Please refer to future separate full application for the residential development of 68NO. dwellings (plots 101-168) in the pursuant of application ref details.

Holly Grange

Hawshaw Lane

Hoyland Common

STONEY CROFT

HOYLAND ROAD

Notes:

This drawing design and concepts are copyright of STEN Architecture.

All Dimensions are to be verified on site before any work commences. If any discrepancies, errors are emissions are noted, these are to be report to STEN architecture immediately.

If any other drawings are reference within this layout, please refer to the specific detailed drawing for design, materials and specific working practices.

PLANNING LAYOUT KEY

- 1.8m Timber screen fence
- 1.2m Post & rail divisional fence
- 1.8m Brick & timber panel fence
- Timber knee rail
- Herringbone Block Pavers — Brindle and charcoal in colour
- G — Timber gate location
- Existing drainage easement
- Affordable
- Bin collection point — (bin collection day only)

Scaled @ 1:500

0 10m 20m 50m

REV:	DESCRIPTION:	BY:	DATE:

STEN ARCHITECTURE

Suite 6, Unit 1,
Bonton Office Park,
Bennett Avenue,
Horbury,
Wakefield,
WF4 5RA
Tel: 01924 665424

Web: www.sten-architecture.co.uk
Twitter: @STEN_arch
Facebook: stenarchitectureltd
LinkedIn: Sten Architecture

CLIENT: Avant homes

SITE: Hoyland Road, Hoyland

TITLE: Planning layout Phase 1

SCALE AT A0:	DATE:	DRAWN:	CHECKED:
1:500	21.09.18	TS	--

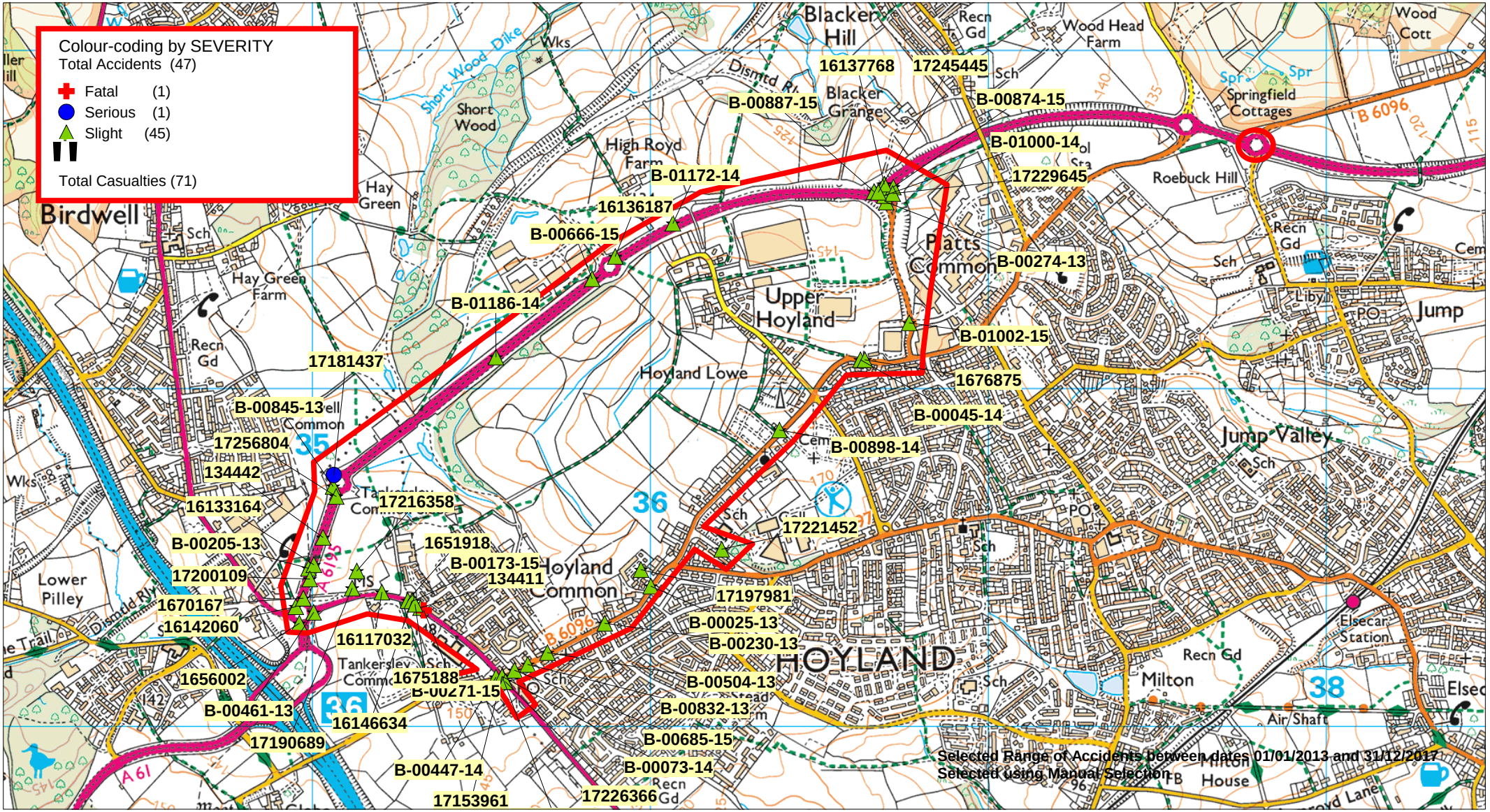
PROJECT NO:	DRAWING NO:	REVISION:
1821	1821.100	--

PHASE 1

Name	Floor Area Sq Ft	Beds	Total Units	Total	Mix	Requested
Lorton Detached	995	3	2	1990	3.8%	
Lorton Semi	995	3	4	3980	7.5%	5.0%
Melton	1026	3	7	7182	13.2%	10.0%
Horbury	1126	4	8	9008	15.1%	15.0%
Morbury	1415	4	6	8490	11.3%	15.0%
Overbury	1463	4	8	11704	15.1%	20.0%
Sudbury	1500	4	8	11924	15.1%	15.0%
Ramsbury	1502	4	10	15020	18.9%	20.0%
Sub Total			53	70178	100.0%	100.0%

Beckbridge	656	3	6	3936	12.8%	
Fenbridge	773	3	0	0	0.0%	
Lymbrigde	883	3	8	7064	17.0%	
Shinbridge	858	3	0	0	0.0%	
Queensbridge	932	3	14	13048	29.8%	
Seabridge	932	3	6	5592	12.8%	
Treebridge	1073	4	3	3219	6.4%	
AFFORDABLE						
Cranford	722.74	2	8	5782	17.0%	65.0%
Kernyton	997.65	3	2	1995	4.3%	35.0%
Sub Total			47	40636	100.0%	100.0%
Overall Phase Total			100	110814		

Appendix B
Personal Injury Collision Data



MAKING SOUTH YORKSHIRE ROADS SAFER

Selected map area

SCALE	1 : 15500
DATE	13/07/2018
DRWG No.	
DRN BY	

Details of Personal Injury Accidents for Period - **01/01/2013** **to** **31/12/2017** (60) months

Selection:
Selected using Build Query : Local_auth = 'Barnsley'

Notes:
BWB Consulting Limited Ahmad Huneidi

			Vehicles					Casualties		
Police Ref.	Day	Location Description	Veh No / Type / Manv / Dir / Class					Sex / Age / Sev		
	Date									
Road No.	Time									
2nd Road No.										
Grid Ref.	D/L									
	R.S.C									
	Weather									
	Speed									
	Account of Accident									
Causation Factor:										

134411 Friday 22/02/2013 1539hrs — A 6135 SHEFFIELD ROAD HOYLAND COMMON AT JUNCTION WITH REGENT STREET BARNSLEY SOUTH

Veh 1	M/C > 125 cc	Going ahead	NW	to SE	Dri	M 57 Slight
Veh 2	Car	Turning right	NE	to NW		

R1: A 6135
R2: U
Daylight:street lights present
E 435,321
Wet/Damp
N 400,352
Fine without high winds
30 mph

Causation Factor:		**Participant:**	**Confidence:**
1st:	Stationary or parked vehicle	Vehicle 2	Very Likely
2nd:	Failed to look properly	Vehicle 2	Possible

V1 TRAVELLING IN DIRECTION OF SHEFFIELD. V2 EMERGING BETWEEN TRAFFIC ONTO SHEFFIELD ROAD WITH REDUCED VIEW DUE TO VEHICLES FROM REGENT STREET. V2 COLL WITH V1.

134442 Wednesday 27/02/2013 1929hrs — A 6195 DEARNE VALLEY PARKWAY 150M WEST of A6195 SHORTWOOD VILLAS BARNSLEY SOUTH

Veh 1	Car	Parked	0	to 0		
Veh 2	Car	Stopping	E	to SW	Dri	F 26 Slight
Veh 3	Car	Stopping	E	to SW		

R1: A 6195
Darkness: street lights present
E 435,032
Wet/Damp
N 400,560
Fine without high winds
70 mph

Causation Factor:		**Participant:**	**Confidence:**
1st:	Slippery road (due to weather)	Vehicle 2	Possible

V1 STOPPED, V2 STOPPED BEHIND V1, V3 FAILS TO SEE V2 PULL UP AND COLLIDES WITH ITS REAR, V1 THEN DRIVES AWAY

B-00025-13 Saturday 09/03/2013 1515hrs — HOYLAND ROAD BARNSLEY OUTSIDE HOYLAND P/S

Veh 1	Car	Going ahead	SW	to NE	Ped	M 10 Slight

R1: B 6096
Daylight:street lights present
E 436,002
Dry
N 400,416
Fine without high winds
30 mph

Causation Factor:		**Participant:**	**Confidence:**
1st:	Failed to look properly	Casualty 1	Very Likely
2nd:	Careless/Reckless/In a hurry	Casualty 1	Very Likely
3rd:	Crossed road masked by stationary veh	Casualty 1	

V1 WAS TRAV ON HOYLAND RD BEHIND 2 OTHER VEHICLES, ONE WAS A BUS WHICH PULLED IN AT THE BUS STOP, AS V1 WAS OVERTAKING THE BUS A CHILD RAN OUT FROM THE FRONT OF THE BUS AND WAS STRUCK BY V1, THE CHILD GOT UP AND RAN OFF BUT WAS STOPPED

Details of Personal Injury Accidents for Period - **01/01/2013** **to** **31/12/2017** (60) months

Selection:
Selected using Build Query : Local_auth = 'Barnsley'

Notes:
BWB Consulting Limited Ahmad Huneidi

			Vehicles					Casualties		
Police Ref.	Day	Location Description	Veh No / Type / Manv / Dir / Class					Sex / Age / Sev		
	Date									
Road No.	Time									
2nd Road No.										
Grid Ref.	D/L									
	R.S.C									
	Weather									
	Speed									
	Account of Accident									
Causation Factor:										

B-00205-13	Wednesday	DEARNE VALLEY PARKWAY	Veh 1	Car	O/take m/veh o/side	S	to N	FSP	F	25	Slight
	08/05/2013	BARNSLEY 100M J/W BIRDWELL RNDABT	Veh 1	Car	O/take m/veh o/side	S	to N	Dri	M	24	Slight
R1: A 6195	1630hrs		Veh 2	Car	Going ahead	S	to N	Dri	F	30	Slight
	Daylight:street lights present										
E 434,989	Dry										
N 400,469	Fine without high winds										
	70 mph										

Causation Factor:		**Participant:**	**Confidence:**
1st:	Sudden braking	Vehicle 1	Possible
2nd:	Failed to judge other persons path or speed	Vehicle 1	Possible

VH1 M/CAR TRV DVP IN OS LN TWDS PLATTS COMMON. VH2 M/CAR TRV BHND VH1 IN SAME LN. VH1 SLOWS DUE TO UK VH OTKING. VH2 COLL REAR VH1

B-00230-13	Wednesday	HOYLAND ROAD HOYLAND AT J/W STEAD LANE	Veh 1	Goods < 3.5t	Going ahead	SW	to NE				
	15/05/2013		Veh 2	Car	Going ahead	SW	to NE	Dri	F	23	Slight
R1: B 6096	1844hrs		Veh 2	Car	Going ahead	SW	to NE	FSP	M	34	Slight
	Daylight:street lights present										
E 435,866	Wet/Damp										
N 400,306	Fine without high winds										
	30 mph										

Causation Factor:		**Participant:**	**Confidence:**
1st:	Failed to look properly	Vehicle 1	Very Likely
2nd:	Failed to judge other persons path or speed	Vehicle 1	Very Likely
3rd:	Sudden braking	Vehicle 1	Very Likely
4th:	Sudden braking	Vehicle 1	Very Likely

V1 COLL INTO THE BACK OF V2

B-00274-13	Monday	DEARNE VALLEY PARKWAY BARNSLEY	Veh 1	Car	Going ahead	S	to N	RSP	F	20	Slight
	03/06/2013		Veh 1	Car	Going ahead	S	to N	Dri	M	34	Slight
R1: A 6195	0030hrs		Veh 1	Car	Going ahead	S	to N	FSP	M	26	Slight
R2: U	Darkness: street lights present										
E 436,699	Dry										
N 401,553	Fine without high winds										
	70 mph										

Causation Factor:		**Participant:**	**Confidence:**
1st:	Careless/Reckless/In a hurry	Vehicle 1	Very Likely
2nd:	Failed to look properly	Vehicle 1	Very Likely

VEH1 TRAV ALG A6195 IN INSIDE LN AT SPEED T/W PLATTS COMMON R/ABOUT. DRIVER BRAKED UPON SEEING R/ABOUT CROSSE FROM INSIDE LN INTO OUTSIDE LN OVER PAVEMENT OVER BOTH LNS OF R/ABOUT DEMOLISHING CHEVRON BOARDS & METAL POSTS BEFORE COMING TO REST

Details of Personal Injury Accidents for Period - **01/01/2013** **to** **31/12/2017** (60) months

Selection:
Selected using Build Query : Local_auth = 'Barnsley'

Notes:
BWB Consulting Limited Ahmad Huneidi

			Vehicles						Casualties		
Police Ref.	Day	Location Description	Veh No / Type / Manv / Dir / Class						Sex / Age / Sev		
	Date										
Road No. **2nd Road No.**	Time										
Grid Ref.	D/L										
	R.S.C										
	Weather										
	Speed										
	Account of Accident										
Causation Factor:											

B-00461-13 Saturday 03/08/2013 0903hrs — WESTWOOD NEW RD BIRDWELL
R1: A 619 **R2: A 61** **E 435,004** **N 400,338**
Daylight:street lights present; Dry; Fine without high winds; 60 mph

Vehicles								Casualties		
Veh 1	Car	Going ahead LH bend	E	to	W	Dri	M	45	Slight
Veh 2	Car	Going ahead LH bend	E	to	W				

Causation Factor:		Participant:	Confidence:
1st:	Failed to look properly	Vehicle 2	Possible
2nd:	Following too close	Vehicle 2	Possible

V1 AT ROUNABOUT ABOUT TO PULL OFF. V2 COLL WITH REAR OF V1.

B-00504-13 Saturday 24/08/2013 2050hrs — HOYLAND ROAD BARNSLEY 10 METRES TINKER LANE
R1: B 6096 **R2: U** **E 435,696** **N 400,219**
Darkness: street lights present; Dry; Fine without high winds; 30 mph

Vehicles								Casualties		
Veh 1	Car	Going ahead	SW	to	NE	Ped	M	59	Slight

Causation Factor:		Participant:	Confidence:
1st:	Failed to look properly	Vehicle 1	Possible
2nd:	Failed to look properly	Casualty 1	Possible

A PEDESTRIAN (C1) HAS CROSSED THE ROAD INTO THE PATH OF ONCOMING V1, C1 ADMITTED TO HAVING BEEN DRINKING

B-00845-13 Sunday 27/10/2013 0615hrs — DEARNE VALLEY PARKWAY BARNSLEY J/W SHORTWOOD BUSINESS PARK
R1: A 6195 **R2: A 6195** **E 435,062** **N 400,711**
Darkness: street lights present; Wet/Damp; Fine without high winds; 70 mph

Vehicles								Casualties		
Veh 1	Car	Going ahead	SW	to	NE	RSP	M	16	Slight
Veh 1	Car	Going ahead	SW	to	NE	FSP	M	17	Slight
Veh 1	Car	Going ahead	SW	to	NE	RSP	M	16	Slight
Veh 1	Car	Going ahead	SW	to	NE	RSP	M	17	Slight

Causation Factor:		Participant:	Confidence:
1st:	Loss of control	Vehicle 1	Very Likely
2nd:	Defective brakes	Vehicle 1	Possible
3rd:	Aggressive driving	Vehicle 1	

LOSES CONTROL AT ROUNDABOUT AND COLL WITH ROUNDABOUT

Details of Personal Injury Accidents for Period - **01/01/2013** **to** **31/12/2017** (60) months

Selection:
Selected using Build Query : Local_auth = 'Barnsley'

Notes:
BWB Consulting Limited Ahmad Huneidi

			Vehicles					Casualties		
Police Ref.	Day	Location Description	Veh No / Type / Manv / Dir / Class					Sex / Age / Sev		
	Date									
Road No. **2nd Road No.**	Time									
Grid Ref.	D/L									
	R.S.C									
	Weather									
	Speed									
	Account of Accident									
Causation Factor:										

B-00832-13 Wednesday 04/12/2013 HOYLAND RD BARNSLEY — Veh 1 Car — Stopping — NE to SW Ped — F 15 Slight
R1: B 6096
R2: U
E 435,638
N 400,184
1630hrs
Darkness: street lights present
Dry
Fine without high winds
30 mph

Causation Factor:		**Participant:**	**Confidence:**
1st:	Disobeyed pedestrian crossing facility	Vehicle 1	Possible
2nd:	Careless/Reckless/In a hurry	Casualty 1	Possible

PEDN WALKING HOYLAND RD TW SHEFFIELD RD BEGINS TO CROSS C/WAY ON PEDN XING. VEH COLL WITH PEDN AND LEAVES THE SCENE.

B-00073-14 Friday 17/01/2014 SHEFFIELD ROAD HOYLAND J/W HOYLAND ROAD — Veh 1 M/C < 125 cc — Turning right — SE to NE Dri — M 20 Slight
Veh 2 Car — Going ahead — NW to SE
R1: A 6135
R2: B 6096
E 435,563
N 400,148
1800hrs
Darkness: street lights present
Dry
Fine without high winds
30 mph

Causation Factor:		**Participant:**	**Confidence:**
1st:	Failed to look properly	Vehicle 1	Very Likely
2nd:	Failed to look properly	Vehicle 2	Very Likely
3rd:	Poor turn or manoevre	Vehicle 1	Possible
4th:	Disobeyed automatic traffic signal	Vehicle 2	Possible

VEH1 TV SHEFFIELD RD TURSN RT INTO HOYLAND RD ACROSS PATH OF VEH2 AND A COLL OCCURRED.

B-00045-14 Saturday 18/01/2014 HAWSHAW LANE HOYLAND 50 MTS MOUNT CRESCENT — Veh 1 Car — Going ahead LH bend — E to SW FSP — M 26 Slight
R1: B 6096
E 436,623
N 401,086
0245hrs
Darkness: street lights present
Wet/Damp
Raining without high winds
30 mph

Causation Factor:		**Participant:**	**Confidence:**
1st:	Impaired by alcohol	Vehicle 1	Very Likely
2nd:	Careless/Reckless/In a hurry	Vehicle 1	Very Likely

V1 LOSES CONTROL ON LEFT HAND BEND, MOUNT N/S KERB AND COLL WITH GARDEN WALL.

Details of Personal Injury Accidents for Period - **01/01/2013** **to** **31/12/2017** (60) months

Selection:
Selected using Build Query : Local_auth = 'Barnsley'

Notes:
BWB Consulting Limited Ahmad Huneidi

			Vehicles						Casualties		
Police Ref.	Day	Location Description	Veh No / Type / Manv / Dir / Class						Sex / Age / Sev		
	Date										
Road No.											
2nd Road No.	Time										
Grid Ref.	D/L										
	R.S.C										
	Weather										
	Speed										
	Account of Accident										
Causation Factor:											

B-00447-14 Friday 16/05/2014 1745hrs — TANKERSLEY LANE HOYLAND J/W SHEFFIELD ROAD

Veh 1	Car	Wait go ahead held up	W	to	E	RSP	M	10	Slight
Veh 2	Car	Going ahead	W	to	E				

R1: C 44
R2: A 6135
Daylight:street lights present
E 435,544
Dry
N 400,146
Fine without high winds
30 mph

Causation Factor:	**Participant:**	**Confidence:**
1st: Failed to look properly	Vehicle 2	Very Likely

V1 STATIONARY AT TRAFFIC LIGHTS. V2 TRAVELLING BEHIND COLL WITH REAR OF V1

B-00898-14 Monday 29/09/2014 0845hrs — HAWSHAW LANE HOYLAND 130 MTS KIRK BALK

Veh 1	Pedal cycle	Going ahead	SW	to	NE	Dri	M	23	Slight
Veh 2	Car	Going ahead	SE	to	NE				

R1: B 6096
R2: U
Daylight:street lights present
E 436,383
Dry
N 400,878
Fine without high winds
30 mph

V1 (PED CYC)TV FROM HAWSHAW LN TO HOYLAND COMMON WHEN V2 PULLED OUT OF DRIVE & COLL WITH V1

B-01000-14 Thursday 23/10/2014 0800hrs — PLATTS COMMON ROUNDABOUT BARNSLEY

Veh 1	Car	Going ahead	0	to	0	Dri	F	31	Slight
Veh 2	Car	Going ahead	0	to	0				

R1: A 6195
R2: B 6096
Daylight:street lights present
E 436,694
Dry
N 401,572
Fine without high winds
60 mph

Causation Factor:	**Participant:**	**Confidence:**
1st: Failed to look properly	Vehicle 2	Possible

V1 & V2 COLLIDED ON ROUNDABOUT, DETAILS EXCHANGED BUT DRIVER 1 INJURED AND FAILED TO TAKE VRM OF V2

Details of Personal Injury Accidents for Period - **01/01/2013** **to** **31/12/2017** (60) months

Selection:
Selected using Build Query : Local_auth = 'Barnsley'

Notes:
BWB Consulting Limited Ahmad Huneidi

			Vehicles				Casualties		
Police Ref.	Day	Location Description	Veh No / Type / Manv / Dir / Class				Sex / Age / Sev		
	Date								
Road No. **2nd Road No.**	Time								
Grid Ref.	D/L								
	R.S.C								
	Weather								
	Speed								
	Account of Accident								
Causation Factor:									

B-01172-14	Monday	DEARNE VALLEY PARKWAY	Veh 1	Car	Going ahead	W to E	Dri	M	30	Slight
	01/12/2014	BARNSLEY 200 MTS SHORTWOOD	Veh 2	Car	Stopping	W to E	Dri	M	36	Slight
R1: A 6195	1745hrs	ROUNDABOUT	Veh 2	Car	Stopping	W to E	FSP	F	30	Slight
	Darkness: street lights present		Veh 2	Car	Stopping	W to E	RSP	M	8	Slight
E 436,068	Dry		Veh 3	Car	Stopping	W to E	Dri	M	26	Slight
N 401,490	Fine without high winds		Veh 4	Car	Stopping	W to E				
	70 mph									

DRIVER OF V1 HAS BEEN DISTRACTED BY HIS STEREO WHILST DRIVING, WHEN HE THEN LOOKED UP HE COLLIDED WITH V2 PUSHING IT INTO V3, V3 COLLIDES WITH V4

B-01186-14	Wednesday	DEARNE VALLEY PARKWAY	Veh 1	Car	Going ahead	NE to SW	FSP	F	18	Slight
	03/12/2014	BARNSLEY 400 MTS SHORTWOOD	Veh 1	Car	Going ahead	NE to SW	Dri	M	17	Slight
R1: A 6195	2013hrs	ROUNDABOUT								
	Darkness: street lights present									
E 435,544	Dry									
N 401,094	Fine without high winds									
	70 mph									

V1 LOST CONTROL AND COLLIDED WITH CENTRAL RESERVATION

B-00173-15	Friday	SHEFFIELD RD HOYLAND COMMON	Veh 1	Car	Turning right	SE to NE	Ped	M	17	Slight
	20/02/2015	26 MTS REGENT STREET								
R1: A 6135	1905hrs									
R2: U	Darkness: street lights present									
E 435,298	Dry									
N 400,372	Fine without high winds									
	30 mph									

Causation Factor:		**Participant:**	**Confidence:**
1st:	Failed to look properly	Vehicle 1	Very Likely
2nd:	Poor turn or manoevre	Vehicle 1	Possible

CAS CROSSING ENTRANCE TO SERVICE STATION AS V1 TURNED RIGHT INTO ENTRANCE AND COLL OCC.

Details of Personal Injury Accidents for Period - **01/01/2013** **to** **31/12/2017** (60) months

Selection:
Selected using Build Query : Local_auth = 'Barnsley'

Notes:
BWB Consulting Limited Ahmad Huneidi

			Vehicles				Casualties		
Police Ref.	Day	Location Description	Veh No / Type / Manv / Dir / Class				Sex / Age / Sev		
	Date								
Road No. **2nd Road No.**	Time								
Grid Ref.	D/L								
	R.S.C								
	Weather								
	Speed								
	Account of Accident								
Causation Factor:									

B-00271-15	Wednesday 25/03/2015 2300hrs	SHEFFIELD ROAD HOYLAND COMMON 5 MTS REGENT STREET	Veh 1	Taxi	Going ahead	SE to NW	FSP	F	85	Fatal
			Veh 1	Taxi	Going ahead	SE to NW	RSP	F	82	Slight
R1: A 6135			Veh 1	Taxi	Going ahead	SE to NW	RSP	F	77	Slight
R2: U	Darkness: street lights present		Veh 1	Taxi	Going ahead	SE to NW	Dri	M	67	Slight
E 435,330	Dry									
N 400,344	Fine without high winds									
	30 mph									

Causation Factor:		**Participant:**	**Confidence:**
1st:	Exceeding speed limit	Vehicle 1	Possible
2nd:	Swerved	Vehicle 1	Possible
3rd:	Loss of control	Vehicle 1	Possible
4th:	Illness or disability, mental or physical	Vehicle 1	Possible
5th:	Inexperience with type of vehicle	Vehicle 1	Possible
6th:	Fatigue	Vehicle 1	Possible

SINGLE VEHICLE RTC. PRIVATE HIRE TAXI TRAVELLING DOWN SHEFFIELD ROAD TOWARDS BIRDWELL ROUNDABOUT. VEHICLE HAS STRUCK NEARSIDE KERB AND WALL TO THE NEARSIDE AND THEN TURNED OVER

B-00685-15	Saturday 18/07/2015 2320hrs	HOYLAND ROAD BARNSLEY	Veh 1	Car	Going ahead	S to N	Ped	M	25	Slight
R1: B 6096	Darkness: street lights present									
E 435,599	Dry									
N 400,167	Fine without high winds									
	30 mph									

Causation Factor:		**Participant:**	**Confidence:**
1st:	Impaired by alcohol	Casualty 1	Possible
2nd:	Failed to look properly	Casualty 1	Possible
3rd:	Failed to look properly	Vehicle 1	

PEDN XING C/WAY WHEN VEH TV HOYLAND RD COLL WITH PEDN.

B-00666-15	Tuesday 21/07/2015 1045hrs	DEARNE VALLEY PARKWAY BARNSLEY 30 MTS SHORTWOOD ROUNDABOUT	Veh 1	Goods > 7.5t	Starting	SW to NE				
			Veh 2	Car	Starting	SW to NE	Dri	F	58	Slight
R1: A 6195	Daylight:street lights present									
E 435,829	Dry									
N 401,326	Fine without high winds									
	70 mph									

Causation Factor:		**Participant:**	**Confidence:**
1st:	Failed to judge other persons path or speed	Vehicle 1	Very Likely

VEH1 TV TW SHORTWOOD RNDBT COLL INTO REAR OF VEH2.

Details of Personal Injury Accidents for Period - **01/01/2013** **to** **31/12/2017** (60) months

Selection:
Selected using Build Query : Local_auth = 'Barnsley'

Notes:
BWB Consulting Limited Ahmad Huneidi

			Vehicles						Casualties		
Police Ref.	Day	Location Description	Veh No / Type / Manv / Dir / Class						Sex / Age / Sev		
	Date										
Road No.	Time										
2nd Road No.											
Grid Ref.	D/L										
	R.S.C										
	Weather										
	Speed										
	Account of Accident										
Causation Factor:											

B-01002-15	Saturday	RYECROFT BANK HOYLAND J/W CHAMBERS ROAD	Veh 1	Car	Going ahead	S	to N	Dri	F	86	Slight
	19/09/2015		Veh 2	Car	Turning right	E	to N				
R1: U	1401 hrs										
R2: U	Daylight:street lights present										
E 436,767	Dry										
N 401,195	Fine without high winds										
	30 mph										

Causation Factor:		**Participant:**	**Confidence:**
1st:	Failed to look properly	Vehicle 1	Very Likely

VEH1 TV FROM HAWSHAW LN INTO RYECROFT BANK AND COLL WITH VEH2 TV FROM CHAMBERS WAY.

B-00874-15	Monday	DEARNE VALLEY PARKWAY J/W PLATTS COMMON PLATTS COMMON ROUNDABOUT	Veh 1	Car	Going ahead	NE	to SW	RSP	F	5	Slight
	28/09/2015		Veh 1	Car	Going ahead	NE	to SW	FSP	F	6	Slight
R1: A 6195	0818 hrs										
R2: A 6195	Daylight:street lights present										
E 436,720	Dry										
N 401,597	Fog or mist										
	70 mph										

Causation Factor:		**Participant:**	**Confidence:**
1st:	Rain, sleet, snow, or fog	Vehicle 1	Very Likely

VEH1 APPROACHES RNDBT, DRIVER LOSES CONTROL, MOUNTS KERB AND COLL WITH STREET FURNITURE.

B-00919-15	Wednesday	SHEFFIELD ROAD BARNSLEY J/W HOYLAND ROAD	Veh 1	Car	Going ahead	E	to W	Dri	M	21	Slight
	30/09/2015		Veh 2	Car	Turning right	W	to SE	Dri	F	53	Slight
R1: A 6135	1428 hrs										
R2: B 6096	Daylight:street lights present										
E 435,563	Dry										
N 400,146	Fine without high winds										
	30 mph										

Causation Factor:		**Participant:**	**Confidence:**
1st:	Failed to look properly	Vehicle 1	Very Likely
2nd:	Poor turn or manoevre	Vehicle 2	Very Likely

V2 TURNING RIGHT AT CROSSROADS ACROSS PATH OF V1

Details of Personal Injury Accidents for Period - **01/01/2013** **to** **31/12/2017** (60) months

Selection:
Selected using Build Query : Local_auth = 'Barnsley'

Notes:
BWB Consulting Limited Ahmad Huneidi

			Vehicles					Casualties		
Police Ref.	Day	Location Description	Veh No / Type / Manv / Dir / Class					Sex / Age / Sev		
	Date									
Road No. **2nd Road No.**	Time									
Grid Ref.	D/L									
	R.S.C									
	Weather									
	Speed									
	Account of Accident									
Causation Factor:										

B-00887-15	Thursday	DEARNE VALLEY PARKWAY	Veh 1	Car	Going ahead	W	to E	Dri	M	34 Slight
	01/10/2015	BARNSLEY J/W PLATTS COMMON	Veh 2	Car	Going ahead	NE	to W	Dri	M	41 Slight
R1: A 6195	0710hrs	ROUNDABOUT	Veh 2	Car	Going ahead	NE	to W	RSP	M	50 Slight
R2: A 6195	Daylight:street lights present									
E 436,663	Dry									
N 401,584	Fine without high winds									
	70 mph									

Causation Factor:		**Participant:**	**Confidence:**
1st:	Distraction in vehicle	Vehicle 1	Very Likely
2nd:	Slippery road (due to weather)	Vehicle 1	Possible
3rd:	Rain, sleet, snow, or fog	Vehicle 1	

VEH 1 APPROACHES RDBT AND SNEEZED, LOSING CONTROL AND HITTING THE KERB. VEH THEN TRAVELLED ACROSS THE RDBT AND BACK ONTO THE ROAD INTO ONCOMING TRAFFIC COLLIDING WITH THE OFFSIDEOF VEH 2

1651918	Tuesday	SHEFFIELD ROAD (A6135) BARNSLEY	Veh 1	Car	Going ahead	SE	to NW	Dri	M	42 Slight
	23/02/2016		Veh 2	Car	Parked	0	to 0			
R1: A 6135	0740hrs									
	Daylight:street lights present									
E 435,283	Dry									
N 400,373	Fine without high winds									
	30 mph									

Causation Factor:		**Participant:**	**Confidence:**
1st:	Distraction in vehicle	Vehicle 1	Possible
2nd:	Distraction outside vehicle	Vehicle 1	Possible

V1 TRAVELLING ALONG SHEFFIELD ROAD, HOUALND TOWARDS M1, DRIVER CLAIMS TO HAVE BEEN BLINDED BY SUN, COLLIDES WITH V2 WHICH WAS PARKED AND UNATTENDED NEXT TO NEARSIDE KERB.

1676875	Thursday	HAWSHAW LANE (B6096) BARNSLEY	Veh 1	Car	Going ahead RH bend	SW	to E	FSP	M	17 Slight
	17/03/2016									
R1: B 6096	1915hrs									
	Darkness: street lights present									
E 436,636	Dry									
N 401,086	Fine without high winds									
	30 mph									

Causation Factor:		**Participant:**	**Confidence:**
1st:	Inexperienced or learner driver/rider	Vehicle 1	Possible
2nd:	Distraction in vehicle	Vehicle 1	Possible

VEH LOST CONTROL ROUND THE BEND COLLIDING WITH NMTF WALL AND THEN ROLLING OVER A COUPLE OF TIMES LANDING WHEELS DOWN

Details of Personal Injury Accidents for Period - **01/01/2013** **to** **31/12/2017** (60) months

Selection:
Selected using Build Query : Local_auth = 'Barnsley'

Notes:
BWB Consulting Limited Ahmad Huneidi

			Vehicles					Casualties		
Police Ref.	Day	Location Description	Veh No / Type / Manv / Dir / Class					Sex / Age / Sev		
	Date									
Road No. **2nd Road No.**	Time									
Grid Ref.	D/L									
	R.S.C									
	Weather									
	Speed									
	Account of Accident									
Causation Factor:										

1656002	Friday	SHEFFIELD ROAD (A61) BARNSLEY	Veh 1	Pedal cycle	Going ahead		to	Dri	M	50	Slight
	18/03/2016	AT OR WITHIN 20 MTS OF	Veh 2	Car	Starting		to				
R1: A 61	1815hrs	SHEFFIELD ROAD (A6135)									
R2: A 6135	Darkness: street lights present										
E 434,962	Dry										
N 400,306	Fine without high winds										
	60 mph										

Causation Factor:		**Participant:**	**Confidence:**
1st:	Failed to look properly	Vehicle 2	Very Likely
2nd:	Failed to judge other persons path or speed	Vehicle 2	Very Likely

1670167	Saturday	DEARNE VALLEY PARKWAY (A6195)	Veh 1	Car	Going ahead	N	to S	RSP	F	77	Slight
	02/04/2016	BARNSLEY AT OR WITHIN 20 MTS	Veh 1	Car	Going ahead	N	to S	Dri	F	46	Slight
R1: A 6195	2240hrs	OF SHEFFIELD ROAD (A61)	Veh 2	Car	Going ahead	N	to S				
R2: A 61	Darkness: street lights present										
E 434,974	Dry										
N 400,380	Fine without high winds										
	70 mph										

Causation Factor:		**Participant:**	**Confidence:**
1st:	Failed to judge other persons path or speed	Vehicle 2	Very Likely

V1 ON APPROACH TO A ROUNDABOUT IS HIT FROM BEHIND BY V2. V2 FTS MINOR INJURIES V1.

1675188	Thursday	SHEFFIELD ROAD (A6135) BARNSLEY	Veh 1	Goods < 3.5t	Going ahead	NW	to SE				
	26/05/2016	AT OR WITHIN 20 MTS OF REGENT	Veh 2	Goods < 3.5t	Stopping	NW	to SE	Dri	M	30	Slight
R1: A 6135	0930hrs	STREET									
R2: U	Daylight:street lights present										
E 435,304	Wet/Damp										
N 400,362	Raining without high winds										
	30 mph										

Causation Factor:		**Participant:**	**Confidence:**
1st:	Distraction in vehicle	Vehicle 1	Possible
2nd:	Sudden braking	Vehicle 2	Possible
3rd:	Failed to judge other persons path or speed	Vehicle 1	

IN WET CONDITIONS, V1 FOLLOWING V2, V2 STOPS TO TURNING. V1 FAILS TO STOP AND COLLIDES WITH REAR OF V2, V2 DRIVER SUFFERS SLIGHT BACK INJURY.

Details of Personal Injury Accidents for Period - **01/01/2013** **to** **31/12/2017** (60) months

Selection:
Selected using Build Query : Local_auth = 'Barnsley'

Notes:
BWB Consulting Limited Ahmad Huneidi

			Vehicles					Casualties			
Police Ref.	Day	Location Description	Veh No / Type / Manv / Dir / Class					Sex / Age / Sev			
	Date										
Road No. **2nd Road No.**	Time										
Grid Ref.	D/L										
	R.S.C										
	Weather										
	Speed										
	Account of Accident										
Causation Factor:											

16117032	Wednesday	SHEFFIELD ROAD (A6135) BARNSLEY	Veh 1	Car	Starting	W	to E				
	12/10/2016		Veh 2	Car	Going ahead	W	to E	Dri	F	49	Slight
R1: A 6135	1000hrs										
	Daylight:street lights present										
E 435,206	Wet/Damp										
N 400,398	Fine with high winds										
	30 mph										

Causation Factor: **Participant:** **Confidence:**

1st: Failed to look properly — Vehicle 1 — Very Likely

V1 PARKED AT THE SIDE OF THE ROAD, V2 TRAVELLING TOWARDS HOYLAND, V1 CHECKS MIRRORS AND STARTS TO PULL OUT. V COLLIDES IN THE OFFSIDE.

16133164	Friday	DEARNE VALLEY PARKWAY (A6195) BARNSLEY	Veh 1	Car	Stopping	N	to S				
	11/11/2016		Veh 2	Car	Stopping	N	to S	Dri	M	63	Slight
R1: A 6195	1409hrs										
	Daylight:street lights present										
E 435,005	Dry										
N 400,479	Fine without high winds										
	70 mph										

Causation Factor: **Participant:** **Confidence:**

1st: Poor turn or manoevre — Vehicle 1 — Possible

BOTH VEHS TRAVELLING ALONG DEARNE VALLEY PARKWAY APPROACH A ROUNDAOBUT, V1 DRIFTS SLIGHTLY CAUSING V2 TO CROSS THE CARRIAGEWAY AND HIT A LAMPPOST, MINOR INJURY TO DRIVER OF V2

16136187	Wednesday	DEARNE VALLEY PARKWAY (A6195) BARNSLEY AT OR WITHIN 20 MTS OF SHORTWOOD WAY	Veh 1	Car	Going ahead	SW	to NE	Dri	F	32	Slight
	23/11/2016		Veh 2	Goods < 3.5t	Change lane to right	SW	to NE				
R1: A 6195	0930hrs										
R2: U	Daylight:street lights present										
E 435,897	Wet/Damp										
N 401,392	Fine without high winds										
	70 mph										

Causation Factor: **Participant:** **Confidence:**

1st: Defective steering or suspension — Vehicle 2 — Very Likely

V1 AND 2 TRAVELLING FROM BIRDWELL TOWARDS WOMBWELL. V2 VEERS INTO PATH OF V1 WHILST EXITING ROUNDABOUT.

Details of Personal Injury Accidents for Period - **01/01/2013** **to** **31/12/2017** (60) months

Selection:
Selected using Build Query : Local_auth = 'Barnsley'

Notes:
BWB Consulting Limited Ahmad Huneidi

			Vehicles					Casualties		
Police Ref.	Day	Location Description	Veh No / Type / Manv / Dir / Class					Sex / Age / Sev		
	Date									
Road No. **2nd Road No.**	Time									
Grid Ref.	D/L									
	R.S.C									
	Weather									
	Speed									
	Account of Accident									
Causation Factor:										

16137768 Monday 05/12/2016 1620hrs — DEARNE VALLEY PARKWAY (A6195) BARNSLEY AT OR WITHIN 20 MTS OF RYCROFT BANK

Veh 1	Car	Change lane to left	W	to	NE	Dri	M	31	Slight
Veh 2	Goods > 7.5t	Change lane to right	W	to	NE				

R1: A 6195
R2: U
Darkness: street lights present
E 436,693
Dry
N 401,606
Fine without high winds
70 mph

Causation Factor:		**Participant:**	**Confidence:**
1st:	Poor turn or manoevre	Vehicle 1	Very Likely
2nd:	Failed to judge other persons path or speed	Vehicle 1	Very Likely
3rd:	Travelling too fast for conditions	Vehicle 1	

V1 NEG ROUNDABOUT IN LN2 EXITS ONTO A6195 AND COLL WITH FRONT OF V2. V1 LEAVES C/WAY TO N/S.

16142060 Wednesday 21/12/2016 1530hrs — SHEFFIELD ROAD (A61) BARNSLEY AT OR WITHIN 20 MTS OF DEARNE VALLEY PARKWAY (A6195)

Veh 1	Car	Going ahead	S	to	N	RSP	M	2	Slight
Veh 2	Car	Turning right	S	to	E				

R1: A 61
R2: A 6195
Daylight:street lights present
E 434,951
Wet/Damp
N 400,355
Fine without high winds
60 mph

Causation Factor:		**Participant:**	**Confidence:**
1st:	Animal or object in carriageway	Vehicle 2	Very Likely
2nd:	Failed to judge other persons path or speed	Vehicle 1	Very Likely

THIS IS A MINOR INJURY, MINOR DAMAGE ONLY RTC. V2 A SILVER FORD FUSION, TRAVELLED AROUND THE ROUNDABOUT FROM THE DIRECTION OF TANKERSLEY WITH THE INTENTION OF TURNING RIGHT TOWARD BIRDWELL. DUE TO A STRANDED VEHICLE ALREADY ON THE ROUNDABOUT V2 WAS FORCE
D TO TURN RIGHT FROM LANE ONE. WHILST TURNING RIGHT IN LANE ONE V1, A BLACK RENAULT CLIO HAS INTENDED TO GO FROM THE ROUNDBAOUT AND CONTINUE ALONG THE DEARNE VALLEY PARKWAY IN LANE TWO AND HAS SUBSEQUENTLY COLLIDED WITH THE OFFSIDE OF V2. V1 HAS DAMAGE T
O THE FRONT BUMPER WHILST V2 HAS BODY DAMAGE TO THE DRIVERS DOOR AND FRONT OFFSIDE WING. THE INJURY ASPECT OF THE COLLISION IS DUE TO A YOUNG CHILD IN V1 SUFFERING FROM SHOCK.

16146634 Saturday 24/12/2016 1950hrs — SHEFFIELD ROAD (A6135) BARNSLEY

Veh 1	Car	Going ahead	NW	to	SE	Ped	F	46	Slight

R1: A 6135
Darkness: street lights present
E 435,295
Dry
N 400,372
Fine without high winds
30 mph

Causation Factor:		**Participant:**	**Confidence:**
1st:	Failed to look properly	Casualty 1	Very Likely
2nd:	Careless/Reckless/In a hurry	Casualty 1	Very Likely
3rd:	Impaired by alcohol	Casualty 1	

CAS001 UNDER INFLUENCE OF ALCOHOL WALKED INTO PATH OF V1

Details of Personal Injury Accidents for Period - **01/01/2013** **to** **31/12/2017** (60) months

Selection:
Selected using Build Query : Local_auth = 'Barnsley'

Notes:
BWB Consulting Limited Ahmad Huneidi

			Vehicles					Casualties			
Police Ref.	Day	Location Description	Veh No / Type / Manv / Dir / Class					Sex / Age / Sev			
	Date										
Road No.	Time										
2nd Road No.											
Grid Ref.	D/L										
	R.S.C										
	Weather										
	Speed										
	Account of Accident										
Causation Factor:											

17153961 Monday 06/02/2017 1949hrs — SHEFFIELD ROAD (A6135) BARNSLEY AT OR NR JN WITH HOYLAND ROAD (B6096)

	Veh 1	Car	Turning right	W	to	SE	Ped	F	16	Slight

R1: A 6135
R2: B 6096
E 435,562
N 400,148

Darkness: street lights present
Wet/Damp
Raining without high winds
30 mph

Causation Factor:		**Participant:**	**Confidence:**
1st:	Failed to look properly	Vehicle 1	Possible
2nd:	Pedestrian wearing dark clothing at night	Casualty 1	Possible

V1 WAS TURNING RIGHT FROM TANKERSLEY LANE INTO A6135 SHEFFIELD ROAD WHEN C1 IS SEEN IN MIDDLE OF ROAD V1 UNABLE TO TAKE AVOIDING ACTION. V1 COLLIDES WITH C1

17181437 Friday 12/05/2017 1517hrs — ROCKINGHAM ROUNDABOUT (A6195) BARNSLEY AT OR NR JN WITH KESTREL WAY

	Veh 1	Goods > 7.5t	Going ahead RH bend	S	to	NE	Dri	M	33	Serious

R1: A 6195
R2: U
E 435,064
N 400,745

Daylight:street lights present
Dry
Fine without high winds
60 mph

Causation Factor:		**Participant:**	**Confidence:**
1st:	Overloaded or poorly loaded vehicle or trailer	Vehicle 1	Possible
2nd:	Road layout (eg bend, hill etc.)	Vehicle 1	Possible

V1 HAS BEEN TRAVELLING ALONG THE DEARNE VALLEY PARKWAY WHEN IT HAS BEEN TRRAVELLING AROUND ROCKINGHAM ROUNDABOUT. AS IT WAS DOING SO IT HAS OVERTURNED ON TO ITS NEARSIDE AND COLLIDED WITH A LAMP POST.

17190689 Sunday 04/06/2017 1130hrs — CROSS KEYS ROUNDABOUT (A6135) BARNSLEY AT OR NR JN WITH SHEFFIELD ROAD (A6135)

	Veh 1	Car	Stopping	E	to	W	FSP	F	13	Slight
	Veh 1	Car	Stopping	E	to	W	Dri	F	27	Slight
	Veh 2	Car	Going ahead	E	to	W				

R1: A 6135
R2: A 6135
E 435,118
N 400,410

Daylight:street lights present
Dry
Fine without high winds
30 mph

Causation Factor:		**Participant:**	**Confidence:**
1st:	Failed to look properly	Vehicle 2	Very Likely

V1 IN L/H LANE INTENDING TO ENTER MOTORWAY. V1 SLOWED AFTER HEARING BEEP AND V2 COLL WITH REAR OF V1. DETAILS EXCHANGED

Details of Personal Injury Accidents for Period - **01/01/2013** **to** **31/12/2017** (60) months

Selection:
Selected using Build Query : Local_auth = 'Barnsley'

Notes:
BWB Consulting Limited Ahmad Huneidi

Police Ref. / Road No. / 2nd Road No. / Grid Ref.	Day / Date / Time / D/L / R.S.C / Weather / Speed / Account of Accident	Location Description	Vehicles: Veh No / Type / Manv / Dir / Class				Casualties: Sex / Age / Sev
17197981	Friday 30/06/2017 1615hrs	STONEY CROFT BARNSLEY	Veh 1	Car	Going ahead	SE to NW Ped	M 8 Slight
R1: U	Daylight:street lights present						
E 435,973	Dry						
N 400,465	Fine without high winds						
	30 mph						

Causation Factor: **Participant:** **Confidence:**

1st: Failed to look properly — Casualty 1 — Very Likely

V1 TRAVELING SLOWLY DUE TO CHILDREN PLAYING V1 SUDDENLY HEARS A THUD AND HAD COLL WITH CAS001

Police Ref. / Road No. / 2nd Road No. / Grid Ref.	Day / Date / Time / D/L / R.S.C / Weather / Speed / Account of Accident	Location Description	Vehicles: Veh No / Type / Manv / Dir / Class				Casualties: Sex / Age / Sev
17200109	Saturday 08/07/2017 1155hrs	DEARNE VALLEY PARKWAY (A6195) BARNSLEY	Veh 1	Car	Going ahead	NE to SW	
R1: A 6195	Daylight:street lights present		Veh 2	Car	Going ahead	NE to SW Dri	M 19 Slight
E 434,993	Dry		Veh 3	Car	Going ahead	NE to SW	
N 400,437	Fine without high winds		Veh 4	Car	Going ahead	NE to SW Dri	F 53 Slight
	70 mph						

Causation Factor: **Participant:** **Confidence:**

1st: Careless/Reckless/In a hurry — Vehicle 1 — Very Likely
2nd: Failed to look properly — Vehicle 1 — Very Likely

VEHICLE ONE HAS COLLIDE WITH REAR OF SLOW MOVING TRAFFIC, HITTING REAR OF VEHICLE TWO

Police Ref. / Road No. / 2nd Road No. / Grid Ref.	Day / Date / Time / D/L / R.S.C / Weather / Speed / Account of Accident	Location Description	Vehicles: Veh No / Type / Manv / Dir / Class				Casualties: Sex / Age / Sev
17216358	Monday 14/08/2017 0820hrs	CROSS KEYS ROUNDABOUT (A6135) BARNSLEY AT OR NR JN WITH SHEFFIELD ROAD (A6135)	Veh 1	Car	Going ahead	W to E	
R1: A 6135			Veh 2	Car	O/take m/veh o/side	W to E Dri	F 35 Slight
R2: A 6135	Daylight:street lights present						
E 435,132	Dry						
N 400,461	Unknown						
	30 mph						

Causation Factor: **Participant:** **Confidence:**

1st: Poor turn or manoevre — Vehicle 2 — Possible

V2 TRAVELLING FROM M1 AND WAS ON THE INSIDE LANE OF ROUNDABOUT NEAR ROCKINGHAM CENTRE WHEN V1 APROACHED FROM BEHIND IN OFFSIDE LANE AND COLLIDED WITH V2. V2 SPUN OUT OF CONTROL. V1 FTS AND WAS SEEN TO TRAVEL DOWN MOOR LANE. V2 FOLLOWED V1 AND STOPPED.
DRIVER OF V1 STATED 'I WASN'T DRIVING AWAY, I'M LATE GETTING TO A PATIENT'. DETAILS WERE EXCHANGED BUT DRIVER C
V2 HAS NECK/SHOULDER TORN MUSCLES AND ATTENDED HOSPITAL.

Details of Personal Injury Accidents for Period - **01/01/2013** **to** **31/12/2017** (60) months

Selection:
Selected using Build Query : Local_auth = 'Barnsley'

Notes:
BWB Consulting Limited Ahmad Huneidi

			Vehicles					Casualties		
Police Ref.	Day	Location Description	Veh No / Type / Manv / Dir / Class					Sex / Age / Sev		
	Date									
Road No. **2nd Road No.**	Time									
Grid Ref.	D/L									
	R.S.C									
	Weather									
	Speed									
	Account of Accident									
Causation Factor:										

17221452	Wednesday 13/09/2017 1810hrs	WEST STREET BARNSLEY AT JN WITH WEST MEADOWS PRIMARY SCHOOL	Veh 1	Car	Turning left	NW to NE	Dri	F	48	Slight
			Veh 2	Car	Going ahead	NW to SE				
R1: U										
R2: U	Daylight:street lights present									
E 436,212	Dry									
N 400,525	Fine without high winds									
	30 mph									

Causation Factor:		**Participant:**	**Confidence:**
1st:	Careless/Reckless/In a hurry	Vehicle 2	Very Likely
2nd:	Failed to judge other persons path or speed	Vehicle 2	Very Likely
3rd:	Stolen vehicle	Vehicle 2	Possible
4th:	Vehicle blind spot	Vehicle 2	Possible

V1 HAS INTENDED TO TURN LEFT INTO THE CAR PARK OF WEST STREET, HOYLAND AS SHE HAS DONE SO SHE HAS SLOWED TO A STOP AS THERE HAS BEEN A FURTHER VEHICLE EXITING THE CAR PARK. THE REAR END OF V1 HAS BEEN STILL ON WEST STREET WHEN V2 HAS DRIVEN INTO THE REAR
OF V1 CAUSING DAMAGE TO THE REAR OFFSIDE OF V1. V2 HAS THEN REVERSED AND DRIVEN AWAY UP WEST STREET IN THE DIRECTION OF HOYLAND COMMON.

17229645	Wednesday 20/09/2017 1250hrs	PLATTS COMMON ROUNDABOUT (A6195) BARNSLEY AT OR NR JN WITH RYECROFT BANK (B6096)	Veh 1	Car	Turning right	W to S	FSP	F	70	Slight
			Veh 2	Car	Turning right	W to S	Dri	M	52	Slight
R1: A 6195			Veh 3	Car	O/take on n/side	W to S				
R2: B 6096	Daylight:street lights present									
E 436,718	Dry									
N 401,578	Fine without high winds									
	60 mph									

Causation Factor:		**Participant:**	**Confidence:**
1st:	Poor turn or manoevre	Vehicle 3	Possible

V1 TRAVEL AROUND THE ROUNDABOUT INTENDING TO TURN RIGHT ONTO RYECROFT BANK. V2 ENTERS THE ROUNABOUT BEHIND V1. V3 UNDERTAKES V2, ENTERS ROUNDABOUT CAUSING V1 TO CONDUCT AN EMERGENCY STOP. V2 UNABLE TO STOP AND COLLIDES INTO REAR OF V1. DRIVER OF V1 ATTEM
PTS TO STOP DRIVER OF V3, WHO DELIBERATELY DRIVES AWAY, MOUNTING THE PAVEMENT TO DO SO AND GESTURING TOWARDS THE DRIVER OF V1.

17226366	Tuesday 26/09/2017 1417hrs	SHEFFIELD ROAD (A6135) BARNSLEY AT OR NR JN WITH HOYLAND ROAD (B6096)	Veh 1	Bus/coach	Starting	SE to NW	Stand	F		Slight
R1: A 6135										
R2: B 6096	Daylight:street lights present									
E 435,572	Dry									
N 400,133	Fine without high winds									
	30 mph									

Causation Factor:		**Participant:**	**Confidence:**
1st:	Poor turn or manoevre	Vehicle 1	Possible

VEH 1 APPROACHING TRAFFIC LIGHTS SET OFF AS NORMAL A LADY HAS GONE TO GET OFF THE BUS AND MISSED HANDLE AND FELL BACK ONTO FLOOR.

Details of Personal Injury Accidents for Period - **01/01/2013** **to** **31/12/2017** (60) months

Selection:
Selected using Build Query : Local_auth = 'Barnsley'

Notes:
BWB Consulting Limited Ahmad Huneidi

			Vehicles				Casualties		
Police Ref.	Day	Location Description	Veh No / Type / Manv / Dir / Class				Sex / Age / Sev		
	Date								
Road No.	Time								
2nd Road No.	D/L								
Grid Ref.	R.S.C								
	Weather								
	Speed								
	Account of Accident								
Causation Factor:									

17245445	Tuesday	PLATTS COMMON ROUNDABOUT (A6195) BARNSLEY AT OR NR JN WITH RYECROFT BANK (B6096)	Veh 1	Goods > 7.5t	Going ahead	W to NE	Dri	M	27	Slight
	14/11/2017		Veh 2	Car	Going ahead	NE to W				
R1: A 6195	0500hrs									
R2: B 6096	Darkness: street lights present									
E 436,676	Dry									
N 401,582	Fine without high winds									
	60 mph									

Causation Factor:		**Participant:**	**Confidence:**
1st:	Careless/Reckless/In a hurry	Vehicle 2	Very Likely

V1 WAS DRIVING ON A6195 TOWARDS DIRECTION OF WOMBWELL WHEN V2 HAS BEEN DRIVING ON THE WRONG SIDE OF THE DUEL CARRIAGEWAY TOWARDS V1. THIS HAS CAUSED THE DRIVER TO SLAM BRAKES ON TO MISS THE VEHICLE, AS A RESULT IT HAS GONE STRAIGHT INTO THE ROUNDABOUT WH
ERE IT HAS COME TO A STOP.

17256804	Monday	DEARNE VALLEY PARKWAY (A6195) BARNSLEY AT OR NR JN WITH ROCKINGHAM ROUNDABOUT	Veh 1	Car	Going ahead	N to S	FSP	F	46	Slight
	18/12/2017		Veh 2	Car	Going ahead	N to S				
R1: A 6195	1445hrs									
R2: A 6195	Daylight:street lights present									
E 435,071	Dry									
N 400,681	Fine without high winds									
	70 mph									

Causation Factor:		**Participant:**	**Confidence:**
1st:	Careless/Reckless/In a hurry	Vehicle 2	Very Likely

VEH 1 HAD JUST EXITED ROUNDABOUT WHEN VEH 2 SWERVED TO AVOID ANOTHER CAR THEN BY DOING THAT IT HAS SWERVEI
AGAIN AND HIT VEH 1

Accidents between dates **01/01/2013** **and** **31/12/2017** **(60) months**
Selection: **Notes:**
Selected using Build Query : Local_auth = 'Barnsley' **BWB Consulting Limited Ahmad Huneidi**

134411 22/02/2013 Friday Time: 1539 Vehicles 2 Casualties 1 Slight
Easting: 435,321 Northing: 400,352
Fine without high winds Road Surface: Wet/Damp Daylight
Road Type: One way street Speed Limit: 30

Location: A 6135 SHEFFIELD ROAD HOYLAND COMMON AT JUNCTION WITH REGENT STREET BARNSLEY SOUTH YORKSHIRE
Description: V1 TRAVELLING IN DIRECTION OF SHEFFIELD. V2 EMERGING BETWEEN TRAFFIC ONTO SHEFFIELD ROAD WITH REDUCED VIEW DUE TO VEHICLES FROM REGENT STREET. V2 COLL WITH V1.

