

**Providence Street, Earlsheaton
Proposed Residential Development
Transport Assessment**

September 2024 (Initial Issue)

Prepared on behalf of
Precious Holdings

Quality Management

Providence Street, Earlsheaton - Transport Assessment Project No: 24023				
File reference	O:\Providence Street, Earlsheaton\TEXT\REPORTS\240909 Providence Street, Earlsheaton TA (Rev 1).docx			
Issue/revision	Initial Issue	Revision 1	Revision 2	Revision 3
Remarks	Draft for Comment	Final		
Date	5 th September 2024	9 th September 2024		
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1. Introduction

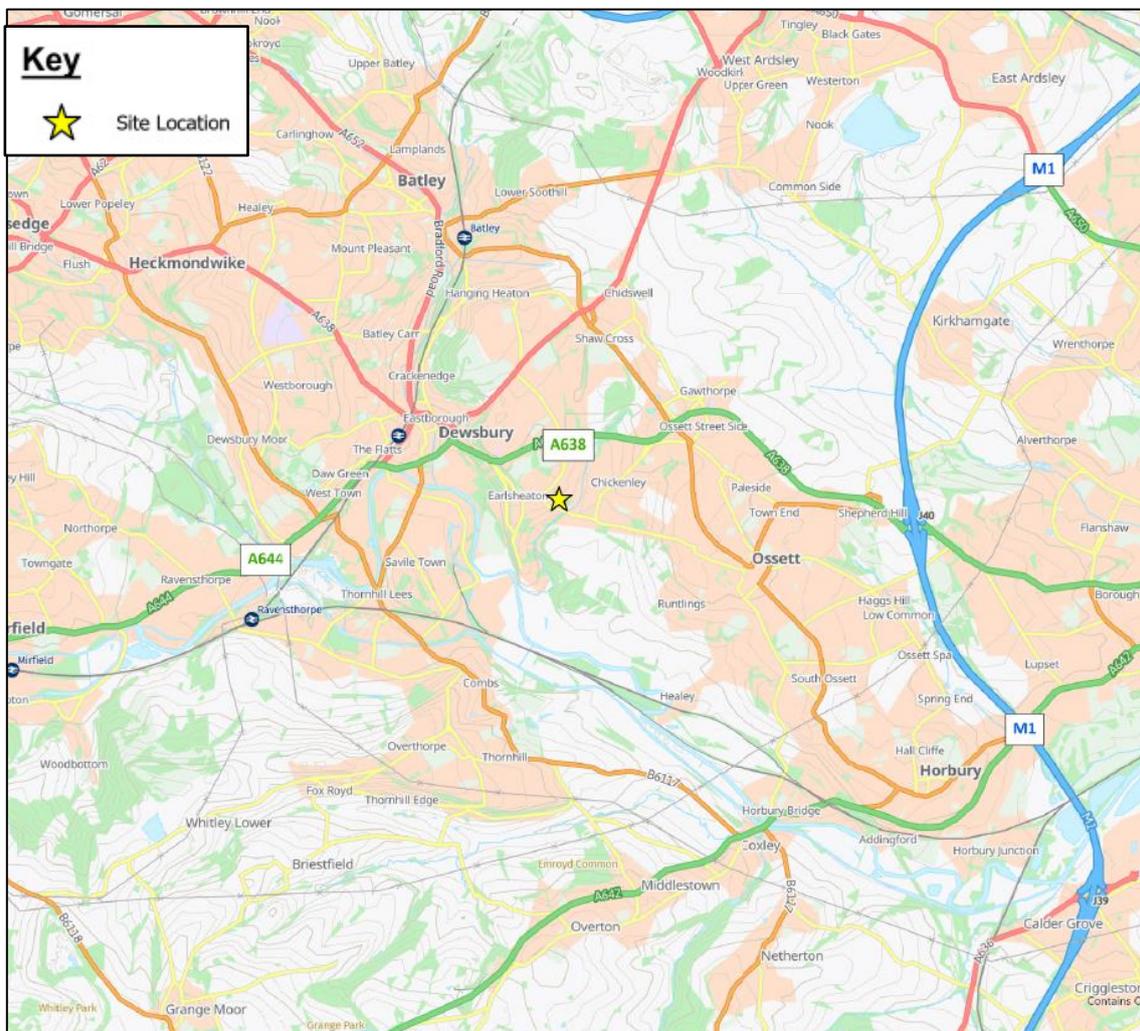
1.1 BACKGROUND

1.1.1 Optima have been appointed by Precious Holdings to produce a Transport Assessment (TA) in support of an outline planning application to secure approval for the development of land to the south of Providence Street, Earlsheaton ('the Site'). The proposal comprises a residential development of up to 30 dwellings.

1.1.2 The Site, which covers 1.6 hectares of land and is located in Earlsheaton, an area to the east of Dewsbury Town Centre. The Site is bound by Providence Street to the north, Ossett Lane to the south and residential dwellings to the west and east. The Site is allocated by the Council for residential development within the Local Plan.

1.1.3 The location of the Site in relation to the strategic transport network is shown on Figure 1 with an extract provided in Image 1.1 below.

Image 1.1 Site Location - Strategic



1.2 NATIONAL POLICY CONTEXT

1.2.1 This section of the TA considers the proposals in the context of local and national transport planning policy.



1.2.2 This TA will be prepared in accordance with the Department for Communities and Local Government (DCLG) 'National Planning Practice Guidance' which was first published in 2014, superseding the DfT's March 2007 "Guidance on Transport Assessment" (GTA) document.

National Planning Policy Framework (NPPF 2024)

1.2.3 The report will be prepared in line with the prevailing National Planning Policy Framework (NPPF) which was updated by The Ministry of Housing, Communities and Local Government in July 2024.

1.2.4 The NPPF in paragraph 107 states that "*significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making*".

1.2.5 In paragraph 112 the NPPF states that when considering development proposals, or specific applications for development, it should be ensured that:

- a) *A vision led approach to promoting sustainable transport modes is taken up, taking into account the type of development and its location;*
- b) *safe and suitable access to the site can be achieved for all users;*
- c) *the design of streets, parking 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*
- d) *any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree through a vision led approach.*

1.2.6 Paragraph 113 states that "*Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe, in all tested scenarios*".

1.2.7 Relating to paragraph 113, developments should also in accordance with paragraph 114 which states;

- a) *give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;*
- b) *address the needs of people with disabilities and reduced mobility in relation to all modes of transport;*
- c) *create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;*
- d) *allow for the efficient delivery of goods, and access by service and emergency vehicles; and*
- e) *be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.*



1.2.8 Paragraph 115 of the NPPF 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”.

1.3 LOCAL POLICY CONTEXT

Kirklees Local Plan (2019 – 2031)

1.3.1 The Kirklees Local Plan was adopted on 27th February 2019 and supersedes the Kirklees Unitary Development Plan (UDP), previously adopted in 2007. The Local Plan contains strategic objectives for the development of Kirklees and determines how development will be accommodated across the region up until 2031.

1.3.2 The proposed development Site is allocated for residential use within the Local Plan (Site Ref: HS50) with an indicative capacity of 30 dwellings – as shown in Image 1.2.

Image 1.2 HS50 Allocation

Site HS50	
Local Plan ID	HS50
Site address	Providence Street, Earlsheaton, Dewsbury
Ownership	Private and Council
Gross site area (Ha)	1.60
Net site area (Ha)	0.86 - Area of BAP Priority Habitats removed from developable area
Constraints	<ul style="list-style-type: none"> • The provision of a pedestrian footway is required across the site frontage • Potentially contaminated land • Site lies within a UK BAP priority habitat • Site is close to listed buildings
Allocation	Housing
Indicative capacity	30 dwellings
Reports required	<ul style="list-style-type: none"> • Flood Risk Assessment • Contamination report (Phase 1) • Heritage Impact Assessment • Health Impact Assessment • Transport Statement
Other site specific considerations	N/A

1.3.3 The Local Plan is set out within the following two sections:

- Strategy and Policies – containing the spatial strategy and development management policies; and
- Allocations and Designations – setting out the allocations and designations within the Local Plan.



1.3.4 Policy LP19 ensures that all new development will have safe and convenient access to key public transport links across Kirklees including the West Yorkshire Key Route Network where possible. This policy also ensures that development will be strategically placed to be accessed by core networks such as cycle networks. Overall, this policy aims to reduce the reliance on the private car and reduce congestion.

1.3.5 Policy LP20 of the Local Plan covers sustainable travel and states that new developments will be located in accordance with the spatial development strategy. The key aim of this policy is that the essential travels needs for new developments can be satisfactorily accommodated, as well as reduce the reliance on the private car.

1.3.6 Policy LP21 covers highways and access related matters for new developments expressing that proposals should demonstrate that all sustainable modes of transport are accessible effectively and safely by all users. Additionally, it should be clear whether any mitigation measures are included to avoid new development having a detrimental impact onto the existing highway network.

West Yorkshire Transport Strategy 2040

1.3.7 The West Yorkshire Combined Authority's (WYCA) Transport Strategy 2040 was adopted on 3rd August 2017 and replaced the West Yorkshire Local Transport Plan (LTP3) which originally covered a period of 2011 to 2026.

1.3.8 This strategy intends to create world-class, modern, and integrated transport systems across West Yorkshire. This strategy supports current strategies and frameworks for local authorities across the county and is focused around six core themes, such as:

- Inclusive Growth, Environment, Health, and Wellbeing;
- Road Network;
- Places to live and work;
- One System Public Transport;
- Smart Features; and
- Asset management and resilience.

1.3.9 In order to achieve overall targets by 2040, WYCA have mid-point transport targets to achieve by 2027 which include:

- 25% increase in bus trips;
- 75% increase in rail trips; and
- 300% more trips made by bicycle.

1.4 SCOPE OF REPORT

1.4.1 This TA focuses on the suitability of land to the south of Providence Street, Earlsheaton for the development of up to 30 residential dwellings.

1.4.2 Throughout this report, a range of topics will be covered as summarised below:

- Chapter 2 – Analysis of the existing characteristics of the Site, discussing the surrounding highway network, analysing Personal Injury Collision (PIC) data and highway adoption records;



- Chapter 3 – Discussion of the development proposals set out for the Site and appraisals for access into the Site;
- Chapter 4 - Describing the accessibility of the Site via non-car modes and examining the various public transport links surrounding the Site;
- Chapter 5 – Analysing trip generation and distribution data;
- Chapter 6 – provides details of the methodology to produce the base and future year traffic flows;
- Chapter 7 – describes the likely impact of the development on the local highway network and includes capacity assessments at appropriate local junctions; and
- Chapter 8 – Summarises and concludes key points of the Transport Assessment.



2. Existing Site Conditions

2.1 INTRODUCTION

2.1.1 This chapter describes the Site and considers the existing conditions on the surrounding highway network for a range of transport modes. It includes a review of historic collision data and describes the existing local facilities.

2.2 EXISTING SITE

2.2.1 The Site is situated on land to the south of Providence Street, Earlsheaton towards the east of Dewsbury Town Centre. The Site is bound by Providence Street to the north, Ossett Lane to the south and residential dwellings to the west and east.

2.2.2 The location of the Site in relation to the local transport network is shown on Figure 2 with an extract provided in Image 2.1 below.

Image 2.1 Site Location - Local



2.3 LOCAL HIGHWAY NETWORK

Providence Street

2.3.1 Providence Street is a single carriageway which is adjacent to the north-eastern Site boundary and runs in a northwest to southeast alignment. Providence Street meets Town



Street/Syke Lane at a priority T-junction at its northwestern terminus. Along its length, it provides a connection onto The Laurels and a footpath leading onto Jilling Ing Park.

Image 2.2 Facing Southeast onto Providence Street from Town Street/Syke Lane



2.3.2 Providence Street has a length of some 240m and has a carriageway width of approximately 4.5m throughout. Adequate street lighting is also present along the length of Providence Street, and it is subject to a 30mph speed limit.

2.3.3 Footways are provided on either side of the carriageway. These footways vary in width with the northern and southern footway measuring 1.8m and 1.2m, respectively.

Town Street/Syke Lane

2.3.4 Town Street/Syke Lane is a single carriageway road running for approximately 1.0km in an east to west alignment. Town Street commences in a westerly direction from the junction with Providence Street for some 0.4km until it meets High Road whereas Skye Lane runs easterly for some 0.5km meeting with the A638 Wakefield Road/Bywell Road at a signalised four-way junction.

2.3.5 Footways are provided on either side of the carriageway measuring between 1.9m and 2.5m within the vicinity of the Site. It is subject to a 30mph speed limit and is sufficiently lit along its length.

2.3.6 Restrictions are present for vehicular parking along Town Street/Syke Lane. Double yellow lines are present for some 36.6m on Town Street/Syke Lane directly opposite to the junction with Providence Street. Double yellow lines are also present at the Town Street/Commercial Street junction.



Image 2.3 Facing northeast onto Town Street/Syke Lane from Providence Street



Ossett Lane

2.3.7 Ossett Lane is a single carriageway running for approximately 0.7km from the priority T-junction with Town Street to the west and commences in a southeasterly direction until it meets Pildacre Lane.

2.3.8 It has a width of some 9.0m with footways on either flank of the carriageway. Ossett Lane is subject to a 30mph speed limit and is sufficiently lit along its length.

2.4 HIGHWAY ADOPTION

2.4.1 A copy of Kirklees Council's highway adoption is provided in **Appendix B**, an extract of which is shown in Image 2.4 displaying the adopted highway highlighted in green.



Image 2.4 Highway Adoption Limits –Extract from Kirklees Council

2.5 PUBLIC RIGHTS OF WAY

2.5.1 The nearest footpath to the Site is DEW/140/20 which runs adjacent to the eastern Site boundary. Footpath DEW/140/20 has a length of circa 73m and provides a pedestrian connection between Jilling Ing Gardens and Mill Lane.

2.5.2 Adjacent to Footpath DEW/140/20 is Footpath DEW 140/10 which has a length of circa 123m and runs between Mill Lane and Walnut Lane.

2.5.3 Footpath DEW/142/10 which has a west to east alignment located northeast of the site and has a length of circa 207m, running between Syke Lane and terminating near Syke Ing Close.

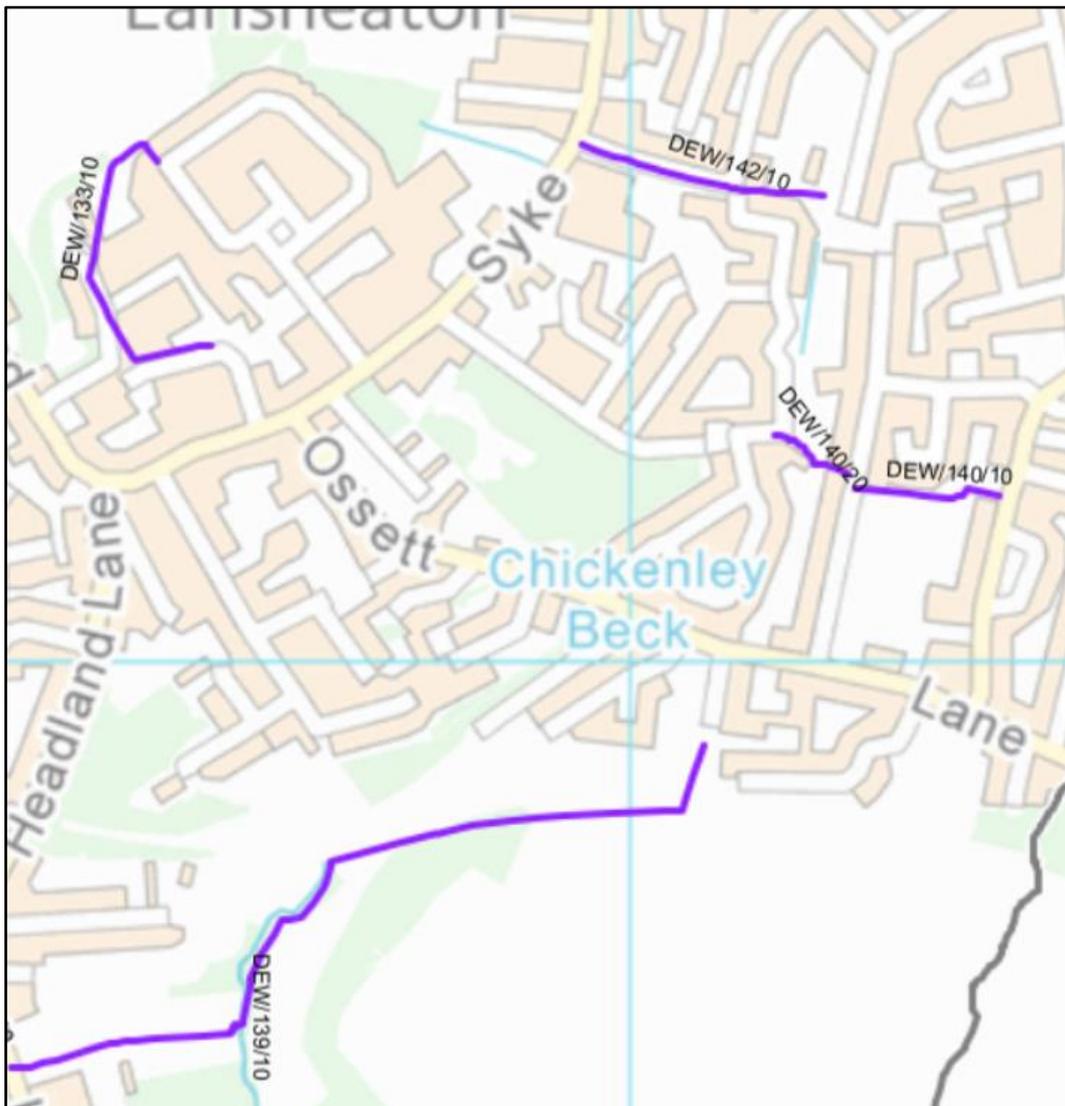
2.5.4 Footpath DEW/133/10 has a length of circa 289m is located northwest of the site and allows pedestrian connection from New Street Road to Frances Road.

2.5.5 Footpath DEW/139/10 has a length of circa 712m and runs from near Boldgrove Street and terminates at Long Lane.

2.5.6 An extract of the Kirklees Council definitive public right of way map is provided in Image 2.5 which displays the aforementioned footpaths within the vicinity of the Site.



Image 2.5 Public Rights of Way Map Extract



Source: mapping.kirklees.gov.uk

2.6 PERSONAL INJURY COLLISION DATA

2.6.1 Personal Injury Collision (PIC) Data for the highway network within close proximity of the Site has been obtained from Leeds City Council representing the most recent five-year period, between 25th March 2019 to 24th March 2024, and is included at **Appendix C**. The study area covers the major junctions and highway links in the vicinity of the site including:

- Providence Street/Town Street/Syke Lane;
- Town Street/New Street/Ossett Lane; and
- Providence Street/The Laurels.

2.6.2 For the five-year period, only one collision has been recorded which occurred in 2020 on Providence Street on the immediate approach to the Syke Lane junction. The collision was classified as slight in severity and was caused due to the driver reaching out for something in the car, which subsequently led to a collision with a parked vehicle.



2.6.3 Over the five-year period, there was no recorded incidents at the Providence Street/Town Street, Syke Lane junction or along Providence Street adjacent to the Site frontage.

2.6.4 Whilst any collision is regrettable, having reviewed the recorded information and taking into account the infrequency of incidents over a 5 year period, severity and the variety of locations, alongside the number of daily vehicle movements it is not considered that there is a specific accident concern or that the proposed development will exacerbate the existing situation.

2.7 TRAFFIC SURVEY DATA

2.7.1 An independent survey company has been commissioned to undertake the following traffic surveys within the vicinity of the Site:

- Manual Junction Turning Count; and
- An Automatic Traffic Count (ATC).

Manual Junction Turning Counts

2.7.2 Manual junction turning counts were undertaken to develop an understanding of the existing background traffic flows and network peaks. The details and location of these surveys are as follows:

- Date: Wednesday 17th April 2024;
- Time(s): 07:00 – 10:00 & 16:00 – 19:00; and
- Location(s):
 - Providence Street/Town Street/Syke Lane.

2.7.3 The results of the manual junction turning counts, which are contained at **Appendix D**, found that the peak hours at the aforementioned junctions were as follows:

- AM = 08:00 – 09:00; and
- PM = 16:45 – 17:45.

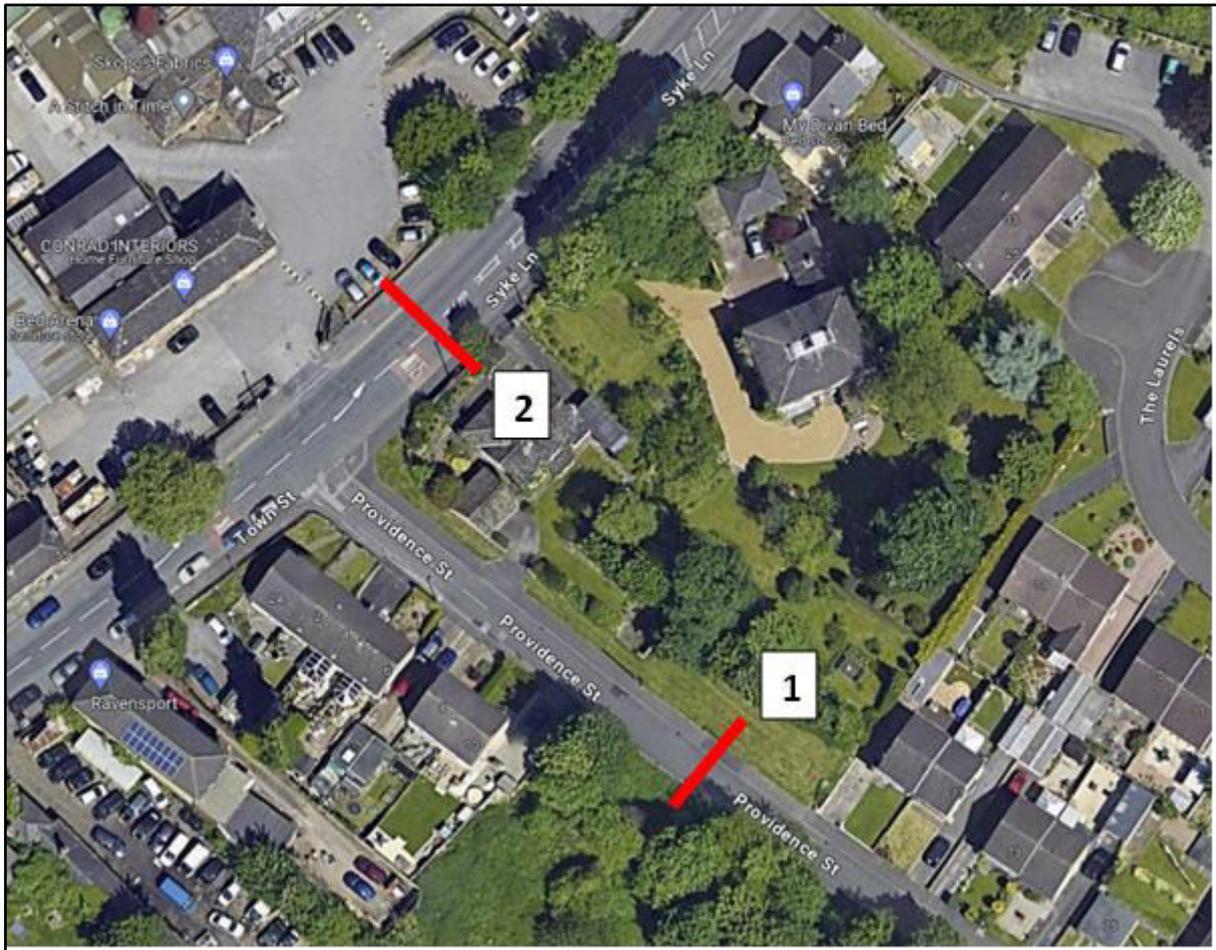
Automatic Traffic Count

2.7.4 In addition to the manual junction turning counts, two Automatic Traffic Count (ATC) surveys were undertaken over 7 full days commencing from 00:00 on Wednesday 17th April 2024 at the following locations:

- 1) Providence Street (at lamppost approximately 65m southeast from Syke Lane/Town Street junction; and
- 2) Syke Lane (35m north of the junction with Providence Street).



Image 2.6 ATC Locations



2.7.5 The resulting average and 85th percentile speeds from the ATC on Providence Street and Syke Lane are displayed in Table 2.1 with the full results provided at **Appendix E**.

Table 2.1 ATC Speed Survey Results

ATC Site	Eastbound		Westbound	
	Average Speed (mph)	85 th Percentile (mph)	Average Speed (mph)	85 th Percentile (mph)
Providence Street	18.6	22.5	18.8	23.2
Syke Lane	28.5	33.3	27.2	32.1



3. Development Proposals and Access Strategy

3.1 INTRODUCTION

3.1.1 This chapter describes the development proposals as well as the access strategies for primary transport modes.

3.2 PROPOSED DEVELOPMENT

3.2.1 The development proposals are for the erection of up to 30 residential dwellings on land to the south of Providence Street. A copy of the proposed masterplan is provided at **Appendix A**, an extract of which is provided in Image 3.1 below.

