	40.3
0700	167	1	146	0	12	0	7	0	0	0	0	0	0	123	73.7	51	30.7	3	1.9	32.9	37.9
<b>0800</b>	<b>187</b>	<b>2</b>	<b>170</b>	<b>1</b>	<b>11</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>143</b>	<b>76.3</b>	<b>70</b>	<b>37.4</b>	<b>3</b>	<b>1.8</b>	<b>33.4</b>	<b>38.6</b>
0900	149	0	129	0	13	1	2	0	1	1	1	0	0	114	76.7	54	36.0	3	2.3	33.6	39
1000	145	1	125	0	16	1	2	0	0	1	0	0	0	102	70.2	43	29.5	3	2.4	32.2	37.8
1100	153	1	131	0	15	1	3	0	0	1	0	0	0	112	72.8	51	33.2	2	1.5	33.2	38.4
1200	176	1	159	0	12	0	2	0	1	0	1	0	0	138	78.6	58	32.8	3	1.9	33.3	37.9
1300	168	2	146	1	15	0	2	0	0	0	0	0	0	122	72.2	56	33.1	4	2.5	33	38
1400	219	2	197	0	15	1	2	0	0	1	0	0	0	168	76.9	75	34.1	5	2.1	33.4	38
<b>1500</b>	<b>243</b>	<b>1</b>	<b>223</b>	<b>0</b>	<b>14</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>173</b>	<b>71.3</b>	<b>67</b>	<b>27.4</b>	<b>4</b>	<b>1.6</b>	<b>32.7</b>	<b>37.1</b>
1600	238	2	217	1	16	0	0	0	0	0	0	0	0	169	71.0	65	27.4	5	2.2	32.7	37.4
1700	219	1	205	0	11	0	0	0	0	0	0	0	0	165	75.4	64	29.0	4	2.0	33.1	37.5
1800	161	1	154	0	6	0	0	0	0	0	0	0	0	131	81.4	62	38.7	4	2.6	34.1	38.8
1900	108	0	105	0	3	0	0	0	0	0	0	0	0	93	85.8	51	47.0	5	4.7	35.3	40.6
2000	69	1	66	0	1	0	0	0	0	0	0	0	0	57	82.7	31	44.6	3	4.2	34.8	40.6
2100	50	0	47	0	3	0	0	0	0	0	0	0	0	42	83.6	25	50.3	2	3.7	35.4	40.6
2200	42	1	40	0	1	0	0	0	0	0	0	0	0	34	81.1	23	54.3	3	6.2	35.6	41.1
2300	33	1	31	0	1	0	0	0	0	0	0	0	0	28	84.1	17	50.9	2	4.7	35.4	41.2
<b>07-19</b>	<b>2225</b>	<b>17</b>	<b>2003</b>	<b>6</b>	<b>158</b>	<b>5</b>	<b>23</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>1660</b>	<b>74.6</b>	<b>714</b>	<b>32.1</b>	<b>45</b>	<b>2.0</b>	<b>33.1</b>	<b>38</b>
<b>06-22</b>	<b>2545</b>	<b>19</b>	<b>2304</b>	<b>6</b>	<b>172</b>	<b>5</b>	<b>24</b>	<b>2</b>	<b>3</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>1928</b>	<b>75.8</b>	<b>862</b>	<b>33.9</b>	<b>60</b>	<b>2.3</b>	<b>33.4</b>	<b>38.3</b>
<b>06-00</b>	<b>2620</b>	<b>20</b>	<b>2375</b>	<b>6</b>	<b>174</b>	<b>5</b>	<b>24</b>	<b>2</b>	<b>3</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>1990</b>	<b>76.0</b>	<b>901</b>	<b>34.4</b>	<b>64</b>	<b>2.4</b>	<b>33.4</b>	<b>38.4</b>
<b>00-00</b>	<b>2733</b>	<b>23</b>	<b>2475</b>	<b>6</b>	<b>183</b>	<b>5</b>	<b>25</b>	<b>2</b>	<b>3</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>2082</b>	<b>76.2</b>	<b>954</b>	<b>34.9</b>	<b>70</b>	<b>2.6</b>	<b>33.5</b>	<b>38.5</b>



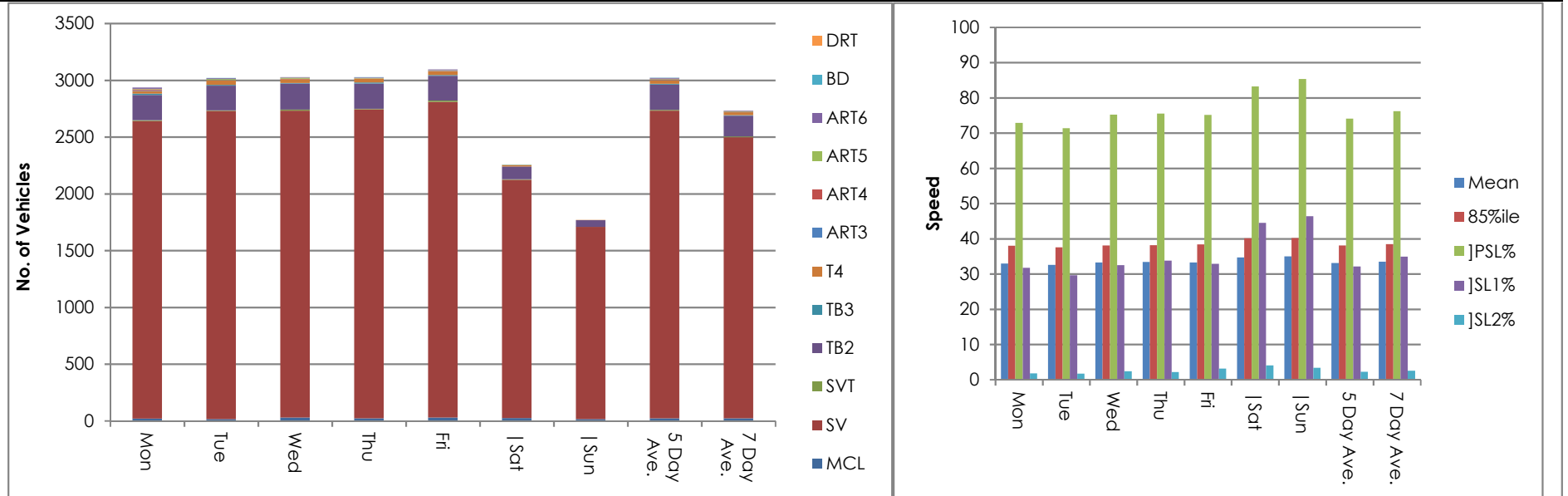
Site 1  
 Location Shaw Lane - 53.586865, -1.435257  
 Direction West

9406  
 Shaw Lane  
 Nov 18

Virtual Week (1)

Time	Total	Classification												JPSL 30	JPSL% 30	JSL1 35 ACPO	JSL1% 35 ACPO	JSL2 45 DfT	JSL2% 45 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
Mon	2936	21	2619	8	222	12	24	5	9	4	12	0	0	2141	72.9	932	31.7	54	1.8	33	38
Tue	3020	15	2715	4	218	7	37	3	3	8	8	2	0	2156	71.4	895	29.6	51	1.7	32.6	37.6
Wed	3028	30	2703	9	229	4	33	0	6	8	6	0	0	2279	75.3	984	32.5	72	2.4	33.3	38.1
Thu	3027	22	2722	5	221	10	33	0	2	6	5	1	0	2287	75.6	1023	33.8	65	2.1	33.4	38.2
Fri	3094	31	2779	10	220	5	34	1	4	4	6	0	0	2325	75.2	1018	32.9	97	3.1	33.3	38.4
Sat	2255	26	2098	5	112	0	10	2	0	2	0	0	0	1876	83.2	1003	44.5	91	4.0	34.7	40.1
Sun	1769	16	1692	2	58	0	1	0	0	0	0	0	0	1510	85.4	821	46.4	60	3.4	35	40.2
<b>5 Day Ave.</b>	<b>3021</b>	<b>24</b>	<b>2708</b>	<b>7</b>	<b>222</b>	<b>8</b>	<b>32</b>	<b>2</b>	<b>5</b>	<b>6</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>2238</b>	<b>74.1</b>	<b>970</b>	<b>32.1</b>	<b>68</b>	<b>2.3</b>	<b>33.1</b>	<b>38.1</b>
<b>7 Day Ave.</b>	<b>2733</b>	<b>23</b>	<b>2475</b>	<b>6</b>	<b>183</b>	<b>5</b>	<b>25</b>	<b>2</b>	<b>3</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>2082</b>	<b>76.2</b>	<b>954</b>	<b>34.9</b>	<b>70</b>	<b>2.6</b>	<b>33.5</b>	<b>38.5</b>
--	<b>19129</b>	<b>161</b>	<b>17328</b>	<b>43</b>	<b>1280</b>	<b>38</b>	<b>172</b>	<b>11</b>	<b>24</b>	<b>32</b>	<b>37</b>	<b>3</b>	<b>0</b>	<b>14574</b>	<b>76.2</b>	<b>6676</b>	<b>34.9</b>	<b>490</b>	<b>2.6</b>	<b>33.5</b>	<b>38.5</b>

Summary Graphs



Site 1  
 Location Shaw Lane - 53.586865, -1.435257  
 Direction West

9406  
 Shaw Lane  
 Nov 18

Wednesday 21 November 2018

Automatic Traffic Count

Time	Total	Speed Bins (mph)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	11	0	0	0	0	0	2	1	7	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	5	0	0	0	0	0	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	10	0	0	0	0	0	1	4	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	10	0	0	0	0	0	0	2	5	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	12	0	0	0	0	1	2	3	2	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	63	0	0	1	0	0	10	33	9	5	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	111	0	0	0	0	2	14	44	35	13	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	197	0	0	0	0	13	34	95	38	13	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>0800</b>	<b>252</b>	<b>0</b>	<b>1</b>	<b>4</b>	<b>2</b>	<b>12</b>	<b>57</b>	<b>97</b>	<b>61</b>	<b>15</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
0900	167	0	0	0	4	7	37	73	35	10	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	134	0	0	0	0	6	31	58	28	7	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	174	0	0	0	0	5	52	58	39	19	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	158	0	0	0	0	7	34	70	36	8	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	187	0	2	0	0	11	47	66	43	12	5	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	243	0	0	0	0	2	38	127	55	15	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>1500</b>	<b>272</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>10</b>	<b>66</b>	<b>116</b>	<b>60</b>	<b>17</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
1600	255	0	2	1	0	2	70	113	55	7	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	260	0	0	0	0	5	60	122	52	13	5	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	180	0	0	0	0	1	28	96	42	9	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	114	0	0	0	0	0	21	47	25	13	5	2	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	80	0	0	0	0	2	12	22	29	10	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	54	0	0	0	0	1	10	20	14	8	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	54	0	0	0	0	1	13	17	18	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	25	0	1	0	0	0	3	8	9	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>07-19</b>	<b>2479</b>	<b>0</b>	<b>5</b>	<b>5</b>	<b>7</b>	<b>81</b>	<b>554</b>	<b>1091</b>	<b>544</b>	<b>145</b>	<b>36</b>	<b>6</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-22</b>	<b>2838</b>	<b>0</b>	<b>5</b>	<b>5</b>	<b>7</b>	<b>86</b>	<b>611</b>	<b>1224</b>	<b>647</b>	<b>189</b>	<b>45</b>	<b>11</b>	<b>6</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-00</b>	<b>2917</b>	<b>0</b>	<b>6</b>	<b>5</b>	<b>7</b>	<b>87</b>	<b>627</b>	<b>1249</b>	<b>674</b>	<b>197</b>	<b>45</b>	<b>12</b>	<b>6</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>00-00</b>	<b>3028</b>	<b>0</b>	<b>6</b>	<b>6</b>	<b>7</b>	<b>88</b>	<b>642</b>	<b>1295</b>	<b>702</b>	<b>210</b>	<b>48</b>	<b>14</b>	<b>7</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

Site 1  
 Location Shaw Lane - 53.586865, -1.435257  
 Direction West

9406  
 Shaw Lane  
 Nov 18

Thursday 22 November 2018

Time	Total	Speed Bins (mph)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	14	0	0	0	0	0	1	4	2	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	7	0	0	0	0	0	0	1	3	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	7	0	0	0	0	0	0	3	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	11	0	0	0	0	0	0	5	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0400	20	0	1	0	0	1	4	5	6	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0500	58	0	0	0	0	0	14	24	9	6	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0600	121	0	0	0	0	1	24	51	31	9	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0700	214	0	0	0	0	3	43	109	44	12	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
<b>0800</b>	<b>230</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>5</b>	<b>33</b>	<b>96</b>	<b>73</b>	<b>18</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
0900	167	0	0	0	0	8	31	71	40	13	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1000	147	0	0	0	0	8	28	59	37	10	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1100	154	0	0	0	0	7	46	59	33	8	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1200	170	0	0	0	0	3	36	79	40	11	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1300	169	0	1	1	0	14	54	52	35	8	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1400	226	0	0	0	0	6	63	95	49	10	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1500	260	0	0	0	0	13	58	111	55	20	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
<b>1600</b>	<b>281</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>7</b>	<b>59</b>	<b>152</b>	<b>54</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
1700	254	0	0	0	0	2	56	125	55	12	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1800	181	0	0	0	0	0	38	64	56	20	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1900	122	0	0	0	0	2	23	34	48	12	1	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	
2000	81	0	0	0	0	3	12	25	26	12	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2100	60	0	0	0	0	0	14	18	17	8	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2200	46	0	0	0	0	0	11	12	18	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2300	27	0	2	0	0	0	1	10	11	2	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	
<b>07-19</b>	<b>2453</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>3</b>	<b>76</b>	<b>545</b>	<b>1072</b>	<b>571</b>	<b>148</b>	<b>24</b>	<b>5</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>06-22</b>	<b>2837</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>3</b>	<b>82</b>	<b>618</b>	<b>1200</b>	<b>693</b>	<b>189</b>	<b>34</b>	<b>8</b>	<b>7</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>06-00</b>	<b>2910</b>	<b>0</b>	<b>3</b>	<b>1</b>	<b>3</b>	<b>82</b>	<b>630</b>	<b>1222</b>	<b>722</b>	<b>193</b>	<b>36</b>	<b>9</b>	<b>7</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>00-00</b>	<b>3027</b>	<b>0</b>	<b>4</b>	<b>1</b>	<b>3</b>	<b>83</b>	<b>649</b>	<b>1264</b>	<b>749</b>	<b>209</b>	<b>44</b>	<b>12</b>	<b>7</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	



Site 1  
 Location Shaw Lane - 53.586865, -1.435257  
 Direction West

9406  
 Shaw Lane  
 Nov 18

Friday 23 November 2018

Time	Total	Speed Bins (mph)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	15	0	0	0	0	0	1	6	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	8	0	0	0	0	0	1	1	2	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	7	0	0	0	0	0	0	2	3	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	14	0	0	0	0	0	1	4	5	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	14	0	0	0	0	0	5	3	4	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	65	0	0	0	0	0	8	31	15	8	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	114	0	0	0	0	0	16	47	27	15	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	198	0	0	1	0	13	52	70	47	10	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>0800</b>	<b>218</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>3</b>	<b>9</b>	<b>47</b>	<b>80</b>	<b>56</b>	<b>20</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
0900	173	0	1	0	0	6	38	73	33	18	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	156	0	4	3	2	6	38	63	27	11	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	138	0	0	0	1	4	21	66	34	7	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	194	0	1	0	3	6	40	92	42	5	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	170	0	1	0	1	7	40	76	34	6	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	248	0	0	0	0	12	51	98	65	13	7	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>1500</b>	<b>305</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>5</b>	<b>90</b>	<b>141</b>	<b>55</b>	<b>6</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
1600	266	0	0	1	1	4	66	119	51	13	5	5	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	266	0	0	1	0	1	71	130	48	7	6	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	168	0	0	0	0	1	27	82	42	13	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	141	0	0	0	0	1	15	52	54	13	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	76	0	0	0	0	1	12	29	21	8	3	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	49	0	0	0	0	1	6	15	16	10	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	40	0	0	0	0	0	11	9	13	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	51	0	1	0	0	0	6	18	11	12	2	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>07-19</b>	<b>2500</b>	<b>0</b>	<b>7</b>	<b>8</b>	<b>13</b>	<b>74</b>	<b>581</b>	<b>1090</b>	<b>534</b>	<b>129</b>	<b>42</b>	<b>17</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-22</b>	<b>2880</b>	<b>0</b>	<b>7</b>	<b>8</b>	<b>13</b>	<b>77</b>	<b>630</b>	<b>1233</b>	<b>652</b>	<b>175</b>	<b>56</b>	<b>20</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-00</b>	<b>2971</b>	<b>0</b>	<b>8</b>	<b>8</b>	<b>13</b>	<b>77</b>	<b>647</b>	<b>1260</b>	<b>676</b>	<b>192</b>	<b>60</b>	<b>20</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>00-00</b>	<b>3094</b>	<b>0</b>	<b>8</b>	<b>8</b>	<b>13</b>	<b>77</b>	<b>663</b>	<b>1307</b>	<b>709</b>	<b>212</b>	<b>63</b>	<b>24</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

Site 1  
 Location Shaw Lane - 53.586865, -1.435257  
 Direction West

9406  
 Shaw Lane  
 Nov 18

Saturday 24 November 2018

Time	Total	Speed Bins (mph)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	22	0	0	0	0	0	4	4	10	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	10	0	0	0	0	0	3	3	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	11	0	0	0	0	0	2	1	5	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	8	0	0	0	0	0	0	2	2	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	11	0	0	0	0	0	1	4	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	39	0	0	0	0	1	5	10	17	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	54	0	1	0	0	1	2	12	17	12	6	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	73	0	0	0	0	6	16	17	19	8	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	98	0	0	2	0	0	7	34	31	18	4	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	115	0	0	0	0	0	16	38	44	12	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	177	0	0	0	2	2	28	88	38	12	4	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>1100</b>	<b>181</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>49</b>	<b>69</b>	<b>48</b>	<b>9</b>	<b>3</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>1200</b>	<b>226</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>5</b>	<b>22</b>	<b>120</b>	<b>48</b>	<b>21</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
1300	184	0	1	0	0	3	24	83	53	15	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	200	0	2	3	1	3	30	70	62	23	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	175	0	0	1	0	0	22	79	50	20	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	151	0	0	0	7	3	26	60	36	15	0	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	146	0	0	0	0	1	20	51	48	23	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	117	0	0	0	0	1	24	38	37	15	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	80	0	0	0	0	1	8	32	24	11	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	57	0	0	0	0	0	5	25	17	8	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	47	0	0	0	0	0	5	14	19	6	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	37	0	0	0	0	0	6	7	12	8	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	36	0	0	0	0	0	3	12	12	6	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>07-19</b>	<b>1843</b>	<b>0</b>	<b>3</b>	<b>6</b>	<b>14</b>	<b>24</b>	<b>284</b>	<b>747</b>	<b>514</b>	<b>191</b>	<b>40</b>	<b>15</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-22</b>	<b>2081</b>	<b>0</b>	<b>4</b>	<b>6</b>	<b>14</b>	<b>26</b>	<b>304</b>	<b>830</b>	<b>591</b>	<b>228</b>	<b>54</b>	<b>18</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-00</b>	<b>2154</b>	<b>0</b>	<b>4</b>	<b>6</b>	<b>14</b>	<b>26</b>	<b>313</b>	<b>849</b>	<b>615</b>	<b>242</b>	<b>57</b>	<b>21</b>	<b>3</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>00-00</b>	<b>2255</b>	<b>0</b>	<b>4</b>	<b>6</b>	<b>14</b>	<b>27</b>	<b>328</b>	<b>873</b>	<b>656</b>	<b>256</b>	<b>63</b>	<b>21</b>	<b>3</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

Site 1  
 Location Shaw Lane - 53.586865, -1.435257  
 Direction West

9406  
 Shaw Lane  
 Nov 18

Sunday 25 November 2018

Time	Total	Speed Bins (mph)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	26	0	0	0	0	0	4	10	11	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	16	0	0	0	0	0	3	5	5	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	12	0	0	0	0	1	2	2	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	11	0	0	0	0	0	3	2	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	7	0	0	0	0	1	0	1	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	30	0	0	0	0	0	2	11	11	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	43	0	0	0	0	0	1	17	13	10	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	41	0	0	0	0	1	8	9	16	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	49	0	0	0	0	0	5	16	19	7	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	102	0	1	0	0	1	16	36	29	14	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	102	0	0	1	0	0	18	44	30	6	2	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>1100</b>	<b>127</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>52</b>	<b>41</b>	<b>13</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
1200	166	0	0	0	1	3	14	76	52	18	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	140	0	0	0	0	1	22	51	39	23	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>1400</b>	<b>170</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>19</b>	<b>67</b>	<b>64</b>	<b>13</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
1500	144	0	0	0	0	0	13	67	44	16	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	141	0	0	0	0	0	20	61	32	19	8	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	111	0	0	0	0	3	26	38	32	9	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	105	0	0	0	0	2	15	42	25	15	5	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	79	0	0	0	0	0	6	34	21	13	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	49	0	0	0	0	1	9	20	13	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	34	0	0	0	0	0	5	8	14	5	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	32	0	0	0	0	0	3	9	12	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	32	0	0	0	0	0	7	11	11	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>07-19</b>	<b>1398</b>	<b>0</b>	<b>2</b>	<b>3</b>	<b>1</b>	<b>12</b>	<b>193</b>	<b>559</b>	<b>423</b>	<b>160</b>	<b>35</b>	<b>5</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-22</b>	<b>1603</b>	<b>0</b>	<b>2</b>	<b>3</b>	<b>1</b>	<b>13</b>	<b>214</b>	<b>638</b>	<b>484</b>	<b>194</b>	<b>39</b>	<b>9</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-00</b>	<b>1667</b>	<b>0</b>	<b>2</b>	<b>3</b>	<b>1</b>	<b>13</b>	<b>224</b>	<b>658</b>	<b>507</b>	<b>202</b>	<b>41</b>	<b>10</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>00-00</b>	<b>1769</b>	<b>0</b>	<b>2</b>	<b>3</b>	<b>1</b>	<b>15</b>	<b>238</b>	<b>689</b>	<b>544</b>	<b>217</b>	<b>42</b>	<b>12</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

Site 1  
 Location Shaw Lane - 53.586865, -1.435257  
 Direction West

9406  
 Shaw Lane  
 Nov 18

Monday 26 November 2018

Time	Total	Speed Bins (mph)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	12	0	0	0	0	0	1	6	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	3	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	5	0	0	0	0	0	0	2	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	9	0	0	0	0	0	0	2	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	18	0	1	0	0	0	1	6	7	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	70	0	1	2	0	9	22	18	15	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	106	0	1	2	0	1	20	37	32	11	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>0700</b>	<b>228</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>58</b>	<b>106</b>	<b>49</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
0800	224	0	0	0	3	6	45	92	58	14	5	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	148	0	0	0	0	8	27	60	40	10	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	148	0	0	0	4	8	51	55	22	7	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	154	0	1	0	0	7	40	61	36	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	167	0	0	0	0	5	36	63	48	12	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	164	0	0	0	3	6	38	77	36	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	223	0	0	0	0	3	57	99	50	12	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	262	0	0	2	3	6	82	111	44	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>1600</b>	<b>301</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>86</b>	<b>124</b>	<b>60</b>	<b>17</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
1700	239	0	0	0	0	2	59	118	50	7	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	167	0	0	0	0	2	28	64	52	17	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	112	0	0	0	0	0	13	48	32	13	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	70	0	0	1	2	2	12	27	19	6	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	40	0	0	0	0	0	6	16	16	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	36	0	0	0	1	0	3	7	18	3	1	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	30	0	0	0	0	1	4	9	9	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>07-19</b>	<b>2425</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>13</b>	<b>66</b>	<b>607</b>	<b>1030</b>	<b>545</b>	<b>123</b>	<b>33</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-22</b>	<b>2753</b>	<b>0</b>	<b>2</b>	<b>5</b>	<b>15</b>	<b>69</b>	<b>658</b>	<b>1158</b>	<b>644</b>	<b>155</b>	<b>38</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-00</b>	<b>2819</b>	<b>0</b>	<b>2</b>	<b>5</b>	<b>16</b>	<b>70</b>	<b>665</b>	<b>1174</b>	<b>671</b>	<b>165</b>	<b>39</b>	<b>8</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>00-00</b>	<b>2936</b>	<b>0</b>	<b>4</b>	<b>7</b>	<b>16</b>	<b>79</b>	<b>689</b>	<b>1209</b>	<b>703</b>	<b>175</b>	<b>40</b>	<b>10</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

Site 1  
 Location Shaw Lane - 53.586865, -1.435257  
 Direction West

9406  
 Shaw Lane  
 Nov 18

Tuesday 27 November 2018

Time	Total	Speed Bins (mph)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	10	0	0	0	0	0	3	5	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	5	0	0	0	0	0	0	1	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	3	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	9	0	0	0	0	0	1	4	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	23	0	0	2	0	0	1	5	11	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	69	0	1	0	0	0	15	33	13	3	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	102	0	0	0	0	0	23	49	26	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	219	0	0	0	3	5	47	97	58	8	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>0800</b>	<b>240</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>15</b>	<b>51</b>	<b>95</b>	<b>62</b>	<b>14</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
0900	170	0	0	0	0	5	37	73	38	15	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	152	0	18	3	2	6	34	46	30	11	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	146	0	0	0	1	14	25	60	38	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	149	0	0	0	2	2	39	64	30	9	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	165	0	0	0	0	5	46	56	46	6	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	220	0	0	3	2	8	49	98	50	9	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>1500</b>	<b>280</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>20</b>	<b>91</b>	<b>119</b>	<b>37</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
1600	271	0	0	0	1	21	96	98	44	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	258	0	0	0	1	4	65	128	51	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	210	0	0	0	0	4	39	95	58	7	5	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	111	0	0	0	0	1	17	47	28	14	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	67	0	0	0	0	0	9	35	12	7	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	64	0	0	0	0	0	9	25	17	10	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	46	0	0	0	0	2	4	17	12	8	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	31	0	0	0	0	1	7	9	11	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>07-19</b>	<b>2480</b>	<b>0</b>	<b>18</b>	<b>6</b>	<b>16</b>	<b>109</b>	<b>619</b>	<b>1029</b>	<b>542</b>	<b>114</b>	<b>21</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-22</b>	<b>2824</b>	<b>0</b>	<b>18</b>	<b>6</b>	<b>16</b>	<b>110</b>	<b>677</b>	<b>1185</b>	<b>625</b>	<b>148</b>	<b>28</b>	<b>7</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-00</b>	<b>2901</b>	<b>0</b>	<b>18</b>	<b>6</b>	<b>16</b>	<b>113</b>	<b>688</b>	<b>1211</b>	<b>648</b>	<b>157</b>	<b>32</b>	<b>8</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>00-00</b>	<b>3020</b>	<b>0</b>	<b>19</b>	<b>8</b>	<b>16</b>	<b>113</b>	<b>708</b>	<b>1261</b>	<b>680</b>	<b>164</b>	<b>37</b>	<b>10</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>



Site 1  
 Location Shaw Lane - 53.586865, -1.435257  
 Direction West

9406  
 Shaw Lane  
 Nov 18

Virtual Day (7)

Time	Total	Speed Bins (mph)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	16	0	0	0	0	0	2	5	5	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	8	0	0	0	0	0	1	2	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	8	0	0	0	0	0	1	2	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	10	0	0	0	0	0	1	3	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0400	15	0	0	0	0	0	2	4	5	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0500	56	0	0	0	0	1	11	23	13	5	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0600	93	0	0	0	0	1	14	37	26	10	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0700	167	0	0	0	0	7	37	72	39	9	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
<b>0800</b>	<b>187</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>7</b>	<b>35</b>	<b>73</b>	<b>51</b>	<b>15</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
0900	149	0	0	0	1	5	29	61	37	13	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1000	145	0	3	1	1	5	33	59	30	9	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1100	153	0	0	0	0	5	36	61	38	10	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1200	176	0	0	0	1	4	32	81	42	12	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1300	168	0	1	0	1	7	39	66	41	11	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1400	219	0	0	1	0	5	44	93	56	14	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
<b>1500</b>	<b>243</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>8</b>	<b>60</b>	<b>106</b>	<b>49</b>	<b>13</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>		
1600	238	0	0	0	2	6	60	104	47	13	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1700	219	0	0	0	0	3	51	102	48	11	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1800	161	0	0	0	0	2	28	69	45	14	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1900	108	0	0	0	0	1	15	42	33	13	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2000	69	0	0	0	0	1	10	26	20	8	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2100	50	0	0	0	0	0	8	17	16	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2200	42	0	0	0	0	0	7	11	15	5	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2300	33	0	1	0	0	0	4	11	11	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
<b>07-19</b>	<b>2225</b>	<b>0</b>	<b>5</b>	<b>4</b>	<b>10</b>	<b>63</b>	<b>483</b>	<b>945</b>	<b>525</b>	<b>144</b>	<b>33</b>	<b>8</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>06-22</b>	<b>2545</b>	<b>0</b>	<b>6</b>	<b>5</b>	<b>10</b>	<b>66</b>	<b>530</b>	<b>1067</b>	<b>619</b>	<b>183</b>	<b>42</b>	<b>11</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>06-00</b>	<b>2620</b>	<b>0</b>	<b>6</b>	<b>5</b>	<b>10</b>	<b>67</b>	<b>542</b>	<b>1089</b>	<b>645</b>	<b>193</b>	<b>44</b>	<b>13</b>	<b>5</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>00-00</b>	<b>2733</b>	<b>0</b>	<b>7</b>	<b>6</b>	<b>10</b>	<b>69</b>	<b>560</b>	<b>1128</b>	<b>678</b>	<b>206</b>	<b>48</b>	<b>15</b>	<b>5</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	



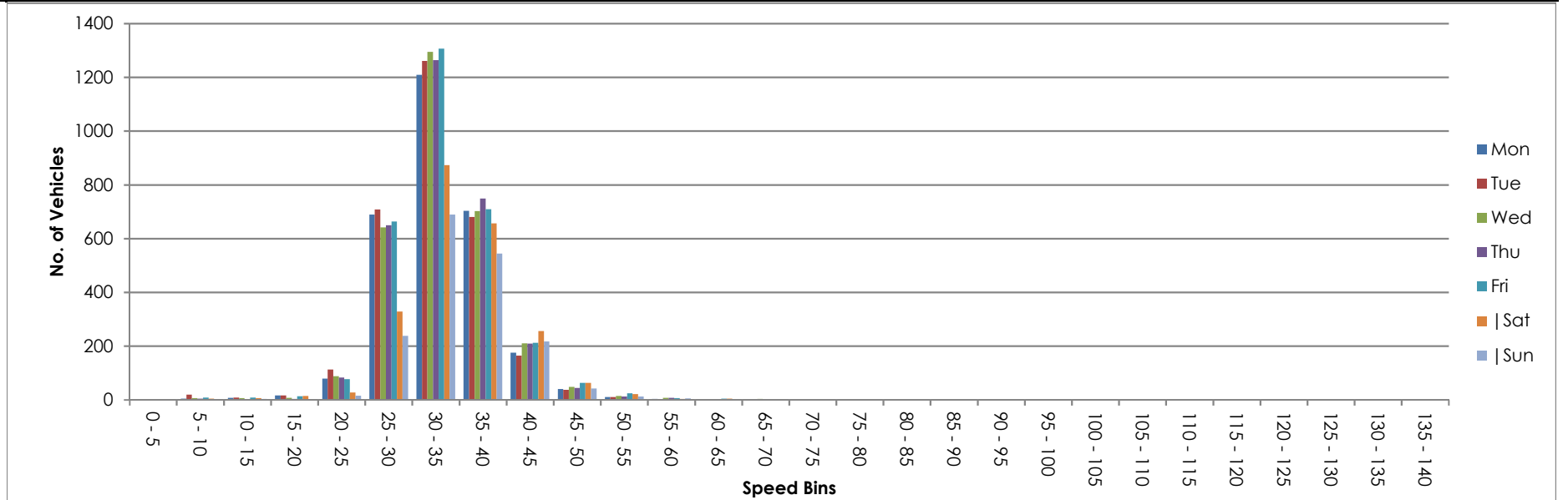
Site 1  
 Location Shaw Lane - 53.586865, -1.435257  
 Direction West

9406  
 Shaw Lane  
 Nov 18

Virtual Week (1)

Time	Total	Speed Bins (mph)																																
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140					
Mon	2936	0	4	7	16	79	689	1209	703	175	40	10	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Tue	3020	0	19	8	16	113	708	1261	680	164	37	10	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Wed	3028	0	6	6	7	88	642	1295	702	210	48	14	7	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Thu	3027	0	4	1	3	83	649	1264	749	209	44	12	7	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Fri	3094	0	8	8	13	77	663	1307	709	212	63	24	6	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sat	2255	0	4	6	14	27	328	873	656	256	63	21	3	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sun	1769	0	2	3	1	15	238	689	544	217	42	12	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>5 Day Ave.</b>	<b>3021</b>	<b>0</b>	<b>8</b>	<b>6</b>	<b>11</b>	<b>88</b>	<b>670</b>	<b>1267</b>	<b>709</b>	<b>194</b>	<b>46</b>	<b>14</b>	<b>5</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>7 Day Ave.</b>	<b>2733</b>	<b>0</b>	<b>7</b>	<b>6</b>	<b>10</b>	<b>69</b>	<b>560</b>	<b>1128</b>	<b>678</b>	<b>206</b>	<b>48</b>	<b>15</b>	<b>5</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
--	19129	0	47	39	70	482	3917	7898	4743	1443	337	103	33	12	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Summary Graphs



Site 1  
 Location Shaw Lane - 53.586865, -1.435257  
 Direction Both Directions

9406  
 Shaw Lane  
 Nov 18

Wednesday 21 November 2018

Automatic Traffic Count

Time	Total	Classification												JPSL 30	JPSL% 30	JSL1 35 ACPO	JSL1% 35 ACPO	JSL2 45 DfT	JSL2% 45 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	22	0	21	0	1	0	0	0	0	0	0	0	0	19	86.4	12	54.6	1	4.5	36.7	40.5
0100	14	0	12	0	2	0	0	0	0	0	0	0	0	13	92.9	8	57.1	0	0.0	35.4	42.9
0200	15	0	14	0	1	0	0	0	0	0	0	0	0	14	93.3	9	60.0	0	0.0	36.6	41.7
0300	21	0	19	0	2	0	0	0	0	0	0	0	0	21	100.0	15	71.4	3	14.3	38.4	45
0400	49	0	45	0	4	0	0	0	0	0	0	0	0	45	91.8	36	73.5	9	18.4	39.4	47.4
0500	157	3	142	0	11	0	1	0	0	0	0	0	0	139	88.5	91	58.0	15	9.6	37.2	43.2
0600	259	3	227	1	21	1	2	0	2	0	2	0	0	238	91.9	153	59.1	13	5.0	36.3	40.9
0700	436	5	378	1	35	0	15	0	0	1	1	0	0	352	80.7	181	41.5	13	3.0	34.2	39.1
<b>0800</b>	<b>509</b>	<b>4</b>	<b>457</b>	<b>2</b>	<b>33</b>	<b>3</b>	<b>6</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>392</b>	<b>77.0</b>	<b>209</b>	<b>41.1</b>	<b>9</b>	<b>1.8</b>	<b>33.7</b>	<b>39</b>
0900	353	1	312	1	32	1	1	0	2	1	2	0	0	282	79.9	143	40.5	8	2.3	34.1	39.4
1000	275	3	230	0	29	0	8	0	0	4	1	0	0	205	74.6	100	36.4	13	4.7	33.7	39.1
1100	325	3	259	5	44	1	8	2	1	1	1	0	0	242	74.5	133	40.9	10	3.1	34.2	39.6
1200	323	1	282	0	33	2	5	0	0	0	0	0	0	250	77.4	130	40.3	6	1.9	33.8	38.6
1300	340	4	284	0	40	2	7	0	0	1	2	0	0	255	75.0	131	38.5	16	4.7	33.7	39.1
1400	456	6	394	1	45	0	5	1	2	2	0	0	0	396	86.8	199	43.6	17	3.7	34.8	39.9
1500	506	2	469	1	28	0	3	0	0	2	1	0	0	394	77.9	200	39.5	9	1.8	34	39.7
<b>1600</b>	<b>555</b>	<b>9</b>	<b>489</b>	<b>0</b>	<b>49</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>410</b>	<b>73.9</b>	<b>187</b>	<b>33.7</b>	<b>18</b>	<b>3.2</b>	<b>33.4</b>	<b>38.4</b>
1700	548	1	512	1	32	0	1	0	0	0	1	0	0	424	77.4	202	36.9	19	3.5	34	39.3
1800	379	0	362	4	13	0	0	0	0	0	0	0	0	325	85.8	171	45.1	15	4.0	34.9	39.6
1900	207	2	197	1	6	0	1	0	0	0	0	0	0	171	82.6	87	42.0	15	7.2	35.2	40.6
2000	144	1	140	0	3	0	0	0	0	0	0	0	0	128	88.9	82	56.9	11	7.6	36.5	41.5
2100	129	1	124	0	4	0	0	0	0	0	0	0	0	111	86.1	70	54.3	12	9.3	36.4	41.2
2200	103	2	100	0	1	0	0	0	0	0	0	0	0	81	78.6	45	43.7	6	5.8	34.6	41.2
2300	42	2	37	0	3	0	0	0	0	0	0	0	0	35	83.3	22	52.4	0	0.0	34.4	39.7
<b>07-19</b>	<b>5005</b>	<b>39</b>	<b>4428</b>	<b>16</b>	<b>413</b>	<b>9</b>	<b>64</b>	<b>3</b>	<b>7</b>	<b>15</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>3927</b>	<b>78.5</b>	<b>1986</b>	<b>39.7</b>	<b>153</b>	<b>3.1</b>	<b>34</b>	<b>39.1</b>
<b>06-22</b>	<b>5744</b>	<b>46</b>	<b>5116</b>	<b>18</b>	<b>447</b>	<b>10</b>	<b>67</b>	<b>3</b>	<b>9</b>	<b>15</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>4575</b>	<b>79.7</b>	<b>2378</b>	<b>41.4</b>	<b>204</b>	<b>3.6</b>	<b>34.3</b>	<b>39.5</b>
<b>06-00</b>	<b>5889</b>	<b>50</b>	<b>5253</b>	<b>18</b>	<b>451</b>	<b>10</b>	<b>67</b>	<b>3</b>	<b>9</b>	<b>15</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>4691</b>	<b>79.7</b>	<b>2445</b>	<b>41.5</b>	<b>210</b>	<b>3.6</b>	<b>34.3</b>	<b>39.5</b>
<b>00-00</b>	<b>6167</b>	<b>53</b>	<b>5506</b>	<b>18</b>	<b>472</b>	<b>10</b>	<b>68</b>	<b>3</b>	<b>9</b>	<b>15</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>4942</b>	<b>80.1</b>	<b>2616</b>	<b>42.4</b>	<b>238</b>	<b>3.9</b>	<b>34.4</b>	<b>39.7</b>



Site 1  
 Location Shaw Lane - 53.586865, -1.435257  
 Direction Both Directions

9406  
 Shaw Lane  
 Nov 18

Thursday 22 November 2018

Time	Total	Classification												JPSL 30	JPSL% 30	JSL1 35 ACPO	JSL1% 35 ACPO	JSL2 45 DfT	JSL2% 45 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	27	0	22	0	5	0	0	0	0	0	0	0	0	24	88.9	17	63.0	5	18.5	38.5	45.2
0100	8	0	7	0	1	0	0	0	0	0	0	0	0	8	100.0	7	87.5	1	12.5	39.3	-
0200	15	0	15	0	0	0	0	0	0	0	0	0	0	15	100.0	10	66.7	2	13.3	37.4	44.5
0300	24	1	23	0	0	0	0	0	0	0	0	0	0	24	100.0	16	66.7	1	4.2	37.6	42.4
0400	51	1	45	0	5	0	0	0	0	0	0	0	0	45	88.2	31	60.8	8	15.7	37	46.1
0500	147	3	134	1	8	0	0	0	0	0	1	0	0	123	83.7	76	51.7	12	8.2	36.1	42.3
0600	262	3	227	0	26	0	3	0	1	0	2	0	0	217	82.8	129	49.2	17	6.5	35.4	41.5
0700	433	3	383	2	33	0	10	0	0	1	1	0	0	361	83.4	160	37.0	9	2.1	33.9	38.8
<b>0800</b>	<b>492</b>	<b>3</b>	<b>453</b>	<b>1</b>	<b>31</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>426</b>	<b>86.6</b>	<b>241</b>	<b>49.0</b>	<b>20</b>	<b>4.1</b>	<b>35.2</b>	<b>40.2</b>
0900	352	0	302	1	37	2	6	0	0	1	2	1	0	272	77.3	138	39.2	15	4.3	34.2	39.6
1000	302	1	248	0	40	2	11	0	0	0	0	0	0	238	78.8	112	37.1	13	4.3	34	39.2
1100	340	3	284	0	40	2	7	1	1	1	1	0	0	254	74.7	123	36.2	8	2.4	33.7	39.2
1200	334	0	284	0	37	3	5	0	2	2	1	0	0	260	77.8	127	38.0	12	3.6	34.1	39.6
1300	345	6	283	3	43	0	5	1	0	2	2	0	0	242	70.1	133	38.6	12	3.5	33	38.5
1400	459	5	399	0	41	4	8	0	0	1	1	0	0	349	76.0	180	39.2	14	3.1	34	39.3
1500	479	4	435	1	30	2	4	0	1	2	0	0	0	360	75.2	155	32.4	13	2.7	33.4	38.3
<b>1600</b>	<b>561</b>	<b>4</b>	<b>515</b>	<b>2</b>	<b>36</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>436</b>	<b>77.7</b>	<b>171</b>	<b>30.5</b>	<b>12</b>	<b>2.1</b>	<b>33.4</b>	<b>37.8</b>
1700	557	3	517	2	33	0	1	0	1	0	0	0	0	465	83.5	223	40.0	20	3.6	34.5	39.2
1800	324	0	310	0	13	0	0	0	0	0	0	1	0	274	84.6	162	50.0	17	5.2	35.3	40.8
1900	240	0	235	0	5	0	0	0	0	0	0	0	0	201	83.8	139	57.9	18	7.5	36.1	41.2
2000	147	1	140	0	6	0	0	0	0	0	0	0	0	124	84.4	83	56.5	8	5.4	35.9	41.7
2100	147	1	139	0	7	0	0	0	0	0	0	0	0	126	85.7	91	61.9	15	10.2	36.8	41.9
2200	104	1	100	0	3	0	0	0	0	0	0	0	0	88	84.6	54	51.9	12	11.5	36.2	42.8
2300	42	2	35	0	5	0	0	0	0	0	0	0	0	39	92.9	22	52.4	1	2.4	35.5	41
<b>07-19</b>	<b>4978</b>	<b>32</b>	<b>4413</b>	<b>12</b>	<b>414</b>	<b>18</b>	<b>60</b>	<b>2</b>	<b>5</b>	<b>11</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>3937</b>	<b>79.1</b>	<b>1925</b>	<b>38.7</b>	<b>165</b>	<b>3.3</b>	<b>34.1</b>	<b>39.2</b>
<b>06-22</b>	<b>5774</b>	<b>37</b>	<b>5154</b>	<b>12</b>	<b>458</b>	<b>18</b>	<b>63</b>	<b>2</b>	<b>6</b>	<b>11</b>	<b>11</b>	<b>2</b>	<b>0</b>	<b>4605</b>	<b>79.8</b>	<b>2367</b>	<b>41.0</b>	<b>223</b>	<b>3.9</b>	<b>34.3</b>	<b>39.6</b>
<b>06-00</b>	<b>5920</b>	<b>40</b>	<b>5289</b>	<b>12</b>	<b>466</b>	<b>18</b>	<b>63</b>	<b>2</b>	<b>6</b>	<b>11</b>	<b>11</b>	<b>2</b>	<b>0</b>	<b>4732</b>	<b>79.9</b>	<b>2443</b>	<b>41.3</b>	<b>236</b>	<b>4.0</b>	<b>34.4</b>	<b>39.6</b>
<b>00-00</b>	<b>6192</b>	<b>45</b>	<b>5535</b>	<b>13</b>	<b>485</b>	<b>18</b>	<b>63</b>	<b>2</b>	<b>6</b>	<b>11</b>	<b>12</b>	<b>2</b>	<b>0</b>	<b>4971</b>	<b>80.3</b>	<b>2600</b>	<b>42.0</b>	<b>265</b>	<b>4.3</b>	<b>34.5</b>	<b>39.9</b>