Vehicle Reference: 1 Motorcycle over 125cc and up Going ahead
First point of impact: Front
Vehicle direction: NW to SE Journey: Other
Age of Driver : 57 Breath test:

Contributory Factors : 701 405

Casualty Reference: 1 Age: 57 Male Driver/rider Severity: Slight
Ped Dir: Ped Movement :
Ped Location:

Vehicle Reference: 2 Car Turning right
First point of impact: Offside
Vehicle direction: NE to NW Journey: Journey as part of work
Age of Driver : 67 Breath test:

Contributory Factors : 701 405

Accidents between dates **01/01/2013** **and** **31/12/2017** **(60) months**
Selection: **Notes:**
Selected using Build Query : Local_auth = 'Barnsley' **BWB Consulting Limited Ahmad Huneidi**

134442 27/02/2013 Wednesda Time: 1929 Vehicles 3 Casualties 1 Slight
Easting: 435,032 Northing: 400,560
Fine without high winds Road Surface: Wet/Damp Darkness: street lights present and lit
Road Type: Dual carriageway Speed Limit: 70

Location: A 6195 DEARNE VALLEY PARKWAY 150M WEST of A6195 SHORTWOOD VILLAS BARNSLEY SOUTH YORKSHIRE
Description: V1 STOPPED, V2 STOPPED BEHIND V1, V3 FAILS TO SEE V2 PULL UP AND COLLIDES WITH ITS REAR, V1 THEN DRIVES AWAY

Vehicle Reference: 1 Car Parked
First point of impact: Did not impact
Vehicle direction: Parked to Parked Journey: Not known
Age of Driver : 20 Breath test:

Contributory Factors : 103

Vehicle Reference: 2 Car Slowing or Stopping
First point of impact: Back
Vehicle direction: E to SW Journey: Not known
Age of Driver : 26 Breath test:

Contributory Factors : 103

Casualty Reference: 1 Age: 26 Female Driver/rider Severity: Slight
Ped Dir: Ped Movement :
Ped Location:

Vehicle Reference: 3 Car Slowing or Stopping
First point of impact: Front
Vehicle direction: E to SW Journey: Not known
Age of Driver : 26 Breath test:

Contributory Factors : 103

Accidents between dates **01/01/2013** **and** **31/12/2017** **(60) months**
Selection: **Notes:**
Selected using Build Query : Local_auth = 'Barnsley' **BWB Consulting Limited Ahmad Huneidi**

B-00025-13 09/03/2013 Saturday Time: 1515 Vehicles 1 Casualties 1 Slight
Easting: 436,002 Northing: 400,416
Fine without high winds Road Surface: Dry Daylight
Road Type: Single carriageway Speed Limit: 30

Location: HOYLAND ROAD BARNSLEY OUTSIDE HOYLAND P/S
Description: V1 WAS TRAV ON HOYLAND RD BEHIND 2 OTHER VEHICLES, ONE WAS A BUS WHICH PULLED IN AT THE BUS STOP, AS V1 WAS OVERTAKING THE BUS A CHILD RAN OUT FROM THE FRONT OF THE BUS AND WAS STRUCK BY V1, THE CHILD GOT UP AND RAN OFF BUT WAS STOPPED

Vehicle Reference: 1 Car Going ahead
First point of impact: Front
Vehicle direction: SW to NE Journey: Not known
Age of Driver : 40 Breath test: Not requested

Contributory Factors : 802 808 801

Casualty Reference: 1 Age: 10 Male Pedestrian Severity: Slight
Ped Dir: Pedestrian Ped Movement : Driver's nearside
Ped Location: In carr elsewhere

Accidents between dates **01/01/2013** **and** **31/12/2017** **(60) months**
Selection: **Notes:**
Selected using Build Query : Local_auth = 'Barnsley' **BWB Consulting Limited Ahmad Huneidi**

B-00205-13 08/05/2013 Wednesda Time: 1630 Vehicles 2 Casualties 3 Slight
Easting: 434,989 Northing: 400,469
Fine without high winds Road Surface: Dry Daylight
Road Type: Dual carriageway Speed Limit: 70

Location: DEARNE VALLEY PARKWAY BARNSLEY 100M J/W BIRDWELL RNDABT
Description: VH1 M/CAR TRV DVP IN OS LN TWDS PLATTS COMMON. VH2 M/CAR TRV BHND VH1 IN SAME LN. VH1 SLOWS DUE TO UK VH OTKING. VH2 COLL REAR VH1

Vehicle Reference: 1 Car Overtaking moving vehicle on its offside
First point of impact: Back
Vehicle direction: S to N Journey: Not known
Age of Driver : 24 Breath test: Negative

Contributory Factors : 408 406

Casualty Reference: 1 Age: 24 Male Driver/rider Severity: Slight
Ped Dir: Ped Movement :
Ped Location:

Casualty Reference: 3 Age: 25 Female Passenger Severity: Slight
Ped Dir: Ped Movement :
Ped Location:

Vehicle Reference: 2 Car Going ahead
First point of impact: Front
Vehicle direction: S to N Journey: Not known
Age of Driver : 30 Breath test: Not provided (medical)

Contributory Factors : 408 406

Casualty Reference: 2 Age: 30 Female Driver/rider Severity: Slight
Ped Dir: Ped Movement :
Ped Location:

Accidents between dates **01/01/2013** **and** **31/12/2017** **(60) months**
Selection: **Notes:**
Selected using Build Query : Local_auth = 'Barnsley' **BWB Consulting Limited Ahmad Huneidi**

B-00230-13 15/05/2013 Wednesda Time: 1844 Vehicles 2 Casualties 2 Slight
Easting: 435,866 Northing: 400,306
Fine without high winds Road Surface: Wet/Damp Daylight
Road Type: Single carriageway Speed Limit: 30

Location: HOYLAND ROAD HOYLAND AT J/W STEAD LANE
Description: V1 COLL INTO THE BACK OF V2

Vehicle Reference: 1 Van or Goods <= 3.5 tonnes Going ahead
First point of impact: Front
Vehicle direction: SW to NE Journey: Not known
Age of Driver : 22 Breath test: Not requested

Contributory Factors : 405 406 408 408

Vehicle Reference: 2 Car Going ahead
First point of impact: Back
Vehicle direction: SW to NE Journey: Not known
Age of Driver : 23 Breath test: Not requested

Contributory Factors : 405 406 408 408

Casualty Reference: 1 Age: 23 Female Driver/rider Severity: Slight
Ped Dir: Ped Movement :
Ped Location:

Casualty Reference: 2 Age: 34 Male Passenger Severity: Slight
Ped Dir: Ped Movement :
Ped Location:

Accidents between dates **01/01/2013** **and** **31/12/2017** **(60) months**
Selection: **Notes:**
Selected using Build Query : Local_auth = 'Barnsley' **BWB Consulting Limited Ahmad Huneidi**

B-00274-13 03/06/2013 Monday Time: 0030 Vehicles 1 Casualties 3 Slight
Easting: 436,699 Northing: 401,553
Fine without high winds Road Surface: Dry Darkness: street lights present and lit
Road Type: Roundabout Speed Limit: 70

Location: DEARNE VALLEY PARKWAY BARNSLEY
Description: VEH1 TRAV ALG A6195 IN INSIDE LN AT SPEED T/W PLATTS COMMON R/ABOUT. DRIVER BRAKED UPON SEEING R/ABOUT CROSSED FROM INSIDE LN INTO OUTSIDE LN OVER PAVEMENT OVER BOTH LNS OF R/ABOUT DEMOLISHING CHEVRON BOARDS & METAL POSTS BEFORE COMING TO REST

Vehicle Reference: 1 Car Going ahead
First point of impact: Front
Vehicle direction: S to N Journey: Not known
Age of Driver : 34 Breath test: Negative

Contributory Factors : 602 405

Casualty Reference: 1 Age: 34 Male Driver/rider Severity: Slight
Ped Dir: Ped Movement :
Ped Location:

Casualty Reference: 2 Age: 26 Male Passenger Severity: Slight
Ped Dir: Ped Movement :
Ped Location:

Casualty Reference: 3 Age: 20 Female Passenger Severity: Slight
Ped Dir: Ped Movement :
Ped Location:

Accidents between dates **01/01/2013** **and** **31/12/2017** **(60) months**
Selection: **Notes:**
Selected using Build Query : Local_auth = 'Barnsley' **BWB Consulting Limited Ahmad Huneidi**

B-00461-13 03/08/2013 Saturday Time: 0903 Vehicles 2 Casualties 1 Slight
Easting: 435,004 Northing: 400,338
Fine without high winds Road Surface: Dry Daylight
Road Type: Roundabout Speed Limit: 60

Location: WESTWOOD NEW RD BIRDWELL
Description: V1 AT ROUNABOUT ABOUT TO PULL OFF. V2 COLL WITH REAR OF V1.

Vehicle Reference: 1 Car Going ahead left hand bend
First point of impact: Back
Vehicle direction: E to W Journey: Not known
Age of Driver : 45 Breath test: Not requested

Contributory Factors : 405 308

Casualty Reference: 1 Age: 45 Male Driver/rider Severity: Slight
Ped Dir: Ped Movement :
Ped Location:

Vehicle Reference: 2 Car Going ahead left hand bend
First point of impact: Front
Vehicle direction: E to W Journey: Not known
Age of Driver : 62 Breath test: Not requested

Contributory Factors : 405 308

Accidents between dates **01/01/2013** **and** **31/12/2017** **(60) months**
Selection: **Notes:**
Selected using Build Query : Local_auth = 'Barnsley' **BWB Consulting Limited Ahmad Huneidi**

B-00504-13 24/08/2013 Saturday Time: 2050 Vehicles 1 Casualties 1 Slight
Easting: 435,696 Northing: 400,219
Fine without high winds Road Surface: Dry Darkness: street lights present and lit
Road Type: Single carriageway Speed Limit: 30

Location: HOYLAND ROAD BARNSLEY 10 METRES TINKER LANE
Description: A PEDESTRIAN (C1) HAS CROSSED THE ROAD INTO THE PATH OF ONCOMING V1, C1 ADMITTED TO HAVING BEEN DRINKING

Vehicle Reference: 1 Car Going ahead
First point of impact: Front
Vehicle direction: SW to NE Journey: Not known
Age of Driver : 49 Breath test: Not requested

Contributory Factors : 405 802

Casualty Reference: 1 Age: 59 Male Pedestrian Severity: Slight
Ped Dir: Pedestrian Ped Movement : Driver's offside
Ped Location: On Ped Crossing

Accidents between dates **01/01/2013** **and** **31/12/2017** **(60) months**
Selection: **Notes:**
Selected using Build Query : Local_auth = 'Barnsley' **BWB Consulting Limited Ahmad Huneidi**

B-00845-13 27/10/2013 Sunday Time: 0615 Vehicles 1 Casualties 4 Slight
Easting: 435,062 Northing: 400,711
Fine without high winds Road Surface: Wet/Damp Darkness: street lights present and lit
Road Type: Roundabout Speed Limit: 70

Location: DEARNE VALLEY PARKWAY BARNSLEY J/W SHORTWOOD BUSINESS PARK
Description: LOSES CONTROL AT ROUNDABOUT AND COLL WITH ROUNDABOUT

Vehicle Reference: 1 Car Going ahead
First point of impact: Front
Vehicle direction: SW to NE Journey: Other
Age of Driver : 19 Breath test: Negative

Contributory Factors : 410 203 601

Casualty Reference: 1 Age: 16 Male Passenger Severity: Slight
Ped Dir: Ped Movement :
Ped Location:

Casualty Reference: 2 Age: 17 Male Passenger Severity: Slight
Ped Dir: Ped Movement :
Ped Location:

Casualty Reference: 3 Age: 16 Male Passenger Severity: Slight
Ped Dir: Ped Movement :
Ped Location:

Casualty Reference: 4 Age: 17 Male Passenger Severity: Slight
Ped Dir: Ped Movement :
Ped Location:

Accidents between dates **01/01/2013** **and** **31/12/2017** **(60) months**
Selection: **Notes:**
Selected using Build Query : Local_auth = 'Barnsley' **BWB Consulting Limited Ahmad Huneidi**

B-00832-13 04/12/2013 Wednesda Time: 1630 Vehicles 1 Casualties 1 Slight
Easting: 435,638 Northing: 400,184
Fine without high winds Road Surface: Dry Darkness: street lights present and lit
Road Type: Single carriageway Speed Limit: 30

Location: HOYLAND RD BARNSLEY
Description: PEDN WALKING HOYLAND RD TW SHEFFIELD RD BEGINS TO CROSS C/WAY ON PEDN XING. VEH COLL WITH PEDN AND LEAVES THE SCENE.

Vehicle Reference: 1 Car Slowing or Stopping
First point of impact: Front
Vehicle direction: NE to SW Journey: Other
Age of Driver : Breath test: Driver not contacted

Contributory Factors : 304 808

Casualty Reference: 1 Age: 15 Female Pedestrian Severity: Slight

Ped Dir: Pedestrian Ped Movement : Driver's nearside
Ped Location: On Ped Crossing

Accidents between dates **01/01/2013** **and** **31/12/2017** **(60) months**
Selection: **Notes:**
Selected using Build Query : Local_auth = 'Barnsley' **BWB Consulting Limited Ahmad Huneidi**

B-00073-14 17/01/2014 Friday Time: 1800 Vehicles 2 Casualties 1 Slight
Easting: 435,563 Northing: 400,148
Fine without high winds Road Surface: Dry Darkness: street lights present and lit
Road Type: Single carriageway Speed Limit: 30

Location: SHEFFIELD ROAD HOYLAND J/W HOYLAND ROAD
Description: VEH1 TV SHEFFIELD RD TURSN RT INTO HOYLAND RD ACROSS PATH OF VEH2 AND A COLL OCCURRED.

Vehicle Reference: 1 Motorcycle over 50cc and up Turning right
First point of impact: Nearside
Vehicle direction: SE to NE Journey: Commuting to/from work
Age of Driver : 20 Breath test: Negative

Contributory Factors : 405 405 403 301

Casualty Reference: 1 Age: 20 Male Driver/rider Severity: Slight
Ped Dir: Ped Movement :
Ped Location:

Vehicle Reference: 2 Car Going ahead
First point of impact: Nearside
Vehicle direction: NW to SE Journey: Commuting to/from work
Age of Driver : 42 Breath test: Negative

Contributory Factors : 405 405 403 301

Accidents between dates **01/01/2013** **and** **31/12/2017** **(60) months**
Selection: **Notes:**
Selected using Build Query : Local_auth = 'Barnsley' **BWB Consulting Limited Ahmad Huneidi**

B-00045-14 18/01/2014 Saturday Time: 0245 Vehicles 1 Casualties 1 Slight
Easting: 436,623 Northing: 401,086
Raining without high winds Road Surface: Wet/Damp Darkness: street lights present and lit
Road Type: Single carriageway Speed Limit: 30

Location: HAWSHAW LANE HOYLAND 50 MTS MOUNT CRESCENT
Description: V1 LOSES CONTROL ON LEFT HAND BEND, MOUNT N/S KERB AND COLL WITH GARDEN WALL.

Vehicle Reference: 1 Car Going ahead left hand bend
First point of impact: Front
Vehicle direction: E to SW Journey: Other
Age of Driver : 29 Breath test: Positive

Contributory Factors : 501 602

Casualty Reference: 1 Age: 26 Male Passenger Severity: Slight
Ped Dir: Ped Movement :
Ped Location:

Accidents between dates **01/01/2013** **and** **31/12/2017** **(60) months**
Selection: **Notes:**
Selected using Build Query : Local_auth = 'Barnsley' **BWB Consulting Limited Ahmad Huneidi**

B-00447-14 16/05/2014 Friday Time: 1745 Vehicles 2 Casualties 1 Slight
Easting: 435,544 Northing: 400,146
Fine without high winds Road Surface: Dry Daylight
Road Type: Single carriageway Speed Limit: 30

Location: TANKERSLEY LANE HOYLAND J/W SHEFFIELD ROAD
Description: V1 STATIONARY AT TRAFFIC LIGHTS. V2 TRAVELLING BEHIND COLL WITH REAR OF V1

Vehicle Reference: 1 Car Waiting to go ahead but held up
First point of impact: Back
Vehicle direction: W to E Journey: Other
Age of Driver : 34 Breath test: Not requested

Contributory Factors : 405

Casualty Reference: 1 Age: 10 Male Passenger Severity: Slight
Ped Dir: Ped Movement :
Ped Location:

Vehicle Reference: 2 Car Going ahead
First point of impact: Front
Vehicle direction: W to E Journey: Other
Age of Driver : Breath test: Not requested

Contributory Factors : 405

Accidents between dates **01/01/2013** **and** **31/12/2017** **(60) months**
Selection: **Notes:**
Selected using Build Query : Local_auth = 'Barnsley' **BWB Consulting Limited Ahmad Huneidi**

B-00898-14 29/09/2014 Monday Time: 0845 Vehicles 2 Casualties 1 Slight
Easting: 436,383 Northing: 400,878
Fine without high winds Road Surface: Dry Daylight
Road Type: Single carriageway Speed Limit: 30

Location: HAWSHAW LANE HOYLAND 130 MTS KIRK BALK
Description: V1 (PED CYC)TV FROM HAWSHAW LN TO HOYLAND COMMON WHEN V2 PULLED OUT OF DRIVE & COLL WITH V1

Vehicle Reference: 1 Pedal cycle Going ahead
First point of impact: Front
Vehicle direction: SW to NE Journey: Other
Age of Driver : 23 Breath test: Not requested

Contributory Factors :

Casualty Reference: 1 Age: 23 Male Driver/rider Severity: Slight

Ped Dir: Ped Movement :
Ped Location:

Vehicle Reference: 2 Car Going ahead
First point of impact: Front
Vehicle direction: SE to NE Journey: Other
Age of Driver : 66 Breath test: Driver not contacted

Contributory Factors :

Accidents between dates **01/01/2013** **and** **31/12/2017** **(60) months**
Selection: **Notes:**
Selected using Build Query : Local_auth = 'Barnsley' **BWB Consulting Limited Ahmad Huneidi**

B-01000-14 23/10/2014 Thursday Time: 0800 Vehicles 2 Casualties 1 Slight
Easting: 436,694 Northing: 401,572
Fine without high winds Road Surface: Dry Daylight
Road Type: Roundabout Speed Limit: 60

Location: PLATTS COMMON ROUNDABOUT BARNSLEY
Description: V1 & V2 COLLIDED ON ROUNDABOUT, DETAILS EXCHANGED BUT DRIVER 1 INJURED AND FAILED TO TAKE VRM OF V2

Vehicle Reference: 1 Car Going ahead
First point of impact: Back
Vehicle direction: Parked to Parked Journey: Other
Age of Driver : 31 Breath test: Not requested

Contributory Factors : 405

Casualty Reference: 1 Age: 31 Female Driver/rider Severity: Slight
Ped Dir: Ped Movement :
Ped Location:

Vehicle Reference: 2 Car Going ahead
First point of impact: Front
Vehicle direction: Parked to Parked Journey: Not known
Age of Driver : Breath test: Not requested

Contributory Factors : 405

Accidents between dates **01/01/2013** **and** **31/12/2017** **(60) months**
Selection: **Notes:**
Selected using Build Query : Local_auth = 'Barnsley' **BWB Consulting Limited Ahmad Huneidi**

B-01172-14 01/12/2014 Monday Time: 1745 Vehicles 4 Casualties 5 Slight
Easting: 436,068 Northing: 401,490
Fine without high winds Road Surface: Dry Darkness: street lights present and lit
Road Type: Dual carriageway Speed Limit: 70

Location: DEARNE VALLEY PARKWAY BARNSLEY 200 MTS SHORTWOOD ROUNDABOUT
Description: DRIVER OF V1 HAS BEEN DISTRACTED BY HIS STEREO WHILST DRIVING, WHEN HE THEN LOOKED UP HE COLLIDED WITH V2 PUSHING IT INTO V3, V3 COLLIDES WITH V4

Vehicle Reference: 1 Car Going ahead
First point of impact: Front
Vehicle direction: W to E Journey: Other
Age of Driver : 30 Breath test: Negative

Contributory Factors :

Casualty Reference: 1 Age: 30 Male Driver/rider Severity: Slight
Ped Dir: Ped Movement :
Ped Location:

Accidents between dates **01/01/2013** **and** **31/12/2017** **(60) months**
Selection: **Notes:**
Selected using Build Query : Local_auth = 'Barnsley' **BWB Consulting Limited Ahmad Huneidi**

Vehicle Reference: 2 Car Slowing or Stopping
First point of impact: Back
Vehicle direction: W to E Journey: Other
Age of Driver : 36 Breath test: Negative

Contributory Factors :

Casualty Reference: 2 Age: 36 Male Driver/rider Severity: Slight
Ped Dir: Ped Movement :
Ped Location:

Casualty Reference: 4 Age: 30 Female Passenger Severity: Slight
Ped Dir: Ped Movement :
Ped Location:

Casualty Reference: 5 Age: 8 Male Passenger Severity: Slight
Ped Dir: Ped Movement :
Ped Location:

Vehicle Reference: 3 Car Slowing or Stopping
First point of impact: Back
Vehicle direction: W to E Journey: Commuting to/from work
Age of Driver : 26 Breath test: Not requested

Contributory Factors :

Casualty Reference: 3 Age: 26 Male Driver/rider Severity: Slight
Ped Dir: Ped Movement :
Ped Location:

Accidents between dates **01/01/2013 and 31/12/2017 (60) months**
Selection: **Notes:**
Selected using Build Query : Local_auth = 'Barnsley' **BWB Consulting Limited Ahmad Huneidi**

Vehicle Reference: 4 Car Slowing or Stopping
First point of impact: Back
Vehicle direction: W to E Journey: Other
Age of Driver : 40 Breath test: Negative

Contributory Factors :

B-01186-14 03/12/2014 Wednesda Time: 2013 Vehicles 1 Casualties 2 Slight
Easting: 435,544 Northing: 401,094
Fine without high winds Road Surface: Dry Darkness: street lights present and lit
Road Type: Dual carriageway Speed Limit: 70

Location: DEARNE VALLEY PARKWAY BARNSLEY 400 MTS SHORTWOOD ROUNDABOUT
Description: V1 LOST CONTROL AND COLLIDED WITH CENTRAL RESERVATION

Vehicle Reference: 1 Car Going ahead
First point of impact: Front
Vehicle direction: NE to SW Journey: Other
Age of Driver : 17 Breath test: Not requested

Contributory Factors :

Casualty Reference: 1 Age: 17 Male Driver/rider Severity: Slight
Ped Dir: Ped Movement :
Ped Location:

Casualty Reference: 2 Age: 18 Female Passenger Severity: Slight
Ped Dir: Ped Movement :
Ped Location:

Accidents between dates **01/01/2013** **and** **31/12/2017** **(60) months**
Selection: **Notes:**
Selected using Build Query : Local_auth = 'Barnsley' **BWB Consulting Limited Ahmad Huneidi**

B-00173-15 20/02/2015 Friday Time: 1905 Vehicles 1 Casualties 1 Slight
Easting: 435,298 Northing: 400,372
Fine without high winds Road Surface: Dry Darkness: street lights present and lit
Road Type: Single carriageway Speed Limit: 30

Location: SHEFFIELD RD HOYLAND COMMON 26 MTS REGENT STREET
Description: CAS CROSSING ENTRANCE TO SERVICE STATION AS V1 TURNED RIGHT INTO ENTRANCE AND COLL OCC.

Vehicle Reference: 1 Car Turning right
First point of impact: Offside
Vehicle direction: SE to NE Journey: Other
Age of Driver : Breath test: Driver not contacted

Contributory Factors : 405 403

Casualty Reference: 1 Age: 17 Male Pedestrian Severity: Slight
Ped Dir: Pedestrian Ped Movement : In carr not crossing
Ped Location: On footpath / verge

Accidents between dates **01/01/2013** **and** **31/12/2017** **(60) months**
Selection: **Notes:**
Selected using Build Query : Local_auth = 'Barnsley' **BWB Consulting Limited Ahmad Huneidi**

B-00271-15 25/03/2015 Wednesda Time: 2300 Vehicles 1 Casualties 4 Fatal
Easting: 435,330 Northing: 400,344
Fine without high winds Road Surface: Dry Darkness: street lights present and lit
Road Type: Single carriageway Speed Limit: 30

Location: SHEFFIELD ROAD HOYLAND COMMON 5 MTS REGENT STREET
Description: SINGLE VEHICLE RTC. PRIVATE HIRE TAXI TRAVELLING DOWN SHEFFIELD ROAD TOWARDS BIRDWELL ROUNDABOUT. VEHICLE HAS STRUCK NEARSIDE KERB AND WALL TO THE NEARSIDE AND THEN TURNED OVER

Vehicle Reference: 1 Taxi Going ahead
First point of impact: Front
Vehicle direction: SE to NW Journey: Journey as part of work
Age of Driver : 67 Breath test: Not requested

Contributory Factors : 306 409 410 505 607 503

Casualty Reference: 1 Age: 67 Male Driver/rider Severity: Slight
Ped Dir: Ped Movement :
Ped Location:

Casualty Reference: 2 Age: 85 Female Passenger Severity: Fatal
Ped Dir: Ped Movement :
Ped Location:

Casualty Reference: 3 Age: 82 Female Passenger Severity: Slight
Ped Dir: Ped Movement :
Ped Location:

Casualty Reference: 4 Age: 77 Female Passenger Severity: Slight
Ped Dir: Ped Movement :
Ped Location:

Accidents between dates **01/01/2013** **and** **31/12/2017** **(60) months**
Selection: **Notes:**
Selected using Build Query : Local_auth = 'Barnsley' **BWB Consulting Limited Ahmad Huneidi**

B-00685-15 18/07/2015 Saturday Time: 2320 Vehicles 1 Casualties 1 Slight
Easting: 435,599 Northing: 400,167
Fine without high winds Road Surface: Dry Darkness: street lights present and lit
Road Type: Single carriageway Speed Limit: 30

Location: HOYLAND ROAD BARNSLEY
Description: PEDN XING C/WAY WHEN VEH TV HOYLAND RD COLL WITH PEDN.

Vehicle Reference: 1 Car Going ahead
First point of impact: Front
Vehicle direction: S to N Journey: Other
Age of Driver : Breath test: Driver not contacted

Contributory Factors : 806 802 405

Casualty Reference: 1 Age: 25 Male Pedestrian Severity: Slight
Ped Dir: 9 Ped Movement : Movement U/K
Ped Location: Within 50m ped crossing

Accidents between dates **01/01/2013** **and** **31/12/2017** **(60) months**
Selection: **Notes:**
Selected using Build Query : Local_auth = 'Barnsley' **BWB Consulting Limited Ahmad Huneidi**

B-00666-15 21/07/2015 Tuesday Time: 1045 Vehicles 2 Casualties 1 Slight
Easting: 435,829 Northing: 401,326
Fine without high winds Road Surface: Dry Daylight
Road Type: Dual carriageway Speed Limit: 70

Location: DEARNE VALLEY PARKWAY BARNSLEY 30 MTS SHORTWOOD ROUNDABOUT
Description: VEH1 TV TW SHORTWOOD RNDBT COLL INTO REAR OF VEH2.

Vehicle Reference: 1 Goods >= 7.5 tonnes mgw Moving off
First point of impact: Front
Vehicle direction: SW to NE Journey: Journey as part of work
Age of Driver : 33 Breath test: Negative

Contributory Factors : 406

Vehicle Reference: 2 Car Moving off
First point of impact: Back
Vehicle direction: SW to NE Journey: Other
Age of Driver : 58 Breath test: Not requested

Contributory Factors : 406

Casualty Reference: 1 Age: 58 Female Driver/rider Severity: Slight
Ped Dir: Ped Movement :
Ped Location:

Accidents between dates **01/01/2013** **and** **31/12/2017** **(60) months**
Selection: **Notes:**
Selected using Build Query : Local_auth = 'Barnsley' **BWB Consulting Limited Ahmad Huneidi**

B-01002-15 19/09/2015 Saturday Time: 1401 Vehicles 2 Casualties 1 Slight
Easting: 436,767 Northing: 401,195
Fine without high winds Road Surface: Dry Daylight
Road Type: Roundabout Speed Limit: 30

Location: RYECROFT BANK HOYLAND J/W CHAMBERS ROAD
Description: VEH1 TV FROM HAWSHAW LN INTO RYECROFT BANK AND COLL WITH VEH2 TV FROM CHAMBERS WAY.

Vehicle Reference: 1 Car Going ahead
First point of impact: Front
Vehicle direction: S to N Journey: Other
Age of Driver : 86 Breath test: Not requested

Contributory Factors : 405

Casualty Reference: 1 Age: 86 Female Driver/rider Severity: Slight
Ped Dir: Ped Movement :
Ped Location:

Vehicle Reference: 2 Car Turning right
First point of impact: Front
Vehicle direction: E to N Journey: Other
Age of Driver : 36 Breath test: Not requested

Contributory Factors : 405

Accidents between dates **01/01/2013** **and** **31/12/2017** **(60) months**
Selection: **Notes:**
Selected using Build Query : Local_auth = 'Barnsley' **BWB Consulting Limited Ahmad Huneidi**

B-00874-15 28/09/2015 Monday Time: 0818 Vehicles 1 Casualties 2 Slight
Easting: 436,720 Northing: 401,597
Fog or mist Road Surface: Dry Daylight
Road Type: Roundabout Speed Limit: 70

Location: DEARNE VALLEY PARKWAY J/W PLATTS COMMON PLATTS COMMON ROUNDABOUT
Description: VEH1 APPROACHES RNDBT, DRIVER LOSES CONTROL, MOUNTS KERB AND COLL WITH STREET FURNITURE.

Vehicle Reference: 1 Car Going ahead
First point of impact: Front
Vehicle direction: NE to SW Journey: Taking pupil to/from school
Age of Driver : 33 Breath test: Not requested

Contributory Factors : 707

Casualty Reference: 1 Age: 6 Female Passenger Severity: Slight
Ped Dir: Ped Movement :
Ped Location:

Casualty Reference: 2 Age: 5 Female Passenger Severity: Slight
Ped Dir: Ped Movement :
Ped Location:

Accidents between dates **01/01/2013** **and** **31/12/2017** **(60) months**
Selection: **Notes:**
Selected using Build Query : Local_auth = 'Barnsley' **BWB Consulting Limited Ahmad Huneidi**

B-00919-15 30/09/2015 Wednesda Time: 1428 Vehicles 2 Casualties 2 Slight
Easting: 435,563 Northing: 400,146
Fine without high winds Road Surface: Dry Daylight
Road Type: Single carriageway Speed Limit: 30

Location: SHEFFIELD ROAD BARNSLEY J/W HOYLAND ROAD
Description: V2 TURNING RIGHT AT CROSSROADS ACROSS PATH OF V1

Vehicle Reference: 1 Car Going ahead
First point of impact: Nearside
Vehicle direction: E to W Journey: Journey as part of work
Age of Driver : 21 Breath test: Not requested

Contributory Factors : 405 403

Casualty Reference: 1 Age: 21 Male Driver/rider Severity: Slight
Ped Dir: Ped Movement :
Ped Location:

Vehicle Reference: 2 Car Turning right
First point of impact: Nearside
Vehicle direction: W to SE Journey: Other
Age of Driver : 53 Breath test: Not requested

Contributory Factors : 405 403

Casualty Reference: 2 Age: 53 Female Driver/rider Severity: Slight
Ped Dir: Ped Movement :
Ped Location:

Accidents between dates **01/01/2013** **and** **31/12/2017** **(60) months**
Selection: **Notes:**
Selected using Build Query : Local_auth = 'Barnsley' **BWB Consulting Limited Ahmad Huneidi**

B-00887-15 01/10/2015 Thursday Time: 0710 Vehicles 2 Casualties 3 Slight
Easting: 436,663 Northing: 401,584
Fine without high winds Road Surface: Dry Daylight
Road Type: Dual carriageway Speed Limit: 70

Location: DEARNE VALLEY PARKWAY BARNSLEY J/W PLATTS COMMON ROUNDABOUT
Description: VEH 1 APPROACHES RDBT AND SNEEZED, LOSING CONTROL AND HITTING THE KERB. VEH THEN TRAVELLED ACROSS THE RDBT AND BACK ONTO THE ROAD INTO ONCOMING TRAFFIC COLLIDING WITH THE OFFSIDEOF VEH 2

Vehicle Reference: 1 Car Going ahead
First point of impact: Front
Vehicle direction: W to E Journey: Other
Age of Driver : 34 Breath test: Negative

Contributory Factors : 509 103 707

Casualty Reference: 1 Age: 34 Male Driver/rider Severity: Slight
Ped Dir: Ped Movement :
Ped Location:

Vehicle Reference: 2 Car Going ahead
First point of impact: Offside
Vehicle direction: NE to W Journey: Other
Age of Driver : 41 Breath test: Negative

Contributory Factors : 509 103 707

Casualty Reference: 2 Age: 41 Male Driver/rider Severity: Slight
Ped Dir: Ped Movement :
Ped Location:

Casualty Reference: 3 Age: 50 Male Passenger Severity: Slight
Ped Dir: Ped Movement :
Ped Location:

Accidents between dates **01/01/2013** **and** **31/12/2017** **(60) months**
Selection: **Notes:**
Selected using Build Query : Local_auth = 'Barnsley' **BWB Consulting Limited Ahmad Huneidi**

1651918 23/02/2016 Tuesday Time: 0740 Vehicles 2 Casualties 1 Slight
Easting: 435,283 Northing: 400,373
Fine without high winds Road Surface: Dry Daylight
Road Type: Single carriageway Speed Limit: 30

Location: SHEFFIELD ROAD (A6135) BARNSLEY
Description: V1 TRAVELLING ALONG SHEFFIELD ROAD, HOUALND TOWARDS M1, DRIVER CLAIMS TO HAVE BEEN BLINDED BY SUN, COLLIDES WITH V2 WHICH WAS PARKED AND UNATTENDED NEXT TO NEARSIDE KERB.

Vehicle Reference: 1 Car Going ahead
First point of impact: Front
Vehicle direction: SE to NW Journey: Other
Age of Driver : 42 Breath test: Not requested

Contributory Factors : 509 510

Casualty Reference: 1 Age: 42 Male Driver/rider Severity: Slight
Ped Dir: Ped Movement :
Ped Location:

Vehicle Reference: 2 Car Parked
First point of impact: Back
Vehicle direction: Parked to Parked Journey: Other
Age of Driver : Breath test: Driver not contacted

Contributory Factors : 509 510

Accidents between dates **01/01/2013** **and** **31/12/2017** **(60) months**
Selection: **Notes:**
Selected using Build Query : Local_auth = 'Barnsley' **BWB Consulting Limited Ahmad Huneidi**

1676875 17/03/2016 Thursday Time: 1915 Vehicles 1 Casualties 1 Slight
Easting: 436,636 Northing: 401,086
Fine without high winds Road Surface: Dry Darkness: street lights present and lit
Road Type: Single carriageway Speed Limit: 30

Location: HAWSHAW LANE (B6096) BARNSLEY
Description: VEH LOST CONTROL ROUND THE BEND COLLIDING WITH NMTF WALL AND THEN ROLLING OVER A COUPLE OF TIMES LANDING WHEELS DOWN

Vehicle Reference: 1 Car Going ahead right hand bend
First point of impact: Front
Vehicle direction: SW to E Journey: Other
Age of Driver : 17 Breath test: Negative

Contributory Factors : 605 509

Casualty Reference: 1 Age: 17 Male Passenger Severity: Slight
Ped Dir: Ped Movement :
Ped Location:

Accidents between dates **01/01/2013** **and** **31/12/2017** **(60) months**
Selection: **Notes:**
Selected using Build Query : Local_auth = 'Barnsley' **BWB Consulting Limited Ahmad Huneidi**

1656002 18/03/2016 Friday Time: 1815 Vehicles 2 Casualties 1 Slight
Easting: 434,962 Northing: 400,306
Fine without high winds Road Surface: Dry Darkness: street lights present and lit
Road Type: Roundabout Speed Limit: 60

Location: SHEFFIELD ROAD (A61) BARNSLEY AT OR WITHIN 20 MTS OF SHEFFIELD ROAD (A6135)
Description:

Vehicle Reference: 1 Pedal cycle Going ahead
First point of impact: Nearside
Vehicle direction: to Journey: Other
Age of Driver : 50 Breath test: Not applicable

Contributory Factors : 405 406

Casualty Reference: 1 Age: 50 Male Driver/rider Severity: Slight
Ped Dir: Ped Movement :
Ped Location:

Vehicle Reference: 2 Car Moving off
First point of impact: Front
Vehicle direction: to Journey: Commuting to/from work
Age of Driver : 73 Breath test: Driver not contacted

Contributory Factors : 405 406

Accidents between dates **01/01/2013** **and** **31/12/2017** **(60) months**
Selection: **Notes:**
Selected using Build Query : Local_auth = 'Barnsley' **BWB Consulting Limited Ahmad Huneidi**

1670167 02/04/2016 Saturday Time: 2240 Vehicles 2 Casualties 2 Slight
Easting: 434,974 Northing: 400,380
Fine without high winds Road Surface: Dry Darkness: street lights present and lit
Road Type: Dual carriageway Speed Limit: 70

Location: DEARNE VALLEY PARKWAY (A6195) BARNSLEY AT OR WITHIN 20 MTS OF SHEFFIELD ROAD (A61)
Description: V1 ON APPROACH TO A ROUNDABOUT IS HIT FROM BEHIND BY V2. V2 FTS MINOR INJURIES V1.

Vehicle Reference: 1 Car Going ahead
First point of impact: Offside
Vehicle direction: N to S Journey: Other
Age of Driver : 46 Breath test: Negative

Contributory Factors : 406

Casualty Reference: 1 Age: 46 Female Driver/rider Severity: Slight
Ped Dir: Ped Movement :
Ped Location:

Casualty Reference: 2 Age: 77 Female Passenger Severity: Slight
Ped Dir: Ped Movement :
Ped Location:

Vehicle Reference: 2 Car Going ahead
First point of impact: Nearside
Vehicle direction: N to S Journey: Other
Age of Driver : 30 Breath test: Driver not contacted

Contributory Factors : 406

Accidents between dates **01/01/2013 and 31/12/2017 (60) months**
Selection: **Notes:**
Selected using Build Query : Local_auth = 'Barnsley' **BWB Consulting Limited Ahmad Huneidi**

1675188 26/05/2016 Thursday Time: 0930 Vehicles 2 Casualties 1 Slight
Easting: 435,304 Northing: 400,362
Raining without high winds Road Surface: Wet/Damp Daylight
Road Type: Single carriageway Speed Limit: 30

Location: SHEFFIELD ROAD (A6135) BARNSLEY AT OR WITHIN 20 MTS OF REGENT STREET
Description: IN WET CONDITIONS, V1 FOLLOWING V2, V2 STOPS TO TURNING. V1 FAILS TO STOP AND COLLIDES WITH REAR OF V2, V2 DRIVER SUFFERS SLIGHT BACK INJURY.

Vehicle Reference: 1 Van or Goods <= 3.5 tonnes Going ahead
First point of impact: Front
Vehicle direction: NW to SE Journey: Journey as part of work
Age of Driver : 21 Breath test: Not requested

Contributory Factors : 509 408 406

Vehicle Reference: 2 Van or Goods <= 3.5 tonnes Slowing or Stopping
First point of impact: Back
Vehicle direction: NW to SE Journey: Journey as part of work
Age of Driver : 30 Breath test: Not requested

Contributory Factors : 509 408 406

Casualty Reference: 1 Age: 30 Male Driver/rider Severity: Slight
Ped Dir: Ped Movement :
Ped Location:

Accidents between dates **01/01/2013** **and** **31/12/2017** **(60) months**
Selection: **Notes:**
Selected using Build Query : Local_auth = 'Barnsley' **BWB Consulting Limited Ahmad Huneidi**

16117032 12/10/2016 Wednesda Time: 1000 Vehicles 2 Casualties 1 Slight
Easting: 435,206 Northing: 400,398
Fine with high winds Road Surface: Wet/Damp Daylight
Road Type: Single carriageway Speed Limit: 30

Location: SHEFFIELD ROAD (A6135) BARNSLEY
Description: V1 PARKED AT THE SIDE OF THE ROAD, V2 TRAVELLING TOWARDS HOYLAND, V1 CHECKS MIRRORS AND STARTS TO PULL OUT. V2 COLLIDES IN THE OFFSIDE.

Vehicle Reference: 1 Car Moving off
First point of impact: Offside
Vehicle direction: W to E Journey: Not known
Age of Driver : 42 Breath test: Negative

Contributory Factors : 405

Vehicle Reference: 2 Car Going ahead
First point of impact: Front
Vehicle direction: W to E Journey: Journey as part of work
Age of Driver : 49 Breath test: Negative

Contributory Factors : 405

Casualty Reference: 1 Age: 49 Female Driver/rider Severity: Slight
Ped Dir: Ped Movement :
Ped Location:

Accidents between dates **01/01/2013** **and** **31/12/2017** **(60) months**
Selection: **Notes:**
Selected using Build Query : Local_auth = 'Barnsley' **BWB Consulting Limited Ahmad Huneidi**

16133164 11/11/2016 Friday Time: 1409 Vehicles 2 Casualties 1 Slight
Easting: 435,005 Northing: 400,479
Fine without high winds Road Surface: Dry Daylight
Road Type: Dual carriageway Speed Limit: 70

Location: DEARNE VALLEY PARKWAY (A6195) BARNSLEY
Description: BOTH VEHS TRAVELLING ALONG DEARNE VALLEY PARKWAY APPROACH A ROUNDAOBUT, V1 DRIFTS SLIGHTLY CAUSING V2 TO CROSS THE CARRIAGEWAY AND HIT A LAMPPOST, MINOR INJURY TO DRIVER OF V2

Vehicle Reference: 1 Car Slowing or Stopping
First point of impact: Offside
Vehicle direction: N to S Journey: Not known
Age of Driver : 30 Breath test: Negative

Contributory Factors : 403

Vehicle Reference: 2 Car Slowing or Stopping
First point of impact: Nearside
Vehicle direction: N to S Journey: Journey as part of work
Age of Driver : 63 Breath test: Not provided (medical)

Contributory Factors : 403

Casualty Reference: 1 Age: 63 Male Driver/rider Severity: Slight
Ped Dir: Ped Movement :
Ped Location:

Accidents between dates **01/01/2013** **and** **31/12/2017** **(60) months**
Selection: **Notes:**
Selected using Build Query : Local_auth = 'Barnsley' **BWB Consulting Limited Ahmad Huneidi**

16136187 23/11/2016 Wednesda Time: 0930 Vehicles 2 Casualties 1 Slight
Easting: 435,897 Northing: 401,392
Fine without high winds Road Surface: Wet/Damp Daylight
Road Type: Dual carriageway Speed Limit: 70

Location: DEARNE VALLEY PARKWAY (A6195) BARNSLEY AT OR WITHIN 20 MTS OF SHORTWOOD WAY
Description: V1 AND 2 TRAVELLING FROM BIRDWELL TOWARDS WOMBWELL. V2 VEERS INTO PATH OF V1 WHILST EXITING ROUNDABOUT.

Vehicle Reference: 1 Car Going ahead
First point of impact: Back
Vehicle direction: SW to NE Journey: Not known
Age of Driver : 32 Breath test: Negative

Contributory Factors : 204

Casualty Reference: 1 Age: 32 Female Driver/rider Severity: Slight
Ped Dir: Ped Movement :
Ped Location:

Vehicle Reference: 2 Van or Goods <= 3.5 tonnes Changing lane to right
First point of impact: Front
Vehicle direction: SW to NE Journey: Not known
Age of Driver : 54 Breath test: Negative

Contributory Factors : 204

Accidents between dates **01/01/2013** **and** **31/12/2017** **(60) months**
Selection: **Notes:**
Selected using Build Query : Local_auth = 'Barnsley' **BWB Consulting Limited Ahmad Huneidi**

16137768 05/12/2016 Monday Time: 1620 Vehicles 2 Casualties 1 Slight
Easting: 436,693 Northing: 401,606
Fine without high winds Road Surface: Dry Darkness: street lights present and lit
Road Type: Dual carriageway Speed Limit: 70

Location: DEARNE VALLEY PARKWAY (A6195) BARNSLEY AT OR WITHIN 20 MTS OF RYCROFT BANK
Description: V1 NEG ROUNDABOUT IN LN2 EXITS ONTO A6195 AND COLL WITH FRONT OF V2. V1 LEAVES C/WAY TO N/S.

Vehicle Reference: 1 Car Changing lane to left
First point of impact: Nearside
Vehicle direction: W to NE Journey: Not known
Age of Driver : 31 Breath test: Negative

Contributory Factors : 403 406 307

Casualty Reference: 1 Age: 31 Male Driver/rider Severity: Slight
Ped Dir: Ped Movement :
Ped Location:

Vehicle Reference: 2 Goods >= 7.5 tonnes mgw Changing lane to right
First point of impact: Front
Vehicle direction: W to NE Journey: Journey as part of work
Age of Driver : 49 Breath test: Negative

Contributory Factors : 403 406 307

Accidents between dates **01/01/2013 and 31/12/2017 (60) months**
Selection: **Notes:**
Selected using Build Query : Local_auth = 'Barnsley' **BWB Consulting Limited Ahmad Huneidi**

16142060 21/12/2016 Wednesda Time: 1530 Vehicles 2 Casualties 1 Slight
Easting: 434,951 Northing: 400,355
Fine without high winds Road Surface: Wet/Damp Daylight
Road Type: Roundabout Speed Limit: 60

Location: SHEFFIELD ROAD (A61) BARNSLEY AT OR WITHIN 20 MTS OF DEARNE VALLEY PARKWAY (A6195)
Description: THIS IS A MINOR INJURY, MINOR DAMAGE ONLY RTC. V2 A SILVER FORD FUSION, TRAVELLED AROUND THE ROUNDABOUT FROM THE DIRECTION OF TANKERSLEY WITH THE INTENTION OF TURNING RIGHT TOWARD BIRDWELL. DUE TO A STRANDED VEHICLE ALREADY ON THE ROUNDABOUT V2 WAS FORCE D TO TURN RIGHT FROM LANE ONE. WHILST TURNING RIGHT IN LANE ONE V1, A BLACK RENAULT CLIO HAS INTENDED TO GO FROM THE ROUNDBAOUT AND CONTINUE ALONG THE DEARNE VALLEY PARKWAY IN LANE TWO AND HAS SUBSEQUENTLY COLLIDED WITH THE OFFSIDE OF V2. V1 HAS DAMAGE T O THE FRONT BUMPER WHILST V2 HAS BODY DAMAGE TO THE DRIVERS DOOR AND FRONT OFFSIDE WING. THE INJURY ASPECT OF THE COLLISION IS DUE TO A YOUNG CHILD IN V1 SUFFERING FROM SHOCK.

Vehicle Reference: 1 Car Going ahead
First point of impact: Front
Vehicle direction: S to N Journey: Other
Age of Driver : 33 Breath test: Negative

Contributory Factors : 109 406

Casualty Reference: 1 Age: 2 Male Passenger Severity: Slight
Ped Dir: Ped Movement :
Ped Location:

Vehicle Reference: 2 Car Turning right
First point of impact: Offside
Vehicle direction: S to E Journey: Other
Age of Driver : 74 Breath test: Negative

Contributory Factors : 109 406

Accidents between dates **01/01/2013** **and** **31/12/2017** **(60) months**
Selection: **Notes:**
Selected using Build Query : Local_auth = 'Barnsley' **BWB Consulting Limited Ahmad Huneidi**

16146634 24/12/2016 Saturday Time: 1950 Vehicles 1 Casualties 1 Slight
Easting: 435,295 Northing: 400,372
Fine without high winds Road Surface: Dry Darkness: street lights present and lit
Road Type: Single carriageway Speed Limit: 30

Location: SHEFFIELD ROAD (A6135) BARNSLEY
Description: CAS001 UNDER INFLUENCE OF ALCOHOL WALKED INTO PATH OF V1

Vehicle Reference: 1 Car Going ahead
First point of impact: Front
Vehicle direction: NW to SE Journey: Other
Age of Driver : 63 Breath test: Negative

Contributory Factors : 802 808 806

Casualty Reference: 1 Age: 46 Female Pedestrian Severity: Slight
Ped Dir: Pedestrian Ped Movement : Driver's nearside masked
Ped Location: In carr elsewhere

Accidents between dates **01/01/2013** **and** **31/12/2017** **(60) months**
Selection: **Notes:**
Selected using Build Query : Local_auth = 'Barnsley' **BWB Consulting Limited Ahmad Huneidi**

17153961 06/02/2017 Monday Time: 1949 Vehicles 1 Casualties 1 Slight
Easting: 435,562 Northing: 400,148
Raining without high winds Road Surface: Wet/Damp Darkness: street lights present and lit
Road Type: Single carriageway Speed Limit: 30

Location: SHEFFIELD ROAD (A6135) BARNSLEY AT OR NR JN WITH HOYLAND ROAD (B6096)
Description: V1 WAS TURNING RIGHT FROM TANKERSLEY LANE INTO A6135 SHEFFIELD ROAD WHEN C1 IS SEEN IN MIDDLE OF ROAD V1 UNABLE TO TAKE AVOIDING ACTION. V1 COLLIDES WITH C1

Vehicle Reference: 1 Car Turning right
First point of impact: Front
Vehicle direction: W to SE Journey: Other
Age of Driver : 20 Breath test: Negative

Contributory Factors : 405 809

Casualty Reference: 1 Age: 16 Female Pedestrian Severity: Slight
Ped Dir: 9 Ped Movement : Movement U/K
Ped Location: Location U/K

Accidents between dates **01/01/2013** **and** **31/12/2017** **(60) months**
Selection: **Notes:**
Selected using Build Query : Local_auth = 'Barnsley' **BWB Consulting Limited Ahmad Huneidi**

17181437 12/05/2017 Friday Time: 1517 Vehicles 1 Casualties 1 Serious
Easting: 435,064 Northing: 400,745
Fine without high winds Road Surface: Dry Daylight
Road Type: Roundabout Speed Limit: 60

Location: ROCKINGHAM ROUNDABOUT (A6195) BARNSLEY AT OR NR JN WITH KESTREL WAY
Description: V1 HAS BEEN TRAVELLING ALONG THE DEARNE VALLEY PARKWAY WHEN IT HAS BEEN TRRAVELLING AROUND ROCKINGHAM ROUNDABOUT. AS IT WAS DOING SO IT HAS OVERTURNED ON TO ITS NEARSIDE AND COLLIDED WITH A LAMP POST.

Vehicle Reference: 1 Goods >= 7.5 tonnes mgw Going ahead right hand bend
First point of impact: Nearside
Vehicle direction: S to NE Journey: Journey as part of work
Age of Driver : 33 Breath test: Negative

Contributory Factors : 206 108

Casualty Reference: 1 Age: 33 Male Driver/rider Severity: Serious
Ped Dir: Ped Movement :
Ped Location:

Accidents between dates **01/01/2013** **and** **31/12/2017** **(60) months**
Selection: **Notes:**
Selected using Build Query : Local_auth = 'Barnsley' **BWB Consulting Limited Ahmad Huneidi**

17190689 04/06/2017 Sunday Time: 1130 Vehicles 2 Casualties 2 Slight
Easting: 435,118 Northing: 400,410
Fine without high winds Road Surface: Dry Daylight
Road Type: Roundabout Speed Limit: 30

Location: CROSS KEYS ROUNDABOUT (A6135) BARNSLEY AT OR NR JN WITH SHEFFIELD ROAD (A6135)
Description: V1 IN L/H LANE INTENDING TO ENTER MOTORWAY. V1 SLOWED AFTER HEARING BEEP AND V2 COLL WITH REAR OF V1. DETAILS EXCHANGED

Vehicle Reference: 1 Car Slowing or Stopping
First point of impact: Back
Vehicle direction: E to W Journey: Other
Age of Driver : 27 Breath test: Driver not contacted

Contributory Factors : 405

Casualty Reference: 1 Age: 27 Female Driver/rider Severity: Slight
Ped Dir: Ped Movement :
Ped Location:

Casualty Reference: 2 Age: 13 Female Passenger Severity: Slight
Ped Dir: Ped Movement :
Ped Location:

Vehicle Reference: 2 Car Going ahead
First point of impact: Front
Vehicle direction: E to W Journey: Other
Age of Driver : 28 Breath test: Driver not contacted

Contributory Factors : 405

Accidents between dates **01/01/2013** **and** **31/12/2017** **(60) months**
Selection: **Notes:**
Selected using Build Query : Local_auth = 'Barnsley' **BWB Consulting Limited Ahmad Huneidi**

17197981 30/06/2017 Friday Time: 1615 Vehicles 1 Casualties 1 Slight
Easting: 435,973 Northing: 400,465
Fine without high winds Road Surface: Dry Daylight
Road Type: Single carriageway Speed Limit: 30

Location: STONEY CROFT BARNSLEY
Description: V1 TRAVELING SLOWLY DUE TO CHILDREN PLAYING V1 SUDDENLY HEARS A THUD AND HAD COLL WITH CAS001

Vehicle Reference: 1 Car Going ahead
First point of impact: Nearside
Vehicle direction: SE to NW Journey: Other
Age of Driver : 53 Breath test: Driver not contacted

Contributory Factors : 802

Casualty Reference: 1 Age: 8 Male Pedestrian Severity: Slight
Ped Dir: 9 Ped Movement : Movement U/K
Ped Location: In carr not crossing

Accidents between dates **01/01/2013** **and** **31/12/2017** **(60) months**
Selection: **Notes:**
Selected using Build Query : Local_auth = 'Barnsley' **BWB Consulting Limited Ahmad Huneidi**

17200109 08/07/2017 Saturday Time: 1155 Vehicles 4 Casualties 2 Slight
Easting: 434,993 Northing: 400,437
Fine without high winds Road Surface: Dry Daylight
Road Type: Dual carriageway Speed Limit: 70

Location: DEARNE VALLEY PARKWAY (A6195) BARNSLEY
Description: VEHICLE ONE HAS COLLIDE WITH REAR OF SLOW MOVING TRAFFIC, HITTING REAR OF VEHICLE TWO

Vehicle Reference: 1 Car Going ahead
First point of impact: Front
Vehicle direction: NE to SW Journey: Other
Age of Driver : 41 Breath test: Negative

Contributory Factors : 602 405

Vehicle Reference: 2 Car Going ahead
First point of impact: Back
Vehicle direction: NE to SW Journey: Other
Age of Driver : 19 Breath test: Negative

Contributory Factors : 602 405

Casualty Reference: 2 Age: 19 Male Driver/rider Severity: Slight
Ped Dir: Ped Movement :
Ped Location:

Vehicle Reference: 3 Car Going ahead
First point of impact: Back
Vehicle direction: NE to SW Journey: Other
Age of Driver : 55 Breath test: Negative

Contributory Factors : 602 405

Accidents between dates **01/01/2013** **and** **31/12/2017** **(60) months**
Selection: **Notes:**
Selected using Build Query : Local_auth = 'Barnsley' **BWB Consulting Limited Ahmad Huneidi**

Vehicle Reference: 4 Car Going ahead
First point of impact: Back
Vehicle direction: NE to SW Journey: Other
Age of Driver : 53 Breath test: Negative

Contributory Factors : 602 405

Casualty Reference: 1 Age: 53 Female Driver/rider Severity: Slight
Ped Dir: Ped Movement :
Ped Location:

Accidents between dates **01/01/2013** **and** **31/12/2017** **(60) months**
Selection: **Notes:**
Selected using Build Query : Local_auth = 'Barnsley' **BWB Consulting Limited Ahmad Huneidi**

17216358 14/08/2017 Monday Time: 0820 Vehicles 2 Casualties 1 Slight
Easting: 435,132 Northing: 400,461
Unknown Road Surface: Dry Daylight
Road Type: Roundabout Speed Limit: 30

Location: CROSS KEYS ROUNDABOUT (A6135) BARNSLEY AT OR NR JN WITH SHEFFIELD ROAD (A6135)
Description: V2 TRAVELLING FROM M1 AND WAS ON THE INSIDE LANE OF ROUNDABOUT NEAR ROCKINGHAM CENTRE WHEN V1 APROACHED FROM BEHIND IN OFFSIDE LANE AND COLLIDED WITH V2. V2 SPUN OUT OF CONTROL. V1 FTS AND WAS SEEN TO TRAVEL DOWN MOOR LANE. V2 FOLLOWED V1 AND STOPPED. DRIVER OF V1 STATED 'I WASN'T DRIVING AWAY, I'M LATE GETTING TO A PATIENT'. DETAILS WERE EXCHANGED BUT DRIVER OF V2 HAS NECK/SHOULDER TORN MUSCLES AND ATTENDED HOSPITAL.