Image 3.1 Extract of Masterplan



3.3 PROPOSED ACCESS STRATEGY

Vehicular Access

3.3.1 Due to the Site's elevation change, vehicular access is sought to be provided via two access points from Providence Street. These accesses will serve up to 15 dwellings each and will therefore be a Type C street (shared surface).

3.3.2 The proposed Site access junctions have been designed in accordance with the Kirklees Highways Design Guide and comprise of the following:

- 5.5m carriageway on Site access road;
- 2.0m footway carried past ramp and splayed into shared surface hard margin
- 0.6m hard margin;
- 4.0m radii;
- 0.8m wide ramp
- 2.4m x 30m visibility to the north and south.

3.3.3 The proposed accesses are shown on the drawing contained at **Appendix F**, an extract of the two accesses are provided in Images 3.2 & 3.3 below.

Image 3.2 Extract of Northern Site Access

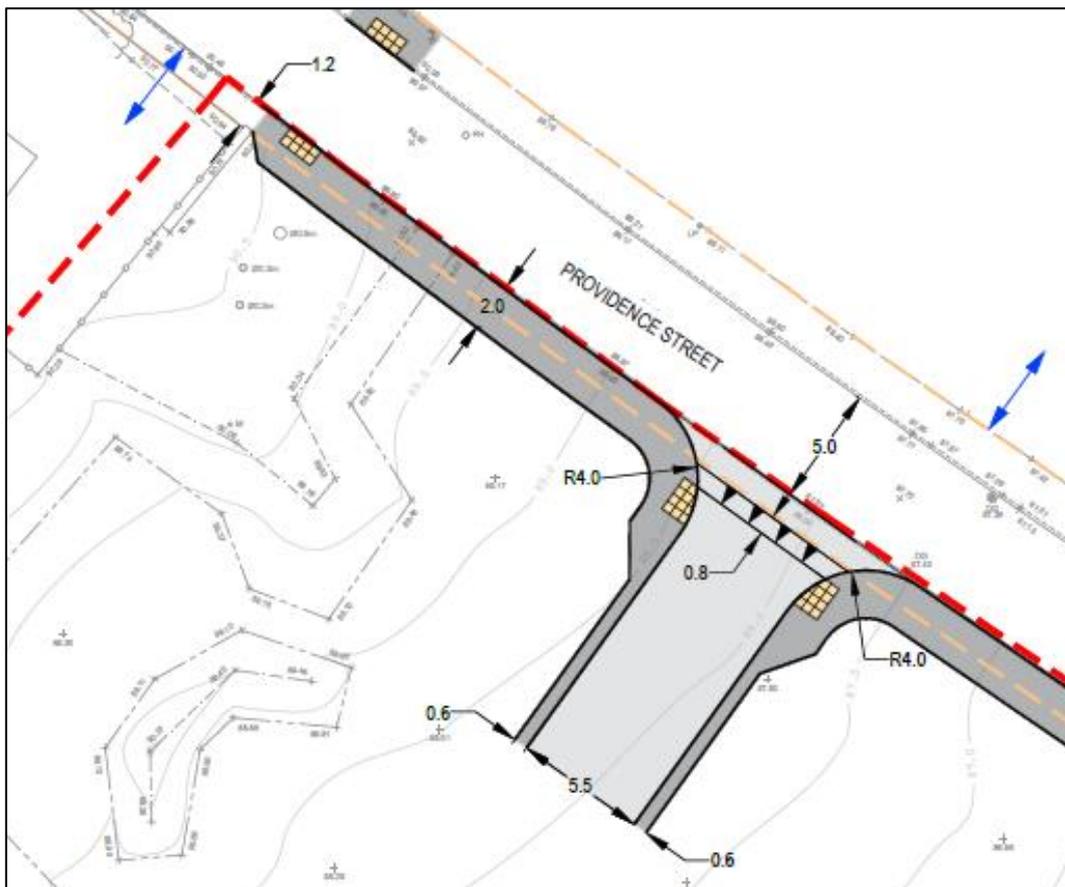
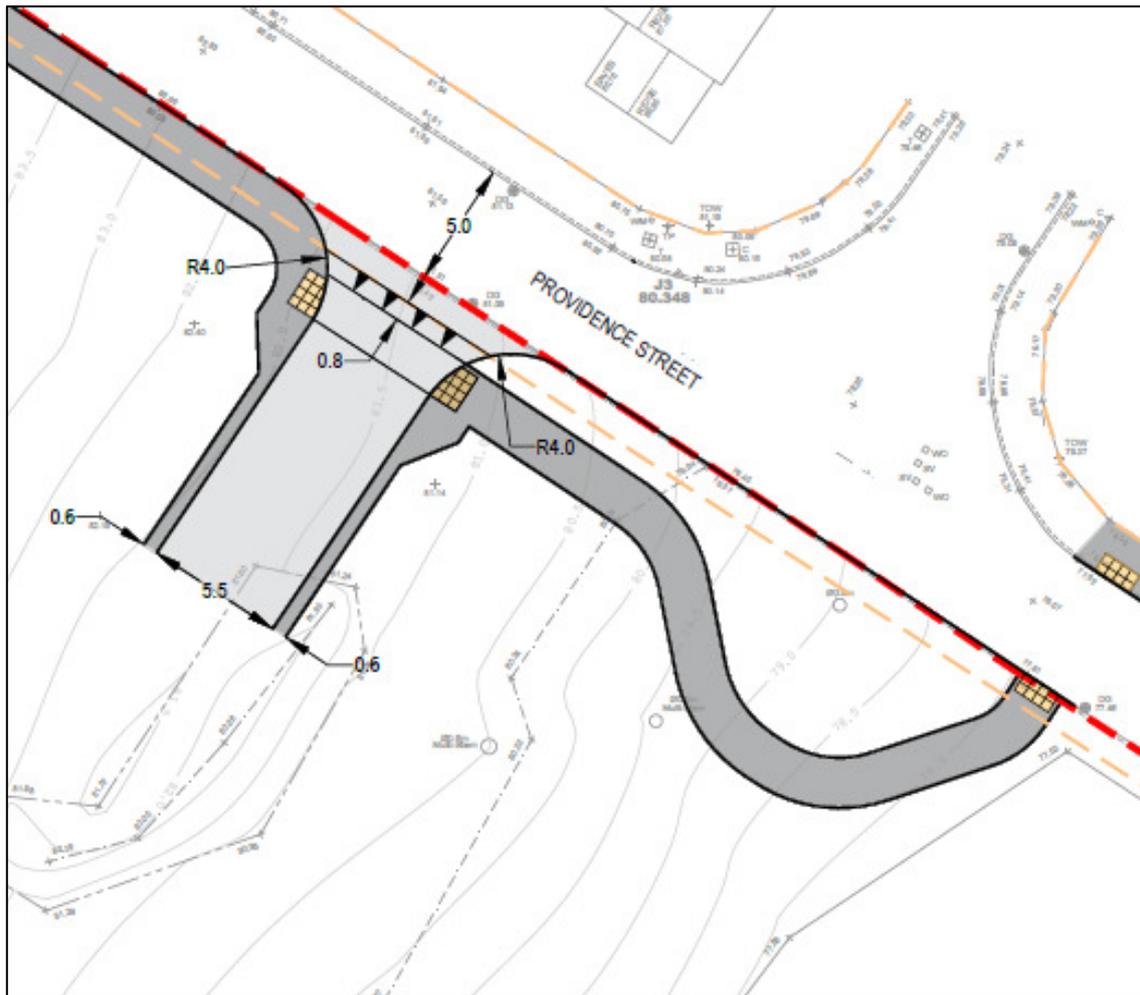


Image 3.3 Extract of Southern Site Access



3.3.4 The proposed Site accesses will be accompanied by the provision of a 2.0m footway along the Site frontage, a requirement which is set out within the HS50 allocation. The proposed 2.0m footway will extend from the existing footway to the north and run along the southern flank of Providence Street to just south of Providence Street/The Laurels junction.

3.3.5 Just south of the southern Site access, the footway is separate from the carriageway by a 2.0m verge and routes around the Root Protection Area of three existing trees.

3.3.6 At the southern end of the proposed footway a dropped crossing would be provided on flank of the carriageway to facilitate pedestrian movements onto the northern flank of Providence Street.

Pedestrian/Cycle Access

3.3.7 Pedestrian/cycle access will be provided from Providence Street via the Site accesses, In addition, a dedicated pedestrian/cycle link is sought to be provided from Town Street.

3.3.8 A pedestrian link is also proposed through the Site in the form of a footpath running through the existing woodland area within the south of the Site. This footpath will run from the pedestrian/cycle access from Town Street towards the southern end of Providence Street.



4. Site Accessibility

4.1 INTRODUCTION

4.1.1 This chapter provides an assessment of the accessibility of the Site by foot, cycle, and public transport, considering local and national guidance and the availability of nearby facilities and travel opportunities. This section therefore demonstrates the levels of existing accessibility to and from the site whilst identifying any opportunities for improvements as part of the development proposals.

4.1.2 The Government's objectives set out in the National Planning Policy Framework (NPPF) are to ensure that new developments are provided in sustainable locations, where the need to travel is minimised and the use of sustainable modes of transport can be maximised.

4.1.3 Travel by non-car modes will be encouraged at the Site and as outlined in Section 3, the proposals include pedestrian and cycle connections, linking into the surrounding areas and facilities.

4.2 ACCESSIBILITY ON FOOT

4.2.1 There are a range of local amenities and destinations within the surrounding area that are likely to attract walking trips from the proposed development. These amenities, and access to them, are discussed in the sections below.

4.2.2 The Institution of Highways & Transportation (IHT) document 'Providing for Journeys on Foot' states at paragraph 3.30 that 80% of walk journeys in urban areas are less than 1 mile (1.6km) and that on average people are prepared to walk 1.0 km with this figure differing little by age or sex, remaining constant since 1975. Table 3.2 of the document goes on to suggest some desirable, acceptable, and preferred maximum walking distances to 'town centres', 'commuting/schools' and 'elsewhere'. No specific studies are referenced to support these 'suggested' distances and it is not clear when the 'preferred maximum' distances should be applied as opposed to the shorter 'acceptable' distances. Notwithstanding this, the suggested walking distances are shown in Table 4.1.

Table 4.1 IHT 'Providing for Journeys on Foot' Walk Distances

	Town Centres (m)	Commuting/School/ Sight-seeing (m)	Elsewhere (m)
Desirable	200	500	400
Acceptable	400	1,000	800
Preferred Maximum	800	2,000	1,200

Source – Table 3.2 'Guidelines for Providing for Journeys on Foot' published by CIHT

4.2.3 The acceptability of walking trips up to 2km (an approximate 25 minute walk time) was also supported in the withdrawn Planning Policy Guidance (PPG) Note 13 which advised that *"walking is the most important mode of travel at the local level and offers the greatest potential to replace short car trips, particularly under 2km"*.



4.2.4 In 2015 the Chartered Institution of Highways and Transportation (CIHT) published the document ‘Planning for Walking’ which states in chapter 6.3 that *“most people will only walk if their destination is less than 1 mile away”* i.e., some 1.6km. It goes on to say in Section 6.4 that *“walking neighbourhoods are typically characterised as having a range of facilities within 10 minutes’ walking distance (around 800 metres). However, the propensity to walk or cycle is not only influenced by distance but also the quality of the experience; people may be willing to walk or cycle further where their surroundings are more attractive, safe, and stimulating”*.

4.2.5 This advice i.e., that ‘people may be willing to walk further’ is echoed in the residential design guide ‘Manual for Streets’ (MfS) which suggests that a “comfortable” walking distance to local facilities is up to about 800m (para 4.4.1) but also goes on to state that this is *“not an upper limit”* and reference is made to walking offering *“the greatest potential to replace short car trips, particularly those under 2km”* – as summarised in Table 4.2. In this respect MfS aligns with the upper limit of 2km referenced in ‘Providing for Journeys on Foot’ as well as the language contained in the withdrawn PPG13 document.

Table 4.2 “Manual for Streets’ Walk Distances to Local Facilities

‘Comfortable’ Walk Distance (m)	‘Preferred Maximum’ Walk Distance (m)
800	2,000

4.2.6 In summary, taking into account all of the guidance and evidence, it is considered that:

- **800m** represents a comfortable walking distance that the vast majority of people are prepared to undertake; and
- **2,000m** represents an acceptable upper limit walk distance for the majority of journey purposes.

4.2.7 Based on the ‘upper limit’ 2km distance determined from national policy guidance, a number of local facilities and employment opportunities can be considered to be within an acceptable walking distance. These are summarised in Table 4.3.

Table 4.3 Local Facilities within 2.0km of Site

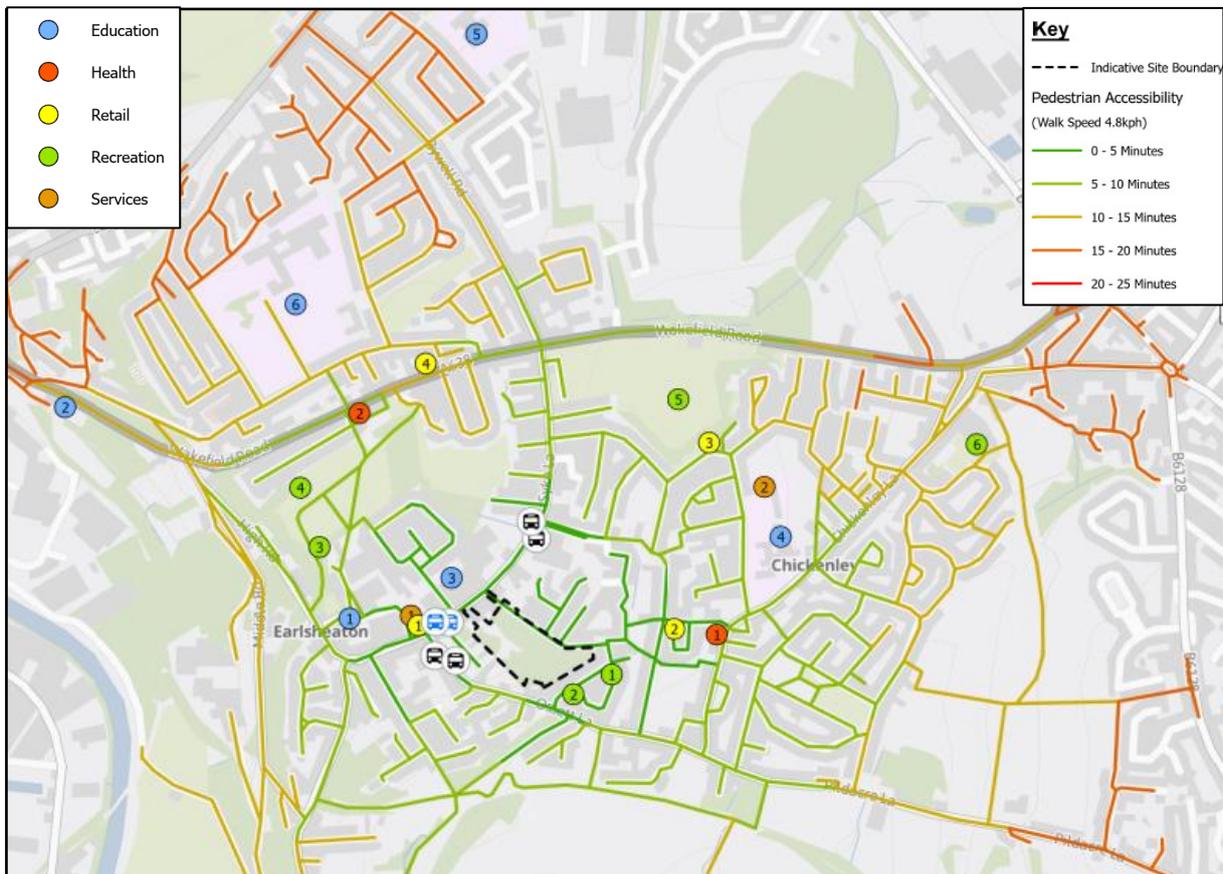
Facility / Destination	Name / Comment
Education	<ol style="list-style-type: none"> 1. Eversleigh Private Day Nursery 2. Future Childcare Nursery 3. Earlsheaton Infant School 4. Orchard Primary School 5. Bywell Church of England Junior School 6. Earlsheaton Technology College
Health	<ol style="list-style-type: none"> 1. Chickenley Medical Centre & Pharmacy 2. Earlsheaton Medical Centre & Pharmacy
Recreation	<ol style="list-style-type: none"> 1. Jilling Ing Park Playground 2. Jilling Gardens Playground 3. Earlsheaton Park 4. Earlsheaton Crown Green Bowls Club 5. Wakefield Road Recreation Ground 6. Hazel Crescent Park



Retail	<ol style="list-style-type: none"> 1. Nisa Convenience Store 2. Premier Convenience Store 3. Duncan Stores 4. Tesco Express
Services	<ol style="list-style-type: none"> 1. Earlsheaton Post Office 2. Chickenley Community Centre

4.2.8 Using GIS Network Analyst software, the facilities within a 2km walk distance are shown in Figure 3 and in Image 4.1.

Image 4.1 Pedestrian Accessibility – Up to 2km



Education

- The nearest educational facility is Earlsheaton Infant School located on Commercial Street within a 5–minute walk from the Site;
- Orchard Primary School and Eversleigh Private Day Nursery can be accessed within a 10–minute walk from the Site;
- Earlsheaton Technology Centre is within a 15–minute walk from the site; and
- Future Childcare Nursery and Bywell Church of England Junior School are both located within a 20–minute walk from the site.



Health

- Chickenley Medical Centre is the nearest health facility, which is located to the east of the Site on Walnut Lane, and can be accessed by foot in 5 minutes' walk; and
- Earlsheaton Medical Centre & Pharmacy is within a 10-minute walk from the Site.

Recreation

- Immediately adjacent to the south of the Site are the two nearest recreational facilities, they are: Jilling Ing Park Playground and Jilling Gardens Playground, both located within a 5 – minute walk from the Site;
- Earlsheaton Park, Earlsheaton Crown Green Bowls Club and Wakefield Road Recreation Ground can be accessed by foot in a 10 minutes' walk from the Site; and
- Hazel Crescent Park can be accessed within a 15-minute walk towards the northeast of the Site.

Retail

- The nearest convenience stores are Nisa and Premier, which are located within a 5–minute walk from the Site;
- A little further afield is Duncan Stores, which can be accessed within 10 minutes' walk from the site.
- Tesco Express can be accessed within a 15-minute walk from the site.

Services

- The nearest service facility is Earlsheaton Post Office which is accessible within a 5-minute walk;
- Chickenley Community Centre is located within 10-minutes' walk from the Site.

4.2.9 Generally, the area is conducive to walking with the surrounding footways being well surfaced and street-lit with the topography of Earlsheaton and adjacent areas not considered to be a barrier to pedestrian trips.

4.3 ACCESSIBILITY BY CYCLE

4.3.1 An acceptable and comfortable distance for general cycling trips is considered to be up to 5 kilometres as referred to in the DfT Local Transport Note 2/08. However, the same guidance also refers to commuting cycle trips of up to 8km (a 30 minute cycle travelling at 16kmph on average).

4.3.2 Whilst Local Transport Note 1/20 'Cycle Infrastructure Design' has replaced Local Transport Note 2/08, it does not contain definitive recommended maximum cycling distances and therefore there is no reason to suggest that these distances are no longer relevant.

4.3.3 Further evidence regarding the distances people cycle is present in data obtained from the National Travel Survey (NTS) and as described in the WYG report titled 'Accessibility – How far do People Walk and Cycle'. The report shows that from an analysis of the NTS data the 85th percentile cycle distance is 7.24km for the UK as a whole. Overall, the report concludes from the NTS data that *"for accessibility planning purposes a 7km cycle distance would be appropriate"*.

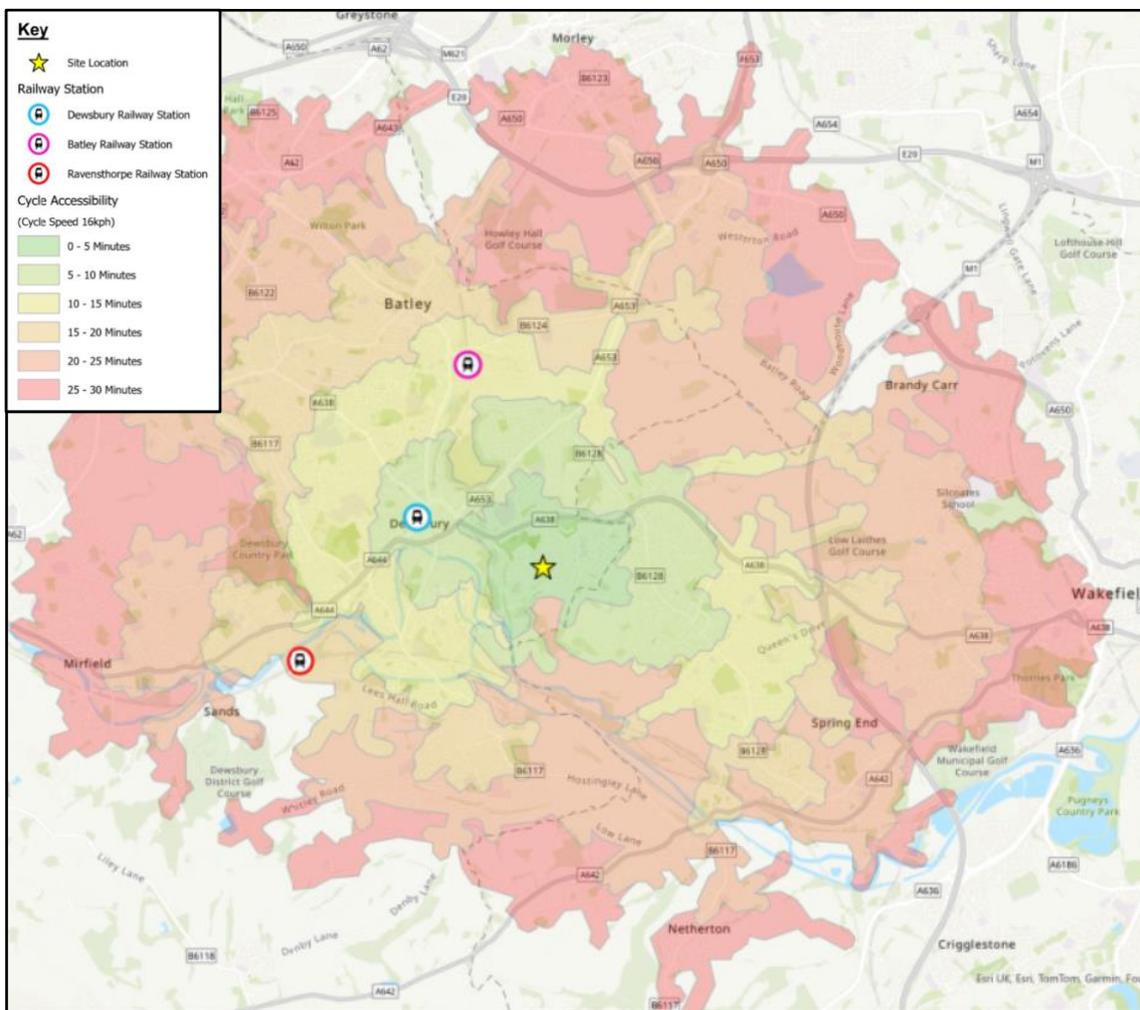
4.3.4 Using GIS Network Analyst software typical cycle times from the Site are shown on Figure 4 an extract of which is shown within Image 4.2.



4.3.5 Figure 4 (Image 4.2) demonstrates that:

- A number of retail, health, and recreational facilities in Earlsheaton and Dewsbury can be reached within 10 minutes of the Site by bicycle;
- Dewsbury Railway Station can be reached within a 10 – minute cycle northeast to the site. Alternatively, Batley Railway Station is accessible within 15 minutes’ cycle ride from the Site. Ravensthorpe Railway Station is also located within a 20-minute cycle from the site;
- A wide variety of educational, retail, health, recreation and transport facilities are located in Dewsbury Town Centre which can be reached within a 10 -minute cycle ride; and
- Areas such as Dewsbury, Batley and Wakefield can be accessible within 30 minutes’ cycle ride from the Site.

Image 4.2 Cycle Accessibility – Up to 8km



4.3.6 It is considered that the Site’s proximity to Dewsbury along with the available cycle infrastructure provides appropriate accessibility by cycle for residents.



4.4 ACCESSIBILITY BY BUS

4.4.1 The Institute of Highways and Transportation (IHT) published the ‘Guidelines for Planning for Public Transport in Developments’ in 1999 which outlines requirements for distances between bus stops and developments. The IHT state in paragraph 6.20 that “the maximum walking distance to a bus stop should not exceed 400m and preferably be no more than 300m”. However, it’s stressed that these distances are guidelines and “should not be followed slavishly”.

4.4.2 On the contrary, the IHT document, ‘Guidelines for Providing for Journeys on Foot’, does provide some empirical evidence stating that on average people are prepared to walk 1.0km (paragraph 3.30) and that this figure differs little by age or sex, remaining constant since 1975. In the same section of the document Table 3.2 goes on to suggest that the same 1.0km distance is an acceptable walking distance for commuters.