Site 1  
 Location Shaw Lane - 53.586865, -1.435257  
 Direction Both Directions

9406  
 Shaw Lane  
 Nov 18

Friday 23 November 2018

Time	Total	Classification												JPSL 30	JPSL% 30	JSL1 35 ACPO	JSL1% 35 ACPO	JSL2 45 DfT	JSL2% 45 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	26	1	23	0	1	0	1	0	0	0	0	0	0	25	96.2	18	69.2	3	11.5	39.3	43.8
0100	19	0	17	0	2	0	0	0	0	0	0	0	0	17	89.5	12	63.2	4	21.1	38.6	47.4
0200	13	0	13	0	0	0	0	0	0	0	0	0	0	13	100.0	10	76.9	2	15.4	39.7	49.7
0300	24	1	19	0	4	0	0	0	0	0	0	0	0	23	95.8	17	70.8	3	12.5	38.3	43.6
0400	37	0	32	0	3	1	0	0	0	0	1	0	0	32	86.5	25	67.6	10	27.0	39.2	50.1
0500	153	4	140	0	9	0	0	0	0	0	0	0	0	143	93.5	93	60.8	16	10.5	37.5	43.6
0600	245	3	217	0	22	0	2	0	0	0	1	0	0	222	90.6	144	58.8	25	10.2	37	42.6
0700	426	4	368	0	37	2	13	1	1	0	0	0	0	338	79.3	198	46.5	19	4.5	34.7	40.6
<b>0800</b>	<b>449</b>	<b>3</b>	<b>398</b>	<b>3</b>	<b>36</b>	<b>2</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>357</b>	<b>79.5</b>	<b>200</b>	<b>44.5</b>	<b>22</b>	<b>4.9</b>	<b>34.5</b>	<b>40.7</b>
0900	343	5	291	0	31	2	10	0	0	1	3	0	0	279	81.3	162	47.2	18	5.2	35.1	41
1000	322	1	273	3	39	3	3	0	0	0	0	0	0	238	73.9	127	39.4	9	2.8	33.3	39.1
1100	305	2	255	1	35	2	8	0	1	1	0	0	0	236	77.4	129	42.3	11	3.6	34	39.5
1200	384	4	327	3	41	0	6	0	1	0	2	0	0	287	74.7	134	34.9	16	4.2	33.3	37.9
1300	375	3	321	3	38	2	4	0	1	1	2	0	0	294	78.4	148	39.5	20	5.3	34.2	39.5
1400	484	4	440	2	35	0	1	0	0	1	1	0	0	388	80.2	203	41.9	21	4.3	34.4	39.5
<b>1500</b>	<b>583</b>	<b>4</b>	<b>533</b>	<b>1</b>	<b>34</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>445</b>	<b>76.3</b>	<b>198</b>	<b>34.0</b>	<b>14</b>	<b>2.4</b>	<b>33.6</b>	<b>38.6</b>
1600	551	5	496	3	44	0	2	0	1	0	0	0	0	426	77.3	195	35.4	21	3.8	34	39
1700	537	3	506	2	24	0	0	0	0	0	2	0	0	413	76.9	185	34.5	25	4.7	33.8	38.3
1800	350	4	328	2	16	0	0	0	0	0	0	0	0	298	85.1	171	48.9	14	4.0	35.2	40.2
1900	259	3	251	0	5	0	0	0	0	0	0	0	0	230	88.8	158	61.0	23	8.9	36.8	41.7
2000	153	0	145	0	6	0	1	0	1	0	0	0	0	133	86.9	85	55.6	15	9.8	36.7	42.7
2100	103	1	98	0	4	0	0	0	0	0	0	0	0	93	90.3	70	68.0	11	10.7	38	44.3
2200	80	3	76	0	1	0	0	0	0	0	0	0	0	60	75.0	41	51.3	4	5.0	34.9	41.8
2300	83	2	76	0	5	0	0	0	0	0	0	0	0	74	89.2	49	59.0	7	8.4	36.8	42.5
<b>07-19</b>	<b>5109</b>	<b>42</b>	<b>4536</b>	<b>23</b>	<b>410</b>	<b>13</b>	<b>62</b>	<b>1</b>	<b>5</b>	<b>6</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>3999</b>	<b>78.3</b>	<b>2050</b>	<b>40.1</b>	<b>210</b>	<b>4.1</b>	<b>34.1</b>	<b>39.5</b>
<b>06-22</b>	<b>5869</b>	<b>49</b>	<b>5247</b>	<b>23</b>	<b>447</b>	<b>13</b>	<b>65</b>	<b>1</b>	<b>6</b>	<b>6</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>4677</b>	<b>79.7</b>	<b>2507</b>	<b>42.7</b>	<b>284</b>	<b>4.8</b>	<b>34.5</b>	<b>40</b>
<b>06-00</b>	<b>6032</b>	<b>54</b>	<b>5399</b>	<b>23</b>	<b>453</b>	<b>13</b>	<b>65</b>	<b>1</b>	<b>6</b>	<b>6</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>4811</b>	<b>79.8</b>	<b>2597</b>	<b>43.1</b>	<b>295</b>	<b>4.9</b>	<b>34.6</b>	<b>40.2</b>
<b>00-00</b>	<b>6304</b>	<b>60</b>	<b>5643</b>	<b>23</b>	<b>472</b>	<b>14</b>	<b>66</b>	<b>1</b>	<b>6</b>	<b>6</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>5064</b>	<b>80.3</b>	<b>2772</b>	<b>44.0</b>	<b>333</b>	<b>5.3</b>	<b>34.7</b>	<b>40.4</b>

Site 1  
 Location Shaw Lane - 53.586865, -1.435257  
 Direction Both Directions

9406  
 Shaw Lane  
 Nov 18

Saturday 24 November 2018

Time	Total	Classification												JPSL 30	JPSL% 30	JSL1 35 ACPO	JSL1% 35 ACPO	JSL2 45 DfT	JSL2% 45 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	44	0	44	0	0	0	0	0	0	0	0	0	0	36	81.8	30	68.2	7	15.9	38.3	46.1
0100	20	1	17	0	2	0	0	0	0	0	0	0	0	15	75.0	9	45.0	1	5.0	35.3	42.6
0200	18	0	17	0	1	0	0	0	0	0	0	0	0	16	88.9	14	77.8	4	22.2	40	49.6
0300	15	1	13	0	1	0	0	0	0	0	0	0	0	15	100.0	12	80.0	3	20.0	40.6	47.7
0400	24	0	22	0	2	0	0	0	0	0	0	0	0	22	91.7	15	62.5	2	8.3	37.3	42.5
0500	97	3	91	0	3	0	0	0	0	0	0	0	0	90	92.8	66	68.0	11	11.3	38.1	43.9
0600	115	1	103	0	9	0	1	0	0	1	0	0	0	109	94.8	78	67.8	18	15.7	38.2	45.3
0700	142	0	123	1	11	0	7	0	0	0	0	0	0	116	81.7	84	59.2	17	12.0	36.9	44.4
0800	190	4	169	1	15	0	0	0	0	1	0	0	0	165	86.8	117	61.6	16	8.4	36.8	41.9
0900	258	5	233	0	16	0	4	0	0	0	0	0	0	220	85.3	149	57.8	24	9.3	36.1	42.3
1000	345	3	310	2	26	0	3	0	1	0	0	0	0	300	87.0	155	44.9	22	6.4	35.2	40.2
<b>1100</b>	<b>394</b>	<b>2</b>	<b>370</b>	<b>0</b>	<b>17</b>	<b>0</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>331</b>	<b>84.0</b>	<b>189</b>	<b>48.0</b>	<b>9</b>	<b>2.3</b>	<b>34.9</b>	<b>39.6</b>
<b>1200</b>	<b>388</b>	<b>5</b>	<b>364</b>	<b>2</b>	<b>16</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>346</b>	<b>89.2</b>	<b>185</b>	<b>47.7</b>	<b>17</b>	<b>4.4</b>	<b>35.2</b>	<b>41.1</b>
1300	355	4	329	1	21	0	0	0	0	0	0	0	0	315	88.7	183	51.6	23	6.5	35.8	41.4
1400	367	8	344	4	11	0	0	0	0	0	0	0	0	315	85.8	196	53.4	23	6.3	35.6	41.7
1500	316	9	292	0	12	0	1	1	0	1	0	0	0	279	88.3	165	52.2	16	5.1	35.9	41.2
1600	289	2	266	0	21	0	0	0	0	0	0	0	0	230	79.6	125	43.3	15	5.2	34.6	41.2
1700	293	1	279	2	11	0	0	0	0	0	0	0	0	256	87.4	166	56.7	16	5.5	36.1	41.4
1800	251	3	242	0	6	0	0	0	0	0	0	0	0	209	83.3	130	51.8	9	3.6	35.4	41.2
1900	165	0	162	0	3	0	0	0	0	0	0	0	0	145	87.9	91	55.2	13	7.9	36.3	42.6
2000	123	1	119	0	3	0	0	0	0	0	0	0	0	109	88.6	56	45.5	9	7.3	35.7	42.5
2100	91	2	86	0	3	0	0	0	0	0	0	0	0	82	90.1	59	64.8	9	9.9	37.2	42.5
2200	90	2	86	0	2	0	0	0	0	0	0	0	0	77	85.6	61	67.8	14	15.6	38.6	45.9
2300	69	0	67	0	2	0	0	0	0	0	0	0	0	64	92.8	45	65.2	10	14.5	38	45
<b>07-19</b>	<b>3588</b>	<b>46</b>	<b>3321</b>	<b>13</b>	<b>183</b>	<b>0</b>	<b>20</b>	<b>2</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3082</b>	<b>85.9</b>	<b>1844</b>	<b>51.4</b>	<b>207</b>	<b>5.8</b>	<b>35.6</b>	<b>41.3</b>
<b>06-22</b>	<b>4082</b>	<b>50</b>	<b>3791</b>	<b>13</b>	<b>201</b>	<b>0</b>	<b>21</b>	<b>2</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3527</b>	<b>86.4</b>	<b>2128</b>	<b>52.1</b>	<b>256</b>	<b>6.3</b>	<b>35.7</b>	<b>41.5</b>
<b>06-00</b>	<b>4241</b>	<b>52</b>	<b>3944</b>	<b>13</b>	<b>205</b>	<b>0</b>	<b>21</b>	<b>2</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3668</b>	<b>86.5</b>	<b>2234</b>	<b>52.7</b>	<b>280</b>	<b>6.6</b>	<b>35.8</b>	<b>41.6</b>
<b>00-00</b>	<b>4459</b>	<b>57</b>	<b>4148</b>	<b>13</b>	<b>214</b>	<b>0</b>	<b>21</b>	<b>2</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3862</b>	<b>86.6</b>	<b>2380</b>	<b>53.4</b>	<b>308</b>	<b>6.9</b>	<b>35.9</b>	<b>41.8</b>

Site 1  
 Location Shaw Lane - 53.586865, -1.435257  
 Direction Both Directions

9406  
 Shaw Lane  
 Nov 18

Sunday 25 November 2018

Time	Total	Classification												JPSL 30	JPSL% 30	JSL1 35 ACPO	JSL1% 35 ACPO	JSL2 45 DfT	JSL2% 45 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	52	1	47	0	4	0	0	0	0	0	0	0	0	47	90.4	29	55.8	2	3.8	36.2	41.2
0100	26	0	25	0	1	0	0	0	0	0	0	0	0	23	88.5	17	65.4	4	15.4	38.1	45.8
0200	23	0	22	0	1	0	0	0	0	0	0	0	0	19	82.6	15	65.2	3	13.0	37.9	44.7
0300	18	0	18	0	0	0	0	0	0	0	0	0	0	15	83.3	10	55.6	2	11.1	37.3	43.7
0400	18	0	18	0	0	0	0	0	0	0	0	0	0	17	94.4	14	77.8	4	22.2	40	46.6
0500	70	3	67	0	0	0	0	0	0	0	0	0	0	67	95.7	49	70.0	14	20.0	39.3	47
0600	85	0	77	0	8	0	0	0	0	0	0	0	0	80	94.1	54	63.5	12	14.1	38.5	44.9
0700	70	2	66	0	2	0	0	0	0	0	0	0	0	58	82.9	38	54.3	2	2.9	35	41.3
0800	100	0	97	0	3	0	0	0	0	0	0	0	0	95	95.0	72	72.0	14	14.0	38	44.6
0900	200	0	194	0	5	0	1	0	0	0	0	0	0	178	89.0	111	55.5	12	6.0	36.2	42.1
1000	238	1	230	1	6	0	0	0	0	0	0	0	0	203	85.3	124	52.1	14	5.9	35.7	41.3
<b>1100</b>	<b>287</b>	<b>4</b>	<b>275</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>256</b>	<b>89.2</b>	<b>158</b>	<b>55.1</b>	<b>12</b>	<b>4.2</b>	<b>36</b>	<b>41.4</b>
<b>1200</b>	<b>331</b>	<b>6</b>	<b>311</b>	<b>1</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>292</b>	<b>88.2</b>	<b>175</b>	<b>52.9</b>	<b>14</b>	<b>4.2</b>	<b>35.6</b>	<b>40.3</b>
1300	275	4	260	0	10	0	0	0	1	0	0	0	0	230	83.6	139	50.6	15	5.5	35.5	41.6
1400	297	1	283	0	13	0	0	0	0	0	0	0	0	258	86.9	166	55.9	23	7.7	36	42.4
1500	247	0	239	1	7	0	0	0	0	0	0	0	0	223	90.3	128	51.8	13	5.3	35.8	40.6
1600	276	1	265	0	10	0	0	0	0	0	0	0	0	241	87.3	137	49.6	24	8.7	36.2	41.4
1700	240	1	234	0	5	0	0	0	0	0	0	0	0	196	81.7	119	49.6	12	5.0	35.3	40.1
1800	207	3	199	0	5	0	0	0	0	0	0	0	0	180	87.0	106	51.2	18	8.7	36	42.2
1900	168	1	162	0	5	0	0	0	0	0	0	0	0	154	91.7	93	55.4	13	7.7	36.7	42.7
2000	99	0	96	0	3	0	0	0	0	0	0	0	0	83	83.8	53	53.5	6	6.1	35.6	41
2100	85	1	82	0	2	0	0	0	0	0	0	0	0	77	90.6	56	65.9	8	9.4	37.1	43.4
2200	73	1	71	0	1	0	0	0	0	0	0	0	0	66	90.4	47	64.4	4	5.5	37.2	42
2300	60	1	57	0	2	0	0	0	0	0	0	0	0	46	76.7	29	48.3	5	8.3	35	40.1
<b>07-19</b>	<b>2768</b>	<b>23</b>	<b>2653</b>	<b>3</b>	<b>87</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2410</b>	<b>87.1</b>	<b>1473</b>	<b>53.2</b>	<b>173</b>	<b>6.3</b>	<b>35.9</b>	<b>41.4</b>
<b>06-22</b>	<b>3205</b>	<b>25</b>	<b>3070</b>	<b>3</b>	<b>105</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2804</b>	<b>87.5</b>	<b>1729</b>	<b>54.0</b>	<b>212</b>	<b>6.6</b>	<b>36</b>	<b>41.5</b>
<b>06-00</b>	<b>3338</b>	<b>27</b>	<b>3198</b>	<b>3</b>	<b>108</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2916</b>	<b>87.4</b>	<b>1805</b>	<b>54.1</b>	<b>221</b>	<b>6.6</b>	<b>36</b>	<b>41.5</b>
<b>00-00</b>	<b>3545</b>	<b>31</b>	<b>3395</b>	<b>3</b>	<b>114</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3104</b>	<b>87.6</b>	<b>1939</b>	<b>54.7</b>	<b>250</b>	<b>7.1</b>	<b>36.1</b>	<b>41.7</b>



Site 1  
 Location Shaw Lane - 53.586865, -1.435257  
 Direction Both Directions

9406  
 Shaw Lane  
 Nov 18

Monday 26 November 2018

Time	Total	Classification												JPSL 30	JPSL% 30	JSL1 35 ACPO	JSL1% 35 ACPO	JSL2 45 DfT	JSL2% 45 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	20	0	20	0	0	0	0	0	0	0	0	0	0	19	95.0	9	45.0	1	5.0	35.7	41.8
0100	6	0	4	0	2	0	0	0	0	0	0	0	0	6	100.0	2	33.3	0	0.0	34.6	-
0200	8	0	8	0	0	0	0	0	0	0	0	0	0	8	100.0	5	62.5	1	12.5	39.3	-
0300	21	0	19	0	2	0	0	0	0	0	0	0	0	21	100.0	17	81.0	2	9.5	39.3	45
0400	56	1	49	0	6	0	0	0	0	0	0	0	0	53	94.6	40	71.4	6	10.7	37.9	43.7
0500	167	4	147	0	13	0	0	0	0	0	3	0	0	117	70.1	67	40.1	7	4.2	33.3	39
0600	231	1	209	0	18	0	2	0	1	0	0	0	0	198	85.7	134	58.0	7	3.0	35.8	41.2
0700	451	6	404	2	32	1	5	1	0	0	0	0	0	353	78.3	180	39.9	13	2.9	34	39.1
<b>0800</b>	<b>478</b>	<b>2</b>	<b>433</b>	<b>4</b>	<b>32</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>395</b>	<b>82.6</b>	<b>246</b>	<b>51.5</b>	<b>22</b>	<b>4.6</b>	<b>35.2</b>	<b>40.7</b>
0900	335	0	287	0	34	1	3	0	4	1	4	1	0	268	80.0	143	42.7	8	2.4	34.4	39.6
1000	314	1	256	0	49	3	1	1	1	0	2	0	0	216	68.8	114	36.3	12	3.8	33.6	39.8
1100	310	2	249	2	40	4	5	2	1	4	1	0	0	228	73.6	121	39.0	12	3.9	33.5	39.4
1200	327	2	285	2	32	2	1	0	1	1	1	0	0	264	80.7	156	47.7	16	4.9	34.8	40.6
1300	352	5	293	4	35	2	8	1	1	2	1	0	0	283	80.4	149	42.3	7	2.0	34	39
1400	417	1	363	2	39	2	6	1	0	1	2	0	0	322	77.2	153	36.7	7	1.7	33.9	38.9
1500	500	2	448	1	34	4	6	0	1	0	4	0	0	366	73.2	145	29.0	12	2.4	33	37.4
<b>1600</b>	<b>597</b>	<b>6</b>	<b>536</b>	<b>4</b>	<b>43</b>	<b>1</b>	<b>5</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>437</b>	<b>73.2</b>	<b>208</b>	<b>34.8</b>	<b>11</b>	<b>1.8</b>	<b>33.4</b>	<b>38.5</b>
1700	517	4	486	2	20	1	2	0	0	1	1	0	0	405	78.3	190	36.8	10	1.9	33.9	38.5
1800	309	2	291	1	15	0	0	0	0	0	0	0	0	264	85.4	160	51.8	17	5.5	35.6	41.2
1900	212	0	206	0	6	0	0	0	0	0	0	0	0	186	87.7	102	48.1	12	5.7	35.6	40.9
2000	141	2	128	0	9	0	0	0	0	2	0	0	0	115	81.6	80	56.7	11	7.8	35.4	41.8
2100	92	0	88	0	4	0	0	0	0	0	0	0	0	81	88.0	44	47.8	5	5.4	35.6	39.6
2200	78	2	72	0	4	0	0	0	0	0	0	0	0	69	88.5	52	66.7	9	11.5	37.1	43.7
2300	45	1	38	0	6	0	0	0	0	0	0	0	0	37	82.2	26	57.8	3	6.7	36.4	43.1
<b>07-19</b>	<b>4907</b>	<b>33</b>	<b>4331</b>	<b>24</b>	<b>405</b>	<b>23</b>	<b>43</b>	<b>6</b>	<b>11</b>	<b>11</b>	<b>19</b>	<b>1</b>	<b>0</b>	<b>3801</b>	<b>77.5</b>	<b>1965</b>	<b>40.0</b>	<b>147</b>	<b>3.0</b>	<b>34.1</b>	<b>39.4</b>
<b>06-22</b>	<b>5583</b>	<b>36</b>	<b>4962</b>	<b>24</b>	<b>442</b>	<b>23</b>	<b>45</b>	<b>6</b>	<b>12</b>	<b>13</b>	<b>19</b>	<b>1</b>	<b>0</b>	<b>4381</b>	<b>78.5</b>	<b>2325</b>	<b>41.6</b>	<b>182</b>	<b>3.3</b>	<b>34.2</b>	<b>39.5</b>
<b>06-00</b>	<b>5706</b>	<b>39</b>	<b>5072</b>	<b>24</b>	<b>452</b>	<b>23</b>	<b>45</b>	<b>6</b>	<b>12</b>	<b>13</b>	<b>19</b>	<b>1</b>	<b>0</b>	<b>4487</b>	<b>78.6</b>	<b>2403</b>	<b>42.1</b>	<b>194</b>	<b>3.4</b>	<b>34.3</b>	<b>39.6</b>
<b>00-00</b>	<b>5984</b>	<b>44</b>	<b>5319</b>	<b>24</b>	<b>475</b>	<b>23</b>	<b>45</b>	<b>6</b>	<b>12</b>	<b>13</b>	<b>22</b>	<b>1</b>	<b>0</b>	<b>4711</b>	<b>78.7</b>	<b>2543</b>	<b>42.5</b>	<b>211</b>	<b>3.5</b>	<b>34.3</b>	<b>39.7</b>



Site 1  
 Location Shaw Lane - 53.586865, -1.435257  
 Direction Both Directions

9406  
 Shaw Lane  
 Nov 18

Tuesday 27 November 2018

Time	Total	Classification												JPSL 30	JPSL% 30	JSL1 35 ACPO	JSL1% 35 ACPO	JSL2 45 DfT	JSL2% 45 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	23	0	22	0	0	0	1	0	0	0	0	0	0	18	78.3	9	39.1	4	17.4	35.7	49.3
0100	8	0	7	0	1	0	0	0	0	0	0	0	0	7	87.5	6	75.0	0	0.0	37	-
0200	10	0	10	0	0	0	0	0	0	0	0	0	0	9	90.0	6	60.0	1	10.0	37.7	-
0300	20	0	16	0	4	0	0	0	0	0	0	0	0	19	95.0	14	70.0	2	10.0	38.5	44.8
0400	55	0	54	0	1	0	0	0	0	0	0	0	0	49	89.1	39	70.9	3	5.5	36.2	42.2
0500	158	2	143	0	12	0	0	0	0	0	1	0	0	130	82.3	75	47.5	12	7.6	35.2	41.3
0600	243	1	217	1	22	0	2	0	0	0	0	0	0	205	84.4	101	41.6	7	2.9	34.9	39.5
0700	463	6	410	1	33	0	10	0	0	1	2	0	0	366	79.1	191	41.3	12	2.6	34	39.6
<b>0800</b>	<b>471</b>	<b>0</b>	<b>422</b>	<b>2</b>	<b>32</b>	<b>3</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>369</b>	<b>78.3</b>	<b>204</b>	<b>43.3</b>	<b>14</b>	<b>3.0</b>	<b>34</b>	<b>39.5</b>
0900	360	0	311	1	38	4	3	1	0	1	1	0	0	293	81.4	149	41.4	7	1.9	34.5	39.9
1000	316	2	257	0	42	2	5	3	0	4	1	0	0	223	70.6	94	29.8	13	4.1	31.8	38.5
1100	288	2	240	1	30	3	8	0	0	3	1	0	0	214	74.3	106	36.8	6	2.1	33.2	38.8
1200	291	1	247	1	27	1	10	0	2	0	2	0	0	221	76.0	108	37.1	12	4.1	33.7	39.6
1300	347	7	299	0	28	1	6	0	2	1	3	0	0	247	71.2	134	38.6	14	4.0	33.5	38.9
1400	421	3	368	2	31	2	10	1	0	2	2	0	0	311	73.9	140	33.3	6	1.4	33.2	38.2
1500	517	1	456	0	46	2	9	0	1	1	1	0	0	349	67.5	126	24.4	8	1.5	32.1	36.9
<b>1600</b>	<b>545</b>	<b>3</b>	<b>495</b>	<b>2</b>	<b>42</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>359</b>	<b>65.9</b>	<b>145</b>	<b>26.6</b>	<b>4</b>	<b>0.7</b>	<b>32.2</b>	<b>36.9</b>
1700	536	4	501	1	29	0	1	0	0	0	0	0	0	414	77.2	159	29.7	6	1.1	33.1	37.5
1800	373	1	352	1	19	0	0	0	0	0	0	0	0	307	82.3	143	38.3	10	2.7	34	38.8
1900	230	0	218	1	8	0	2	0	1	0	0	0	0	187	81.3	105	45.7	11	4.8	35	40.9
2000	138	1	134	0	3	0	0	0	0	0	0	0	0	122	88.4	64	46.4	12	8.7	36.1	42.2
2100	123	1	118	0	4	0	0	0	0	0	0	0	0	104	84.6	66	53.7	15	12.2	36.8	43.3
2200	104	3	97	0	4	0	0	0	0	0	0	0	0	95	91.4	69	66.4	16	15.4	37.8	45.2
2300	38	0	36	0	2	0	0	0	0	0	0	0	0	29	76.3	19	50.0	6	15.8	36.1	45.8
<b>07-19</b>	<b>4928</b>	<b>30</b>	<b>4358</b>	<b>12</b>	<b>397</b>	<b>19</b>	<b>68</b>	<b>5</b>	<b>6</b>	<b>15</b>	<b>16</b>	<b>2</b>	<b>0</b>	<b>3673</b>	<b>74.5</b>	<b>1699</b>	<b>34.5</b>	<b>112</b>	<b>2.3</b>	<b>33.2</b>	<b>38.5</b>
<b>06-22</b>	<b>5662</b>	<b>33</b>	<b>5045</b>	<b>14</b>	<b>434</b>	<b>19</b>	<b>72</b>	<b>5</b>	<b>7</b>	<b>15</b>	<b>16</b>	<b>2</b>	<b>0</b>	<b>4291</b>	<b>75.8</b>	<b>2035</b>	<b>35.9</b>	<b>157</b>	<b>2.8</b>	<b>33.5</b>	<b>38.9</b>
<b>06-00</b>	<b>5804</b>	<b>36</b>	<b>5178</b>	<b>14</b>	<b>440</b>	<b>19</b>	<b>72</b>	<b>5</b>	<b>7</b>	<b>15</b>	<b>16</b>	<b>2</b>	<b>0</b>	<b>4415</b>	<b>76.1</b>	<b>2123</b>	<b>36.6</b>	<b>179</b>	<b>3.1</b>	<b>33.6</b>	<b>39</b>
<b>00-00</b>	<b>6078</b>	<b>38</b>	<b>5430</b>	<b>14</b>	<b>458</b>	<b>19</b>	<b>73</b>	<b>5</b>	<b>7</b>	<b>15</b>	<b>17</b>	<b>2</b>	<b>0</b>	<b>4647</b>	<b>76.5</b>	<b>2272</b>	<b>37.4</b>	<b>201</b>	<b>3.3</b>	<b>33.7</b>	<b>39.1</b>

Site 1  
 Location Shaw Lane - 53.586865, -1.435257  
 Direction Both Directions

9406  
 Shaw Lane  
 Nov 18

Virtual Day (7)

Time	Total	Classification												JPSL 30	JPSL% 30	JSL1 35 ACPO	JSL1% 35 ACPO	JSL2 45 DfT	JSL2% 45 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	31	0	28	0	2	0	0	0	0	0	0	0	0	27	87.9	18	57.9	3	10.8	37.2	43.2
0100	14	0	13	0	2	0	0	0	0	0	0	0	0	13	88.1	9	60.4	1	9.9	37.1	44
0200	15	0	14	0	0	0	0	0	0	0	0	0	0	13	92.2	10	67.7	2	12.8	38.3	44.3
0300	20	0	18	0	2	0	0	0	0	0	0	0	0	20	96.5	14	70.6	2	11.2	38.5	43.9
0400	41	0	38	0	3	0	0	0	0	0	0	0	0	38	90.7	29	69.0	6	14.5	37.9	44.9
0500	136	3	123	0	8	0	0	0	0	0	1	0	0	116	85.3	74	54.5	12	9.2	36.3	42.6
0600	206	2	182	0	18	0	2	0	1	0	1	0	0	181	88.1	113	55.1	14	6.9	36.2	41.8
0700	346	4	305	1	26	0	9	0	0	0	1	0	0	278	80.3	147	42.6	12	3.5	34.3	39.7
<b>0800</b>	<b>384</b>	<b>2</b>	<b>347</b>	<b>2</b>	<b>26</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>314</b>	<b>81.8</b>	<b>184</b>	<b>47.9</b>	<b>17</b>	<b>4.4</b>	<b>34.8</b>	<b>40.4</b>
0900	314	2	276	0	28	1	4	0	1	1	2	0	0	256	81.4	142	45.2	13	4.2	34.8	40.4
1000	302	2	258	1	33	1	4	1	0	1	1	0	0	232	76.9	118	39.1	14	4.5	33.8	39.8
1100	321	3	276	1	31	2	6	1	1	1	1	0	0	252	78.3	137	42.6	10	3.0	34.2	39.8
1200	340	3	300	1	28	1	4	0	1	0	1	0	0	274	80.7	145	42.7	13	3.9	34.4	39.7
1300	341	5	296	2	31	1	4	0	1	1	1	0	0	267	78.1	145	42.6	15	4.5	34.2	39.6
1400	414	4	370	2	31	1	4	0	0	1	1	0	0	334	80.6	177	42.6	16	3.8	34.5	39.6
1500	450	3	410	1	27	1	5	0	0	1	1	0	0	345	76.8	160	35.5	12	2.7	33.7	38.9
<b>1600</b>	<b>482</b>	<b>4</b>	<b>437</b>	<b>2</b>	<b>35</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>363</b>	<b>75.3</b>	<b>167</b>	<b>34.6</b>	<b>15</b>	<b>3.1</b>	<b>33.6</b>	<b>38.8</b>
1700	461	2	434	1	22	0	1	0	0	0	1	0	0	368	79.7	178	38.5	15	3.3	34.2	39
1800	313	2	298	1	12	0	0	0	0	0	0	0	0	265	84.7	149	47.6	14	4.6	35.1	40.5
1900	212	1	204	0	5	0	0	0	0	0	0	0	0	182	86.0	111	52.3	15	7.1	35.9	41.3
2000	135	1	129	0	5	0	0	0	0	0	0	0	0	116	86.1	72	53.2	10	7.6	36	42.2
2100	110	1	105	0	4	0	0	0	0	0	0	0	0	96	87.5	65	59.2	11	9.7	36.8	42.6
2200	90	2	86	0	2	0	0	0	0	0	0	0	0	77	84.8	53	58.4	9	10.3	36.6	43
2300	54	1	49	0	4	0	0	0	0	0	0	0	0	46	85.5	30	55.9	5	8.4	36.2	42.2
<b>07-19</b>	<b>4469</b>	<b>35</b>	<b>4006</b>	<b>15</b>	<b>330</b>	<b>12</b>	<b>45</b>	<b>3</b>	<b>5</b>	<b>9</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>3547</b>	<b>79.4</b>	<b>1849</b>	<b>41.4</b>	<b>167</b>	<b>3.7</b>	<b>34.3</b>	<b>39.6</b>
<b>06-22</b>	<b>5131</b>	<b>39</b>	<b>4626</b>	<b>15</b>	<b>362</b>	<b>12</b>	<b>48</b>	<b>3</b>	<b>6</b>	<b>9</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>4123</b>	<b>80.4</b>	<b>2210</b>	<b>43.1</b>	<b>217</b>	<b>4.2</b>	<b>34.5</b>	<b>40</b>
<b>06-00</b>	<b>5276</b>	<b>43</b>	<b>4762</b>	<b>15</b>	<b>368</b>	<b>12</b>	<b>48</b>	<b>3</b>	<b>6</b>	<b>9</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>4246</b>	<b>80.5</b>	<b>2293</b>	<b>43.5</b>	<b>231</b>	<b>4.4</b>	<b>34.6</b>	<b>40</b>
<b>00-00</b>	<b>5533</b>	<b>47</b>	<b>4997</b>	<b>15</b>	<b>384</b>	<b>12</b>	<b>48</b>	<b>3</b>	<b>6</b>	<b>9</b>	<b>11</b>	<b>1</b>	<b>0</b>	<b>4472</b>	<b>80.8</b>	<b>2446</b>	<b>44.2</b>	<b>258</b>	<b>4.7</b>	<b>34.7</b>	<b>40.2</b>



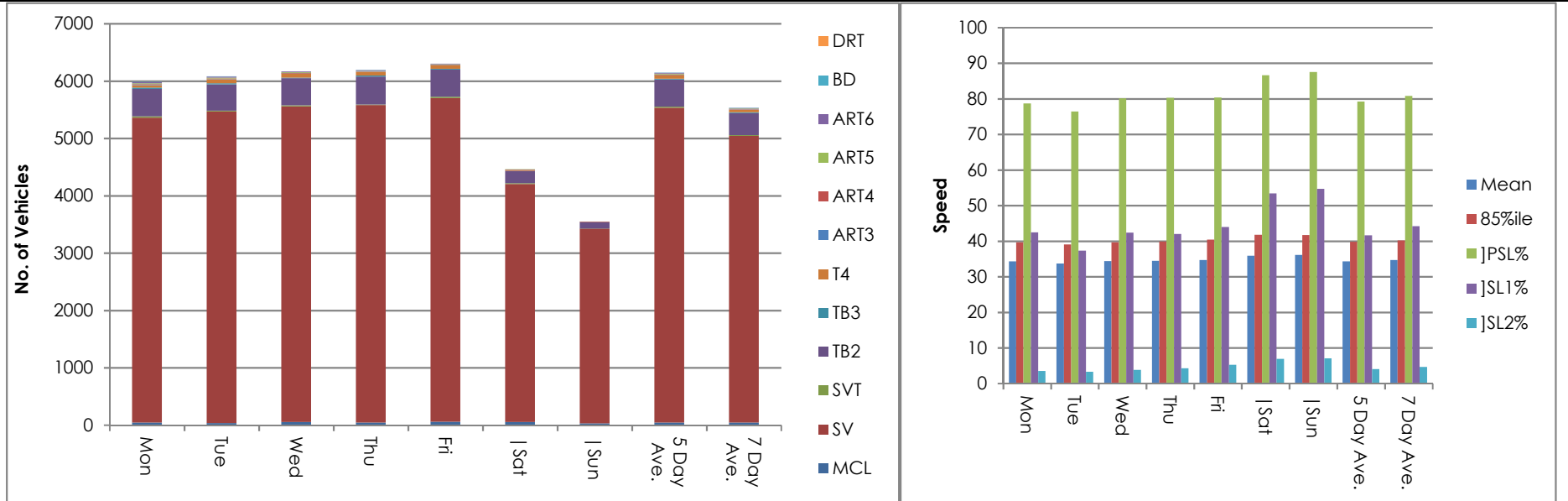
Site 1  
 Location Shaw Lane - 53.586865, -1.435257  
 Direction Both Directions

9406  
 Shaw Lane  
 Nov 18

Virtual Week (1)

Time	Total	Classification												JPSL 30	JPSL% 30	JSL1 35 ACPO	JSL1% 35 ACPO	JSL2 45 DfT	JSL2% 45 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
Mon	5984	44	5319	24	475	23	45	6	12	13	22	1	0	4711	78.7	2543	42.5	211	3.5	34.3	39.7
Tue	6078	38	5430	14	458	19	73	5	7	15	17	2	0	4647	76.5	2272	37.4	201	3.3	33.7	39.1
Wed	6167	53	5506	18	472	10	68	3	9	15	13	0	0	4942	80.1	2616	42.4	238	3.9	34.4	39.7
Thu	6192	45	5535	13	485	18	63	2	6	11	12	2	0	4971	80.3	2600	42.0	265	4.3	34.5	39.9
Fri	6304	60	5643	23	472	14	66	1	6	6	13	0	0	5064	80.3	2772	44.0	333	5.3	34.7	40.4
Sat	4459	57	4148	13	214	0	21	2	1	3	0	0	0	3862	86.6	2380	53.4	308	6.9	35.9	41.8
Sun	3545	31	3395	3	114	0	1	0	1	0	0	0	0	3104	87.6	1939	54.7	250	7.1	36.1	41.7
<b>5 Day Ave.</b>	<b>6145</b>	<b>48</b>	<b>5487</b>	<b>18</b>	<b>472</b>	<b>17</b>	<b>63</b>	<b>3</b>	<b>8</b>	<b>12</b>	<b>15</b>	<b>1</b>	<b>0</b>	<b>4867</b>	<b>79.2</b>	<b>2561</b>	<b>41.7</b>	<b>250</b>	<b>4.1</b>	<b>34.3</b>	<b>39.8</b>
<b>7 Day Ave.</b>	<b>5533</b>	<b>47</b>	<b>4997</b>	<b>15</b>	<b>384</b>	<b>12</b>	<b>48</b>	<b>3</b>	<b>6</b>	<b>9</b>	<b>11</b>	<b>1</b>	<b>0</b>	<b>4472</b>	<b>80.8</b>	<b>2446</b>	<b>44.2</b>	<b>258</b>	<b>4.7</b>	<b>34.7</b>	<b>40.2</b>
--	<b>38729</b>	<b>328</b>	<b>34976</b>	<b>108</b>	<b>2690</b>	<b>84</b>	<b>337</b>	<b>19</b>	<b>42</b>	<b>63</b>	<b>77</b>	<b>5</b>	<b>0</b>	<b>31301</b>	<b>80.8</b>	<b>17122</b>	<b>44.2</b>	<b>1806</b>	<b>4.7</b>	<b>34.7</b>	<b>40.2</b>

Summary Graphs



Site 1  
 Location Shaw Lane - 53.586865, -1.435257  
 Direction Both Directions

9406  
 Shaw Lane  
 Nov 18

Wednesday 21 November 2018

Automatic Traffic Count

Time	Total	Speed Bins (mph)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	22	0	0	0	0	0	3	7	9	2	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	14	0	0	0	0	1	0	5	5	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	15	0	0	0	0	0	1	5	5	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	21	0	0	0	0	0	0	6	7	5	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	49	0	0	0	0	1	3	9	12	15	6	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	157	0	0	1	0	0	17	48	50	26	7	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	259	0	0	0	0	2	19	85	98	42	9	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	436	0	0	0	5	15	64	171	132	36	8	2	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
<b>0800</b>	<b>509</b>	<b>0</b>	<b>1</b>	<b>4</b>	<b>4</b>	<b>16</b>	<b>92</b>	<b>183</b>	<b>150</b>	<b>50</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
0900	353	0	0	0	4	8	59	139	98	37	5	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	275	0	0	1	1	14	54	105	64	23	10	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	325	0	0	1	0	7	75	109	90	33	5	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	323	0	0	0	0	13	60	120	99	25	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	340	0	2	0	2	13	68	124	91	24	10	4	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	456	0	0	0	0	4	56	197	131	51	12	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	506	0	0	0	1	11	100	194	128	63	8	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>1600</b>	<b>555</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>9</b>	<b>133</b>	<b>223</b>	<b>140</b>	<b>29</b>	<b>14</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
1700	548	0	0	0	0	9	115	222	133	50	15	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	379	0	0	0	0	3	51	154	119	37	12	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	207	0	0	0	0	2	34	84	51	21	8	4	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	144	0	0	0	0	2	14	46	48	23	5	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	129	0	0	0	0	1	17	41	43	15	7	3	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	103	0	0	0	2	1	19	36	28	11	2	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	42	0	1	0	0	0	6	13	16	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>07-19</b>	<b>5005</b>	<b>0</b>	<b>5</b>	<b>7</b>	<b>17</b>	<b>122</b>	<b>927</b>	<b>1941</b>	<b>1375</b>	<b>458</b>	<b>112</b>	<b>29</b>	<b>8</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-22</b>	<b>5744</b>	<b>0</b>	<b>5</b>	<b>7</b>	<b>17</b>	<b>129</b>	<b>1011</b>	<b>2197</b>	<b>1615</b>	<b>559</b>	<b>141</b>	<b>44</b>	<b>12</b>	<b>2</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-00</b>	<b>5889</b>	<b>0</b>	<b>6</b>	<b>7</b>	<b>19</b>	<b>130</b>	<b>1036</b>	<b>2246</b>	<b>1659</b>	<b>576</b>	<b>143</b>	<b>48</b>	<b>12</b>	<b>2</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>00-00</b>	<b>6167</b>	<b>0</b>	<b>6</b>	<b>8</b>	<b>19</b>	<b>132</b>	<b>1060</b>	<b>2326</b>	<b>1747</b>	<b>631</b>	<b>158</b>	<b>57</b>	<b>15</b>	<b>2</b>	<b>4</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

Site 1  
 Location Shaw Lane - 53.586865, -1.435257  
 Direction Both Directions

9406  
 Shaw Lane  
 Nov 18

Thursday 22 November 2018

Time	Total	Speed Bins (mph)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	27	0	0	0	0	0	3	7	4	8	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	8	0	0	0	0	0	0	1	4	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	15	0	0	0	0	0	0	5	7	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0300	24	0	0	0	0	0	0	8	11	4	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0400	51	0	1	0	0	1	4	14	16	7	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0500	147	0	0	0	0	0	24	47	39	25	8	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0600	262	0	0	0	0	4	41	88	79	33	13	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0700	433	0	0	0	1	4	67	201	115	36	6	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
<b>0800</b>	<b>492</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>6</b>	<b>59</b>	<b>185</b>	<b>159</b>	<b>62</b>	<b>15</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
0900	352	0	0	0	1	16	63	134	86	37	10	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1000	302	0	0	0	0	9	55	126	71	28	8	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1100	340	0	0	0	0	12	74	131	79	36	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1200	334	0	0	0	0	8	66	133	83	32	8	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1300	345	0	2	2	1	20	78	109	99	22	8	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1400	459	0	0	0	1	11	98	169	119	47	11	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1500	479	0	0	0	0	19	100	205	105	37	7	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
<b>1600</b>	<b>561</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>14</b>	<b>109</b>	<b>265</b>	<b>120</b>	<b>39</b>	<b>9</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
1700	557	0	0	0	0	2	90	242	151	52	15	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1800	324	0	0	0	0	0	50	112	103	42	14	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1900	240	0	0	0	0	3	36	62	93	28	12	3	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	
2000	147	0	0	0	0	3	20	41	51	24	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2100	147	0	0	0	0	0	21	35	55	21	12	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2200	104	0	0	0	1	0	15	34	35	7	8	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2300	42	0	2	0	0	0	1	17	14	7	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	
<b>07-19</b>	<b>4978</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>7</b>	<b>121</b>	<b>909</b>	<b>2012</b>	<b>1290</b>	<b>470</b>	<b>118</b>	<b>29</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>06-22</b>	<b>5774</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>7</b>	<b>131</b>	<b>1027</b>	<b>2238</b>	<b>1568</b>	<b>576</b>	<b>161</b>	<b>41</b>	<b>18</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>06-00</b>	<b>5920</b>	<b>0</b>	<b>4</b>	<b>2</b>	<b>8</b>	<b>131</b>	<b>1043</b>	<b>2289</b>	<b>1617</b>	<b>590</b>	<b>169</b>	<b>45</b>	<b>18</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>00-00</b>	<b>6192</b>	<b>0</b>	<b>5</b>	<b>2</b>	<b>8</b>	<b>132</b>	<b>1074</b>	<b>2371</b>	<b>1698</b>	<b>637</b>	<b>190</b>	<b>50</b>	<b>21</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	