Vehicle Reference: 1 Car Going ahead
First point of impact: Back
Vehicle direction: W to E Journey: Not known
Age of Driver : 19 Breath test: Driver not contacted

Contributory Factors : 403

Vehicle Reference: 2 Car Overtaking moving vehicle on its offside
First point of impact: Front
Vehicle direction: W to E Journey: Not known
Age of Driver : 35 Breath test: Driver not contacted

Contributory Factors : 403

Casualty Reference: 1 Age: 35 Female Driver/rider Severity: Slight
Ped Dir: Ped Movement :
Ped Location:

Accidents between dates **01/01/2013** **and** **31/12/2017** **(60) months**
Selection: **Notes:**
Selected using Build Query : Local_auth = 'Barnsley' **BWB Consulting Limited Ahmad Huneidi**

17221452 13/09/2017 Wednesda Time: 1810 Vehicles 2 Casualties 1 Slight
Easting: 436,212 Northing: 400,525
Fine without high winds Road Surface: Dry Daylight
Road Type: Single carriageway Speed Limit: 30

Location: WEST STREET BARNSLEY AT JN WITH WEST MEADOWS PRIMARY SCHOOL
Description: V1 HAS INTENDED TO TURN LEFT INTO THE CAR PARK OF WEST STREET, HOYLAND AS SHE HAS DONE SO SHE HAS SLOWED TO A STOP AS THERE HAS BEEN A FURTHER VEHICLE EXITING THE CAR PARK. THE REAR END OF V1 HAS BEEN STILL ON WEST STREET WHEN V2 HAS DRIVEN INTO THE REAR OF V1 CAUSING DAMAGE TO THE REAR OFFSIDE OF V1. V2 HAS THEN REVERSED AND DRIVEN AWAY UP WEST STREET IN THE DIRECTION OF HOYLAND COMMON.

Vehicle Reference: 1 Car Turning left
First point of impact: Back
Vehicle direction: NW to NE Journey: Other
Age of Driver : 48 Breath test: Not requested

Contributory Factors : 602 406 901 710

Casualty Reference: 1 Age: 48 Female Driver/rider Severity: Slight
Ped Dir: Ped Movement :
Ped Location:

Vehicle Reference: 2 Car Going ahead
First point of impact: Front
Vehicle direction: NW to SE Journey: Not known
Age of Driver : 20 Breath test: Driver not contacted

Contributory Factors : 602 406 901 710

Accidents between dates **01/01/2013** **and** **31/12/2017** **(60) months**
Selection: **Notes:**
Selected using Build Query : Local_auth = 'Barnsley' **BWB Consulting Limited Ahmad Huneidi**

17229645 20/09/2017 Wednesda Time: 1250 Vehicles 3 Casualties 2 Slight
Easting: 436,718 Northing: 401,578
Fine without high winds Road Surface: Dry Daylight
Road Type: Roundabout Speed Limit: 60

Location: PLATTS COMMON ROUNDABOUT (A6195) BARNSLEY AT OR NR JN WITH RYECROFT BANK (B6096)
Description: V1 TRAVEL AROUND THE ROUNDABOUT INTENDING TO TURN RIGHT ONTO RYECROFT BANK. V2 ENTERS THE ROUNABOUT BEHIND V1. V3 UNDERTAKES V2, ENTERS ROUNDABOUT CAUSING V1 TO CONDUCT AN EMERGENCY STOP. V2 UNABLE TO STOP AND COLLIDES INTO REAR OF V1. DRIVER OF V1 ATTEM PTS TO STOP DRIVER OF V3, WHO DELIBERATELY DRIVES AWAY, MOUNTING THE PAVEMENT TO DO SO AND GESTURING TOWARDS THE DRIVER OF V1.

Vehicle Reference: 1 Car Turning right
First point of impact: Back
Vehicle direction: W to S Journey: Other
Age of Driver : 74 Breath test: Driver not contacted

Contributory Factors : 403

Casualty Reference: 2 Age: 70 Female Passenger Severity: Slight
Ped Dir: Ped Movement :
Ped Location:

Vehicle Reference: 2 Car Turning right
First point of impact: Front
Vehicle direction: W to S Journey: Other
Age of Driver : 52 Breath test: Driver not contacted

Contributory Factors : 403

Casualty Reference: 1 Age: 52 Male Driver/rider Severity: Slight
Ped Dir: Ped Movement :
Ped Location:

Accidents between dates **01/01/2013** **and** **31/12/2017** **(60) months**
Selection: **Notes:**
Selected using Build Query : Local_auth = 'Barnsley' **BWB Consulting Limited Ahmad Huneidi**

Vehicle Reference: 3 Car Overtaking on nearside
First point of impact: Did not impact
Vehicle direction: W to S Journey: Commuting to/from work
Age of Driver : 32 Breath test: Driver not contacted

Contributory Factors : 403

17226366 26/09/2017 Tuesday Time: 1417 Vehicles 1 Casualties 1 Slight
Easting: 435,572 Northing: 400,133
Fine without high winds Road Surface: Dry Daylight
Road Type: Single carriageway Speed Limit: 30

Location: SHEFFIELD ROAD (A6135) BARNSLEY AT OR NR JN WITH HOYLAND ROAD (B6096)
Description: VEH 1 APPROACHING TRAFFIC LIGHTS SET OFF AS NORMAL A LADY HAS GONE TO GET OFF THE BUS AND MISSED HANDLE AND FELL BACK ONTO FLOOR.

Vehicle Reference: 1 Bus or coach Moving off
First point of impact: Did not impact
Vehicle direction: SE to NW Journey: Journey as part of work
Age of Driver : 57 Breath test: Driver not contacted

Contributory Factors : 403

Casualty Reference: 1 Age: Female Passenger Severity: Slight
Ped Dir: Ped Movement :
Ped Location:

Accidents between dates **01/01/2013** **and** **31/12/2017** **(60) months**
Selection: **Notes:**
Selected using Build Query : Local_auth = 'Barnsley' **BWB Consulting Limited Ahmad Huneidi**

17245445 14/11/2017 Tuesday Time: 0500 Vehicles 2 Casualties 1 Slight
Easting: 436,676 Northing: 401,582
Fine without high winds Road Surface: Dry Darkness: street lights present and lit
Road Type: Roundabout Speed Limit: 60

Location: PLATTS COMMON ROUNDABOUT (A6195) BARNSLEY AT OR NR JN WITH RYECROFT BANK (B6096)
Description: V1 WAS DRIVING ON A6195 TOWARDS DIRECTION OF WOMBWELL WHEN V2 HAS BEEN DRIVING ON THE WRONG SIDE OF THE DUEL CARRIAGEWAY TOWARDS V1. THIS HAS CAUSED THE DRIVER TO SLAM BRAKES ON TO MISS THE VEHICLE, AS A RESULT IT HAS GONE STRAIGHT INTO THE ROUNDABOUT WH
ERE IT HAS COME TO A STOP.

Vehicle Reference: 1 Goods >= 7.5 tonnes mgw Going ahead
First point of impact: Front
Vehicle direction: W to NE Journey: Journey as part of work
Age of Driver : 27 Breath test: Not requested

Contributory Factors : 602

Casualty Reference: 1 Age: 27 Male Driver/rider Severity: Slight
Ped Dir: Ped Movement :
Ped Location:

Vehicle Reference: 2 Car Going ahead
First point of impact: Did not impact
Vehicle direction: NE to W Journey: Not known
Age of Driver : Breath test: Driver not contacted

Contributory Factors : 602

Accidents between dates **01/01/2013** **and** **31/12/2017** **(60) months**
Selection: **Notes:**
Selected using Build Query : Local_auth = 'Barnsley' **BWB Consulting Limited Ahmad Huneidi**

17256804 18/12/2017 Monday Time: 1445 Vehicles 2 Casualties 1 Slight
Easting: 435,071 Northing: 400,681
Fine without high winds Road Surface: Dry Daylight
Road Type: Dual carriageway Speed Limit: 70

Location: DEARNE VALLEY PARKWAY (A6195) BARNSLEY AT OR NR JN WITH ROCKINGHAM ROUNDABOUT (A6195)
Description: VEH 1 HAD JUST EXITED ROUNDABOUT WHEN VEH 2 SWERVED TO AVOID ANOTHER CAR THEN BY DOING THAT IT HAS SWERVED AGAIN AND HIT VEH 1

Vehicle Reference: 1 Car Going ahead
First point of impact: Nearside
Vehicle direction: N to S Journey: Not known
Age of Driver : 42 Breath test: Driver not contacted

Contributory Factors : 602

Casualty Reference: 1 Age: 46 Female Passenger Severity: Slight
Ped Dir: Ped Movement :
Ped Location:

Vehicle Reference: 2 Car Going ahead
First point of impact: Offside
Vehicle direction: N to S Journey: Not known
Age of Driver : 62 Breath test: Driver not contacted

Contributory Factors : 602

Accidents between dates **01/01/2013** **and** **31/12/2017** **(60) months**

Selection:

Selected using Build Query : Local_auth = 'Barnsley'

Notes:

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Accidents involving:

	Fatal	Serious	Slight	Total
Motor vehicles only excluding 2-wheels	1	1	41	43
2-wheeled motor vehicles	0	0	2	2
Pedal cycles	0	0	2	2
Horses & other	0	0	0	0
Total	1	1	45	47

Casualties:

	Fatal	Serious	Slight	Total
Vehicle driver	0	1	32	33
Passenger	1	0	25	26
Motorcycle rider	0	0	2	2
Cyclist	0	0	2	2
Pedestrian	0	0	8	8
Other	0	0	0	0
Total	1	1	69	71

Accidents between dates **01/01/2013** **and** **31/12/2017** (60) months

Selection:
Selected using Build Query : Local_auth = 'Barnsley'

Notes:
BWB Consulting Limited Ahmad Huneidi

Police Ref.	Date	Cas.	Sev.	P2W	Cycs	Peds	Ch	OAPs	Vis.	Manv.	Road Cond.	Time	Location
134411	22/02/2013	1	Slight	1	0	0	0	0	Light	Right	Wet/Damp	1539	A 6135 SHEFFIELD ROAD HOYLAND COMMON AT JUNCTION WITH R
134442	27/02/2013	1	Slight	0	0	0	0	0	Dark	No turn	Wet/Damp	1929	A 6195 DEARNE VALLEY PARKWAY 150M WEST of A6195 SHORTWOC
B-00025-13	09/03/2013	1	Slight	0	0	1	1	0	Light	No turn	Dry	1515	HOYLAND ROAD BARNSLEY OUTSIDE HOYLAND P/S
B-00205-13	08/05/2013	3	Slight	0	0	0	0	0	Light	No turn	Dry	1630	DEARNE VALLEY PARKWAY BARNSLEY 100M J/W BIRDWELL RNDA
B-00230-13	15/05/2013	2	Slight	0	0	0	0	0	Light	No turn	Wet/Damp	1844	HOYLAND ROAD HOYLAND AT J/W STEAD LANE
B-00274-13	03/06/2013	3	Slight	0	0	0	0	0	Dark	No turn	Dry	0030	DEARNE VALLEY PARKWAY BARNSLEY
B-00461-13	03/08/2013	1	Slight	0	0	0	0	0	Light	No turn	Dry	0903	WESTWOOD NEW RD BIRDWELL
B-00504-13	24/08/2013	1	Slight	0	0	1	0	0	Dark	No turn	Dry	2050	HOYLAND ROAD BARNSLEY 10 METRES TINKER LANE
B-00845-13	27/10/2013	4	Slight	0	0	0	0	0	Dark	No turn	Wet/Damp	0615	DEARNE VALLEY PARKWAY BARNSLEY J/W SHORTWOOD BUSINES
B-00832-13	04/12/2013	1	Slight	0	0	1	1	0	Dark	No turn	Dry	1630	HOYLAND RD BARNSLEY
B-00073-14	17/01/2014	1	Slight	1	0	0	0	0	Dark	Right	Dry	1800	SHEFFIELD ROAD HOYLAND J/W HOYLAND ROAD
B-00045-14	18/01/2014	1	Slight	0	0	0	0	0	Dark	No turn	Wet/Damp	0245	HAWSHAW LANE HOYLAND 50 MTS MOUNT CRESCENT
B-00447-14	16/05/2014	1	Slight	0	0	0	1	0	Light	No turn	Dry	1745	TANKERSLEY LANE HOYLAND J/W SHEFFIELD ROAD
B-00898-14	29/09/2014	1	Slight	0	1	0	0	0	Light	No turn	Dry	0845	HAWSHAW LANE HOYLAND 130 MTS KIRK BALK
B-01000-14	23/10/2014	1	Slight	0	0	0	0	0	Light	No turn	Dry	0800	PLATTS COMMON ROUNDABOUT BARNSLEY
B-01172-14	01/12/2014	5	Slight	0	0	0	1	0	Dark	No turn	Dry	1745	DEARNE VALLEY PARKWAY BARNSLEY 200 MTS SHORTWOOD ROU
B-01186-14	03/12/2014	2	Slight	0	0	0	0	0	Dark	No turn	Dry	2013	DEARNE VALLEY PARKWAY BARNSLEY 400 MTS SHORTWOOD ROU
B-00173-15	20/02/2015	1	Slight	0	0	1	0	0	Dark	Right	Dry	1905	SHEFFIELD RD HOYLAND COMMON 26 MTS REGENT STREET
B-00271-15	25/03/2015	4	Fatal	0	0	0	0	4	Dark	No turn	Dry	2300	SHEFFIELD ROAD HOYLAND COMMON 5 MTS REGENT STREET
B-00685-15	18/07/2015	1	Slight	0	0	1	0	0	Dark	No turn	Dry	2320	HOYLAND ROAD BARNSLEY
B-00666-15	21/07/2015	1	Slight	0	0	0	0	0	Light	No turn	Dry	1045	DEARNE VALLEY PARKWAY BARNSLEY 30 MTS SHORTWOOD ROUN
B-01002-15	19/09/2015	1	Slight	0	0	0	0	1	Light	Right	Dry	1401	RYECROFT BANK HOYLAND J/W CHAMBERS ROAD
B-00874-15	28/09/2015	2	Slight	0	0	0	2	0	Light	No turn	Dry	0818	DEARNE VALLEY PARKWAY J/W PLATTS COMMON PLATTS COMMO
B-00919-15	30/09/2015	2	Slight	0	0	0	0	0	Light	Right	Dry	1428	SHEFFIELD ROAD BARNSLEY J/W HOYLAND ROAD
B-00887-15	01/10/2015	3	Slight	0	0	0	0	0	Light	No turn	Dry	0710	DEARNE VALLEY PARKWAY BARNSLEY J/W PLATTS COMMON ROU
1651918	23/02/2016	1	Slight	0	0	0	0	0	Light	No turn	Dry	0740	SHEFFIELD ROAD (A6135) BARNSLEY
1676875	17/03/2016	1	Slight	0	0	0	0	0	Dark	No turn	Dry	1915	HAWSHAW LANE (B6096) BARNSLEY
1656002	18/03/2016	1	Slight	0	1	0	0	0	Dark	No turn	Dry	1815	SHEFFIELD ROAD (A61) BARNSLEY AT OR WITHIN 20 MTS OF SHEFF
1670167	02/04/2016	2	Slight	0	0	0	0	1	Dark	No turn	Dry	2240	DEARNE VALLEY PARKWAY (A6195) BARNSLEY AT OR WITHIN 20 M
1675188	26/05/2016	1	Slight	0	0	0	0	0	Light	No turn	Wet/Damp	0930	SHEFFIELD ROAD (A6135) BARNSLEY AT OR WITHIN 20 MTS OF REG
16117032	12/10/2016	1	Slight	0	0	0	0	0	Light	No turn	Wet/Damp	1000	SHEFFIELD ROAD (A6135) BARNSLEY
16133164	11/11/2016	1	Slight	0	0	0	0	1	Light	No turn	Dry	1409	DEARNE VALLEY PARKWAY (A6195) BARNSLEY
16136187	23/11/2016	1	Slight	0	0	0	0	0	Light	No turn	Wet/Damp	0930	DEARNE VALLEY PARKWAY (A6195) BARNSLEY AT OR WITHIN 20 M
16137768	05/12/2016	1	Slight	0	0	0	0	0	Dark	No turn	Dry	1620	DEARNE VALLEY PARKWAY (A6195) BARNSLEY AT OR WITHIN 20 M

Accidents between dates **01/01/2013** **and** **31/12/2017** (60) months

Selection:
Selected using Build Query : Local_auth = 'Barnsley'

Notes:
BWB Consulting Limited Ahmad Huneidi

Police Ref.	Date	Cas.	Sev.	P2W	Cycs	Peds	Ch	OAPs	Vis.	Manv.	Road Cond.	Time	Location
16142060	21/12/2016	1	Slight	0	0	0	1	0	Light	Right	Wet/Damp	1530	SHEFFIELD ROAD (A61) BARNSLEY AT OR WITHIN 20 MTS OF DEARN
16146634	24/12/2016	1	Slight	0	0	1	0	0	Dark	No turn	Dry	1950	SHEFFIELD ROAD (A6135) BARNSLEY
17153961	06/02/2017	1	Slight	0	0	1	0	0	Dark	Right	Wet/Damp	1949	SHEFFIELD ROAD (A6135) BARNSLEY AT OR NR JN WITH HOYLAND I
17181437	12/05/2017	1	Serious	0	0	0	0	0	Light	No turn	Dry	1517	ROCKINGHAM ROUNDABOUT (A6195) BARNSLEY AT OR NR JN WIT
17190689	04/06/2017	2	Slight	0	0	0	1	0	Light	No turn	Dry	1130	CROSS KEYS ROUNDABOUT (A6135) BARNSLEY AT OR NR JN WITH S
17197981	30/06/2017	1	Slight	0	0	1	1	0	Light	No turn	Dry	1615	STONEY CROFT BARNSLEY
17200109	08/07/2017	2	Slight	0	0	0	0	0	Light	No turn	Dry	1155	DEARNE VALLEY PARKWAY (A6195) BARNSLEY
17216358	14/08/2017	1	Slight	0	0	0	0	0	Light	No turn	Dry	0820	CROSS KEYS ROUNDABOUT (A6135) BARNSLEY AT OR NR JN WITH S
17221452	13/09/2017	1	Slight	0	0	0	0	0	Light	Left	Dry	1810	WEST STREET BARNSLEY AT JN WITH WEST MEADOWS PRIMARY S
17229645	20/09/2017	2	Slight	0	0	0	0	1	Light	Right	Dry	1250	PLATTS COMMON ROUNDABOUT (A6195) BARNSLEY AT OR NR JN W
17226366	26/09/2017	1	Slight	0	0	0	0	0	Light	No turn	Dry	1417	SHEFFIELD ROAD (A6135) BARNSLEY AT OR NR JN WITH HOYLAND I
17245445	14/11/2017	1	Slight	0	0	0	0	0	Dark	No turn	Dry	0500	PLATTS COMMON ROUNDABOUT (A6195) BARNSLEY AT OR NR JN W
17256804	18/12/2017	1	Slight	0	0	0	0	0	Light	No turn	Dry	1445	DEARNE VALLEY PARKWAY (A6195) BARNSLEY AT OR NR JN WITH I
Column Totals		71		2	2	8	9	8					
No. of Accidents				2	2	8	8	5					

Total number of accidents listed: 47

Accidents between dates **01/01/2013** **and** **31/12/2017** (60) months

Selection:
Selected using Build Query : Local_auth = 'Barnsley'

Notes:
BWB Consulting Limited Ahmad Huneidi

Police Ref.	Acc Class	Date	Time	Grid References		Casualties Ftl	Ser	Slt	Causation Factors/ Prob	Ped L M D	Light	Weather	Road Surface	Vehicle Types
134411	Slight	22/02/2013	1539	435321	400352	0	0	1	701V2A 405V2B	0 0 0	Light	Fine without high winds	Wet/Damp	4 9
134442	Slight	27/02/2013	1929	435032	400560	0	0	1	103V2B	0 0 0	Dark	Fine without high winds	Wet/Damp	9 9 9
B-00025-13	Slight	09/03/2013	1515	436002	400416	0	0	1	802C1A 808C1A 801C1A	5 1 7	Light	Fine without high winds	Dry	9
B-00205-13	Slight	08/05/2013	1630	434989	400469	0	0	3	408V1B 406V1B	0 0 0	Light	Fine without high winds	Dry	9 9
B-00230-13	Slight	15/05/2013	1844	435866	400306	0	0	2	405V1A 406V1A 408V1A 408V1A	0 0 0	Light	Fine without high winds	Wet/Damp	19 9
B-00274-13	Slight	03/06/2013	0030	436699	401553	0	0	3	602V1A 405V1A	0 0 0	Dark	Fine without high winds	Dry	9
B-00461-13	Slight	03/08/2013	0903	435004	400338	0	0	1	405V2B 308V2B	0 0 0	Light	Fine without high winds	Dry	9 9
B-00504-13	Slight	24/08/2013	2050	435696	400219	0	0	1	405V1B 802C1B	1 3 1	Dark	Fine without high winds	Dry	9
B-00845-13	Slight	27/10/2013	0615	435062	400711	0	0	4	410V1A 203V1B 601V1A	0 0 0	Dark	Fine without high winds	Wet/Damp	9
B-00832-13	Slight	04/12/2013	1630	435638	400184	0	0	1	304V1B 808C1B	1 1 1	Dark	Fine without high winds	Dry	9
B-00073-14	Slight	17/01/2014	1800	435563	400148	0	0	1	405V1A 405V2A 403V1B 301V2B	0 0 0	Dark	Fine without high winds	Dry	3 9
B-00045-14	Slight	18/01/2014	0245	436623	401086	0	0	1	501V1A 602V1A	0 0 0	Dark	Raining without high winds	Wet/Damp	9
B-00447-14	Slight	16/05/2014	1745	435544	400146	0	0	1	405V2A	0 0 0	Light	Fine without high winds	Dry	9 9
B-00898-14	Slight	29/09/2014	0845	436383	400878	0	0	1		0 0 0	Light	Fine without high winds	Dry	1 9
B-01000-14	Slight	23/10/2014	0800	436694	401572	0	0	1	405V2B	0 0 0	Light	Fine without high winds	Dry	9 9
B-01172-14	Slight	01/12/2014	1745	436068	401490	0	0	5		0 0 0	Dark	Fine without high winds	Dry	9 9 9 9
B-01186-14	Slight	03/12/2014	2013	435544	401094	0	0	2		0 0 0	Dark	Fine without high winds	Dry	9
B-00173-15	Slight	20/02/2015	1905	435298	400372	0	0	1	405V1A 403V1B	6 5 0	Dark	Fine without high winds	Dry	9
B-00271-15	Fatal	25/03/2015	2300	435330	400344	1	0	3	306V1B 409V1B 410V1B 505V1B 607V1B 503V1B	0 0 0	Dark	Fine without high winds	Dry	8
B-00685-15	Slight	18/07/2015	2320	435599	400167	0	0	1	806C1B 802C1B 405V1B	4 9 9	Dark	Fine without high winds	Dry	9
B-00666-15	Slight	21/07/2015	1045	435829	401326	0	0	1	406V1A	0 0 0	Light	Fine without high winds	Dry	21 9
B-01002-15	Slight	19/09/2015	1401	436767	401195	0	0	1	405V1A	0 0 0	Light	Fine without high winds	Dry	9 9
B-00874-15	Slight	28/09/2015	0818	436720	401597	0	0	2	707V1A	0 0 0	Light	Fog or mist	Dry	9
B-00919-15	Slight	30/09/2015	1428	435563	400146	0	0	2	405V1A 403V2A	0 0 0	Light	Fine without high winds	Dry	9 9

Accidents between dates **01/01/2013** **and** **31/12/2017** (60) months

Selection:
Selected using Build Query : Local_auth = 'Barnsley'

Notes:
BWB Consulting Limited Ahmad Huneidi

Police Ref.	Acc Class	Date	Time	Grid References		Casualties Ftl	Ser	Slt	Causation Factors/ Prob	Ped L M D	Light	Weather	Road Surface	Vehicle Types
B-00887-15	Slight	01/10/2015	0710	436663	401584	0	0	3	509V1A 103V1B 707V1B	0 0 0	Light	Fine without high winds	Dry	9 9
1651918	Slight	23/02/2016	0740	435283	400373	0	0	1	509V1B 510V1B	0 0 0	Light	Fine without high winds	Dry	9 9
1676875	Slight	17/03/2016	1915	436636	401086	0	0	1	605V1B 509V1B	0 0 0	Dark	Fine without high winds	Dry	9
1656002	Slight	18/03/2016	1815	434962	400306	0	0	1	405V2A 406V2A	0 0 0	Dark	Fine without high winds	Dry	1 9
1670167	Slight	02/04/2016	2240	434974	400380	0	0	2	406V2A	0 0 0	Dark	Fine without high winds	Dry	9 9
1675188	Slight	26/05/2016	0930	435304	400362	0	0	1	509V1B 408V2B 406V1A	0 0 0	Light	Raining without high winds	Wet/Damp	19 19
16117032	Slight	12/10/2016	1000	435206	400398	0	0	1	405V1A	0 0 0	Light	Fine with high winds	Wet/Damp	9 9
16133164	Slight	11/11/2016	1409	435005	400479	0	0	1	403V1B	0 0 0	Light	Fine without high winds	Dry	9 9
16136187	Slight	23/11/2016	0930	435897	401392	0	0	1	204V2A	0 0 0	Light	Fine without high winds	Wet/Damp	9 19
16137768	Slight	05/12/2016	1620	436693	401606	0	0	1	403V1A 406V1A 307V1A	0 0 0	Dark	Fine without high winds	Dry	9 21
16142060	Slight	21/12/2016	1530	434951	400355	0	0	1	109V2A 406V1A	0 0 0	Light	Fine without high winds	Wet/Damp	9 9
16146634	Slight	24/12/2016	1950	435295	400372	0	0	1	802C1A 808C1A 806C1A	5 2 7	Dark	Fine without high winds	Dry	9
17153961	Slight	06/02/2017	1949	435562	400148	0	0	1	405V1B 809C1B	10 9 9	Dark	Raining without high winds	Wet/Damp	9
17181437	Serious	12/05/2017	1517	435064	400745	0	1	0	206V1B 108V1B	0 0 0	Light	Fine without high winds	Dry	21
17190689	Slight	04/06/2017	1130	435118	400410	0	0	2	405V2A	0 0 0	Light	Fine without high winds	Dry	9 9
17197981	Slight	30/06/2017	1615	435973	400465	0	0	1	802C1A	9 9 9	Light	Fine without high winds	Dry	9
17200109	Slight	08/07/2017	1155	434993	400437	0	0	2	602V1A 405V1A	0 0 0	Light	Fine without high winds	Dry	9 9 9 9
17216358	Slight	14/08/2017	0820	435132	400461	0	0	1	403V2B	0 0 0	Light	Unknown	Dry	9 9
17221452	Slight	13/09/2017	1810	436212	400525	0	0	1	602V2A 406V2A 901V2A 710V2B	0 0 0	Light	Fine without high winds	Dry	9 9
17229645	Slight	20/09/2017	1250	436718	401578	0	0	2	403V3B	0 0 0	Light	Fine without high winds	Dry	9 9 9
17226366	Slight	26/09/2017	1417	435572	400133	0	0	1	403V1B	0 0 0	Light	Fine without high winds	Dry	11
17245445	Slight	14/11/2017	0500	436676	401582	0	0	1	602V2A	0 0 0	Dark	Fine without high winds	Dry	21 9
17256804	Slight	18/12/2017	1445	435071	400681	0	0	1	602V2A	0 0 0	Light	Fine without high winds	Dry	9 9
Column Totals						1	1	69			**Light :** 28 **Dark :** 19		**Dry :** 37 **Wet :** 10	

Accidents between dates **01/01/2013** **and** **31/12/2017** (60) months

Selection:

Selected using Build Query : Local_auth = 'Barnsley'

Notes:

BWB Consulting Limited Ahmad Huneidi

Police Ref.	Acc Class	Date	Time	Grid References	Casualties Ftl	Ser	Slt	Causation Factors/ Prob	Ped L	M	D	Light	Weather	Road Surface	Vehicle Types

Total number of accidents listed: 47

Appendix C
Automatic Traffic Count Survey Data

15 mins Vehicle Classification-Speed Data

Globals

Report Id	CustomList-1896
Descriptor	15 mins Vehicle Classification-Speed Data
Created by	MetroCount Traffic Executive
Creation Time (UTC)	2018-07-18T08:17:51
Legal	Copyright (c)1997 - 2016 MetroCount
Graphic	header.bmp
Language	English
Country	United Kingdom
Time	UTC + 60 min
Create Version	5.0.2.0
Metric	Non metric
Speed Unit	mph
Length Unit	ft
Mass Unit	ton

Dataset

Site Name	6058-1.
Site Attribute	HOYLAND BARNSLEY
File Name	Z:\Projects\6058 - Hoyland, Barnsley (LO - 04.07)\Raw data\6058-1. 0 2018-07-13 1026.EC0
File Type	Plus
Algorithm	Factory default axle
Description	B6096 HOYLAND RD @ EAST[30]
Lane	0
Direction	8
Direction Text	8 - East bound A|B, West bound B|A.
Layout Text	Axle sensors - Paired (Class/Speed/Count)
Setup Time	2018-07-05T11:05:59
Start Time	2018-07-05T11:05:59
Finish Time	2018-07-13T10:31:26
Operator	ME
Configuration	40 MC5600 00 00 00 00 00 ? Y745E99P MC56-L5 [MC55] (c)Microcom 19Oct04

Profile

Name	30_40
Title	MetroCount Traffic Executive
Graphic Logo	
Header	
Footer	
Percentile 1	85
Percentile 2	95
Pace	10
Filter Start	2018-07-06T00:00:00
Filter End	2018-07-13T00:00:00
Class Scheme	Euro13
F	Cls(1-12) Dir(AB) Sp(6,99) Headway()0) Span(0 - 328.084) Lane(0-16)
Low Speed	6
High Speed	99
Posted Limit	19
Speed Limits	19 19 19 19 19 19 19 19 19 19
Separation	0.000
Separation Type	Headway
Direction	Eastbound
Encoded Direction	15

Column

Time	24-hour time (0000 - 2359)
Total	Number in time step
Cls 1	Class totals
Cls 2	Class totals
Cls 3	Class totals
Cls 4	Class totals
Cls 5	Class totals
Cls 6	Class totals
Cls 7	Class totals
Cls 8	Class totals
Cls 9	Class totals
Cls 10	Class totals
Cls 11	Class totals
Cls 12	Class totals
SpCls 1	Speed averages by class
SpCls 2	Speed averages by class
SpCls 3	Speed averages by class
SpCls 4	Speed averages by class
SpCls 5	Speed averages by class
SpCls 6	Speed averages by class
SpCls 7	Speed averages by class
SpCls 8	Speed averages by class
SpCls 9	Speed averages by class
SpCls 10	Speed averages by class
SpCls 11	Speed averages by class
SpCls 12	Speed averages by class
Vbin 0 10	Speed bin totals
Vbin 10 15	Speed bin totals
Vbin 15 20	Speed bin totals
Vbin 20 25	Speed bin totals
Vbin 25 30	Speed bin totals
Vbin 30 35	Speed bin totals
Vbin 35 40	Speed bin totals
Vbin 40 45	Speed bin totals
Vbin 45 50	Speed bin totals
Vbin 50 60	Speed bin totals
Vbin 60 70	Speed bin totals
Vbin 70 100	Speed bin totals

Friday 06 July 2018

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	SpCls 1	SpCls 2	SpCls 3	SpCls 4	SpCls 5	SpCls 6
0000	6	6	0	0	0	0	0	0	0	0	0	0	0	29.2	0.0	0.0	0.0	0.0	0.0
0015	6	6	0	0	0	0	0	0	0	0	0	0	0	32.0	0.0	0.0	0.0	0.0	0.0
0030	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0
0045	3	3	0	0	0	0	0	0	0	0	0	0	0	29.0	0.0	0.0	0.0	0.0	0.0
0100	2	2	0	0	0	0	0	0	0	0	0	0	0	28.3	0.0	0.0	0.0	0.0	0.0
0115	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0
0130	3	2	0	0	1	0	0	0	0	0	0	0	0	34.5	0.0	0.0	26.9	0.0	0.0
0145	2	2	0	0	0	0	0	0	0	0	0	0	0	30.0	0.0	0.0	0.0	0.0	0.0
0200	1	1	0	0	0	0	0	0	0	0	0	0	0	28.9	0.0	0.0	0.0	0.0	0.0
0215	1	1	0	0	0	0	0	0	0	0	0	0	0	27.5	0.0	0.0	0.0	0.0	0.0
0230	2	1	1	0	0	0	0	0	0	0	0	0	0	27.5	29.6	0.0	0.0	0.0	0.0
0245	1	1	0	0	0	0	0	0	0	0	0	0	0	30.4	0.0	0.0	0.0	0.0	0.0
0300	2	1	1	0	0	0	0	0	0	0	0	0	0	28.5	29.3	0.0	0.0	0.0	0.0
0315	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0
0330	2	2	0	0	0	0	0	0	0	0	0	0	0	28.3	0.0	0.0	0.0	0.0	0.0
0345	1	1	0	0	0	0	0	0	0	0	0	0	0	34.3	0.0	0.0	0.0	0.0	0.0
0400	1	1	0	0	0	0	0	0	0	0	0	0	0	34.4	0.0	0.0	0.0	0.0	0.0
0415	2	1	0	1	0	0	0	0	0	0	0	0	0	32.0	0.0	32.8	0.0	0.0	0.0
0430	7	6	1	0	0	0	0	0	0	0	0	0	0	30.7	25.6	0.0	0.0	0.0	0.0
0445	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0
0500	5	5	0	0	0	0	0	0	0	0	0	0	0	27.7	0.0	0.0	0.0	0.0	0.0
0515	14	14	0	0	0	0	0	0	0	0	0	0	0	27.9	0.0	0.0	0.0	0.0	0.0
0530	14	11	0	3	0	0	0	0	0	0	0	0	0	31.3	0.0	30.7	0.0	0.0	0.0
0545	13	12	1	0	0	0	0	0	0	0	0	0	0	29.1	30.2	0.0	0.0	0.0	0.0
0600	32	29	0	1	2	0	0	0	0	0	0	0	0	31.4	0.0	34.3	29.7	0.0	0.0
0615	30	28	1	0	0	0	0	0	0	0	0	0	1	27.8	31.1	0.0	0.0	0.0	0.0
0630	26	26	0	0	0	0	0	0	0	0	0	0	0	31.8	0.0	0.0	0.0	0.0	0.0
0645	30	24	3	0	2	0	0	0	0	0	0	0	1	28.1	29.9	0.0	25.6	0.0	0.0
0700	38	36	0	1	1	0	0	0	0	0	0	0	0	29.8	0.0	31.0	26.8	0.0	0.0
0715	70	67	1	2	0	0	0	0	0	0	0	0	0	27.9	29.9	26.5	0.0	0.0	0.0
0730	67	65	2	0	0	0	0	0	0	0	0	0	0	29.6	32.5	0.0	0.0	0.0	0.0
0745	85	80	3	1	1	0	0	0	0	0	0	0	0	28.4	28.2	26.5	24.3	0.0	0.0
[illegible]																			

Saturday 07 July 2018

[illegible]

Sunday 08 July 2018

[illegible]

Monday 09 July 2018

Vehicles = 4409
Posted speed limit = 19 mph, Exceeding = 4323 (98.05%), Mean Exceeding = 28.07 mph
Maximum = 77.0 mph, Minimum = 8.9 mph, Mean = 27.8 mph
85% Speed = 31.04 mph, 95% Speed = 33.44 mph, Median = 27.85 mph
10 mph Pace = 23 - 33, Number in Pace = 3850 (87.32%)
Variance = 13.79, Standard Deviation = 3.71 mph

Tuesday 10 July 2018

Vehicles = 4703
Posted speed limit = 19 mph, Exceeding = 4597 (97.75%), Mean Exceeding = 28.22 mph
Maximum = 89.1 mph, Minimum = 6.4 mph, Mean = 28.0 mph
85% Speed = 31.32 mph, 95% Speed = 33.72 mph, Median = 28.13 mph
10 mph Pace = 23 - 33, Number in Pace = 4042 (85.95%)
Variance = 16.45, Standard Deviation = 4.06 mph

Wednesday 11 July 2018

Vehicles = 4586
Posted speed limit = 19 mph, Exceeding = 4488 (97.86%), Mean Exceeding = 28.34 mph
Maximum = 59.7 mph, Minimum = 7.7 mph, Mean = 28.1 mph
85% Speed = 31.48 mph, 95% Speed = 34.23 mph, Median = 28.07 mph
10 mph Pace = 23 - 33, Number in Pace = 3860 (84.17%)
Variance = 16.45, Standard Deviation = 4.06 mph

Thursday 12 July 2018

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	SpCls 1	SpCls 2	SpCls 3	SpCls 4	SpCls 5	SpCls 6	SpCls 7	SpCls 8	SpCls 9	SpCls 10	SpCls 11	SpCls 12	Vbin 0 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 60	Vbin 60 70	Vbin 70 100
07-19	3747	3563	145	7	13	1	0	0	3	0	0	0	15	27.4	27.7	27.2	25.2	23.1	0.0	0.0	24.6	0.0	0.0	0.0	25.9	10	24	95	554	2327	669	63	0	1	0	1	3
06-22	4454	4247	162	10	15	1	0	0	3	0	0	0	16	27.7	27.8	28.0	25.1	23.1	0.0	0.0	24.6	0.0	0.0	0.0	25.9	12	27	101	614	2708	890	92	4	2	0	1	3
06-00	4581	4365	164	13	17	2	0	0	3	0	0	0	17	27.8	27.9	29.0	24.8	24.6	0.0	0.0	24.6	0.0	0.0	0.0	26.2	12	27	102	622	2761	938	104	7	4	0	1	3
00-00	4672	4453	165	14	18	2	0	0	3	0	0	0	17	27.8	27.9	29.2	25.3	24.6	0.0	0.0	24.6	0.0	0.0	0.0	26.2	12	27	102	624	2800	978	114	7	4	0	1	3

Vehicles = 4672
Posted speed limit = 19 mph, Exceeding = 4561 (97.62%), Mean Exceeding = 28.11 mph
Maximum = 89.1 mph, Minimum = 6.2 mph, Mean = 27.8 mph
85% Speed = 31.09 mph, 95% Speed = 33.61 mph, Median = 27.79 mph
10 mph Pace = 23 - 33, Number in Pace = 4033 (86.32%)
Variance = 16.20, Standard Deviation = 4.02 mph

Virtual Week (1)

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	SpCls 1	SpCls 2	SpCls 3	SpCls 4	SpCls 5	SpCls 6	SpCls 7	SpCls 8	SpCls 9	SpCls 10	SpCls 11	SpCls 12	Vbin 0 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 60	Vbin 60 70	Vbin 70 100
Mon	4409	4186	168	25	13	4	0	0	4	0	0	0	9	27.8	28.6	28.7	24.9	27.4	0.0	0.0	22.9	0.0	0.0	0.0	28.7	3	20	94	605	2651	923	96	12	4	0	0	1
Tue	4703	4432	232	6	10	5	0	0	3	0	1	0	14	28.1	27.8	27.8	25.3	23.5	0.0	0.0	19.9	0.0	25.9	0.0	27.1	12	28	100	606	2713	1107	114	15	3	4	0	1
Wed	4586	4278	262	18	7	2	0	0	1	1	0	0	17	28.1	27.7	28.7	23.7	24.0	0.0	0.0	25.6	25.5	0.0	0.0	25.3	4	35	80	674	2511	1109	143	24	2	4	0	0
Thu	4672	4453	165	14	18	2	0	0	3	0	0	0	17	27.8	27.9	29.2	25.3	24.6	0.0	0.0	24.6	0.0	0.0	0.0	26.2	12	27	102	624	2800	978	114	7	4	0	1	3
Fri	4971	4696	231	16	7	1	0	1	3	2	1	0	13	28.0	28.4	28.5	26.9	25.9	0.0	22.8	27.8	26.2	26.1	0.0	27.6	16	17	73	663	2932	1129	121	11	5	0	4	0
Sat	3697	3538	134	10	2	0	0	0	2	1	0	0	10	28.6	29.1	30.1	16.0	0.0	0.0	0.0	22.7	21.8	0.0	0.0	26.2	1	3	37	484	2018	989	144	15	2	2	2	0
Sun	3325	3192	119	8	1	2	0	0	0	2	0	0	1	28.4	28.9	29.4	14.5	29.4	0.0	0.0	0.0	25.7	0.0	0.0	29.0	1	7	41	424	1856	889	87	14	2	4	0	0
--	30363	28775	1311	97	58	16	0	1	16	6	2	0	81	28.1	28.2	28.9	24.7	25.6	0.0	22.8	23.7	25.2	26.0	0.0	26.7	49	137	527	4080	17481	7124	819	98	22	14	7	5

Vehicles = 30363
Posted speed limit = 19 mph, Exceeding = 29808 (98.17%), Mean Exceeding = 28.32 mph
Maximum = 89.1 mph, Minimum = 6.2 mph, Mean = 28.1 mph
85% Speed = 31.43 mph, 95% Speed = 33.95 mph, Median = 28.07 mph
10 mph Pace = 23 - 33, Number in Pace = 26069 (85.86%)
Variance = 15.31, Standard Deviation = 3.91 mph

15 mins Vehicle Classification-Speed Data

Globals

Report Id	CustomList-1896
Descriptor	15 mins Vehicle Classification-Speed Data
Created by	MetroCount Traffic Executive
Creation Time (UTC)	2018-07-18T08:19:06
Legal	Copyright (c)1997 - 2016 MetroCount
Graphic	header.bmp
Language	English
Country	United Kingdom
Time	UTC + 60 min
Create Version	5.0.2.0
Metric	Non metric
Speed Unit	mph
Length Unit	ft
Mass Unit	ton

Dataset

Site Name	6058-1.
Site Attribute	HOYLAND BARNSLEY
File Name	Z:\Projects\6058 - Hoyland, Barnsley (LO - 04.07)\Raw data\6058-1. 0 2018-07-13 1026.EC0
File Type	Plus
Algorithm	Factory default axle
Description	B6096 HOYLAND RD @ EAST[30]
Lane	0
Direction	8
Direction Text	8 - East bound A]B, West bound B]A.
Layout Text	Axle sensors - Paired (Class/Speed/Count)
Setup Time	2018-07-05T11:05:59
Start Time	2018-07-05T11:05:59
Finish Time	2018-07-13T10:31:26
Operator	ME
Configuration	40 MC5600 00 00 00 00 00 ? Y745E99P MC56-L5 [MC55] (c)Microcom 19Oct04

Profile

Name	30_40
Title	MetroCount Traffic Executive
Graphic Logo	
Header	
Footer	
Percentile 1	85
Percentile 2	95
Pace	10
Filter Start	2018-07-06T00:00:00
Filter End	2018-07-13T00:00:00
Class Scheme	Euro13
F	Cls(1-12) Dir(BA) Sp(6,99) Headway()0) Span(0 - 328.084) Lane(0-16)
Low Speed	6
High Speed	99
Posted Limit	19
Speed Limits	19 19 19 19 19 19 19 19 19 19 19
Separation	0.000
Separation Type	Headway
Direction	Westbound
Encoded Direction	15

Column

Time	24-hour time (0000 - 2359)
Total	Number in time step
Cls 1	Class totals
Cls 2	Class totals
Cls 3	Class totals
Cls 4	Class totals
Cls 5	Class totals
Cls 6	Class totals
Cls 7	Class totals
Cls 8	Class totals
Cls 9	Class totals
Cls 10	Class totals
Cls 11	Class totals
Cls 12	Class totals
SpCls 1	Speed averages by class
SpCls 2	Speed averages by class
SpCls 3	Speed averages by class
SpCls 4	Speed averages by class
SpCls 5	Speed averages by class
SpCls 6	Speed averages by class
SpCls 7	Speed averages by class
SpCls 8	Speed averages by class
SpCls 9	Speed averages by class
SpCls 10	Speed averages by class
SpCls 11	Speed averages by class
SpCls 12	Speed averages by class
Vbin 0 10	Speed bin totals
Vbin 10 15	Speed bin totals
Vbin 15 20	Speed bin totals
Vbin 20 25	Speed bin totals
Vbin 25 30	Speed bin totals
Vbin 30 35	Speed bin totals
Vbin 35 40	Speed bin totals
Vbin 40 45	Speed bin totals
Vbin 45 50	Speed bin totals
Vbin 50 60	Speed bin totals
Vbin 60 70	Speed bin totals
Vbin 70 100	Speed bin totals

Friday 06 July 2018

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	SpCls 1	SpCls 2	SpCls 3	SpCls 4	SpCls 5	SpCls 6	SpCls 7	SpCls 8	SpCls 9	SpCls 10	SpCls 11	SpCls 12	Vbin 0 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 60	Vbin 60 70	Vbin 70 100
0000	10	8	1	1	0	0	0	0	0	0	0	0	0	30.9	25.4	22.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	2	3	4	1	0	0	0	0	0
0015	6	6	0	0	0	0	0	0	0	0	0	0	0	29.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	1	1	4	0	0	0	0	0	0
0030	2	1	1	0	0	0	0	0	0	0	0	0	0	23.6	36.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	1	0	0	1	0	0	0	0	0
0045	3	3	0	0	0	0	0	0	0	0	0	0	0	28.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	2	1	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0
0115	2	2	0	0	0	0	0	0	0	0	0	0	0	29.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	1	1	0	0	0	0	0	0
0130	3	2	1	0	0	0	0	0	0	0	0	0	0	30.1	30.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	3	0	0	0	0	0	0
0145	2	2	0	0	0	0	0	0	0	0	0	0	0	25.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	2	0	0	0	0	0	0	0
0200	1	1	0	0	0	0	0	0	0	0	0	0	0	23.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	1	0	0	0	0	0	0	0	0
0215	2	1	1	0	0	0	0	0	0	0	0	0	0	28.0	30.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	1	1	0	0	0	0	0	0
0230	3	3	0	0	0	0	0	0	0	0	0	0	0	29.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	1	2	0	0	0	0	0	0
0245	1	1	0	0	0	0	0	0	0	0	0	0	0	21.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	1	0	0	0	0	0	0	0	0
0300	4	3	1	0	0	0	0	0	0	0	0	0	0	26.3	27.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	1	2	1	0	0	0	0	0	0
0315	4	3	1	0	0	0	0	0	0	0	0	0	0	33.4	25.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	1	3	0	0	0	0	0	0
0330	4	4	0	0	0	0	0	0	0	0	0	0	0	30.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	1	3	0	0	0	0	0	0
0345	3	1	2	0	0	0	0	0	0	0	0	0	0	36.3	32.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	1	0	2	0	0	0	0	0
0400	3	3	0	0	0	0	0	0	0	0	0	0	0	29.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	1	1	0	1	0	0	0	0	0
0415	1	1	0	0	0	0	0	0	0	0	0	0	0	27.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	1	0	0	0	0	0	0	0
0430	10	10	0	0	0	0	0	0	0	0	0	0	0	28.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	1	0	6	3	0	0	0	0	0	0
0445	8	7	1	0	0	0	0	0	0	0	0	0	0	31.5	31.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	3	4	0	1	0	0	0	0
0500	15	13	2	0	0	0	0	0	0	0	0	0	0	29.5	35.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	9	4	1	1	0	0	0	0
0515	30	29	0	0	0	1	0	0	0	0	0	0	0	30.9	0.0	0.0	0.0	34.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	3	12	9	5	0	1	0	0	0
0530	20	19	1	0	0	0	0	0	0	0	0	0	0	31.9	30.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	1	5	9	5	0	0	0	0	0
0545	31	28	3	0	0	0	0	0	0	0	0	0	0	30.9	36.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	1	0	8	14	8	0	0	0	0	0
0600	49	46	3	0	0	0	0	0	0	0	0	0	0	31.3	26.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	1	19	18	11	0	0	0	0	0
0615	57	53	4	0	0	0	0	0	0	0	0	0	0	29.4	30.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	7	24	23	3	0	0	0	0	0
0630	66	55	9	1	0	0	0	0	0	0	0	0	1	29.9	29.2	22.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	25.8	0	0	0	5	33	23	3	2	0	0	0	0
0645	68	61	7	0	0	0	0	0	0	0	0	0	0	29.4	30.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	5	39	20	3	1	0	0	0	0
0700	67	59	7	0	0	0	0	0	0	0	0	0	1	30.1	29.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	28.7	0	0	0	3	26	36	2	0	0	0	0	0
0715	120	110	8	0	0	1	0	0	0	0	0	0	1	27.7	29.2	0.0	0.0	25.6	0.0	0.0	0.0	0.0	0.0	0.0	26.1	0	0	1	14	87	17	1	0	0	0	0	0
0730	136	117	17	0	0	2	0	0	0	0	0	0	0	26.7	28.4	0.0	0.0	26.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	1	3	29	84	18	1	0	0	0	0	0
0745	107	99	7	0	1	0	0	0	0	0	0	0	0	27.8	26.5	0.0	17.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	1	12	79	14	0	1	0	0	0	0
0800	142	131	11	0	0	0	0	0	0	0	0	0	0	26.3	24.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	1	5	39	83	14	0	0	0	0	0	0
0815	122	115	5	1	0	1	0	0	0	0	0	0	0	27.4	28.5	23.9	0.0	28.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	22	82	18	0	0	0	0	0	0
0830	124	121	3	0	0	0	0	0	0	0	0	0	0	26.9	28.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	30	75	17	2	0	0	0	0	0
0845	98	94	4	0	0	0	0	0	0	0	0	0	0	25.4	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	2	7	26	57	6	0	0	0	0	0	0
0900	82	74	7	0	0	0	0	0	1	0	0	0	0	24.8	24.9	0.0	0.0	0.0	0.0	0.0	27.4	0.0	0.0	0.0	0.0	0	0	12	30	36	4	0	0	0	0	0	0
0915	90	82	8	0	0	0	0	0	0	0	0	0	0	26.5	26.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	24	55	11	0	0	0	0	0	0
0930	79	72	5	0	0	1	0	0	0	0	0	0	1	27.2	27.8	0.0	0.0	20.4	0.0	0.0	0.0	0.0	0.0	0.0	25.8	0	0	0	12	55	11	1	0	0	0	0	0
0945	83	75	7	0	0	0	0	0	0	0	0	0	1	26.7	26.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	23.3	0	0	0	26	46	10	1	0	0	0	0	0
1000	97	88	6	1	0	0	0	0	0	0	0	0	2	26.5	25.8	26.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	21.6	0	1	1	30	51	14	0	0	0	0	0	0
1015	98	94	3	0	0	0	0	0	0	0	0	0	1	27.3	27.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	25.0	0	0	0	24	58	16	0	0	0	0	0	0
1030	87	81	3	0	0	0	0	0	0	0	0	0	3	25.8	23.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	23.6	0	0	7	25	48	7	0	0	0	0	0	0
1045	88	76	8	1	0	0	0	0	0	1	0	0	2	26.9	23.3	27.4	0.0	0.0	0.0	0.0	0.0	22.3	0.0	0.0	24.6	0	0	1	30	43	13	1	0	0	0	0	0
1100	74	66	4	1	0	0	0	0	0	0	0	0	3	25.9	24.6	22.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	22.6	1	0	1	27	39	6	0	0	0	0	0	0
1115	96	87	7	0	0	0	0	0	0	0	0	0	2	26.4	24.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	24.8	0	0	0	36	53	7	0	0	0	0	0	0
1130	86	79	5	0	0	0	0	0	0	0	0	0	2	25.0	22.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	21.2	0	1	9	34	35	7	0	0	0	0	0	0
1145	107	99	4	0	0	1	0	0	0	0	0	0	3	26.6	26.3	0.0	0.0	19.1	0.0	0.0	0.0	0.0	0.0	0.0	23.0	0	1	5	32	57	10	1	0	0	0	1	0
1200	103	99	4	0	0	0	0	0	0	0	0	0	0	26.3	26.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	1	33	60	9	0	0	0	0	0	0
1215	102	94	7	1	0	0	0	0	0	0	0	0	0	26.9	25.5	26.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	1	25	62	12	2	0	0	0	0	0
1230	104	88	12	0	1	0	0	0	0	1	0	0	2	25.5	26.3	0.0	21.2	0.0	0.0	0.0	0.0	24.8	0.0	0.0	22.0	0	0	1	49	47	6	1	0	0	0	0	0
1245	79	71	5	0	0	0	0	0	0	0	0	0	3	26.8	26.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	22.4	0	0	1	26	43	8	1	0	0	0	0	0
1300	86	81	4	0	0	1	0	0	0	0	0	0	0	26.6	28.1	0.0	0.0	15.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	2	22	52	10	0	0	0	0	0	0
1315	62	54	5	0	0	1	0	0	0	1	0	0	1	26.7	26.9	0.0	0.0	22.0	0.0	0.0	0.0	23.5	0.0	0.0	17.1	0	0	1	22	33	6	0	0	0	0	0	0
1330	93	86	5	0	0	0	0	0	1	0	0	0	1	26.1	25.5	0.0	0.0	0.0	0.0	0.0	20.8	0.0	0.0	0.0	24.8	0	0	5	22	61	5	0	0	0	0	0	0
1345	85	77	5	0	0	0	0	0	0	0	0	0	3	26.9	25.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	20.5	1	1	3	23	36	21	0	0	0	0	0	0
1400	78	69	7	0	0	0	0	0	0	0	0	0	2	26.7	26.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	26.0	0	1	2	19	46	8	2	0	0	0	0	0
1415	111	104	5	0	1	0	0	0	0	0	0	0	1	26.5	26.1	0.0	17.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	19.9	0	0	4	38	57	10	2	0	0	0	0	0
1430	120	111	6	1	0	0	0	0	0	0	0	0	2	26.1	24.9	24.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	25.3	0	0	0	44	70	5	1	0	0	0	0	0
1445	123	114	7	0	0	0	0	0	1	0	0	0	1	25.3	22.2	0.0	0.0	0.0	0.0	0.0	20.5	0.0	0.0	0.0	21.2	0	0	7	47	64	5	0	0	0	0	0	0
1500	124	111	10	1	0	0	0	0	0	0	0	0	2	25.0	25.8	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	23.6	0	0	6	60	51	7	0	0	0	0	0	0
1515	101	92	8	0	0	0	0	0	0	0	0	0	1	26.2	26.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	21.5	0	0	2	37	48	14	0	0	0	0	0	0
1530	92	83	7	1	1	0	0	0	0	0	0	0	0	26.5	26.6	27.1	23.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	2	1	23	56	10	0	0	0	0	0	0
1545	97	90	6	0	0	0	0	0	0	0	0	0	1	26.8	26.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	26.0	0	0	0	30	55	11	1	0	0	0	0	0
1600	109	96	11	0	0	0	0	0	0	0	0	0	2	26.8	27.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	25.2	0	0	2	28	67	10	2	0	0	0	0	0
1615	120	113	7	0	0	0	0	0	0	0	0	0	0	26.7	26.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	3	26	76	14	1	0	0	0	0	0
1630	101	94	6	1	0	0	0	0	0	0	0	0	0	27.2	25.7	16.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	4	21	62	13	1	0	0	0	0	0
1645	116	106	9	1	0	0	0	0	0	0	0	0	0	27.3	28.1	20.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	1	27	63	24	0	0	0	0	1	0
1700	126	120	4	1	1	0	0	0	0	0	0	0	0	25.8	24.0	23.9	19.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	7	46	59	13	1	0	0	0	0	0
1715	108	99	9	0	0	0	0	0	0	0	0	0	0	27.1	28.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	2	21	71	12	2	0	0	0	0	0
1730	112	105	5	0	0	0	0	0	0	0	0	0	2	26.1	25.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	24.6	0	0	1	38	63	9	1	0	0	0	0	0
1745	112	104	4	0	0	1	0	1	1	0	0	0	1	26.8	28.5	0.0	0.0	23.6	0.0	24.9	22.5	0.0	0.0	0.0	23.6	0	0	1	30	70	10	1	0	0	0	0	0
1800	105	101	3	0	0	0	0	1	0	0	0	0	0	27.0	24.8	0.0	0.0	0.0	0.0	24.0	0.0	0.0	0.0	0.0	0.0	0	0	1	27	64	13	0	0	0	0	0	0
1815	88	86	1	0	0	0	0	1	0	0	0	0	0	26.7	19.3	0.0	0.0	0.0	0.0	21.2	0.0	0.0	0.0	0.0	0.0	0	0	1	24	54	9	0	0	0	0	0	0
1830	73	66	4	0	0	0	0	0	1	0	0	0	2	26.6	25.8	0.0	0.0	0.0	0.0	0.0	24.6	0.0	0.0	0.0	26.9	0	0	3	17	46	6	1	0	0	0	0	0
1845	92	89	2	0	0	0	0	0	0	0	0	0	1	26.9	26.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	23.3	0	2	1	18	59	12	0	0	0	0	0	0
1900	67	63	3	0	0	0	0	0	0	0	0	0	1	26.9	27.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	19.6	0	0	1	21	38	6	0	0	1	0	0	0
1915	78	73	3	0	0	0	0	0	1	0	0	0	1	27.9	27.3	0.0	0.0	0.0	0.0	0.0	24.5	0.0	0.0	0.0	22.6	0	0	0	15	45	16	1	1	0	0	0	0
1930	63	63	0	0	0	0	0	0	0	0	0	0	0	28.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	4	37	21	1	0	0	0	0	0
1945	54	53	1	0	0	0	0	0	0	0	0	0	0	27.4	19.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	1	12	29	11	1	0	0	0	0	0
2000	61	60	1	0	0	0	0	0	0	0	0	0	0	28.4	41.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	11	34	12	3	1	0	0	0	0
2015	53	50	2	0	0	0	0	0	0	0	0	0	1	27.1	28.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	27.6	0	0	1	11	31	9	1	0	0	0	0	0
2030	51	49	2	0	0	0	0	0	0	0	0	0	0	27.7	29.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	6	37	6	2	0	0	0	0	0
2045	32	30	2	0	0	0	0	0	0	0	0	0	0	27.7	27.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	7	18	5	2	0	0	0	0	0
2100	46	46	0	0	0	0	0	0	0	0	0	0	0	27.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	7	32	6	1	0	0	0	0	0
2115	38	36	1	0	0	0	0	0	0	0	0	0	1	28.0	25.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	25.4	0	0	0	7	21	9	1	0	0	0	0	0
2130	40	38	2	0	0	0	0	0	0	0	0	0	0	27.7	24.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	1	6	28	4	1	0	0	0	0	0
2145	28	26	2	0	0	0	0	0	0	0	0	0	0	28.3	23.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	1	1	4	12	8	2	0	0	0	0	0
2200	27	26	0	0	0	0	0	0	0	0	0	0	1	30.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	26.0	0	0	0	2	13	7	5	0	0	0	0	0
2215	28	28	0	0	0	0	0	0	0	0	0	0	0	28.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	4	18	5	0	1	0	0	0	0
2230	23	22	0	0	0	0	0	0	0	0	0	0	1	27.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	19.6	0	0	1	5	12	4	1	0	0	0	0	0
2245	16	15	0	1	0	0	0	0	0	0	0	0	0	29.4	0.0	25.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	8	8	0	0	0	0	0	0
2300	23	22	1	0	0	0	0	0	0	0	0	0	0	26.5	28.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	9	12	2	0	0	0	0	0	0
2315	24	23	0	1	0	0	0	0	0	0	0	0	0	26.3	0.0	24.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	11	9	4	0	0	0	0	0	0
2330	16	16	0	0	0	0	0	0	0	0	0	0	0	30.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	2	5	6	3	0	0	0	0	0
2345	14	14	0	0	0	0	0	0	0	0	0	0	0	29.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	1	6	7	0	0	0	0	0	0	0
07-19	**4805**	**4422**	**297**	**11**	**5**	**9**	**0**	**3**	**5**	**3**	**0**	**0**	**50**	**26.6**	**26.2**	**24.0**	**19.9**	**23.0**	**0.0**	**23.4**	**23.2**	**23.5**	**0.0**	**0.0**	**23.5**	**2**	**13**	**117**	**1348**	**2744**	**548**	**30**	**1**	**0**	**0**	**2**	**0**
06-22	**5656**	**5224**	**339**	**12**	**5**	**9**	**0**	**3**	**6**	**3**	**0**	**0**	**55**	**26.8**	**26.5**	**23.9**	**19.9**	**23.0**	**0.0**	**23.4**	**23.4**	**23.5**	**0.0**	**0.0**	**23.5**	**2**	**14**	**122**	**1477**	**3221**	**745**	**66**	**6**	**1**	**0**	**2**	**0**
06-00	**5827**	**5390**	**340**	**14**	**5**	**9**	**0**	**3**	**6**	**3**	**0**	**0**	**57**	**26.9**	**26.5**	**24.1**	**19.9**	**23.0**	**0.0**	**23.4**	**23.4**	**23.5**	**0.0**	**0.0**	**23.5**	**2**	**14**	**123**	**1511**	**3304**	**788**	**75**	**7**	**1**	**0**	**2**	**0**
00-00	**5995**	**5541**	**355**	**15**	**5**	**10**	**0**	**3**	**6**	**3**	**0**	**0**	**57**	**27.0**	**26.7**	**23.9**	**19.9**	**24.2**	**0.0**	**23.4**	**23.4**	**23.5**	**0.0**	**0.0**	**23.5**	**2**	**14**	**125**	**1523**	**3365**	**854**	**99**	**9**	**2**	**0**	**2**	**0**