4.4.3 This 1km distance is backed up by an interrogation of data obtained from the National Travel Survey (NTS) and as described in the WYG report titled ‘Accessibility – How far do People Walk and Cycle’. The WYG report concludes from the NTS data that “50% of people will walk 640m to a bus stop and the 85th percentile distance is 970m”. These average and 85th percentile values exceed the often quoted desirable 400m figure by 240m and 570m respectively.

4.4.4 The nearest bus stops to the Site are provided on Town Street to the northwest of the Site and served by services operated by Arriva Yorkshire. A summary of the stops on Town Street is provided in Table 4.4.

Table 4.4 Summary of Nearest Bus Stops – Town Street

Bus Stop Reference	Location	Direction	Distance from Centre of Site	Facilities	Buses towards	Services
45016103	Town Street/Ossett Lane Top	Westbound	125m	Bus stop flag, bus stop shelter and timetable information	Dewsbury	126
45016102	Town Street/Ossett Lane Top	Eastbound	150m	Bus stop flag, bus stop shelter and timetable information	Wakefield City Centre	126

4.4.5 The bus stops within the vicinity of the Site on Town Street are provided with real-time bus information and both lie within the desirable 400m figure suggested by IHT. A summary of the bus services that serve these bus stops is given in Table 4.5.

Table 4.5 Summary of Bus Services – Town Street

Service	Route	Days of Operation	Approximate One-way Frequency	Time of Operation
126	Wakefield – Dewsbury Stop ID: 45016103	Monday – Friday	3 per hour	04:58 – 23:28
		Saturday	3 per hour	05:58 – 23:28
		Sunday	1 per hour	08:28 – 23:28
	Dewsbury – Wakefield Stop ID: 45016102	Monday – Friday	3 per hour	05:06 – 23:06
		Saturday	3 per hour	05:41 – 23:06
		Sunday	1 per hour	08:36 – 23:06



4.4.6 The 126 service, operated by Arriva Yorkshire, serves the bus stops located adjacent to the north of the site. This service operates between Wakefield City Centre and Dewsbury and provides 3 buses per hour from 04:58 to 23:28 on Monday – Friday to Dewsbury and 3 per hour to Wakefield City Centre from 05:06 to 23:06. Both bus stops provide 3 buses per hour in either direction between 05:41 & 23:28 on a Saturday. However, on a Sunday, both bus stops provide 1 bus per hour in either direction from 08:28 to 23:28.

4.4.7 The bus services that serve Town Street provide the following journey times to key local facilities and destinations:

- Dewsbury - approximately 5 minutes;
- Horbury High Street – approximately 25 minutes; and
- Wakefield City Centre – approximately 42 minutes.

4.4.8 Ossett Lane, located south-west of the site, provides the school bus service: AL3, which is operated by A Lyles & Son, a family-owned business, Monday to Friday. The pick-up service is at 8:31am and drop off service is at 3:39pm.

4.4.9 A multitude of day, multi-day and weekly savers are available which offer unlimited travel across West Yorkshire. Some services also benefit from the maximum £2 bus fare for a single journey in accordance with the government’s cap on bus fares due to run until 31st December 2024.

4.4.10 West Yorkshire PlusBus is available for unlimited travel throughout the county of West Yorkshire with ticket prices as follows: Daily - £4.00, Weekly - £17.80, Monthly - £65.60, Quarterly - £193, Annually - £685. A plan showing the West Yorkshire PlusBus zone is provided in Image 4.4.

Image 4.3 West Yorkshire PlusBus Zone



4.5 ACCESSIBILITY BY RAIL

4.5.1 The nearest railway station is in Dewsbury located circa 1.64km to the north-west of the Site. The station can be accessed via multiple modes of non-car transport, and these are summarised in Table 6.6 with their associated estimated journey times.

Table 4.6 Total Journey Times to Dewsbury Train Station

Mode of Transport	Total Approx Journey Time
Cycle	10 minutes
Bus	14 minutes
Walk	25 minutes

4.5.2 Dewsbury Railway Station is managed by TransPennine Express, who provides commuter services to key destinations such as Leeds, Huddersfield, Manchester, York, Hull and Redcar Central.

4.5.3 Northern Trains are also served at Dewsbury Railway Station along the Calder Valley Line, providing accessibility to destinations such as Halifax and Leeds.

4.5.4 The stations' ticket office is staffed between 06:15 to 19:30 on Monday- Saturday and 07:30 to 19:30 on Sundays. The station also offers ticket machines.

4.5.5 For bicycles, 70 spaces are available which are sheltered and covered by CCTV. A secure cycle hub storage facility can be accessed from Platform 2 and cycle racks are also available on Platform 1.

4.5.6 Refreshment facilities, shops, a café, seating areas and post boxes are amongst the facilities available within the station. Toilets are located on the platform 2, which can be accessed using the intercom.

4.5.7 Dewsbury Railway Station car park is situated adjacent to southwest of the railway station, providing 80 spaces and 8 accessible spaces. The car park is operated by Kirklees Council and provides short stay parking. The car park operates from Monday – Sunday, however charging hours are Monday – Saturday from 8am to 6pm. Wellington Road car park charges 50p for an hour and £4 a day.

4.5.8 Batley Railway Station and Ravensthorpe Railway Station are also both accessible within a 30-minute cycle from the site. Batley Railway Station is located circa 3.8km from the site and can be reached within a 15-minute cycle from the site. Alternatively, Ravensthorpe Railway Station located circa 3.3km to the southwest of the site and can be accessed within a 20-minute cycle. Both stations provide similar services.

4.6 SUMMARY

4.6.1 It is concluded that the proposed development Site will provide good accessibility by foot, cycle, and public transport to an extensive range of local services and facilities.

4.6.2 As such the Site is in a sustainable location and is compliant with the NPPF which requires at paragraph 107 that people are given “a genuine choice of transport modes” and that “significant development should be focused on locations which are or can be made sustainable”.



5. Trip Generation & Distribution

5.1 INTRODUCTION

5.1.1 This chapter sets out the trip generation and distribution methodologies applied in the assessments of the highway network.

5.2 TRIP GENERATION

5.2.1 Considerations have been given to the use of TRICs 7.10.1 database with the aim being to ascertain trip generation however, a bespoke trip rate has also been established based on the typical arrival and departure patterns from the existing residential estate adjacent to the east of the proposed development.

5.2.2 As such, this approach has been adopted based on data derived from manual turning count surveys which were carried out by an independent survey company at the Providence Street/Town Street/Syke Lane junction. The details of which can be found in Chapter 2.

5.2.3 As a result, the typical arrivals and departures from the existing estate have been applied to the proposed development quantum of 30 dwellings which has provided the proposed development vehicular trip rate shown in Table 5.1 below.

Table 5.1 Bespoke Proposed Vehicular Trip Rate

Time Period	Vehicular Trip Rates (per dwelling)		
	Arrivals	Departures	Total
AM Peak 08:00-09:00	0.140	0.263	0.404
PM Peak 16:45-17:45	0.281	0.088	0.368

5.2.4 Applying the trip rates in Table 5.1 to the development quantum (30 dwellings) produces the peak hour vehicular flows shown in Table 5.2.

Table 5.2 Proposed Development Vehicular Trip Generations – Bespoke

Time Period	Vehicular Trip Generations (tested for 30 dwellings)		
	Arrivals	Departures	Total
AM Peak 08:00-09:00	4	8	12
PM Peak 16:45-17:45	8	3	11

5.2.5 As shown in Table 5.2, the proposed development is predicted to generate **12 and 11 two-way vehicle movements** during the morning and evening peak hour periods respectively based on the bespoke trip rate.

5.2.6 In order to validate/compare the results of the bespoke trip rate, the TRICs 7.10.1 database has been utilised. The TRICs outputs, which are contained in **Appendix G**, were determined based on the following parameters:

- Land use: Houses Privately Owned;
- Calculation Options: Vehicular trip rate selected;
- Regions: Greater London and Northern Ireland sites excluded;
- Trip Rate Parameters: Number of dwellings (5 to 50);



- Date Range: 1st January 2016 to 27th March 2024 (latest 8 years);
- Days included: Monday to Friday;
- Location Type: Suburban area, Edge of Town, Edge of Town Centre

5.2.7 In total, 32 surveys were selected which have an average of 31 dwellings. Of these surveys, 1 was de-selected due to being carried out during the covid pandemic. The resulting AM and PM peak hour trip generations for the proposed 30 dwellings are set out below in Table 5.3.

Table 5.3 Proposed Development Vehicular Trip Rates

Time Period	Vehicular Trip Rates (per dwelling)		
	Arrivals	Departures	Total
AM Peak 08:00-09:00	0.172	0.364	0.536
PM Peak 16:45-17:45	0.329	0.190	0.519

5.2.8 Applying the trip rates in Table 5.3 to the development quantum (30 dwellings) produces the peak hour vehicular flows shown in Table 5.4.

Table 5.4 Proposed Development Vehicular Trip Generations - TRICs

Time Period	Vehicular Trip Generations (tested for 30 dwellings)		
	Arrivals	Departures	Total
AM Peak 08:00-09:00	5	11	16
PM Peak 16:45-17:45	10	6	16

5.2.9 As shown in Table 5.4, the proposed development is predicted to generate **16 two-way vehicle movements** during the morning and evening peak hour periods respectively based on the TRICs trip rate.

5.2.10 When comparing the trip rates, the bespoke values are lower than the TRICs values. In order to provide a robust assessment, the TRICs values have therefore been applied.

5.3 TRIP DISTRIBUTION

5.3.1 Having established the vehicular trip rate for the Site, a distribution exercise has been undertaken to predict the assignment of trips onto the local highway network. With the aim of identifying the traffic distribution, data from the manual junction turning count surveys has again been utilised.

5.3.2 The methodology for determining development trip distribution has been calculated using the total two-way movements at the Providence Street/Town Street/Syke Lane junction.

5.3.3 It has been found that, during the peak hour, a total of 44 two-way movements occurred at the Providence Street/Town Street/Syke Lane. Of these 44 movements, 25 would traverse to/from Town Street and 19 travel to/from Syke Lane.

5.3.4 In summary, the manual junction turning count surveys highlight that **57% of traffic travels to/from Town Street** whereas **47% would travel to/from Syke Lane**. The resulting distribution is shown on Figure 120.



6. Traffic Flows

6.1 INTRODUCTION

6.1.1 This chapter discusses the traffic flows and describes how they have been produced.

6.2 EXISTING TRAFFIC FLOW DATA

6.2.1 As set out within Chapter 2, the results of the 2024 manual junction turning counts has identified the following existing weekday peak hour periods:

- AM = 08:00 – 09:00; and
- PM = 16:45 – 17:45.

6.2.2 The surveyed flows for these periods are shown on Figures 100 and 101 for the morning and evening peak hours, respectively.

6.3 FUTURE ASSESSMENT YEARS

6.3.1 With regards to the 30 dwellings threshold, it can safely be assumed that this quantum will be fully constructed and occupied within 5 years. On this basis, the traffic flow design year is 2029.

6.4 BASE TRAFFIC FLOWS

Committed Developments

6.4.1 Upon a review of the Kirklees Planning Portal, it has been determined that there are no committed development that should be accounted for within the traffic flows.

Traffic Growth

6.4.2 Traffic growth is predicted based on a combination of proposed future development, car ownership and changing attitudes to the way people use and have access to their vehicles.

6.4.3 As set out within Section 6.3, the future year assessments will be undertaken for a robust design year of 2029.

6.4.4 Traffic growth rates, between 2024 and 2029 for the AM and PM peak hours have been calculated, which are as follows:

- 2024 to 2029 AM growth rate of 1.041 (4.1%); and
- 2024 to 2029 PM growth rate of 1.040 (4.0%).

6.4.5 Applying the identified growth rates to the 2024 surveyed flows shown in Figures 100 and 101 produces the total growthed traffic flows shown on Figures 110 and 111 for the morning and evening peak hours, respectively.

6.5 2029 DESIGN FLOWS

6.5.1 The proposed development trips are illustrated on Figures 121 and 122 for the AM and PM peak hours as described within Chapter 5.

6.5.2 Adding the proposed development trips to the 2029 growthed traffic flows produces the 2029 design traffic flows which are shown diagrammatically on Figures 130 and 131 for the AM and PM peak hours, respectively.



7. Assessment of Local Highway Network

7.1 INTRODUCTION

7.1.1 This chapter describes the individual junction capacity assessments that have been undertaken for the proposed development.

7.2 EXTENT OF HIGHWAY NETWORK & MATERIALITY ASSESSMENT

7.2.1 The previous national GTA document (now withdrawn) suggested that a development traffic generation of 30 trips represented a reasonable threshold figure above which further assessment may be required but below which the impact could be considered non-material. Whilst the Government's current PPG does not specifically refer to 30 trips this remains a starting threshold which is generally applied within the industry including by Local Highway Authorities and National Highways.

7.2.2 As set out in Chapter 5, the proposed development will produce 16 two-way movements in both the AM and PM peak hours which is considerably lower than the 30 trip threshold. However, for robustness, considerations have been given to the Providence Street/Town Street/Syke Lane junction which will undergo a junction capacity assessment to demonstrate the impact of the proposals.

7.3 JUNCTION ASSESSMENT

Capacity Assessment of Providence Street/Town Street/Syke Lane Junction

7.3.1 This section describes the junction capacity assessments which have been undertaken. Full Junctions 9 PICADY software output data can be found at **Appendix H**.

7.3.2 The geometry of the existing Providence Street/Town Street/Syke Lane priority T-junction, a copy of which is contained at **Appendix I**, has been modelled using the PICADY function within JUNCTIONS 9 software.

7.3.3 The junction has been modelled for the AM and PM peak hours with surveyed 2024 traffic flows, base 2029 and design 2029 scenarios as summarised in Table 7.1.

Table 7.1 Providence Street/Town Street/Syke Lane Junction – Modelling Summary

Arm	AM Peak (08:00 – 09:00)			PM Peak (16:45 – 17:45)		
	RFC	Delay (s)	Queue (PCU)	RFC	Delay (s)	Queue (PCU)
2024 Count						
Providence Street to Town Street/Syke Lane	0.03	8	0	0.01	7	0
From Town Street	0.01	7	0	0.01	6	0
2029 Base						
Providence Street to Town Street/Syke Lane	0.01	8	0	0.01	7	0
From Town Street	0.01	7	0	0.01	6	0
2029 Design						
Providence Street to Town Street/Syke Lane	0.06	8	0	0.03	8	0
From Town Street	0.02	6	0	0.02	6	0



7.3.4 A Ratio of Flow to Capacity (RFC) value below 0.85 indicates that a junction or arm operates within its desirable practical capacity. An RFC value between 0.85 and 1.00 indicates that there may be occasions during the period modelled when queues will develop, and delays will occur. An RFC value greater than 1.00 indicates that the junction or arm operates beyond its theoretical capacity and increased queuing and delay will be experienced.

7.3.5 The results in Table 7.1 show that the existing Providence Street/Town Street/Syke Lane junction is predicted to operate with significant spare capacity at the design year of 2029, incorporating traffic growth and the development traffic during both the AM and PM peak hours.

7.3.6 The modelling exercise clearly shows that there is significant spare capacity on the local highway network. The impact of the development upon this network is also shown to be minimal and there is therefore not severe (as referenced in paragraph 109 of the NPPF).

Highway Safety Assessment of Providence Street/Town Street/Syke Lane Junction

7.3.7 Leeds City Council (as the recording authority) has supplied records of all personal injury collisions for the highway network within close proximity of the Site for the most recently available five year period between 25th March 2019 to 24th March 2024.

7.3.8 For the five-year period, only one collision has been recorded which occurred in 2020 on Providence Street on the immediate approach to the Syke Lane junction. The collision was classified as slight in severity and was caused due to the driver reaching out for something in the car, which subsequently led to a collision with a parked vehicle.

7.3.9 Over the five-year period, there was no recorded incidents at the Providence Street/Town Street, Syke Lane junction or along Providence Street adjacent to the Site frontage.

7.3.10 No underlying contributing factors relating to junction design or layout have been attributed to the collisions described above and no significant collision clusters or trends have been identified. It can therefore be concluded that the additional development traffic will not exacerbate the existing situation.

7.4 SUMMARY

7.4.1 The modelling exercise demonstrates that the existing local highway network can safely and satisfactorily accommodate the traffic generated by the proposed development.

7.4.2 Beyond the junctions which have been assessed the development proposals will have a nominal effect on the operation of the local highway network which will not be perceptible beyond typical day to day fluctuations. The development impact will certainly not be 'severe' which is the test applied in the NPPF.

7.4.3 The impact of the development proposals do not trigger the requirement for any mitigation and there are no specific highway safety concerns that currently exist at this junction. Therefore, the junction will continue to operate safely and satisfactorily with the addition of the proposed development trips.



8. Summary and Conclusions

8.1.1 This Transport Assessment has been prepared on behalf of Precious Holdings to support an outline planning application to secure approval for the erection of up to 30 residential dwellings on land to the south of Providence Street, Earlsheaton. The proposed Site is allocated for residential use within the Kirklees Local Plan (Ref: HS50).

8.1.2 The Site, which covers 1.6 hectares of land and is located in Earlsheaton, an area to the east of Dewsbury Town Centre. The Site is bound by Providence Street to the north, Ossett Lane to the south and residential dwellings to the west and east.

8.1.3 Vehicular access is sought to be provided via two access points from Providence Street due to the Site's gradient change. These accesses will serve up to 15 dwellings each and will therefore be a Type C street (shared surface). The proposed Site access junctions have been designed in accordance with the Kirklees Highways Design Guide and comprise of the following:

- 5.5m carriageway on Site access road;
- 2.0m footway carried past ramp and splayed into shared surface hard margin
- 0.6m hard margin;
- 4.0m radii;
- 0.8m wide ramp
- 2.4m x 30m visibility to the north and south.

8.1.4 The proposed Site accesses will be accompanied by the provision of a 2.0m footway along the Site frontage, a requirement which is set out within the HS50 allocation. The proposed 2.0m footway will extend from the existing footway to the north and run along the southern flank of Providence Street to just south of Providence Street/The Laurels junction.

8.1.5 Pedestrian/cycle access will be provided from Providence Street via the Site accesses, In addition, a dedicated pedestrian/cycle link is sought to be provided from Town Street. A pedestrian link is also proposed through the Site in the form of a footpath running through the existing woodland area within the south of the Site.

8.1.6 The proposed development Site will provide good accessibility by foot, cycle, and public transport to an extensive range of local services and facilities. As such the Site is in a sustainable location and is compliant with the NPPF which requires that people are given "*a genuine choice of transport modes*" and that "*significant development should be focused on locations which are or can be made sustainable*".

8.1.7 The Personal Injury Collision (PIC) data for the most recently available five year period in the vicinity of the site has been reviewed and does not represent a material concern in the context of the proposed development.

8.1.8 The proposed development will produce 16 two-way movements in both the AM and PM peak hours.

8.1.9 A junction capacity assessment has been undertaken at the Providence Street/Town Street/Syke Lane priority T-junction. The modelling exercise demonstrates that the existing local highway network can safely and satisfactorily accommodate the traffic generated by the proposed development.

8.1.10 No underlying contributing factors relating to junction design or layout have been attributed to the collisions described above and no significant collision clusters or trends have been identified.



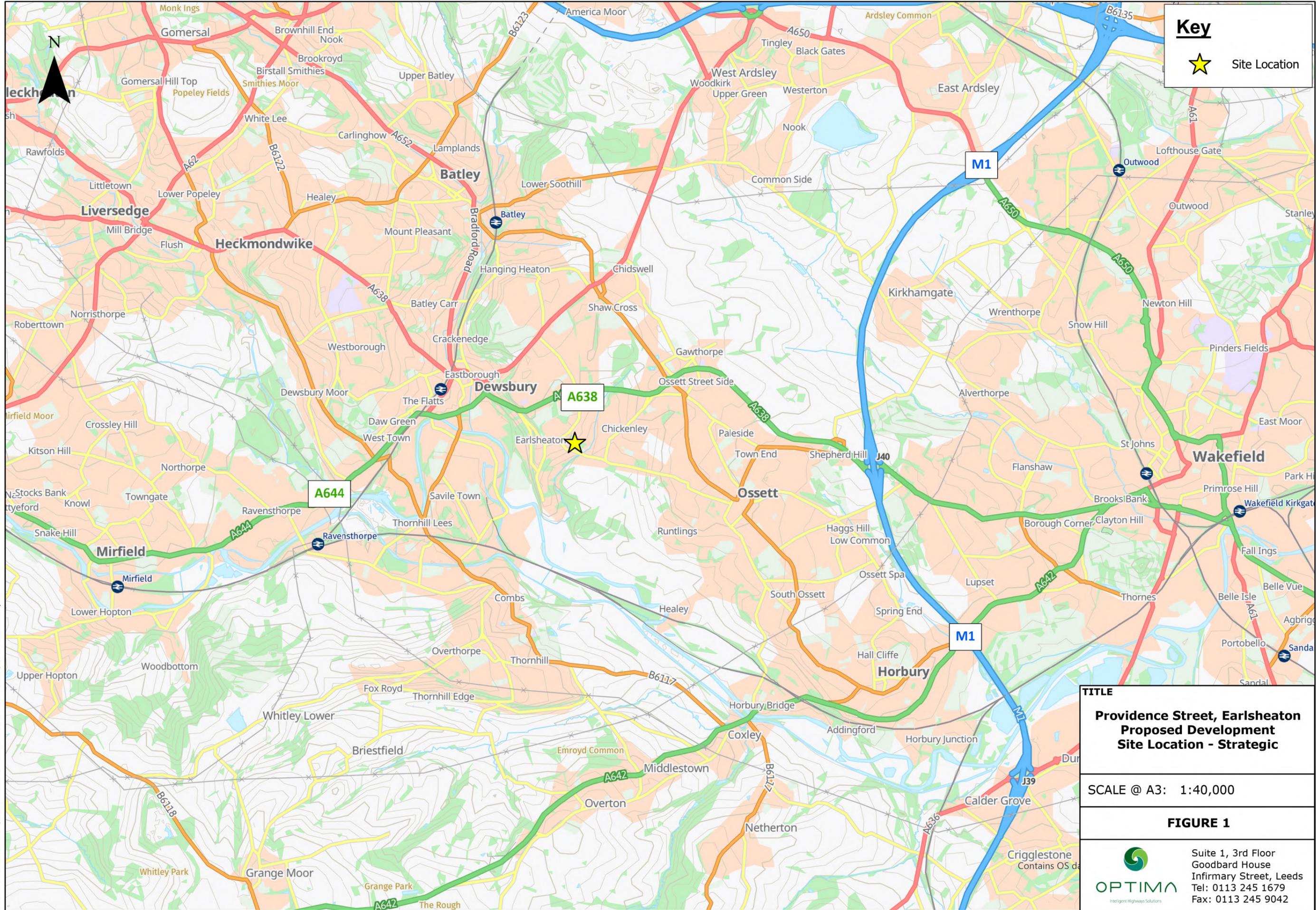
It can therefore be concluded that the additional development traffic will not exacerbate the existing situation. The impact of the development proposals do not trigger the requirement for any mitigation and there are no specific highway safety concerns that currently exist at this junction. Therefore, the junction will continue to operate safely and satisfactorily with the addition of the proposed development trips.

8.1.11 From the work undertaken it is concluded that there are no reasons on highways or transport grounds why the proposed residential development should not be granted planning permission.



