



ARCUS

**TECHNICAL APPENDIX 14.1 TRANSPORT
STATEMENT**

RETFORD CIRCULAR ECONOMY PROJECT

LOUND HIVE LIMITED

February 2023



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1 INTRODUCTION

1.1 Background

This Transport Statement (TS) has been prepared by Arcus Consultancy Services (“Arcus”) on behalf of Lound Hive Limited (‘the Applicant’) to accompany the planning application submitted to Nottinghamshire County Council (‘NCC’) for the extraction of pulverised fuel ash (PFA) from former disposal lagoons near Lound, Retford, Nottinghamshire (the ‘Proposed Development’). The Proposed Development is located 400 metres (m) south of Lound, approximately 380m southwest of Sutton-cum-Lound and 670m northwest of Retford (the ‘Site’).

The Proposed Development would involve the extraction and export of up to 300,000 tonnes of PFA per annum, for up to around 25 years. PFA is a versatile material and has been used in a wide range of construction related processes such as road construction, embankments, fill materials, grouting, cement, and construction blocks. PFA is the ash resulting from the burning of pulverised coal in coal-fired electricity power stations.

Due to the Site location and the distance to potential suppliers, the extracted PFA would be taken from Site and distributed by road via heavy goods vehicles (HGVs).

This TS aims to confirm the traffic and transport issues associated with the Proposed Development and in particular the impacts of an increase in HGV numbers associated with the extraction and export of PFA, and other vehicles associated with the Proposed Development, on the surrounding road network. This report also includes an overall assessment of the transportation implications of the Proposed Development on pedestrians, cyclists, public transport, access requirements, and parking.

This TS has been prepared in accordance with the National Planning Policy Framework (Ministry of Housing, Communities and Local Government (MHCLG), 2021), ‘Planning Practice Guidance: Travel Plans, Transport Assessments and Statements in Decision-Taking’ (MHCLG, 2014), and the Department for Transport (DfT) (2013) publication Circular 02/2013: ‘The Strategic Road Network and the Delivery of Sustainable Development’.

It has also been prepared following liaison with and comments received from NCC Highways.

1.2 Report Structure

Following this introductory chapter, Chapter 2 provides a summary of relevant planning policy and guidance used to inform the TS, Chapter 3 contains a review the existing site and transport network and Chapter 4 discusses the characteristics of the proposed development including the travel characteristics. Chapter 5 considers the traffic impact of the proposed development; Chapter 6 contains measures to minimise the impact the proposed development and Chapter 7 contains the conclusions of the study.

2 LEGAL AND PLANNING POLICY CONTEXT

This Chapter summarises relevant transport policy which has been considered in preparation of this TS. It examines the context of the Site and how this relates to relevant planning policies and guidelines.

2.1 National Policy

2.1.1 National Planning Policy Framework (2021)¹

The NPPF (2021) is the over-arching national statement of the Government's approach to planning. The document contains several paragraphs outlining policies in relation to transport provision for new developments. Paragraph 104 states:

"Transport issues should be considered from the earliest stages of plan-making and development proposals, so that:

- *The potential impacts of development on transport networks can be addressed.*
- *Opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated.*
- *Opportunities to promote walking, cycling and public transport use are identified and pursued.*
- *The environmental impacts of traffic and transport infrastructure can be identified, assessed, and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and*
- *patterns of movement, streets, parking and other transport considerations are integral to the design of schemes,*
- *and contribute to making high quality places. "*

When considering a development proposal, Paragraph 110 of the NPPF states it should be ensured that:

- *"Appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location.*
- *Safe and suitable access to the site can be achieved for all users.*
- *The design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and*
- *Any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree."*

Paragraph 111 states:

"Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe."

Paragraph 113 states:

"All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed."

¹ [National Planning Policy Framework \(2021\)](#) [Accessed 24/01/23]

2.1.2 Planning Policy Guidance (NPPG) (March 2014)²

National Planning Practice Guidance (NPPG) – Travel Plans, Transport Assessments and Statements in Decision-Taking (MHCLG, 2014) was published in March 2014 and provides a concise report on the use and importance of Transport Assessments / Statements and Travel Plans. With regard to whether to provide a Transport Assessment, Transport Statement or no assessment, the guidance states:

"Local planning authorities, developers, relevant transport authorities, and neighbourhood planning organisations should agree what evaluation is needed in each instance."

It goes on to say that "Local planning authorities should consider the following considerations:

- The Transport Assessment and Statement policies (if any) of the Local Plan;
- The scale of the proposed development and its potential for additional trip generation;
- Existing intensity of transport use and availability of public transport;
- Proximity to nearby environmental designations or sensitive areas;
- Impact on other priorities/strategies (such as promoting walking and cycling);
- Cumulative impacts of multiple developments within an area; and
- whether there are particular types of impacts around which to focus on the Transport Assessment or Statement (e.g., assessing traffic generated at peak times)."

The guidance also provides advice on the scale, scope and the level of detail required of a Transport Statement to establish as early in the development management process issues that may influence the overall nature or the detailed design of the development. Key issues that should be considered at the start of preparing a Transport Assessment or Statement include:

- the planning context of the development proposal;
- appropriate study parameters (i.e., area, scope and duration of study);
- assessment of public transport capacity, walking/cycling capacity and road network capacity;
- road trip generation and trip distribution methodologies and/ or assumptions about the development proposal;
- measures to promote sustainable travel;
- safety implications of development; and
- mitigation measures (where applicable) – including scope and implementation strategy.

The guidance also states *'The Statement should also consider the cumulative impacts arising from other committed development (i.e., development that is consented or allocated where there is a reasonable degree of certainty development would proceed within the next 3 years). At the decision-taking stage this may require the developer to carry out an assessment of the impact of those adopted Local Plan allocations which have the potential to impact on the same sections of transport network as well as other relevant local sites benefitting from as yet unimplemented planning approval.'*

² [Planning Policy Guidance \(NPPG\) \(March 2014\)](#) [Accessed 24/01/23]

2.1.3 Department for Transport Circular 02 / 2013: The Strategic Road Network and the Delivery of Sustainable Development³;

This document sets out the manner in which National Highways will appraise a development proposal to deliver a sustainable development whilst safeguarding the primary function and purpose of the strategic road network. Similar, to the NPPF, Paragraph 9 of the document states:

"Development proposals are likely to be acceptable if they can be accommodated within the existing capacity of a section (link or junction) of the strategic road network, or they do not increase demand for use of a section that is already operating at over-capacity levels, taking account of any travel plan, traffic management and / or capacity enhancement measures that may be agreed. However, development should only be prevented or refused on transport grounds where the residual cumulative impact of development are severe."

2.2 Local Policy

2.2.1 Nottinghamshire County Council Adopted Minerals Local Plan, March 2021⁴

In relation to traffic and transport Policy SP4 is the main policy within the Adopted Minerals Local Plan and states the following:

1. All mineral proposals should seek to maximise the use of sustainable forms of transport, including barge, rail, and pipeline, within both the operational and restoration phases, where practical and economic.
2. Where it can be demonstrated that there is no viable alternative to road transport, all new mineral working, including extensions to existing sites, and mineral related development should be located as follows:
 - a. Within close proximity to existing or proposed markets to minimise transport movement; and
 - b. Within close proximity to the County's main highway network and existing transport routes in order to avoid residential areas, minor roads, and minimise the impact of road transportation.

2.2.2 Nottinghamshire County Council Local Transport Plan Strategy (2011-2026)⁵

This set of documents sets out NCC's transport policies and strategies from 2011 to 2026 that will be delivered by NCC. The Plan builds upon the previous Local Transport Plans and sets transport objectives and vision for the region.

The key objectives within Local Travel Plan include:

- Tackle congestion and make journey times more reliable;
- Encourage people to walk, cycle and use public transport through promotion and provision of facilities;
- Improve levels of health and activity by encouraging active travel (walking or cycling) instead of short car journeys;
- Reduce transport's impact on the environment (air quality, buildings, landscape, noise etc.);
- Maintain the existing transport infrastructure (roads, footways, public transport services etc.); and
- Adapt to climate change and the development of a low-carbon transport system.

³ [Department for Transport Circular 02/2013 \(2022 Draft update\)](#) [Accessed 24/01/23]

⁴ [Adopted Minerals Local Plan | Nottinghamshire County Council](#) [Accessed 24/01/23]

⁵ [Local Transport Plan | Nottinghamshire County Council](#) [Accessed 24/01/23]

3 EXISTING SITUATION

This section of the TS describes the existing conditions on and around the Development Site, focussing on the site location, access arrangements and the local road network, including its accident record.

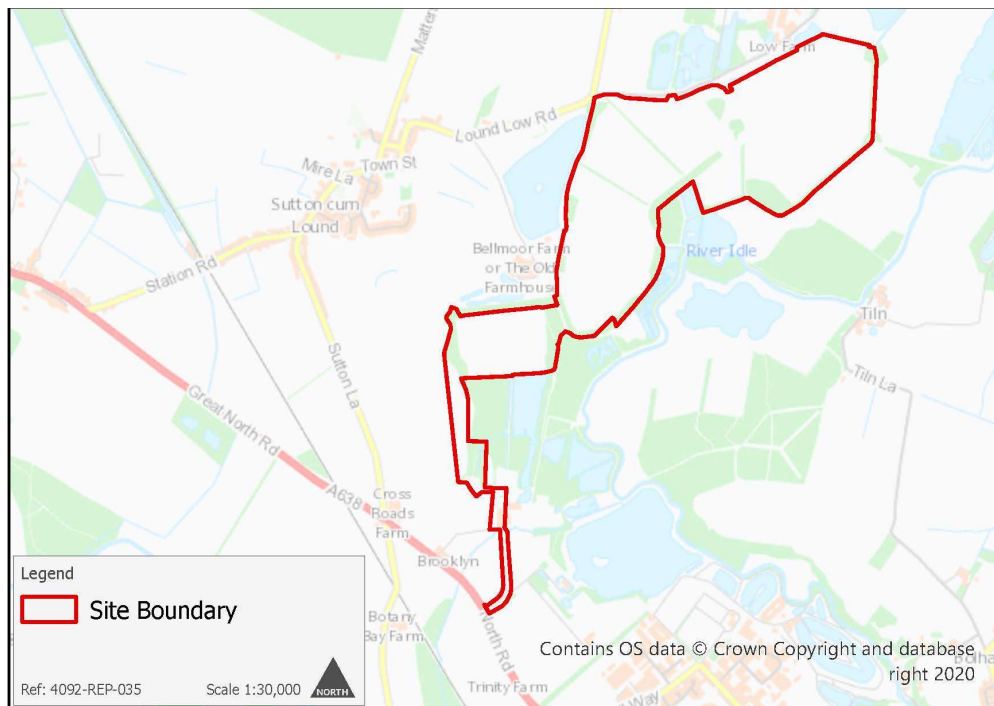
3.1 Site Location

The Site is located 400 m south of Lound, approximately 380m southwest of Sutton-cum-Lound and 670m north west of Retford. The Site covers a total area of approximately 113.6 hectares (ha) and is split into three connected areas as outlined below:

- Area A: Main Operational Site
- Area B: Conveyor and Link Road
- Area C: Main Processing Site

Figure 3.1 below shows the overall Site boundary while a more detailed breakdown and description of the Site is provided in **Volume 1, Chapter 5: Project Description** of the Environmental Statement (ES).

Figure 3.1 - Site Location Plan



3.1.1 Existing Access Arrangements

The Site and Bellmoor Industrial Estate is accessed via an existing estate road which connects to the A638 approximately 400m to the south and is therefore in daily operational use. This road carries traffic associated with existing industrial / business uses comprising, amongst others, Breedon-Retford Ready Mixed Concrete Plant and a stone mason. The access was originally constructed for the Bellmoor Quarry plant site. The estate road joins the A638 via a priority junction, which includes a ghost island right turning lane within the major road.

The A638 access is also shared with the Idle Valley Nature Reserve visitor centre.

3.2 Sustainable Transport Provision

3.2.1 Walking

Pedestrian access is provided by a public footpath which connects the existing industrial estate with the A638 approximately 350m to the southwest of the Site. It joins the A638 immediately adjacent to existing bus stops on this road.

It is noted that there are no footways on the A638 adjacent to the Site access with the nearest footways located approximately 700 m north and south of the access point. The footway to the north, which is located on the southern side of the A638, is narrow in width, not continuous and terminates before reaching the settlement of Barnby Moor. The footway to the south is located on the northern side of the A638 and provides access to Retford Town Centre via the existing facilities along the A638 Road.

Although walking distances vary between individuals and circumstances, guidance from the Chartered Institution of Highways and Transportation (CIHT) suggests a distance of 2,000 m is typically considered as the preferred maximum walking distance for commuting and some other journey purposes⁶. Assuming an average walking speed of approximately 1.4 m/s, **Figure 1** contained in **Appendix A** within this report, demonstrates that the Proposed Development would be located within a 2 km walking distance of the built-up area of Retford including bus stops.

This suggests that walking to the Site would be a realistic proposition for some local employees if applicable.

3.2.2 Cycling

As a measurement of accessibility by cycling, the Department for Transport (DfT) identifies that journey times of 30 to 40 minutes are appropriate for cycling which, assuming an average cycling speed of 16 km/hr, equates to a potential cycling catchment of 8 km to 10 km from the Development site.

The Site sits within a 10-minute cycle of all of Retford and a 20-minute cycle of other nearby settlements including Randby, Sutton, and Barnby Moor. The Site is therefore accessible to the settlements surrounding the site within a short cycle time. **Figure 2** contained in **Appendix A** demonstrates the Site is located within a 25-minute cycle journey.

It is acknowledged that there are no formal dedicated cycle facilities on the A638, and the majority of cycling would, therefore, take place on the road network for the foreseeable future.

3.2.3 Public Transport

3.2.3.1 Bus

Advice within the Guideline for Public Transport in Development (IHT, 1999) states that the generally acceptable maximum distance that a bus stop should be located from a development is 400m, although it is acknowledged that actual walking distances can be notably longer. The nearest bus stops are located on the A638 approximately 1,000 m southwest of the Site and are accessed via Footpath Number 2 as shown in **Figure 1** in **Appendix A**.

Table 3.1 summarises the destinations and frequencies of existing bus services that service the bus stops surrounding the Site.

⁶ Guidelines for Providing for Journeys on Foot, Chartered Institution of Highways & transportation, 2000, p49

Table 3.1: Existing Bus Services

Route No	Bus Stop Route Description	Frequency (mins)		
		Mon - Fri	Saturday	Sunday
27	Mission - Retford	Every 120mins	Every 120mins	No Service
29	Retford - Doncaster	Every 120mins	Every 120mins	No Service
99	Doncaster Town Centre - Retford	Every 60mins	Every 60mins	No Service
595	Retford - Gainsborough	One AM Service; One PM Service	No Service	No Service
595	Bawtry - Retford	One AM Service; One PM Service	No Service	No Service
N5	Randby – New College Doncaster	Two PM Services	No Service	No Service

Table 3.1 demonstrates that there are a number of bus services available from the bus stops local to the Site to areas including Retford, Barnby Moor, Ranskill and Doncaster. Most of the bus services listed above provide access to Retford Town Centre, where additional bus and train services can be accessed.

3.2.3.2 Rail Services

The closest railway station to the site is Retford Train Station which is located approximately 4 km southeast of the Site. This train station is located on the East Coast main line and provides two-hourly frequency to York and London King's Cross with additional services in the peak hours including services to Leeds, Newcastle and Edinburgh. It has four platforms, two of which serve the main line and the other two, located at a lower level and at right angles to the first pair, serve the Sheffield to Lincoln Line and is operated by Northern Train services.

It is a staffed station with 101 parking spaces including 3 disabled spaces and 38 cycle storage spaces. Parking is chargeable for all vehicles except for Blue Badge Permit holders. Refreshment facilities, shops, waiting rooms, toilets with baby changing facilities and a taxi rank are also available.

3.3 Highway Network

The highway network in the immediate vicinity of the Site consists of the A638 and the A1; as such the Site is located in a convenient location for access to the strategic road network with good access to the A1.

3.3.1 The A638

Immediate access to the wider road network is currently along the A638. The A638 is major A road, designated as a traffic distributor road which connects Retford and other towns, such as Bawtry, to the A1(M) and beyond to Doncaster. It forms the main north-south route within Retford linking the A1(M) in the north via the A614 and via Markham Moor Interchange in the south. To the southwest of the site, the A638 passes through Retford and links to the A620 on the outskirts of the town centre. The A620 also provides an alternative access to the A1 to the west of the town.

The A638 operates at a 50-mph speed limit except in the built-up areas where the speed limit is 30mph or 40mph. The A638 is unlit and has no footway provision except in built up areas where footways and/or lighting is present. It is primarily a rural wide single-carriageway road with a width in excess of 6 m. A route of this type and size has a capacity of over 20,000 vehicles per direction per day. The A638 currently provides access to existing quarry operations in the area including Rotherham Sand & Gravel Company.

3.3.2 The A1

The A1 is major road in the UK running from north to south connecting London in England with Edinburgh in Scotland. The A1 has several different characteristics, from city route to urban dual carriageway, to busy rural motorway. The A1 to the east of Retford is a dual carriageway and therefore the Site is located in a convenient location to the strategic road network with good access.

The A1 connects to the M1, M18, M25 M62, A66(M), A720 motorways and a number of A class roads including A14, A19 and A168.

3.4 Road Traffic Collision Assessment

A study of all 'Slight', 'Serious' and 'Fatal' reported road traffic collisions (RTCs) within the last five years on the surrounding network (mainly key junctions along the A638) was undertaken using data from Crashmap ⁷.

Collisions are categorised according to the severity of injuries sustained by those involved:

- 'Slight' are those which are reported but do not meet any of the above criteria.
- 'Serious' injuries are those which result in hospitalisation or death more than 30 days after the incident.
- 'Fatal' results in the death of one or more persons at the scene of the collision or within 30 days of the incident.

A total of 71 RTCs were found within the study area and a breakdown of the severity of these accidents over the study period is provided in **Table 3.2** below.

Table 3.2: Accident Summary

Year	Total Accidents	SEVERITY		
		SLIGHT	SERIOUS	FATAL
2017	21	14	12	1
2018	14	10	4	0
2019	12	10	4	0
2020	4	2	2	0
2021	11	11	1	0
Totals	71	47	23	1

Further detailed analysis is provided below. **Figures 3.1** to **Figure 3.4** included in **Appendix A** indicate the location of each identified RTC whilst the full accident reports are contained within **Appendix B** at the end of this report.

⁷ Study was undertaken using data compiled from crashmap.co.uk [Accessed 24/01/23]

3.4.1 Study Area 1: A614/A638 Roundabout – Proposed Site Access Junction

A total of 20 RTCs were found between the proposed Site access junction and the A614/A638 Roundabout.

Having reviewed the collision data provided for the five-year study period, it was noted that the majority of the collisions that occurred could be attributed to driver error and a lack of awareness of other road users, rather than the highway design. No clear trends or strongly identifiable hotspots were apparent within the data and no RTCs were identified within the vicinity of the proposed Site access junction location on the A638.

3.4.2 Study Area 2: Proposed Site Access Junction – A638/ Whitehouse Road Junction

A total of 37 RTCs were found between the proposed Site access junction and the A638/ Whitehouse Road junction, thirty-one of these RTCs were classified as 'Slight' and six were classed as 'Serious' in severity.

Three 'Slight' and one 'Serious' RTCs were found located on the Hallcroft Roundabout and it was found that all four involved a pedal cyclist colliding with vehicles.

A total of 5 'Slight' RTCs were found at the A638 / Albert Road / Carolgate signal controlled junction. All collisions found at this location took place in the year 2021 and four of these collisions occurred when one or both vehicles were in the act of making a turn at the junction, while the last 'Slight' RTC was found to be a rear end shunt type accident.

Whilst several RTCs were noted within the study area it was noted that these roads are busy, and that as stated above no clear hotspots can be identified.

3.4.3 Study Area 3: A638 / Whitehouse Road Junction – Markham Moor Interchange

A total of 18 RTCs were found between the A638 / Whitehouse Road Junction and Markham Moor Interchange located to the southeast of the Site, eight of these RTCs were classified as 'Slight' and ten were classed as 'Serious' in severity.

Three 'Slight' and one 'Serious' RTCs were found located at the mini roundabouts to the south of the existing railway overbridge on the A638 and no common cause was found when analysing these collisions further, however it was found that the 'Serious' RTC involved a motorcycle.

A further 4 'Slight' RTCs were found to have occurred in close vicinity to junctions within this study area, and it was found that three of these RTCs took place at night, with the likely common cause being driver error. The final 'Serious' RTC found involved a single vehicle collision involving a motorcycle and this RTC also occurred at night and in wet road conditions.

In summary, the review of collisions within the study area is considered to show that causation factors are similar to what would be expected given the nature of the road layout, with no obvious common causation factor or discrepancy.

3.5 Summary

This section includes an overview of the Site and surrounding area as well as a description of the local highway network in the vicinity of the Site. The review has concluded that opportunities exist for travel to the Site through more sustainable forms of transport. An assessment of the road traffic collisions on the key corridor has also concluded that the highway network does not suffer from any significant safety problems.

4 DEVELOPMENT PROPOSALS

4.1 Introduction

Full details of the Proposed Development are set out in **Volume 1, Chapter 5: Project Description** of the Environmental Statement (ES). Those parts that require assessment as part of this Transport Statement are described below.

The Proposed Development would involve the extraction and export of up to approximately 300,000 tonnes of PFA per annum, for up to approximately 25 years. The extraction would be undertaken in phases and as such is likely to progressively increase up to full production over the first few years. As a worst case for the purposes of this assessment, it is assumed that 300,000 tonnes of material would be exported in the opening year and thereafter. The proposed Site Layout is included in **Appendix C** for reference.

4.2 Development Access

It is proposed that to access to the Site would be via the existing access junction and access road from the A683, which currently provides access to Bellmoor Industrial Estate. This existing access junction is well formed, with a right turn ghost island facility. It is noted that this access junction has been constructed to the appropriate Industrial Estate standards with a wide 8m carriageway and 20m corner radii and it is anticipated that no upgrade is required.

A visibility splay assessment has been undertaken using a setback distance of 4.5 m for a simple priority junction. Vegetation would be maintained at a height below 0.26 m to prevent visual obstruction and maintain clear visibility. The results of this assessment indicate that the maximum achievable visibility for the access junction would be 4.5 m x 160 m in either direction. The A638 in the vicinity of the access location is a 50mph road, therefore, the visibility splay would meet the Design Manual for Roads and Bridges (DMRB) Standard for a 50-mph design speed of 160 m.

The visibility splay is shown on Drawing 4092-DR-P-0004 and Drawing No 4092-DR-P-0007 found in **Appendix D**.

A swept path analysis has also been completed for the proposed access, which demonstrates that the junction can successfully be accessed in a forward gear by the maximum length vehicle that would be required on Site. Details of this assessment can be found on **Drawing No. 4290 -DR-P-0005 and Drawing No. 4290-DR-P-0006 in Appendix E**.

4.3 Parking Provision

Vehicle parking has been proposed based on a first principles approach. It is proposed to provide 18 parking spaces within the curtilage of the Site for use by staff and visitors. While the final parking provision would need to be agreed with NCC, we would consider that this level of parking is appropriate for the proposed type of land use where the shift patterns are of an overlapping nature.

Cycle parking facilities would be within the curtilage of the site as per the requirements of NCC design guidelines. These facilities would be provided in a secure and covered location.

4.4 Operational Phase

Given the location of the site and the nature of the Proposed Development, it is expected that the majority of trips to and from the Proposed Development would be by road. This includes HGV trips to and from the site and any trips associated with permanent site staff.

The operating hours for extraction and HGV exports would be limited to the following:

- 07:00 to 19:00 Monday to Friday; and

- 07:00 to 13:00 Saturday, with no HGV movements on Sundays or Bank Holidays.

The operating hours for the Main Processing Site would be 24 hours per day in order to allow for sufficient amounts of PFA to be processed to meet the maximum operational tonnage of 300,000 tonnes per annum. However, importantly, there would be no exports outside of the operating hours for extraction and HGV exports.

4.4.1 HGV Generation

Vehicle movements during the operation of the Proposed Development would consist primarily of the export of material from the Site by 30 tonne powder tankers/tipper lorries/articulated wagons. It is assumed that extraction and HGV exports would occur over 278 days in a working year, in terms of tonnage this equates to approximately 1,079 tonnes extracted per working day. It is estimated that this would generate approximately 72 two-way HGV trips per day (36 in / 36 out). Assuming a 12-hour working day between 07:00 and 19:00, this equates to an average of 3 HGV arrivals and 3 HGV departures per hour (300,000 / 278 working days in a year i.e., 52 weeks x 5.5 days – 8 Public Holidays) / 30 tonne truck = 36 HGVs per day / 12 working hours = 3 HGVs per hour (or 6 HGV two-way movements).

In terms of material import during the operational phase, there would be infrequent deliveries of operational and maintenance consumables, including potentially the delivery of liquid natural gas by tankers to the Main Processing Site in the order of approximately 4 HGVs per week. These are planned and would typically be scheduled throughout the day to avoid peak movements. There would also be a requirement for maintenance vehicles and any other vehicles that are reasonably required to operate the Proposed Development.

As outlined in Volume 1, Chapter 5: Project Description of the ES, PFA would be extracted in phases and once the PFA is extracted (or progressively as the PFA is extracted) the adjacent embankment(s) in each phase would be utilised to infill the void up to the required restoration level, thereby progressively restoring the Site as extraction commences in the next phase. It is understood at the time of completing this report that there is enough restoration material (sandstone and soil) in the embankments to infill the void spaces to the required restoration levels. However, there may be a requirement to import some clay or other similar engineering materials to line restored areas, cap areas and assist in the provision of drainage infrastructure.

For the purpose of this assessment and to ensure a worst-case scenario is assessed, it is assumed that other HGVs (i.e., those not associated with the export of PFA) would result in an additional 1 HGV arrival and 1 HGV departure per hour per day (12 two-way HGV trips per day) for the life of the Proposed Development. It is acknowledged that in reality the additional material imports for restoration, e.g., engineering clay, may be required towards the end / start of extraction in each phase. These trips would be planned and typically be scheduled throughout the day to avoid peak movements.

In summary, it is estimated that there would be approximately 48 HGVs per day during the operational phase of the Proposed Development. Assuming a 12-hour working day, this equates to an average of 4 HGV arrivals and 4 HGV departures per hour (8 two-way movements, or 18 passenger car units (PCU) two-way).

4.4.2 Operational Staff

As indicated in section 4.2, it is proposed that the Main Processing Site would be operational 24 hours a day, 52 weeks-per-year. During the operational phase of the Proposed Development, it is estimated that there would be up to 20 full time positions created to operate and maintain the plant including administrative staff. As such most of the operational personnel would work on a rotational shift pattern (two shift system) travelling to and from the Site at various times. It is envisaged that the Development would ensure

that the shift start times/changeover times would occur outside the traditional peak hours to minimise traffic impact. Therefore, the additional trips would be no greater than 20 and these journeys would be undertaken over a 24-hour working day.

For the purposes of this assessment and to ensure a worse-case is assessed, it is assumed that all staff would travel to the Site as single car occupants and up to a third of the total staff would be administrative staff working regular office-hour pattern between 08:30 and 18:00, with staff trips occurring within the typical AM & PM peak period. This would equate to around 8 AM arrivals and 8 PM departures per day.

Therefore, a total (worse case) of 68 vehicles per day (equating to 136 two-way movements) is anticipated during the operational phase of the Development. In terms of peak hour trips, it is considered that trips associated with the operational phase of the Proposed Development would be below the 30 two-way peak hour vehicle trips threshold and do not warrant any further detailed assessment.

4.5 Construction Phase

The construction aspects of the overall Proposed Development are limited because some of the required infrastructure already exists, due largely to the legacy of quarrying at the Site. This includes an existing highway access and areas of hardstanding at the Main Processing Site. It is anticipated that construction activities to enable the extraction, processing, and export of PFA would require around 3-6 months.

Further detail about the construction stage of the Proposed Development is set out in ES Volume 1, Chapter 5.

4.5.1 Construction Traffic Composition

Construction traffic generated as a result of the Proposed Development would primarily be associated with the importation of construction materials including concrete, electrical equipment, and other construction materials, export of excavated material and movement of the construction workforce.

It is expected that many of these materials would be transported to the Site by HGVs except for the large items of electrical plant, which would be classified as Abnormal Indivisible Loads (AIL). All AIL would be delivered to the Site under escort in accordance with permits issued by the Local Roads Authority.

Other vehicles associated with construction of the Proposed Development can be expected from construction workers and other Site personnel accessing the Site.

4.5.2 Construction Vehicle Routeing

All construction vehicles approaching the Site would be directed to use the preferred approach route to Site. The origin of general construction traffic is not currently known and is likely to be distributed throughout the region. However, it is proposed that vehicles would primarily approach from the north via the A638. The proposed route is indicated on Figure 4 included in **Appendix A** and is listed below:

- Traffic is assumed to exit the A1(M) Junction 34 (Blyth Interchange) onto the A614 northbound;
- Continue on the A614 northbound and at its junction with the A638, turn right onto the A638 southbound;
- Continue on the A638 southbound for approximately 11 km towards the Site access junction; and
- Turn left into the Site.

All construction vehicles departing the Site are expected to use the same route as on approach in reverse. This route is the preferred route for construction traffic although

opportunities exist to access the A1 from the south in the event any foreseen and unforeseen temporary road closures of the A638.

4.5.3 Construction Traffic Volumes

It is anticipated that many of the construction activities would be required in the first 6-12 months of the Proposed Development, to establish the main infrastructure required at the Site. However, the Applicant would need to progressively phase the provision of some infrastructure in accordance with the Site Phasing Plans (**Volume 3, Figure 5.2**). Furthermore, the Applicant is proposing to initially operate a smaller scale optimisation plant in Area C before scaling up to full production.

It would therefore be necessary to carry out construction activities periodically over the lifetime of the Proposed Development to facilitate this, including, for example, progressively scaling up the number of drying module (up to 10x individual modules), adding new sections of road and conveyor in Area A as extraction progresses, and progressively adding silos (up to 4x individual silos). The rate at which plant and other infrastructure is provided would be dependent on, amongst other things, site phasing and production levels.

See **Table 4.1** below for appropriate (conservative) assumptions regarding the anticipated construction programme.

Table 4.1: Anticipated Construction Programme

Item	Category	Details	Vehicle types and numbers	Timing
Aggregate and concrete for roadways and hard surfaces	Civils	Approximately. 2.5km long road made from crushed aggregate. Also, hard surfacing for first void processing site and main processing site.	Up to 200 Articulator Lorries	First section provided in first 3 months, with the remainder provided as per the Site Phasing Plans
Conveyor Sections and Plant	Civils	Approximately 2.5km long. This is all the way through the site on same route as road.	Up to 50 Articulator Lorries	First sections provided in first 6-24 months, with the remainder provided as per the Site Phasing Plans
Spoil removal	Civils	Any material to be removed when clearing site, should be minimal.	Use of lorries that have delivered aggregates etc. No additional trips.	Spread primarily over first 3 months, with the remainder provided as per the Site Phasing Plans
Other Contingency Works	Civils	Works for utilities, for example.	50x Articulator Lorries	Spread primarily over first 3 months, with the remainder provided as per the Site Phasing Plans

Item	Category	Details	Vehicle types and numbers	Timing
CHP Plant	Plant	1x container and some plant	2x Articulator Lorries	Month 1
Gas reception infrastructure - for road tanker delivery	Plant	2x 40ft containers/tanks and pressure infrastructure	3x Articulator Lorries	Month 1
Gas Main Infrastructure	Plant	Pipework from site down to A638 and also above ground installation within main processing site	6x Articulator Lorries	Second half of Year 1, but possibly later dependent of market conditions
Drying Plant	Plant	10x units, each comprising of 2x containers and other cyclones etc.	3x Articulator Lorries per unit	Spread over a 24-month period, but possibly spread over a longer period dependent on market conditions
Silos	Plant	8x Silos	2x Articulator Lorries each	Spread over a 24-month period, but possibly spread over a longer period dependent on market conditions
Fencing and Gating, and Infrastructure for Site Security	Plant	20x Articulator Lorries	20x Articulator Lorries	Spread primarily over first 3 months, with the remainder provided as per the Site Phasing Plans
Offices, welfare, toilets, labs, and canteen	Plant	6x 40ft containers or porta cabins	6x Articulator Lorries	Spread over Year 1
Storage Building – Optimisation (first half of building)	Plant	Warehouse building	20x Articulator Lorries	Month 1
Storage building – Main (second half of building)	Plant	Warehouse building	20x Articulator Lorries	Second half of Year 1

As indicated in **Table 4.1** above, assuming a 26-day working month, it is estimated that an average of 10 HGVs per day (20 two-way movements) would access the Site during the peak month of construction.

4.5.4 Construction Staff

Staff levels are likely to vary throughout the construction process, depending on the work being undertaken. It is anticipated that during the peak period of construction (first 6-12 months of the Proposed Development), 30 staff movements would be generated per day. Staff would be encouraged to car share, so it is anticipated that the figure for car or van movements is likely to be considerably lower than the above estimates in practice.

In summary, during the peak months of construction, 50 two-way movements, made up of 30 car/van movements and 20 HGV movements is anticipated per day. Assuming a six-hour delivery window, the predicted increase of 10 HGV movements per day during the peak months would equate to approximately 2 movements per hour. Such temporary increases are low and would not be noticeable to other drivers and therefore it is anticipated there is spare capacity to accommodate the temporary increase in construction traffic on the A638.

5 TRAFFIC IMPACT ASSESSMENT

5.1 Overview

This chapter of the report discusses the impact of the Proposed Development on the surrounding highway network.

5.2 Base Traffic Data

Baseline traffic conditions were established via desk study and review of online mapping resources. To quantify the existing traffic flow conditions and operations of the road network near the Proposed Development, traffic count surveys were undertaken by a third-party sub-contractor *MHC Traffic Limited* in June 2022. These surveys were a combination of classified peak period turning count surveys at junctions and automatic traffic count (ATC) loops on road links within the Study Area. Further information was collected from publicly available information published by the DfT at two locations for the year 2021. The location and dates of the counts were agreed with NCC Highways prior to commissioning. **Table 5.1** summarises baseline traffic flow data whilst the raw traffic data is included in **Appendix F**.

Table 5.1: Baseline Traffic Flow (Average Annual Daily Traffic)

Ref	Source	Yea	Location	Total ADT	HGV ADT	% HGV
1	MHC	2022	A638, between Scooby and Ranskill	4,525	264	5.8
2	MHC	2022	A638, near Torworth	4,389	327	7.5
3	MHC	2022	A638, South of Barnby Moor	8,004	423	5.3
4	DfT	2021	A638, Retford, DfT Point ID: 27413	14,337	312	2.2
5	DfT	2021	A638, Gamston, DfT Point ID: 77444	7,969	275	3.5

5.3 Assessment Years

Subject to planning consent being granted, the Proposed Development is expected to be operational in 2024. Background traffic growth would occur on the local road network irrespective of whether or not the Proposed Development is constructed.

Traffic growth between baseline traffic data and the assessment was estimated by applying traffic growth factors from the National Trip End Model (NTEM) forecasts using the Trip End Model Presentation Program (TEMPro⁸). NTEM and TEMPro are the industry standard tool for estimating traffic growth.

Table 5.2 indicates the projected baseline traffic flow at each of the locations for the assessment year.

⁸ UK Government, Department for Transport (2013). Trip End Model Presentation Program (TEMPro). Available at: <https://www.gov.uk/government/publications/tempro-downloads>. Accessed on 10/01/2023.

Table 5.2: Projected Baseline Traffic Flow (2024)

Ref	Location	Growth Factor	Projected ADT	HGV ADT	% HGV
1	A638, between Scooby and Ranskill	1.01355	4586	267	5.8
2	A638, near Torworth	1.01355	4448	332	7.5
3	A638, South of Barnby Moor	1.01355	8112	429	5.3
4	A638, Retford, DfT Point ID: 27413	1.0205	14,671	318	2.2
5	A638, Gamston, DfT Point ID: 77444	1.0205	8132	281	3.5

5.4 Committed Development

A review of committed developments and infrastructure improvements that are likely to have an impact on the anticipated area of influence has been undertaken and **Table 5.3** summarises the findings of these and identifies which developments have been included as committed developments.

Table 5.3: Committed Development – Site Review

Planning Ref	Site	Timing
17/01509/FUL	Land North of Chainbridge Road Lound Nottinghamshire	Retain Engineering Operations to Sub-Divide Lake into Four Smaller Lakes, Including Dredging of Lake to Achieve Original Depth of 1.5 metres
21/01666/RES	Land West of Great North Road Ranskill Retford Nottinghamshire	Residential Development, 24 Dwellings
20/01405/FUL	Tiln Farm Land, Tiln Lane Retford Nottinghamshire	Installation and Operation of a Solar Farm with all Associated Works, Equipment and Necessary Infrastructure
19/00157/SCR	Land North of Bigsby Road Retford Nottinghamshire	Residential Development, 171 Dwellings
22/01698/FUL	Erect Four Holiday Lodges, Erect Single Storey Building for Fish Welfare/Reception/Equipment Store, Construct Driveway and Car Parking Area	Erect Four Holiday Lodges, Erect Single Storey Building for Fish Welfare/Reception/Equipment Store, Construct Driveway and Car Parking Area
Site HS7 (15/00493/OUT)	Land At North Road Retford Nottinghamshire	Mixed Use Development consisting of Residential dwellings, up to 11.11ha of Employment Land, Supporting Infrastructure
Site HS13 (22/01633/OUT)	Ordsall South, Retford	Residential Development, a Local Centre, School, Community Hub, Sports Pitches, Extra Care Facility, Community Park, Landscaping, Supporting Infrastructure

Table 5.4 indicates the daily peak traffic flow level used in the cumulative assessment; notes have been provided as to how the figures have been ascertained.

Table 5.4: Committed Development Daily Traffic (Cumulative Traffic)

Planning Ref	Total Vehicles	Notes
17/01509/FUL	0	Has not been considered further in this assessment given that traffic associated with this development proposal would be incorporated within background growth applied to the 2024.
21/01666/RES	115	Estimated from TRICS database based on assumptions from Transport Assessment supporting planning application 15/00493/OUT (Site HS7)
20/01405/FUL	0	Has not been considered further in this assessment. Operational traffic for Solar Developments negligible.
19/00157/SCR	0	Has not been considered further in this assessment. A review of the planning application documents shows no Transport Statement/Assessment has been submitted with the application. However, it is considered that the core study area falls outside the area of influence for the Proposed Development.
22/01698/FUL	10	A review of the planning application documents shows no Transport Statement/Assessment has been submitted with the application. Therefore, derived from TRICS database.
Site HS7 (15/00493/OUT)	2,226	Estimated from TRICS database based on assumptions from Transport Assessment supporting planning application.
Site HS13 (22/01633/OUT)	2,018	Derived from the Transport Assessment submitted in support of the Development.
Total	4,369	

5.5 Link Flow Capacity

In order to determine the ability of the surrounding road network within the study area to accommodate future traffic levels, a comparison of the projected base plus development flows against the design flow capacity of the A638 has been undertaken. Typical capacity values for a variety of road types are provided within the Design Manual for Roads and Bridges (DMRB) – Volume 5 Section 1 Part 3 (TA 46/97)⁹. It is acknowledged that this document has been withdrawn, however the quoted traffic flow capacities remain the most up to date available reference source and are useful within the framework of this assessment.

The preferred route for operational traffic would be to mirror the proposed construction route outlined in Section 4.5.3 of this report (Figure 4 in **Appendix A**). However, in order to allow some flexibility in the routing of HGV traffic in and out of the Site, because the distribution of traffic is not static and indeed depends on the market being served at the time of export, this assessment has considered a worst-case scenario in which all operational traffic passes each point within the study area, therefore the assessment covers this eventuality.

The projected average annual daily traffic flows (AADT) compared to the design flows for each link on the designated route are shown in **Table 5.5** below.

⁹[DMRB - TA 46/97: Traffic Flow Ranges for the Assessment of New Rural Roads](#) [Accessed 25/01/23]

Table 5.5: Link Capacity Assessment Results

Link	TA 46/97 Design Flow	Base plus Committed plus Development Flows	Notes
1	21,000	5,662	Within Capacity
2	21,000	5,524	Within Capacity
3	21,000	9,188	Within Capacity
4	21,000	16,217	Within Capacity
5	21,000	9,678	Within Capacity

Table 5.5 above demonstrates there would be sufficient residual capacity on each of the roads within the Study Area to accommodate the predicted increase in traffic.

5.6 Highway Impact

The DfT has previously issued guidance whereby the threshold for vehicle movements which requires assessment is 30 vehicle movements per hour. Although this guidance document has been withdrawn, a like for like document has not been published, however many professionals and Highway Officers in the industry still use this threshold as a reference point upon which to consider undertaking junction assessment.

As indicated in Section 4.3 of this report, during the operational phase the Proposed Development would generate an average of 8 HGV two-way movements (18 PCU two-way movements) per hour, therefore under this threshold. In terms of staff trips, the development would create up to 20 new full-time jobs, working a mix of 'shift' and 'day' roles and as such would travel to and from the site at a variety of times during the day. Therefore, it is concluded that the total traffic generated would not create or materially impact upon any congestion that may occur during the weekday peak hours and does not further warrant detailed junction assessment.

Notwithstanding the above, the majority of HGV movements would be restricted to outside peak hours. Therefore, when background traffic flows are at their highest and most sensitive to change it is anticipated that there would be no HGV movements being generated to and from the Site. An Operational Travel Management Plan (OTMP) would be developed prior to the plant going into operation and submitted to NCC for approval. It is assumed the requirement for the OTMP would be secured by an appropriately worded planning condition. This OTMP would also provide details of shift pattern/handover times, shift operations teams etc.

At the request of NCC Highway Officers, a capacity assessment for the proposed site access (A638 Road / Bellmoor Industrial Estate Access) has been undertaken in order to determine the level of impact during operation of the Proposed Development.

The access junction has been assessed for the 2024 Base plus Committed Development plus Development scenario for the Weekday AM and PM Peak hour using the industry standard modelling tool Junctions 9. The results generated indicate the maximum Ratio of Flow to Capacity (RFC) value on each arm and the maximum queue generated. RFC values below 0.85 indicate the junction is operating without any issues. Values between 0.85 and 1.0 indicate the junction is operating above its design capacity but still operating within its theoretical capacity. RFC values in excess of 1.0 represent congested conditions and the junction begins to fail.

The resultant 2024 Weekday AM, and PM Base plus Committed Development plus Development Traffic is contained within **Appendix G** at the end of this report whilst the

results of the Junctions 9 analysis are indicated below in **Table 5.6**. For a more robust capacity assessment at the site access junction, it is proposed to double the trip generation for the proposed site to 4 additional HGV movements per hour.

Table 5.6: 2024 Base plus Committed Development plus Development Traffic

ARM	AM Peak		PM Peak	
	RFC	Queue (PCU)	RFC	Queue (PCU)
Site Access	0.13	0	0.15	0.0
A638 South	0.07	0	0.05	0.0

Table 5.6 above indicates that the proposed access junction would operate well within capacity during the Weekday peak hours with no vehicle queues and negligible RFC values. The proposed development would therefore have a negligible impact on the junction. The full modelling reports are contained in **Appendix H** of this report.

In summary, it is concluded that the traffic impacts associated with the proposed development are temporary and relatively minor and would therefore not result in severe or unacceptable impact on highway capacity or safety problems.

5.7 Construction Impact

As indicated in Section 4.5, it has been estimated that there would be around 50 two-way vehicle movements per day, made up of 30 car/LGV movements and 20 HGV movements per day. Therefore, the total number of additional HGV movements per hour is estimated at no more than 4, which equates to 2 additional hourly movements per direction (to and from the Site). It is concluded such temporary increases are negligible and would not be noticeable to other drivers. Construction staff would be encouraged to car share, so it is anticipated that the figure for car or van movements is likely to be reduced.

Overall, the temporary construction traffic would not create or materially impact upon any congestion that may occur during the weekday peak hours or any other hours during the day.

5.8 Impact on Sustainable Modes of Transport

Operational staff may use sustainable modes of transport during the construction phase. The review has concluded that opportunities exist for travel to the Site through more sustainable forms of transport i.e., walking, cycling and public transport.

However, operational staff are not predicted to be at a level that would impact upon the capacity of these modes of transport. Therefore, it is considered that the proposed development would not impact upon sustainable modes of transport.

6 MEASURES TO MINIMISE IMPACT OF THE DEVELOPMENT

6.1 Overview

A number of impact avoidance, mitigation and monitoring measures have been identified to minimise the impact of the Development on the surrounding road network.

6.2 Operational Traffic Management Plan (OTMP)

An OTMP outlines measures that would be implemented to mitigate the impact of HGV movements on the surrounding road network once the development is operational. It is assumed the requirement for the OTMP would be secured by an appropriately worded planning condition. Measures to be adopted would include (but not be limited to) wheel washing facilities, weighbridge facilities and staff changeover times, among others.

6.3 Construction Traffic Management Plan (CTMP)

A CTMP outlines the obligations of the contractor in order to ensure the safety of those working on the Development site and the general public and details the measures to be implemented to provide mitigation for the traffic generated during the construction phase of the Development.

Prior to the commencement of construction works on Site, a CTMP would be prepared and submitted to the Council for approval. It is assumed the requirement for the CTMP would be secured by an appropriately worded planning condition. This CTMP would provide specific timings of construction phases and would consider the specific details of how construction would be managed.

6.4 Staff Travel Plan

A Travel Plan is a management tool designed to minimise the number of single occupancy car journeys on the surrounding road network thereby reducing the impact on congestion and the environment.

It is assumed the requirement for a Staff Travel Plan would be secured by an appropriately worded planning condition. This Travel Plan would include a package of measures aimed at encouraging sustainable travel behaviour by staff throughout the period of operation.

7 CONCLUSION

The Proposed Development has been assessed under sustainable principles and this report has demonstrated that the Proposed Development is well located to take advantage of existing sustainable transport facilities available although it is anticipated that due to the nature of the Proposed Development and the relatively small workforce operating the plant, most trips to and from it would be made by vehicle.

During the operational phase, the Proposed Development would be expected to generate a maximum of 68 one-way vehicle trips per day. This equates to a total two-way traffic flow of 136 vehicles. Of the total two-way flow, 96 would be HGV movements (48 inbound and 48 outbound) and 40 would be staff movements (20 inbound and 20 outbound).

A detailed assessment undertaken has demonstrated that the existing access junction off the A638 is an appropriate form of junction to serve the Proposed Development. A capacity assessment has been undertaken for the proposed access junction and it is clear that it would operate well within capacity.

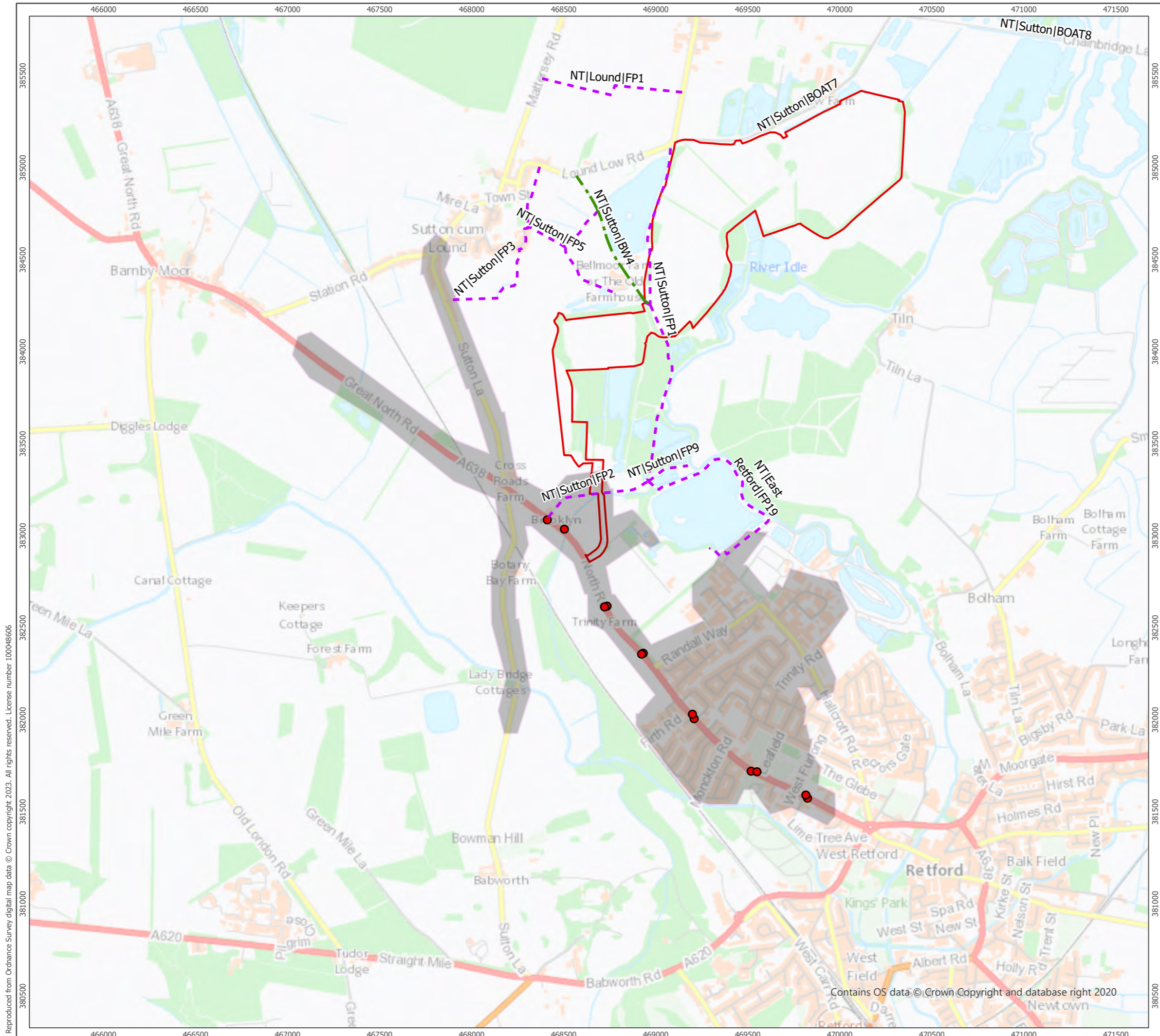
An assessment of the temporary construction traffic flows against 2024 baseline traffic flows shows changes that would not be noticeable to other drivers and would not create or add to any existing levels of congestion or road safety.

Impact avoidance measures have been proposed within this report, aimed at minimising the impact of the traffic generated during both the construction and operational phases of the Proposed Development. Determination of the final details of these traffic management measures would occur once the Contractor has been appointed and can be secured via an appropriately worded condition attached to any consent.

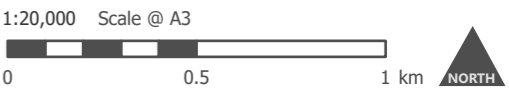
It is considered that the Proposed Development would be compliant with policies relating to transport and highways at the national and local level and with the proposed access to the Site and could be accommodated within the existing transport network without significant detriment to existing users.

Therefore, as the impact on the Site is not expected to be severe, the Proposed Development is considered to be in accordance with NPPF 2021, which states that “developments should only be refused on highway grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe”.

APPENDIX A – FIGURES



- Site Boundary
- Walking Isochrones
- 2.0 Kilometers
- Public Transport
- Bus Stop
- Public Rights of Way
- - - Footpath
- - - Bridleway



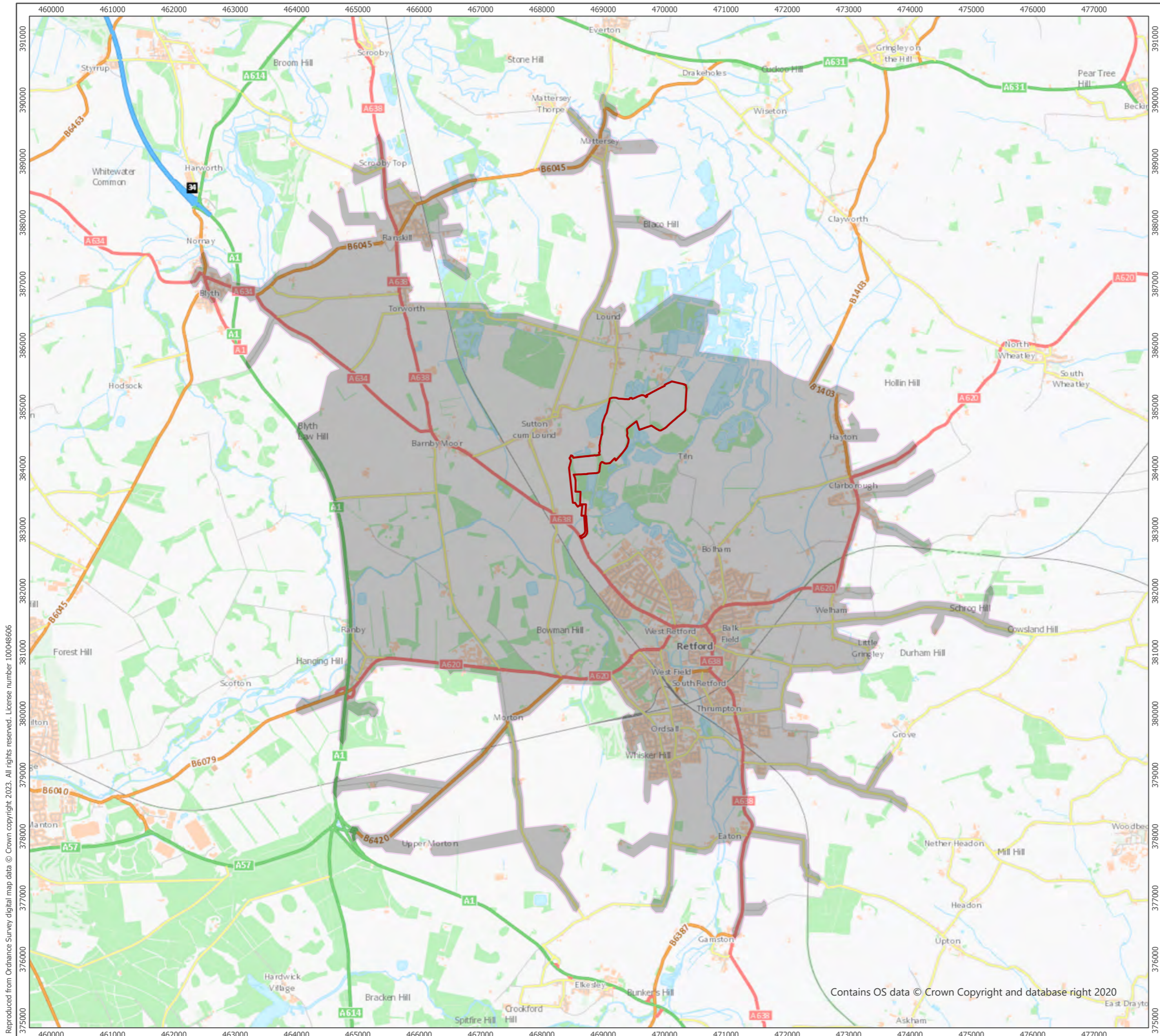
Produced By: CR	Ref: 4092-REP-024
Checked By: KL	Date: 27/01/2023

Walking Isochrones
Figure 1

Retford Circular Economy Project
Transport Statement

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- Site Boundary
- 8.0 Kilometers

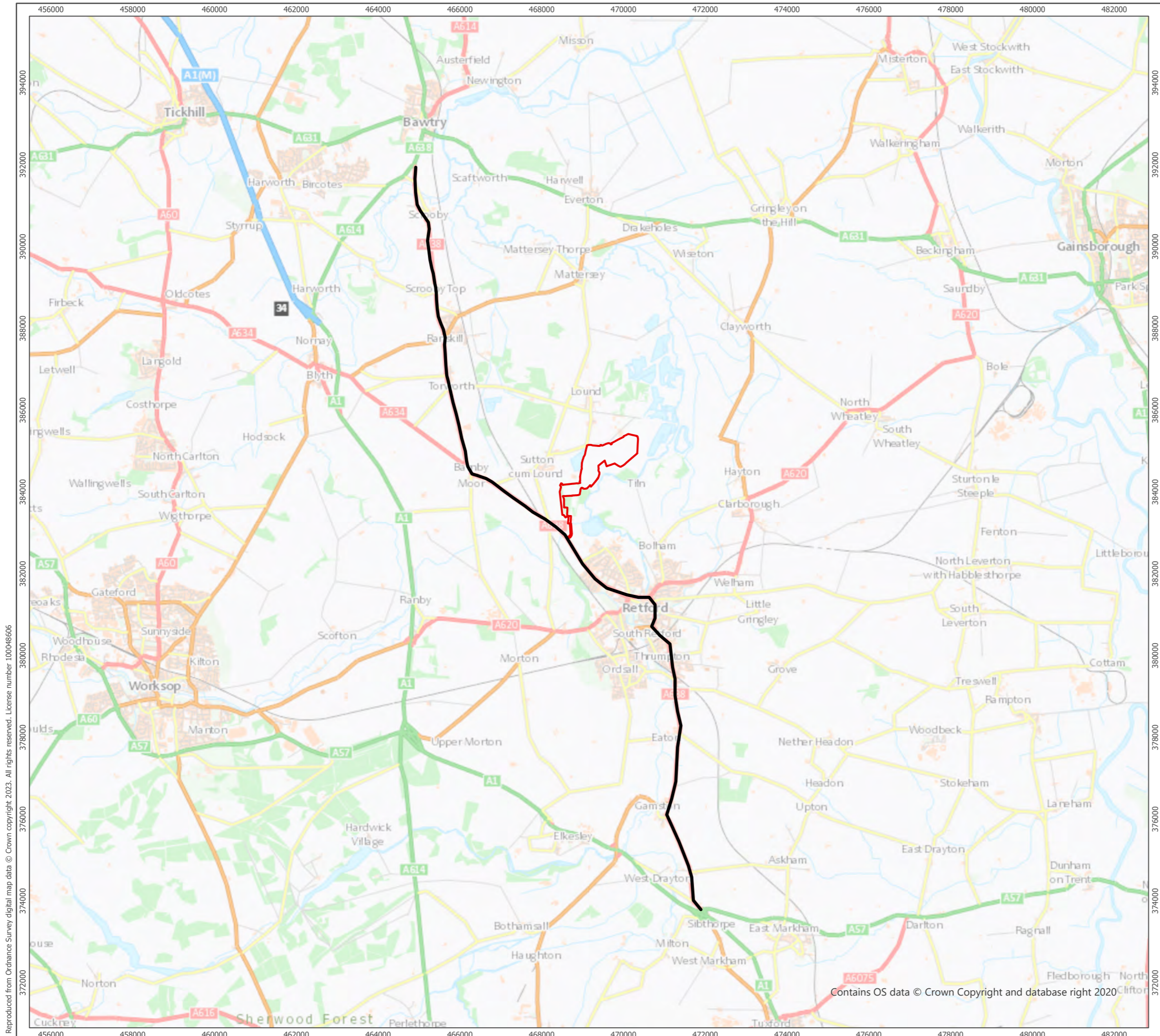
1:60,000 Scale @ A3
 0 1.5 3 km

Produced By: CR	Ref: 4092-REP-025
Checked By: KL	Date: 25/01/2023

Cycling Isochrones
Figure 2

Retford Circular Economy Project
Transport Statement

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- Site Boundary
- RTC Study Area



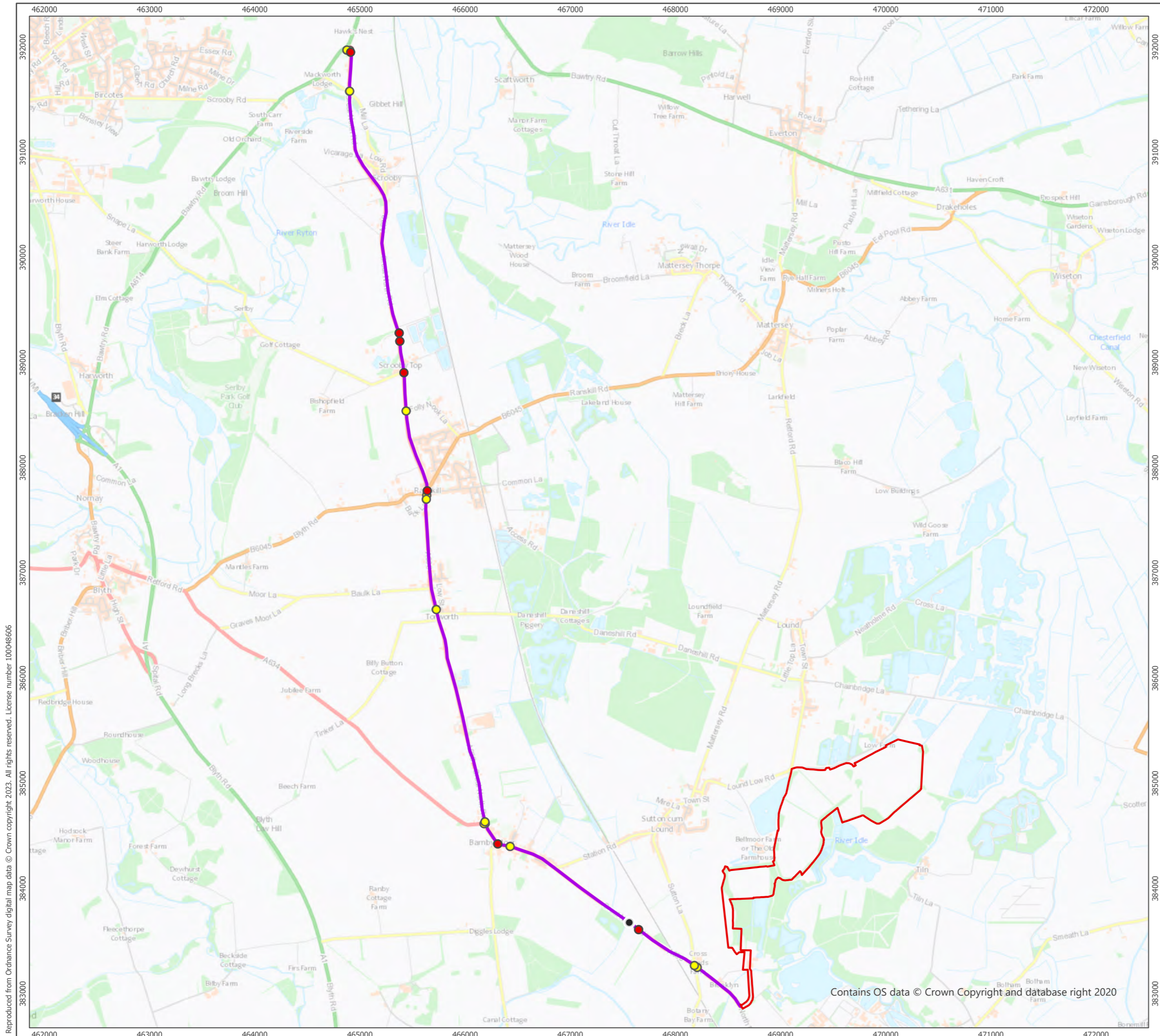
Produced By: CR	Ref: 4092-REP-026
Checked By: FO	Date: 24/01/2023