Site 1  
 Location Shaw Lane - 53.586865, -1.435257  
 Direction Both Directions

9406  
 Shaw Lane  
 Nov 18

Friday 23 November 2018

Time	Total	Speed Bins (mph)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	26	0	0	0	0	0	1	7	6	9	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	19	0	0	0	0	0	2	5	3	5	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	13	0	0	0	0	0	0	3	4	4	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	24	0	0	0	0	0	1	6	8	6	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	37	0	0	0	0	0	5	7	12	3	5	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	153	0	0	0	0	0	10	50	43	34	11	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	245	0	0	0	0	2	21	78	73	46	17	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	426	0	0	1	1	17	69	140	128	51	11	5	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>0800</b>	<b>449</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>3</b>	<b>16</b>	<b>71</b>	<b>157</b>	<b>117</b>	<b>61</b>	<b>20</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
0900	343	0	1	0	0	11	52	117	94	50	15	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	322	0	4	4	2	15	59	111	89	29	6	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	305	0	0	0	1	7	61	107	92	26	8	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	384	0	1	0	4	11	81	153	98	20	12	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	375	0	1	0	4	10	66	146	98	30	15	3	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	484	0	0	0	0	13	83	185	140	42	15	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>1500</b>	<b>583</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>11</b>	<b>125</b>	<b>247</b>	<b>146</b>	<b>38</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
1600	551	0	0	1	1	7	116	231	126	48	11	6	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	537	0	0	1	0	4	119	228	128	32	16	4	3	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	350	0	0	0	0	6	46	127	114	43	7	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	259	0	0	0	0	1	28	72	103	32	14	5	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	153	0	0	0	1	1	18	48	46	24	9	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	103	0	0	0	0	2	8	23	28	31	7	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	80	0	0	0	1	0	19	19	20	17	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	83	0	1	0	0	0	8	25	24	18	5	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>07-19</b>	<b>5109</b>	<b>0</b>	<b>7</b>	<b>9</b>	<b>18</b>	<b>128</b>	<b>948</b>	<b>1949</b>	<b>1370</b>	<b>470</b>	<b>149</b>	<b>39</b>	<b>16</b>	<b>4</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-22</b>	<b>5869</b>	<b>0</b>	<b>7</b>	<b>9</b>	<b>19</b>	<b>134</b>	<b>1023</b>	<b>2170</b>	<b>1620</b>	<b>603</b>	<b>196</b>	<b>53</b>	<b>25</b>	<b>8</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-00</b>	<b>6032</b>	<b>0</b>	<b>8</b>	<b>9</b>	<b>20</b>	<b>134</b>	<b>1050</b>	<b>2214</b>	<b>1664</b>	<b>638</b>	<b>205</b>	<b>53</b>	<b>26</b>	<b>9</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>00-00</b>	<b>6304</b>	<b>0</b>	<b>8</b>	<b>9</b>	<b>20</b>	<b>134</b>	<b>1069</b>	<b>2292</b>	<b>1740</b>	<b>699</b>	<b>229</b>	<b>64</b>	<b>29</b>	<b>9</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

Site 1  
 Location Shaw Lane - 53.586865, -1.435257  
 Direction Both Directions

9406  
 Shaw Lane  
 Nov 18

Saturday 24 November 2018

Time	Total	Speed Bins (mph)																												
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140	
0000	44	0	0	0	0	0	8	6	15	8	3	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0100	20	0	0	0	0	0	5	6	6	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0200	18	0	0	0	0	0	2	2	7	3	2	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0300	15	0	0	0	0	0	0	3	4	5	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0400	24	0	0	0	0	0	2	7	10	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0500	97	0	0	0	0	1	6	24	34	21	6	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0600	115	0	1	0	0	1	4	31	35	25	14	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0700	142	0	0	0	0	7	19	32	40	27	12	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0800	190	0	0	2	0	0	23	48	64	37	11	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0900	258	0	0	0	2	2	34	71	91	34	21	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1000	345	0	0	0	2	4	39	145	101	32	15	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
<b>1100</b>	<b>394</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>60</b>	<b>142</b>	<b>136</b>	<b>44</b>	<b>4</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>1200</b>	<b>388</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>5</b>	<b>32</b>	<b>161</b>	<b>115</b>	<b>53</b>	<b>14</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
1300	355	0	1	0	0	3	36	132	113	47	15	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1400	367	0	2	3	1	3	43	119	119	54	19	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1500	316	0	0	2	0	0	35	114	95	54	10	4	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1600	289	0	0	0	7	4	48	105	73	37	9	4	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1700	293	0	0	0	0	1	36	90	105	45	11	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1800	251	0	0	0	0	1	41	79	81	40	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1900	165	0	0	0	0	1	19	54	51	27	9	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2000	123	0	1	0	0	1	12	53	30	17	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2100	91	0	0	0	0	1	8	23	34	16	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2200	90	0	0	0	1	0	12	16	29	18	6	5	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	69	0	0	0	0	0	5	19	25	10	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
<b>07-19</b>	<b>3588</b>	<b>0</b>	<b>3</b>	<b>8</b>	<b>18</b>	<b>31</b>	<b>446</b>	<b>1238</b>	<b>1133</b>	<b>504</b>	<b>148</b>	<b>48</b>	<b>5</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>06-22</b>	<b>4082</b>	<b>0</b>	<b>5</b>	<b>8</b>	<b>18</b>	<b>35</b>	<b>489</b>	<b>1399</b>	<b>1283</b>	<b>589</b>	<b>185</b>	<b>59</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>06-00</b>	<b>4241</b>	<b>0</b>	<b>5</b>	<b>8</b>	<b>19</b>	<b>35</b>	<b>506</b>	<b>1434</b>	<b>1337</b>	<b>617</b>	<b>196</b>	<b>69</b>	<b>7</b>	<b>7</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>00-00</b>	<b>4459</b>	<b>0</b>	<b>5</b>	<b>8</b>	<b>19</b>	<b>36</b>	<b>529</b>	<b>1482</b>	<b>1413</b>	<b>659</b>	<b>212</b>	<b>75</b>	<b>10</b>	<b>10</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	

Site 1  
 Location Shaw Lane - 53.586865, -1.435257  
 Direction Both Directions

9406  
 Shaw Lane  
 Nov 18

Sunday 25 November 2018

Time	Total	Speed Bins (mph)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	52	0	0	0	0	1	4	18	17	10	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	26	0	0	0	0	0	3	6	9	4	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	23	0	0	0	0	1	3	4	6	6	2	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	18	0	0	0	0	0	3	5	4	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	18	0	0	0	0	1	0	3	5	5	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	70	0	0	0	0	0	3	18	23	12	9	3	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	85	0	0	0	0	0	5	26	20	22	9	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	70	0	0	0	1	1	10	20	27	9	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	100	0	0	0	0	0	5	23	40	18	12	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	200	0	1	0	0	1	20	67	60	39	10	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	238	0	0	1	0	0	34	79	77	33	11	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>1100</b>	<b>287</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>28</b>	<b>98</b>	<b>92</b>	<b>54</b>	<b>9</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>1200</b>	<b>331</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>3</b>	<b>34</b>	<b>117</b>	<b>117</b>	<b>44</b>	<b>7</b>	<b>4</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
1300	275	0	0	0	1	5	39	91	82	42	12	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	297	0	0	1	0	1	37	92	112	31	16	4	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	247	0	0	0	0	1	23	95	87	28	11	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	276	0	0	0	0	0	35	104	73	40	18	3	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	240	0	0	0	0	4	40	77	83	24	7	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	207	0	0	0	0	4	23	74	56	32	11	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	168	0	0	0	0	1	13	61	52	28	7	2	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	99	0	0	0	0	2	14	30	33	14	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	85	0	0	0	1	0	7	21	34	14	5	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	73	0	0	0	0	0	7	19	26	17	3	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	60	0	0	0	0	0	14	17	20	4	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>07-19</b>	<b>2768</b>	<b>0</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>21</b>	<b>328</b>	<b>937</b>	<b>906</b>	<b>394</b>	<b>125</b>	<b>29</b>	<b>13</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-22</b>	<b>3205</b>	<b>0</b>	<b>2</b>	<b>3</b>	<b>5</b>	<b>24</b>	<b>367</b>	<b>1075</b>	<b>1045</b>	<b>472</b>	<b>149</b>	<b>39</b>	<b>16</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-00</b>	<b>3338</b>	<b>0</b>	<b>2</b>	<b>3</b>	<b>5</b>	<b>24</b>	<b>388</b>	<b>1111</b>	<b>1091</b>	<b>493</b>	<b>155</b>	<b>41</b>	<b>16</b>	<b>7</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>00-00</b>	<b>3545</b>	<b>0</b>	<b>2</b>	<b>3</b>	<b>5</b>	<b>27</b>	<b>404</b>	<b>1165</b>	<b>1155</b>	<b>534</b>	<b>173</b>	<b>47</b>	<b>19</b>	<b>8</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

Site 1  
 Location Shaw Lane - 53.586865, -1.435257  
 Direction Both Directions

9406  
 Shaw Lane  
 Nov 18

Monday 26 November 2018

Time	Total	Speed Bins (mph)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	20	0	0	0	0	0	1	10	6	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	6	0	0	0	0	0	0	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	8	0	0	0	0	0	0	3	1	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	21	0	0	0	0	0	0	4	10	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	56	0	1	0	0	0	2	13	22	12	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	167	0	1	2	0	11	36	50	44	16	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	231	0	1	2	0	1	29	64	83	44	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	451	0	0	0	1	7	90	173	129	38	11	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>0800</b>	<b>478</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>8</b>	<b>69</b>	<b>149</b>	<b>160</b>	<b>64</b>	<b>17</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
0900	335	0	0	0	1	13	53	125	105	30	5	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	314	0	0	0	4	13	81	102	68	34	6	2	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	310	0	1	0	1	19	61	107	83	26	9	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	327	0	0	0	0	6	57	108	97	43	14	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	352	0	0	0	3	12	54	134	111	31	4	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	417	0	0	0	1	7	87	169	107	39	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	500	0	0	2	3	9	120	221	108	25	11	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>1600</b>	<b>597</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>147</b>	<b>229</b>	<b>149</b>	<b>48</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
1700	517	0	0	0	0	7	105	215	135	45	7	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	309	0	0	0	0	3	42	104	100	43	13	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	212	0	0	0	0	0	26	84	68	22	8	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	141	0	0	2	4	2	18	35	54	15	7	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	92	0	0	0	0	0	11	37	32	7	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	78	0	0	0	2	1	6	17	31	12	5	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	45	0	0	0	0	1	7	11	12	11	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>07-19</b>	<b>4907</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>20</b>	<b>117</b>	<b>966</b>	<b>1836</b>	<b>1352</b>	<b>466</b>	<b>109</b>	<b>26</b>	<b>7</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-22</b>	<b>5583</b>	<b>0</b>	<b>2</b>	<b>6</b>	<b>24</b>	<b>120</b>	<b>1050</b>	<b>2056</b>	<b>1589</b>	<b>554</b>	<b>132</b>	<b>37</b>	<b>8</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-00</b>	<b>5706</b>	<b>0</b>	<b>2</b>	<b>6</b>	<b>26</b>	<b>122</b>	<b>1063</b>	<b>2084</b>	<b>1632</b>	<b>577</b>	<b>139</b>	<b>40</b>	<b>9</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>00-00</b>	<b>5984</b>	<b>0</b>	<b>4</b>	<b>8</b>	<b>26</b>	<b>133</b>	<b>1102</b>	<b>2168</b>	<b>1716</b>	<b>616</b>	<b>150</b>	<b>46</b>	<b>9</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>



Site 1  
 Location Shaw Lane - 53.586865, -1.435257  
 Direction Both Directions

9406  
 Shaw Lane  
 Nov 18

Tuesday 27 November 2018

Time	Total	Speed Bins (mph)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	23	0	0	0	0	0	5	9	3	2	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	8	0	0	0	0	0	1	1	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	10	0	0	0	0	0	1	3	4	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	20	0	0	0	0	0	1	5	8	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	55	0	0	2	0	0	4	10	26	10	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	158	0	1	0	0	1	26	55	43	20	8	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	243	0	0	0	0	0	38	104	68	26	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	463	0	0	1	5	12	79	175	134	45	11	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>0800</b>	<b>471</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>5</b>	<b>19</b>	<b>74</b>	<b>165</b>	<b>140</b>	<b>50</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
0900	360	0	0	0	0	8	59	144	99	43	5	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	316	0	18	3	2	8	62	129	57	24	11	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	288	0	0	3	3	19	49	108	77	23	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	291	0	0	0	4	7	59	113	68	28	10	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	347	0	0	1	2	13	84	113	98	22	11	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	421	0	0	3	3	14	90	171	102	32	3	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	517	0	0	0	4	34	130	223	96	22	6	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>1600</b>	<b>545</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>33</b>	<b>152</b>	<b>214</b>	<b>117</b>	<b>24</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
1700	536	0	0	0	1	9	112	255	125	28	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	373	0	0	0	0	6	60	164	106	27	7	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	230	0	0	0	1	5	37	82	60	34	7	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	138	0	0	0	0	0	16	58	35	17	6	3	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	123	0	0	0	0	0	19	38	30	21	9	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	104	0	0	0	0	2	7	26	36	17	9	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	38	0	0	0	0	1	8	10	12	1	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>07-19</b>	<b>4928</b>	<b>0</b>	<b>18</b>	<b>15</b>	<b>30</b>	<b>182</b>	<b>1010</b>	<b>1974</b>	<b>1219</b>	<b>368</b>	<b>82</b>	<b>17</b>	<b>6</b>	<b>2</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-22</b>	<b>5662</b>	<b>0</b>	<b>18</b>	<b>15</b>	<b>31</b>	<b>187</b>	<b>1120</b>	<b>2256</b>	<b>1412</b>	<b>466</b>	<b>110</b>	<b>29</b>	<b>9</b>	<b>3</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-00</b>	<b>5804</b>	<b>0</b>	<b>18</b>	<b>15</b>	<b>31</b>	<b>190</b>	<b>1135</b>	<b>2292</b>	<b>1460</b>	<b>484</b>	<b>124</b>	<b>36</b>	<b>10</b>	<b>3</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>00-00</b>	<b>6078</b>	<b>0</b>	<b>19</b>	<b>17</b>	<b>31</b>	<b>191</b>	<b>1173</b>	<b>2375</b>	<b>1547</b>	<b>524</b>	<b>137</b>	<b>44</b>	<b>11</b>	<b>3</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>



Site 1  
 Location Shaw Lane - 53.586865, -1.435257  
 Direction Both Directions

9406  
 Shaw Lane  
 Nov 18

Virtual Day (7)

Time	Total	Speed Bins (mph)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	31	0	0	0	0	0	4	9	9	6	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	14	0	0	0	0	0	2	4	4	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	15	0	0	0	0	0	1	4	5	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	20	0	0	0	0	0	1	5	7	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	41	0	0	0	0	0	3	9	15	8	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	136	0	0	0	0	2	17	42	39	22	8	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	206	0	0	0	0	1	22	68	65	34	10	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	346	0	0	0	2	9	57	130	101	35	9	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>0800</b>	<b>384</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>3</b>	<b>9</b>	<b>56</b>	<b>130</b>	<b>119</b>	<b>49</b>	<b>13</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
0900	314	0	0	0	1	8	49	114	90	39	10	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	302	0	3	1	2	9	55	114	75	29	10	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	321	0	0	1	1	9	58	115	93	35	6	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	340	0	0	0	2	8	56	129	97	35	10	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	341	0	1	0	2	11	61	121	99	31	11	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	414	0	0	1	1	8	71	157	119	42	11	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	450	0	0	1	1	12	90	186	109	38	9	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>1600</b>	<b>482</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>11</b>	<b>106</b>	<b>196</b>	<b>114</b>	<b>38</b>	<b>10</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
1700	461	0	0	0	0	5	88	190	123	39	11	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	313	0	0	0	0	3	45	116	97	38	10	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	212	0	0	0	0	2	28	71	68	27	9	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	135	0	0	0	1	2	16	44	42	19	6	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	110	0	0	0	0	1	13	31	37	18	7	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	90	0	0	0	1	1	12	24	29	14	5	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	54	0	1	0	0	0	7	16	18	8	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>07-19</b>	<b>4469</b>	<b>0</b>	<b>5</b>	<b>7</b>	<b>16</b>	<b>103</b>	<b>791</b>	<b>1698</b>	<b>1235</b>	<b>447</b>	<b>120</b>	<b>31</b>	<b>10</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-22</b>	<b>5131</b>	<b>0</b>	<b>6</b>	<b>7</b>	<b>17</b>	<b>109</b>	<b>870</b>	<b>1913</b>	<b>1447</b>	<b>546</b>	<b>153</b>	<b>43</b>	<b>13</b>	<b>4</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-00</b>	<b>5276</b>	<b>0</b>	<b>6</b>	<b>7</b>	<b>18</b>	<b>109</b>	<b>889</b>	<b>1953</b>	<b>1494</b>	<b>568</b>	<b>162</b>	<b>47</b>	<b>14</b>	<b>5</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>00-00</b>	<b>5533</b>	<b>0</b>	<b>7</b>	<b>8</b>	<b>18</b>	<b>112</b>	<b>916</b>	<b>2026</b>	<b>1574</b>	<b>614</b>	<b>178</b>	<b>55</b>	<b>16</b>	<b>5</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>



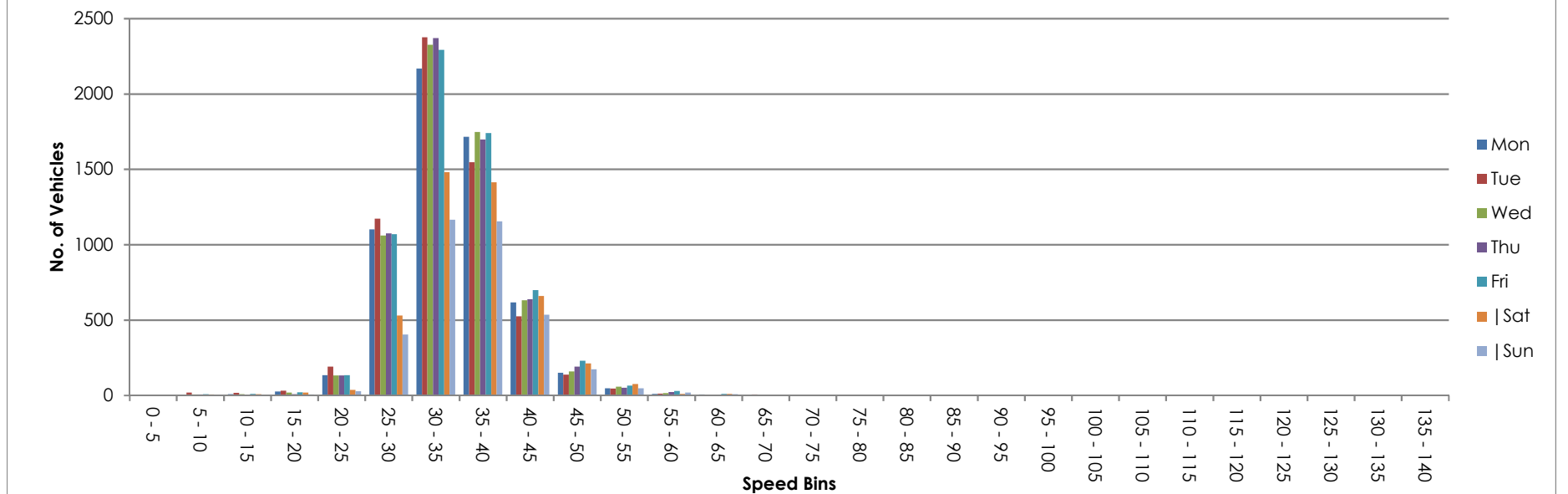
Site 1  
 Location Shaw Lane - 53.586865, -1.435257  
 Direction Both Directions

9406  
 Shaw Lane  
 Nov 18












Virtual Week (1)

Time	Total	Speed Bins (mph)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
Mon	5984	0	4	8	26	133	1102	2168	1716	616	150	46	9	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Tue	6078	0	19	17	31	191	1173	2375	1547	524	137	44	11	3	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0
Wed	6167	0	6	8	19	132	1060	2326	1747	631	158	57	15	2	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0
Thu	6192	0	5	2	8	132	1074	2371	1698	637	190	50	21	1	2	0	0	0	0	0	1	0	0	0	0	0	0	0	0
Fri	6304	0	8	9	20	134	1069	2292	1740	699	229	64	29	9	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0
Sat	4459	0	5	8	19	36	529	1482	1413	659	212	75	10	10	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
Sun	3545	0	2	3	5	27	404	1165	1155	534	173	47	19	8	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>5 Day Ave.</b>	<b>6145</b>	<b>0</b>	<b>8</b>	<b>9</b>	<b>21</b>	<b>144</b>	<b>1096</b>	<b>2306</b>	<b>1690</b>	<b>621</b>	<b>173</b>	<b>52</b>	<b>17</b>	<b>4</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>7 Day Ave.</b>	<b>5533</b>	<b>0</b>	<b>7</b>	<b>8</b>	<b>18</b>	<b>112</b>	<b>916</b>	<b>2026</b>	<b>1574</b>	<b>614</b>	<b>178</b>	<b>55</b>	<b>16</b>	<b>5</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
--	<b>38729</b>	<b>0</b>	<b>49</b>	<b>55</b>	<b>128</b>	<b>785</b>	<b>6411</b>	<b>14179</b>	<b>11016</b>	<b>4300</b>	<b>1249</b>	<b>383</b>	<b>114</b>	<b>38</b>	<b>14</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	

Summary Graphs



## ATC VEHICLE CATEGORIES

Axles	Groups	Description	Class		Parameters	Dominant Vehicle	Aggregate
2	1 or 2	Very Short - Bicycle or Motorcycle	MC	1	$d(1) < 1.7\text{m}$ & axles=2		
2	1 or 2	Short - Sedan, Wagon, 4WD, Utility, Light Van	SV	2	$d(1) \geq 1.7\text{m}$ , $d(1) \leq 3.2\text{m}$ & axles=2		
3, 4 or 5	3	Short Towing - Trailer, Caravan, Boat, etc.	SVT	3	groups=3, $d(1) \geq 2.1\text{m}$ , $d(1) \leq 3.2\text{m}$ , $d(2) \geq 2.1\text{m}$ & axles=3,4,5		1 (Light)
2	2	Two axle truck or Bus	TB2	4	$d(1) > 3.2\text{m}$ & axles=2		
3	2	Three axle truck or Bus	TB3	5	axles=3 & groups=2		
>3	2	Four axle truck	T4	6	axles>3 & groups=2		2 (Medium)
3	3	Three axle articulated vehicle or Rigid vehicle and trailer	ART3	7	$d(1) > 3.2\text{m}$ , axles=3 & groups=3		
4	>2	Four axle articulated vehicle or Rigid vehicle and trailer	ART4	8	$d(2) < 2.1\text{m}$ or $d(1) < 2.1\text{m}$ or $d(1) > 3.2\text{m}$ axles = 4 & groups>2		
5	>2	Five axle articulated vehicle or Rigid vehicle and trailer	ART5	9	$d(2) < 2.1\text{m}$ or $d(1) < 2.1\text{m}$ or $d(1) > 3.2\text{m}$ axles=5 & groups>2		
>=6	>2	Six (or more) axle articulated vehicle or Rigid vehicle and trailer	ART6	10	axles=6 & groups>2 or axles>6 & groups=3		
>6	4	B-Double or Heavy truck and trailer	BD	11	groups=4 & axles>6		
>6	>=5	Double or triple road train or Heavy truck and two (or more) trailers	DRT	12	groups>=5 & axles>6		3 (Heavy)

## **ATC SPEED BINS & DATA HEADINGS**

<b>Heading</b>	<b>Description</b>
<b>0 - 5</b>	Speed bin totals 0 - 5 mph
<b>5 - 10</b>	Speed bin totals 5 - 10 mph
<b>10-15</b>	Speed bin totals 10 - 15 mph
<b>15 - 20</b>	Speed bin totals 15 - 20 mph
<b>20 - 25</b>	Speed bin totals 20 - 25 mph
<b>25 - 30</b>	Speed bin totals 25 - 30 mph
<b>30 - 35</b>	Speed bin totals 30 - 35 mph
<b>35 - 40</b>	Speed bin totals 35 - 40 mph
<b>40 - 45</b>	Speed bin totals 40 - 45 mph
<b>45 - 50</b>	Speed bin totals 45 - 50 mph
<b>50 - 55</b>	Speed bin totals 50 - 55 mph
<b>55 - 60</b>	Speed bin totals 55 - 60 mph
<b>60 - 65</b>	Speed bin totals 60 - 65 mph
<b>65 - 70</b>	Speed bin totals 65 - 70 mph
<b>70 - 75</b>	Speed bin totals 70 - 75 mph
<b>75 - 80</b>	Speed bin totals 75 - 80 mph
<b>80 - 85</b>	Speed bin totals 80 - 85 mph
<b>85 - 90</b>	Speed bin totals 85 - 90 mph
<b>90 - 95</b>	Speed bin totals 90 - 95 mph
<b>95 - 100</b>	Speed bin totals 95 - 100 mph
<b>100 - 105</b>	Speed bin totals 100 - 105 mph
<b>105 - 110</b>	Speed bin totals 105 - 110 mph
<b>110 - 115</b>	Speed bin totals 110 - 115 mph
<b>115 - 120</b>	Speed bin totals 115 - 120 mph
<b>120 - 125</b>	Speed bin totals 120 - 125 mph
<b>125 - 130</b>	Speed bin totals 125 - 130 mph
<b>130 - 135</b>	Speed bin totals 130 - 135 mph
<b>135 - 140</b>	Speed bin totals 135 - 140 mph

<b>Heading</b>	<b>Description</b>
<b>&gt;PSL</b>	Greater than the posted speed limit
<b>&gt;PSL%</b>	Greater than the posted speed limit as a percentage
<b>&gt;SL1 ACPO</b>	Greater than ACPO (Association of Chief Police Officers) standard. ACPO is PSL x 10%+2mph
<b>&gt;SL1% ACPO</b>	Greater than ACPO displayed as a percentage
<b>&gt;SL2 DfT</b>	Greater than DfT (Department For Transport) standard. DfT is PSL plus 15mph.
<b>&gt;SL2% DfT</b>	Greater than DfT displayed as a percentage
<b>Mean</b>	Average speed
<b>Vpp 85</b>	85th percentile speed




















# APPENDIX A

## Vehicle Categories



**COBA VEHICLE CATEGORIES**

<p><b>CAR</b></p>	 SALOON  ESTATE  PEOPLE CARRIER  CAR TOWING CARAVAN / TRAILER
<p><b>LIGHT GOODS VEHICLE (LGV)</b></p>	 VAN  <3.5 TONNES – single rear tyres  PICK-UP
<p><b>OTHER GOODS VEHICLE (OGV1)</b></p>	 > 3.5 TONNES – twin rear tyres  2-AXLES RIGID  2-AXLES RIGID  3 AXLES-RIGID
<p><b>OTHER GOODS VEHICLE (OGV2)</b></p>	 4 OR MORE AXLES RIGID  3-AXLES ARTIC  4 OR MORE AXLES ARTIC  OTHER GOODS VEHICLE WITH TRAILER
<p><b>BUSES &amp; COACHES (PSV)</b></p>	 DOUBLE DECK BUS  SINGLE DECK BUS OR COACH

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## **COBA VEHICLE CATEGORIES**

### **Definition of Categories**

The various components of traffic have different characteristics in terms of operating costs, growth and occupancy. The most common categories into which the traffic is split in COBA; these are defined as:

#### **Cars (CARS)**

Including taxis, estate cars, 'people carriers' and other passenger vehicles (for example, minibuses and camper vans) with a gross vehicle weight of less than 3.5 tonnes, normally ones which can accommodate not more than 15 seats. Three-wheeled cars, motor invalid carriages, Land Rovers, Range Rovers and Jeeps and smaller ambulances are included. Cars towing caravans or trailers are counted as one vehicle unless included as a separate class.

#### **Light Goods Vehicles (LGV)**

Includes all goods vehicles up to 3.5 tonnes gross vehicle weight (goods vehicles over 3.5 tonnes have sideguards fitted between axles), including those towing a trailer or caravan. This includes all car delivery vans and those of the next larger carrying capacity such as transit vans. Included here are small pickup vans, three-wheeled goods vehicles, milk floats and pedestrian controlled motor vehicles. Most of this group is delivery vans of one type or another.

#### **Other Goods Vehicles (OGV 1)**

Includes all rigid vehicles over 3.5 tonnes gross vehicle weight with two or three axles Includes larger ambulances, tractors (without trailers), road rollers for tarmac pressing, box vans and similar large vans. A two or three axle motor tractive unit without a trailer is also included.

#### **Other Goods Vehicles (OGV 2)**

This category includes all rigid vehicles with four or more axles and all articulated vehicles. Also included in this class are OGV1 goods vehicles towing a caravan or trailer.

#### **Buses and Coaches (PSV)**

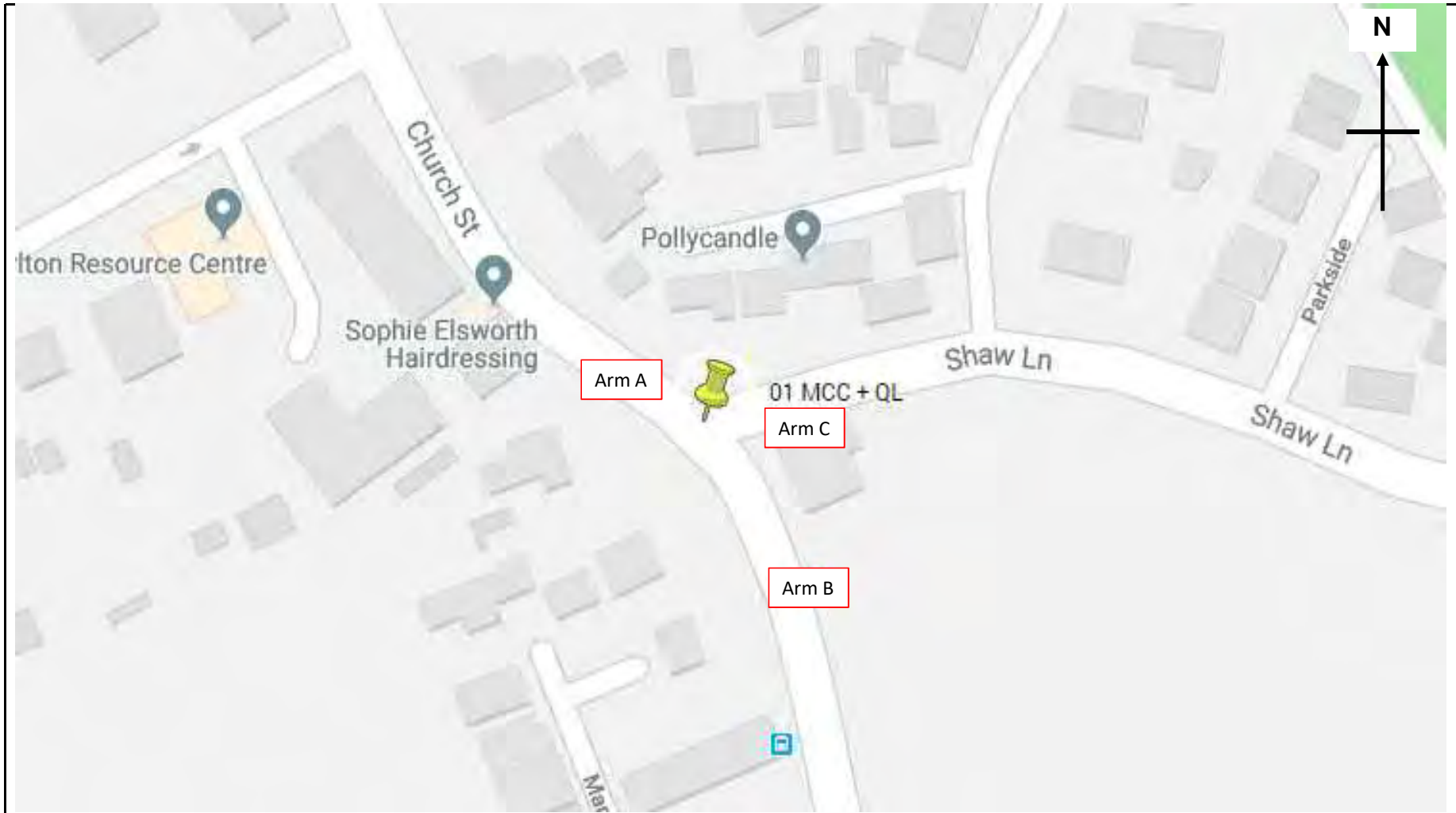
Includes all public service vehicles and works buses with a gross vehicle weight of 3.5 tonnes or more, usually vehicles with more than 16 seats.




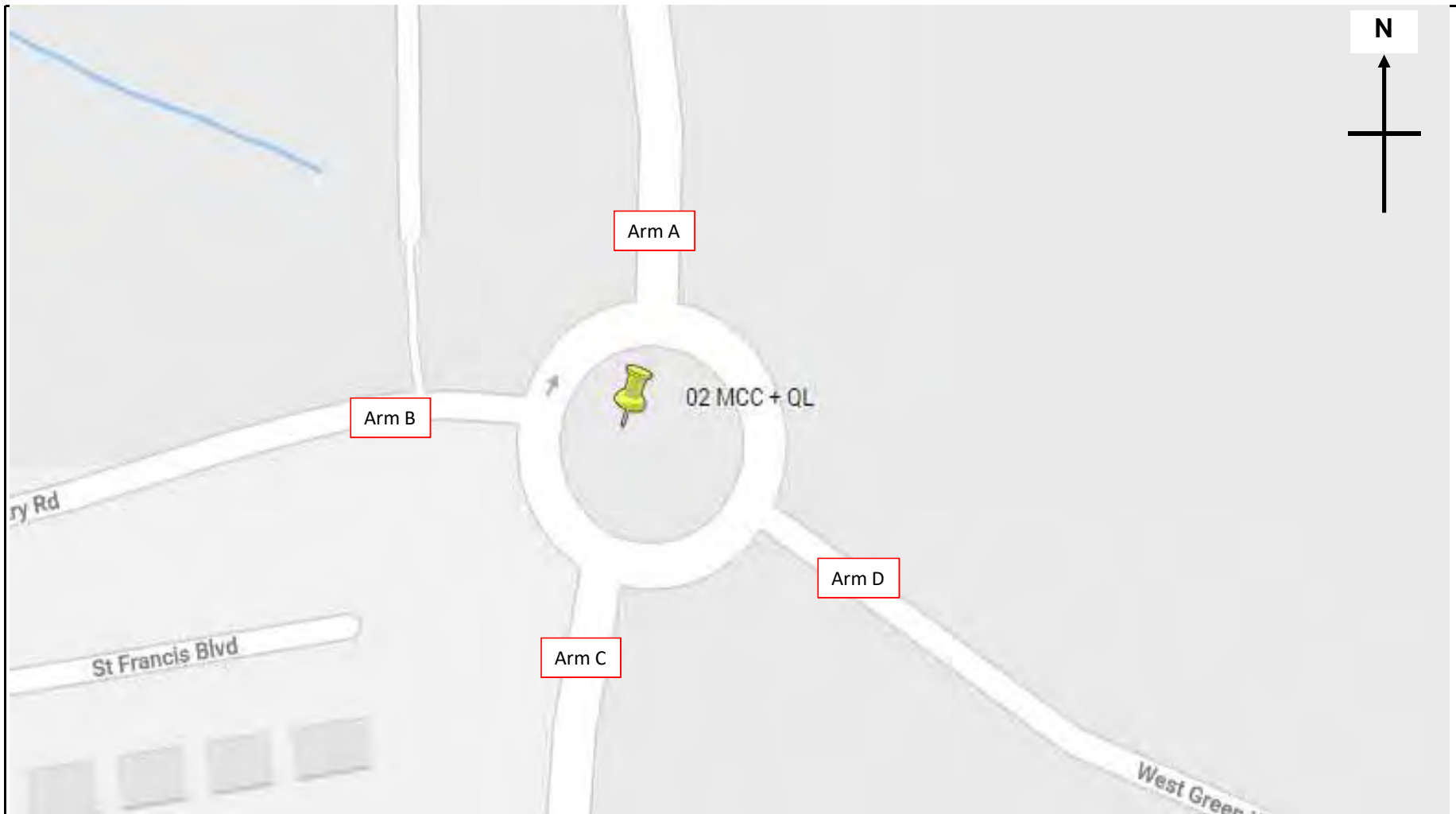
## **APPENDIX B**


### **Classified Count Data**






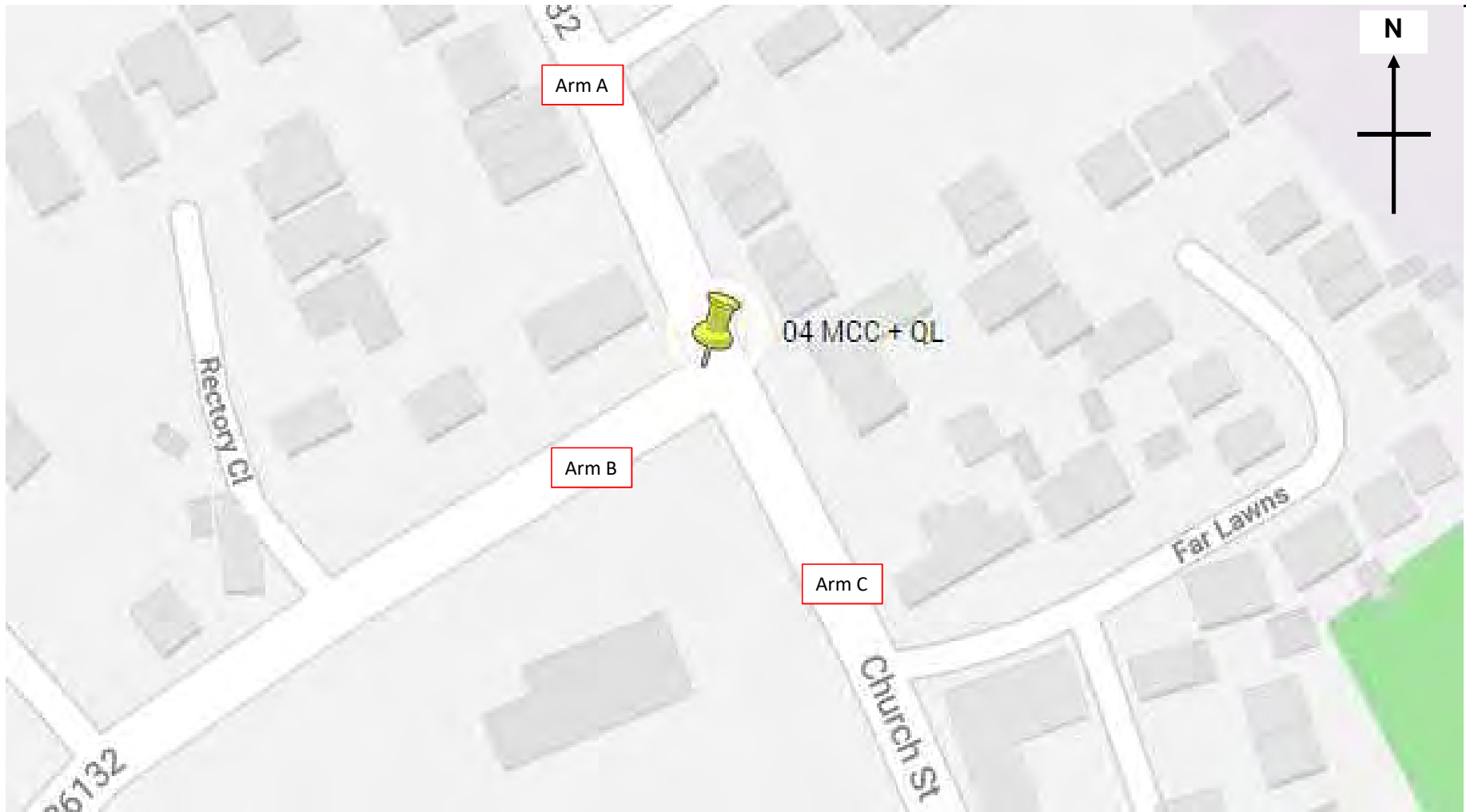
	<b>Site / Location:</b> Site 1 - B6132 Church St/Shaw Lane	<b>Project No:</b> 9406	<b>Drawing No:</b> 9406/01	<b>Drawn By:</b> CW
	<b>Survey Date:</b> Tuesday 13th November 2018	<b>Project Name:</b> SHAW LANE		
	<b>Survey Times:</b> 0700 - 1000 / 1600 - 1800	<b>Drawing Title:</b> Site Layout and Observed Movements		