Figures





Key

★ Site Location

Path: O:\Providence Street, Earlsheaton\DRAWINGS\GIS\Providence Street, Earlsheaton GIS.aprx

TITLE

**Providence Street, Earlsheaton
Proposed Development
Site Location - Strategic**

SCALE @ A3: 1:40,000

FIGURE 1



Suite 1, 3rd Floor
Goodbard House
Infirmary Street, Leeds
Tel: 0113 245 1679
Fax: 0113 245 9042



Key

— Indicative Site Boundary

TITLE

**Providence Street, Earlsheaton
Proposed Development
Site Location - Local**

SCALE @ A3: 1:2,500

FIGURE 2



Suite 1, 3rd Floor
Goodbard House
Infirmary Street, Leeds
Tel: 0113 245 1679
Fax: 0113 245 9042

Path: O:\Providence Street, Earlsheaton\DRAWINGS\GIS\Providence Street, Earlsheaton GIS.aprx

Esri Community Maps Contributors, Esri UK, Esri, TomTom, Garmin, Foursquare, GeoTechnic

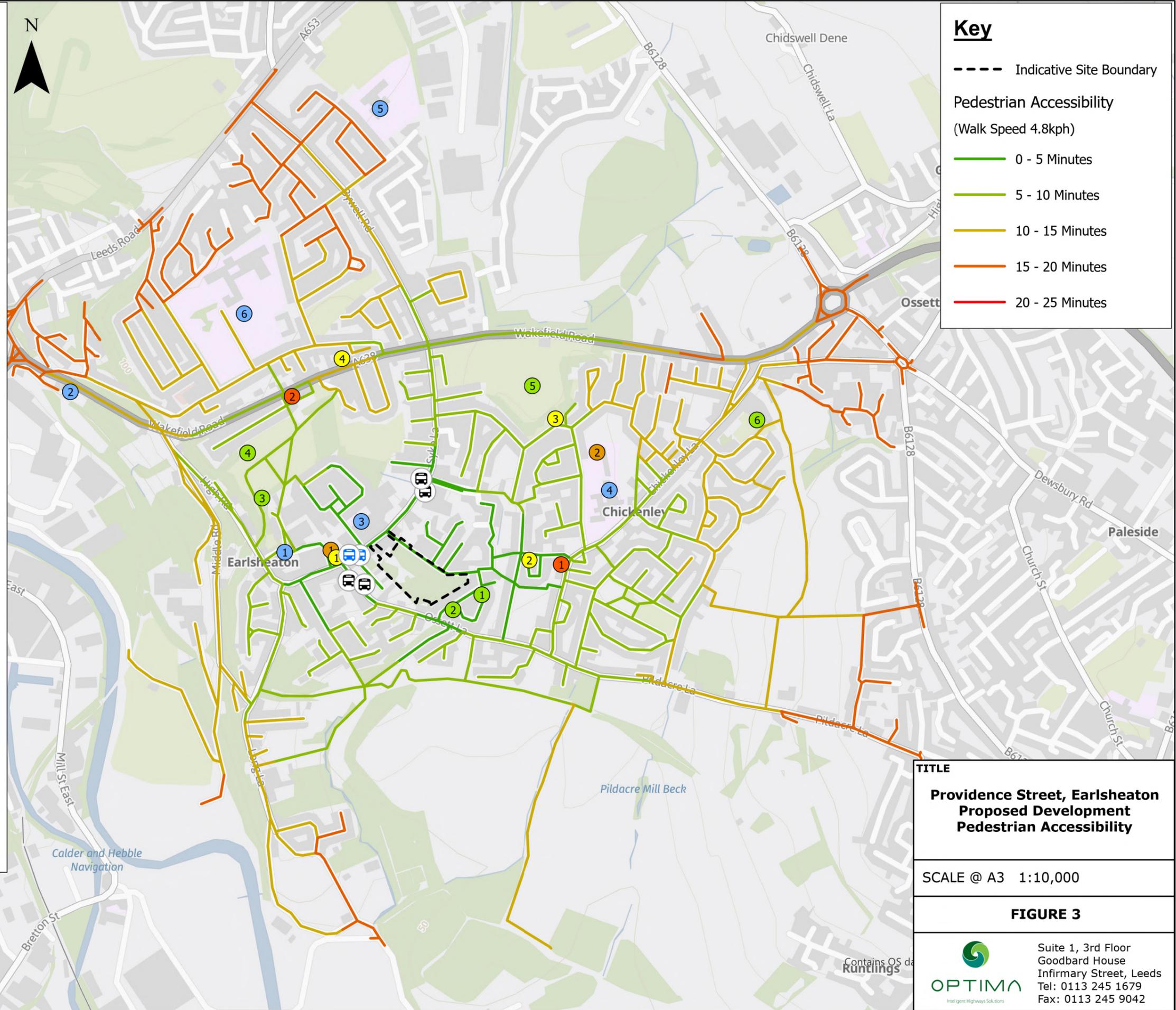
Facilities

-  Nearest Bus Stops
-  Other Bus Stops
- Education**
-  Eversleigh Private Day Nursery
-  Future Childcare Nursery
-  Earlsheaton Infant School
-  Orchard Primary School
-  Bywell Church of England Junior School
-  Earlsheaton Technology College
- Health**
-  Chickenley Medical Centre & Pharmacy
-  Earlsheaton Medical Centre & Pharmacy
- Recreation**
-  Jilling Ing Park Playground
-  Jilling Gardens Playground
-  Earlsheaton Park
-  Earlsheaton Crown Green Bowls Club
-  Wakefield Road Recreation Ground
-  Hazel Crescent Park
- Retail**
-  Nisa Convenience Store
-  Premier Convenience Store
-  Duncan Stores
-  Tesco Express
- Services**
-  Earlsheaton Post Office
-  Chickenley Community Centre



Key

-  Indicative Site Boundary
- Pedestrian Accessibility**
(Walk Speed 4.8kph)
-  0 - 5 Minutes
-  5 - 10 Minutes
-  10 - 15 Minutes
-  15 - 20 Minutes
-  20 - 25 Minutes



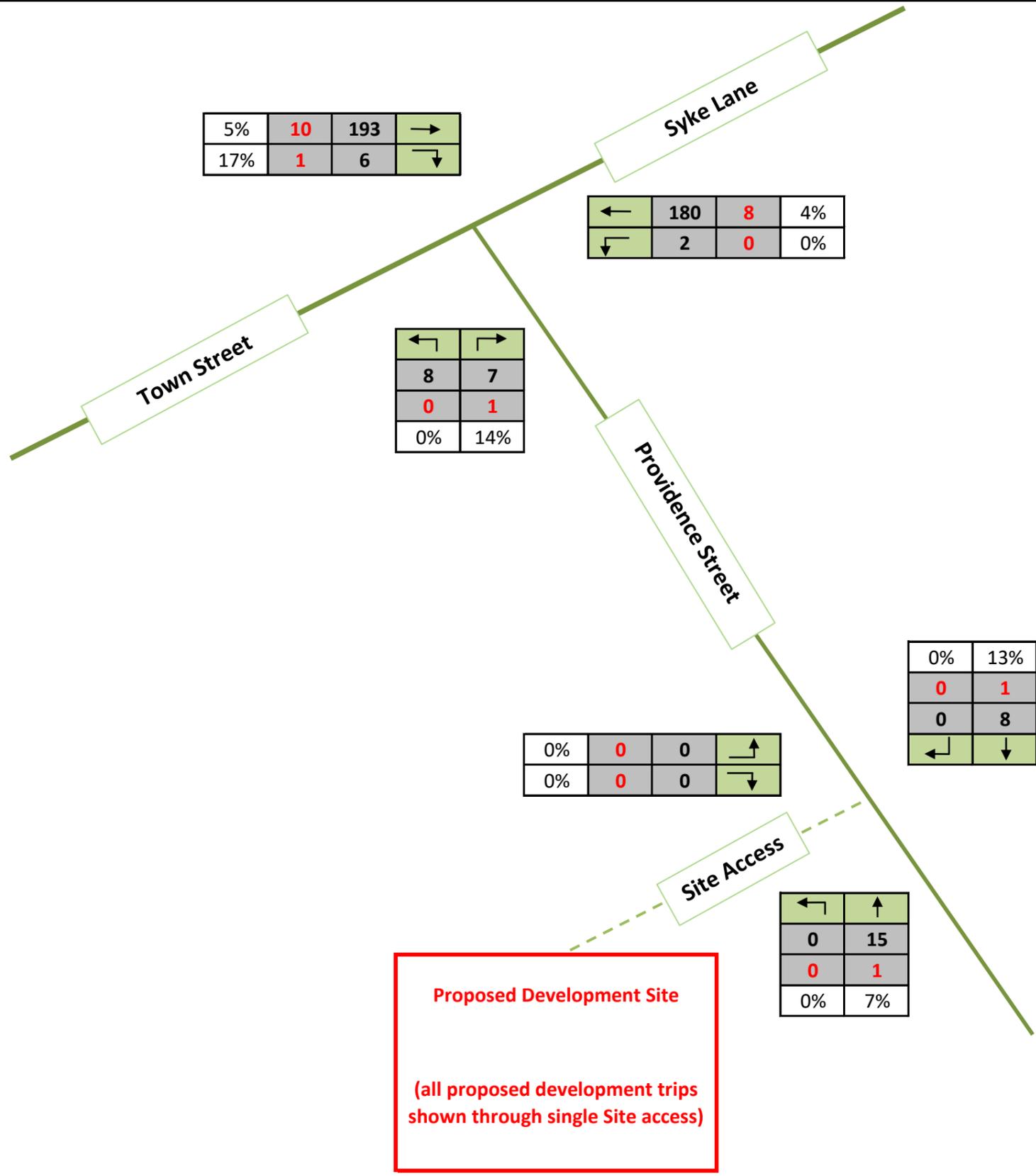
TITLE
**Providence Street, Earlsheaton
 Proposed Development
 Pedestrian Accessibility**

SCALE @ A3 1:10,000

FIGURE 3

 Suite 1, 3rd Floor
 Goodbard House
 Infirmary Street, Leeds
 Tel: 0113 245 1679
 Fax: 0113 245 9042

Path: O:\Providence Street, Earlsheaton\DRAWINGS\GIS\Providence Street, Earlsheaton GIS.aprx



Key:

0	Total PCU
0	Total HGV
0%	HGV Percentage

Title:

2024 COUNT - AM PEAK HOUR
(08:00 - 09:00)

Project:

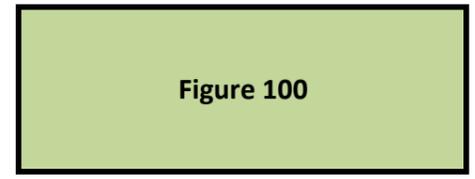
Providence Street, Earlsheaton

Client:

Precious Holdings

Quality Control:

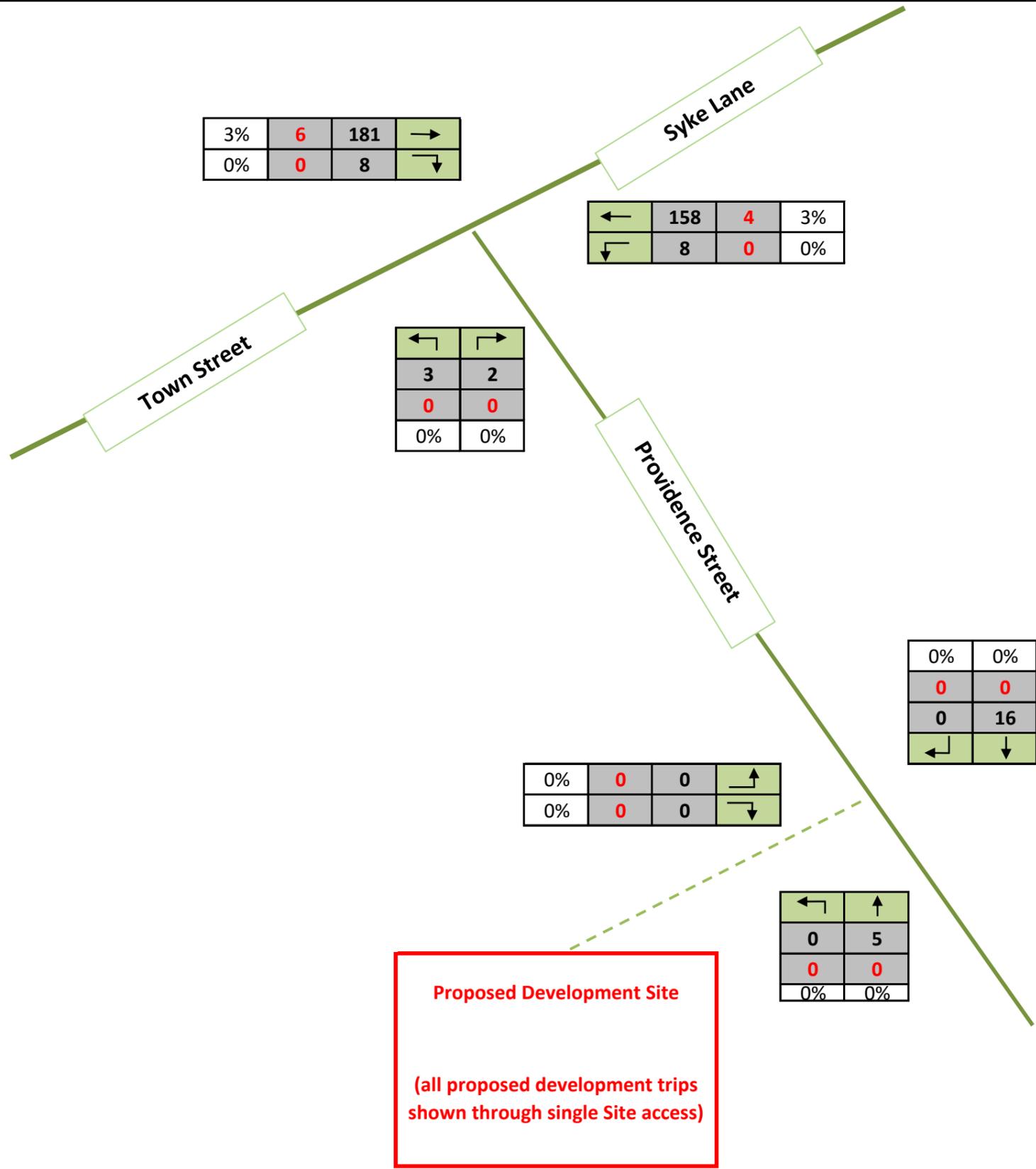
Job Number	24023
Date	09/09/2024
Revision	Initial Issue
Drawn	RP
Checked	PMO
Approved	PMO



Optima Highways & Transportation Ltd.

Suite 1, 3rd Floor
Goodbard House, Infirmary Street
Leeds
LS1 2JP
Tel: 0113 245 1679
www.optimahighways.com





Key:

0	Total PCU
0	Total HGV
0%	HGV Percentage

Title:

2024 COUNT - PM PEAK HOUR
(16:45 - 17:45)

Project:

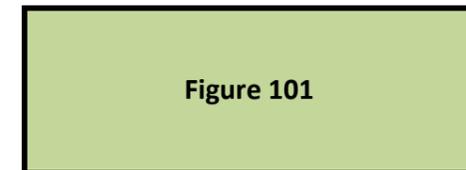
Providence Street, Earlsheaton

Client:

Precious Holdings

Quality Control:

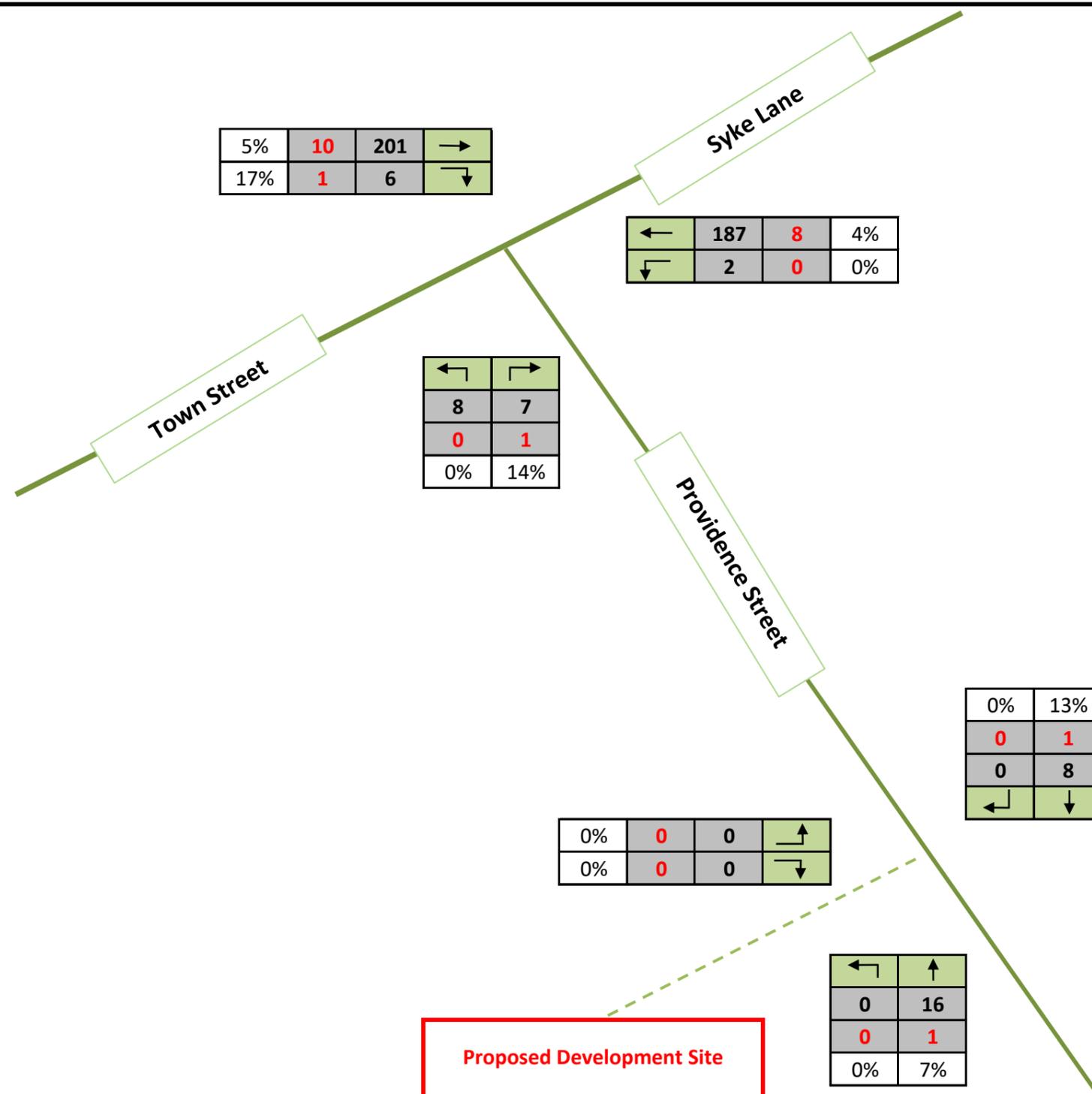
Job Number	24023
Date	09/09/2024
Revision	Initial Issue
Drawn	RP
Checked	PMO
Approved	PMO



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Leeds
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www.optimahighways.com





Growth Factor = 1.041

Proposed Development Site

(all proposed development trips shown through single Site access)

Key:

0	Total PCU
0	Total HGV
0%	HGV Percentage

Title:

**2029 GROWTHED - AM PEAK HOUR
(08:00 - 09:00)**

Project:

Providence Street, Earlsheaton

Client:

Precious Holdings

Quality Control:

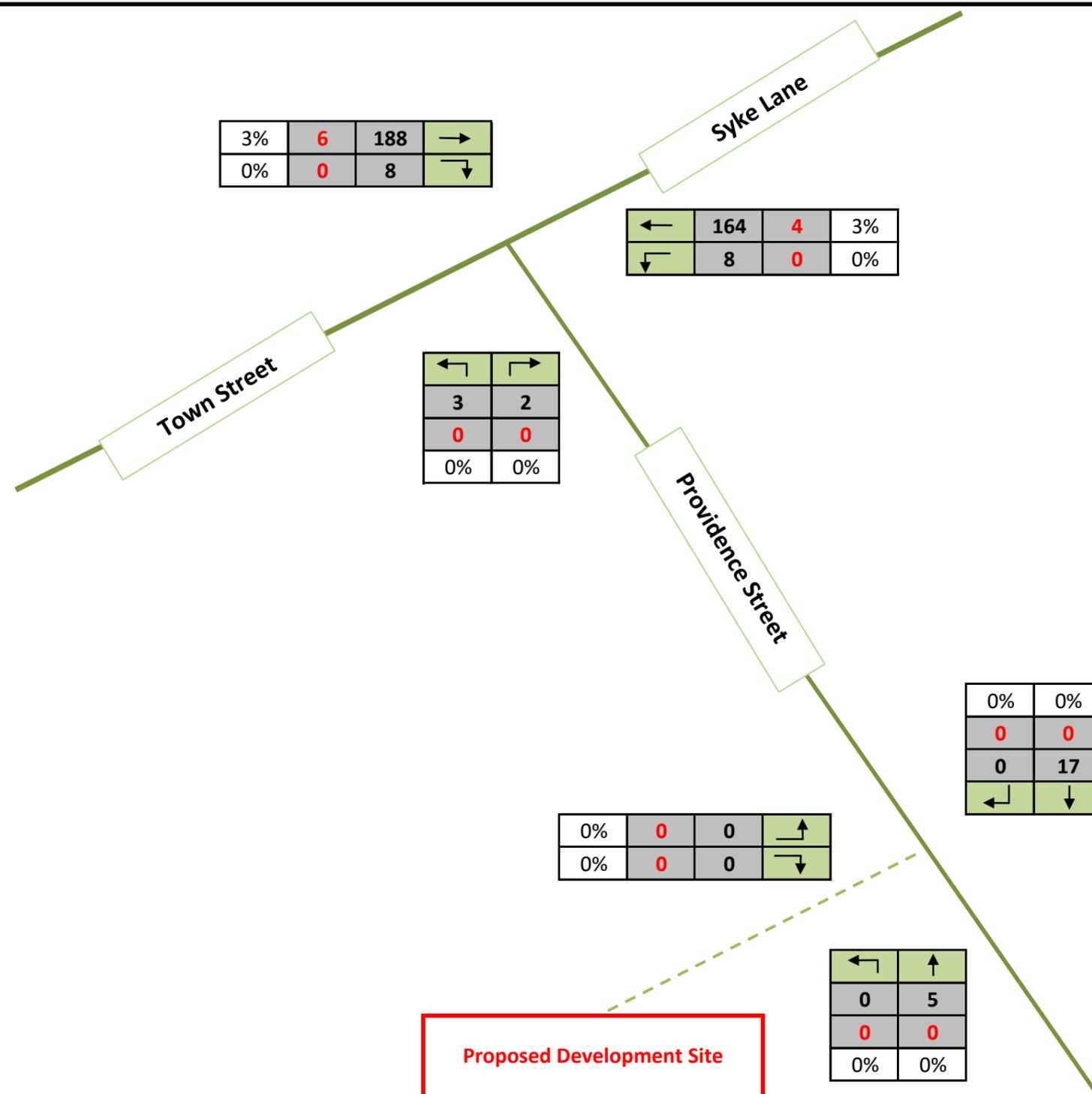
Job Number	24023
Date	09/09/2024
Revision	Initial Issue
Drawn	RP
Checked	PMO
Approved	PMO

Figure 110

Optima Highways & Transportation Ltd.