**Road Traffic Collision (RTC)
Assessment
Figure 3.1**

**Retford Circular Economy Project
Transport Statement**

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- Site Boundary
- Route to Site
- Road Traffic Collision (RTC) Severity**
- Slight
- Serious
- Fatal

1:35,000 Scale @ A3
 0 0.65 1.3 km

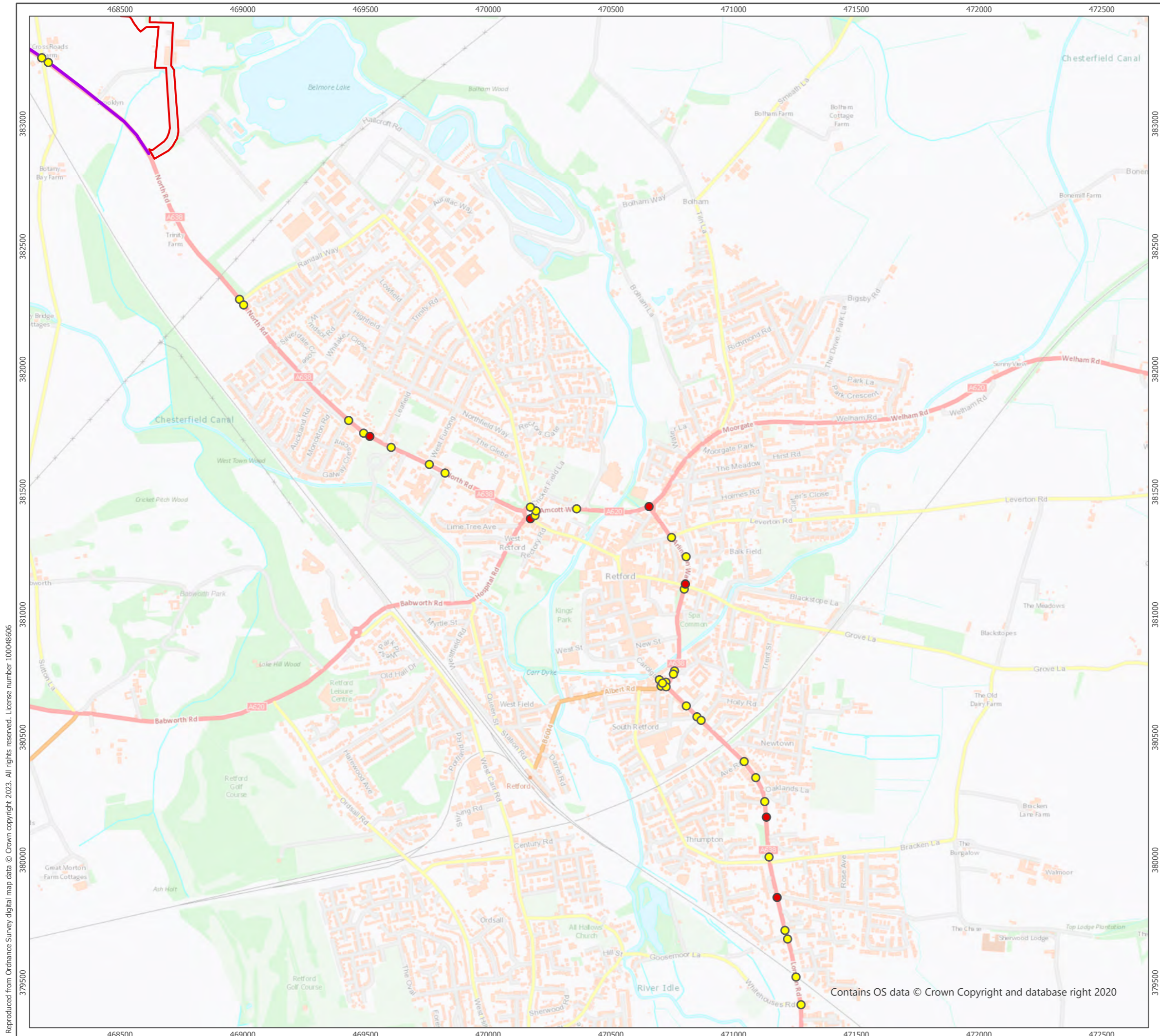
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Checked By: FO	Date: 25/01/2023

**Road Traffic Collision (RTC)
 Assessment - Study Area 1
 Figure 3.2**

**Retford Circular Economy Project
 Transport Statement**

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- Site Boundary
 - Route to Site
- Road Traffic Collision (RTC) Severity
- Slight
 - Serious
 - Fatal



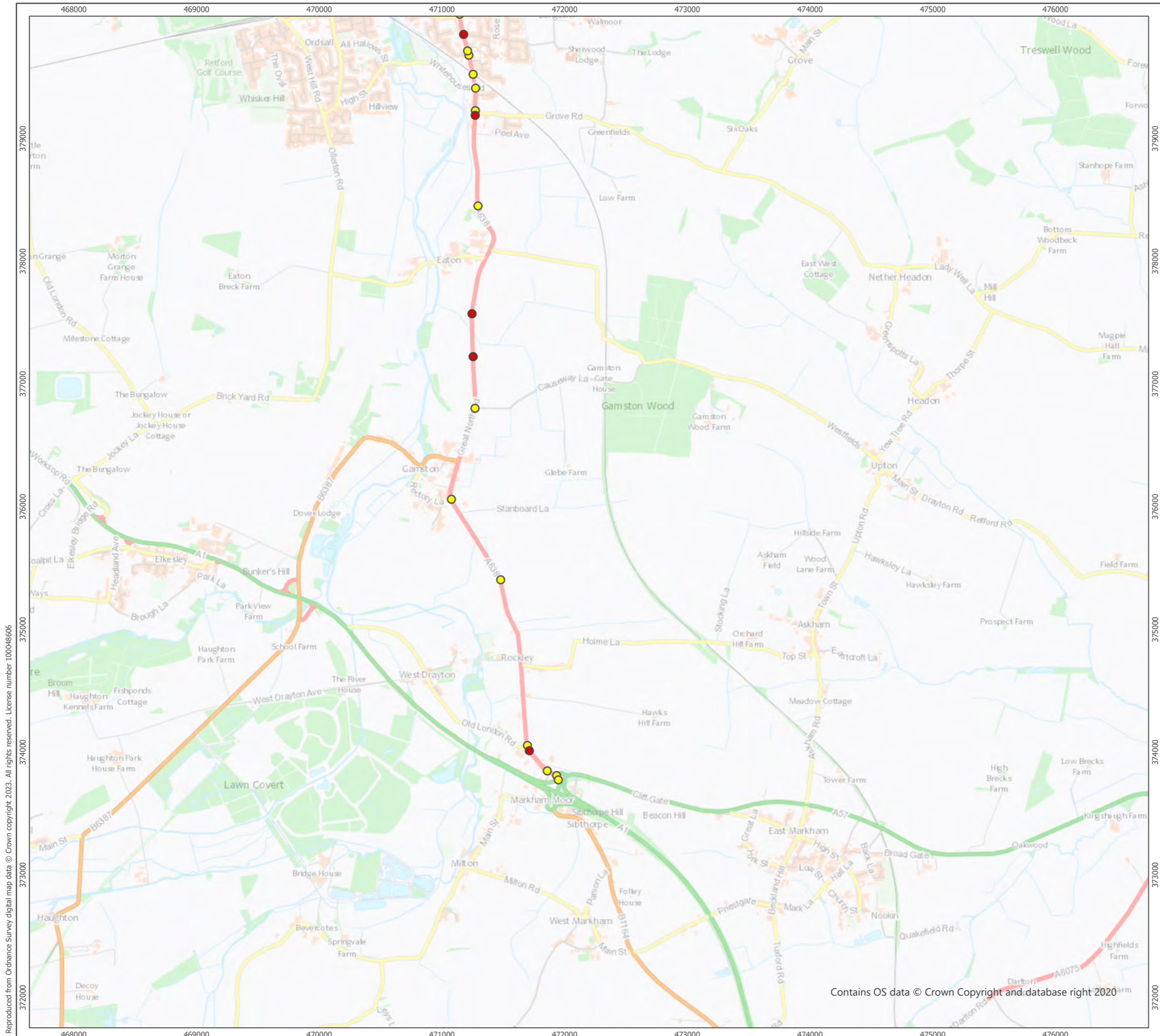
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Checked By: FO	Date: 25/01/2023

**Road Traffic Collision (RTC)
Assessment - Study Area 2**
Figure 3.3

**Retford Circular Economy Project
Transport Statement**

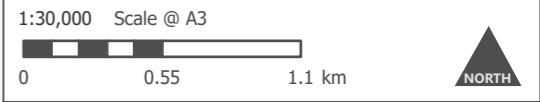
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Road Traffic Collision (RTC) Severity

- Slight
- Serious
- Fatal



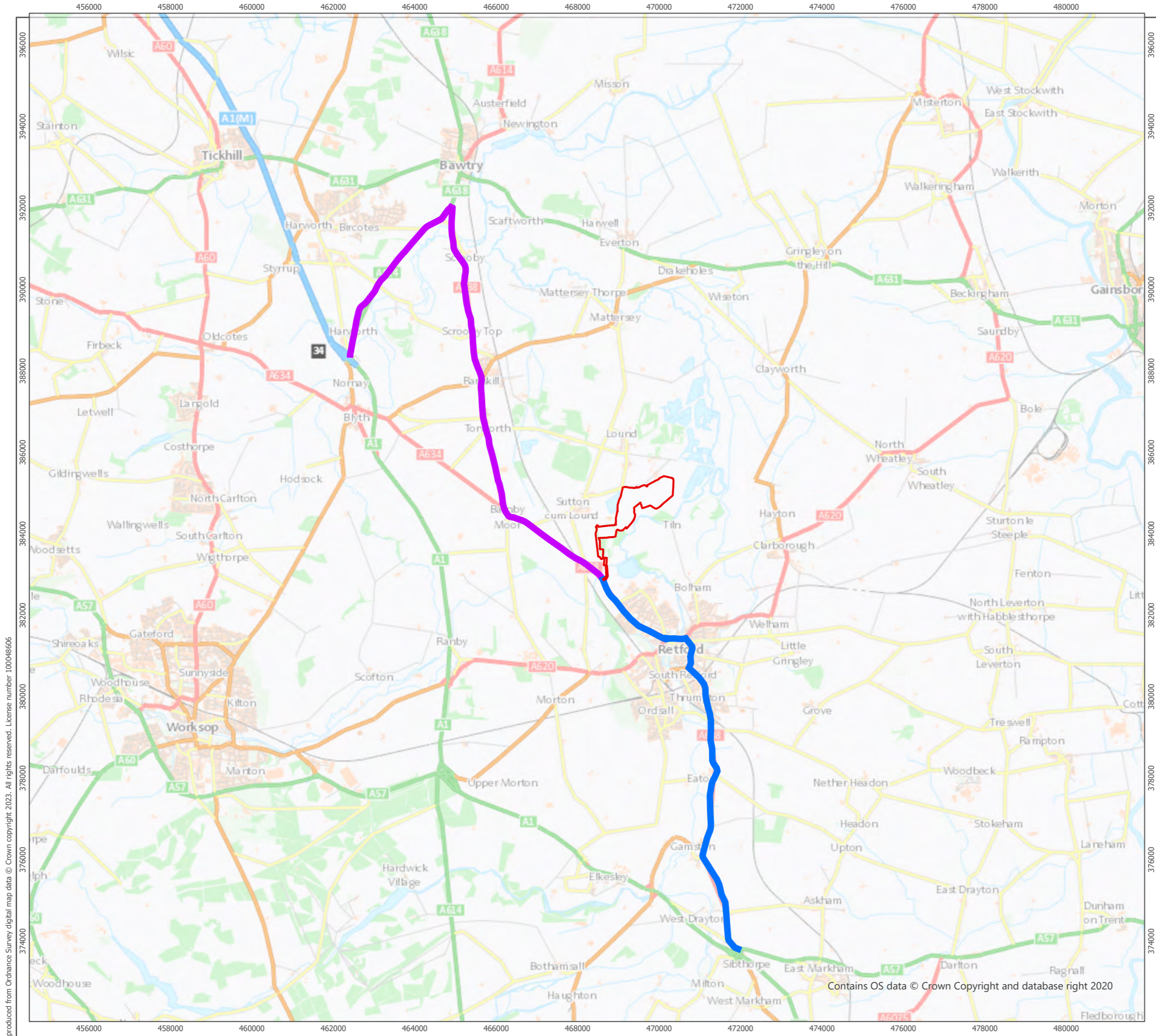
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Checked By: FO	Date: 25/01/2023

Road Traffic Collision (RTC) Assessment - Study Area 3
Figure 3.4

Retford Circular Economy Project Transport Statement

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- Site Boundary
- Potential Operational Route
- Construction and Operational Route

1:90,085 Scale @ A3
 0 1.5 3 km ▲ NORTH

Produced By: CR	Ref: 4092-REP-027
Checked By: FO	Date: 02/02/2023

Route to Site
Figure 4

Retford Circular Economy Project
Transport Statement

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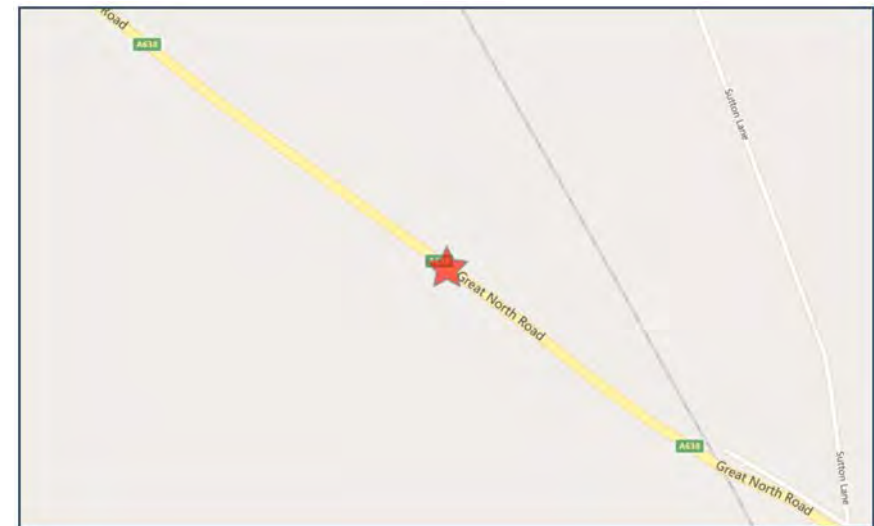
APPENDIX B – ACCIDENT DATA



Validated Data

Crash Date: Tuesday, September 19, 2017 **Time of Crash:** 3:53:00 PM **Crash Reference:** 201731B172717

Highest Injury Severity:	Fatal	Road Number:	A638	Number of Casualties:	1
Highway Authority:	Nottinghamshire			Number of Vehicles:	2
Local Authority:	Bassetlaw District			OS Grid Reference:	467556 383679
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	50				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Not at or within 20 metres of junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Not Applicable				



For more information about the data please visit: www.crashmap.co.uk/home/Faq
To subscribe to unlimited reports using CrashMap Pro visit www.crashmap.co.uk/Home/Premium_Services



Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Pedal cycle	-1	Male	66 - 75	Vehicle proceeding normally along the carriageway, not on a bend	Front	Unknown	Parked vehicle	None
2	Van or goods vehicle 3.5 tonnes mgw and under	14	Male	36 - 45	Vehicle is parked in the carriageway	Back	Journey as part of work	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Fatal	Driver or rider	Male	66 - 75	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/Faq

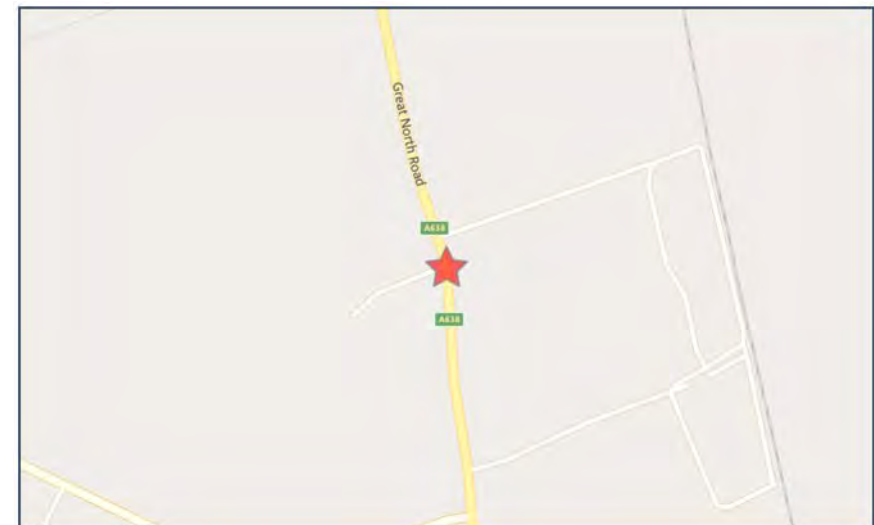
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Validated Data

Crash Date: Friday, April 21, 2017 **Time of Crash:** 1:53:00 PM **Crash Reference:** 201731B065417

Highest Injury Severity:	Serious	Road Number:	A638	Number of Casualties:	2
Highway Authority:	Nottinghamshire			Number of Vehicles:	2
Local Authority:	Bassetlaw District			OS Grid Reference:	465370 389286
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	60				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Not at or within 20 metres of junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Not Applicable				



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Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	13	Male	16 - 20	Vehicle proceeding normally along the carriageway, on a right hand bend	Offside	Unknown	None	None
2	Car (excluding private hire)	2	Male	66 - 75	Vehicle proceeding normally along the carriageway, not on a bend	Offside	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Serious	Driver or rider	Male	66 - 75	Unknown or other	Unknown or other
2	2	Slight	Vehicle or pillion passenger	Female	66 - 75	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/Faq

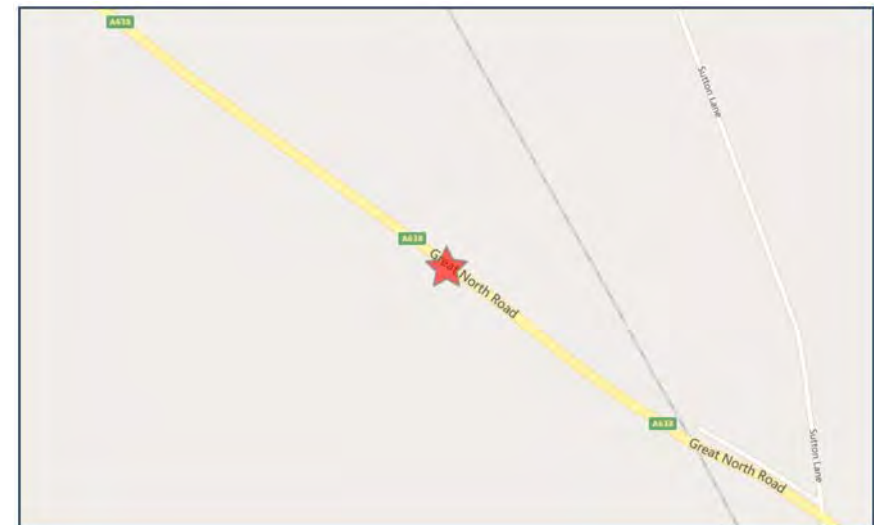
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Validated Data

Crash Date: Sunday, September 16, 2018 **Time of Crash:** 8:25:00 PM **Crash Reference:** 201831B184018

Highest Injury Severity:	Serious	Road Number:	A638	Number of Casualties:	1
Highway Authority:	Nottinghamshire			Number of Vehicles:	1
Local Authority:	Bassetlaw District			OS Grid Reference:	467597 383645
Weather Description:	Raining with high winds				
Road Surface Description:	Wet or Damp				
Speed Limit:	50				
Light Conditions:	Darkness: street lighting unknown				
Carriageway Hazards:	None				
Junction Detail:	Not at or within 20 metres of junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Not Applicable				



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Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Motorcycle over 50cc and up to 125cc	2	Male	26 - 35	Vehicle proceeding normally along the carriageway, not on a bend	Did not impact	Commuting to/from work	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Serious	Driver or rider	Male	26 - 35	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/Faq

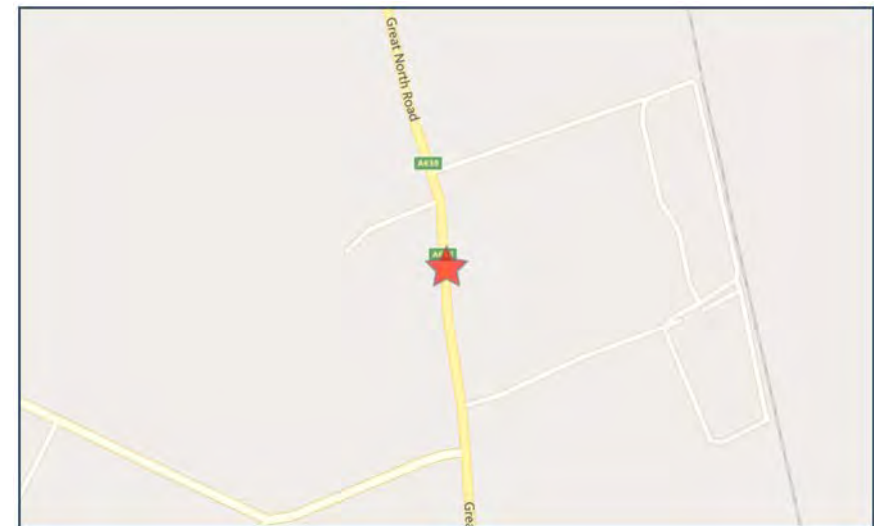
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Validated Data

Crash Date: Friday, March 24, 2017 **Time of Crash:** 4:35:00 AM **Crash Reference:** 201731B047917

Highest Injury Severity:	Serious	Road Number:	A638	Number of Casualties:	1
Highway Authority:	Nottinghamshire			Number of Vehicles:	1
Local Authority:	Bassetlaw District			OS Grid Reference:	465381 389185
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	60				
Light Conditions:	Darkness: no street lighting				
Carriageway Hazards:	None				
Junction Detail:	Not at or within 20 metres of junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Not Applicable				



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Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	19	Male	26 - 35	Vehicle proceeding normally along the carriageway, on a right hand bend	Front	Commuting to/from work	None	Tree

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Serious	Driver or rider	Male	26 - 35	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/Faq

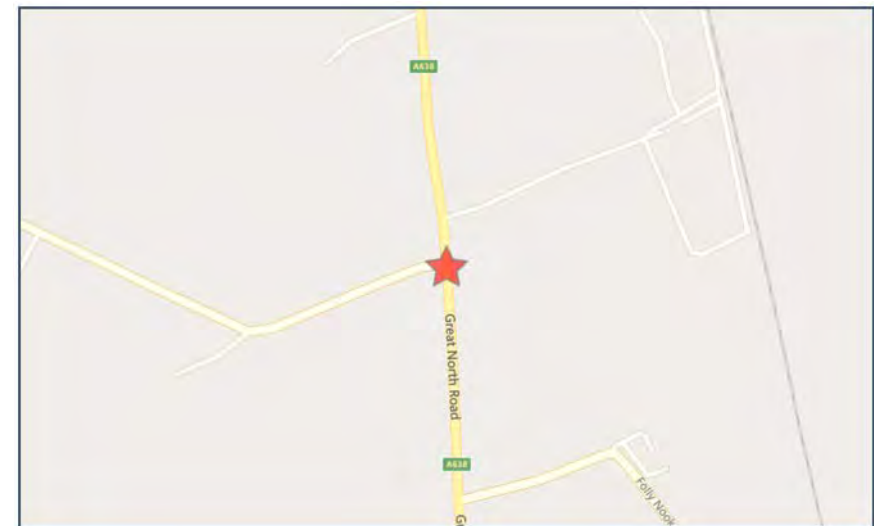
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Validated Data

Crash Date: Tuesday, May 30, 2017 **Time of Crash:** 4:35:00 PM **Crash Reference:** 201731B094217

Highest Injury Severity:	Serious	Road Number:	A638	Number of Casualties:	1
Highway Authority:	Nottinghamshire			Number of Vehicles:	2
Local Authority:	Bassetlaw District			OS Grid Reference:	465415 388902
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	60				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	T or staggered junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				



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Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Van or goods vehicle 3.5 tonnes mgw and under	6	Male	46 - 55	Vehicle is in the act of turning right	Offside	Commuting to/from work	None	None
2	Motorcycle over 500cc	23	Male	46 - 55	Vehicle proceeding normally along the carriageway, not on a bend	Front	Unknown	None	Wall or fence

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Serious	Driver or rider	Male	46 - 55	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/Faq

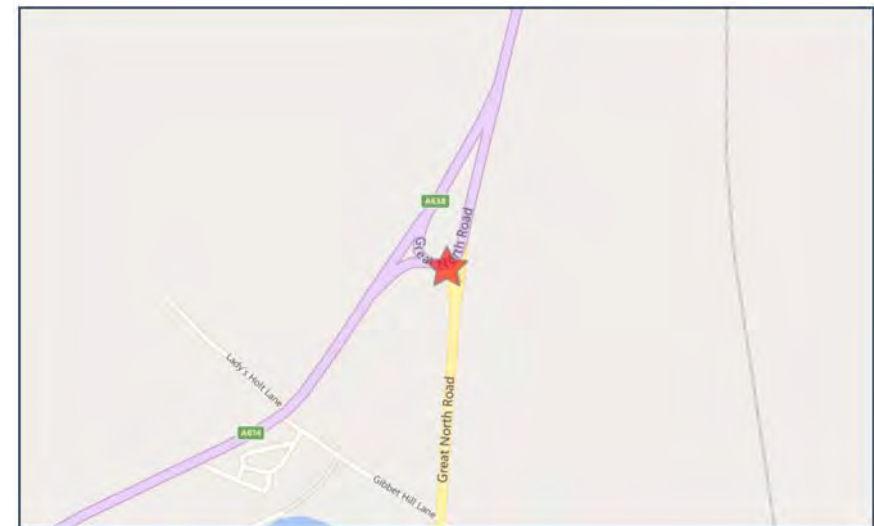
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Validated Data

Crash Date: Sunday, June 11, 2017 **Time of Crash:** 1:55:00 PM **Crash Reference:** 201731B101017

Highest Injury Severity:	Serious	Road Number:	A638	Number of Casualties:	2
Highway Authority:	Nottinghamshire			Number of Vehicles:	1
Local Authority:	Bassetlaw District			OS Grid Reference:	464904 391959
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	60				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Roundabout				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Roundabout				
Junction Control:	Give way or uncontrolled				



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Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	13	Male	16 - 20	Vehicle proceeding normally along the carriageway, on a left hand bend	Front	Unknown	Kerb	Tree

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Vehicle or pillion passenger	Male	16 - 20	Unknown or other	Unknown or other
1	2	Serious	Vehicle or pillion passenger	Male	16 - 20	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/Faq

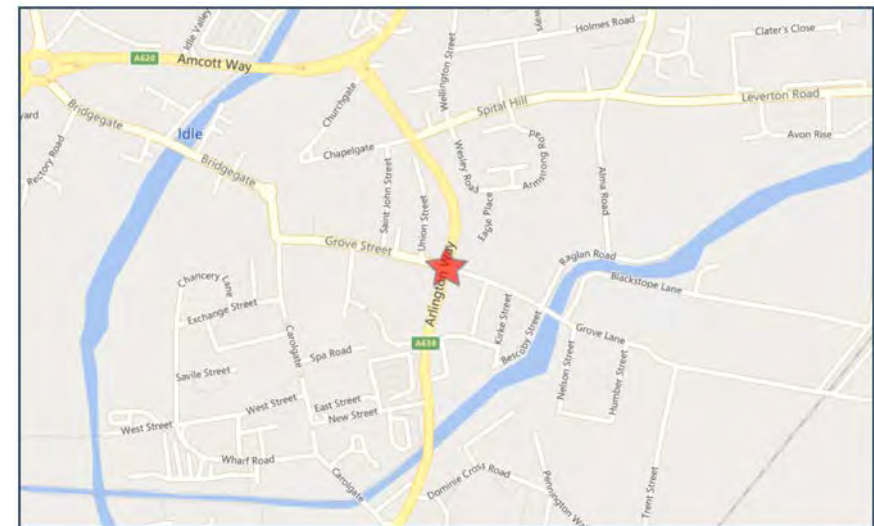
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Validated Data

Crash Date: Monday, July 03, 2017 **Time of Crash:** 6:30:00 PM **Crash Reference:** 201731B118817

Highest Injury Severity:	Serious	Road Number:	A638	Number of Casualties:	3
Highway Authority:	Nottinghamshire	Number of Vehicles:	2	OS Grid Reference:	470801 381119
Local Authority:	Bassetlaw District				
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	40				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Crossroads				
Junction Pedestrian Crossing:	Pedestrian phase at traffic signal junction				
Road Type:	Single carriageway				
Junction Control:	Auto traffic signal				



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Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)		7 Female	56 - 65	Vehicle proceeding normally along the carriageway, not on a bend	Offside	Unknown	None	None
2	Car (excluding private hire)		3 Female	36 - 45	Vehicle is in the act of turning right	Front	Commuting to/from work	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Serious	Driver or rider	Female	56 - 65	Unknown or other	Unknown or other
1	2	Slight	Vehicle or pillion passenger	Male	56 - 65	Unknown or other	Unknown or other
2	3	Slight	Driver or rider	Female	36 - 45	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/Faq

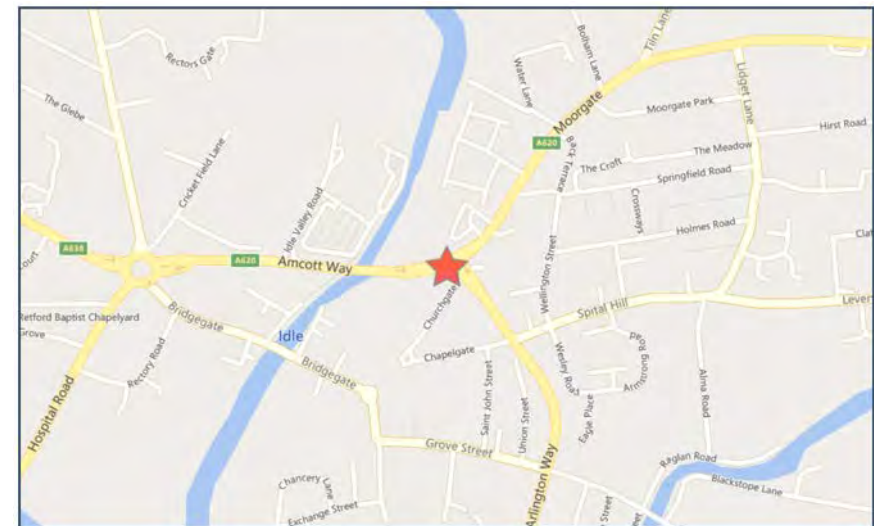
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Validated Data

Crash Date: Wednesday, January 17, 2018 **Time of Crash:** 7:06:00 AM **Crash Reference:** 201831B002518

Highest Injury Severity:	Serious	Road Number:	A620	Number of Casualties:	1
Highway Authority:	Nottinghamshire	Number of Vehicles:	1	OS Grid Reference:	470641 381430
Local Authority:	Bassetlaw District				
Weather Description:	Fine without high winds				
Road Surface Description:	Wet or Damp				
Speed Limit:	30				
Light Conditions:	Darkness: street lights present and lit				
Carriageway Hazards:	None				
Junction Detail:	T or staggered junction				
Junction Pedestrian Crossing:	Central refuge - no other controls				
Road Type:	Single carriageway				
Junction Control:	Auto traffic signal				



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Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	5	Male	21 - 25	Vehicle is in the act of turning left	Front	Commuting to/from work	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Serious	Pedestrian	Female	Over 75	In carriageway, crossing elsewhere	Crossing from driver's nearside

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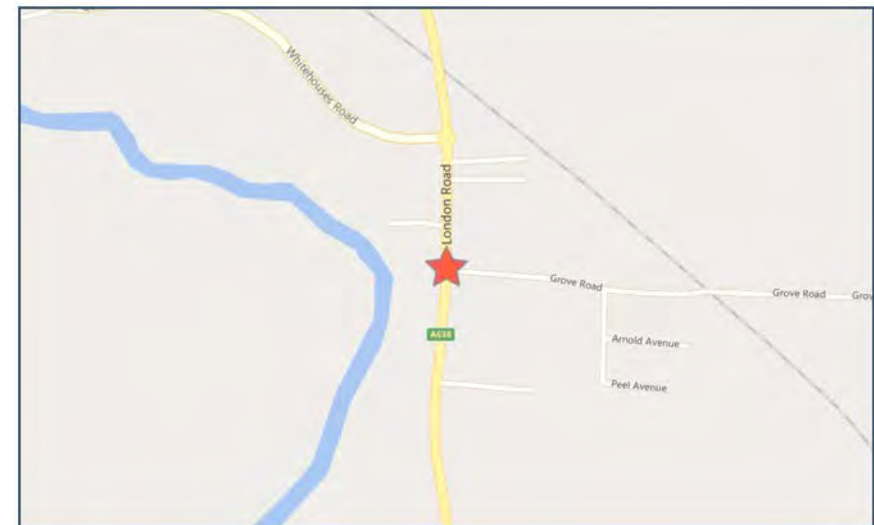


Validated Data

Crash Date: Sunday, April 22, 2018 **Time of Crash:** 9:21:00 PM **Crash Reference:** 201831B071918

Highest Injury Severity: Serious **Road Number:** A638 **Number of Casualties:** 1
Highway Authority: Nottinghamshire **Number of Vehicles:** 2
Local Authority: Bassetlaw District **OS Grid Reference:** 471276 379208

Weather Description: Fine without high winds
Road Surface Description: Dry
Speed Limit: 40
Light Conditions: Darkness: street lights present and lit
Carriageway Hazards: None
Junction Detail: Mini roundabout
Junction Pedestrian Crossing: No physical crossing facility within 50 metres
Road Type: Roundabout
Junction Control: Give way or uncontrolled



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Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)		3 Female	21 - 25	Vehicle is in the act of turning right	Offside	Commuting to/from work	None	None
2	Motorcycle 50cc and under		4 Male	16 - 20	Vehicle proceeding normally along the carriageway, not on a bend	Front	Commuting to/from work	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
	2	1 Serious	Driver or rider	Male	16 - 20	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/Faq

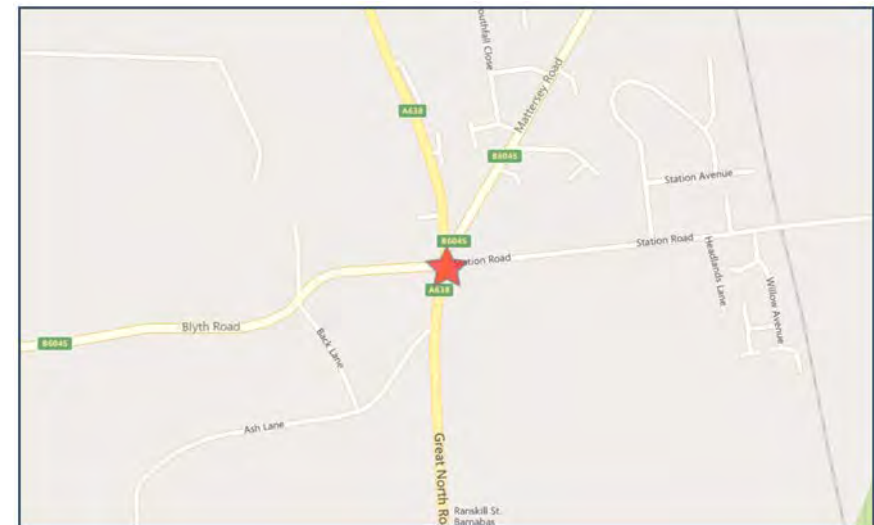
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Validated Data

Crash Date: Sunday, September 01, 2019 **Time of Crash:** 10:58:00 PM **Crash Reference:** 201931B157119

Highest Injury Severity:	Serious	Road Number:	A638	Number of Casualties:	1
Highway Authority:	Nottinghamshire	Number of Vehicles:	2	OS Grid Reference:	465638 387758
Local Authority:	Bassetlaw District				
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Darkness: street lights present and lit				
Carriageway Hazards:	None				
Junction Detail:	Crossroads				
Junction Pedestrian Crossing:	Pedestrian phase at traffic signal junction				
Road Type:	Single carriageway				
Junction Control:	Auto traffic signal				



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Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	-1	Male	36 - 45	Vehicle proceeding normally along the carriageway, not on a bend	Front	Journey as part of work	None	None
2	Motorcycle over 50cc and up to 125cc	-1	Male	16 - 20	Vehicle proceeding normally along the carriageway, not on a bend	Offside	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Serious	Driver or rider	Male	16 - 20	Unknown or other	Unknown or other

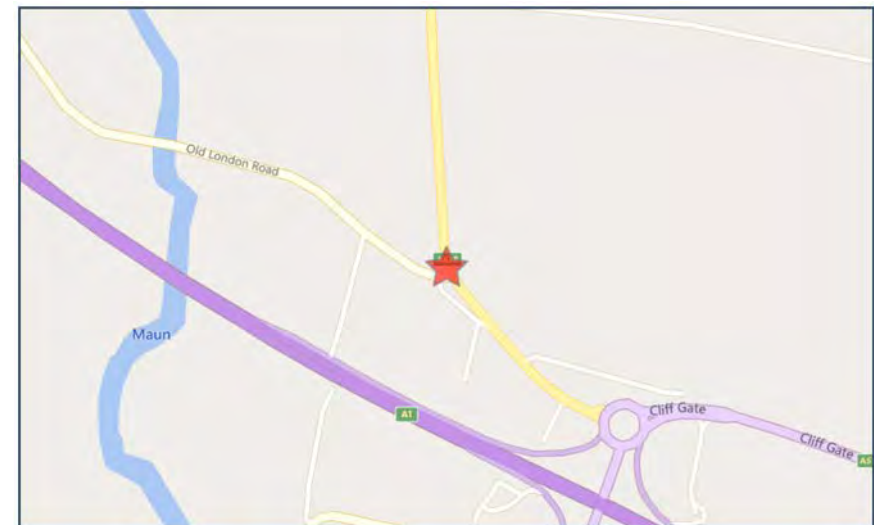
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Validated Data

Crash Date:	Thursday, August 29, 2019	Time of Crash:	1:04:00 AM	Crash Reference:	201931B161519
Highest Injury Severity:	Serious	Road Number:	A638	Number of Casualties:	1
Highway Authority:	Nottinghamshire			Number of Vehicles:	1
Local Authority:	Bassetlaw District			OS Grid Reference:	471696 374032
Weather Description:	Fine without high winds				
Road Surface Description:	Wet or Damp				
Speed Limit:	50				
Light Conditions:	Darkness: no street lighting				
Carriageway Hazards:	None				
Junction Detail:	T or staggered junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				



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Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Motorcycle over 50cc and up to 125cc	7	Female	21 - 25	Vehicle proceeding normally along the carriageway, on a right hand bend	Nearside	Unknown	Kerb	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Serious	Driver or rider	Female	21 - 25	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/Faq

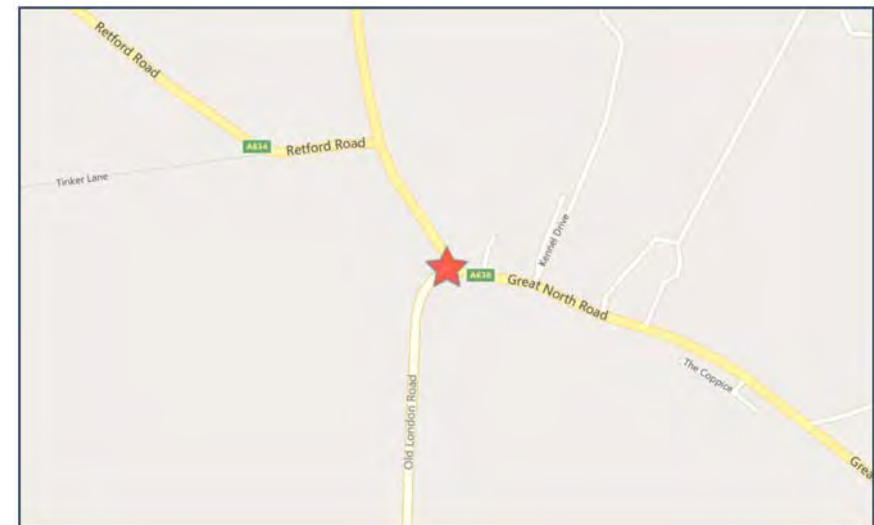
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Validated Data

Crash Date: Saturday, June 13, 2020 **Time of Crash:** 1:48:00 AM **Crash Reference:** 202031B068920

Highest Injury Severity:	Serious	Road Number:	U0	Number of Casualties:	1
Highway Authority:	Nottinghamshire			Number of Vehicles:	1
Local Authority:	Bassetlaw District			OS Grid Reference:	466296 384424
Weather Description:	Fog or mist - if hazard				
Road Surface Description:	Dry				
Speed Limit:	60				
Light Conditions:	Darkness: street lighting unknown				
Carriageway Hazards:	None				
Junction Detail:	T or staggered junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				



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Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	1	Male	36 - 45	Vehicle proceeding normally along the carriageway, not on a bend	Front	Unknown	None	Tree

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Serious	Driver or rider	Male	36 - 45	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/Faq

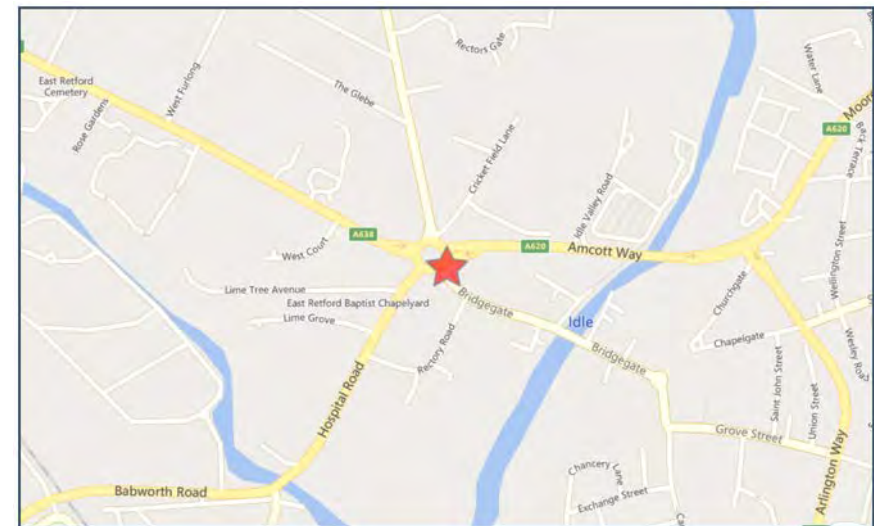
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Validated Data

Crash Date: Sunday, March 28, 2021 **Time of Crash:** 10:20:00 AM **Crash Reference:** 202131B043321

Highest Injury Severity:	Serious	Road Number:	A620	Number of Casualties:	1
Highway Authority:	Nottinghamshire	Number of Vehicles:	2	OS Grid Reference:	470194 381404
Local Authority:	Bassetlaw District				
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Roundabout				
Junction Pedestrian Crossing:	Pelican, puffin, toucan or similar non-junction pedestrian light crossing				
Road Type:	Roundabout				
Junction Control:	Give way or uncontrolled				



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Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Pedal cycle	-1	Male	56 - 65	Vehicle is changing lane to the left	Back	Unknown	None	None
2	Car (excluding private hire)	12	Female	46 - 55	Vehicle is changing lane to the left	Offside	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Serious	Driver or rider	Male	56 - 65	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/Faq

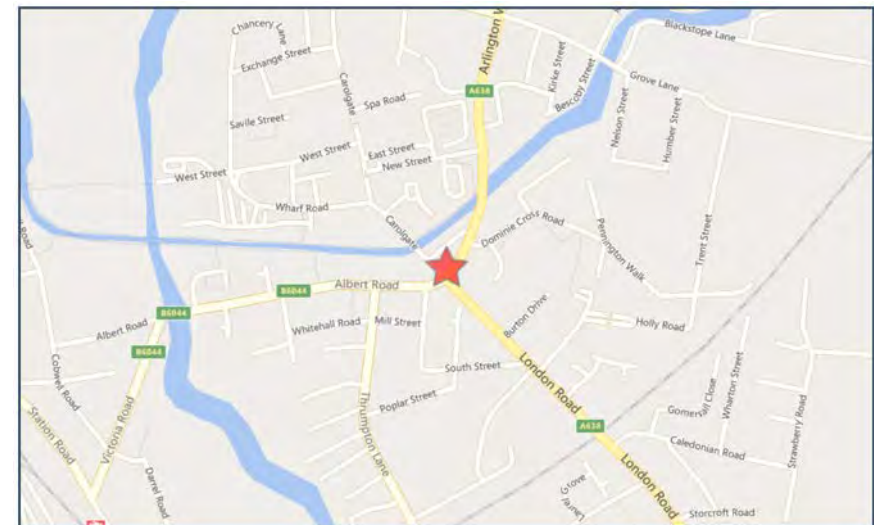
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Validated Data

Crash Date: Monday, January 30, 2017 **Time of Crash:** 2:25:00 PM **Crash Reference:** 201731B020317

Highest Injury Severity: Slight **Road Number:** U0 **Number of Casualties:** 1
Highway Authority: Nottinghamshire **Number of Vehicles:** 2
Local Authority: Bassetlaw District **OS Grid Reference:** 470723 380725
Weather Description: Fine without high winds
Road Surface Description: Wet or Damp
Speed Limit: 30
Light Conditions: Daylight: regardless of presence of streetlights
Carriageway Hazards: None
Junction Detail: Crossroads
Junction Pedestrian Crossing: Pedestrian phase at traffic signal junction
Road Type: Single carriageway
Junction Control: Auto traffic signal



For more information about the data please visit: www.crashmap.co.uk/home/Faq
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Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	16	Female	26 - 35	Vehicle proceeding normally along the carriageway, not on a bend	Front	Unknown	None	None
2	Car (excluding private hire)	2	Female	56 - 65	Vehicle is waiting to turn left	Back	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Female	26 - 35	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/Faq

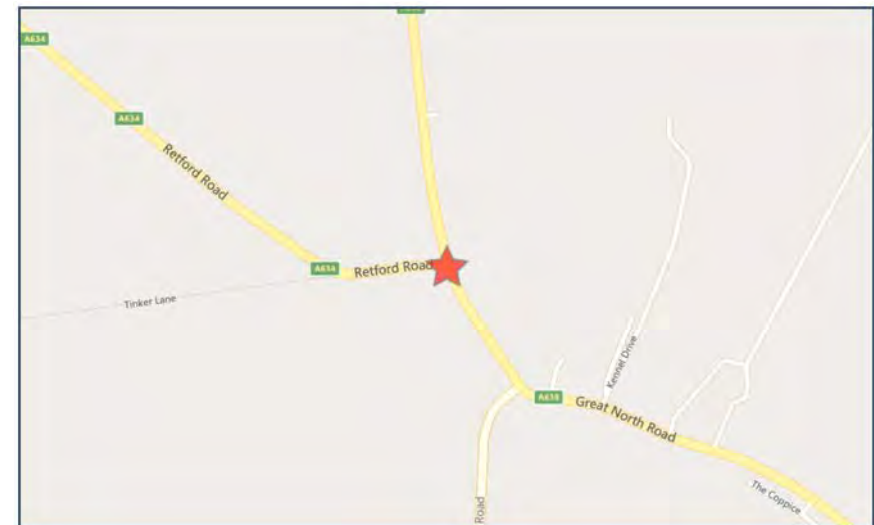
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Validated Data

Crash Date: Monday, March 27, 2017 **Time of Crash:** 2:40:00 PM **Crash Reference:** 201731B047517

Highest Injury Severity:	Slight	Road Number:	A638	Number of Casualties:	2
Highway Authority:	Nottinghamshire			Number of Vehicles:	2
Local Authority:	Bassetlaw District			OS Grid Reference:	466189 384616
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	40				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	T or staggered junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				



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Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Van or goods vehicle 3.5 tonnes mgw and under		1 Male	36 - 45	Vehicle is in the act of turning right	Offside	Journey as part of work	None	None
2	Car (excluding private hire)		8 Female	21 - 25	Vehicle proceeding normally along the carriageway, not on a bend	Front	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Male	36 - 45	Unknown or other	Unknown or other
2	2	Slight	Driver or rider	Female	21 - 25	Unknown or other	Unknown or other

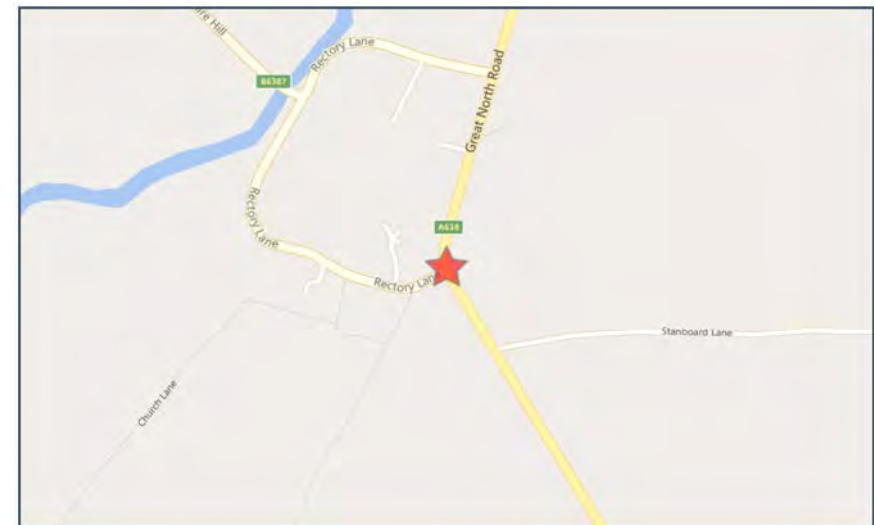
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Validated Data

Crash Date:	Thursday, April 27, 2017	Time of Crash:	1:48:00 PM	Crash Reference:	201731B065217
Highest Injury Severity:	Slight	Road Number:	A638	Number of Casualties:	2
Highway Authority:	Nottinghamshire			Number of Vehicles:	2
Local Authority:	Bassetlaw District			OS Grid Reference:	471069 376069
Weather Description:	Raining without high winds				
Road Surface Description:	Wet or Damp				
Speed Limit:	40				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	T or staggered junction				
Junction Pedestrian Crossing:	Central refuge - no other controls				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				



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Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	3	Female	16 - 20	Vehicle proceeding normally along the carriageway, on a left hand bend	Offside	Journey as part of work	None	None
2	Car (excluding private hire)	13	Male	26 - 35	Vehicle proceeding normally along the carriageway, on a right hand bend	Offside	Journey as part of work	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Female	16 - 20	Unknown or other	Unknown or other
2	2	Slight	Driver or rider	Male	26 - 35	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/Faq

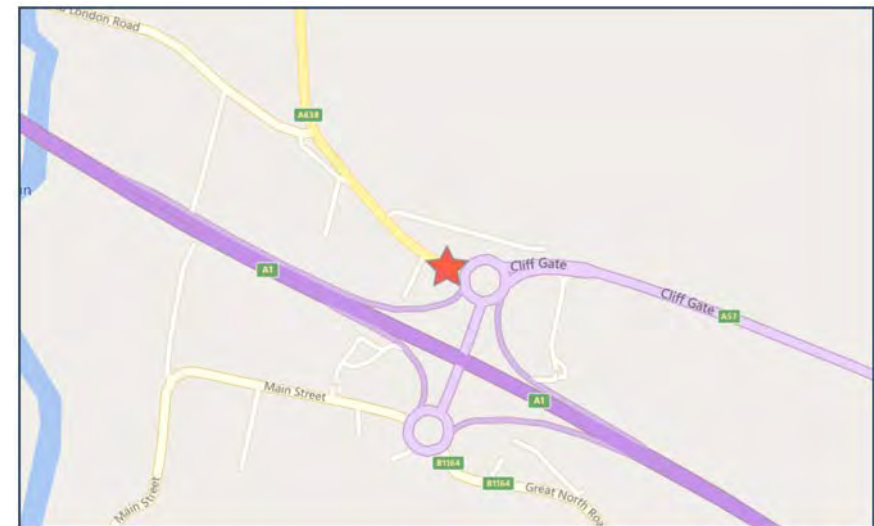
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Validated Data

Crash Date: Wednesday, October 25, 2017 **Time of Crash:** 8:15:00 PM **Crash Reference:** 201731B224517

Highest Injury Severity:	Slight	Road Number:	A638	Number of Casualties:	1
Highway Authority:	Nottinghamshire			Number of Vehicles:	2
Local Authority:	Bassetlaw District			OS Grid Reference:	471915 373814
Weather Description:	Fine without high winds				
Road Surface Description:	Wet or Damp				
Speed Limit:	30				
Light Conditions:	Darkness: street lights present and lit				
Carriageway Hazards:	None				
Junction Detail:	Not at or within 20 metres of junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Not Applicable				



For more information about the data please visit: www.crashmap.co.uk/home/Faq
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Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	11	Female	36 - 45	Vehicle is performing a U turn	Did not impact	Unknown	None	None
2	Motorcycle over 50cc and up to 125cc	0	Male	16 - 20	Vehicle proceeding normally along the carriageway, not on a bend	Offside	Journey as part of work	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Male	16 - 20	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/Faq

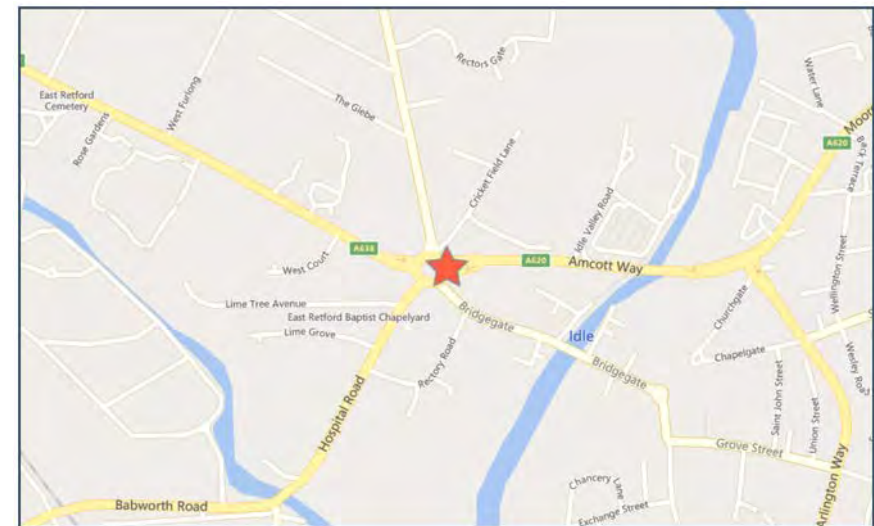
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Validated Data

Crash Date: Thursday, October 05, 2017 **Time of Crash:** 6:05:00 AM **Crash Reference:** 201731B228017

Highest Injury Severity:	Slight	Road Number:	A620	Number of Casualties:	1
Highway Authority:	Nottinghamshire			Number of Vehicles:	2
Local Authority:	Bassetlaw District			OS Grid Reference:	470193 381423
Weather Description:	Raining with high winds				
Road Surface Description:	Wet or Damp				
Speed Limit:	30				
Light Conditions:	Darkness: street lights present and lit				
Carriageway Hazards:	None				
Junction Detail:	Roundabout				
Junction Pedestrian Crossing:	Pelican, puffin, toucan or similar non-junction pedestrian light crossing				
Road Type:	Roundabout				
Junction Control:	Give way or uncontrolled				



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Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)		6 Female	36 - 45	Vehicle proceeding normally along the carriageway, not on a bend	Front	Journey as part of work	None	None
2	Pedal cycle		-1 Male	56 - 65	Vehicle proceeding normally along the carriageway, not on a bend	Nearside	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
	2	1 Slight	Driver or rider	Male	56 - 65	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/Faq

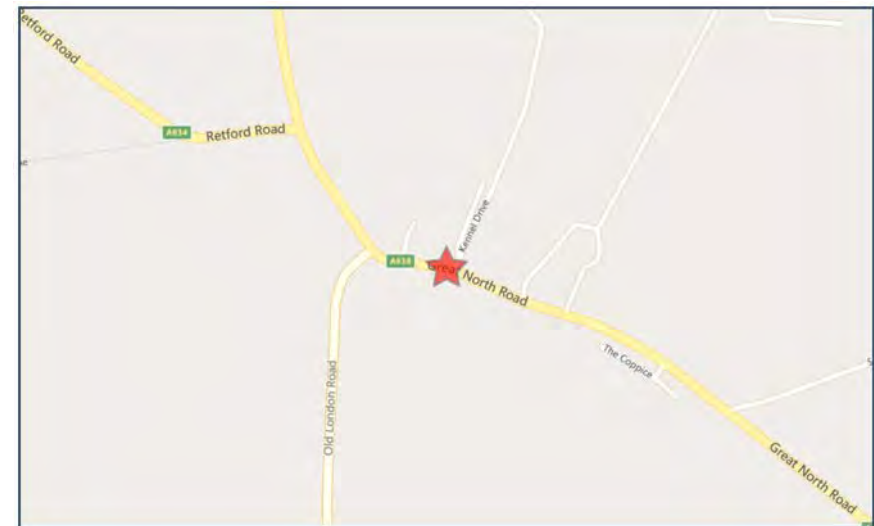
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Validated Data

Crash Date: Sunday, December 10, 2017 **Time of Crash:** 7:13:00 AM **Crash Reference:** 201731B252217

Highest Injury Severity:	Slight	Road Number:	A638	Number of Casualties:	1
Highway Authority:	Nottinghamshire			Number of Vehicles:	1
Local Authority:	Bassetlaw District			OS Grid Reference:	466420 384409
Weather Description:	Unknown				
Road Surface Description:	Frost or Ice				
Speed Limit:	40				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Not at or within 20 metres of junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Not Applicable				



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Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	12	Male	21 - 25	Vehicle proceeding normally along the carriageway, on a left hand bend	Front	Unknown	None	Lamp post

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Male	21 - 25	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/Faq

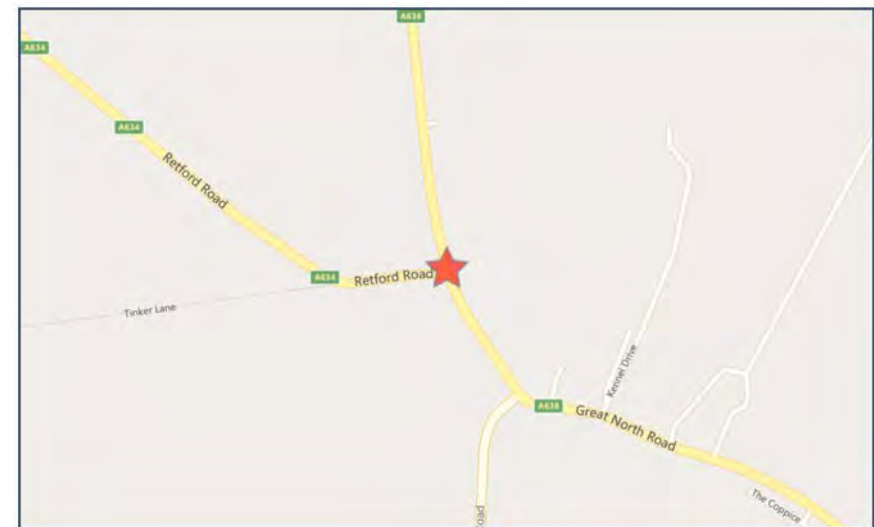
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Validated Data

Crash Date: Friday, December 08, 2017 **Time of Crash:** 3:18:00 PM **Crash Reference:** 201731B254517

Highest Injury Severity:	Slight	Road Number:	A638	Number of Casualties:	2
Highway Authority:	Nottinghamshire	Number of Vehicles:	2	OS Grid Reference:	466189 384623
Local Authority:	Bassetlaw District				
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	50				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	T or staggered junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				



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Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	0	Female	46 - 55	Vehicle proceeding normally along the carriageway, not on a bend	Front	Commuting to/from work	None	None
2	Car (excluding private hire)	9	Male	36 - 45	Vehicle is in the act of turning right	Offside	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Female	46 - 55	Unknown or other	Unknown or other
2	2	Slight	Driver or rider	Male	36 - 45	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/Faq

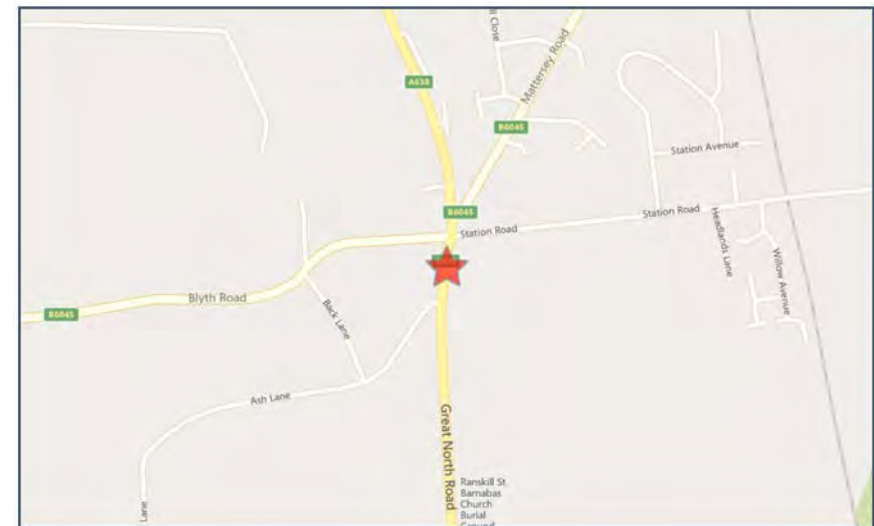
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Validated Data