Vehicles = 5995
Posted speed limit = 19 mph, Exceeding = 5909 (98.57%), Mean Exceeding = 27.05 mph
Maximum = 67.1 mph, Minimum = 7.3 mph, Mean = 26.9 mph
85% Speed = 30.14 mph, 95% Speed = 32.77 mph, Median = 26.79 mph
10 mph Pace = 22 - 32, Number in Pace = 5201 (86.76%)
Variance = 12.87, Standard Deviation = 3.59 mph

Saturday 07 July 2018

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	SpCls 1	SpCls 2	SpCls 3	SpCls 4	SpCls 5	SpCls 6	SpCls 7	SpCls 8	SpCls 9	SpCls 10	SpCls 11	SpCls 12	Vbin 0 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 60	Vbin 60 70	Vbin 70 100
0000	16	15	0	1	0	0	0	0	0	0	0	0	0	29.9	0.0	26.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	1	9	4	2	0	0	0	0	0
0015	6	6	0	0	0	0	0	0	0	0	0	0	0	28.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	1	4	1	0	0	0	0	0	0
0030	10	9	0	1	0	0	0	0	0	0	0	0	0	28.5	0.0	20.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	1	7	2	0	0	0	0	0	0
0045	9	9	0	0	0	0	0	0	0	0	0	0	0	26.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	4	3	2	0	0	0	0	0	0
0100	6	6	0	0	0	0	0	0	0	0	0	0	0	32.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	1	1	2	1	1	0	0	0	0
0115	8	8	0	0	0	0	0	0	0	0	0	0	0	26.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	1	7	0	0	0	0	0	0	0
0130	2	2	0	0	0	0	0	0	0	0	0	0	0	21.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	1	1	0	0	0	0	0	0	0	0
0145	3	3	0	0	0	0	0	0	0	0	0	0	0	32.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	1	1	1	0	0	0	0	0
0200	3	3	0	0	0	0	0	0	0	0	0	0	0	28.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	2	1	0	0	0	0	0	0
0215	4	4	0	0	0	0	0	0	0	0	0	0	0	26.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	1	3	0	0	0	0	0	0	0
0230	2	2	0	0	0	0	0	0	0	0	0	0	0	39.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	1	0	0	0	0	1	0	0
0245	1	1	0	0	0	0	0	0	0	0	0	0	0	34.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	1	0	0	0	0	0	0
0300	3	3	0	0	0	0	0	0	0	0	0	0	0	26.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	3	0	0	0	0	0	0	0
0315	3	3	0	0	0	0	0	0	0	0	0	0	0	34.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	1	0	2	0	0	0	0	0
0330	4	4	0	0	0	0	0	0	0	0	0	0	0	28.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	3	1	0	0	0	0	0	0
0345	3	3	0	0	0	0	0	0	0	0	0	0	0	31.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	3	0	0	0	0	0	0
0400	7	7	0	0	0	0	0	0	0	0	0	0	0	28.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	1	3	3	0	0	0	0	0	0
0415	1	1	0	0	0	0	0	0	0	0	0	0	0	28.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	1	0	0	0	0	0	0	0
0430	4	3	1	0	0	0	0	0	0	0	0	0	0	32.0	33.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	2	1	1	0	0	0	0	0
0445	5	5	0	0	0	0	0	0	0	0	0	0	0	33.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	4	1	0	0	0	0	0
0500	11	10	1	0	0	0	0	0	0	0	0	0	0	31.2	25.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	6	4	1	0	0	0	0	0
0515	10	10	0	0	0	0	0	0	0	0	0	0	0	29.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	8	2	0	0	0	0	0	0
0530	17	17	0	0	0	0	0	0	0	0	0	0	0	28.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	1	13	3	0	0	0	0	0	0
0545	12	11	1	0	0	0	0	0	0	0	0	0	0	32.8	37.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	1	1	5	5	0	0	0	0	0
0600	15	13	2	0	0	0	0	0	0	0	0	0	0	31.1	28.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	9	4	1	1	0	0	0	0
0615	24	23	1	0	0	0	0	0	0	0	0	0	0	29.6	30.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	1	2	10	9	2	0	0	0	0	0
0630	20	17	3	0	0	0	0	0	0	0	0	0	0	31.5	32.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	8	9	3	0	0	0	0	0
0645	23	20	2	0	0	0	0	0	0	0	1	0	0	29.6	30.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	22.1	0.0	0.0	0	0	0	3	12	7	1	0	0	0	0	0
0700	20	18	1	0	0	0	0	0	0	0	0	1	0	28.4	29.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	23.2	0.0	0	0	0	4	10	5	1	0	0	0	0	0
0715	28	21	7	0	0	0	0	0	0	0	0	0	0	29.4	32.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	2	13	10	2	1	0	0	0	0
0730	50	41	7	0	0	1	0	0	0	0	0	0	1	26.6	28.7	0.0	0.0	19.9	0.0	0.0	0.0	0.0	0.0	0.0	26.6	0	0	2	12	30	4	2	0	0	0	0	0
0745	38	32	5	0	1	0	0	0	0	0	0	0	0	31.0	27.2	0.0	25.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	2	15	18	2	1	0	0	0	0
0800	65	61	1	2	0	0	0	0	0	0	0	0	1	28.8	32.7	26.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	23.1	0	0	1	5	43	13	3	0	0	0	0	0
0815	45	42	3	0	0	0	0	0	0	0	0	0	0	29.7	32.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	3	22	17	2	1	0	0	0	0
0830	76	73	1	1	0	0	0	0	0	0	0	0	1	27.5	29.7	19.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	23.4	0	0	1	7	56	12	0	0	0	0	0	0
0845	67	62	5	0	0	0	0	0	0	0	0	0	0	27.7	28.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	2	7	41	16	1	0	0	0	0	0
0900	75	69	5	0	0	1	0	0	0	0	0	0	0	27.6	27.5	0.0	0.0	21.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	1	14	46	12	2	0	0	0	0	0
0915	67	65	1	0	0	1	0	0	0	0	0	0	0	27.8	26.4	0.0	0.0	30.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	1	1	9	37	17	2	0	0	0	0	0
0930	90	86	2	1	0	0	0	0	0	0	0	0	1	27.1	29.1	22.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	25.5	0	0	0	16	62	11	1	0	0	0	0	0
0945	85	81	4	0	0	0	0	0	0	0	0	0	0	26.5	24.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	2	29	39	15	0	0	0	0	0	0
1000	111	110	0	0	0	0	0	0	0	0	0	0	1	26.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	22.7	0	0	1	29	68	10	3	0	0	0	0	0
1015	88	82	5	1	0	0	0	0	0	0	0	0	0	27.5	28.6	22.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	1	9	61	17	0	0	0	0	0	0
1030	127	122	3	0	0	0	0	0	0	0	0	0	2	26.5	24.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	23.6	0	0	1	44	71	10	1	0	0	0	0	0
1045	104	99	5	0	0	0	0	0	0	0	0	0	0	26.4	27.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	2	29	63	8	2	0	0	0	0	0
1100	102	98	2	1	0	0	0	0	1	0	0	0	0	26.2	24.9	17.0	0.0	0.0	0.0	0.0	23.0	0.0	0.0	0.0	0.0	0	0	4	30	59	9	0	0	0	0	0	0
1115	106	100	5	0	0	0	0	0	0	0	0	0	1	26.9	28.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	26.4	0	0	0	29	59	18	0	0	0	0	0	0
1130	103	94	5	0	0	0	0	0	1	0	0	0	3	25.5	27.0	0.0	0.0	0.0	0.0	0.0	25.7	0.0	0.0	0.0	24.4	0	0	5	33	59	5	1	0	0	0	0	0
1145	110	106	3	0	0	0	0	0	0	0	0	0	1	26.6	24.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	23.2	0	0	3	31	64	10	2	0	0	0	0	0
1200	105	99	4	0	0	0	0	0	0	0	0	0	2	24.5	26.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	19.1	0	0	15	40	43	7	0	0	0	0	0	0
1215	106	103	3	0	0	0	0	0	0	0	0	0	0	26.8	31.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	3	22	67	12	2	0	0	0	0	0
1230	107	101	3	1	0	0	0	0	0	0	0	0	2	26.9	27.9	20.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	19.4	0	0	2	26	63	16	0	0	0	0	0	0
1245	100	98	2	0	0	0	0	0	0	0	0	0	0	26.5	26.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	34	56	10	0	0	0	0	0	0
1300	99	93	5	0	0	0	0	0	0	0	0	0	1	28.3	28.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	19.8	0	0	2	12	61	21	2	1	0	0	0	0
1315	103	99	4	0	0	0	0	0	0	0	0	0	0	27.6	28.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	3	19	56	22	2	1	0	0	0	0
1330	95	89	3	0	0	0	0	0	0	0	0	0	3	26.8	29.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	22.5	0	0	3	23	56	11	2	0	0	0	0	0
1345	78	74	3	0	0	0	0	0	0	0	0	0	1	26.7	26.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	19.2	0	0	7	10	51	9	1	0	0	0	0	0
1400	96	91	4	0	0	0	0	0	1	0	0	0	0	27.7	28.1	0.0	0.0	0.0	0.0	0.0	27.1	0.0	0.0	0.0	0.0	0	0	2	12	64	16	2	0	0	0	0	0
1415	92	89	3	0	0	0	0	0	0	0	0	0	0	26.9	29.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	1	19	61	11	0	0	0	0	0	0
1430	72	71	0	0	0	0	0	0	0	0	0	0	1	27.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	20.2	0	0	1	13	38	18	2	0	0	0	0	0
1445	69	65	2	0	0	0	0	0	0	0	0	0	2	27.7	27.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	23.7	0	1	3	12	34	16	3	0	0	0	0	0
1500	51	48	2	0	0	0	0	0	0	0	0	0	1	27.7	28.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	22.6	0	0	0	10	29	11	1	0	0	0	0	0
1515	47	44	1	0	0	0	0	0	0	0	0	0	2	27.7	29.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	25.6	0	0	0	10	31	5	0	0	1	0	0	0
1530	36	34	0	0	0	0	0	0	0	0	0	0	2	28.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	24.1	0	0	0	9	14	12	1	0	0	0	0	0
1545	55	49	5	0	1	0	0	0	0	0	0	0	0	28.0	30.3	0.0	20.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	1	13	22	16	3	0	0	0	0	0
1600	33	33	0	0	0	0	0	0	0	0	0	0	0	29.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	1	0	3	17	9	3	0	0	0	0	0
1615	33	32	0	0	0	0	0	0	0	0	0	0	1	27.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	21.2	0	0	0	5	21	7	0	0	0	0	0	0
1630	33	29	2	0	0	0	0	0	0	0	0	0	2	26.5	26.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	24.1	0	0	0	14	13	6	0	0	0	0	0	0
1645	35	35	0	0	0	0	0	0	0	0	0	0	0	28.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	8	16	10	1	0	0	0	0	0
1700	50	46	3	0	0	0	0	0	0	0	0	0	1	27.5	26.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	23.3	0	0	3	13	16	17	1	0	0	0	0	0
1715	64	61	2	1	0	0	0	0	0	0	0	0	0	27.6	24.4	23.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	19	32	11	1	1	0	0	0	0
1730	71	69	0	0	0	0	0	0	0	0	0	0	2	27.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	21.9	0	0	0	17	38	14	2	0	0	0	0	0
1745	67	66	0	0	0	0	0	0	0	0	0	0	1	27.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	25.7	0	0	4	13	33	15	2	0	0	0	0	0
1800	54	48	4	0	0	0	0	0	0	0	0	0	2	27.1	30.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	25.9	0	0	0	13	31	10	0	0	0	0	0	0
1815	60	60	0	0	0	0	0	0	0	0	0	0	0	26.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	1	2	15	33	9	0	0	0	0	0	0
1830	57	55	0	0	0	0	0	0	0	0	0	0	2	26.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	23.2	0	0	0	18	36	3	0	0	0	0	0	0
1845	39	37	1	0	0	0	0	0	0	0	0	0	1	27.1	31.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	22.6	0	0	0	10	25	4	0	0	0	0	0	0
1900	47	46	1	0	0	0	0	0	0	0	0	0	0	29.4	28.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	4	25	13	5	0	0	0	0	0
1915	54	52	1	0	0	0	0	0	0	0	0	0	1	27.7	32.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	23.0	0	0	2	11	27	12	2	0	0	0	0	0
1930	49	42	3	1	0	0	0	0	0	0	0	0	3	29.4	27.7	24.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	24.4	0	0	0	10	23	12	4	0	0	0	0	0
1945	59	57	2	0	0	0	0	0	0	0	0	0	0	27.6	29.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	1	12	30	14	2	0	0	0	0	0
2000	36	35	1	0	0	0	0	0	0	0	0	0	0	27.8	25.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	1	2	28	4	1	0	0	0	0	0
2015	53	52	1	0	0	0	0	0	0	0	0	0	0	27.0	22.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	17	26	10	0	0	0	0	0	0
2030	36	35	0	0	0	0	0	0	0	0	0	0	1	27.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	22.4	0	0	0	11	14	8	3	0	0	0	0	0
2045	34	34	0	0	0	0	0	0	0	0	0	0	0	28.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	7	15	10	2	0	0	0	0	0
2100	33	33	0	0	0	0	0	0	0	0	0	0	0	26.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	12	15	5	1	0	0	0	0	0
2115	27	26	0	0	0	0	0	0	0	0	0	0	1	26.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	23.3	0	0	0	10	14	1	2	0	0	0	0	0
2130	24	22	2	0	0	0	0	0	0	0	0	0	0	29.6	26.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	6	9	4	4	1	0	0	0	0
2145	31	30	1	0	0	0	0	0	0	0	0	0	0	28.0	24.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	11	11	7	1	1	0	0	0	0
2200	35	34	1	0	0	0	0	0	0	0	0	0	0	27.7	22.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	8	21	4	2	0	0	0	0	0
2215	30	29	0	1	0	0	0	0	0	0	0	0	0	26.4	0.0	20.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	2	6	19	3	0	0	0	0	0	0
2230	27	27	0	0	0	0	0	0	0	0	0	0	0	27.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	6	17	2	2	0	0	0	0	0
2245	23	23	0	0	0	0	0	0	0	0	0	0	0	28.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	4	13	5	1	0	0	0	0	0
2300	22	22	0	0	0	0	0	0	0	0	0	0	0	28.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	7	9	3	2	1	0	0	0	0
2315	25	25	0	0	0	0	0	0	0	0	0	0	0	27.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	1	4	15	4	1	0	0	0	0	0
2330	20	20	0	0	0	0	0	0	0	0	0	0	0	27.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	1	5	10	1	3	0	0	0	0	0
2345	28	28	0	0	0	0	0	0	0	0	0	0	0	27.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	7	14	6	1	0	0	0	0	0
07-19	**3464**	**3280**	**126**	**8**	**2**	**3**	**0**	**0**	**3**	**0**	**0**	**1**	**41**	**27.1**	**28.2**	**22.3**	**22.8**	**23.8**	**0.0**	**0.0**	**25.3**	**0.0**	**0.0**	**23.2**	**23.1**	**0**	**4**	**79**	**776**	**1975**	**565**	**58**	**6**	**1**	**0**	**0**	**0**
06-22	**4029**	**3817**	**146**	**9**	**2**	**3**	**0**	**0**	**3**	**0**	**1**	**1**	**47**	**27.3**	**28.3**	**22.5**	**22.8**	**23.8**	**0.0**	**0.0**	**25.3**	**0.0**	**22.1**	**23.2**	**23.2**	**0**	**4**	**84**	**894**	**2251**	**694**	**92**	**9**	**1**	**0**	**0**	**0**
06-00	**4239**	**4025**	**147**	**10**	**2**	**3**	**0**	**0**	**3**	**0**	**1**	**1**	**47**	**27.3**	**28.2**	**22.3**	**22.8**	**23.8**	**0.0**	**0.0**	**25.3**	**0.0**	**22.1**	**23.2**	**23.2**	**0**	**4**	**88**	**941**	**2369**	**722**	**104**	**10**	**1**	**0**	**0**	**0**
00-00	**4389**	**4170**	**150**	**12**	**2**	**3**	**0**	**0**	**3**	**0**	**1**	**1**	**47**	**27.4**	**28.3**	**22.5**	**22.8**	**23.8**	**0.0**	**0.0**	**25.3**	**0.0**	**22.1**	**23.2**	**23.2**	**0**	**4**	**89**	**955**	**2448**	**762**	**118**	**11**	**1**	**1**	**0**	**0**

Vehicles = 4389
Posted speed limit = 19 mph, Exceeding = 4331 (98.68%), Mean Exceeding = 27.50 mph
Maximum = 50.2 mph, Minimum = 13.9 mph, Mean = 27.4 mph
85% Speed = 30.79 mph, 95% Speed = 33.78 mph, Median = 27.18 mph
10 mph Pace = 23 - 33, Number in Pace = 3700 (84.30%)
Variance = 13.73, Standard Deviation = 3.71 mph

Sunday 08 July 2018

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	SpCls 1	SpCls 2	SpCls 3	SpCls 4	SpCls 5	SpCls 6	SpCls 7	SpCls 8	SpCls 9	SpCls 10	SpCls 11	SpCls 12	Vbin 0 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 60	Vbin 60 70	Vbin 70 100
0000	17	17	0	0	0	0	0	0	0	0	0	0	0	28.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	1	4	7	3	1	1	0	0	0	0
0015	12	11	1	0	0	0	0	0	0	0	0	0	0	24.5	23.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	2	4	6	0	0	0	0	0	0	0
0030	13	12	1	0	0	0	0	0	0	0	0	0	0	29.1	26.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	2	7	3	1	0	0	0	0	0
0045	11	11	0	0	0	0	0	0	0	0	0	0	0	28.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	5	2	3	1	0	0	0	0	0
0100	12	11	0	1	0	0	0	0	0	0	0	0	0	29.9	0.0	28.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	10	1	0	1	0	0	0	0
0115	10	10	0	0	0	0	0	0	0	0	0	0	0	29.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	1	6	2	1	0	0	0	0	0
0130	5	5	0	0	0	0	0	0	0	0	0	0	0	30.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	3	2	0	0	0	0	0	0
0145	10	9	1	0	0	0	0	0	0	0	0	0	0	27.5	38.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	2	6	0	2	0	0	0	0	0
0200	5	5	0	0	0	0	0	0	0	0	0	0	0	35.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	2	1	1	0	1	0	0	0
0215	9	9	0	0	0	0	0	0	0	0	0	0	0	27.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	1	6	2	0	0	0	0	0	0
0230	5	5	0	0	0	0	0	0	0	0	0	0	0	30.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	2	1	0	1	1	0	0	0	0
0245	7	7	0	0	0	0	0	0	0	0	0	0	0	31.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	1	2	3	1	0	0	0	0	0
0300	2	1	1	0	0	0	0	0	0	0	0	0	0	32.0	24.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	1	0	1	0	0	0	0	0	0
0315	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0
0330	6	6	0	0	0	0	0	0	0	0	0	0	0	31.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	3	2	0	1	0	0	0	0
0345	5	5	0	0	0	0	0	0	0	0	0	0	0	31.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	1	4	0	0	0	0	0	0
0400	1	1	0	0	0	0	0	0	0	0	0	0	0	28.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	1	0	0	0	0	0	0	0
0415	8	8	0	0	0	0	0	0	0	0	0	0	0	25.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	1	2	4	0	1	0	0	0	0	0
0430	3	2	1	0	0	0	0	0	0	0	0	0	0	32.6	33.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	3	0	0	0	0	0	0
0445	6	6	0	0	0	0	0	0	0	0	0	0	0	30.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	1	1	4	0	0	0	0	0	0
0500	7	7	0	0	0	0	0	0	0	0	0	0	0	25.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	1	1	5	0	0	0	0	0	0	0
0515	12	11	1	0	0	0	0	0	0	0	0	0	0	29.7	31.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	1	1	2	6	2	0	0	0	0	0
0530	5	5	0	0	0	0	0	0	0	0	0	0	0	30.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	1	4	0	0	0	0	0	0
0545	7	7	0	0	0	0	0	0	0	0	0	0	0	30.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	3	4	0	0	0	0	0	0
0600	10	9	1	0	0	0	0	0	0	0	0	0	0	28.9	30.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	1	0	6	2	1	0	0	0	0	0
0615	12	11	1	0	0	0	0	0	0	0	0	0	0	31.9	32.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	5	4	3	0	0	0	0	0
0630	14	13	1	0	0	0	0	0	0	0	0	0	0	32.4	33.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	2	11	1	0	0	0	0	0
0645	16	15	1	0	0	0	0	0	0	0	0	0	0	28.8	40.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	10	5	0	1	0	0	0
0700	15	15	0	0	0	0	0	0	0	0	0	0	0	29.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	2	7	5	1	0	0	0	0	0
0715	22	22	0	0	0	0	0	0	0	0	0	0	0	28.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	1	3	12	5	1	0	0	0	0	0
0730	22	20	1	1	0	0	0	0	0	0	0	0	0	29.2	32.9	23.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	2	11	8	1	0	0	0	0	0
0745	22	21	1	0	0	0	0	0	0	0	0	0	0	32.8	24.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	2	9	9	1	0	0	0	0	1
0800	20	19	1	0	0	0	0	0	0	0	0	0	0	31.2	31.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	12	3	3	1	1	0	0	0
0815	21	18	3	0	0	0	0	0	0	0	0	0	0	27.4	26.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	6	9	6	0	0	0	0	0	0
0830	31	29	2	0	0	0	0	0	0	0	0	0	0	29.4	31.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	1	3	12	13	2	0	0	0	0	0
0845	32	30	2	0	0	0	0	0	0	0	0	0	0	28.9	29.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	1	1	20	9	1	0	0	0	0	0
0900	39	35	3	0	0	0	0	0	0	0	0	0	1	27.6	27.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	24.6	0	0	0	13	17	9	0	0	0	0	0	0
0915	43	42	1	0	0	0	0	0	0	0	0	0	0	27.8	31.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	10	21	11	1	0	0	0	0	0
0930	43	38	3	0	0	0	0	0	0	0	0	0	2	28.1	34.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	24.3	0	0	1	7	22	12	1	0	0	0	0	0
0945	54	54	0	0	0	0	0	0	0	0	0	0	0	27.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	6	36	12	0	0	0	0	0	0
1000	56	54	1	0	0	0	0	0	0	0	0	0	1	27.4	28.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	23.4	0	0	0	14	31	11	0	0	0	0	0	0
1015	73	68	5	0	0	0	0	0	0	0	0	0	0	27.1	27.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	15	50	8	0	0	0	0	0	0
1030	76	73	2	0	0	1	0	0	0	0	0	0	0	28.2	22.7	0.0	0.0	25.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	14	46	16	0	0	0	0	0	0
1045	66	62	4	0	0	0	0	0	0	0	0	0	0	26.7	24.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	1	2	12	46	4	1	0	0	0	0	0
1100	81	79	2	0	0	0	0	0	0	0	0	0	0	26.3	24.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	1	21	53	6	0	0	0	0	0	0
1115	64	59	3	0	0	1	0	0	0	0	0	0	1	25.9	30.9	0.0	0.0	22.1	0.0	0.0	0.0	0.0	0.0	0.0	21.8	0	4	1	14	37	8	0	0	0	0	0	0
1130	89	87	2	0	0	0	0	0	0	0	0	0	0	26.5	27.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	33	42	13	1	0	0	0	0	0
1145	82	76	5	0	0	0	0	0	0	0	0	0	1	26.4	27.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	21.9	0	0	0	19	58	5	0	0	0	0	0	0
1200	109	104	5	0	0	0	0	0	0	0	0	0	0	26.8	25.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	5	23	65	15	1	0	0	0	0	0
1215	76	73	1	0	0	0	0	0	0	0	1	0	1	26.7	24.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	25.2	0.0	22.8	0	0	2	24	41	8	1	0	0	0	0	0
1230	88	85	3	0	0	0	0	0	0	0	0	0	0	26.5	25.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	6	16	54	10	2	0	0	0	0	0
1245	86	81	2	0	0	1	0	0	1	0	0	0	1	25.9	25.9	0.0	0.0	17.5	0.0	0.0	27.0	0.0	0.0	0.0	20.8	0	0	7	26	47	6	0	0	0	0	0	0
1300	83	81	2	0	0	0	0	0	0	0	0	0	0	27.3	28.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	2	16	53	10	1	1	0	0	0	0
1315	78	72	5	0	0	0	0	0	0	0	0	0	1	27.0	28.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	24.8	0	0	1	17	50	10	0	0	0	0	0	0
1330	78	75	2	0	0	0	0	0	0	0	0	0	1	26.8	29.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	25.4	0	0	3	17	46	12	0	0	0	0	0	0
1345	67	65	2	0	0	0	0	0	0	0	0	0	0	26.8	24.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	17	41	8	1	0	0	0	0	0
1400	89	89	0	0	0	0	0	0	0	0	0	0	0	27.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	1	19	53	15	1	0	0	0	0	0
1415	77	76	1	0	0	0	0	0	0	0	0	0	0	26.3	21.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	1	28	40	7	1	0	0	0	0	0
1430	89	87	2	0	0	0	0	0	0	0	0	0	0	26.4	25.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	2	28	49	9	1	0	0	0	0	0
1445	61	58	2	1	0	0	0	0	0	0	0	0	0	27.5	27.1	24.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	11	41	9	0	0	0	0	0	0
1500	53	49	3	0	0	0	0	0	0	0	0	0	1	27.4	23.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	23.2	0	0	1	12	29	10	1	0	0	0	0	0
1515	78	77	1	0	0	0	0	0	0	0	0	0	0	25.0	17.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	1	1	37	33	6	0	0	0	0	0	0
1530	70	68	1	1	0	0	0	0	0	0	0	0	0	26.6	28.6	24.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	2	19	43	6	0	0	0	0	0	0
1545	64	60	4	0	0	0	0	0	0	0	0	0	0	26.6	28.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	16	42	6	0	0	0	0	0	0
1600	56	52	4	0	0	0	0	0	0	0	0	0	0	28.7	27.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	1	7	34	11	2	1	0	0	0	0
1615	49	44	3	0	0	1	0	0	0	0	0	0	1	27.6	26.5	0.0	0.0	26.6	0.0	0.0	0.0	0.0	0.0	0.0	25.4	0	0	1	8	31	9	0	0	0	0	0	0
1630	50	47	2	0	0	0	0	0	0	0	0	0	1	27.5	31.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	23.8	0	0	0	12	30	5	3	0	0	0	0	0
1645	61	58	3	0	0	0	0	0	0	0	0	0	0	26.8	29.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0	1	10	39	8	2	0	0	0	0	0
1700	47	46	1	0	0	0	0	0	0	0	0	0	0	27.8	29.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	2	12	18	11	3	0	1	0	0	0
1715	71	69	1	1	0	0	0	0	0	0	0	0	0	27.0	28.2	20.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	3	18	37	10	1	2	0	0	0	0
1730	47	44	1	0	1	1	0	0	0	0	0	0	0	26.5	29.2	0.0	16.5	23.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	3	9	31	4	0	0	0	0	0	0
1745	65	62	2	0	0	0	0	0	1	0	0	0	0	27.7	28.3	0.0	0.0	0.0	0.0	0.0	26.1	0.0	0.0	0.0	0.0	0	1	1	16	26	20	1	0	0	0	0	0
1800	57	56	1	0	0	0	0	0	0	0	0	0	0	26.9	28.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	19	29	7	2	0	0	0	0	0
1815	53	50	2	0	0	0	0	0	0	0	0	0	1	26.8	21.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	22.5	0	0	4	15	24	9	1	0	0	0	0	0
1830	50	48	1	0	0	0	0	1	0	0	0	0	0	25.5	31.2	0.0	0.0	0.0	0.0	24.0	0.0	0.0	0.0	0.0	0.0	0	0	1	22	20	6	1	0	0	0	0	0
1845	55	54	1	0	0	0	0	0	0	0	0	0	0	28.5	31.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	1	9	29	13	3	0	0	0	0	0
1900	57	52	4	0	0	0	0	0	1	0	0	0	0	28.0	26.6	0.0	0.0	0.0	0.0	0.0	24.0	0.0	0.0	0.0	0.0	0	0	0	12	29	16	0	0	0	0	0	0
1915	52	48	2	0	0	0	0	0	1	0	0	0	1	27.2	30.8	0.0	0.0	0.0	0.0	0.0	25.5	0.0	0.0	0.0	23.2	0	0	1	12	28	11	0	0	0	0	0	0
1930	30	28	1	0	0	1	0	0	0	0	0	0	0	28.3	32.3	0.0	0.0	24.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	5	15	10	0	0	0	0	0	0
1945	35	35	0	0	0	0	0	0	0	0	0	0	0	27.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	7	21	7	0	0	0	0	0	0
2000	44	42	2	0	0	0	0	0	0	0	0	0	0	28.9	31.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	8	19	13	4	0	0	0	0	0
2015	47	43	3	0	0	0	0	0	0	0	0	0	1	25.9	25.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	24.9	0	0	1	17	24	5	0	0	0	0	0	0
2030	28	28	0	0	0	0	0	0	0	0	0	0	0	28.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	4	16	8	0	0	0	0	0	0
2045	28	27	1	0	0	0	0	0	0	0	0	0	0	29.0	23.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	6	11	10	1	0	0	0	0	0
2100	35	34	1	0	0	0	0	0	0	0	0	0	0	28.4	26.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	9	16	6	4	0	0	0	0	0
2115	22	20	1	0	0	0	0	0	0	0	0	0	1	29.0	31.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	24.7	0	0	0	4	9	7	2	0	0	0	0	0
2130	24	23	1	0	0	0	0	0	0	0	0	0	0	28.1	30.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	8	6	8	2	0	0	0	0	0
2145	27	24	3	0	0	0	0	0	0	0	0	0	0	28.4	31.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	2	16	6	3	0	0	0	0	0
2200	18	18	0	0	0	0	0	0	0	0	0	0	0	28.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	5	9	3	0	0	1	0	0	0
2215	19	18	1	0	0	0	0	0	0	0	0	0	0	29.0	28.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	1	11	7	0	0	0	0	0	0
2230	14	12	2	0	0	0	0	0	0	0	0	0	0	29.0	27.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	9	5	0	0	0	0	0	0
2245	19	18	1	0	0	0	0	0	0	0	0	0	0	27.3	22.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	11	4	3	0	0	0	1	0	0
2300	9	8	0	1	0	0	0	0	0	0	0	0	0	29.4	0.0	24.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	1	2	4	0	0	2	0	0	0	0
2315	11	11	0	0	0	0	0	0	0	0	0	0	0	28.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	1	7	2	1	0	0	0	0	0
2330	4	4	0	0	0	0	0	0	0	0	0	0	0	29.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	2	2	0	0	0	0	0	0
2345	14	14	0	0	0	0	0	0	0	0	0	0	0	27.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	2	10	2	0	0	0	0	0	0
07-19	**2858**	**2731**	**99**	**4**	**1**	**5**	**0**	**1**	**2**	**0**	**1**	**0**	**14**	**27.1**	**27.4**	**23.2**	**16.5**	**23.1**	**0.0**	**24.0**	**26.6**	**0.0**	**25.2**	**0.0**	**23.5**	**1**	**7**	**60**	**680**	**1626**	**433**	**43**	**5**	**2**	**0**	**0**	**1**
06-22	**3339**	**3183**	**122**	**4**	**1**	**6**	**0**	**1**	**4**	**0**	**1**	**0**	**17**	**27.3**	**27.8**	**23.2**	**16.5**	**23.3**	**0.0**	**24.0**	**25.7**	**0.0**	**25.2**	**0.0**	**23.6**	**1**	**7**	**63**	**774**	**1859**	**562**	**64**	**6**	**2**	**0**	**0**	**1**
06-00	**3447**	**3286**	**126**	**5**	**1**	**6**	**0**	**1**	**4**	**0**	**1**	**0**	**17**	**27.3**	**27.8**	**23.4**	**16.5**	**23.3**	**0.0**	**24.0**	**25.7**	**0.0**	**25.2**	**0.0**	**23.6**	**1**	**7**	**64**	**796**	**1915**	**586**	**65**	**8**	**3**	**1**	**0**	**1**
00-00	**3625**	**3457**	**132**	**6**	**1**	**6**	**0**	**1**	**4**	**0**	**1**	**0**	**17**	**27.4**	**27.9**	**24.2**	**16.5**	**23.3**	**0.0**	**24.0**	**25.7**	**0.0**	**25.2**	**0.0**	**23.6**	**1**	**7**	**70**	**824**	**1994**	**634**	**77**	**12**	**4**	**1**	**0**	**1**

Vehicles = 3625
Posted speed limit = 19 mph, Exceeding = 3573 (98.57%), Mean Exceeding = 27.51 mph
Maximum = 93.0 mph, Minimum = 8.3 mph, Mean = 27.3 mph
85% Speed = 30.87 mph, 95% Speed = 33.61 mph, Median = 27.12 mph
10 mph Pace = 22 - 32, Number in Pace = 3098 (85.46%)
Variance = 15.14, Standard Deviation = 3.89 mph

Monday 09 July 2018

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	SpCls 1	SpCls 2	SpCls 3	SpCls 4	SpCls 5	SpCls 6	SpCls 7	SpCls 8	SpCls 9	SpCls 10	SpCls 11	SpCls 12	Vbin 0 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 60	Vbin 60 70	Vbin 70 100
0000	8	6	0	1	1	0	0	0	0	0	0	0	0	29.2	0.0	24.7	26.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	2	3	3	0	0	0	0	0	0
0015	6	6	0	0	0	0	0	0	0	0	0	0	0	29.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	1	2	3	0	0	0	0	0	0
0030	3	3	0	0	0	0	0	0	0	0	0	0	0	28.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	1	0	2	0	0	0	0	0	0
0045	4	4	0	0	0	0	0	0	0	0	0	0	0	31.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	1	3	0	0	0	0	0	0
0100	2	2	0	0	0	0	0	0	0	0	0	0	0	33.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	2	0	0	0	0	0	0
0115	2	2	0	0	0	0	0	0	0	0	0	0	0	33.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	2	0	0	0	0	0	0
0130	1	1	0	0	0	0	0	0	0	0	0	0	0	19.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	1	0	0	0	0	0	0	0	0	0
0145	2	1	1	0	0	0	0	0	0	0	0	0	0	26.5	28.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	2	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0
0215	2	2	0	0	0	0	0	0	0	0	0	0	0	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	1	0	1	0	0	0	0	0
0230	1	1	0	0	0	0	0	0	0	0	0	0	0	23.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	1	0	0	0	0	0	0	0	0
0245	2	1	1	0	0	0	0	0	0	0	0	0	0	28.2	28.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	2	0	0	0	0	0	0	0
0300	5	5	0	0	0	0	0	0	0	0	0	0	0	28.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	4	1	0	0	0	0	0	0
0315	3	3	0	0	0	0	0	0	0	0	0	0	0	30.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	2	1	0	0	0	0	0	0
0330	5	4	1	0	0	0	0	0	0	0	0	0	0	30.8	34.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	1	4	0	0	0	0	0	0
0345	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0
0400	5	4	0	1	0	0	0	0	0	0	0	0	0	32.4	0.0	25.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	3	0	2	0	0	0	0	0
0415	7	6	0	1	0	0	0	0	0	0	0	0	0	28.0	0.0	29.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	2	3	2	0	0	0	0	0	0
0430	8	7	1	0	0	0	0	0	0	0	0	0	0	28.1	26.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	1	6	1	0	0	0	0	0	0
0445	13	12	0	0	0	0	0	0	0	0	0	0	1	30.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	29.9	0	0	0	2	6	3	0	2	0	0	0	0
0500	19	12	6	0	0	1	0	0	0	0	0	0	0	30.5	28.3	0.0	0.0	30.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	1	11	5	1	1	0	0	0	0
0515	19	16	3	0	0	0	0	0	0	0	0	0	0	29.1	30.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	4	6	7	2	0	0	0	0	0
0530	33	31	2	0	0	0	0	0	0	0	0	0	0	32.1	27.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	1	12	12	7	1	0	0	0	0
0545	34	29	5	0	0	0	0	0	0	0	0	0	0	29.8	30.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	3	12	17	2	0	0	0	0	0
0600	38	34	4	0	0	0	0	0	0	0	0	0	0	28.4	31.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	1	2	2	18	12	3	0	0	0	0	0
0615	51	43	8	0	0	0	0	0	0	0	0	0	0	28.7	28.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	1	4	29	17	0	0	0	0	0	0
0630	73	61	10	1	1	0	0	0	0	0	0	0	0	29.4	27.6	27.5	21.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	8	33	29	3	0	0	0	0	0
0645	69	62	7	0	0	0	0	0	0	0	0	0	0	28.3	28.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	10	40	18	1	0	0	0	0	0
0700	87	85	1	1	0	0	0	0	0	0	0	0	0	28.2	30.5	21.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	2	7	50	28	0	0	0	0	0	0
0715	94	86	7	1	0	0	0	0	0	0	0	0	0	27.5	27.7	24.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	1	4	9	60	20	0	0	0	0	0	0
0730	110	103	6	0	0	0	0	0	0	0	0	0	1	27.0	26.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	26.7	0	0	2	24	68	15	1	0	0	0	0	0
0745	98	92	5	0	1	0	0	0	0	0	0	0	0	26.9	25.0	0.0	24.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	2	25	61	10	0	0	0	0	0	0
0800	157	150	5	0	0	1	0	0	0	1	0	0	0	26.7	26.0	0.0	0.0	22.8	0.0	0.0	0.0	28.0	0.0	0.0	0.0	0	0	0	41	94	22	0	0	0	0	0	0
0815	120	111	9	0	0	0	0	0	0	0	0	0	0	26.7	26.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0	0	22	85	11	1	0	0	0	0	0
0830	123	113	8	2	0	0	0	0	0	0	0	0	0	26.9	27.0	22.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	28	81	13	0	1	0	0	0	0
0845	115	104	8	1	2	0	0	0	0	0	0	0	0	25.8	26.3	16.0	23.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	10	28	69	8	0	0	0	0	0	0
0900	95	85	6	1	0	0	0	1	1	0	0	0	1	27.5	29.2	23.4	0.0	0.0	0.0	24.7	27.4	0.0	0.0	0.0	28.5	0	0	0	22	53	18	2	0	0	0	0	0
0915	94	86	5	1	1	0	0	0	0	0	0	0	1	25.9	25.1	28.7	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	27.6	0	0	3	31	53	7	0	0	0	0	0	0
0930	90	85	3	0	0	0	0	1	0	0	0	0	1	25.8	28.1	0.0	0.0	0.0	0.0	24.8	0.0	0.0	0.0	0.0	25.3	0	1	2	30	50	6	1	0	0	0	0	0
0945	69	60	4	1	0	0	0	0	0	0	0	0	4	26.4	24.8	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	24.7	0	0	4	25	32	7	0	1	0	0	0	0
1000	79	67	7	1	0	2	0	1	0	0	0	0	1	26.5	24.9	22.4	0.0	27.7	0.0	24.7	0.0	0.0	0.0	0.0	23.1	0	0	2	17	54	5	1	0	0	0	0	0
1015	71	63	8	0	0	0	0	0	0	0	0	0	0	27.1	27.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	13	48	9	1	0	0	0	0	0
1030	87	78	7	1	0	0	0	0	0	0	0	0	1	26.3	24.7	25.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	21.8	0	0	3	25	52	7	0	0	0	0	0	0
1045	81	74	6	1	0	0	0	0	0	0	0	0	0	25.9	26.4	22.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0	0	28	49	3	0	0	0	0	0	0
1100	99	95	4	0	0	0	0	0	0	0	0	0	0	25.7	24.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	5	38	51	5	0	0	0	0	0	0
1115	84	75	8	1	0	0	0	0	0	0	0	0	0	25.9	26.2	27.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	1	35	41	6	1	0	0	0	0	0
1130	84	79	4	0	0	0	0	0	0	0	0	0	1	25.6	24.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	24.5	0	0	3	29	50	2	0	0	0	0	0	0
1145	93	88	5	0	0	0	0	0	0	0	0	0	0	26.2	25.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	7	29	44	13	0	0	0	0	0	0
1200	90	82	7	1	0	0	0	0	0	0	0	0	0	26.4	24.7	21.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	1	3	23	52	11	0	0	0	0	0	0
1215	87	74	10	0	0	0	0	0	0	0	0	0	3	25.4	26.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	22.9	0	0	5	38	36	7	0	1	0	0	0	0
1230	82	73	7	0	0	1	0	0	0	0	0	0	1	26.8	25.4	0.0	0.0	27.2	0.0	0.0	0.0	0.0	0.0	0.0	24.8	0	0	1	21	51	7	2	0	0	0	0	0
1245	87	77	6	1	0	1	0	1	0	0	0	0	1	25.4	24.4	23.3	0.0	24.2	0.0	26.1	0.0	0.0	0.0	0.0	28.4	0	0	2	39	42	4	0	0	0	0	0	0
1300	71	64	5	0	0	0	0	0	0	0	0	0	2	26.7	28.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	21.8	0	0	3	14	46	6	2	0	0	0	0	0
1315	84	73	7	1	0	0	0	0	0	1	0	0	2	25.8	24.0	21.5	0.0	0.0	0.0	0.0	0.0	23.4	0.0	0.0	22.7	0	0	0	37	41	6	0	0	0	0	0	0
1330	89	84	3	0	0	0	0	0	0	0	0	0	2	26.1	28.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	22.0	0	0	2	31	51	4	1	0	0	0	0	0
1345	65	61	3	0	0	0	0	0	0	0	0	0	1	27.2	28.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	22.7	0	0	1	16	37	9	2	0	0	0	0	0
1400	65	59	3	0	0	1	0	0	0	0	0	0	2	27.1	26.0	0.0	0.0	24.6	0.0	0.0	0.0	0.0	0.0	0.0	26.2	0	0	0	8	50	7	0	0	0	0	0	0
1415	81	73	4	1	0	1	0	0	0	0	0	0	2	27.3	25.3	24.3	0.0	24.9	0.0	0.0	0.0	0.0	0.0	0.0	24.1	0	0	0	18	53	10	0	0	0	0	0	0
1430	86	80	3	0	0	1	0	0	0	1	0	0	1	26.0	27.9	0.0	0.0	31.7	0.0	0.0	0.0	23.6	0.0	0.0	18.9	0	0	4	26	45	10	0	1	0	0	0	0
1445	113	107	6	0	0	0	0	0	0	0	0	0	0	25.2	23.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0	3	51	51	7	0	0	0	0	0	0
1500	93	87	6	0	0	0	0	0	0	0	0	0	0	24.3	24.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	7	5	39	35	5	1	0	0	0	0	0
1515	110	101	8	0	0	0	0	0	0	0	0	0	1	25.0	23.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	20.4	0	2	7	42	54	5	0	0	0	0	0	0
1530	88	82	5	0	0	0	0	0	0	0	0	0	1	27.0	23.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	20.4	0	0	1	18	62	7	0	0	0	0	0	0
1545	105	100	4	0	0	0	0	0	0	0	0	0	1	26.0	25.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	23.8	0	1	2	36	54	12	0	0	0	0	0	0
1600	101	93	5	0	0	1	0	0	1	0	0	0	1	26.7	26.6	0.0	0.0	29.4	0.0	0.0	20.4	0.0	0.0	0.0	22.4	0	0	1	27	63	9	1	0	0	0	0	0
1615	104	97	5	2	0	0	0	0	0	0	0	0	0	25.6	23.5	20.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	5	34	62	3	0	0	0	0	0	0
1630	112	107	5	0	0	0	0	0	0	0	0	0	0	26.6	26.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	5	30	61	15	1	0	0	0	0	0
1645	107	99	8	0	0	0	0	0	0	0	0	0	0	25.6	26.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	1	10	34	53	8	1	0	0	0	0	0
1700	143	135	6	1	0	0	0	0	1	0	0	0	0	24.5	22.3	22.2	0.0	0.0	0.0	0.0	27.6	0.0	0.0	0.0	0.0	0	1	16	55	66	5	0	0	0	0	0	0
1715	117	112	5	0	0	0	0	0	0	0	0	0	0	26.8	25.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	3	23	77	14	0	0	0	0	0	0
1730	129	124	3	0	0	0	0	0	0	0	0	0	2	27.4	26.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	24.1	0	0	0	30	74	23	2	0	0	0	0	0
1745	108	101	5	0	0	0	0	0	0	0	0	0	2	27.1	23.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	22.7	0	0	1	26	62	19	0	0	0	0	0	0
1800	97	90	5	0	0	1	0	0	0	0	0	0	1	26.8	26.2	0.0	0.0	21.6	0.0	0.0	0.0	0.0	0.0	0.0	21.5	0	0	2	23	65	6	1	0	0	0	0	0
1815	92	86	5	0	0	0	0	0	0	0	0	0	1	27.0	27.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	23.4	0	0	1	27	47	17	0	0	0	0	0	0
1830	82	79	1	1	0	0	0	0	0	0	0	0	1	26.9	29.4	23.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	21.0	0	0	2	19	51	8	2	0	0	0	0	0
1845	82	78	3	0	0	0	0	0	0	0	0	0	1	26.9	27.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	19.6	0	0	2	12	60	7	1	0	0	0	0	0
1900	73	70	3	0	0	0	0	0	0	0	0	0	0	26.9	29.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	15	49	9	0	0	0	0	0	0
1915	67	64	1	0	1	0	0	0	0	0	0	0	1	26.0	22.3	0.0	24.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	22.3	0	0	0	29	33	5	0	0	0	0	0	0
1930	49	46	3	0	0	0	0	0	0	0	0	0	0	26.2	31.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	1	14	28	5	1	0	0	0	0	0
1945	54	51	3	0	0	0	0	0	0	0	0	0	0	27.3	28.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0	1	8	32	11	1	0	0	0	0	0
2000	61	60	1	0	0	0	0	0	0	0	0	0	0	27.2	22.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	2	17	26	15	1	0	0	0	0	0
2015	55	53	1	1	0	0	0	0	0	0	0	0	0	26.5	27.9	21.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	1	1	13	33	7	0	0	0	0	0	0
2030	38	38	0	0	0	0	0	0	0	0	0	0	0	26.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	2	1	6	27	2	0	0	0	0	0	0
2045	40	35	5	0	0	0	0	0	0	0	0	0	0	27.7	28.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	9	23	7	1	0	0	0	0	0
2100	41	38	2	0	0	0	0	0	0	0	0	0	1	28.3	25.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	23.1	0	0	2	7	21	7	4	0	0	0	0	0
2115	40	39	0	1	0	0	0	0	0	0	0	0	0	27.7	0.0	19.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	1	13	19	4	2	0	1	0	0	0
2130	23	23	0	0	0	0	0	0	0	0	0	0	0	26.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	2	3	14	4	0	0	0	0	0	0
2145	35	34	1	0	0	0	0	0	0	0	0	0	0	28.3	29.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	1	0	3	18	11	1	0	0	0	0	0
2200	18	18	0	0	0	0	0	0	0	0	0	0	0	28.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	1	10	6	1	0	0	0	0	0
2215	23	20	2	0	0	0	0	0	0	1	0	0	0	27.8	25.9	0.0	0.0	0.0	0.0	0.0	0.0	25.6	0.0	0.0	0.0	0	0	0	6	10	6	1	0	0	0	0	0
2230	16	15	1	0	0	0	0	0	0	0	0	0	0	29.7	23.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	3	7	5	1	0	0	0	0	0
2245	16	15	0	1	0	0	0	0	0	0	0	0	0	28.8	0.0	29.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	2	9	5	0	0	0	0	0	0
2300	8	8	0	0	0	0	0	0	0	0	0	0	0	27.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	3	3	2	0	0	0	0	0	0
2315	9	8	0	1	0	0	0	0	0	0	0	0	0	27.9	0.0	21.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	1	7	1	0	0	0	0	0	0
2330	16	16	0	0	0	0	0	0	0	0	0	0	0	31.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	2	4	6	4	0	0	0	0	0
2345	12	12	0	0	0	0	0	0	0	0	0	0	0	29.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	2	7	2	1	0	0	0	0	0
07-19	**4600**	**4257**	**259**	**20**	**4**	**10**	**0**	**4**	**3**	**3**	**0**	**0**	**40**	**26.4**	**25.8**	**22.9**	**23.8**	**26.2**	**0.0**	**25.1**	**25.1**	**25.0**	**0.0**	**0.0**	**23.5**	**4**	**15**	**137**	**1303**	**2646**	**466**	**25**	**4**	**0**	**0**	**0**	**0**
06-22	**5407**	**5008**	**308**	**23**	**6**	**10**	**0**	**4**	**3**	**3**	**0**	**0**	**42**	**26.5**	**26.2**	**22.9**	**23.5**	**26.2**	**0.0**	**25.1**	**25.1**	**25.0**	**0.0**	**0.0**	**23.4**	**6**	**20**	**151**	**1464**	**3089**	**629**	**43**	**4**	**1**	**0**	**0**	**0**
06-00	**5525**	**5120**	**311**	**25**	**6**	**10**	**0**	**4**	**3**	**4**	**0**	**0**	**42**	**26.6**	**26.2**	**23.1**	**23.5**	**26.2**	**0.0**	**25.1**	**25.1**	**25.1**	**0.0**	**0.0**	**23.4**	**6**	**20**	**151**	**1484**	**3146**	**662**	**51**	**4**	**1**	**0**	**0**	**0**
00-00	**5709**	**5278**	**331**	**28**	**7**	**11**	**0**	**4**	**3**	**4**	**0**	**0**	**43**	**26.7**	**26.4**	**23.5**	**23.9**	**26.6**	**0.0**	**25.1**	**25.1**	**25.1**	**0.0**	**0.0**	**23.6**	**6**	**20**	**152**	**1503**	**3223**	**730**	**66**	**8**	**1**	**0**	**0**	**0**

Vehicles = 5709
Posted speed limit = 19 mph, Exceeding = 5584 (97.81%), Mean Exceeding = 26.85 mph
Maximum = 48.5 mph, Minimum = 7.2 mph, Mean = 26.6 mph
85% Speed = 29.81 mph, 95% Speed = 32.41 mph, Median = 26.62 mph
10 mph Pace = 22 - 32, Number in Pace = 4954 (86.78%)
Variance = 12.61, Standard Deviation = 3.55 mph