Suite 1, 3rd Floor
 Goodbard House, Infirmary Street
 Leeds
 LS1 2JP
 Tel: 0113 245 1679
www.optimahighways.com





3%	6	188	→
0%	0	8	↘

←	164	4	3%
↙	8	0	0%

↶	↷
3	2
0	0
0%	0%

0%	0%
0	0
0	17
↶	↘

0%	0	0	↗
0%	0	0	↘

↶	↑
0	5
0	0
0%	0%

Proposed Development Site

(all proposed development trips shown through single Site access)

Growth Factor = 1.041

Key:

0	Total PCU
0	Total HGV
0%	HGV Percentage

Title:

2029 GROWTHED - PM PEAK HOUR
(16:45 - 17:45)

Project:

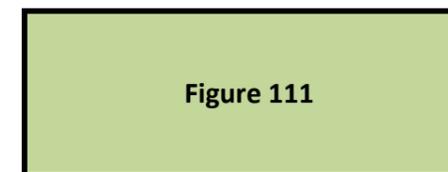
Providence Street, Earlsheaton

Client:

Precious Holdings

Quality Control:

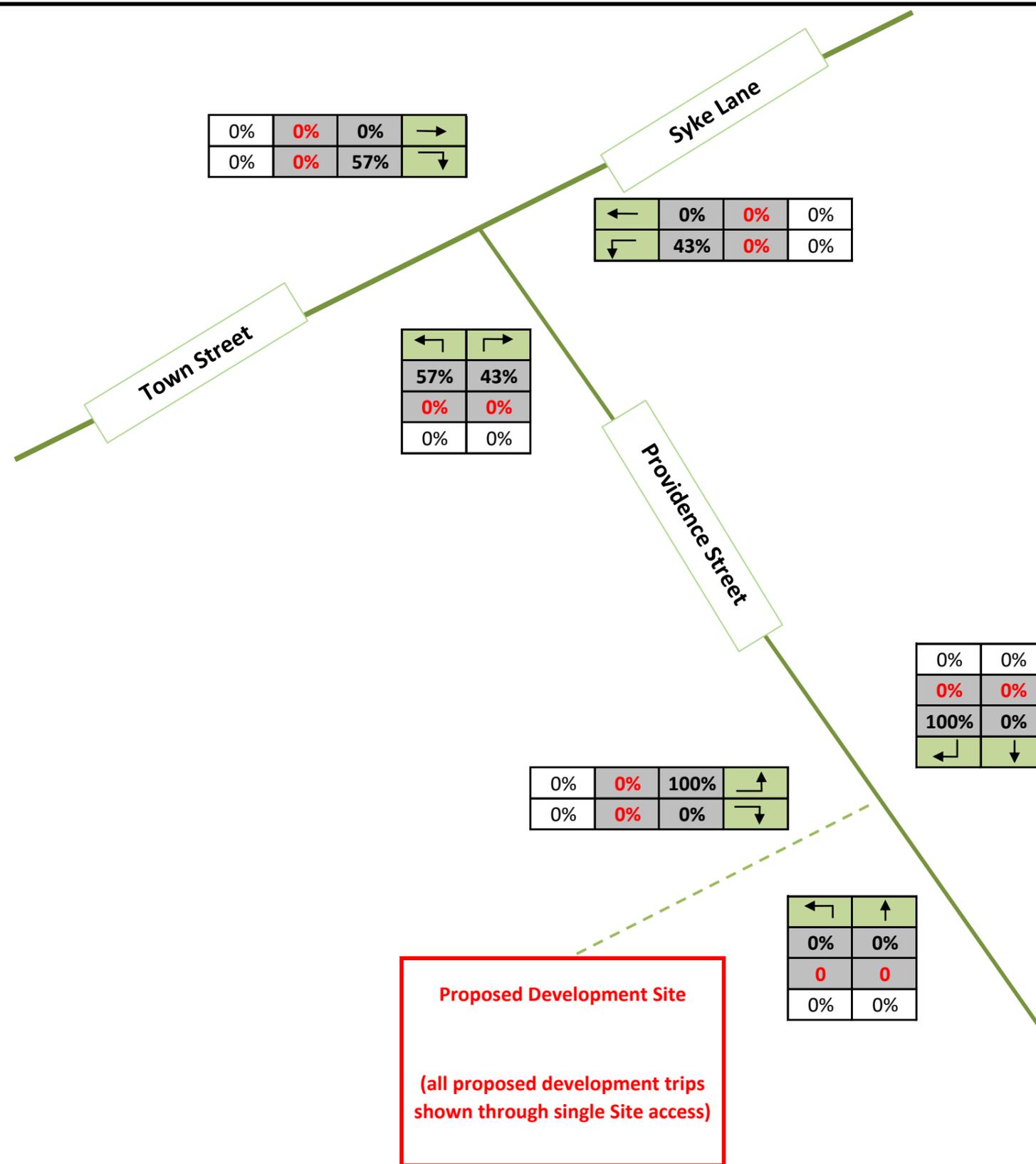
Job Number	24023
Date	09/09/2024
Revision	Initial Issue
Drawn	RP
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Key:

0	Total PCU
0	Total HGV
0%	HGV Percentage

Title:

DEVELOPMENT TRIP DISTRIBUTION

Project:

Providence Street, Earlsheaton

Client:

Precious Holdings

Quality Control:

Job Number	24023
Date	09/09/2024
Revision	Initial Issue
Drawn	RP
Checked	PMO
Approved	PMO

Figure 120

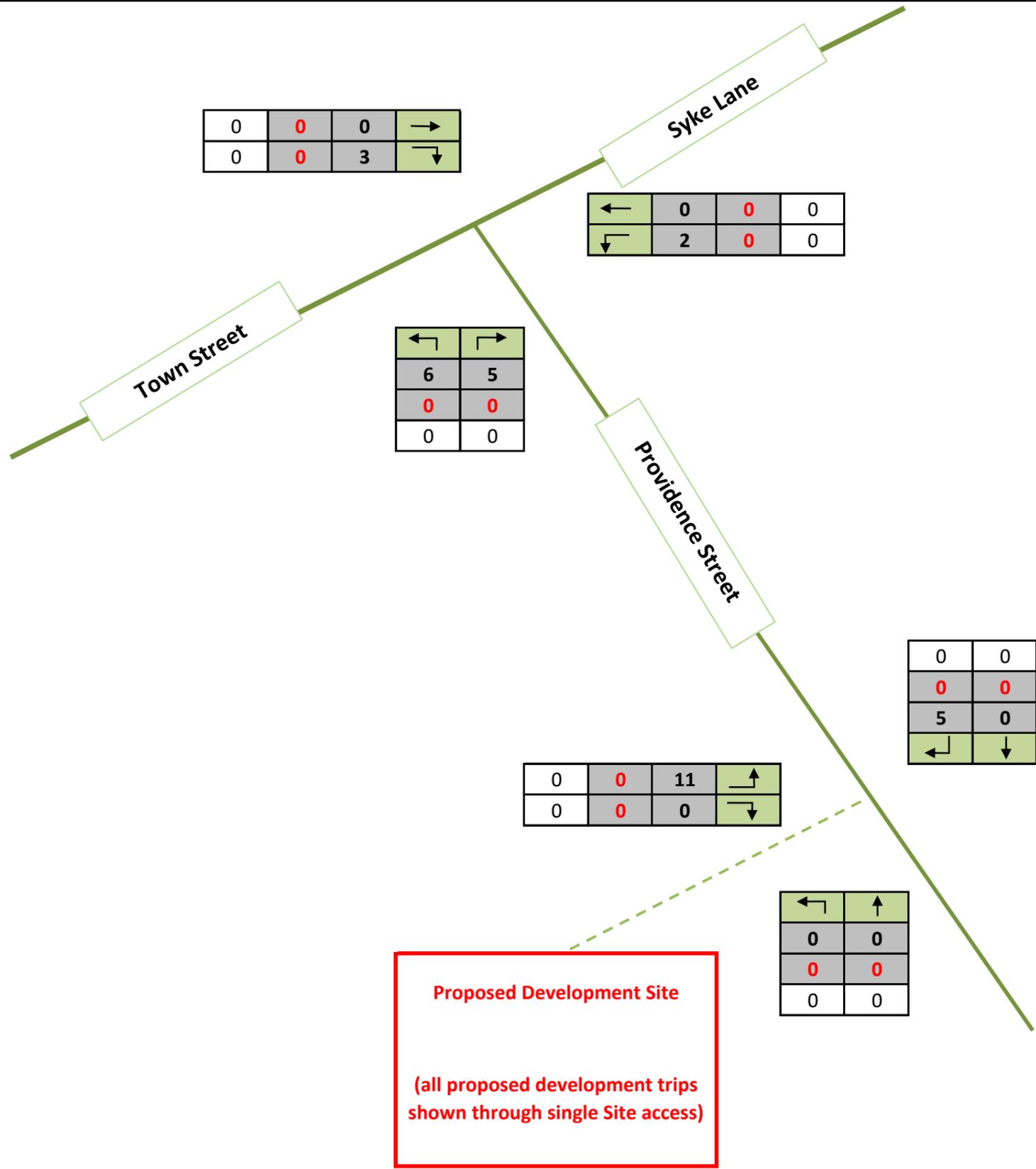
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 Goodbard House, Infirmary Street
 Leeds

LS1 2JP
 Tel: 0113 245 1679

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Key:

0	Total PCU
0	Total HGV
0%	HGV Percentage

Title:

**DEVELOPMENT TRIP GENERATION
AM PEAK HOUR (08:00 - 09:00)**

Project:

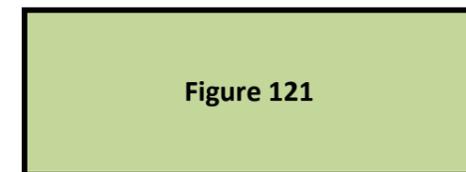
Providence Street, Earlsheaton

Client:

Precious Holdings

Quality Control:

Job Number	24023
Date	09/09/2024
Revision	Initial Issue
Drawn	RP
Checked	PMO
Approved	PMO



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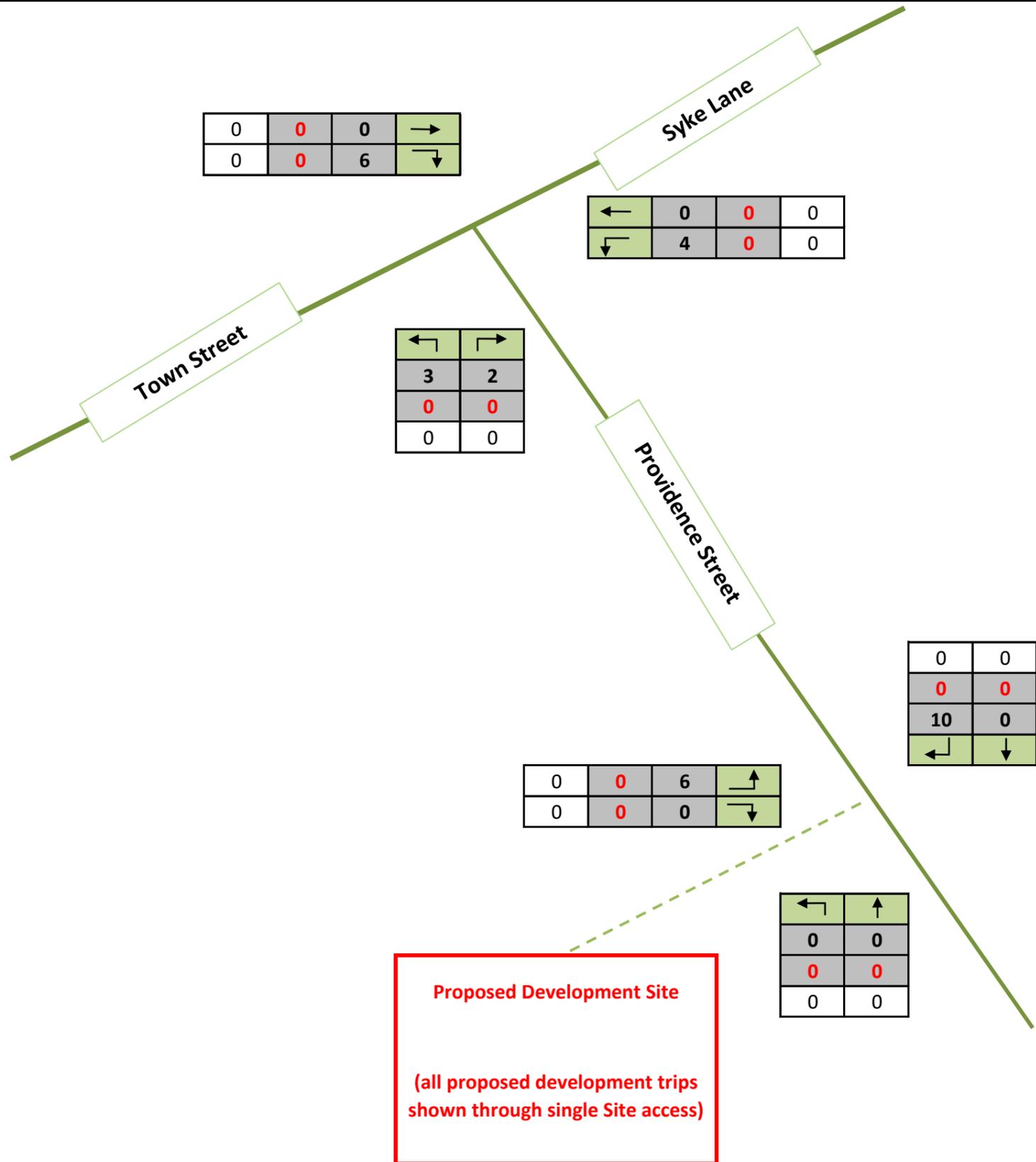
Leeds

LS1 2JP

Tel: 0113 245 1679

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Key:

0	Total PCU
0	Total HGV
0%	HGV Percentage

Title:

DEVELOPMENT TRIP GENERATION
 PM PEAK HOUR (16:45 - 17:45)

Project:

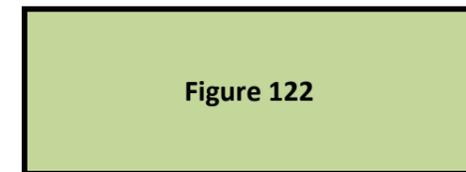
Providence Street, Earlsheaton

Client:

Precious Holdings

Quality Control:

Job Number	24023
Date	09/09/2024
Revision	Initial Issue
Drawn	RP
Checked	PMO
Approved	PMO



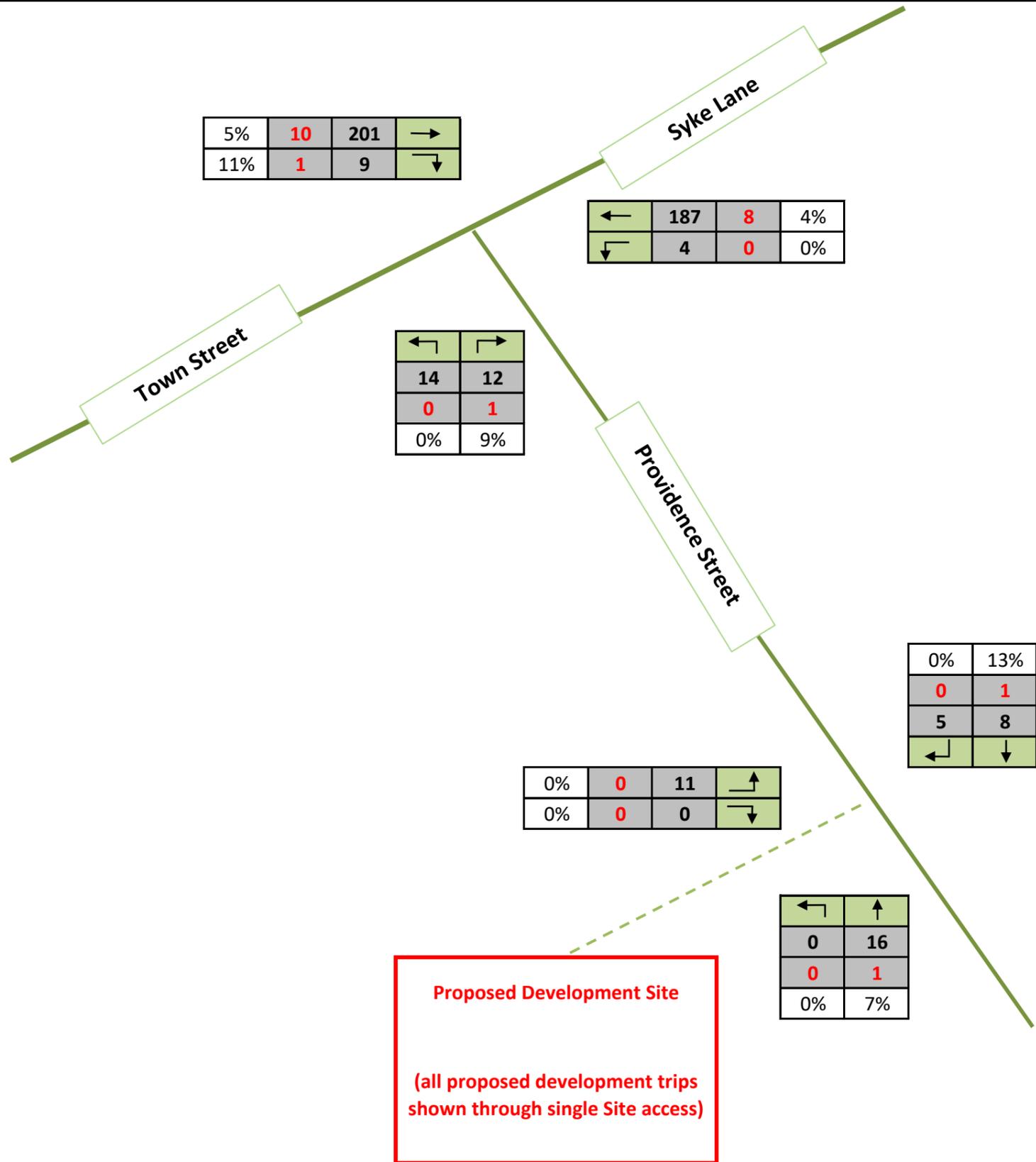
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 Leeds

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Key:

0	Total PCU
0	Total HGV
0%	HGV Percentage

Title:

2029 DESIGN - AM PEAK HOUR
(08:00 - 09:00)

Project:

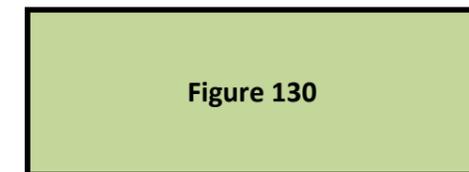
Providence Street, Earlsheaton

Client:

Precious Holdings

Quality Control:

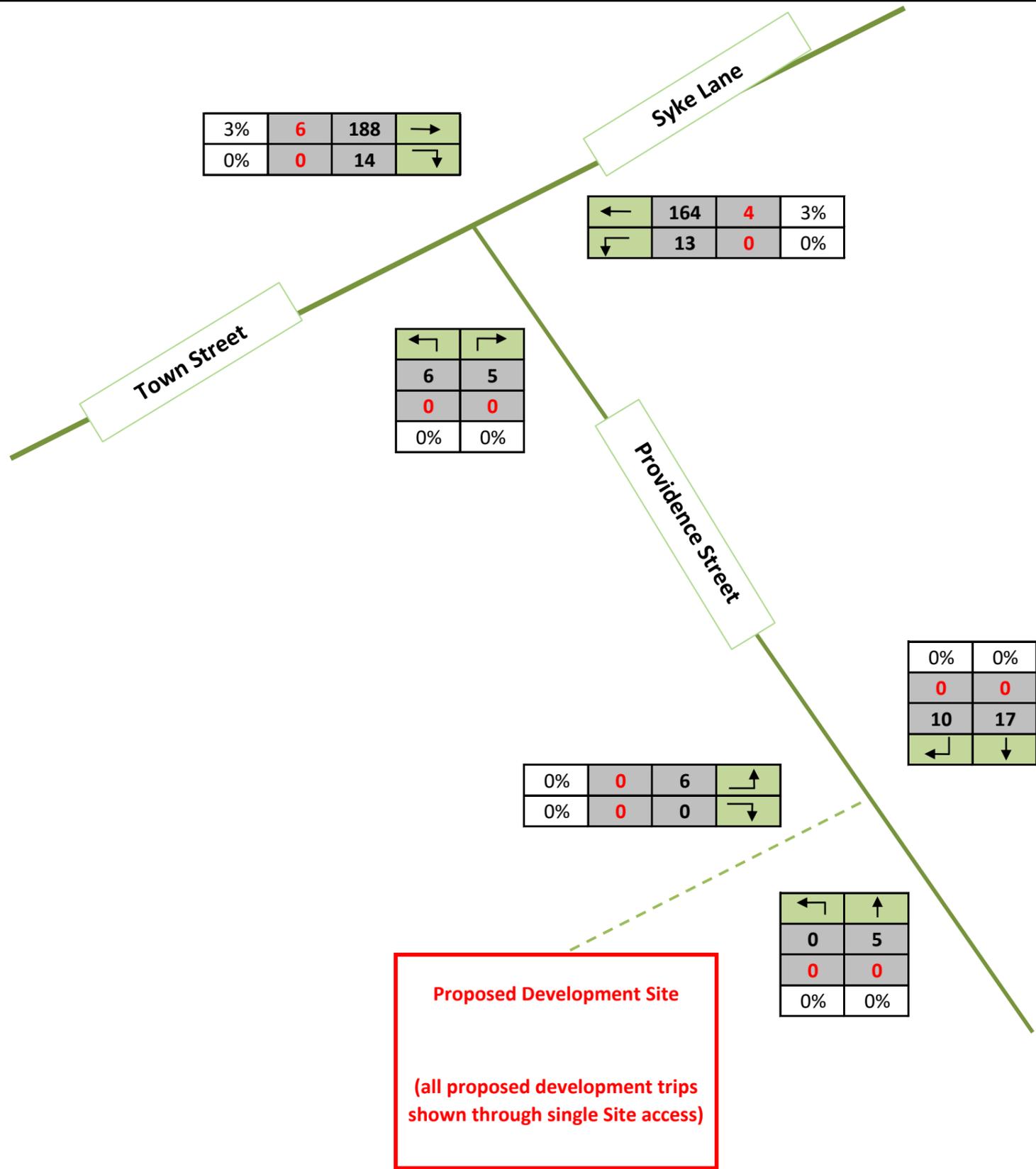
Job Number	24023
Date	09/09/2024
Revision	Initial Issue
Drawn	RP
Checked	PMO
Approved	PMO



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Key:

0	Total PCU
0	Total HGV
0%	HGV Percentage

Title:

2029 DESIGN - PM PEAK HOUR
(16:45 - 17:45)

Project:

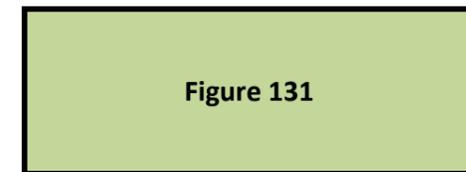
Providence Street, Earlsheaton

Client:

Precious Holdings

Quality Control:

Job Number	24023
Date	09/09/2024
Revision	Initial Issue
Drawn	RP
Checked	PMO
Approved	PMO



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Appendices



Appendix A Proposed Sketch Masterplan (JRP Drawing No. 24 5721 SK02)



PEDESTALIAN / CYCLE LINK
TO TOWN STREET

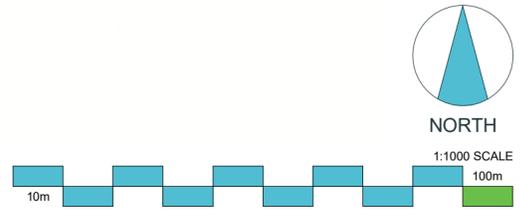
RETAINED &
CONVERTED
BUILDING

MAJORITY OF TREES
& WOODLAND AREAS
RETAINED

POTENTIAL FOOTPATH
ROUTES TO PROVIDE
ACCESS THROUGH
WOODLAND

GROSS AREA = 1.98 HECTARES
DEVELOPABLE AREA = 0.73 HECTARES
APPROXIMATELY 22 DWELLINGS AT 30 DWELLINGS/HECTARE

SK02 / SKETCH MASTERPLAN OPTION 1



Do not scale off this drawing - Only figured dimensions to be taken from this drawing. Drawings based on Ordnance Survey and/or existing record drawings - Design and Drawing content subject to Site Survey, Structural Survey, Site Investigations, Planning and Statutory Requirements and Approvals. Authorised reproduction from Ordnance Survey Map with permission of the Controller of Her Majesty's Stationery Office. Crown Copyright reserved.



CLIENT:
PRECIOUS HOLDINGS

DRAWING NUMBER:
24 5721 SK02

PROJECT:
PROVIDENCE STREET
EARLSHEATON

SCALE @ A2:
1:1000

DRAWING:
SKETCH MASTERPLAN
OPTION 1

DRAWN: LB
DATE: JUNE 24
CHECKED: VS
DATE: JUNE 24

Appendix B Highway Adoption



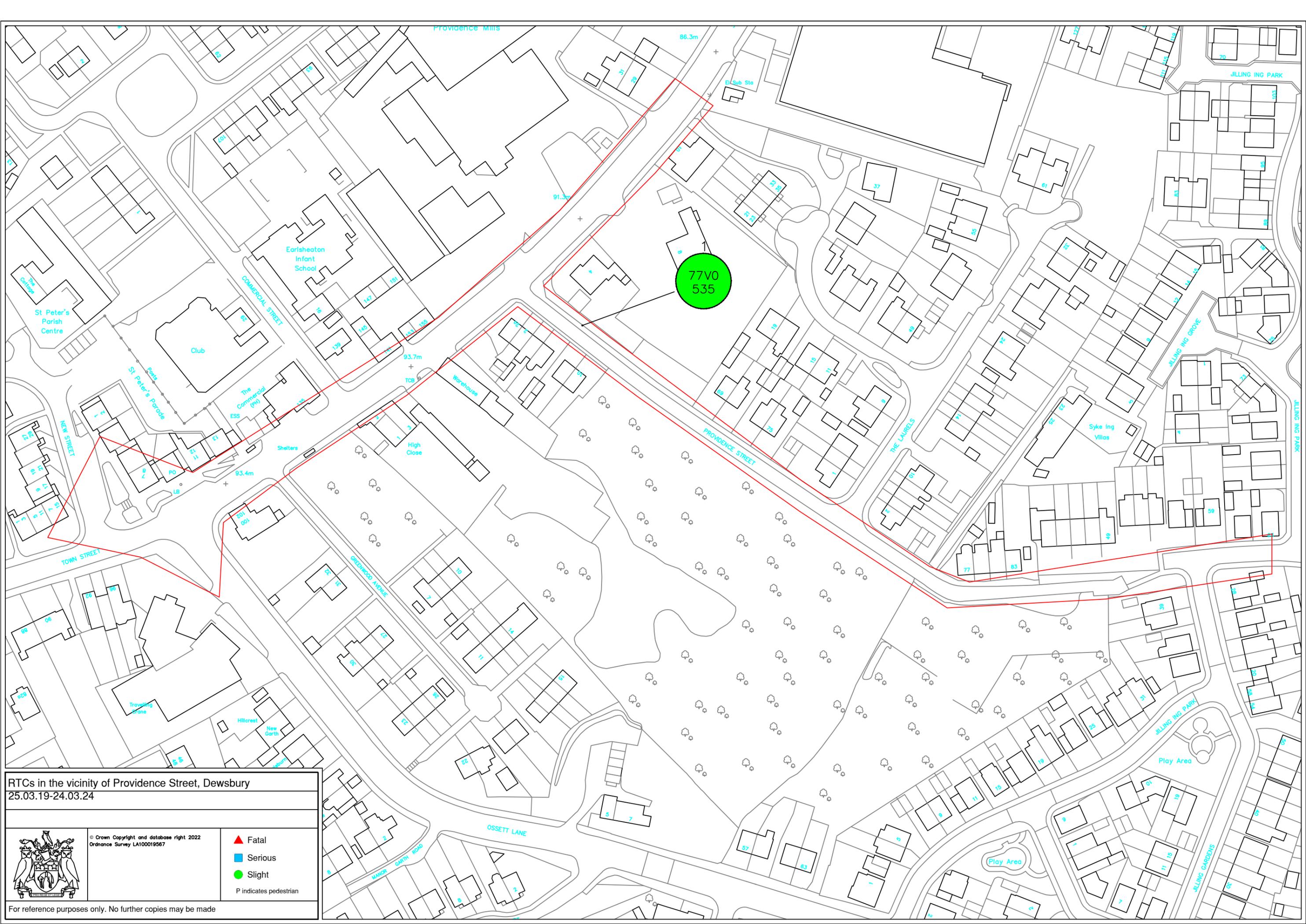


Scale = 1:1160.460
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Ordnance Survey
AC0000851069