Crash Date: Friday, February 02, 2018 **Time of Crash:** 4:04:00 PM **Crash Reference:** 201831B020518

Highest Injury Severity:	Slight	Road Number:	A638	Number of Casualties:	2
Highway Authority:	Nottinghamshire			Number of Vehicles:	2
Local Authority:	Bassetlaw District			OS Grid Reference:	465629 387707
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Not at or within 20 metres of junction				
Junction Pedestrian Crossing:	Pedestrian phase at traffic signal junction				
Road Type:	Single carriageway				
Junction Control:	Not Applicable				



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Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)		1 Female	66 - 75	Vehicle proceeding normally along the carriageway, not on a bend	Front	Unknown	None	None
2	Car (excluding private hire)		7 Female	46 - 55	Vehicle is parked in the carriageway	Front	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Female	66 - 75	Unknown or other	Unknown or other
2	2	Slight	Driver or rider	Female	46 - 55	Unknown or other	Unknown or other

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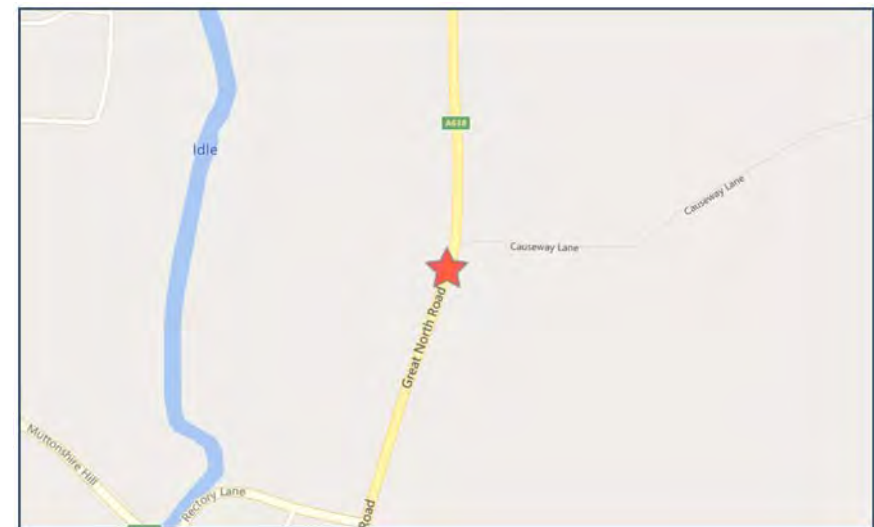


Validated Data

Crash Date: Friday, March 02, 2018 **Time of Crash:** 10:55:00 AM **Crash Reference:** 201831B036018

Highest Injury Severity: Slight **Road Number:** A638 **Number of Casualties:** 1
Highway Authority: Nottinghamshire **Number of Vehicles:** 1
Local Authority: Bassetlaw District **OS Grid Reference:** 471258 376765

Weather Description: Fine without high winds
Road Surface Description: Frost or Ice
Speed Limit: 40
Light Conditions: Daylight: regardless of presence of streetlights
Carriageway Hazards: None
Junction Detail: T or staggered junction
Junction Pedestrian Crossing: No physical crossing facility within 50 metres
Road Type: Single carriageway
Junction Control: Give way or uncontrolled



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Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	12	Female	21 - 25	Vehicle proceeding normally along the carriageway, not on a bend	Front	Commuting to/from work	None	Wall or fence

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Female	21 - 25	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/Faq

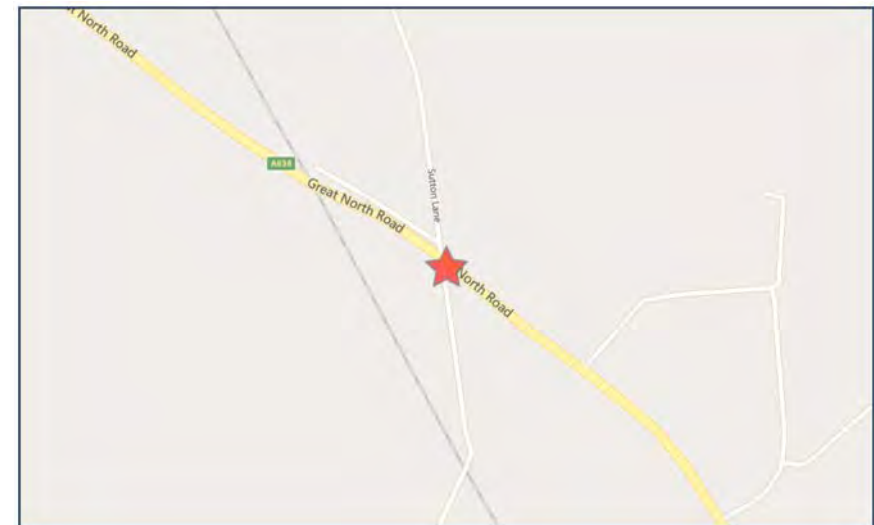
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Validated Data

Crash Date: Saturday, March 10, 2018 **Time of Crash:** 5:33:00 PM **Crash Reference:** 201831B043918

Highest Injury Severity:	Slight	Road Number:	A638	Number of Casualties:	1
Highway Authority:	Nottinghamshire			Number of Vehicles:	2
Local Authority:	Bassetlaw District			OS Grid Reference:	468193 383256
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	50				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Crossroads				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				



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Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	9	Female	26 - 35	Vehicle proceeding normally along the carriageway, not on a bend	Front	Unknown	None	None
2	Car (excluding private hire)	11	Male	26 - 35	Vehicle is in the act of turning left	Back	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Vehicle or pillion passenger	Female	36 - 45	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/Faq

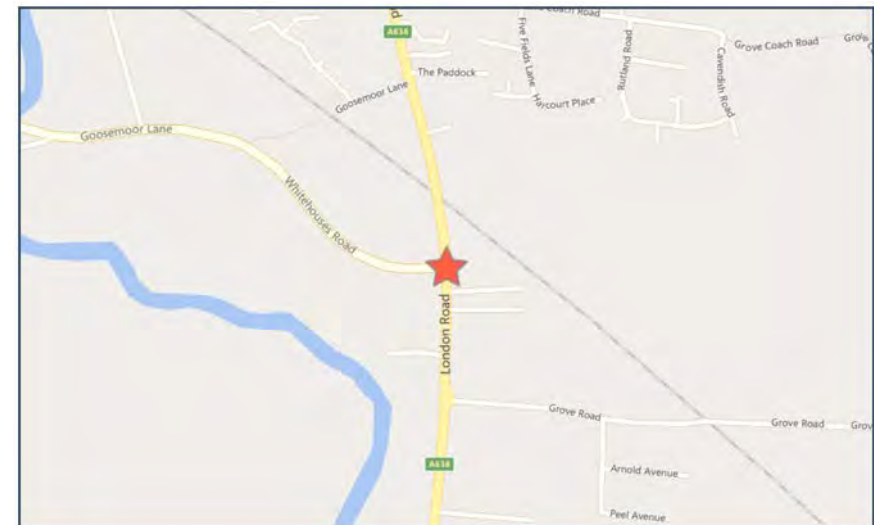
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Validated Data

Crash Date: Thursday, August 23, 2018 **Time of Crash:** 1:17:00 PM **Crash Reference:** 201831B161418

Highest Injury Severity:	Slight	Road Number:	A638	Number of Casualties:	1
Highway Authority:	Nottinghamshire			Number of Vehicles:	2
Local Authority:	Bassetlaw District			OS Grid Reference:	471274 379409
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	40				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Mini roundabout				
Junction Pedestrian Crossing:	Central refuge - no other controls				
Road Type:	Roundabout				
Junction Control:	Give way or uncontrolled				



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Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)		4 Female	66 - 75	Vehicle proceeding normally along the carriageway, not on a bend	Offside	Unknown	None	None
2	Car (excluding private hire)		9 Female	21 - 25	Vehicle is in the act of turning right	Front	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Female	66 - 75	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/Faq

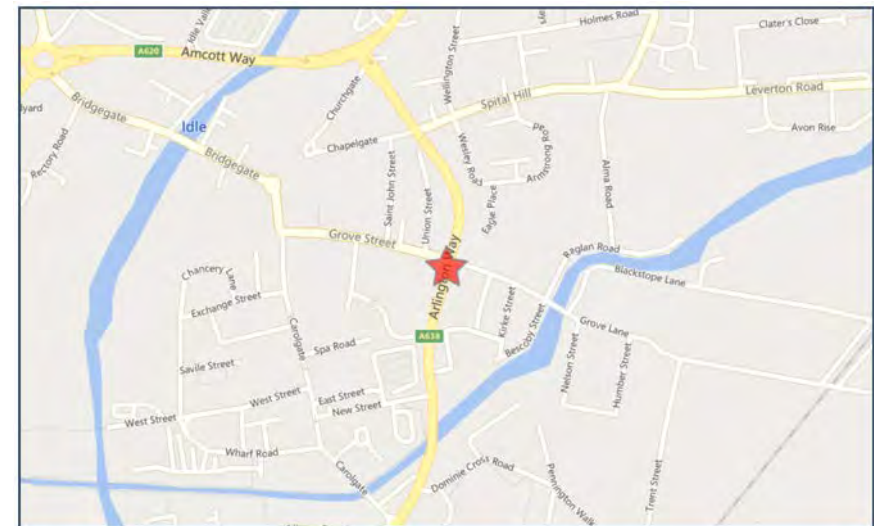
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Validated Data

Crash Date: Friday, September 14, 2018 **Time of Crash:** 10:15:00 PM **Crash Reference:** 201831B178418

Highest Injury Severity:	Slight	Road Number:	A638	Number of Casualties:	1
Highway Authority:	Nottinghamshire	Number of Vehicles:	2	OS Grid Reference:	470796 381106
Local Authority:	Bassetlaw District				
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Darkness: street lights present and lit				
Carriageway Hazards:	None				
Junction Detail:	Crossroads				
Junction Pedestrian Crossing:	Pedestrian phase at traffic signal junction				
Road Type:	Single carriageway				
Junction Control:	Auto traffic signal				



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Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	13	Female	46 - 55	Vehicle proceeding normally along the carriageway, not on a bend	Front	Unknown	None	None
2	Van or goods vehicle 3.5 tonnes mgw and under	11	Male	21 - 25	Vehicle is waiting to proceed normally but is held up	Back	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Male	21 - 25	Unknown or other	Unknown or other

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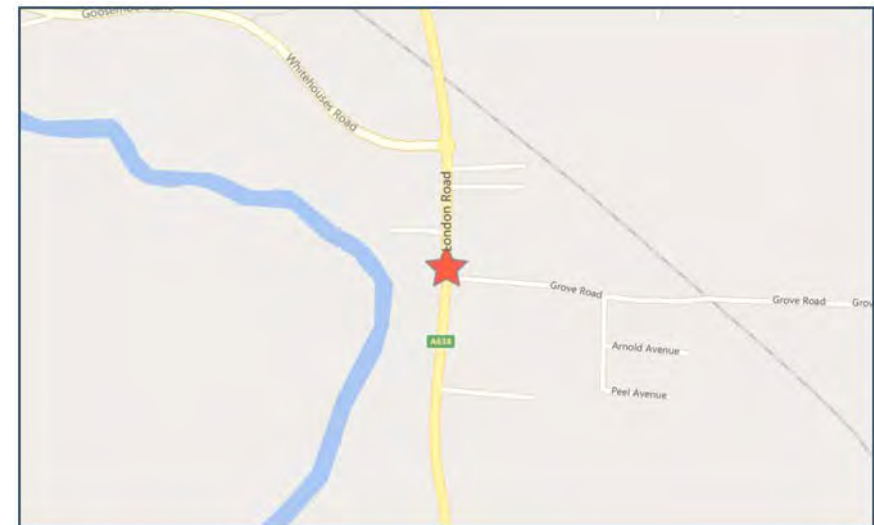
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Validated Data

Crash Date: Tuesday, November 13, 2018 **Time of Crash:** 12:20:00 PM **Crash Reference:** 201831B217418

Highest Injury Severity:	Slight	Road Number:	A638	Number of Casualties:	1
Highway Authority:	Nottinghamshire			Number of Vehicles:	2
Local Authority:	Bassetlaw District			OS Grid Reference:	471276 379220
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Mini roundabout				
Junction Pedestrian Crossing:	Central refuge - no other controls				
Road Type:	Roundabout				
Junction Control:	Give way or uncontrolled				



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Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)		3 Male	56 - 65	Vehicle proceeding normally along the carriageway, not on a bend	Front	Unknown	None	None
2	Car (excluding private hire)		1 Male	26 - 35	Vehicle is waiting to proceed normally but is held up	Back	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
	2	1 Slight	Driver or rider	Male	26 - 35	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/Faq

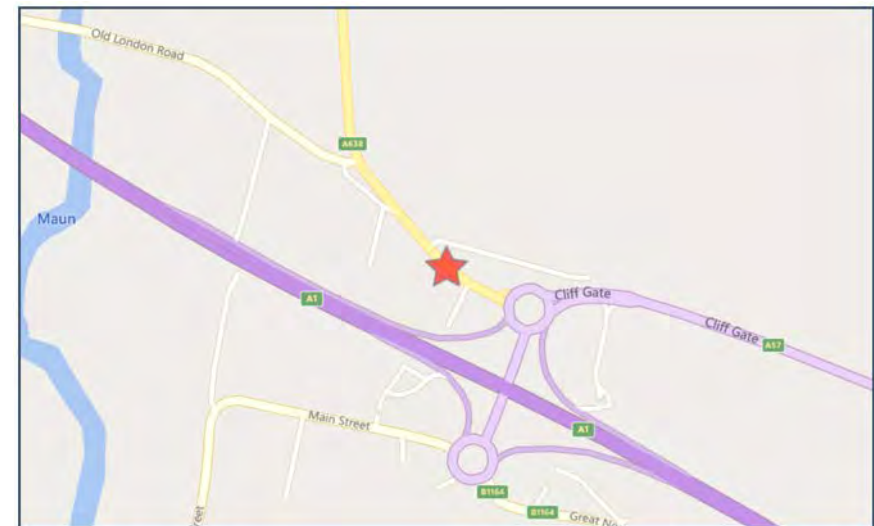
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Validated Data

Crash Date: Tuesday, November 06, 2018 **Time of Crash:** 8:51:00 PM **Crash Reference:** 201831B225718

Highest Injury Severity:	Slight	Road Number:	A638	Number of Casualties:	1
Highway Authority:	Nottinghamshire			Number of Vehicles:	4
Local Authority:	Bassetlaw District			OS Grid Reference:	471844 373858
Weather Description:	Fine without high winds				
Road Surface Description:	Wet or Damp				
Speed Limit:	60				
Light Conditions:	Darkness: street lights present and lit				
Carriageway Hazards:	None				
Junction Detail:	Using private drive or entrance				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				



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Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	15	Male	16 - 20	Vehicle proceeding normally along the carriageway, not on a bend	Front	Unknown	None	None
2	Car (excluding private hire)	7	Female	21 - 25	Vehicle is waiting to proceed normally but is held up	Back	Unknown	None	None
3	Car (excluding private hire)	-1	Male	46 - 55	Vehicle is waiting to proceed normally but is held up	Back	Unknown	None	None
4	Car (excluding private hire)	16	Female	36 - 45	Vehicle is waiting to turn right	Back	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
4	1	Slight	Driver or rider	Female	36 - 45	Unknown or other	Unknown or other

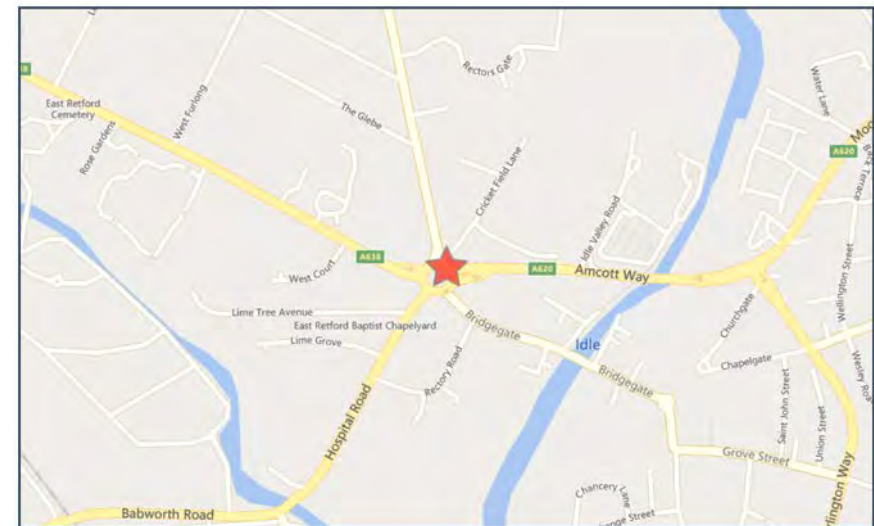
For more information about the data please visit: www.crashmap.co.uk/home/Faq

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Validated Data

Crash Date:	Thursday, June 20, 2019	Time of Crash:	5:43:00 PM	Crash Reference:	201931B109019
Highest Injury Severity:	Slight	Road Number:	A620	Number of Casualties:	1
Highway Authority:	Nottinghamshire	Number of Vehicles:	2	OS Grid Reference:	470182 381438
Local Authority:	Bassetlaw District				
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Roundabout				
Junction Pedestrian Crossing:	Central refuge - no other controls				
Road Type:	Roundabout				
Junction Control:	Give way or uncontrolled				



For more information about the data please visit: www.crashmap.co.uk/home/Faq
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Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)		1 Male	26 - 35	Vehicle is moving off	Front	Unknown	None	None
2	Pedal cycle		-1 Male	26 - 35	Vehicle is waiting to proceed normally but is held up	Back	Commuting to/from work	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
	2	1 Slight	Driver or rider	Male	26 - 35	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/Faq

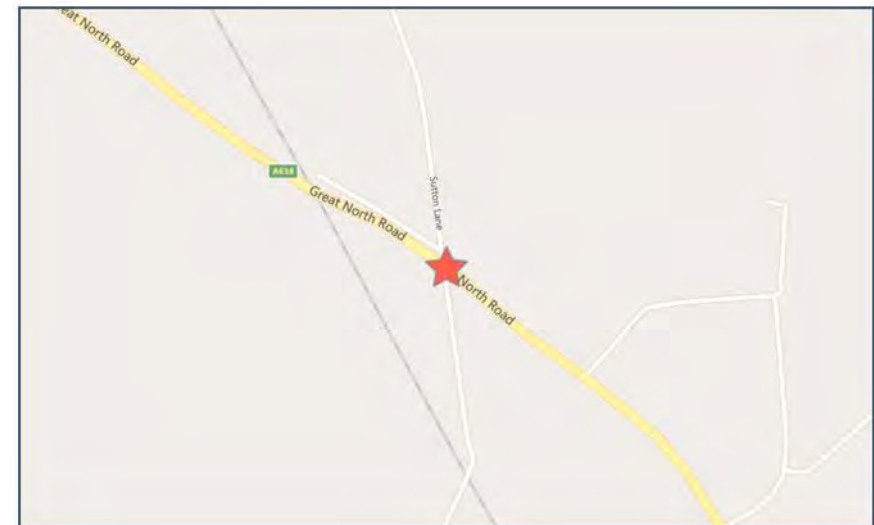
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Validated Data

Crash Date: Sunday, July 28, 2019 **Time of Crash:** 8:33:00 PM **Crash Reference:** 201931B128119

Highest Injury Severity:	Slight	Road Number:	A638	Number of Casualties:	2
Highway Authority:	Nottinghamshire			Number of Vehicles:	2
Local Authority:	Bassetlaw District			OS Grid Reference:	468190 383264
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	50				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Crossroads				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				



For more information about the data please visit: www.crashmap.co.uk/home/Faq
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Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	10	Male	21 - 25	Vehicle is in the act of turning left	Offside	Unknown	None	None
2	Car (excluding private hire)	13	Male	Over 75	Vehicle proceeding normally along the carriageway, not on a bend	Front	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Male	Over 75	Unknown or other	Unknown or other
2	2	Slight	Vehicle or pillion passenger	Female	Over 75	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/Faq

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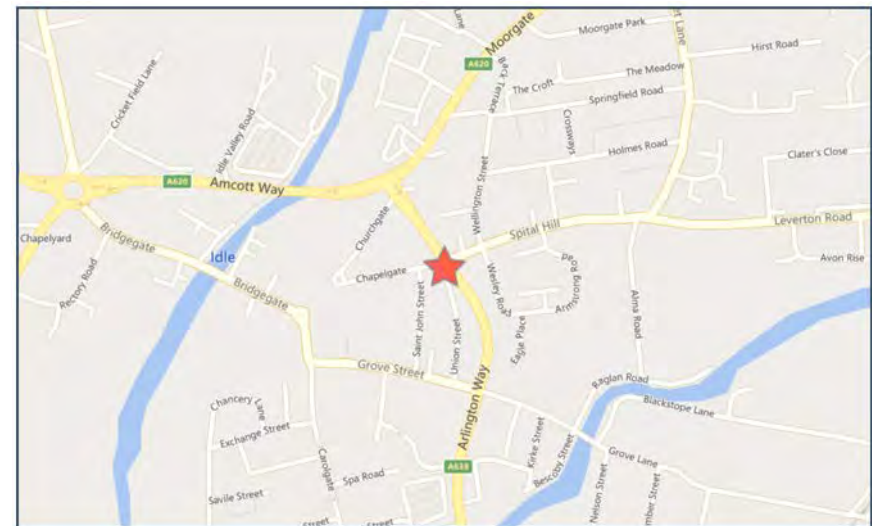


Validated Data

Crash Date: Friday, August 09, 2019 **Time of Crash:** 5:29:00 PM **Crash Reference:** 201931B140819

Highest Injury Severity: Slight **Road Number:** A638 **Number of Casualties:** 1
Highway Authority: Nottinghamshire **Number of Vehicles:** 2
Local Authority: Bassetlaw District **OS Grid Reference:** 470745 381313

Weather Description: Fine without high winds
Road Surface Description: Wet or Damp
Speed Limit: 30
Light Conditions: Daylight: regardless of presence of streetlights
Carriageway Hazards: None
Junction Detail: Crossroads
Junction Pedestrian Crossing: Pedestrian phase at traffic signal junction
Road Type: Single carriageway
Junction Control: Auto traffic signal



For more information about the data please visit: www.crashmap.co.uk/home/Faq
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Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	-1	Male	Over 75	Vehicle proceeding normally along the carriageway, not on a bend	Front	Unknown	None	None
2	Car (excluding private hire)	6	Male	26 - 35	Vehicle proceeding normally along the carriageway, not on a bend	Offside	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Vehicle or pillion passenger	Female	36 - 45	Unknown or other	Unknown or other

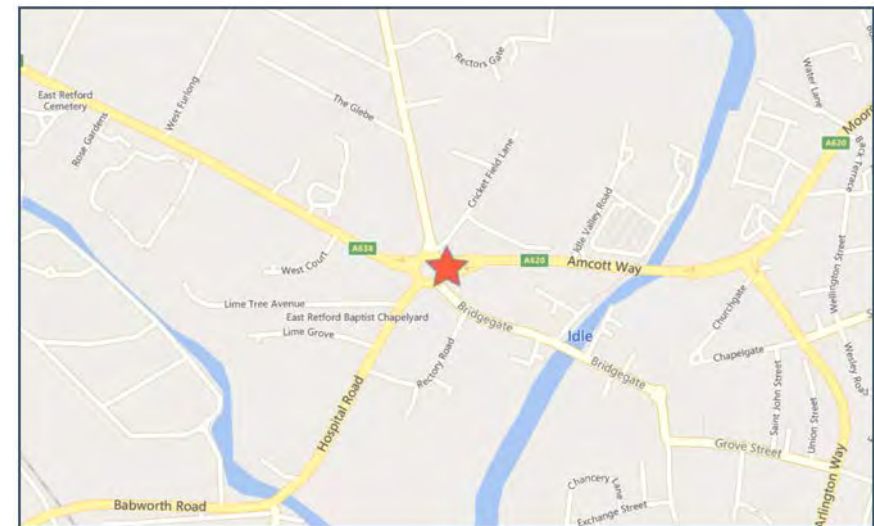
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Validated Data

Crash Date:	Wednesday, September 11, 2019	Time of Crash:	11:20:00 AM	Crash Reference:	201931B185219
Highest Injury Severity:	Slight	Road Number:	A620	Number of Casualties:	1
Highway Authority:	Nottinghamshire	Number of Vehicles:	2	OS Grid Reference:	470194 381422
Local Authority:	Bassetlaw District				
Weather Description:	Raining without high winds				
Road Surface Description:	Wet or Damp				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Roundabout				
Junction Pedestrian Crossing:	Zebra crossing				
Road Type:	Roundabout				
Junction Control:	Give way or uncontrolled				



For more information about the data please visit: www.crashmap.co.uk/home/Faq
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Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	6	Female	46 - 55	Vehicle proceeding normally along the carriageway, not on a bend	Front	Unknown	None	None
2	Pedal cycle	-1	Male	26 - 35	Vehicle proceeding normally along the carriageway, not on a bend	Nearside	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Male	26 - 35	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/Faq

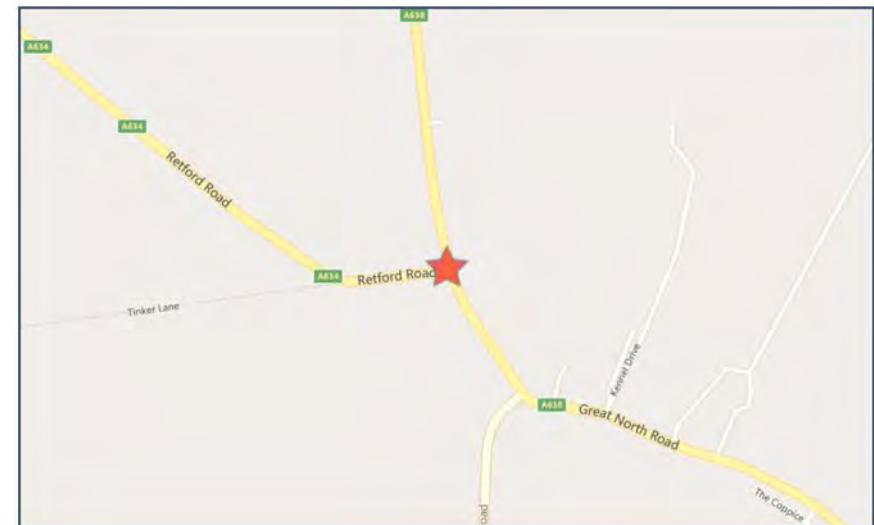
To subscribe to unlimited reports using CrashMap Pro visit www.crashmap.co.uk/Home/Premium_Services



Validated Data

Crash Date: Tuesday, May 19, 2020 **Time of Crash:** 7:20:00 AM **Crash Reference:** 202031B060820

Highest Injury Severity:	Slight	Road Number:	A638	Number of Casualties:	1
Highway Authority:	Nottinghamshire			Number of Vehicles:	2
Local Authority:	Bassetlaw District			OS Grid Reference:	466184 384621
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	T or staggered junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				



For more information about the data please visit: www.crashmap.co.uk/home/Faq
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Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Van or goods vehicle 3.5 tonnes mgw and under	8	Male	21 - 25	Vehicle is waiting to turn right	Did not impact	Commuting to/from work	None	None
2	Pedal cycle	-1	Male	16 - 20	Vehicle proceeding normally along the carriageway, not on a bend	Did not impact	Commuting to/from work	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Male	16 - 20	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/Faq

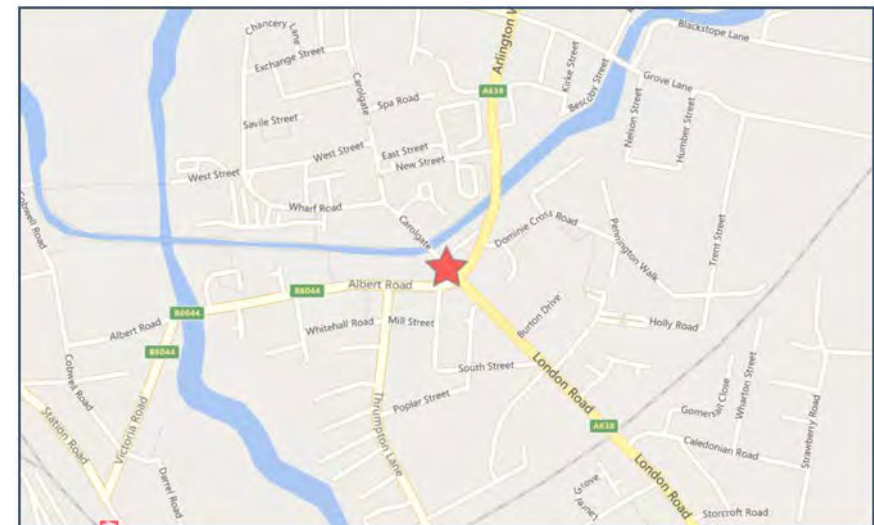
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Validated Data

Crash Date: Wednesday, June 09, 2021 **Time of Crash:** 5:50:00 PM **Crash Reference:** 202131B066421

Highest Injury Severity: Slight **Road Number:** U0 **Number of Casualties:** 1
Highway Authority: Nottinghamshire **Number of Vehicles:** 2
Local Authority: Bassetlaw District **OS Grid Reference:** 470702 380728
Weather Description: Fine without high winds
Road Surface Description: Dry
Speed Limit: 30
Light Conditions: Daylight: regardless of presence of streetlights
Carriageway Hazards: None
Junction Detail: Crossroads
Junction Pedestrian Crossing: Pedestrian phase at traffic signal junction
Road Type: Single carriageway
Junction Control: Auto traffic signal



For more information about the data please visit: www.crashmap.co.uk/home/Faq
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Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	7	Female	66 - 75	Vehicle is in the act of turning left	Offside	Unknown	None	None
2	Car (excluding private hire)	11	Female	16 - 20	Vehicle is in the act of turning right	Nearside	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Female	16 - 20	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/Faq

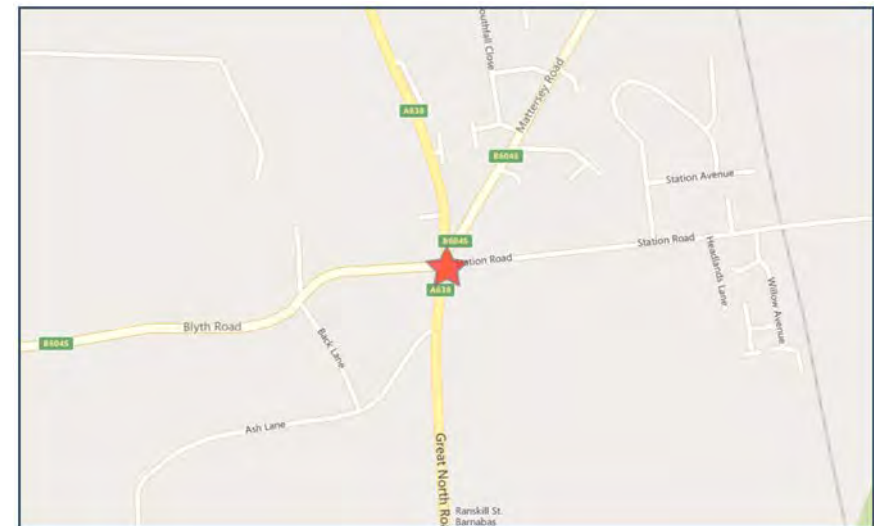
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Validated Data

Crash Date: Friday, September 03, 2021 **Time of Crash:** 10:24:00 AM **Crash Reference:** 202131B112321

Highest Injury Severity:	Slight	Road Number:	A638	Number of Casualties:	2
Highway Authority:	Nottinghamshire			Number of Vehicles:	2
Local Authority:	Bassetlaw District			OS Grid Reference:	465636 387758
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Crossroads				
Junction Pedestrian Crossing:	Pedestrian phase at traffic signal junction				
Road Type:	Single carriageway				
Junction Control:	Auto traffic signal				



For more information about the data please visit: www.crashmap.co.uk/home/Faq
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Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)		8 Female	21 - 25	Vehicle is in the act of turning right	Nearside	Commuting to/from work	None	None
2	Car (excluding private hire)		0 Female	56 - 65	Vehicle proceeding normally along the carriageway, not on a bend	Front	Journey as part of work	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Female	21 - 25	Unknown or other	Unknown or other
2	2	Slight	Driver or rider	Female	56 - 65	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/Faq

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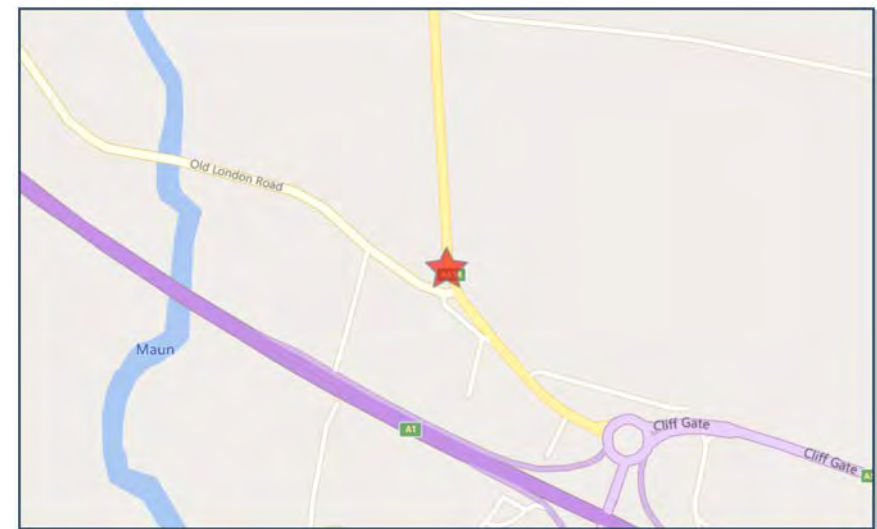


Validated Data

Crash Date: Saturday, November 20, 2021 **Time of Crash:** 11:45:00 PM **Crash Reference:** 202131B173921

Highest Injury Severity: Slight **Road Number:** A638 **Number of Casualties:** 1
Highway Authority: Nottinghamshire **Number of Vehicles:** 1
Local Authority: Bassetlaw District **OS Grid Reference:** 471690 374058

Weather Description: Fine without high winds
Road Surface Description: Dry
Speed Limit: 60
Light Conditions: Darkness: no street lighting
Carriageway Hazards: None
Junction Detail: T or staggered junction
Junction Pedestrian Crossing: No physical crossing facility within 50 metres
Road Type: Single carriageway
Junction Control: Give way or uncontrolled



For more information about the data please visit: www.crashmap.co.uk/home/Faq
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Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	7	Female	36 - 45	Vehicle proceeding normally along the carriageway, on a right hand bend	Front	Unknown	None	Bus stop/Bus shelter

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Female	36 - 45	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/Faq

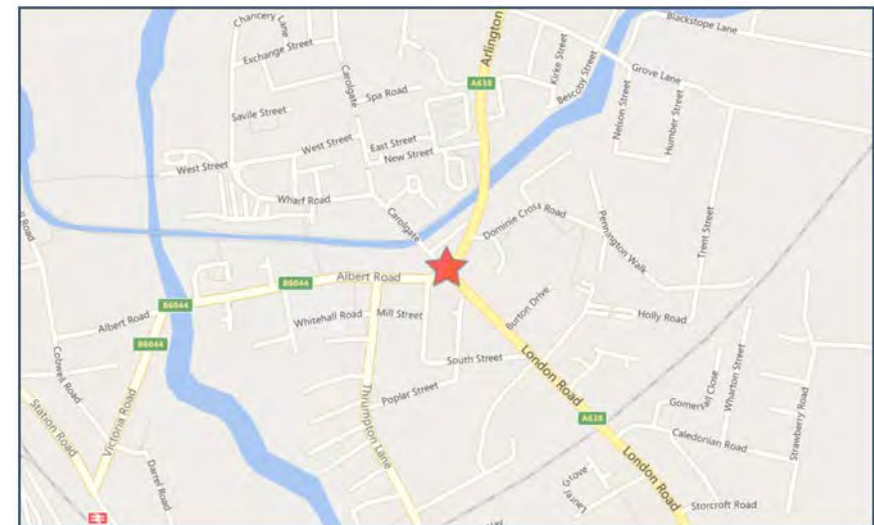
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Validated Data

Crash Date: Saturday, December 11, 2021 **Time of Crash:** 4:22:00 PM **Crash Reference:** 202131B179721

Highest Injury Severity: Slight **Road Number:** A638 **Number of Casualties:** 1
Highway Authority: Nottinghamshire **Number of Vehicles:** 2
Local Authority: Bassetlaw District **OS Grid Reference:** 470721 380723
Weather Description: Raining without high winds
Road Surface Description: Wet or Damp
Speed Limit: 30
Light Conditions: Darkness: street lights present and lit
Carriageway Hazards: None
Junction Detail: Crossroads
Junction Pedestrian Crossing: Pedestrian phase at traffic signal junction
Road Type: Single carriageway
Junction Control: Auto traffic signal



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Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	18	Male	26 - 35	Vehicle proceeding normally along the carriageway, not on a bend	Offside	Unknown	None	None
2	Car (excluding private hire)	10	Male	16 - 20	Vehicle is in the act of turning right	Nearside	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Vehicle or pillion passenger	Female	56 - 65	Unknown or other	Unknown or other

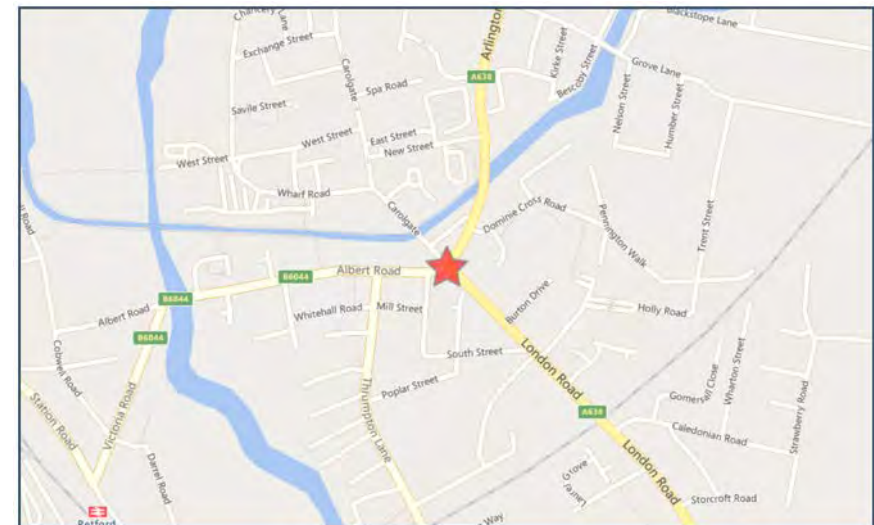
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Validated Data

Crash Date:	Wednesday, December 08, 2021	Time of Crash:	6:27:00 PM	Crash Reference:	202131B192721
Highest Injury Severity:	Slight	Road Number:	A638	Number of Casualties:	1
Highway Authority:	Nottinghamshire			Number of Vehicles:	2
Local Authority:	Bassetlaw District			OS Grid Reference:	470721 380709
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Darkness: street lights present and lit				
Carriageway Hazards:	None				
Junction Detail:	Crossroads				
Junction Pedestrian Crossing:	Pedestrian phase at traffic signal junction				
Road Type:	Single carriageway				
Junction Control:	Auto traffic signal				



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Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	14	Female	21 - 25	Vehicle is in the act of turning right	Front	Journey as part of work	None	None
2	Motorcycle 50cc and under	1	Male	16 - 20	Vehicle proceeding normally along the carriageway, not on a bend	Front	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Male	16 - 20	Unknown or other	Unknown or other

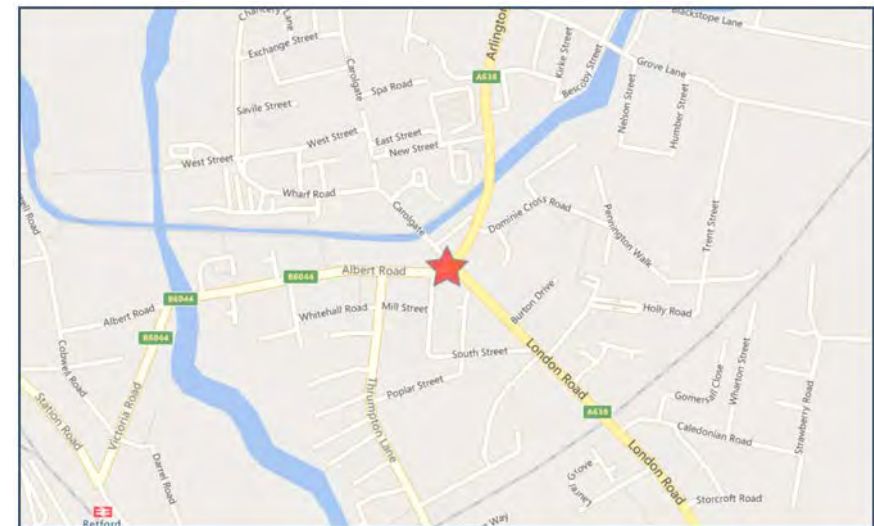
For more information about the data please visit: www.crashmap.co.uk/home/Faq

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Validated Data

Crash Date:	Wednesday, December 08, 2021	Time of Crash:	6:43:00 PM	Crash Reference:	2021311127868
Highest Injury Severity:	Slight	Road Number:	B6044	Number of Casualties:	1
Highway Authority:	Nottinghamshire	Number of Vehicles:	2	OS Grid Reference:	470713 380705
Local Authority:	Bassetlaw District				
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Darkness: street lights present and lit				
Carriageway Hazards:	None				
Junction Detail:	Multiple junction				
Junction Pedestrian Crossing:	Pelican, puffin, toucan or similar non-junction pedestrian light crossing				
Road Type:	Dual carriageway				
Junction Control:	Auto traffic signal				



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Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	14	Female	21 - 25	Vehicle is in the act of turning right	Front	Journey as part of work	None	None
2	Motorcycle 50cc and under	1	Male	16 - 20	Vehicle proceeding normally along the carriageway, not on a bend	Front	Unknown	None	None

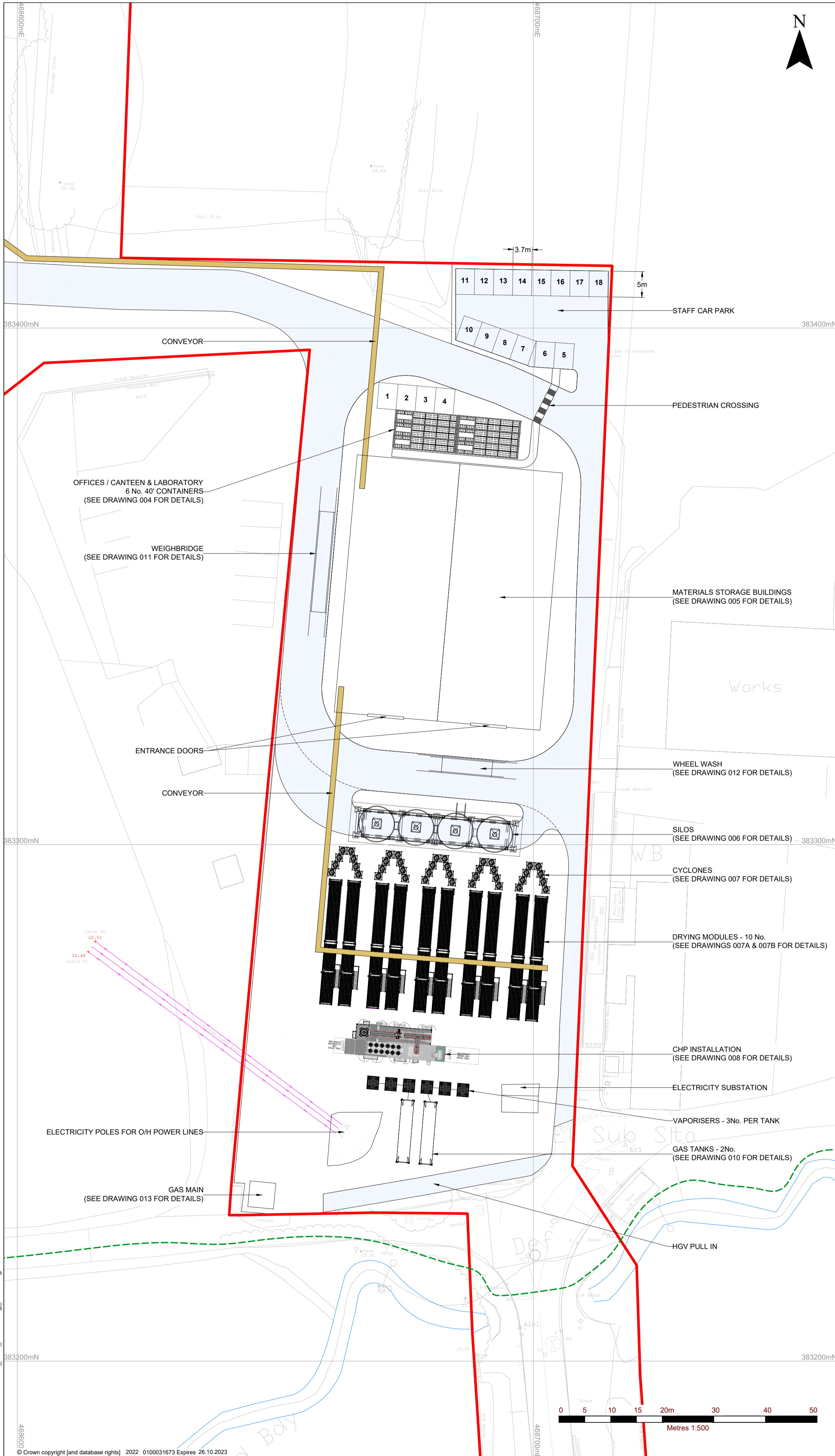
Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Male	16 - 20	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/Faq

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APPENDIX C – SITE LAYOUT



NOTES

1. DRAWING BASED ON INFORMATION SUPPLIED BY HIVE ENERGY LTD, REF: General Layout Proposal_Draft 01092021_REV_2-2.DWG.
2. ALL MEASUREMENTS ARE IN METRES UNLESS OTHERWISE SPECIFIED.
3. EXACT LOCATION OF PERIMETER SECURITY FENCING TO BE DETERMINED.

- LEGEND**
- APPLICATION BOUNDARY
 - EXISTING SITE INFRASTRUCTURE
 - EXISTING PUBLIC RIGHT OF WAY
 - EXISTING HV ELECTRICITY LINES

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LOUND

PLANNING APPLICATION

MAIN PROCESSING PLANT SITE LAYOUT

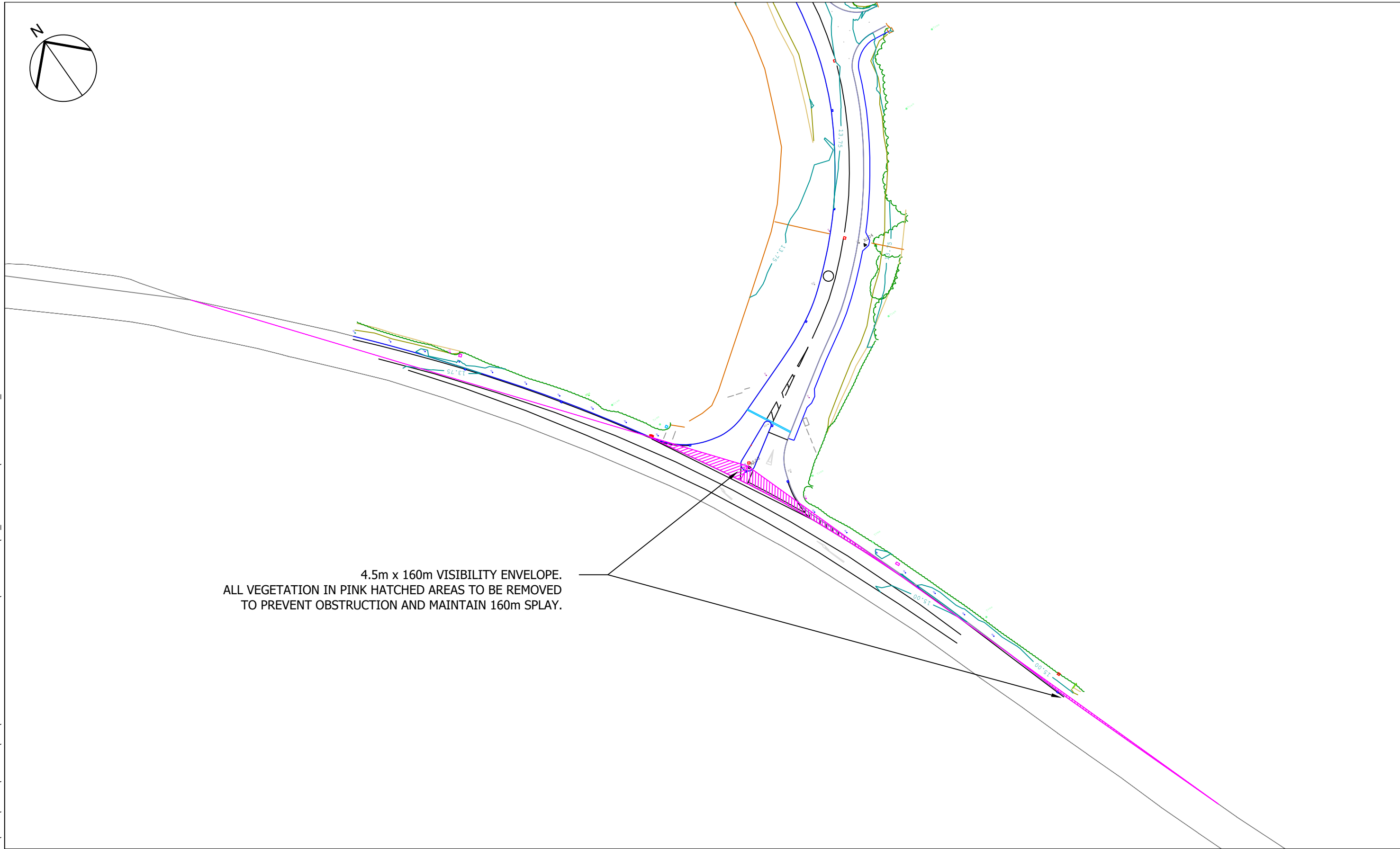
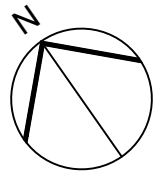
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Scale: 1:500 @ A2

Date: FEBRUARY 2023


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APPENDIX D – VISIBILITY SPLAY ASSESSMENT

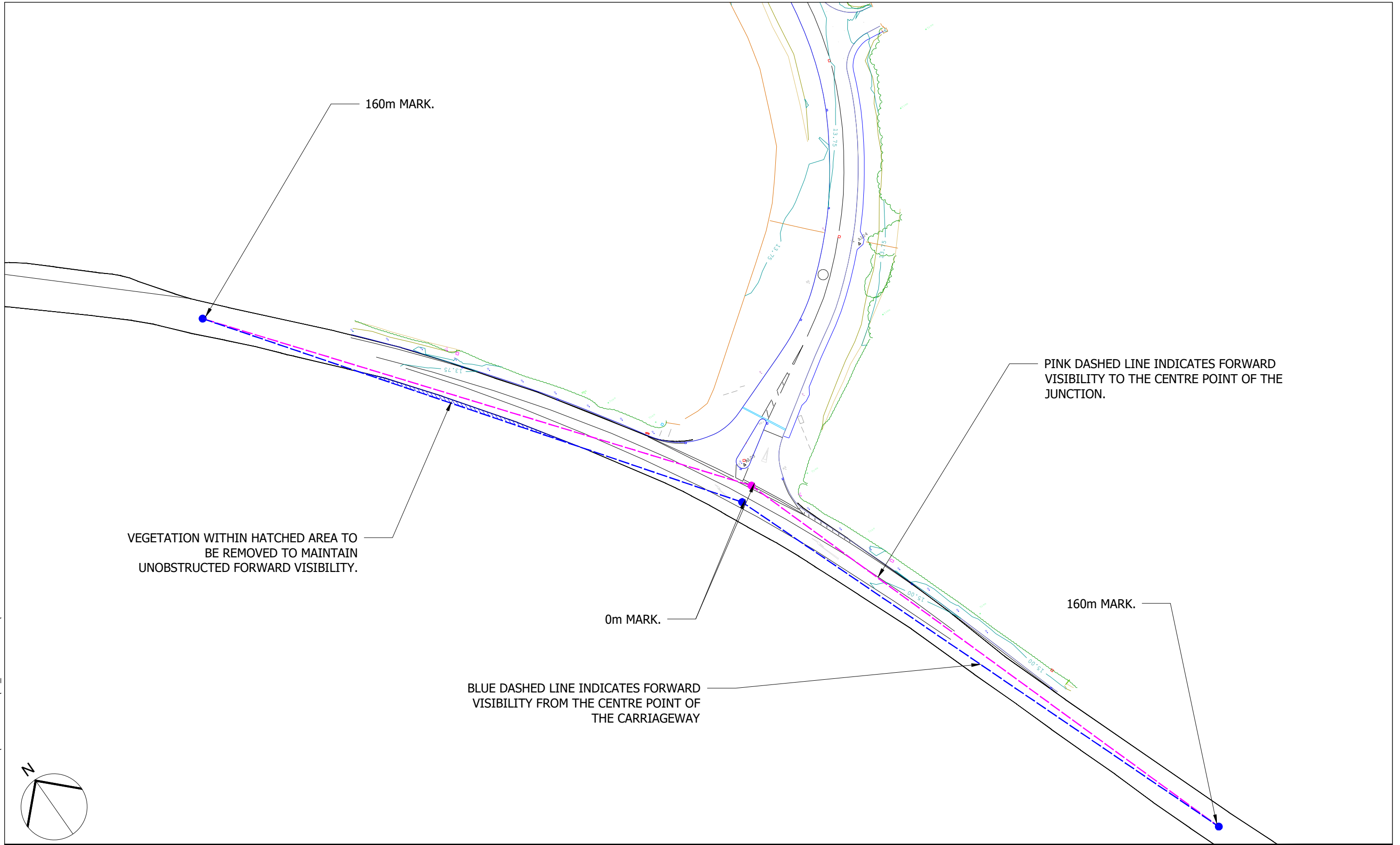


4.5m x 160m VISIBILITY ENVELOPE.
ALL VEGETATION IN PINK HATCHED AREAS TO BE REMOVED
TO PREVENT OBSTRUCTION AND MAINTAIN 160m SPLAY.

Plot Date : 01 February 2023 15:59:22
File Name : \\UKSPRD\GIS\F501\DATA\ARCUS\GIS-CAD\4092 LOUND ASH EXTRACTION\01-WORKING\01_01-DRAWINGS\4092-DR-P-0002_P1

Project Title RETFORD CIRCULAR ECONOMY PROJECT		Drawing Title VISIBILITY SPLAY ASSESSMENT A638 / SITE ACCESS JUNCTION 4.5m SETBACK DISTANCE		Purpose of issue PLANNING		THIS DOCUMENT HAS BEEN PREPARED IN ACCORDANCE WITH THE SCOPE OF ARCUS' APPOINTMENT WITH ITS CLIENT AND IS SUBJECT TO THE TERMS OF THAT APPOINTMENT. ARCUS ACCEPTS NO LIABILITY FOR ANY USE OF THIS DOCUMENT OTHER THAN BY ITS CLIENT AND ONLY FOR THE PURPOSES FOR WHICH IT WAS PREPARED AND PROVIDED		Arcus Consultancy Services 7th Floor 144 West George Street Glasgow, G2 2HG Tel: +44 (0)141 221 9997 Fax: +44 (0)141 221 5610 www.arcusconsulting.co.uk									
Client LOUND HIVE LTD		Scale @ A3 1:1000		<table border="1"> <tr> <td>Designed CR</td> <td>Drawn RC</td> <td>Checked FO</td> <td>Approved FO</td> </tr> <tr> <td colspan="2">Arcus Internal Project No. 4092</td> <td colspan="2">Date 01/02/23</td> </tr> </table>				Designed CR	Drawn RC		Checked FO	Approved FO	Arcus Internal Project No. 4092		Date 01/02/23		<table border="1"> <tr> <td>Drawing Number 4092_DR_P_0004</td> <td>Rev -</td> </tr> </table>
Designed CR	Drawn RC	Checked FO	Approved FO														
Arcus Internal Project No. 4092		Date 01/02/23															
Drawing Number 4092_DR_P_0004	Rev -																

Plot Date : 27 January 2023 09:28:56
 File Name : Y:\CAD\4092 LOUND ASH EXTRACTION\01-WORKING\01_01-DRAWINGS\4092-DR-P-0002



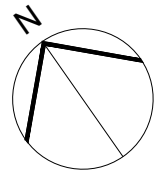
VEGETATION WITHIN HATCHED AREA TO BE REMOVED TO MAINTAIN UNOBSTRUCTED FORWARD VISIBILITY.

PINK DASHED LINE INDICATES FORWARD VISIBILITY TO THE CENTRE POINT OF THE JUNCTION.

0m MARK.

160m MARK.

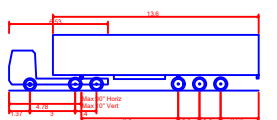
BLUE DASHED LINE INDICATES FORWARD VISIBILITY FROM THE CENTRE POINT OF THE CARRIAGEWAY



Project Title RETFORD CIRCULAR ECONOMY PROJECT		Drawing Title VISIBILITY SPLAY ASSESSMENT A638 / SITE ACCESS JUNCTION FORWARD VISIBILITY		Purpose of issue PLANNING		THIS DOCUMENT HAS BEEN PREPARED IN ACCORDANCE WITH THE SCOPE OF ARCUS' APPOINTMENT WITH ITS CLIENT AND IS SUBJECT TO THE TERMS OF THAT APPOINTMENT. ARCUS ACCEPTS NO LIABILITY FOR ANY USE OF THIS DOCUMENT OTHER THAN BY ITS CLIENT AND ONLY FOR THE PURPOSES FOR WHICH IT WAS PREPARED AND PROVIDED		Arcus Consultancy Services 7th Floor 144 West George Street Glasgow, G2 2HG Tel: +44 (0)141 221 9997 Fax: +44 (0)141 221 5610 www.arcusconsulting.co.uk	
Client LOUND HIVE LTD		Arcus Internal Project No. 4092		Designed CR	Drawn CR	Checked KL	Approved FO	Drawing Number 4092_DR_P_0007	Rev -
		Scale @ A3 1:1000		Date 27/01/23					



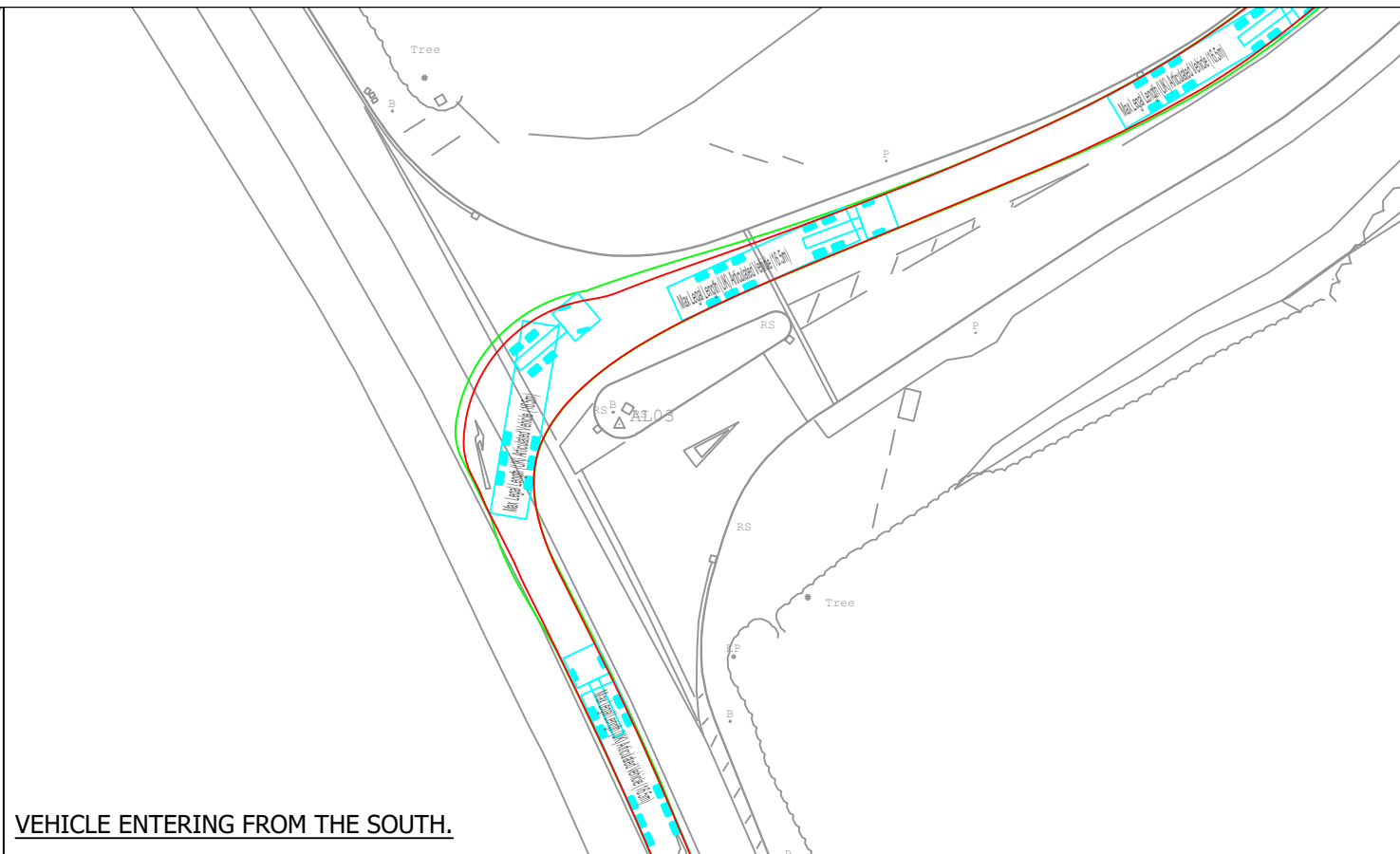
APPENDIX E – SWEPH PATH ANALYSIS



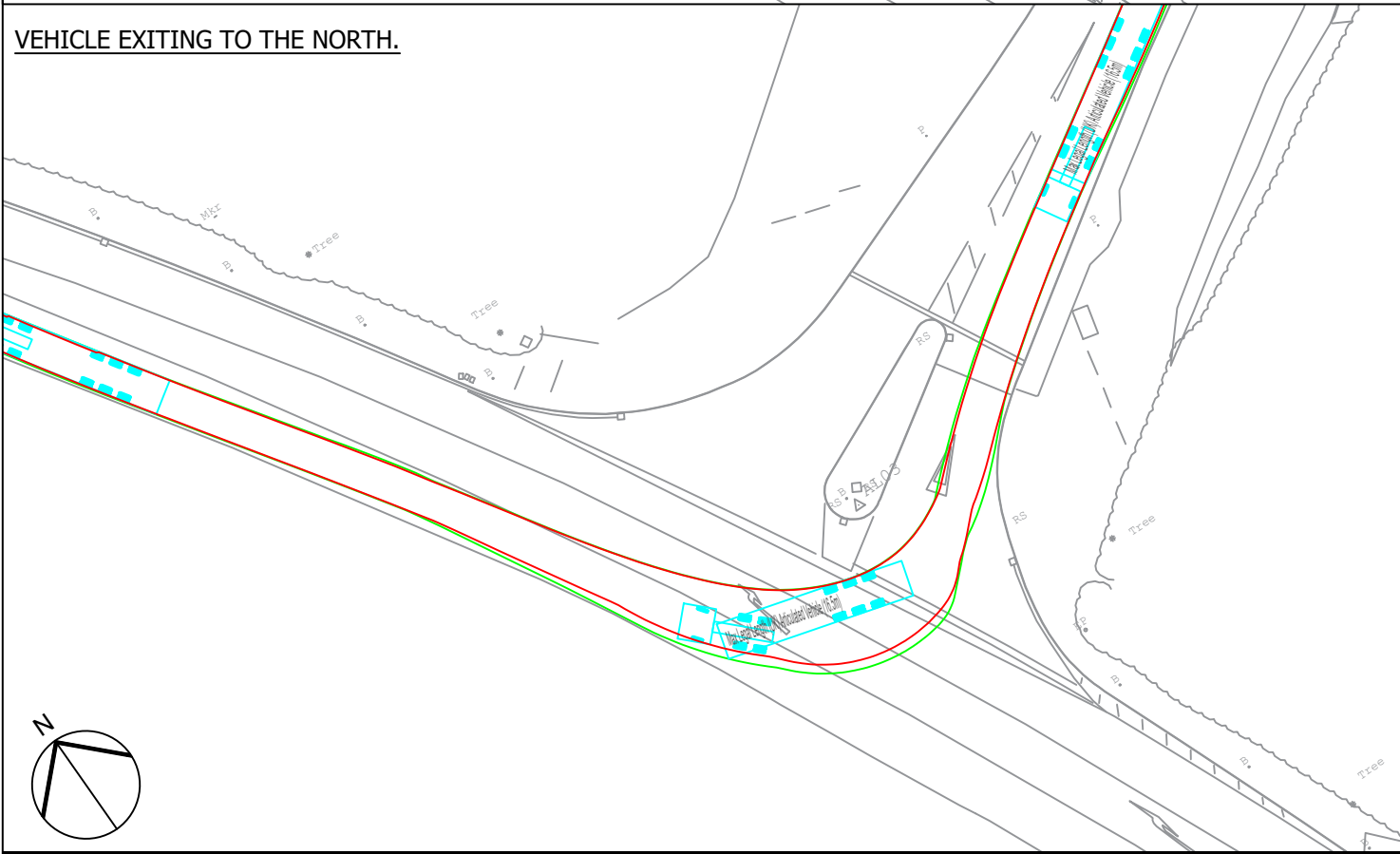
Max Legal Length (UK) Articulated Vehicle (16.5m)
 Overall Length 16.500m
 Overall Width 2.550m
 Overall Body Height 3.281m
 Min Body Ground Clearance 0.411m
 Max Track Width 2.500m
 Lock to lock time 6.00s
 Kerb to Kerb Turning Radius 6.530m



VEHICLE ENTERING FROM THE NORTH.