Tuesday 10 July 2018

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	SpCls 1	SpCls 2	SpCls 3	SpCls 4	SpCls 5	SpCls 6	SpCls 7	SpCls 8	SpCls 9	SpCls 10	SpCls 11	SpCls 12	Vbin 0 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 60	Vbin 60 70	Vbin 70 100
0000	7	7	0	0	0	0	0	0	0	0	0	0	0	30.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	1	2	3	1	0	0	0	0	0
0015	7	7	0	0	0	0	0	0	0	0	0	0	0	29.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	2	3	0	2	0	0	0	0	0
0030	3	3	0	0	0	0	0	0	0	0	0	0	0	33.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	2	1	0	0	0	0	0
0045	1	1	0	0	0	0	0	0	0	0	0	0	0	33.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	1	0	0	0	0	0	0
0100	4	4	0	0	0	0	0	0	0	0	0	0	0	28.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	3	1	0	0	0	0	0	0
0115	4	3	0	0	0	0	0	0	0	1	0	0	0	25.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	32.6	0.0	0.0	0.0	0	0	0	1	2	1	0	0	0	0	0	0
0130	5	4	0	0	0	0	0	1	0	0	0	0	0	27.4	0.0	0.0	0.0	0.0	0.0	28.2	0.0	0.0	0.0	0.0	0.0	0	0	0	1	3	1	0	0	0	0	0	0
0145	2	1	1	0	0	0	0	0	0	0	0	0	0	28.5	29.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	2	0	0	0	0	0	0	0
0200	4	3	1	0	0	0	0	0	0	0	0	0	0	30.4	29.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	2	2	0	0	0	0	0	0
0215	4	3	1	0	0	0	0	0	0	0	0	0	0	26.4	38.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	1	2	0	1	0	0	0	0	0
0230	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0
0245	2	2	0	0	0	0	0	0	0	0	0	0	0	27.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	2	0	0	0	0	0	0	0
0300	2	2	0	0	0	0	0	0	0	0	0	0	0	28.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	2	0	0	0	0	0	0	0
0315	3	3	0	0	0	0	0	0	0	0	0	0	0	30.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	1	2	0	0	0	0	0	0
0330	2	2	0	0	0	0	0	0	0	0	0	0	0	32.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	2	0	0	0	0	0	0
0345	4	3	1	0	0	0	0	0	0	0	0	0	0	30.7	28.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	3	0	1	0	0	0	0	0
0400	1	1	0	0	0	0	0	0	0	0	0	0	0	27.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	1	0	0	0	0	0	0	0
0415	4	4	0	0	0	0	0	0	0	0	0	0	0	28.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	1	2	1	0	0	0	0	0	0
0430	2	2	0	0	0	0	0	0	0	0	0	0	0	32.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	1	0	1	0	0	0	0	0
0445	8	7	1	0	0	0	0	0	0	0	0	0	0	30.5	33.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	1	3	3	0	1	0	0	0	0
0500	17	15	2	0	0	0	0	0	0	0	0	0	0	31.2	33.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	1	4	9	3	0	0	0	0	0
0515	17	15	1	1	0	0	0	0	0	0	0	0	0	28.3	32.8	19.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	1	1	9	6	0	0	0	0	0	0
0530	27	25	2	0	0	0	0	0	0	0	0	0	0	29.6	29.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	3	15	8	0	1	0	0	0	0
0545	34	29	4	0	0	0	0	1	0	0	0	0	0	31.0	29.3	0.0	0.0	0.0	0.0	35.0	0.0	0.0	0.0	0.0	0.0	0	0	0	3	9	18	4	0	0	0	0	0
0600	47	42	4	0	0	0	0	0	0	0	0	0	1	28.8	29.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	27.7	0	0	1	5	27	12	2	0	0	0	0	0
0615	59	54	5	0	0	0	0	0	0	0	0	0	0	28.8	28.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	8	30	17	4	0	0	0	0	0
0630	82	69	13	0	0	0	0	0	0	0	0	0	0	28.4	28.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	14	43	23	2	0	0	0	0	0
0645	83	72	11	0	0	0	0	0	0	0	0	0	0	29.2	29.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	1	0	10	39	28	4	1	0	0	0	0
0700	90	82	8	0	0	0	0	0	0	0	0	0	0	28.1	28.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	1	11	55	22	1	0	0	0	0	0
0715	94	88	6	0	0	0	0	0	0	0	0	0	0	28.8	27.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	1	9	54	27	3	0	0	0	0	0
0730	121	109	9	2	0	1	0	0	0	0	0	0	0	26.8	27.5	24.0	0.0	28.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	1	33	68	19	0	0	0	0	0	0
0745	110	105	3	0	1	1	0	0	0	0	0	0	0	27.5	27.6	0.0	20.6	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	1	14	79	16	0	0	0	0	0	0
0800	155	146	6	1	0	0	0	0	0	1	0	0	1	27.4	25.4	26.1	0.0	0.0	0.0	0.0	0.0	27.1	0.0	0.0	25.3	1	1	4	22	101	26	0	0	0	0	0	0
0815	126	114	10	0	1	1	0	0	0	0	0	0	0	26.7	26.5	0.0	18.3	23.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0	5	32	64	23	1	0	0	0	0	0
0830	106	102	4	0	0	0	0	0	0	0	0	0	0	27.0	28.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	16	79	11	0	0	0	0	0	0
0845	103	94	5	0	0	0	0	0	0	0	0	0	4	26.9	29.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	25.4	1	0	1	27	54	20	0	0	0	0	0	0
0900	89	82	4	1	0	0	0	0	0	0	0	0	2	28.0	27.3	28.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	24.0	0	0	1	19	47	19	3	0	0	0	0	0
0915	74	65	7	0	0	0	0	0	0	0	0	0	2	25.9	26.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	24.3	0	0	1	28	37	7	1	0	0	0	0	0
0930	69	60	7	0	0	0	0	0	0	0	0	0	2	26.9	25.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	24.7	0	0	2	19	39	9	0	0	0	0	0	0
0945	76	67	8	0	0	1	0	0	0	0	0	0	0	27.0	25.7	0.0	0.0	21.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	4	22	36	13	1	0	0	0	0	0
1000	71	64	4	0	0	0	0	0	1	0	0	0	2	26.7	24.7	0.0	0.0	0.0	0.0	0.0	19.1	0.0	0.0	0.0	21.8	0	0	1	25	35	9	1	0	0	0	0	0
1015	76	69	7	0	0	0	0	0	0	0	0	0	0	26.4	26.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	5	18	39	13	1	0	0	0	0	0
1030	95	86	6	0	0	0	0	0	0	0	0	0	3	26.6	28.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	19.7	0	0	5	18	63	9	0	0	0	0	0	0
1045	80	74	3	0	0	1	0	0	0	0	0	0	2	26.8	23.9	0.0	0.0	25.5	0.0	0.0	0.0	0.0	0.0	0.0	21.9	0	0	0	26	45	7	2	0	0	0	0	0
1100	77	67	8	0	0	0	0	0	0	0	0	0	2	26.8	25.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	26.6	0	0	0	28	40	8	1	0	0	0	0	0
1115	79	72	6	0	0	0	0	0	0	0	0	0	1	26.0	24.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	22.1	1	0	3	28	40	7	0	0	0	0	0	0
1130	95	81	10	0	0	0	0	0	0	0	0	0	4	25.6	24.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	24.0	0	0	5	37	45	8	0	0	0	0	0	0
1145	88	80	4	1	1	0	0	0	0	0	0	0	2	24.9	24.2	27.3	13.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	20.2	0	2	8	38	34	6	0	0	0	0	0	0
1200	79	73	5	0	0	0	0	0	0	1	0	0	0	26.7	28.8	0.0	0.0	0.0	0.0	0.0	0.0	21.5	0.0	0.0	0.0	0	0	1	21	44	12	1	0	0	0	0	0
1215	83	77	5	0	0	0	0	0	0	0	0	0	1	24.4	27.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	23.0	0	0	6	43	27	7	0	0	0	0	0	0
1230	82	76	4	0	0	0	0	0	0	0	0	0	2	27.2	27.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	21.2	0	0	2	17	48	14	1	0	0	0	0	0
1245	72	64	8	0	0	0	0	0	0	0	0	0	0	26.3	23.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	2	24	41	4	1	0	0	0	0	0
1300	94	88	3	1	0	0	0	0	0	0	0	0	2	25.5	22.0	24.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	25.2	0	0	6	34	47	7	0	0	0	0	0	0
1315	89	81	4	0	0	0	0	1	0	1	0	0	2	25.7	26.2	0.0	0.0	0.0	0.0	26.6	0.0	23.0	0.0	0.0	19.4	0	1	6	30	42	10	0	0	0	0	0	0
1330	79	72	5	1	0	0	0	0	0	0	0	0	1	26.2	25.1	21.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	22.3	0	0	0	31	44	3	1	0	0	0	0	0
1345	62	59	1	0	0	0	0	0	0	0	0	0	2	26.9	22.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	20.8	0	0	3	13	35	9	2	0	0	0	0	0
1400	81	76	4	1	0	0	0	0	0	0	0	0	0	25.9	24.2	24.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	1	31	43	5	1	0	0	0	0	0
1415	79	70	7	0	0	0	0	0	0	0	0	0	2	26.9	26.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	22.3	0	0	1	20	50	8	0	0	0	0	0	0
1430	87	80	4	1	0	0	0	0	0	0	0	0	2	25.5	26.8	21.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	22.1	0	1	8	29	39	10	0	0	0	0	0	0
1445	114	98	12	0	0	0	0	0	0	0	0	0	4	25.5	27.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	24.6	0	0	3	48	55	7	0	0	1	0	0	0
1500	104	94	6	0	1	0	0	0	0	1	0	0	2	26.2	24.7	0.0	24.3	0.0	0.0	0.0	0.0	22.9	0.0	0.0	24.0	0	0	1	39	56	8	0	0	0	0	0	0
1515	114	106	5	0	0	1	0	0	0	0	0	0	2	25.6	24.7	0.0	0.0	22.9	0.0	0.0	0.0	0.0	0.0	0.0	20.4	0	0	5	46	56	7	0	0	0	0	0	0
1530	91	81	6	2	0	0	0	0	0	0	0	0	2	26.7	26.4	23.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	25.2	0	0	0	28	52	11	0	0	0	0	0	0
1545	77	70	6	0	1	0	0	0	0	0	0	0	0	26.5	25.5	0.0	30.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	4	21	42	9	1	0	0	0	0	0
1600	106	98	5	0	0	1	0	0	0	0	0	2	0	27.0	26.5	0.0	0.0	19.6	0.0	0.0	0.0	0.0	0.0	24.4	0.0	0	0	1	30	62	12	1	0	0	0	0	0
1615	103	99	2	0	0	0	0	0	0	0	0	0	2	25.7	25.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	23.2	1	0	1	39	52	10	0	0	0	0	0	0
1630	121	112	7	0	0	0	0	0	0	0	0	0	2	26.2	25.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	23.7	2	1	4	37	64	10	3	0	0	0	0	0
1645	112	103	8	0	0	0	0	0	0	0	0	0	1	26.5	27.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	21.8	0	0	1	38	57	14	2	0	0	0	0	0
1700	138	131	6	0	0	0	0	0	0	0	0	0	1	26.0	29.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	21.2	0	0	2	44	81	11	0	0	0	0	0	0
1715	154	146	5	0	0	0	0	0	0	0	0	0	3	26.5	24.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	22.7	0	0	0	49	91	14	0	0	0	0	0	0
1730	129	124	4	0	0	0	0	0	0	0	0	0	1	27.3	27.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	21.3	0	0	1	25	80	20	3	0	0	0	0	0
1745	114	110	3	0	0	0	0	0	0	0	0	0	1	26.5	28.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	23.0	0	0	4	24	69	17	0	0	0	0	0	0
1800	93	87	4	0	0	0	0	0	1	0	0	0	1	27.3	27.0	0.0	0.0	0.0	0.0	0.0	23.7	0.0	0.0	0.0	23.1	0	0	1	25	50	15	2	0	0	0	0	0
1815	88	85	2	0	0	0	0	0	0	0	0	0	1	27.9	25.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	23.2	0	1	2	12	49	22	1	1	0	0	0	0
1830	91	87	3	0	0	0	0	0	0	0	0	0	1	27.9	28.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	26.0	0	0	0	11	62	15	3	0	0	0	0	0
1845	83	81	1	0	0	0	0	0	0	0	0	0	1	27.6	26.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	24.5	0	0	0	15	54	12	1	1	0	0	0	0
1900	70	64	5	0	0	0	0	0	0	0	0	0	1	27.7	27.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	25.0	0	0	2	12	39	16	1	0	0	0	0	0
1915	77	76	1	0	0	0	0	0	0	0	0	0	0	27.8	26.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	1	11	46	19	0	0	0	0	0	0
1930	32	30	2	0	0	0	0	0	0	0	0	0	0	28.9	29.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	2	22	6	1	0	1	0	0	0
1945	46	45	1	0	0	0	0	0	0	0	0	0	0	27.9	28.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	1	8	25	11	1	0	0	0	0	0
2000	57	56	1	0	0	0	0	0	0	0	0	0	0	27.5	26.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	11	34	12	0	0	0	0	0	0
2015	51	50	0	0	0	0	0	0	0	0	0	0	1	27.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	23.8	0	0	0	11	28	11	1	0	0	0	0	0
2030	39	38	1	0	0	0	0	0	0	0	0	0	0	27.8	29.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	1	4	26	8	0	0	0	0	0	0
2045	33	33	0	0	0	0	0	0	0	0	0	0	0	27.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	3	24	6	0	0	0	0	0	0
2100	34	32	0	0	0	0	0	0	0	0	0	0	2	28.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	29.6	0	0	1	2	18	11	2	0	0	0	0	0
2115	30	29	0	0	0	0	0	0	0	0	0	0	1	28.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	23.6	0	0	0	6	15	9	0	0	0	0	0	0
2130	37	36	1	0	0	0	0	0	0	0	0	0	0	27.8	26.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	1	5	22	9	0	0	0	0	0	0
2145	24	23	1	0	0	0	0	0	0	0	0	0	0	27.0	32.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	7	12	4	1	0	0	0	0	0
2200	26	24	2	0	0	0	0	0	0	0	0	0	0	28.7	29.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	5	13	6	1	1	0	0	0	0
2215	26	25	0	0	0	0	0	0	0	0	0	0	1	26.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	23.4	0	0	2	8	12	4	0	0	0	0	0	0
2230	12	11	1	0	0	0	0	0	0	0	0	0	0	30.1	26.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	1	6	2	2	1	0	0	0	0
2245	19	19	0	0	0	0	0	0	0	0	0	0	0	29.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	2	11	5	1	0	0	0	0	0
2300	6	6	0	0	0	0	0	0	0	0	0	0	0	30.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	1	1	3	1	0	0	0	0	0
2315	16	15	0	1	0	0	0	0	0	0	0	0	0	29.4	0.0	23.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	3	5	8	0	0	0	0	0	0
2330	9	9	0	0	0	0	0	0	0	0	0	0	0	29.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	1	1	3	3	1	0	0	0	0	0
2345	13	12	0	0	1	0	0	0	0	0	0	0	0	30.2	0.0	0.0	26.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	2	5	2	4	0	0	0	0	0
07-19	**4593**	**4235**	**260**	**11**	**5**	**7**	**0**	**1**	**2**	**4**	**0**	**2**	**66**	**26.6**	**26.3**	**24.3**	**21.5**	**23.8**	**0.0**	**26.6**	**21.4**	**23.6**	**0.0**	**24.4**	**23.1**	**7**	**7**	**115**	**1294**	**2546**	**582**	**39**	**2**	**0**	**1**	**0**	**0**
06-22	**5394**	**4984**	**306**	**11**	**5**	**7**	**0**	**1**	**2**	**4**	**0**	**2**	**72**	**26.8**	**26.7**	**24.3**	**21.5**	**23.8**	**0.0**	**26.6**	**21.4**	**23.6**	**0.0**	**24.4**	**23.4**	**7**	**8**	**123**	**1413**	**2996**	**784**	**58**	**3**	**0**	**2**	**0**	**0**
06-00	**5521**	**5105**	**309**	**12**	**6**	**7**	**0**	**1**	**2**	**4**	**0**	**2**	**73**	**26.9**	**26.7**	**24.3**	**22.3**	**23.8**	**0.0**	**26.6**	**21.4**	**23.6**	**0.0**	**24.4**	**23.4**	**7**	**8**	**126**	**1436**	**3052**	**817**	**68**	**5**	**0**	**2**	**0**	**0**
00-00	**5685**	**5251**	**323**	**13**	**6**	**7**	**0**	**3**	**2**	**5**	**0**	**2**	**73**	**27.0**	**26.9**	**24.0**	**22.3**	**23.8**	**0.0**	**29.9**	**21.4**	**25.4**	**0.0**	**24.4**	**23.4**	**7**	**8**	**127**	**1452**	**3123**	**877**	**82**	**7**	**0**	**2**	**0**	**0**

Vehicles = 5685
Posted speed limit = 19 mph, Exceeding = 5615 (98.77%), Mean Exceeding = 27.04 mph
Maximum = 58.7 mph, Minimum = 7.0 mph, Mean = 26.9 mph
85% Speed = 30.31 mph, 95% Speed = 32.83 mph, Median = 26.79 mph
10 mph Pace = 22 - 32, Number in Pace = 4900 (86.19%)
Variance = 12.75, Standard Deviation = 3.57 mph

Wednesday 11 July 2018

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	SpCls 1	SpCls 2	SpCls 3	SpCls 4	SpCls 5	SpCls 6	SpCls 7	SpCls 8	SpCls 9	SpCls 10	SpCls 11	SpCls 12	Vbin 0 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 60	Vbin 60 70	Vbin 70 100
0000	6	6	0	0	0	0	0	0	0	0	0	0	0	28.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	4	2	0	0	0	0	0	0
0015	9	8	0	1	0	0	0	0	0	0	0	0	0	27.7	0.0	25.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	8	0	1	0	0	0	0	0
0030	5	4	1	0	0	0	0	0	0	0	0	0	0	27.6	26.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	1	4	0	0	0	0	0	0	0
0045	4	4	0	0	0	0	0	0	0	0	0	0	0	26.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	2	1	1	0	0	0	0	0	0
0100	4	4	0	0	0	0	0	0	0	0	0	0	0	32.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	1	2	1	0	0	0	0	0
0115	3	3	0	0	0	0	0	0	0	0	0	0	0	30.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	1	2	0	0	0	0	0	0
0130	2	2	0	0	0	0	0	0	0	0	0	0	0	27.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	1	1	0	0	0	0	0	0
0145	2	1	1	0	0	0	0	0	0	0	0	0	0	26.6	31.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	1	1	0	0	0	0	0	0
0200	2	1	1	0	0	0	0	0	0	0	0	0	0	27.5	25.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	2	0	0	0	0	0	0	0
0215	3	3	0	0	0	0	0	0	0	0	0	0	0	29.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	1	2	0	0	0	0	0	0
0230	2	2	0	0	0	0	0	0	0	0	0	0	0	36.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	1	0	1	0	0	0	0
0245	1	1	0	0	0	0	0	0	0	0	0	0	0	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	1	0	0	0	0	0	0	0	0
0300	3	2	1	0	0	0	0	0	0	0	0	0	0	23.2	27.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	1	2	0	0	0	0	0	0	0
0315	1	1	0	0	0	0	0	0	0	0	0	0	0	35.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	1	0	0	0	0	0	0
0330	3	3	0	0	0	0	0	0	0	0	0	0	0	31.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	1	2	0	0	0	0	0	0
0345	5	4	1	0	0	0	0	0	0	0	0	0	0	28.4	28.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	4	1	0	0	0	0	0	0
0400	3	1	2	0	0	0	0	0	0	0	0	0	0	33.7	29.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	1	2	0	0	0	0	0	0
0415	5	5	0	0	0	0	0	0	0	0	0	0	0	29.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	1	2	1	1	0	0	0	0	0
0430	10	10	0	0	0	0	0	0	0	0	0	0	0	32.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	4	4	1	1	0	0	0	0
0445	7	6	1	0	0	0	0	0	0	0	0	0	0	31.1	30.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	1	6	0	0	0	0	0	0
0500	11	11	0	0	0	0	0	0	0	0	0	0	0	29.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	1	1	4	2	3	0	0	0	0	0
0515	22	20	1	0	0	0	0	0	0	0	0	0	1	29.2	30.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	36.0	0	0	0	1	12	8	1	0	0	0	0	0
0530	27	24	3	0	0	0	0	0	0	0	0	0	0	28.9	35.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	1	3	9	12	1	1	0	0	0	0
0545	30	27	2	0	0	0	0	0	0	0	0	0	1	31.1	33.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	24.3	0	0	0	2	8	18	2	0	0	0	0	0
0600	46	41	5	0	0	0	0	0	0	0	0	0	0	30.9	28.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	4	19	17	6	0	0	0	0	0
0615	55	51	4	0	0	0	0	0	0	0	0	0	0	29.4	28.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	1	0	4	34	10	4	2	0	0	0	0
0630	67	55	11	0	1	0	0	0	0	0	0	0	0	28.8	31.5	0.0	20.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	13	25	24	5	0	0	0	0	0
0645	81	73	7	0	0	0	0	0	0	0	0	0	1	29.9	29.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	26.9	0	0	0	7	38	30	6	0	0	0	0	0
0700	94	85	8	0	0	0	0	0	0	0	0	0	1	28.9	29.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	20.5	0	0	0	6	59	28	1	0	0	0	0	0
0715	100	92	8	0	0	0	0	0	0	0	0	0	0	27.6	28.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	12	65	23	0	0	0	0	0	0
0730	114	99	13	0	0	2	0	0	0	0	0	0	0	27.7	26.5	0.0	0.0	25.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	3	16	71	21	3	0	0	0	0	0
0745	109	101	5	0	2	0	0	1	0	0	0	0	0	27.4	28.0	0.0	20.4	0.0	0.0	30.8	0.0	0.0	0.0	0.0	0.0	0	1	2	24	58	21	3	0	0	0	0	0
0800	119	111	6	1	0	0	0	0	0	0	0	0	1	26.9	26.8	27.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	21.4	0	0	0	36	66	17	0	0	0	0	0	0
0815	144	133	7	0	1	0	0	0	0	0	0	0	3	26.3	26.4	0.0	25.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	26.1	0	0	4	47	74	17	2	0	0	0	0	0
0830	132	125	5	0	0	0	0	0	0	0	0	0	2	26.5	26.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	26.1	0	0	2	32	84	13	1	0	0	0	0	0
0845	113	105	7	0	0	0	0	0	0	0	0	0	1	27.2	26.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	22.5	0	0	1	24	70	18	0	0	0	0	0	0
0900	74	70	2	1	0	0	0	0	0	0	0	0	1	26.5	25.8	23.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	20.5	0	0	2	20	43	8	1	0	0	0	0	0
0915	68	58	7	1	0	0	0	0	0	0	0	0	2	27.8	26.7	19.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	21.8	0	0	3	12	40	11	2	0	0	0	0	0
0930	78	65	9	1	0	0	0	0	0	0	0	0	3	26.5	26.2	24.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	21.0	0	0	2	23	46	7	0	0	0	0	0	0
0945	74	67	6	0	0	0	0	0	0	0	0	0	1	25.9	28.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	23.0	1	0	4	19	41	7	2	0	0	0	0	0
1000	86	78	6	1	0	0	0	0	0	0	0	0	1	26.9	26.5	23.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	25.6	0	0	1	20	56	8	1	0	0	0	0	0
1015	91	82	9	0	0	0	0	0	0	0	0	0	0	26.3	26.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	1	1	24	56	9	0	0	0	0	0	0
1030	85	78	4	0	0	1	0	0	0	0	0	0	2	25.6	25.7	0.0	0.0	30.5	0.0	0.0	0.0	0.0	0.0	0.0	24.2	0	1	3	33	42	6	0	0	0	0	0	0
1045	62	54	6	0	0	0	0	0	0	0	0	0	2	27.5	26.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	22.6	0	0	0	9	45	8	0	0	0	0	0	0
1100	82	76	5	0	0	0	0	0	0	0	0	0	1	26.3	26.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	21.5	0	0	5	24	42	10	1	0	0	0	0	0
1115	70	62	6	0	0	0	0	0	0	0	0	0	2	26.6	28.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	20.8	0	0	3	17	41	9	0	0	0	0	0	0
1130	89	80	7	0	0	0	0	0	0	0	0	0	2	26.8	25.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	24.1	0	0	1	27	50	10	1	0	0	0	0	0
1145	79	68	7	1	0	0	0	0	1	1	0	0	1	26.0	25.8	26.2	0.0	0.0	0.0	0.0	23.9	25.1	0.0	0.0	22.0	0	1	2	20	49	5	2	0	0	0	0	0
1200	82	78	4	0	0	0	0	0	0	0	0	0	0	26.6	31.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	3	22	42	12	3	0	0	0	0	0
1215	83	70	6	0	0	0	0	1	0	0	0	0	6	26.7	26.5	0.0	0.0	0.0	0.0	25.3	0.0	0.0	0.0	0.0	24.0	0	0	1	24	48	10	0	0	0	0	0	0
1230	87	76	5	0	0	0	0	0	0	2	0	0	4	25.6	25.7	0.0	0.0	0.0	0.0	0.0	0.0	24.1	0.0	0.0	24.7	1	0	5	32	39	10	0	0	0	0	0	0
1245	94	87	4	0	1	0	0	0	0	0	0	0	2	26.4	27.9	0.0	15.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	22.9	1	1	6	24	47	12	2	1	0	0	0	0
1300	67	65	1	0	0	0	0	0	0	0	0	0	1	27.0	23.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	22.5	0	0	0	21	34	12	0	0	0	0	0	0
1315	78	65	12	0	0	0	0	0	0	0	0	0	1	26.6	25.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	19.1	0	0	5	17	47	9	0	0	0	0	0	0
1330	76	63	9	0	0	1	0	0	0	0	0	0	3	26.5	25.6	0.0	0.0	23.9	0.0	0.0	0.0	0.0	0.0	0.0	24.0	0	1	1	26	38	9	1	0	0	0	0	0
1345	73	63	7	0	0	0	0	0	0	0	0	0	3	26.4	27.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	21.1	0	0	4	20	38	10	1	0	0	0	0	0
1400	77	68	7	0	0	1	0	0	0	0	0	0	1	26.8	27.1	0.0	0.0	25.1	0.0	0.0	0.0	0.0	0.0	0.0	19.9	0	0	2	11	57	7	0	0	0	0	0	0
1415	81	71	8	0	0	0	0	0	0	0	0	0	2	25.7	27.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	22.5	0	0	7	27	37	9	0	1	0	0	0	0
1430	81	73	7	0	0	0	0	0	0	0	0	1	0	25.9	28.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	24.6	0.0	0	1	0	30	37	13	0	0	0	0	0	0
1445	97	90	4	0	0	0	0	0	1	0	0	0	2	26.7	24.2	0.0	0.0	0.0	0.0	0.0	25.3	0.0	0.0	0.0	22.1	0	0	0	32	53	11	1	0	0	0	0	0
1500	122	112	9	0	0	0	0	0	0	0	0	0	1	25.8	26.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	21.6	0	2	5	42	65	6	1	0	0	1	0	0
1515	99	93	6	0	0	0	0	0	0	0	0	0	0	25.9	27.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	36	58	5	0	0	0	0	0	0
1530	96	84	9	0	0	0	0	0	0	0	0	0	3	24.6	26.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	23.8	0	0	6	42	44	4	0	0	0	0	0	0
1545	94	81	12	0	0	0	0	0	0	0	0	0	1	25.7	25.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	21.8	0	0	1	43	42	8	0	0	0	0	0	0
1600	116	104	11	0	0	0	0	0	0	0	0	0	1	25.2	26.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	25.9	0	0	9	34	66	7	0	0	0	0	0	0
1615	121	115	5	0	0	0	0	0	0	0	0	0	1	26.5	25.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	21.4	0	0	9	36	54	19	1	1	1	0	0	0
1630	132	121	8	0	0	0	0	0	0	0	0	0	3	26.1	26.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	22.7	0	0	3	53	60	14	2	0	0	0	0	0
1645	117	108	8	0	0	0	0	0	0	0	0	0	1	27.0	26.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	20.4	0	2	1	27	65	21	1	0	0	0	0	0
1700	128	122	5	0	0	1	0	0	0	0	0	0	0	26.4	26.2	0.0	0.0	24.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	2	39	74	11	1	1	0	0	0	0
1715	133	130	1	1	0	0	0	0	0	0	0	0	1	26.6	27.5	21.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	22.0	0	1	0	34	81	15	1	1	0	0	0	0
1730	123	118	5	0	0	0	0	0	0	0	0	0	0	27.9	27.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	3	19	71	26	3	1	0	0	0	0
1745	97	92	5	0	0	0	0	0	0	0	0	0	0	27.3	29.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	23	59	13	2	0	0	0	0	0
1800	112	108	3	0	0	0	0	0	0	0	0	0	1	27.0	28.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	20.3	0	0	4	17	70	21	0	0	0	0	0	0
1815	98	93	5	0	0	0	0	0	0	0	0	0	0	27.2	26.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	1	3	16	62	14	2	0	0	0	0	0
1830	45	41	2	0	0	0	0	0	0	0	0	0	2	28.3	26.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	24.2	0	0	0	13	20	12	0	0	0	0	0	0
1845	56	54	1	0	0	0	0	0	0	0	0	0	1	27.2	26.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	24.2	0	0	3	7	38	5	3	0	0	0	0	0
1900	49	46	2	1	0	0	0	0	0	0	0	0	0	28.3	24.9	22.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	2	8	22	15	1	1	0	0	0	0
1915	28	25	2	0	0	0	0	0	0	0	0	0	1	26.4	24.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	22.5	0	2	1	6	15	3	1	0	0	0	0	0
1930	26	26	0	0	0	0	0	0	0	0	0	0	0	27.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	1	1	20	4	0	0	0	0	0	0
1945	24	24	0	0	0	0	0	0	0	0	0	0	0	28.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	6	9	8	1	0	0	0	0	0
2000	28	28	0	0	0	0	0	0	0	0	0	0	0	29.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	3	16	5	4	0	0	0	0	0
2015	20	18	1	0	0	0	0	0	0	0	0	0	1	28.1	28.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	22.5	0	0	1	4	9	4	2	0	0	0	0	0
2030	21	21	0	0	0	0	0	0	0	0	0	0	0	30.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	10	8	2	1	0	0	0	0
2045	19	17	1	0	0	0	0	0	0	1	0	0	0	29.6	27.8	0.0	0.0	0.0	0.0	0.0	0.0	23.6	0.0	0.0	0.0	0	0	0	1	12	5	1	0	0	0	0	0
2100	22	21	1	0	0	0	0	0	0	0	0	0	0	29.9	36.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	3	10	5	3	1	0	0	0	0
2115	16	15	0	0	0	0	0	0	0	0	0	0	1	29.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	27.6	0	0	0	2	8	5	0	1	0	0	0	0
2130	17	17	0	0	0	0	0	0	0	0	0	0	0	30.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	1	9	5	2	0	0	0	0	0
2145	62	60	2	0	0	0	0	0	0	0	0	0	0	26.9	23.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	2	14	38	6	2	0	0	0	0	0
2200	45	45	0	0	0	0	0	0	0	0	0	0	0	26.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	1	11	26	7	0	0	0	0	0	0
2215	38	37	1	0	0	0	0	0	0	0	0	0	0	25.7	22.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	16	18	4	0	0	0	0	0	0
2230	34	31	2	0	0	0	0	0	0	0	0	0	1	25.5	24.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	23.2	0	0	3	11	17	3	0	0	0	0	0	0
2245	22	21	1	0	0	0	0	0	0	0	0	0	0	27.0	26.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	6	14	2	0	0	0	0	0	0
2300	24	23	1	0	0	0	0	0	0	0	0	0	0	25.8	21.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	1	2	7	12	2	0	0	0	0	0	0
2315	18	17	0	0	0	0	0	0	0	0	0	0	1	30.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	24.9	0	0	0	3	4	11	0	0	0	0	0	0
2330	16	16	0	0	0	0	0	0	0	0	0	0	0	28.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	4	5	5	2	0	0	0	0	0
2345	8	7	1	0	0	0	0	0	0	0	0	0	0	30.7	31.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	2	6	0	0	0	0	0	0
07-19	**4528**	**4134**	**302**	**7**	**4**	**6**	**0**	**2**	**2**	**3**	**0**	**1**	**67**	**26.6**	**26.8**	**23.6**	**20.3**	**25.9**	**0.0**	**28.0**	**24.6**	**24.4**	**0.0**	**24.6**	**22.9**	**3**	**13**	**122**	**1212**	**2544**	**581**	**45**	**6**	**1**	**1**	**0**	**0**
06-22	**5109**	**4672**	**338**	**8**	**5**	**6**	**0**	**2**	**2**	**4**	**0**	**1**	**71**	**26.9**	**27.0**	**23.4**	**20.3**	**25.9**	**0.0**	**28.0**	**24.6**	**24.2**	**0.0**	**24.6**	**23.1**	**3**	**16**	**129**	**1289**	**2838**	**735**	**85**	**12**	**1**	**1**	**0**	**0**
06-00	**5314**	**4869**	**344**	**8**	**5**	**6**	**0**	**2**	**2**	**4**	**0**	**1**	**73**	**26.9**	**27.0**	**23.4**	**20.3**	**25.9**	**0.0**	**28.0**	**24.6**	**24.2**	**0.0**	**24.6**	**23.1**	**3**	**17**	**135**	**1347**	**2936**	**775**	**87**	**12**	**1**	**1**	**0**	**0**
00-00	**5484**	**5022**	**358**	**9**	**5**	**6**	**0**	**2**	**2**	**4**	**0**	**1**	**75**	**27.0**	**27.2**	**23.6**	**20.3**	**25.9**	**0.0**	**28.0**	**24.6**	**24.2**	**0.0**	**24.6**	**23.3**	**3**	**17**	**137**	**1360**	**3008**	**844**	**98**	**15**	**1**	**1**	**0**	**0**

Vehicles = 5484
Posted speed limit = 19 mph, Exceeding = 5383 (98.16%), Mean Exceeding = 27.11 mph
Maximum = 59.7 mph, Minimum = 8.6 mph, Mean = 26.9 mph
85% Speed = 30.42 mph, 95% Speed = 32.98 mph, Median = 26.79 mph
10 mph Pace = 22 - 32, Number in Pace = 4682 (85.38%)
Variance = 13.64, Standard Deviation = 3.69 mph

Thursday 12 July 2018

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	SpCls 1	SpCls 2	SpCls 3	SpCls 4	SpCls 5	SpCls 6	SpCls 7	SpCls 8	SpCls 9	SpCls 10	SpCls 11	SpCls 12	Vbin 0 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 60	Vbin 60 70	Vbin 70 100
0000	7	7	0	0	0	0	0	0	0	0	0	0	0	29.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	1	2	4	0	0	0	0	0	0
0015	6	5	0	1	0	0	0	0	0	0	0	0	0	26.6	0.0	18.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	1	2	2	1	0	0	0	0	0	0
0030	3	3	0	0	0	0	0	0	0	0	0	0	0	33.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	1	0	2	0	0	0	0	0
0045	3	2	0	0	0	0	0	0	0	1	0	0	0	30.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	32.7	0.0	0.0	0.0	0	0	0	0	1	2	0	0	0	0	0	0
0100	2	2	0	0	0	0	0	0	0	0	0	0	0	28.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	2	0	0	0	0	0	0	0
0115	2	2	0	0	0	0	0	0	0	0	0	0	0	27.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	2	0	0	0	0	0	0	0
0130	3	2	0	0	0	0	0	0	0	1	0	0	0	24.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	30.8	0.0	0.0	0.0	0	0	0	1	1	1	0	0	0	0	0	0
0145	2	2	0	0	0	0	0	0	0	0	0	0	0	29.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	1	1	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0
0215	8	8	0	0	0	0	0	0	0	0	0	0	0	28.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	1	2	5	0	0	0	0	0	0
0230	2	1	1	0	0	0	0	0	0	0	0	0	0	30.1	28.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	1	1	0	0	0	0	0	0
0245	6	5	0	0	0	1	0	0	0	0	0	0	0	30.6	0.0	0.0	0.0	32.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	2	3	1	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0
0315	2	1	1	0	0	0	0	0	0	0	0	0	0	25.5	33.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	1	1	0	0	0	0	0	0
0330	6	5	1	0	0	0	0	0	0	0	0	0	0	27.1	23.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	2	2	2	0	0	0	0	0	0
0345	5	4	1	0	0	0	0	0	0	0	0	0	0	28.6	44.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	1	2	1	0	1	0	0	0	0
0400	4	3	1	0	0	0	0	0	0	0	0	0	0	29.0	32.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	2	2	0	0	0	0	0	0
0415	2	2	0	0	0	0	0	0	0	0	0	0	0	34.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	1	1	0	0	0	0	0
0430	5	5	0	0	0	0	0	0	0	0	0	0	0	29.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	4	1	0	0	0	0	0	0
0445	8	6	2	0	0	0	0	0	0	0	0	0	0	31.0	29.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	1	3	3	0	0	1	0	0	0
0500	10	8	2	0	0	0	0	0	0	0	0	0	0	30.4	29.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	4	5	1	0	0	0	0	0
0515	21	19	2	0	0	0	0	0	0	0	0	0	0	29.5	29.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	13	6	2	0	0	0	0	0
0530	20	18	1	0	0	0	0	0	0	0	0	0	1	28.4	18.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	24.6	0	0	2	4	7	7	0	0	0	0	0	0
0545	25	21	3	0	0	1	0	0	0	0	0	0	0	30.1	30.3	0.0	0.0	33.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	2	9	12	2	0	0	0	0	0
0600	39	34	5	0	0	0	0	0	0	0	0	0	0	29.0	34.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	1	0	0	22	13	2	0	1	0	0	0
0615	49	43	6	0	0	0	0	0	0	0	0	0	0	28.7	29.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	6	25	15	3	0	0	0	0	0
0630	58	54	4	0	0	0	0	0	0	0	0	0	0	30.0	30.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	2	26	26	4	0	0	0	0	0
0645	76	66	10	0	0	0	0	0	0	0	0	0	0	28.6	29.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	1	3	55	16	0	1	0	0	0	0
0700	67	59	8	0	0	0	0	0	0	0	0	0	0	28.3	27.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	1	7	44	14	1	0	0	0	0	0
0715	106	97	7	0	1	0	0	0	0	0	0	0	1	27.6	26.1	0.0	28.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	23.8	0	0	3	18	61	23	1	0	0	0	0	0
0730	94	88	5	0	0	0	0	0	0	0	0	0	1	27.3	26.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	24.7	0	0	0	18	61	15	0	0	0	0	0	0
0745	107	96	9	0	1	1	0	0	0	0	0	0	0	27.3	27.4	0.0	21.4	29.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	30	60	14	3	0	0	0	0	0
0800	151	140	8	0	1	2	0	0	0	0	0	0	0	26.0	25.2	0.0	19.7	21.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	5	58	75	13	0	0	0	0	0	0
0815	159	150	7	1	0	0	0	0	0	0	0	0	1	25.1	25.5	23.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	24.1	0	1	23	48	71	11	4	1	0	0	0	0
0830	115	108	5	2	0	0	0	0	0	0	0	0	0	26.7	24.3	24.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	36	63	16	0	0	0	0	0	0
0845	115	108	6	0	0	0	0	0	0	0	0	0	1	26.9	25.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	26.6	0	0	0	25	80	9	1	0	0	0	0	0
0900	98	93	4	0	0	0	0	0	0	0	0	0	1	26.8	26.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	27.4	0	0	3	18	62	15	0	0	0	0	0	0
0915	89	81	7	0	0	1	0	0	0	0	0	0	0	26.2	24.3	0.0	0.0	24.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	1	28	55	5	0	0	0	0	0	0
0930	93	82	9	0	0	1	0	0	0	0	0	0	1	26.7	26.9	0.0	0.0	18.2	0.0	0.0	0.0	0.0	0.0	0.0	26.6	0	0	8	22	43	19	1	0	0	0	0	0
0945	101	90	9	0	0	0	0	0	0	0	0	1	1	26.4	24.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	23.6	22.3	0	0	0	33	59	9	0	0	0	0	0	0
1000	82	72	7	1	1	0	0	0	0	0	0	0	1	26.8	27.0	22.8	20.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	24.8	0	0	2	17	56	6	1	0	0	0	0	0
1015	87	77	7	1	0	0	0	0	1	0	0	0	1	26.9	26.4	23.4	0.0	0.0	0.0	0.0	26.9	0.0	0.0	0.0	24.1	0	0	1	23	51	12	0	0	0	0	0	0
1030	91	84	6	0	0	0	0	0	0	0	0	0	1	26.4	26.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	24.2	0	0	2	24	56	8	1	0	0	0	0	0
1045	72	63	8	0	0	1	0	0	0	0	0	0	0	26.7	26.0	0.0	0.0	24.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	1	24	36	10	0	1	0	0	0	0
1100	90	83	4	0	0	1	0	0	0	0	0	0	2	26.2	25.7	0.0	0.0	25.1	0.0	0.0	0.0	0.0	0.0	0.0	18.6	0	0	4	29	49	8	0	0	0	0	0	0
1115	88	80	7	0	0	0	0	1	0	0	0	0	0	26.2	25.4	0.0	0.0	0.0	0.0	24.7	0.0	0.0	0.0	0.0	0.0	0	0	1	36	41	9	1	0	0	0	0	0
1130	97	87	4	2	0	0	0	0	0	0	0	0	4	25.6	26.8	24.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	23.2	0	0	3	43	43	7	1	0	0	0	0	0
1145	74	68	5	0	0	0	0	0	0	0	0	0	1	26.1	25.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	21.1	1	0	2	19	42	9	1	0	0	0	0	0
1200	103	101	2	0	0	0	0	0	0	0	0	0	0	25.9	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	5	31	55	11	0	1	0	0	0	0
1215	87	80	5	0	0	0	0	0	0	0	0	0	2	26.6	24.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	27.2	0	0	1	19	58	8	1	0	0	0	0	0
1230	84	75	5	0	0	0	0	0	0	0	0	0	4	26.7	24.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	23.4	0	0	2	23	49	10	0	0	0	0	0	0
1245	72	66	5	0	0	0	0	0	0	0	0	0	1	26.6	24.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	28.9	0	0	2	22	40	7	1	0	0	0	0	0
1300	79	70	8	0	0	0	0	0	0	0	0	0	1	27.3	27.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	23.3	0	0	0	17	45	14	3	0	0	0	0	0
1315	76	72	3	0	0	0	0	0	0	0	0	0	1	27.7	22.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	22.8	0	0	0	14	48	14	0	0	0	0	0	0
1330	77	69	6	0	0	0	0	0	0	1	0	0	1	26.5	27.5	0.0	0.0	0.0	0.0	0.0	0.0	24.5	0.0	0.0	23.3	0	0	1	21	48	6	1	0	0	0	0	0
1345	76	69	4	0	0	0	0	1	0	0	0	0	2	26.8	21.9	0.0	0.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	23.6	0	0	1	24	42	8	1	0	0	0	0	0
1400	67	61	4	0	0	0	0	0	0	1	0	0	1	26.4	23.1	0.0	0.0	0.0	0.0	0.0	0.0	24.3	0.0	0.0	24.2	0	0	1	26	33	5	1	1	0	0	0	0
1415	75	68	3	1	0	0	0	0	0	0	0	0	3	25.8	26.6	26.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	25.3	0	0	4	23	38	10	0	0	0	0	0	0
1430	73	69	3	0	0	0	0	0	0	0	0	0	1	25.8	26.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	22.3	0	1	1	30	35	5	1	0	0	0	0	0
1445	121	111	7	0	1	0	0	0	0	0	0	0	2	25.1	26.4	0.0	23.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	22.7	0	1	0	58	57	5	0	0	0	0	0	0
1500	116	108	6	0	0	0	0	0	0	0	0	0	2	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	21.7	0	0	6	52	56	2	0	0	0	0	0	0
1515	96	90	5	0	0	0	0	0	0	0	0	0	1	25.2	25.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	20.3	0	0	13	28	47	8	0	0	0	0	0	0
1530	91	86	4	0	0	0	0	0	0	0	0	0	1	26.3	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	23.9	0	1	3	23	52	12	0	0	0	0	0	0
1545	102	90	10	0	0	0	0	0	0	0	0	0	2	25.8	25.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	20.6	0	0	3	38	54	7	0	0	0	0	0	0
1600	107	96	11	0	0	0	0	0	0	0	0	0	0	26.8	27.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	3	27	64	11	2	0	0	0	0	0
1615	88	81	5	1	0	0	0	0	0	0	0	0	1	26.2	26.7	29.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	23.1	0	0	3	22	55	7	1	0	0	0	0	0
1630	123	113	7	0	0	0	0	0	0	0	0	0	3	27.6	26.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	27.1	0	1	3	22	70	27	0	0	0	0	0	0
1645	125	117	8	0	0	0	0	0	0	0	0	0	0	26.4	26.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	1	0	41	68	14	1	0	0	0	0	0
1700	131	128	2	0	0	0	0	0	0	0	0	0	1	26.6	23.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	22.0	0	0	1	37	80	12	1	0	0	0	0	0
1715	116	110	5	0	0	0	0	0	0	0	0	0	1	27.3	25.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	21.5	0	0	2	20	81	13	0	0	0	0	0	0
1730	125	119	5	0	0	0	0	0	0	0	0	0	1	27.0	23.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	22.9	0	0	2	32	71	20	0	0	0	0	0	0
1745	107	99	7	0	0	0	0	0	0	0	0	0	1	26.1	26.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	22.9	0	1	5	31	52	17	1	0	0	0	0	0
1800	115	112	3	0	0	0	0	0	0	0	0	0	0	26.5	28.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	3	35	60	15	2	0	0	0	0	0
1815	90	82	6	0	0	0	0	0	0	0	0	0	2	26.8	28.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	23.6	0	0	0	18	65	7	0	0	0	0	0	0
1830	81	77	3	0	0	0	0	0	0	0	0	0	1	27.0	29.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	25.4	0	1	1	21	43	13	2	0	0	0	0	0
1845	78	75	3	0	0	0	0	0	0	0	0	0	0	27.0	28.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	3	21	40	13	0	1	0	0	0	0
1900	73	70	2	0	0	0	0	0	0	0	0	0	1	26.6	22.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	23.0	1	0	2	18	44	7	1	0	0	0	0	0
1915	66	63	1	1	0	0	0	0	0	0	0	0	1	27.4	21.0	21.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	22.9	0	0	0	20	30	14	2	0	0	0	0	0
1930	66	65	1	0	0	0	0	0	0	0	0	0	0	28.2	26.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	1	6	43	14	1	1	0	0	0	0
1945	62	54	8	0	0	0	0	0	0	0	0	0	0	27.7	26.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	1	12	36	12	1	0	0	0	0	0
2000	41	41	0	0	0	0	0	0	0	0	0	0	0	26.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	1	13	21	5	1	0	0	0	0	0
2015	63	62	1	0	0	0	0	0	0	0	0	0	0	25.4	24.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0	4	21	33	4	0	0	0	0	0	0
2030	63	61	2	0	0	0	0	0	0	0	0	0	0	26.8	27.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	2	16	38	3	4	0	0	0	0	0
2045	60	59	1	0	0	0	0	0	0	0	0	0	0	27.5	31.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	1	11	37	8	2	0	0	1	0	0
2100	47	46	1	0	0	0	0	0	0	0	0	0	0	27.7	31.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	6	34	5	2	0	0	0	0	0
2115	49	46	2	0	0	0	0	0	0	0	0	0	1	27.7	29.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	24.5	0	0	1	13	21	14	0	0	0	0	0	0
2130	33	32	1	0	0	0	0	0	0	0	0	0	0	26.4	25.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	10	19	3	1	0	0	0	0	0
2145	32	30	2	0	0	0	0	0	0	0	0	0	0	27.1	28.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	1	5	21	4	1	0	0	0	0	0
2200	33	33	0	0	0	0	0	0	0	0	0	0	0	28.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	4	19	9	1	0	0	0	0	0
2215	33	33	0	0	0	0	0	0	0	0	0	0	0	27.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	2	7	17	5	0	1	1	0	0	0
2230	15	14	0	0	0	0	0	0	0	0	0	0	1	27.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	20.0	0	0	1	3	8	3	0	0	0	0	0	0
2245	10	10	0	0	0	0	0	0	0	0	0	0	0	28.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	2	4	3	1	0	0	0	0	0
2300	7	7	0	0	0	0	0	0	0	0	0	0	0	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	3	1	2	1	0	0	0	0
2315	13	12	0	0	0	0	0	0	0	0	0	0	1	23.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	22.8	0	0	2	8	3	0	0	0	0	0	0	0
2330	12	12	0	0	0	0	0	0	0	0	0	0	0	28.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	2	7	3	0	0	0	0	0	0
2345	8	8	0	0	0	0	0	0	0	0	0	0	0	27.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	2	4	2	0	0	0	0	0	0
07-19	**4657**	**4300**	**277**	**9**	**5**	**7**	**0**	**2**	**1**	**2**	**0**	**1**	**53**	**26.5**	**26.0**	**24.8**	**22.7**	**23.7**	**0.0**	**24.9**	**26.9**	**24.4**	**0.0**	**23.6**	**23.7**	**1**	**8**	**129**	**1332**	**2614**	**533**	**35**	**5**	**0**	**0**	**0**	**0**
06-22	**5534**	**5126**	**324**	**10**	**5**	**7**	**0**	**2**	**1**	**2**	**0**	**1**	**56**	**26.7**	**26.4**	**24.5**	**22.7**	**23.7**	**0.0**	**24.9**	**26.9**	**24.4**	**0.0**	**23.6**	**23.7**	**3**	**9**	**144**	**1494**	**3119**	**696**	**60**	**7**	**1**	**1**	**0**	**0**
06-00	**5665**	**5255**	**324**	**10**	**5**	**7**	**0**	**2**	**1**	**2**	**0**	**1**	**58**	**26.7**	**26.4**	**24.5**	**22.7**	**23.7**	**0.0**	**24.9**	**26.9**	**24.4**	**0.0**	**23.6**	**23.6**	**3**	**9**	**149**	**1522**	**3184**	**722**	**64**	**9**	**2**	**1**	**0**	**0**
00-00	**5817**	**5386**	**339**	**11**	**5**	**9**	**0**	**2**	**1**	**4**	**0**	**1**	**59**	**26.8**	**26.5**	**23.9**	**22.7**	**25.7**	**0.0**	**24.9**	**26.9**	**28.0**	**0.0**	**23.6**	**23.6**	**3**	**9**	**152**	**1537**	**3248**	**781**	**73**	**10**	**3**	**1**	**0**	**0**

Vehicles = 5817
Posted speed limit = 19 mph, Exceeding = 5721 (98.35%), Mean Exceeding = 26.86 mph
Maximum = 50.7 mph, Minimum = 8.7 mph, Mean = 26.7 mph
85% Speed = 29.97 mph, 95% Speed = 32.44 mph, Median = 26.62 mph
10 mph Pace = 22 - 32, Number in Pace = 5020 (86.30%)
Variance = 12.51, Standard Deviation = 3.54 mph

Virtual Week (1)

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	SpCls 1	SpCls 2	SpCls 3	SpCls 4	SpCls 5	SpCls 6	SpCls 7	SpCls 8	SpCls 9	SpCls 10	SpCls 11	SpCls 12	Vbin 0 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 60	Vbin 60 70	Vbin 70 100
Mon	5709	5278	331	28	7	11	0	4	3	4	0	0	43	26.7	26.4	23.5	23.9	26.6	0.0	25.1	25.1	25.1	0.0	0.0	23.6	6	20	152	1503	3223	730	66	8	1	0	0	0
Tue	5685	5251	323	13	6	7	0	3	2	5	0	2	73	27.0	26.9	24.0	22.3	23.8	0.0	29.9	21.4	25.4	0.0	24.4	23.4	7	8	127	1452	3123	877	82	7	0	2	0	0
Wed	5484	5022	358	9	5	6	0	2	2	4	0	1	75	27.0	27.2	23.6	20.3	25.9	0.0	28.0	24.6	24.2	0.0	24.6	23.3	3	17	137	1360	3008	844	98	15	1	1	0	0
Thu	5817	5386	339	11	5	9	0	2	1	4	0	1	59	26.8	26.5	23.9	22.7	25.7	0.0	24.9	26.9	28.0	0.0	23.6	23.6	3	9	152	1537	3248	781	73	10	3	1	0	0
Fri	5995	5541	355	15	5	10	0	3	6	3	0	0	57	27.0	26.7	23.9	19.9	24.2	0.0	23.4	23.4	23.5	0.0	0.0	23.5	2	14	125	1523	3365	854	99	9	2	0	2	0
|Sat	4389	4170	150	12	2	3	0	0	3	0	1	1	47	27.4	28.3	22.5	22.8	23.8	0.0	0.0	25.3	0.0	22.1	23.2	23.2	0	4	89	955	2448	762	118	11	1	1	0	0
|Sun	3625	3457	132	6	1	6	0	1	4	0	1	0	17	27.4	27.9	24.2	16.5	23.3	0.0	24.0	25.7	0.0	25.2	0.0	23.6	1	7	70	824	1994	634	77	12	4	1	0	1
--	**36704**	**34105**	**1988**	**94**	**31**	**52**	**0**	**15**	**21**	**20**	**2**	**5**	**371**	**27.0**	**26.9**	**23.6**	**21.9**	**25.0**	**0.0**	**26.0**	**24.4**	**25.4**	**23.7**	**24.0**	**23.4**	**22**	**79**	**852**	**9154**	**20409**	**5482**	**613**	**72**	**12**	**6**	**2**	**1**

Vehicles = 36704
Posted speed limit = 19 mph, Exceeding = 36116 (98.40%), Mean Exceeding = 27.10 mph
Maximum = 93.0 mph, Minimum = 7.0 mph, Mean = 26.9 mph
85% Speed = 30.27 mph, 95% Speed = 32.94 mph, Median = 26.84 mph
10 mph Pace = 22 - 32, Number in Pace = 31480 (85.77%)
Variance = 13.26, Standard Deviation = 3.64 mph

Appendix D
Approved TRICS Person Trip Rates

Calculation Reference: AUDIT-714101-180710-0725

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : A - HOUSES PRIVATELY OWNED
MULTI-MODAL VEHICLES

Selected regions and areas:

02	SOUTH EAST		
	ES	EAST SUSSEX	2 days
	HC	HAMPSHIRE	1 days
	KC	KENT	3 days
	SC	SURREY	1 days
	WS	WEST SUSSEX	2 days
03	SOUTH WEST		
	DV	DEVON	2 days
04	EAST ANGLIA		
	NF	NORFOLK	1 days
06	WEST MIDLANDS		
	SH	SHROPSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	NY	NORTH YORKSHIRE	3 days
	SY	SOUTH YORKSHIRE	1 days
09	NORTH		
	DH	DURHAM	2 days
11	SCOTLAND		
	FA	FALKIRK	1 days

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

Secondary Filtering selection:

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

Parameter: Number of dwellings
Actual Range: 50 to 288 (units:)
Range Selected by User: 50 to 300 (units:)

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/10 to 27/11/17

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

Selected survey days:

Monday	6 days
Tuesday	2 days
Wednesday	3 days
Thursday	5 days
Friday	4 days

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

Selected survey types:

Manual count	20 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	10
Edge of Town	8
Neighbourhood Centre (PPS6 Local Centre)	2

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

Selected Location Sub Categories:

Residential Zone	18
Village	1
No Sub Category	1

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

Secondary Filtering selection:

Use Class:

C3	20 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 1 mile:

1,000 or Less	1 days
1,001 to 5,000	4 days
5,001 to 10,000	6 days
10,001 to 15,000	5 days
15,001 to 20,000	3 days
20,001 to 25,000	1 days

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

Population within 5 miles:

5,001 to 25,000	5 days
25,001 to 50,000	3 days
50,001 to 75,000	1 days
75,001 to 100,000	5 days
100,001 to 125,000	2 days
125,001 to 250,000	3 days
250,001 to 500,000	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	4 days
1.1 to 1.5	15 days
1.6 to 2.0	1 days

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

Travel Plan:

Yes	2 days
No	18 days

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

PTAL Rating:

No PTAL Present	20 days

This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1 DH-03-A-01 SEMI DETACHED DURHAM
GREENFIELDS ROAD

BISHOP AUCKLAND
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 50
Survey date: TUESDAY *28/03/17* *Survey Type: MANUAL*

2 DH-03-A-02 MIXED HOUSES DURHAM
LEAZES LANE
ST HELEN AUCKLAND
BISHOP AUCKLAND
Neighbourhood Centre (PPS6 Local Centre)
Residential Zone
Total Number of dwellings: 125
Survey date: MONDAY *27/03/17* *Survey Type: MANUAL*

3 DV-03-A-02 HOUSES & BUNGALOWS DEVON
MILLHEAD ROAD

HONITON
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 116
Survey date: FRIDAY *25/09/15* *Survey Type: MANUAL*

4 DV-03-A-03 TERRACED & SEMI DETACHED DEVON
LOWER BRAND LANE

HONITON
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 70
Survey date: MONDAY *28/09/15* *Survey Type: MANUAL*

5 ES-03-A-03 MIXED HOUSES & FLATS EAST SUSSEX
SHEPHAM LANE

POLEGATE
Edge of Town
Residential Zone
Total Number of dwellings: 212
Survey date: MONDAY *11/07/16* *Survey Type: MANUAL*

6 ES-03-A-04 MIXED HOUSES & FLATS EAST SUSSEX
NEW LYDD ROAD

CAMBER
Edge of Town
Residential Zone
Total Number of dwellings: 134
Survey date: FRIDAY *15/07/16* *Survey Type: MANUAL*

7 FA-03-A-02 MIXED HOUSES FALKIRK
ROSEBANK AVENUE & SPRINGFIELD DRIVE

FALKIRK
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 161
Survey date: WEDNESDAY *29/05/13* *Survey Type: MANUAL*

8 HC-03-A-19 HOUSES & FLATS HAMPSHIRE
CANADA WAY

LIPHOOK
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 62
Survey date: MONDAY *27/11/17* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

9 KC-03-A-03 MIXED HOUSES & FLATS KENT
HYTHE ROAD
WILLESBOROUGH
ASHFORD
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 51
Survey date: THURSDAY *14/07/16* *Survey Type: MANUAL*

10 KC-03-A-04 SEMI-DETACHED & TERRACED KENT
KILN BARN ROAD
DITTON
AYLESFORD
Edge of Town
Residential Zone
Total Number of dwellings: 110
Survey date: FRIDAY *22/09/17* *Survey Type: MANUAL*

11 KC-03-A-07 MIXED HOUSES KENT
RECULVER ROAD

HERNE BAY
Edge of Town
Residential Zone
Total Number of dwellings: 288
Survey date: WEDNESDAY *27/09/17* *Survey Type: MANUAL*

12 NF-03-A-02 HOUSES & FLATS NORFOLK
DEREHAM ROAD

NORWICH
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 98
Survey date: MONDAY *22/10/12* *Survey Type: MANUAL*

13 NY-03-A-06 BUNGALOWS & SEMI DET. NORTH YORKSHIRE
HORSEFAIR

BOROUGHBRIDGE
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 115
Survey date: FRIDAY *14/10/11* *Survey Type: MANUAL*

14 NY-03-A-09 MIXED HOUSING NORTH YORKSHIRE
GRAMMAR SCHOOL LANE

NORTHALLERTON
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 52
Survey date: MONDAY *16/09/13* *Survey Type: MANUAL*

15 NY-03-A-10 HOUSES AND FLATS NORTH YORKSHIRE
BOROUGHBRIDGE ROAD

RIPON
Edge of Town
No Sub Category
Total Number of dwellings: 71
Survey date: TUESDAY *17/09/13* *Survey Type: MANUAL*

16 SC-03-A-04 DETACHED & TERRACED SURREY
HIGH ROAD

BYFLEET
Edge of Town
Residential Zone
Total Number of dwellings: 71
Survey date: THURSDAY *23/01/14* *Survey Type: MANUAL*

17 SH-03-A-05 SEMI-DETACHED/TERRACED SHROPSHIRE
SANDCROFT
SUTTON HILL
TELFORD
Edge of Town
Residential Zone
Total Number of dwellings: 54
Survey date: THURSDAY *24/10/13* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

18	SY-03-A-01	SEMI DETACHED HOUSES	SOUTH YORKSHIRE
	A19 BENTLEY ROAD		
	BENTLEY RISE		
	DONCASTER		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	54	
	Survey date: WEDNESDAY	*18/09/13*	*Survey Type: MANUAL*
19	WS-03-A-04	MIXED HOUSES	WEST SUSSEX
	HILLS FARM LANE		
	BROADBRIDGE HEATH		
	HORSHAM		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	151	
	Survey date: THURSDAY	*11/12/14*	*Survey Type: MANUAL*
20	WS-03-A-07	BUNGALOWS	WEST SUSSEX
	EMMS LANE		
	BROOKS GREEN		
	NEAR HORSHAM		
	Neighbourhood Centre (PPS6 Local Centre)		
	Village		
	Total Number of dwellings:	57	
	Survey date: THURSDAY	*19/10/17*	*Survey Type: MANUAL*