maps@kirklees.gov.uk

Appendix C Personal Injury Collision Data





77V0
535

RTCs in the vicinity of Providence Street, Dewsbury
25.03.19-24.03.24

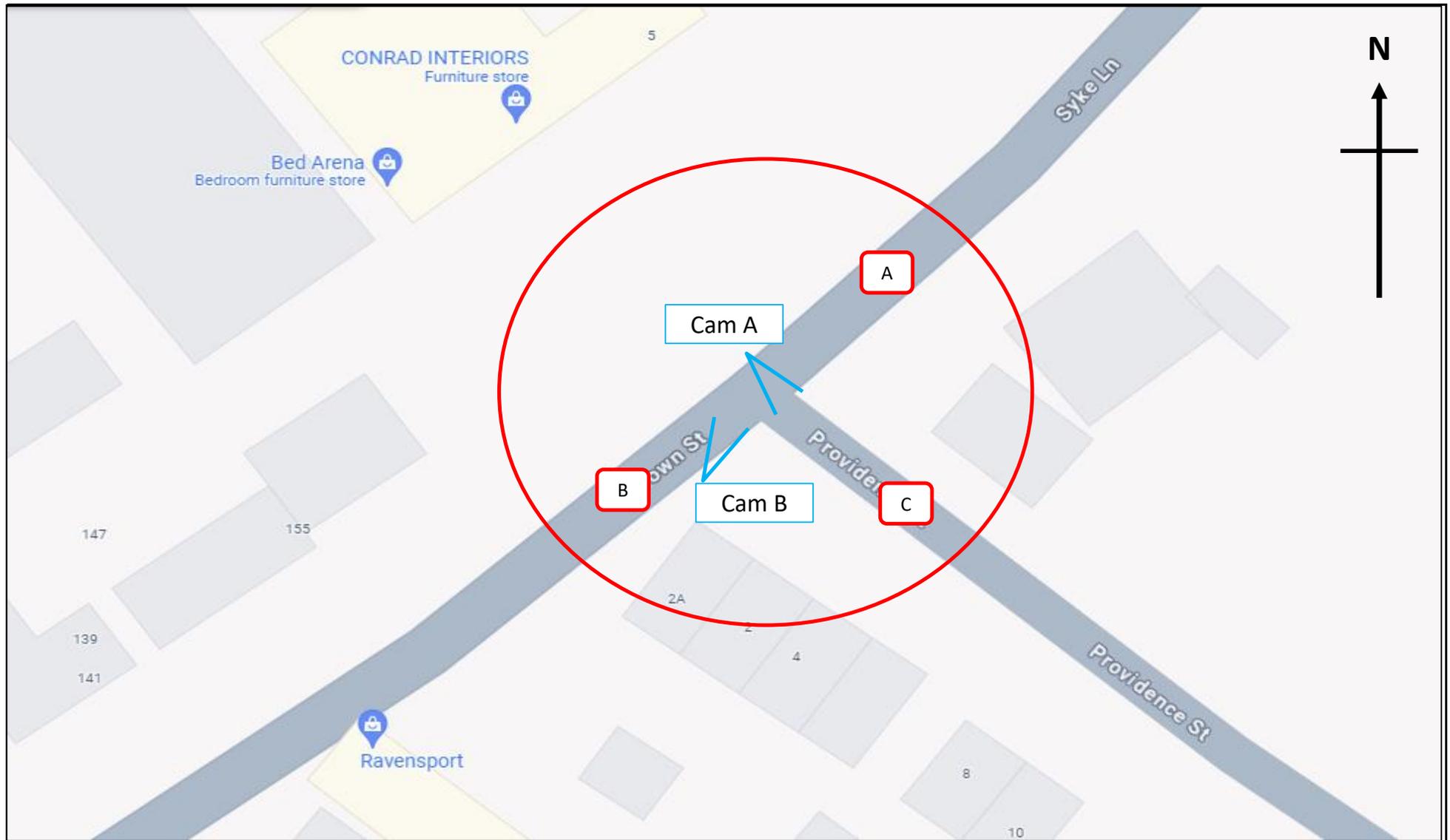
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Ordnance Survey LA100019567

▲ Fatal
■ Serious
● Slight
 P indicates pedestrian

For reference purposes only. No further copies may be made

Appendix D Manual Junction Turning Count Data





	Site / Location: Site 1, Providence St / Town St	Project No: 15324	Drawing No: 15324-01	Drawn By: MN
	Survey Date: Wednesday 17th April 2024	Project Name: EARLSHEATON		
	Survey Times: 07:00 to 10:00 and 16:00 to 19:00	Drawing Title: Site Layout and Observed Movements		



SITE: 1

DATE: 17/04/2024

LOCATION: Providence St / Town St

DAY: Wednesday

TIME	A to C							TOT	A to B							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	0	0	0	0	0	0	0	0	16	3	0	1	1	0	0	21
07:15	0	1	0	0	0	0	0	1	19	5	2	0	0	0	1	27
07:30	1	0	0	0	0	0	0	1	30	6	4	0	1	0	0	41
07:45	0	0	0	0	0	0	0	0	27	10	1	0	1	4	0	43
H/TOT	1	1	0	0	0	0	0	2	92	24	7	1	3	4	1	132
08:00	1	0	0	0	0	0	0	1	34	4	0	0	1	0	0	39
08:15	0	0	0	0	0	0	0	0	38	2	1	0	1	0	0	42
08:30	1	0	0	0	0	0	0	1	54	7	0	0	1	0	0	62
08:45	0	0	0	0	0	0	0	0	24	9	2	0	2	0	0	37
H/TOT	2	0	0	0	0	0	0	2	150	22	3	0	5	0	0	180
09:00	0	0	0	0	0	0	0	0	28	2	2	0	0	0	1	33
09:15	1	1	0	0	0	0	0	2	14	1	1	0	2	0	0	18
09:30	0	0	0	0	0	0	0	0	10	7	1	0	0	0	0	18
09:45	0	0	0	0	0	0	0	0	29	4	1	2	1	0	0	37
H/TOT	1	1	0	0	0	0	0	2	81	14	5	2	3	0	1	106
P/TOT	4	2	0	0	0	0	0	6	323	60	15	3	11	4	2	418

TIME	A to C							TOT	A to B							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
16:00	3	0	0	0	0	0	0	3	26	4	1	0	0	0	0	31
16:15	0	0	0	0	0	0	0	0	34	6	1	0	0	0	0	41
16:30	2	0	0	0	0	0	0	2	39	7	1	0	2	0	0	49
16:45	1	0	0	0	0	0	0	1	38	3	0	0	1	0	0	42
H/TOT	6	0	0	0	0	0	0	6	137	20	3	0	3	0	0	163
17:00	4	0	0	0	0	0	0	4	34	4	0	0	1	0	0	39
17:15	0	0	0	0	0	0	0	0	27	5	0	0	1	0	0	33
17:30	2	1	0	0	0	0	0	3	37	5	0	0	1	1	0	44
17:45	2	0	0	0	0	0	0	2	28	3	1	0	1	0	0	33
H/TOT	8	1	0	0	0	0	0	9	126	17	1	0	4	1	0	149
18:00	1	0	0	0	0	0	0	1	31	7	0	0	0	0	0	38
18:15	1	0	0	0	0	0	0	1	27	4	1	0	0	1	0	33
18:30	2	0	0	0	0	0	0	2	37	2	0	0	2	0	0	41
18:45	0	0	0	0	0	0	0	0	37	1	0	0	1	0	1	40
H/TOT	4	0	0	0	0	0	0	4	132	14	1	0	3	1	1	152
P/TOT	18	1	0	0	0	0	0	19	395	51	5	0	10	2	1	464



SITE: 1

DATE: 17/04/2024

LOCATION: Providence St / Town St

DAY: Wednesday

TIME	A to A							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
09:00	1	0	0	0	0	0	0	1
09:15	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0
H/TOT	1	0	0	0	0	0	0	1
P/TOT	1	0	0	0	0	0	0	1

TIME	A to A							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
16:00	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0
18:45	1	0	0	0	0	0	0	1
H/TOT	1	0	0	0	0	0	0	1
P/TOT	1	0	0	0	0	0	0	1



SITE: 1

DATE: 17/04/2024

LOCATION: Providence St / Town St

DAY: Wednesday

TIME	B to A							TOT	B to C							TOT	
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		
07:00	15	5	1	0	2	0	0	23	0	0	0	0	0	0	0	0	0
07:15	33	5	1	0	1	0	1	41	2	0	0	0	0	0	0	0	2
07:30	38	1	1	2	1	0	0	43	0	0	0	0	0	0	0	0	0
07:45	45	1	0	1	1	0	0	48	1	0	0	0	0	0	0	0	1
H/TOT	131	12	3	3	5	0	1	155	3	0	0	0	0	0	0	0	3
08:00	58	6	2	0	1	0	0	67	1	0	0	0	0	0	0	0	1
08:15	33	3	1	0	0	0	0	37	1	0	0	0	0	0	0	0	1
08:30	30	3	2	0	1	0	0	36	0	1	0	0	0	0	0	0	1
08:45	47	3	2	0	1	0	0	53	2	0	1	0	0	0	0	0	3
H/TOT	168	15	7	0	3	0	0	193	4	1	1	0	0	0	0	0	6
09:00	33	0	3	0	0	0	0	36	0	0	0	0	0	0	0	0	0
09:15	37	1	0	0	1	0	0	39	0	1	0	0	0	0	0	0	1
09:30	19	1	2	0	1	2	0	25	2	0	0	0	0	0	0	0	2
09:45	25	4	3	0	1	0	0	33	2	0	0	0	0	0	0	0	2
H/TOT	114	6	8	0	3	2	0	133	4	1	0	0	0	0	0	0	5
P/TOT	413	33	18	3	11	2	1	481	11	2	1	0	0	0	0	0	14

TIME	B to A							TOT	B to C							TOT	
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		
16:00	43	6	0	1	1	0	0	51	0	0	0	0	0	0	0	0	0
16:15	28	6	0	0	1	0	0	35	1	1	0	0	0	0	0	0	2
16:30	33	6	1	0	0	0	0	40	0	1	0	0	0	0	0	0	1
16:45	35	7	1	0	1	0	0	44	0	0	0	0	0	0	0	0	0
H/TOT	139	25	2	1	3	0	0	170	1	2	0	0	0	0	0	0	3
17:00	33	11	0	0	1	1	0	46	3	0	0	0	0	0	0	0	3
17:15	36	8	0	1	0	0	0	45	3	0	0	0	0	0	0	0	3
17:30	37	6	1	0	1	1	0	46	2	0	0	0	0	0	0	0	2
17:45	26	3	1	0	1	0	1	32	2	0	0	0	0	0	0	0	2
H/TOT	132	28	2	1	3	2	1	169	10	0	0	0	0	0	0	0	10
18:00	45	4	0	0	1	0	0	50	1	0	0	0	0	0	0	0	1
18:15	30	7	0	0	1	1	0	39	1	1	0	0	0	0	0	0	2
18:30	33	1	0	0	1	0	0	35	0	0	1	0	0	0	0	0	1
18:45	26	3	0	0	0	0	0	29	4	0	0	0	0	0	0	0	4
H/TOT	134	15	0	0	3	1	0	153	6	1	1	0	0	0	0	0	8
P/TOT	405	68	4	2	9	3	1	492	17	3	1	0	0	0	0	0	21



SITE: 1

DATE: 17/04/2024

LOCATION: Providence St / Town St

DAY: Wednesday

TIME	B to B							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	2	0	0	0	0	0	0	2
07:15	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0
H/TOT	2	0	0	0	0	0	0	2
08:00	0	0	0	0	0	0	0	0
08:15	2	0	0	0	0	0	0	2
08:30	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0
H/TOT	2	0	0	0	0	0	0	2
09:00	3	0	0	0	0	0	0	3
09:15	1	0	0	0	0	0	0	1
09:30	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0
H/TOT	4	0	0	0	0	0	0	4
P/TOT	8	0	0	0	0	0	0	8

TIME	B to B							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
16:00	0	0	0	0	0	0	0	0
16:15	1	1	0	0	0	0	0	2
16:30	1	0	0	0	0	0	0	1
16:45	1	0	0	0	0	0	0	1
H/TOT	3	1	0	0	0	0	0	4
17:00	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
P/TOT	3	1	0	0	0	0	0	4



SITE: 1

DATE: 17/04/2024

LOCATION: Providence St / Town St

DAY: Wednesday

TIME	C to B							TOT	C to A							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	2	0	0	0	0	0	0	2	4	1	0	0	0	0	0	5
07:15	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
07:30	3	0	0	0	0	0	0	3	1	0	0	0	0	0	0	1
07:45	1	0	0	0	0	0	0	1	4	0	0	0	0	0	0	4
H/TOT	7	0	0	0	0	0	0	7	9	1	0	0	0	0	0	10
08:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
08:15	2	1	0	0	0	0	0	3	2	0	0	0	0	0	0	2
08:30	3	0	0	0	0	0	0	3	1	0	0	0	0	0	0	1
08:45	2	0	0	0	0	0	0	2	1	1	1	0	0	0	0	3
H/TOT	7	1	0	0	0	0	0	8	5	1	1	0	0	0	0	7
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15	1	0	0	0	0	0	0	1	2	0	0	0	0	0	0	2
09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
H/TOT	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2
P/TOT	16	1	0	0	0	0	0	17	16	2	1	0	0	0	0	19

TIME	C to B							TOT	C to A							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
16:00	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
16:15	1	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
H/TOT	2	1	0	0	0	0	0	3	2	0	0	0	0	0	0	2
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	1	1	0	0	0	0	0	2	1	0	0	0	0	0	0	1
H/TOT	4	1	0	0	0	0	0	5	1	0	0	0	0	0	0	1
18:00	5	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
18:30	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
18:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
H/TOT	5	0	0	0	0	0	0	5	2	0	1	0	0	0	0	3
P/TOT	11	2	0	0	0	0	0	13	5	0	1	0	0	0	0	6



SITE: 1

DATE: 17/04/2024

LOCATION: Providence St / Town St

DAY: Wednesday

TIME	C to C							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
P/TOT	0	0	0	0	0	0	0	0

TIME	C to C							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
16:00	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
P/TOT	0	0	0	0	0	0	0	0



SITE: 1

DATE: 17/04/2024

LOCATION: Providence St / Town St

DAY: Wednesday

TIME	TO ARM A							TOT	FROM ARM A							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	19	6	1	0	2	0	0	28	16	3	0	1	1	0	0	21
07:15	33	5	1	0	1	0	1	41	19	6	2	0	0	0	1	28
07:30	39	1	1	2	1	0	0	44	31	6	4	0	1	0	0	42
07:45	49	1	0	1	1	0	0	52	27	10	1	0	1	4	0	43
H/TOT	140	13	3	3	5	0	1	165	93	25	7	1	3	4	1	134
08:00	59	6	2	0	1	0	0	68	35	4	0	0	1	0	0	40
08:15	35	3	1	0	0	0	0	39	38	2	1	0	1	0	0	42
08:30	31	3	2	0	1	0	0	37	55	7	0	0	1	0	0	63
08:45	48	4	3	0	1	0	0	56	24	9	2	0	2	0	0	37
H/TOT	173	16	8	0	3	0	0	200	152	22	3	0	5	0	0	182
09:00	34	0	3	0	0	0	0	37	29	2	2	0	0	0	1	34
09:15	39	1	0	0	1	0	0	41	15	2	1	0	2	0	0	20
09:30	19	1	2	0	1	2	0	25	10	7	1	0	0	0	0	18
09:45	25	4	3	0	1	0	0	33	29	4	1	2	1	0	0	37
H/TOT	117	6	8	0	3	2	0	136	83	15	5	2	3	0	1	109
P/TOT	430	35	19	3	11	2	1	501	328	62	15	3	11	4	2	425

TIME	TO ARM A							TOT	FROM ARM A							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
16:00	43	6	0	1	1	0	0	51	29	4	1	0	0	0	0	34
16:15	28	6	0	0	1	0	0	35	34	6	1	0	0	0	0	41
16:30	33	6	1	0	0	0	0	40	41	7	1	0	2	0	0	51
16:45	37	7	1	0	1	0	0	46	39	3	0	0	1	0	0	43
H/TOT	141	25	2	1	3	0	0	172	143	20	3	0	3	0	0	169
17:00	33	11	0	0	1	1	0	46	38	4	0	0	1	0	0	43
17:15	36	8	0	1	0	0	0	45	27	5	0	0	1	0	0	33
17:30	37	6	1	0	1	1	0	46	39	6	0	0	1	1	0	47
17:45	27	3	1	0	1	0	1	33	30	3	1	0	1	0	0	35
H/TOT	133	28	2	1	3	2	1	170	134	18	1	0	4	1	0	158
18:00	45	4	0	0	1	0	0	50	32	7	0	0	0	0	0	39
18:15	31	7	0	0	1	1	0	40	28	4	1	0	0	1	0	34
18:30	33	1	1	0	1	0	0	36	39	2	0	0	2	0	0	43
18:45	28	3	0	0	0	0	0	31	38	1	0	0	1	0	1	41
H/TOT	137	15	1	0	3	1	0	157	137	14	1	0	3	1	1	157
P/TOT	411	68	5	2	9	3	1	499	414	52	5	0	10	2	1	484



SITE: 1

DATE: 17/04/2024

LOCATION: Providence St / Town St

DAY: Wednesday

TIME	TO ARM B							TOT	FROM ARM B							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	20	3	0	1	1	0	0	25	17	5	1	0	2	0	0	25
07:15	20	5	2	0	0	0	1	28	35	5	1	0	1	0	1	43
07:30	33	6	4	0	1	0	0	44	38	1	1	2	1	0	0	43
07:45	28	10	1	0	1	4	0	44	46	1	0	1	1	0	0	49
H/TOT	101	24	7	1	3	4	1	141	136	12	3	3	5	0	1	160
08:00	34	4	0	0	1	0	0	39	59	6	2	0	1	0	0	68
08:15	42	3	1	0	1	0	0	47	36	3	1	0	0	0	0	40
08:30	57	7	0	0	1	0	0	65	30	4	2	0	1	0	0	37
08:45	26	9	2	0	2	0	0	39	49	3	3	0	1	0	0	56
H/TOT	159	23	3	0	5	0	0	190	174	16	8	0	3	0	0	201
09:00	31	2	2	0	0	0	1	36	36	0	3	0	0	0	0	39
09:15	16	1	1	0	2	0	0	20	38	2	0	0	1	0	0	41
09:30	10	7	1	0	0	0	0	18	21	1	2	0	1	2	0	27
09:45	30	4	1	2	1	0	0	38	27	4	3	0	1	0	0	35
H/TOT	87	14	5	2	3	0	1	112	122	7	8	0	3	2	0	142
P/TOT	347	61	15	3	11	4	2	443	432	35	19	3	11	2	1	503

TIME	TO ARM B							TOT	FROM ARM B							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
16:00	27	4	1	0	0	0	0	32	43	6	0	1	1	0	0	51
16:15	36	8	1	0	0	0	0	45	30	8	0	0	1	0	0	39
16:30	40	7	1	0	2	0	0	50	34	7	1	0	0	0	0	42
16:45	39	3	0	0	1	0	0	43	36	7	1	0	1	0	0	45
H/TOT	142	22	3	0	3	0	0	170	143	28	2	1	3	0	0	177
17:00	34	4	0	0	1	0	0	39	36	11	0	0	1	1	0	49
17:15	30	5	0	0	1	0	0	36	39	8	0	1	0	0	0	48
17:30	37	5	0	0	1	1	0	44	39	6	1	0	1	1	0	48
17:45	29	4	1	0	1	0	0	35	28	3	1	0	1	0	1	34
H/TOT	130	18	1	0	4	1	0	154	142	28	2	1	3	2	1	179
18:00	36	7	0	0	0	0	0	43	46	4	0	0	1	0	0	51
18:15	27	4	1	0	0	1	0	33	31	8	0	0	1	1	0	41
18:30	37	2	0	0	2	0	0	41	33	1	1	0	1	0	0	36
18:45	37	1	0	0	1	0	1	40	30	3	0	0	0	0	0	33
H/TOT	137	14	1	0	3	1	1	157	140	16	1	0	3	1	0	161
P/TOT	409	54	5	0	10	2	1	481	425	72	5	2	9	3	1	517



SITE: 1

DATE: 17/04/2024

LOCATION: Providence St / Town St

DAY: Wednesday

TIME	TO ARM C							TOT	FROM ARM C							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	0	0	0	0	0	0	0	0	6	1	0	0	0	0	0	7
07:15	2	1	0	0	0	0	0	3	1	0	0	0	0	0	0	1
07:30	1	0	0	0	0	0	0	1	4	0	0	0	0	0	0	4
07:45	1	0	0	0	0	0	0	1	5	0	0	0	0	0	0	5
H/TOT	4	1	0	0	0	0	0	5	16	1	0	0	0	0	0	17
08:00	2	0	0	0	0	0	0	2	1	0	0	0	0	0	0	1
08:15	1	0	0	0	0	0	0	1	4	1	0	0	0	0	0	5
08:30	1	1	0	0	0	0	0	2	4	0	0	0	0	0	0	4
08:45	2	0	1	0	0	0	0	3	3	1	1	0	0	0	0	5
H/TOT	6	1	1	0	0	0	0	8	12	2	1	0	0	0	0	15
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15	1	2	0	0	0	0	0	3	3	0	0	0	0	0	0	3
09:30	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
09:45	2	0	0	0	0	0	0	2	1	0	0	0	0	0	0	1
H/TOT	5	2	0	0	0	0	0	7	4	0	0	0	0	0	0	4
P/TOT	15	4	1	0	0	0	0	20	32	3	1	0	0	0	0	36

TIME	TO ARM C							TOT	FROM ARM C							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
16:00	3	0	0	0	0	0	0	3	1	0	0	0	0	0	0	1
16:15	1	1	0	0	0	0	0	2	1	1	0	0	0	0	0	2
16:30	2	1	0	0	0	0	0	3	0	0	0	0	0	0	0	0
16:45	1	0	0	0	0	0	0	1	2	0	0	0	0	0	0	2
H/TOT	7	2	0	0	0	0	0	9	4	1	0	0	0	0	0	5
17:00	7	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0
17:15	3	0	0	0	0	0	0	3	3	0	0	0	0	0	0	3
17:30	4	1	0	0	0	0	0	5	0	0	0	0	0	0	0	0
17:45	4	0	0	0	0	0	0	4	2	1	0	0	0	0	0	3
H/TOT	18	1	0	0	0	0	0	19	5	1	0	0	0	0	0	6
18:00	2	0	0	0	0	0	0	2	5	0	0	0	0	0	0	5
18:15	2	1	0	0	0	0	0	3	1	0	0	0	0	0	0	1
18:30	2	0	1	0	0	0	0	3	0	0	1	0	0	0	0	1
18:45	4	0	0	0	0	0	0	4	1	0	0	0	0	0	0	1
H/TOT	10	1	1	0	0	0	0	12	7	0	1	0	0	0	0	8
P/TOT	35	4	1	0	0	0	0	40	16	2	1	0	0	0	0	19



SITE: 1

DATE: 17/04/2024

LOCATION: Providence St / Town St

DAY: Wednesday

TIME	JUNCTION TOTAL							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	39	9	1	1	3	0	0	53
07:15	55	11	3	0	1	0	2	72
07:30	73	7	5	2	2	0	0	89
07:45	78	11	1	1	2	4	0	97
H/TOT	245	38	10	4	8	4	2	311
08:00	95	10	2	0	2	0	0	109
08:15	78	6	2	0	1	0	0	87
08:30	89	11	2	0	2	0	0	104
08:45	76	13	6	0	3	0	0	98
H/TOT	338	40	12	0	8	0	0	398
09:00	65	2	5	0	0	0	1	73
09:15	56	4	1	0	3	0	0	64
09:30	31	8	3	0	1	2	0	45
09:45	57	8	4	2	2	0	0	73
H/TOT	209	22	13	2	6	2	1	255
P/TOT	792	100	35	6	22	6	3	964

PEAK HOUR CALCULATION	TOT
07:00 to 08:00	311
07:15 to 08:15	367
07:30 to 08:30	382
07:45 to 08:45	397
08:00 to 09:00	398
08:15 to 09:15	362
08:30 to 09:30	339
08:45 to 09:45	280
09:00 to 10:00	255
AM PEAK	398

TIME	JUNCTION TOTAL							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
16:00	73	10	1	1	1	0	0	86
16:15	65	15	1	0	1	0	0	82
16:30	75	14	2	0	2	0	0	93
16:45	77	10	1	0	2	0	0	90
H/TOT	290	49	5	1	6	0	0	351
17:00	74	15	0	0	2	1	0	92
17:15	69	13	0	1	1	0	0	84
17:30	78	12	1	0	2	2	0	95
17:45	60	7	2	0	2	0	1	72
H/TOT	281	47	3	1	7	3	1	343
18:00	83	11	0	0	1	0	0	95
18:15	60	12	1	0	1	2	0	76
18:30	72	3	2	0	3	0	0	80
18:45	69	4	0	0	1	0	1	75
H/TOT	284	30	3	0	6	2	1	326
P/TOT	855	126	11	2	19	5	2	1020