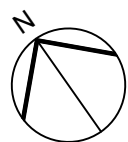
VEHICLE ENTERING FROM THE SOUTH.



VEHICLE EXITING TO THE NORTH.



VEHICLE EXITING TO THE SOUTH.



Plot Date : 01 February 2023 16:19:10
 File Name : \\UKSPRD\GIS\F501\DATA\ARCUS\GIS-CAD\4092 LOUND ASH EXTRACTION\01-WORKING\01_01-DRAWINGS\4092-DR-P-0003_P1

Project Title	RET福德 CIRCULAR ECONOMY PROJECT
Client	LOUND HIVE LTD

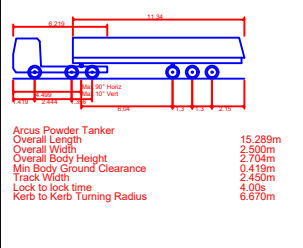
Drawing Title	SWEPT PATH ANALYSIS A638 / SITE ACCESS JUNCTION 16.5m HGV ASSESSMENT
---------------	----------------------------------------------------------------------------

Purpose of issue PRELIMINARY			
Designed CR	Drawn RC	Checked FO	Approved FO
Arcus Internal Project No. 4092		Date 01/02/22	
Scale @ A3 1:500			

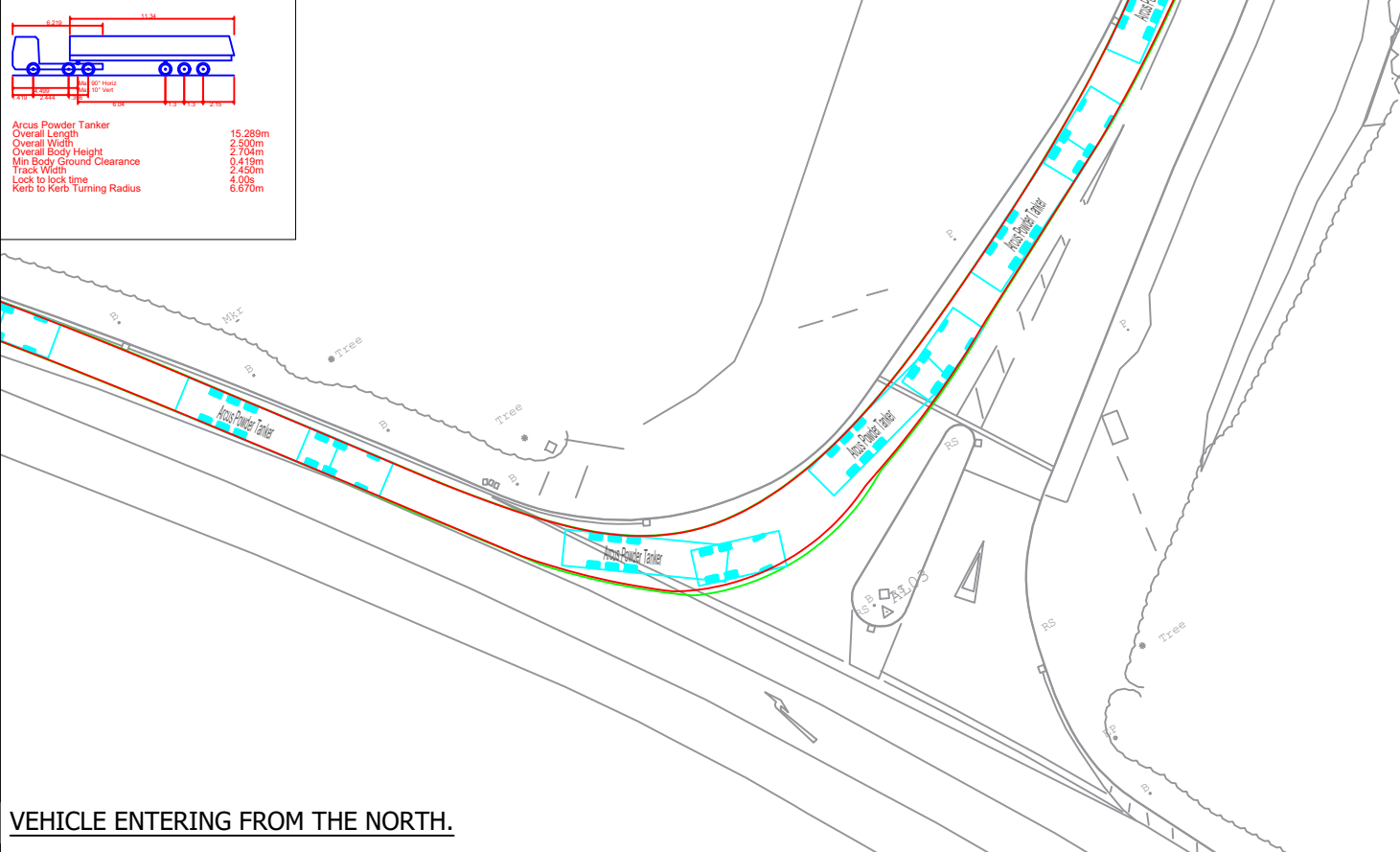
THIS DOCUMENT HAS BEEN PREPARED IN ACCORDANCE WITH THE SCOPE OF ARCUS' APPOINTMENT WITH ITS CLIENT AND IS SUBJECT TO THE TERMS OF THAT APPOINTMENT. ARCUS ACCEPTS NO LIABILITY FOR ANY USE OF THIS DOCUMENT OTHER THAN BY ITS CLIENT AND ONLY FOR THE PURPOSES FOR WHICH IT WAS PREPARED AND PROVIDED	
Drawing Number 4092_DR_P_0005	Rev -

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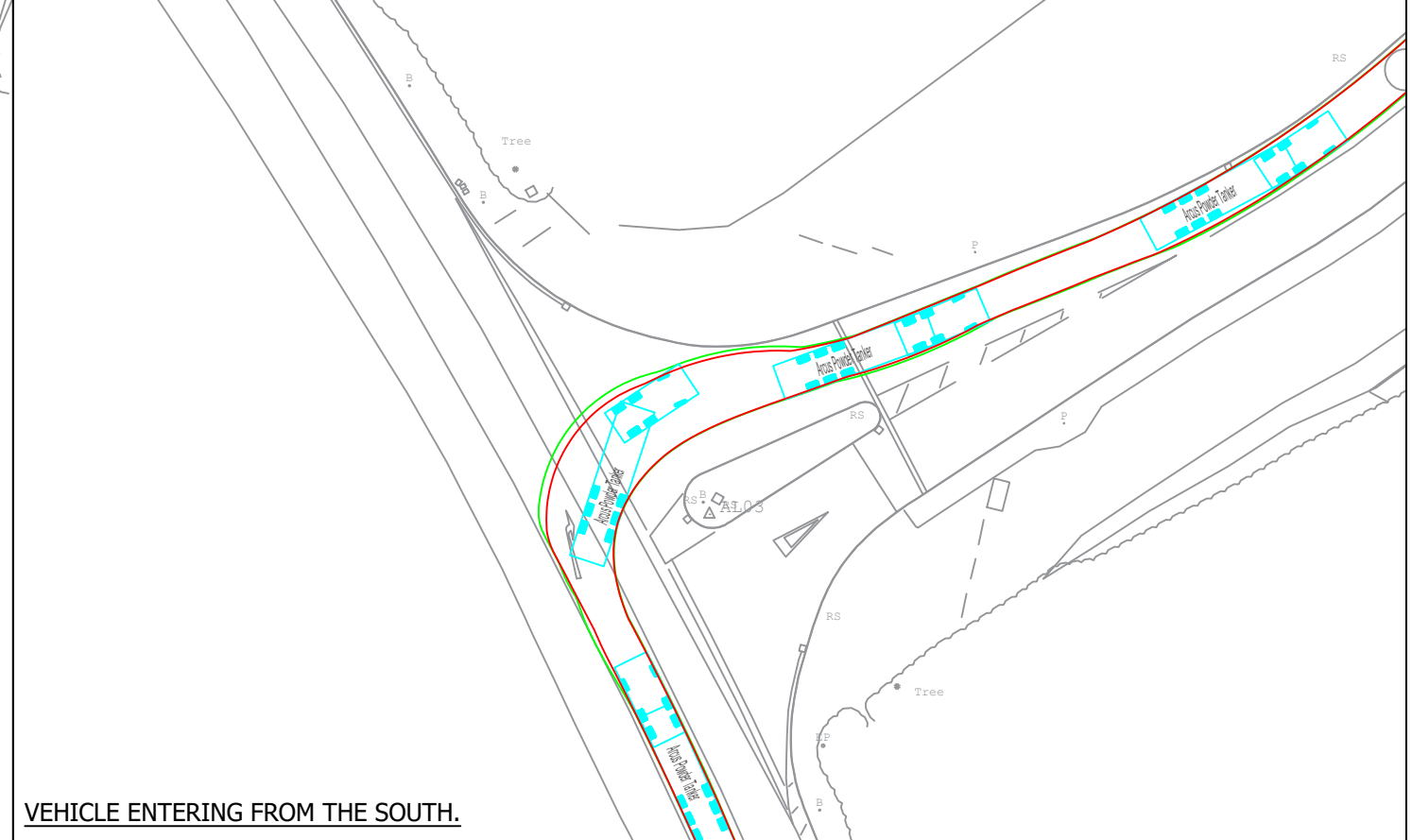




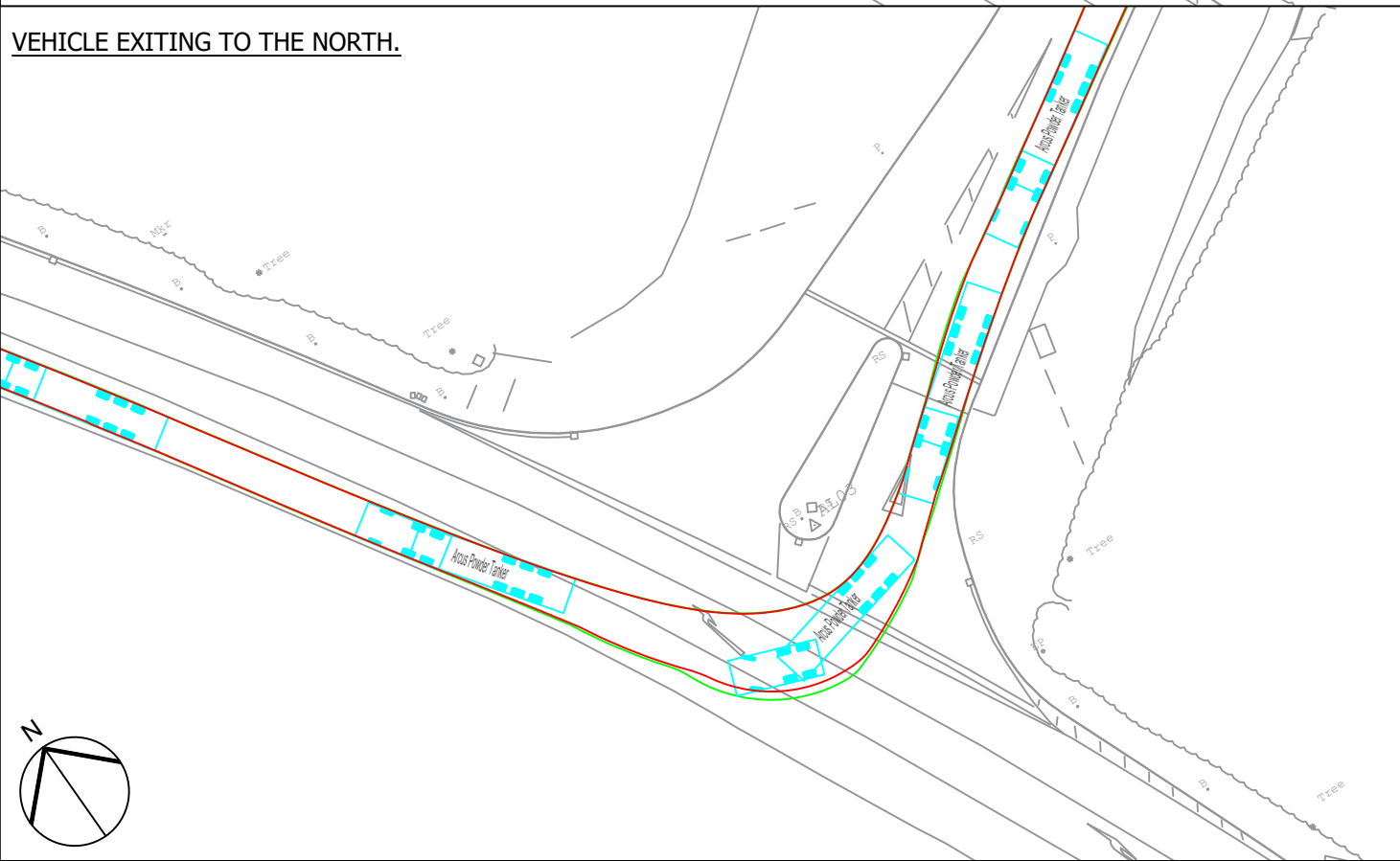
Arcus Powder Tanker
 Overall Length 15.289m
 Overall Width 2.500m
 Overall Body Height 3.704m
 Min Body Ground Clearance 0.419m
 Track Width 2.450m
 Lock to lock time 4.50s
 Kerb to Kerb Turning Radius 6.670m



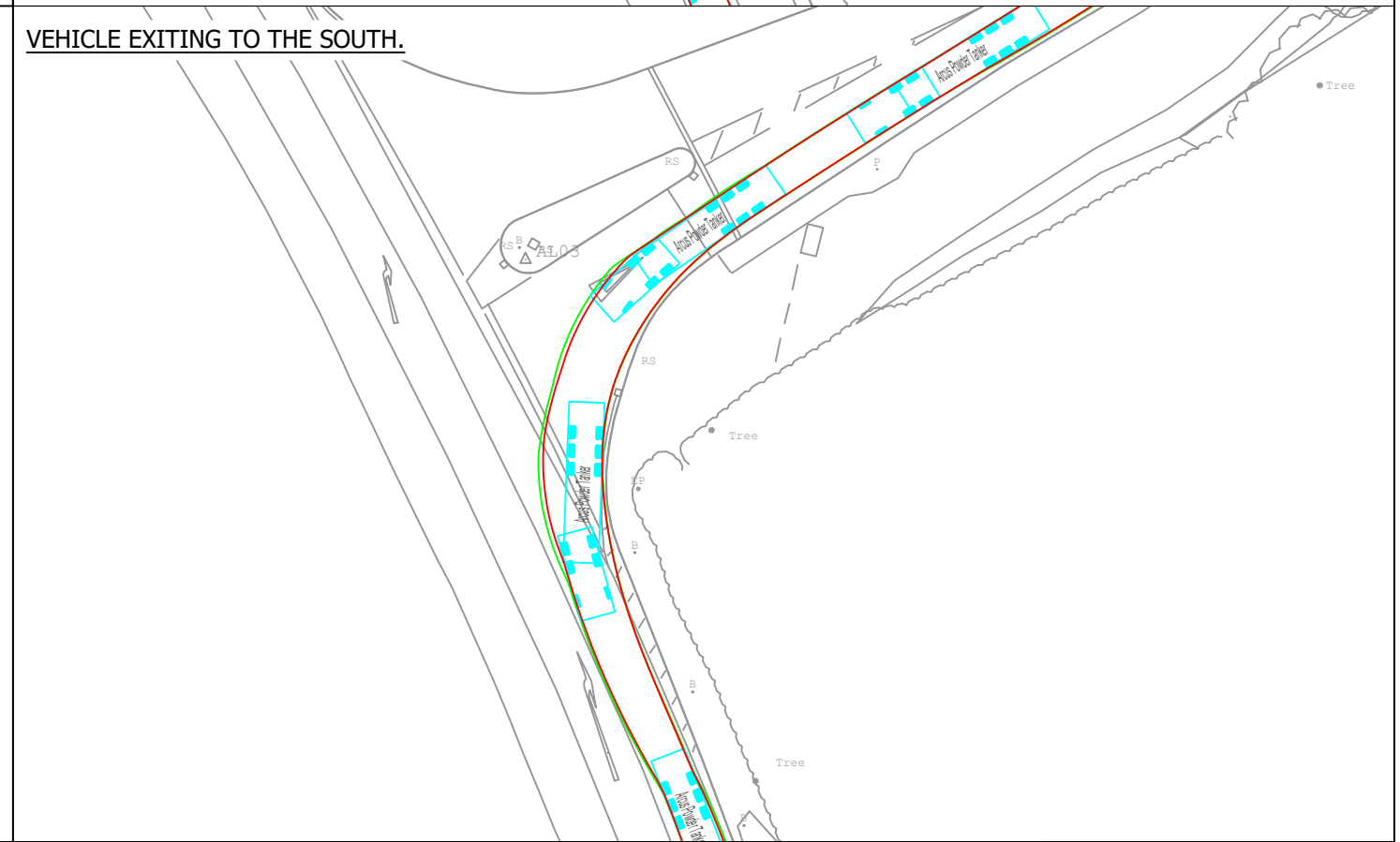
VEHICLE ENTERING FROM THE NORTH.



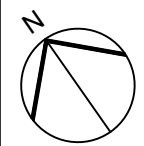
VEHICLE ENTERING FROM THE SOUTH.



VEHICLE EXITING TO THE NORTH.



VEHICLE EXITING TO THE SOUTH.



Plot Date : 01 February 2023 17:10:19
 File Name : \\UKSPRD\GIS\F501\DATA\ARCUS\GIS-CAD\4092 LOUND ASH EXTRACTION\01-WORKING\01_01-DRAWINGS\4092-DR-P-0003_P1

Project Title RETFORD CIRCULAR ECONOMY PROJECT		Drawing Title SWEPT PATH ANALYSIS A638 / SITE ACCESS JUNCTION POWDER TANKER ASSESMENT		Purpose of issue PRELIMINARY		THIS DOCUMENT HAS BEEN PREPARED IN ACCORDANCE WITH THE SCOPE OF ARCUS' APPOINTMENT WITH ITS CLIENT AND IS SUBJECT TO THE TERMS OF THAT APPOINTMENT. ARCUS ACCEPTS NO LIABILITY FOR ANY USE OF THIS DOCUMENT OTHER THAN BY ITS CLIENT AND ONLY FOR THE PURPOSES FOR WHICH IT WAS PREPARED AND PROVIDED		Arcus Consultancy Services 7th Floor 144 West George Street Glasgow, G2 2HG Tel: +44 (0)141 221 9997 Fax: +44 (0)141 221 5610 www.arcusconsulting.co.uk	
Client LOUD HIVE LTD				Designed CR	Drawn RC			Checked FO	Approved FO
				Arcus Internal Project No. 4092		Date 01/02/23		Drawing Number 4092_DR_P_0006	
				Scale @ A3 1:500				Rev -	

APPENDIX F – TRAFFIC COUNT DATA

Lound, Retford ATCS

Report Id 308/22
Site Name Site 1 of 2
Description A638 Great North Road, 95m north of Green Lane
Direction Northbound

Wednesday 29 June 2022

Table with columns: Time, Hourly Totals, 00-15, 15 Minute Bin Drops 15-30, 30-45, 45-00, Cycles, Motor Cycle, Vehicle Classes COBA+ (CAR, LGV, HGV, BUS), MPH 0-6, MPH 6-11, MPH 11-16, MPH 16-21, MPH 21-26, MPH 26-31, MPH 31-36, MPH 36-41, MPH 41-46, MPH 46-51, MPH 51-56, MPH 56-61, MPH 61-150, P-File 85%, Average Speed, Standard deviation.

Thursday 30 June 2022

Time	Hourly Totals	15 Minute Bin Drops				Cycles	Motor Cycle	Vehicle Classes COBA+					Vehicle Speed										P-Tile 85%	Average Speed	Standard deviation		
		00-15	15-30	30-45	45-00			CAR	LGV	HGV	BUS	MPH 0 <6	MPH 6 <11	MPH 11 <16	MPH 16 <21	MPH 21 <26	MPH 26 <31	MPH 31 <36	MPH 36 <41	MPH 41 <46	MPH 46 <51	MPH 51 <56				MPH 56 <61	MPH 61 <150
0000 - 0100	7	1	1	3	2	0	0	7	0	0	0	0	0	0	0	0	0	1	1	2	3	0	0	-	52.9	6.2	
0100 - 0200	2	1	0	0	1	0	0	2	0	0	0	0	0	0	0	0	0	1	0	0	1	0	-	54.9	9.3		
0200 - 0300	2	0	0	2	0	0	0	1	0	1	0	0	0	0	0	0	2	0	0	0	0	0	-	48.3	2.1		
0300 - 0400	5	1	0	4	0	0	0	5	0	0	0	0	0	0	0	1	0	2	1	1	1	0	-	53.8	7.2		
0400 - 0500	11	1	3	0	7	0	1	4	2	4	0	0	0	0	0	1	0	3	6	1	0	0	54.6	49.7	5.4		
0500 - 0600	32	6	8	9	9	1	0	23	5	3	0	0	0	0	0	4	5	7	12	2	1	58	52.6	9.7			
0600 - 0700	87	11	18	20	38	1	3	69	11	3	0	0	0	1	0	3	4	5	16	22	12	14	10	63.6	53.8	10.8	
0700 - 0800	169	35	29	53	52	1	0	133	25	10	0	0	0	1	0	2	8	46	52	44	8	8	58.1	53.1	7.2		
0800 - 0900	182	39	48	50	45	0	0	142	27	12	1	0	0	0	1	2	13	28	70	30	26	8	56.1	48.8	7.1		
0900 - 1000	162	49	45	41	27	0	0	126	26	10	0	0	0	0	1	7	18	56	49	25	1	5	55.8	50.2	6.3		
1000 - 1100	156	36	49	32	39	2	3	113	26	11	1	0	0	1	1	1	11	28	53	35	18	5	2	55.9	48.3	7.4	
1100 - 1200	153	37	31	45	40	2	3	123	13	12	0	0	0	1	1	2	13	36	59	26	9	4	2	52.6	46.7	7.5	
1200 - 1300	142	28	36	41	37	2	2	111	12	14	1	0	0	1	2	0	1	9	26	50	29	17	5	2	56	48.3	8
1300 - 1400	179	38	53	46	42	2	3	132	27	14	1	0	0	0	2	3	1	9	41	59	36	21	3	4	55.2	48.1	7.5
1400 - 1500	183	45	45	50	43	0	4	139	22	16	2	0	0	0	0	1	7	34	72	42	16	6	5	54.9	49.2	6.6	
1500 - 1600	174	42	38	60	34	0	0	133	24	16	1	0	0	0	0	5	5	39	71	28	16	7	3	55.2	48.5	7	
1600 - 1700	202	41	52	46	63	1	1	162	31	7	0	0	0	1	0	0	1	12	27	76	45	30	3	7	56.2	49.6	6.9
1700 - 1800	210	62	51	55	42	2	5	186	15	2	0	0	0	1	1	0	2	21	62	57	51	9	6	58.4	51.9	6.7	
1800 - 1900	175	50	49	42	34	2	1	155	13	3	1	0	0	0	2	0	8	5	42	59	28	19	12	40.6	53.2	9.5	
1900 - 2000	124	46	33	24	21	1	1	105	12	5	0	0	0	0	1	0	0	7	37	38	25	7	9	59.2	53.2	7.9	
2000 - 2100	69	17	13	14	25	0	3	59	7	0	0	0	0	0	0	0	4	17	20	17	4	7	60.2	54.6	8.9		
2100 - 2200	55	15	13	15	12	0	0	50	4	1	0	0	0	0	0	1	4	20	16	9	4	1	38.1	52.4	7.3		
2200 - 2300	23	7	8	4	4	0	1	20	2	0	0	0	0	0	0	0	2	3	4	7	3	3	65.6	55.6	9.5		
2300 - 0000	12	1	4	3	4	0	0	11	1	0	0	0	0	0	0	0	4	4	4	3	0	1	58.6	53.4	6.1		
0700 - 1900	2487	502	526	561	498	14	22	1655	261	127	8	0	0	6	10	7	15	96	311	716	488	301	78	59	56.5	49.7	7.6
0600 - 2000	2422	591	603	634	594	16	29	1938	295	136	8	0	0	8	10	7	18	101	331	806	584	364	107	86	57.2	50.3	7.9
0600 - 0000	2457	599	615	641	602	16	30	1969	298	136	8	0	0	8	10	7	19	101	333	813	592	374	110	90	57.2	50.3	7.9
0000 - 0000	2516	609	627	659	621	17	31	2011	305	144	8	0	0	9	10	7	19	102	339	825	609	391	114	91	57.3	50.4	7.9

Friday 01 July 2022

Time	Hourly Totals	15 Minute Bin Drops				Cycles	Vehicle Classes COBA+					Vehicle Speed										P-Tile 85%	Average Speed	Standard deviation			
		00-15	15-30	30-45	45-00		Motor Cycle	CAR	LGV	HGV	BUS	MPH 0 <6	MPH 6 <11	MPH 11 <16	MPH 16 <21	MPH 21 <26	MPH 26 <31	MPH 31 <36	MPH 36 <41	MPH 41 <46	MPH 46 <51				MPH 51 <56	MPH 56 <61	MPH 61 <150
0000 - 0100	9	3	3	3	0	0	7	1	1	0	0	0	0	0	0	0	0	3	2	1	3	0	-	54.6	7.3		
0100 - 0200	7	1	1	3	2	0	5	2	0	0	0	0	0	0	0	0	1	3	2	0	1	-	55.3	7			
0200 - 0300	3	1	0	2	0	0	3	0	0	0	0	0	0	0	1	0	1	0	0	1	0	-	52.2	14.8			
0300 - 0400	4	3	1	0	0	0	4	0	0	0	0	0	0	0	2	0	1	0	1	0	1	-	51.8	9.6			
0400 - 0500	9	1	3	1	4	0	7	0	2	0	0	0	0	0	2	1	3	2	0	1	-	53	8.3				
0500 - 0600	31	3	11	9	8	0	25	6	0	0	0	0	0	1	0	0	7	6	9	2	5	67.4	56.1	11			
0600 - 0700	71	12	12	21	26	1	59	4	4	0	0	1	0	1	0	1	14	19	15	4	9	62.6	53.8	10.8			
0700 - 0800	163	23	33	53	44	0	133	22	7	0	0	0	1	0	2	9	36	60	30	17	8	60.5	53.4	7.4			
0800 - 0900	179	52	40	46	41	0	141	27	8	1	0	1	0	0	1	4	15	50	61	32	8	57.7	51.7	7.4			
0900 - 1000	144	25	27	44	48	0	110	22	12	0	0	0	0	0	9	23	32	53	17	4	6	56.4	50.7	7.2			
1000 - 1100	146	46	30	35	35	0	112	22	10	2	0	0	0	0	4	33	60	31	10	5	3	53.9	48.9	5.9			
1100 - 1200	164	45	36	36	47	2	135	17	7	1	0	1	1	0	0	14	30	54	41	18	4	54.7	48.3	7			
1200 - 1300	186	46	57	37	46	1	146	22	15	2	1	0	0	0	5	53	68	36	14	6	3	53.7	48.2	6.6			
1300 - 1400	209	47	49	57	56	3	1	166	22	15	2	0	1	2	1	0	11	44	81	48	14	6	1	54.1	47.8	6.9	
1400 - 1500	201	44	56	57	44	2	1	161	26	10	1	0	0	2	0	1	3	42	80	46	21	4	2	54.4	48.7	6.5	
1500 - 1600	201	44	52	61	44	1	3	151	30	15	1	0	0	2	0	5	3	39	61	58	24	3	6	56	49.4	8.2	
1600 - 1700	223	52	49	70	52	0	2	190	25	5	1	0	0	0	1	7	5	32	66	67	32	7	6	56.5	50.1	7.1	
1700 - 1800	169	43	42	47	37	0	0	154	14	0	1	0	0	0	0	13	44	64	27	10	11	59.1	53.3	7.8			
1800 - 1900	124	38	38	25	23	0	0	107	12	5	0	0	0	0	0	6	5	27	37	37	6	6	58.2	53.3	7.2		
1900 - 2000	86	23	28	19	16	0	1	70	14	1	0	0	0	0	0	5	17	30	21	5	8	61.3	54.5	8.3			
2000 - 2100	51	18	11	9	13	0	0	44	5	2	0	0	0	0	0	6	10	12	10	8	5	62.3	54.7	8.9			
2100 - 2200	44	14	11	10	9	0	0	44	0	0	0	0	0	0	0	6	8	11	8	5	6	63.8	54.9	10.1			
2200 - 2300	32	6	12	6	8	0	1	29	2	0	0	0	0	0	0	1	6	11	6	2	3	3	63.7	51.8	8.3		
2300 - 0000	16	3	5	5	3	0	0	13	3	0	0	0	0	0	1	1	2	3	4	4	4	1	64	55.1	8		
0700 - 1900	2109	515	509	568	517	9	12	1706	261	109	12	1	3	7	2	1	14	66	338	659	602	276	80	60	56.4	50.2	7.4
0600 - 2000	2361	582	571	627	581	10	16	1922	284	116	12	1	3	8	2	2	14	67	362	708	674	330	102	88	57	50.6	7.7
0600 - 0000	2409	591	588	638	592	10	17	1965	289	116	12	1	3	8	2	2	14	69	369	721	683	336	109	92	57.1	50.7	7.7
0000 - 0000	2472	603	607	656	606	10	17	2016	298	119	12	1	3	8	2	3	14	70	374	734	698	350	115	100	57.3	50.8	7.8

Saturday 02 July 2022

Time	Hourly Totals	15 Minute Bin Drops				Cycles	Motor Cycle	Vehicle Classes COBA+					Vehicle Speed										P-Tile 85%	Average Speed	Standard deviation		
		00-15	15-30	30-45	45-00			CAR	LGV	HGV	BUS	MPH 0 <6	MPH 6 <11	MPH 11 <16	MPH 16 <21	MPH 21 <26	MPH 26 <31	MPH 31 <36	MPH 36 <41	MPH 41 <46	MPH 46 <51	MPH 51 <56				MPH 56 <61	MPH 61 <150
0000 - 0100	16	2	7	4	3	0	0	14	2	0	0	0	0	0	0	0	1	2	2	2	2	2	65.4	57	7.7		
0100 - 0200	3	3	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	2	1	0	0	-	53.6	4.8			
0200 - 0300	5	1	1	2	1	0	0	2	2	1	0	0	0	0	0	1	1	0	1	2	0	-	54.2	9.6			
0300 - 0400	4	0	3	0	1	0	0	4	0	0	0	0	0	0	0	0	0	2	2	0	0	-	54.2	2.7			
0400 - 0500	6	3	0	1	2	0	0	6	0	0	0	0	0	0	0	0	0	4	1	1	0	-	54.7	3.7			
0500 - 0600	15	3	4	5	3	0	2	9	4	0	0	0	0	0	0	2	3	7	1	1	1	59.9	53	9.8			
0600 - 0700	20	4	4	6	6	0	0	17	1	2	0	0	0	0	0	0	5	4	5	4	2	63.9	55.8	6.8			
0700 - 0800	55	7	12	12	24	0	0	51	2	2	0	0	0	0	0	7	13	11	12	6	6	62.7	53.9	7.6			
0800 - 0900	86	15	27	20	24	0	0	64	17	4	1	0	0	0	1	3	24	25	14	9	7	62.4	53.5	9.1			
0900 - 1000	147	30	42	27	48	1	0	123	20	2	1	0	0	1	2	18	38	48	30	3	6	56.8	51.3	6.8			
1000 - 1100	177	44	41	46	46	0	0	150	23	4	0	0	0	0	4	30	69	45	17	6	6	55.5	49.9	6.2			
1100 - 1200	201	52	50	55	44	2	3	176	16	4	0	0	1	3	0	10	39	66	47	18	10	56.3	49.3	8.4			
1200 - 1300	203	67	44	36	56	3	4	169	20	7	0	0	0	2	1	0	0	3	44	61	54	27	4	7	56.1	49.4	7.1
1300 - 1400	178	42	44	51	41	1	3	156	14	4	0	0	1	0	0	1	5	19	68	55	21	4	4	55.5	50.4	8.2	
1400 - 1500	160	43	40	39	38	0	2	146	10	1	1	0	1	0	0	1	6	26	52	41	15	11	7	57.2	50.4	8.5	
1500 - 1600	170	39	44	49	38	1	7	143	16	3	0	0	0	0	1	3	27	48	52	27	9	2	57.2	50.7	6.5		
1600 - 1700	152	41	44	30	37	1	2	131	14	4	0	0	1	1	0	0	6	28	48	31	27	4	6	57.2	49.9	8.1	
1700 - 1800	162	50	37	32	43	0	0	141	16	4	1	0	1	0	1	7	22	69	29	20	8	4	56.8	49.7	8		
1800 - 1900	118	26	37	36	19	0	0	104	12	2	0	0	0	0	0	6	16	29	31	19	6	111	60	52.5	9		
1900 - 2000	71	19	24	15	13	0	1	63	5	2	0	0	0	0	0	7	18	20	18	4	4	58.9	53.3	7			
2000 - 2100	55	17	8	12	18	0	1	47	7	0	0	0	0	0	0	3	6	8	15	11	9	3	62	53.5	8.3		
2100 - 2200	42	12	11	12	7	0	0	37	4	1	0	0	0	0	1	1	11	8	9	7	2	3	59.9	52.5	12.7		
2200 - 2300	46	10	12	13	11	0	0	38	7	1	0	0	0	0	1	8	14	11	10	1	1	57.3	50.6	6.5			
2300 - 0000	34	13	10	2	9	0	0	32	2	0	0	0	0	0	1	6	16	5	3	3	0	56.8	49.5	5.8			
0700 - 1900	1809	458	462	433	458	9	21	1554	180	41	4	0	3	6	5	2	5	55	279	585	469	247	80	73	56.8	50.5	7.8
0600 - 2000	1997	508	509	478	502	9	23	1718	197	46	4	0	3	6	5	2	6	59	303	624	517	288	99	85	57.3	50.8	8
0600 - 0000	2077	531	531	493	522	9	23	1788	206	47	4	0	3	6	5	2	6	61	317	654	533	301	103	86	57.3	50.8	7.9
0000 - 0000	2126	543	546	505	532	9	25	1826	214	48	4	0	3	6	5	2	6	61	321	660	550	314	109	89	57.3	50.8	7.9

Sunday 03 July 2022

Time	Hourly Totals	15 Minute Bin Drops				Cycles	Vehicle Classes COBA+					Vehicle Speed										P-Tile 85%	Average Speed	Standard deviation			
		00-15	15-30	30-45	45-00		Motor Cycle	CAR	LGV	HGV	BUS	MPH 0 <6	MPH 6 <11	MPH 11 <16	MPH 16 <21	MPH 21 <26	MPH 26 <31	MPH 31 <36	MPH 36 <41	MPH 41 <46	MPH 46 <51				MPH 51 <56	MPH 56 <61	MPH 61 <150
0000 - 0100	17	4	7	4	2	0	0	13	3	1	0	0	0	0	0	1	2	2	6	3	1	2	63.1	53.2	9.7		
0100 - 0200	11	2	6	3	0	0	0	5	4	1	1	0	0	0	0	1	2	2	2	1	0	3	70	53.7	12.2		
0200 - 0300	11	3	4	1	3	0	0	6	4	1	0	0	0	0	0	2	1	2	3	3	0	0	56.6	48.9	7.2		
0300 - 0400	6	3	4	0	0	0	0	5	0	1	0	0	0	0	0	0	2	3	0	1	0	0	-	52.6	5.5		
0400 - 0500	4	2	1	0	1	0	0	3	1	0	0	0	0	0	0	1	0	1	1	0	0	1	-	53	12.1		
0500 - 0600	13	3	3	4	3	0	0	9	4	0	0	0	0	0	0	3	2	2	5	0	1	59.7	53.5	9			
0600 - 0700	18	3	6	4	5	0	0	16	1	1	0	0	0	0	0	2	4	4	4	3	1	61.2	53.8	6.7			
0700 - 0800	34	1	11	6	16	0	0	27	6	1	0	0	0	0	0	3	17	6	7	1	0	56.9	50.6	5.1			
0800 - 0900	54	16	8	21	9	2	1	45	5	1	0	0	0	1	1	0	0	1	15	5	6	40.1	51.1	9.6			
0900 - 1000	115	22	21	34	38	3	3	97	12	0	0	0	1	2	0	2	21	41	24	14	4	56.5	49.7	9.2			
1000 - 1100	162	35	32	41	54	2	3	141	15	1	0	0	0	2	0	1	29	57	37	25	6	56.5	50.3	7.9			
1100 - 1200	156	41	40	39	45	3	2	134	12	5	0	0	0	1	3	2	1	2	26	49	41	18	57	49.5	8.7		
1200 - 1300	142	36	40	30	36	0	1	122	16	3	0	0	0	0	0	1	5	16	47	48	15	7	56.3	50.3	6		
1300 - 1400	161	45	46	30	40	0	3	142	14	2	0	0	0	0	0	8	20	51	44	21	11	6	58	51.3	7.8		
1400 - 1500	158	39	43	43	33	1	5	134	16	2	0	0	0	1	0	1	8	26	53	32	22	10	5	57.8	50.2	8.4	
1500 - 1600	133	41	20	34	38	1	3	113	14	2	0	0	0	1	0	0	6	12	34	42	23	9	6	57.9	51.5	7.9	
1600 - 1700	118	28	27	37	26	0	1	98	16	3	0	0	0	0	0	1	17	31	39	20	2	7	58.1	51.9	8.2		
1700 - 1800	109	33	36	18	22	1	0	95	12	1	0	0	0	0	0	3	10	24	35	26	8	2	58.2	52	7.5		
1800 - 1900	84	13	31	15	25	0	2	73	8	0	1	0	0	0	0	0	6	18	25	19	7	9	61.6	54.5	7.7		
1900 - 2000	68	17	13	19	19	0	1	62	5	0	0	0	0	0	0	0	4	20	24	10	5	5	60.6	53.6	8.4		
2000 - 2100	52	13	22	7	10	0	3	45	4	0	0	0	0	0	0	0	7	12	13	9	3	8	65.8	55.9	13.1		
2100 - 2200	37	7	12	11	7	0	0	33	3	1	0	0	0	0	0	1	6	6	13	7	2	2	58.6	53	9.5		
2200 - 2300	19	7	5	3	4	0	0	18	1	0	0	0	0	0	0	1	3	1	7	5	1	1	57.7	52.3	7.8		
2300 - 0000	12	3	5	2	2	0	0	10	0	2	0	0	0	0	0	2	3	3	3	2	2	0	62.1	52.1	6.2		
0700 - 1900	1426	350	355	339	382	13	24	1221	146	21	1	0	2	8	4	3	4	36	187	443	388	215	78	58	57.6	50.9	8
0600 - 2000	1601	390	408	380	423	13	28	1377	159	23	1	0	2	8	4	3	4	37	206	485	442	245	91	74	57.9	51.3	8.4
0600 - 0000	1632	400	418	385	429	13	28	1405	160	25	1	0	2	8	4	3	4	38	211	489	452	252	94	75	57.9	51.3	8.3
0000 - 0000	1694	417	442	397	438	13	28	1446	176	29	2	0	2	8	4	3	4	43	219	500	469	264	96	82	58	51.3	8.4

Monday 04 July 2022

Table with columns: Time, Hourly Totals, 15 Minute Bin Drops (00-15, 15-30, 30-45, 45-00), Cycles, Motor Cycle, Vehicle Classes COBA+ (CAR, LGV, HGV, BUS), Vehicle Speed (MPH 0-6, <11, <16, <21, <26, <31, <36, <41, <46, <51, <56, <61, <150), P-Title 85%, Average Speed, Standard deviation.

Tuesday 05 July 2022

Table with columns: Time, Hourly Totals, 15 Minute Bin Drops (00-15, 15-30, 30-45, 45-00), Cycles, Motor Cycle, Vehicle Classes COBA+ (CAR, LGV, HGV, BUS), Vehicle Speed (MPH 0-6, <11, <16, <21, <26, <31, <36, <41, <46, <51, <56, <61, <150), P-Title 85%, Average Speed, Standard deviation.

Virtual Day (7.00)

Table with columns: Time, Hourly Totals, 15 Minute Bin Drops (00-15, 15-30, 30-45, 45-00), Cycles, Motor Cycle, Vehicle Classes COBA+ (CAR, LGV, HGV, BUS), Vehicle Speed (MPH 0-6, <11, <16, <21, <26, <31, <36, <41, <46, <51, <56, <61, <150), P-Title 85%, Average Speed, Standard deviation.

Virtual Week (1.00)

Time	Hourly Totals	00-15	15 Minute Bin Drops		45-00	Cycles	Motor Cycle	Vehicle Classes COBA+					Vehicle Speed										P-Tile 85%	Average Speed	Standard deviation		
			15-30	30-45				CAR	LGV	HGV	BUS	MPH 0 <6	MPH 6 <11	MPH 11 <16	MPH 16 <21	MPH 21 <26	MPH 26 <31	MPH 31 <36	MPH 36 <41	MPH 41 <46	MPH 46 <51	MPH 51 <56				MPH 56 <61	MPH 61 <150
Mon	2233	545	525	581	582	11	22	1791	253	148	8	0	3	9	1	6	20	77	383	688	581	279	111	75	56.9	50.1	7.6
Tue	2334	640	659	602	623	25	22	2015	313	142	7	0	12	14	4	6	24	111	431	772	621	331	121	77	56.9	49.7	8.3
Wed	2367	568	564	646	589	5	12	1899	299	144	8	0	0	2	4	6	24	60	341	726	645	351	115	93	57.2	50.8	7.3
Thu	2516	609	627	659	621	17	31	2011	305	144	8	0	0	9	10	7	19	102	339	825	609	391	114	91	57.3	50.4	7.9
Fri	2472	603	607	656	606	10	17	2016	298	119	12	1	3	8	2	3	14	70	374	734	696	350	115	100	57.3	50.8	7.8
Sat	2126	543	546	505	532	9	25	1826	214	48	4	0	3	6	5	2	6	61	321	660	550	314	109	89	57.3	50.8	7.9
Sun	1694	417	442	397	438	13	28	1446	176	29	2	0	2	8	4	3	4	43	219	500	469	264	96	82	58	51.3	8.4
15932	3925	3970	4046	3991	90	157	13004	1858	774	49	1	23	56	30	33	111	524	2408	4905	4173	2280	781	607	57.3	50.5	7.9	

Total

Time	Hourly Totals	00-15	15 Minute Bin Drops		45-00	Cycles	Motor Cycle	Vehicle Classes COBA+					Vehicle Speed										P-Tile 85%	Average Speed	Standard deviation	
			15-30	30-45				CAR	LGV	HGV	BUS	MPH 0 <6	MPH 6 <11	MPH 11 <16	MPH 16 <21	MPH 21 <26	MPH 26 <31	MPH 31 <36	MPH 36 <41	MPH 41 <46	MPH 46 <51	MPH 51 <56				MPH 56 <61
15932	3925	3970	4046	3991	90	157	13004	1858	774	49	1	23	56	30	33	111	524	2408	4905	4173	2280	781	607	57.3	50.5	7.9



Thursday 30 June 2022

Time	Hourly Totals	15 Minute Bin Drops				Cycles	Vehicle Classes COBA+					Vehicle Speed										P-Tile 85%	Average Speed	Standard deviation			
		00-15	15-30	30-45	45-00		Motor Cycle	CAR	LGV	HGV	BUS	MPH 0 <6	MPH 6 <11	MPH 11 <16	MPH 16 <21	MPH 21 <26	MPH 26 <31	MPH 31 <36	MPH 36 <41	MPH 41 <46	MPH 46 <51				MPH 51 <56	MPH 56 <61	MPH 61 <150
0000 - 0100	5	1	0	1	3	0	0	3	2	0	0	0	0	0	0	0	1	0	1	2	0	0	-	49.3	9.4		
0100 - 0200	8	2	0	2	4	0	0	7	0	1	0	0	0	0	0	0	1	1	4	2	0	0	-	51.2	4.8		
0200 - 0300	4	1	1	0	2	0	0	4	0	0	0	0	0	0	0	0	0	1	1	0	2	-	64.7	12			
0300 - 0400	5	1	1	2	1	0	1	3	1	0	0	0	0	0	0	0	1	2	1	0	1	-	54.7	8.4			
0400 - 0500	2	0	0	0	2	0	0	0	1	1	0	0	0	0	0	0	1	0	0	1	0	-	53.8	10.2			
0500 - 0600	35	11	7	6	11	0	2	21	10	2	0	0	0	0	0	5	10	12	5	3	61.4	56.7	7.9				
0600 - 0700	54	5	9	17	23	0	0	38	13	3	0	0	0	0	5	3	7	16	10	6	7	63	53.8	8.7			
0700 - 0800	165	23	43	38	61	0	1	98	46	17	3	0	0	0	2	19	46	41	29	16	10	60.4	52.8	8.6			
0800 - 0900	183	51	52	41	39	0	1	121	42	17	2	0	0	0	1	35	42	49	37	13	6	58.5	51.6	6.7			
0900 - 1000	154	42	34	44	34	0	0	109	28	17	0	0	0	0	3	6	20	51	44	16	8	6	56.2	50.5	7		
1000 - 1100	159	36	47	37	39	1	0	111	32	14	1	0	0	1	3	10	38	62	25	13	5	1	53.7	47.3	6.7		
1100 - 1200	157	33	41	45	38	0	0	105	29	22	1	0	0	0	2	1	11	27	43	31	6	5	57.2	49.9	7.3		
1200 - 1300	163	49	39	38	37	0	0	112	31	18	2	0	0	0	0	14	40	51	40	14	3	1	54.4	48.2	6		
1300 - 1400	145	31	36	37	41	0	3	80	44	17	1	0	0	0	3	8	5	19	45	33	19	6	7	56.5	49.3	8.6	
1400 - 1500	171	39	40	47	45	0	5	113	36	16	1	0	0	1	0	8	31	53	41	16	10	10	58.3	50.7	9.4		
1500 - 1600	171	38	44	36	53	0	0	122	35	14	0	0	0	0	1	0	5	24	49	51	32	7	2	56.5	50.6	6.2	
1600 - 1700	187	45	40	50	52	0	0	132	44	10	1	0	0	0	3	4	5	16	51	58	32	9	9	57.3	51.2	8.2	
1700 - 1800	198	56	57	49	36	0	1	144	48	5	0	0	0	0	1	11	22	42	44	50	21	7	59.7	52.5	7.4		
1800 - 1900	156	38	40	42	36	1	3	120	30	2	0	0	0	0	1	13	34	51	23	13	20	63.3	54.7	9.8			
1900 - 2000	127	33	39	28	27	0	2	93	26	6	0	0	0	0	0	1	21	29	32	20	8	16	62.3	53.7	9.2		
2000 - 2100	107	22	34	15	36	0	1	83	19	4	0	0	0	0	0	4	13	17	30	26	12	5	60.2	53.6	9.8		
2100 - 2200	71	19	19	17	16	0	0	56	15	0	0	0	0	0	1	1	7	14	21	12	8	7	63.3	54.7	9.7		
2200 - 2300	28	2	12	4	10	0	1	20	6	1	0	0	0	0	0	1	2	2	13	3	2	5	68	55.4	9.5		
2300 - 0000	19	7	7	3	2	0	0	14	5	0	0	0	0	0	0	0	3	3	7	3	3	3	66.8	58.8	9.7		
0700 - 1900	2309	481	513	504	511	2	14	1367	446	169	12	0	0	3	0	11	22	79	304	569	508	312	117	84	57.8	50.8	7.9
0600 - 2000	2368	540	614	581	613	2	17	1637	518	182	12	0	0	3	0	11	23	90	348	636	607	380	151	119	58.5	51.3	8.2
0600 - 0000	2415	569	633	588	625	2	18	1671	529	183	12	0	0	3	0	11	23	91	350	641	623	390	156	127	58.6	51.4	8.3
0000 - 0000	2474	585	642	599	648	2	21	1709	543	187	12	0	0	3	0	11	23	92	352	649	641	408	162	133	58.7	51.5	8.3

Friday 01 July 2022

Time	Hourly Totals	15 Minute Bin Drops				Cycles	Motor Cycle	Vehicle Classes COBA+					Vehicle Speed											P-Tile 85%	Average Speed	Standard deviation	
		00-15	15-30	30-45	45-00			CAR	LGV	HGV	BUS	MPH 0 <6	MPH 6 <11	MPH 11 <16	MPH 16 <21	MPH 21 <26	MPH 26 <31	MPH 31 <36	MPH 36 <41	MPH 41 <46	MPH 46 <51	MPH 51 <56	MPH 56 <61				MPH 61 <150
0000 - 0100	7	4	0	1	2	0	0	4	3	0	0	0	0	0	0	0	0	3	2	1	0	0	-	47.4	9		
0100 - 0200	9	4	3	2	0	0	0	9	3	0	0	0	0	0	0	0	2	1	3	2	1	-	58.5	9.4			
0200 - 0300	4	0	3	1	0	0	0	2	2	0	0	0	0	0	0	0	1	0	2	0	1	-	60.9	13.5			
0300 - 0400	5	1	2	2	0	0	0	2	3	0	0	0	0	0	1	0	2	0	0	0	1	-	53.4	14.9			
0400 - 0500	10	2	2	2	4	0	1	4	4	1	0	0	0	0	0	3	4	0	1	2	-	54.1	7.9				
0500 - 0600	28	3	11	4	10	0	0	16	11	0	1	0	0	0	2	5	9	8	2	2	60	54.3	6.3				
0600 - 0700	58	12	10	16	20	2	0	43	11	2	0	0	1	0	1	4	12	12	18	5	3	59.2	52.1	10.2			
0700 - 0800	131	26	30	39	36	0	1	83	29	16	2	0	0	0	1	3	12	34	36	23	13	9	60.7	52.9	8		
0800 - 0900	179	49	51	36	43	0	0	118	44	17	0	0	0	0	1	20	50	62	24	15	7	58.3	52	6.6			
0900 - 1000	159	31	43	45	40	0	0	106	37	16	0	0	0	2	25	40	57	23	5	5	57.2	50.9	6.6				
1000 - 1100	175	51	43	49	32	0	1	109	44	18	3	0	0	1	4	1	2	28	52	43	25	10	9	58.1	50.6	8.3	
1100 - 1200	183	54	45	33	51	0	7	123	45	7	1	0	1	0	0	4	12	39	56	36	26	7	2	57	48.8	7.7	
1200 - 1300	149	45	35	38	31	0	0	104	33	11	1	0	0	0	2	4	26	54	41	14	3	5	55.2	49.8	6.9		
1300 - 1400	163	41	33	54	35	0	5	117	28	13	0	0	1	0	1	0	2	28	62	37	22	4	6	56.3	50	7	
1400 - 1500	176	42	44	43	47	0	1	127	37	11	0	0	0	0	1	4	26	68	39	28	9	1	1	56.8	50.1	6.2	
1500 - 1600	215	58	48	56	53	0	1	157	39	17	1	0	7	14	1	1	0	25	57	65	23	13	9	56.6	48	12.8	
1600 - 1700	205	53	53	44	55	0	3	151	45	5	1	0	0	1	0	1	9	17	43	66	37	18	12	59.9	52.3	8.2	
1700 - 1800	175	38	41	53	43	0	0	133	41	1	0	0	0	0	0	2	16	43	55	35	11	13	59.7	53.2	7		
1800 - 1900	131	40	29	35	27	0	0	103	27	0	1	0	0	0	0	1	4	31	22	35	24	14	4	62.3	56.5	8.7	
1900 - 2000	103	35	17	26	25	0	3	70	24	6	0	0	0	0	0	0	12	22	25	17	12	15	65.1	55.6	10.6		
2000 - 2100	81	32	23	18	8	0	1	58	21	1	0	0	0	0	0	1	7	18	18	19	6	12	65.3	54.9	9.1		
2100 - 2200	58	20	11	12	15	0	0	46	12	0	0	0	0	0	1	2	20	13	15	4	3	59.6	53.4	7.2			
2200 - 2300	32	7	7	8	10	0	1	25	6	0	0	0	0	0	0	2	8	5	7	5	5	66.9	56.2	9.3			
2300 - 0000	26	7	5	8	6	0	0	23	3	0	0	0	0	1	0	2	4	8	4	5	2	63.6	53.8	8.2			
0700 - 1900	2941	528	495	525	493	0	19	1431	449	132	10	0	8	16	2	9	10	42	266	590	559	315	132	92	58.4	51.1	8.4
0600 - 2200	2341	627	556	597	561	2	23	1648	517	141	10	0	9	16	3	10	10	45	291	662	627	384	159	125	58.8	51.5	8.6
0600 - 0000	2399	641	568	613	577	2	24	1696	526	141	10	0	9	16	3	10	11	45	295	674	640	395	169	132	58.9	51.6	8.6
0000 - 0000	2462	655	589	625	593	2	25	1733	549	142	11	0	9	16	3	11	11	46	298	688	658	409	174	139	59	51.7	8.7

Saturday 02 July 2022

Time	Hourly Totals	15 Minute Bin Drops				Cycles	Motor Cycle	Vehicle Classes COBA+					Vehicle Speed										P-Tile 85%	Average Speed	Standard deviation							
		00-15	15-30	30-45	45-00			CAR	LGV	HGV	BUS	MPH 0 <6	MPH 6 <11	MPH 11 <16	MPH 16 <21	MPH 21 <26	MPH 26 <31	MPH 31 <36	MPH 36 <41	MPH 41 <46	MPH 46 <51	MPH 51 <56				MPH 56 <61	MPH 61 <150					
0000 - 0100	12	5	6	1	0	0	0	10	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	59.6	54.1	5.2
0100 - 0200	9	1	0	6	2	0	0	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	49.8	10.4
0200 - 0300	3	2	1	0	0	0	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	56.1	8.5	
0300 - 0400	3	0	1	1	1	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	43.9	9.4	
0400 - 0500	4	0	1	0	3	0	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	49.6	3.8	
0500 - 0600	21	4	9	4	4	0	0	11	6	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	63.1	54.1	8.5
0600 - 0700	25	2	10	5	8	0	0	0	18	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	68.6	57	12.1
0700 - 0800	70	13	18	18	21	0	0	45	19	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	58.5	51.4	6.4
0800 - 0900	100	24	23	19	34	0	0	1	75	21	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	58.7	50.5	7.1
0900 - 1000	134	26	33	30	45	1	0	1	98	31	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	55.5	48.9	6.7
1000 - 1100	171	51	41	35	44	0	1	119	43	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	57.6	50.5	7.5
1100 - 1200	158	47	34	43	34	0	3	117	35	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	56.7	50.5	6.2
1200 - 1300	187	53	48	38	48	0	2	139	44	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	57.6	50.4	7.4
1300 - 1400	174	44	44	50	36	0	5	125	39	5	0	0	1	0	3	2	9	21	55	43	24	5	8	8	8	8	8	-	57	49.4	9	
1400 - 1500	165	49	40	32	44	1	2	126	32	4	0	0	0	0	0	0	0	7	24	42	46	23	11	10	10	10	10	-	58.8	51.7	10.3	
1500 - 1600	168	33	44	42	49	0	4	126	36	1	1	0	0	0	0	0	0	1	6	34	54	35	18	11	9	9	9	-	58.4	50.7	8.5	
1600 - 1700	144	30	29	55	30	0	2	110	29	3	0	0	0	0	0	0	0	1	6	17	27	36	31	17	9	9	9	-	61.1	53.1	8.3	
1700 - 1800	177	54	40	47	36	0	0	138	32	7	0	0	0	0	0	0	0	3	3	13	51	56	31	12	8	8	8	-	58.6	52.8	8.9	
1800 - 1900	198	33	32	17	26	0	0	84	21	2	1	0	0	0	0	0	0	0	3	4	24	31	28	12	6	6	6	-	40.6	53.9	6.7	
1900 - 2000	102	37	18	24	23	0	3	73	24	2	0	1	1	0	1	0	0	3	12	19	23	30	6	6	6	6	6	-	58.9	52.2	10.9	
2000 - 2100	78	21	20	18	19	0	3	51	20	4	0	0	0	0	0	0	0	0	4	16	19	18	10	10	11	11	11	-	65.1	58	13.4	
2100 - 2200	60	10	13	21	16	0	0	48	11	1	0	0	0	0	0	0	0	1	6	8	19	10	7	9	9	9	9	-	64.9	55.4	8.5	
2200 - 2300	44	11	12	15	6	0	1	31	8	4	0	0	0	0	0	0	0	2	6	11	16	8	1	0	0	0	0	-	56.7	50.5	5.6	
2300 - 0000	53	19	15	12	7	0	1	28	16	8	0	0	0	0	0	0	0	1	1	2	13	9	16	6	5	5	5	-	62.2	54.8	9.3	
0700 - 1900	1756	457	426	426	447	2	21	1302	382	45	4	0	2	2	3	4	15	74	242	491	453	297	111	62	62	62	62	-	58.2	51.1	8.1	
0600 - 2000	2021	527	487	491	513	2	27	1492	445	53	4	1	3	2	4	4	15	78	265	540	521	340	135	93	93	93	93	-	58.6	51.6	8.7	
0600 - 0000	2118	557	514	521	526	2	29	1551	467	65	4	1	3	2	4	4	16	81	273	564	546	384	142	98	98	98	98	-	58.6	51.7	8.7	
0000 - 0000	2170	569	532	533	536	2	30	1588	477	69	4	1	3	2	4	4	18	81	274	577	557	399	148	102	102	102	102	-	58.7	51.7	8.7	