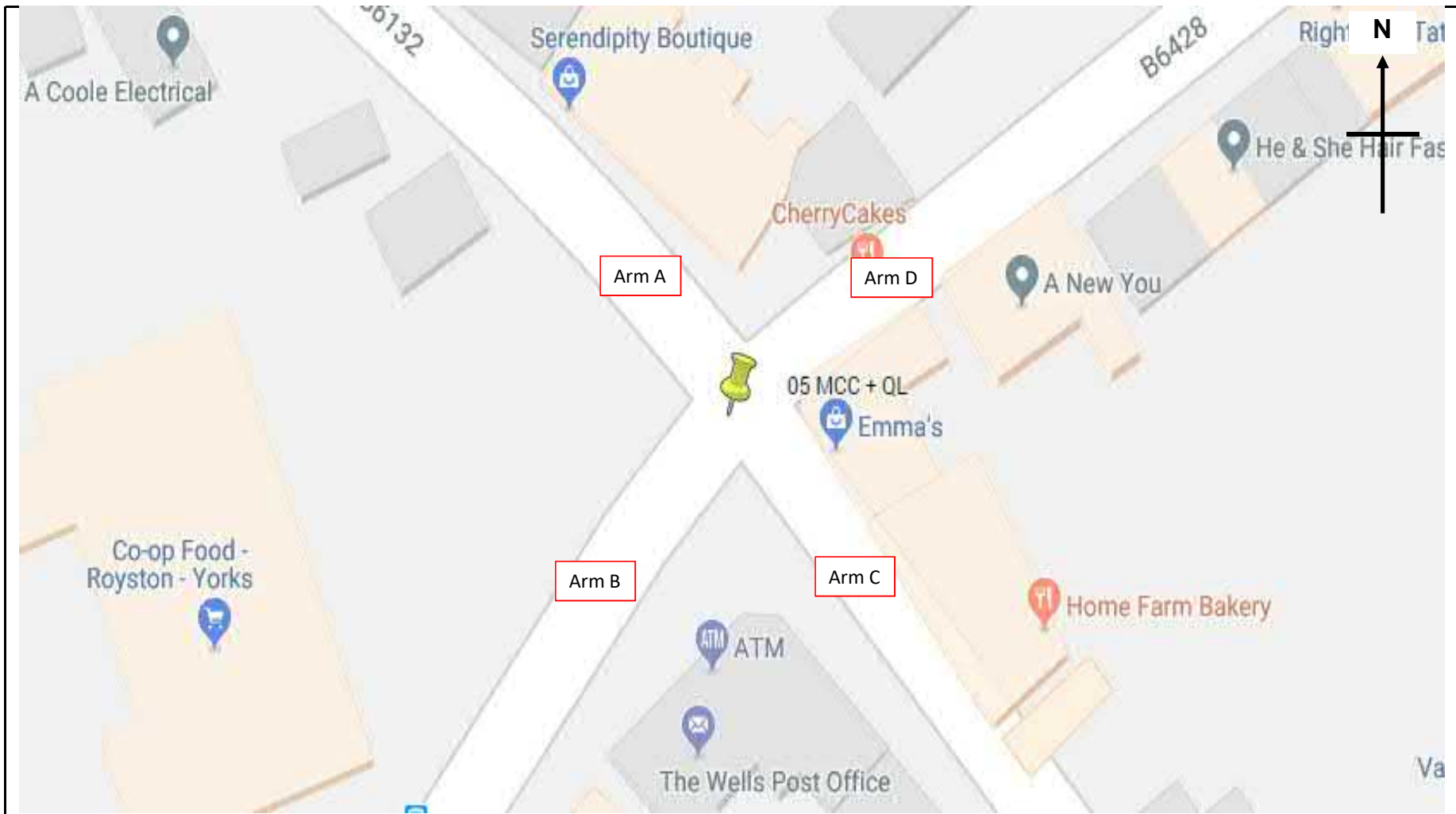
	<b>Site / Location:</b> Site 2 - Fish Dam Lane/West Green Way/Industry Rd R/bt	<b>Project No:</b> 9406	<b>Drawing No:</b> 9406/02	<b>Drawn By:</b> CW
	<b>Survey Date:</b> Tuesday 13th November 2018	<b>Project Name:</b> SHAW LANE		
	<b>Survey Times:</b> 0700 - 1000 / 1600 - 1800	<b>Drawing Title:</b> Site Layout and Observed Movements		




	<b>Site / Location:</b> Site 3 - A628 Pontefract Rd/West Green Way/Burton Rd R/bt	<b>Project No:</b> 9406	<b>Drawing No:</b> 9406/03	<b>Drawn By:</b> CW
	<b>Survey Date:</b> Tuesday 13th November 2018	<b>Project Name:</b> SHAW LANE		
	<b>Survey Times:</b> 0700 - 1000 / 1600 - 1800	<b>Drawing Title:</b> Site Layout and Observed Movements		



	<b>Site / Location:</b> Site 4 - B6132 Church St/B6132 Carlton Rd	<b>Project No:</b> 9406	<b>Drawing No:</b> 9406/04	<b>Drawn By:</b> CW
	<b>Survey Date:</b> Tuesday 13th November 2018	<b>Project Name:</b> SHAW LANE		
	<b>Survey Times:</b> 0700 - 1000 / 1600 - 1800	<b>Drawing Title:</b> Site Layout and Observed Movements		



	<b>Site / Location:</b> Site 5 - B6132/B6428 Royston X Roads	<b>Project No:</b> 9406	<b>Drawing No:</b> 9406/05	<b>Drawn By:</b> CW
	<b>Survey Date:</b> Tuesday 13th November 2018	<b>Project Name:</b> SHAW LANE		
	<b>Survey Times:</b> 0700 - 1000 / 1600 - 1800	<b>Drawing Title:</b> Site Layout and Observed Movements		



SITE: 1

DATE: 13/11/2018

LOCATION: B6132 Church Street/Shaw Lane

DAY: TUESDAY

TIME	A to C							TOT	A to B							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	25	7	1	0	0	0	0	33	38	10	0	0	1	0	0	49
07:15	35	7	0	0	0	1	0	43	48	14	1	1	1	1	0	66
07:30	63	11	0	1	0	1	0	76	57	12	1	1	1	0	0	72
07:45	50	5	1	1	0	0	0	57	56	14	2	0	2	0	0	74
<b>H/TOT</b>	<b>173</b>	<b>30</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>209</b>	<b>199</b>	<b>50</b>	<b>4</b>	<b>2</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>261</b>
08:00	52	7	2	0	0	1	0	62	87	6	2	2	4	0	0	101
08:15	58	6	2	0	0	0	0	66	101	11	2	1	2	0	0	117
08:30	42	2	3	0	0	0	4	51	92	4	3	3	1	0	0	103
08:45	42	11	2	0	0	0	0	55	55	8	2	0	2	1	0	68
<b>H/TOT</b>	<b>194</b>	<b>26</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>4</b>	<b>234</b>	<b>335</b>	<b>29</b>	<b>9</b>	<b>6</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>389</b>
09:00	46	7	3	0	0	0	0	56	61	7	1	1	1	0	0	71
09:15	32	4	1	0	0	0	0	37	39	8	2	3	2	0	0	54
09:30	32	6	4	1	0	1	0	44	49	8	4	3	2	1	0	67
09:45	27	3	2	0	0	0	0	32	52	2	2	1	1	0	0	58
<b>H/TOT</b>	<b>137</b>	<b>20</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>169</b>	<b>201</b>	<b>25</b>	<b>9</b>	<b>8</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>250</b>
<b>P/TOT</b>	<b>504</b>	<b>76</b>	<b>21</b>	<b>3</b>	<b>0</b>	<b>4</b>	<b>4</b>	<b>612</b>	<b>735</b>	<b>104</b>	<b>22</b>	<b>16</b>	<b>20</b>	<b>3</b>	<b>0</b>	<b>900</b>

TIME	A to C							TOT	A to B							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
16:00	50	6	1	0	0	0	0	57	50	8	1	0	1	0	1	61
16:15	48	12	0	0	0	0	0	60	55	11	4	0	3	1	0	74
16:30	48	12	0	0	0	0	0	60	48	3	0	0	1	0	0	52
16:45	54	13	0	0	0	1	0	68	50	8	1	1	1	1	0	62
<b>H/TOT</b>	<b>200</b>	<b>43</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>245</b>	<b>203</b>	<b>30</b>	<b>6</b>	<b>1</b>	<b>6</b>	<b>2</b>	<b>1</b>	<b>249</b>
17:00	71	8	0	0	0	1	0	80	61	7	0	1	0	1	0	70
17:15	63	10	0	0	0	1	0	74	54	7	0	0	1	0	0	62
17:30	49	8	0	0	0	2	0	59	67	2	1	1	3	0	6	80
17:45	35	5	0	0	0	0	0	40	52	1	0	0	1	0	0	54
<b>H/TOT</b>	<b>218</b>	<b>31</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>253</b>	<b>234</b>	<b>17</b>	<b>1</b>	<b>2</b>	<b>5</b>	<b>1</b>	<b>6</b>	<b>266</b>
<b>P/TOT</b>	<b>418</b>	<b>74</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>498</b>	<b>437</b>	<b>47</b>	<b>7</b>	<b>3</b>	<b>11</b>	<b>3</b>	<b>7</b>	<b>515</b>



SITE: 1

DATE: 13/11/2018

LOCATION: B6132 Church Street/Shaw Lane

DAY: TUESDAY

TIME	B to A							TOT	B to C							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	27	17	0	0	0	1	0	45	5	0	0	0	0	0	0	5
07:15	42	12	2	0	2	1	0	59	4	1	0	1	0	0	0	6
07:30	63	7	1	2	1	0	0	74	2	0	0	0	0	0	0	2
07:45	75	17	2	0	2	0	0	96	5	0	0	1	0	0	0	6
<b>H/TOT</b>	<b>207</b>	<b>53</b>	<b>5</b>	<b>2</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>274</b>	<b>16</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>19</b>
08:00	108	11	3	0	1	0	0	123	10	3	1	1	0	0	0	15
08:15	79	2	9	2	1	0	0	93	4	0	0	0	0	0	0	4
08:30	77	8	4	0	1	0	0	90	5	0	1	2	0	0	0	8
08:45	80	12	3	1	0	0	0	96	8	0	1	0	0	0	0	9
<b>H/TOT</b>	<b>344</b>	<b>33</b>	<b>19</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>402</b>	<b>27</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>36</b>
09:00	39	7	2	2	2	0	0	52	0	0	0	1	0	0	0	1
09:15	40	6	3	0	2	0	0	51	7	2	1	0	0	0	0	10
09:30	31	4	2	0	0	0	0	37	6	2	2	1	0	0	0	11
09:45	36	8	3	0	3	0	0	50	10	2	0	1	0	0	0	13
<b>H/TOT</b>	<b>146</b>	<b>25</b>	<b>10</b>	<b>2</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>190</b>	<b>23</b>	<b>6</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>35</b>
<b>P/TOT</b>	<b>697</b>	<b>111</b>	<b>34</b>	<b>7</b>	<b>15</b>	<b>2</b>	<b>0</b>	<b>866</b>	<b>66</b>	<b>10</b>	<b>6</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>90</b>

TIME	B to A							TOT	B to C							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
16:00	91	12	2	0	2	1	0	108	19	1	0	2	0	1	0	23
16:15	60	13	2	0	0	1	0	76	13	2	1	0	0	0	0	16
16:30	76	10	5	0	3	0	0	94	10	1	0	0	0	0	0	11
16:45	57	4	1	0	0	0	1	63	11	0	0	0	0	0	0	11
<b>H/TOT</b>	<b>284</b>	<b>39</b>	<b>10</b>	<b>0</b>	<b>5</b>	<b>2</b>	<b>1</b>	<b>341</b>	<b>53</b>	<b>4</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>61</b>
17:00	92	11	0	0	3	1	0	107	28	2	0	0	0	0	0	30
17:15	79	5	1	0	0	0	0	85	9	0	2	0	0	0	0	11
17:30	64	2	0	0	2	1	0	69	12	2	0	0	0	0	0	14
17:45	75	8	0	0	1	0	0	84	8	2	0	0	0	0	0	10
<b>H/TOT</b>	<b>310</b>	<b>26</b>	<b>1</b>	<b>0</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>345</b>	<b>57</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>65</b>
<b>P/TOT</b>	<b>594</b>	<b>65</b>	<b>11</b>	<b>0</b>	<b>11</b>	<b>4</b>	<b>1</b>	<b>686</b>	<b>110</b>	<b>10</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>126</b>



SITE: 1

DATE: 13/11/2018

LOCATION: B6132 Church Street/Shaw Lane

DAY: TUESDAY

TIME	C to B							TOT	C to A							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	6	1	0	1	0	0	0	8	29	5	1	2	0	1	0	38
07:15	9	0	2	1	0	0	0	12	45	10	1	0	0	3	0	59
07:30	4	1	0	1	0	0	0	6	54	5	1	1	0	0	0	61
07:45	11	1	1	0	0	0	0	13	45	14	4	0	0	0	0	63
<b>H/TOT</b>	<b>30</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>39</b>	<b>173</b>	<b>34</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>221</b>
08:00	9	0	0	2	0	0	0	11	44	7	3	0	0	1	0	55
08:15	7	2	1	0	0	0	0	10	54	8	1	1	0	0	0	64
08:30	18	0	1	1	0	0	0	20	54	9	2	0	0	0	0	65
08:45	5	0	0	1	0	0	0	6	40	9	2	0	0	1	0	52
<b>H/TOT</b>	<b>39</b>	<b>2</b>	<b>2</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>47</b>	<b>192</b>	<b>33</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>236</b>
09:00	5	1	1	1	0	0	0	8	36	5	3	1	0	0	0	45
09:15	2	1	0	0	0	0	0	3	32	6	2	1	0	0	0	41
09:30	12	0	1	1	0	0	0	14	37	2	1	0	0	0	0	40
09:45	5	0	0	0	0	0	0	5	21	9	5	0	0	1	0	36
<b>H/TOT</b>	<b>24</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>126</b>	<b>22</b>	<b>11</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>162</b>
<b>P/TOT</b>	<b>93</b>	<b>7</b>	<b>7</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>116</b>	<b>491</b>	<b>89</b>	<b>26</b>	<b>6</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>619</b>

TIME	C to B							TOT	C to A							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
16:00	5	1	0	0	0	0	0	6	44	10	1	0	0	0	0	55
16:15	6	0	0	0	0	0	0	6	60	8	2	0	0	0	0	70
16:30	5	1	1	0	0	1	0	8	46	5	0	0	1	0	0	52
16:45	7	1	0	0	0	0	0	8	46	9	1	0	1	1	0	58
<b>H/TOT</b>	<b>23</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>28</b>	<b>196</b>	<b>32</b>	<b>4</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>235</b>
17:00	6	0	0	0	0	0	0	6	43	11	1	0	0	2	0	57
17:15	9	0	0	0	0	0	0	9	76	7	1	0	0	0	0	84
17:30	10	1	0	0	0	0	0	11	43	6	2	0	0	1	0	52
17:45	14	0	0	0	0	0	0	14	61	8	1	0	0	0	0	70
<b>H/TOT</b>	<b>39</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>223</b>	<b>32</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>263</b>
<b>P/TOT</b>	<b>62</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>68</b>	<b>419</b>	<b>64</b>	<b>9</b>	<b>0</b>	<b>2</b>	<b>4</b>	<b>0</b>	<b>498</b>



SITE: 1

DATE: 13/11/2018

LOCATION: B6132 Church Street/Shaw Lane

DAY: TUESDAY

TIME	TO ARM A							TOT	FROM ARM A							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	56	22	1	2	0	2	0	83	63	17	1	0	1	0	0	82
07:15	87	22	3	0	2	4	0	118	83	21	1	1	1	2	0	109
07:30	117	12	2	3	1	0	0	135	120	23	1	2	1	1	0	148
07:45	120	31	6	0	2	0	0	159	106	19	3	1	2	0	0	131
<b>H/TOT</b>	<b>380</b>	<b>87</b>	<b>12</b>	<b>5</b>	<b>5</b>	<b>6</b>	<b>0</b>	<b>495</b>	<b>372</b>	<b>80</b>	<b>6</b>	<b>4</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>470</b>
08:00	152	18	6	0	1	1	0	178	139	13	4	2	4	1	0	163
08:15	133	10	10	3	1	0	0	157	159	17	4	1	2	0	0	183
08:30	131	17	6	0	1	0	0	155	134	6	6	3	1	0	4	154
08:45	120	21	5	1	0	1	0	148	97	19	4	0	2	1	0	123
<b>H/TOT</b>	<b>536</b>	<b>66</b>	<b>27</b>	<b>4</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>638</b>	<b>529</b>	<b>55</b>	<b>18</b>	<b>6</b>	<b>9</b>	<b>2</b>	<b>4</b>	<b>623</b>
09:00	75	12	5	3	2	0	0	97	107	14	4	1	1	0	0	127
09:15	72	12	5	1	2	0	0	92	71	12	3	3	2	0	0	91
09:30	68	6	3	0	0	0	0	77	81	14	8	4	2	2	0	111
09:45	57	17	8	0	3	1	0	86	79	5	4	1	1	0	0	90
<b>H/TOT</b>	<b>272</b>	<b>47</b>	<b>21</b>	<b>4</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>352</b>	<b>338</b>	<b>45</b>	<b>19</b>	<b>9</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>419</b>
<b>P/TOT</b>	<b>1188</b>	<b>200</b>	<b>60</b>	<b>13</b>	<b>15</b>	<b>9</b>	<b>0</b>	<b>1485</b>	<b>1239</b>	<b>180</b>	<b>43</b>	<b>19</b>	<b>20</b>	<b>7</b>	<b>4</b>	<b>1512</b>

TIME	TO ARM A							TOT	FROM ARM A							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
16:00	135	22	3	0	2	1	0	163	100	14	2	0	1	0	1	118
16:15	120	21	4	0	0	1	0	146	103	23	4	0	3	1	0	134
16:30	122	15	5	0	4	0	0	146	96	15	0	0	1	0	0	112
16:45	103	13	2	0	1	1	1	121	104	21	1	1	1	2	0	130
<b>H/TOT</b>	<b>480</b>	<b>71</b>	<b>14</b>	<b>0</b>	<b>7</b>	<b>3</b>	<b>1</b>	<b>576</b>	<b>403</b>	<b>73</b>	<b>7</b>	<b>1</b>	<b>6</b>	<b>3</b>	<b>1</b>	<b>494</b>
17:00	135	22	1	0	3	3	0	164	132	15	0	1	0	2	0	150
17:15	155	12	2	0	0	0	0	169	117	17	0	0	1	1	0	136
17:30	107	8	2	0	2	2	0	121	116	10	1	1	3	2	6	139
17:45	136	16	1	0	1	0	0	154	87	6	0	0	1	0	0	94
<b>H/TOT</b>	<b>533</b>	<b>58</b>	<b>6</b>	<b>0</b>	<b>6</b>	<b>5</b>	<b>0</b>	<b>608</b>	<b>452</b>	<b>48</b>	<b>1</b>	<b>2</b>	<b>5</b>	<b>5</b>	<b>6</b>	<b>519</b>
<b>P/TOT</b>	<b>1013</b>	<b>129</b>	<b>20</b>	<b>0</b>	<b>13</b>	<b>8</b>	<b>1</b>	<b>1184</b>	<b>855</b>	<b>121</b>	<b>8</b>	<b>3</b>	<b>11</b>	<b>8</b>	<b>7</b>	<b>1013</b>



SITE: 1

DATE: 13/11/2018

LOCATION: B6132 Church Street/Shaw Lane

DAY: TUESDAY

TIME	TO ARM B							TOT	FROM ARM B							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	44	11	0	1	1	0	0	57	32	17	0	0	0	1	0	50
07:15	57	14	3	2	1	1	0	78	46	13	2	1	2	1	0	65
07:30	61	13	1	2	1	0	0	78	65	7	1	2	1	0	0	76
07:45	67	15	3	0	2	0	0	87	80	17	2	1	2	0	0	102
<b>H/TOT</b>	<b>229</b>	<b>53</b>	<b>7</b>	<b>5</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>300</b>	<b>223</b>	<b>54</b>	<b>5</b>	<b>4</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>293</b>
08:00	96	6	2	4	4	0	0	112	118	14	4	1	1	0	0	138
08:15	108	13	3	1	2	0	0	127	83	2	9	2	1	0	0	97
08:30	110	4	4	4	1	0	0	123	82	8	5	2	1	0	0	98
08:45	60	8	2	1	2	1	0	74	88	12	4	1	0	0	0	105
<b>H/TOT</b>	<b>374</b>	<b>31</b>	<b>11</b>	<b>10</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>436</b>	<b>371</b>	<b>36</b>	<b>22</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>438</b>
09:00	66	8	2	2	1	0	0	79	39	7	2	3	2	0	0	53
09:15	41	9	2	3	2	0	0	57	47	8	4	0	2	0	0	61
09:30	61	8	5	4	2	1	0	81	37	6	4	1	0	0	0	48
09:45	57	2	2	1	1	0	0	63	46	10	3	1	3	0	0	63
<b>H/TOT</b>	<b>225</b>	<b>27</b>	<b>11</b>	<b>10</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>280</b>	<b>169</b>	<b>31</b>	<b>13</b>	<b>5</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>225</b>
<b>P/TOT</b>	<b>828</b>	<b>111</b>	<b>29</b>	<b>25</b>	<b>20</b>	<b>3</b>	<b>0</b>	<b>1016</b>	<b>763</b>	<b>121</b>	<b>40</b>	<b>15</b>	<b>15</b>	<b>2</b>	<b>0</b>	<b>956</b>

TIME	TO ARM B							TOT	FROM ARM B							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
16:00	55	9	1	0	1	0	1	67	110	13	2	2	2	2	0	131
16:15	61	11	4	0	3	1	0	80	73	15	3	0	0	1	0	92
16:30	53	4	1	0	1	1	0	60	86	11	5	0	3	0	0	105
16:45	57	9	1	1	1	1	0	70	68	4	1	0	0	0	1	74
<b>H/TOT</b>	<b>226</b>	<b>33</b>	<b>7</b>	<b>1</b>	<b>6</b>	<b>3</b>	<b>1</b>	<b>277</b>	<b>337</b>	<b>43</b>	<b>11</b>	<b>2</b>	<b>5</b>	<b>3</b>	<b>1</b>	<b>402</b>
17:00	67	7	0	1	0	1	0	76	120	13	0	0	3	1	0	137
17:15	63	7	0	0	1	0	0	71	88	5	3	0	0	0	0	96
17:30	77	3	1	1	3	0	6	91	76	4	0	0	2	1	0	83
17:45	66	1	0	0	1	0	0	68	83	10	0	0	1	0	0	94
<b>H/TOT</b>	<b>273</b>	<b>18</b>	<b>1</b>	<b>2</b>	<b>5</b>	<b>1</b>	<b>6</b>	<b>306</b>	<b>367</b>	<b>32</b>	<b>3</b>	<b>0</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>410</b>
<b>P/TOT</b>	<b>499</b>	<b>51</b>	<b>8</b>	<b>3</b>	<b>11</b>	<b>4</b>	<b>7</b>	<b>583</b>	<b>704</b>	<b>75</b>	<b>14</b>	<b>2</b>	<b>11</b>	<b>5</b>	<b>1</b>	<b>812</b>



SITE: 1

DATE: 13/11/2018

LOCATION: B6132 Church Street/Shaw Lane

DAY: TUESDAY

TIME	TO ARM C							TOT	FROM ARM C							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	30	7	1	0	0	0	0	38	35	6	1	3	0	1	0	46
07:15	39	8	0	1	0	1	0	49	54	10	3	1	0	3	0	71
07:30	65	11	0	1	0	1	0	78	58	6	1	2	0	0	0	67
07:45	55	5	1	2	0	0	0	63	56	15	5	0	0	0	0	76
<b>H/TOT</b>	<b>189</b>	<b>31</b>	<b>2</b>	<b>4</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>228</b>	<b>203</b>	<b>37</b>	<b>10</b>	<b>6</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>260</b>
08:00	62	10	3	1	0	1	0	77	53	7	3	2	0	1	0	66
08:15	62	6	2	0	0	0	0	70	61	10	2	1	0	0	0	74
08:30	47	2	4	2	0	0	4	59	72	9	3	1	0	0	0	85
08:45	50	11	3	0	0	0	0	64	45	9	2	1	0	1	0	58
<b>H/TOT</b>	<b>221</b>	<b>29</b>	<b>12</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>4</b>	<b>270</b>	<b>231</b>	<b>35</b>	<b>10</b>	<b>5</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>283</b>
09:00	46	7	3	1	0	0	0	57	41	6	4	2	0	0	0	53
09:15	39	6	2	0	0	0	0	47	34	7	2	1	0	0	0	44
09:30	38	8	6	2	0	1	0	55	49	2	2	1	0	0	0	54
09:45	37	5	2	1	0	0	0	45	26	9	5	0	0	1	0	41
<b>H/TOT</b>	<b>160</b>	<b>26</b>	<b>13</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>204</b>	<b>150</b>	<b>24</b>	<b>13</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>192</b>
<b>P/TOT</b>	<b>570</b>	<b>86</b>	<b>27</b>	<b>11</b>	<b>0</b>	<b>4</b>	<b>4</b>	<b>702</b>	<b>584</b>	<b>96</b>	<b>33</b>	<b>15</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>735</b>

TIME	TO ARM C							TOT	FROM ARM C							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
16:00	69	7	1	2	0	1	0	80	49	11	1	0	0	0	0	61
16:15	61	14	1	0	0	0	0	76	66	8	2	0	0	0	0	76
16:30	58	13	0	0	0	0	0	71	51	6	1	0	1	1	0	60
16:45	65	13	0	0	0	1	0	79	53	10	1	0	1	1	0	66
<b>H/TOT</b>	<b>253</b>	<b>47</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>306</b>	<b>219</b>	<b>35</b>	<b>5</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>263</b>
17:00	99	10	0	0	0	1	0	110	49	11	1	0	0	2	0	63
17:15	72	10	2	0	0	1	0	85	85	7	1	0	0	0	0	93
17:30	61	10	0	0	0	2	0	73	53	7	2	0	0	1	0	63
17:45	43	7	0	0	0	0	0	50	75	8	1	0	0	0	0	84
<b>H/TOT</b>	<b>275</b>	<b>37</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>318</b>	<b>262</b>	<b>33</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>303</b>
<b>P/TOT</b>	<b>528</b>	<b>84</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>624</b>	<b>481</b>	<b>68</b>	<b>10</b>	<b>0</b>	<b>2</b>	<b>5</b>	<b>0</b>	<b>566</b>



SITE: 2

DATE: 13/11/2018

LOCATION: Fish Dam Lane/West Green Way/Industry Rd

DAY: TUESDAY

TIME	A to D							TOT	A to C							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	20	6	0	1	0	0	0	27	15	1	0	0	1	0	0	17
07:15	20	7	2	0	0	0	0	29	26	8	1	0	1	1	0	37
07:30	19	5	2	2	0	0	0	28	33	5	0	0	0	0	0	38
07:45	18	9	0	1	1	0	0	29	34	3	2	0	3	0	0	42
<b>H/TOT</b>	<b>77</b>	<b>27</b>	<b>4</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>113</b>	<b>108</b>	<b>17</b>	<b>3</b>	<b>0</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>134</b>
08:00	32	6	0	1	3	0	0	42	48	2	2	1	1	0	0	54
08:15	24	1	1	2	0	0	0	28	54	6	3	0	2	0	0	65
08:30	26	1	3	1	0	0	0	31	46	5	1	0	1	0	0	53
08:45	38	3	2	1	0	1	0	45	44	7	0	0	1	0	0	52
<b>H/TOT</b>	<b>120</b>	<b>11</b>	<b>6</b>	<b>5</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>146</b>	<b>192</b>	<b>20</b>	<b>6</b>	<b>1</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>224</b>
09:00	25	1	1	1	0	0	0	28	30	4	1	0	1	0	0	36
09:15	17	3	2	3	0	0	0	25	25	6	1	0	2	0	0	34
09:30	21	3	2	6	0	1	0	33	31	2	3	0	1	0	0	37
09:45	21	1	0	1	0	0	0	23	31	2	2	0	2	0	0	37
<b>H/TOT</b>	<b>84</b>	<b>8</b>	<b>5</b>	<b>11</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>109</b>	<b>117</b>	<b>14</b>	<b>7</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>144</b>
<b>P/TOT</b>	<b>281</b>	<b>46</b>	<b>15</b>	<b>20</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>368</b>	<b>417</b>	<b>51</b>	<b>16</b>	<b>1</b>	<b>16</b>	<b>1</b>	<b>0</b>	<b>502</b>

TIME	A to D							TOT	A to C							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
16:00	37	6	0	2	0	1	1	47	48	3	2	0	1	0	1	55
16:15	26	4	0	0	0	1	0	31	35	6	2	0	2	0	0	45
16:30	15	1	1	0	0	0	0	17	39	5	1	1	2	0	0	48
16:45	28	4	0	0	0	0	0	32	27	3	1	0	0	0	0	31
<b>H/TOT</b>	<b>106</b>	<b>15</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>127</b>	<b>149</b>	<b>17</b>	<b>6</b>	<b>1</b>	<b>5</b>	<b>0</b>	<b>1</b>	<b>179</b>
17:00	32	3	0	0	0	0	0	35	43	3	0	0	1	1	0	48
17:15	23	3	0	0	0	0	0	26	38	5	0	2	1	0	0	46
17:30	30	3	0	0	0	0	5	38	27	2	0	0	3	0	0	32
17:45	25	1	1	0	1	0	0	28	27	1	0	0	0	0	0	28
<b>H/TOT</b>	<b>110</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>5</b>	<b>127</b>	<b>135</b>	<b>11</b>	<b>0</b>	<b>2</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>154</b>
<b>P/TOT</b>	<b>216</b>	<b>25</b>	<b>2</b>	<b>2</b>	<b>1</b>	<b>2</b>	<b>6</b>	<b>254</b>	<b>284</b>	<b>28</b>	<b>6</b>	<b>3</b>	<b>10</b>	<b>1</b>	<b>1</b>	<b>333</b>



SITE: 2

DATE: 13/11/2018

LOCATION: Fish Dam Lane/West Green Way/Industry Rd

DAY: TUESDAY

TIME	A to B							TOT	A to A							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
07:15	4	3	0	0	0	0	0	7	0	0	0	0	0	0	0	0
07:30	5	1	0	0	0	0	0	6	0	0	0	1	0	0	0	1
07:45	3	1	0	0	0	0	0	4	0	0	0	0	0	0	0	0
<b>H/TOT</b>	<b>14</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>
08:00	1	1	1	0	0	0	0	3	0	0	0	0	0	0	0	0
08:15	6	3	0	0	0	0	0	9	0	0	0	0	0	0	0	0
08:30	8	1	1	0	0	0	0	10	0	0	0	0	0	0	0	0
08:45	12	0	0	0	0	0	0	12	1	0	0	0	0	0	0	1
<b>H/TOT</b>	<b>27</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>34</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>
09:00	1	4	0	0	1	0	0	6	0	0	0	0	0	0	0	0
09:15	2	1	0	0	0	0	0	3	0	0	0	0	0	0	0	0
09:30	3	1	0	0	0	0	0	4	0	0	0	0	0	0	0	0
09:45	2	1	0	0	0	0	0	3	0	0	0	0	0	0	0	0
<b>H/TOT</b>	<b>8</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>P/TOT</b>	<b>49</b>	<b>17</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>

TIME	A to B							TOT	A to A							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
16:00	6	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0
16:15	4	2	1	0	0	0	0	7	0	0	0	0	0	0	0	0
16:30	2	0	1	0	0	0	0	3	0	0	0	0	0	0	0	0
16:45	3	0	0	0	0	1	0	4	0	0	0	0	0	0	0	0
<b>H/TOT</b>	<b>15</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
17:00	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0
17:15	2	0	1	0	0	0	0	3	0	0	0	0	0	0	0	0
17:30	5	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0
17:45	2	1	0	0	0	0	0	3	0	0	0	0	0	0	0	0
<b>H/TOT</b>	<b>9</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>P/TOT</b>	<b>24</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>32</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>



SITE: 2

DATE: 13/11/2018

LOCATION: Fish Dam Lane/West Green Way/Industry Rd

DAY: TUESDAY

TIME	B to A							TOT	B to D							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	2	0	0	0	0	0	0	2	24	7	10	10	2	0	0	53
07:15	1	2	0	0	0	0	0	3	30	13	9	5	2	0	0	59
07:30	3	1	0	1	0	0	0	5	22	11	8	4	1	1	0	47
07:45	9	2	1	0	0	0	0	12	34	7	8	4	0	0	0	53
<b>H/TOT</b>	<b>15</b>	<b>5</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>110</b>	<b>38</b>	<b>35</b>	<b>23</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>212</b>
08:00	4	1	0	0	0	0	0	5	32	10	9	4	0	0	0	55
08:15	5	0	2	0	0	0	0	7	43	16	11	6	1	0	0	77
08:30	14	1	1	0	0	0	0	16	50	12	5	3	0	0	0	70
08:45	6	2	0	0	0	0	0	8	38	6	8	1	0	0	0	53
<b>H/TOT</b>	<b>29</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>36</b>	<b>163</b>	<b>44</b>	<b>33</b>	<b>14</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>255</b>
09:00	1	2	0	0	0	0	0	3	46	12	13	3	1	0	0	75
09:15	7	2	0	0	0	0	0	9	33	11	4	4	0	0	0	52
09:30	5	3	0	0	0	0	0	8	26	5	4	5	1	0	0	41
09:45	5	2	0	0	0	0	0	7	28	6	8	8	0	0	0	50
<b>H/TOT</b>	<b>18</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>133</b>	<b>34</b>	<b>29</b>	<b>20</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>218</b>
<b>P/TOT</b>	<b>62</b>	<b>18</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>406</b>	<b>116</b>	<b>97</b>	<b>57</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>685</b>

TIME	B to A							TOT	B to D							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
16:00	21	4	1	1	0	0	0	27	88	15	4	7	0	1	0	115
16:15	12	1	0	0	0	1	0	14	61	20	3	2	0	0	0	86
16:30	8	3	0	0	0	0	0	11	74	16	1	2	0	0	0	93
16:45	7	0	0	0	0	0	0	7	72	7	4	0	0	1	0	84
<b>H/TOT</b>	<b>48</b>	<b>8</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>59</b>	<b>295</b>	<b>58</b>	<b>12</b>	<b>11</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>378</b>
17:00	28	0	0	0	0	0	0	28	93	8	3	4	0	1	0	109
17:15	14	2	0	0	0	0	0	16	49	5	1	1	0	0	0	56
17:30	15	2	0	0	0	0	0	17	61	4	4	2	0	0	0	71
17:45	7	2	0	0	0	0	0	9	65	6	0	1	0	0	0	72
<b>H/TOT</b>	<b>64</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>268</b>	<b>23</b>	<b>8</b>	<b>8</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>308</b>
<b>P/TOT</b>	<b>112</b>	<b>14</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>129</b>	<b>563</b>	<b>81</b>	<b>20</b>	<b>19</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>686</b>



SITE: 2

DATE: 13/11/2018

LOCATION: Fish Dam Lane/West Green Way/Industry Rd

DAY: TUESDAY

TIME	B to C							TOT	B to B							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	10	1	0	0	0	0	0	11	0	0	0	0	0	0	0	0
07:15	5	3	0	0	0	0	0	8	0	0	1	0	0	0	0	1
07:30	4	3	1	1	1	0	0	10	1	0	0	0	0	0	0	1
07:45	5	6	0	0	0	0	0	11	0	0	0	0	0	0	0	0
<b>H/TOT</b>	<b>24</b>	<b>13</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>
08:00	9	6	1	0	0	0	0	16	0	0	0	0	0	0	0	0
08:15	14	5	1	0	0	0	0	20	0	0	0	0	0	0	0	0
08:30	24	4	2	1	0	0	0	31	0	0	0	0	0	0	0	0
08:45	17	4	1	0	0	0	0	22	0	0	0	0	0	0	0	0
<b>H/TOT</b>	<b>64</b>	<b>19</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
09:00	14	3	1	0	0	0	0	18	0	0	0	0	0	0	0	0
09:15	12	3	1	0	0	0	0	16	0	0	0	0	0	0	0	0
09:30	8	5	1	1	0	0	0	15	0	0	0	0	0	0	0	0
09:45	6	2	1	0	0	0	0	9	1	0	0	0	0	0	0	1
<b>H/TOT</b>	<b>40</b>	<b>13</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>
<b>P/TOT</b>	<b>128</b>	<b>45</b>	<b>10</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>187</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>

TIME	B to C							TOT	B to B							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
16:00	30	7	1	0	0	0	0	38	0	0	0	0	0	0	0	0
16:15	13	3	2	0	0	0	0	18	0	0	0	0	0	0	0	0
16:30	21	4	3	1	0	0	0	29	0	0	0	0	0	0	0	0
16:45	20	5	0	0	0	0	0	25	0	0	0	0	0	0	0	0
<b>H/TOT</b>	<b>84</b>	<b>19</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>110</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
17:00	43	3	1	0	0	0	0	47	1	0	0	0	0	0	0	1
17:15	23	0	1	0	0	1	0	25	0	0	0	0	0	0	0	0
17:30	26	3	2	0	0	0	0	31	0	0	0	0	0	0	0	0
17:45	20	3	0	0	0	0	0	23	0	0	0	0	0	0	0	0
<b>H/TOT</b>	<b>112</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>126</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>
<b>P/TOT</b>	<b>196</b>	<b>28</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>236</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>



SITE: 2

DATE: 13/11/2018

LOCATION: Fish Dam Lane/West Green Way/Industry Rd

DAY: TUESDAY

TIME	C to B							TOT	C to A							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	13	8	0	0	0	0	0	21	10	8	1	0	0	0	0	19
07:15	14	7	0	0	0	0	0	21	20	6	3	0	1	0	0	30
07:30	19	6	1	1	0	0	0	27	22	2	0	0	1	0	2	27
07:45	22	10	2	0	1	0	0	35	51	7	2	0	1	0	0	61
<b>H/TOT</b>	<b>68</b>	<b>31</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>104</b>	<b>103</b>	<b>23</b>	<b>6</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>2</b>	<b>137</b>
08:00	26	9	1	0	0	1	0	37	67	10	0	0	1	0	0	78
08:15	33	3	2	0	0	0	0	38	53	2	0	0	1	0	0	56
08:30	39	4	3	1	0	0	0	47	47	6	2	0	1	0	0	56
08:45	34	8	0	0	0	0	0	42	31	4	4	1	1	0	0	41
<b>H/TOT</b>	<b>132</b>	<b>24</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>164</b>	<b>198</b>	<b>22</b>	<b>6</b>	<b>1</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>231</b>
09:00	15	2	0	0	0	0	0	17	20	2	0	0	2	0	0	24
09:15	15	2	0	0	0	0	0	17	26	3	3	0	1	0	0	33
09:30	10	0	2	0	0	0	0	12	24	5	1	0	2	0	0	32
09:45	9	4	1	1	0	0	0	15	27	6	2	0	1	0	0	36
<b>H/TOT</b>	<b>49</b>	<b>8</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>97</b>	<b>16</b>	<b>6</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>125</b>
<b>P/TOT</b>	<b>249</b>	<b>63</b>	<b>12</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>329</b>	<b>398</b>	<b>61</b>	<b>18</b>	<b>1</b>	<b>13</b>	<b>0</b>	<b>2</b>	<b>493</b>

TIME	C to B							TOT	C to A							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
16:00	12	4	2	1	0	0	0	19	46	7	0	1	2	2	0	58
16:15	14	0	1	0	2	0	0	17	34	5	1	0	0	0	0	40
16:30	18	2	2	0	0	0	0	22	34	1	2	0	2	0	0	39
16:45	20	2	0	0	0	0	0	22	41	1	0	0	0	0	0	42
<b>H/TOT</b>	<b>64</b>	<b>8</b>	<b>5</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>155</b>	<b>14</b>	<b>3</b>	<b>1</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>179</b>
17:00	13	3	0	1	0	0	0	17	49	9	1	0	3	0	0	62
17:15	7	1	1	0	0	0	0	9	40	4	0	0	1	0	0	45
17:30	12	1	0	0	0	0	0	13	43	2	0	0	2	0	0	47
17:45	15	0	0	0	0	0	0	15	46	4	0	0	0	0	0	50
<b>H/TOT</b>	<b>47</b>	<b>5</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>178</b>	<b>19</b>	<b>1</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>204</b>
<b>P/TOT</b>	<b>111</b>	<b>13</b>	<b>6</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>134</b>	<b>333</b>	<b>33</b>	<b>4</b>	<b>1</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>383</b>



SITE: 2

DATE: 13/11/2018

LOCATION: Fish Dam Lane/West Green Way/Industry Rd

DAY: TUESDAY

TIME	C to D							TOT	C to C							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
07:15	6	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0
07:30	5	2	0	0	0	0	0	7	0	0	0	0	0	0	0	0
07:45	6	0	0	1	0	0	0	7	0	0	0	0	0	0	0	0
<b>H/TOT</b>	<b>18</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
08:00	1	1	1	0	0	0	0	3	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
08:30	2	3	0	0	0	0	0	5	0	0	0	0	0	0	0	0
08:45	4	0	0	0	0	0	0	4	1	0	0	0	0	0	0	1
<b>H/TOT</b>	<b>7</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>
09:00	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
09:15	3	2	0	0	0	0	0	5	0	0	0	0	0	0	0	0
09:30	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0
09:45	3	2	0	0	0	0	0	5	0	0	0	0	0	0	0	0
<b>H/TOT</b>	<b>12</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>P/TOT</b>	<b>37</b>	<b>10</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>49</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>

TIME	C to D							TOT	C to C							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
16:00	5	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0
16:15	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
16:30	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
16:45	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
<b>H/TOT</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
17:00	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0
17:15	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
17:30	5	0	0	0	0	0	0	5	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
<b>H/TOT</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>P/TOT</b>	<b>21</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>



SITE: 2

DATE: 13/11/2018

LOCATION: Fish Dam Lane/West Green Way/Industry Rd

DAY: TUESDAY

TIME	D to C							TOT	D to B							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	0	0	0	0	0	1	0	1	40	22	3	2	1	0	0	68
07:15	2	1	0	0	0	0	0	3	55	15	5	3	0	0	0	78
07:30	0	0	0	0	0	0	0	0	58	13	2	4	0	1	1	79
07:45	0	0	1	0	0	0	0	1	74	25	6	4	0	0	0	109
<b>H/TOT</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>5</b>	<b>227</b>	<b>75</b>	<b>16</b>	<b>13</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>334</b>
08:00	0	1	0	0	0	0	0	1	55	19	5	9	0	0	0	88
08:15	0	0	0	0	0	0	0	0	73	9	6	2	0	1	0	91
08:30	2	0	0	0	0	0	0	2	71	6	6	5	0	0	0	88
08:45	3	0	0	2	0	0	0	5	32	9	5	6	0	0	0	52
<b>H/TOT</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>231</b>	<b>43</b>	<b>22</b>	<b>22</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>319</b>
09:00	2	1	0	0	0	0	0	3	35	9	7	3	0	0	0	54
09:15	3	0	0	0	0	0	0	3	40	13	5	7	0	0	0	65
09:30	1	1	0	0	0	0	0	2	34	11	9	6	0	0	0	60
09:45	2	0	0	0	0	0	0	2	27	9	5	7	1	0	0	49
<b>H/TOT</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>136</b>	<b>42</b>	<b>26</b>	<b>23</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>228</b>
<b>P/TOT</b>	<b>15</b>	<b>4</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>23</b>	<b>594</b>	<b>160</b>	<b>64</b>	<b>58</b>	<b>2</b>	<b>2</b>	<b>1</b>	<b>881</b>

TIME	D to C							TOT	D to B							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
16:00	3	0	0	0	0	0	0	3	47	14	5	5	0	0	0	71
16:15	2	0	0	0	0	0	0	2	41	8	7	7	0	0	0	63
16:30	5	0	0	0	0	0	0	5	47	10	3	0	0	0	0	60
16:45	5	0	1	0	0	0	0	6	56	8	5	2	0	2	0	73
<b>H/TOT</b>	<b>15</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>191</b>	<b>40</b>	<b>20</b>	<b>14</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>267</b>
17:00	3	0	0	0	0	0	0	3	46	7	2	3	0	0	0	58
17:15	4	0	0	0	0	0	0	4	44	2	1	11	1	0	0	59
17:30	7	2	0	0	0	0	0	9	47	5	1	3	0	0	0	56
17:45	3	1	0	0	0	0	0	4	57	5	2	5	0	0	0	69
<b>H/TOT</b>	<b>17</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>194</b>	<b>19</b>	<b>6</b>	<b>22</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>242</b>
<b>P/TOT</b>	<b>32</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>36</b>	<b>385</b>	<b>59</b>	<b>26</b>	<b>36</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>509</b>