PEAK HOUR CALCULATION	TOT
16:00 to 17:00	351
16:15 to 17:15	357
16:30 to 17:30	359
16:45 to 17:45	361
17:00 to 18:00	343
17:15 to 18:15	346
17:30 to 18:30	338
17:45 to 18:45	323
18:00 to 19:00	326
PM PEAK	361

Appendix E ATC Data



10 Providence St, Earlsheaton, Dewsbury WF12 8HZ, UK

☉ 93°E (T) ● 53.687179, -1.609567 ±10m ▲ 144m



15324-01

15 Apr 2024, 8:33:12 am

	Site / Location: Providence Street - 53.68707, -1.60939	Project No: 15324	Photo No: 1	Drawn By: RN
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Survey Date:	Wednesday, 17 April 2024 - Tuesday, 23 April 2024	Project Name:	Providence Street
Survey Times:	00:00 - 00:00 (24 Hour)	Title:	Site Photograph



15324
Providence Street
Apr-24
Automatic Traffic Count

Site No.	Location.	Direction.	Speed Limit - PSL (mph)	Start Date.	End Date.	Total Vehicles.	5 Day Ave.	7 Day Ave.	No. > Speed Limit.	% > Speed Limit.	No. > ACPO Limit.	% > ACPO Limit.	No. > DfT Limit.	% > DfT Limit.	Mean Speed	85%ile Speed
1	Providence Street - 53.68707, -1.60939	East	30	Wednesday, 17 April 2024	Tuesday, 23 April 2024	850	124	121	6	0.7	0	0.0	0	0.0	18.6	22.5
		West	30	Wednesday, 17 April 2024	Tuesday, 23 April 2024	841	122	120	7	0.8	1	0.1	0	0.0	18.8	23.2
		Both Directions	30	Wednesday, 17 April 2024	Tuesday, 23 April 2024	1691	245	242	13	0.8	1	0.1	0	0.0	18.7	22.8

Site 1
 Location Providence Street - 53.68707, -1.60939
 Direction East

15324
 Providence Street
 Apr 24

Wednesday, 17 April 2024

Automatic Traffic Count

Time	Total	Classification												JPSL 30	JPSL% 30	JSL1 35 ACPO	JSL1% 35 ACPO	JSL2 40 DfT	JSL2% 40 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-
0600	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	25.3	-
0700	5	0	4	0	1	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	20.6	-
0800	8	0	7	0	1	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	18.6	-
0900	9	0	8	0	1	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	18.5	-
1000	5	0	3	0	2	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	18.3	-
1100	5	0	5	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	17	-
1200	7	0	5	0	2	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	19.7	-
1300	10	0	10	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	20.3	-
1400	3	0	2	0	1	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	18	-
1500	14	1	13	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	19.3	24.3
1600	9	0	9	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	18.4	-
1700	19	0	18	0	1	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	19.2	22.8
1800	11	0	10	0	1	0	0	0	0	0	0	0	0	1	9.1	0	0.0	0	0.0	19.5	28
1900	11	0	11	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	17.7	22
2000	3	0	3	0	0	0	0	0	0	0	0	0	0	1	33.3	0	0.0	0	0.0	24.7	-
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-
2200	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	22.4	-
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-
07-19	105	1	94	0	10	0	0	0	0	0	0	0	0	1	1.0	0	0.0	0	0.0	19.1	23.1
06-22	120	1	109	0	10	0	0	0	0	0	0	0	0	2	1.7	0	0.0	0	0.0	19.2	23.3
	122	1	111	0	10	0	0	0	0	0	0	0	0	2	1.6	0	0.0	0	0.0	19.2	23.4
	122	1	111	0	10	0	0	0	0	0	0	0	0	2	1.6	0	0.0	0	0.0	19.2	23.4



Site 1
 Location Providence Street - 53.68707, -1.60939
 Direction East

15324
 Providence Street
 Apr 24

Thursday, 18 April 2024

Time	Total	Classification												JPSL 30	JPSL% 30	JSL1 35 ACPO	JSL1% 35 ACPO	JSL2 40 DfT	JSL2% 40 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	24.2	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-
0200	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	20.1	-
0300	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	29.1	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-
0600	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	20.3	-
0700	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	16.4	-
0800	7	0	5	0	1	1	0	0	0	0	0	0	0	1	14.3	0	0.0	0	0.0	19.4	-
0900	3	0	2	0	1	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	17.7	-
1000	7	0	6	0	1	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	20.1	-
1100	7	0	7	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	16.2	-
1200	10	0	10	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	19.4	-
1300	9	0	8	0	1	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	17.7	-
1400	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	18.8	-
1500	9	0	9	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	18.9	-
1600	11	0	10	0	1	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	18.2	24.5
1700	20	0	20	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	17.3	21.9
1800	12	0	12	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	17.6	21.1
1900	6	0	6	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	21	-
2000	8	0	7	0	1	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	18.5	-
2100	7	0	7	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	21.3	-
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-
07-19	102	0	96	0	5	1	0	0	0	0	0	0	0	1	1.0	0	0.0	0	0.0	18.1	21.9
06-22	125	0	118	0	6	1	0	0	0	0	0	0	0	1	0.8	0	0.0	0	0.0	18.5	22.8
	125	0	118	0	6	1	0	0	0	0	0	0	0	1	0.8	0	0.0	0	0.0	18.5	22.8
	128	0	120	0	7	1	0	0	0	0	0	0	0	1	0.8	0	0.0	0	0.0	18.6	22.8



Site 1
 Location Providence Street - 53.68707, -1.60939
 Direction East

15324
 Providence Street
 Apr 24

Friday, 19 April 2024

Time	Total	Classification												JPSL 30	JPSL% 30	JSL1 35 ACPO	JSL1% 35 ACPO	JSL2 40 DfT	JSL2% 40 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	1	0	1	0	0	0	0	0	0	0	0	0	0	1	100.0	0	0.0	0	0.0	31.4	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-
0200	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	16.9	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-
0400	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	14.4	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-
0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-
0700	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	13.2	-
0800	3	0	2	0	1	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	18.2	-
0900	7	0	6	0	0	1	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	17.2	-
1000	7	0	5	0	1	0	1	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	18.5	-
1100	9	0	7	0	2	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	18.5	-
1200	13	0	11	0	2	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	17.7	20.8
1300	8	0	7	0	1	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	18.2	-
1400	8	0	7	0	1	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	20.1	-
1500	10	0	10	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	18.7	-
1600	10	0	10	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	17.4	-
1700	9	0	9	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	19.2	-
1800	10	0	9	0	1	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	16.6	-
1900	7	0	7	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	19.2	-
2000	6	0	6	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	18.6	-
2100	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	15.8	-
2200	6	0	6	0	0	0	0	0	0	0	0	0	0	1	16.7	0	0.0	0	0.0	22.7	-
2300	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	10.8	-
07-19	98	0	87	0	9	1	1	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	18	21.8
06-22	115	0	104	0	9	1	1	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	18	22
	122	0	111	0	9	1	1	0	0	0	0	0	0	1	0.8	0	0.0	0	0.0	18.2	22.1
	125	0	114	0	9	1	1	0	0	0	0	0	0	2	1.6	0	0.0	0	0.0	18.2	22.1



Site 1
 Location Providence Street - 53.68707, -1.60939
 Direction East

15324
 Providence Street
 Apr 24

Saturday, 20 April 2024

Time	Total	Classification												JPSL 30	JPSL% 30	JSL1 35 ACPO	JSL1% 35 ACPO	JSL2 40 DfT	JSL2% 40 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-
0300	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	15.1	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-
0600	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	21.1	-
0700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-
0800	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	17.3	-
0900	7	0	7	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	16.4	-
1000	10	0	10	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	15.1	-
1100	11	0	11	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	19.2	23
1200	13	0	12	0	1	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	18.2	21.5
1300	11	1	10	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	18.9	23.6
1400	11	0	11	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	15.8	19.2
1500	12	0	11	0	1	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	16.8	21.3
1600	11	0	11	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	19.6	25
1700	12	0	12	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	20.6	25
1800	6	0	6	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	19.6	-
1900	5	0	5	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	18	-
2000	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	17.8	-
2100	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	18.7	-
2200	5	0	5	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	19.3	-
2300	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	17.7	-
07-19	106	1	103	0	2	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	18.1	22.1
06-22	118	1	115	0	2	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	18.1	22
	126	1	123	0	2	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	18.1	22
	127	1	124	0	2	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	18.1	22



Site 1
 Location Providence Street - 53.68707, -1.60939
 Direction East

15324
 Providence Street
 Apr 24

Sunday, 21 April 2024

Time	Total	Classification												JPSL 30	JPSL% 30	JSL1 35 ACPO	JSL1% 35 ACPO	JSL2 40 DfT	JSL2% 40 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-
0100	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	14.7	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-
0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-
0700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-
0800	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	11.4	-
0900	7	0	7	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	19	-
1000	5	0	5	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	21.3	-
1100	11	0	11	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	19.9	23.8
1200	14	0	12	0	2	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	17.8	21.6
1300	8	0	7	0	1	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	17.6	-
1400	10	0	9	0	1	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	17.3	-
1500	7	1	5	0	1	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	18.8	-
1600	12	0	12	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	15.8	19.2
1700	9	0	9	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	18.3	-
1800	7	0	7	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	15.9	-
1900	5	0	4	0	1	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	17.7	-
2000	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	15	-
2100	5	0	4	0	1	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	16.3	-
2200	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	22.1	-
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-
07-19	91	1	85	0	5	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	17.9	22.1
06-22	102	1	94	0	7	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	17.8	21.9
	103	1	95	0	7	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	17.8	22
	105	1	97	0	7	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	17.8	21.9



Site 1
 Location Providence Street - 53.68707, -1.60939
 Direction East

15324
 Providence Street
 Apr 24

Monday, 22 April 2024

Time	Total	Classification												JPSL 30	JPSL% 30	JSL1 35 ACPO	JSL1% 35 ACPO	JSL2 40 DfT	JSL2% 40 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	19.4	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-
0200	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	18.4	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-
0400	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	21.1	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-
0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-
0700	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	19.8	-
0800	6	0	4	0	2	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	17.3	-
0900	6	0	5	0	1	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	16.8	-
1000	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	18	-
1100	5	0	5	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	18.5	-
1200	11	0	10	0	1	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	19.1	22.9
1300	9	0	8	0	1	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	19.5	-
1400	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	18.9	-
1500	10	1	8	0	1	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	17.8	-
1600	11	0	11	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	19.3	24.3
1700	16	0	15	0	1	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	17.3	21.1
1800	14	0	12	0	2	0	0	0	0	0	0	0	0	1	7.1	0	0.0	0	0.0	19.5	23.6
1900	7	1	6	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	20.8	-
2000	5	0	4	0	1	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	18.9	-
2100	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	21.9	-
2200	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	15.8	-
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-
07-19	95	1	85	0	9	0	0	0	0	0	0	0	0	1	1.1	0	0.0	0	0.0	18.4	22
06-22	111	2	99	0	10	0	0	0	0	0	0	0	0	1	0.9	0	0.0	0	0.0	18.7	22.2
	113	2	101	0	10	0	0	0	0	0	0	0	0	1	0.9	0	0.0	0	0.0	18.7	22.2
	116	2	104	0	10	0	0	0	0	0	0	0	0	1	0.9	0	0.0	0	0.0	18.7	22.1



Site 1
 Location Providence Street - 53.68707, -1.60939
 Direction East

15324
 Providence Street
 Apr 24

Tuesday, 23 April 2024

Time	Total	Classification												JPSL 30	JPSL% 30	JSL1 35 ACPO	JSL1% 35 ACPO	JSL2 40 DfT	JSL2% 40 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	18.1	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-
0200	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	17.3	-
0300	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	25	-
0400	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	11	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-
0600	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	21	-
0700	4	0	3	0	1	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	19.3	-
0800	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	16.7	-
0900	9	0	9	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	18.2	-
1000	8	0	7	0	1	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	18.4	-
1100	4	0	3	0	1	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	23.3	-
1200	8	0	8	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	18.9	-
1300	7	0	7	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	18.6	-
1400	9	0	9	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	19.3	-
1500	11	0	11	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	20.2	22.2
1600	7	0	6	0	1	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	19.9	-
1700	20	1	18	0	1	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	19.8	22
1800	10	0	10	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	17.1	-
1900	9	0	9	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	18.7	-
2000	6	0	6	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	21.4	-
2100	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	19	-
2200	3	0	2	0	1	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	21	-
2300	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	29.5	-
07-19	101	1	95	0	5	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	19.1	22.9
06-22	118	1	112	0	5	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	19.2	22.7
	122	1	115	0	6	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	19.3	22.8
	127	1	120	0	6	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	19.3	22.9



Site 1
 Location Providence Street - 53.68707, -1.60939
 Direction East

15324
 Providence Street
 Apr 24

Virtual Day (7)

Time	Total	Classification												JPSL 30	JPSL% 30	JSL1 35 ACPO	JSL1% 35 ACPO	JSL2 40 DfT	JSL2% 40 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	1	0	1	0	0	0	0	0	0	0	0	0	0	0	20.0	0	0.0	0	0.0	22.2	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	14.7	-
0200	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	18.2	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	23.1	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	15.5	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-
0600	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	21.6	-
0700	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	17.8	-
0800	4	0	4	0	1	0	0	0	0	0	0	0	0	0	3.2	0	0.0	0	0.0	17.9	-
0900	7	0	6	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	17.8	-
1000	7	0	6	0	1	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	18.2	-
1100	7	0	7	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	18.8	-
1200	11	0	10	0	1	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	18.5	22.1
1300	9	0	8	0	1	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	18.7	-
1400	7	0	6	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	18.1	-
1500	10	0	10	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	18.6	21.9
1600	10	0	10	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	18.3	22.6
1700	15	0	14	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	18.7	22.4
1800	10	0	9	0	1	0	0	0	0	0	0	0	0	0	2.9	0	0.0	0	0.0	18.1	-
1900	7	0	7	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	18.9	-
2000	5	0	4	0	0	0	0	0	0	0	0	0	0	0	3.0	0	0.0	0	0.0	19.5	-
2100	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	19	-
2200	3	0	3	0	0	0	0	0	0	0	0	0	0	0	5.3	0	0.0	0	0.0	20.7	-
2300	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	18.7	-
07-19	100	1	92	0	6	0	0	0	0	0	0	0	0	0	0.4	0	0.0	0	0.0	18.4	22.2
06-22	116	1	107	0	7	0	0	0	0	0	0	0	0	1	0.5	0	0.0	0	0.0	18.5	22.4
	119	1	111	0	7	0	0	0	0	0	0	0	0	1	0.6	0	0.0	0	0.0	18.6	22.4
	121	1	113	0	7	0	0	0	0	0	0	0	0	1	0.7	0	0.0	0	0.0	18.6	22.5



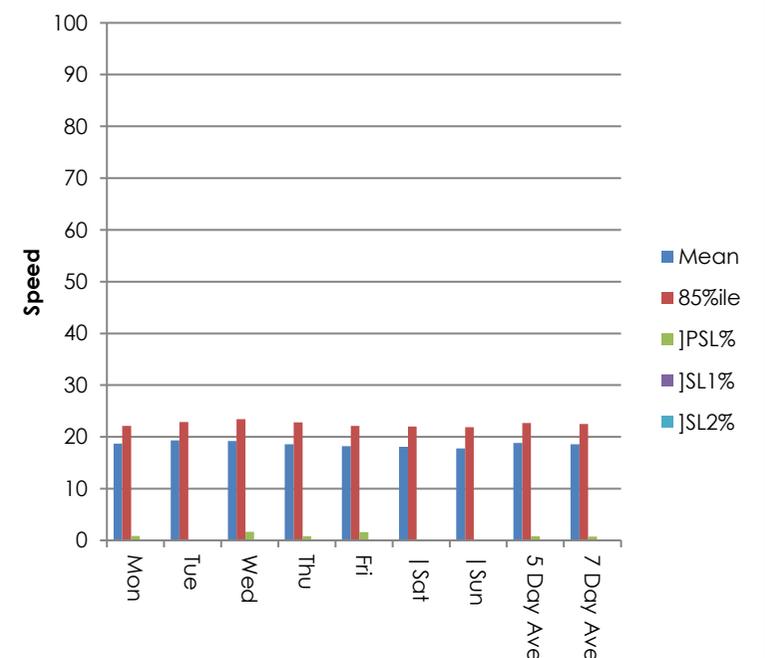
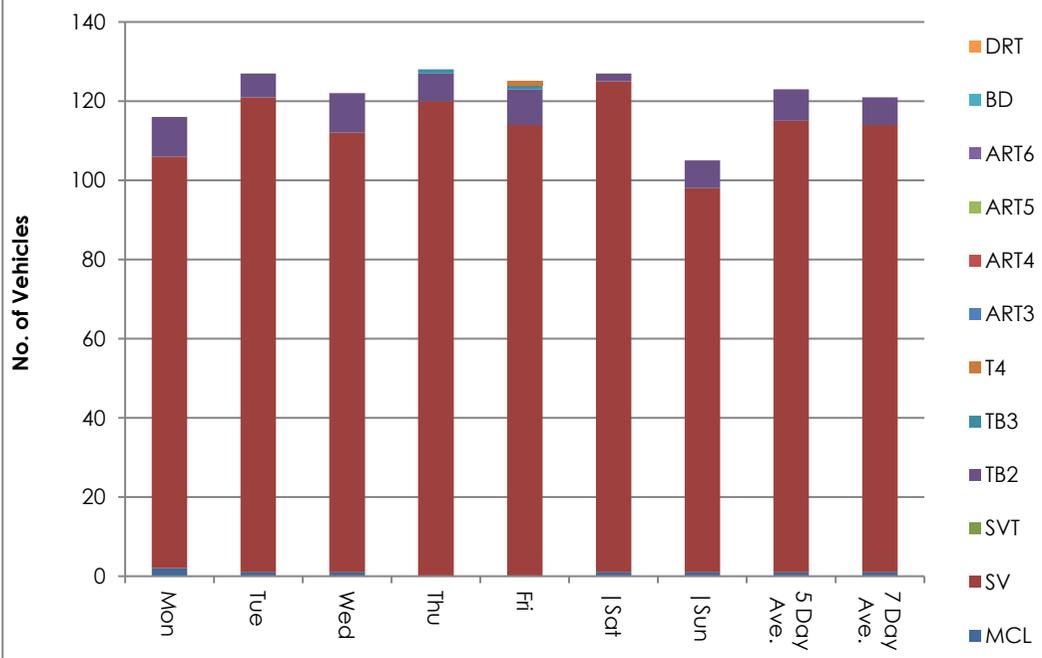
Site 1
 Location Providence Street - 53.68707, -1.60939
 Direction East

15324
 Providence Street
 Apr 24

Virtual Week (1)

Time	Total	Classification												JPSL 30	JPSL% 30	JSL1 35 ACPO	JSL1% 35 ACPO	JSL2 40 DfT	JSL2% 40 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
Mon	116	2	104	0	10	0	0	0	0	0	0	0	0	1	0.9	0	0.0	0	0.0	18.7	22.1
Tue	127	1	120	0	6	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	19.3	22.9
Wed	122	1	111	0	10	0	0	0	0	0	0	0	0	2	1.6	0	0.0	0	0.0	19.2	23.4
Thu	128	0	120	0	7	1	0	0	0	0	0	0	0	1	0.8	0	0.0	0	0.0	18.6	22.8
Fri	125	0	114	0	9	1	1	0	0	0	0	0	0	2	1.6	0	0.0	0	0.0	18.2	22.1
| Sat	127	1	124	0	2	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	18.1	22
| Sun	105	1	97	0	7	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	17.8	21.9
5 Day Ave.	124	1	114	0	8	0	0	0	0	0	0	0	0	1	0.8	0	0.0	0	0.0	18.8	22.7
7 Day Ave.	121	1	113	0	7	0	0	0	0	0	0	0	0	1	0.7	0	0.0	0	0.0	18.6	22.5
--	850	6	790	0	51	2	1	0	0	0	0	0	0	6	0.7	0	0.0	0	0.0	18.6	22.5

Summary Graphs



Site 1
Location Providence Street - 53.68707, -1.60939
Direction East

15324
Providence Street
Apr 24



Site 1
 Location Providence Street - 53.68707, -1.60939
 Direction East

15324
 Providence Street
 Apr 24

Wednesday, 17 April 2024

Automatic Traffic Count

Time	Total	Speed Bins (mph)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	5	0	0	1	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	8	0	0	1	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	9	0	1	1	2	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	5	0	0	1	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	5	0	1	1	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	7	0	0	0	3	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	10	0	0	1	2	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	3	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	14	0	1	1	5	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	9	0	1	0	5	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	19	0	0	3	9	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	11	0	0	2	5	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	11	0	1	2	5	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	3	0	0	0	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	105	0	4	13	41	41	5	1	0	0	0	0	0	0	0	0													
06-22	120	0	5	15	47	45	6	2	0	0	0	0	0	0	0	0													
	122	0	5	15	47	47	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	122	0	5	15	47	47	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



Site 1
 Location Providence Street - 53.68707, -1.60939
 Direction East

15324
 Providence Street
 Apr 24

Thursday, 18 April 2024

Time	Total	Speed Bins (mph)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	2	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	3	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	7	0	1	1	3	1	0	1	0	0	0	0	0	0	0	0													
0900	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	7	0	0	1	1	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	7	0	0	2	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	10	0	0	1	4	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	9	0	0	3	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	4	0	0	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	9	0	0	2	4	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	11	0	0	3	3	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	20	0	1	5	8	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	12	0	0	2	7	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	6	0	0	0	3	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	8	0	0	1	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	7	0	0	0	3	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	102	0	2	21	46	30	2	1	0	0	0	0	0	0	0	0													
06-22	125	0	2	22	58	37	5	1	0	0	0	0	0	0	0	0													
	125	0	2	22	58	37	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	128	0	2	22	58	39	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



Site 1
 Location Providence Street - 53.68707, -1.60939
 Direction East

15324
 Providence Street
 Apr 24

Friday, 19 April 2024

Time	Total	Speed Bins (mph)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	4	1	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	3	0	0	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	7	0	0	3	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	7	0	0	0	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	9	0	0	2	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	13	0	0	4	4	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	8	0	0	3	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	8	0	0	1	3	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	10	0	0	0	7	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	10	0	0	1	6	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	9	0	1	0	5	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	10	0	1	1	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	7	0	0	1	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	6	0	0	1	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	6	0	0	0	2	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	98	1	2	16	47	27	5	0	0	0	0	0	0	0	0														
06-22	115	1	2	18	57	32	5	0	0	0	0	0	0	0	0														
	122	1	2	19	59	35	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	125	1	2	20	60	35	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



Site 1
 Location Providence Street - 53.68707, -1.60939
 Direction East

15324
 Providence Street
 Apr 24

Saturday, 20 April 2024

Time	Total	Speed Bins (mph)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	7	0	1	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	10	0	1	4	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	11	0	0	1	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	13	0	0	2	6	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	11	0	0	2	5	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	11	0	1	3	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	12	0	1	3	5	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	11	0	0	2	4	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	12	0	0	1	5	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	6	0	0	2	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	5	0	0	2	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	4	0	0	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	2	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	5	0	0	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	106	0	4	23	43	33	3	0	0	0	0	0	0	0	0														
06-22	118	0	4	26	47	38	3	0	0	0	0	0	0	0	0														
	126	0	4	26	53	40	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	127	0	4	26	54	40	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



Site 1
 Location Providence Street - 53.68707, -1.60939
 Direction East

15324
 Providence Street
 Apr 24

Sunday, 21 April 2024

Time	Total	Speed Bins (mph)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	2	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	7	0	0	1	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	5	0	0	0	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	11	0	0	1	5	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	14	0	0	3	9	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	8	0	1	1	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	10	0	0	2	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	7	0	0	1	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	12	0	1	3	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	9	0	1	0	5	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	7	0	1	2	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	5	0	0	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	5	0	0	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	91	0	4	15	47	21	4	0	0	0	0	0	0	0	0														
06-22	102	0	4	20	52	22	4	0	0	0	0	0	0	0	0														
	103	0	4	20	52	23	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	105	0	4	21	53	23	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



Site 1
 Location Providence Street - 53.68707, -1.60939
 Direction East

15324
 Providence Street
 Apr 24

Monday, 22 April 2024

Time	Total	Speed Bins (mph)																										
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	6	0	0	1	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	6	0	0	2	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	4	0	0	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	5	0	0	1	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	11	0	0	0	6	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	9	0	0	0	6	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	2	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	10	0	0	2	5	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	11	0	0	2	3	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	16	0	1	3	8	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	14	0	0	2	7	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	7	0	0	1	2	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	5	0	0	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	4	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	2	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	95	0	1	14	48	30	1	1	0	0	0	0	0	0	0													
06-22	111	0	1	15	54	38	2	1	0	0	0	0	0	0	0													
	113	0	1	16	55	38	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	116	0	1	16	57	39	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