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL VEHICLES
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	20	105	0.066	20	105	0.233	20	105	0.299
08:00 - 09:00	20	105	0.127	20	105	0.337	20	105	0.464
09:00 - 10:00	20	105	0.135	20	105	0.162	20	105	0.297
10:00 - 11:00	20	105	0.123	20	105	0.159	20	105	0.282
11:00 - 12:00	20	105	0.128	20	105	0.152	20	105	0.280
12:00 - 13:00	20	105	0.152	20	105	0.135	20	105	0.287
13:00 - 14:00	20	105	0.164	20	105	0.152	20	105	0.316
14:00 - 15:00	20	105	0.161	20	105	0.163	20	105	0.324
15:00 - 16:00	20	105	0.238	20	105	0.156	20	105	0.394
16:00 - 17:00	20	105	0.249	20	105	0.160	20	105	0.409
17:00 - 18:00	20	105	0.314	20	105	0.142	20	105	0.456
18:00 - 19:00	20	105	0.223	20	105	0.155	20	105	0.378
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.080			2.106			4.186

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

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

Parameter summary

Trip rate parameter range selected:	50 - 288 (units:)
Survey date date range:	01/01/10 - 27/11/17
Number of weekdays (Monday-Friday):	20
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL TAXIS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	20	105	0.003	20	105	0.003	20	105	0.006
08:00 - 09:00	20	105	0.002	20	105	0.002	20	105	0.004
09:00 - 10:00	20	105	0.003	20	105	0.002	20	105	0.005
10:00 - 11:00	20	105	0.002	20	105	0.002	20	105	0.004
11:00 - 12:00	20	105	0.002	20	105	0.002	20	105	0.004
12:00 - 13:00	20	105	0.002	20	105	0.002	20	105	0.004
13:00 - 14:00	20	105	0.003	20	105	0.002	20	105	0.005
14:00 - 15:00	20	105	0.004	20	105	0.003	20	105	0.007
15:00 - 16:00	20	105	0.007	20	105	0.006	20	105	0.013
16:00 - 17:00	20	105	0.005	20	105	0.006	20	105	0.011
17:00 - 18:00	20	105	0.003	20	105	0.003	20	105	0.006
18:00 - 19:00	20	105	0.003	20	105	0.003	20	105	0.006
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.039			0.036			0.075

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

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

Parameter summary

Trip rate parameter range selected:	50 - 288 (units:)
Survey date date range:	01/01/10 - 27/11/17
Number of weekdays (Monday-Friday):	20
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL OGVS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	20	105	0.000	20	105	0.000	20	105	0.000
08:00 - 09:00	20	105	0.001	20	105	0.000	20	105	0.001
09:00 - 10:00	20	105	0.002	20	105	0.002	20	105	0.004
10:00 - 11:00	20	105	0.003	20	105	0.001	20	105	0.004
11:00 - 12:00	20	105	0.002	20	105	0.002	20	105	0.004
12:00 - 13:00	20	105	0.000	20	105	0.001	20	105	0.001
13:00 - 14:00	20	105	0.001	20	105	0.000	20	105	0.001
14:00 - 15:00	20	105	0.001	20	105	0.002	20	105	0.003
15:00 - 16:00	20	105	0.001	20	105	0.001	20	105	0.002
16:00 - 17:00	20	105	0.000	20	105	0.001	20	105	0.001
17:00 - 18:00	20	105	0.001	20	105	0.000	20	105	0.001
18:00 - 19:00	20	105	0.000	20	105	0.000	20	105	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.012			0.010			0.022

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

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

Parameter summary

Trip rate parameter range selected:	50 - 288 (units:)
Survey date date range:	01/01/10 - 27/11/17
Number of weekdays (Monday-Friday):	20
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL PSVS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	20	105	0.000	20	105	0.000	20	105	0.000
08:00 - 09:00	20	105	0.000	20	105	0.000	20	105	0.000
09:00 - 10:00	20	105	0.000	20	105	0.000	20	105	0.000
10:00 - 11:00	20	105	0.000	20	105	0.000	20	105	0.000
11:00 - 12:00	20	105	0.001	20	105	0.001	20	105	0.002
12:00 - 13:00	20	105	0.000	20	105	0.000	20	105	0.000
13:00 - 14:00	20	105	0.000	20	105	0.000	20	105	0.000
14:00 - 15:00	20	105	0.000	20	105	0.000	20	105	0.000
15:00 - 16:00	20	105	0.000	20	105	0.000	20	105	0.000
16:00 - 17:00	20	105	0.000	20	105	0.000	20	105	0.000
17:00 - 18:00	20	105	0.000	20	105	0.000	20	105	0.000
18:00 - 19:00	20	105	0.000	20	105	0.000	20	105	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.001			0.001			0.002

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

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

Parameter summary

Trip rate parameter range selected:	50 - 288 (units:)
Survey date date range:	01/01/10 - 27/11/17
Number of weekdays (Monday-Friday):	20
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL CYCLISTS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	20	105	0.006	20	105	0.010	20	105	0.016
08:00 - 09:00	20	105	0.005	20	105	0.013	20	105	0.018
09:00 - 10:00	20	105	0.000	20	105	0.005	20	105	0.005
10:00 - 11:00	20	105	0.003	20	105	0.006	20	105	0.009
11:00 - 12:00	20	105	0.003	20	105	0.003	20	105	0.006
12:00 - 13:00	20	105	0.003	20	105	0.004	20	105	0.007
13:00 - 14:00	20	105	0.003	20	105	0.001	20	105	0.004
14:00 - 15:00	20	105	0.003	20	105	0.003	20	105	0.006
15:00 - 16:00	20	105	0.009	20	105	0.006	20	105	0.015
16:00 - 17:00	20	105	0.010	20	105	0.008	20	105	0.018
17:00 - 18:00	20	105	0.014	20	105	0.005	20	105	0.019
18:00 - 19:00	20	105	0.009	20	105	0.005	20	105	0.014
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.068			0.069			0.137

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

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

Parameter summary

Trip rate parameter range selected:	50 - 288 (units:)
Survey date date range:	01/01/10 - 27/11/17
Number of weekdays (Monday-Friday):	20
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL VEHICLE OCCUPANTS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	20	105	0.085	20	105	0.326	20	105	0.411
08:00 - 09:00	20	105	0.169	20	105	0.560	20	105	0.729
09:00 - 10:00	20	105	0.174	20	105	0.236	20	105	0.410
10:00 - 11:00	20	105	0.166	20	105	0.228	20	105	0.394
11:00 - 12:00	20	105	0.178	20	105	0.224	20	105	0.402
12:00 - 13:00	20	105	0.205	20	105	0.179	20	105	0.384
13:00 - 14:00	20	105	0.232	20	105	0.220	20	105	0.452
14:00 - 15:00	20	105	0.224	20	105	0.223	20	105	0.447
15:00 - 16:00	20	105	0.400	20	105	0.222	20	105	0.622
16:00 - 17:00	20	105	0.397	20	105	0.242	20	105	0.639
17:00 - 18:00	20	105	0.475	20	105	0.206	20	105	0.681
18:00 - 19:00	20	105	0.340	20	105	0.250	20	105	0.590
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.045			3.116			6.161

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

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

Parameter summary

Trip rate parameter range selected:	50 - 288 (units:)
Survey date date range:	01/01/10 - 27/11/17
Number of weekdays (Monday-Friday):	20
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL PEDESTRIANS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	20	105	0.022	20	105	0.045	20	105	0.067
08:00 - 09:00	20	105	0.045	20	105	0.135	20	105	0.180
09:00 - 10:00	20	105	0.058	20	105	0.063	20	105	0.121
10:00 - 11:00	20	105	0.054	20	105	0.066	20	105	0.120
11:00 - 12:00	20	105	0.036	20	105	0.039	20	105	0.075
12:00 - 13:00	20	105	0.052	20	105	0.045	20	105	0.097
13:00 - 14:00	20	105	0.042	20	105	0.040	20	105	0.082
14:00 - 15:00	20	105	0.043	20	105	0.055	20	105	0.098
15:00 - 16:00	20	105	0.111	20	105	0.068	20	105	0.179
16:00 - 17:00	20	105	0.096	20	105	0.059	20	105	0.155
17:00 - 18:00	20	105	0.079	20	105	0.039	20	105	0.118
18:00 - 19:00	20	105	0.047	20	105	0.049	20	105	0.096
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.685			0.703			1.388

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

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

Parameter summary

Trip rate parameter range selected:	50 - 288 (units:)
Survey date date range:	01/01/10 - 27/11/17
Number of weekdays (Monday-Friday):	20
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL BUS/TRAM PASSENGERS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	20	105	0.000	20	105	0.012	20	105	0.012
08:00 - 09:00	20	105	0.000	20	105	0.026	20	105	0.026
09:00 - 10:00	20	105	0.001	20	105	0.006	20	105	0.007
10:00 - 11:00	20	105	0.004	20	105	0.003	20	105	0.007
11:00 - 12:00	20	105	0.002	20	105	0.003	20	105	0.005
12:00 - 13:00	20	105	0.004	20	105	0.006	20	105	0.010
13:00 - 14:00	20	105	0.004	20	105	0.004	20	105	0.008
14:00 - 15:00	20	105	0.005	20	105	0.003	20	105	0.008
15:00 - 16:00	20	105	0.014	20	105	0.008	20	105	0.022
16:00 - 17:00	20	105	0.013	20	105	0.004	20	105	0.017
17:00 - 18:00	20	105	0.009	20	105	0.003	20	105	0.012
18:00 - 19:00	20	105	0.020	20	105	0.007	20	105	0.027
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.076			0.085			0.161

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

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

Parameter summary

Trip rate parameter range selected:	50 - 288 (units:)
Survey date date range:	01/01/10 - 27/11/17
Number of weekdays (Monday-Friday):	20
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL TOTAL RAIL PASSENGERS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	20	105	0.000	20	105	0.011	20	105	0.011
08:00 - 09:00	20	105	0.000	20	105	0.006	20	105	0.006
09:00 - 10:00	20	105	0.000	20	105	0.002	20	105	0.002
10:00 - 11:00	20	105	0.000	20	105	0.002	20	105	0.002
11:00 - 12:00	20	105	0.000	20	105	0.001	20	105	0.001
12:00 - 13:00	20	105	0.000	20	105	0.000	20	105	0.000
13:00 - 14:00	20	105	0.001	20	105	0.000	20	105	0.001
14:00 - 15:00	20	105	0.001	20	105	0.000	20	105	0.001
15:00 - 16:00	20	105	0.002	20	105	0.001	20	105	0.003
16:00 - 17:00	20	105	0.002	20	105	0.001	20	105	0.003
17:00 - 18:00	20	105	0.005	20	105	0.000	20	105	0.005
18:00 - 19:00	20	105	0.006	20	105	0.001	20	105	0.007
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.017			0.025			0.042

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

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

Parameter summary

Trip rate parameter range selected:	50 - 288 (units:)
Survey date date range:	01/01/10 - 27/11/17
Number of weekdays (Monday-Friday):	20
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL COACH PASSENGERS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	20	105	0.000	20	105	0.000	20	105	0.000
08:00 - 09:00	20	105	0.000	20	105	0.000	20	105	0.000
09:00 - 10:00	20	105	0.000	20	105	0.000	20	105	0.000
10:00 - 11:00	20	105	0.000	20	105	0.000	20	105	0.000
11:00 - 12:00	20	105	0.000	20	105	0.000	20	105	0.000
12:00 - 13:00	20	105	0.000	20	105	0.000	20	105	0.000
13:00 - 14:00	20	105	0.000	20	105	0.000	20	105	0.000
14:00 - 15:00	20	105	0.000	20	105	0.000	20	105	0.000
15:00 - 16:00	20	105	0.000	20	105	0.000	20	105	0.000
16:00 - 17:00	20	105	0.000	20	105	0.000	20	105	0.000
17:00 - 18:00	20	105	0.000	20	105	0.000	20	105	0.000
18:00 - 19:00	20	105	0.000	20	105	0.000	20	105	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.000			0.000			0.000

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

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

Parameter summary

Trip rate parameter range selected:	50 - 288 (units:)
Survey date date range:	01/01/10 - 27/11/17
Number of weekdays (Monday-Friday):	20
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL PUBLIC TRANSPORT USERS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	20	105	0.000	20	105	0.024	20	105	0.024
08:00 - 09:00	20	105	0.000	20	105	0.032	20	105	0.032
09:00 - 10:00	20	105	0.001	20	105	0.008	20	105	0.009
10:00 - 11:00	20	105	0.004	20	105	0.006	20	105	0.010
11:00 - 12:00	20	105	0.002	20	105	0.004	20	105	0.006
12:00 - 13:00	20	105	0.004	20	105	0.007	20	105	0.011
13:00 - 14:00	20	105	0.005	20	105	0.004	20	105	0.009
14:00 - 15:00	20	105	0.006	20	105	0.004	20	105	0.010
15:00 - 16:00	20	105	0.017	20	105	0.009	20	105	0.026
16:00 - 17:00	20	105	0.015	20	105	0.005	20	105	0.020
17:00 - 18:00	20	105	0.014	20	105	0.003	20	105	0.017
18:00 - 19:00	20	105	0.026	20	105	0.008	20	105	0.034
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.094			0.114			0.208

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

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

Parameter summary

Trip rate parameter range selected:	50 - 288 (units:)
Survey date date range:	01/01/10 - 27/11/17
Number of weekdays (Monday-Friday):	20
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL TOTAL PEOPLE
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	20	105	0.114	20	105	0.405	20	105	0.519
08:00 - 09:00	20	105	0.219	20	105	0.740	20	105	0.959
09:00 - 10:00	20	105	0.234	20	105	0.312	20	105	0.546
10:00 - 11:00	20	105	0.226	20	105	0.305	20	105	0.531
11:00 - 12:00	20	105	0.219	20	105	0.271	20	105	0.490
12:00 - 13:00	20	105	0.264	20	105	0.235	20	105	0.499
13:00 - 14:00	20	105	0.282	20	105	0.265	20	105	0.547
14:00 - 15:00	20	105	0.276	20	105	0.285	20	105	0.561
15:00 - 16:00	20	105	0.537	20	105	0.304	20	105	0.841
16:00 - 17:00	20	105	0.517	20	105	0.313	20	105	0.830
17:00 - 18:00	20	105	0.583	20	105	0.253	20	105	0.836
18:00 - 19:00	20	105	0.421	20	105	0.312	20	105	0.733
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.892			4.000			7.892

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

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

Parameter summary

Trip rate parameter range selected:	50 - 288 (units:)
Survey date date range:	01/01/10 - 27/11/17
Number of weekdays (Monday-Friday):	20
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

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

Appendix E

B6096 Hawshaw Lane / Northern Site Access Junctions 9 Model Report

Junctions 9

PICADY 9 - Priority Intersection Module

Filename: (new file)
Path:
Report generation date: 14/09/2018 11:33:39

Summary of junction performance

	AM					PM				
	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity
	2023 Baseline + Proposed + Consented									
Stream B-C	0.0	5.63	0.02	A	147 %	0.0	5.57	0.01	A	175 %
Stream B-A	0.1	10.40	0.10	B	[Stream B-A]	0.1	9.92	0.05	A	[Stream B-A]
Stream C-AB	0.0	6.40	0.01	A		0.0	6.57	0.02	A	

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

File summary

File Description

Title	Land North of B6096 Hawshaw Lane
Location	Hoyland, Barnsley
Site number	
Date	14/09/2018
Version	V1
Status	P1
Identifier	
Client	Avant Homes Ltd
Jobnumber	LDP 2191
Enumerator	BWB\Ahmad.Huneidi
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	PCU	PCU	perHour	s	-Min	perMin

Analysis Options

Calculate Queue Percentiles	Calculate residual capacity	Residual capacity criteria type	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
	✓	Delay	0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2023 Baseline + Proposed + Consented	AM	ONE HOUR	08:00	09:30	15
D2	2023 Baseline + Proposed + Consented	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2023 Baseline + Proposed + Consented, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Northern Site Access	T-Junction	Two-way	0.66	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	147	Stream B-A

Arms

Arms

Arm	Name	Description	Arm type
A	B6096 Hawshaw Lane (W)		Major
B	Site Access		Minor
C	B6096 Hawshaw Lane (E)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	7.47			115.0	✓	1.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B	One lane plus flare	10.00	3.91	2.94	2.92	2.92		1.00	27	20

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	523	0.089	0.225	0.142	0.322
1	B-C	764	0.110	0.277	-	-
1	C-B	641	0.232	0.232	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2023 Baseline + Proposed + Consented	AM	ONE HOUR	08:00	09:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	260	100.000
B		✓	51	100.000
C		✓	426	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	10	250
	B	36	0	15
	C	422	4	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	2	5
	B	2	0	2
	C	5	2	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
B-C	0.02	5.63	0.0	A
B-A	0.10	10.40	0.1	B
C-AB	0.01	6.40	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	11	700	0.016	11	0.0	5.333	A
B-A	27	434	0.062	27	0.1	9.017	A
C-AB	3	597	0.005	3	0.0	6.183	A
C-A	318			318			
A-B	8			8			
A-C	188			188			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	13	687	0.020	13	0.0	5.453	A
B-A	32	416	0.078	32	0.1	9.557	A
C-AB	4	589	0.006	4	0.0	6.274	A
C-A	379			379			
A-B	9			9			
A-C	225			225			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	17	668	0.025	16	0.0	5.632	A
B-A	40	393	0.101	40	0.1	10.397	B
C-AB	4	578	0.008	4	0.0	6.402	A
C-A	465			465			
A-B	11			11			
A-C	275			275			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	17	668	0.025	17	0.0	5.632	A
B-A	40	393	0.101	40	0.1	10.403	B
C-AB	4	578	0.008	4	0.0	6.402	A
C-A	465			465			
A-B	11			11			
A-C	275			275			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	13	687	0.020	14	0.0	5.457	A
B-A	32	416	0.078	32	0.1	9.566	A
C-AB	4	589	0.006	4	0.0	6.277	A
C-A	379			379			
A-B	9			9			
A-C	225			225			

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	11	700	0.016	11	0.0	5.334	A
B-A	27	434	0.062	27	0.1	9.031	A
C-AB	3	597	0.005	3	0.0	6.183	A
C-A	318			318			
A-B	8			8			
A-C	188			188			

2023 Baseline + Proposed + Consented, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Northern Site Access	T-Junction	Two-way	0.39	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	175	Stream B-A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2023 Baseline + Proposed + Consented	PM	ONE HOUR	16:45	18:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	308	100.000
B		✓	24	100.000
C		✓	382	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	27	281
	B	17	0	7
	C	371	11	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	2	5
	B	2	0	2
	C	5	2	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
B-C	0.01	5.57	0.0	A
B-A	0.05	9.92	0.1	A
C-AB	0.02	6.57	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	5	698	0.008	5	0.0	5.300	A
B-A	13	431	0.030	13	0.0	8.773	A
C-AB	8	591	0.014	8	0.0	6.302	A
C-A	279			279			
A-B	20			20			
A-C	212			212			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	6	685	0.009	6	0.0	5.410	A
B-A	15	413	0.037	15	0.0	9.224	A
C-AB	10	582	0.017	10	0.0	6.415	A
C-A	333			333			
A-B	24			24			
A-C	253			253			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	8	667	0.012	8	0.0	5.571	A
B-A	19	389	0.048	19	0.1	9.922	A
C-AB	12	571	0.022	12	0.0	6.571	A
C-A	408			408			
A-B	30			30			
A-C	309			309			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	8	667	0.012	8	0.0	5.571	A
B-A	19	389	0.048	19	0.1	9.924	A
C-AB	12	571	0.022	12	0.0	6.571	A
C-A	408			408			
A-B	30			30			
A-C	309			309			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	6	685	0.009	6	0.0	5.413	A
B-A	15	413	0.037	15	0.0	9.227	A
C-AB	10	582	0.017	10	0.0	6.416	A
C-A	333			333			
A-B	24			24			
A-C	253			253			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	5	698	0.008	5	0.0	5.303	A
B-A	13	431	0.030	13	0.0	8.778	A
C-AB	8	591	0.014	8	0.0	6.303	A
C-A	279			279			
A-B	20			20			
A-C	212			212			

Appendix F

B6096 Hawshaw Lane / Southern Site Access Junctions 9 Model Report

Junctions 9

PICADY 9 - Priority Intersection Module

Filename: Southern Access Junctions 9.j9
Path: U:\LDP\LDP2191_Hawshaw Lane, Hoyland\02. Project Delivery\01. WIP\Design and Calculations\Transport\Traffic Models
Report generation date: 14/09/2018 13:22:30

Summary of junction performance

	AM					PM				
	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity
	2023 Baseline + Proposed + Consented									
Stream B-C	0.0	6.94	0.03	A	109 %	0.0	7.06	0.01	A	101 %
Stream B-A	0.1	11.43	0.11	B	[Stream B-A]	0.1	11.73	0.06	B	[Stream B-A]
Stream C-AB	0.0	5.93	0.01	A		0.0	6.25	0.02	A	

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

File summary

File Description

Title	Land North of B6096 Hawshaw Lane
Location	Hoyland, Barnsley
Site number	
Date	14/09/2018
Version	V1
Status	P1
Identifier	
Client	Avant Homes Ltd
Jobnumber	LDP 2191
Enumerator	BWB\Ahmad.Huneidi
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	PCU	PCU	perHour	s	-Min	perMin

Analysis Options

Calculate Queue Percentiles	Calculate residual capacity	Residual capacity criteria type	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
	✓	Delay	0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2023 Baseline + Proposed + Consented	AM	ONE HOUR	08:00	09:30	15
D2	2023 Baseline + Proposed + Consented	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2023 Baseline + Proposed + Consented, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Northern Site Access	T-Junction	Two-way	0.59	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	109	Stream B-A

Arms

Arms

Arm	Name	Description	Arm type
A	B6096 Hawshaw Lane (W)		Major
B	Site Access		Minor
C	B6096 Hawshaw Lane (E)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	8.30			250.0	✓	1.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B	One lane plus flare	10.00	4.90	3.10	3.00	3.00		1.00	25	20

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	521	0.085	0.216	0.136	0.308
1	B-C	651	0.090	0.227	-	-
1	C-B	719	0.251	0.251	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2023 Baseline + Proposed + Consented	AM	ONE HOUR	08:00	09:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	361	100.000
B		✓	51	100.000
C		✓	501	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	10	351
	B	36	0	15
	C	497	4	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	2	5
	B	2	0	2
	C	5	2	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
B-C	0.03	6.94	0.0	A
B-A	0.11	11.43	0.1	B
C-AB	0.01	5.93	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	11	580	0.019	11	0.0	6.454	A
B-A	27	412	0.066	27	0.1	9.539	A
C-AB	3	653	0.005	3	0.0	5.653	A
C-A	374			374			
A-B	8			8			
A-C	264			264			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	13	566	0.024	13	0.0	6.648	A
B-A	32	390	0.083	32	0.1	10.254	B
C-AB	4	640	0.006	4	0.0	5.768	A
C-A	447			447			
A-B	9			9			
A-C	316			316			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	17	546	0.030	16	0.0	6.939	A
B-A	40	361	0.110	40	0.1	11.420	B
C-AB	4	623	0.007	4	0.0	5.932	A
C-A	547			547			
A-B	11			11			
A-C	386			386			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	17	545	0.030	17	0.0	6.940	A
B-A	40	361	0.110	40	0.1	11.428	B
C-AB	4	623	0.007	4	0.0	5.932	A
C-A	547			547			
A-B	11			11			
A-C	386			386			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	13	566	0.024	14	0.0	6.653	A
B-A	32	390	0.083	32	0.1	10.267	B
C-AB	4	640	0.006	4	0.0	5.768	A
C-A	447			447			
A-B	9			9			
A-C	316			316			

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	11	580	0.019	11	0.0	6.458	A
B-A	27	412	0.066	27	0.1	9.555	A
C-AB	3	653	0.005	3	0.0	5.653	A
C-A	374			374			
A-B	8			8			
A-C	264			264			

2023 Baseline + Proposed + Consented, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Northern Site Access	T-Junction	Two-way	0.31	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	101	Stream B-A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2023 Baseline + Proposed + Consented	PM	ONE HOUR	16:45	18:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	475	100.000
B		✓	24	100.000
C		✓	523	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	27	448
	B	17	0	7
	C	512	11	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	2	5
	B	2	0	2
	C	5	2	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
B-C	0.01	7.06	0.0	A
B-A	0.06	11.73	0.1	B
C-AB	0.02	6.25	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	5	567	0.009	5	0.0	6.533	A
B-A	13	392	0.033	13	0.0	9.687	A
C-AB	8	635	0.013	8	0.0	5.863	A
C-A	385			385			
A-B	20			20			
A-C	337			337			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	6	551	0.011	6	0.0	6.743	A
B-A	15	366	0.042	15	0.0	10.453	B
C-AB	10	620	0.016	10	0.0	6.023	A
C-A	460			460			
A-B	24			24			
A-C	403			403			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	8	528	0.015	8	0.0	7.058	A
B-A	19	332	0.056	19	0.1	11.726	B
C-AB	12	600	0.021	12	0.0	6.249	A
C-A	563			563			
A-B	30			30			
A-C	493			493			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	8	528	0.015	8	0.0	7.058	A
B-A	19	332	0.056	19	0.1	11.730	B
C-AB	12	600	0.021	12	0.0	6.249	A
C-A	563			563			
A-B	30			30			
A-C	493			493			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	6	551	0.011	6	0.0	6.745	A
B-A	15	366	0.042	15	0.0	10.458	B
C-AB	10	620	0.016	10	0.0	6.026	A
C-A	460			460			
A-B	24			24			
A-C	403			403			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	5	567	0.009	5	0.0	6.538	A
B-A	13	392	0.033	13	0.0	9.697	A
C-AB	8	635	0.013	8	0.0	5.864	A
C-A	385			385			
A-B	20			20			
A-C	337			337			

Appendix G

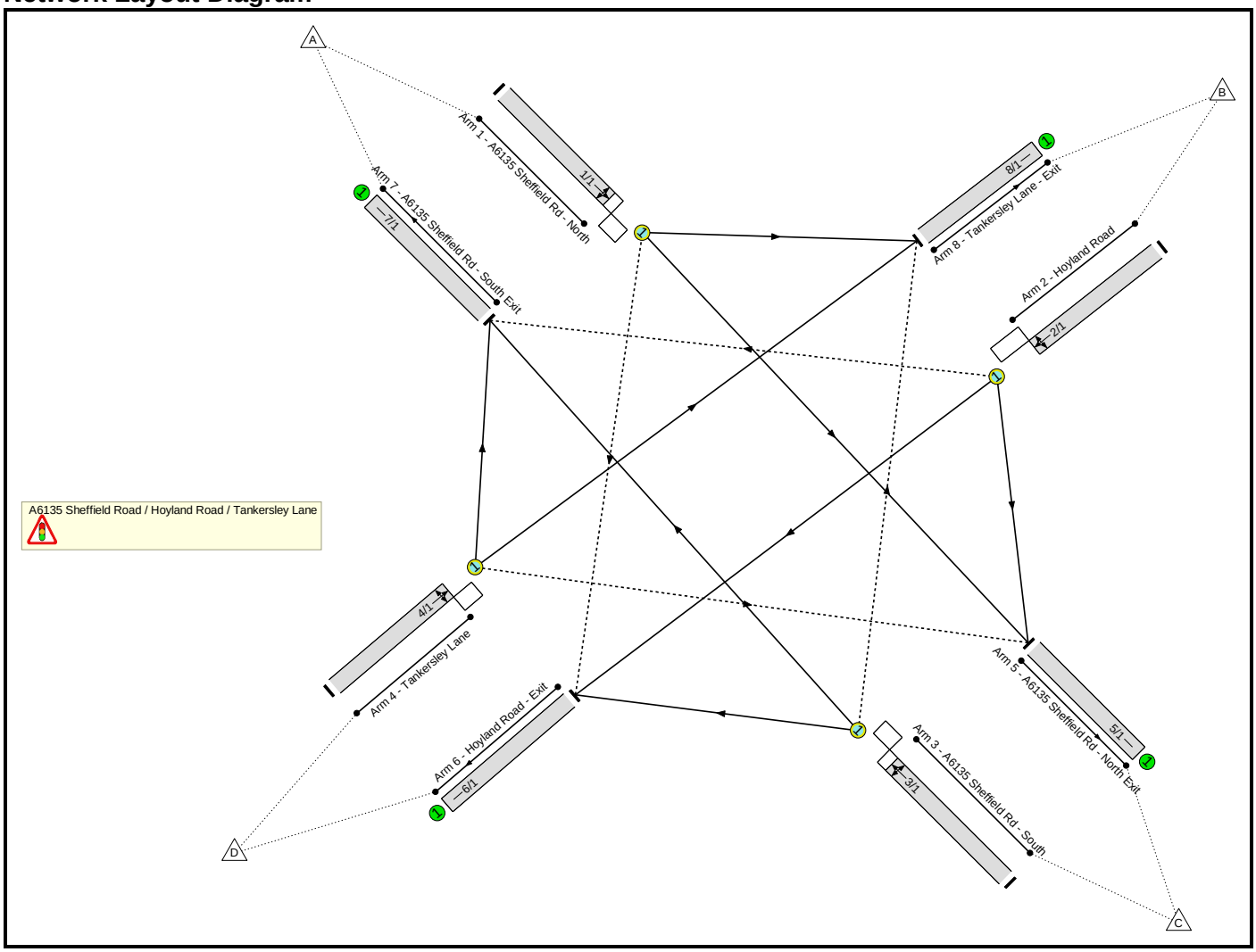
Existing A6135 Sheffield Road / B6096 Hoyland Road / Tankersley Lane LinSig Model Report

Full Input Data And Results

User and Project Details

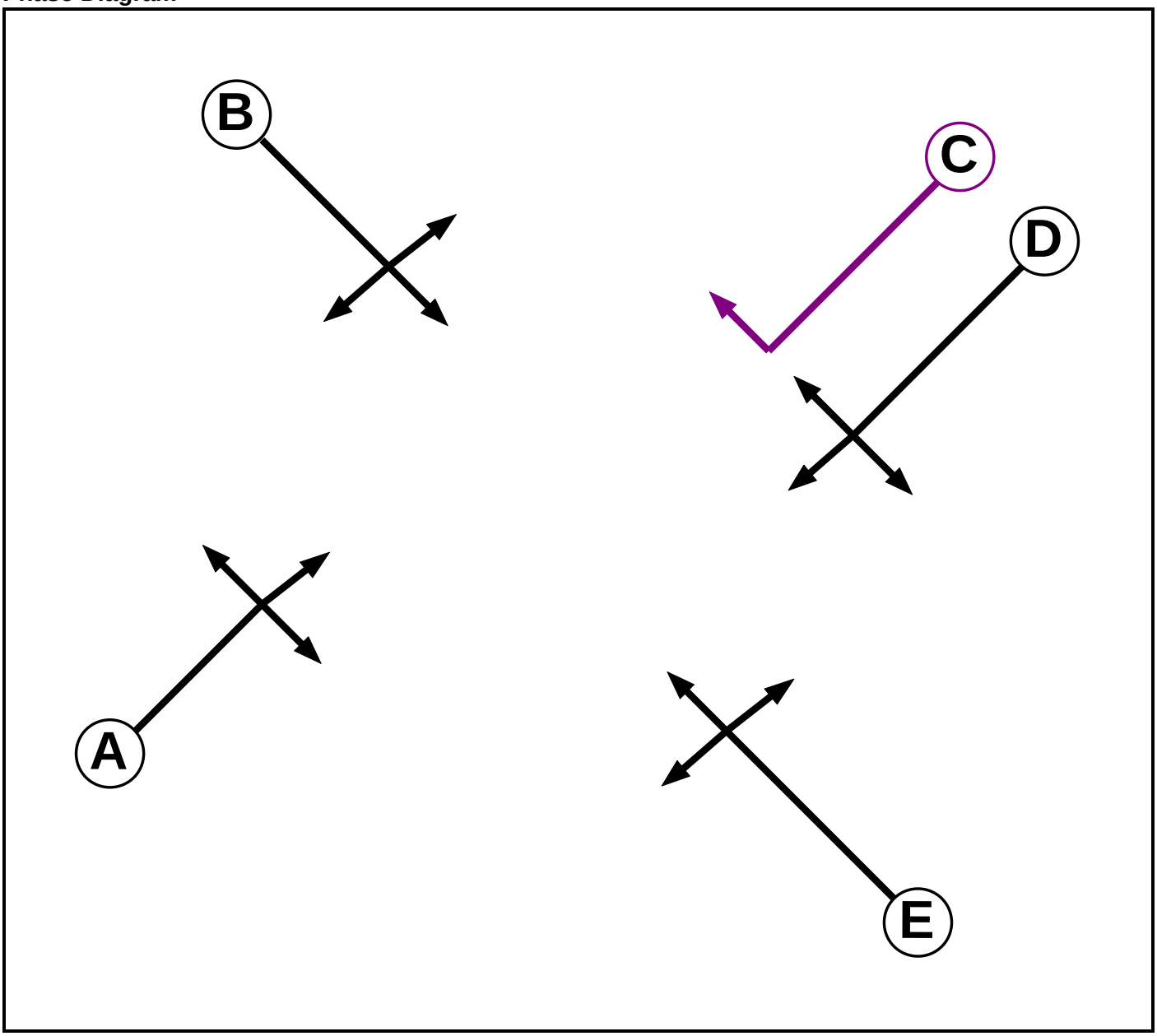
Project:	**Hawshaw Lane, Hoyland, Barnsley**
Title:	**Land north of Hawshaw Lane, Hoyland, Barnsley**
Location:	2 Hoyland Rd, Hoyland, Barnsley S74 0LY
File name:	A6135 Sheffield Rd - Hoyland Rd - Tankersley Lane Junction - Existing.lsg3x
Author:	Ahmad Huneidi
Company:	BWB Consulting Ltd
Address:	Leeds
Notes:	This assessment is based on the LinSig model outputs included in the Transport Assessment submitted for the outline planning application (2016/1531).

Network Layout Diagram



Full Input Data And Results

Phase Diagram



Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		7	7
B	Traffic		7	7
C	Ind. Arrow	D	4	4
D	Traffic		7	7
E	Traffic		7	7

Full Input Data And Results

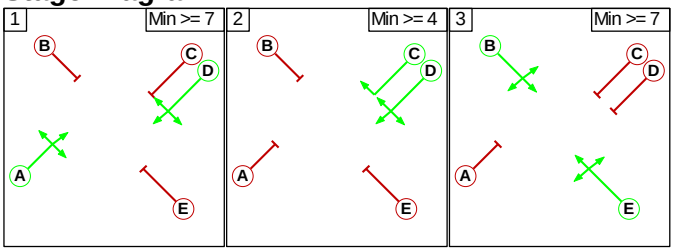
Phase Intergreens Matrix

Terminating Phase	Starting Phase					
		A	B	C	D	E
	A		7	5	-	7
	B	8		7	8	-
	C	5	8		-	8
	D	-	7	-		7
	E	8	-	7	8	

Phases in Stage

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

Stage Diagram



Phase Delays

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

Prohibited Stage Change

From Stage	To Stage			
		1	2	3
	1		5	7
	2	5		8
	3	8	X	

Full Input Data And Results

Give-Way Lane Input Data

Junction: A6135 Sheffield Road / Hoyland Road / Tankersley Lane

Lane	Movement	Max Flow when Giving Way (PCU/Hr)	Min Flow when Giving Way (PCU/Hr)	Opposing Lane	Opp. Lane Coeff.	Opp. Mvmnts.	Right Turn Storage (PCU)	Non-Blocking Storage (PCU)	RTF	Right Turn Move up (s)	Max Turns in Intergreen (PCU)
1/1 (A6135 Sheffield Rd - North)	6/1 (Right)	1439	0	3/1	1.09	To 6/1 (Left) To 7/1 (Ahead)	3.00	2.00	0.50	3	2.00
2/1 (Hoyland Road)	7/1 (Right)	1439	0	4/1	1.09	To 7/1 (Left) To 8/1 (Ahead)	3.00	3.00	0.50	3	2.00
3/1 (A6135 Sheffield Rd - South)	8/1 (Right)	1439	0	1/1	1.09	To 5/1 (Ahead) To 8/1 (Left)	3.00	2.00	0.50	3	2.00
4/1 (Tankersley Lane)	5/1 (Right)	1439	0	2/1	1.09	To 5/1 (Left) To 6/1 (Ahead)	2.00	2.00	0.50	2	2.00

Full Input Data And Results

Lane Input Data

Junction: A6135 Sheffield Road / Hoyland Road / Tankersley Lane

Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
1/1 (A6135 Sheffield Rd - North)	O	B	2	3	60.0	Geom	-	4.20	0.00	Y	Arm 5 Ahead	Inf
											Arm 6 Right	10.00
											Arm 8 Left	6.00
2/1 (Hoyland Road)	O	D C	2	3	60.0	Geom	-	4.60	0.00	Y	Arm 5 Left	6.00
											Arm 6 Ahead	Inf
											Arm 7 Right	10.00
3/1 (A6135 Sheffield Rd - South)	O	E	2	3	60.0	Geom	-	4.20	0.00	Y	Arm 6 Left	6.00
											Arm 7 Ahead	Inf
											Arm 8 Right	10.00
4/1 (Tankersley Lane)	O	A	2	3	60.0	Geom	-	4.20	0.00	Y	Arm 5 Right	10.00
											Arm 7 Left	6.00
											Arm 8 Ahead	Inf
5/1 (A6135 Sheffield Rd - North Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1 (Hoyland Road - Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
7/1 (A6135 Sheffield Rd - South Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
8/1 (Tankersley Lane - Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2018 AM Peak'	08:15	09:15	01:00	
2: '2018 PM Peak'	17:00	18:00	01:00	
3: '2023 AM + Committed'	08:15	09:15	01:00	
4: '2023 PM + Committed'	17:00	18:00	01:00	
5: '2023 AM + Committed + Proposed'	08:15	09:15	01:00	
6: '2023 PM + Committed + Proposed'	17:00	18:00	01:00	

Scenario 1: '2018 AM Peak' (FG1: '2018 AM Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	226	430	12	668
	B	267	0	133	73	473
	C	335	56	0	75	466
	D	24	130	84	0	238
	Tot.	626	412	647	160	1845

Traffic Lane Flows

Lane	Scenario 1: 2018 AM Peak
Junction: A6135 Sheffield Road / Hoyland Road / Tankersley Lane	
1/1	668
2/1	473
3/1	466
4/1	238
5/1	647
6/1	160
7/1	626
8/1	412

Full Input Data And Results

Lane Saturation Flows

Junction: A6135 Sheffield Road / Hoyland Road / Tankersley Lane								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A6135 Sheffield Rd - North)	4.20	0.00	Y	Arm 5 Ahead	Inf	64.4 %	1872	1872
				Arm 6 Right	10.00	1.8 %		
				Arm 8 Left	6.00	33.8 %		
2/1 (Hoyland Road)	4.60	0.00	Y	Arm 5 Left	6.00	28.1 %	1797	1797
				Arm 6 Ahead	Inf	15.4 %		
				Arm 7 Right	10.00	56.4 %		
3/1 (A6135 Sheffield Rd - South)	4.20	0.00	Y	Arm 6 Left	6.00	16.1 %	1923	1923
				Arm 7 Ahead	Inf	71.9 %		
				Arm 8 Right	10.00	12.0 %		
4/1 (Tankersley Lane)	4.20	0.00	Y	Arm 5 Right	10.00	35.3 %	1887	1887
				Arm 7 Left	6.00	10.1 %		
				Arm 8 Ahead	Inf	54.6 %		
5/1 (A6135 Sheffield Rd - North Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Hoyland Road - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (A6135 Sheffield Rd - South Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Tankersley Lane - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 2: '2023 AM + Committed' (FG3: '2023 AM + Committed', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination					
Origin		A	B	C	D	Tot.
	A	0	254	466	13	733
	B	320	0	85	149	554
	C	363	62	0	81	506
	D	26	142	91	0	259
	Tot.	709	458	642	243	2052

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 2: 2023 AM + Committed
Junction: A6135 Sheffield Road / Hoyland Road / Tankersley Lane	
1/1	733
2/1	554
3/1	506
4/1	259
5/1	642
6/1	243
7/1	709
8/1	458

Lane Saturation Flows

Junction: A6135 Sheffield Road / Hoyland Road / Tankersley Lane								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A6135 Sheffield Rd - North)	4.20	0.00	Y	Arm 5 Ahead	Inf	63.6 %	1868	1868
				Arm 6 Right	10.00	1.8 %		
				Arm 8 Left	6.00	34.7 %		
2/1 (Hoyland Road)	4.60	0.00	Y	Arm 5 Left	6.00	15.3 %	1844	1844
				Arm 6 Ahead	Inf	26.9 %		
				Arm 7 Right	10.00	57.8 %		
3/1 (A6135 Sheffield Rd - South)	4.20	0.00	Y	Arm 6 Left	6.00	16.0 %	1923	1923
				Arm 7 Ahead	Inf	71.7 %		
				Arm 8 Right	10.00	12.3 %		
4/1 (Tankersley Lane)	4.20	0.00	Y	Arm 5 Right	10.00	35.1 %	1888	1888
				Arm 7 Left	6.00	10.0 %		
				Arm 8 Ahead	Inf	54.8 %		
5/1 (A6135 Sheffield Rd - North Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Hoyland Road - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (A6135 Sheffield Rd - South Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Tankersley Lane - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 3: '2023 AM + Committed + Proposed' (FG5: '2023 AM + Committed + Proposed', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

Origin	Destination					
		A	B	C	D	Tot.
	A	0	259	466	13	738
	B	341	0	90	153	584
	C	363	63	0	81	507
	D	26	143	91	0	260
	Tot.	730	465	647	247	2089

Traffic Lane Flows

Lane	Scenario 3: 2023 AM + Committed + Proposed
Junction: A6135 Sheffield Road / Hoyland Road / Tankersley Lane	
1/1	738
2/1	584
3/1	507
4/1	260
5/1	647
6/1	247
7/1	730
8/1	465

Full Input Data And Results

Lane Saturation Flows

Junction: A6135 Sheffield Road / Hoyland Road / Tankersley Lane								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A6135 Sheffield Rd - North)	4.20	0.00	Y	Arm 5 Ahead	Inf	63.1 %	1866	1866
				Arm 6 Right	10.00	1.8 %		
				Arm 8 Left	6.00	35.1 %		
2/1 (Hoyland Road)	4.60	0.00	Y	Arm 5 Left	6.00	15.4 %	1843	1843
				Arm 6 Ahead	Inf	26.2 %		
				Arm 7 Right	10.00	58.4 %		
3/1 (A6135 Sheffield Rd - South)	4.20	0.00	Y	Arm 6 Left	6.00	16.0 %	1922	1922
				Arm 7 Ahead	Inf	71.6 %		
				Arm 8 Right	10.00	12.4 %		
4/1 (Tankersley Lane)	4.20	0.00	Y	Arm 5 Right	10.00	35.0 %	1889	1889
				Arm 7 Left	6.00	10.0 %		
				Arm 8 Ahead	Inf	55.0 %		
5/1 (A6135 Sheffield Rd - North Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Hoyland Road - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (A6135 Sheffield Rd - South Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Tankersley Lane - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 4: '2018 PM Peak' (FG2: '2018 PM Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination					
Origin		A	B	C	D	Tot.
	A	0	289	390	29	708
	B	242	0	67	212	521
	C	354	59	0	101	514
	D	16	171	62	0	249
	Tot.	612	519	519	342	1992

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 4: 2018 PM Peak
Junction: A6135 Sheffield Road / Hoyland Road / Tankersley Lane	
1/1	708
2/1	521
3/1	514
4/1	249
5/1	519
6/1	342
7/1	612
8/1	519

Lane Saturation Flows

Junction: A6135 Sheffield Road / Hoyland Road / Tankersley Lane								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A6135 Sheffield Rd - North)	4.20	0.00	Y	Arm 5 Ahead	Inf	55.1 %	1836	1836
				Arm 6 Right	10.00	4.1 %		
				Arm 8 Left	6.00	40.8 %		
2/1 (Hoyland Road)	4.60	0.00	Y	Arm 5 Left	6.00	12.9 %	1883	1883
				Arm 6 Ahead	Inf	40.7 %		
				Arm 7 Right	10.00	46.4 %		
3/1 (A6135 Sheffield Rd - South)	4.20	0.00	Y	Arm 6 Left	6.00	19.6 %	1908	1908
				Arm 7 Ahead	Inf	68.9 %		
				Arm 8 Right	10.00	11.5 %		
4/1 (Tankersley Lane)	4.20	0.00	Y	Arm 5 Right	10.00	24.9 %	1932	1932
				Arm 7 Left	6.00	6.4 %		
				Arm 8 Ahead	Inf	68.7 %		
5/1 (A6135 Sheffield Rd - North Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Hoyland Road - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (A6135 Sheffield Rd - South Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Tankersley Lane - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 5: '2023 PM + Committed' (FG4: '2023 PM + Committed', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	336	422	31	789
	B	276	0	75	232	583
	C	383	68	0	109	560
	D	18	189	67	0	274
	Tot.	677	593	564	372	2206

Traffic Lane Flows

Lane	Scenario 5: 2023 PM + Committed
Junction: A6135 Sheffield Road / Hoyland Road / Tankersley Lane	
1/1	789
2/1	583
3/1	560
4/1	274
5/1	564
6/1	372
7/1	677
8/1	593

Full Input Data And Results

Lane Saturation Flows

Junction: A6135 Sheffield Road / Hoyland Road / Tankersley Lane								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A6135 Sheffield Rd - North)	4.20	0.00	Y	Arm 5 Ahead	Inf	53.5 %	1829	1829
				Arm 6 Right	10.00	3.9 %		
				Arm 8 Left	6.00	42.6 %		
2/1 (Hoyland Road)	4.60	0.00	Y	Arm 5 Left	6.00	12.9 %	1881	1881
				Arm 6 Ahead	Inf	39.8 %		
				Arm 7 Right	10.00	47.3 %		
3/1 (A6135 Sheffield Rd - South)	4.20	0.00	Y	Arm 6 Left	6.00	19.5 %	1907	1907
				Arm 7 Ahead	Inf	68.4 %		
				Arm 8 Right	10.00	12.1 %		
4/1 (Tankersley Lane)	4.20	0.00	Y	Arm 5 Right	10.00	24.5 %	1932	1932
				Arm 7 Left	6.00	6.6 %		
				Arm 8 Ahead	Inf	69.0 %		
5/1 (A6135 Sheffield Rd - North Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Hoyland Road - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (A6135 Sheffield Rd - South Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Tankersley Lane - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 6: '2023 PM + Committed + Proposed' (FG6: '2023 PM + Committed + Proposed', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination					
Origin		A	B	C	D	Tot.
	A	0	351	422	31	804
	B	286	0	77	234	597
	C	383	71	0	109	563
	D	18	192	67	0	277
	Tot.	687	614	566	374	2241

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 6: 2023 PM + Committed + Proposed
Junction: A6135 Sheffield Road / Hoyland Road / Tankersley Lane	
1/1	804
2/1	597
3/1	563
4/1	277
5/1	566
6/1	374
7/1	687
8/1	614

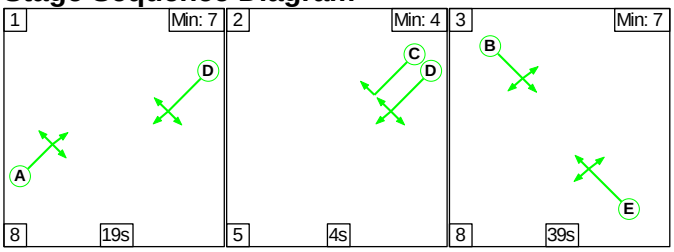
Lane Saturation Flows

Junction: A6135 Sheffield Road / Hoyland Road / Tankersley Lane								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A6135 Sheffield Rd - North)	4.20	0.00	Y	Arm 5 Ahead	Inf	52.5 %	1825	1825
				Arm 6 Right	10.00	3.9 %		
				Arm 8 Left	6.00	43.7 %		
2/1 (Hoyland Road)	4.60	0.00	Y	Arm 5 Left	6.00	12.9 %	1879	1879
				Arm 6 Ahead	Inf	39.2 %		
				Arm 7 Right	10.00	47.9 %		
3/1 (A6135 Sheffield Rd - South)	4.20	0.00	Y	Arm 6 Left	6.00	19.4 %	1907	1907
				Arm 7 Ahead	Inf	68.0 %		
				Arm 8 Right	10.00	12.6 %		
4/1 (Tankersley Lane)	4.20	0.00	Y	Arm 5 Right	10.00	24.2 %	1933	1933
				Arm 7 Left	6.00	6.5 %		
				Arm 8 Ahead	Inf	69.3 %		
5/1 (A6135 Sheffield Rd - North Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Hoyland Road - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (A6135 Sheffield Rd - South Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Tankersley Lane - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 1: '2018 AM Peak' (FG1: '2018 AM Peak', Plan 1: 'Network Control Plan 1')

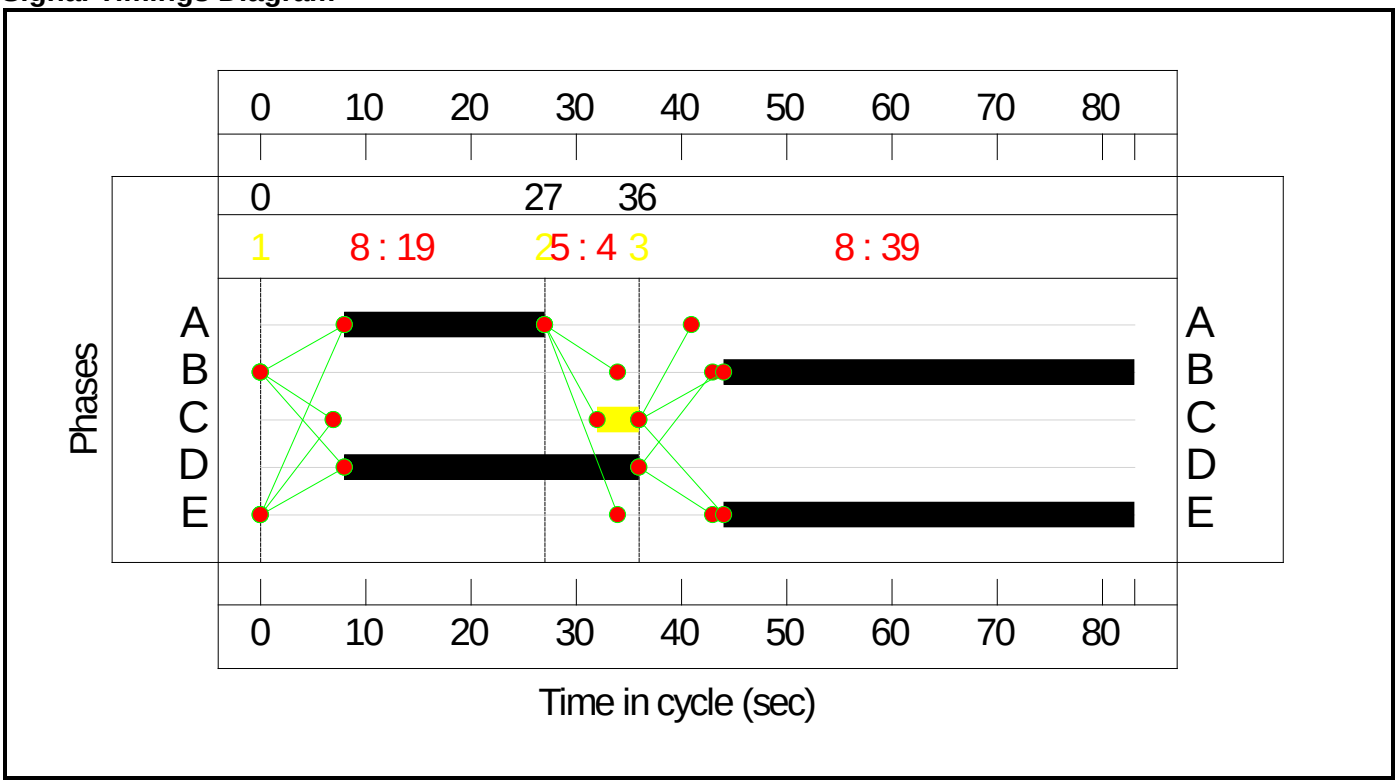
Stage Sequence Diagram



Stage Timings

Stage	1	2	3
Duration	19	4	39
Change Point	0	27	36

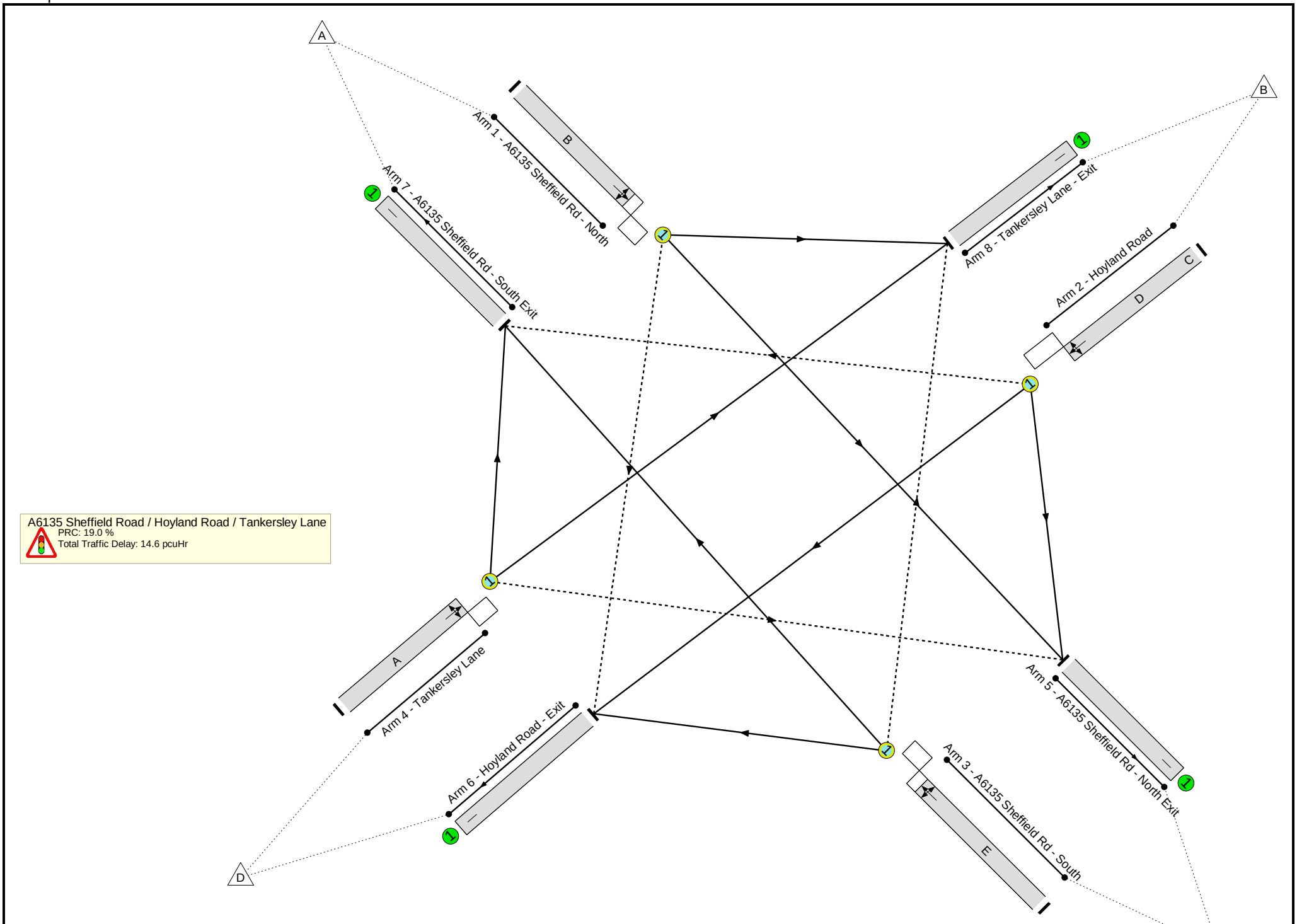
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Land north of Hawshaw Lane, Hoyland, Barnsley	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**75.6%**
A6135 Sheffield Road / Hoyland Road / Tankersley Lane	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**75.6%**
1/1	A6135 Sheffield Rd - North Ahead Right Left	O	N/A	N/A	B		1	39	-	668	1872	902	74.0%
2/1	Hoyland Road Left Ahead Right	O	N/A	N/A	D	C	1	28	4	473	1797	626	75.6%
3/1	A6135 Sheffield Rd - South Left Ahead Right	O	N/A	N/A	E		1	39	-	466	1923	889	52.4%
4/1	Tankersley Lane Right Left Ahead	O	N/A	N/A	A		1	19	-	238	1887	455	52.3%
5/1	A6135 Sheffield Rd - North Exit	U	N/A	N/A	-		-	-	-	647	Inf	Inf	0.0%
6/1	Hoyland Road - Exit	U	N/A	N/A	-		-	-	-	160	Inf	Inf	0.0%
7/1	A6135 Sheffield Rd - South Exit	U	N/A	N/A	-		-	-	-	626	Inf	Inf	0.0%
8/1	Tankersley Lane - Exit	U	N/A	N/A	-		-	-	-	412	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Land north of Hawshaw Lane, Hoyland, Barnsley	**-**	**-**	**329**	**80**	**10**	**10.1**	**4.0**	**0.6**	**14.6**	**-**	**-**	**-**	**-**
A6135 Sheffield Road / Hoyland Road / Tankersley Lane	**-**	**-**	**329**	**80**	**10**	**10.1**	**4.0**	**0.6**	**14.6**	**-**	**-**	**-**	**-**
1/1	668	668	12	0	0	3.2	1.4	0.0	4.6	25.0	12.2	1.4	13.7
2/1	473	473	178	80	10	3.1	1.5	0.3	5.0	38.0	9.6	1.5	11.1
3/1	466	466	55	0	1	1.9	0.5	0.2	2.7	20.5	7.2	0.5	7.8
4/1	238	238	84	0	0	1.8	0.5	0.0	2.4	35.8	4.8	0.5	5.3
5/1	647	647	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	160	160	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	626	626	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	412	412	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1