SITE: 2

DATE: 13/11/2018

LOCATION: Fish Dam Lane/West Green Way/Industry Rd

DAY: DAY: TUESDAY

TIME	D to A							TOT	D to D							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	24	5	0	2	0	1	0	32	0	0	0	0	0	0	0	0
07:15	26	6	0	0	1	0	0	33	0	0	0	0	0	0	0	0
07:30	47	3	2	0	0	0	0	52	0	0	0	0	0	0	0	0
07:45	36	7	1	0	0	0	0	44	0	1	0	0	0	0	0	1
<b>H/TOT</b>	<b>133</b>	<b>21</b>	<b>3</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>161</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>
08:00	41	3	3	1	0	0	0	48	1	0	0	0	0	0	0	1
08:15	40	1	6	1	0	0	0	48	0	0	0	0	0	0	0	0
08:30	31	5	2	3	0	0	0	41	0	0	0	0	0	0	0	0
08:45	18	4	1	1	0	0	0	24	1	0	0	0	0	0	0	1
<b>H/TOT</b>	<b>130</b>	<b>13</b>	<b>12</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>161</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>
09:00	16	2	1	0	0	0	0	19	0	0	0	0	0	0	0	0
09:15	19	3	0	1	0	0	0	23	0	0	0	0	0	0	0	0
09:30	13	1	1	1	0	0	0	16	0	0	0	0	0	0	0	0
09:45	18	2	1	0	0	0	0	21	0	0	0	0	0	0	0	0
<b>H/TOT</b>	<b>66</b>	<b>8</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>P/TOT</b>	<b>329</b>	<b>42</b>	<b>18</b>	<b>10</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>401</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>

TIME	D to A							TOT	D to D							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
16:00	22	7	2	0	0	0	0	31	0	0	0	0	0	0	0	0
16:15	30	4	2	0	0	0	0	36	0	0	0	0	0	0	0	0
16:30	35	7	2	0	1	0	0	45	0	0	0	0	0	0	0	0
16:45	23	3	1	0	0	0	0	27	0	0	0	0	0	0	0	0
<b>H/TOT</b>	<b>110</b>	<b>21</b>	<b>7</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>139</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
17:00	29	6	3	0	0	1	0	39	1	0	0	0	0	0	0	1
17:15	37	3	2	1	0	0	0	43	0	0	0	0	0	0	0	0
17:30	37	0	0	1	0	1	0	39	0	0	0	0	0	0	0	0
17:45	27	4	0	0	0	0	0	31	0	0	0	0	0	0	0	0
<b>H/TOT</b>	<b>130</b>	<b>13</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>152</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>
<b>P/TOT</b>	<b>240</b>	<b>34</b>	<b>12</b>	<b>2</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>291</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>



SITE: 2

DATE: 13/11/2018

LOCATION: Fish Dam Lane/West Green Way/Industry Rd

DAY: TUESDA 0

TIME	TO ARM A							TOT	FROM ARM A							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	36	13	1	2	0	1	0	53	37	7	0	1	1	0	0	46
07:15	47	14	3	0	2	0	0	66	50	18	3	0	1	1	0	73
07:30	72	6	2	2	1	0	2	85	57	11	2	3	0	0	0	73
07:45	96	16	4	0	1	0	0	117	55	13	2	1	4	0	0	75
<b>H/TOT</b>	<b>251</b>	<b>49</b>	<b>10</b>	<b>4</b>	<b>4</b>	<b>1</b>	<b>2</b>	<b>321</b>	<b>199</b>	<b>49</b>	<b>7</b>	<b>5</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>267</b>
08:00	112	14	3	1	1	0	0	131	81	9	3	2	4	0	0	99
08:15	98	3	8	1	1	0	0	111	84	10	4	2	2	0	0	102
08:30	92	12	5	3	1	0	0	113	80	7	5	1	1	0	0	94
08:45	56	10	5	2	1	0	0	74	95	10	2	1	1	1	0	110
<b>H/TOT</b>	<b>358</b>	<b>39</b>	<b>21</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>429</b>	<b>340</b>	<b>36</b>	<b>14</b>	<b>6</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>405</b>
09:00	37	6	1	0	2	0	0	46	56	9	2	1	2	0	0	70
09:15	52	8	3	1	1	0	0	65	44	10	3	3	2	0	0	62
09:30	42	9	2	1	2	0	0	56	55	6	5	6	1	1	0	74
09:45	50	10	3	0	1	0	0	64	54	4	2	1	2	0	0	63
<b>H/TOT</b>	<b>181</b>	<b>33</b>	<b>9</b>	<b>2</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>231</b>	<b>209</b>	<b>29</b>	<b>12</b>	<b>11</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>269</b>
<b>P/TOT</b>	<b>790</b>	<b>121</b>	<b>40</b>	<b>13</b>	<b>14</b>	<b>1</b>	<b>2</b>	<b>981</b>	<b>Lane N</b>	<b>114</b>	<b>33</b>	<b>22</b>	<b>21</b>	<b>3</b>	<b>0</b>	<b>941</b>

TIME	TO ARM A							TOT	FROM ARM A							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
16:00	89	18	3	2	2	2	0	116	91	9	2	2	1	1	2	108
16:15	76	10	3	0	0	1	0	90	65	12	3	0	2	1	0	83
16:30	77	11	4	0	3	0	0	95	56	6	3	1	2	0	0	68
16:45	71	4	1	0	0	0	0	76	58	7	1	0	0	1	0	67
<b>H/TOT</b>	<b>313</b>	<b>43</b>	<b>11</b>	<b>2</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>377</b>	<b>270</b>	<b>34</b>	<b>9</b>	<b>3</b>	<b>5</b>	<b>3</b>	<b>2</b>	<b>326</b>
17:00	106	15	4	0	3	1	0	129	75	7	0	0	1	1	0	84
17:15	91	9	2	1	1	0	0	104	63	8	1	2	1	0	0	75
17:30	95	4	0	1	2	1	0	103	62	5	0	0	3	0	5	75
17:45	80	10	0	0	0	0	0	90	54	3	1	0	1	0	0	59
<b>H/TOT</b>	<b>372</b>	<b>38</b>	<b>6</b>	<b>2</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>426</b>	<b>254</b>	<b>23</b>	<b>2</b>	<b>2</b>	<b>6</b>	<b>1</b>	<b>5</b>	<b>293</b>
<b>P/TOT</b>	<b>685</b>	<b>81</b>	<b>17</b>	<b>4</b>	<b>11</b>	<b>5</b>	<b>0</b>	<b>803</b>	<b>524</b>	<b>57</b>	<b>11</b>	<b>5</b>	<b>11</b>	<b>4</b>	<b>7</b>	<b>619</b>



SITE: 2

DATE: 13/11/2018

LOCATION: Fish Dam Lane/West Green Way/Industry Rd

DAY: TUESDAY

TIME	TO ARM B							TOT	FROM ARM B							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	55	30	3	2	1	0	0	91	36	8	10	10	2	0	0	66
07:15	73	25	6	3	0	0	0	107	36	18	10	5	2	0	0	71
07:30	83	20	3	5	0	1	1	113	30	15	9	6	2	1	0	63
07:45	99	36	8	4	1	0	0	148	48	15	9	4	0	0	0	76
<b>H/TOT</b>	<b>310</b>	<b>111</b>	<b>20</b>	<b>14</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>459</b>	<b>150</b>	<b>56</b>	<b>38</b>	<b>25</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>276</b>
08:00	82	29	7	9	0	1	0	128	45	17	10	4	0	0	0	76
08:15	112	15	8	2	0	1	0	138	62	21	14	6	1	0	0	104
08:30	118	11	10	6	0	0	0	145	88	17	8	4	0	0	0	117
08:45	78	17	5	6	0	0	0	106	61	12	9	1	0	0	0	83
<b>H/TOT</b>	<b>390</b>	<b>72</b>	<b>30</b>	<b>23</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>517</b>	<b>256</b>	<b>67</b>	<b>41</b>	<b>15</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>380</b>
09:00	51	15	7	3	1	0	0	77	61	17	14	3	1	0	0	96
09:15	57	16	5	7	0	0	0	85	52	16	5	4	0	0	0	77
09:30	47	12	11	6	0	0	0	76	39	13	5	6	1	0	0	64
09:45	39	14	6	8	1	0	0	68	40	10	9	8	0	0	0	67
<b>H/TOT</b>	<b>194</b>	<b>57</b>	<b>29</b>	<b>24</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>306</b>	<b>192</b>	<b>56</b>	<b>33</b>	<b>21</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>304</b>
<b>P/TOT</b>	<b>894</b>	<b>240</b>	<b>79</b>	<b>61</b>	<b>4</b>	<b>3</b>	<b>1</b>	<b>1282</b>	<b>598</b>	<b>179</b>	<b>112</b>	<b>61</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>960</b>

TIME	TO ARM B							TOT	FROM ARM B							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
16:00	65	18	7	6	0	0	0	96	139	26	6	8	0	1	0	180
16:15	59	10	9	7	2	0	0	87	86	24	5	2	0	1	0	118
16:30	67	12	6	0	0	0	0	85	103	23	4	3	0	0	0	133
16:45	79	10	5	2	0	3	0	99	99	12	4	0	0	1	0	116
<b>H/TOT</b>	<b>270</b>	<b>50</b>	<b>27</b>	<b>15</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>367</b>	<b>427</b>	<b>85</b>	<b>19</b>	<b>13</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>547</b>
17:00	60	11	2	4	0	0	0	77	165	11	4	4	0	1	0	185
17:15	53	3	3	11	1	0	0	71	86	7	2	1	0	1	0	97
17:30	64	6	1	3	0	0	0	74	102	9	6	2	0	0	0	119
17:45	74	6	2	5	0	0	0	87	92	11	0	1	0	0	0	104
<b>H/TOT</b>	<b>251</b>	<b>26</b>	<b>8</b>	<b>23</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>309</b>	<b>445</b>	<b>38</b>	<b>12</b>	<b>8</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>505</b>
<b>P/TOT</b>	<b>521</b>	<b>76</b>	<b>35</b>	<b>38</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>676</b>	<b>872</b>	<b>123</b>	<b>31</b>	<b>21</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>1052</b>



SITE: 2

DATE: 13/11/2018

LOCATION: Fish Dam Lane/West Green Way/Industry Rd

DAY: TUESDAY

TIME	TO ARM C							TOT	FROM ARM C							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	25	2	0	0	1	1	0	29	24	16	1	0	0	0	0	41
07:15	33	12	1	0	1	1	0	48	40	13	3	0	1	0	0	57
07:30	37	8	1	1	1	0	0	48	46	10	1	1	1	0	2	61
07:45	39	9	3	0	3	0	0	54	79	17	4	1	2	0	0	103
<b>H/TOT</b>	<b>134</b>	<b>31</b>	<b>5</b>	<b>1</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>179</b>	<b>189</b>	<b>56</b>	<b>9</b>	<b>2</b>	<b>4</b>	<b>0</b>	<b>2</b>	<b>262</b>
08:00	57	9	3	1	1	0	0	71	94	20	2	0	1	1	0	118
08:15	68	11	4	0	2	0	0	85	86	5	2	0	1	0	0	94
08:30	72	9	3	1	1	0	0	86	88	13	5	1	1	0	0	108
08:45	65	11	1	2	1	0	0	80	70	12	4	1	1	0	0	88
<b>H/TOT</b>	<b>262</b>	<b>40</b>	<b>11</b>	<b>4</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>322</b>	<b>338</b>	<b>50</b>	<b>13</b>	<b>2</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>408</b>
09:00	46	8	2	0	1	0	0	57	37	4	0	0	2	0	0	43
09:15	40	9	2	0	2	0	0	53	44	7	3	0	1	0	0	55
09:30	40	8	4	1	1	0	0	54	38	5	3	0	2	0	0	48
09:45	39	4	3	0	2	0	0	48	39	12	3	1	1	0	0	56
<b>H/TOT</b>	<b>165</b>	<b>29</b>	<b>11</b>	<b>1</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>212</b>	<b>158</b>	<b>28</b>	<b>9</b>	<b>1</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>202</b>
<b>P/TOT</b>	<b>561</b>	<b>100</b>	<b>27</b>	<b>6</b>	<b>17</b>	<b>2</b>	<b>0</b>	<b>713</b>	<b>685</b>	<b>134</b>	<b>31</b>	<b>5</b>	<b>14</b>	<b>1</b>	<b>2</b>	<b>872</b>

TIME	TO ARM C							TOT	FROM ARM C							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
16:00	81	10	3	0	1	0	1	96	63	11	2	2	2	2	0	82
16:15	50	9	4	0	2	0	0	65	50	5	2	0	2	0	0	59
16:30	65	9	4	2	2	0	0	82	54	3	4	0	2	0	0	63
16:45	52	8	2	0	0	0	0	62	63	3	0	0	0	0	0	66
<b>H/TOT</b>	<b>248</b>	<b>36</b>	<b>13</b>	<b>2</b>	<b>5</b>	<b>0</b>	<b>1</b>	<b>305</b>	<b>230</b>	<b>22</b>	<b>8</b>	<b>2</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>270</b>
17:00	89	6	1	0	1	1	0	98	65	12	1	1	3	0	0	82
17:15	65	5	1	2	1	1	0	75	49	5	1	0	1	0	0	56
17:30	60	7	2	0	3	0	0	72	60	3	0	0	2	0	0	65
17:45	50	5	0	0	0	0	0	55	61	4	0	0	0	0	0	65
<b>H/TOT</b>	<b>264</b>	<b>23</b>	<b>4</b>	<b>2</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>300</b>	<b>235</b>	<b>24</b>	<b>2</b>	<b>1</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>268</b>
<b>P/TOT</b>	<b>512</b>	<b>59</b>	<b>17</b>	<b>4</b>	<b>10</b>	<b>2</b>	<b>1</b>	<b>605</b>	<b>465</b>	<b>46</b>	<b>10</b>	<b>3</b>	<b>12</b>	<b>2</b>	<b>0</b>	<b>538</b>



SITE: 2

DATE: 13/11/2018

LOCATION: Fish Dam Lane/West Green Way/Industry Rd

DAY: TUESDAY

TIME	TO ARM D							TOT	FROM ARM D							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	45	13	10	11	2	0	0	81	64	27	3	4	1	2	0	101
07:15	56	20	11	5	2	0	0	94	83	22	5	3	1	0	0	114
07:30	46	18	10	6	1	1	0	82	105	16	4	4	0	1	1	131
07:45	58	17	8	6	1	0	0	90	110	33	8	4	0	0	0	155
<b>H/TOT</b>	<b>205</b>	<b>68</b>	<b>39</b>	<b>28</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>347</b>	<b>362</b>	<b>98</b>	<b>20</b>	<b>15</b>	<b>2</b>	<b>3</b>	<b>1</b>	<b>501</b>
08:00	66	17	10	5	3	0	0	101	97	23	8	10	0	0	0	138
08:15	67	17	12	8	1	0	0	105	113	10	12	3	0	1	0	139
08:30	78	16	8	4	0	0	0	106	104	11	8	8	0	0	0	131
08:45	81	9	10	2	0	1	0	103	54	13	6	9	0	0	0	82
<b>H/TOT</b>	<b>292</b>	<b>59</b>	<b>40</b>	<b>19</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>415</b>	<b>368</b>	<b>57</b>	<b>34</b>	<b>30</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>490</b>
09:00	73	13	14	4	1	0	0	105	53	12	8	3	0	0	0	76
09:15	53	16	6	7	0	0	0	82	62	16	5	8	0	0	0	91
09:30	51	8	6	11	1	1	0	78	48	13	10	7	0	0	0	78
09:45	52	9	8	9	0	0	0	78	47	11	6	7	1	0	0	72
<b>H/TOT</b>	<b>229</b>	<b>46</b>	<b>34</b>	<b>31</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>343</b>	<b>210</b>	<b>52</b>	<b>29</b>	<b>25</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>317</b>
<b>P/TOT</b>	<b>726</b>	<b>173</b>	<b>113</b>	<b>78</b>	<b>12</b>	<b>3</b>	<b>0</b>	<b>1105</b>	<b>940</b>	<b>207</b>	<b>83</b>	<b>70</b>	<b>3</b>	<b>4</b>	<b>1</b>	<b>1308</b>

TIME	TO ARM D							TOT	FROM ARM D							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
16:00	130	21	4	9	0	2	1	167	72	21	7	5	0	0	0	105
16:15	89	24	3	2	0	1	0	119	73	12	9	7	0	0	0	101
16:30	91	17	2	2	0	0	0	112	87	17	5	0	1	0	0	110
16:45	102	11	4	0	0	1	0	118	84	11	7	2	0	2	0	106
<b>H/TOT</b>	<b>412</b>	<b>73</b>	<b>13</b>	<b>13</b>	<b>0</b>	<b>4</b>	<b>1</b>	<b>516</b>	<b>316</b>	<b>61</b>	<b>28</b>	<b>14</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>422</b>
17:00	129	11	3	4	0	1	0	148	79	13	5	3	0	1	0	101
17:15	74	8	1	1	0	0	0	84	85	5	3	12	1	0	0	106
17:30	96	7	4	2	0	0	5	114	91	7	1	4	0	1	0	104
17:45	90	7	1	1	1	0	0	100	87	10	2	5	0	0	0	104
<b>H/TOT</b>	<b>389</b>	<b>33</b>	<b>9</b>	<b>8</b>	<b>1</b>	<b>1</b>	<b>5</b>	<b>446</b>	<b>342</b>	<b>35</b>	<b>11</b>	<b>24</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>415</b>
<b>P/TOT</b>	<b>801</b>	<b>106</b>	<b>22</b>	<b>21</b>	<b>1</b>	<b>5</b>	<b>6</b>	<b>962</b>	<b>658</b>	<b>96</b>	<b>39</b>	<b>38</b>	<b>2</b>	<b>4</b>	<b>0</b>	<b>837</b>



SITE: 3

DAY: Tuesday

LOCATION: A628 Pontefract Rd/West GreenWay/Burton Rd R/bt

DATE: 13/11/2018

TIME	A - E							TOT	A - D							TOT
	CAR	LGV	OGV 1	OGV 2	PSV	MCL	PCL		CAR	LGV	OGV 1	OGV 2	PSV	MCL	PCL	
07:00	7	2	4	7	1	0	0	21	7	2	0	0	1	0	0	10
07:15	15	4	6	5	1	0	0	31	16	8	0	0	1	0	0	25
07:30	8	7	4	4	0	1	0	24	11	4	3	0	0	0	0	18
07:45	17	5	7	4	1	0	0	34	32	5	1	0	1	0	1	40
<b>H/TOT</b>	<b>47</b>	<b>18</b>	<b>21</b>	<b>20</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>110</b>	<b>66</b>	<b>19</b>	<b>4</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>93</b>
08:00	15	3	3	6	2	0	0	29	25	8	4	0	1	0	0	38
08:15	15	6	10	7	1	0	0	39	31	8	0	0	0	0	0	39
08:30	8	6	1	1	0	0	0	16	31	3	1	0	0	0	0	35
08:45	13	8	3	0	0	0	0	24	34	5	3	0	0	0	0	42
<b>H/TOT</b>	<b>51</b>	<b>23</b>	<b>17</b>	<b>14</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>108</b>	<b>121</b>	<b>24</b>	<b>8</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>154</b>
09:00	9	3	3	2	1	0	0	18	27	1	3	0	0	0	0	31
09:15	8	1	7	6	0	0	0	22	21	8	3	0	0	0	0	32
09:30	10	3	1	8	1	0	0	23	22	3	0	0	0	0	0	25
09:45	10	2	1	7	0	0	0	20	24	4	3	0	0	0	0	31
<b>H/TOT</b>	<b>37</b>	<b>9</b>	<b>12</b>	<b>23</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>94</b>	<b>16</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>119</b>
<b>P/TOT</b>	<b>135</b>	<b>50</b>	<b>50</b>	<b>57</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>301</b>	<b>281</b>	<b>59</b>	<b>21</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>366</b>

TIME	A - E							TOT	A - D							TOT
	CAR	LGV	OGV 1	OGV 2	PSV	MCL	PCL		CAR	LGV	OGV 1	OGV 2	PSV	MCL	PCL	
16:00	18	4	3	7	0	0	0	32	45	5	0	0	0	2	0	52
16:15	18	11	1	3	0	0	0	33	36	12	1	0	0	0	1	50
16:30	23	1	0	1	0	0	0	25	48	14	2	0	0	0	0	64
16:45	11	2	1	0	0	0	0	14	43	9	0	0	0	1	0	53
<b>H/TOT</b>	<b>70</b>	<b>18</b>	<b>5</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>104</b>	<b>172</b>	<b>40</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>1</b>	<b>219</b>
17:00	19	2	1	1	0	0	0	23	43	7	0	0	0	1	0	51
17:15	12	1	0	1	0	0	0	14	36	7	0	0	0	0	0	43
17:30	20	2	1	0	0	0	0	23	30	6	1	0	0	0	5	42
17:45	17	4	0	0	0	0	0	21	37	5	0	0	0	0	0	42
<b>H/TOT</b>	<b>68</b>	<b>9</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>146</b>	<b>25</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>5</b>	<b>178</b>
<b>P/TOT</b>	<b>138</b>	<b>27</b>	<b>7</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>185</b>	<b>318</b>	<b>65</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>6</b>	<b>397</b>



SITE: 3

DAY: Tuesday

LOCATION: A628 Pontefract Rd/West GreenWay/Burton Rd R/bt

DATE: 13/11/2018

TIME	A - C								TOT	A - B								TOT
	CAR	LGV	OGV 1	OGV 2	PSV	MCL	PCL	CAR		LGV	OGV 1	OGV 2	PSV	MCL	PCL			
07:00	22	8	4	2	0	0	0	36	3	1	0	0	0	0	0	4		
07:15	21	7	7	0	0	0	0	35	5	1	0	1	0	0	0	7		
07:30	18	3	0	1	0	0	0	22	6	2	2	1	0	0	0	11		
07:45	6	4	0	1	0	0	0	11	3	2	0	1	0	0	0	6		
<b>H/TOT</b>	<b>67</b>	<b>22</b>	<b>11</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>104</b>	<b>17</b>	<b>6</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>28</b>		
08:00	22	6	2	0	0	0	0	30	3	1	1	0	0	0	0	5		
08:15	19	6	3	0	0	0	0	28	5	0	1	0	0	0	0	6		
08:30	24	5	5	2	0	0	0	36	2	2	0	3	0	0	0	7		
08:45	32	4	7	2	0	0	0	45	12	0	0	1	0	0	0	13		
<b>H/TOT</b>	<b>97</b>	<b>21</b>	<b>17</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>139</b>	<b>22</b>	<b>3</b>	<b>2</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>31</b>		
09:00	32	6	1	0	0	0	0	39	5	2	3	1	0	0	0	11		
09:15	17	3	0	1	0	0	0	21	4	1	0	0	0	0	0	5		
09:30	19	6	2	1	0	1	0	29	4	0	2	2	0	0	0	8		
09:45	10	5	4	3	0	0	0	22	1	2	0	1	0	0	0	4		
<b>H/TOT</b>	<b>78</b>	<b>20</b>	<b>7</b>	<b>5</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>111</b>	<b>14</b>	<b>5</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>28</b>		
<b>P/TOT</b>	<b>242</b>	<b>63</b>	<b>35</b>	<b>13</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>354</b>	<b>53</b>	<b>14</b>	<b>9</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>87</b>		

TIME	A - C								TOT	A - B								TOT
	CAR	LGV	OGV 1	OGV 2	PSV	MCL	PCL	CAR		LGV	OGV 1	OGV 2	PSV	MCL	PCL			
16:00	46	10	3	1	0	0	0	60	6	4	0	0	0	0	0	10		
16:15	30	10	1	0	0	0	0	41	9	2	0	0	0	0	0	11		
16:30	34	7	1	1	0	0	0	43	3	4	0	1	0	0	0	8		
16:45	36	3	1	0	0	1	0	41	4	2	1	0	0	0	0	7		
<b>H/TOT</b>	<b>146</b>	<b>30</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>185</b>	<b>22</b>	<b>12</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>36</b>		
17:00	51	8	1	2	0	0	0	62	0	0	0	0	0	0	0	0		
17:15	33	2	1	0	0	0	0	36	3	0	0	0	0	0	0	3		
17:30	36	2	2	0	0	0	0	40	0	0	0	0	0	0	0	0		
17:45	36	1	2	1	0	0	0	40	0	0	0	0	0	0	0	0		
<b>H/TOT</b>	<b>156</b>	<b>13</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>178</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>		
<b>P/TOT</b>	<b>302</b>	<b>43</b>	<b>12</b>	<b>5</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>363</b>	<b>25</b>	<b>12</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>39</b>		



SITE: 3

DAY: Tuesday

LOCATION: A628 Pontefract Rd/West GreenWay/Burton Rd R/bt

DATE: 13/11/2018

TIME	A - A								TOT	B - A								TOT
	CAR	LGV	OGV 1	OGV 2	PSV	MCL	PCL	TOT		CAR	LGV	OGV 1	OGV 2	PSV	MCL	PCL	TOT	
07:00	0	0	0	0	0	0	0	0	0	4	1	0	0	0	0	0	5	
07:15	0	0	0	0	0	0	0	0	0	9	0	0	0	0	0	0	9	
07:30	0	0	0	0	0	0	0	0	0	7	0	0	2	0	0	0	9	
07:45	0	0	0	0	0	0	0	0	0	5	3	1	2	0	0	0	11	
<b>H/TOT</b>	0	0	0	0	0	0	0	0	0	25	4	1	4	0	0	0	34	
08:00	0	0	0	0	0	0	0	0	0	8	1	1	3	0	0	0	13	
08:15	0	0	0	0	0	0	0	0	0	13	1	3	1	0	0	0	18	
08:30	0	0	0	0	0	0	0	0	0	14	1	2	0	0	0	0	17	
08:45	0	0	0	0	0	0	0	0	0	4	3	0	1	0	0	0	8	
<b>H/TOT</b>	0	0	0	0	0	0	0	0	0	39	6	6	5	0	0	0	56	
09:00	0	0	0	0	0	0	0	0	0	1	1	0	1	0	0	0	3	
09:15	0	0	0	0	0	0	0	0	0	4	3	2	2	0	0	0	11	
09:30	0	0	0	0	0	0	0	0	0	6	1	0	0	0	0	0	7	
09:45	0	0	0	0	0	0	0	0	0	4	0	1	1	0	0	0	6	
<b>H/TOT</b>	0	0	0	0	0	0	0	0	0	15	5	3	4	0	0	0	27	
<b>P/TOT</b>	0	0	0	0	0	0	0	0	0	79	15	10	13	0	0	0	117	

TIME	A - A								TOT	B - A								TOT
	CAR	LGV	OGV 1	OGV 2	PSV	MCL	PCL	TOT		CAR	LGV	OGV 1	OGV 2	PSV	MCL	PCL	TOT	
16:00	0	0	0	0	0	0	0	0	0	2	1	1	0	0	0	0	4	
16:15	0	0	0	0	0	0	0	0	0	4	2	0	1	0	0	0	7	
16:30	0	0	0	0	0	0	0	0	0	5	1	0	0	0	0	0	6	
16:45	0	0	0	0	0	0	0	0	0	6	0	1	0	0	0	0	7	
<b>H/TOT</b>	0	0	0	0	0	0	0	0	0	17	4	2	1	0	0	0	24	
17:00	0	0	0	0	0	0	0	0	0	4	0	0	1	0	1	0	6	
17:15	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	
17:30	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	
17:45	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	
<b>H/TOT</b>	0	0	0	0	0	0	0	0	0	12	0	0	1	0	1	0	14	
<b>P/TOT</b>	0	0	0	0	0	0	0	0	0	29	4	2	2	0	1	0	38	



SITE: 3

DAY: Tuesday

LOCATION: A628 Pontefract Rd/West GreenWay/Burton Rd R/bt

DATE: 13/11/2018

TIME	B - E								TOT	B - D								TOT
	CAR	LGV	OGV 1	OGV 2	PSV	MCL	PCL	CAR		LGV	OGV 1	OGV 2	PSV	MCL	PCL			
07:00	19	3	4	2	0	0	0	28	7	3	0	0	0	0	0	10		
07:15	25	4	1	0	0	0	0	30	12	4	0	0	0	0	0	16		
07:30	44	9	0	0	0	0	0	53	11	2	0	0	0	0	0	13		
07:45	34	9	4	0	0	0	0	47	25	2	2	0	1	0	0	30		
<b>H/TOT</b>	<b>122</b>	<b>25</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>158</b>	<b>55</b>	<b>11</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>69</b>		
08:00	41	13	3	2	0	0	0	59	42	3	2	0	0	0	0	47		
08:15	28	5	4	0	0	0	0	37	37	3	0	0	0	1	0	41		
08:30	31	7	4	2	0	0	0	44	34	5	0	0	0	0	0	39		
08:45	31	5	5	2	1	0	0	44	45	6	0	0	0	0	0	51		
<b>H/TOT</b>	<b>131</b>	<b>30</b>	<b>16</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>184</b>	<b>158</b>	<b>17</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>178</b>		
09:00	22	2	0	2	0	0	0	26	26	2	0	0	0	0	0	28		
09:15	13	4	2	0	0	0	0	19	32	0	3	0	0	1	0	36		
09:30	13	3	3	5	0	0	0	24	23	3	1	0	0	0	0	27		
09:45	17	4	6	2	0	0	0	29	37	1	0	0	2	0	0	40		
<b>H/TOT</b>	<b>65</b>	<b>13</b>	<b>11</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>98</b>	<b>118</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>131</b>		
<b>P/TOT</b>	<b>318</b>	<b>68</b>	<b>36</b>	<b>17</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>440</b>	<b>331</b>	<b>34</b>	<b>8</b>	<b>0</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>378</b>		

TIME	B - E								TOT	B - D								TOT
	CAR	LGV	OGV 1	OGV 2	PSV	MCL	PCL	CAR		LGV	OGV 1	OGV 2	PSV	MCL	PCL			
16:00	37	4	2	0	0	0	0	43	66	3	0	0	1	0	0	70		
16:15	37	3	0	0	0	0	0	40	50	8	0	0	0	0	0	58		
16:30	37	5	2	0	0	1	0	45	45	5	0	0	0	0	0	50		
16:45	39	8	3	0	0	0	0	50	55	2	0	0	0	0	0	57		
<b>H/TOT</b>	<b>150</b>	<b>20</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>178</b>	<b>216</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>235</b>		
17:00	32	3	2	0	0	0	0	37	60	3	0	0	0	0	0	63		
17:15	36	11	0	0	0	0	0	47	69	0	0	0	0	0	0	69		
17:30	38	8	2	0	0	0	0	48	66	5	0	0	0	1	0	72		
17:45	45	3	2	2	0	0	0	52	72	4	0	0	0	0	0	76		
<b>H/TOT</b>	<b>151</b>	<b>25</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>184</b>	<b>267</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>280</b>		
<b>P/TOT</b>	<b>301</b>	<b>45</b>	<b>13</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>362</b>	<b>483</b>	<b>30</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>515</b>		



SITE: 3

DAY: Tuesday

LOCATION: A628 Pontefract Rd/West GreenWay/Burton Rd R/bt

DATE: 13/11/2018

TIME	B - C							TOT	B - B							TOT
	CAR	LGV	OGV 1	OGV 2	PSV	MCL	PCL		CAR	LGV	OGV 1	OGV 2	PSV	MCL	PCL	
07:00	4	5	0	2	0	0	0	11	0	0	0	0	0	0	0	0
07:15	4	1	1	0	0	0	1	7	0	0	0	0	0	0	0	0
07:30	10	3	4	1	0	0	0	18	0	0	0	0	0	0	0	0
07:45	9	2	0	0	1	0	0	12	0	0	0	0	0	0	0	0
<b>H/TOT</b>	<b>27</b>	<b>11</b>	<b>5</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>48</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
08:00	9	2	0	1	0	0	0	12	0	0	0	0	0	0	0	0
08:15	6	1	2	0	0	0	0	9	0	0	0	0	0	0	0	0
08:30	6	2	0	1	0	0	0	9	1	0	0	0	0	0	0	1
08:45	13	1	0	0	0	0	0	14	0	0	0	0	0	0	0	0
<b>H/TOT</b>	<b>34</b>	<b>6</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>
09:00	9	2	1	0	0	0	0	12	0	0	0	0	0	0	0	0
09:15	6	1	0	0	0	0	0	7	0	0	0	0	0	0	0	0
09:30	5	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0
09:45	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0
<b>H/TOT</b>	<b>23</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>P/TOT</b>	<b>84</b>	<b>20</b>	<b>8</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>119</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>

TIME	B - C							TOT	B - B							TOT
	CAR	LGV	OGV 1	OGV 2	PSV	MCL	PCL		CAR	LGV	OGV 1	OGV 2	PSV	MCL	PCL	
16:00	8	0	0	0	0	0	0	8	0	0	0	0	0	0	0	0
16:15	13	2	0	1	0	0	0	16	0	0	0	0	0	0	0	0
16:30	13	1	0	0	0	0	0	14	1	0	0	0	0	0	0	1
16:45	14	1	1	1	0	0	0	17	0	0	0	0	0	0	0	0
<b>H/TOT</b>	<b>48</b>	<b>4</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>
17:00	14	0	0	1	0	0	0	15	0	0	0	0	0	0	0	0
17:15	11	0	0	1	0	0	0	12	0	0	0	0	0	0	0	0
17:30	10	1	0	0	0	0	0	11	0	0	0	0	0	0	0	0
17:45	12	0	0	0	0	0	0	12	0	0	0	0	0	0	0	0
<b>H/TOT</b>	<b>47</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>P/TOT</b>	<b>95</b>	<b>5</b>	<b>1</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>105</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>



SITE: 3

DAY: Tuesday

LOCATION: A628 Pontefract Rd/West GreenWay/Burton Rd R/bt

DATE: 13/11/2018

TIME	C - B								TOT	C - A								TOT
	CAR	LGV	OGV 1	OGV 2	PSV	MCL	PCL	TOT		CAR	LGV	OGV 1	OGV 2	PSV	MCL	PCL	TOT	
07:00	6	0	2	0	0	0	0	8	37	11	0	0	0	2	0	50		
07:15	7	2	0	2	0	0	0	11	37	12	1	2	0	0	0	52		
07:30	10	1	1	0	0	0	0	12	55	11	1	0	0	0	1	68		
07:45	13	2	0	1	0	0	0	16	56	18	5	1	0	0	0	80		
<b>H/TOT</b>	<b>36</b>	<b>5</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>47</b>	<b>185</b>	<b>52</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>250</b>		
08:00	8	0	1	0	0	0	0	9	46	8	3	3	0	0	0	60		
08:15	8	5	1	0	0	0	0	14	49	6	3	1	0	0	0	59		
08:30	16	0	3	0	0	0	0	19	46	5	3	3	0	0	0	57		
08:45	10	1	0	0	0	0	0	11	22	6	4	2	0	0	0	34		
<b>H/TOT</b>	<b>42</b>	<b>6</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>163</b>	<b>25</b>	<b>13</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>210</b>		
09:00	14	2	1	0	0	0	0	17	24	4	1	0	0	0	0	29		
09:15	6	6	2	1	0	0	0	15	21	4	0	2	0	0	0	27		
09:30	12	0	0	0	0	0	0	12	25	5	4	1	0	0	0	35		
09:45	3	0	2	0	0	0	0	5	20	7	0	0	0	0	0	27		
<b>H/TOT</b>	<b>35</b>	<b>8</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>49</b>	<b>90</b>	<b>20</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>118</b>		
<b>P/TOT</b>	<b>113</b>	<b>19</b>	<b>13</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>149</b>	<b>438</b>	<b>97</b>	<b>25</b>	<b>15</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>578</b>		

TIME	C - B								TOT	C - A								TOT
	CAR	LGV	OGV 1	OGV 2	PSV	MCL	PCL	TOT		CAR	LGV	OGV 1	OGV 2	PSV	MCL	PCL	TOT	
16:00	6	3	0	1	0	0	0	10	29	6	0	2	0	0	0	37		
16:15	15	2	0	1	1	0	0	19	34	4	5	0	0	0	1	44		
16:30	7	0	0	1	0	0	0	8	33	9	1	0	0	0	0	43		
16:45	10	3	1	0	0	0	0	14	35	7	2	1	0	0	0	45		
<b>H/TOT</b>	<b>38</b>	<b>8</b>	<b>1</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>51</b>	<b>131</b>	<b>26</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>169</b>		
17:00	17	3	0	0	0	0	0	20	35	4	2	0	0	0	0	41		
17:15	14	3	0	0	0	0	0	17	40	4	2	1	0	0	0	47		
17:30	4	3	0	0	0	0	0	7	41	3	0	2	0	1	0	47		
17:45	14	0	0	0	0	0	0	14	39	3	1	0	0	0	0	43		
<b>H/TOT</b>	<b>49</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>155</b>	<b>14</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>178</b>		
<b>P/TOT</b>	<b>87</b>	<b>17</b>	<b>1</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>109</b>	<b>286</b>	<b>40</b>	<b>13</b>	<b>6</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>347</b>		



SITE: 3

DAY: Tuesday

LOCATION: A628 Pontefract Rd/West GreenWay/Burton Rd R/bt

DATE: 13/11/2018

TIME	C - E								TOT	C - D								TOT
	CAR	LGV	OGV 1	OGV 2	PSV	MCL	PCL	TOT		CAR	LGV	OGV 1	OGV 2	PSV	MCL	PCL	TOT	
07:00	22	11	1	1	0	0	0	35	8	4	0	0	1	0	0	13		
07:15	32	10	0	0	0	0	1	43	15	7	2	0	1	0	0	25		
07:30	44	10	4	1	0	1	0	60	35	7	1	0	4	0	0	47		
07:45	52	15	0	0	0	0	0	67	37	6	0	0	2	0	0	45		
<b>H/TOT</b>	<b>150</b>	<b>46</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>205</b>	<b>95</b>	<b>24</b>	<b>3</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>130</b>		
08:00	37	12	2	0	0	0	0	51	36	0	3	0	2	0	0	41		
08:15	32	9	1	0	0	1	0	43	40	4	3	2	3	0	0	52		
08:30	31	6	1	0	0	0	0	38	46	9	3	0	2	0	0	60		
08:45	25	9	0	0	0	0	0	34	35	2	0	0	4	2	0	43		
<b>H/TOT</b>	<b>125</b>	<b>36</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>166</b>	<b>157</b>	<b>15</b>	<b>9</b>	<b>2</b>	<b>11</b>	<b>2</b>	<b>0</b>	<b>196</b>		
09:00	12	9	8	2	0	0	0	31	41	7	0	2	4	0	0	54		
09:15	25	4	3	2	0	1	0	35	39	6	2	0	2	0	0	49		
09:30	33	5	1	0	0	0	0	39	35	9	1	0	5	0	0	50		
09:45	29	6	4	3	0	0	0	42	32	6	0	0	2	0	0	40		
<b>H/TOT</b>	<b>99</b>	<b>24</b>	<b>16</b>	<b>7</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>147</b>	<b>147</b>	<b>28</b>	<b>3</b>	<b>2</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>193</b>		
<b>P/TOT</b>	<b>374</b>	<b>106</b>	<b>25</b>	<b>9</b>	<b>0</b>	<b>3</b>	<b>1</b>	<b>518</b>	<b>399</b>	<b>67</b>	<b>15</b>	<b>4</b>	<b>32</b>	<b>2</b>	<b>0</b>	<b>519</b>		

TIME	C - E								TOT	C - D								TOT
	CAR	LGV	OGV 1	OGV 2	PSV	MCL	PCL	TOT		CAR	LGV	OGV 1	OGV 2	PSV	MCL	PCL	TOT	
16:00	37	5	0	1	0	0	0	43	48	4	4	0	3	0	0	59		
16:15	48	5	4	0	0	0	0	57	41	6	0	0	0	0	0	47		
16:30	56	4	1	0	0	0	0	61	36	5	0	0	6	0	0	47		
16:45	51	0	0	0	0	0	0	51	35	4	3	0	3	0	0	45		
<b>H/TOT</b>	<b>192</b>	<b>14</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>212</b>	<b>160</b>	<b>19</b>	<b>7</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>198</b>		
17:00	46	10	0	1	0	0	0	57	44	4	3	0	1	0	0	52		
17:15	54	2	0	0	0	0	0	56	42	6	0	0	4	1	0	53		
17:30	56	8	0	0	0	0	0	64	48	2	0	0	3	1	0	54		
17:45	55	6	0	0	0	0	0	61	44	4	1	0	0	0	0	49		
<b>H/TOT</b>	<b>211</b>	<b>26</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>238</b>	<b>178</b>	<b>16</b>	<b>4</b>	<b>0</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>208</b>		
<b>P/TOT</b>	<b>403</b>	<b>40</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>450</b>	<b>338</b>	<b>35</b>	<b>11</b>	<b>0</b>	<b>20</b>	<b>2</b>	<b>0</b>	<b>406</b>		



SITE: 3

DAY: Tuesday

LOCATION: A628 Pontefract Rd/West GreenWay/Burton Rd R/bt

DATE: 13/11/2018

TIME	C - C								TOT	D - C								TOT
	CAR	LGV	OGV 1	OGV 2	PSV	MCL	PCL	CAR		LGV	OGV 1	OGV 2	PSV	MCL	PCL			
07:00	0	0	0	0	0	0	0	0	0	40	4	0	0	0	0	0	44	
07:15	0	0	1	0	0	0	0	0	1	27	6	1	1	2	0	0	37	
07:30	2	0	0	0	0	0	0	0	2	24	3	1	0	2	1	0	31	
07:45	0	0	0	0	0	0	0	0	0	19	5	0	0	3	0	0	27	
<b>H/TOT</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>110</b>	<b>18</b>	<b>2</b>	<b>1</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>139</b>	
08:00	0	0	0	0	0	0	0	0	0	26	3	0	0	3	0	0	32	
08:15	0	0	0	0	0	0	0	0	0	23	4	0	0	5	0	0	32	
08:30	0	0	0	0	0	0	0	0	0	18	1	5	0	3	0	0	27	
08:45	2	0	0	0	0	0	0	0	2	23	5	1	1	3	0	0	33	
<b>H/TOT</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>90</b>	<b>13</b>	<b>6</b>	<b>1</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>124</b>	
09:00	0	0	0	0	0	0	0	0	0	43	2	0	0	3	0	0	48	
09:15	0	0	0	0	0	0	0	0	0	37	3	2	0	3	0	0	45	
09:30	0	0	0	0	0	0	0	0	0	30	1	1	1	3	0	0	36	
09:45	0	0	0	0	0	0	0	0	0	30	5	2	0	0	0	0	37	
<b>H/TOT</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>140</b>	<b>11</b>	<b>5</b>	<b>1</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>166</b>	
<b>P/TOT</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>340</b>	<b>42</b>	<b>13</b>	<b>3</b>	<b>30</b>	<b>1</b>	<b>0</b>	<b>429</b>	

TIME	C - C								TOT	D - C								TOT
	CAR	LGV	OGV 1	OGV 2	PSV	MCL	PCL	CAR		LGV	OGV 1	OGV 2	PSV	MCL	PCL			
16:00	0	0	0	0	0	0	0	0	0	10	1	1	1	3	0	0	16	
16:15	0	0	0	0	0	0	0	0	0	22	2	0	0	3	0	0	27	
16:30	0	0	0	0	0	0	0	0	0	26	3	0	0	2	1	0	32	
16:45	1	0	0	0	0	0	0	0	1	20	1	0	0	1	0	0	22	
<b>H/TOT</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>78</b>	<b>7</b>	<b>1</b>	<b>1</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>97</b>	
17:00	0	0	0	0	0	0	0	0	0	21	3	2	0	4	1	0	31	
17:15	0	0	0	0	0	0	0	0	0	15	5	0	0	2	0	0	22	
17:30	0	0	0	0	0	0	0	0	0	31	0	0	0	3	0	0	34	
17:45	0	0	0	0	0	0	0	0	0	23	2	0	0	2	0	0	27	
<b>H/TOT</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>11</b>	<b>1</b>	<b>0</b>	<b>114</b>	
<b>P/TOT</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>168</b>	<b>17</b>	<b>3</b>	<b>1</b>	<b>20</b>	<b>2</b>	<b>0</b>	<b>211</b>	