Sunday 03 July 2022

Time	Hourly Totals	15 Minute Bin Drops				Cycles	Vehicle Classes COBA+					Vehicle Speed										P-Tile 85%	Average Speed	Standard deviation					
		00-15	15-30	30-45	45-00		Motor Cycle	CAR	LGV	HGV	BUS	MPH 0 <6	MPH 6 <11	MPH 11 <16	MPH 16 <21	MPH 21 <26	MPH 26 <31	MPH 31 <36	MPH 36 <41	MPH 41 <46	MPH 46 <51				MPH 51 <56	MPH 56 <61	MPH 61 <150		
0000 - 0100	13	4	4	1	4	0	0	10	3	0	0	0	0	0	0	1	2	2	4	2	2	0	61.4	50.9	8.5				
0100 - 0200	8	2	2	2	2	0	0	8	0	0	0	0	0	0	0	2	1	2	0	0	3	-	58.1	15.6					
0200 - 0300	8	2	2	4	0	0	0	4	2	2	0	0	0	0	0	1	1	2	0	3	1	-	57.9	10.6					
0300 - 0400	11	4	5	1	1	0	0	5	6	0	0	0	0	0	0	2	3	3	0	2	0	71.1	53.7	13.4					
0400 - 0500	4	1	0	1	2	0	0	1	2	1	0	0	0	0	0	2	1	0	0	1	0	-	49.6	7.6					
0500 - 0600	5	2	0	1	2	0	1	3	0	1	0	0	0	0	0	0	0	2	1	1	1	-	61.1	10.9					
0600 - 0700	24	3	3	10	8	0	0	15	7	2	0	0	0	0	1	1	0	3	2	5	8	1	63.6	53.1	10.9				
0700 - 0800	52	10	11	16	15	0	0	35	15	2	0	0	0	0	1	0	9	7	12	7	9	7	64.6	54.8	10.3				
0800 - 0900	44	9	9	11	15	0	1	31	9	2	1	0	0	0	1	0	5	8	10	12	7	1	60.8	53	7.2				
0900 - 1000	82	16	20	15	31	0	1	57	24	0	0	0	0	0	3	8	20	28	16	5	2	58.5	51.7	6.1					
1000 - 1100	105	26	23	31	25	0	1	85	18	1	0	0	0	0	0	14	29	37	11	11	3	59.1	52	7.4					
1100 - 1200	134	31	40	23	40	1	2	94	33	4	0	0	0	1	0	6	12	50	34	21	8	2	56.7	50.3	6.7				
1200 - 1300	155	36	38	38	43	0	1	121	32	1	0	0	0	0	1	0	3	23	48	44	22	2	57.6	50.8	6.5				
1300 - 1400	159	34	40	41	44	0	3	115	37	4	0	0	0	1	0	27	39	38	33	7	10	58.5	51.7	9.1					
1400 - 1500	170	47	40	43	40	0	7	126	35	1	1	0	0	0	7	15	46	50	29	11	12	59.6	52.4	8.1					
1500 - 1600	151	42	34	42	33	0	2	107	39	3	0	0	0	0	0	4	13	35	40	29	18	12	61.5	53.5	7.7				
1600 - 1700	131	29	41	34	27	0	1	97	33	0	0	0	0	0	0	1	12	31	34	34	8	11	60.2	53.5	7.2				
1700 - 1800	109	26	28	27	27	0	1	79	28	1	0	0	0	0	1	8	21	38	23	12	6	60.4	54.1	8					
1800 - 1900	71	19	20	15	17	0	1	51	17	2	0	0	0	0	1	4	7	24	21	5	9	63.6	55.7	7.4					
1900 - 2000	70	19	14	19	18	0	0	49	18	3	0	0	0	0	0	3	19	17	17	9	5	61.4	54.4	7.1					
2000 - 2100	66	20	18	15	13	0	2	53	9	2	0	0	0	0	0	1	14	24	15	8	4	62.1	55.3	7.5					
2100 - 2200	36	12	11	4	9	0	0	24	12	0	0	0	0	0	0	4	8	8	11	2	3	59.3	54.7	10					
2200 - 2300	21	6	3	7	5	0	0	18	1	2	0	0	0	0	0	2	4	5	4	4	2	0	59.5	49.9	7.3				
2300 - 0000	24	6	6	8	4	0	0	12	7	5	0	0	0	0	0	2	6	7	4	4	4	1	60.3	53.9	6.3				
0700 - 1900	1363	325	344	337	357	1	21	996	320	21	2	0	0	2	0	3	27	150	341	369	258	113	77	59.7	52.5	7.8			
0600 - 2000	1559	379	390	385	405	1	23	1139	366	28	2	0	0	2	0	4	4	27	161	384	443	309	133	92	59.9	52.8	7.9		
0600 - 0000	1604	391	399	400	414	1	23	1169	374	35	2	0	0	2	0	4	4	29	167	395	454	317	139	93	59.9	52.8	7.9		
0000 - 0000	1653	406	412	410	425	1	24	1200	387	39	2	0	0	2	0	2	1	4	4	30	174	402	467	323	146	100	60	52.8	8

Virtual Week (1.00)

Time	Hourly Totals	00-15	15 Minute Bin Drops		45-00	Cycles	Motor Cycle	Vehicle Classes COBA+					Vehicle Speed										P-Tile 85%	Average Speed	Standard deviation		
			15-30	30-45				CAR	LGV	HGV	BUS	MPH 0 <6	MPH 6 <11	MPH 11 <16	MPH 16 <21	MPH 21 <26	MPH 26 <31	MPH 31 <36	MPH 36 <41	MPH 41 <46	MPH 46 <51	MPH 51 <56				MPH 56 <61	MPH 61 <150
Mon	2264	573	552	575	564	2	19	1533	526	170	14	0	1	5	0	3	13	48	269	615	632	388	182	108	99.2	52	7.7
Tue	2498	608	642	606	602	7	16	1676	551	190	18	0	0	4	4	8	23	61	283	654	649	441	195	136	59.2	52	8
Wed	2260	580	558	557	565	0	19	1580	496	150	15	0	0	0	0	5	8	42	296	646	622	379	163	99	58.6	51.8	7.3
Thu	2474	585	642	599	648	2	21	1709	543	187	12	0	0	3	0	11	23	92	352	649	641	408	162	133	58.7	51.5	8.3
Fri	2462	655	589	625	593	2	25	1733	549	142	11	0	9	16	3	11	11	46	298	688	658	409	174	139	59	51.7	8.7
Sat	2170	569	532	533	536	2	30	1588	477	69	4	1	3	2	4	4	18	81	274	577	557	399	148	102	58.7	51.7	8.7
Sun	1653	406	412	410	425	1	24	1200	387	39	2	0	0	2	1	4	4	30	174	402	467	323	146	100	60	52.8	8
Total	15741	3976	3927	3905	3933	16	154	11019	3529	947	76	1	13	32	12	46	100	400	1946	4231	4226	2747	1170	817	59	51.9	8.1

Time	Hourly Totals	00-15	15 Minute Bin Drops		45-00	Cycles	Motor Cycle	Vehicle Classes COBA+					Vehicle Speed										P-Tile 85%	Average Speed	Standard deviation		
			15-30	30-45				CAR	LGV	HGV	BUS	MPH 0 <6	MPH 6 <11	MPH 11 <16	MPH 16 <21	MPH 21 <26	MPH 26 <31	MPH 31 <36	MPH 36 <41	MPH 41 <46	MPH 46 <51	MPH 51 <56				MPH 56 <61	MPH 61 <150
Total	15741	3976	3927	3905	3933	16	154	11019	3529	947	76	1	13	32	12	46	100	400	1946	4231	4226	2747	1170	817	59	51.9	8.1



Lound, Retford ATCS

Report Id 308/22
 Site Name Site 2 of 2
 Description A638 Great North Road, 110m east of Station Road
 Direction Northbound

Wednesday 29 June 2022

Time	Hourly Totals	00-15	15 Minute Bin Drops		45-00	Cycles	Motor Cycle	Vehicle Classes COBA+					Vehicle Speed										P-Tile 85%	Average Speed	Standard deviation					
			15-30	30-45				CAR	LGV	HGV	BUS	MPH 0 <6	MPH 6 <11	MPH 11 <16	MPH 16 <21	MPH 21 <26	MPH 26 <31	MPH 31 <36	MPH 36 <41	MPH 41 <46	MPH 46 <51	MPH 51 <56				MPH 56 <61	MPH 61 <150			
0000 - 0100	4	4	0	0	0	0	0	4	0	0	0	0	0	0	0	3	1	0	0	0	0	0	0	0	0	0	0	-	40.1	1.4
0100 - 0200	4	3	0	0	1	0	0	2	1	1	0	0	0	0	0	3	1	0	0	0	0	0	0	0	0	0	0	-	43.7	1.6
0200 - 0300	11	2	2	2	5	0	0	10	0	1	0	0	0	0	0	2	3	6	0	0	0	0	0	0	0	0	0	48.8	44.2	4.2
0300 - 0400	8	0	4	3	1	0	0	3	3	1	1	0	0	0	0	1	2	4	1	0	0	0	0	0	0	0	0	46.4	4	4
0400 - 0500	27	0	5	7	15	0	0	23	2	2	0	0	0	0	0	0	16	8	3	0	0	0	0	0	0	0	0	49.3	45.3	2.5
0500 - 0600	92	8	25	36	23	0	1	58	19	14	0	0	0	0	1	7	40	38	6	0	0	0	0	0	0	0	0	48.5	44.4	3.7
0600 - 0700	208	45	43	59	61	0	2	133	49	24	0	1	0	1	0	0	22	96	67	20	1	0	0	0	0	0	48.3	44.5	4.9	
0700 - 0800	314	62	80	85	87	1	0	223	67	23	0	0	1	0	0	4	43	175	80	11	0	0	0	0	0	0	0	46.8	43.2	4
0800 - 0900	317	83	83	80	71	0	2	227	69	18	1	0	0	1	0	2	4	46	169	83	12	0	0	0	0	0	0	46.8	43.2	4.1
0900 - 1000	281	73	83	55	70	1	2	209	55	12	2	0	0	0	3	6	5	51	156	58	2	0	0	0	0	0	45.8	41.9	4.4	
1000 - 1100	228	58	52	44	74	1	2	155	45	25	0	0	0	1	4	6	21	53	95	47	1	0	0	0	0	0	46.1	40.6	5.5	
1100 - 1200	274	60	67	79	68	2	0	200	51	20	1	0	1	0	1	10	66	146	45	4	0	0	0	0	0	0	45.6	41.5	4.3	
1200 - 1300	247	65	65	63	54	0	1	174	51	20	1	0	0	0	1	15	68	114	42	6	0	0	0	0	0	0	45.8	41.4	4.5	
1300 - 1400	270	81	55	76	58	1	0	186	57	24	2	0	0	1	0	0	7	87	106	65	4	0	0	0	0	0	46.3	41.9	4.2	
1400 - 1500	294	63	71	87	72	0	4	207	58	21	4	0	0	0	0	2	10	72	124	76	9	1	0	0	0	0	46.7	42.4	4.3	
1500 - 1600	303	70	79	87	67	0	0	203	79	21	0	0	0	0	0	3	85	148	58	8	1	0	0	0	0	0	46.3	42.4	3.8	
1600 - 1700	365	84	86	104	91	1	0	264	84	14	2	0	0	1	0	0	5	37	186	123	12	1	0	0	0	0	47.5	43.8	3.8	
1700 - 1800	375	110	86	95	84	1	3	289	69	12	1	0	1	0	1	4	38	162	148	19	2	0	0	0	0	0	48.3	44.4	4.2	
1800 - 1900	236	68	66	53	49	0	1	174	52	8	1	0	0	0	0	4	38	101	86	7	0	0	0	0	0	0	47.9	43.9	3.7	
1900 - 2000	155	44	40	36	35	1	7	121	24	2	0	0	0	1	0	1	4	23	69	50	6	1	0	0	0	0	48.4	43.7	4.7	
2000 - 2100	78	23	28	14	13	0	4	62	10	2	0	0	0	0	0	1	15	33	25	4	0	0	0	0	0	0	47.9	43.7	3.8	
2100 - 2200	76	22	20	21	13	0	0	53	22	1	0	0	0	0	1	0	17	28	23	6	1	0	0	0	0	0	48.2	43.4	5.1	
2200 - 2300	42	17	8	11	6	0	0	34	6	2	0	0	0	0	0	1	5	20	14	2	0	0	0	0	0	0	48.9	44.1	4.1	
2300 - 0000	12	5	3	0	4	0	0	9	2	1	0	0	0	0	0	2	6	3	1	0	0	0	0	0	0	0	50.1	44.5	4.4	
0700 - 1900	3394	877	873	908	846	8	15	2311	737	218	15	0	3	5	8	19	92	684	1682	911	95	5	0	0	0	0	46.9	42.7	4.4	
0401 - 0600	4021	1011	1004	1038	968	9	28	2880	842	247	15	1	3	7	9	20	97	761	1908	1076	131	8	0	0	0	0	47.2	42.8	4.4	
0600 - 0000	4075	1033	1015	1049	978	9	28	2923	850	250	15	1	3	7	9	20	98	768	1934	1093	134	8	0	0	0	0	47.2	42.8	4.4	
0000 - 0000	4221	1050	1051	1097	1023	9	29	3023	875	269	16	1	3	7	9	20	99	781	1999	1150	144	8	0	0	0	0	47.3	42.9	4.4	

Thursday 30 June 2022

Time	Hourly Totals	15 Minute Bin Drops				Cycles	Vehicle Classes COBA+					Vehicle Speed										P-Tile 85%	Average Speed	Standard deviation		
		00-15	15-30	30-45	45-00		Motor Cycle	CAR	LGV	HGV	BUS	MPH 0 <-6	MPH 6 <-11	MPH 11 <-16	MPH 16 <-21	MPH 21 <-26	MPH 26 <-31	MPH 31 <-36	MPH 36 <-41	MPH 41 <-46	MPH 46 <-51				MPH 51 <-56	MPH 56 <-61
0000 - 0100	9	4	2	3	0	0	0	8	1	0	0	0	0	0	0	3	2	2	2	0	0	0	-	41	5.4	
0100 - 0200	5	1	3	0	1	0	0	3	2	0	0	0	0	0	0	1	3	1	0	0	0	-	46.8	4.2		
0200 - 0300	5	0	0	3	2	0	0	3	1	1	0	0	0	0	0	0	3	1	0	0	0	-	45.5	5.4		
0300 - 0400	7	1	0	6	0	0	0	4	3	0	0	0	0	0	0	6	1	0	0	0	0	-	47.6	1.4		
0400 - 0500	21	1	3	10	7	0	1	15	3	2	0	0	0	0	0	3	2	13	2	0	0	-	49.5	4.4		
0500 - 0600	93	13	24	27	29	1	4	63	20	5	0	0	1	0	0	5	41	36	7	1	1	0	49.4	5.1		
0600 - 0700	187	30	42	37	78	0	2	121	46	18	0	0	1	0	0	12	83	78	12	0	1	0	49.1	4.5		
0700 - 0800	286	50	56	97	83	1	3	196	61	24	1	0	2	1	0	27	147	98	10	0	0	0	47.5	4.4		
0800 - 0900	316	67	92	90	67	0	2	231	64	17	2	0	0	0	1	3	46	163	91	11	1	0	47	3.8		
0900 - 1000	275	68	76	66	65	0	1	214	41	17	2	0	0	0	1	0	87	123	58	3	0	0	46	4.2		
1000 - 1100	247	57	59	65	66	3	3	186	45	7	3	0	0	2	1	0	14	79	99	49	3	0	0	45.9	4.8	
1100 - 1200	258	70	64	63	61	1	5	190	52	7	3	0	0	0	1	1	19	82	117	37	0	0	1	44.9	4.8	
1200 - 1300	290	80	68	73	69	4	1	216	44	22	3	0	2	2	0	1	20	85	129	47	4	0	0	45.4	5.1	
1300 - 1400	300	69	84	71	76	1	3	216	64	13	3	0	0	0	1	0	9	84	155	45	5	0	1	45.4	4.6	
1400 - 1500	322	86	86	75	75	0	3	241	57	21	0	0	0	0	1	0	14	98	156	51	1	0	0	1	45.1	4.3
1500 - 1600	293	62	69	81	81	0	0	200	68	24	1	0	0	0	0	0	7	71	143	61	8	1	0	0	46.5	4.2
1600 - 1700	358	88	92	88	90	1	1	264	80	10	2	0	0	1	0	8	57	196	81	11	2	1	0	46.9	4.2	
1700 - 1800	368	122	78	90	78	0	5	297	53	12	1	0	0	0	0	1	10	49	175	115	16	1	0	1	47.7	4.2
1800 - 1900	340	84	84	97	92	2	2	258	69	8	1	1	0	2	1	1	24	94	161	53	1	1	0	45.4	5.2	
1900 - 2000	160	49	34	45	32	0	1	126	30	3	0	0	1	3	0	1	4	20	81	40	8	1	1	0	47.3	6
2000 - 2100	103	28	28	26	21	1	3	80	17	2	0	0	1	0	1	0	5	13	41	30	11	0	1	0	49.5	5.9
2100 - 2200	71	25	14	13	19	0	1	46	23	1	0	0	0	0	0	1	12	29	16	13	0	0	0	0	50.2	4.7
2200 - 2300	38	19	8	4	7	0	1	32	5	0	0	0	0	0	0	2	14	10	11	0	1	0	0	0	48.4	5.2
2300 - 0000	53	10	13	19	11	0	0	39	13	1	0	0	0	0	0	7	11	16	16	3	0	0	0	0	47.1	5
0700 - 1900	3653	903	921	951	878	13	29	2709	898	182	22	1	4	9	5	6	134	859	1764	786	73	6	3	3	46.3	4.5
0600 - 2000	4174	1035	1039	1072	1008	14	36	3082	814	206	22	1	7	12	6	7	144	916	1998	950	117	7	6	3	46.6	4.7
0600 - 0000	4265	1064	1060	1095	1046	14	37	3153	832	207	22	1	7	12	6	7	153	941	2024	977	120	8	6	3	46.6	4.7
0000 - 0000	4405	1084	1092	1144	1085	15	42	3249	862	215	22	1	8	12	6	7	154	953	2071	1040	134	9	7	3	46.8	4.7

Friday 01 July 2022

Time	Hourly Totals	15 Minute Bin Drops				Cycles	Vehicle Classes COBA+						Vehicle Speed											P-Tile 85%	Average Speed	Standard deviation				
		00-15	15-30	30-45	45-00		Motor Cycle	CAR	LGV	HGV	BUS	MPH 0 <6	MPH 6 <11	MPH 11 <16	MPH 16 <21	MPH 21 <26	MPH 26 <31	MPH 31 <36	MPH 36 <41	MPH 41 <46	MPH 46 <51	MPH 51 <56	MPH 56 <61				MPH 61 <150			
0000 - 0100	12	5	4	1	2	0	0	6	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	51.9	49.2	9.7
0100 - 0200	3	0	1	1	1	0	0	2	1	0	0	0	0	0	0	0	1	0	2	0	0	0	0	0	0	0	-	44.2	6.9	
0200 - 0300	7	1	1	3	2	0	0	5	2	0	0	0	0	0	0	2	4	1	0	0	0	0	0	0	0	-	42.1	3.8		
0300 - 0400	11	3	2	5	1	0	0	8	2	1	0	0	0	0	0	1	7	2	1	0	0	0	0	0	0	49.9	43.5	4		
0400 - 0500	21	3	4	4	10	0	0	14	2	5	0	0	0	0	0	1	6	8	5	0	1	0	0	0	0	53.9	47.9	5.4		
0500 - 0600	100	8	20	35	37	0	4	59	28	9	0	0	0	0	1	7	36	42	13	1	0	0	0	0	50	45.5	4.1			
0600 - 0700	154	27	33	43	51	1	2	105	31	15	0	0	1	0	0	2	14	63	59	15	0	0	0	0	49	44.5	4.9			
0700 - 0800	297	60	60	93	84	2	1	216	56	21	1	0	2	0	1	29	155	98	9	1	0	0	0	0	48.2	43.8	4.6			
0800 - 0900	295	64	80	87	54	0	2	205	56	17	5	0	0	1	0	3	27	156	86	11	1	0	0	0	47.7	43.9	3.9			
0900 - 1000	273	67	64	69	73	0	0	172	71	28	2	0	0	0	0	9	79	137	47	1	0	0	0	0	45.7	41.8	3.7			
1000 - 1100	260	77	63	61	59	1	3	195	39	20	2	0	1	0	0	4	57	153	39	5	0	1	0	0	45.4	42	4.1			
1100 - 1200	283	62	62	73	86	4	1	209	55	13	1	1	1	3	0	10	99	135	33	1	0	0	0	0	44.6	40.5	4.8			
1200 - 1300	345	89	91	82	83	1	1	257	68	15	3	0	0	1	3	1	9	82	180	61	8	0	0	0	45.5	41.8	4.4			
1300 - 1400	324	85	79	78	82	0	1	234	64	24	1	0	0	0	1	1	23	89	157	47	5	0	0	1	45.2	41.3	4.5			
1400 - 1500	324	68	99	84	73	0	2	220	71	27	4	0	0	0	5	11	87	161	53	5	2	0	0	0	45.4	41.5	4.2			
1500 - 1600	344	77	84	91	92	0	5	245	74	20	0	0	0	0	0	8	77	176	76	7	0	0	0	0	46.4	42.5	3.8			
1600 - 1700	365	105	93	79	88	1	0	288	64	11	1	0	1	0	0	2	10	85	190	72	3	1	1	0	45.8	42.2	4.2			
1700 - 1800	360	96	86	90	88	1	2	286	62	9	0	1	0	0	0	7	45	205	95	7	0	0	0	0	46.5	43.1	3.9			
1800 - 1900	218	66	58	55	39	0	2	180	29	7	0	0	0	0	0	2	34	93	78	9	2	0	0	0	47.9	44	3.9			
1900 - 2000	138	41	32	32	33	3	0	103	29	3	0	0	0	1	1	1	12	50	61	10	1	0	0	0	49.1	44.7	5.1			
2000 - 2100	104	30	28	19	27	0	0	79	23	2	0	0	0	0	0	0	14	56	29	5	0	0	0	0	48.1	43.7	3.5			
2100 - 2200	79	21	18	22	18	0	0	64	13	2	0	0	0	0	0	2	7	33	21	4	0	0	0	0	48.1	43.8	4.8			
2200 - 2300	53	13	14	13	13	0	0	44	9	0	0	0	0	0	0	2	10	24	13	3	1	0	0	0	48.3	43.1	4.9			
2300 - 0000	34	10	9	7	8	0	2	26	5	1	0	0	0	0	0	8	13	8	3	0	1	0	0	0	49.8	43.4	5.7			
0700 - 1900	3678	916	919	942	901	10	20	2707	709	212	20	2	5	5	6	9	97	790	1898	785	71	7	2	1	46.2	42.3	4.3			
0600 - 2000	4153	1035	1030	1058	1030	14	22	3058	805	234	20	2	6	6	7	12	102	837	2100	965	105	8	2	1	46.6	42.6	4.4			
0600 - 0000	4240	1058	1053	1078	1051	14	24	3128	819	235	20	2	6	6	7	13	104	855	2137	986	111	9	3	1	46.6	42.6	4.4			
0000 - 0000	4394	1078	1085	1127	1104	14	28	3222	859	251	20	2	6	6	7	13	105	867	2193	1048	131	10	4	2	46.8	42.7	4.5			

Saturday 02 July 2022

Time	Hourly Totals	15 Minute Bin Drops				Cycles	Vehicle Classes COBA+					Vehicle Speed										P-Tile 85%	Average Speed	Standard deviation			
		00-15	15-30	30-45	45-00		Motor Cycle	CAR	LGV	HGV	BUS	MPH 0 <6	MPH 6 <11	MPH 11 <16	MPH 16 <21	MPH 21 <26	MPH 26 <31	MPH 31 <36	MPH 36 <41	MPH 41 <46	MPH 46 <51				MPH 51 <56	MPH 56 <61	MPH 61 <150
0000 - 0100	16	5	7	4	0	0	0	14	2	0	0	0	0	0	0	4	9	3	0	0	0	0	0	46.3	42.4	2.7	
0100 - 0200	10	3	2	3	2	0	0	7	3	0	0	0	0	0	0	2	2	5	1	0	0	0	0	44.8	41.9	4.9	
0200 - 0300	14	4	1	3	6	0	0	8	5	1	0	0	0	0	0	2	5	4	2	1	0	0	52.5	45.8	5.6		
0300 - 0400	10	1	3	3	3	0	0	6	2	2	0	0	0	1	0	3	3	2	1	0	0	0	-	42	6		
0400 - 0500	12	6	2	2	2	0	0	11	0	1	0	0	0	0	0	0	4	6	1	0	1	0	51	46.3	5.7		
0500 - 0600	43	6	10	14	13	0	2	30	6	5	0	0	0	0	0	3	17	16	7	0	0	0	50.2	45.5	4		
0600 - 0700	54	14	16	12	12	0	1	38	8	7	0	1	0	0	0	5	21	21	5	0	0	0	49.8	44.2	6.5		
0700 - 0800	61	12	16	28	25	0	1	59	17	4	0	0	0	0	1	8	32	34	5	1	0	0	48.9	44.7	4.2		
0800 - 0900	175	35	45	45	50	2	3	130	34	5	1	0	0	1	0	0	14	84	64	11	0	1	0	48.2	44.4	4.1	
0900 - 1000	219	42	49	61	67	1	0	161	46	11	0	0	0	2	1	9	44	113	41	9	0	0	46	42	4.4		
1000 - 1100	255	62	49	77	67	0	0	202	47	6	0	0	0	0	0	9	63	122	56	5	0	0	46.6	42.2	4		
1100 - 1200	285	63	76	72	74	2	2	229	47	5	0	0	0	3	2	0	93	122	57	6	0	0	46	41.5	4.7		
1200 - 1300	339	89	80	73	97	0	2	280	47	10	0	0	0	0	0	7	94	169	65	4	0	0	45.7	42.1	3.6		
1300 - 1400	314	78	80	93	63	0	3	239	61	10	1	0	0	1	0	14	81	154	57	5	1	0	45.6	41.6	4.3		
1400 - 1500	279	66	73	64	76	4	3	219	49	4	0	0	2	0	1	6	67	155	37	9	1	0	45.2	41.8	4.7		
1500 - 1600	244	71	60	71	42	1	6	186	45	6	0	0	0	0	0	1	4	107	79	7	0	0	47.6	43.3	4		
1600 - 1700	263	63	63	61	76	2	0	189	66	5	1	0	0	1	1	10	70	135	43	2	0	0	45.8	41.5	4.4		
1700 - 1800	244	62	53	47	62	0	0	188	48	7	1	0	0	0	0	3	28	136	75	1	1	0	46.6	43.4	3.2		
1800 - 1900	172	40	56	39	37	0	0	136	33	3	0	0	0	0	1	3	18	88	53	8	0	0	48.1	43.7	4.1		
1900 - 2000	121	41	23	36	21	1	0	97	17	6	0	0	0	1	0	0	7	60	45	7	0	0	48.4	44.3	4.3		
2000 - 2100	93	27	22	26	18	0	0	72	20	1	0	0	0	0	0	9	37	41	6	0	0	0	49	45.1	3.6		
2100 - 2200	77	15	27	14	21	0	0	63	11	3	0	0	0	0	1	7	9	24	27	6	2	0	1	49.8	44.1	6.4	
2200 - 2300	76	21	19	16	20	0	1	58	16	1	0	0	0	0	0	13	40	17	5	0	0	0	46.2	43	4		
2300 - 0000	47	15	7	11	14	0	0	36	10	1	0	0	0	0	0	11	23	12	0	0	0	0	46.5	42.5	3.7		
0700 - 1900	2670	703	700	731	736	12	20	2218	540	76	4	0	2	6	7	6	68	626	1417	661	72	4	1	0	46.5	42.4	4.3
0600 - 2000	3215	800	788	819	808	13	21	2488	596	93	4	1	2	7	7	7	77	656	1559	795	96	6	1	1	46.9	42.6	4.4
0600 - 0000	3338	836	814	846	842	13	22	2582	622	95	4	1	2	7	7	8	78	680	1622	824	101	6	1	1	46.9	42.6	4.4
0000 - 0000	3443	861	839	875	868	13	24	2658	640	104	4	1	2	7	7	9	78	694	1662	860	113	7	2	1	47	42.7	4.4

Sunday 03 July 2022

Time	Hourly Totals	15 Minute Bin Drops				Cycles	Vehicle Classes COBA+					Vehicle Speed										P-Tile 85%	Average Speed	Standard deviation			
		00-15	15-30	30-45	45-00		Motor Cycle	CAR	LGV	HGV	BUS	MPH 0 <6	MPH 6 <11	MPH 11 <16	MPH 16 <21	MPH 21 <26	MPH 26 <31	MPH 31 <36	MPH 36 <41	MPH 41 <46	MPH 46 <51				MPH 51 <56	MPH 56 <61	MPH 61 <150
0000 - 0100	26	7	9	4	6	0	0	20	6	0	0	0	0	0	0	1	3	10	11	1	0	0	0	48.2	43.8	4.7	
0100 - 0200	13	8	2	1	2	0	0	7	3	3	0	0	0	0	0	1	8	2	2	0	0	0	52.1	43.7	6.6		
0200 - 0300	7	1	3	1	2	0	0	5	1	1	0	0	0	0	0	1	3	2	0	0	0	0	41.5	5.2			
0300 - 0400	4	0	2	0	2	0	0	1	1	2	0	0	0	0	0	0	2	2	0	0	0	0	44.2	1.8			
0400 - 0500	21	4	3	5	9	0	1	10	1	9	0	0	0	1	1	9	7	2	0	0	0	0	48.6	42.2	7.5		
0500 - 0600	26	4	7	6	9	0	0	17	5	4	0	0	0	0	2	8	14	2	0	0	0	0	47.9	44.8	3.5		
0600 - 0700	40	10	13	6	11	0	1	30	7	2	0	0	1	0	0	5	14	13	6	1	0	0	50.4	44.5	7.3		
0700 - 0800	69	11	12	15	31	0	0	49	17	3	0	0	0	0	1	9	25	24	9	0	0	0	49.6	44.4	4.7		
0800 - 0900	98	20	32	21	25	1	1	74	21	1	0	0	0	1	1	22	44	22	6	0	0	0	47	42.4	5.3		
0900 - 1000	157	37	38	40	42	4	3	120	29	1	0	0	1	4	0	3	28	77	39	4	1	0	46.8	42.2	6		
1000 - 1100	242	43	67	71	61	5	3	184	45	5	0	0	2	4	0	5	46	111	61	13	0	0	47.2	42.4	5.8		
1100 - 1200	245	57	56	55	77	5	2	194	36	8	0	0	2	1	2	9	50	115	56	9	1	0	47.4	42.3	5.5		
1200 - 1300	226	66	48	53	59	1	0	173	48	4	0	1	0	0	1	5	50	113	47	8	1	0	46.7	42.2	4.9		
1300 - 1400	213	55	56	55	47	0	1	170	40	2	0	0	0	0	1	5	49	101	51	6	0	0	46.7	42.5	4.1		
1400 - 1500	221	62	65	42	52	1	6	171	37	5	1	0	1	0	1	7	51	111	43	7	0	0	46.4	42.1	4.5		
1500 - 1600	191	47	50	46	48	0	5	137	47	2	0	0	0	0	0	11	40	98	35	7	0	0	46.4	42.3	4.1		
1600 - 1700	190	55	45	41	49	1	4	145	36	4	0	1	0	0	1	0	28	89	63	7	0	0	47.9	43.4	4.7		
1700 - 1800	174	50	60	29	35	1	2	135	33	3	0	0	2	0	1	0	29	77	52	8	0	0	47.7	43.1	5.5		
1800 - 1900	136	37	32	34	33	0	1	95	33	6	1	0	0	0	0	12	58	56	10	0	0	0	48.7	44.9	3.4		
1900 - 2000	126	32	34	29	31	2	0	102	20	2	0	0	0	2	0	0	21	47	47	6	1	1	48.5	44	5.5		
2000 - 2100	63	20	14	16	13	1	0	52	10	0	0	0	1	0	0	3	6	13	34	6	0	0	49	44.3	6.2		
2100 - 2200	45	14	15	9	7	1	1	31	7	5	0	0	1	0	0	1	7	19	10	4	1	0	50.4	45.1	11.9		
2200 - 2300	31	13	8	6	4	0	0	25	4	2	0	0	0	0	0	7	15	6	3	0	0	0	48.6	43.3	4.6		
2300 - 0000	19	8	7	4	0	0	0	15	2	2	0	0	0	0	0	1	0	8	8	2	0	0	49.3	45.2	4.5		
0700 - 1900	2162	540	561	502	559	19	28	1647	422	44	2	2	8	10	7	3	53	414	1019	549	94	3	0	47.3	42.7	5	
0600 - 2000	2436	616	637	562	621	23	30	1862	466	53	2	2	11	12	7	3	58	453	1112	653	116	6	1	2	47.4	42.9	5.3
0600 - 0000	2486	637	652	572	625	23	30	1902	472	57	2	2	11	12	7	3	59	460	1135	667	121	6	1	2	47.5	42.9	5.3
0000 - 0000	2583	661	678	589	655	23	31	1962	489	76	2	2	11	13	7	3	62	468	1175	705	128	6	1	2	47.5	42.9	5.3

Virtual Week (1.00)

Time	Hourly Totals	00-15	15 Minute Bin Drops		45-00	Cycles	Motor Cycle	Vehicle Classes COBA+					Vehicle Speed										P-Tile 85%	Average Speed	Standard deviation		
			15-30	30-45				CAR	LGV	HGV	BUS	MPH 0 <6	MPH 6 <11	MPH 11 <16	MPH 16 <21	MPH 21 <26	MPH 26 <31	MPH 31 <36	MPH 36 <41	MPH 41 <46	MPH 46 <51	MPH 51 <56				MPH 56 <61	MPH 61 <150
Mon	3980	1033	987	1011	949	9	32	2940	754	233	12	1	4	6	3	18	104	774	1942	978	137	9	3	1	47	42.7	4.4
Tue	4132	1032	991	1080	1029	13	38	3043	780	245	13	1	10	11	23	10	98	795	1945	1084	145	9	0	1	47.1	42.7	4.8
Wed	4221	1050	1051	1097	1023	9	29	3023	875	269	16	1	3	7	9	20	99	781	1999	1150	144	8	0	0	47.3	42.9	4.4
Thu	4405	1084	1092	1144	1085	15	42	3249	862	215	22	1	8	12	6	7	154	953	2071	1040	134	9	7	3	46.8	42.5	4.7
Fri	4394	1078	1085	1127	1104	14	28	3222	859	251	20	2	6	6	7	13	105	867	2192	1048	131	10	4	2	46.8	42.7	4.5
Sat	3443	861	839	875	868	13	24	2658	640	104	4	1	2	7	7	9	78	694	1662	860	113	7	2	1	47	42.7	4.4
Sun	2583	661	678	589	655	23	31	1962	489	76	2	2	11	13	7	3	62	468	1175	705	128	6	1	2	47.5	42.9	5.3
Total	27158	6799	6723	6923	6713	96	224	20977	5259	1393	89	9	44	62	62	80	700	5332	12987	6865	932	58	17	10	47	42.7	4.6

Time	Hourly Totals	00-15	15 Minute Bin Drops		45-00	Cycles	Motor Cycle	Vehicle Classes COBA+					Vehicle Speed										P-Tile 85%	Average Speed	Standard deviation		
			15-30	30-45				CAR	LGV	HGV	BUS	MPH 0 <6	MPH 6 <11	MPH 11 <16	MPH 16 <21	MPH 21 <26	MPH 26 <31	MPH 31 <36	MPH 36 <41	MPH 41 <46	MPH 46 <51	MPH 51 <56				MPH 56 <61	MPH 61 <150
Total	27158	6799	6723	6923	6713	96	224	20977	5259	1393	89	9	44	62	62	80	700	5332	12987	6865	932	58	17	10	47	42.7	4.6



Lound, Retford ATCS

Report Id: 308/22
 Site Name: A638 Great North Road, 110m east of Station Road
 Description: Southbound
 Direction:

Wednesday 29 June 2022

Time	Hourly Totals	15 Minute Bin Drops				Cycles	Motor Cycle	Vehicle Classes COBA+					Vehicle Speed											P-Tile 85%	Average Speed	Standard deviation
		00-15	15-30	30-45	45-00			CAR	LGV	HGV	BUS	MPH 0 <6	MPH 6 <11	MPH 11 <16	MPH 16 <21	MPH 21 <26	MPH 26 <31	MPH 31 <36	MPH 36 <41	MPH 41 <46	MPH 46 <51	MPH 51 <56	MPH 56 <61			
0000 - 0100	8	4	2	1	1	0	0	7	0	1	0	0	0	0	0	2	3	3	0	0	0	-	42.8	3.9		
0100 - 0200	9	1	2	5	1	0	0	8	0	1	0	0	0	0	0	2	2	2	0	0	1	1	45.6	13.1		
0200 - 0300	6	1	2	2	1	0	0	5	0	1	0	0	0	0	0	2	3	1	0	0	0	-	42.3	2.8		
0300 - 0400	7	1	1	4	1	0	0	5	0	2	0	0	0	0	1	0	3	2	1	0	0	44	6.9			
0400 - 0500	20	1	2	6	13	0	0	17	1	2	0	0	0	0	0	1	9	9	1	0	0	44.8	40.8	2.9		
0500 - 0600	38	9	9	10	10	0	1	31	5	1	0	0	0	0	1	9	17	10	0	0	0	46	41.8	4.1		
0600 - 0700	127	15	26	36	50	0	0	96	23	8	0	0	0	0	1	29	65	28	3	1	0	45.9	42.6	3.7		
0700 - 0800	310	54	58	87	111	0	1	243	42	24	0	0	0	0	1	9	86	178	34	2	0	44.6	41.5	3.4		
0800 - 0900	391	87	101	95	108	0	3	336	36	14	2	0	0	0	0	8	151	197	34	1	0	44.1	40.7	3.2		
0900 - 1000	291	80	72	73	66	0	2	247	27	14	1	0	0	0	3	10	120	135	21	0	2	43.6	40.4	3.6		
1000 - 1100	263	63	74	73	73	1	0	238	21	20	3	0	0	0	2	3	20	120	117	21	0	0	43.6	39.7	4	
1100 - 1200	245	72	66	73	54	0	1	216	29	18	1	0	0	0	6	20	134	92	12	1	0	43.1	39.1	3.7		
1200 - 1300	280	79	65	66	70	2	1	212	39	26	0	0	0	2	0	0	20	124	106	27	1	0	44.1	39.8	4.2	
1300 - 1400	278	69	59	66	84	1	2	220	30	25	0	0	0	1	1	1	12	104	136	21	2	0	44.1	40.4	4	
1400 - 1500	280	62	69	80	69	1	3	220	29	25	2	0	1	0	1	11	87	151	27	1	0	44.3	40.8	3.8		
1500 - 1600	306	67	73	93	73	2	2	254	26	22	0	0	0	1	0	0	10	101	162	30	2	0	44.2	40.9	3.6	
1600 - 1700	378	98	84	92	104	1	3	307	45	22	0	0	2	0	0	10	87	197	74	8	0	45.8	42	4.2		
1700 - 1800	362	102	108	75	97	1	3	331	37	10	0	0	0	0	1	5	80	206	89	1	0	46.2	42.4	3.4		
1800 - 1900	270	89	63	64	54	0	7	232	25	6	0	0	0	0	1	2	4	53	151	57	1	1	45.7	42.4	3.5	
1900 - 2000	164	46	42	42	34	1	4	143	11	5	0	0	0	1	0	1	27	90	40	1	0	46.2	42.4	4		
2000 - 2100	138	50	35	31	22	1	2	131	4	0	0	0	0	0	1	0	4	39	76	18	0	0	44.6	41.2	3.7	
2100 - 2200	45	17	30	30	18	0	1	89	3	2	0	0	1	0	0	5	32	49	8	0	0	44.4	40.6	4.3		
2200 - 2300	62	19	19	7	17	0	0	60	1	1	0	0	0	0	0	4	17	27	14	0	0	45.9	41.6	4.1		
2300 - 0000	21	5	6	5	5	0	0	20	1	0	0	0	0	0	0	3	12	5	0	0	0	46.8	42.2	4.5		
0700 - 1900	3714	922	892	937	963	9	28	3656	386	226	9	0	3	4	6	17	139	1247	1828	447	20	3	44.6	40.9	3.9	
0600 - 2200	4238	1050	1025	1076	1087	11	35	3515	427	241	9	0	4	5	7	18	153	1374	2108	541	24	4	44.7	41.1	3.9	
0600 - 0000	4321	1074	1050	1088	1109	11	35	3595	429	242	9	0	4	5	7	19	157	1394	2147	560	24	4	44.7	41.1	3.9	
0000 - 0000	4409	1091	1068	1116	1134	11	36	3688	435	250	9	0	4	5	8	20	160	1418	2184	579	25	4	44.8	41.1	3.9	

Thursday 30 June 2022

Time	Hourly Totals	15 Minute Bin Drops				Cycles	Vehicle Classes COBA+					Vehicle Speed										P-Tile 85%	Average Speed	Standard deviation			
		00-15	15-30	30-45	45-00		Motor Cycle	CAR	LGV	HGV	BUS	MPH 0 <6	MPH 6 <11	MPH 11 <16	MPH 16 <21	MPH 21 <26	MPH 26 <31	MPH 31 <36	MPH 36 <41	MPH 41 <46	MPH 46 <51				MPH 51 <56	MPH 56 <61	MPH 61 <150
0000 - 0100	7	1	1	1	4	0	0	5	2	0	0	0	0	0	0	1	0	1	5	0	0	0	0	-	44.4	5	
0100 - 0200	11	2	2	0	7	0	0	10	0	1	0	0	0	0	0	1	4	6	0	0	0	0	47.7	44.8	3.8		
0200 - 0300	7	2	4	0	1	0	0	6	1	0	0	0	0	0	0	1	3	2	0	0	0	1	-	48.5	14.2		
0300 - 0400	10	4	3	1	2	0	1	6	1	2	0	0	0	0	0	1	5	4	0	0	0	0	-	43.7	2.7		
0400 - 0500	13	1	1	8	3	0	0	12	1	0	0	0	0	0	1	5	5	2	0	0	0	0	46	41.5	3.4		
0500 - 0600	45	7	10	15	13	0	2	36	4	3	0	0	0	0	0	7	21	15	1	0	0	0	46.9	43.4	3.5		
0600 - 0700	106	9	22	33	42	0	0	85	13	8	0	0	0	1	0	5	31	46	20	3	0	0	45.5	41.6	4.3		
0700 - 0800	308	53	65	85	105	2	2	236	41	27	0	0	0	2	0	11	81	179	33	1	1	0	44.8	41.5	3.9		
0800 - 0900	452	112	130	109	101	2	2	394	36	27	1	0	0	2	5	3	20	189	202	27	4	0	0	43.5	39.8	4.2	
0900 - 1000	319	84	76	82	77	1	0	265	31	21	1	0	1	0	0	25	145	137	11	0	0	0	43.1	39.5	3.6		
1000 - 1100	277	75	73	75	54	2	9	227	21	16	2	1	0	1	4	1	23	129	106	12	0	0	43.1	38.9	4.5		
1100 - 1200	282	75	50	83	74	1	1	235	31	12	2	0	0	2	0	4	27	114	121	14	0	0	43.1	39.4	4.1		
1200 - 1300	272	75	68	68	61	1	1	216	29	24	1	0	0	1	1	3	26	114	108	19	0	0	43.5	39.5	3.9		
1300 - 1400	277	73	63	64	77	1	3	234	23	15	1	0	0	1	1	5	30	107	117	16	0	0	43.4	39.5	4.2		
1400 - 1500	299	74	63	79	83	1	5	250	21	14	0	0	2	0	0	0	27	112	131	25	2	0	43.8	39.9	4.3		
1500 - 1600	300	86	63	74	77	1	1	248	26	23	1	0	0	1	1	0	14	120	126	38	0	0	44.6	40.5	4		
1600 - 1700	335	71	84	102	78	1	5	282	31	16	0	1	1	0	0	2	13	120	154	43	1	0	44.7	40.8	4.3		
1700 - 1800	408	103	97	97	107	1	3	354	36	14	0	0	1	0	0	8	120	222	54	3	0	0	44.8	41.4	3.6		
1800 - 1900	297	77	83	66	71	0	5	269	17	6	0	7	2	0	3	1	12	111	128	31	2	0	44.6	39.5	6.7		
1900 - 2000	253	97	72	46	38	0	2	231	14	5	1	0	0	1	2	3	19	97	111	20	0	0	43.6	39.9	4.2		
2000 - 2100	128	41	30	25	32	0	0	111	15	2	0	0	0	0	0	4	35	63	24	1	0	0	45.8	42	4.4		
2100 - 2200	84	27	24	19	14	0	1	75	8	0	0	0	1	0	0	4	10	43	25	1	0	0	46.8	42.5	4.8		
2200 - 2300	61	14	22	14	11	0	1	54	3	3	0	0	0	0	0	0	21	25	13	2	0	0	46.4	41.9	4		
2300 - 0000	70	9	11	25	25	1	0	64	4	1	0	0	1	0	0	1	4	24	26	14	0	0	0	45.8	40.4	5.5	
0700 - 1900	3826	958	919	984	965	14	37	3208	343	215	9	9	7	10	15	19	236	1462	1731	323	13	1	0	44	40.1	4.4	
0600 - 2000	4397	1132	1067	1107	1091	14	40	3710	393	230	10	9	8	11	18	22	268	1635	1904	412	18	1	0	1	44.2	40.2	4.4
0600 - 0000	4528	1155	1100	1146	1127	15	41	3828	400	234	10	9	9	11	18	23	272	1680	2045	439	20	1	0	1	44.2	40.2	4.4
0000 - 0000	4621	1172	1121	1171	1157	15	44	3903	409	240	10	9	9	11	18	23	275	1695	2084	473	21	1	0	2	44.3	40.3	4.5

Friday 01 July 2022

Time	Hourly Totals	15 Minute Bin Drops				Cycles	Vehicle Classes COBA+					Vehicle Speed										P-Tile 85%	Average Speed	Standard deviation			
		00-15	15-30	30-45	45-00		Motor Cycle	CAR	LGV	HGV	BUS	MPH 0 <6	MPH 6 <11	MPH 11 <16	MPH 16 <21	MPH 21 <26	MPH 26 <31	MPH 31 <36	MPH 36 <41	MPH 41 <46	MPH 46 <51				MPH 51 <56	MPH 56 <61	MPH 61 <150
0000 - 0100	20	12	4	2	2	0	0	17	3	0	0	0	0	0	0	7	10	3	0	0	0	0	0	45	41.7	3	
0100 - 0200	12	3	4	5	0	0	0	12	0	0	0	0	0	0	1	0	2	8	1	0	0	0	0	48.6	45.4	4.1	
0200 - 0300	7	2	3	2	0	0	0	7	0	0	0	0	0	0	1	2	3	1	0	0	0	0	-	41.8	4.9		
0300 - 0400	8	1	1	5	1	0	0	7	1	0	0	0	0	0	0	5	2	1	0	0	0	0	-	46	3.9		
0400 - 0500	11	2	4	2	3	0	0	9	2	0	0	0	0	0	0	2	8	1	0	0	0	0	45.3	42.1	3.2		
0500 - 0600	54	5	16	15	18	0	3	40	7	4	0	0	0	0	3	5	26	19	1	0	0	0	47.2	43.3	4		
0600 - 0700	103	13	17	38	35	0	0	82	18	3	0	0	0	1	0	5	19	50	26	2	0	0	46.1	42.3	4.2		
0700 - 0800	309	61	61	93	94	0	1	243	40	25	0	0	0	1	7	10	65	162	61	3	0	0	45.6	41.6	4.2		
0800 - 0900	420	115	108	98	99	2	3	349	41	25	0	1	1	0	2	12	155	206	40	2	1	0	44.1	40.8	3.9		
0900 - 1000	312	85	82	74	71	0	2	259	28	23	0	0	0	1	1	21	122	147	20	0	0	0	43.6	40	3.5		
1000 - 1100	312	75	87	81	69	0	7	252	32	19	2	0	0	1	1	14	124	147	25	0	0	0	44.2	40.5	3.5		
1100 - 1200	301	76	83	68	74	0	4	238	39	19	1	0	0	1	0	15	140	129	15	1	0	0	43.6	40	3.5		
1200 - 1300	320	75	79	69	97	1	2	264	31	20	2	0	0	1	2	4	13	119	140	39	1	1	0	44.8	40.4	4.4	
1300 - 1400	266	59	62	81	64	1	3	214	32	16	0	0	1	0	1	24	82	129	24	3	0	1	44.4	40.5	5		
1400 - 1500	342	65	93	85	119	1	5	280	41	27	0	0	1	0	0	24	146	159	30	2	0	0	43.8	40.3	3.9		
1500 - 1600	317	85	74	77	81	0	1	267	27	22	0	0	0	0	3	8	13	110	149	34	0	0	0	44.4	40.4	4.2	
1600 - 1700	402	104	90	111	97	1	3	356	28	13	1	0	2	0	1	20	153	188	37	0	0	0	44.3	40.5	3.9		
1700 - 1800	329	89	86	82	72	0	0	290	31	7	1	0	0	3	0	2	16	80	190	33	4	1	0	44.6	41.1	4.3	
1800 - 1900	270	71	74	73	52	0	3	243	19	5	0	1	1	0	0	6	67	153	38	3	1	0	45.2	41.8	4.4		
1900 - 2000	190	51	50	49	40	0	2	170	14	4	0	0	0	0	0	4	41	100	40	5	0	0	45.9	42.6	3.6		
2000 - 2100	148	45	43	27	33	0	1	138	6	3	0	0	0	1	3	48	62	30	3	0	0	0	45.5	41.7	4.4		
2100 - 2200	78	20	20	17	21	0	0	71	7	0	0	0	0	0	1	3	15	37	21	1	0	0	46	42.1	4.2		
2200 - 2300	57	18	15	12	12	0	1	46	8	2	0	0	0	0	2	16	30	9	0	0	0	0	45.6	41.8	3.7		
2300 - 0000	34	10	6	10	8	1	0	31	2	0	0	0	1	0	2	9	15	5	0	0	0	0	45.1	39.8	6.9		
0700 - 1900	3920	960	979	992	989	6	34	3263	389	221	7	2	6	4	11	27	188	1363	1899	396	19	4	0	1	44.4	40.6	4.1
0600 - 2000	4439	1089	1109	1123	1118	6	37	3724	434	231	7	2	6	5	12	29	203	1486	2148	513	30	4	0	1	44.6	40.8	4.1
0600 - 0000	4530	1117	1130	1145	1138	7	38	3801	444	233	7	2	7	5	12	31	207	1511	2193	527	30	4	0	1	44.6	40.8	4.1
0000 - 0000	4642	1142	1162	1176	1162	7	41	3893	457	237	7	2	7	5	12	31	212	1527	2247	561	33	4	0	1	44.7	40.9	4.1

Saturday 02 July 2022

Time	Hourly Totals	15 Minute Bin Drops				Cycles	Vehicle Classes COBA+					Vehicle Speed										P-Tile 85%	Average Speed	Standard deviation			
		00-15	15-30	30-45	45-00		Motor Cycle	CAR	LGV	HGV	BUS	MPH 0 <6	MPH 6 <11	MPH 11 <16	MPH 16 <21	MPH 21 <26	MPH 26 <31	MPH 31 <36	MPH 36 <41	MPH 41 <46	MPH 46 <51				MPH 51 <56	MPH 56 <61	MPH 61 <150
0000 - 0100	27	12	9	2	4	0	0	23	4	0	0	0	0	0	0	4	11	10	1	0	0	0	46.6	43.6	3.9		
0100 - 0200	12	1	0	8	3	0	0	10	0	2	0	0	0	0	0	1	8	2	1	0	0	0	49.7	44.4	3.8		
0200 - 0300	11	4	3	2	2	0	0	7	1	3	0	0	0	0	1	0	4	3	3	0	0	0	46.7	40	5.9		
0300 - 0400	5	0	1	2	2	0	0	5	0	0	0	0	0	0	1	0	2	1	0	0	0	0	-	39.5	8.5		
0400 - 0500	5	1	2	0	2	0	0	4	0	1	0	0	0	0	0	2	2	1	0	0	0	0	-	42.2	2.6		
0500 - 0600	29	3	7	10	9	1	0	21	5	2	0	0	0	1	0	6	14	8	0	0	0	0	46.6	42.2	5.9		
0600 - 0700	44	4	8	10	22	0	0	37	3	4	0	0	0	0	1	2	13	21	7	0	0	0	45.1	41.3	4.3		
0700 - 0800	138	21	32	27	58	0	0	106	19	13	0	0	0	2	8	42	60	24	2	0	0	0	45.3	41.2	4.3		
0800 - 0900	196	40	42	46	58	0	0	168	9	9	0	0	0	0	0	3	63	96	22	2	0	0	44.7	41.2	3.3		
0900 - 1000	265	47	85	66	67	2	4	226	22	11	0	0	0	2	1	4	16	101	121	19	1	0	0	43.6	40	4.3	
1000 - 1100	288	65	70	69	84	2	2	255	21	7	1	0	0	3	1	6	122	124	29	1	1	0	0	44.2	40.4	4.4	
1100 - 1200	321	80	83	89	69	2	3	293	14	9	0	0	1	2	1	8	19	128	138	24	0	0	0	43.3	39.5	4.4	
1200 - 1300	301	78	70	84	69	1	3	269	23	5	0	1	0	1	0	0	25	106	141	25	2	0	0	44.2	40.2	4.2	
1300 - 1400	310	81	88	68	73	0	4	271	31	4	0	0	0	0	0	22	116	138	34	0	0	0	44.5	40.5	3.6		
1400 - 1500	271	72	60	76	63	0	4	251	9	7	0	0	0	0	1	10	73	145	40	1	0	0	45.1	41.4	3.7		
1500 - 1600	234	66	60	57	57	2	4	200	22	6	0	0	0	1	1	0	2	15	58	133	22	2	0	0	44.5	40.9	4.5
1600 - 1700	250	61	67	52	70	3	0	227	14	6	0	0	0	3	1	11	79	115	39	1	0	0	45.1	40.8	4.6		
1700 - 1800	235	71	54	52	58	0	1	209	19	6	0	0	0	0	0	1	12	70	119	33	0	0	0	44.6	41.2	3.5	
1800 - 1900	188	45	46	49	48	0	0	172	13	3	0	0	0	0	2	1	2	53	104	26	0	0	0	44.9	41.3	3.8	
1900 - 2000	157	50	44	29	34	0	3	143	7	4	0	0	0	0	0	5	46	77	26	3	0	0	45.3	41.8	3.9		
2000 - 2100	134	42	33	28	31	1	1	124	3	5	0	0	0	1	0	1	5	26	76	24	1	0	0	45.6	41.9	4.4	
2100 - 2200	94	22	23	28	21	0	0	67	7	0	0	0	0	0	0	4	20	49	19	1	1	0	0	45.6	42.1	4	
2200 - 2300	80	30	20	15	15	0	1	71	6	2	0	0	0	0	0	7	26	35	12	0	0	0	45.2	40.8	4		
2300 - 0000	63	9	26	15	13	0	0	55	6	2	0	0	0	0	1	1	14	28	18	0	1	0	0	46.6	42.5	4.4	
0700 - 1900	2487	721	757	735	774	12	25	2647	216	86	1	1	1	2	12	7	21	149	1011	1434	337	12	2	0	44.5	40.6	4.1
0600 - 2000	3416	839	865	830	882	13	29	3038	236	99	1	1	1	2	13	7	23	165	1116	1657	413	17	2	0	44.6	40.8	4.1
0600 - 0000	3559	878	911	860	910	13	30	3164	248	103	1	1	1	2	13	7	24	173	1156	1720	443	17	3	0	44.7	40.8	4.2
0000 - 0000	3648	899	933	884	932	14	30	3234	258	111	1	1	1	2	14	7	26	174	1175	1759	467	20	3	0	44.7	40.9	4.2

Sunday 03 July 2022

Time	Hourly Totals	15 Minute Bin Drops				Cycles	Vehicle Classes COBA+					Vehicle Speed										P-Tile 85%	Average Speed	Standard deviation			
		00-15	15-30	30-45	45-00		Motor Cycle	CAR	LGV	HGV	BUS	MPH 0 <6	MPH 6 <11	MPH 11 <16	MPH 16 <21	MPH 21 <26	MPH 26 <31	MPH 31 <36	MPH 36 <41	MPH 41 <46	MPH 46 <51				MPH 51 <56	MPH 56 <61	MPH 61 <150
0000 - 0100	27	13	5	4	5	1	0	25	0	1	0	0	0	1	0	0	4	12	6	0	0	0	0	0	46.5	40.1	7.6
0100 - 0200	12	2	4	2	4	0	0	12	0	0	0	0	0	0	0	1	3	2	5	1	0	0	0	0	48	43.1	5.5
0200 - 0300	10	2	0	4	4	0	0	8	1	1	0	0	0	0	0	0	6	4	0	0	0	0	0	-	44.5	2.8	
0300 - 0400	13	3	4	5	1	0	0	8	3	2	0	0	0	0	1	3	5	4	0	0	0	0	0	47.1	42.6	4.7	
0400 - 0500	8	2	1	2	3	0	0	6	0	2	0	0	0	0	0	0	3	5	0	0	0	0	0	-	44.4	3.2	
0500 - 0600	9	4	0	1	4	0	0	8	0	1	0	0	0	0	0	1	4	4	0	0	0	0	0	-	43.5	3.8	
0600 - 0700	37	5	6	11	15	1	0	30	2	4	0	0	0	1	1	7	14	13	1	0	0	0	0	47.5	42.8	5.8	
0700 - 0800	87	19	14	29	25	4	2	67	12	2	0	0	0	3	1	18	42	16	3	0	0	0	0	45.7	40.8	6.7	
0800 - 0900	99	15	32	26	26	1	1	73	18	6	0	0	1	1	0	27	44	21	2	0	0	0	0	46.2	41.4	5.6	
0900 - 1000	158	18	30	40	70	6	8	129	14	1	0	0	0	2	6	2	35	84	27	2	0	0	0	45.4	40.9	5.7	
1000 - 1100	232	50	72	49	61	6	6	199	18	3	0	0	1	2	2	4	10	72	102	38	1	0	0	45.3	40.5	5.1	
1100 - 1200	254	67	64	54	69	6	6	218	21	3	0	0	2	3	2	1	13	90	99	42	2	0	0	45.3	40.4	5.5	
1200 - 1300	256	63	60	62	71	1	4	222	17	12	0	1	0	1	1	4	21	71	120	34	3	0	0	45	40.5	5	
1300 - 1400	264	74	48	75	67	0	1	238	19	6	0	0	0	0	1	10	83	129	35	5	1	0	0	45	41.4	3.8	
1400 - 1500	252	60	60	71	61	0	8	226	13	3	0	0	0	1	1	5	81	132	28	4	0	0	0	44.5	41.3	3.6	
1500 - 1600	254	72	56	63	63	0	6	222	21	5	0	0	0	0	1	12	79	125	35	2	0	0	0	44.9	41.2	3.8	
1600 - 1700	194	53	45	52	44	0	1	181	8	4	0	0	0	0	1	6	53	104	28	1	0	0	0	45	41.5	3.8	
1700 - 1800	176	35	44	51	46	0	2	157	15	2	0	0	0	0	1	5	54	77	39	0	0	0	0	45.9	41.7	3.8	
1800 - 1900	138	36	41	28	33	4	0	122	8	3	1	0	1	1	3	1	5	23	60	43	1	0	0	46.6	42	6	
1900 - 2000	131	36	30	29	36	1	5	114	9	2	0	0	0	1	0	3	27	65	35	0	0	0	0	46.1	42.2	4.1	
2000 - 2100	107	25	31	31	20	0	1	95	7	4	0	0	0	0	0	13	60	30	4	0	0	0	0	46.2	43.4	3.3	
2100 - 2200	61	15	17	15	14	0	0	52	7	2	0	0	0	0	1	12	27	19	1	0	0	0	0	46.7	42.6	4.2	
2200 - 2300	31	11	4	9	7	1	0	27	1	2	0	0	0	1	0	7	15	7	0	0	0	0	0	46.2	41.4	7	
2300 - 0000	28	6	6	7	9	0	1	22	4	1	0	0	0	0	2	9	11	6	0	0	0	0	0	46.2	41.6	3.9	
0700 - 1900	2364	562	566	600	636	28	45	2656	184	50	1	1	5	13	17	22	89	686	1118	386	26	1	0	0	45.4	41.1	4.8
0600 - 2200	2700	643	650	686	721	30	51	2347	209	62	1	1	5	14	18	24	93	745	1284	483	32	1	0	0	45.6	41.3	4.7
0600 - 0000	2759	660	660	702	737	31	52	2396	214	65	1	1	6	14	18	25	95	761	1310	496	32	1	0	0	45.6	41.3	4.7
0000 - 0000	2838	686	674	720	758	32	52	2463	218	72	1	1	7	14	18	26	100	772	1342	524	33	1	0	0	45.6	41.3	4.8

Virtual Week (1.00)

Time	Hourly Totals	00-15	15 Minute Bin Drops		45-00	Cycles	Motor Cycle	Vehicle Classes COBA+					Vehicle Speed										P-Tile 85%	Average Speed	Standard deviation		
			15-30	30-45				CAR	LGV	HGV	BUS	MPH 0 <6	MPH 6 <11	MPH 11 <16	MPH 16 <21	MPH 21 <26	MPH 26 <31	MPH 31 <36	MPH 36 <41	MPH 41 <46	MPH 46 <51	MPH 51 <56				MPH 56 <61	MPH 61 <150
Mon	4297	1047	1044	1074	1132	13	29	3589	412	249	5	0	6	13	12	32	226	1347	2094	528	33	4	0	2	44.7	40.8	4.3
Tue	4413	1116	1053	1113	1131	38	43	3618	428	274	12	0	10	10	23	34	182	1368	2113	615	54	2	1	1	45	41	4.5
Wed	4409	1091	1068	1116	1134	11	36	3668	435	250	9	0	4	5	8	20	160	1418	2184	579	25	4	1	1	44.8	41.1	3.9
Thu	4621	1172	1121	1171	1157	15	44	3903	409	240	10	9	9	11	18	23	275	1695	2084	473	21	1	0	2	44.3	40.3	4.5
Fri	4642	1142	1162	1176	1162	7	41	3893	457	237	7	2	7	5	12	31	212	1527	2247	561	33	4	0	1	44.7	40.9	4.1
Sat	3648	899	933	884	932	14	30	3234	258	111	1	1	2	14	7	26	174	1175	1759	467	20	3	0	0	44.7	40.9	4.2
Sun	2838	686	674	720	758	32	52	2463	218	72	1	1	7	14	18	26	100	772	1342	524	33	1	0	0	45.6	41.3	4.8
28868	7153	7055	7254	7406	130	275	24368	2617	1433	45	13	45	72	98	192	1329	9302	13823	3747	219	19	2	7	44.9	40.9	4.3	

Total

Time	Hourly Totals	00-15	15 Minute Bin Drops		45-00	Cycles	Motor Cycle	Vehicle Classes COBA+					Vehicle Speed										P-Tile 85%	Average Speed	Standard deviation	
			15-30	30-45				CAR	LGV	HGV	BUS	MPH 0 <6	MPH 6 <11	MPH 11 <16	MPH 16 <21	MPH 21 <26	MPH 26 <31	MPH 31 <36	MPH 36 <41	MPH 41 <46	MPH 46 <51	MPH 51 <56				MPH 56 <61
28868	7153	7055	7254	7406	130	275	24368	2617	1433	45	13	45	72	98	192	1329	9302	13823	3747	219	19	2	7	44.9	40.9	4.3