PRC for Signalled Lanes (%): 19.0
PRC Over All Lanes (%): 19.0

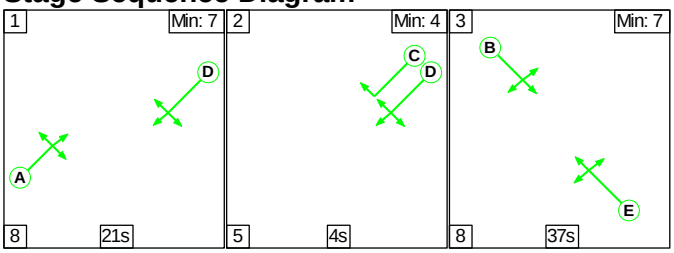
Total Delay for Signalled Lanes (pcuHr): 14.65
Total Delay Over All Lanes(pcuHr): 14.65

Cycle Time (s): 83

Full Input Data And Results

Scenario 2: '2023 AM + Committed' (FG3: '2023 AM + Committed', Plan 1: 'Network Control Plan 1')

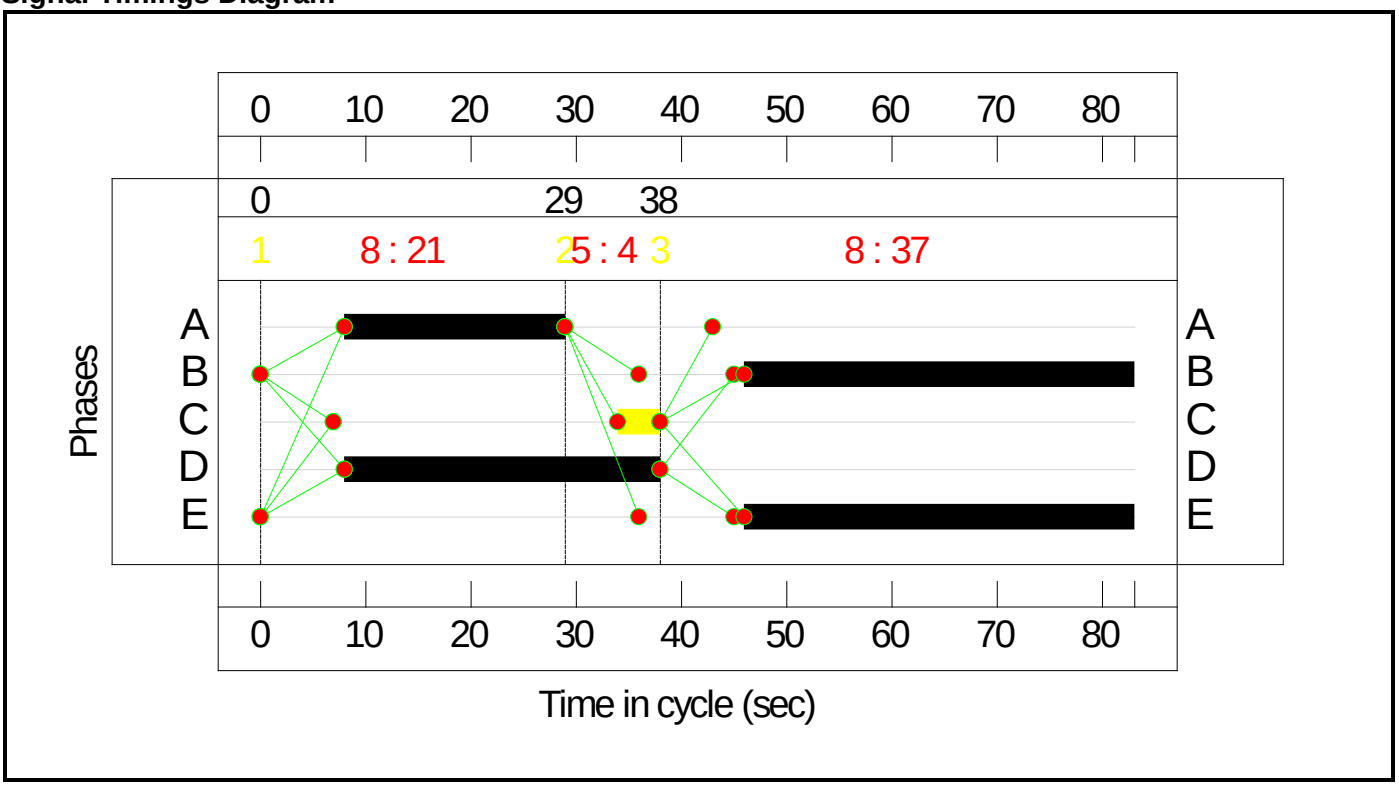
Stage Sequence Diagram



Stage Timings

Stage	1	2	3
Duration	21	4	37
Change Point	0	29	38

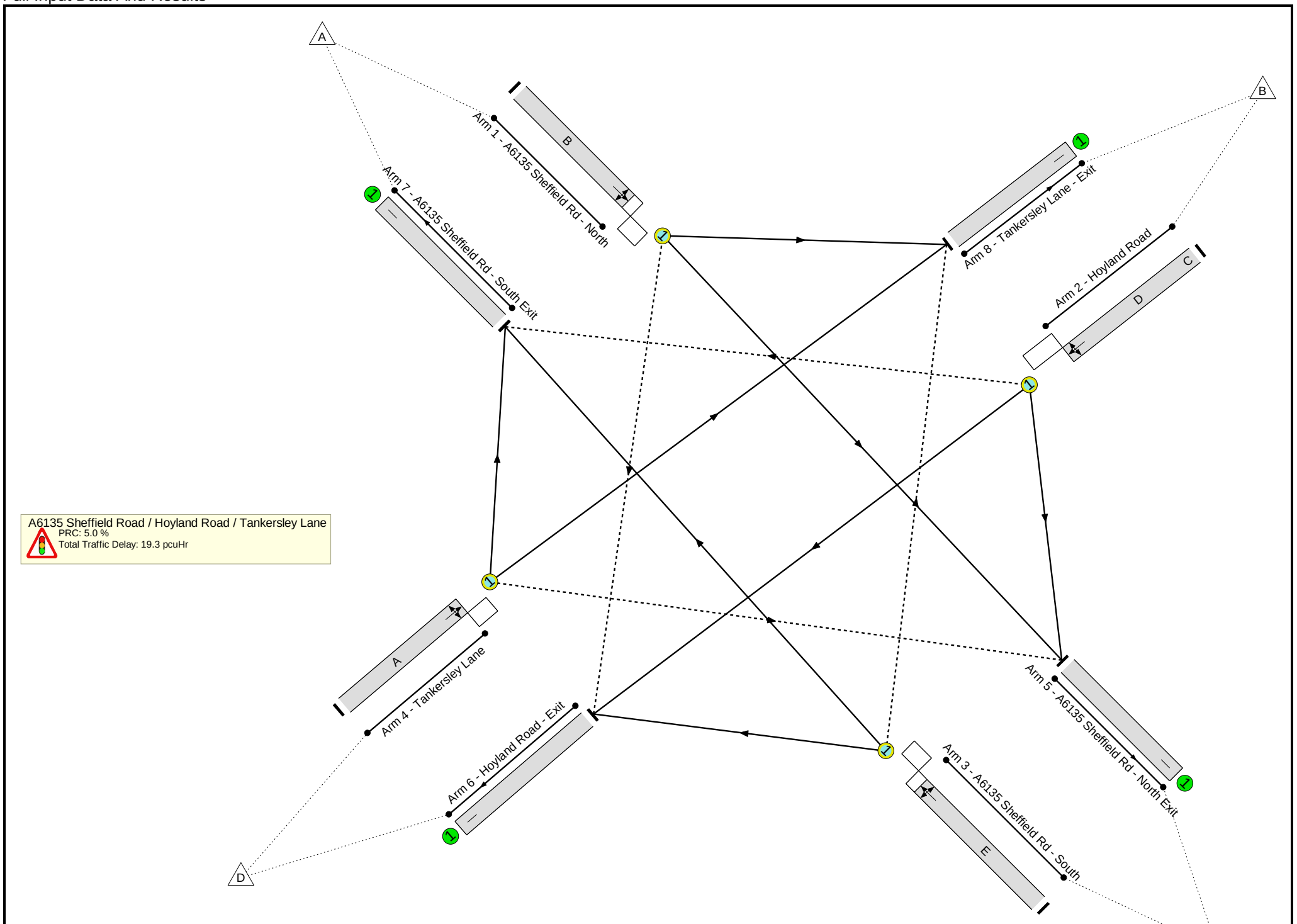
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Land north of Hawshaw Lane, Hoyland, Barnsley	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**85.7%**
A6135 Sheffield Road / Hoyland Road / Tankersley Lane	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**85.7%**
1/1	A6135 Sheffield Rd - North Ahead Right Left	O	N/A	N/A	B		1	37	-	733	1868	855	85.7%
2/1	Hoyland Road Left Ahead Right	O	N/A	N/A	D	C	1	30	4	554	1844	667	83.1%
3/1	A6135 Sheffield Rd - South Left Ahead Right	O	N/A	N/A	E		1	37	-	506	1923	808	62.6%
4/1	Tankersley Lane Right Left Ahead	O	N/A	N/A	A		1	21	-	259	1888	500	51.8%
5/1	A6135 Sheffield Rd - North Exit	U	N/A	N/A	-		-	-	-	642	Inf	Inf	0.0%
6/1	Hoyland Road - Exit	U	N/A	N/A	-		-	-	-	243	Inf	Inf	0.0%
7/1	A6135 Sheffield Rd - South Exit	U	N/A	N/A	-		-	-	-	709	Inf	Inf	0.0%
8/1	Tankersley Lane - Exit	U	N/A	N/A	-		-	-	-	458	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Land north of Hawshaw Lane, Hoyland, Barnsley	**-**	**-**	**362**	**111**	**12**	**11.9**	**6.6**	**0.8**	**19.3**	**-**	**-**	**-**	**-**
A6135 Sheffield Road / Hoyland Road / Tankersley Lane	**-**	**-**	**362**	**111**	**12**	**11.9**	**6.6**	**0.8**	**19.3**	**-**	**-**	**-**	**-**
1/1	733	733	13	0	0	4.1	2.9	0.0	7.0	34.2	15.1	2.9	17.9
2/1	554	554	197	111	12	3.7	2.4	0.4	6.4	41.8	11.5	2.4	13.9
3/1	506	506	61	0	1	2.3	0.8	0.3	3.5	24.6	8.6	0.8	9.4
4/1	259	259	91	0	0	1.9	0.5	0.0	2.4	33.6	5.0	0.5	5.6
5/1	642	642	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	243	243	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	709	709	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	458	458	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1

PRC for Signalled Lanes (%): 5.0
PRC Over All Lanes (%): 5.0

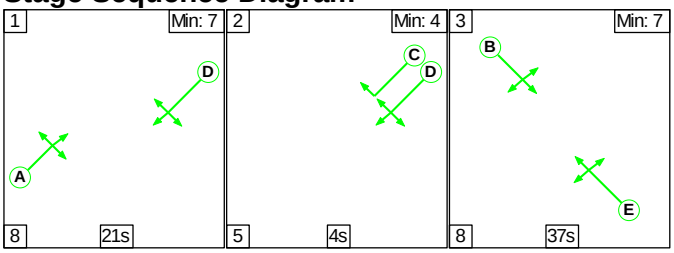
Total Delay for Signalled Lanes (pcuHr): 19.28
Total Delay Over All Lanes(pcuHr): 19.28

Cycle Time (s): 83

Full Input Data And Results

Scenario 3: '2023 AM + Committed + Proposed' (FG5: '2023 AM + Committed + Proposed', Plan 1: 'Network Control Plan 1')

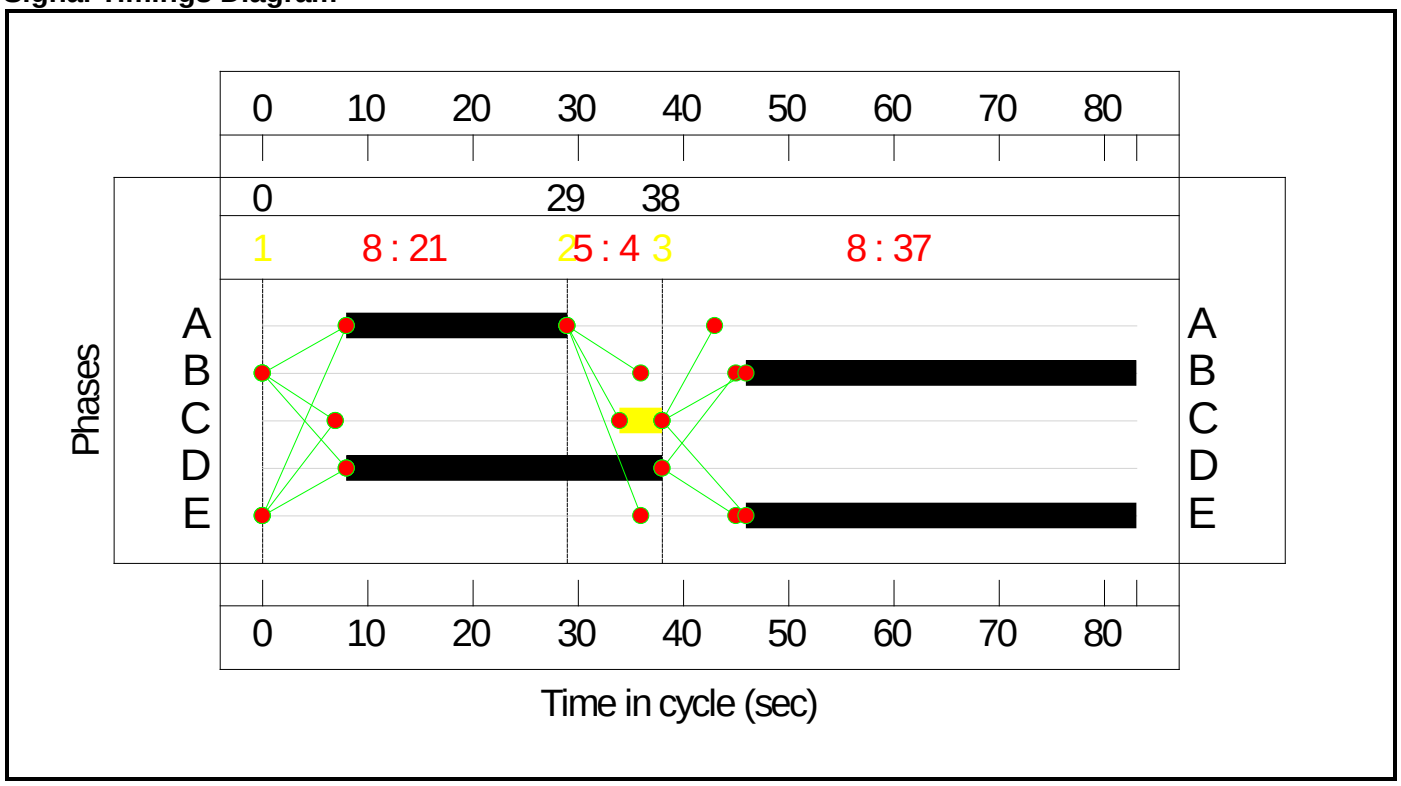
Stage Sequence Diagram



Stage Timings

Stage	1	2	3
Duration	21	4	37
Change Point	0	29	38

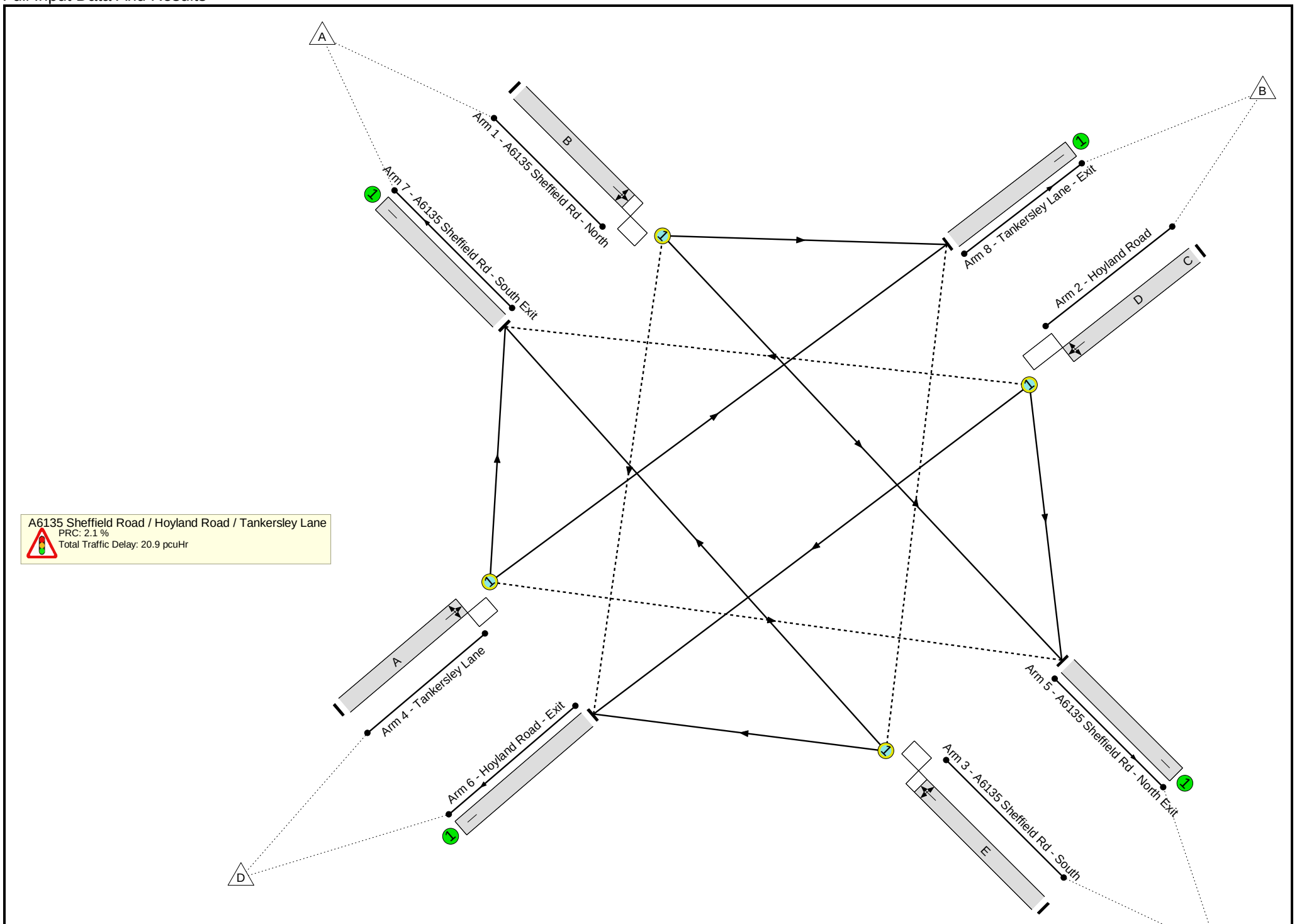
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Land north of Hawshaw Lane, Hoyland, Barnsley	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**88.1%**
A6135 Sheffield Road / Hoyland Road / Tankersley Lane	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**88.1%**
1/1	A6135 Sheffield Rd - North Ahead Right Left	O	N/A	N/A	B		1	37	-	738	1866	854	86.4%
2/1	Hoyland Road Left Ahead Right	O	N/A	N/A	D	C	1	30	4	584	1843	663	88.1%
3/1	A6135 Sheffield Rd - South Left Ahead Right	O	N/A	N/A	E		1	37	-	507	1922	813	62.3%
4/1	Tankersley Lane Right Left Ahead	O	N/A	N/A	A		1	21	-	260	1889	501	51.9%
5/1	A6135 Sheffield Rd - North Exit	U	N/A	N/A	-		-	-	-	647	Inf	Inf	0.0%
6/1	Hoyland Road - Exit	U	N/A	N/A	-		-	-	-	247	Inf	Inf	0.0%
7/1	A6135 Sheffield Rd - South Exit	U	N/A	N/A	-		-	-	-	730	Inf	Inf	0.0%
8/1	Tankersley Lane - Exit	U	N/A	N/A	-		-	-	-	465	Inf	Inf	0.0%

Full Input Data And Results

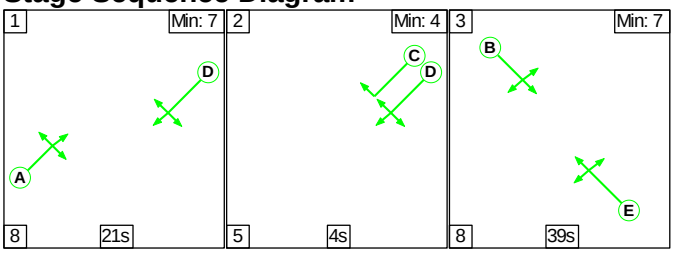
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Land north of Hawshaw Lane, Hoyland, Barnsley	**-**	**-**	**356**	**133**	**19**	**12.3**	**7.8**	**0.8**	**20.9**	**-**	**-**	**-**	**-**
A6135 Sheffield Road / Hoyland Road / Tankersley Lane	**-**	**-**	**356**	**133**	**19**	**12.3**	**7.8**	**0.8**	**20.9**	**-**	**-**	**-**	**-**
1/1	738	738	13	0	0	4.1	3.0	0.0	7.2	35.0	15.2	3.0	18.2
2/1	584	584	196	133	12	4.0	3.4	0.4	7.8	48.2	12.5	3.4	15.9
3/1	507	507	56	0	7	2.3	0.8	0.3	3.5	24.7	8.6	0.8	9.4
4/1	260	260	91	0	0	1.9	0.5	0.0	2.4	33.6	5.1	0.5	5.6
5/1	647	647	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	247	247	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	730	730	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	465	465	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 2.1 Total Delay for Signalled Lanes (pcuHr): 20.89 Cycle Time (s): 83
PRC Over All Lanes (%): 2.1 Total Delay Over All Lanes(pcuHr): 20.89

Full Input Data And Results

Scenario 4: '2018 PM Peak' (FG2: '2018 PM Peak', Plan 1: 'Network Control Plan 1')

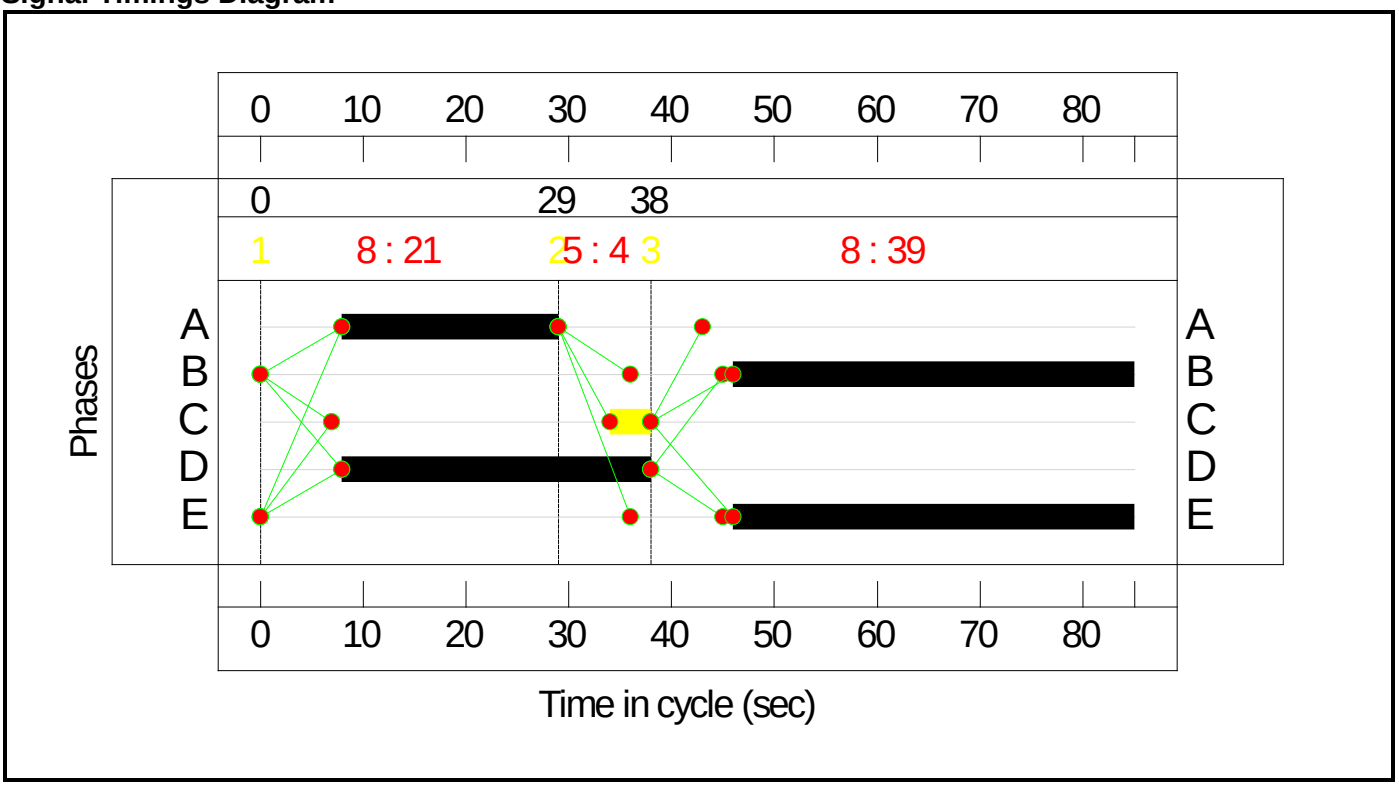
Stage Sequence Diagram



Stage Timings

Stage	1	2	3
Duration	21	4	39
Change Point	0	29	38

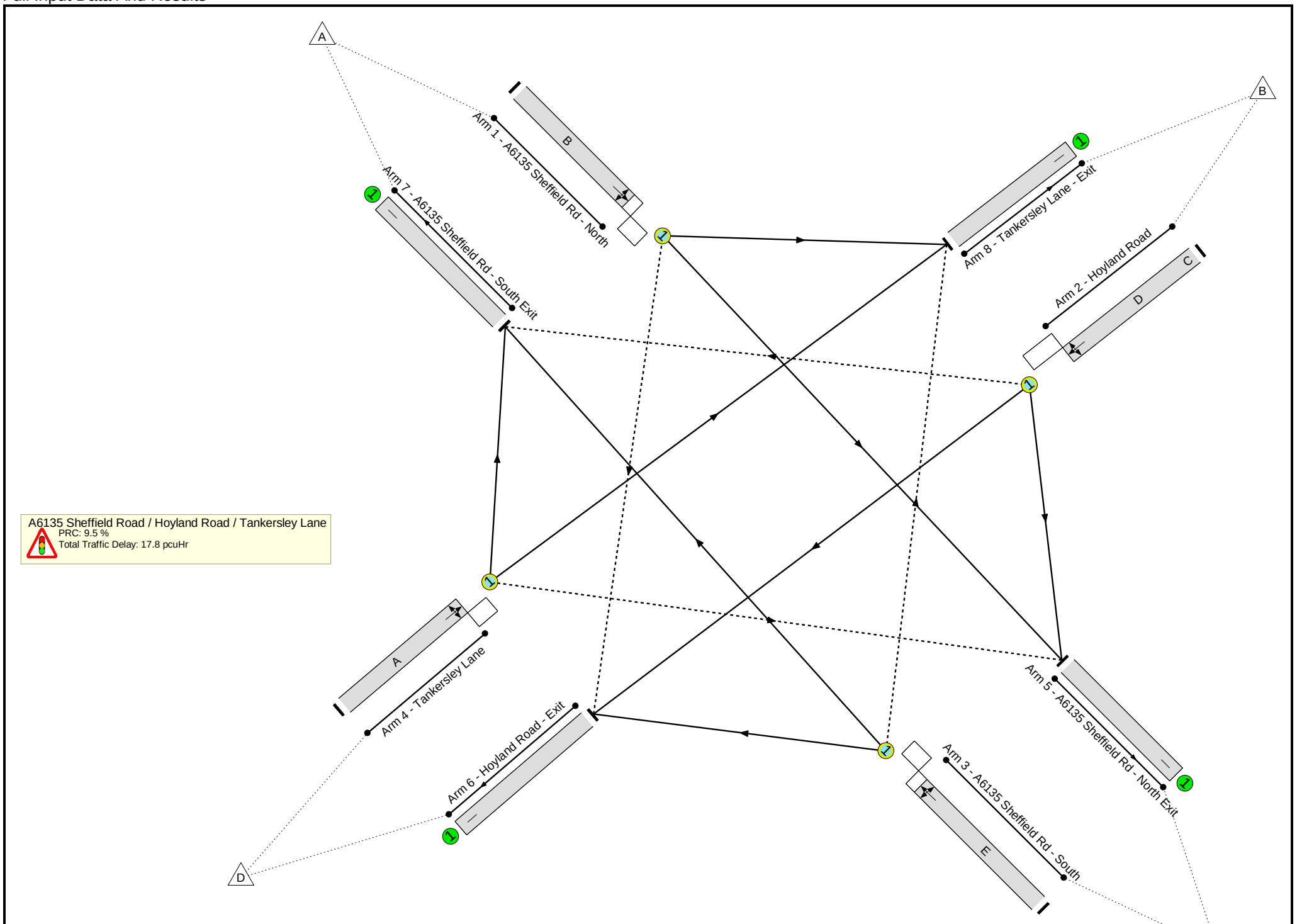
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Land north of Hawshaw Lane, Hoyland, Barnsley	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**82.2%**
A6135 Sheffield Road / Hoyland Road / Tankersley Lane	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**82.2%**
1/1	A6135 Sheffield Rd - North Ahead Right Left	O	N/A	N/A	B		1	39	-	708	1836	864	81.9%
2/1	Hoyland Road Left Ahead Right	O	N/A	N/A	D	C	1	30	4	521	1883	634	82.2%
3/1	A6135 Sheffield Rd - South Left Ahead Right	O	N/A	N/A	E		1	39	-	514	1908	846	60.7%
4/1	Tankersley Lane Right Left Ahead	O	N/A	N/A	A		1	21	-	249	1932	500	49.8%
5/1	A6135 Sheffield Rd - North Exit	U	N/A	N/A	-		-	-	-	519	Inf	Inf	0.0%
6/1	Hoyland Road - Exit	U	N/A	N/A	-		-	-	-	342	Inf	Inf	0.0%
7/1	A6135 Sheffield Rd - South Exit	U	N/A	N/A	-		-	-	-	612	Inf	Inf	0.0%
8/1	Tankersley Lane - Exit	U	N/A	N/A	-		-	-	-	519	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Land north of Hawshaw Lane, Hoyland, Barnsley	**-**	**-**	**333**	**50**	**10**	**11.6**	**5.7**	**0.6**	**17.8**	**-**	**-**	**-**	**-**
A6135 Sheffield Road / Hoyland Road / Tankersley Lane	**-**	**-**	**333**	**50**	**10**	**11.6**	**5.7**	**0.6**	**17.8**	**-**	**-**	**-**	**-**
1/1	708	708	29	0	0	3.8	2.2	0.0	6.0	30.8	14.4	2.2	16.6
2/1	521	521	184	50	9	3.6	2.2	0.3	6.0	41.7	11.1	2.2	13.4
3/1	514	514	58	0	1	2.3	0.8	0.3	3.4	23.6	8.7	0.8	9.5
4/1	249	249	62	0	0	1.9	0.5	0.0	2.4	34.4	5.0	0.5	5.5
5/1	519	519	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	342	342	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	612	612	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	519	519	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1

PRC for Signalled Lanes (%): 9.5
PRC Over All Lanes (%): 9.5

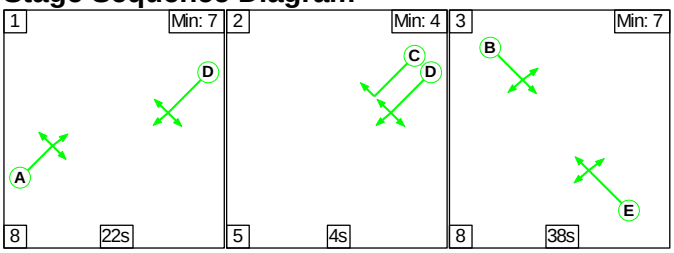
Total Delay for Signalled Lanes (pcuHr): 17.83
Total Delay Over All Lanes(pcuHr): 17.83

Cycle Time (s): 85

Full Input Data And Results

Scenario 5: '2023 PM + Committed' (FG4: '2023 PM + Committed', Plan 1: 'Network Control Plan 1')

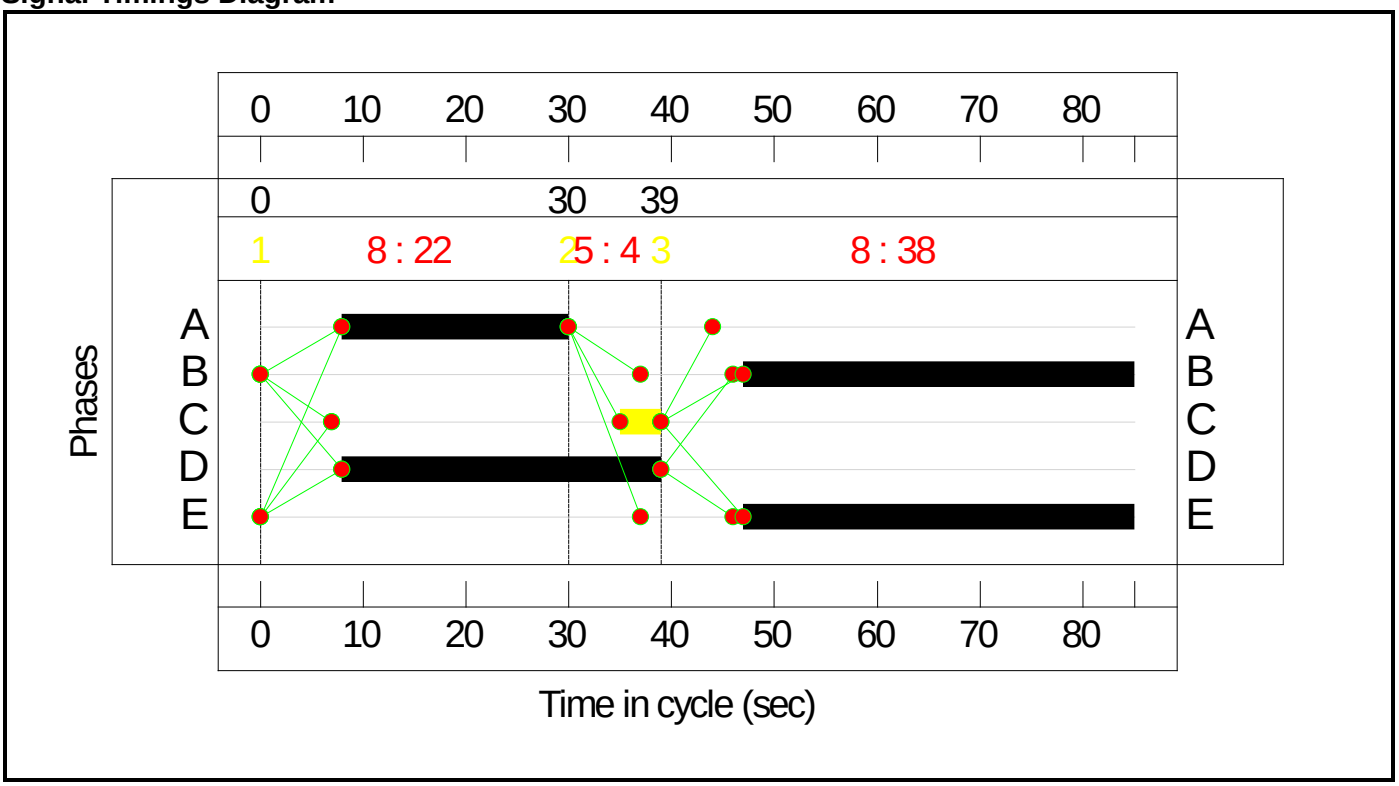
Stage Sequence Diagram



Stage Timings

Stage	1	2	3
Duration	22	4	38
Change Point	0	30	39

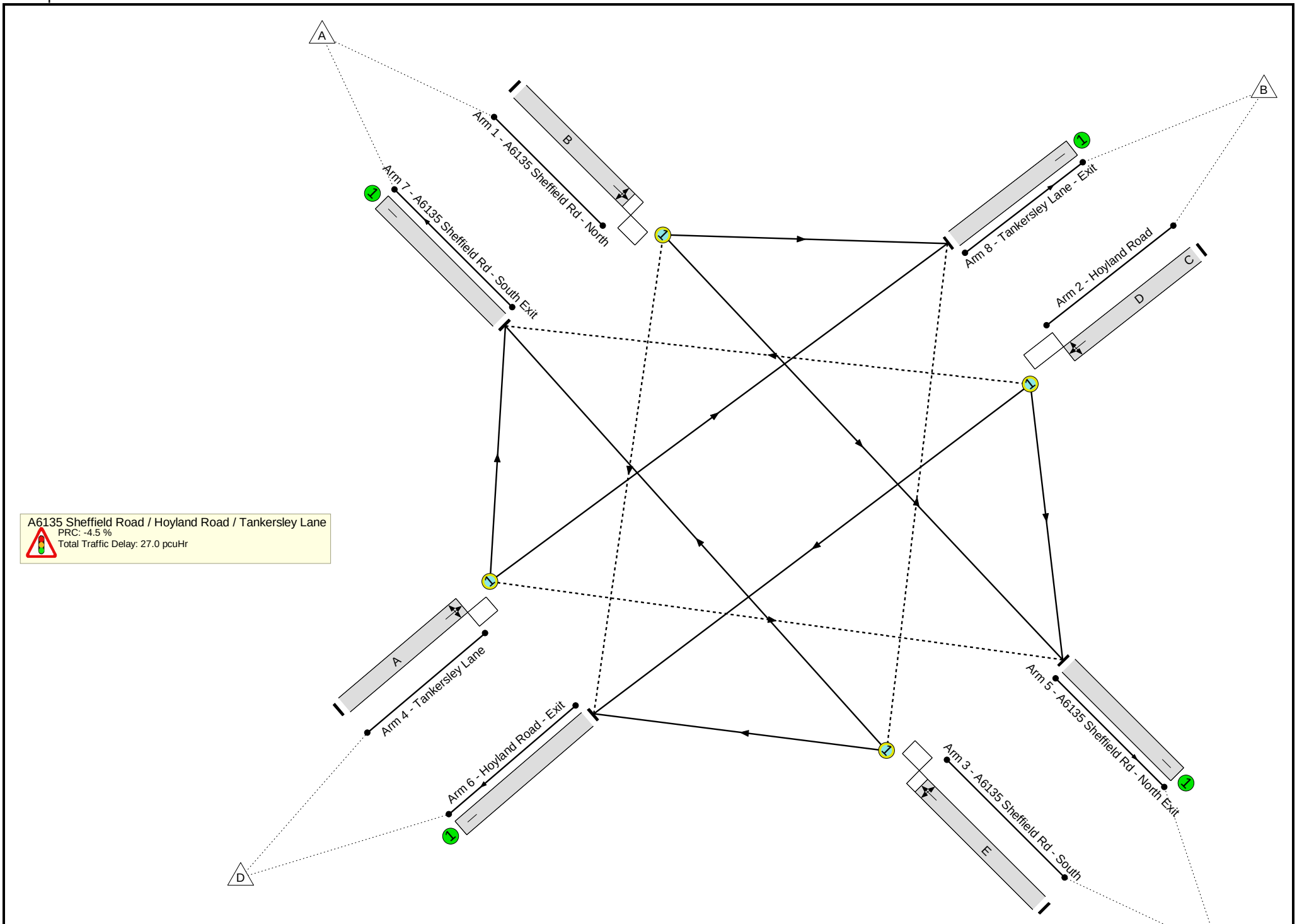
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Land north of Hawshaw Lane, Hoyland, Barnsley	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**94.0%**
A6135 Sheffield Road / Hoyland Road / Tankersley Lane	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**94.0%**
1/1	A6135 Sheffield Rd - North Ahead Right Left	O	N/A	N/A	B		1	38	-	789	1829	839	94.0%
2/1	Hoyland Road Left Ahead Right	O	N/A	N/A	D	C	1	31	4	583	1881	640	91.1%
3/1	A6135 Sheffield Rd - South Left Ahead Right	O	N/A	N/A	E		1	38	-	560	1907	784	71.5%
4/1	Tankersley Lane Right Left Ahead	O	N/A	N/A	A		1	22	-	274	1932	523	52.4%
5/1	A6135 Sheffield Rd - North Exit	U	N/A	N/A	-		-	-	-	564	Inf	Inf	0.0%
6/1	Hoyland Road - Exit	U	N/A	N/A	-		-	-	-	372	Inf	Inf	0.0%
7/1	A6135 Sheffield Rd - South Exit	U	N/A	N/A	-		-	-	-	677	Inf	Inf	0.0%
8/1	Tankersley Lane - Exit	U	N/A	N/A	-		-	-	-	593	Inf	Inf	0.0%

Full Input Data And Results

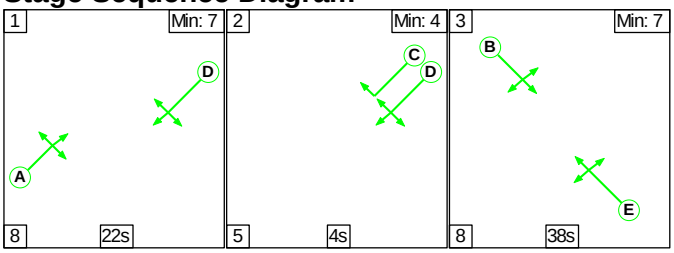
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Land north of Hawshaw Lane, Hoyland, Barnsley	**-**	**-**	**299**	**85**	**58**	**13.7**	**12.5**	**0.8**	**27.0**	**-**	**-**	**-**	**-**
A6135 Sheffield Road / Hoyland Road / Tankersley Lane	**-**	**-**	**299**	**85**	**58**	**13.7**	**12.5**	**0.8**	**27.0**	**-**	**-**	**-**	**-**
1/1	789	789	31	0	0	4.8	6.3	0.0	11.1	50.8	17.5	6.3	23.8
2/1	583	583	182	85	10	4.1	4.4	0.3	8.9	54.8	13.1	4.4	17.6
3/1	560	560	20	0	48	2.7	1.2	0.4	4.4	28.2	10.1	1.2	11.3
4/1	274	274	67	0	0	2.0	0.5	0.0	2.6	33.9	5.5	0.5	6.0
5/1	564	564	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	372	372	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	677	677	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	593	593	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): -4.5 Total Delay for Signalled Lanes (pcuHr): 26.97 Cycle Time (s): 85
PRC Over All Lanes (%): -4.5 Total Delay Over All Lanes(pcuHr): 26.97

Full Input Data And Results

Scenario 6: '2023 PM + Committed + Proposed' (FG6: '2023 PM + Committed + Proposed', Plan 1: 'Network Control Plan 1')

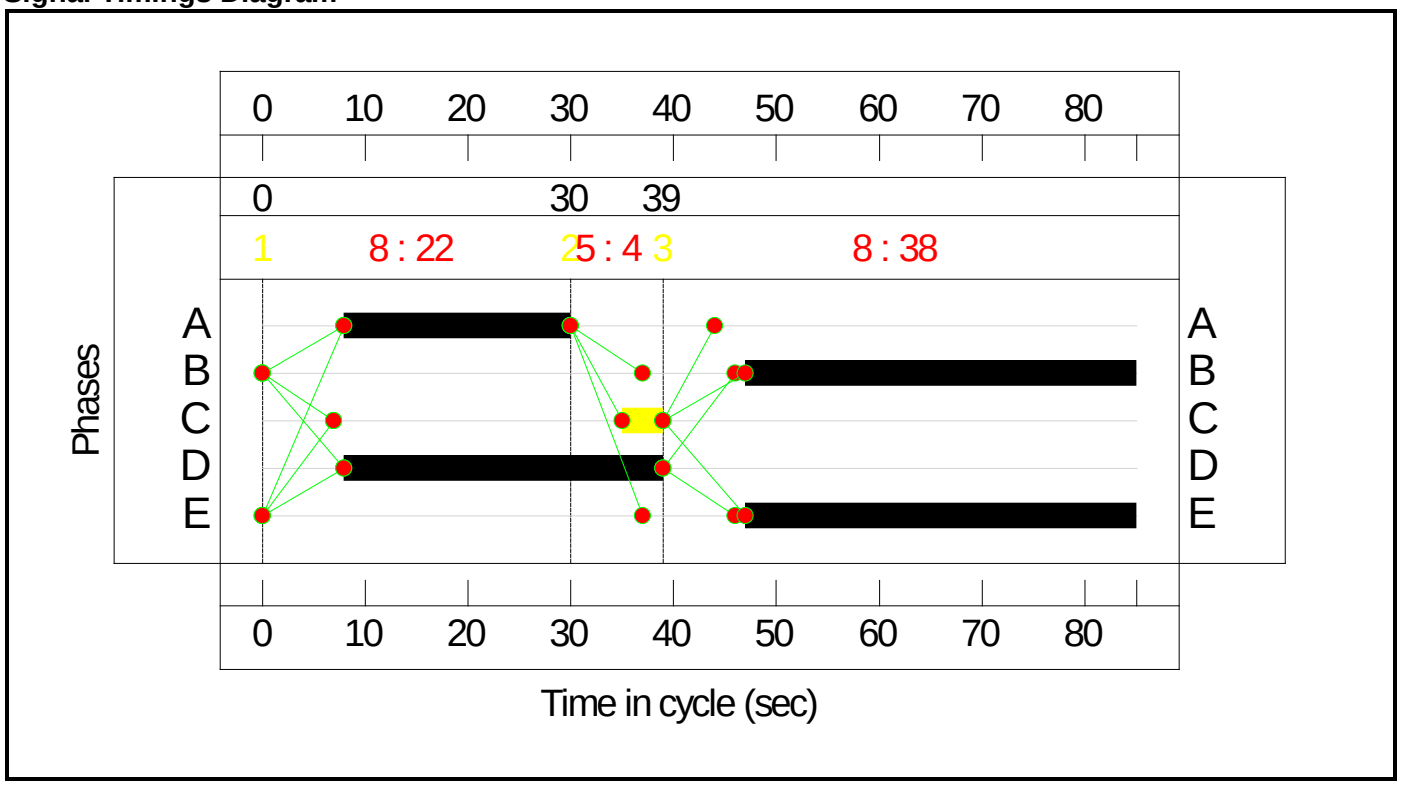
Stage Sequence Diagram



Stage Timings

Stage	1	2	3
Duration	22	4	38
Change Point	0	30	39

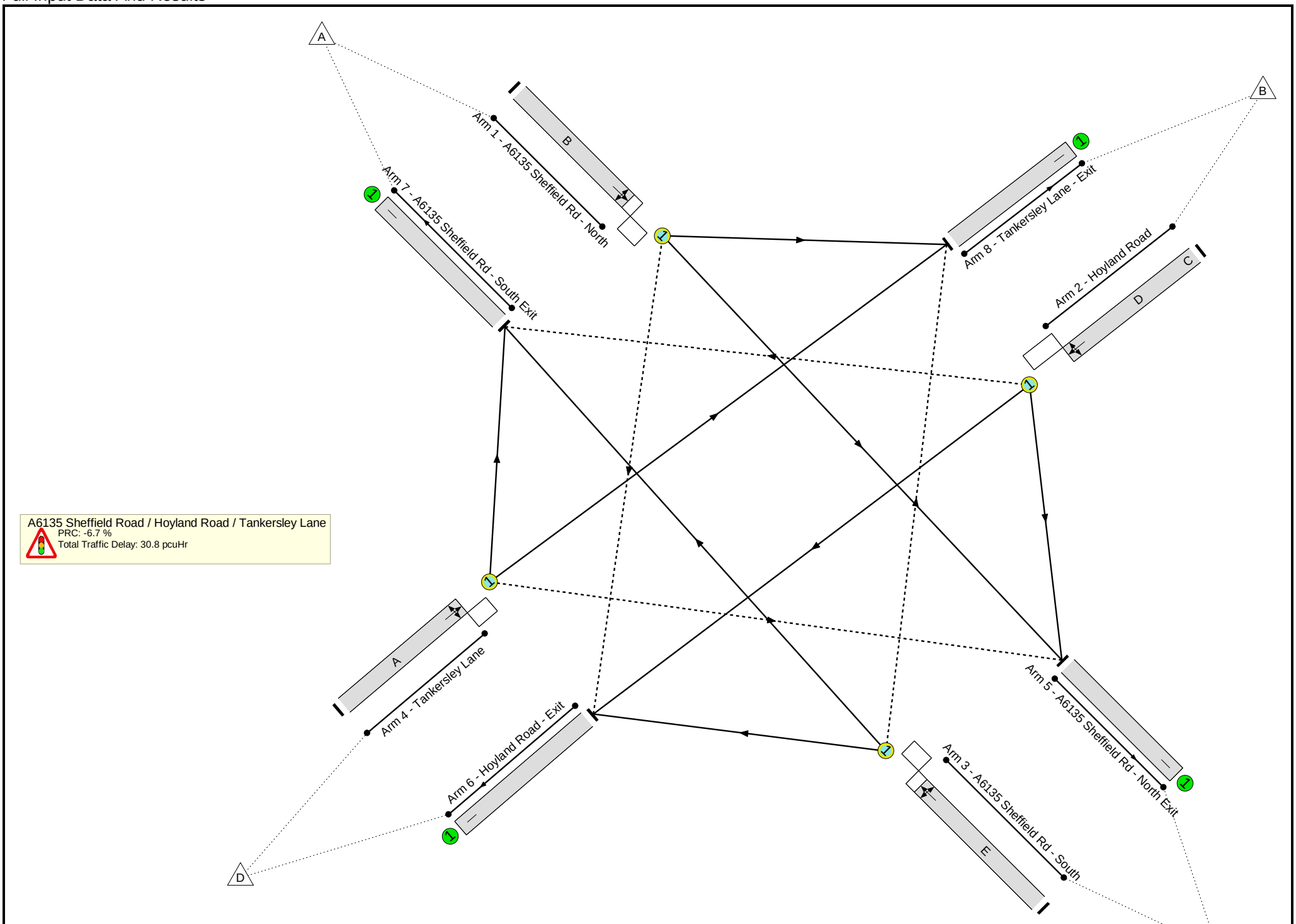
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Land north of Hawshaw Lane, Hoyland, Barnsley	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**96.0%**
A6135 Sheffield Road / Hoyland Road / Tankersley Lane	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**96.0%**
1/1	A6135 Sheffield Rd - North Ahead Right Left	O	N/A	N/A	B		1	38	-	804	1825	837	96.0%
2/1	Hoyland Road Left Ahead Right	O	N/A	N/A	D	C	1	31	4	597	1879	637	93.7%
3/1	A6135 Sheffield Rd - South Left Ahead Right	O	N/A	N/A	E		1	38	-	563	1907	756	74.4%
4/1	Tankersley Lane Right Left Ahead	O	N/A	N/A	A		1	22	-	277	1933	523	53.0%
5/1	A6135 Sheffield Rd - North Exit	U	N/A	N/A	-		-	-	-	566	Inf	Inf	0.0%
6/1	Hoyland Road - Exit	U	N/A	N/A	-		-	-	-	374	Inf	Inf	0.0%
7/1	A6135 Sheffield Rd - South Exit	U	N/A	N/A	-		-	-	-	687	Inf	Inf	0.0%
8/1	Tankersley Lane - Exit	U	N/A	N/A	-		-	-	-	614	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Land north of Hawshaw Lane, Hoyland, Barnsley	**-**	**-**	**288**	**95**	**72**	**14.0**	**15.9**	**0.8**	**30.8**	**-**	**-**	**-**	**-**
A6135 Sheffield Road / Hoyland Road / Tankersley Lane	**-**	**-**	**288**	**95**	**72**	**14.0**	**15.9**	**0.8**	**30.8**	**-**	**-**	**-**	**-**
1/1	804	804	31	0	0	5.0	8.1	0.1	13.1	58.8	18.3	8.1	26.4
2/1	597	597	179	95	12	4.3	5.8	0.3	10.4	62.7	13.6	5.8	19.4
3/1	563	563	11	0	60	2.8	1.4	0.4	4.6	29.7	10.2	1.4	11.6
4/1	277	277	67	0	0	2.0	0.6	0.0	2.6	33.9	5.5	0.6	6.1
5/1	566	566	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	374	374	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	687	687	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	614	614	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): -6.7 Total Delay for Signalled Lanes (pcuHr): 30.77 Cycle Time (s): 85
PRC Over All Lanes (%): -6.7 Total Delay Over All Lanes(pcuHr): 30.77

Appendix H

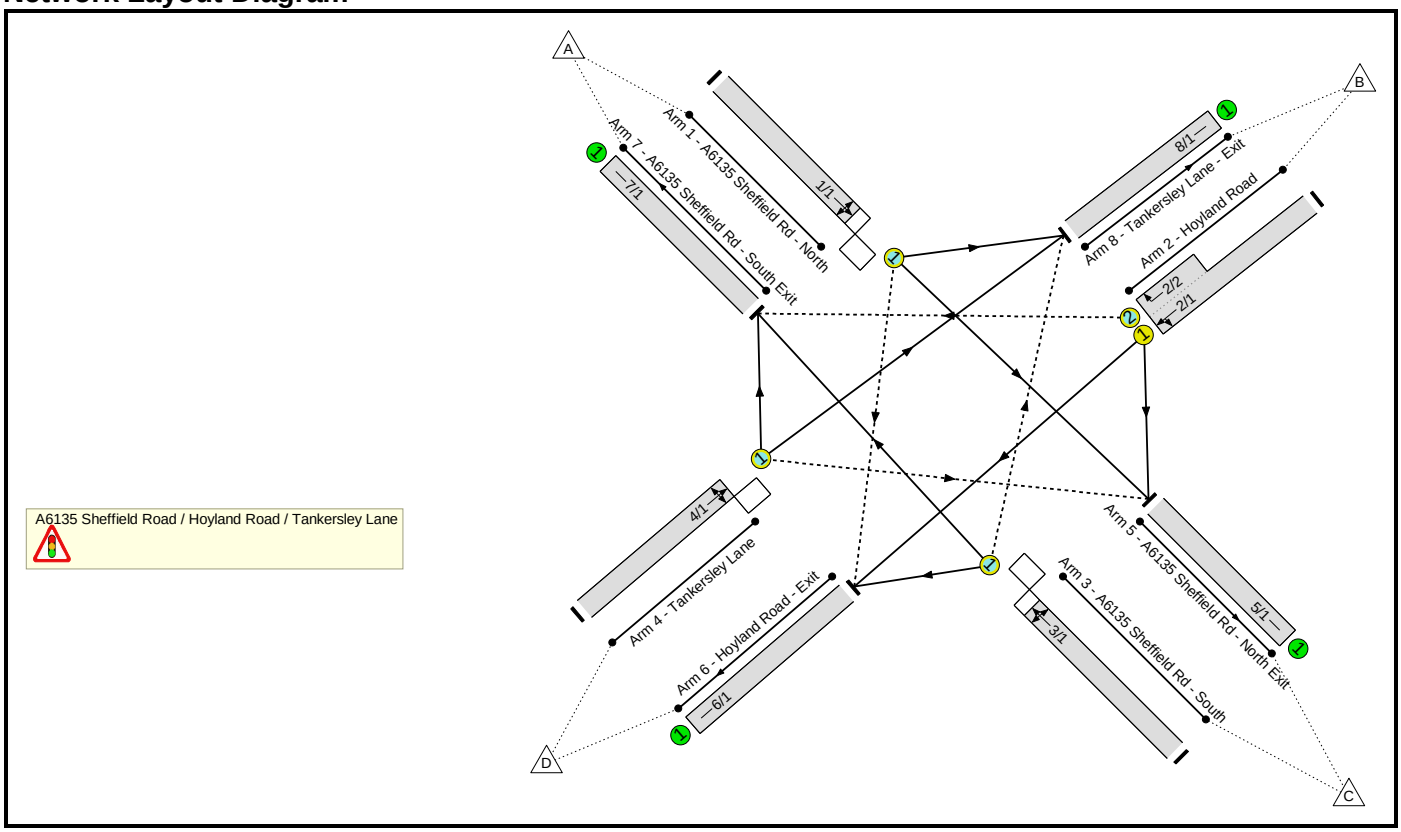
Mitigated A6135 Sheffield Road / B6096 Hoyland Road / Tankersley Lane LinSig Model Report

Full Input Data And Results

User and Project Details

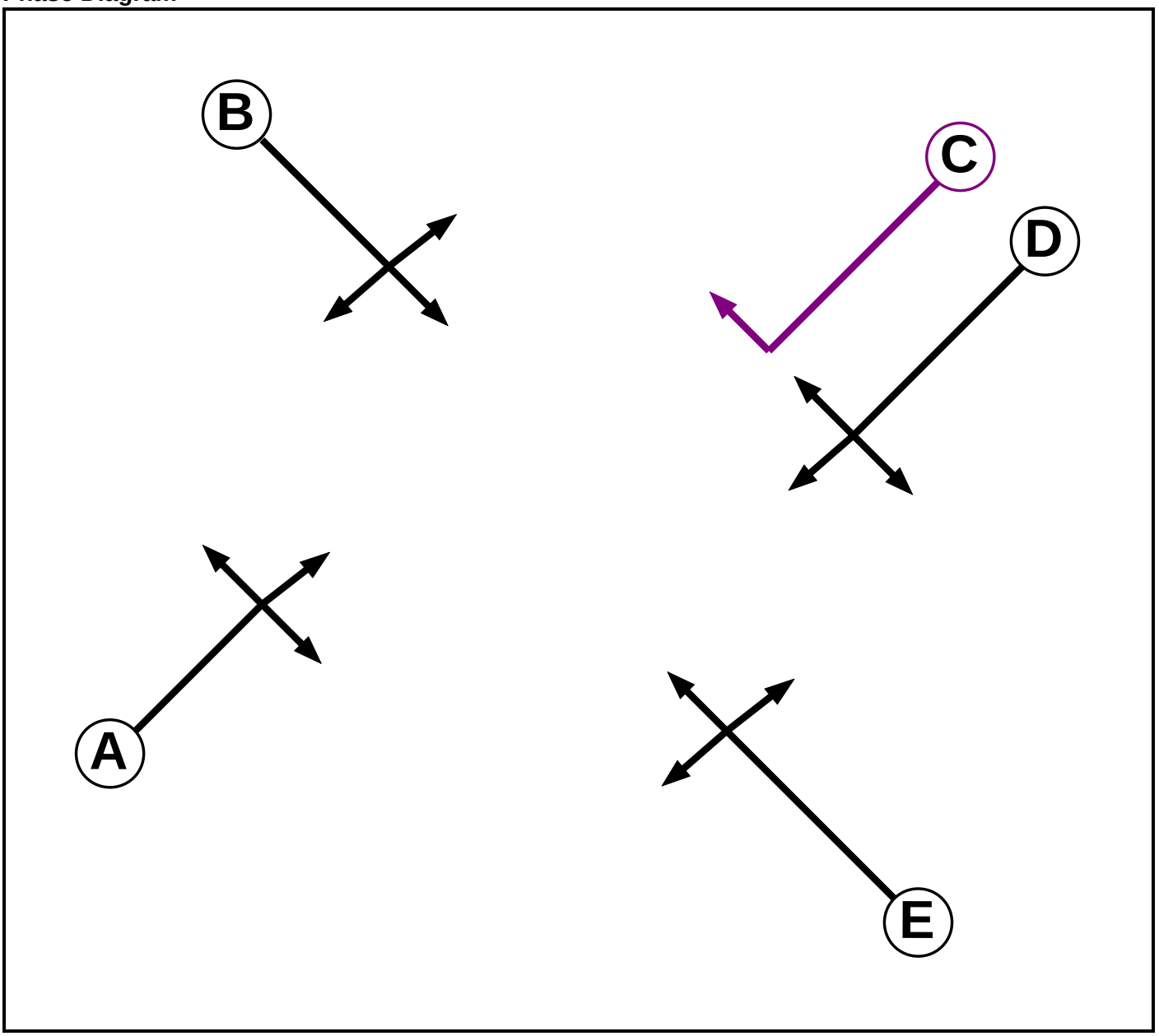
Project:	**Hawshaw Lane, Hoyland, Barnsley**
Title:	**Land north of Hawshaw Lane, Hoyland, Barnsley**
Location:	2 Hoyland Rd, Hoyland, Barnsley S74 0LY
File name:	A6135 Sheffield Rd - Hoyland Rd - Tankersley Lane Junction - Mitigated.lsg3x
Author:	Ahmad Huneidi
Company:	BWB Consulting Ltd
Address:	Leeds
Notes:	This assessment is based on the committed mitigation scheme as part of the outline planning application consent (2016/1531).