SITE: 3

DAY: Tuesday

LOCATION: A628 Pontefract Rd/West GreenWay/Burton Rd R/bt

DATE: 13/11/2018

TIME	D - B								TOT	D - A								TOT
	CAR	LGV	OGV 1	OGV 2	PSV	MCL	PCL	CAR		LGV	OGV 1	OGV 2	PSV	MCL	PCL			
07:00	28	4	0	0	0	0	0	32	18	8	1	0	0	0	0	27		
07:15	22	5	2	0	0	0	0	29	29	2	1	0	0	0	0	32		
07:30	36	5	2	0	0	0	0	43	24	5	1	0	0	1	0	31		
07:45	47	11	0	0	0	0	0	58	27	7	1	0	0	0	0	35		
<b>H/TOT</b>	<b>133</b>	<b>25</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>162</b>	<b>98</b>	<b>22</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>125</b>		
08:00	55	2	2	0	0	0	0	59	33	4	1	0	0	0	0	38		
08:15	42	6	1	0	3	0	0	52	26	1	1	0	0	1	0	29		
08:30	42	9	0	0	0	0	0	51	20	1	2	0	0	0	0	23		
08:45	37	4	2	0	0	0	0	43	15	3	1	1	0	0	0	20		
<b>H/TOT</b>	<b>176</b>	<b>21</b>	<b>5</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>205</b>	<b>94</b>	<b>9</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>110</b>		
09:00	68	2	0	1	1	0	0	72	15	2	1	0	0	0	0	18		
09:15	37	1	2	0	1	0	0	41	21	7	0	0	0	0	0	28		
09:30	21	8	1	0	0	0	0	30	10	2	0	0	0	0	0	12		
09:45	32	0	3	0	0	0	0	35	18	4	1	0	0	1	0	24		
<b>H/TOT</b>	<b>158</b>	<b>11</b>	<b>6</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>178</b>	<b>64</b>	<b>15</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>82</b>		
<b>P/TOT</b>	<b>467</b>	<b>57</b>	<b>15</b>	<b>1</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>545</b>	<b>256</b>	<b>46</b>	<b>11</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>317</b>		

TIME	D - B								TOT	D - A								TOT
	CAR	LGV	OGV 1	OGV 2	PSV	MCL	PCL	CAR		LGV	OGV 1	OGV 2	PSV	MCL	PCL			
16:00	50	4	0	0	0	0	0	54	35	4	0	0	0	0	0	39		
16:15	44	10	1	2	0	0	0	57	25	4	0	0	0	0	0	29		
16:30	41	6	1	0	0	0	0	48	39	3	3	0	0	0	1	46		
16:45	49	3	0	0	0	0	0	52	27	0	0	0	0	1	0	28		
<b>H/TOT</b>	<b>184</b>	<b>23</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>211</b>	<b>126</b>	<b>11</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>142</b>		
17:00	56	4	0	0	0	0	0	60	34	5	1	0	0	0	0	40		
17:15	43	2	1	0	0	1	0	47	26	0	1	0	0	0	0	27		
17:30	47	3	0	0	0	0	0	50	30	2	0	0	0	0	0	32		
17:45	39	6	0	0	0	1	0	46	27	1	0	0	0	0	0	28		
<b>H/TOT</b>	<b>185</b>	<b>15</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>203</b>	<b>117</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>127</b>		
<b>P/TOT</b>	<b>369</b>	<b>38</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>414</b>	<b>243</b>	<b>19</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>269</b>		



SITE: 3

DAY: Tuesday

LOCATION: A628 Pontefract Rd/West GreenWay/Burton Rd R/bt

DATE: 13/11/2018

TIME	D - E								TOT	D - D								TOT
	CAR	LGV	OGV 1	OGV 2	PSV	MCL	PCL	CAR		LGV	OGV 1	OGV 2	PSV	MCL	PCL			
07:00	0	0	0	0	0	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	
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
07:45	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	
<b>H/TOT</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
08:15	2	0	0	0	0	0	0	0	2	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	
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
<b>H/TOT</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
09:00	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	
09:15	3	0	0	0	0	0	0	0	3	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	
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
<b>H/TOT</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>P/TOT</b>	<b>6</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	

TIME	D - E								TOT	D - D								TOT
	CAR	LGV	OGV 1	OGV 2	PSV	MCL	PCL	CAR		LGV	OGV 1	OGV 2	PSV	MCL	PCL			
16:00	1	0	0	0	0	0	0	0	1	0	0	1	1	0	0	0	2	
16:15	0	0	0	0	0	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	0	0	
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
<b>H/TOT</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	
17:00	0	0	0	0	1	0	0	0	1	1	0	0	0	0	0	0	1	
17:15	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	
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
<b>H/TOT</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	
<b>P/TOT</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	



SITE: 3

DAY: Tuesday

LOCATION: A628 Pontefract Rd/West GreenWay/Burton Rd R/bt

DATE: 13/11/2018

D - C SLIP ROAD								
TIME	CAR	LGV	OGV 1	OGV 2	PSV	MCL	PCL	TOT
07:00	12	4	0	0	0	0	0	16
07:15	21	6	0	0	1	0	0	28
07:30	26	4	0	0	0	1	0	31
07:45	24	7	0	0	0	0	0	31
<b>H/TOT</b>	<b>83</b>	<b>21</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>106</b>
08:00	33	4	0	0	0	0	0	37
08:15	34	2	0	0	0	1	0	37
08:30	29	2	2	0	1	0	0	34
08:45	18	1	1	0	0	0	1	21
<b>H/TOT</b>	<b>114</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>129</b>
09:00	35	5	1	0	0	0	0	41
09:15	21	3	2	0	0	0	0	26
09:30	20	3	1	0	0	0	0	24
09:45	21	1	0	0	0	0	0	22
<b>H/TOT</b>	<b>97</b>	<b>12</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>113</b>
<b>P/TOT</b>	<b>294</b>	<b>42</b>	<b>7</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>1</b>	<b>348</b>

D - C SLIP ROAD								
TIME	CAR	LGV	OGV 1	OGV 2	PSV	MCL	PCL	TOT
16:00	41	5	1	0	0	0	0	47
16:15	35	2	0	0	0	0	1	38
16:30	36	2	0	0	0	0	0	38
16:45	29	5	1	0	0	0	0	35
<b>H/TOT</b>	<b>141</b>	<b>14</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>158</b>
17:00	40	3	1	0	0	0	0	44
17:15	32	2	0	0	0	2	0	36
17:30	34	5	0	0	0	0	1	40
17:45	29	0	0	0	0	0	0	29
<b>H/TOT</b>	<b>135</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>149</b>
<b>P/TOT</b>	<b>276</b>	<b>24</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>307</b>



SITE: 3

DAY: Tuesday

LOCATION: A628 Pontefract Rd/West GreenWay/Burton Rd R/bt

DATE: 13/11/2018

TIME	E - D								TOT	E - C								TOT
	CAR	LGV	OGV 1	OGV 2	PSV	MCL	PCL	TOT		CAR	LGV	OGV 1	OGV 2	PSV	MCL	PCL	TOT	
07:00	0	0	0	0	0	0	0	0	0	42	7	3	0	2	0	0	54	
07:15	2	0	0	0	0	0	0	0	2	64	7	3	2	0	0	0	76	
07:30	1	0	0	0	0	0	0	0	1	55	6	1	0	0	0	0	62	
07:45	0	0	0	0	0	0	0	0	0	51	17	3	2	0	0	0	73	
<b>H/TOT</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>212</b>	<b>37</b>	<b>10</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>265</b>	
08:00	0	0	1	0	0	0	0	0	1	50	9	0	2	0	0	0	61	
08:15	0	0	0	0	0	0	0	0	0	55	2	1	1	0	0	0	59	
08:30	2	0	0	0	0	0	0	0	2	60	7	2	2	0	0	0	71	
08:45	1	2	1	0	0	0	0	0	4	42	4	2	3	0	1	0	52	
<b>H/TOT</b>	<b>3</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>207</b>	<b>22</b>	<b>5</b>	<b>8</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>243</b>	
09:00	0	1	0	0	0	0	0	0	1	48	4	2	0	0	0	0	54	
09:15	0	0	0	0	0	0	0	0	0	40	6	3	0	0	0	0	49	
09:30	0	1	0	0	0	0	0	0	1	32	9	3	2	0	0	0	46	
09:45	1	0	0	0	0	0	0	0	1	37	7	2	0	0	0	0	46	
<b>H/TOT</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>157</b>	<b>26</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>195</b>	
<b>P/TOT</b>	<b>7</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>576</b>	<b>85</b>	<b>25</b>	<b>14</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>703</b>	

TIME	E - D								TOT	E - C								TOT
	CAR	LGV	OGV 1	OGV 2	PSV	MCL	PCL	TOT		CAR	LGV	OGV 1	OGV 2	PSV	MCL	PCL	TOT	
16:00	1	0	0	0	0	0	0	0	1	67	7	1	1	0	2	0	78	
16:15	0	0	0	0	0	0	0	0	0	39	7	0	0	0	0	0	46	
16:30	1	0	0	0	0	0	0	0	1	52	7	1	0	1	0	0	61	
16:45	1	0	0	0	0	0	0	0	1	70	6	0	0	0	0	0	76	
<b>H/TOT</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>228</b>	<b>27</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>261</b>	
17:00	2	0	0	0	0	0	0	0	2	42	7	0	0	1	0	0	50	
17:15	2	0	0	0	0	0	0	0	2	54	5	2	0	0	0	0	61	
17:30	1	0	0	0	0	0	0	0	1	39	2	0	2	0	0	0	43	
17:45	1	1	0	0	0	0	0	0	2	44	3	0	0	0	0	0	47	
<b>H/TOT</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>179</b>	<b>17</b>	<b>2</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>201</b>	
<b>P/TOT</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>407</b>	<b>44</b>	<b>4</b>	<b>3</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>462</b>	



SITE: 3

DAY: Tuesday

LOCATION: A628 Pontefract Rd/West GreenWay/Burton Rd R/bt

DATE: 13/11/2018

TIME	E - B								TOT	E - A								TOT
	CAR	LGV	OGV 1	OGV 2	PSV	MCL	PCL	CAR		LGV	OGV 1	OGV 2	PSV	MCL	PCL			
07:00	19	3	1	2	0	1	0	26	7	1	3	3	1	0	0	15		
07:15	38	6	0	0	0	0	0	44	15	8	4	3	1	0	0	31		
07:30	42	11	0	2	0	0	0	55	19	2	5	4	0	0	0	30		
07:45	42	7	1	2	0	0	0	52	27	7	0	1	0	0	0	35		
<b>H/TOT</b>	<b>141</b>	<b>27</b>	<b>2</b>	<b>6</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>177</b>	<b>68</b>	<b>18</b>	<b>12</b>	<b>11</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>111</b>		
08:00	57	5	0	2	0	0	0	64	21	5	5	3	0	0	0	34		
08:15	49	8	2	2	0	0	0	61	30	2	4	0	0	0	0	36		
08:30	41	6	3	1	0	0	0	51	20	4	1	5	0	0	0	30		
08:45	30	4	0	2	0	0	0	36	14	4	3	3	0	0	0	24		
<b>H/TOT</b>	<b>177</b>	<b>23</b>	<b>5</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>212</b>	<b>85</b>	<b>15</b>	<b>13</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>124</b>		
09:00	27	5	5	1	0	0	0	38	15	3	7	4	0	0	0	29		
09:15	25	6	1	4	0	0	0	36	11	3	6	3	0	0	0	23		
09:30	30	5	0	1	0	0	0	36	11	6	2	4	0	0	0	23		
09:45	25	3	0	1	0	0	0	29	4	3	3	3	1	0	0	14		
<b>H/TOT</b>	<b>107</b>	<b>19</b>	<b>6</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>139</b>	<b>41</b>	<b>15</b>	<b>18</b>	<b>14</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>89</b>		
<b>P/TOT</b>	<b>425</b>	<b>69</b>	<b>13</b>	<b>20</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>528</b>	<b>194</b>	<b>48</b>	<b>43</b>	<b>36</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>324</b>		

TIME	E - B								TOT	E - A								TOT
	CAR	LGV	OGV 1	OGV 2	PSV	MCL	PCL	CAR		LGV	OGV 1	OGV 2	PSV	MCL	PCL			
16:00	25	6	2	1	0	0	0	34	8	9	4	6	0	0	0	27		
16:15	37	5	1	0	0	0	0	43	8	0	4	3	0	0	0	15		
16:30	30	7	1	0	0	0	0	38	8	3	1	0	1	0	0	13		
16:45	33	9	0	1	0	0	0	43	18	1	3	1	0	2	0	25		
<b>H/TOT</b>	<b>125</b>	<b>27</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>158</b>	<b>42</b>	<b>13</b>	<b>12</b>	<b>10</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>80</b>		
17:00	34	5	2	0	0	0	0	41	5	0	0	5	0	0	0	10		
17:15	46	5	0	0	1	0	0	52	19	2	0	9	1	0	0	31		
17:30	53	8	0	1	0	0	0	62	15	3	0	3	0	0	0	21		
17:45	43	4	0	1	0	0	0	48	18	5	0	3	0	0	0	26		
<b>H/TOT</b>	<b>176</b>	<b>22</b>	<b>2</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>203</b>	<b>57</b>	<b>10</b>	<b>0</b>	<b>20</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>88</b>		
<b>P/TOT</b>	<b>301</b>	<b>49</b>	<b>6</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>361</b>	<b>99</b>	<b>23</b>	<b>12</b>	<b>30</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>168</b>		



SITE: 3

DAY: Tuesday

LOCATION: A628 Pontefract Rd/West GreenWay/Burton Rd R/bt

DATE: 13/11/2018

TIME	E - E							TOT
	CAR	LGV	OGV 1	OGV 2	PSV	MCL	PCL	
07:00	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0
<b>H/TOT</b>	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0
<b>H/TOT</b>	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0
<b>H/TOT</b>	0	0	0	0	0	0	0	0
<b>P/TOT</b>	0	0	0	0	0	0	0	0

TIME	E - E							TOT
	CAR	LGV	OGV 1	OGV 2	PSV	MCL	PCL	
16:00	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0
<b>H/TOT</b>	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0
<b>H/TOT</b>	0	0	0	0	0	0	0	0
<b>P/TOT</b>	0	0	0	0	0	0	0	0



SITE: 3

DAY: Tuesday

LOCATION: A628 Pontefract Rd/West GreenWay/Burton Rd R/bt

DATE: 13/11/2018

TIME	TO ARM A								TOT	FROM ARM A								TOT
	CAR	LGV	OGV 1	OGV 2	PSV	MCL	PCL	CAR		LGV	OGV 1	OGV 2	PSV	MCL	PCL			
07:00	66	21	4	3	1	2	0	97	39	13	8	9	2	0	0	71		
07:15	90	22	6	5	1	0	0	124	57	20	13	6	2	0	0	98		
07:30	105	18	7	6	0	1	1	138	43	16	9	6	0	1	0	75		
07:45	115	35	7	4	0	0	0	161	58	16	8	6	2	0	1	91		
<b>H/TOT</b>	<b>376</b>	<b>96</b>	<b>24</b>	<b>18</b>	<b>2</b>	<b>3</b>	<b>1</b>	<b>520</b>	<b>197</b>	<b>65</b>	<b>38</b>	<b>27</b>	<b>6</b>	<b>1</b>	<b>1</b>	<b>335</b>		
08:00	108	18	10	9	0	0	0	145	65	18	10	6	3	0	0	102		
08:15	118	10	11	2	0	1	0	142	70	20	14	7	1	0	0	112		
08:30	100	11	8	8	0	0	0	127	65	16	7	6	0	0	0	94		
08:45	55	16	8	7	0	0	0	86	91	17	13	3	0	0	0	124		
<b>H/TOT</b>	<b>381</b>	<b>55</b>	<b>37</b>	<b>26</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>500</b>	<b>291</b>	<b>71</b>	<b>44</b>	<b>22</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>432</b>		
09:00	55	10	9	5	0	0	0	79	73	12	10	3	1	0	0	99		
09:15	57	17	8	7	0	0	0	89	50	13	10	7	0	0	0	80		
09:30	52	14	6	5	0	0	0	77	55	12	5	11	1	1	0	85		
09:45	46	14	5	4	1	1	0	71	45	13	8	11	0	0	0	77		
<b>H/TOT</b>	<b>210</b>	<b>55</b>	<b>28</b>	<b>21</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>316</b>	<b>223</b>	<b>50</b>	<b>33</b>	<b>32</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>341</b>		
<b>P/TOT</b>	<b>967</b>	<b>206</b>	<b>89</b>	<b>65</b>	<b>3</b>	<b>5</b>	<b>1</b>	<b>1336</b>	<b>711</b>	<b>186</b>	<b>115</b>	<b>81</b>	<b>12</b>	<b>2</b>	<b>1</b>	<b>1108</b>		

TIME	TO ARM A								TOT	FROM ARM A								TOT
	CAR	LGV	OGV 1	OGV 2	PSV	MCL	PCL	CAR		LGV	OGV 1	OGV 2	PSV	MCL	PCL			
16:00	74	20	5	8	0	0	0	107	115	23	6	8	0	2	0	154		
16:15	71	10	9	4	0	0	1	95	93	35	3	3	0	0	1	135		
16:30	85	16	5	0	1	0	1	108	108	26	3	3	0	0	0	140		
16:45	86	8	6	2	0	3	0	105	94	16	3	0	0	2	0	115		
<b>H/TOT</b>	<b>316</b>	<b>54</b>	<b>25</b>	<b>14</b>	<b>1</b>	<b>3</b>	<b>2</b>	<b>415</b>	<b>410</b>	<b>100</b>	<b>15</b>	<b>14</b>	<b>0</b>	<b>4</b>	<b>1</b>	<b>544</b>		
17:00	78	9	3	6	0	1	0	97	113	17	2	3	0	1	0	136		
17:15	87	6	3	10	1	0	0	107	84	10	1	1	0	0	0	96		
17:30	89	8	0	5	0	1	0	103	86	10	4	0	0	0	5	105		
17:45	87	9	1	3	0	0	0	100	90	10	2	1	0	0	0	103		
<b>H/TOT</b>	<b>341</b>	<b>32</b>	<b>7</b>	<b>24</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>407</b>	<b>373</b>	<b>47</b>	<b>9</b>	<b>5</b>	<b>0</b>	<b>1</b>	<b>5</b>	<b>440</b>		
<b>P/TOT</b>	<b>657</b>	<b>86</b>	<b>32</b>	<b>38</b>	<b>2</b>	<b>5</b>	<b>2</b>	<b>822</b>	<b>783</b>	<b>147</b>	<b>24</b>	<b>19</b>	<b>0</b>	<b>5</b>	<b>6</b>	<b>984</b>		



SITE: 3

DAY: Tuesday

LOCATION: A628 Pontefract Rd/West GreenWay/Burton Rd R/bt

DATE: 13/11/2018

TIME	TO ARM B								TOT	FROM ARM B								TOT
	CAR	LGV	OGV 1	OGV 2	PSV	MCL	PCL	CAR		LGV	OGV 1	OGV 2	PSV	MCL	PCL			
07:00	56	8	3	2	0	1	0	70	34	12	4	4	0	0	0	54		
07:15	72	14	2	3	0	0	0	91	50	9	2	0	0	0	1	62		
07:30	94	19	5	3	0	0	0	121	72	14	4	3	0	0	0	93		
07:45	105	22	1	4	0	0	0	132	73	16	7	2	2	0	0	100		
<b>H/TOT</b>	<b>327</b>	<b>63</b>	<b>11</b>	<b>12</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>414</b>	<b>229</b>	<b>51</b>	<b>17</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>309</b>		
08:00	123	8	4	2	0	0	0	137	100	19	6	6	0	0	0	131		
08:15	104	19	5	2	3	0	0	133	84	10	9	1	0	1	0	105		
08:30	102	17	6	4	0	0	0	129	86	15	6	3	0	0	0	110		
08:45	89	9	2	3	0	0	0	103	93	15	5	3	1	0	0	117		
<b>H/TOT</b>	<b>418</b>	<b>53</b>	<b>17</b>	<b>11</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>502</b>	<b>363</b>	<b>59</b>	<b>26</b>	<b>13</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>463</b>		
09:00	114	11	9	3	1	0	0	138	58	7	1	3	0	0	0	69		
09:15	72	14	5	5	1	0	0	97	55	8	7	2	0	1	0	73		
09:30	67	13	3	3	0	0	0	86	47	7	4	5	0	0	0	63		
09:45	61	5	5	2	0	0	0	73	61	5	7	3	2	0	0	78		
<b>H/TOT</b>	<b>314</b>	<b>43</b>	<b>22</b>	<b>13</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>394</b>	<b>221</b>	<b>27</b>	<b>19</b>	<b>13</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>283</b>		
<b>P/TOT</b>	<b>1059</b>	<b>159</b>	<b>50</b>	<b>36</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>1310</b>	<b>813</b>	<b>137</b>	<b>62</b>	<b>35</b>	<b>5</b>	<b>2</b>	<b>1</b>	<b>1055</b>		

TIME	TO ARM B								TOT	FROM ARM B								TOT
	CAR	LGV	OGV 1	OGV 2	PSV	MCL	PCL	CAR		LGV	OGV 1	OGV 2	PSV	MCL	PCL			
16:00	87	17	2	2	0	0	0	108	113	8	3	0	1	0	0	125		
16:15	105	19	2	3	1	0	0	130	104	15	0	2	0	0	0	121		
16:30	82	17	2	2	0	0	0	103	101	12	2	0	0	1	0	116		
16:45	96	17	2	1	0	0	0	116	114	11	5	1	0	0	0	131		
<b>H/TOT</b>	<b>370</b>	<b>70</b>	<b>8</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>457</b>	<b>432</b>	<b>46</b>	<b>10</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>493</b>		
17:00	107	12	2	0	0	0	0	121	110	6	2	2	0	1	0	121		
17:15	106	10	1	0	1	1	0	119	118	11	0	1	0	0	0	130		
17:30	104	14	0	1	0	0	0	119	117	14	2	0	0	1	0	134		
17:45	96	10	0	1	0	1	0	108	132	7	2	2	0	0	0	143		
<b>H/TOT</b>	<b>413</b>	<b>46</b>	<b>3</b>	<b>2</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>467</b>	<b>477</b>	<b>38</b>	<b>6</b>	<b>5</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>528</b>		
<b>P/TOT</b>	<b>783</b>	<b>116</b>	<b>11</b>	<b>10</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>924</b>	<b>909</b>	<b>84</b>	<b>16</b>	<b>8</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>1021</b>		



SITE: 3

DAY: Tuesday

LOCATION: A628 Pontefract Rd/West GreenWay/Burton Rd R/bt

DATE: 13/11/2018

TIME	TO ARM C								TOT	FROM ARM C								TOT
	CAR	LGV	OGV 1	OGV 2	PSV	MCL	PCL	CAR		LGV	OGV 1	OGV 2	PSV	MCL	PCL			
07:00	108	24	7	4	2	0	0	145	85	30	3	1	1	2	0	122		
07:15	116	21	13	3	2	0	1	156	112	37	4	4	2	0	1	160		
07:30	109	15	6	2	2	1	0	135	172	33	7	1	4	2	1	220		
07:45	85	28	3	3	4	0	0	123	182	48	5	2	2	0	0	239		
<b>H/TOT</b>	<b>418</b>	<b>88</b>	<b>29</b>	<b>12</b>	<b>10</b>	<b>1</b>	<b>1</b>	<b>559</b>	<b>551</b>	<b>148</b>	<b>19</b>	<b>8</b>	<b>9</b>	<b>4</b>	<b>2</b>	<b>741</b>		
08:00	107	20	2	3	3	0	0	135	160	24	9	3	2	0	0	198		
08:15	103	13	6	1	5	0	0	128	163	26	8	3	3	2	0	205		
08:30	108	15	12	5	3	0	0	143	168	22	12	3	3	0	0	208		
08:45	112	14	10	6	3	1	0	146	112	19	5	2	4	2	1	145		
<b>H/TOT</b>	<b>430</b>	<b>62</b>	<b>30</b>	<b>15</b>	<b>14</b>	<b>1</b>	<b>0</b>	<b>552</b>	<b>603</b>	<b>91</b>	<b>34</b>	<b>11</b>	<b>12</b>	<b>4</b>	<b>1</b>	<b>756</b>		
09:00	132	14	4	0	3	0	0	153	126	27	11	4	4	0	0	172		
09:15	100	13	5	1	3	0	0	122	112	23	9	5	2	1	0	152		
09:30	86	16	6	4	3	1	0	116	125	22	7	1	5	0	0	160		
09:45	80	17	8	3	0	0	0	108	105	20	6	3	2	0	0	136		
<b>H/TOT</b>	<b>398</b>	<b>60</b>	<b>23</b>	<b>8</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>499</b>	<b>468</b>	<b>92</b>	<b>33</b>	<b>13</b>	<b>13</b>	<b>1</b>	<b>0</b>	<b>620</b>		
<b>P/TOT</b>	<b>1246</b>	<b>210</b>	<b>82</b>	<b>35</b>	<b>33</b>	<b>3</b>	<b>1</b>	<b>1610</b>	<b>1622</b>	<b>331</b>	<b>86</b>	<b>32</b>	<b>34</b>	<b>9</b>	<b>3</b>	<b>2117</b>		

TIME	TO ARM C								TOT	FROM ARM C								TOT
	CAR	LGV	OGV 1	OGV 2	PSV	MCL	PCL	CAR		LGV	OGV 1	OGV 2	PSV	MCL	PCL			
16:00	131	18	5	3	3	2	0	162	161	23	5	4	3	0	0	196		
16:15	104	21	1	1	3	0	0	130	173	19	9	1	1	0	2	205		
16:30	125	18	2	1	3	1	0	150	168	20	2	1	6	0	0	197		
16:45	141	11	2	1	1	1	0	157	161	19	7	1	3	0	0	191		
<b>H/TOT</b>	<b>501</b>	<b>68</b>	<b>10</b>	<b>6</b>	<b>10</b>	<b>4</b>	<b>0</b>	<b>599</b>	<b>663</b>	<b>81</b>	<b>23</b>	<b>7</b>	<b>13</b>	<b>0</b>	<b>2</b>	<b>789</b>		
17:00	128	18	3	3	5	1	0	158	182	24	6	1	1	0	0	214		
17:15	113	12	3	1	2	0	0	131	182	17	2	1	4	3	0	209		
17:30	116	5	2	2	3	0	0	128	183	21	0	2	3	2	1	212		
17:45	115	6	2	1	2	0	0	126	181	13	2	0	0	0	0	196		
<b>H/TOT</b>	<b>472</b>	<b>41</b>	<b>10</b>	<b>7</b>	<b>12</b>	<b>1</b>	<b>0</b>	<b>543</b>	<b>728</b>	<b>75</b>	<b>10</b>	<b>4</b>	<b>8</b>	<b>5</b>	<b>1</b>	<b>831</b>		
<b>P/TOT</b>	<b>973</b>	<b>109</b>	<b>20</b>	<b>13</b>	<b>22</b>	<b>5</b>	<b>0</b>	<b>1142</b>	<b>1391</b>	<b>156</b>	<b>33</b>	<b>11</b>	<b>21</b>	<b>5</b>	<b>3</b>	<b>1620</b>		



SITE: 3

DAY: Tuesday

LOCATION: A628 Pontefract Rd/West GreenWay/Burton Rd R/bt

DATE: 13/11/2018

TIME	TO ARM D								TOT	FROM ARM D								TOT
	CAR	LGV	OGV 1	OGV 2	PSV	MCL	PCL	CAR		LGV	OGV 1	OGV 2	PSV	MCL	PCL			
07:00	22	9	0	0	2	0	0	33	98	20	1	0	0	0	0	119		
07:15	45	19	2	0	2	0	0	68	99	19	4	1	3	0	0	126		
07:30	58	13	4	0	4	0	0	79	110	17	4	0	2	3	0	136		
07:45	94	13	3	0	4	0	1	115	117	30	2	0	3	0	0	152		
<b>H/TOT</b>	<b>219</b>	<b>54</b>	<b>9</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>1</b>	<b>295</b>	<b>424</b>	<b>86</b>	<b>11</b>	<b>1</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>533</b>		
08:00	103	11	10	0	3	0	0	127	147	13	3	0	3	0	0	166		
08:15	108	15	3	2	3	1	0	132	127	13	2	0	8	2	0	152		
08:30	113	17	4	0	2	0	0	136	109	13	9	0	4	0	0	135		
08:45	115	15	4	0	4	2	0	140	93	13	5	2	3	0	1	117		
<b>H/TOT</b>	<b>439</b>	<b>58</b>	<b>21</b>	<b>2</b>	<b>12</b>	<b>3</b>	<b>0</b>	<b>535</b>	<b>476</b>	<b>52</b>	<b>19</b>	<b>2</b>	<b>18</b>	<b>2</b>	<b>1</b>	<b>570</b>		
09:00	94	11	3	2	4	0	0	114	162	11	2	1	4	0	0	180		
09:15	92	14	8	0	2	1	0	117	119	14	6	0	4	0	0	143		
09:30	80	16	2	0	5	0	0	103	81	14	3	1	3	0	0	102		
09:45	94	11	3	0	4	0	0	112	101	10	6	0	0	1	0	118		
<b>H/TOT</b>	<b>360</b>	<b>52</b>	<b>16</b>	<b>2</b>	<b>15</b>	<b>1</b>	<b>0</b>	<b>446</b>	<b>463</b>	<b>49</b>	<b>17</b>	<b>2</b>	<b>11</b>	<b>1</b>	<b>0</b>	<b>543</b>		
<b>P/TOT</b>	<b>1018</b>	<b>164</b>	<b>46</b>	<b>4</b>	<b>39</b>	<b>4</b>	<b>1</b>	<b>1276</b>	<b>1363</b>	<b>187</b>	<b>47</b>	<b>5</b>	<b>37</b>	<b>6</b>	<b>1</b>	<b>1646</b>		

TIME	TO ARM D								TOT	FROM ARM D								TOT
	CAR	LGV	OGV 1	OGV 2	PSV	MCL	PCL	CAR		LGV	OGV 1	OGV 2	PSV	MCL	PCL			
16:00	160	12	5	1	4	2	0	184	137	14	3	2	3	0	0	159		
16:15	127	26	1	0	0	0	1	155	126	18	1	2	3	0	1	151		
16:30	130	24	2	0	6	0	0	162	142	14	4	0	2	1	1	164		
16:45	134	15	3	0	3	1	0	156	125	9	1	0	1	1	0	137		
<b>H/TOT</b>	<b>551</b>	<b>77</b>	<b>11</b>	<b>1</b>	<b>13</b>	<b>3</b>	<b>1</b>	<b>657</b>	<b>530</b>	<b>55</b>	<b>9</b>	<b>4</b>	<b>9</b>	<b>2</b>	<b>2</b>	<b>611</b>		
17:00	150	14	3	0	1	1	0	169	152	15	4	0	5	1	0	177		
17:15	149	13	0	0	4	1	0	167	116	9	2	0	2	3	0	132		
17:30	145	13	1	0	3	2	5	169	142	10	0	0	3	0	1	156		
17:45	154	14	1	0	0	0	0	169	118	9	0	0	2	1	0	130		
<b>H/TOT</b>	<b>598</b>	<b>54</b>	<b>5</b>	<b>0</b>	<b>8</b>	<b>4</b>	<b>5</b>	<b>674</b>	<b>528</b>	<b>43</b>	<b>6</b>	<b>0</b>	<b>12</b>	<b>5</b>	<b>1</b>	<b>595</b>		
<b>P/TOT</b>	<b>1149</b>	<b>131</b>	<b>16</b>	<b>1</b>	<b>21</b>	<b>7</b>	<b>6</b>	<b>1331</b>	<b>1058</b>	<b>98</b>	<b>15</b>	<b>4</b>	<b>21</b>	<b>7</b>	<b>3</b>	<b>1206</b>		



SITE: 3

DAY: Tuesday

LOCATION: A628 Pontefract Rd/West GreenWay/Burton Rd R/bt

DATE: 13/11/2018

TIME	TO ARM E								TOT	FROM ARM E								TOT
	CAR	LGV	OGV 1	OGV 2	PSV	MCL	PCL	CAR		LGV	OGV 1	OGV 2	PSV	MCL	PCL			
07:00	48	16	9	10	1	0	0	84	68	11	7	5	3	1	0	95		
07:15	72	18	7	5	1	0	1	104	119	21	7	5	1	0	0	153		
07:30	96	26	8	5	0	2	0	137	117	19	6	6	0	0	0	148		
07:45	103	29	12	4	1	0	0	149	120	31	4	5	0	0	0	160		
<b>H/TOT</b>	<b>319</b>	<b>89</b>	<b>36</b>	<b>24</b>	<b>3</b>	<b>2</b>	<b>1</b>	<b>474</b>	<b>424</b>	<b>82</b>	<b>24</b>	<b>21</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>556</b>		
08:00	93	28	8	8	2	0	0	139	128	19	6	7	0	0	0	160		
08:15	77	20	15	7	1	1	0	121	134	12	7	3	0	0	0	156		
08:30	70	19	6	3	0	0	0	98	123	17	6	8	0	0	0	154		
08:45	69	22	8	2	1	0	0	102	87	14	6	8	0	1	0	116		
<b>H/TOT</b>	<b>309</b>	<b>89</b>	<b>37</b>	<b>20</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>460</b>	<b>472</b>	<b>62</b>	<b>25</b>	<b>26</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>586</b>		
09:00	44	14	11	6	1	0	0	76	90	13	14	5	0	0	0	122		
09:15	49	9	12	8	0	1	0	79	76	15	10	7	0	0	0	108		
09:30	56	11	5	13	1	0	0	86	73	21	5	7	0	0	0	106		
09:45	56	12	11	12	0	0	0	91	67	13	5	4	1	0	0	90		
<b>H/TOT</b>	<b>205</b>	<b>46</b>	<b>39</b>	<b>39</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>332</b>	<b>306</b>	<b>62</b>	<b>34</b>	<b>23</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>426</b>		
<b>P/TOT</b>	<b>833</b>	<b>224</b>	<b>112</b>	<b>83</b>	<b>9</b>	<b>4</b>	<b>1</b>	<b>1266</b>	<b>1202</b>	<b>206</b>	<b>83</b>	<b>70</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>1568</b>		

TIME	TO ARM E								TOT	FROM ARM E								TOT
	CAR	LGV	OGV 1	OGV 2	PSV	MCL	PCL	CAR		LGV	OGV 1	OGV 2	PSV	MCL	PCL			
16:00	93	13	5	8	0	0	0	119	101	22	7	8	0	2	0	140		
16:15	103	19	5	3	0	0	0	130	84	12	5	3	0	0	0	104		
16:30	116	10	3	1	0	1	0	131	91	17	3	0	2	0	0	113		
16:45	101	10	4	0	0	0	0	115	122	16	3	2	0	2	0	145		
<b>H/TOT</b>	<b>413</b>	<b>52</b>	<b>17</b>	<b>12</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>495</b>	<b>398</b>	<b>67</b>	<b>18</b>	<b>13</b>	<b>2</b>	<b>4</b>	<b>0</b>	<b>502</b>		
17:00	97	15	3	2	1	0	0	118	83	12	2	5	1	0	0	103		
17:15	102	14	0	1	0	0	0	117	121	12	2	9	2	0	0	146		
17:30	114	18	3	0	0	0	0	135	108	13	0	6	0	0	0	127		
17:45	117	13	2	2	0	0	0	134	106	13	0	4	0	0	0	123		
<b>H/TOT</b>	<b>430</b>	<b>60</b>	<b>8</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>504</b>	<b>418</b>	<b>50</b>	<b>4</b>	<b>24</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>499</b>		
<b>P/TOT</b>	<b>843</b>	<b>112</b>	<b>25</b>	<b>17</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>999</b>	<b>816</b>	<b>117</b>	<b>22</b>	<b>37</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>1001</b>		



SITE: 4

DATE: 13/11/2018

LOCATION: B6132 Church Street/B6132 Carlton Road

DAY: TUESDAY

TIME	A to C							TOT	A to B							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	49	7	0	0	1	0	0	57	18	1	1	0	0	1	0	21
07:15	61	17	1	0	1	1	0	81	26	8	1	0	0	0	0	35
07:30	83	15	0	0	1	0	0	99	55	5	0	0	0	0	0	60
07:45	75	13	2	0	3	0	0	93	67	14	0	0	0	1	0	82
<b>H/TOT</b>	<b>268</b>	<b>52</b>	<b>3</b>	<b>0</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>330</b>	<b>166</b>	<b>28</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>198</b>
08:00	104	5	3	0	4	0	0	116	82	7	1	0	0	1	1	92
08:15	113	13	3	1	2	0	0	132	74	7	2	0	1	0	0	84
08:30	97	4	2	0	1	0	0	104	73	8	0	0	1	0	0	82
08:45	66	9	2	0	2	0	0	79	55	8	2	0	0	0	0	65
<b>H/TOT</b>	<b>380</b>	<b>31</b>	<b>10</b>	<b>1</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>431</b>	<b>284</b>	<b>30</b>	<b>5</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>323</b>
09:00	83	7	2	1	0	0	0	93	37	5	3	0	0	0	0	45
09:15	39	7	2	3	2	0	0	53	31	3	3	0	0	0	0	37
09:30	63	8	6	1	2	0	0	80	28	5	2	0	0	0	0	35
09:45	63	5	4	0	1	0	0	73	32	7	3	0	0	0	0	42
<b>H/TOT</b>	<b>248</b>	<b>27</b>	<b>14</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>299</b>	<b>128</b>	<b>20</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>159</b>
<b>P/TOT</b>	<b>896</b>	<b>110</b>	<b>27</b>	<b>6</b>	<b>20</b>	<b>1</b>	<b>0</b>	<b>1060</b>	<b>578</b>	<b>78</b>	<b>18</b>	<b>0</b>	<b>2</b>	<b>3</b>	<b>1</b>	<b>680</b>

TIME	A to C							TOT	A to B							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
16:00	79	8	1	0	1	1	0	90	42	2	0	0	0	0	0	44
16:15	76	16	4	0	3	1	0	100	36	6	0	0	1	0	0	43
16:30	57	7	0	1	1	0	0	66	44	9	1	0	0	1	0	55
16:45	68	13	1	1	1	2	0	86	46	5	0	0	0	1	0	52
<b>H/TOT</b>	<b>280</b>	<b>44</b>	<b>6</b>	<b>2</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>342</b>	<b>168</b>	<b>22</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>194</b>
17:00	84	12	0	0	0	2	0	98	50	5	0	0	0	0	0	55
17:15	72	10	2	0	1	1	0	86	36	2	0	0	1	0	0	39
17:30	81	5	1	1	3	0	5	96	44	5	5	0	1	0	0	55
17:45	67	6	0	0	1	0	0	74	40	5	2	0	0	0	0	47
<b>H/TOT</b>	<b>304</b>	<b>33</b>	<b>3</b>	<b>1</b>	<b>5</b>	<b>3</b>	<b>5</b>	<b>354</b>	<b>170</b>	<b>17</b>	<b>7</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>196</b>
<b>P/TOT</b>	<b>584</b>	<b>77</b>	<b>9</b>	<b>3</b>	<b>11</b>	<b>7</b>	<b>5</b>	<b>696</b>	<b>338</b>	<b>39</b>	<b>8</b>	<b>0</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>390</b>



SITE: 4

DATE: 13/11/2018

LOCATION: B6132 Church Street/B6132 Carlton Road

DAY: TUESDAY

TIME	B to A							TOT	B to C							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	13	1	2	0	0	0	0	16	6	3	0	0	0	0	0	9
07:15	17	4	1	0	0	0	0	22	2	2	0	1	0	0	0	5
07:30	30	3	1	0	0	0	0	34	14	4	1	2	0	0	0	21
07:45	44	12	2	0	0	2	0	60	8	0	0	0	0	0	0	8
<b>H/TOT</b>	<b>104</b>	<b>20</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>132</b>	<b>30</b>	<b>9</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>43</b>
08:00	54	7	1	0	0	0	0	62	6	2	0	2	0	0	0	10
08:15	43	7	2	0	0	0	0	52	6	2	0	0	0	0	0	8
08:30	40	9	1	0	2	0	0	52	11	1	3	3	0	0	0	18
08:45	31	14	1	1	0	0	0	47	4	2	1	0	0	1	0	8
<b>H/TOT</b>	<b>168</b>	<b>37</b>	<b>5</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>213</b>	<b>27</b>	<b>7</b>	<b>4</b>	<b>5</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>44</b>
09:00	42	2	1	0	1	0	0	46	4	2	0	1	0	0	0	7
09:15	21	7	3	0	0	0	0	31	8	4	1	0	0	0	0	13
09:30	22	5	1	0	0	0	1	29	8	2	1	3	0	1	0	15
09:45	18	3	3	0	0	0	0	24	5	0	1	1	0	0	0	7
<b>H/TOT</b>	<b>103</b>	<b>17</b>	<b>8</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>130</b>	<b>25</b>	<b>8</b>	<b>3</b>	<b>5</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>42</b>
<b>P/TOT</b>	<b>375</b>	<b>74</b>	<b>19</b>	<b>1</b>	<b>3</b>	<b>2</b>	<b>1</b>	<b>475</b>	<b>82</b>	<b>24</b>	<b>8</b>	<b>13</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>129</b>

TIME	B to A							TOT	B to C							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
16:00	65	15	0	0	0	1	0	81	8	2	0	0	0	0	1	11
16:15	50	3	0	0	0	0	0	53	12	3	0	0	0	0	0	15
16:30	56	2	0	0	0	0	1	59	14	5	0	0	0	0	0	19
16:45	46	10	2	0	0	2	1	61	11	2	0	0	0	0	0	13
<b>H/TOT</b>	<b>217</b>	<b>30</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>2</b>	<b>254</b>	<b>45</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>58</b>
17:00	55	12	0	0	0	1	0	68	14	0	1	1	0	0	0	16
17:15	59	6	3	0	0	0	1	69	13	2	0	0	0	0	0	15
17:30	49	2	0	0	0	1	0	52	15	2	0	0	0	0	0	17
17:45	53	6	0	0	0	1	0	60	11	0	0	0	0	0	0	11
<b>H/TOT</b>	<b>216</b>	<b>26</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>1</b>	<b>249</b>	<b>53</b>	<b>4</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>59</b>
<b>P/TOT</b>	<b>433</b>	<b>56</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>3</b>	<b>503</b>	<b>98</b>	<b>16</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>117</b>