Lound
Classified Junction Count

Site 1 of 4
Local Road
A638 North Road (South)
A638 North Road (North)

Lat/Long
lat 53.338308° lon -0.970876°

Date
Tuesday 05 July 2022

Weather
Sunny Intervals
Temp: 12°C

0700 - 1000 (Weekday AM Peak)

TIME	Movement 1.1: Left from Local Road to A638 North Road (South)								Original Data	
	PICYCLE	MCYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	0	0	0	0	0	0	0	0.00
0715 - 0730	0	0	1	0	0	0	0	0	1	1.00
0730 - 0745	0	0	0	0	1	0	1	0	2	3.30
0745 - 0800	0	0	0	0	3	0	0	0	3	3.00
Hourly Total	0	0	1	0	4	0	1	0	6	7.30
Hourly Average	0.00	0.00	0.25	0.00	1.00	0.00	0.25	0.00	1.50	1.62
0800 - 0815	0	0	2	0	0	0	0	0	2	2.00
0815 - 0830	0	0	1	0	0	0	0	0	1	1.00
0830 - 0845	0	0	0	0	1	0	0	0	1	1.00
0845 - 0900	0	0	2	0	0	0	0	0	2	2.00
Hourly Total	0	0	5	0	1	0	0	0	6	6.00
Hourly Average	0.00	0.00	1.25	0.00	0.25	0.00	0.00	0.00	1.50	1.50
0900 - 0915	0	0	1	0	1	1	1	0	4	5.80
0915 - 0930	0	0	1	0	2	0	0	0	3	3.00
0930 - 0945	0	0	3	0	3	0	0	0	6	6.00
0945 - 1000	0	0	3	0	0	0	1	0	4	5.30
Hourly Total	0	0	8	0	6	1	2	0	17	23.10
Hourly Average	0.00	0.00	2.00	0.00	1.50	0.25	0.50	0.00	4.25	5.03
Session Total	0	0	14	0	11	1	3	0	29	33.40
Session Average	0.00	0.00	1.17	0.00	0.92	0.08	0.25	0.00	2.42	2.78

Date
Tuesday 05 July 2022

Weather
Sunny Intervals
Temp: 19°C

1600 - 1900 (Weekday PM Peak)

TIME	Movement 1.1: Left from Local Road to A638 North Road (South)								Original Data	
	PICYCLE	MCYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	0	1	0	0	0	0	0	1	1.00
1615 - 1630	0	0	2	0	0	0	1	0	3	4.30
1630 - 1645	0	0	1	0	1	0	0	0	2	2.00
1645 - 1700	0	0	4	0	1	0	0	0	5	5.00
Hourly Total	0	0	8	0	2	0	1	0	11	12.30
Hourly Average	0.00	0.00	2.00	0.00	0.50	0.00	0.25	0.00	2.75	3.03
1700 - 1715	0	0	4	0	2	0	0	0	6	6.00
1715 - 1730	0	0	2	0	0	0	0	0	2	2.00
1730 - 1745	0	0	0	0	3	0	0	0	3	3.00
1745 - 1800	0	0	2	0	0	0	0	0	2	2.00
Hourly Total	0	0	8	0	5	0	0	0	13	13.00
Hourly Average	0.00	0.00	2.00	0.00	1.25	0.00	0.00	0.00	3.25	3.25
1800 - 1815	0	0	1	0	1	0	0	0	2	2.00
1815 - 1830	0	0	2	0	0	0	0	0	2	2.00
1830 - 1845	0	0	2	0	0	0	0	0	2	2.00
1845 - 1900	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	5	0	1	0	0	0	6	6.00
Hourly Average	0.00	0.00	1.25	0.00	0.25	0.00	0.00	0.00	1.50	1.50
Session Total	0	0	21	0	8	0	1	0	30	31.30
Session Average	0.00	0.00	1.75	0.00	0.67	0.00	0.08	0.00	2.50	2.61

Lound
Classified Junction Count

Site 1 of 4
Local Road
A638 North Road (South)
A638 North Road (North)

Lat/Long
lat: 53.338308° lon: -0.970876°

Date
Tuesday 05 July 2022

Weather
Sunny Intervals
Temp: 12°C

0700 - 1000 (Weekday AM Peak)

TIME	Movement 1.2: Right from Local Road to A638 North Road (North)								Original Data	
	PICYCLE	MCYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	0	0	0	0	0	0	0	0.00
0715 - 0730	0	0	0	0	0	0	0	0	0	0.00
0730 - 0745	0	0	1	0	0	0	0	0	1	1.00
0745 - 0800	0	0	0	0	1	0	0	0	1	1.00
Hourly Total	0	0	1	0	1	0	0	0	2	2.00
Hourly Average	0.00	0.00	0.25	0.00	0.25	0.00	0.00	0.00	0.50	0.50
0800 - 0815	0	0	0	0	0	0	0	0	0	0.00
0815 - 0830	0	0	0	0	0	0	0	0	0	0.00
0830 - 0845	0	0	0	0	0	0	0	0	0	0.00
0845 - 0900	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
0900 - 0915	0	0	0	0	1	0	0	0	1	1.00
0915 - 0930	0	0	4	0	1	0	0	0	5	5.00
0930 - 0945	0	0	1	0	0	0	0	0	1	1.00
0945 - 1000	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	5	0	2	0	0	0	7	7.00
Hourly Average	0.00	0.00	1.25	0.00	0.50	0.00	0.00	0.00	1.75	1.75
Session Total	0	0	6	0	3	0	0	0	9	9.00
Session Average	0.00	0.00	0.50	0.00	0.25	0.00	0.00	0.00	0.75	0.75

Date
Tuesday 05 July 2022

Weather
Sunny Intervals
Temp: 19°C

1600 - 1900 (Weekday PM Peak)

TIME	Movement 1.2: Right from Local Road to A638 North Road (North)								Original Data	
	PICYCLE	MCYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	1	0	0	0	0	0	0	0	1	0.20
1615 - 1630	0	0	1	0	0	0	0	0	1	1.00
1630 - 1645	0	0	0	0	0	0	0	0	0	0.00
1645 - 1700	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	1	0	1	0	0	0	0	0	2	1.20
Hourly Average	0.25	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.50	0.30
1700 - 1715	0	0	2	0	0	0	0	0	2	2.00
1715 - 1730	0	0	0	0	0	0	0	0	0	0.00
1730 - 1745	0	0	0	0	1	0	0	0	1	1.00
1745 - 1800	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	2	0	1	0	0	0	3	3.00
Hourly Average	0.00	0.00	0.50	0.00	0.25	0.00	0.00	0.00	0.75	0.75
1800 - 1815	0	0	1	0	0	0	0	0	1	1.00
1815 - 1830	0	0	0	0	0	0	0	0	0	0.00
1830 - 1845	0	0	0	0	0	0	0	0	0	0.00
1845 - 1900	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	1	0	0	0	0	0	1	1.00
Hourly Average	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.25	0.25
Session Total	1	0	4	0	1	0	0	0	6	5.20
Session Average	0.08	0.00	0.33	0.00	0.08	0.00	0.00	0.00	0.50	0.43

Lound
Classified Junction Count

Site 1 of 4
Local Road
A638 North Road (South)
A638 North Road (North)

Lat/Long
lat 53.338308° lon -0.970876°

Date
Tuesday 05 July 2022

Weather
Sunny Intervals
Temp: 12°C

0700 - 1000 (Weekday AM Peak)

TIME	Movement 1.3: Northbound from A638 North Road (South) to A638 North Road (North)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	1	0	34	0	18	0	0	0	53	52.20
0715 - 0730	0	0	59	0	17	0	2	1	79	82.60
0730 - 0745	0	1	70	0	25	0	1	4	101	105.70
0745 - 0800	0	0	60	0	24	2	0	0	86	87.00
Hourly Total	1	1	223	0	84	2	3	5	319	327.50
Hourly Average	0.25	0.25	55.75	0.00	21.00	0.50	0.75	1.25	79.75	81.88
0800 - 0815	1	0	71	0	15	1	1	2	91	94.00
0815 - 0830	0	0	68	2	30	5	1	1	107	111.80
0830 - 0845	0	0	75	0	15	3	1	2	96	100.80
0845 - 0900	0	0	68	2	25	2	2	3	102	108.60
Hourly Total	1	0	282	4	85	11	5	8	396	415.20
Hourly Average	0.25	0.00	70.50	1.00	21.25	2.75	1.25	2.00	99.00	103.80
0900 - 0915	1	0	66	2	13	1	2	1	86	89.30
0915 - 0930	2	0	60	1	11	5	1	0	80	82.20
0930 - 0945	1	2	54	0	10	5	1	0	73	74.80
0945 - 1000	0	2	61	0	17	3	2	1	86	89.90
Hourly Total	4	4	241	3	51	14	6	2	325	336.20
Hourly Average	1.00	1.00	60.25	0.75	12.75	3.50	1.50	0.50	81.25	84.05
Session Total	6	5	746	7	220	27	14	15	1040	1078.90
Session Average	0.50	0.42	62.17	0.58	18.33	2.25	1.17	1.25	86.67	89.91

Date
Tuesday 05 July 2022

Weather
Sunny Intervals
Temp: 19°C

1600 - 1900 (Weekday PM Peak)

TIME	Movement 1.3: Northbound from A638 North Road (South) to A638 North Road (North)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	2	94	0	26	2	1	0	125	126.10
1615 - 1630	1	0	105	0	14	0	0	2	122	123.20
1630 - 1645	1	1	114	1	19	0	1	0	137	136.90
1645 - 1700	2	0	85	0	19	1	0	1	108	107.90
Hourly Total	4	3	398	1	78	3	2	3	492	494.10
Hourly Average	1.00	0.75	99.50	0.25	19.50	0.75	0.50	0.75	123.00	123.53
1700 - 1715	0	2	121	1	15	1	1	0	142	142.60
1715 - 1730	0	1	95	0	17	0	0	0	113	112.40
1730 - 1745	1	3	97	1	14	1	0	1	118	116.90
1745 - 1800	1	0	82	0	13	0	0	1	97	97.20
Hourly Total	2	6	395	2	60	2	1	2	470	469.10
Hourly Average	0.50	1.50	98.75	0.50	15.00	0.50	0.25	0.50	117.50	117.28
1800 - 1815	0	0	68	0	12	0	0	0	80	80.00
1815 - 1830	0	1	71	0	9	1	1	1	84	86.20
1830 - 1845	1	1	55	0	2	0	0	0	59	57.60
1845 - 1900	0	0	55	0	4	0	0	0	59	59.00
Hourly Total	1	2	249	0	27	1	1	1	282	282.80
Hourly Average	0.25	0.50	62.25	0.00	6.75	0.25	0.25	0.25	70.50	70.70
Session Total	7	11	1042	3	165	6	4	6	1244	1246.00
Session Average	0.58	0.92	86.83	0.25	13.75	0.50	0.33	0.50	103.67	103.83

Lound
Classified Junction Count

Site 1 of 4
Local Road
A638 North Road (South)
A638 North Road (North)

Lat/Long
lat: 53.338308° lon: -0.970876°

Date
Tuesday 05 July 2022

Weather
Sunny Intervals
Temp: 12°C

0700 - 1000 (Weekday AM Peak)

TIME	Movement 1.4: Right from A638 North Road (South) to Local Road								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	0	0	1	0	0	0	1	1.00
0715 - 0730	0	0	1	0	0	0	0	0	1	1.00
0730 - 0745	0	0	3	0	0	0	0	0	3	3.00
0745 - 0800	0	0	0	0	2	0	0	0	2	2.00
Hourly Total	0	0	4	0	3	0	0	0	7	7.00
Hourly Average	0.00	0.00	1.00	0.00	0.75	0.00	0.00	0.00	1.75	1.75
0800 - 0815	0	0	1	0	1	0	0	0	2	2.00
0815 - 0830	0	0	4	0	1	0	0	0	5	5.00
0830 - 0845	0	0	2	0	0	0	0	0	2	2.00
0845 - 0900	0	0	4	0	1	0	0	0	5	5.00
Hourly Total	0	0	11	0	3	0	0	0	14	14.00
Hourly Average	0.00	0.00	2.75	0.00	0.75	0.00	0.00	0.00	3.50	3.50
0900 - 0915	0	0	3	0	1	0	0	0	4	4.00
0915 - 0930	0	0	2	0	4	0	1	0	7	8.30
0930 - 0945	0	0	4	0	2	1	1	0	8	9.80
0945 - 1000	0	0	4	0	3	0	0	0	7	7.00
Hourly Total	0	0	13	0	10	1	2	0	26	29.10
Hourly Average	0.00	0.00	3.25	0.00	2.50	0.25	0.50	0.00	6.50	7.28
Session Total	0	0	28	0	16	1	2	0	47	50.10
Session Average	0.00	0.00	2.33	0.00	1.33	0.08	0.17	0.00	3.92	4.18

Date
Tuesday 05 July 2022

Weather
Sunny Intervals
Temp: 19°C

1600 - 1900 (Weekday PM Peak)

TIME	Movement 1.4: Right from A638 North Road (South) to Local Road								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	0	2	0	1	0	0	0	3	3.00
1615 - 1630	1	0	0	0	0	0	0	0	1	0.20
1630 - 1645	0	0	0	0	2	0	0	0	2	2.00
1645 - 1700	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	1	0	2	0	3	0	0	0	6	5.20
Hourly Average	0.25	0.00	0.50	0.00	0.75	0.00	0.00	0.00	1.50	1.30
1700 - 1715	0	0	1	0	2	0	0	0	3	3.00
1715 - 1730	0	0	1	0	1	0	0	0	2	2.00
1730 - 1745	0	0	2	0	1	0	0	0	3	3.00
1745 - 1800	0	0	1	1	1	0	0	0	3	3.00
Hourly Total	0	0	5	1	5	0	0	0	11	11.00
Hourly Average	0.00	0.00	1.25	0.25	1.25	0.00	0.00	0.00	2.75	2.75
1800 - 1815	0	0	0	0	0	0	0	0	0	0.00
1815 - 1830	0	0	0	0	0	0	0	0	0	0.00
1830 - 1845	0	0	0	0	0	0	0	0	0	0.00
1845 - 1900	0	0	0	1	0	0	0	0	1	1.00
Hourly Total	0	0	0	1	0	0	0	0	1	1.00
Hourly Average	0.00	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.25	0.25
Session Total	1	0	7	2	8	0	0	0	18	17.20
Session Average	0.08	0.00	0.58	0.17	0.67	0.00	0.00	0.00	1.50	1.43

Lound
Classified Junction Count

Site 1 of 4
Local Road
A638 North Road (South)
A638 North Road (North)

Lat/Long
lat: 53.338308° lon: -0.970876°

Date
Tuesday 05 July 2022

Weather
Sunny Intervals
Temp: 12°C

0700 - 1000 (Weekday AM Peak)

TIME	Movement 1.5: Left from A638 North Road (North) to Local Road								Original Data	
	PICYCLE	MCYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	1	0	0	0	0	0	1	1.00
0715 - 0730	0	0	1	0	0	0	0	0	1	1.00
0730 - 0745	0	0	1	0	1	0	0	0	2	2.00
0745 - 0800	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	3	0	1	0	0	0	4	4.00
Hourly Average	0.00	0.00	0.75	0.00	0.25	0.00	0.00	0.00	1.00	1.00
0800 - 0815	0	0	0	0	1	0	0	0	1	1.00
0815 - 0830	0	0	1	0	0	0	0	0	1	1.00
0830 - 0845	0	0	2	0	1	0	0	0	3	3.00
0845 - 0900	0	0	0	0	2	0	0	0	2	2.00
Hourly Total	0	0	3	0	4	0	0	0	7	7.00
Hourly Average	0.00	0.00	0.75	0.00	1.00	0.00	0.00	0.00	1.75	1.75
0900 - 0915	0	0	1	0	0	0	0	0	1	1.00
0915 - 0930	0	0	1	0	0	0	0	0	1	1.00
0930 - 0945	0	0	2	0	0	1	0	0	3	3.50
0945 - 1000	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	0	0	5	0	0	1	0	0	6	6.50
Hourly Average	0.00	0.00	1.25	0.00	0.00	0.25	0.00	0.00	1.50	1.63
Session Total	0	0	11	0	5	1	0	0	17	17.50
Session Average	0.00	0.00	0.92	0.00	0.42	0.08	0.00	0.00	1.42	1.46

Date
Tuesday 05 July 2022

Weather
Sunny Intervals
Temp: 19°C

1600 - 1900 (Weekday PM Peak)

TIME	Movement 1.5: Left from A638 North Road (North) to Local Road								Original Data	
	PICYCLE	MCYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	0	1	0	0	0	1	0	2	3.30
1615 - 1630	0	0	0	0	0	0	0	0	0	0.00
1630 - 1645	0	0	0	0	0	0	0	0	0	0.00
1645 - 1700	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	0	0	2	0	0	0	1	0	3	4.30
Hourly Average	0.00	0.00	0.50	0.00	0.00	0.00	0.25	0.00	0.75	1.03
1700 - 1715	0	0	0	0	0	0	0	0	0	0.00
1715 - 1730	0	0	0	0	0	0	0	0	0	0.00
1730 - 1745	0	0	0	0	0	0	0	0	0	0.00
1745 - 1800	0	0	2	0	0	0	0	0	2	2.00
Hourly Total	0	0	2	0	0	0	0	0	2	2.00
Hourly Average	0.00	0.00	0.50	0.00	0.00	0.00	0.00	0.00	0.50	0.50
1800 - 1815	0	0	0	0	0	0	0	0	0	0.00
1815 - 1830	0	0	2	0	0	0	0	0	2	2.00
1830 - 1845	0	0	0	0	0	0	0	0	0	0.00
1845 - 1900	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	2	0	0	0	0	0	2	2.00
Hourly Average	0.00	0.00	0.50	0.00	0.00	0.00	0.00	0.00	0.50	0.50
Session Total	0	0	6	0	0	0	1	0	7	8.30
Session Average	0.00	0.00	0.50	0.00	0.00	0.00	0.08	0.00	0.58	0.69

Lound
Classified Junction Count

Site 1 of 4
Local Road
A638 North Road (South)
A638 North Road (North)

Lat/Long
lat 53.338308° lon -0.970876°

Date
Tuesday 05 July 2022

Weather
Sunny Intervals
Temp: 12°C

0700 - 1000 (Weekday AM Peak)

TIME	Movement 1.6: Southbound from A638 North Road (North) to A638 North Road (South)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	1	1	44	0	14	0	0	0	60	58.60
0715 - 0730	0	0	48	0	16	3	1	0	68	70.80
0730 - 0745	0	0	78	0	28	1	1	2	110	113.80
0745 - 0800	0	0	114	0	20	3	2	0	139	143.10
Hourly Total	1	1	284	0	78	7	4	2	377	386.30
Hourly Average	0.25	0.25	71.00	0.00	19.50	1.75	1.00	0.50	94.25	96.58
0800 - 0815	0	0	92	0	25	2	3	2	124	130.90
0815 - 0830	0	1	103	1	22	4	2	5	138	147.00
0830 - 0845	2	2	117	1	23	2	0	1	148	147.20
0845 - 0900	0	0	117	0	13	3	1	0	134	136.80
Hourly Total	2	3	429	2	83	11	6	8	544	561.90
Hourly Average	0.50	0.75	107.25	0.50	20.75	2.75	1.50	2.00	136.00	140.48
0900 - 0915	1	0	79	0	15	5	1	1	102	106.00
0915 - 0930	0	0	69	0	22	5	0	1	97	100.50
0930 - 0945	0	1	62	0	16	4	1	0	84	86.70
0945 - 1000	2	2	68	0	15	0	1	0	88	86.50
Hourly Total	3	3	278	0	68	14	3	2	371	379.70
Hourly Average	0.75	0.75	69.50	0.00	17.00	3.50	0.75	0.50	92.75	94.93
Session Total	6	7	991	2	229	32	13	12	1292	1327.90
Session Average	0.50	0.58	82.58	0.17	19.08	2.67	1.08	1.00	107.67	110.66

Date
Tuesday 05 July 2022

Weather
Sunny Intervals
Temp: 19°C

1600 - 1900 (Weekday PM Peak)

TIME	Movement 1.6: Southbound from A638 North Road (North) to A638 North Road (South)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	1	1	84	0	23	0	1	2	112	113.90
1615 - 1630	0	2	84	0	25	2	2	1	116	119.40
1630 - 1645	0	0	101	0	13	1	0	1	116	117.50
1645 - 1700	2	2	93	0	23	0	3	0	123	124.10
Hourly Total	3	5	362	0	84	3	6	4	467	474.90
Hourly Average	0.75	1.25	90.50	0.00	21.00	0.75	1.50	1.00	116.75	118.73
1700 - 1715	0	1	97	0	18	0	1	0	117	117.90
1715 - 1730	3	3	90	0	16	0	1	0	111	110.90
1730 - 1745	0	1	87	0	13	0	0	0	101	100.40
1745 - 1800	0	1	89	0	11	0	0	0	101	100.40
Hourly Total	3	3	363	0	58	0	2	1	430	429.40
Hourly Average	0.75	0.75	90.75	0.00	14.50	0.00	0.50	0.25	107.50	107.35
1800 - 1815	1	1	92	0	9	1	0	1	105	105.10
1815 - 1830	0	3	67	0	10	0	0	0	80	78.20
1830 - 1845	0	0	72	0	6	0	0	0	78	78.00
1845 - 1900	1	0	62	0	11	0	0	0	74	73.20
Hourly Total	2	4	293	0	36	1	0	1	337	334.50
Hourly Average	0.50	1.00	73.25	0.00	9.00	0.25	0.00	0.25	84.25	83.63
Session Total	8	12	1018	0	178	4	8	6	1234	1238.80
Session Average	0.67	1.00	84.83	0.00	14.83	0.33	0.67	0.50	102.83	103.23

Lound
Classified Junction Count

Site 2 of 4
Daneshill Road
A638 Great North Road (South)
A638 Great North Road (North)

Lat/Long
lat: 53.372178° lon: -1.013443°

Date
Tuesday 05 July 2022

Weather
Sunny Intervals
Temp: 12°C

0700 - 1000 (Weekday AM Peak)

TIME	Movement 2.1: Left from Daneshill Road to A638 Great North Road (South)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	0	0	0	0	0	0	0	0.00
0715 - 0730	0	0	0	0	0	0	1	0	1	2.30
0730 - 0745	0	0	0	0	2	0	1	0	3	4.30
0745 - 0800	0	0	0	0	0	0	1	0	1	2.30
Hourly Total	0	0	0	0	2	0	3	0	5	8.90
Hourly Average	0.00	0.00	0.00	0.00	0.50	0.00	0.75	0.00	1.25	2.22
0800 - 0815	0	0	1	0	0	0	2	0	3	5.60
0815 - 0830	0	0	0	0	0	0	1	0	1	2.30
0830 - 0845	0	0	0	0	0	1	0	0	1	1.50
0845 - 0900	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	1	0	0	1	3	0	5	9.40
Hourly Average	0.00	0.00	0.25	0.00	0.00	0.25	0.75	0.00	1.25	2.35
0900 - 0915	0	0	1	0	2	0	2	0	5	7.60
0915 - 0930	0	0	0	0	0	0	1	0	1	2.30
0930 - 0945	0	0	0	0	0	0	0	0	0	0.00
0945 - 1000	0	0	2	0	0	0	1	0	3	4.30
Hourly Total	0	0	3	0	2	0	4	0	9	14.20
Hourly Average	0.00	0.00	0.75	0.00	0.50	0.00	1.00	0.00	2.25	3.55
Session Total	0	0	4	0	4	1	10	0	19	32.50
Session Average	0.00	0.00	0.33	0.00	0.33	0.08	0.83	0.00	1.58	2.71

Date
Tuesday 05 July 2022

Weather
Sunny Intervals
Temp: 19°C

1600 - 1900 (Weekday PM Peak)

TIME	Movement 2.1: Left from Daneshill Road to A638 Great North Road (South)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	0	1	0	0	0	4	0	5	10.20
1615 - 1630	0	0	0	0	0	0	2	0	2	4.60
1630 - 1645	0	0	0	0	1	0	1	0	2	3.30
1645 - 1700	0	0	3	0	1	0	0	0	4	4.00
Hourly Total	0	0	4	0	2	0	7	0	13	22.10
Hourly Average	0.00	0.00	1.00	0.00	0.50	0.00	1.75	0.00	3.25	5.53
1700 - 1715	0	0	1	0	0	0	0	0	1	1.00
1715 - 1730	0	0	0	0	0	0	1	0	1	2.30
1730 - 1745	1	0	1	0	0	0	1	0	3	3.50
1745 - 1800	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	1	0	2	0	0	0	2	0	5	6.80
Hourly Average	0.25	0.00	0.50	0.00	0.00	0.00	0.50	0.00	1.25	1.70
1800 - 1815	0	0	2	0	0	0	1	0	3	4.30
1815 - 1830	0	0	1	0	0	0	1	0	2	3.30
1830 - 1845	0	0	2	0	0	0	2	0	4	6.60
1845 - 1900	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	0	0	6	0	0	0	4	0	10	15.20
Hourly Average	0.00	0.00	1.50	0.00	0.00	0.00	1.00	0.00	2.50	3.80
Session Total	1	0	12	0	2	0	13	0	28	44.10
Session Average	0.08	0.00	1.00	0.00	0.17	0.00	1.08	0.00	2.33	3.68

Lound
Classified Junction Count

Site 2 of 4
Daneshill Road
A638 Great North Road (South)
A638 Great North Road (North)

Lat/Long
lat: 53.372178° lon: -1.013443°

Date
Tuesday 05 July 2022

Weather
Sunny Intervals
Temp: 12°C

0700 - 1000 (Weekday AM Peak)

TIME	Movement 2.2: Right from Daneshill Road to A638 Great North Road (North)								Original Data	
	PICYCLE	MCYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	3	0	0	0	1	0	4	5.30
0715 - 0730	0	0	0	0	1	0	2	0	3	5.60
0730 - 0745	0	0	3	0	3	0	1	0	7	8.30
0745 - 0800	0	0	0	0	0	0	3	0	3	6.90
Hourly Total	0	0	6	0	4	0	7	0	17	26.10
Hourly Average	0.00	0.00	1.50	0.00	1.00	0.00	1.75	0.00	4.25	6.52
0800 - 0815	0	0	1	0	0	1	2	0	4	7.10
0815 - 0830	0	0	0	0	2	0	0	0	2	2.00
0830 - 0845	0	0	2	0	1	0	2	0	5	7.60
0845 - 0900	0	0	2	0	0	0	1	0	3	4.30
Hourly Total	0	0	5	0	3	1	5	0	14	21.00
Hourly Average	0.00	0.00	1.25	0.00	0.75	0.25	1.25	0.00	3.50	5.25
0900 - 0915	0	0	4	0	0	0	0	1	5	6.00
0915 - 0930	0	0	1	0	0	1	1	0	3	4.80
0930 - 0945	0	0	3	0	4	1	1	0	9	10.80
0945 - 1000	0	0	2	0	1	2	0	0	5	6.00
Hourly Total	0	0	10	0	5	4	2	1	22	27.60
Hourly Average	0.00	0.00	2.50	0.00	1.25	1.00	0.50	0.25	5.50	6.90
Session Total	0	0	21	0	12	5	14	1	53	74.70
Session Average	0.00	0.00	1.75	0.00	1.00	0.42	1.17	0.08	4.42	6.23

Date
Tuesday 05 July 2022

Weather
Sunny Intervals
Temp: 19°C

1600 - 1900 (Weekday PM Peak)

TIME	Movement 2.2: Right from Daneshill Road to A638 Great North Road (North)								Original Data	
	PICYCLE	MCYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	0	7	0	0	2	0	0	10	11.30
1615 - 1630	0	0	4	0	1	0	2	0	7	9.60
1630 - 1645	0	0	5	0	2	1	2	0	10	13.10
1645 - 1700	0	0	1	0	0	0	2	0	3	5.60
Hourly Total	0	0	17	0	5	1	7	0	30	39.60
Hourly Average	0.00	0.00	4.25	0.00	1.25	0.25	1.75	0.00	7.50	9.90
1700 - 1715	0	0	6	0	1	0	1	0	8	9.30
1715 - 1730	0	0	6	0	0	0	0	0	6	6.00
1730 - 1745	0	0	3	0	0	0	1	0	4	5.30
1745 - 1800	0	1	9	0	0	0	0	0	10	9.40
Hourly Total	0	1	24	0	1	0	2	0	28	30.00
Hourly Average	0.00	0.25	6.00	0.00	0.25	0.00	0.50	0.00	7.00	7.50
1800 - 1815	1	0	2	0	1	0	0	0	4	3.20
1815 - 1830	0	0	2	0	0	1	0	0	3	3.50
1830 - 1845	0	0	3	0	0	0	0	0	3	3.00
1845 - 1900	2	0	3	0	2	0	0	0	7	5.40
Hourly Total	3	0	10	0	3	1	0	0	17	15.10
Hourly Average	0.75	0.00	2.50	0.00	0.75	0.25	0.00	0.00	4.25	3.78
Session Total	3	1	51	0	9	2	9	0	75	84.70
Session Average	0.25	0.08	4.25	0.00	0.75	0.17	0.75	0.00	6.25	7.06

Lound
Classified Junction Count

Site 2 of 4
Daneshill Road
A638 Great North Road (South)
A638 Great North Road (North)

Lat/Long
lat: 53.372178° lon: -1.013443°

Date
Tuesday 05 July 2022

Weather
Sunny Intervals
Temp: 12°C

0700 - 1000 (Weekday AM Peak)

TIME	Movement 2.3: Northbound from A638 Great North Road (South) to A638 Great North Road (North)								Original Data	
	PICYCLE	MCYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	1	0	26	0	13	0	0	0	40	39.20
0715 - 0730	1	0	32	0	5	0	1	0	39	39.50
0730 - 0745	0	0	36	0	8	0	1	1	46	48.30
0745 - 0800	0	2	41	0	5	1	0	0	49	48.30
Hourly Total	2	2	135	0	31	1	2	1	174	175.30
Hourly Average	0.50	0.50	33.75	0.00	7.75	0.25	0.50	0.25	43.50	43.83
0800 - 0815	1	0	34	0	9	1	0	1	46	46.70
0815 - 0830	0	0	34	1	15	2	0	0	52	53.00
0830 - 0845	0	0	24	0	9	4	1	2	40	45.30
0845 - 0900	0	0	37	0	6	2	1	3	49	54.30
Hourly Total	1	0	129	1	39	9	2	6	187	199.30
Hourly Average	0.25	0.00	32.25	0.25	9.75	2.25	0.50	1.50	46.75	49.83
0900 - 0915	0	0	33	1	8	0	1	0	43	44.30
0915 - 0930	1	0	35	0	5	3	1	0	45	47.00
0930 - 0945	1	1	22	0	4	0	1	0	29	28.90
0945 - 1000	0	1	31	0	9	3	0	1	45	46.90
Hourly Total	2	2	121	1	26	6	3	1	162	167.10
Hourly Average	0.50	0.50	30.25	0.25	6.50	1.50	0.75	0.25	40.50	41.78
Session Total	5	4	385	2	96	16	7	8	523	541.70
Session Average	0.42	0.33	32.08	0.17	8.00	1.33	0.58	0.67	43.58	45.14

Date
Tuesday 05 July 2022

Weather
Sunny Intervals
Temp: 19°C

1600 - 1900 (Weekday PM Peak)

TIME	Movement 2.3: Northbound from A638 Great North Road (South) to A638 Great North Road (North)								Original Data	
	PICYCLE	MCYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	1	0	36	0	15	2	0	0	54	54.20
1615 - 1630	0	2	48	0	13	1	0	0	64	63.30
1630 - 1645	0	1	50	0	8	0	0	1	60	60.40
1645 - 1700	0	0	50	1	8	0	0	1	60	61.00
Hourly Total	1	3	184	1	44	3	0	2	238	238.90
Hourly Average	0.25	0.75	46.00	0.25	11.00	0.75	0.00	0.50	59.50	59.73
1700 - 1715	3	0	44	0	9	0	0	0	56	53.60
1715 - 1730	1	1	59	0	5	0	0	0	66	64.60
1730 - 1745	1	1	46	0	7	0	0	0	55	53.60
1745 - 1800	1	0	54	0	10	0	1	1	67	68.50
Hourly Total	6	2	203	0	31	0	1	1	244	240.30
Hourly Average	1.50	0.50	50.75	0.00	7.75	0.00	0.25	0.25	61.00	60.08
1800 - 1815	0	1	32	0	5	1	0	0	39	38.90
1815 - 1830	0	1	44	0	9	0	0	0	54	53.40
1830 - 1845	1	0	23	0	4	0	0	0	28	27.20
1845 - 1900	4	0	23	0	3	2	0	0	32	29.80
Hourly Total	5	2	122	0	21	3	0	0	153	149.30
Hourly Average	1.25	0.50	30.50	0.00	5.25	0.75	0.00	0.00	38.25	37.33
Session Total	12	7	509	1	96	6	1	3	635	628.50
Session Average	1.00	0.58	42.42	0.08	8.00	0.50	0.08	0.25	52.92	52.38

Lound
Classified Junction Count

Site 2 of 4
Daneshill Road
A638 Great North Road (South)
A638 Great North Road (North)

Lat/Long
lat: 53.372178° lon: -1.013443°

Date
Tuesday 05 July 2022

Weather
Sunny Intervals
Temp: 12°C

0700 - 1000 (Weekday AM Peak)

TIME	Movement 2.4: Right from A638 Great North Road (South) to Daneshill Road								Original Data	
	PICYCLE	MCYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	0	0	0	0	0	0	0	0.00
0715 - 0730	0	0	0	0	0	0	0	0	0	0.00
0730 - 0745	0	0	0	0	0	0	0	0	0	0.00
0745 - 0800	0	0	0	0	1	0	0	0	1	1.00
Hourly Total	0	0	0	0	1	0	0	0	1	1.00
Hourly Average	0.00	0.00	0.00	0.00	0.25	0.00	0.00	0.00	0.25	0.25
0800 - 0815	0	0	0	0	0	0	0	0	0	0.00
0815 - 0830	0	0	0	0	0	0	2	0	2	4.60
0830 - 0845	0	0	0	0	0	0	0	0	0	0.00
0845 - 0900	0	0	0	0	1	0	0	0	1	1.00
Hourly Total	0	0	0	0	1	0	2	0	3	5.60
Hourly Average	0.00	0.00	0.00	0.00	0.25	0.00	0.50	0.00	0.75	1.40
0900 - 0915	0	0	0	0	0	0	0	0	0	0.00
0915 - 0930	0	0	1	0	0	0	0	0	1	1.00
0930 - 0945	0	0	0	0	0	1	2	0	3	6.10
0945 - 1000	0	0	1	0	0	0	2	0	3	5.60
Hourly Total	0	0	2	0	0	1	4	0	7	12.30
Hourly Average	0.00	0.00	0.50	0.00	0.00	0.25	1.00	0.00	1.75	3.18
Session Total	0	0	2	0	2	1	6	0	11	19.30
Session Average	0.00	0.00	0.17	0.00	0.17	0.08	0.50	0.00	0.92	1.61

Date
Tuesday 05 July 2022

Weather
Sunny Intervals
Temp: 19°C

1600 - 1900 (Weekday PM Peak)

TIME	Movement 2.4: Right from A638 Great North Road (South) to Daneshill Road								Original Data	
	PICYCLE	MCYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	0	1	0	0	1	0	0	2	2.50
1615 - 1630	0	0	0	0	0	0	1	0	1	2.30
1630 - 1645	0	0	1	0	0	0	0	0	1	1.00
1645 - 1700	0	0	0	0	0	0	1	0	1	2.30
Hourly Total	0	0	2	0	0	1	2	0	5	8.10
Hourly Average	0.00	0.00	0.50	0.00	0.00	0.25	0.50	0.00	1.25	2.03
1700 - 1715	0	0	0	0	1	0	1	0	2	3.30
1715 - 1730	0	0	3	0	0	1	0	0	4	5.30
1730 - 1745	0	0	2	0	0	0	0	0	2	2.00
1745 - 1800	0	0	5	0	0	0	1	0	6	7.30
Hourly Total	0	0	10	0	1	0	3	0	14	17.90
Hourly Average	0.00	0.00	2.50	0.00	0.25	0.00	0.75	0.00	3.50	4.48
1800 - 1815	0	0	1	0	0	0	1	0	2	3.30
1815 - 1830	0	0	3	0	0	0	0	0	3	3.00
1830 - 1845	0	0	0	0	0	0	0	0	0	0.00
1845 - 1900	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	4	0	0	0	1	0	5	6.30
Hourly Average	0.00	0.00	1.00	0.00	0.00	0.00	0.25	0.00	1.25	1.58
Session Total	0	0	16	0	1	1	6	0	24	32.30
Session Average	0.00	0.00	1.33	0.00	0.08	0.08	0.50	0.00	2.00	2.69

Lound
Classified Junction Count

Site 2 of 4
Daneshill Road
A638 Great North Road (South)
A638 Great North Road (North)

Lat/Long
lat: 53.372178° lon: -1.013443°

Date
Tuesday 05 July 2022

Weather
Sunny Intervals
Temp: 12°C

0700 - 1000 (Weekday AM Peak)

TIME	Movement 2.5: Left from A638 Great North Road (North) to Daneshill Road								Original Data	
	PICYCLE	MCYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	1	0	0	0	1	0	2	3.30
0715 - 0730	0	0	0	0	0	0	4	0	4	9.20
0730 - 0745	0	0	1	0	1	0	3	0	5	8.90
0745 - 0800	0	0	3	0	3	0	0	0	6	6.00
Hourly Total	0	0	5	0	4	0	8	0	17	27.40
Hourly Average	0.00	0.00	1.25	0.00	1.00	0.00	2.00	0.00	4.25	6.85
0800 - 0815	0	0	1	0	1	0	0	0	2	2.00
0815 - 0830	0	1	3	0	2	1	2	0	9	11.50
0830 - 0845	0	0	3	0	2	1	1	0	7	8.80
0845 - 0900	0	0	3	0	2	1	3	0	9	13.40
Hourly Total	0	1	10	0	7	3	6	0	27	35.70
Hourly Average	0.00	0.25	2.50	0.00	1.75	0.75	1.50	0.00	6.75	8.93
0900 - 0915	0	0	3	0	4	0	0	0	7	7.00
0915 - 0930	0	0	1	0	0	0	0	0	1	1.00
0930 - 0945	1	0	3	0	0	0	3	0	7	10.10
0945 - 1000	0	0	2	0	2	0	4	0	8	13.20
Hourly Total	1	0	9	0	6	0	7	0	23	31.30
Hourly Average	0.25	0.00	2.25	0.00	1.50	0.00	1.75	0.00	5.75	7.63
Session Total	1	1	24	0	17	3	21	0	67	94.40
Session Average	0.08	0.08	2.00	0.00	1.42	0.25	1.75	0.00	5.58	7.87

Date
Tuesday 05 July 2022

Weather
Sunny Intervals
Temp: 19°C

1600 - 1900 (Weekday PM Peak)

TIME	Movement 2.5: Left from A638 Great North Road (North) to Daneshill Road								Original Data	
	PICYCLE	MCYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	0	4	0	3	0	0	0	7	7.00
1615 - 1630	0	0	6	0	1	0	0	0	7	7.00
1630 - 1645	0	0	1	0	1	0	0	0	2	2.00
1645 - 1700	0	0	3	0	1	0	2	0	6	8.60
Hourly Total	0	0	14	0	6	0	2	0	22	24.60
Hourly Average	0.00	0.00	3.50	0.00	1.50	0.00	0.50	0.00	5.50	6.15
1700 - 1715	1	0	7	0	1	0	0	0	9	8.20
1715 - 1730	0	0	3	0	2	0	0	0	5	5.00
1730 - 1745	0	0	5	0	2	0	0	0	7	7.00
1745 - 1800	2	0	2	0	1	0	0	0	5	3.40
Hourly Total	3	0	17	0	6	0	0	0	26	23.60
Hourly Average	0.75	0.00	4.25	0.00	1.50	0.00	0.00	0.00	6.50	5.90
1800 - 1815	1	0	7	0	2	0	0	0	10	9.20
1815 - 1830	0	0	2	0	0	0	1	0	3	4.30
1830 - 1845	0	0	7	0	1	0	0	0	8	8.00
1845 - 1900	2	0	5	0	1	0	0	0	8	6.40
Hourly Total	3	0	21	0	4	0	1	0	29	27.90
Hourly Average	0.75	0.00	5.25	0.00	1.00	0.00	0.25	0.00	7.25	6.98
Session Total	6	0	52	0	16	0	3	0	77	76.10
Session Average	0.50	0.00	4.33	0.00	1.33	0.00	0.25	0.00	6.42	6.34

Lound
Classified Junction Count

Site 2 of 4
Daneshill Road
A638 Great North Road (South)
A638 Great North Road (North)

Lat/Long
lat: 53.372178° lon: -1.013443°

Date
Tuesday 05 July 2022

Weather
Sunny Intervals
Temp: 12°C

0700 - 1000 (Weekday AM Peak)

TIME	Movement 2.6: Southbound from A638 Great North Road (North) to A638 Great North Road (South)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	1	1	30	0	8	0	0	0	40	38.60
0715 - 0730	0	0	39	0	5	1	0	1	46	47.50
0730 - 0745	0	0	53	0	19	1	1	0	74	75.80
0745 - 0800	0	0	36	0	12	2	0	0	50	51.00
Hourly Total	1	1	158	0	44	4	1	1	210	212.90
Hourly Average	0.25	0.25	39.50	0.00	11.00	1.00	0.25	0.25	52.50	53.23
0800 - 0815	1	0	52	0	16	0	1	2	72	74.50
0815 - 0830	1	0	60	0	8	3	0	1	73	74.70
0830 - 0845	0	2	54	1	8	5	1	1	72	75.60
0845 - 0900	0	0	47	1	3	1	1	1	54	56.80
Hourly Total	2	2	213	2	35	9	3	5	271	281.60
Hourly Average	0.50	0.50	53.25	0.50	8.75	2.25	0.75	1.25	67.75	70.40
0900 - 0915	0	0	32	0	8	2	0	0	42	43.00
0915 - 0930	0	1	35	0	6	3	0	0	45	45.90
0930 - 0945	1	0	26	0	10	1	1	0	39	40.00
0945 - 1000	3	0	31	0	5	4	0	0	43	42.60
Hourly Total	4	1	124	0	29	10	1	0	169	171.50
Hourly Average	1.00	0.25	31.00	0.00	7.25	2.50	0.25	0.00	42.25	42.88
Session Total	7	4	495	2	108	23	5	6	650	666.00
Session Average	0.58	0.33	41.25	0.17	9.00	1.92	0.42	0.50	54.17	55.50

Date
Tuesday 05 July 2022

Weather
Sunny Intervals
Temp: 19°C

1600 - 1900 (Weekday PM Peak)

TIME	Movement 2.6: Southbound from A638 Great North Road (North) to A638 Great North Road (South)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	2	35	0	10	1	1	0	49	49.60
1615 - 1630	0	0	38	0	6	2	0	1	47	49.00
1630 - 1645	2	4	49	0	13	0	0	0	68	64.00
1645 - 1700	1	0	41	0	10	1	2	0	55	57.30
Hourly Total	3	6	163	0	39	4	3	1	219	219.90
Hourly Average	0.75	1.50	40.75	0.00	9.75	1.00	0.75	0.25	54.75	54.98
1700 - 1715	2	0	55	0	14	0	0	0	71	69.40
1715 - 1730	0	0	51	0	12	0	0	0	65	66.00
1730 - 1745	0	1	34	0	7	1	0	0	43	42.90
1745 - 1800	1	0	42	1	3	2	0	0	49	49.20
Hourly Total	3	1	182	1	36	5	0	0	228	227.50
Hourly Average	0.75	0.25	45.50	0.25	9.00	1.25	0.00	0.00	57.00	56.88
1800 - 1815	0	1	56	0	9	0	0	0	66	65.40
1815 - 1830	0	0	45	0	4	1	0	0	50	50.50
1830 - 1845	2	0	24	1	4	0	0	0	31	29.40
1845 - 1900	2	0	27	0	5	0	0	0	34	32.40
Hourly Total	4	1	152	1	22	1	0	0	181	177.70
Hourly Average	1.00	0.25	38.00	0.25	5.50	0.25	0.00	0.00	45.25	44.43
Session Total	10	8	497	2	97	10	3	1	628	625.10
Session Average	0.83	0.67	41.42	0.17	8.08	0.83	0.25	0.08	52.33	52.09

Lound
Classified Junction Count

Site 3 of 4
A638 Great North Road (North)
A638 Great North Road (South)
A614

Lat/Long
lat: 53.421161° lon: -1.024839°

Date
Tuesday 05 July 2022

Weather
Sunny Intervals
Temp: 12°C

0700 - 1000 (Weekday AM Peak)

TIME	Movement 3.1: Left from A638 Great North Road (North) to A638 Great North Road (South)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	25	0	7	0	0	1	33	34.00
0715 - 0730	0	0	16	0	3	0	0	0	19	19.00
0730 - 0745	0	0	22	0	5	0	2	1	30	33.60
0745 - 0800	1	0	25	0	8	2	0	0	36	36.20
Hourly Total	1	0	88	0	23	2	2	2	118	122.80
Hourly Average	0.25	0.00	22.00	0.00	5.75	0.50	0.50	0.50	29.50	30.70
0800 - 0815	1	0	22	0	8	1	0	1	33	33.70
0815 - 0830	0	1	36	0	5	3	0	0	45	45.90
0830 - 0845	1	0	32	1	8	0	3	0	45	48.10
0845 - 0900	0	0	27	0	2	2	2	1	34	38.60
Hourly Total	2	1	117	1	23	6	5	2	157	166.30
Hourly Average	0.50	0.25	29.25	0.25	5.75	1.50	1.25	0.50	39.25	41.58
0900 - 0915	0	0	18	0	9	2	2	0	31	34.60
0915 - 0930	1	0	15	0	3	1	0	0	20	19.70
0930 - 0945	4	0	18	0	9	1	2	0	34	33.90
0945 - 1000	1	0	14	0	5	4	2	0	26	29.80
Hourly Total	6	0	65	0	26	8	6	0	111	118.00
Hourly Average	1.50	0.00	16.25	0.00	6.50	2.00	1.50	0.00	27.75	29.50
Session Total	9	1	270	1	72	16	13	4	386	407.10
Session Average	0.75	0.08	22.50	0.08	6.00	1.33	1.08	0.33	32.17	33.93

Date
Tuesday 05 July 2022

Weather
Sunny Intervals
Temp: 19°C

1600 - 1900 (Weekday PM Peak)

TIME	Movement 3.1: Left from A638 Great North Road (North) to A638 Great North Road (South)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	0	39	0	8	0	0	0	47	47.00
1615 - 1630	0	0	42	0	7	0	0	1	50	51.00
1630 - 1645	0	2	36	1	6	1	0	0	46	45.30
1645 - 1700	1	0	34	0	8	1	1	0	45	46.00
Hourly Total	1	2	151	1	29	2	1	1	188	189.30
Hourly Average	0.25	0.50	37.75	0.25	7.25	0.50	0.25	0.25	47.00	47.33
1700 - 1715	0	0	31	0	3	0	0	0	34	34.00
1715 - 1730	0	0	48	0	7	0	0	0	55	55.00
1730 - 1745	2	0	44	0	6	0	0	0	52	50.40
1745 - 1800	0	0	50	0	3	1	0	0	54	54.50
Hourly Total	2	0	173	0	19	1	0	0	195	193.90
Hourly Average	0.50	0.00	43.25	0.00	4.75	0.25	0.00	0.00	48.75	48.48
1800 - 1815	0	1	24	0	4	1	0	0	30	29.90
1815 - 1830	0	0	42	0	2	0	0	0	44	44.00
1830 - 1845	1	0	28	0	4	0	0	0	33	32.20
1845 - 1900	5	0	21	0	2	0	0	0	28	24.00
Hourly Total	6	1	115	0	12	1	0	0	135	130.10
Hourly Average	1.50	0.25	28.75	0.00	3.00	0.25	0.00	0.00	33.75	32.53
Session Total	9	3	499	1	60	4	1	1	518	513.30
Session Average	0.75	0.25	36.58	0.08	5.00	0.33	0.08	0.08	43.17	42.78

Lound
Classified Junction Count

Site 3 of 4
A638 Great North Road (North)
A638 Great North Road (South)
A614

Lat/Long
lat: 53.421161° lon: -1.024839°

Date
Tuesday 05 July 2022

Weather
Sunny Intervals
Temp: 12°C

0700 - 1000 (Weekday AM Peak)

TIME	Movement 3.2: Westbound from A638 Great North Road (North) to A614								Original Data	
	PICYCLE	MCYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	2	51	0	14	0	1	0	68	68.10
0715 - 0730	0	0	55	0	15	2	4	1	77	84.20
0730 - 0745	0	0	67	0	12	1	7	3	90	102.60
0745 - 0800	0	0	44	0	14	2	2	0	82	85.60
Hourly Total	0	2	237	0	55	5	14	4	317	340.50
Hourly Average	0.00	0.50	59.25	0.00	13.75	1.25	3.50	1.00	79.25	95.13
0800 - 0815	0	1	57	0	8	2	2	0	70	73.00
0815 - 0830	0	0	71	1	13	3	2	0	90	94.10
0830 - 0845	0	1	66	0	11	1	3	2	84	89.80
0845 - 0900	0	0	58	0	11	1	10	1	81	95.50
Hourly Total	0	2	252	1	43	7	17	3	325	352.40
Hourly Average	0.00	0.50	63.00	0.25	10.75	1.75	4.25	0.75	81.25	88.10
0900 - 0915	0	0	45	0	15	2	6	0	68	76.80
0915 - 0930	1	0	54	0	8	2	8	1	74	85.60
0930 - 0945	0	0	34	0	7	3	9	1	54	68.20
0945 - 1000	1	0	54	0	10	5	3	1	74	80.60
Hourly Total	2	0	187	0	40	12	26	3	270	311.20
Hourly Average	0.50	0.00	46.75	0.00	10.00	3.00	6.50	0.75	67.50	77.50
Session Total	2	4	676	1	138	24	57	10	912	1004.10
Session Average	0.17	0.33	56.33	0.08	11.50	2.00	4.75	0.83	76.00	83.68

Date
Tuesday 05 July 2022

Weather
Sunny Intervals
Temp: 19°C

1600 - 1900 (Weekday PM Peak)

TIME	Movement 3.2: Westbound from A638 Great North Road (North) to A614								Original Data	
	PICYCLE	MCYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	1	0	81	0	8	1	2	1	94	97.30
1615 - 1630	0	2	88	0	10	0	2	2	104	107.40
1630 - 1645	0	1	60	0	17	0	7	1	86	95.50
1645 - 1700	1	0	59	0	18	1	3	1	83	87.60
Hourly Total	2	3	288	0	53	2	14	5	367	387.80
Hourly Average	0.50	0.75	72.00	0.00	13.25	0.50	3.50	1.25	91.75	96.95
1700 - 1715	0	0	70	0	22	1	3	1	97	102.40
1715 - 1730	1	0	73	0	16	2	2	0	94	96.80
1730 - 1745	1	1	68	0	10	0	1	2	83	84.90
1745 - 1800	0	0	66	0	4	0	2	1	73	76.60
Hourly Total	2	1	277	0	52	3	8	4	347	360.70
Hourly Average	0.50	0.25	69.25	0.00	13.00	0.75	2.00	1.00	86.75	90.18
1800 - 1815	0	3	51	0	3	0	2	0	59	59.80
1815 - 1830	0	0	48	0	4	0	1	0	53	54.30
1830 - 1845	0	0	55	0	7	0	0	1	63	64.00
1845 - 1900	0	1	54	0	6	1	3	2	67	72.80
Hourly Total	0	4	208	0	20	1	6	3	242	250.90
Hourly Average	0.00	1.00	52.00	0.00	5.00	0.25	1.50	0.75	60.50	62.73
Session Total	4	8	773	0	125	6	28	12	956	999.40
Session Average	0.33	0.67	64.42	0.00	10.42	0.50	2.33	1.00	79.67	83.28

Lound
Classified Junction Count

Site 3 of 4
A638 Great North Road (North)
A638 Great North Road (South)
A614

Lat/Long
lat: 53.421161° lon: -1.024839°

Date
Tuesday 05 July 2022

Weather
Sunny Intervals
Temp: 12°C

0700 - 1000 (Weekday AM Peak)

TIME	Movement 3.4: Left from A638 Great North Road (South) to A614								Original Data	
	PICYCLE	MCYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	0	0	0	0	0	0	0	0.00
0715 - 0730	0	0	1	0	0	1	0	0	2	2.50
0730 - 0745	0	0	0	0	0	0	0	1	1	2.00
0745 - 0800	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	1	0	0	1	0	1	3	4.50
Hourly Average	0.00	0.00	0.25	0.00	0.00	0.25	0.00	0.25	0.75	1.12
0800 - 0815	0	0	0	0	0	1	0	0	1	1.50
0815 - 0830	0	0	1	0	0	0	0	0	1	1.00
0830 - 0845	0	0	0	0	1	0	1	0	2	3.30
0845 - 0900	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	1	0	1	1	1	0	4	5.80
Hourly Average	0.00	0.00	0.25	0.00	0.25	0.25	0.25	0.00	1.00	1.45
0900 - 0915	0	0	0	0	0	0	0	0	0	0.00
0915 - 0930	0	0	0	0	0	0	0	0	0	0.00
0930 - 0945	0	0	1	0	1	0	0	0	2	2.00
0945 - 1000	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	1	0	1	0	0	0	2	2.00
Hourly Average	0.00	0.00	0.25	0.00	0.25	0.00	0.00	0.00	0.50	0.50
Session Total	0	0	3	0	2	2	1	1	9	12.30
Session Average	0.00	0.00	0.25	0.00	0.17	0.17	0.08	0.08	0.75	1.03

Date
Tuesday 05 July 2022

Weather
Sunny Intervals
Temp: 19°C

1600 - 1900 (Weekday PM Peak)

TIME	Movement 3.4: Left from A638 Great North Road (South) to A614								Original Data	
	PICYCLE	MCYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	0	1	0	0	0	1	0	2	3.30
1615 - 1630	0	0	3	0	0	0	0	0	3	3.00
1630 - 1645	0	0	3	0	0	1	0	0	4	4.50
1645 - 1700	0	0	4	0	0	0	0	0	4	4.00
Hourly Total	0	0	11	0	0	1	1	0	13	14.80
Hourly Average	0.00	0.00	2.75	0.00	0.00	0.25	0.25	0.00	3.25	3.70
1700 - 1715	0	0	3	0	1	0	0	0	4	4.00
1715 - 1730	0	0	1	0	0	0	0	0	1	1.00
1730 - 1745	0	0	0	0	0	0	0	0	0	0.00
1745 - 1800	0	0	3	0	0	0	0	0	3	3.00
Hourly Total	0	0	7	0	1	0	0	0	8	8.00
Hourly Average	0.00	0.00	1.75	0.00	0.25	0.00	0.00	0.00	2.00	2.00
1800 - 1815	0	0	5	0	0	0	0	0	5	5.00
1815 - 1830	0	0	0	0	0	0	0	0	0	0.00
1830 - 1845	0	0	0	0	0	0	0	0	0	0.00
1845 - 1900	0	0	4	0	0	0	0	0	4	4.00
Hourly Total	0	0	9	0	0	0	0	0	9	9.00
Hourly Average	0.00	0.00	2.25	0.00	0.00	0.00	0.00	0.00	2.25	2.25
Session Total	0	0	27	0	1	1	1	0	30	31.80
Session Average	0.00	0.00	2.25	0.00	0.08	0.08	0.08	0.00	2.50	2.65

Lound
Classified Junction Count

Site 3 of 4
A638 Great North Road (North)
A638 Great North Road (South)
A614

Lat/Long
lat: 53.421161° lon: -1.024839°

Date
Tuesday 05 July 2022

Weather
Sunny Intervals
Temp: 12°C

0700 - 1000 (Weekday AM Peak)

TIME	Movement 3.5: Right from A638 Great North Road (South) to A638 Great North Road (North)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	29	0	6	0	0	0	35	35.00
0715 - 0730	0	0	27	0	7	1	0	0	35	35.50
0730 - 0745	0	0	31	0	6	1	0	0	38	38.50
0745 - 0800	0	2	45	0	8	0	0	0	55	53.80
Hourly Total	0	2	132	0	27	2	0	0	163	163.80
Hourly Average	0.00	0.50	33.00	0.00	6.75	0.50	0.00	0.00	40.75	40.70
0800 - 0815	0	0	33	0	9	1	1	1	45	47.80
0815 - 0830	0	0	33	0	8	2	0	0	43	44.00
0830 - 0845	0	0	32	0	7	4	2	2	47	53.60
0845 - 0900	0	0	17	0	6	4	0	1	28	31.00
Hourly Total	0	0	115	0	30	11	3	4	163	176.40
Hourly Average	0.00	0.00	28.75	0.00	7.50	2.75	0.75	1.00	40.75	44.10
0900 - 0915	0	0	20	0	3	0	1	2	26	29.30
0915 - 0930	0	0	27	0	7	3	0	0	37	38.50
0930 - 0945	1	0	23	0	3	2	1	0	30	31.50
0945 - 1000	0	1	19	0	7	3	2	0	32	35.50
Hourly Total	1	1	89	0	20	8	4	2	125	134.80
Hourly Average	0.25	0.25	22.25	0.00	5.00	2.00	1.00	0.50	31.25	33.70
Session Total	1	3	336	0	77	21	7	6	451	474.00
Session Average	0.08	0.25	28.00	0.00	6.42	1.75	0.58	0.50	37.58	39.50

Date
Tuesday 05 July 2022

Weather
Sunny Intervals
Temp: 19°C

1600 - 1900 (Weekday PM Peak)

TIME	Movement 3.5: Right from A638 Great North Road (South) to A638 Great North Road (North)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	0	25	0	10	0	1	0	36	37.30
1615 - 1630	0	0	47	0	11	2	0	0	60	61.00
1630 - 1645	0	0	33	0	4	0	1	1	39	41.30
1645 - 1700	0	0	45	0	7	0	0	1	53	54.00
Hourly Total	0	0	150	0	32	2	2	2	188	193.60
Hourly Average	0.00	0.00	37.50	0.00	8.00	0.50	0.50	0.50	47.00	48.40
1700 - 1715	0	0	41	0	9	0	0	0	47	47.00
1715 - 1730	1	0	44	0	7	0	0	0	52	51.60
1730 - 1745	1	0	33	0	5	0	0	0	39	38.20
1745 - 1800	0	0	27	0	2	0	0	0	29	29.00
Hourly Total	2	1	145	0	20	0	0	0	168	165.80
Hourly Average	0.50	0.25	36.25	0.00	5.00	0.00	0.00	0.00	42.00	41.45
1800 - 1815	1	0	33	0	6	0	0	1	41	41.20
1815 - 1830	0	1	24	0	6	0	0	0	31	30.40
1830 - 1845	0	0	20	0	3	0	0	0	23	23.00
1845 - 1900	0	0	18	0	1	0	0	0	19	19.00
Hourly Total	1	1	95	0	16	0	0	1	114	113.60
Hourly Average	0.25	0.25	23.75	0.00	4.00	0.00	0.00	0.25	28.50	28.40
Session Total	3	2	390	0	68	2	2	3	470	473.00
Session Average	0.25	0.17	32.50	0.00	5.67	0.17	0.17	0.25	39.17	39.42

Round
Classified Junction Count

Site 3 of 4
A638 Great North Road (North)
A638 Great North Road (South)
A614

Lat/Long
lat: 53.421161° lon: -1.024839°

Date
Tuesday 05 July 2022

Weather
Sunny Intervals
Temp: 12°C

0700 - 1000 (Weekday AM Peak)

TIME	Movement 3.7: Eastbound from A614 to A638 Great North Road (North)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	47	0	8	4	4	1	64	72.20
0715 - 0730	0	1	58	0	17	1	9	0	86	97.60
0730 - 0745	0	0	56	0	26	2	7	1	92	103.10
0745 - 0800	0	0	54	0	12	4	13	0	83	101.90
Hourly Total	0	1	215	0	63	11	33	2	325	374.80
Hourly Average	0.00	0.25	53.75	0.00	15.75	2.75	8.25	0.50	81.25	93.70
0800 - 0815	0	0	74	0	21	5	6	0	106	116.30
0815 - 0830	0	0	58	0	15	2	3	3	81	88.90
0830 - 0845	0	0	67	0	12	6	5	1	91	101.50
0845 - 0900	0	0	50	0	13	1	6	1	71	80.30
Hourly Total	0	0	249	0	61	14	20	5	349	387.00
Hourly Average	0.00	0.00	62.25	0.00	15.25	3.50	5.00	1.25	87.25	96.75
0900 - 0915	0	1	46	0	20	2	10	0	79	92.40
0915 - 0930	0	0	46	0	17	1	5	2	71	80.00
0930 - 0945	0	4	52	1	15	1	6	2	81	88.90
0945 - 1000	0	1	57	0	10	0	4	1	73	78.60
Hourly Total	0	6	201	1	62	4	25	4	304	339.90
Hourly Average	0.00	1.50	50.25	0.25	15.50	1.00	6.25	1.25	76.00	84.98
Session Total	0	7	665	1	186	29	78	12	978	1101.70
Session Average	0.00	0.58	55.42	0.08	15.50	2.42	6.50	1.00	81.50	91.81

Date
Tuesday 05 July 2022

Weather
Sunny Intervals
Temp: 19°C

1600 - 1900 (Weekday PM Peak)

TIME	Movement 3.7: Eastbound from A614 to A638 Great North Road (North)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	3	56	0	8	1	0	0	68	66.70
1615 - 1630	0	2	73	0	19	1	4	1	100	105.50
1630 - 1645	0	0	78	0	25	0	1	2	106	109.30
1645 - 1700	0	1	89	0	14	0	2	2	108	112.00
Hourly Total	0	6	296	0	66	2	7	5	382	393.50
Hourly Average	0.00	1.50	74.00	0.00	16.50	0.50	1.75	1.25	95.50	98.38
1700 - 1715	0	0	95	0	14	0	2	0	111	119.60
1715 - 1730	0	0	76	0	15	0	2	1	94	97.60
1730 - 1745	1	0	88	0	13	0	2	0	104	105.80
1745 - 1800	0	0	83	0	11	0	2	0	96	98.60
Hourly Total	1	0	342	0	53	0	8	1	405	415.60
Hourly Average	0.25	0.00	85.50	0.00	13.25	0.00	2.00	0.25	101.25	103.90
1800 - 1815	1	1	76	0	7	1	2	0	88	89.70
1815 - 1830	0	0	78	0	12	0	2	2	94	98.60
1830 - 1845	1	1	55	0	6	0	4	1	68	72.80
1845 - 1900	0	0	43	0	6	0	3	0	52	55.90
Hourly Total	2	2	252	0	31	1	11	3	302	317.00
Hourly Average	0.50	0.50	63.00	0.00	7.75	0.25	2.75	0.75	75.50	79.25
Session Total	3	8	890	0	150	3	26	9	1089	1126.10
Session Average	0.25	0.67	74.17	0.00	12.50	0.25	2.17	0.75	90.75	93.84