Network Layout Diagram



Full Input Data And Results

Phase Diagram



Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		7	7
B	Traffic		7	7
C	Ind. Arrow	D	4	4
D	Traffic		7	7
E	Traffic		7	7

Full Input Data And Results

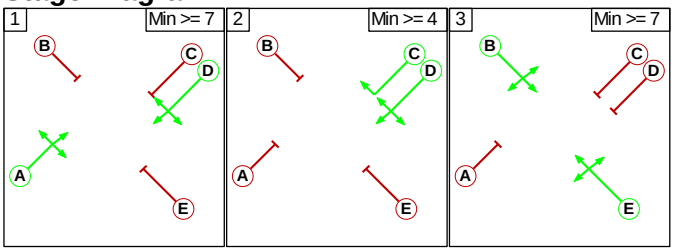
Phase Intergreens Matrix

Terminating Phase	Starting Phase					
		A	B	C	D	E
	A		7	5	-	7
	B	8		7	8	-
	C	5	8		-	8
	D	-	7	-		7
	E	8	-	7	8	

Phases in Stage

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

Stage Diagram



Phase Delays

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

Prohibited Stage Change

From Stage	To Stage			
		1	2	3
	1		5	7
	2	5		8
	3	8	X	

Full Input Data And Results

Give-Way Lane Input Data

Junction: A6135 Sheffield Road / Hoyland Road / Tankersley Lane

Lane	Movement	Max Flow when Giving Way (PCU/Hr)	Min Flow when Giving Way (PCU/Hr)	Opposing Lane	Opp. Lane Coeff.	Opp. Mvmnts.	Right Turn Storage (PCU)	Non-Blocking Storage (PCU)	RTF	Right Turn Move up (s)	Max Turns in Intergreen (PCU)
1/1 (A6135 Sheffield Rd - North)	6/1 (Right)	1439	0	3/1	1.09	To 6/1 (Left) To 7/1 (Ahead)	3.00	2.00	0.50	3	2.00
2/2 (Hoyland Road)	7/1 (Right)	1439	0	4/1	1.09	To 7/1 (Left) To 8/1 (Ahead)	-	-	-	-	-
3/1 (A6135 Sheffield Rd - South)	8/1 (Right)	1439	0	1/1	1.09	To 5/1 (Ahead) To 8/1 (Left)	3.00	2.00	0.50	3	2.00
4/1 (Tankersley Lane)	5/1 (Right)	1439	0	2/1	1.09	To 5/1 (Left) To 6/1 (Ahead)	2.00	2.00	0.50	2	2.00

Full Input Data And Results

Lane Input Data

Junction: A6135 Sheffield Road / Hoyland Road / Tankersley Lane

Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
1/1 (A6135 Sheffield Rd - North)	O	B	2	3	60.0	Geom	-	4.20	0.00	Y	Arm 5 Ahead	Inf
											Arm 6 Right	10.00
											Arm 8 Left	6.00
2/1 (Hoyland Road)	U	D	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 5 Left	6.00
											Arm 6 Ahead	Inf
2/2 (Hoyland Road)	O	D C	2	3	5.0	Geom	-	2.50	0.00	N	Arm 7 Right	10.00
3/1 (A6135 Sheffield Rd - South)	O	E	2	3	60.0	Geom	-	4.20	0.00	Y	Arm 6 Left	6.00
											Arm 7 Ahead	Inf
											Arm 8 Right	10.00
4/1 (Tankersley Lane)	O	A	2	3	60.0	Geom	-	4.20	0.00	Y	Arm 5 Right	10.00
											Arm 7 Left	6.00
											Arm 8 Ahead	Inf
5/1 (A6135 Sheffield Rd - North Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1 (Hoyland Road - Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
7/1 (A6135 Sheffield Rd - South Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
8/1 (Tankersley Lane - Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2023 AM + Committed'	08:15	09:15	01:00	
2: '2023 PM + Committed'	17:00	18:00	01:00	
3: '2023 AM + Committed + Proposed'	08:15	09:15	01:00	
4: '2023 PM + Committed + Proposed'	17:00	18:00	01:00	

Scenario 1: '2023 AM + Committed' (FG3: '2023 AM + Committed + Proposed', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

Origin	Destination					
		A	B	C	D	Tot.
	A	0	259	466	13	738
	B	341	0	90	153	584
	C	363	63	0	81	507
	D	26	143	91	0	260
	Tot.	730	465	647	247	2089

Traffic Lane Flows

Lane	Scenario 1: 2023 AM + Committed
Junction: A6135 Sheffield Road / Hoyland Road / Tankersley Lane	
1/1	733
2/1 (with short)	554(In) 234(Out)
2/2 (short)	320
3/1	506
4/1	259
5/1	642
6/1	243
7/1	709
8/1	458

Full Input Data And Results

Lane Saturation Flows

Junction: A6135 Sheffield Road / Hoyland Road / Tankersley Lane								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A6135 Sheffield Rd - North)	4.20	0.00	Y	Arm 5 Ahead	Inf	63.6 %	1868	1868
				Arm 6 Right	10.00	1.8 %		
				Arm 8 Left	6.00	34.7 %		
2/1 (Hoyland Road)	3.00	0.00	Y	Arm 5 Left	6.00	36.3 %	1756	1756
				Arm 6 Ahead	Inf	63.7 %		
2/2 (Hoyland Road)	2.50	0.00	N	Arm 7 Right	10.00	100.0 %	1743	1743
3/1 (A6135 Sheffield Rd - South)	4.20	0.00	Y	Arm 6 Left	6.00	16.0 %	1923	1923
				Arm 7 Ahead	Inf	71.7 %		
				Arm 8 Right	10.00	12.3 %		
4/1 (Tankersley Lane)	4.20	0.00	Y	Arm 5 Right	10.00	35.1 %	1888	1888
				Arm 7 Left	6.00	10.0 %		
				Arm 8 Ahead	Inf	54.8 %		
5/1 (A6135 Sheffield Rd - North Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Hoyland Road - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (A6135 Sheffield Rd - South Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Tankersley Lane - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 2: '2023 AM + Committed + Proposed' (FG3: '2023 AM + Committed + Proposed', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	259	466	13	738
	B	341	0	90	153	584
	C	363	63	0	81	507
	D	26	143	91	0	260
	Tot.	730	465	647	247	2089

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 2: 2023 AM + Committed + Proposed
Junction: A6135 Sheffield Road / Hoyland Road / Tankersley Lane	
1/1	738
2/1 (with short)	584(In) 243(Out)
2/2 (short)	341
3/1	507
4/1	260
5/1	647
6/1	247
7/1	730
8/1	465

Lane Saturation Flows

Junction: A6135 Sheffield Road / Hoyland Road / Tankersley Lane								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A6135 Sheffield Rd - North)	4.20	0.00	Y	Arm 5 Ahead	Inf	63.1 %	1866	1866
				Arm 6 Right	10.00	1.8 %		
				Arm 8 Left	6.00	35.1 %		
2/1 (Hoyland Road)	3.00	0.00	Y	Arm 5 Left	6.00	37.0 %	1753	1753
				Arm 6 Ahead	Inf	63.0 %		
2/2 (Hoyland Road)	2.50	0.00	N	Arm 7 Right	10.00	100.0 %	1743	1743
3/1 (A6135 Sheffield Rd - South)	4.20	0.00	Y	Arm 6 Left	6.00	16.0 %	1922	1922
				Arm 7 Ahead	Inf	71.6 %		
				Arm 8 Right	10.00	12.4 %		
4/1 (Tankersley Lane)	4.20	0.00	Y	Arm 5 Right	10.00	35.0 %	1889	1889
				Arm 7 Left	6.00	10.0 %		
				Arm 8 Ahead	Inf	55.0 %		
5/1 (A6135 Sheffield Rd - North Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Hoyland Road - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (A6135 Sheffield Rd - South Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Tankersley Lane - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 3: '2023 PM + Committed' (FG2: '2023 PM + Committed', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	336	422	31	789
	B	276	0	75	232	583
	C	383	68	0	109	560
	D	18	189	67	0	274
	Tot.	677	593	564	372	2206

Traffic Lane Flows

Lane	Scenario 3: 2023 PM + Committed
Junction: A6135 Sheffield Road / Hoyland Road / Tankersley Lane	
1/1	789
2/1 (with short)	583(In) 307(Out)
2/2 (short)	276
3/1	560
4/1	274
5/1	564
6/1	372
7/1	677
8/1	593

Full Input Data And Results

Lane Saturation Flows

Junction: A6135 Sheffield Road / Hoyland Road / Tankersley Lane								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A6135 Sheffield Rd - North)	4.20	0.00	Y	Arm 5 Ahead	Inf	53.5 %	1829	1829
				Arm 6 Right	10.00	3.9 %		
				Arm 8 Left	6.00	42.6 %		
2/1 (Hoyland Road)	3.00	0.00	Y	Arm 5 Left	6.00	24.4 %	1805	1805
				Arm 6 Ahead	Inf	75.6 %		
2/2 (Hoyland Road)	2.50	0.00	N	Arm 7 Right	10.00	100.0 %	1743	1743
3/1 (A6135 Sheffield Rd - South)	4.20	0.00	Y	Arm 6 Left	6.00	19.5 %	1907	1907
				Arm 7 Ahead	Inf	68.4 %		
				Arm 8 Right	10.00	12.1 %		
4/1 (Tankersley Lane)	4.20	0.00	Y	Arm 5 Right	10.00	24.5 %	1932	1932
				Arm 7 Left	6.00	6.6 %		
				Arm 8 Ahead	Inf	69.0 %		
5/1 (A6135 Sheffield Rd - North Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Hoyland Road - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (A6135 Sheffield Rd - South Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Tankersley Lane - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 4: '2023 PM + Committed + Proposed' (FG4: '2023 PM + Committed + Proposed', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	351	422	31	804
	B	286	0	77	234	597
	C	383	71	0	109	563
	D	18	192	67	0	277
	Tot.	687	614	566	374	2241

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 4: 2023 PM + Committed + Proposed
Junction: A6135 Sheffield Road / Hoyland Road / Tankersley Lane	
1/1	804
2/1 (with short)	597(In) 311(Out)
2/2 (short)	286
3/1	563
4/1	277
5/1	566
6/1	374
7/1	687
8/1	614

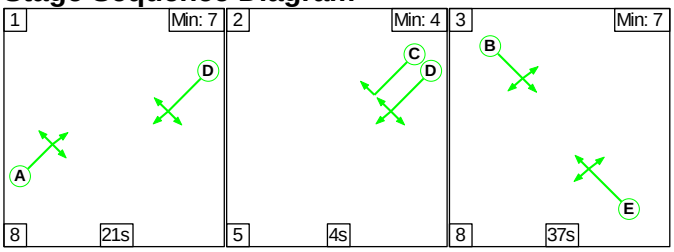
Lane Saturation Flows

Junction: A6135 Sheffield Road / Hoyland Road / Tankersley Lane								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A6135 Sheffield Rd - North)	4.20	0.00	Y	Arm 5 Ahead	Inf	52.5 %	1825	1825
				Arm 6 Right	10.00	3.9 %		
				Arm 8 Left	6.00	43.7 %		
2/1 (Hoyland Road)	3.00	0.00	Y	Arm 5 Left	6.00	24.8 %	1803	1803
				Arm 6 Ahead	Inf	75.2 %		
2/2 (Hoyland Road)	2.50	0.00	N	Arm 7 Right	10.00	100.0 %	1743	1743
3/1 (A6135 Sheffield Rd - South)	4.20	0.00	Y	Arm 6 Left	6.00	19.4 %	1907	1907
				Arm 7 Ahead	Inf	68.0 %		
				Arm 8 Right	10.00	12.6 %		
4/1 (Tankersley Lane)	4.20	0.00	Y	Arm 5 Right	10.00	24.2 %	1933	1933
				Arm 7 Left	6.00	6.5 %		
				Arm 8 Ahead	Inf	69.3 %		
5/1 (A6135 Sheffield Rd - North Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Hoyland Road - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (A6135 Sheffield Rd - South Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Tankersley Lane - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 1: '2023 AM + Committed' (FG3: '2023 AM + Committed + Proposed', Plan 1: 'Network Control Plan 1')

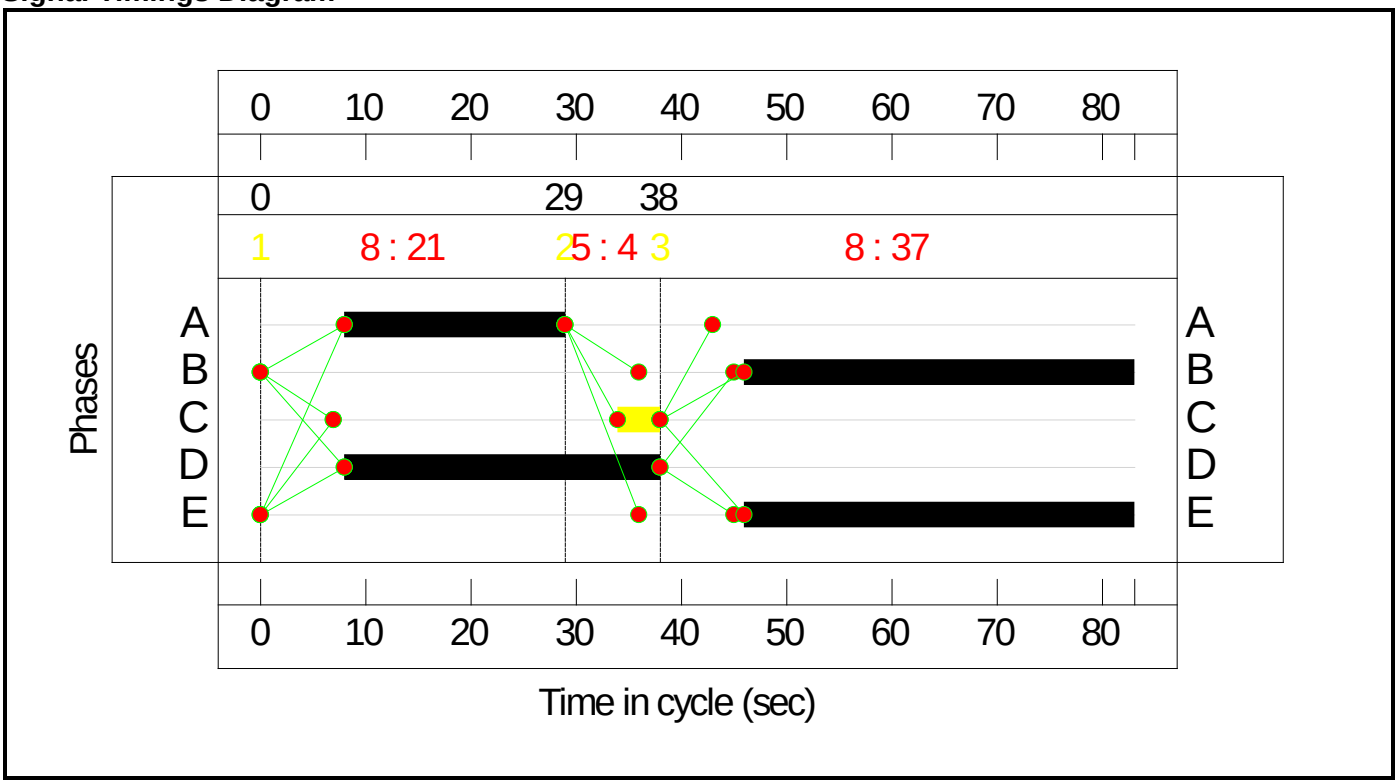
Stage Sequence Diagram



Stage Timings

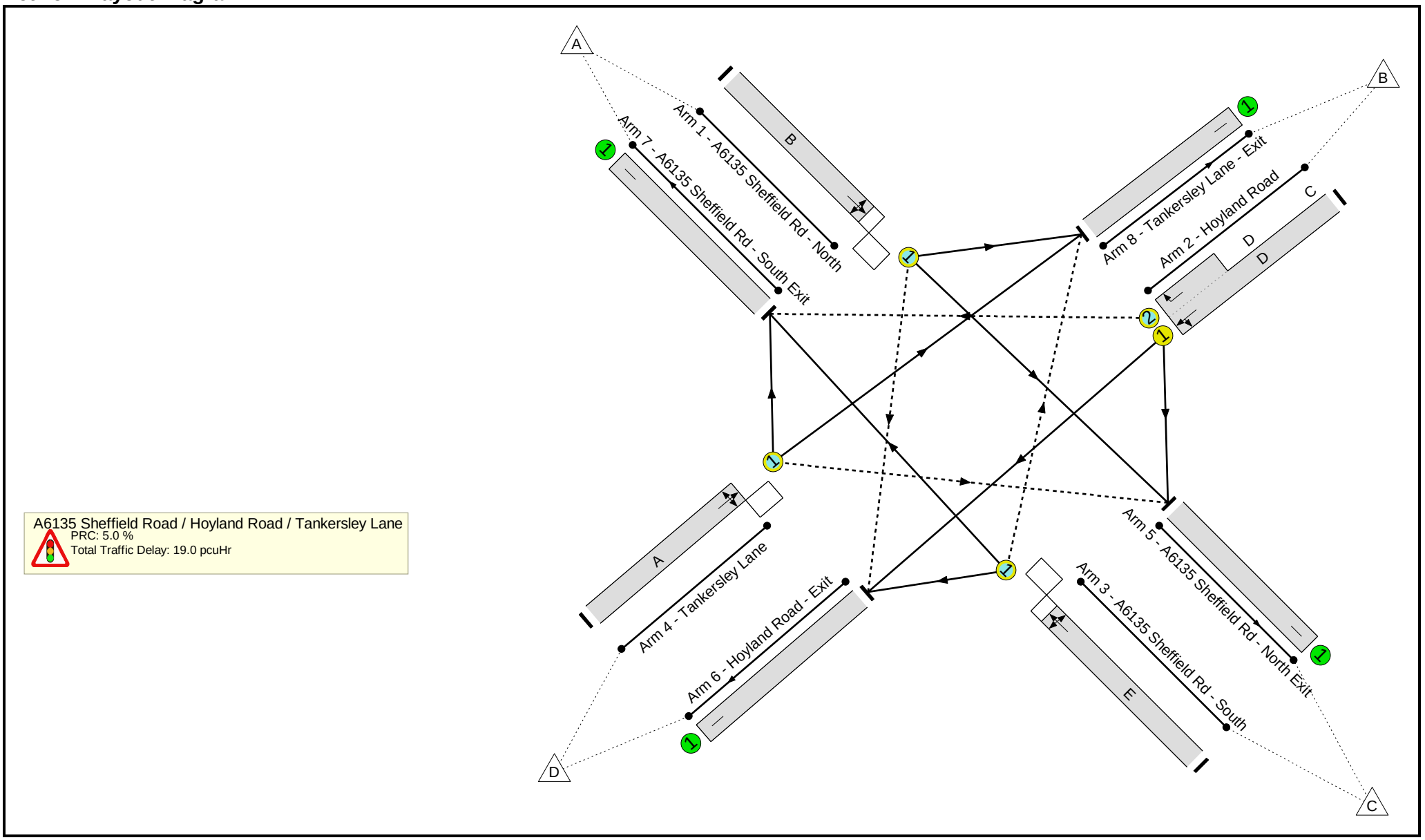
Stage	1	2	3
Duration	21	4	37
Change Point	0	29	38

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Land north of Hawshaw Lane, Hoyland, Barnsley	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**85.7%**
A6135 Sheffield Road / Hoyland Road / Tankersley Lane	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**85.7%**
1/1	A6135 Sheffield Rd - North Ahead Right Left	O	N/A	N/A	B		1	37	-	733	1868	855	85.7%
2/1+2/2	Hoyland Road Left Ahead Right	U+O	N/A	N/A	D	C	1	30	4	554	1756:1743	283+387	82.6 : 82.6%
3/1	A6135 Sheffield Rd - South Left Ahead Right	O	N/A	N/A	E		1	37	-	506	1923	808	62.6%
4/1	Tankersley Lane Right Left Ahead	O	N/A	N/A	A		1	21	-	259	1888	470	55.1%
5/1	A6135 Sheffield Rd - North Exit	U	N/A	N/A	-		-	-	-	642	Inf	Inf	0.0%
6/1	Hoyland Road - Exit	U	N/A	N/A	-		-	-	-	243	Inf	Inf	0.0%
7/1	A6135 Sheffield Rd - South Exit	U	N/A	N/A	-		-	-	-	709	Inf	Inf	0.0%
8/1	Tankersley Lane - Exit	U	N/A	N/A	-		-	-	-	458	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Land north of Hawshaw Lane, Hoyland, Barnsley	**-**	**-**	**363**	**122**	**1**	**12.0**	**6.6**	**0.4**	**19.0**	**-**	**-**	**-**	**-**
A6135 Sheffield Road / Hoyland Road / Tankersley Lane	**-**	**-**	**363**	**122**	**1**	**12.0**	**6.6**	**0.4**	**19.0**	**-**	**-**	**-**	**-**
1/1	733	733	13	0	0	4.1	2.9	0.0	7.0	34.2	15.1	2.9	17.9
2/1+2/2	554	554	198	122	0	3.7	2.3	-	6.0	39.0	7.0	2.3	9.3
3/1	506	506	61	0	1	2.3	0.8	0.3	3.5	24.6	8.6	0.8	9.4
4/1	259	259	91	0	0	1.9	0.6	0.1	2.6	36.2	5.0	0.6	5.6
5/1	642	642	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	243	243	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	709	709	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	458	458	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1

PRC for Signalled Lanes (%): 5.0
PRC Over All Lanes (%): 5.0

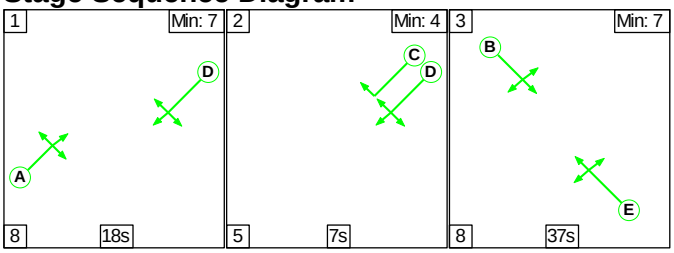
Total Delay for Signalled Lanes (pcuHr): 19.03
Total Delay Over All Lanes(pcuHr): 19.03

Cycle Time (s): 83

Full Input Data And Results

Scenario 2: '2023 AM + Committed + Proposed' (FG3: '2023 AM + Committed + Proposed', Plan 1: 'Network Control Plan 1')

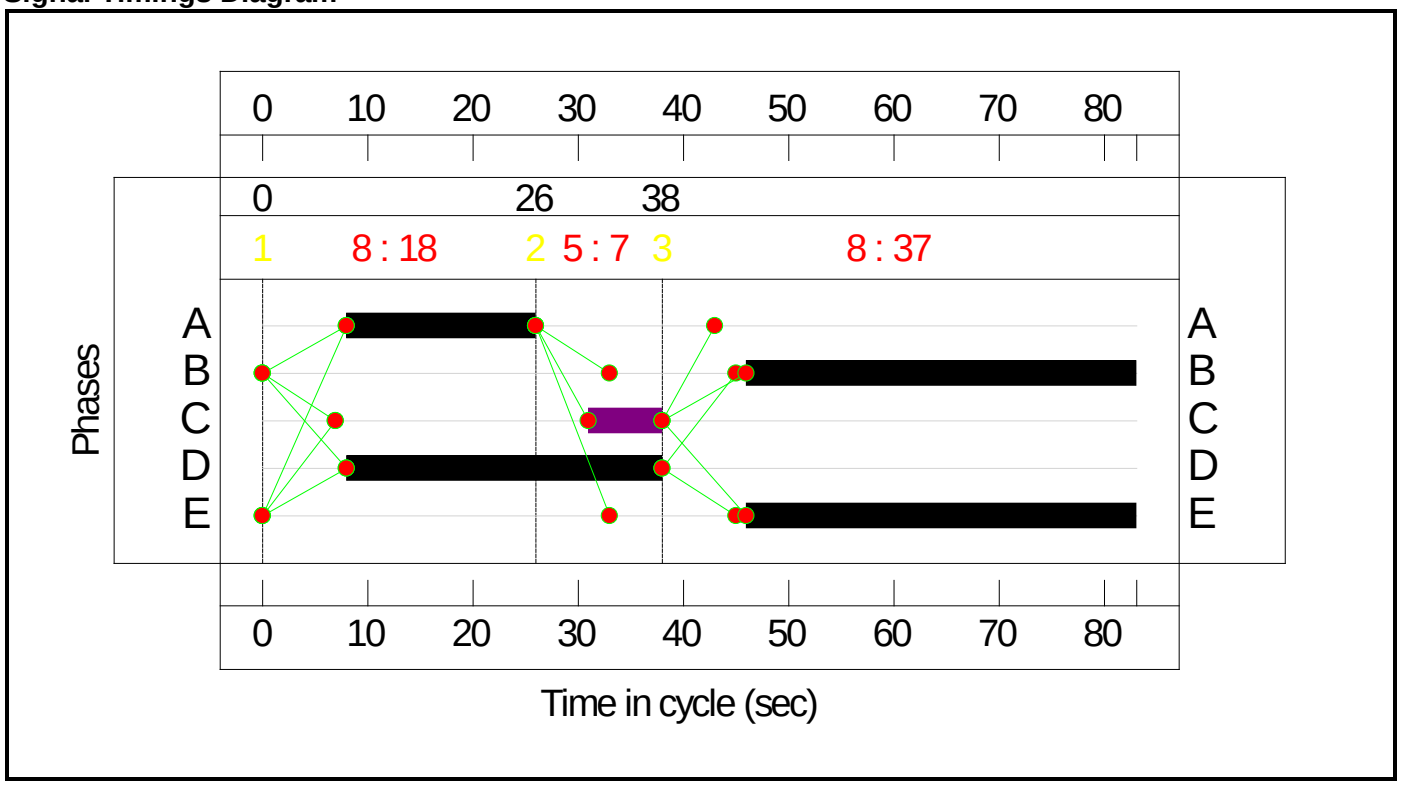
Stage Sequence Diagram



Stage Timings

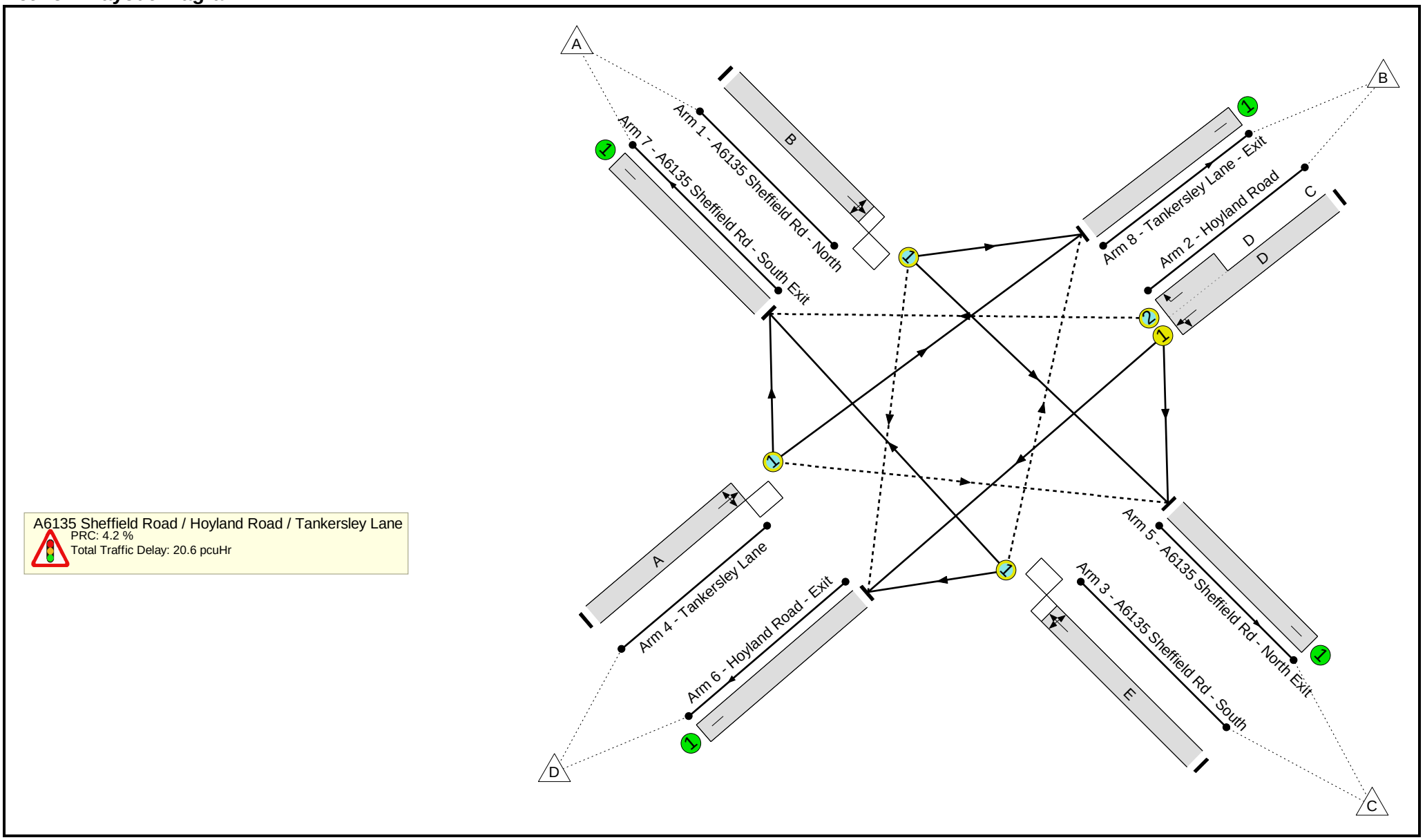
Stage	1	2	3
Duration	18	7	37
Change Point	0	26	38

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Land north of Hawshaw Lane, Hoyland, Barnsley	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**86.4%**
A6135 Sheffield Road / Hoyland Road / Tankersley Lane	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**86.4%**
1/1	A6135 Sheffield Rd - North Ahead Right Left	O	N/A	N/A	B		1	37	-	738	1866	854	86.4%
2/1+2/2	Hoyland Road Left Ahead Right	U+O	N/A	N/A	D	C	1	30	7	584	1753:1743	283+397	85.9 : 85.9%
3/1	A6135 Sheffield Rd - South Left Ahead Right	O	N/A	N/A	E		1	37	-	507	1922	813	62.3%
4/1	Tankersley Lane Right Left Ahead	O	N/A	N/A	A		1	18	-	260	1889	402	64.7%
5/1	A6135 Sheffield Rd - North Exit	U	N/A	N/A	-		-	-	-	647	Inf	Inf	0.0%
6/1	Hoyland Road - Exit	U	N/A	N/A	-		-	-	-	247	Inf	Inf	0.0%
7/1	A6135 Sheffield Rd - South Exit	U	N/A	N/A	-		-	-	-	730	Inf	Inf	0.0%
8/1	Tankersley Lane - Exit	U	N/A	N/A	-		-	-	-	465	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Land north of Hawshaw Lane, Hoyland, Barnsley	**-**	**-**	**305**	**196**	**7**	**12.6**	**7.6**	**0.5**	**20.6**	**-**	**-**	**-**	**-**
A6135 Sheffield Road / Hoyland Road / Tankersley Lane	**-**	**-**	**305**	**196**	**7**	**12.6**	**7.6**	**0.5**	**20.6**	**-**	**-**	**-**	**-**
1/1	738	738	13	0	0	4.1	3.0	0.0	7.2	35.0	15.2	3.0	18.2
2/1+2/2	584	584	145	196	0	4.0	2.9	-	6.9	42.4	7.8	2.9	10.7
3/1	507	507	56	0	7	2.3	0.8	0.3	3.5	24.7	8.6	0.8	9.4
4/1	260	260	91	0	0	2.1	0.9	0.1	3.1	42.8	5.4	0.9	6.3
5/1	647	647	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	247	247	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	730	730	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	465	465	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1

PRC for Signalled Lanes (%): 4.2
PRC Over All Lanes (%): 4.2

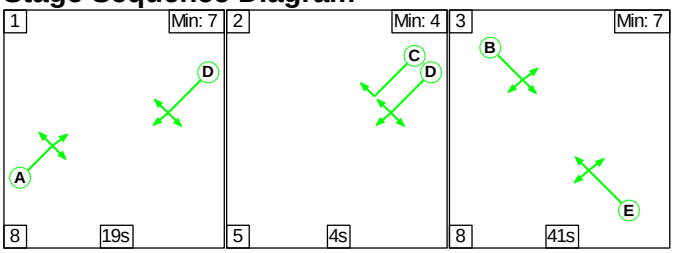
Total Delay for Signalled Lanes (pcuHr): 20.62
Total Delay Over All Lanes(pcuHr): 20.62

Cycle Time (s): 83

Full Input Data And Results

Scenario 3: '2023 PM + Committed' (FG2: '2023 PM + Committed', Plan 1: 'Network Control Plan 1')

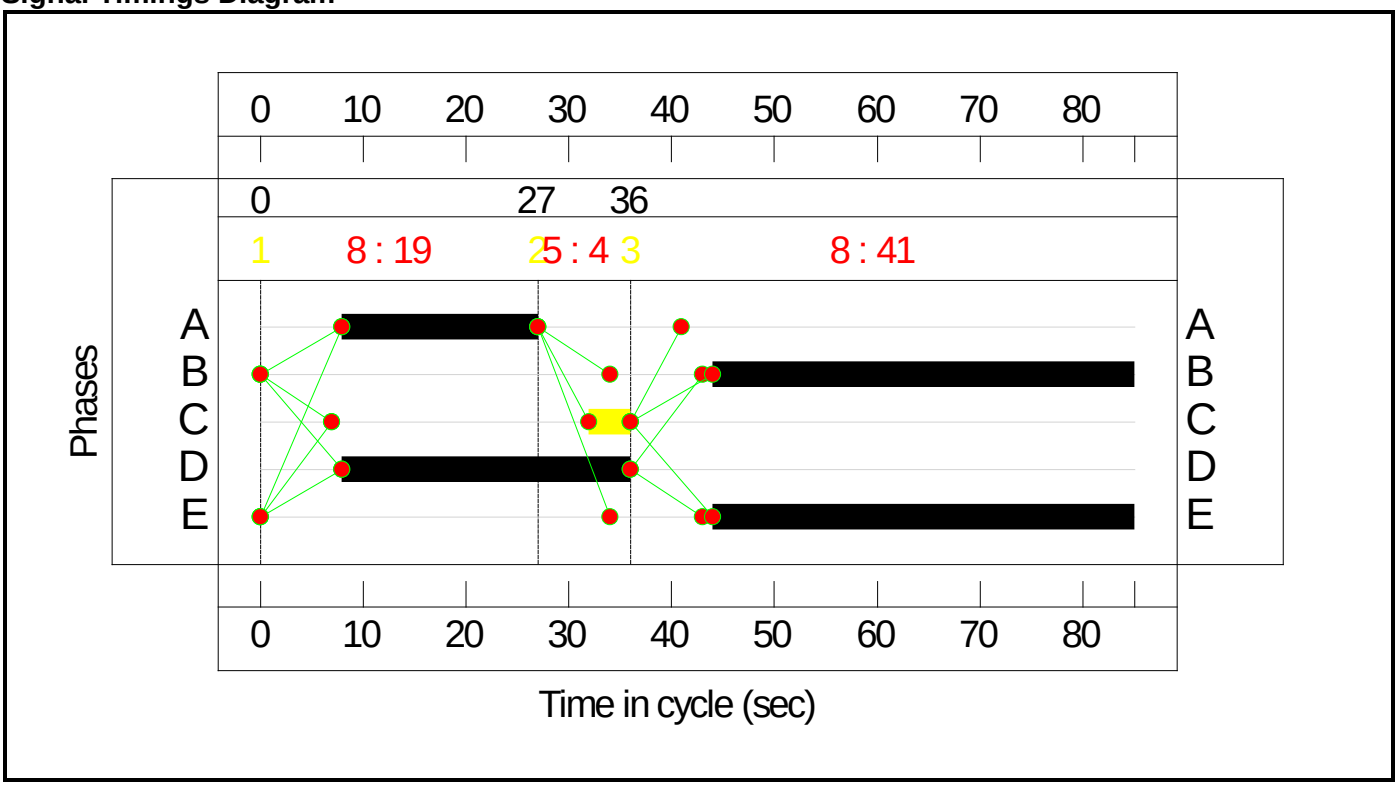
Stage Sequence Diagram



Stage Timings

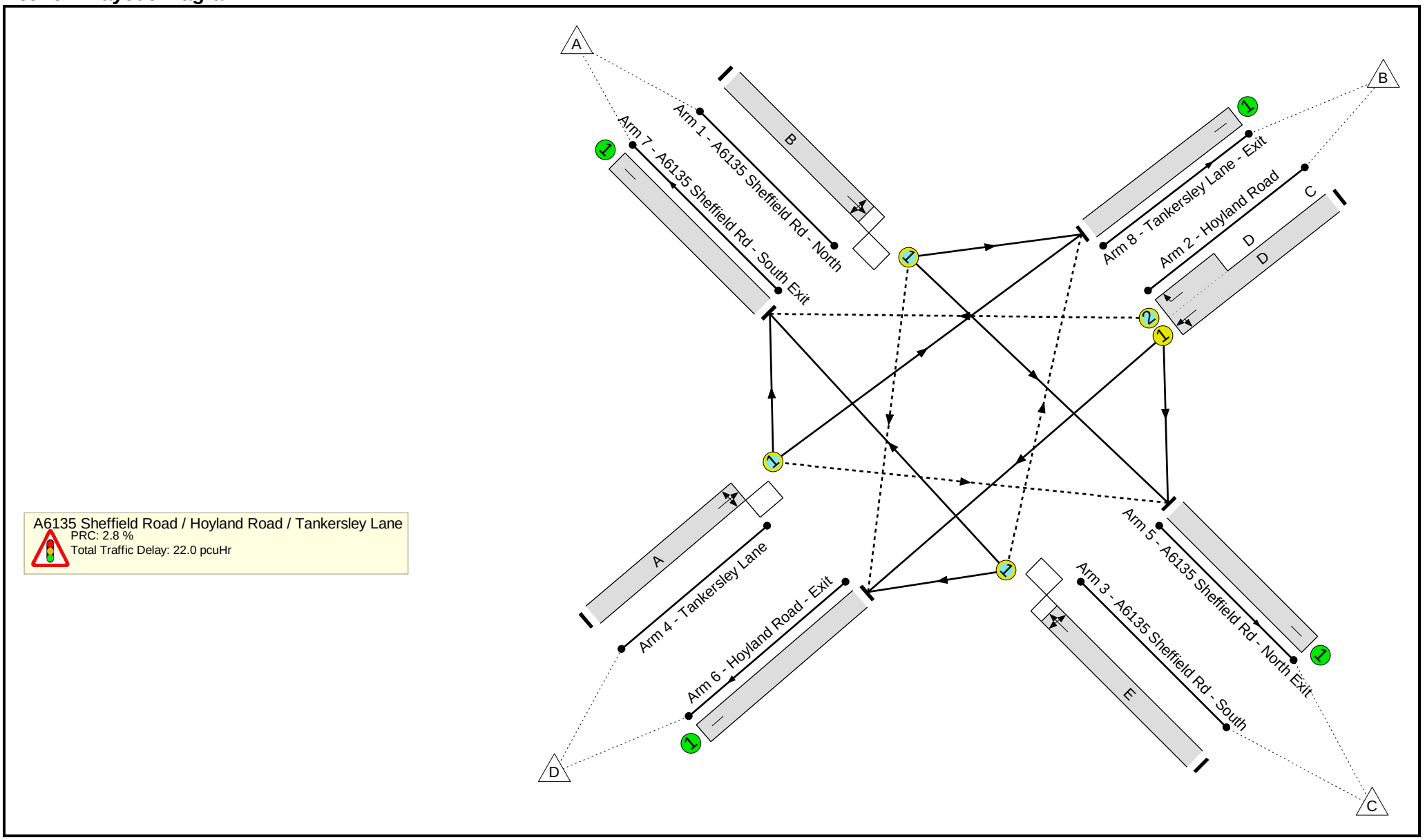
Stage	1	2	3
Duration	19	4	41
Change Point	0	27	36

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Land north of Hawshaw Lane, Hoyland, Barnsley	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**87.5%**
A6135 Sheffield Road / Hoyland Road / Tankersley Lane	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**87.5%**
1/1	A6135 Sheffield Rd - North Ahead Right Left	O	N/A	N/A	B		1	41	-	789	1829	904	87.3%
2/1+2/2	Hoyland Road Left Ahead Right	U+O	N/A	N/A	D	C	1	28	4	583	1805:1743	351+315	87.5 : 87.5%
3/1	A6135 Sheffield Rd - South Left Ahead Right	O	N/A	N/A	E		1	41	-	560	1907	848	66.1%
4/1	Tankersley Lane Right Left Ahead	O	N/A	N/A	A		1	19	-	274	1932	427	64.1%
5/1	A6135 Sheffield Rd - North Exit	U	N/A	N/A	-		-	-	-	564	Inf	Inf	0.0%
6/1	Hoyland Road - Exit	U	N/A	N/A	-		-	-	-	372	Inf	Inf	0.0%
7/1	A6135 Sheffield Rd - South Exit	U	N/A	N/A	-		-	-	-	677	Inf	Inf	0.0%
8/1	Tankersley Lane - Exit	U	N/A	N/A	-		-	-	-	593	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Land north of Hawshaw Lane, Hoyland, Barnsley	**-**	**-**	**285**	**145**	**11**	**13.1**	**8.4**	**0.6**	**22.0**	**-**	**-**	**-**	**-**
A6135 Sheffield Road / Hoyland Road / Tankersley Lane	**-**	**-**	**285**	**145**	**11**	**13.1**	**8.4**	**0.6**	**22.0**	**-**	**-**	**-**	**-**
1/1	789	789	31	0	0	4.2	3.3	0.0	7.5	34.1	16.4	3.3	19.7
2/1+2/2	583	583	131	145	0	4.3	3.3	-	7.5	46.6	6.7	3.3	9.9
3/1	560	560	57	0	11	2.4	1.0	0.4	3.8	24.1	9.3	1.0	10.3
4/1	274	274	67	0	0	2.2	0.9	0.2	3.2	42.6	5.7	0.9	6.6
5/1	564	564	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	372	372	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	677	677	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	593	593	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1

PRC for Signalled Lanes (%): 2.8
PRC Over All Lanes (%): 2.8

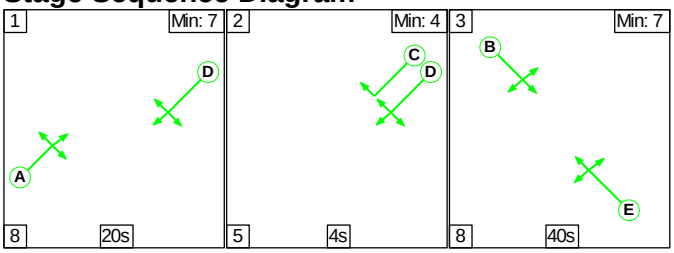
Total Delay for Signalled Lanes (pcuHr): 22.02
Total Delay Over All Lanes(pcuHr): 22.02

Cycle Time (s): 85

Full Input Data And Results

Scenario 4: '2023 PM + Committed + Proposed' (FG4: '2023 PM + Committed + Proposed', Plan 1: 'Network Control Plan 1')

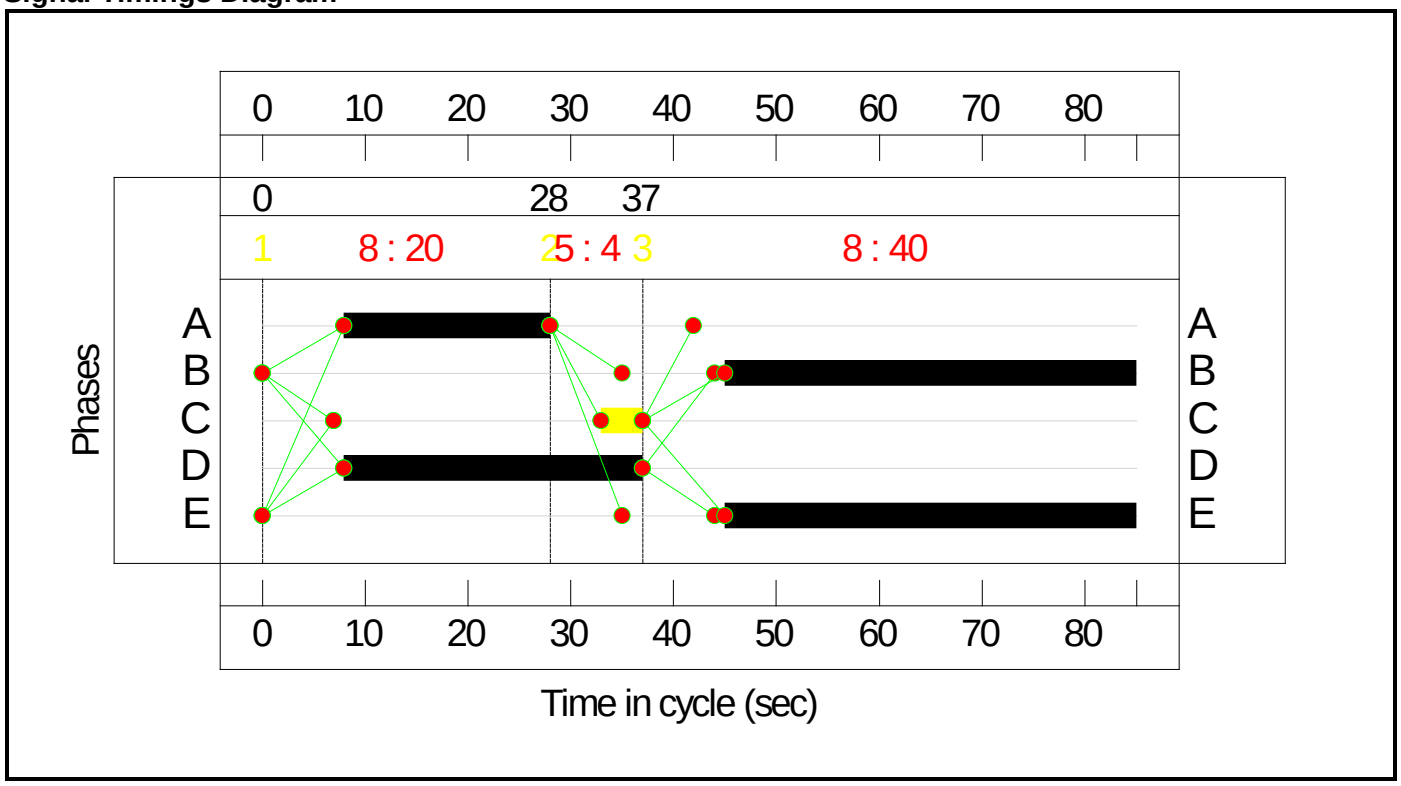
Stage Sequence Diagram



Stage Timings

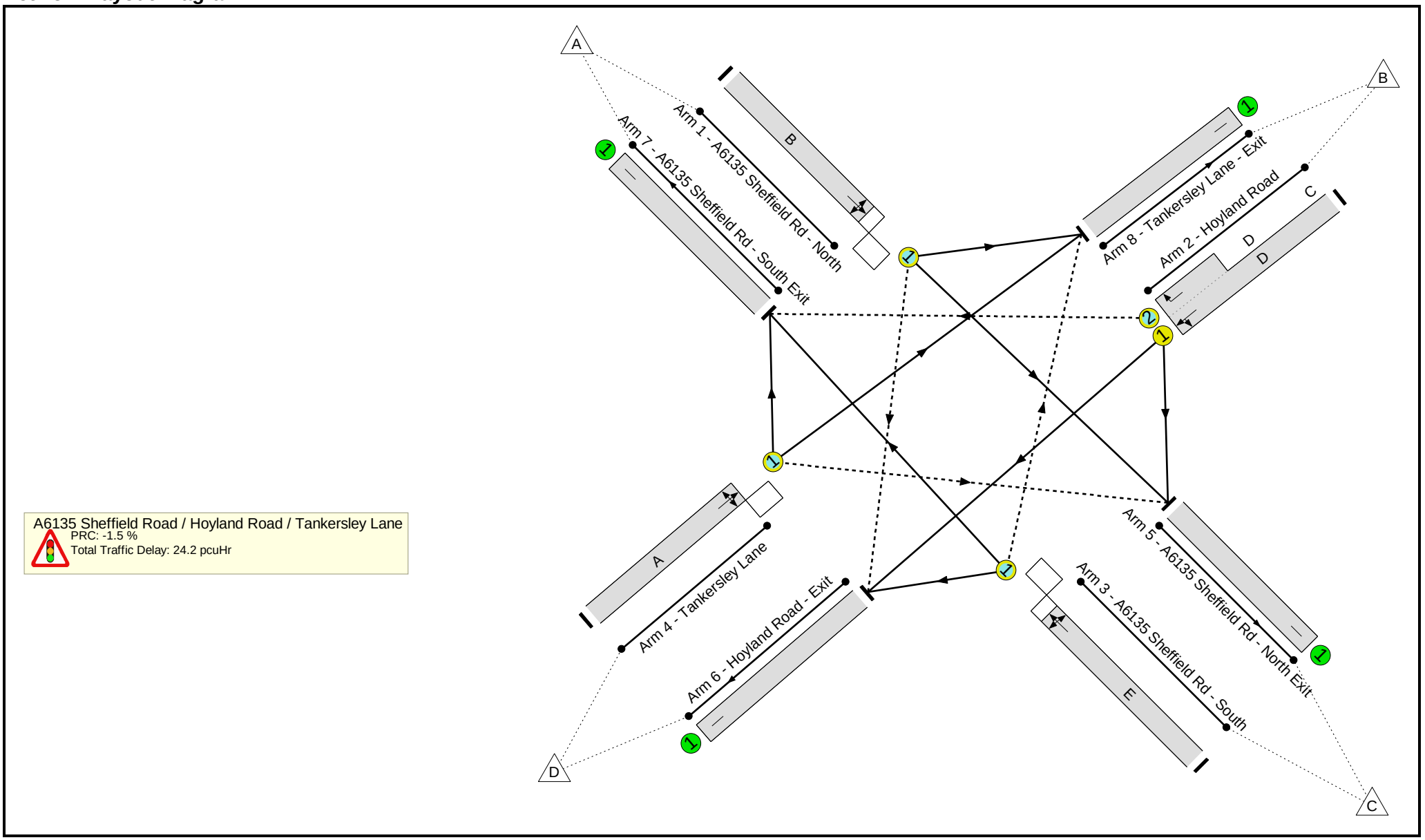
Stage	1	2	3
Duration	20	4	40
Change Point	0	28	37

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Land north of Hawshaw Lane, Hoyland, Barnsley	-	-	**N/A**	-	-		-	-	-	-	-	-	**91.3%**
A6135 Sheffield Road / Hoyland Road / Tankersley Lane	-	-	**N/A**	-	-		-	-	-	-	-	-	**91.3%**
1/1	A6135 Sheffield Rd - North Ahead Right Left	O	N/A	N/A	B		1	40	-	804	1825	880	91.3%
2/1+2/2	Hoyland Road Left Ahead Right	U+O	N/A	N/A	D	C	1	29	4	597	1803:1743	359+330	86.7 : 86.7%
3/1	A6135 Sheffield Rd - South Left Ahead Right	O	N/A	N/A	E		1	40	-	563	1907	756	74.4%
4/1	Tankersley Lane Right Left Ahead	O	N/A	N/A	A		1	20	-	277	1933	451	61.4%
5/1	A6135 Sheffield Rd - North Exit	U	N/A	N/A	-		-	-	-	566	Inf	Inf	0.0%
6/1	Hoyland Road - Exit	U	N/A	N/A	-		-	-	-	374	Inf	Inf	0.0%
7/1	A6135 Sheffield Rd - South Exit	U	N/A	N/A	-		-	-	-	687	Inf	Inf	0.0%
8/1	Tankersley Lane - Exit	U	N/A	N/A	-		-	-	-	614	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Land north of Hawshaw Lane, Hoyland, Barnsley	**-**	**-**	**277**	**141**	**37**	**13.5**	**10.0**	**0.6**	**24.2**	**-**	**-**	**-**	**-**
A6135 Sheffield Road / Hoyland Road / Tankersley Lane	**-**	**-**	**277**	**141**	**37**	**13.5**	**10.0**	**0.6**	**24.2**	**-**	**-**	**-**	**-**
1/1	804	804	31	0	0	4.5	4.7	0.0	9.3	41.6	17.4	4.7	22.1
2/1+2/2	597	597	145	141	0	4.3	3.1	-	7.4	44.4	6.7	3.1	9.7
3/1	563	563	34	0	37	2.5	1.4	0.4	4.4	28.1	9.7	1.4	11.1
4/1	277	277	67	0	0	2.2	0.8	0.1	3.1	40.3	5.7	0.8	6.5
5/1	566	566	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	374	374	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	687	687	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	614	614	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): -1.5 Total Delay for Signalled Lanes (pcuHr): 24.15 Cycle Time (s): 85
PRC Over All Lanes (%): -1.5 Total Delay Over All Lanes(pcuHr): 24.15

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