SITE: 4

DATE: 13/11/2018

LOCATION: B6132 Church Street/B6132 Carlton Road

DAY: TUESDAY

TIME	C to B							TOT	C to A							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	24	2	0	1	0	2	0	29	38	19	0	1	0	0	0	58
07:15	27	8	1	1	0	0	0	37	59	13	2	0	2	3	0	79
07:30	42	3	0	2	0	0	0	47	74	8	2	1	1	0	0	86
07:45	41	10	3	0	0	0	0	54	80	19	4	0	3	0	0	106
<b>H/TOT</b>	<b>134</b>	<b>23</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>167</b>	<b>251</b>	<b>59</b>	<b>8</b>	<b>2</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>329</b>
08:00	34	5	2	0	0	0	0	41	104	13	4	0	1	1	0	123
08:15	45	4	4	2	0	0	0	55	89	7	5	2	1	0	0	104
08:30	61	11	3	1	0	0	0	76	77	7	2	0	1	0	0	87
08:45	45	9	1	0	0	0	0	55	78	12	3	1	0	1	0	95
<b>H/TOT</b>	<b>185</b>	<b>29</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>227</b>	<b>348</b>	<b>39</b>	<b>14</b>	<b>3</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>409</b>
09:00	26	4	2	0	0	0	0	32	49	8	4	2	2	0	0	65
09:15	25	7	1	0	0	0	0	33	48	5	4	1	2	0	0	60
09:30	33	1	0	0	0	0	0	34	47	4	3	0	0	0	0	54
09:45	21	8	3	0	0	0	0	32	38	7	5	0	3	1	0	54
<b>H/TOT</b>	<b>105</b>	<b>20</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>131</b>	<b>182</b>	<b>24</b>	<b>16</b>	<b>3</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>233</b>
<b>P/TOT</b>	<b>424</b>	<b>72</b>	<b>20</b>	<b>7</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>525</b>	<b>781</b>	<b>122</b>	<b>38</b>	<b>8</b>	<b>16</b>	<b>6</b>	<b>0</b>	<b>971</b>

TIME	C to B							TOT	C to A							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
16:00	43	11	0	0	0	0	0	54	92	11	4	0	2	1	0	110
16:15	44	4	1	0	0	0	0	49	85	17	3	0	0	1	0	106
16:30	41	5	1	0	1	0	0	48	83	9	4	0	3	0	0	99
16:45	41	6	0	0	1	1	1	50	69	6	2	0	0	0	0	77
<b>H/TOT</b>	<b>169</b>	<b>26</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>201</b>	<b>329</b>	<b>43</b>	<b>13</b>	<b>0</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>392</b>
17:00	43	6	1	0	0	0	0	50	112	11	3	0	3	4	0	133
17:15	61	3	1	0	0	0	0	65	95	10	1	0	0	0	0	106
17:30	42	4	0	0	0	2	0	48	76	4	2	0	2	0	0	84
17:45	54	8	0	0	0	0	0	62	101	7	1	0	1	0	0	110
<b>H/TOT</b>	<b>200</b>	<b>21</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>225</b>	<b>384</b>	<b>32</b>	<b>7</b>	<b>0</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>433</b>
<b>P/TOT</b>	<b>369</b>	<b>47</b>	<b>4</b>	<b>0</b>	<b>2</b>	<b>3</b>	<b>1</b>	<b>426</b>	<b>713</b>	<b>75</b>	<b>20</b>	<b>0</b>	<b>11</b>	<b>6</b>	<b>0</b>	<b>825</b>



SITE: 4

DATE: 13/11/2018

LOCATION: B6132 Church Street/B6132 Carlton Road

DAY: TUESDAY

TIME	TO ARM A							TOT	FROM ARM A							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	51	20	2	1	0	0	0	74	67	8	1	0	1	1	0	78
07:15	76	17	3	0	2	3	0	101	87	25	2	0	1	1	0	116
07:30	104	11	3	1	1	0	0	120	138	20	0	0	1	0	0	159
07:45	124	31	6	0	3	2	0	166	142	27	2	0	3	1	0	175
<b>H/TOT</b>	<b>355</b>	<b>79</b>	<b>14</b>	<b>2</b>	<b>6</b>	<b>5</b>	<b>0</b>	<b>461</b>	<b>434</b>	<b>80</b>	<b>5</b>	<b>0</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>528</b>
08:00	158	20	5	0	1	1	0	185	186	12	4	0	4	1	1	208
08:15	132	14	7	2	1	0	0	156	187	20	5	1	3	0	0	216
08:30	117	16	3	0	3	0	0	139	170	12	2	0	2	0	0	186
08:45	109	26	4	2	0	1	0	142	121	17	4	0	2	0	0	144
<b>H/TOT</b>	<b>516</b>	<b>76</b>	<b>19</b>	<b>4</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>622</b>	<b>664</b>	<b>61</b>	<b>15</b>	<b>1</b>	<b>11</b>	<b>1</b>	<b>1</b>	<b>754</b>
09:00	91	10	5	2	3	0	0	111	120	12	5	1	0	0	0	138
09:15	69	12	7	1	2	0	0	91	70	10	5	3	2	0	0	90
09:30	69	9	4	0	0	0	1	83	91	13	8	1	2	0	0	115
09:45	56	10	8	0	3	1	0	78	95	12	7	0	1	0	0	115
<b>H/TOT</b>	<b>285</b>	<b>41</b>	<b>24</b>	<b>3</b>	<b>8</b>	<b>1</b>	<b>1</b>	<b>363</b>	<b>376</b>	<b>47</b>	<b>25</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>458</b>
<b>P/TOT</b>	<b>1156</b>	<b>196</b>	<b>57</b>	<b>9</b>	<b>19</b>	<b>8</b>	<b>1</b>	<b>1446</b>	<b>1474</b>	<b>188</b>	<b>45</b>	<b>6</b>	<b>22</b>	<b>4</b>	<b>1</b>	<b>1740</b>

TIME	TO ARM A							TOT	FROM ARM A							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
16:00	157	26	4	0	2	2	0	191	121	10	1	0	1	1	0	134
16:15	135	20	3	0	0	1	0	159	112	22	4	0	4	1	0	143
16:30	139	11	4	0	3	0	1	158	101	16	1	1	1	1	0	121
16:45	115	16	4	0	0	2	1	138	114	18	1	1	1	3	0	138
<b>H/TOT</b>	<b>546</b>	<b>73</b>	<b>15</b>	<b>0</b>	<b>5</b>	<b>5</b>	<b>2</b>	<b>646</b>	<b>448</b>	<b>66</b>	<b>7</b>	<b>2</b>	<b>7</b>	<b>6</b>	<b>0</b>	<b>536</b>
17:00	167	23	3	0	3	5	0	201	134	17	0	0	0	2	0	153
17:15	154	16	4	0	0	0	1	175	108	12	2	0	2	1	0	125
17:30	125	6	2	0	2	1	0	136	125	10	6	1	4	0	5	151
17:45	154	13	1	0	1	1	0	170	107	11	2	0	1	0	0	121
<b>H/TOT</b>	<b>600</b>	<b>58</b>	<b>10</b>	<b>0</b>	<b>6</b>	<b>7</b>	<b>1</b>	<b>682</b>	<b>474</b>	<b>50</b>	<b>10</b>	<b>1</b>	<b>7</b>	<b>3</b>	<b>5</b>	<b>550</b>
<b>P/TOT</b>	<b>1146</b>	<b>131</b>	<b>25</b>	<b>0</b>	<b>11</b>	<b>12</b>	<b>3</b>	<b>1328</b>	<b>922</b>	<b>116</b>	<b>17</b>	<b>3</b>	<b>14</b>	<b>9</b>	<b>5</b>	<b>1086</b>



SITE: 4

DATE: 13/11/2018

LOCATION: B6132 Church Street/B6132 Carlton Road

DAY: TUESDAY

TIME	TO ARM B							TOT	FROM ARM B							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	42	3	1	1	0	3	0	50	19	4	2	0	0	0	0	25
07:15	53	16	2	1	0	0	0	72	19	6	1	1	0	0	0	27
07:30	97	8	0	2	0	0	0	107	44	7	2	2	0	0	0	55
07:45	108	24	3	0	0	1	0	136	52	12	2	0	0	2	0	68
<b>H/TOT</b>	<b>300</b>	<b>51</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>365</b>	<b>134</b>	<b>29</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>175</b>
08:00	116	12	3	0	0	1	1	133	60	9	1	2	0	0	0	72
08:15	119	11	6	2	1	0	0	139	49	9	2	0	0	0	0	60
08:30	134	19	3	1	1	0	0	158	51	10	4	3	2	0	0	70
08:45	100	17	3	0	0	0	0	120	35	16	2	1	0	1	0	55
<b>H/TOT</b>	<b>469</b>	<b>59</b>	<b>15</b>	<b>3</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>550</b>	<b>195</b>	<b>44</b>	<b>9</b>	<b>6</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>257</b>
09:00	63	9	5	0	0	0	0	77	46	4	1	1	1	0	0	53
09:15	56	10	4	0	0	0	0	70	29	11	4	0	0	0	0	44
09:30	61	6	2	0	0	0	0	69	30	7	2	3	0	1	1	44
09:45	53	15	6	0	0	0	0	74	23	3	4	1	0	0	0	31
<b>H/TOT</b>	<b>233</b>	<b>40</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>290</b>	<b>128</b>	<b>25</b>	<b>11</b>	<b>5</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>172</b>
<b>P/TOT</b>	<b>1002</b>	<b>150</b>	<b>38</b>	<b>7</b>	<b>2</b>	<b>5</b>	<b>1</b>	<b>1205</b>	<b>457</b>	<b>98</b>	<b>27</b>	<b>14</b>	<b>3</b>	<b>4</b>	<b>1</b>	<b>604</b>

TIME	TO ARM B							TOT	FROM ARM B							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
16:00	85	13	0	0	0	0	0	98	73	17	0	0	0	1	1	92
16:15	80	10	1	0	1	0	0	92	62	6	0	0	0	0	0	68
16:30	85	14	2	0	1	1	0	103	70	7	0	0	0	0	1	78
16:45	87	11	0	0	1	2	1	102	57	12	2	0	0	2	1	74
<b>H/TOT</b>	<b>337</b>	<b>48</b>	<b>3</b>	<b>0</b>	<b>3</b>	<b>3</b>	<b>1</b>	<b>395</b>	<b>262</b>	<b>42</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>3</b>	<b>312</b>
17:00	93	11	1	0	0	0	0	105	69	12	1	1	0	1	0	84
17:15	97	5	1	0	1	0	0	104	72	8	3	0	0	0	1	84
17:30	86	9	5	0	1	2	0	103	64	4	0	0	0	1	0	69
17:45	94	13	2	0	0	0	0	109	64	6	0	0	0	1	0	71
<b>H/TOT</b>	<b>370</b>	<b>38</b>	<b>9</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>421</b>	<b>269</b>	<b>30</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>1</b>	<b>308</b>
<b>P/TOT</b>	<b>707</b>	<b>86</b>	<b>12</b>	<b>0</b>	<b>5</b>	<b>5</b>	<b>1</b>	<b>816</b>	<b>531</b>	<b>72</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>6</b>	<b>4</b>	<b>620</b>



SITE: 4

DATE: 13/11/2018

LOCATION: B6132 Church Street/B6132 Carlton Road

DAY: TUESDAY

TIME	TO ARM C							TOT	FROM ARM C							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	55	10	0	0	1	0	0	66	62	21	0	2	0	2	0	87
07:15	63	19	1	1	1	1	0	86	86	21	3	1	2	3	0	116
07:30	97	19	1	2	1	0	0	120	116	11	2	3	1	0	0	133
07:45	83	13	2	0	3	0	0	101	121	29	7	0	3	0	0	160
<b>H/TOT</b>	<b>298</b>	<b>61</b>	<b>4</b>	<b>3</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>373</b>	<b>385</b>	<b>82</b>	<b>12</b>	<b>6</b>	<b>6</b>	<b>5</b>	<b>0</b>	<b>496</b>
08:00	110	7	3	2	4	0	0	126	138	18	6	0	1	1	0	164
08:15	119	15	3	1	2	0	0	140	134	11	9	4	1	0	0	159
08:30	108	5	5	3	1	0	0	122	138	18	5	1	1	0	0	163
08:45	70	11	3	0	2	1	0	87	123	21	4	1	0	1	0	150
<b>H/TOT</b>	<b>407</b>	<b>38</b>	<b>14</b>	<b>6</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>475</b>	<b>533</b>	<b>68</b>	<b>24</b>	<b>6</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>636</b>
09:00	87	9	2	2	0	0	0	100	75	12	6	2	2	0	0	97
09:15	47	11	3	3	2	0	0	66	73	12	5	1	2	0	0	93
09:30	71	10	7	4	2	1	0	95	80	5	3	0	0	0	0	88
09:45	68	5	5	1	1	0	0	80	59	15	8	0	3	1	0	86
<b>H/TOT</b>	<b>273</b>	<b>35</b>	<b>17</b>	<b>10</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>341</b>	<b>287</b>	<b>44</b>	<b>22</b>	<b>3</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>364</b>
<b>P/TOT</b>	<b>978</b>	<b>134</b>	<b>35</b>	<b>19</b>	<b>20</b>	<b>3</b>	<b>0</b>	<b>1189</b>	<b>1205</b>	<b>194</b>	<b>58</b>	<b>15</b>	<b>16</b>	<b>8</b>	<b>0</b>	<b>1496</b>

TIME	TO ARM C							TOT	FROM ARM C							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
16:00	87	10	1	0	1	1	1	101	135	22	4	0	2	1	0	164
16:15	88	19	4	0	3	1	0	115	129	21	4	0	0	1	0	155
16:30	71	12	0	1	1	0	0	85	124	14	5	0	4	0	0	147
16:45	79	15	1	1	1	2	0	99	110	12	2	0	1	1	1	127
<b>H/TOT</b>	<b>325</b>	<b>56</b>	<b>6</b>	<b>2</b>	<b>6</b>	<b>4</b>	<b>1</b>	<b>400</b>	<b>498</b>	<b>69</b>	<b>15</b>	<b>0</b>	<b>7</b>	<b>3</b>	<b>1</b>	<b>593</b>
17:00	98	12	1	1	0	2	0	114	155	17	4	0	3	4	0	183
17:15	85	12	2	0	1	1	0	101	156	13	2	0	0	0	0	171
17:30	96	7	1	1	3	0	5	113	118	8	2	0	2	2	0	132
17:45	78	6	0	0	1	0	0	85	155	15	1	0	1	0	0	172
<b>H/TOT</b>	<b>357</b>	<b>37</b>	<b>4</b>	<b>2</b>	<b>5</b>	<b>3</b>	<b>5</b>	<b>413</b>	<b>584</b>	<b>53</b>	<b>9</b>	<b>0</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>658</b>
<b>P/TOT</b>	<b>682</b>	<b>93</b>	<b>10</b>	<b>4</b>	<b>11</b>	<b>7</b>	<b>6</b>	<b>813</b>	<b>1082</b>	<b>122</b>	<b>24</b>	<b>0</b>	<b>13</b>	<b>9</b>	<b>1</b>	<b>1251</b>



SITE: 5

DATE: 13/11/2018

LOCATION: B6128 /B6428 Royston X Roads

DAY: TUESDAY

TIME	A to D							TOT	A to C							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	1	1	0	0	0	0	0	2	12	4	2	0	0	0	0	18
07:15	8	0	0	0	0	0	0	8	29	9	0	0	0	0	0	38
07:30	2	2	1	0	0	0	0	5	20	4	0	0	1	0	0	25
07:45	6	1	0	1	1	0	0	9	30	5	1	1	0	0	0	37
<b>H/TOT</b>	<b>17</b>	<b>4</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>91</b>	<b>22</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>118</b>
08:00	5	2	1	0	0	0	0	8	38	4	0	0	1	0	0	43
08:15	5	1	0	0	0	0	0	6	30	5	1	0	0	0	0	36
08:30	11	1	0	0	0	0	0	12	29	4	0	0	0	0	0	33
08:45	12	1	1	0	1	0	0	15	20	3	2	0	0	0	0	25
<b>H/TOT</b>	<b>33</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>41</b>	<b>117</b>	<b>16</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>137</b>
09:00	13	4	1	0	1	0	0	19	12	6	1	1	0	0	0	20
09:15	6	1	0	0	0	0	0	7	18	3	0	1	0	0	0	22
09:30	5	2	0	0	0	0	0	7	14	5	1	1	0	0	0	21
09:45	12	2	3	1	1	0	0	19	16	1	2	0	0	0	0	19
<b>H/TOT</b>	<b>36</b>	<b>9</b>	<b>4</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>52</b>	<b>60</b>	<b>15</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>82</b>
<b>P/TOT</b>	<b>86</b>	<b>18</b>	<b>7</b>	<b>2</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>117</b>	<b>268</b>	<b>53</b>	<b>10</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>337</b>

TIME	A to D							TOT	A to C							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
16:00	13	4	0	0	1	0	0	18	34	6	1	0	0	0	1	42
16:15	17	3	1	0	1	0	0	22	31	6	0	0	0	0	0	37
16:30	16	0	0	0	0	0	0	16	24	6	0	1	0	0	0	31
16:45	20	2	0	0	1	1	0	24	37	7	0	0	0	1	0	45
<b>H/TOT</b>	<b>66</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>80</b>	<b>126</b>	<b>25</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>155</b>
17:00	20	3	0	0	1	0	0	24	34	5	0	0	0	0	0	39
17:15	21	2	1	0	1	0	0	25	35	2	1	1	1	0	0	40
17:30	15	1	0	0	0	0	0	16	36	1	3	0	0	0	0	40
17:45	28	1	0	0	1	0	0	30	33	1	0	0	0	0	0	34
<b>H/TOT</b>	<b>84</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>95</b>	<b>138</b>	<b>9</b>	<b>4</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>153</b>
<b>P/TOT</b>	<b>150</b>	<b>16</b>	<b>2</b>	<b>0</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>175</b>	<b>264</b>	<b>34</b>	<b>5</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>308</b>



SITE: 5

DATE: 13/11/2018

LOCATION: B6128 /B6428 Royston X Roads

DAY: TUESDAY

TIME	A to B							TOT	B to A							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3
07:15	3	1	0	0	0	0	0	4	4	0	0	0	0	1	0	5
07:30	1	1	0	0	0	0	0	2	6	2	0	0	0	0	0	8
07:45	2	1	0	0	0	0	0	3	10	0	0	0	0	0	0	10
<b>H/TOT</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>23</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>26</b>
08:00	2	0	0	0	0	0	0	2	3	1	0	0	0	0	0	4
08:15	2	0	0	0	0	0	0	2	5	0	1	0	0	0	0	6
08:30	3	0	0	0	0	0	0	3	4	0	0	0	0	0	0	4
08:45	2	0	0	0	0	0	0	2	4	0	0	0	0	0	0	4
<b>H/TOT</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>16</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>18</b>
09:00	4	0	0	0	0	0	0	4	4	1	0	0	0	0	0	5
09:15	2	2	0	0	0	0	0	4	3	0	0	0	0	0	0	3
09:30	1	2	0	0	0	0	0	3	8	0	0	0	0	0	0	8
09:45	2	0	1	1	0	0	0	4	9	1	0	0	0	0	0	10
<b>H/TOT</b>	<b>9</b>	<b>4</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>24</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>26</b>
<b>P/TOT</b>	<b>24</b>	<b>7</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>63</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>70</b>

TIME	A to B							TOT	B to A							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
16:00	8	0	0	0	0	1	0	9	8	1	0	0	0	0	0	9
16:15	6	3	0	0	0	0	0	9	10	0	0	0	0	0	0	10
16:30	12	2	0	0	0	0	0	14	8	2	0	0	1	0	0	11
16:45	2	0	0	0	0	0	0	2	5	1	0	0	0	0	0	6
<b>H/TOT</b>	<b>28</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>34</b>	<b>31</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>36</b>
17:00	6	0	0	0	0	0	0	6	3	1	0	0	0	0	0	4
17:15	4	1	0	0	0	0	0	5	6	1	0	0	0	0	0	7
17:30	13	0	0	0	0	0	0	13	9	0	0	0	0	0	0	9
17:45	5	3	0	0	0	0	0	8	6	1	0	0	0	0	0	7
<b>H/TOT</b>	<b>28</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>32</b>	<b>24</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>27</b>
<b>P/TOT</b>	<b>56</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>66</b>	<b>55</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>63</b>



SITE: 5

DATE: 13/11/2018

LOCATION: B6128 /B6428 Royston X Roads

DAY: TUESDAY

TIME	B to D							TOT	B to C							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	21	3	0	0	1	0	0	25	13	0	0	0	0	0	0	13
07:15	16	3	0	0	1	0	1	21	15	4	0	0	0	0	0	19
07:30	20	6	1	0	1	0	0	28	35	6	0	0	0	0	0	41
07:45	28	8	1	0	2	0	0	39	34	7	2	0	2	1	0	46
<b>H/TOT</b>	<b>85</b>	<b>20</b>	<b>2</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>1</b>	<b>113</b>	<b>97</b>	<b>17</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>119</b>
08:00	31	6	2	0	1	0	0	40	26	2	1	0	0	0	0	29
08:15	31	3	1	0	2	0	0	37	31	6	1	1	0	1	0	40
08:30	31	2	0	0	1	0	0	34	29	0	0	0	0	0	0	29
08:45	42	5	2	0	1	0	0	50	24	4	0	0	0	0	0	28
<b>H/TOT</b>	<b>135</b>	<b>16</b>	<b>5</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>161</b>	<b>110</b>	<b>12</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>126</b>
09:00	36	5	0	0	1	0	0	42	22	4	2	0	0	0	0	28
09:15	24	6	3	0	1	0	0	34	15	1	3	1	0	0	0	20
09:30	38	5	1	0	1	0	0	45	28	3	1	1	0	0	0	33
09:45	33	4	0	0	1	0	0	38	18	2	1	0	0	0	0	21
<b>H/TOT</b>	<b>131</b>	<b>20</b>	<b>4</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>159</b>	<b>83</b>	<b>10</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>102</b>
<b>P/TOT</b>	<b>351</b>	<b>56</b>	<b>11</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>1</b>	<b>433</b>	<b>290</b>	<b>39</b>	<b>11</b>	<b>3</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>347</b>

TIME	B to D							TOT	B to C							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
16:00	40	8	0	0	1	0	0	49	31	6	1	0	0	0	0	38
16:15	47	4	1	0	1	1	0	54	22	5	1	0	0	3	0	31
16:30	39	3	0	0	0	0	0	42	33	5	0	1	0	0	0	39
16:45	41	4	0	0	1	0	0	46	17	5	0	0	0	0	0	22
<b>H/TOT</b>	<b>167</b>	<b>19</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>191</b>	<b>103</b>	<b>21</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>130</b>
17:00	51	4	1	0	0	0	0	56	28	6	0	0	0	0	0	34
17:15	44	2	0	0	1	0	0	47	31	6	0	0	1	1	0	39
17:30	53	7	0	0	2	0	0	62	28	4	1	0	0	1	0	34
17:45	49	2	0	0	0	0	0	51	24	3	1	0	0	0	0	28
<b>H/TOT</b>	<b>197</b>	<b>15</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>216</b>	<b>111</b>	<b>19</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>135</b>
<b>P/TOT</b>	<b>364</b>	<b>34</b>	<b>2</b>	<b>0</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>407</b>	<b>214</b>	<b>40</b>	<b>4</b>	<b>1</b>	<b>1</b>	<b>5</b>	<b>0</b>	<b>265</b>



SITE: 5

DATE: 13/11/2018

LOCATION: B6128 /B6428 Royston X Roads

DAY: TUESDAY

TIME	C to B							TOT	C to A							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	16	2	0	0	0	0	0	18	24	10	0	0	0	0	0	34
07:15	12	6	0	0	0	0	0	18	36	5	0	1	0	1	0	43
07:30	20	3	0	0	1	0	0	24	42	2	2	1	0	1	0	48
07:45	15	4	2	0	0	0	0	21	37	9	2	0	0	2	0	50
<b>H/TOT</b>	<b>63</b>	<b>15</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>139</b>	<b>26</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>175</b>
08:00	30	5	0	0	1	0	0	36	45	9	1	0	0	0	0	55
08:15	36	1	2	0	0	0	0	39	37	8	1	0	0	0	0	46
08:30	20	4	0	0	2	1	0	27	21	3	2	0	0	0	0	26
08:45	31	4	1	1	0	1	0	38	33	4	0	2	0	0	0	39
<b>H/TOT</b>	<b>117</b>	<b>14</b>	<b>3</b>	<b>1</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>140</b>	<b>136</b>	<b>24</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>166</b>
09:00	32	7	1	0	0	0	0	40	27	3	2	1	0	0	0	33
09:15	19	2	0	0	0	0	0	21	23	2	2	0	1	0	0	28
09:30	20	2	3	1	0	0	0	26	17	2	1	0	0	0	0	20
09:45	20	4	1	0	0	0	0	25	15	1	1	0	0	0	0	17
<b>H/TOT</b>	<b>91</b>	<b>15</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>112</b>	<b>82</b>	<b>8</b>	<b>6</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>98</b>
<b>P/TOT</b>	<b>271</b>	<b>44</b>	<b>10</b>	<b>2</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>333</b>	<b>357</b>	<b>58</b>	<b>14</b>	<b>5</b>	<b>1</b>	<b>4</b>	<b>0</b>	<b>439</b>

TIME	C to B							TOT	C to A							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
16:00	24	2	0	0	0	0	0	26	30	7	0	0	0	0	0	37
16:15	26	4	0	0	0	0	0	30	24	2	2	0	0	0	0	28
16:30	27	5	1	0	0	0	0	33	21	1	0	0	0	0	0	22
16:45	19	3	0	0	0	0	0	22	23	1	0	0	1	0	0	25
<b>H/TOT</b>	<b>96</b>	<b>14</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>111</b>	<b>98</b>	<b>11</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>112</b>
17:00	22	5	0	0	0	0	0	27	23	7	1	0	0	1	0	32
17:15	18	2	0	0	0	0	0	20	32	4	0	0	0	0	0	36
17:30	12	1	0	0	0	0	0	13	33	3	0	0	0	0	0	36
17:45	26	0	0	0	0	0	0	26	32	0	1	0	1	0	0	34
<b>H/TOT</b>	<b>78</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>120</b>	<b>14</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>138</b>
<b>P/TOT</b>	<b>174</b>	<b>22</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>197</b>	<b>218</b>	<b>25</b>	<b>4</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>250</b>



SITE: 5

DATE: 13/11/2018

LOCATION: B6128 /B6428 Royston X Roads

DAY: TUESDAY

TIME	C to D							TOT	D to C							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	6	1	0	0	0	0	0	7	11	3	0	0	0	0	0	14
07:15	10	4	0	0	0	1	0	15	15	4	0	0	0	0	0	19
07:30	13	3	0	0	0	0	0	16	24	3	1	0	0	0	0	28
07:45	6	4	0	0	0	0	0	10	28	2	0	0	0	0	0	30
<b>H/TOT</b>	<b>35</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>48</b>	<b>78</b>	<b>12</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>91</b>
08:00	14	1	1	0	0	0	0	16	21	4	2	0	0	0	0	27
08:15	16	0	1	0	0	0	0	17	21	2	0	0	1	0	0	24
08:30	8	2	1	0	0	0	0	11	27	3	1	0	0	0	0	31
08:45	29	1	0	0	0	0	0	30	15	2	0	0	0	0	0	17
<b>H/TOT</b>	<b>67</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>84</b>	<b>11</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>99</b>
09:00	18	2	1	0	0	0	0	21	12	1	0	0	0	0	0	13
09:15	11	3	2	0	0	0	0	16	17	2	1	0	0	0	0	20
09:30	12	0	0	0	0	0	0	12	10	1	1	0	0	0	0	12
09:45	17	2	2	0	0	0	0	21	14	2	0	0	0	0	0	16
<b>H/TOT</b>	<b>58</b>	<b>7</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>53</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>61</b>
<b>P/TOT</b>	<b>160</b>	<b>23</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>192</b>	<b>215</b>	<b>29</b>	<b>6</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>251</b>

TIME	C to D							TOT	D to C							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
16:00	24	5	1	0	0	0	0	30	13	2	0	0	0	0	0	15
16:15	25	3	0	0	0	0	0	28	14	2	2	0	0	0	1	19
16:30	28	0	0	0	0	0	0	28	20	4	1	0	0	0	0	25
16:45	16	6	0	0	0	0	0	22	21	3	0	0	0	0	0	24
<b>H/TOT</b>	<b>93</b>	<b>14</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>108</b>	<b>68</b>	<b>11</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>83</b>
17:00	22	3	1	0	0	0	0	26	26	4	0	0	0	0	0	30
17:15	25	2	0	0	0	1	0	28	21	1	0	0	0	0	0	22
17:30	27	1	0	0	0	0	0	28	19	5	0	0	0	0	0	24
17:45	22	2	0	0	0	0	0	24	8	1	0	0	0	0	0	9
<b>H/TOT</b>	<b>96</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>106</b>	<b>74</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>85</b>
<b>P/TOT</b>	<b>189</b>	<b>22</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>214</b>	<b>142</b>	<b>22</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>168</b>



SITE: 5

DATE: 13/11/2018

LOCATION: B6128 /B6428 Royston X Roads

DAY: TUESDAY

TIME	D to B							TOT	D to A							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	25	8	0	0	0	0	0	33	8	2	0	0	0	0	0	10
07:15	27	4	0	0	0	0	0	31	17	2	0	0	0	0	0	19
07:30	24	4	0	0	1	0	0	29	10	2	0	0	1	0	0	13
07:45	14	3	2	0	0	0	0	19	16	5	0	0	0	0	0	21
<b>H/TOT</b>	<b>90</b>	<b>19</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>112</b>	<b>51</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>63</b>
08:00	39	2	0	0	0	0	0	41	12	3	1	0	1	0	0	17
08:15	32	2	2	1	2	1	0	40	9	0	1	0	0	0	0	10
08:30	41	3	1	0	1	0	0	46	14	1	1	0	0	0	0	16
08:45	32	7	2	0	0	0	0	41	6	1	0	0	1	0	0	8
<b>H/TOT</b>	<b>144</b>	<b>14</b>	<b>5</b>	<b>1</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>168</b>	<b>41</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>51</b>
09:00	28	6	0	0	1	0	0	35	18	1	0	0	0	0	0	19
09:15	25	6	0	0	2	0	0	33	9	5	1	0	0	0	0	15
09:30	28	2	1	0	1	0	0	32	6	3	0	0	0	0	0	9
09:45	31	3	0	0	2	0	0	36	6	0	0	0	1	0	0	7
<b>H/TOT</b>	<b>112</b>	<b>17</b>	<b>1</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>136</b>	<b>39</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>50</b>
<b>P/TOT</b>	<b>346</b>	<b>50</b>	<b>8</b>	<b>1</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>416</b>	<b>131</b>	<b>25</b>	<b>4</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>164</b>

TIME	D to B							TOT	D to A							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
16:00	34	8	0	2	1	0	0	45	8	0	1	0	0	0	0	9
16:15	36	2	1	0	0	0	1	40	9	0	0	0	1	0	0	10
16:30	43	7	1	0	1	0	0	52	10	0	0	0	0	0	0	10
16:45	38	8	2	0	1	1	0	50	15	1	0	0	1	0	0	17
<b>H/TOT</b>	<b>151</b>	<b>25</b>	<b>4</b>	<b>2</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>187</b>	<b>42</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>46</b>
17:00	39	4	1	0	0	1	0	45	8	0	0	0	0	0	0	8
17:15	50	4	0	0	3	0	0	57	10	1	0	0	0	0	0	11
17:30	40	8	0	0	1	1	0	50	19	2	0	0	0	0	0	21
17:45	33	5	0	0	0	0	0	38	12	1	0	0	1	0	0	14
<b>H/TOT</b>	<b>162</b>	<b>21</b>	<b>1</b>	<b>0</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>190</b>	<b>49</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>54</b>
<b>P/TOT</b>	<b>313</b>	<b>46</b>	<b>5</b>	<b>2</b>	<b>7</b>	<b>3</b>	<b>1</b>	<b>377</b>	<b>91</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>100</b>



SITE: 5

DATE: 13/11/2018

LOCATION: B6128 /B6428 Royston X Roads

DAY: TUESDAY

TIME	TO ARM A							TOT	FROM ARM A							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	35	12	0	0	0	0	0	47	13	5	2	0	0	0	0	20
07:15	57	7	0	1	0	2	0	67	40	10	0	0	0	0	0	50
07:30	58	6	2	1	1	1	0	69	23	7	1	0	1	0	0	32
07:45	63	14	2	0	0	2	0	81	38	7	1	2	1	0	0	49
<b>H/TOT</b>	<b>213</b>	<b>39</b>	<b>4</b>	<b>2</b>	<b>1</b>	<b>5</b>	<b>0</b>	<b>264</b>	<b>114</b>	<b>29</b>	<b>4</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>151</b>
08:00	60	13	2	0	1	0	0	76	45	6	1	0	1	0	0	53
08:15	51	8	3	0	0	0	0	62	37	6	1	0	0	0	0	44
08:30	39	4	3	0	0	0	0	46	43	5	0	0	0	0	0	48
08:45	43	5	0	2	1	0	0	51	34	4	3	0	1	0	0	42
<b>H/TOT</b>	<b>193</b>	<b>30</b>	<b>8</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>235</b>	<b>159</b>	<b>21</b>	<b>5</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>187</b>
09:00	49	5	2	1	0	0	0	57	29	10	2	1	1	0	0	43
09:15	35	7	3	0	1	0	0	46	26	6	0	1	0	0	0	33
09:30	31	5	1	0	0	0	0	37	20	9	1	1	0	0	0	31
09:45	30	2	1	0	1	0	0	34	30	3	6	2	1	0	0	42
<b>H/TOT</b>	<b>145</b>	<b>19</b>	<b>7</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>174</b>	<b>105</b>	<b>28</b>	<b>9</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>149</b>
<b>P/TOT</b>	<b>551</b>	<b>88</b>	<b>19</b>	<b>5</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>673</b>	<b>378</b>	<b>78</b>	<b>18</b>	<b>7</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>487</b>

TIME	TO ARM A							TOT	FROM ARM A							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
16:00	46	8	1	0	0	0	0	55	55	10	1	0	1	1	1	69
16:15	43	2	2	0	1	0	0	48	54	12	1	0	1	0	0	68
16:30	39	3	0	0	1	0	0	43	52	8	0	1	0	0	0	61
16:45	43	3	0	0	2	0	0	48	59	9	0	0	1	2	0	71
<b>H/TOT</b>	<b>171</b>	<b>16</b>	<b>3</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>194</b>	<b>220</b>	<b>39</b>	<b>2</b>	<b>1</b>	<b>3</b>	<b>3</b>	<b>1</b>	<b>269</b>
17:00	34	8	1	0	0	1	0	44	60	8	0	0	1	0	0	69
17:15	48	6	0	0	0	0	0	54	60	5	2	1	2	0	0	70
17:30	61	5	0	0	0	0	0	66	64	2	3	0	0	0	0	69
17:45	50	2	1	0	2	0	0	55	66	5	0	0	1	0	0	72
<b>H/TOT</b>	<b>193</b>	<b>21</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>219</b>	<b>250</b>	<b>20</b>	<b>5</b>	<b>1</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>280</b>
<b>P/TOT</b>	<b>364</b>	<b>37</b>	<b>5</b>	<b>0</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>413</b>	<b>470</b>	<b>59</b>	<b>7</b>	<b>2</b>	<b>7</b>	<b>3</b>	<b>1</b>	<b>549</b>



SITE: 5

DATE: 13/11/2018

LOCATION: B6128 /B6428 Royston X Roads

DAY: TUESDAY

TIME	TO ARM B							TOT	FROM ARM B							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	41	10	0	0	0	0	0	51	37	3	0	0	1	0	0	41
07:15	42	11	0	0	0	0	0	53	35	7	0	0	1	1	1	45
07:30	45	8	0	0	2	0	0	55	61	14	1	0	1	0	0	77
07:45	31	8	4	0	0	0	0	43	72	15	3	0	4	1	0	95
<b>H/TOT</b>	159	37	4	0	2	0	0	202	205	39	4	0	7	2	1	258
08:00	71	7	0	0	1	0	0	79	60	9	3	0	1	0	0	73
08:15	70	3	4	1	2	1	0	81	67	9	3	1	2	1	0	83
08:30	64	7	1	0	3	1	0	76	64	2	0	0	1	0	0	67
08:45	65	11	3	1	0	1	0	81	70	9	2	0	1	0	0	82
<b>H/TOT</b>	270	28	8	2	6	3	0	317	261	29	8	1	5	1	0	305
09:00	64	13	1	0	1	0	0	79	62	10	2	0	1	0	0	75
09:15	46	10	0	0	2	0	0	58	42	7	6	1	1	0	0	57
09:30	49	6	4	1	1	0	0	61	74	8	2	1	1	0	0	86
09:45	53	7	2	1	2	0	0	65	60	7	1	0	1	0	0	69
<b>H/TOT</b>	212	36	7	2	6	0	0	263	238	32	11	2	4	0	0	287
<b>P/TOT</b>	641	101	19	4	14	3	0	782	704	100	23	3	16	3	1	850

TIME	TO ARM B							TOT	FROM ARM B							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
16:00	66	10	0	2	1	1	0	80	79	15	1	0	1	0	0	96
16:15	68	9	1	0	0	0	1	79	79	9	2	0	1	4	0	95
16:30	82	14	2	0	1	0	0	99	80	10	0	1	1	0	0	92
16:45	59	11	2	0	1	1	0	74	63	10	0	0	1	0	0	74
<b>H/TOT</b>	275	44	5	2	3	2	1	332	301	44	3	1	4	4	0	357
17:00	67	9	1	0	0	1	0	78	82	11	1	0	0	0	0	94
17:15	72	7	0	0	3	0	0	82	81	9	0	0	2	1	0	93
17:30	65	9	0	0	1	1	0	76	90	11	1	0	2	1	0	105
17:45	64	8	0	0	0	0	0	72	79	6	1	0	0	0	0	86
<b>H/TOT</b>	268	33	1	0	4	2	0	308	332	37	3	0	4	2	0	378
<b>P/TOT</b>	543	77	6	2	7	4	1	640	633	81	6	1	8	6	0	735



SITE: 5

DATE: 13/11/2018

LOCATION: B6128 /B6428 Royston X Roads

DAY: TUESDAY

TIME	TO ARM C							TOT	FROM ARM C							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	36	7	2	0	0	0	0	45	46	13	0	0	0	0	0	59
07:15	59	17	0	0	0	0	0	76	58	15	0	1	0	2	0	76
07:30	79	13	1	0	1	0	0	94	75	8	2	1	1	1	0	88
07:45	92	14	3	1	2	1	0	113	58	17	4	0	0	2	0	81
<b>H/TOT</b>	<b>266</b>	<b>51</b>	<b>6</b>	<b>1</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>328</b>	<b>237</b>	<b>53</b>	<b>6</b>	<b>2</b>	<b>1</b>	<b>5</b>	<b>0</b>	<b>304</b>
08:00	85	10	3	0	1	0	0	99	89	15	2	0	1	0	0	107
08:15	82	13	2	1	1	1	0	100	89	9	4	0	0	0	0	102
08:30	85	7	1	0	0	0	0	93	49	9	3	0	2	1	0	64
08:45	59	9	2	0	0	0	0	70	93	9	1	3	0	1	0	107
<b>H/TOT</b>	<b>311</b>	<b>39</b>	<b>8</b>	<b>1</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>362</b>	<b>320</b>	<b>42</b>	<b>10</b>	<b>3</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>380</b>
09:00	46	11	3	1	0	0	0	61	77	12	4	1	0	0	0	94
09:15	50	6	4	2	0	0	0	62	53	7	4	0	1	0	0	65
09:30	52	9	3	2	0	0	0	66	49	4	4	1	0	0	0	58
09:45	48	5	3	0	0	0	0	56	52	7	4	0	0	0	0	63
<b>H/TOT</b>	<b>196</b>	<b>31</b>	<b>13</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>245</b>	<b>231</b>	<b>30</b>	<b>16</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>280</b>
<b>P/TOT</b>	<b>773</b>	<b>121</b>	<b>27</b>	<b>7</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>935</b>	<b>788</b>	<b>125</b>	<b>32</b>	<b>7</b>	<b>5</b>	<b>7</b>	<b>0</b>	<b>964</b>

TIME	TO ARM C							TOT	FROM ARM C							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
16:00	78	14	2	0	0	0	1	95	78	14	1	0	0	0	0	93
16:15	67	13	3	0	0	3	1	87	75	9	2	0	0	0	0	86
16:30	77	15	1	2	0	0	0	95	76	6	1	0	0	0	0	83
16:45	75	15	0	0	0	1	0	91	58	10	0	0	1	0	0	69
<b>H/TOT</b>	<b>297</b>	<b>57</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>4</b>	<b>2</b>	<b>368</b>	<b>287</b>	<b>39</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>331</b>
17:00	88	15	0	0	0	0	0	103	67	15	2	0	0	1	0	85
17:15	87	9	1	1	2	1	0	101	75	8	0	0	0	1	0	84
17:30	83	10	4	0	0	1	0	98	72	5	0	0	0	0	0	77
17:45	65	5	1	0	0	0	0	71	80	2	1	0	1	0	0	84
<b>H/TOT</b>	<b>323</b>	<b>39</b>	<b>6</b>	<b>1</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>373</b>	<b>294</b>	<b>30</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>330</b>
<b>P/TOT</b>	<b>620</b>	<b>96</b>	<b>12</b>	<b>3</b>	<b>2</b>	<b>6</b>	<b>2</b>	<b>741</b>	<b>581</b>	<b>69</b>	<b>7</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>661</b>



SITE: 5

DATE: 13/11/2018

LOCATION: B6128 /B6428 Royston X Roads

DAY: TUESDAY

TIME	TO ARM D							TOT	FROM ARM D							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	28	5	0	0	1	0	0	34	44	13	0	0	0	0	0	57
07:15	34	7	0	0	1	1	1	44	59	10	0	0	0	0	0	69
07:30	35	11	2	0	1	0	0	49	58	9	1	0	2	0	0	70
07:45	40	13	1	1	3	0	0	58	58	10	2	0	0	0	0	70
<b>H/TOT</b>	<b>137</b>	<b>36</b>	<b>3</b>	<b>1</b>	<b>6</b>	<b>1</b>	<b>1</b>	<b>185</b>	<b>219</b>	<b>42</b>	<b>3</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>266</b>
08:00	50	9	4	0	1	0	0	64	72	9	3	0	1	0	0	85
08:15	52	4	2	0	2	0	0	60	62	4	3	1	3	1	0	74
08:30	50	5	1	0	1	0	0	57	82	7	3	0	1	0	0	93
08:45	83	7	3	0	2	0	0	95	53	10	2	0	1	0	0	66
<b>H/TOT</b>	<b>235</b>	<b>25</b>	<b>10</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>276</b>	<b>269</b>	<b>30</b>	<b>11</b>	<b>1</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>318</b>
09:00	67	11	2	0	2	0	0	82	58	8	0	0	1	0	0	67
09:15	41	10	5	0	1	0	0	57	51	13	2	0	2	0	0	68
09:30	55	7	1	0	1	0	0	64	44	6	2	0	1	0	0	53
09:45	62	8	5	1	2	0	0	78	51	5	0	0	3	0	0	59
<b>H/TOT</b>	<b>225</b>	<b>36</b>	<b>13</b>	<b>1</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>281</b>	<b>204</b>	<b>32</b>	<b>4</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>247</b>
<b>P/TOT</b>	<b>597</b>	<b>97</b>	<b>26</b>	<b>2</b>	<b>18</b>	<b>1</b>	<b>1</b>	<b>742</b>	<b>692</b>	<b>104</b>	<b>18</b>	<b>1</b>	<b>15</b>	<b>1</b>	<b>0</b>	<b>831</b>