Lound
Classified Junction Count

Site 3 of 4
A638 Great North Road (North)
A638 Great North Road (South)
A614

Lat/Long
lat: 53.421161° lon: -1.024839°

Date
Tuesday 05 July 2022

Weather
Sunny Intervals
Temp: 12°C

0700 - 1000 (Weekday AM Peak)

TIME	Movement 3.8: Right from A614 to A638 Great North Road (South)								Original Data	
	PICYCLE	MCYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	1	0	0	0	0	0	1	1.00
0715 - 0730	0	0	0	0	0	0	0	0	0	0.00
0730 - 0745	0	0	1	0	1	0	0	0	2	2.00
0745 - 0800	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	2	0	1	0	0	0	3	3.00
Hourly Average	0.00	0.00	0.50	0.00	0.25	0.00	0.00	0.00	0.75	0.75
0800 - 0815	0	0	1	0	0	0	0	0	1	1.00
0815 - 0830	0	0	0	0	0	0	0	0	0	0.00
0830 - 0845	0	0	1	0	0	0	0	0	1	1.00
0845 - 0900	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	2	0	0	0	0	0	2	2.00
Hourly Average	0.00	0.00	0.50	0.00	0.00	0.00	0.00	0.00	0.50	0.50
0900 - 0915	0	0	0	0	0	0	0	0	0	0.00
0915 - 0930	0	0	0	0	0	0	0	0	0	0.00
0930 - 0945	0	0	0	0	0	0	0	0	0	0.00
0945 - 1000	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Session Total	0	0	4	0	1	0	0	0	5	5.00
Session Average	0.00	0.00	0.33	0.00	0.08	0.00	0.00	0.00	0.42	0.42

Date
Tuesday 05 July 2022

Weather
Sunny Intervals
Temp: 19°C

1600 - 1900 (Weekday PM Peak)

TIME	Movement 3.8: Right from A614 to A638 Great North Road (South)								Original Data	
	PICYCLE	MCYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	0	0	0	0	0	0	0	0	0.00
1615 - 1630	0	0	0	0	0	0	0	0	0	0.00
1630 - 1645	0	0	0	0	0	0	0	0	0	0.00
1645 - 1700	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
1700 - 1715	0	0	0	0	0	0	0	0	0	0.00
1715 - 1730	0	0	0	0	0	0	0	0	0	0.00
1730 - 1745	0	0	0	0	1	0	0	0	1	1.00
1745 - 1800	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	1	0	0	0	1	1.00
Hourly Average	0.00	0.00	0.00	0.00	0.25	0.00	0.00	0.00	0.25	0.25
1800 - 1815	0	0	0	0	0	0	0	0	0	0.00
1815 - 1830	0	0	0	0	0	0	0	0	0	0.00
1830 - 1845	0	0	0	0	0	0	0	0	0	0.00
1845 - 1900	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Session Total	0	0	0	0	1	0	0	0	1	1.00
Session Average	0.00	0.00	0.00	0.00	0.08	0.00	0.00	0.00	0.08	0.08

Lound
Classified Junction Count

Site 4 of 4
Halcroft Road
A620 Amcott Way
Bidgegale
A620 Hospital Road
A638 North Road

Lat/Long
lat 53.325058° lon -0.947945°

Date
Tuesday 05 July 2022

Weather
Sunny Intervals
Temp: 12°C

0700 - 1000 (Weekday AM Peak)

TIME	Movement 4.1: Left from Halcroft Road to A620 Amcott Way								Original Data	
	PICYCLE	MCYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	14	1	3	1	0	0	19	19.50
0715 - 0730	0	0	15	0	4	0	0	0	19	19.00
0730 - 0745	0	0	18	0	5	0	0	0	23	23.00
0745 - 0800	0	0	24	0	6	0	0	0	30	30.00
Hourly Total	0	0	71	1	18	1	0	0	91	91.50
Hourly Average	0.00	0.00	17.75	0.25	4.50	0.25	0.00	0.00	22.75	22.88
0800 - 0815	1	0	26	1	4	0	0	0	32	31.20
0815 - 0830	2	0	37	0	5	0	0	0	44	42.40
0830 - 0845	1	0	33	0	5	0	0	2	41	42.20
0845 - 0900	0	1	33	0	8	1	0	1	44	44.90
Hourly Total	4	1	129	1	22	1	0	3	161	160.70
Hourly Average	1.00	0.25	32.25	0.25	5.50	0.25	0.00	0.75	40.25	40.18
0900 - 0915	0	0	18	2	11	1	0	0	32	32.50
0915 - 0930	0	1	23	0	3	0	0	0	27	26.40
0930 - 0945	1	0	19	0	5	0	0	1	26	26.20
0945 - 1000	0	0	21	0	3	0	0	0	24	24.00
Hourly Total	1	1	81	2	22	1	0	1	109	109.10
Hourly Average	0.25	0.25	20.25	0.50	5.50	0.25	0.00	0.25	27.25	27.28
Session Total	5	2	281	4	62	3	0	4	361	361.30
Session Average	0.42	0.17	23.42	0.33	5.17	0.25	0.00	0.33	30.08	30.11

Date
Tuesday 05 July 2022

Weather
Sunny Intervals
Temp: 19°C

1600 - 1900 (Weekday PM Peak)

TIME	Movement 4.1: Left from Halcroft Road to A620 Amcott Way								Original Data	
	PICYCLE	MCYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	1	0	26	0	8	0	0	2	37	38.20
1615 - 1630	2	0	31	0	10	0	0	0	43	41.40
1630 - 1645	1	0	24	0	2	0	0	0	27	26.20
1645 - 1700	1	1	21	0	5	0	0	0	28	26.60
Hourly Total	5	1	102	0	25	0	0	2	135	132.40
Hourly Average	1.25	0.25	25.50	0.00	6.25	0.00	0.00	0.50	33.75	33.10
1700 - 1715	0	0	21	0	4	1	0	0	26	26.50
1715 - 1730	1	0	22	0	2	0	0	0	25	24.20
1730 - 1745	6	0	24	0	3	0	0	0	33	28.20
1745 - 1800	1	0	30	0	4	0	0	0	35	34.20
Hourly Total	8	0	97	0	13	1	0	0	119	113.10
Hourly Average	2.00	0.00	24.25	0.00	3.25	0.25	0.00	0.00	29.75	28.28
1800 - 1815	1	1	22	0	3	0	0	0	27	25.60
1815 - 1830	0	1	18	0	3	0	1	0	23	23.70
1830 - 1845	3	0	18	0	0	0	0	0	21	18.60
1845 - 1900	1	1	17	0	2	1	0	0	22	21.10
Hourly Total	5	3	75	0	8	1	1	0	93	89.00
Hourly Average	1.25	0.75	18.75	0.00	2.00	0.25	0.25	0.00	23.25	22.25
Session Total	19	4	274	0	46	2	1	2	347	334.50
Session Average	1.50	0.33	22.83	0.00	3.83	0.17	0.08	0.17	28.92	27.88

Lound
Classified Junction Count

Site 4 of 4
Hallcroft Road
A620 Amcott Way
Bridgqgate
A620 Hospital Road
A638 North Road

Lat/Long
lat: 53.325058° lon: -0.947945°

Date
Tuesday 05 July 2022

Weather
Sunny Intervals
Temp: 12°C

0700 - 1000 (Weekday AM Peak)

TIME	Movement 4.2: Left from Hallcroft Road to Bridgqgate								Original Data	
	PICYCLE	MCYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	9	0	1	0	0	0	10	10.00
0715 - 0730	1	0	6	0	1	0	0	0	8	7.20
0730 - 0745	2	0	2	1	2	0	0	0	7	5.40
0745 - 0800	1	0	7	0	3	0	0	0	11	10.20
Hourly Total	4	0	24	1	7	0	0	0	36	32.80
Hourly Average	1.00	0.00	6.00	0.25	1.75	0.00	0.00	0.00	9.00	8.20
0800 - 0815	0	0	13	0	1	0	0	0	14	14.00
0815 - 0830	0	0	15	0	4	0	0	0	19	19.00
0830 - 0845	0	0	18	0	1	0	0	0	19	19.00
0845 - 0900	0	0	12	0	2	0	0	0	14	14.00
Hourly Total	0	0	58	0	8	0	0	0	66	66.00
Hourly Average	0.00	0.00	14.50	0.00	2.00	0.00	0.00	0.00	16.50	16.50
0900 - 0915	1	0	16	0	0	0	0	0	17	16.20
0915 - 0930	1	0	12	0	6	0	0	0	19	18.20
0930 - 0945	1	0	12	1	1	0	0	0	15	14.20
0945 - 1000	0	0	11	0	2	0	0	0	13	13.00
Hourly Total	3	0	51	1	9	0	0	0	64	61.60
Hourly Average	0.75	0.00	12.75	0.25	2.25	0.00	0.00	0.00	16.00	15.40
Session Total	7	0	133	2	24	0	0	0	166	160.40
Session Average	0.58	0.00	11.08	0.17	2.00	0.00	0.00	0.00	13.83	13.37

Date
Tuesday 05 July 2022

Weather
Sunny Intervals
Temp: 19°C

1600 - 1900 (Weekday PM Peak)

TIME	Movement 4.2: Left from Hallcroft Road to Bridgqgate								Original Data	
	PICYCLE	MCYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	1	20	0	1	0	0	1	23	23.40
1615 - 1630	0	0	12	0	3	0	0	0	15	15.00
1630 - 1645	3	0	18	0	2	0	0	0	23	20.60
1645 - 1700	2	1	15	0	3	0	0	0	21	18.80
Hourly Total	5	2	65	0	9	0	0	1	82	77.80
Hourly Average	1.25	0.50	16.25	0.00	2.25	0.00	0.00	0.25	20.50	19.45
1700 - 1715	0	0	14	0	2	0	0	0	16	16.00
1715 - 1730	0	1	9	0	0	0	0	0	10	9.40
1730 - 1745	2	1	14	0	1	0	0	0	18	15.80
1745 - 1800	1	1	11	0	3	0	0	0	16	14.60
Hourly Total	3	3	48	0	6	0	0	0	60	55.80
Hourly Average	0.75	0.75	12.00	0.00	1.50	0.00	0.00	0.00	15.00	13.95
1800 - 1815	0	0	17	0	0	0	0	0	17	17.00
1815 - 1830	0	0	15	1	3	0	0	0	19	19.00
1830 - 1845	0	0	8	0	1	0	0	0	9	9.00
1845 - 1900	1	0	15	0	0	0	0	0	16	15.20
Hourly Total	1	0	55	1	4	0	0	0	61	60.20
Hourly Average	0.25	0.00	13.75	0.25	1.00	0.00	0.00	0.00	15.25	15.05
Session Total	9	5	168	1	19	0	0	1	203	193.80
Session Average	0.75	0.42	14.00	0.08	1.58	0.00	0.00	0.08	16.92	16.15

Lound
Classified Junction Count

Site 4 of 4
Hallcroft Road
A620 Amcott Way
Bidgegale
A620 Hospital Road
A638 North Road

Lat/Long
lat: 53.325058° lon: -0.947945°

Date
Tuesday 05 July 2022

Weather
Sunny Intervals
Temp: 12°C

0700 - 1000 (Weekday AM Peak)

TIME	Movement 4.3: Right from Hallcroft Road to A620 Hospital Road								Original Data	
	PICYCLE	MCYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	1	0	15	0	2	0	0	0	18	17.20
0715 - 0730	0	1	9	0	2	0	0	0	12	11.40
0730 - 0745	1	0	10	0	6	0	0	0	17	16.20
0745 - 0800	0	1	19	0	6	1	0	0	27	26.50
Hourly Total	2	2	53	0	16	1	0	0	74	71.70
Hourly Average	0.50	0.50	13.25	0.00	4.00	0.25	0.00	0.00	18.50	17.93
0800 - 0815	0	0	17	2	4	0	0	0	23	23.00
0815 - 0830	0	0	34	2	5	0	0	0	41	41.00
0830 - 0845	0	1	21	0	3	0	0	0	25	24.40
0845 - 0900	0	0	30	0	12	0	0	0	42	42.00
Hourly Total	0	1	102	4	24	0	0	0	131	130.40
Hourly Average	0.00	0.25	25.50	1.00	6.00	0.00	0.00	0.00	32.75	32.60
0900 - 0915	0	0	16	1	6	0	0	0	23	23.00
0915 - 0930	0	0	13	1	4	1	0	1	20	21.50
0930 - 0945	0	0	11	1	3	0	0	0	15	15.00
0945 - 1000	0	0	11	0	1	0	0	0	12	12.00
Hourly Total	0	0	51	3	14	1	0	1	70	71.50
Hourly Average	0.00	0.00	12.75	0.75	3.50	0.25	0.00	0.25	17.50	17.88
Session Total	2	3	206	7	54	2	0	1	275	273.60
Session Average	0.17	0.25	17.17	0.58	4.50	0.17	0.00	0.08	22.92	22.80

Date
Tuesday 05 July 2022

Weather
Sunny Intervals
Temp: 19°C

1600 - 1900 (Weekday PM Peak)

TIME	Movement 4.3: Right from Hallcroft Road to A620 Hospital Road								Original Data	
	PICYCLE	MCYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	0	17	0	1	0	0	0	19	19.50
1615 - 1630	0	0	21	0	3	0	0	0	24	24.00
1630 - 1645	0	0	15	0	2	0	0	0	17	17.00
1645 - 1700	1	0	17	0	2	0	0	0	20	19.20
Hourly Total	1	0	70	0	8	1	0	0	80	79.70
Hourly Average	0.25	0.00	17.50	0.00	2.00	0.25	0.00	0.00	20.00	19.93
1700 - 1715	0	0	19	0	2	0	0	0	21	21.00
1715 - 1730	0	0	12	0	1	0	0	0	14	14.00
1730 - 1745	0	0	14	1	1	0	0	0	16	16.00
1745 - 1800	1	0	15	0	2	0	0	0	18	17.20
Hourly Total	1	0	61	1	6	0	0	0	69	68.20
Hourly Average	0.25	0.00	15.25	0.25	1.50	0.00	0.00	0.00	17.25	17.05
1800 - 1815	0	0	21	0	1	0	0	0	22	22.00
1815 - 1830	0	0	20	1	2	0	0	0	23	23.00
1830 - 1845	0	0	10	0	3	0	0	0	13	13.00
1845 - 1900	0	0	13	0	0	0	0	0	13	13.00
Hourly Total	0	0	64	1	6	0	0	0	71	71.00
Hourly Average	0.00	0.00	16.00	0.25	1.50	0.00	0.00	0.00	17.75	17.75
Session Total	2	0	195	2	20	1	0	0	220	218.90
Session Average	0.17	0.00	16.25	0.17	1.67	0.08	0.00	0.00	18.33	18.24

Lound
Classified Junction Count

Site 4 of 4
Halcroft Road
A620 Amcott Way
Bidgegale
A620 Hospital Road
A638 North Road

Lat/Long
lat: 53.325058° lon: -0.947945°

Date
Tuesday 05 July 2022

Weather
Sunny Intervals
Temp: 12°C

0700 - 1000 (Weekday AM Peak)

TIME	Movement 4.4: Right from Halcroft Road to A638 North Road								Original Data	
	PICYCLE	MCYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	0	0	1	0	0	0	1	1.00
0715 - 0730	0	0	4	0	0	0	0	0	4	4.00
0730 - 0745	0	0	0	0	0	0	0	0	0	0.00
0745 - 0800	0	0	4	0	3	0	0	0	7	7.00
Hourly Total	0	0	8	0	4	0	0	0	12	12.00
Hourly Average	0.00	0.00	2.00	0.00	1.00	0.00	0.00	0.00	3.00	3.00
0800 - 0815	0	0	2	0	1	0	0	0	3	3.00
0815 - 0830	0	0	4	0	0	0	0	0	4	4.00
0830 - 0845	0	0	4	0	0	0	0	0	4	4.00
0845 - 0900	0	0	2	0	1	0	0	0	3	3.00
Hourly Total	0	0	12	0	2	0	0	0	14	14.00
Hourly Average	0.00	0.00	3.00	0.00	0.50	0.00	0.00	0.00	3.50	3.50
0900 - 0915	0	0	5	0	0	0	0	0	5	5.00
0915 - 0930	0	0	4	0	1	0	0	0	5	5.00
0930 - 0945	0	0	3	0	0	2	0	0	5	6.00
0945 - 1000	0	0	2	0	0	0	0	0	2	2.00
Hourly Total	0	0	14	0	1	2	0	0	17	18.00
Hourly Average	0.00	0.00	3.50	0.00	0.25	0.50	0.00	0.00	4.25	4.50
Session Total	0	0	34	0	7	2	0	0	43	44.00
Session Average	0.00	0.00	2.83	0.00	0.58	0.17	0.00	0.00	3.58	3.67

Date
Tuesday 05 July 2022

Weather
Sunny Intervals
Temp: 19°C

1600 - 1900 (Weekday PM Peak)

TIME	Movement 4.4: Right from Halcroft Road to A638 North Road								Original Data	
	PICYCLE	MCYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	0	1	0	1	0	0	0	2	2.00
1615 - 1630	0	0	2	0	0	0	0	0	2	2.00
1630 - 1645	0	0	6	0	0	0	0	0	6	6.00
1645 - 1700	0	0	4	0	2	0	0	0	6	6.00
Hourly Total	0	0	13	0	3	0	0	0	16	16.00
Hourly Average	0.00	0.00	3.25	0.00	0.75	0.00	0.00	0.00	4.00	4.00
1700 - 1715	0	0	4	0	0	0	0	0	4	4.00
1715 - 1730	0	0	1	0	0	0	0	0	1	1.00
1730 - 1745	0	0	6	0	1	0	0	0	7	7.00
1745 - 1800	0	0	3	0	1	0	0	0	4	4.00
Hourly Total	0	0	14	0	2	0	0	0	16	16.00
Hourly Average	0.00	0.00	3.50	0.00	0.50	0.00	0.00	0.00	4.00	4.00
1800 - 1815	0	0	3	0	0	0	0	0	3	3.00
1815 - 1830	0	0	2	0	1	0	0	0	3	3.00
1830 - 1845	0	0	0	0	0	0	0	0	0	0.00
1845 - 1900	0	0	3	0	0	0	0	0	3	3.00
Hourly Total	0	0	8	0	1	0	0	0	9	9.00
Hourly Average	0.00	0.00	2.00	0.00	0.25	0.00	0.00	0.00	2.25	2.25
Session Total	0	0	35	0	6	0	0	0	41	41.00
Session Average	0.00	0.00	2.92	0.00	0.50	0.00	0.00	0.00	3.42	3.42

Lound
Classified Junction Count

Site 4 of 4
Hallcroft Road
A620 Amcott Way
Bridgegate
A620 Hospital Road
A638 North Road

Lat/Long
lat: 53.325058° lon: -0.947945°

Date
Tuesday 05 July 2022

Weather
Sunny Intervals
Temp: 12°C

0700 - 1000 (Weekday AM Peak)

TIME	Movement 4.6: Left from A620 Amcott Way to Bridgegate								Original Data	
	PICYCLE	MCYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	1	0	1	0	1	0	3	4.30
0715 - 0730	1	0	1	0	0	0	0	0	2	1.20
0730 - 0745	1	0	1	0	0	0	0	0	2	1.20
0745 - 0800	0	0	2	0	0	0	0	0	2	2.00
Hourly Total	2	0	5	0	1	0	1	0	9	8.70
Hourly Average	0.50	0.00	1.25	0.00	0.25	0.00	0.25	0.00	2.25	2.18
0800 - 0815	0	0	4	0	1	0	0	0	5	5.00
0815 - 0830	0	0	6	0	1	0	0	0	7	7.00
0830 - 0845	0	0	3	0	0	0	0	0	3	3.00
0845 - 0900	0	0	8	0	0	0	0	0	8	8.00
Hourly Total	0	0	21	0	2	0	0	0	23	23.00
Hourly Average	0.00	0.00	5.25	0.00	0.50	0.00	0.00	0.00	5.75	5.75
0900 - 0915	0	0	5	0	2	0	0	0	7	7.00
0915 - 0930	0	0	1	0	0	0	0	0	1	1.00
0930 - 0945	0	0	3	0	1	0	0	0	4	4.00
0945 - 1000	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	0	0	10	0	3	0	0	0	13	13.00
Hourly Average	0.00	0.00	2.50	0.00	0.75	0.00	0.00	0.00	3.25	3.25
Session Total	2	0	36	0	6	0	1	0	45	44.70
Session Average	0.17	0.00	3.00	0.00	0.50	0.00	0.08	0.00	3.75	3.73

Date
Tuesday 05 July 2022

Weather
Sunny Intervals
Temp: 19°C

1600 - 1900 (Weekday PM Peak)

TIME	Movement 4.6: Left from A620 Amcott Way to Bridgegate								Original Data	
	PICYCLE	MCYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	0	3	0	0	0	0	0	3	3.00
1615 - 1630	0	0	2	0	1	0	0	0	3	3.00
1630 - 1645	0	0	3	0	1	0	0	0	4	4.00
1645 - 1700	0	0	2	0	1	0	0	0	3	3.00
Hourly Total	0	0	10	0	3	0	0	0	13	13.00
Hourly Average	0.00	0.00	2.50	0.00	0.75	0.00	0.00	0.00	3.25	3.25
1700 - 1715	0	0	1	0	1	0	0	0	2	2.00
1715 - 1730	0	0	3	0	1	0	0	0	4	4.00
1730 - 1745	0	0	7	0	0	0	0	0	7	7.00
1745 - 1800	0	0	7	0	1	0	0	0	8	8.00
Hourly Total	0	0	18	0	3	0	0	0	21	21.00
Hourly Average	0.00	0.00	4.50	0.00	0.75	0.00	0.00	0.00	5.25	5.25
1800 - 1815	0	0	3	0	0	0	0	0	3	3.00
1815 - 1830	1	0	3	0	1	0	0	0	5	4.20
1830 - 1845	0	0	4	0	0	0	0	0	4	4.00
1845 - 1900	1	1	3	0	1	0	0	0	6	4.60
Hourly Total	2	1	13	0	2	0	0	0	18	15.80
Hourly Average	0.50	0.25	3.25	0.00	0.50	0.00	0.00	0.00	4.50	3.95
Session Total	2	1	41	0	8	0	0	0	52	49.80
Session Average	0.17	0.08	3.42	0.00	0.67	0.00	0.00	0.00	4.33	4.15

Lound
Classified Junction Count

Site 4 of 4
Hallcroft Road
A620 Amcott Way
Bidgegale
A620 Hospital Road
A638 North Road

Lat/Long
lat 53.325058° lon -0.947945°

Date
Tuesday 05 July 2022

Weather
Sunny Intervals
Temp: 12°C

0700 - 1000 (Weekday AM Peak)

TIME	Movement 4.7: Left from A620 Amcott Way to A620 Hospital Road								Original Data	
	PICYCLE	MCYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	46	0	12	0	0	0	58	58.00
0715 - 0730	0	0	53	0	12	0	0	0	65	65.00
0730 - 0745	0	1	62	0	14	1	2	0	80	82.50
0745 - 0800	3	0	61	0	15	1	2	0	82	82.70
Hourly Total	3	1	222	0	53	2	4	0	285	288.20
Hourly Average	0.75	0.25	55.50	0.00	13.25	0.50	1.00	0.00	71.25	72.05
0800 - 0815	0	0	70	0	13	4	1	0	88	91.30
0815 - 0830	0	0	85	1	14	0	1	2	103	106.30
0830 - 0845	0	0	61	0	11	1	0	1	74	75.50
0845 - 0900	0	0	67	0	10	0	1	0	78	79.30
Hourly Total	0	0	283	1	48	5	3	3	343	352.40
Hourly Average	0.00	0.00	70.75	0.25	12.00	1.25	0.75	0.75	85.75	88.10
0900 - 0915	0	0	58	2	7	0	0	1	68	69.00
0915 - 0930	0	1	57	0	12	1	1	0	72	73.20
0930 - 0945	0	0	56	0	10	4	0	0	70	72.00
0945 - 1000	1	0	64	0	6	0	1	0	72	72.50
Hourly Total	1	1	235	2	35	5	2	1	282	286.70
Hourly Average	0.25	0.25	58.75	0.50	8.75	1.25	0.50	0.25	70.50	71.68
Session Total	4	2	740	3	136	12	9	4	910	927.30
Session Average	0.33	0.17	61.67	0.25	11.33	1.00	0.75	0.33	75.83	77.28

Date
Tuesday 05 July 2022

Weather
Sunny Intervals
Temp: 19°C

1600 - 1900 (Weekday PM Peak)

TIME	Movement 4.7: Left from A620 Amcott Way to A620 Hospital Road								Original Data	
	PICYCLE	MCYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	4	46	1	13	1	0	1	66	65.10
1615 - 1630	0	1	63	0	10	1	0	0	75	74.90
1630 - 1645	0	1	76	0	15	0	0	0	92	91.40
1645 - 1700	0	0	65	0	6	0	0	0	71	71.00
Hourly Total	0	6	250	1	44	2	0	1	304	302.40
Hourly Average	0.00	1.50	62.50	0.25	11.00	0.50	0.00	0.25	76.00	75.60
1700 - 1715	0	2	91	0	15	0	1	0	109	109.10
1715 - 1730	0	0	71	0	9	0	0	0	80	80.00
1730 - 1745	0	1	79	0	16	0	0	0	96	95.40
1745 - 1800	0	0	63	0	8	0	0	0	71	71.00
Hourly Total	0	3	304	0	48	0	1	0	356	355.50
Hourly Average	0.00	0.75	76.00	0.00	12.00	0.00	0.25	0.00	89.00	88.88
1800 - 1815	0	0	60	0	9	0	0	0	69	69.00
1815 - 1830	1	1	66	0	4	0	0	0	72	70.60
1830 - 1845	0	0	42	0	6	0	0	0	48	48.00
1845 - 1900	0	0	57	0	5	1	0	0	63	63.50
Hourly Total	1	1	225	0	24	1	0	0	252	251.10
Hourly Average	0.25	0.25	56.25	0.00	6.00	0.25	0.00	0.00	63.00	62.78
Session Total	1	10	779	1	116	3	1	1	912	909.00
Session Average	0.08	0.83	64.92	0.08	9.67	0.25	0.08	0.08	76.00	75.75

Lound
Classified Junction Count

Site 4 of 4
Hallcroft Road
A620 Amcott Way
Bidgegale
A620 Hospital Road
A638 North Road

Lat/Long
lat 53.325058° lon -0.947945°

Date
Tuesday 05 July 2022

Weather
Sunny Intervals
Temp: 12°C

0700 - 1000 (Weekday AM Peak)

TIME	Movement 4.8: Right from A620 Amcott Way to A638 North Road								Original Data	
	PICYCLE	MCYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	34	0	11	0	0	0	45	45.00
0715 - 0730	0	0	29	0	5	0	1	2	37	40.30
0730 - 0745	0	1	40	0	14	1	2	2	60	64.50
0745 - 0800	0	2	60	0	12	1	0	0	75	74.30
Hourly Total	0	3	163	0	42	2	3	4	217	224.10
Hourly Average	0.00	0.75	40.75	0.00	10.50	0.50	0.75	1.00	54.25	56.03
0800 - 0815	1	0	45	0	15	1	1	0	63	64.00
0815 - 0830	0	0	61	0	14	2	0	0	77	78.00
0830 - 0845	0	0	43	1	8	0	3	0	55	58.90
0845 - 0900	2	0	59	1	13	1	1	0	77	77.20
Hourly Total	3	0	208	2	50	4	5	0	272	278.10
Hourly Average	0.75	0.00	52.00	0.50	12.50	1.00	1.25	0.00	68.00	69.53
0900 - 0915	0	0	56	1	9	1	1	0	68	69.80
0915 - 0930	0	1	63	0	8	1	5	0	78	84.40
0930 - 0945	0	1	51	1	11	0	4	0	68	72.60
0945 - 1000	0	0	66	0	10	1	1	0	77	77.50
Hourly Total	0	2	236	2	38	3	10	0	291	304.30
Hourly Average	0.00	0.50	59.00	0.50	9.50	0.75	2.50	0.00	72.75	76.08
Session Total	3	5	607	4	130	9	18	4	780	806.50
Session Average	0.25	0.42	50.58	0.33	10.83	0.75	1.50	0.33	65.00	67.21

Date
Tuesday 05 July 2022

Weather
Sunny Intervals
Temp: 19°C

1600 - 1900 (Weekday PM Peak)

TIME	Movement 4.8: Right from A620 Amcott Way to A638 North Road								Original Data	
	PICYCLE	MCYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	1	55	0	6	1	0	0	63	62.90
1615 - 1630	0	0	58	0	6	0	0	0	64	64.00
1630 - 1645	0	0	53	0	10	1	0	0	64	64.50
1645 - 1700	0	0	64	0	10	2	0	0	76	77.00
Hourly Total	0	1	230	0	32	4	0	0	267	268.40
Hourly Average	0.00	0.25	57.50	0.00	8.00	1.00	0.00	0.00	66.75	67.10
1700 - 1715	0	0	70	0	12	1	0	0	85	84.30
1715 - 1730	0	0	57	0	19	0	0	0	76	76.00
1730 - 1745	1	1	66	0	13	1	0	0	82	81.10
1745 - 1800	0	0	60	0	6	0	1	0	67	68.30
Hourly Total	1	3	253	0	50	2	1	0	310	309.70
Hourly Average	0.25	0.75	63.25	0.00	12.50	0.50	0.25	0.00	77.50	77.43
1800 - 1815	0	0	57	0	9	0	1	0	67	68.30
1815 - 1830	0	2	46	0	6	1	0	0	55	54.30
1830 - 1845	0	1	42	1	5	0	0	0	49	48.40
1845 - 1900	0	0	47	0	1	0	0	0	48	48.00
Hourly Total	0	3	192	1	21	1	1	0	219	219.00
Hourly Average	0.00	0.75	48.00	0.25	5.25	0.25	0.25	0.00	54.75	54.75
Session Total	1	7	675	1	103	7	2	0	796	797.10
Session Average	0.08	0.58	56.25	0.08	8.58	0.58	0.17	0.00	66.33	66.43

Lound
Classified Junction Count

Site 4 of 4
Hallcroft Road
A620 Amcott Way
Bidgegale
A620 Hospital Road
A638 North Road

Lat/Long
lat 53.325058° lon -0.947945°

Date
Tuesday 05 July 2022

Weather
Sunny Intervals
Temp: 12°C

0700 - 1000 (Weekday AM Peak)

TIME	Movement 4.9: Right from A620 Amcott Way to Hallcroft Road								Original Data	
	PICYCLE	MCYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	1	0	4	0	2	0	0	0	7	6.20
0715 - 0730	1	0	7	0	6	0	0	0	14	13.20
0730 - 0745	1	0	9	0	7	0	0	0	17	16.20
0745 - 0800	1	1	13	0	6	0	1	0	22	21.90
Hourly Total	4	1	33	0	21	0	1	0	60	57.50
Hourly Average	1.00	0.25	8.25	0.00	5.25	0.00	0.25	0.00	15.00	14.38
0800 - 0815	1	0	17	0	6	0	0	0	24	23.20
0815 - 0830	1	0	35	0	13	0	0	1	50	50.20
0830 - 0845	3	0	30	0	6	0	0	0	39	36.60
0845 - 0900	0	0	26	0	2	0	0	0	28	28.00
Hourly Total	5	0	108	0	27	0	0	1	141	138.00
Hourly Average	1.25	0.00	27.00	0.00	6.75	0.00	0.00	0.25	35.25	34.50
0900 - 0915	1	0	19	0	6	0	0	0	26	25.20
0915 - 0930	0	0	33	0	2	0	0	0	35	35.00
0930 - 0945	0	0	27	0	4	1	0	0	32	32.50
0945 - 1000	0	0	24	0	3	0	0	0	27	27.00
Hourly Total	1	0	103	0	15	1	0	0	120	119.20
Hourly Average	0.25	0.00	25.75	0.00	3.75	0.25	0.00	0.00	30.00	29.93
Session Total	10	1	244	0	63	1	1	1	321	315.20
Session Average	0.83	0.08	20.33	0.00	5.25	0.08	0.08	0.08	26.75	26.27

Date
Tuesday 05 July 2022

Weather
Sunny Intervals
Temp: 19°C

1600 - 1900 (Weekday PM Peak)

TIME	Movement 4.9: Right from A620 Amcott Way to Hallcroft Road								Original Data	
	PICYCLE	MCYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	4	0	23	0	6	0	0	1	34	31.80
1615 - 1630	3	0	19	1	2	0	0	0	25	22.60
1630 - 1645	3	0	26	0	3	0	1	0	33	31.90
1645 - 1700	1	0	27	0	3	0	0	0	31	30.20
Hourly Total	11	0	95	1	14	0	1	1	123	116.50
Hourly Average	2.75	0.00	23.75	0.25	3.50	0.00	0.25	0.25	30.75	29.13
1700 - 1715	2	0	27	0	2	0	0	0	31	29.40
1715 - 1730	0	0	22	0	6	0	0	0	28	28.00
1730 - 1745	0	0	29	0	1	0	0	0	30	30.00
1745 - 1800	0	0	27	0	3	0	0	0	30	30.00
Hourly Total	2	0	105	0	12	0	0	0	119	117.40
Hourly Average	0.50	0.00	26.25	0.00	3.00	0.00	0.00	0.00	29.75	29.35
1800 - 1815	0	0	36	0	7	0	0	0	43	43.00
1815 - 1830	2	0	27	0	3	0	0	0	32	30.40
1830 - 1845	0	0	16	0	3	0	0	0	19	19.00
1845 - 1900	2	0	22	0	2	0	0	0	26	24.40
Hourly Total	4	0	101	0	15	0	0	0	120	116.80
Hourly Average	1.00	0.00	25.25	0.00	3.75	0.00	0.00	0.00	30.00	29.20
Session Total	17	0	301	1	41	0	1	1	362	350.70
Session Average	1.42	0.00	25.08	0.08	3.42	0.00	0.08	0.08	30.17	29.23

Lound
Classified Junction Count

Site 4 of 4
Hallcroft Road
A620 Amcott Way
Bridgegate
A620 Hospital Road
A638 North Road

Lat/Long
lat 53.325058° lon -0.947945°

Date
Tuesday 05 July 2022

Weather
Sunny Intervals
Temp: 12°C

0700 - 1000 (Weekday AM Peak)

TIME	Movement 4.11: Left from Bridgegate to A620 Hospital Road								Original Data	
	PICYCLE	MCYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	4	0	1	0	0	0	5	5.00
0715 - 0730	1	0	5	0	1	0	0	0	7	6.20
0730 - 0745	0	0	10	0	2	0	0	0	12	12.00
0745 - 0800	2	0	13	0	1	0	0	1	17	16.40
Hourly Total	3	0	32	0	5	0	0	1	41	39.60
Hourly Average	0.75	0.00	8.00	0.00	1.25	0.00	0.00	0.25	10.25	9.90
0800 - 0815	1	0	12	1	2	0	0	0	16	15.20
0815 - 0830	1	0	9	0	1	0	0	0	11	10.20
0830 - 0845	0	0	6	0	2	0	0	1	9	10.00
0845 - 0900	0	0	10	0	2	0	0	1	13	14.00
Hourly Total	2	0	37	1	7	0	0	2	49	49.40
Hourly Average	0.50	0.00	9.25	0.25	1.75	0.00	0.00	0.50	12.25	12.35
0900 - 0915	3	0	5	1	0	0	0	0	9	6.60
0915 - 0930	0	0	7	0	0	0	0	0	7	7.00
0930 - 0945	0	0	11	0	5	0	0	1	17	18.00
0945 - 1000	1	0	14	0	1	0	0	0	16	15.20
Hourly Total	4	0	37	1	6	0	0	1	49	45.80
Hourly Average	1.00	0.00	9.25	0.25	1.50	0.00	0.00	0.25	12.25	11.70
Session Total	9	0	106	2	18	0	0	4	139	135.80
Session Average	0.75	0.00	8.83	0.17	1.50	0.00	0.00	0.33	11.58	11.32

Date
Tuesday 05 July 2022

Weather
Sunny Intervals
Temp: 19°C

1600 - 1900 (Weekday PM Peak)

TIME	Movement 4.11: Left from Bridgegate to A620 Hospital Road								Original Data	
	PICYCLE	MCYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	0	13	0	1	0	0	0	14	14.00
1615 - 1630	0	2	16	0	4	0	0	0	22	20.80
1630 - 1645	0	0	11	0	1	0	0	0	12	12.00
1645 - 1700	0	0	21	0	2	0	0	0	23	23.00
Hourly Total	0	2	61	0	8	0	0	0	71	69.80
Hourly Average	0.00	0.50	15.25	0.00	2.00	0.00	0.00	0.00	17.75	17.45
1700 - 1715	0	0	13	0	2	0	0	1	16	17.00
1715 - 1730	0	0	17	0	3	0	0	0	20	20.00
1730 - 1745	0	0	13	1	0	0	0	0	14	14.00
1745 - 1800	0	0	15	1	1	0	0	0	17	17.00
Hourly Total	0	0	58	2	6	0	0	1	67	68.00
Hourly Average	0.00	0.00	14.50	0.50	1.50	0.00	0.00	0.25	16.75	17.00
1800 - 1815	0	0	18	1	2	0	0	1	22	23.00
1815 - 1830	1	0	8	1	2	0	0	1	13	13.20
1830 - 1845	0	0	10	0	3	0	0	0	13	13.00
1845 - 1900	1	1	8	0	1	0	0	0	11	9.60
Hourly Total	2	1	44	2	8	0	0	2	59	58.80
Hourly Average	0.50	0.25	11.00	0.50	2.00	0.00	0.00	0.50	14.75	14.70
Session Total	2	3	163	4	22	0	0	3	197	196.60
Session Average	0.17	0.25	13.58	0.33	1.83	0.00	0.00	0.25	16.42	16.38

Lound
Classified Junction Count

Site 4 of 4
Hallcroft Road
A620 Amcott Way
Bridgedale
A620 Hospital Road
A638 North Road

Lat/Long
lat 53.325058° lon -0.947945°

Date
Tuesday 05 July 2022

Weather
Sunny Intervals
Temp: 12°C

0700 - 1000 (Weekday AM Peak)

TIME	Movement 4.12: Northbound from Bridgedale to A638 North Road								Original Data	
	PICYCLE	MCYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	10	0	3	0	0	0	13	13.00
0715 - 0730	0	0	22	0	5	0	0	0	27	27.00
0730 - 0745	0	0	34	0	4	1	0	0	39	39.50
0745 - 0800	0	1	20	0	7	0	0	1	29	29.40
Hourly Total	0	1	86	0	19	1	0	1	108	108.90
Hourly Average	0.00	0.25	21.50	0.00	4.75	0.25	0.00	0.25	27.00	27.23
0800 - 0815	0	0	28	1	12	0	0	0	41	41.00
0815 - 0830	0	0	25	0	12	0	0	1	38	39.00
0830 - 0845	0	0	19	0	11	0	1	1	32	34.30
0845 - 0900	0	0	27	0	6	1	0	2	36	38.50
Hourly Total	0	0	99	1	41	1	1	4	147	152.80
Hourly Average	0.00	0.00	24.75	0.25	10.25	0.25	0.25	1.00	36.75	38.20
0900 - 0915	0	0	26	1	5	0	0	0	32	32.00
0915 - 0930	0	0	35	0	2	0	0	1	38	39.00
0930 - 0945	2	0	20	0	2	0	0	1	25	24.40
0945 - 1000	0	0	21	1	4	1	0	1	28	29.50
Hourly Total	2	0	102	2	13	1	0	3	123	124.90
Hourly Average	0.50	0.00	25.50	0.50	3.25	0.25	0.00	0.75	30.75	31.23
Session Total	2	1	287	3	73	3	1	8	378	386.60
Session Average	0.17	0.08	23.92	0.25	6.08	0.25	0.08	0.67	31.50	32.22

Date
Tuesday 05 July 2022

Weather
Sunny Intervals
Temp: 19°C

1600 - 1900 (Weekday PM Peak)

TIME	Movement 4.12: Northbound from Bridgedale to A638 North Road								Original Data	
	PICYCLE	MCYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	2	2	32	0	1	0	0	0	37	34.20
1615 - 1630	0	0	32	1	5	0	0	3	41	44.00
1630 - 1645	0	0	23	0	6	0	0	1	30	31.00
1645 - 1700	1	0	32	1	3	0	0	0	37	36.20
Hourly Total	3	2	119	2	15	0	0	4	145	145.40
Hourly Average	0.75	0.50	29.75	0.50	3.75	0.00	0.00	1.00	36.25	36.85
1700 - 1715	0	0	34	0	4	0	0	0	38	38.00
1715 - 1730	1	0	44	1	4	0	0	1	52	51.60
1730 - 1745	0	0	38	0	4	0	0	1	43	44.00
1745 - 1800	2	0	24	0	8	0	0	1	35	34.40
Hourly Total	3	1	140	1	20	0	0	3	168	168.00
Hourly Average	0.75	0.25	35.00	0.25	5.00	0.00	0.00	0.75	42.00	42.00
1800 - 1815	0	0	28	1	6	0	0	0	35	35.00
1815 - 1830	0	0	23	0	4	0	0	1	28	29.00
1830 - 1845	2	1	25	1	3	0	0	0	32	29.80
1845 - 1900	0	0	23	0	1	0	0	0	24	24.00
Hourly Total	2	1	99	2	14	0	0	1	119	117.80
Hourly Average	0.50	0.25	24.75	0.50	3.50	0.00	0.00	0.25	29.75	29.45
Session Total	8	4	358	5	49	0	0	8	432	431.20
Session Average	0.67	0.33	29.83	0.42	4.08	0.00	0.00	0.67	36.00	35.93

Lound
Classified Junction Count

Site 4 of 4
Hallcroft Road
A620 Amcott Way
Bridgegate
A620 Hospital Road
A638 North Road

Lat/Long
lat: 53.325058° lon: -0.947945°

Date
Tuesday 05 July 2022

Weather
Sunny Intervals
Temp: 12°C

0700 - 1000 (Weekday AM Peak)

TIME	Movement 4.13: Right from Bridgegate to Hallcroft Road								Original Data	
	PICYCLE	MCYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	1	0	3	0	0	0	0	0	4	3.20
0715 - 0730	0	0	3	0	0	0	0	0	3	3.00
0730 - 0745	0	0	4	1	1	0	0	0	6	6.00
0745 - 0800	0	1	7	0	2	1	0	0	11	10.90
Hourly Total	1	1	17	1	3	1	0	0	24	23.10
Hourly Average	0.25	0.25	4.25	0.25	0.75	0.25	0.00	0.00	6.00	5.78
0800 - 0815	0	0	7	0	1	0	0	0	8	8.00
0815 - 0830	0	0	13	0	6	0	0	0	19	19.00
0830 - 0845	0	0	18	0	1	1	0	0	20	20.50
0845 - 0900	0	0	9	0	2	0	0	0	11	11.00
Hourly Total	0	0	47	0	10	1	0	0	58	58.50
Hourly Average	0.00	0.00	11.75	0.00	2.50	0.25	0.00	0.00	14.50	14.63
0900 - 0915	0	0	12	0	5	0	0	0	17	17.00
0915 - 0930	0	0	2	0	1	0	0	0	3	3.00
0930 - 0945	0	0	16	0	2	0	0	0	18	18.00
0945 - 1000	0	0	7	0	3	0	0	0	10	10.00
Hourly Total	0	0	37	0	11	0	0	0	48	48.00
Hourly Average	0.00	0.00	9.25	0.00	2.75	0.00	0.00	0.00	12.00	12.00
Session Total	1	1	101	1	24	2	0	0	130	129.60
Session Average	0.08	0.08	8.42	0.08	2.00	0.17	0.00	0.00	10.83	10.80

Date
Tuesday 05 July 2022

Weather
Sunny Intervals
Temp: 19°C

1600 - 1900 (Weekday PM Peak)

TIME	Movement 4.13: Right from Bridgegate to Hallcroft Road								Original Data	
	PICYCLE	MCYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	1	12	2	3	0	0	0	18	17.40
1615 - 1630	0	1	13	1	0	0	0	0	15	14.40
1630 - 1645	0	1	10	0	2	0	0	0	13	12.40
1645 - 1700	0	0	9	0	2	0	0	0	11	11.00
Hourly Total	0	3	44	3	7	0	0	0	57	55.20
Hourly Average	0.00	0.75	11.00	0.75	1.75	0.00	0.00	0.00	14.25	13.50
1700 - 1715	1	0	16	0	3	0	0	0	20	19.20
1715 - 1730	1	0	10	0	5	0	0	0	16	15.20
1730 - 1745	1	0	9	0	3	0	0	0	13	12.20
1745 - 1800	0	1	12	0	1	0	0	0	14	13.40
Hourly Total	3	1	47	0	12	0	0	0	63	60.00
Hourly Average	0.75	0.25	11.75	0.00	3.00	0.00	0.00	0.00	15.75	15.00
1800 - 1815	0	0	11	1	1	0	0	0	13	13.00
1815 - 1830	1	0	7	0	1	0	0	0	9	8.20
1830 - 1845	0	0	11	0	0	0	0	0	11	11.00
1845 - 1900	0	0	9	0	1	0	0	0	10	10.00
Hourly Total	1	0	38	1	3	0	0	0	43	42.20
Hourly Average	0.25	0.00	9.50	0.25	0.75	0.00	0.00	0.00	10.75	10.55
Session Total	4	4	129	4	22	0	0	0	163	157.40
Session Average	0.33	0.33	10.75	0.33	1.83	0.00	0.00	0.00	13.58	13.12

Lound
Classified Junction Count

Site 4 of 4
Hallcroft Road
A620 Amcott Way
Bridgedale
A620 Hospital Road
A638 North Road

Lat/Long
lat: 53.325058° lon: -0.947945°

Date
Tuesday 05 July 2022

Weather
Sunny Intervals
Temp: 12°C

0700 - 1000 (Weekday AM Peak)

TIME	Movement 4.14: Right from Bridgedale to A620 Amcott Way								Original Data	
	PICYCLE	MCYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	0	0	0	0	0	0	0	0.00
0715 - 0730	0	0	2	0	0	0	0	0	2	2.00
0730 - 0745	0	0	1	0	1	1	0	0	3	3.50
0745 - 0800	0	0	4	0	0	0	0	0	4	4.00
Hourly Total	0	0	7	0	1	1	0	0	9	9.50
Hourly Average	0.00	0.00	1.75	0.00	0.25	0.25	0.00	0.00	2.25	2.38
0800 - 0815	0	0	1	0	2	0	0	0	3	3.00
0815 - 0830	0	0	2	0	1	0	0	0	3	3.00
0830 - 0845	0	0	1	0	1	0	0	0	2	2.00
0845 - 0900	0	0	2	0	2	0	0	0	4	4.00
Hourly Total	0	0	6	0	6	0	0	0	12	12.00
Hourly Average	0.00	0.00	1.50	0.00	1.50	0.00	0.00	0.00	3.00	3.00
0900 - 0915	0	0	2	0	0	0	0	0	2	2.00
0915 - 0930	0	0	3	0	0	0	0	0	3	3.00
0930 - 0945	0	0	3	1	1	0	0	0	5	5.00
0945 - 1000	0	0	5	0	1	0	0	0	6	6.00
Hourly Total	0	0	13	1	2	0	0	0	16	16.00
Hourly Average	0.00	0.00	3.25	0.25	0.50	0.00	0.00	0.00	4.00	4.00
Session Total	0	0	26	1	9	1	0	0	37	37.50
Session Average	0.00	0.00	2.17	0.08	0.75	0.08	0.00	0.00	3.08	3.13

Date
Tuesday 05 July 2022

Weather
Sunny Intervals
Temp: 19°C

1600 - 1900 (Weekday PM Peak)

TIME	Movement 4.14: Right from Bridgedale to A620 Amcott Way								Original Data	
	PICYCLE	MCYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	1	0	2	0	0	0	0	0	3	2.20
1615 - 1630	2	0	1	0	0	0	0	0	3	1.40
1630 - 1645	2	0	2	0	0	0	0	0	4	2.40
1645 - 1700	0	0	4	0	1	0	0	0	5	5.00
Hourly Total	5	0	9	0	1	0	0	0	15	11.00
Hourly Average	1.25	0.00	2.25	0.00	0.25	0.00	0.00	0.00	3.75	2.75
1700 - 1715	1	0	7	0	0	0	0	0	8	7.20
1715 - 1730	0	0	1	0	0	0	0	0	1	1.00
1730 - 1745	0	0	5	0	0	0	0	0	5	5.00
1745 - 1800	0	0	5	0	2	0	0	0	7	7.00
Hourly Total	1	0	18	0	2	0	0	0	21	20.20
Hourly Average	0.25	0.00	4.50	0.00	0.50	0.00	0.00	0.00	5.25	5.05
1800 - 1815	0	0	6	1	0	0	0	0	7	7.00
1815 - 1830	0	0	6	0	0	0	0	0	6	6.00
1830 - 1845	0	0	4	0	0	0	0	0	4	4.00
1845 - 1900	0	1	7	0	0	0	0	0	8	7.40
Hourly Total	0	1	23	1	0	0	0	0	25	24.40
Hourly Average	0.00	0.25	5.75	0.25	0.00	0.00	0.00	0.00	6.25	6.10
Session Total	6	1	50	1	3	0	0	0	61	55.60
Session Average	0.50	0.08	4.17	0.08	0.25	0.00	0.00	0.00	5.08	4.63

Lound
Classified Junction Count

Site 4 of 4
Hallcroft Road
A620 Amcott Way
Bidgegale
A620 Hospital Road
A638 North Road

Lat/Long
lat 53.325058° lon -0.947945°

Date
Tuesday 05 July 2022

Weather
Sunny Intervals
Temp: 12°C

0700 - 1000 (Weekday AM Peak)

TIME	Movement 4.16: Left from A620 Hospital Road to A638 North Road								Original Data	
	PICYCLE	MCYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	2	0	15	0	7	0	0	0	24	22.40
0715 - 0730	0	0	16	0	7	1	0	0	24	24.50
0730 - 0745	0	1	18	0	5	1	1	0	26	27.20
0745 - 0800	0	0	59	0	10	0	0	0	69	69.00
Hourly Total	2	1	108	0	29	2	1	0	143	143.10
Hourly Average	0.50	0.25	27.00	0.00	7.25	0.50	0.25	0.00	35.75	35.76
0800 - 0815	0	0	44	0	4	2	0	0	50	51.00
0815 - 0830	0	0	48	1	3	0	0	1	53	54.00
0830 - 0845	0	0	30	0	4	1	0	0	35	35.50
0845 - 0900	0	0	57	0	5	1	1	0	64	65.80
Hourly Total	0	0	179	1	16	4	1	1	202	206.30
Hourly Average	0.00	0.00	44.75	0.25	4.00	1.00	0.25	0.25	50.50	51.58
0900 - 0915	0	0	35	0	1	2	0	0	38	39.00
0915 - 0930	0	0	28	0	5	3	0	0	36	37.50
0930 - 0945	1	0	27	0	10	1	1	0	40	41.00
0945 - 1000	0	0	31	0	7	2	1	0	41	43.30
Hourly Total	1	0	121	0	22	8	2	0	155	160.80
Hourly Average	0.25	0.00	30.25	0.00	5.75	2.00	0.50	0.00	38.75	40.20
Session Total	3	1	408	1	68	14	4	1	500	510.20
Session Average	0.25	0.08	34.00	0.08	5.67	1.17	0.33	0.08	41.67	42.52

Date
Tuesday 05 July 2022

Weather
Sunny Intervals
Temp: 19°C

1600 - 1900 (Weekday PM Peak)

TIME	Movement 4.16: Left from A620 Hospital Road to A638 North Road								Original Data	
	PICYCLE	MCYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	1	0	23	1	4	1	0	0	30	29.70
1615 - 1630	0	0	35	0	5	0	0	0	40	40.00
1630 - 1645	0	0	31	0	2	0	0	0	33	33.00
1645 - 1700	0	0	34	0	6	0	0	0	40	40.00
Hourly Total	1	0	123	1	17	1	0	0	143	142.70
Hourly Average	0.25	0.00	30.75	0.25	4.25	0.25	0.00	0.00	35.75	35.68
1700 - 1715	3	0	26	0	6	0	0	0	35	32.60
1715 - 1730	0	0	35	0	4	0	0	0	39	39.00
1730 - 1745	0	0	24	0	12	0	0	0	36	36.00
1745 - 1800	0	0	24	0	6	0	0	0	30	30.00
Hourly Total	3	0	109	0	28	0	0	0	140	137.60
Hourly Average	0.75	0.00	27.25	0.00	7.00	0.00	0.00	0.00	35.00	34.40
1800 - 1815	1	0	35	0	5	0	0	0	41	40.20
1815 - 1830	2	0	35	1	3	0	0	0	41	39.40
1830 - 1845	1	1	22	0	4	0	0	0	28	26.60
1845 - 1900	2	1	31	0	1	0	0	0	35	32.80
Hourly Total	6	2	123	1	13	0	0	0	145	139.00
Hourly Average	1.50	0.50	30.75	0.25	3.25	0.00	0.00	0.00	36.25	34.75
Session Total	10	2	355	2	58	1	0	0	428	419.30
Session Average	0.83	0.17	29.58	0.17	4.83	0.08	0.00	0.00	35.67	34.94

Lound
Classified Junction Count

Site 4 of 4
Hallcroft Road
A620 Amcott Way
Bidgegale
A620 Hospital Road
A638 North Road

Lat/Long
lat: 53.325058° lon: -0.947945°

Date
Tuesday 05 July 2022

Weather
Sunny Intervals
Temp: 12°C

0700 - 1000 (Weekday AM Peak)

TIME	Movement 4.17: Left from A620 Hospital Road to Hallcroft Road								Original Data	
	PICYCLE	MCYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	3	0	0	0	0	0	3	3.00
0715 - 0730	0	1	8	0	7	0	0	0	16	15.40
0730 - 0745	2	0	6	0	2	0	0	0	10	8.40
0745 - 0800	0	0	10	0	6	0	0	0	16	16.00
Hourly Total	2	1	27	0	15	0	0	0	45	42.80
Hourly Average	0.50	0.25	6.75	0.00	3.75	0.00	0.00	0.00	11.25	10.70
0800 - 0815	0	0	13	0	3	0	0	0	16	16.00
0815 - 0830	0	0	13	0	2	0	0	0	15	15.00
0830 - 0845	0	0	17	0	3	0	0	0	20	20.00
0845 - 0900	0	0	18	0	2	0	0	1	21	22.00
Hourly Total	0	0	61	0	10	0	0	1	72	73.00
Hourly Average	0.00	0.00	15.25	0.00	2.50	0.00	0.00	0.25	18.00	18.25
0900 - 0915	0	0	24	0	2	0	0	1	27	28.00
0915 - 0930	0	0	10	0	6	0	0	0	16	16.00
0930 - 0945	0	0	11	0	4	1	0	0	16	16.50
0945 - 1000	0	0	8	0	2	0	0	0	10	10.00
Hourly Total	0	0	53	0	14	1	0	1	69	70.50
Hourly Average	0.00	0.00	13.25	0.00	3.50	0.25	0.00	0.25	17.25	17.63
Session Total	2	1	141	0	39	1	0	2	186	186.30
Session Average	0.17	0.08	11.75	0.00	3.25	0.08	0.00	0.17	15.50	15.53

Date
Tuesday 05 July 2022

Weather
Sunny Intervals
Temp: 19°C

1600 - 1900 (Weekday PM Peak)

TIME	Movement 4.17: Left from A620 Hospital Road to Hallcroft Road								Original Data	
	PICYCLE	MCYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	0	9	0	5	0	0	0	14	14.00
1615 - 1630	0	0	17	1	1	0	0	0	19	19.00
1630 - 1645	0	1	21	0	3	0	0	0	25	24.40
1645 - 1700	0	0	15	1	2	0	0	0	18	18.00
Hourly Total	0	1	62	2	11	0	0	0	76	75.40
Hourly Average	0.00	0.25	15.50	0.50	2.75	0.00	0.00	0.00	19.00	18.85
1700 - 1715	0	0	16	0	1	0	0	0	17	17.60
1715 - 1730	1	0	13	0	2	0	0	0	16	15.20
1730 - 1745	0	0	16	0	1	0	0	0	17	17.00
1745 - 1800	1	0	18	0	2	0	0	0	21	20.20
Hourly Total	2	0	63	0	6	0	0	0	71	70.20
Hourly Average	0.50	0.00	15.75	0.00	1.50	0.00	0.00	0.00	18.25	17.55
1800 - 1815	0	0	20	0	1	0	0	0	21	21.00
1815 - 1830	0	0	11	1	2	0	0	0	14	14.00
1830 - 1845	1	0	16	0	1	0	0	0	18	17.20
1845 - 1900	0	0	7	0	3	0	0	0	10	10.00
Hourly Total	1	0	54	1	7	0	0	0	63	62.20
Hourly Average	0.25	0.00	13.50	0.25	1.75	0.00	0.00	0.00	15.75	15.55
Session Total	3	0	179	3	24	0	0	0	212	207.80
Session Average	0.25	0.00	14.92	0.25	2.00	0.00	0.00	0.00	17.67	17.32

Lound
Classified Junction Count

Site 4 of 4
Hallcroft Road
A620 Amcott Way
Bidgegale
A620 Hospital Road
A638 North Road

Lat/Long
lat: 53.325058° lon: -0.947945°

Date
Tuesday 05 July 2022

Weather
Sunny Intervals
Temp: 12°C

0700 - 1000 (Weekday AM Peak)

TIME	Movement 4.18: Right from A620 Hospital Road to A620 Amcott Way								Original Data	
	PICYCLE	MCYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	21	0	7	2	0	0	30	31.00
0715 - 0730	0	1	32	0	9	0	2	0	44	46.00
0730 - 0745	0	1	36	0	13	2	0	1	53	54.40
0745 - 0800	0	0	52	0	10	1	1	1	65	67.80
Hourly Total	0	2	141	0	39	5	3	2	192	199.20
Hourly Average	0.00	0.50	35.25	0.00	9.75	1.25	0.75	0.50	48.00	49.80
0800 - 0815	0	0	44	0	14	4	0	0	62	64.00
0815 - 0830	0	0	26	0	9	1	1	0	37	38.80
0830 - 0845	0	0	48	0	7	1	0	0	56	56.50
0845 - 0900	0	0	55	0	7	0	2	2	66	70.60
Hourly Total	0	0	173	0	37	6	3	2	221	229.90
Hourly Average	0.00	0.00	43.25	0.00	9.25	1.50	0.75	0.50	55.25	57.48
0900 - 0915	0	0	51	0	10	3	2	1	67	72.10
0915 - 0930	0	0	48	0	17	0	0	1	66	67.00
0930 - 0945	0	0	36	0	9	3	1	1	50	53.80
0945 - 1000	0	1	53	0	9	2	0	0	65	65.40
Hourly Total	0	1	188	0	45	8	3	3	248	258.30
Hourly Average	0.00	0.25	47.00	0.00	11.25	2.00	0.75	0.75	62.00	64.58
Session Total	0	3	502	0	121	19	9	7	661	687.40
Session Average	0.00	0.25	41.83	0.00	10.08	1.58	0.75	0.58	55.08	57.28

Date
Tuesday 05 July 2022

Weather
Sunny Intervals
Temp: 19°C

1600 - 1900 (Weekday PM Peak)

TIME	Movement 4.18: Right from A620 Hospital Road to A620 Amcott Way								Original Data	
	PICYCLE	MCYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	1	55	1	6	0	0	0	63	62.40
1615 - 1630	0	1	65	0	5	0	0	0	71	70.40
1630 - 1645	0	0	77	1	13	0	1	0	92	93.30
1645 - 1700	0	0	79	0	9	0	0	1	89	90.00
Hourly Total	0	2	276	2	33	0	1	1	315	316.10
Hourly Average	0.00	0.50	69.00	0.50	8.25	0.00	0.25	0.25	78.75	79.03
1700 - 1715	0	1	70	0	17	0	0	0	88	87.60
1715 - 1730	0	0	71	0	11	0	0	0	82	84.30
1730 - 1745	0	1	83	1	10	0	0	0	95	94.40
1745 - 1800	0	0	69	0	11	0	1	0	81	82.30
Hourly Total	0	2	293	1	49	0	2	0	347	348.40
Hourly Average	0.00	0.50	73.25	0.25	12.25	0.00	0.50	0.00	86.75	87.10
1800 - 1815	0	0	51	1	6	0	0	2	60	62.00
1815 - 1830	0	0	54	0	6	0	0	0	60	60.00
1830 - 1845	0	0	49	0	16	0	1	1	67	69.30
1845 - 1900	0	0	45	0	4	0	0	0	49	49.00
Hourly Total	0	0	199	1	32	0	1	3	236	240.30
Hourly Average	0.00	0.00	49.75	0.25	8.00	0.00	0.25	0.75	59.00	60.08
Session Total	0	4	768	4	114	0	4	4	898	904.80
Session Average	0.00	0.33	64.00	0.33	9.50	0.00	0.33	0.33	74.83	75.40

Lound
Classified Junction Count

Site 4 of 4
Hallcroft Road
A620 Amcott Way
Bridgegate
A620 Hospital Road
A638 North Road

Lat/Long
lat 53.325058° lon -0.947945°

Date
Tuesday 05 July 2022

Weather
Sunny Intervals
Temp: 12°C

0700 - 1000 (Weekday AM Peak)