TIME	TO ARM D							TOT	FROM ARM D							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
16:00	77	17	1	0	2	0	0	97	55	10	1	2	1	0	0	69
16:15	89	10	2	0	2	1	0	104	59	4	3	0	1	0	2	69
16:30	83	3	0	0	0	0	0	86	73	11	2	0	1	0	0	87
16:45	77	12	0	0	2	1	0	92	74	12	2	0	2	1	0	91
<b>H/TOT</b>	<b>326</b>	<b>42</b>	<b>3</b>	<b>0</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>379</b>	<b>261</b>	<b>37</b>	<b>8</b>	<b>2</b>	<b>5</b>	<b>1</b>	<b>2</b>	<b>316</b>
17:00	93	10	2	0	1	0	0	106	73	8	1	0	0	1	0	83
17:15	90	6	1	0	2	1	0	100	81	6	0	0	3	0	0	90
17:30	95	9	0	0	2	0	0	106	78	15	0	0	1	1	0	95
17:45	99	5	0	0	1	0	0	105	53	7	0	0	1	0	0	61
<b>H/TOT</b>	<b>377</b>	<b>30</b>	<b>3</b>	<b>0</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>417</b>	<b>285</b>	<b>36</b>	<b>1</b>	<b>0</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>329</b>
<b>P/TOT</b>	<b>703</b>	<b>72</b>	<b>6</b>	<b>0</b>	<b>12</b>	<b>3</b>	<b>0</b>	<b>796</b>	<b>546</b>	<b>73</b>	<b>9</b>	<b>2</b>	<b>10</b>	<b>3</b>	<b>2</b>	<b>645</b>

## Appendix C – Traffic Flow Diagrams

2018 Weekday AM Peak

Pell Frischmann

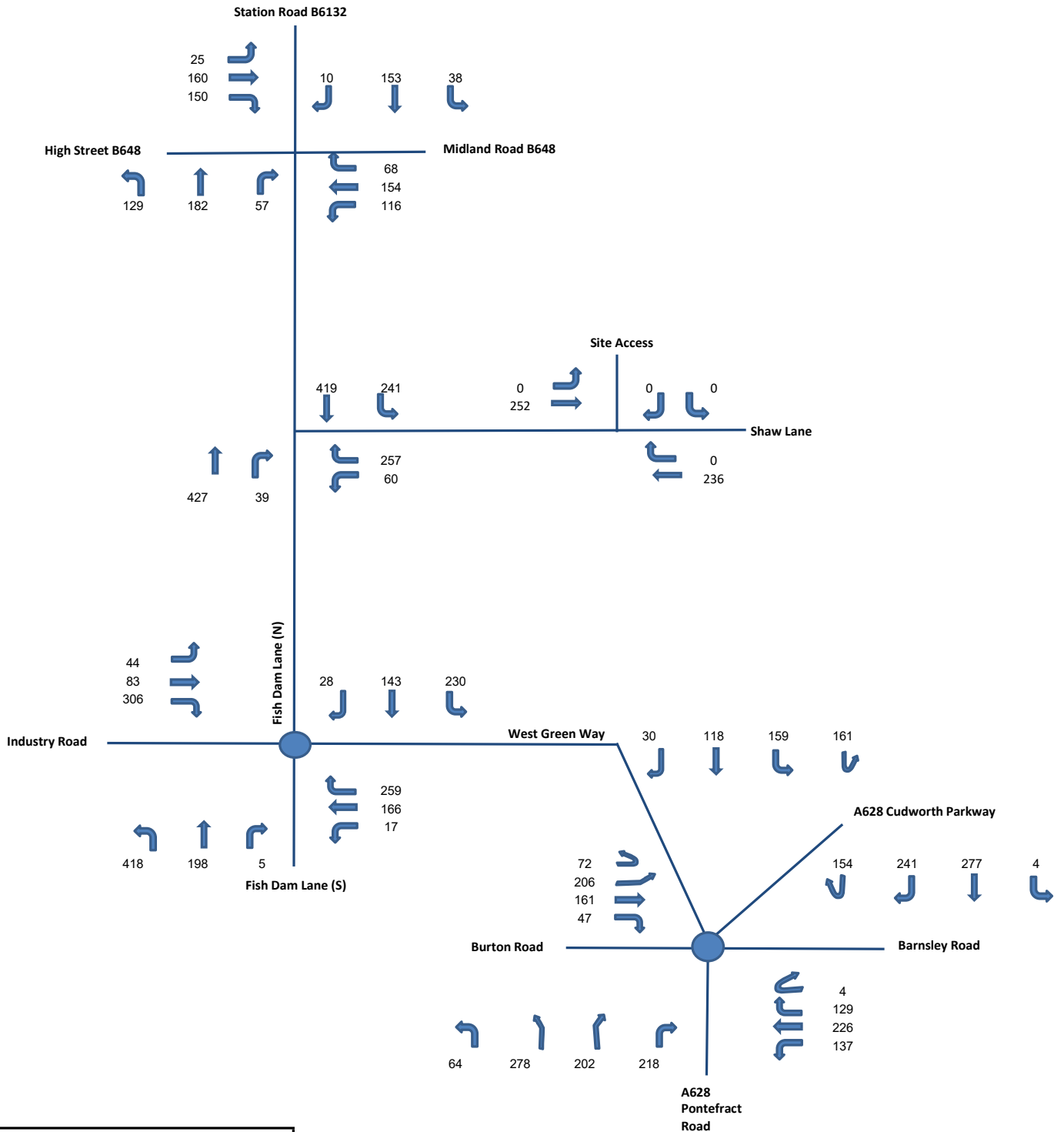


Figure 1

2018 Weekday PM Peak

Pell Frischmann

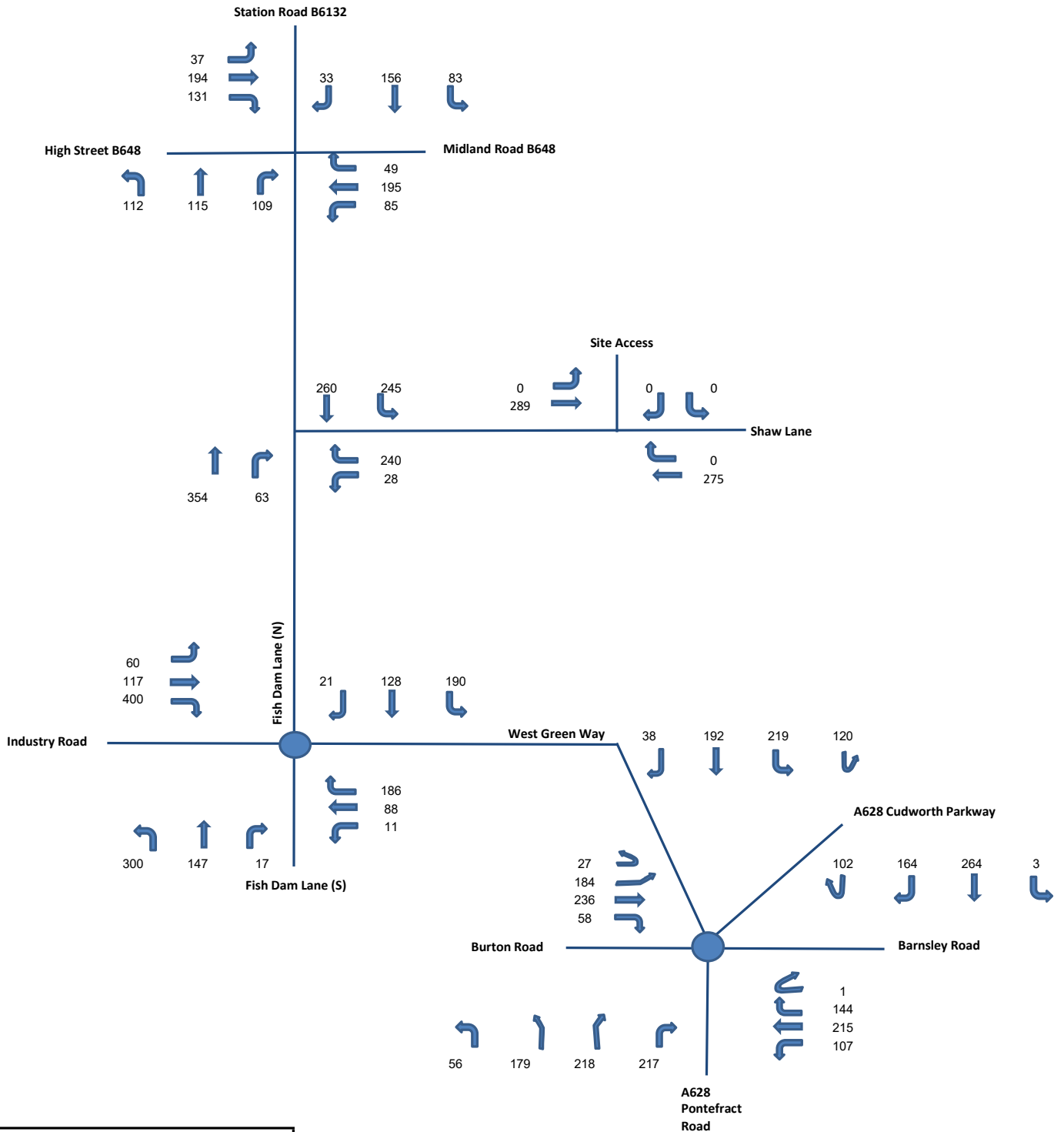


Figure 2

2022 Weekday AM Peak

Pell Frischmann

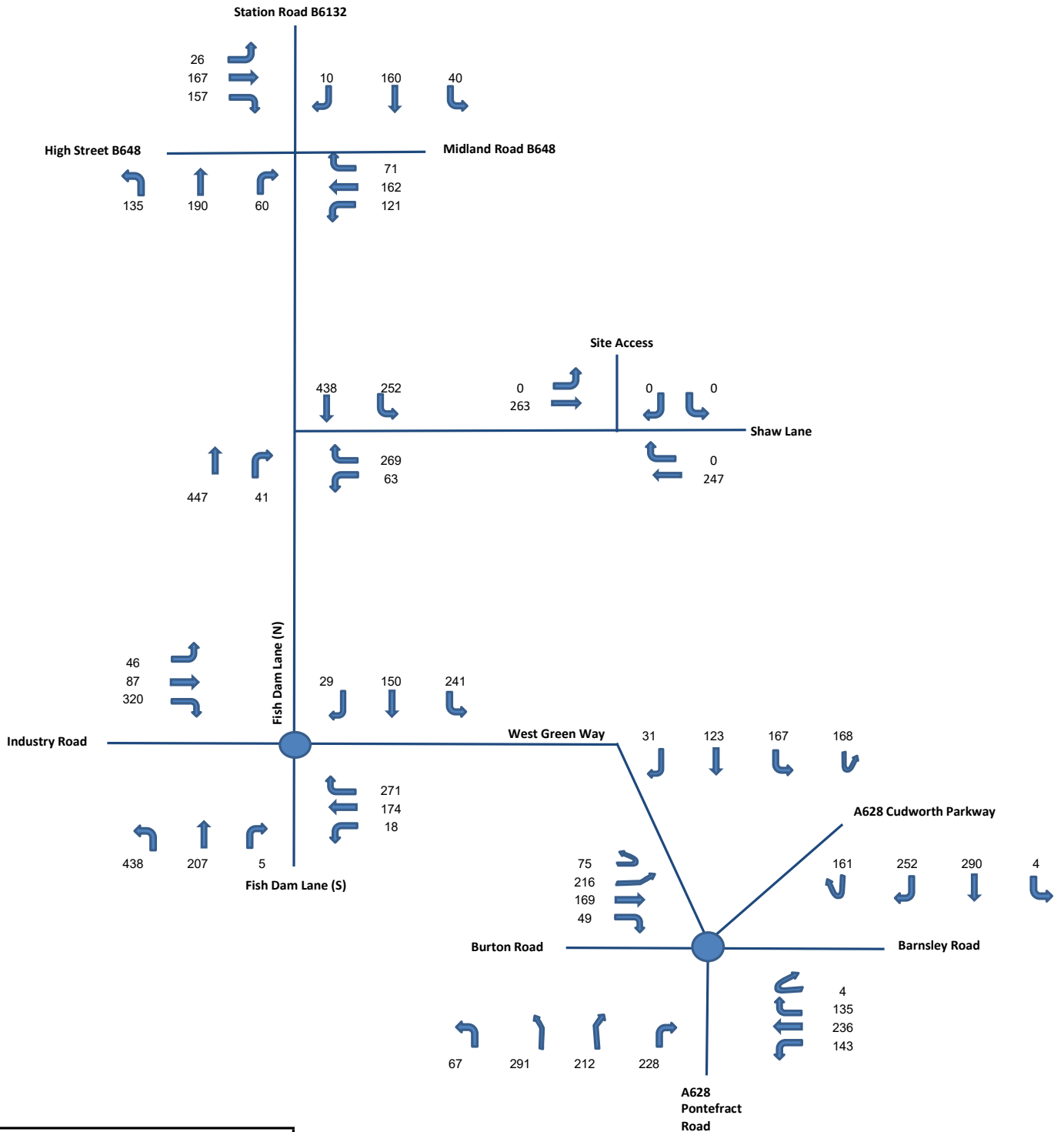


Figure 3



2027 Weekday AM Peak

Pell Frischmann

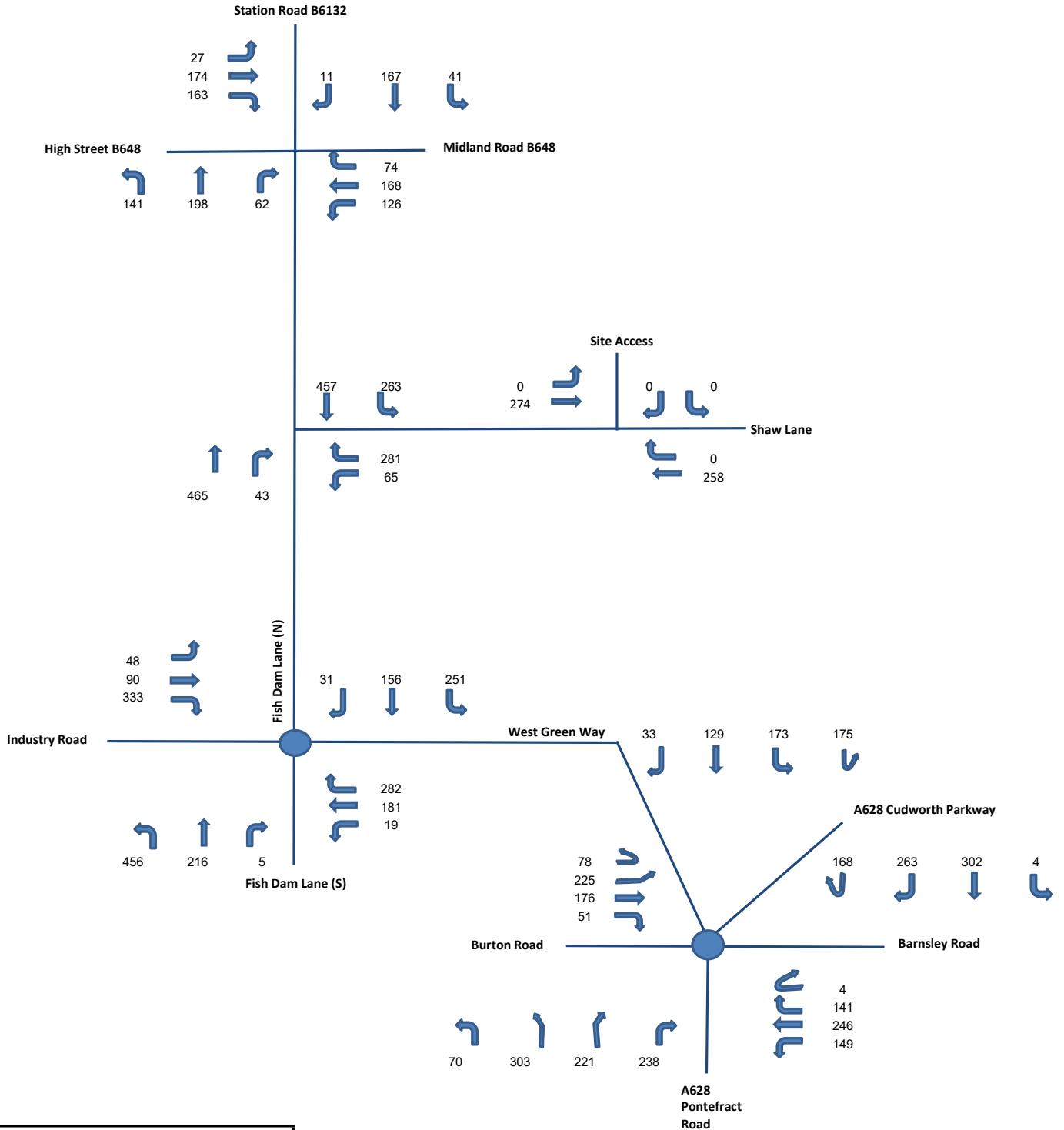


Figure 5

2027 Weekday PM Peak

Pell Frischmann

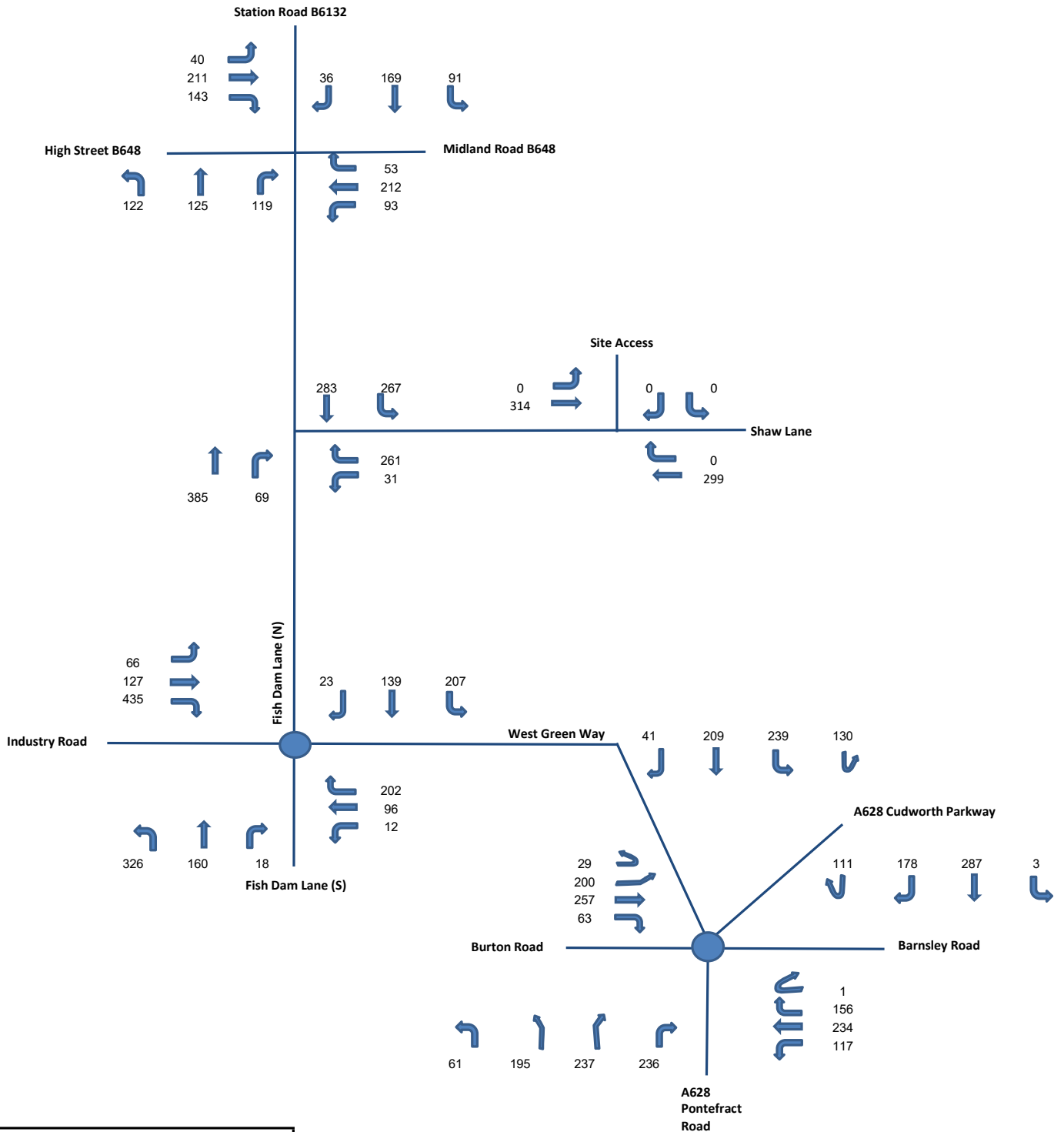
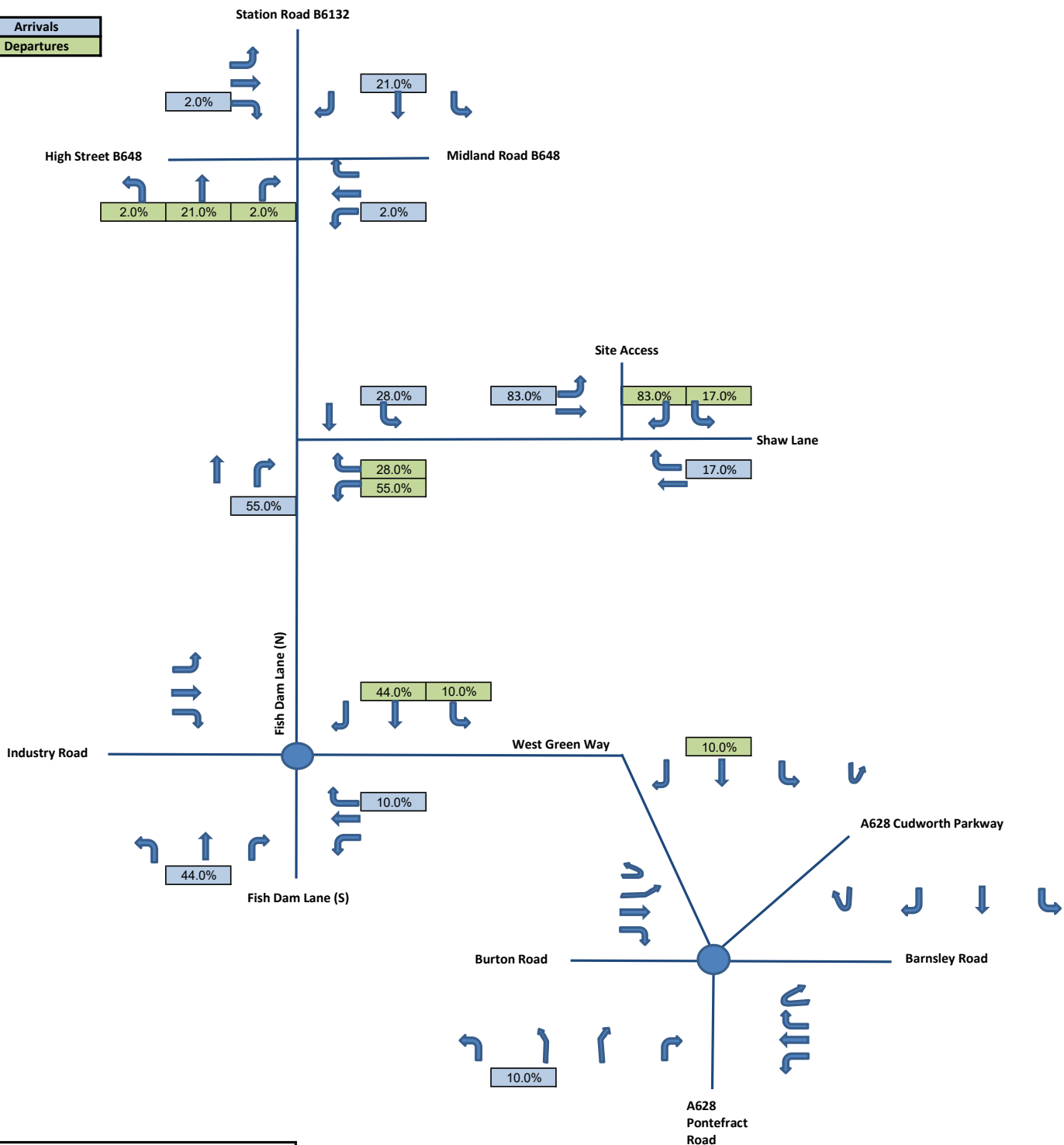


Figure 6

**Distribution**

Pell Frischmann

Arrivals
Departures



**Figure 7**

# AM Development Trips

Pell Frischmann

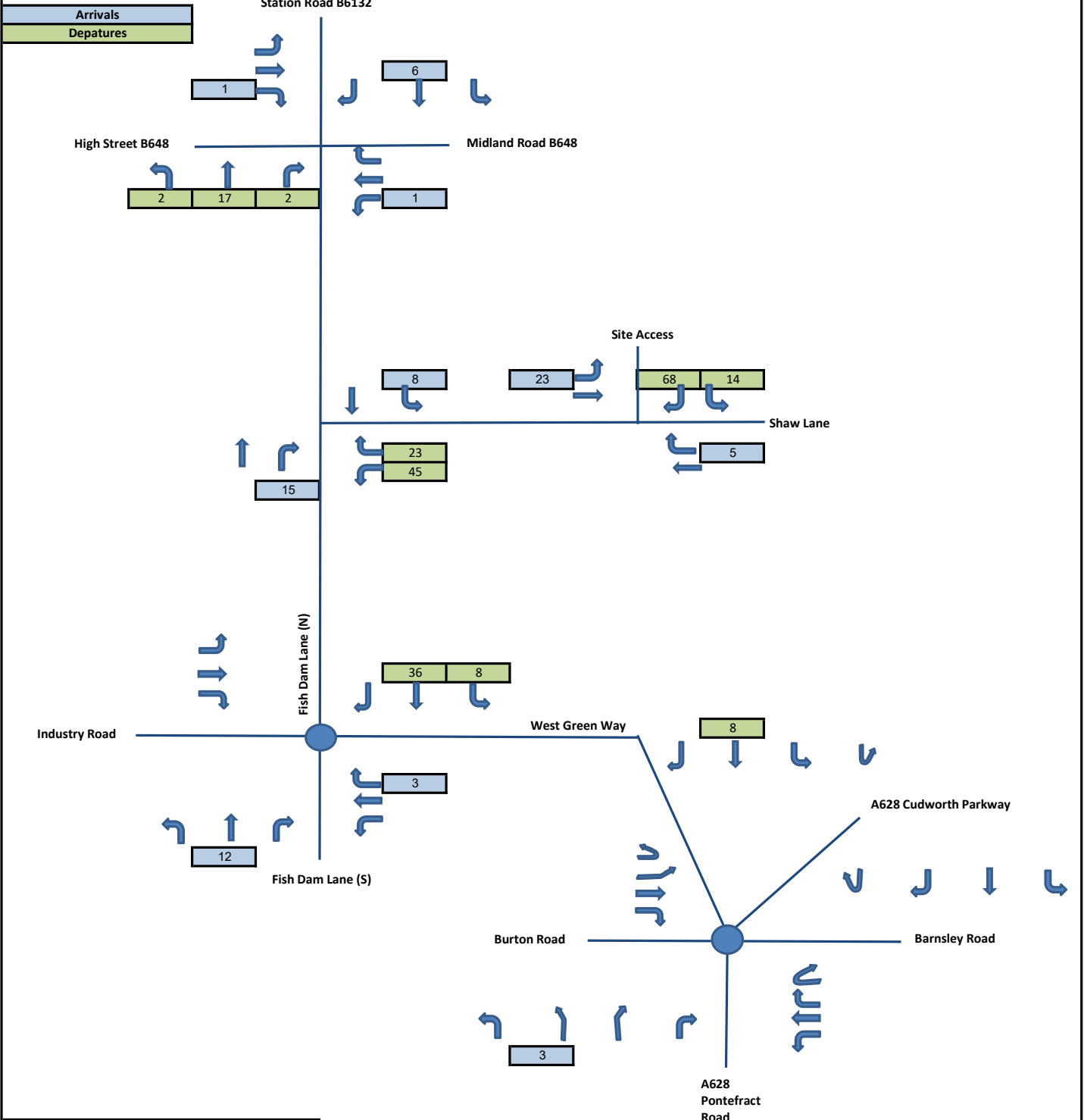


Figure 8



2022 Weekday AM Peak + Development

Pell Frischmann

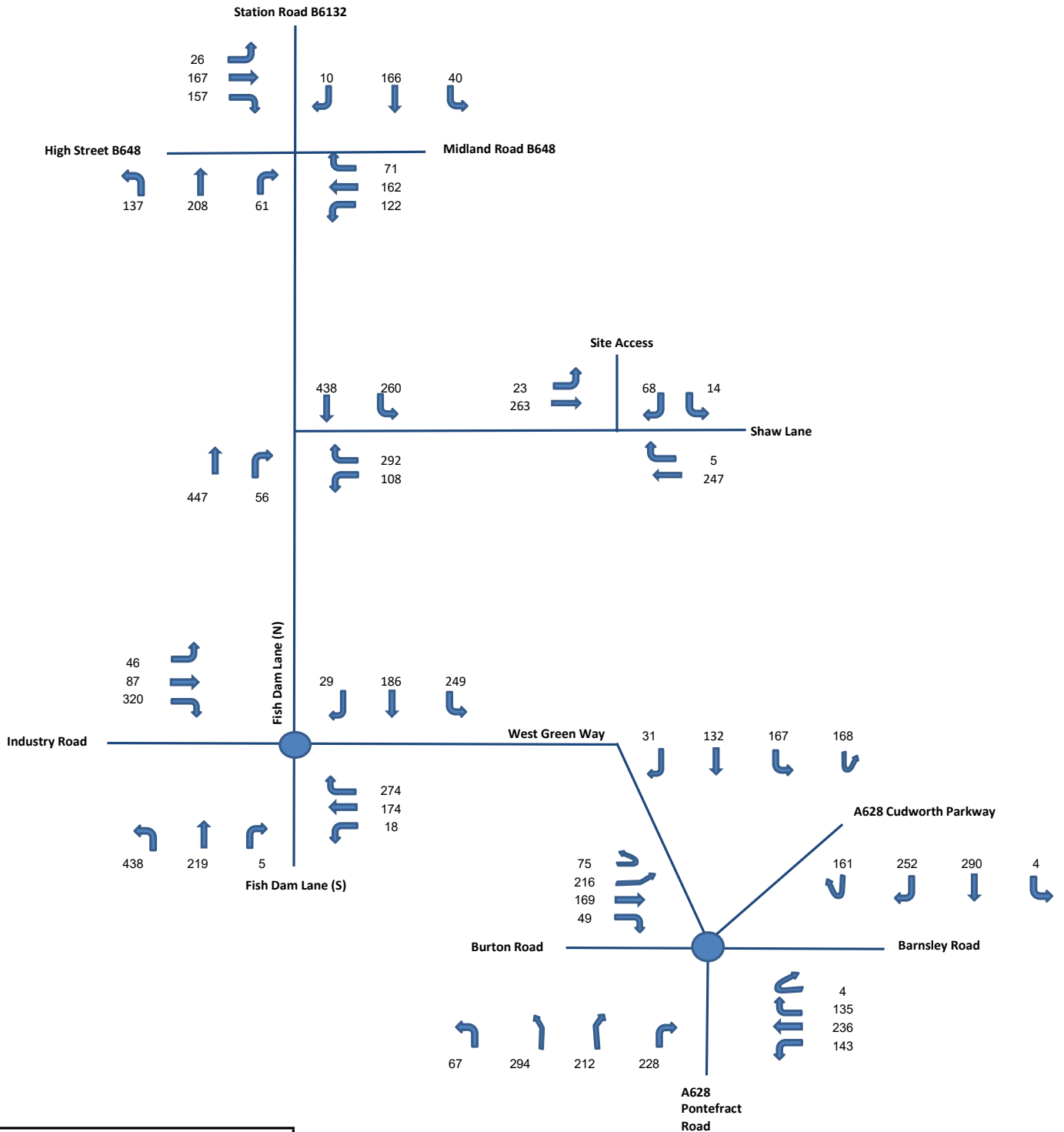


Figure 10

2022 Weekday PM Peak + Development

Pell Frischmann

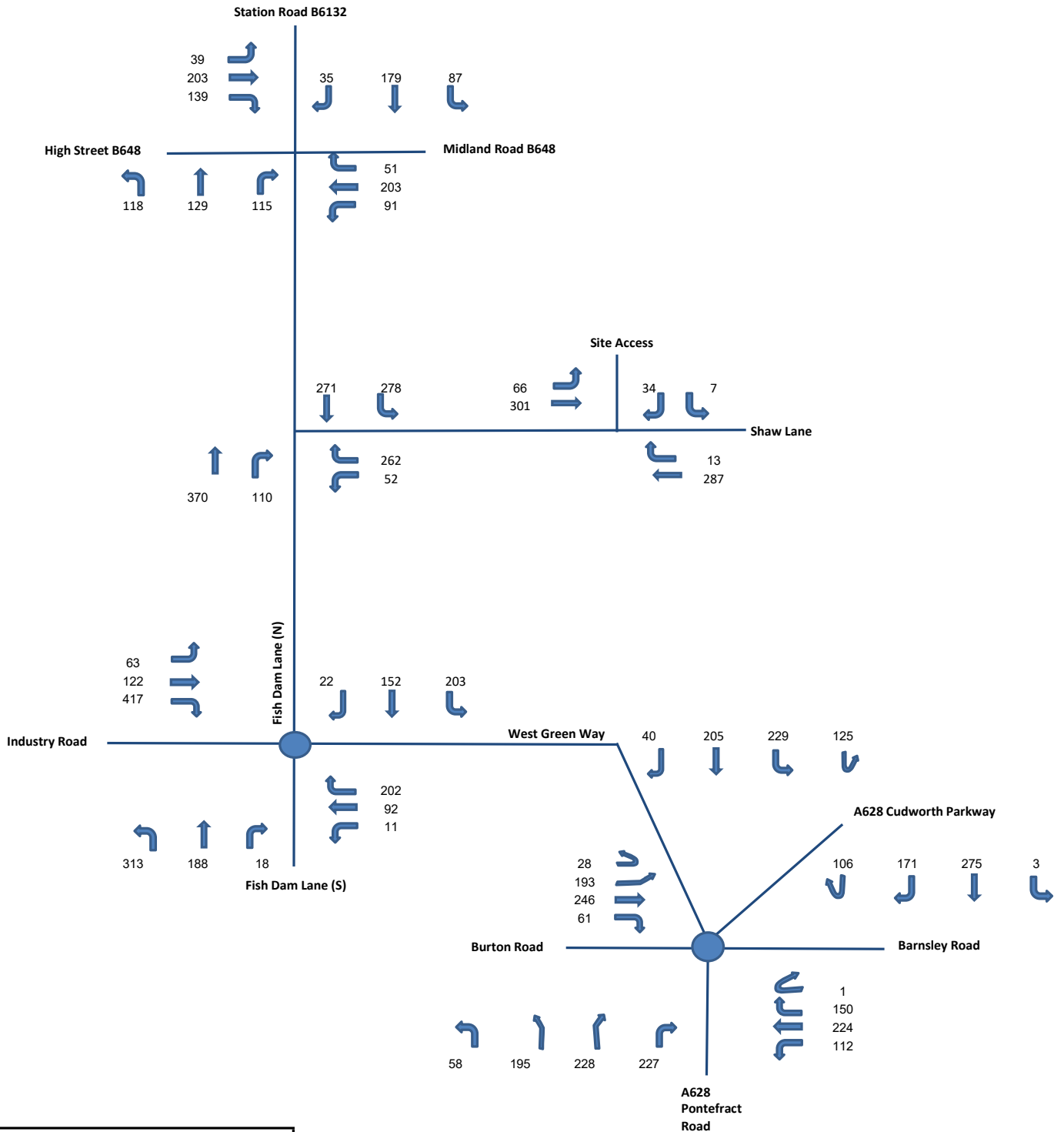


Figure 11

2027 Weekday AM Peak + Development

Pell Frischmann

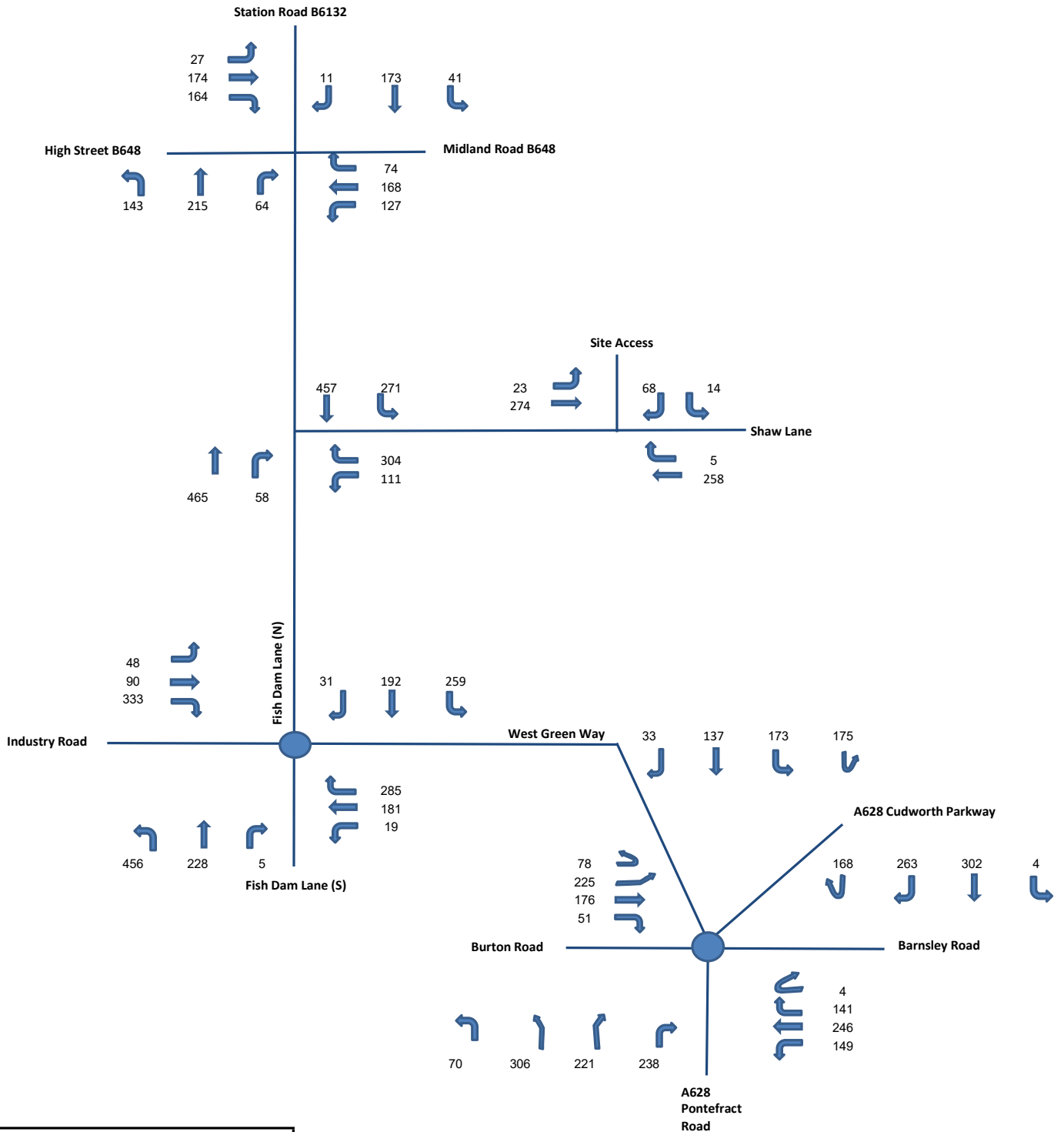


Figure 12

2027 Weekday PM Peak + Development

Pell Frischmann

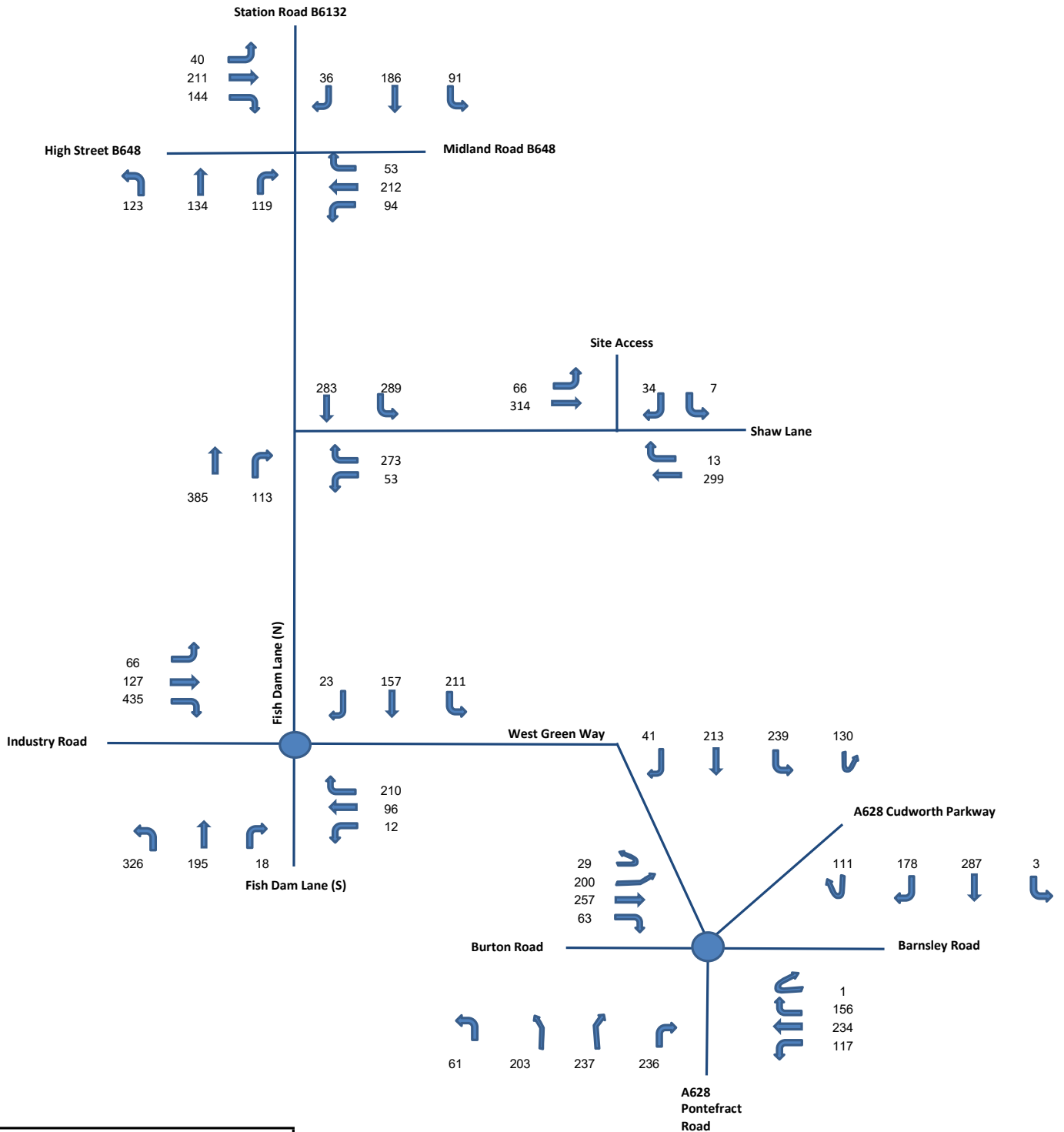


Figure 13