TIME	Movement 4.19: Right from A620 Hospital Road to Bridgegate								Original Data	
	PICYCLE	MCYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	3	0	0	0	0	0	3	3.00
0715 - 0730	0	1	2	0	0	0	0	0	3	2.40
0730 - 0745	0	0	3	0	2	0	0	0	5	5.00
0745 - 0800	0	0	2	0	3	0	0	0	5	5.00
Hourly Total	0	1	10	0	5	0	0	0	16	15.40
Hourly Average	0.00	0.25	2.50	0.00	1.25	0.00	0.00	0.00	4.00	3.85
0800 - 0815	0	0	2	0	3	0	0	0	5	5.00
0815 - 0830	0	0	5	0	0	1	1	0	7	8.80
0830 - 0845	0	0	3	0	0	0	0	1	4	5.00
0845 - 0900	0	0	8	0	1	0	0	0	9	9.00
Hourly Total	0	0	18	0	4	1	1	1	25	27.80
Hourly Average	0.00	0.00	4.50	0.00	1.00	0.25	0.25	0.25	6.25	6.95
0900 - 0915	0	0	3	0	2	0	0	0	5	5.00
0915 - 0930	0	0	5	0	0	0	0	0	5	5.00
0930 - 0945	0	0	6	0	2	0	0	1	9	10.00
0945 - 1000	0	0	3	0	1	0	0	0	4	4.00
Hourly Total	0	0	17	0	5	0	0	1	23	24.00
Hourly Average	0.00	0.00	4.25	0.00	1.25	0.00	0.00	0.25	5.75	6.00
Session Total	0	1	45	0	14	1	1	2	64	67.20
Session Average	0.00	0.08	3.75	0.00	1.17	0.08	0.08	0.17	5.33	5.60

Date
Tuesday 05 July 2022

Weather
Sunny Intervals
Temp: 19°C

1600 - 1900 (Weekday PM Peak)

TIME	Movement 4.19: Right from A620 Hospital Road to Bridgegate								Original Data	
	PICYCLE	MCYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	0	8	0	1	0	0	0	9	9.00
1615 - 1630	0	0	13	0	0	0	0	0	13	13.00
1630 - 1645	0	0	7	0	1	0	0	0	8	8.00
1645 - 1700	0	0	12	0	1	0	0	0	13	13.00
Hourly Total	0	0	40	0	3	0	0	0	43	43.00
Hourly Average	0.00	0.00	10.00	0.00	0.75	0.00	0.00	0.00	10.75	10.75
1700 - 1715	0	0	3	0	1	0	0	0	4	4.00
1715 - 1730	0	0	5	1	2	0	0	0	8	8.00
1730 - 1745	0	0	10	0	2	0	0	0	12	12.00
1745 - 1800	0	0	2	1	1	0	0	1	5	6.00
Hourly Total	0	0	20	2	6	0	0	1	29	30.00
Hourly Average	0.00	0.00	5.00	0.50	1.50	0.00	0.00	0.25	7.25	7.50
1800 - 1815	0	0	7	0	1	0	0	0	8	8.00
1815 - 1830	0	0	4	0	1	0	0	0	5	5.00
1830 - 1845	0	0	5	0	1	0	0	0	6	6.00
1845 - 1900	1	0	11	0	0	0	0	0	12	11.20
Hourly Total	1	0	27	0	3	0	0	0	31	30.20
Hourly Average	0.25	0.00	6.75	0.00	0.75	0.00	0.00	0.00	7.75	7.55
Session Total	1	0	87	2	12	0	0	1	103	103.20
Session Average	0.08	0.00	7.25	0.17	1.00	0.00	0.00	0.08	8.58	8.60

Lound
Classified Junction Count

Site 4 of 4
Hallcroft Road
A620 Amcott Way
Bidgegale
A620 Hospital Road
A638 North Road

Lat/Long
lat 53.325058° lon -0.947945°

Date
Tuesday 05 July 2022

Weather
Sunny Intervals
Temp: 12°C

0700 - 1000 (Weekday AM Peak)

TIME	Movement 4.21: Left from A638 North Road to Hallcroft Road								Original Data	
	PICYCLE	MCYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	3	0	0	0	0	0	0	0	3	0.60
0715 - 0730	2	0	0	0	0	0	0	0	2	0.40
0730 - 0745	1	0	0	0	0	0	0	0	1	0.20
0745 - 0800	1	0	1	0	1	0	0	0	3	2.20
Hourly Total	7	0	1	0	1	0	0	0	9	3.40
Hourly Average	1.75	0.00	0.25	0.00	0.25	0.00	0.00	0.00	2.25	0.85
0800 - 0815	2	0	0	0	0	0	0	0	2	0.40
0815 - 0830	2	0	1	0	0	0	0	0	3	1.40
0830 - 0845	1	0	0	0	0	0	0	0	1	0.20
0845 - 0900	2	0	1	0	0	0	0	0	3	1.40
Hourly Total	7	0	2	0	0	0	0	0	9	3.40
Hourly Average	1.75	0.00	0.50	0.00	0.00	0.00	0.00	0.00	2.25	0.85
0900 - 0915	0	0	4	0	0	0	0	0	4	4.00
0915 - 0930	1	0	2	0	1	0	0	0	4	3.20
0930 - 0945	1	0	5	0	0	0	0	0	6	5.20
0945 - 1000	0	0	3	0	0	0	0	0	3	3.00
Hourly Total	2	0	14	0	1	0	0	0	17	15.40
Hourly Average	0.50	0.00	3.50	0.00	0.25	0.00	0.00	0.00	4.25	3.85
Session Total	16	0	17	0	2	0	0	0	35	22.20
Session Average	1.33	0.00	1.42	0.00	0.17	0.00	0.00	0.00	2.92	1.85

Date
Tuesday 05 July 2022

Weather
Sunny Intervals
Temp: 19°C

1600 - 1900 (Weekday PM Peak)

TIME	Movement 4.21: Left from A638 North Road to Hallcroft Road								Original Data	
	PICYCLE	MCYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	1	0	2	0	0	0	0	0	3	2.20
1615 - 1630	2	0	1	0	0	0	0	0	3	1.40
1630 - 1645	0	0	1	0	1	0	0	0	2	2.00
1645 - 1700	0	0	2	0	0	0	0	0	2	2.00
Hourly Total	3	0	6	0	1	0	0	0	10	7.60
Hourly Average	0.75	0.00	1.50	0.00	0.25	0.00	0.00	0.00	2.50	1.90
1700 - 1715	2	0	0	0	1	0	0	0	3	1.40
1715 - 1730	0	0	4	0	0	0	0	0	4	4.00
1730 - 1745	1	0	3	0	1	0	0	0	5	4.20
1745 - 1800	0	0	4	0	1	0	0	0	5	5.00
Hourly Total	3	0	11	0	3	0	0	0	17	14.60
Hourly Average	0.75	0.00	2.75	0.00	0.75	0.00	0.00	0.00	4.25	3.65
1800 - 1815	0	0	6	0	0	0	0	0	6	6.00
1815 - 1830	0	0	3	0	2	0	0	0	5	5.00
1830 - 1845	1	0	3	0	1	0	0	0	5	4.20
1845 - 1900	0	0	3	0	0	0	0	0	3	3.00
Hourly Total	1	0	15	0	3	0	0	0	19	18.20
Hourly Average	0.25	0.00	3.75	0.00	0.75	0.00	0.00	0.00	4.75	4.55
Session Total	7	0	32	0	7	0	0	0	46	40.40
Session Average	0.58	0.00	2.67	0.00	0.58	0.00	0.00	0.00	3.83	3.37

Lound
Classified Junction Count

Site 4 of 4
Hallcroft Road
A620 Amcott Way
Bidgegale
A620 Hospital Road
A638 North Road

Lat/Long
lat 53.325058° lon -0.947945°

Date
Tuesday 05 July 2022

Weather
Sunny Intervals
Temp: 12°C

0700 - 1000 (Weekday AM Peak)

TIME	Movement 4.22: Left from A638 North Road to A620 Amcott Way								Original Data	
	PICYCLE	MCYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	30	1	6	1	0	0	38	38.50
0715 - 0730	1	0	42	0	11	0	0	0	54	53.20
0730 - 0745	0	0	49	0	18	1	2	1	71	75.10
0745 - 0800	0	0	53	1	12	2	2	1	71	75.60
Hourly Total	1	0	174	2	47	4	4	2	234	242.40
Hourly Average	0.25	0.00	43.50	0.50	11.75	1.00	1.00	0.50	58.50	60.60
0800 - 0815	0	0	54	0	24	2	1	0	81	83.30
0815 - 0830	0	0	61	1	17	3	2	1	85	90.10
0830 - 0845	1	0	78	0	15	1	0	1	96	96.70
0845 - 0900	1	0	74	0	15	1	2	0	93	95.30
Hourly Total	2	0	267	1	71	7	5	2	355	365.40
Hourly Average	0.50	0.00	66.75	0.25	17.75	1.75	1.25	0.50	88.75	91.35
0900 - 0915	1	0	53	0	10	5	1	1	71	75.00
0915 - 0930	0	0	52	0	7	3	0	0	62	63.50
0930 - 0945	0	0	47	0	9	4	2	1	63	68.60
0945 - 1000	0	0	57	0	8	1	1	0	69	69.60
Hourly Total	1	0	209	0	34	13	4	2	265	276.30
Hourly Average	0.25	0.00	52.25	0.00	8.50	3.25	1.00	0.50	66.25	69.18
Session Total	4	2	650	3	152	24	13	6	854	884.50
Session Average	0.33	0.17	54.17	0.25	12.67	2.00	1.08	0.50	71.17	73.71

Date
Tuesday 05 July 2022

Weather
Sunny Intervals
Temp: 19°C

1600 - 1900 (Weekday PM Peak)

TIME	Movement 4.22: Left from A638 North Road to A620 Amcott Way								Original Data	
	PICYCLE	MCYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	1	0	63	0	11	0	0	2	77	78.20
1615 - 1630	0	0	67	0	8	1	2	1	79	83.10
1630 - 1645	0	0	54	0	11	1	0	0	66	66.50
1645 - 1700	0	1	62	0	11	0	1	0	75	75.70
Hourly Total	1	1	246	0	41	2	3	3	297	303.50
Hourly Average	0.25	0.25	61.50	0.00	10.25	0.50	0.75	0.75	74.25	75.88
1700 - 1715	0	0	66	1	11	0	1	0	79	83.30
1715 - 1730	0	0	65	0	8	0	2	1	76	79.60
1730 - 1745	0	0	65	0	8	0	0	0	73	73.00
1745 - 1800	0	1	57	0	9	0	0	0	67	66.40
Hourly Total	0	1	253	1	36	0	3	1	295	299.30
Hourly Average	0.00	0.25	63.25	0.25	9.00	0.00	0.75	0.25	73.75	74.83
1800 - 1815	0	0	52	0	7	0	0	1	60	61.00
1815 - 1830	0	2	40	0	3	0	0	0	45	43.80
1830 - 1845	1	2	48	0	5	0	0	0	56	54.00
1845 - 1900	2	0	35	0	4	0	0	0	41	39.40
Hourly Total	3	4	175	0	19	0	0	1	202	198.20
Hourly Average	0.75	1.00	43.75	0.00	4.75	0.00	0.00	0.25	50.50	49.55
Session Total	4	6	674	1	96	2	6	5	794	801.00
Session Average	0.33	0.50	56.17	0.08	8.00	0.17	0.50	0.42	66.17	66.75

Lound
Classified Junction Count

Site 4 of 4
Hallcroft Road
A620 Amcott Way
Bridgedale
A620 Hospital Road
A638 North Road

Lat/Long
lat: 53.325058° lon: -0.947945°

Date
Tuesday 05 July 2022

Weather
Sunny Intervals
Temp: 12°C

0700 - 1000 (Weekday AM Peak)

TIME	Movement 4.23: Southbound from A638 North Road to Bridgedale								Original Data	
	PICYCLE	MCYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	9	0	1	1	0	0	11	11.50
0715 - 0730	0	0	8	1	3	0	0	0	12	12.00
0730 - 0745	0	0	15	0	6	0	0	0	21	21.00
0745 - 0800	0	1	26	0	8	0	0	0	35	34.40
Hourly Total	0	1	58	1	18	1	0	0	79	78.90
Hourly Average	0.00	0.25	14.50	0.25	4.50	0.25	0.00	0.00	19.75	19.73
0800 - 0815	0	0	15	0	5	0	0	0	20	20.00
0815 - 0830	0	1	28	0	11	1	0	0	41	40.90
0830 - 0845	0	0	35	0	4	0	0	0	39	39.00
0845 - 0900	0	1	43	0	9	0	0	0	53	52.40
Hourly Total	0	2	121	0	29	1	0	0	153	152.30
Hourly Average	0.00	0.50	30.25	0.00	7.25	0.25	0.00	0.00	38.25	38.08
0900 - 0915	0	0	33	1	4	0	0	0	38	38.00
0915 - 0930	0	0	19	1	8	0	0	0	28	28.00
0930 - 0945	0	1	22	0	3	1	0	0	27	26.90
0945 - 1000	2	0	21	1	5	0	0	0	29	27.40
Hourly Total	2	1	95	3	20	1	0	0	122	120.30
Hourly Average	0.50	0.25	23.75	0.75	5.00	0.25	0.00	0.00	30.50	30.08
Session Total	2	4	274	4	67	3	0	0	354	351.50
Session Average	0.17	0.33	22.83	0.33	5.58	0.25	0.00	0.00	29.50	29.29

Date
Tuesday 05 July 2022

Weather
Sunny Intervals
Temp: 19°C

1600 - 1900 (Weekday PM Peak)

TIME	Movement 4.23: Southbound from A638 North Road to Bridgedale								Original Data	
	PICYCLE	MCYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	1	36	2	9	0	0	0	48	47.40
1615 - 1630	1	2	32	0	8	1	0	0	44	42.50
1630 - 1645	0	1	37	0	0	0	0	2	40	41.40
1645 - 1700	0	0	45	0	6	0	0	0	51	51.00
Hourly Total	1	4	150	2	23	1	0	2	183	182.30
Hourly Average	0.25	1.00	37.50	0.50	5.75	0.25	0.00	0.50	45.75	45.58
1700 - 1715	0	0	40	0	6	0	0	0	46	46.00
1715 - 1730	1	0	29	0	6	0	0	0	37	35.60
1730 - 1745	0	0	27	0	5	0	0	1	33	34.00
1745 - 1800	0	0	35	1	3	0	0	0	39	39.00
Hourly Total	1	1	131	1	20	0	0	1	155	154.60
Hourly Average	0.25	0.25	32.75	0.25	5.00	0.00	0.00	0.25	38.75	38.65
1800 - 1815	0	0	28	1	3	0	0	0	32	32.00
1815 - 1830	0	1	25	1	3	0	0	0	30	29.40
1830 - 1845	0	1	31	0	4	0	0	0	36	35.40
1845 - 1900	1	0	29	1	4	0	0	0	35	34.20
Hourly Total	1	2	113	3	14	0	0	0	133	131.00
Hourly Average	0.25	0.50	28.25	0.75	3.50	0.00	0.00	0.00	33.25	32.75
Session Total	3	7	394	6	57	1	0	3	471	467.90
Session Average	0.25	0.58	32.83	0.50	4.75	0.08	0.00	0.25	39.25	38.99

Lound
Classified Junction Count

Site 4 of 4
Hallcroft Road
A620 Amcott Way
Bidgegale
A620 Hospital Road
A638 North Road

Lat/Long
lat 53.325058° lon -0.947945°

Date
Tuesday 05 July 2022

Weather
Sunny Intervals
Temp: 12°C

0700 - 1000 (Weekday AM Peak)

TIME	Movement 4.24: Right from A638 North Road to A620 Hospital Road								Original Data	
	PICYCLE	MCYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	10	0	5	0	0	0	15	15.00
0715 - 0730	0	0	22	0	3	1	0	0	26	26.50
0730 - 0745	0	0	22	0	11	0	0	0	33	33.00
0745 - 0800	0	0	28	0	7	1	1	0	37	38.80
Hourly Total	0	0	82	0	26	2	1	0	111	113.30
Hourly Average	0.00	0.00	20.50	0.00	6.50	0.50	0.25	0.00	27.75	28.31
0800 - 0815	0	0	35	0	11	0	0	0	46	46.00
0815 - 0830	0	0	34	0	9	0	1	1	45	47.30
0830 - 0845	0	0	35	0	3	0	0	1	39	40.00
0845 - 0900	0	0	43	1	7	1	1	0	53	54.80
Hourly Total	0	0	147	1	30	1	2	2	183	188.10
Hourly Average	0.00	0.00	36.75	0.25	7.50	0.25	0.50	0.50	45.75	47.03
0900 - 0915	0	0	30	0	2	1	1	0	34	35.80
0915 - 0930	0	1	24	0	6	3	1	0	35	37.20
0930 - 0945	0	0	26	0	4	1	1	1	33	35.80
0945 - 1000	0	0	32	0	5	0	0	0	37	37.00
Hourly Total	0	1	112	0	17	5	3	1	139	145.80
Hourly Average	0.00	0.25	28.00	0.00	4.25	1.25	0.75	0.25	34.75	36.45
Session Total	0	1	341	1	73	8	6	3	433	447.20
Session Average	0.00	0.08	28.42	0.08	6.08	0.67	0.50	0.25	36.08	37.27

Date
Tuesday 05 July 2022

Weather
Sunny Intervals
Temp: 19°C

1600 - 1900 (Weekday PM Peak)

TIME	Movement 4.24: Right from A638 North Road to A620 Hospital Road								Original Data	
	PICYCLE	MCYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	0	37	0	6	0	1	0	44	45.30
1615 - 1630	0	1	38	0	5	0	0	0	44	43.40
1630 - 1645	1	0	46	1	4	0	0	0	52	51.20
1645 - 1700	0	0	34	1	1	0	0	0	36	36.00
Hourly Total	1	1	155	2	16	0	1	0	176	175.90
Hourly Average	0.25	0.25	38.75	0.50	4.00	0.00	0.25	0.00	44.00	43.98
1700 - 1715	0	0	56	0	6	0	0	0	62	62.00
1715 - 1730	0	0	41	0	1	0	0	0	42	43.50
1730 - 1745	0	0	38	0	6	0	0	0	44	44.00
1745 - 1800	0	1	53	0	8	0	0	0	62	61.40
Hourly Total	0	1	188	0	21	1	0	0	211	210.90
Hourly Average	0.00	0.25	47.00	0.00	5.25	0.25	0.00	0.00	52.75	52.73
1800 - 1815	0	0	23	0	3	1	0	0	27	27.50
1815 - 1830	0	0	30	0	6	0	0	0	36	36.00
1830 - 1845	0	0	19	0	3	0	1	0	23	24.30
1845 - 1900	0	0	27	0	4	0	0	0	31	31.00
Hourly Total	0	0	99	0	16	1	1	0	117	118.80
Hourly Average	0.00	0.00	24.75	0.00	4.00	0.25	0.25	0.00	29.25	29.70
Session Total	1	2	442	2	53	2	2	0	504	505.60
Session Average	0.08	0.17	36.83	0.17	4.42	0.17	0.17	0.00	42.00	42.13

APPENDIX G – TRAFFIC FLOW DIAGRAMS

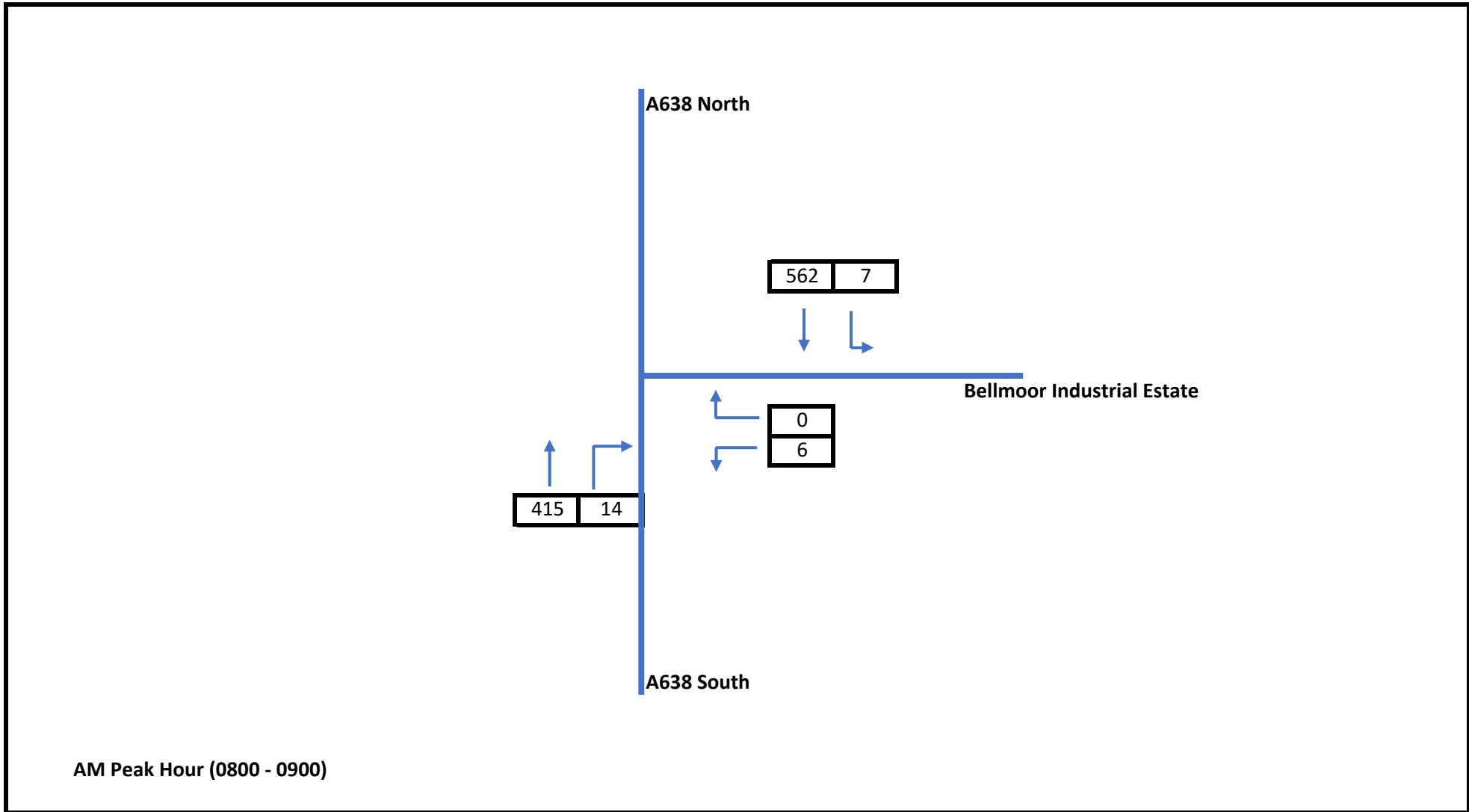


Figure 1: 2022 Weekday AM Peak Flows (PCU)

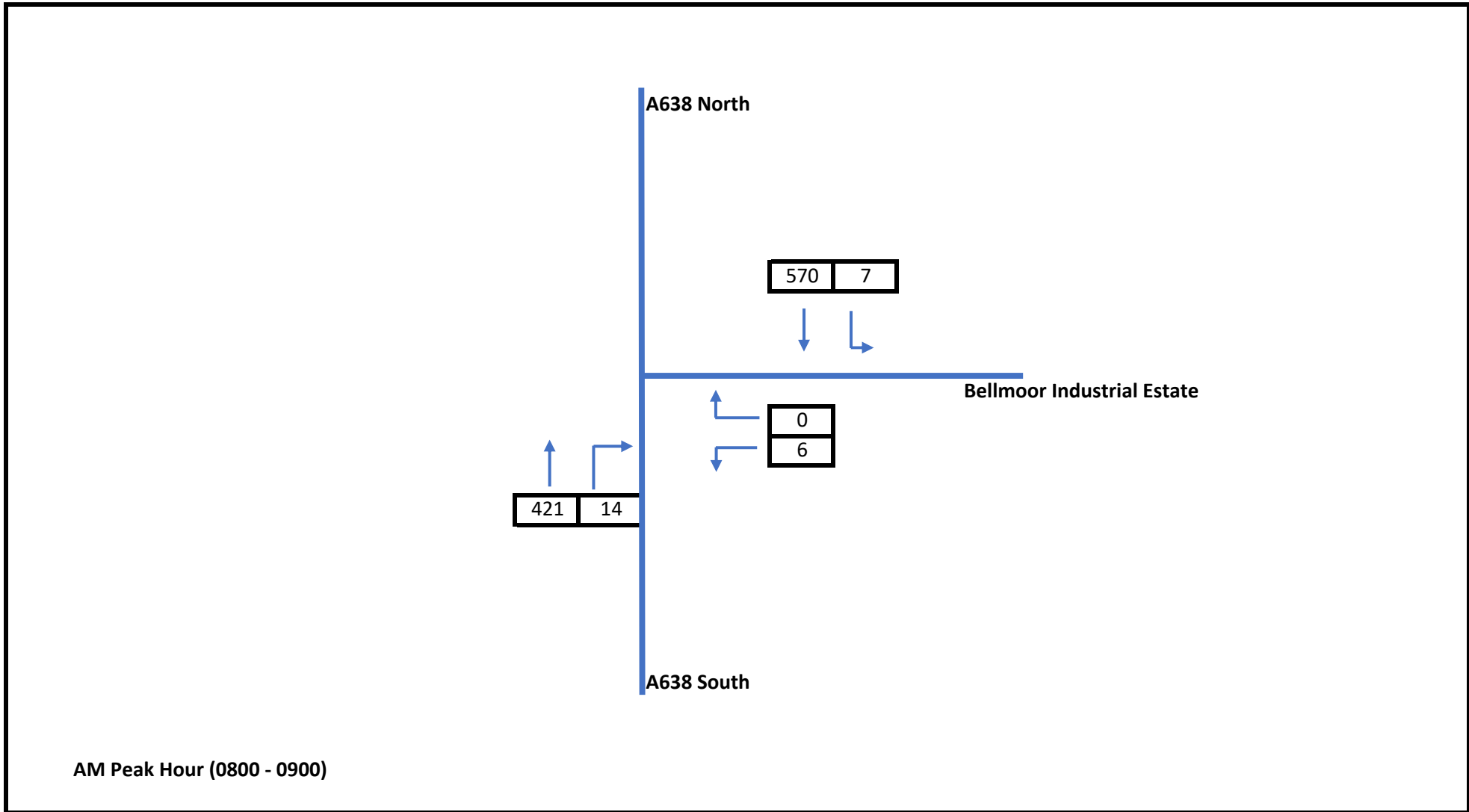


Figure 2: 2024 Weekday AM Peak Flows (PCU)

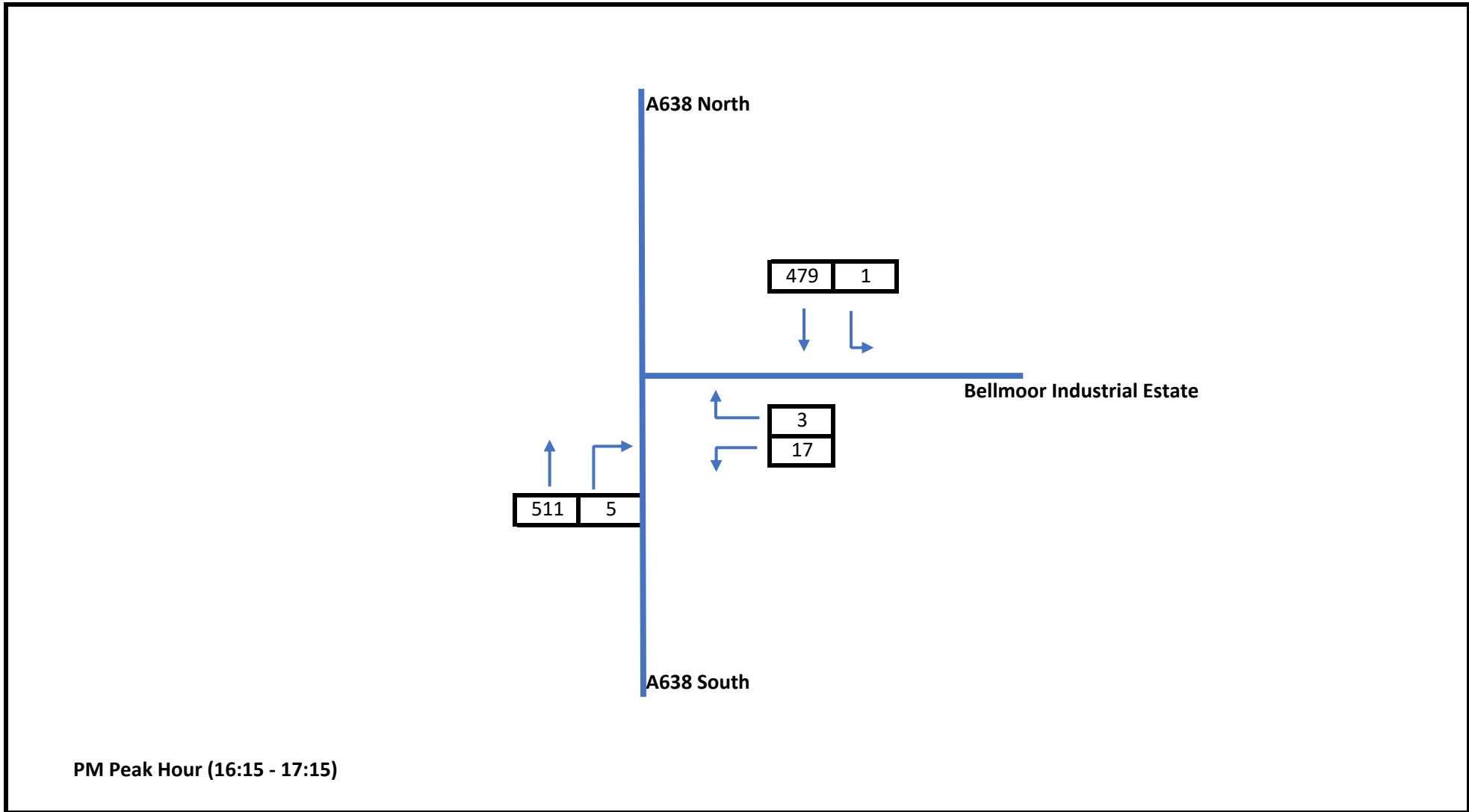


Figure 3: 2024 Weekday AM Peak Flows (PCU)

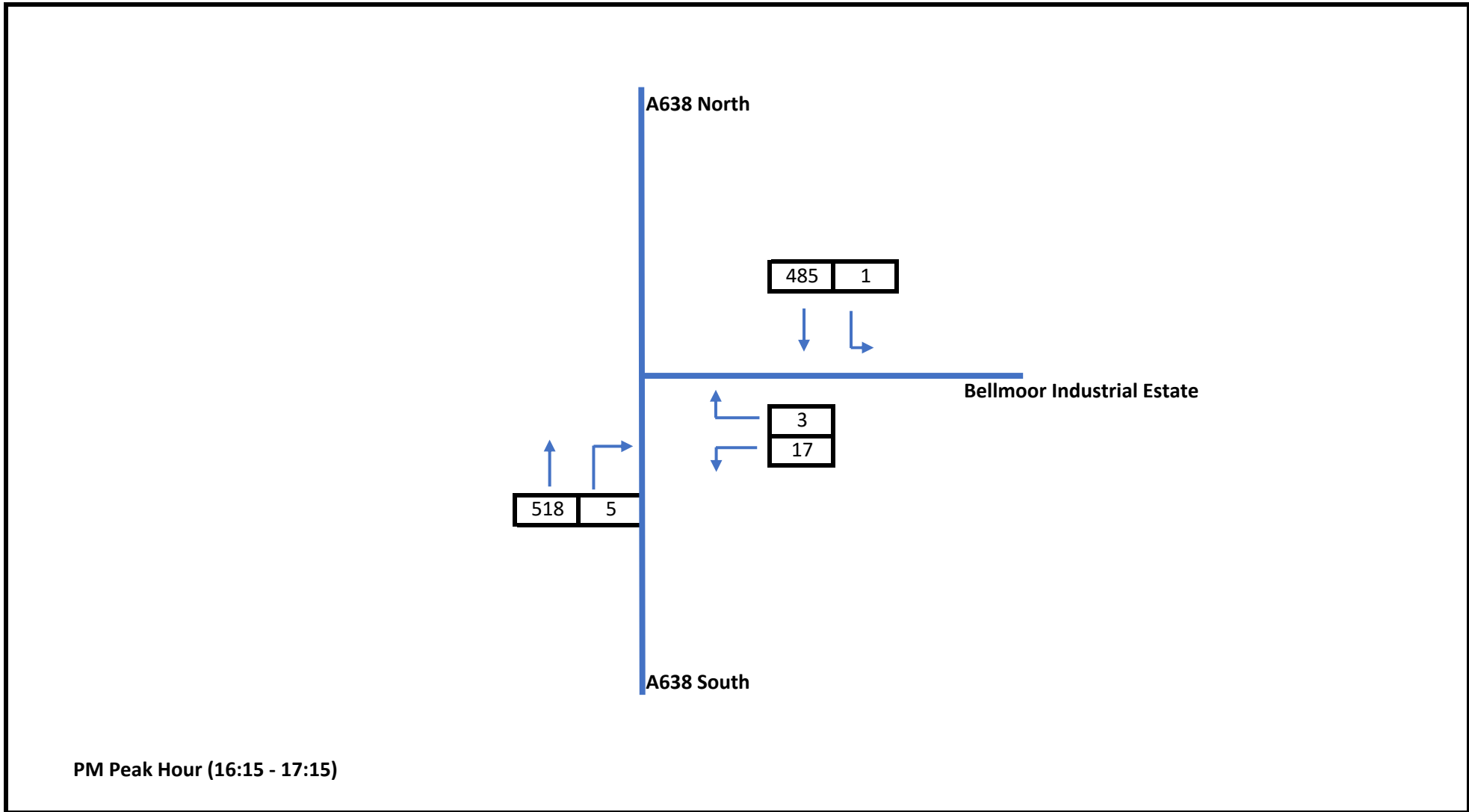


Figure 4: 2024 Weekday AM Peak Flows (PCU)

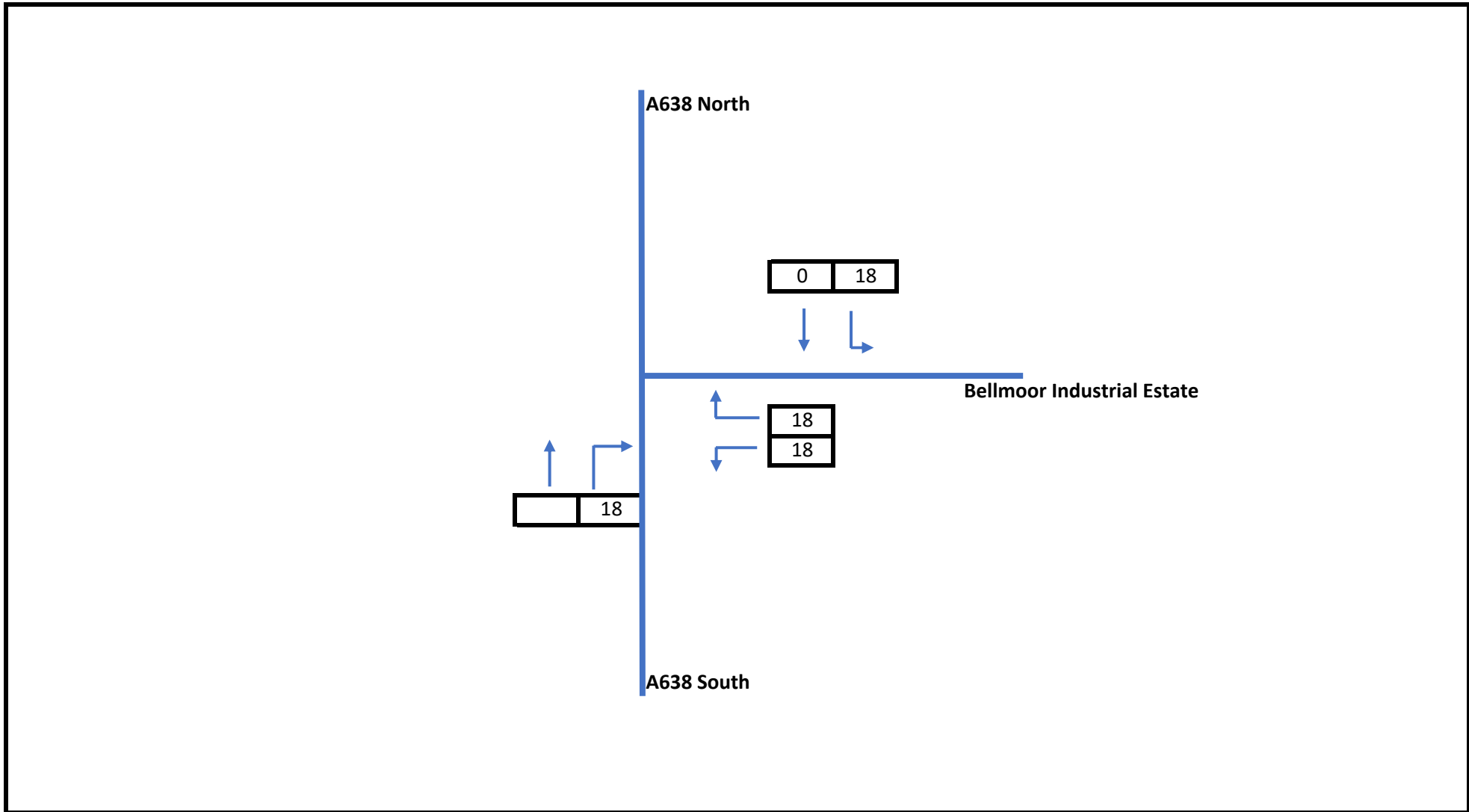


Figure 5: Development Traffic (PCU)

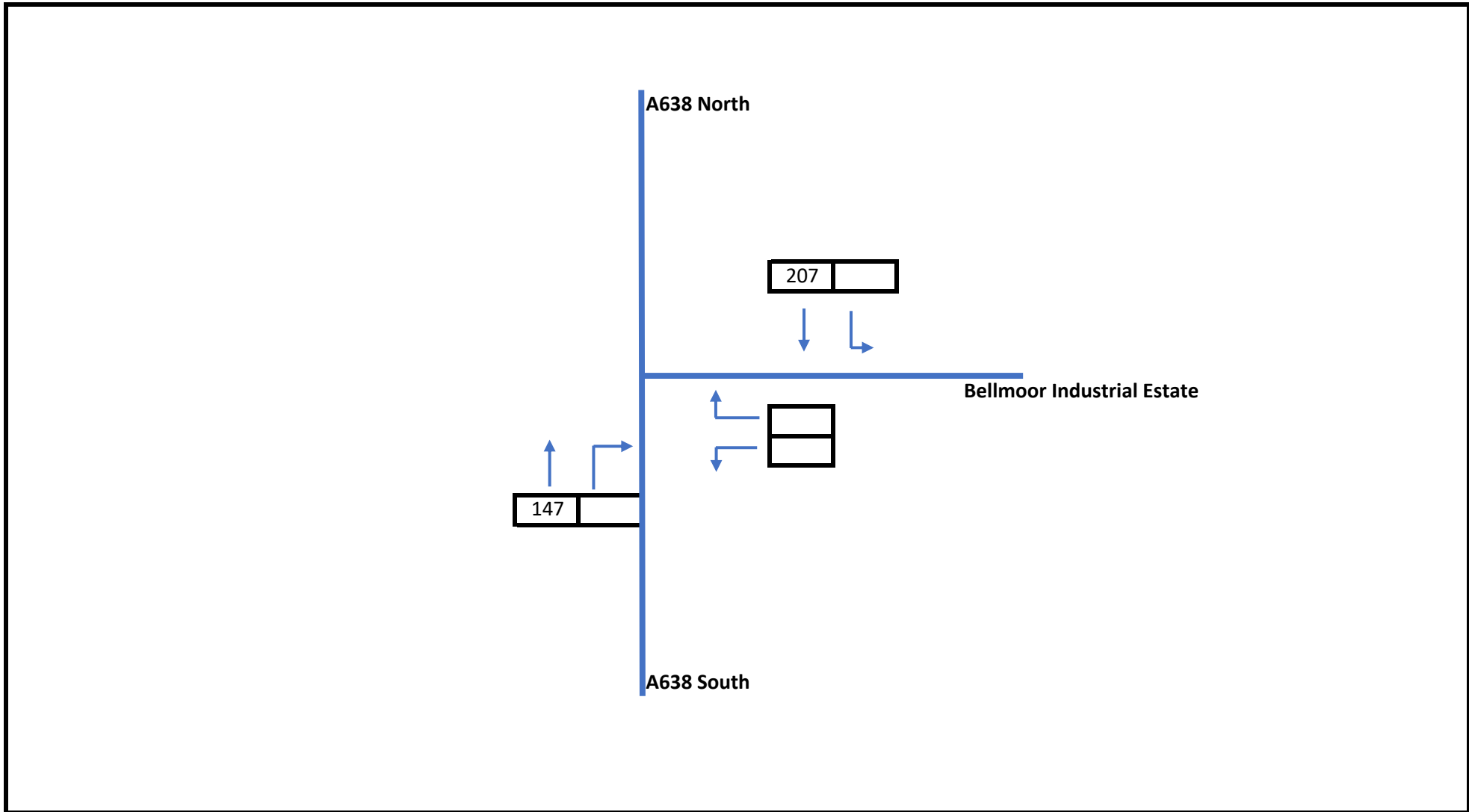


Figure 6: Committed Development Traffic AM Peak (PCU)

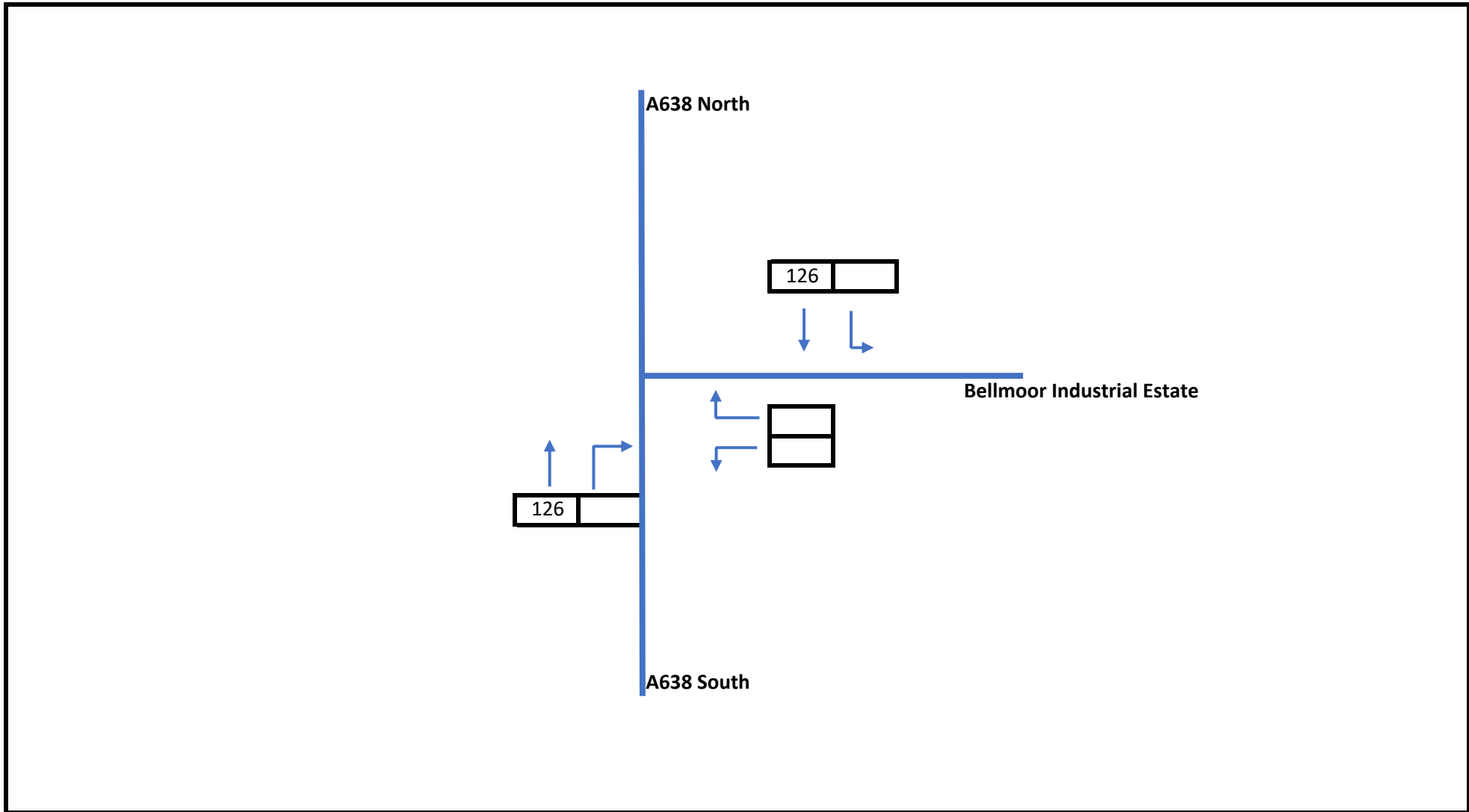


Figure 7: Committed Development Traffic PM Peak (PCU)

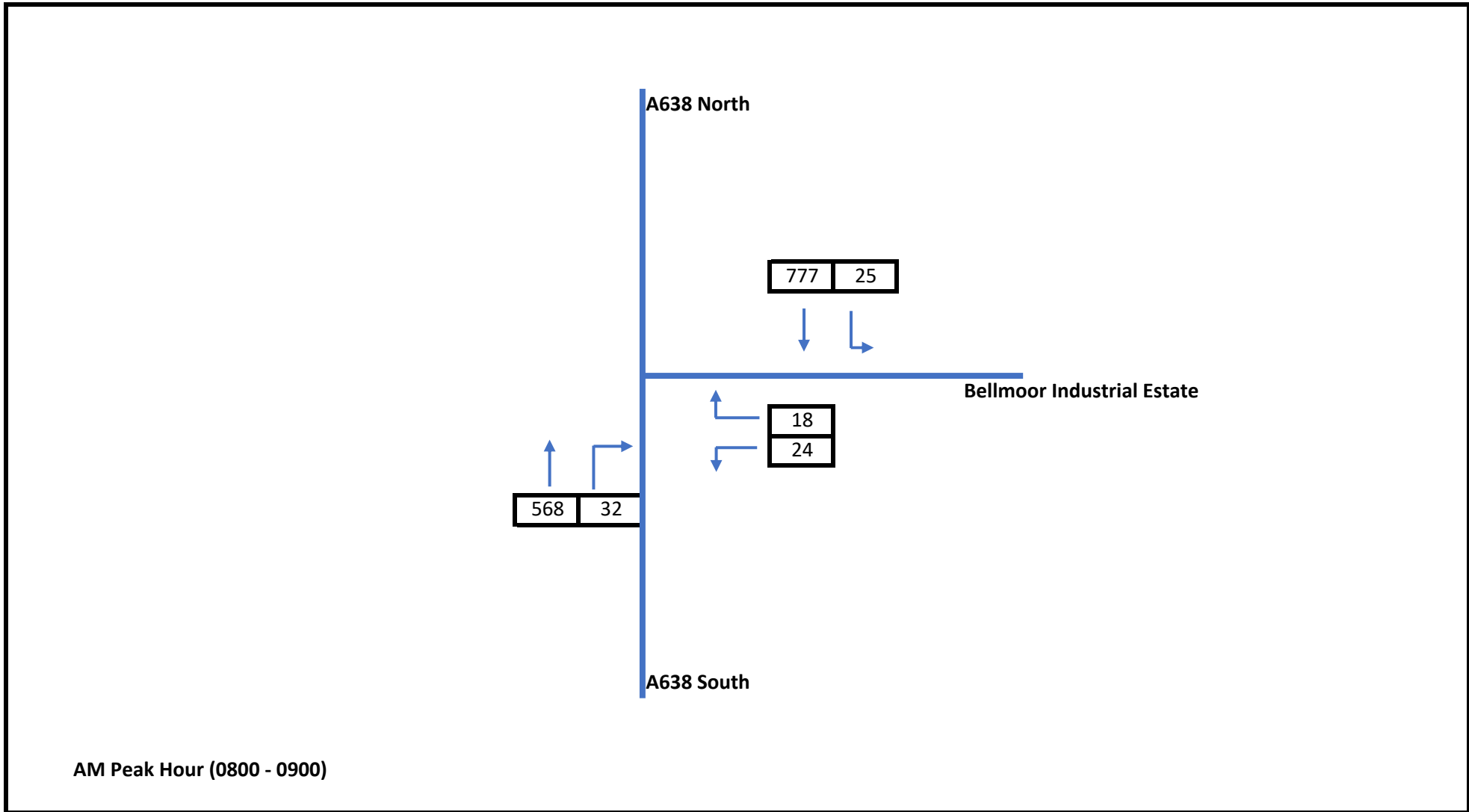


Figure 8: 2024 Weekday AM Base plus Comm Dev plus Development Traffic (PCU)

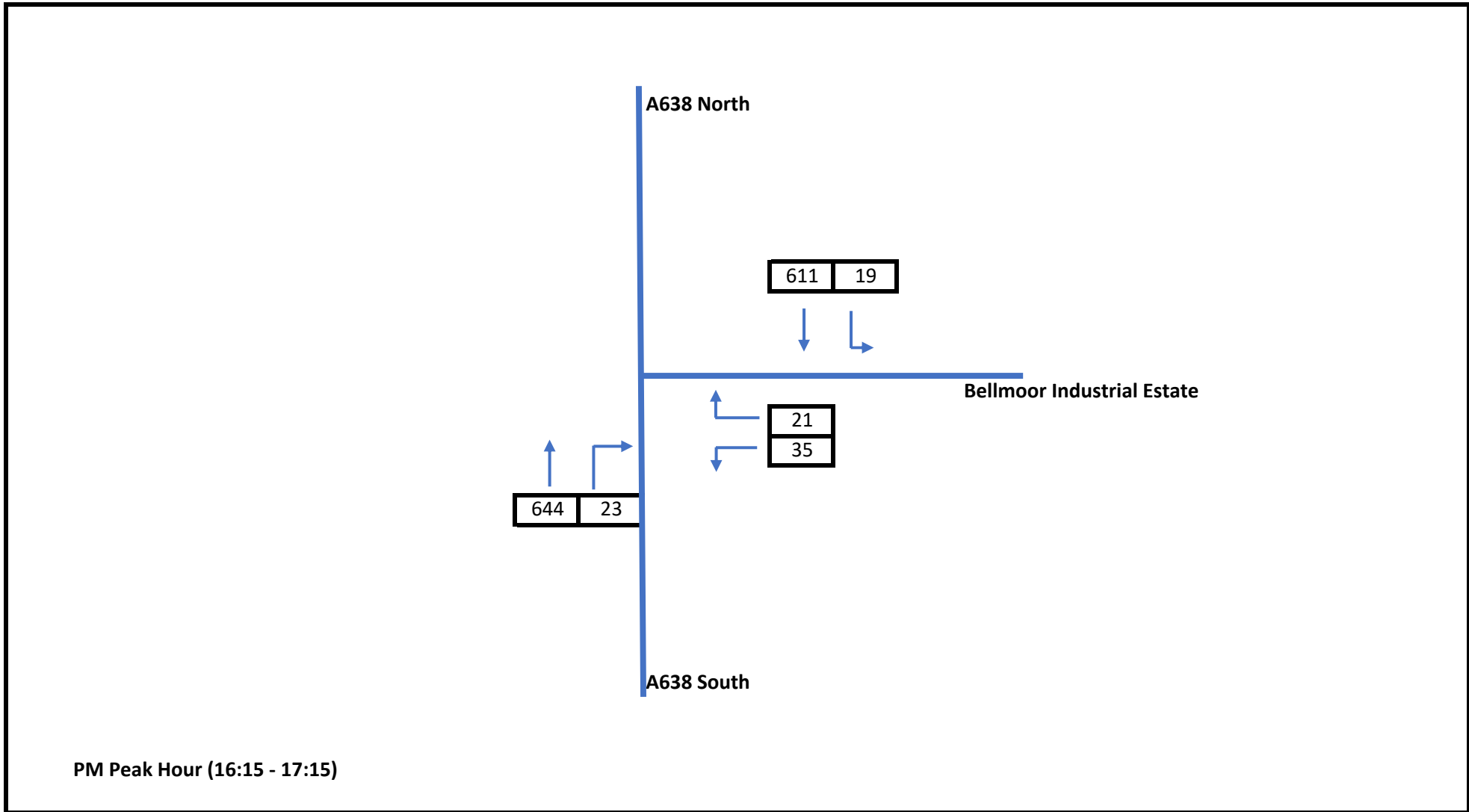


Figure 9: 2024 Weekday PM Base plus Development Traffic (PCU)

APPENDIX H – MODELLING OUTPUTS

Junctions 9
PICADY 9 - Priority Intersection Module
Version: 9.5.1.7462 © Copyright TRL Limited, 2019
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Filename: Retford Circular Economy.j9
Path: P:\Projects\4092 Lound Ash Extraction\Transport\Transport Statement\Junction Modelling
Report generation date: 03/02/2023 08:14:40

- »2024 Base plus Development Traffic [D2], AM
- »2024 Base plus Development Traffic [D4], PM

Summary of junction performance

	AM			PM		
	Set ID	Queue (PCU)	RFC	Set ID	Queue (PCU)	RFC
2024 Base plus Development Traffic [D2]						
Stream B-AC	D2	0.3	0.13			
Stream C-AB		0.1	0.07			
2024 Base plus Development Traffic [D4]						
Stream B-AC				D4	0.4	0.15
Stream C-AB					0.1	0.05

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

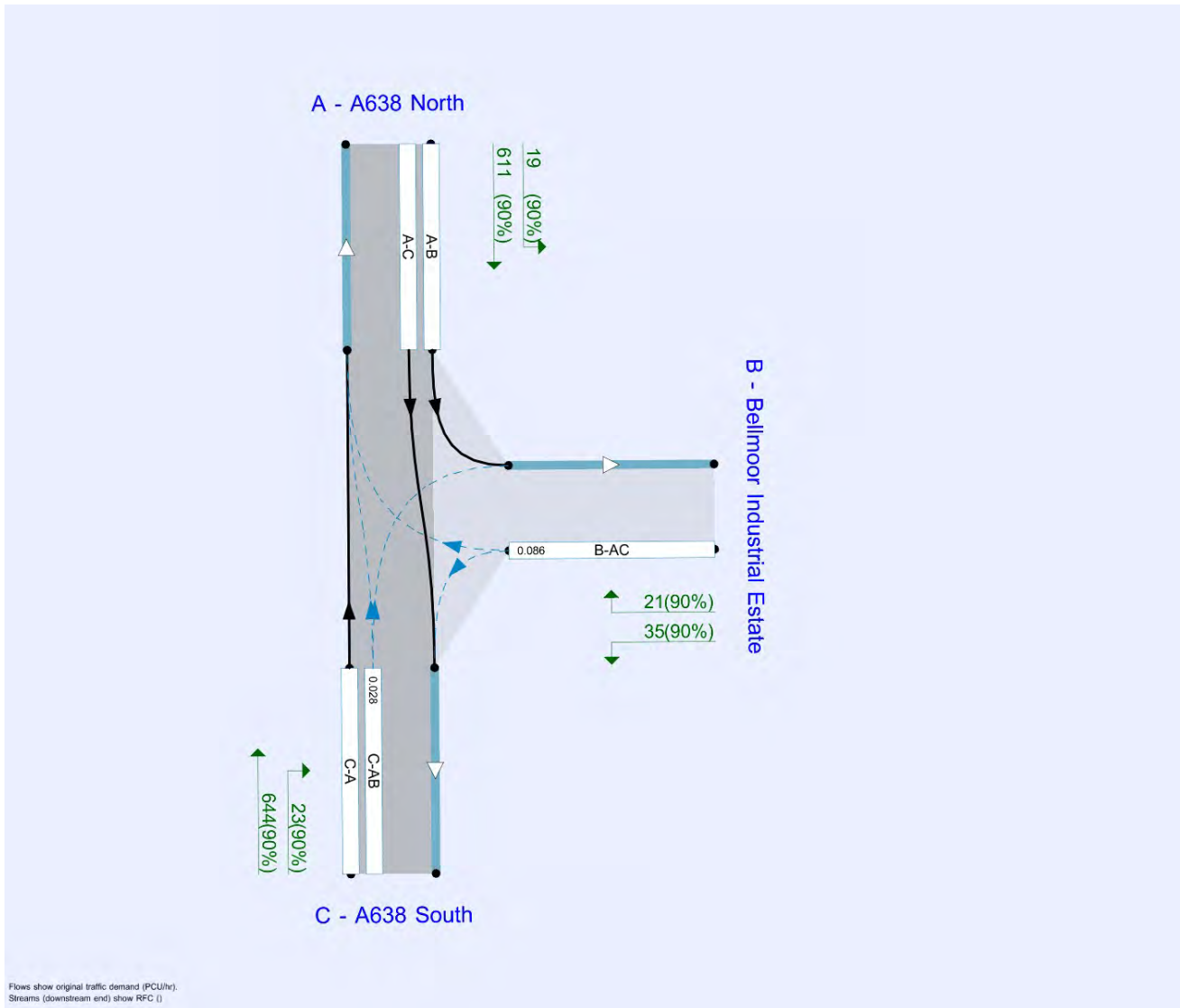
File summary

File Description

Title	A638 / Bellmoor Industrial Estate Access
Location	Lound, Retford
Site number	
Date	26/01/2023
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	OPS\Frank.Ocran
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



The junction diagram reflects the last run of Junctions.

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75				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)	Run automatically
D1	2024 Base [D1]	AM	ONE HOUR	07:45	09:15	15	
D2	2024 Base plus Development Traffic [D2]	AM	ONE HOUR	07:45	09:15	15	✓
D3	2024 Base [D3]	PM	ONE HOUR	16:00	17:30	15	
D4	2024 Base plus Development Traffic [D4]	PM	ONE HOUR	16:00	17:30	15	✓

Analysis Set Details

ID	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	✓	100.000	100.000

2024 Base plus Development Traffic [D2], AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A638 / Bellmoor Industrial Estate	T-Junction	Two-way		0.98	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	A638 North		Major
B	Bellmoor Industrial Estate		Minor
C	A638 South		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Width for right turn (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - A638 South	7.50		✓	3.25	160.0	✓	8.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B - Bellmoor Industrial Estate	One lane	4.00	50	50

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	570	0.097	0.245	0.154	0.351
B-C	721	0.103	0.261	-	-
C-B	743	0.269	0.269	-	-

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)	Run automatically
D2	2024 Base plus Development Traffic [D2]	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A638 North		ONE HOUR	✓	802	100.000
B - Bellmoor Industrial Estate		ONE HOUR	✓	42	100.000
C - A638 South		ONE HOUR	✓	600	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To		
	A - A638 North	B - Bellmoor Industrial Estate	C - A638 South
A - A638 North	0	25	777
B - Bellmoor Industrial Estate	18	0	24
C - A638 South	568	32	0

Vehicle Mix

Heavy Vehicle Percentages

From	To		
	A - A638 North	B - Bellmoor Industrial Estate	C - A638 South
A - A638 North	0	90	90
B - Bellmoor Industrial Estate	90	0	90
C - A638 South	90	90	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.13	22.71	0.3	C	39	58
C-AB	0.07	14.55	0.1	B	29	44
C-A					521	782
A-B					23	34
A-C					713	1069

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	32	8	448	0.071	31	0.0	0.1	16.380	C
C-AB	24	6	580	0.042	24	0.0	0.1	12.283	B
C-A	428	107			428				
A-B	19	5			19				
A-C	585	146			585				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	38	9	407	0.093	38	0.1	0.2	18.514	C
C-AB	29	7	549	0.052	29	0.1	0.1	13.148	B
C-A	511	128			511				
A-B	22	6			22				
A-C	699	175			699				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	46	12	347	0.133	46	0.2	0.3	22.651	C
C-AB	35	9	505	0.070	35	0.1	0.1	14.542	B
C-A	625	156			625				
A-B	28	7			28				
A-C	855	214			855				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	46	12	347	0.133	46	0.3	0.3	22.707	C
C-AB	35	9	505	0.070	35	0.1	0.1	14.551	B
C-A	625	156			625				
A-B	28	7			28				
A-C	855	214			855				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	38	9	407	0.093	38	0.3	0.2	18.574	C
C-AB	29	7	549	0.052	29	0.1	0.1	13.158	B
C-A	511	128			511				
A-B	22	6			22				
A-C	699	175			699				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	32	8	448	0.071	32	0.2	0.1	16.443	C
C-AB	24	6	580	0.042	24	0.1	0.1	12.301	B
C-A	428	107			428				
A-B	19	5			19				
A-C	585	146			585				

2024 Base plus Development Traffic [D4], PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A638 / Bellmoor Industrial Estate	T-Junction	Two-way		1.19	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

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)	Run automatically
D4	2024 Base plus Development Traffic [D4]	PM	ONE HOUR	16:00	17:30	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.30

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A638 North		ONE HOUR	✓	630	100.000
B - Bellmoor Industrial Estate		ONE HOUR	✓	56	100.000
C - A638 South		ONE HOUR	✓	667	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - A638 North	B - Bellmoor Industrial Estate	C - A638 South
From	A - A638 North	0	19	611
	B - Bellmoor Industrial Estate	21	0	35
	C - A638 South	644	23	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A638 North	B - Bellmoor Industrial Estate	C - A638 South
From	A - A638 North	0	90	90
	B - Bellmoor Industrial Estate	90	0	90
	C - A638 South	90	90	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.15	22.73	0.4	C	51	77
C-AB	0.05	14.71	0.1	B	21	32
C-A					591	886
A-B					17	26
A-C					561	841

Main Results for each time segment

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	42	11	490	0.086	41	0.0	0.2	17.396	C
C-AB	17	4	615	0.028	17	0.0	0.1	13.054	B
C-A	485	121			485				
A-B	14	4			14				
A-C	460	115			460				

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	50	13	455	0.111	50	0.2	0.3	19.277	C
C-AB	21	5	590	0.035	21	0.1	0.1	13.707	B
C-A	579	145			579				
A-B	17	4			17				
A-C	549	137			549				

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	62	15	405	0.152	61	0.3	0.4	22.668	C
C-AB	25	6	556	0.046	25	0.1	0.1	14.712	B
C-A	709	177			709				
A-B	21	5			21				
A-C	673	168			673				

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	62	15	405	0.152	62	0.4	0.4	22.731	C
C-AB	25	6	556	0.046	25	0.1	0.1	14.714	B
C-A	709	177			709				
A-B	21	5			21				
A-C	673	168			673				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	50	13	455	0.111	51	0.4	0.3	19.345	C
C-AB	21	5	590	0.035	21	0.1	0.1	13.714	B
C-A	579	145			579				
A-B	17	4			17				
A-C	549	137			549				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	42	11	490	0.086	42	0.3	0.2	17.480	C
C-AB	17	4	615	0.028	17	0.1	0.1	13.068	B
C-A	485	121			485				
A-B	14	4			14				
A-C	460	115			460				