Site 1
 Location Providence Street - 53.68707, -1.60939
 Direction East

15324
 Providence Street
 Apr 24

Tuesday, 23 April 2024

Time	Total	Speed Bins (mph)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	2	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	4	0	0	1	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	4	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	9	0	0	0	6	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	8	0	0	2	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	4	0	0	0	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	8	1	0	0	2	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	7	0	0	1	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	9	0	1	0	3	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	11	0	0	0	6	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	7	0	0	1	2	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	20	0	0	1	9	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	10	0	0	3	6	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	9	0	0	2	2	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	6	0	0	0	2	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	3	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	101	1	1	11	43	39	6	0	0	0	0	0	0	0	0														
06-22	118	1	1	13	48	48	7	0	0	0	0	0	0	0	0														
	122	1	1	13	49	49	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	127	1	1	14	51	50	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



Site 1
 Location Providence Street - 53.68707, -1.60939
 Direction East

15324
 Providence Street
 Apr 24

Virtual Day (7)

Time	Total	Speed Bins (mph)																										
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	4	0	0	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	7	0	0	1	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	7	0	0	1	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	7	0	0	1	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	11	0	0	1	5	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	9	0	0	2	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	7	0	0	1	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	10	0	0	1	5	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	10	0	0	2	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	15	0	1	2	7	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	10	0	0	2	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	7	0	0	1	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	5	0	0	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	3	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	3	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	100	0	3	16	45	32	4	0	0	0	0	0	0	0														
06-22	116	0	3	18	52	37	5	1	0	0	0	0	0	0	0													
	119	0	3	19	53	38	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	121	0	3	19	54	39	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



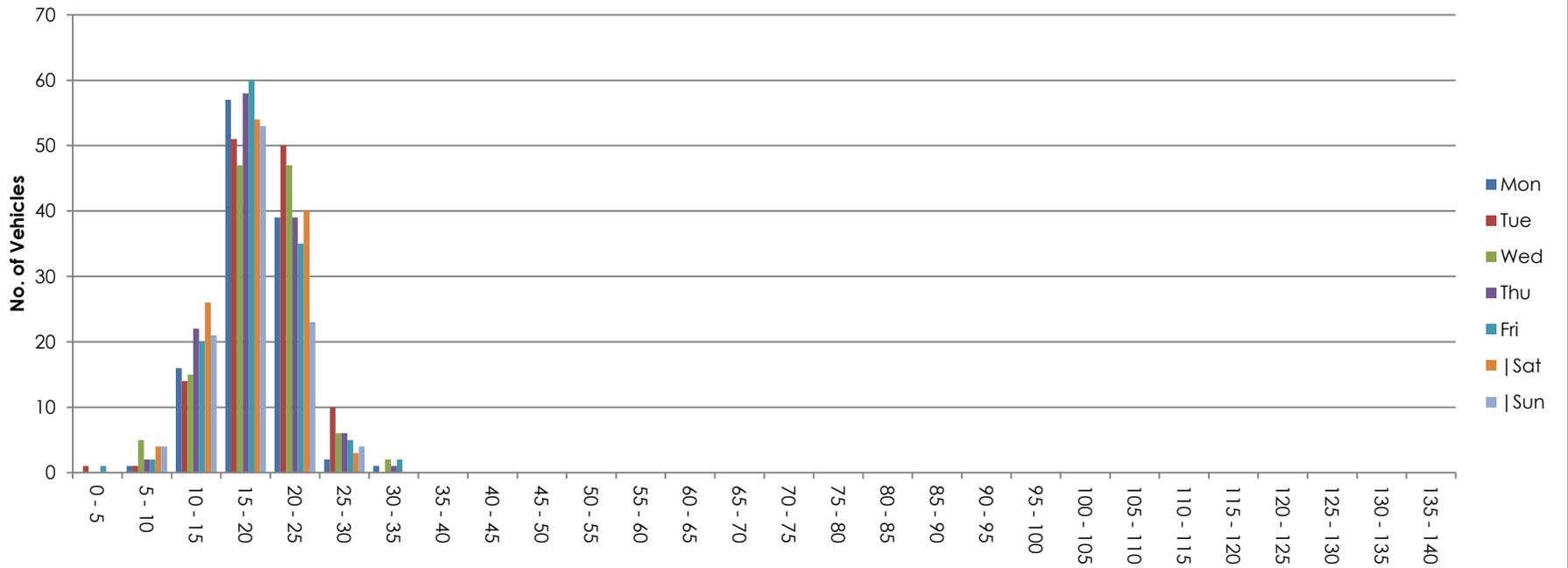
Site 1
 Location Providence Street - 53.68707, -1.60939
 Direction East

15324
 Providence Street
 Apr 24

Virtual Week (1)

Time	Total	Speed Bins (mph)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
Mon	116	0	1	16	57	39	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Tue	127	1	1	14	51	50	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Wed	122	0	5	15	47	47	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Thu	128	0	2	22	58	39	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Fri	125	1	2	20	60	35	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
|Sat	127	0	4	26	54	40	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
|Sun	105	0	4	21	53	23	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5 Day Ave.	124	0	2	17	55	42	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7 Day Ave.	121	0	3	19	54	39	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
--	850	2	19	134	380	273	36	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Summary Graphs



Site 1
Location Providence Street - 53.68707, -1.60939
Direction East

15324
Providence Street
Apr 24

Speed Bins

Site 1
 Location Providence Street - 53.68707, -1.60939
 Direction West

15324
 Providence Street
 Apr 24

Wednesday, 17 April 2024

Automatic Traffic Count

Time	Total	Classification												JPSL 30	JPSL% 30	JSL1 35 ACPO	JSL1% 35 ACPO	JSL2 40 DfT	JSL2% 40 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-
0500	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	15.7	-
0600	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	21.7	-
0700	19	0	17	0	2	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	20.1	25.8
0800	15	0	13	1	1	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	18.2	25.9
0900	5	0	5	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	21.4	-
1000	8	0	7	0	1	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	14.7	-
1100	7	0	7	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	19.3	-
1200	6	0	5	0	1	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	18.6	-
1300	9	0	8	0	1	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	19.9	-
1400	7	0	5	0	2	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	16	-
1500	9	0	9	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	18.6	-
1600	8	0	8	0	0	0	0	0	0	0	0	0	0	1	12.5	0	0.0	0	0.0	21.7	-
1700	9	1	7	0	1	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	16.9	-
1800	7	0	7	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	18.6	-
1900	5	0	5	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	15.3	-
2000	1	0	1	0	0	0	0	0	0	0	0	0	0	1	100.0	0	0.0	0	0.0	34.4	-
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-
2200	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	23.2	-
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-
07-19	109	1	98	1	9	0	0	0	0	0	0	0	0	1	0.9	0	0.0	0	0.0	18.7	23.5
06-22	119	1	108	1	9	0	0	0	0	0	0	0	0	2	1.7	0	0.0	0	0.0	18.8	23.8
	120	1	109	1	9	0	0	0	0	0	0	0	0	2	1.7	0	0.0	0	0.0	18.8	23.7
	121	1	110	1	9	0	0	0	0	0	0	0	0	2	1.7	0	0.0	0	0.0	18.8	23.6



Site 1
 Location Providence Street - 53.68707, -1.60939
 Direction West

15324
 Providence Street
 Apr 24

Thursday, 18 April 2024

Time	Total	Classification												JPSL 30	JPSL% 30	JSL1 35 ACPO	JSL1% 35 ACPO	JSL2 40 DfT	JSL2% 40 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	23	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-
0300	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	28.1	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-
0500	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	5.5	-
0600	8	0	8	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	18.8	-
0700	16	0	15	0	1	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	20	23.7
0800	12	0	10	0	1	1	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	19.1	25
0900	7	0	6	0	1	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	18.7	-
1000	6	0	4	0	1	0	1	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	18.1	-
1100	9	0	9	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	19.6	-
1200	5	0	5	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	20.1	-
1300	8	0	7	0	1	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	17.9	-
1400	7	0	7	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	18.4	-
1500	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	17.3	-
1600	10	0	8	0	1	1	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	15.1	-
1700	7	0	7	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	17.2	-
1800	9	0	9	0	0	0	0	0	0	0	0	0	0	1	11.1	0	0.0	0	0.0	20.2	-
1900	5	0	5	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	21.5	-
2000	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	19.7	-
2100	5	0	5	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	19.5	-
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-
07-19	100	0	91	0	6	2	1	0	0	0	0	0	0	1	1.0	0	0.0	0	0.0	18.6	22.3
06-22	122	0	113	0	6	2	1	0	0	0	0	0	0	1	0.8	0	0.0	0	0.0	18.8	23
	122	0	113	0	6	2	1	0	0	0	0	0	0	1	0.8	0	0.0	0	0.0	18.8	23
	125	0	115	0	7	2	1	0	0	0	0	0	0	1	0.8	0	0.0	0	0.0	18.8	23.1



Site 1
 Location Providence Street - 53.68707, -1.60939
 Direction West

15324
 Providence Street
 Apr 24

Friday, 19 April 2024

Time	Total	Classification												JPSL 30	JPSL% 30	JSL1 35 ACPO	JSL1% 35 ACPO	JSL2 40 DfT	JSL2% 40 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	28	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-
0400	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	21.7	-
0500	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	17.1	-
0600	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	17.1	-
0700	13	0	12	0	1	0	0	0	0	0	0	0	0	1	7.7	0	0.0	0	0.0	21.1	27.6
0800	12	0	10	0	2	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	18.6	23.6
0900	2	0	1	0	0	1	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	16.1	-
1000	6	0	5	0	1	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	18.2	-
1100	9	0	7	0	2	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	20.3	-
1200	12	0	10	0	2	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	15.5	22.1
1300	8	0	7	0	1	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	19.9	-
1400	8	0	8	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	18.2	-
1500	9	0	8	0	1	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	17.8	-
1600	7	0	7	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	17.3	-
1700	9	0	9	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	17.4	-
1800	6	0	6	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	17	-
1900	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	17.9	-
2000	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	17.9	-
2100	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	15.6	-
2200	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	21.5	-
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-
07-19	101	0	90	0	10	1	0	0	0	0	0	0	0	1	1.0	0	0.0	0	0.0	18.3	22.7
06-22	115	0	104	0	10	1	0	0	0	0	0	0	0	1	0.9	0	0.0	0	0.0	18.2	22.6
	116	0	105	0	10	1	0	0	0	0	0	0	0	1	0.9	0	0.0	0	0.0	18.2	22.6
	120	0	109	0	10	1	0	0	0	0	0	0	0	1	0.8	0	0.0	0	0.0	18.3	22.6



Site 1
 Location Providence Street - 53.68707, -1.60939
 Direction West

15324
 Providence Street
 Apr 24

Saturday, 20 April 2024

Time	Total	Classification												JPSL 30	JPSL% 30	JSL1 35 ACPO	JSL1% 35 ACPO	JSL2 40 DfT	JSL2% 40 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	23.2	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-
0300	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	11.1	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-
0500	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	13.8	-
0600	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	18.7	-
0700	6	0	5	0	1	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	17.9	-
0800	7	0	6	0	0	1	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	18.4	-
0900	10	1	9	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	19.5	-
1000	6	0	6	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	20	-
1100	10	0	9	0	1	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	18.2	-
1200	12	0	10	0	2	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	18.4	23
1300	9	0	9	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	17.3	-
1400	10	0	10	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	19.6	-
1500	8	0	8	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	15.4	-
1600	11	0	11	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	19.7	23.6
1700	9	0	9	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	20.2	-
1800	8	0	8	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	20.5	-
1900	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	18.8	-
2000	5	0	5	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	20.6	-
2100	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	16.9	-
2200	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	21.2	-
2300	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	18.6	-
07-19	106	1	100	0	4	1	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	18.8	22.8
06-22	116	1	110	0	4	1	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	18.9	22.8
	120	1	114	0	4	1	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	18.9	22.8
	123	1	117	0	4	1	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	18.8	23



Site 1
 Location Providence Street - 53.68707, -1.60939
 Direction West

15324
 Providence Street
 Apr 24

Sunday, 21 April 2024

Time	Total	Classification												JPSL 30	JPSL% 30	JSL1 35 ACPO	JSL1% 35 ACPO	JSL2 40 DfT	JSL2% 40 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-
0100	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	13.5	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-
0500	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	14.3	-
0600	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	20.2	-
0700	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	17	-
0800	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	12.3	-
0900	9	0	8	0	1	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	19.5	-
1000	9	0	8	0	0	1	0	0	0	0	0	0	0	1	11.1	1	11.1	0	0.0	22.9	-
1100	11	1	9	0	0	1	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	19	23.4
1200	12	0	11	0	1	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	18	21.9
1300	7	0	7	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	17.1	-
1400	13	0	12	0	1	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	16.5	21.9
1500	4	1	2	0	1	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	19.3	-
1600	10	0	10	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	19.4	-
1700	5	0	5	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	17.1	-
1800	8	1	7	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	15.4	-
1900	7	0	6	0	1	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	19.2	-
2000	3	0	1	0	2	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	19.1	-
2100	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	17	-
2200	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	25.9	-
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-
07-19	92	3	83	0	4	2	0	0	0	0	0	0	0	1	1.1	1	1.1	0	0.0	18.3	23.2
06-22	107	3	95	0	7	2	0	0	0	0	0	0	0	1	0.9	1	0.9	0	0.0	18.4	23.2
	108	3	96	0	7	2	0	0	0	0	0	0	0	1	0.9	1	0.9	0	0.0	18.4	23.6
	110	3	98	0	7	2	0	0	0	0	0	0	0	1	0.9	1	0.9	0	0.0	18.4	23.4



Site 1
 Location Providence Street - 53.68707, -1.60939
 Direction West

15324
 Providence Street
 Apr 24

Monday, 22 April 2024

Time	Total	Classification												JPSL 30	JPSL% 30	JSL1 35 ACPO	JSL1% 35 ACPO	JSL2 40 DfT	JSL2% 40 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	16.7	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-
0400	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	23.8	-
0500	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	20	-
0600	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	20.2	-
0700	18	0	17	0	1	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	19.2	22.8
0800	8	0	6	0	2	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	21.5	-
0900	10	0	7	0	3	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	18.3	-
1000	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	20.4	-
1100	8	0	8	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	19.7	-
1200	6	0	5	0	1	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	17.6	-
1300	8	0	7	0	1	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	16.4	-
1400	8	1	7	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	15.8	-
1500	9	0	7	0	1	1	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	19.2	-
1600	7	0	7	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	19.1	-
1700	10	0	9	0	1	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	19.7	-
1800	9	0	7	0	2	0	0	0	0	0	0	0	0	1	11.1	0	0.0	0	0.0	20.2	-
1900	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	19.1	-
2000	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	27.4	-
2100	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	17.3	-
2200	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	15.7	-
2300	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	19.6	-
07-19	103	1	89	0	12	1	0	0	0	0	0	0	0	1	1.0	0	0.0	0	0.0	18.9	23
06-22	113	1	99	0	12	1	0	0	0	0	0	0	0	1	0.9	0	0.0	0	0.0	19	23
	115	1	101	0	12	1	0	0	0	0	0	0	0	1	0.9	0	0.0	0	0.0	19	23
	119	1	105	0	12	1	0	0	0	0	0	0	0	1	0.8	0	0.0	0	0.0	19	23.1



Site 1
 Location Providence Street - 53.68707, -1.60939
 Direction West

15324
 Providence Street
 Apr 24

Tuesday, 23 April 2024

Time	Total	Classification												JPSL 30	JPSL% 30	JSL1 35 ACPO	JSL1% 35 ACPO	JSL2 40 DfT	JSL2% 40 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-
0300	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	21.9	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-
0500	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	13.2	-
0600	9	0	9	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	19.5	-
0700	15	0	14	0	1	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	20.6	24.9
0800	12	0	11	0	1	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	17.3	22.5
0900	6	0	6	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	18.4	-
1000	6	0	5	0	1	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	20.1	-
1100	8	0	7	0	1	0	0	0	0	0	0	0	0	1	12.5	0	0.0	0	0.0	21.9	-
1200	9	0	9	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	17.9	-
1300	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	20.9	-
1400	13	0	13	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	18.2	21.9
1500	7	0	7	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	20.4	-
1600	4	0	3	0	1	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	20.1	-
1700	10	0	9	0	1	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	20	-
1800	8	0	8	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	20.4	-
1900	7	0	7	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	17.5	-
2000	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	16.1	-
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-
07-19	102	0	96	0	6	0	0	0	0	0	0	0	0	1	1.0	0	0.0	0	0.0	19.5	23.8
06-22	121	0	115	0	6	0	0	0	0	0	0	0	0	1	0.8	0	0.0	0	0.0	19.3	23.7
	121	0	115	0	6	0	0	0	0	0	0	0	0	1	0.8	0	0.0	0	0.0	19.3	23.7
	123	0	117	0	6	0	0	0	0	0	0	0	0	1	0.8	0	0.0	0	0.0	19.3	23.7



Site 1
 Location Providence Street - 53.68707, -1.60939
 Direction West

15324
 Providence Street
 Apr 24

Virtual Day (7)

Time	Total	Classification												]PSL 30	]PSL% 30	]SL1 35 ACPO	]SL1% 35 ACPO	]SL2 40 DfT	]SL2% 40 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	22.7	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	13.5	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	20.4	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	22.8	-
0500	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	15.2	-
0600	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	19.4	-
0700	13	0	12	0	1	0	0	0	0	0	0	0	0	0	1.1	0	0.0	0	0.0	19.9	23.8
0800	10	0	8	0	1	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	18.6	-
0900	7	0	6	0	1	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	19.1	-
1000	6	0	5	0	1	0	0	0	0	0	0	0	0	0	2.3	0	2.3	0	0.0	19.1	-
1100	9	0	8	0	1	0	0	0	0	0	0	0	0	0	1.6	0	0.0	0	0.0	19.7	-
1200	9	0	8	0	1	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	17.8	-	
1300	8	0	7	0	1	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	18.3	-
1400	9	0	9	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	17.6	-
1500	7	0	6	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	18.3	-
1600	8	0	8	0	0	0	0	0	0	0	0	0	0	0	1.8	0	0.0	0	0.0	18.8	-
1700	8	0	8	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	18.5	-
1800	8	0	7	0	0	0	0	0	0	0	0	0	0	0	3.6	0	0.0	0	0.0	19	-
1900	5	0	5	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	18.4	-
2000	3	0	3	0	0	0	0	0	0	0	0	0	0	0	5.0	0	0.0	0	0.0	20.1	-
2100	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	17.6	-
2200	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	21.5	-
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	18.9	-
07-19	102	1	92	0	7	1	0	0	0	0	0	0	0	1	0.8	0	0.1	0	0.0	18.7	23
06-22	116	1	106	0	8	1	0	0	0	0	0	0	0	1	0.9	0	0.1	0	0.0	18.8	23.1
	117	1	108	0	8	1	0	0	0	0	0	0	0	1	0.9	0	0.1	0	0.0	18.8	23.2
	120	1	110	0	8	1	0	0	0	0	0	0	0	1	0.8	0	0.1	0	0.0	18.8	23.2



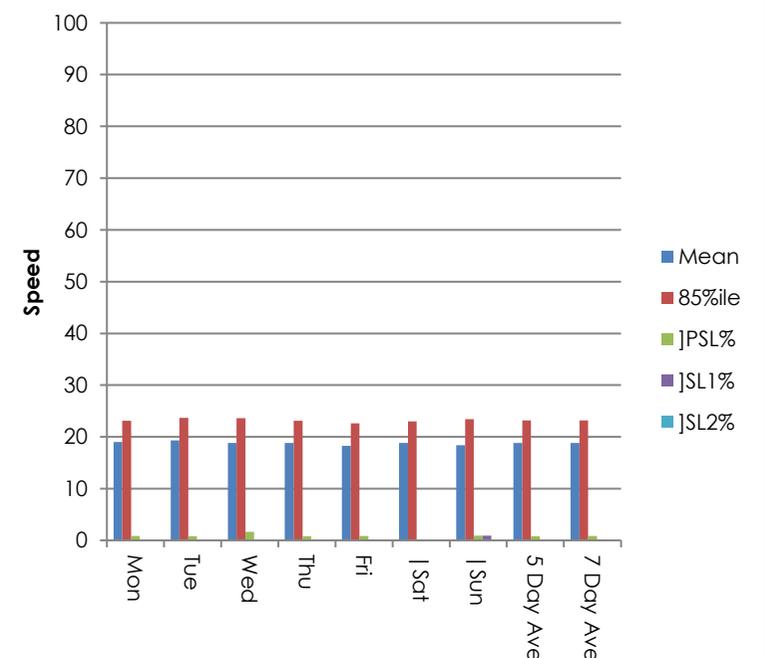
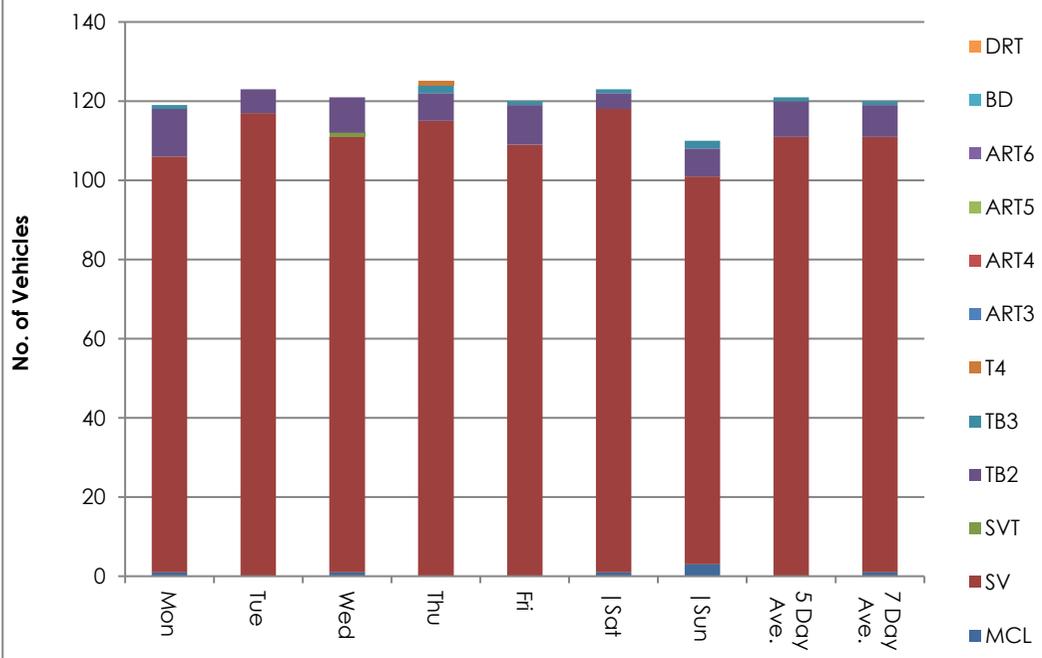
Site 1
 Location Providence Street - 53.68707, -1.60939
 Direction West

15324
 Providence Street
 Apr 24

Virtual Week (1)

Time	Total	Classification												JPSL 30	JPSL% 30	JSL1 35 ACPO	JSL1% 35 ACPO	JSL2 40 DfT	JSL2% 40 DfT	Mean	Vpp 85	
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT									
Mon	119	1	105	0	12	1	0	0	0	0	0	0	0	0	1	0.8	0	0.0	0	0.0	19	23.1
Tue	123	0	117	0	6	0	0	0	0	0	0	0	0	0	1	0.8	0	0.0	0	0.0	19.3	23.7
Wed	121	1	110	1	9	0	0	0	0	0	0	0	0	0	2	1.7	0	0.0	0	0.0	18.8	23.6
Thu	125	0	115	0	7	2	1	0	0	0	0	0	0	0	1	0.8	0	0.0	0	0.0	18.8	23.1
Fri	120	0	109	0	10	1	0	0	0	0	0	0	0	0	1	0.8	0	0.0	0	0.0	18.3	22.6
| Sat	123	1	117	0	4	1	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	18.8	23
| Sun	110	3	98	0	7	2	0	0	0	0	0	0	0	0	1	0.9	1	0.9	0	0.0	18.4	23.4
5 Day Ave.	122	0	111	0	9	1	0	0	0	0	0	0	0	0	1	0.8	0	0.0	0	0.0	18.8	23.2
7 Day Ave.	120	1	110	0	8	1	0	0	0	0	0	0	0	0	1	0.8	0	0.1	0	0.0	18.8	23.2
--	841	6	771	1	55	7	1	0	0	0	0	0	0	7	0.8	1	0.1	0	0.0	18.8	23.2	

Summary Graphs



Site 1
Location Providence Street - 53.68707, -1.60939
Direction West

15324
Providence Street
Apr 24



Site 1
 Location Providence Street - 53.68707, -1.60939
 Direction West

15324
 Providence Street
 Apr 24

Wednesday, 17 April 2024

Automatic Traffic Count

Time	Total	Speed Bins (mph)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	4	0	0	0	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	19	0	1	3	4	8	3	0	0	0	0	0	0	0	0														
0800	15	0	0	6	4	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	5	0	0	0	1	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	8	1	1	1	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	7	0	0	1	2	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	6	0	0	0	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	9	0	0	2	2	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	7	0	0	3	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	9	0	1	1	2	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	8	0	0	1	3	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	9	0	1	1	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	7	0	0	1	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	5	0	0	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	109	1	4	20	38	35	10	1	0	0	0	0	0	0	0	0													
06-22	119	1	4	23	40	38	11	2	0	0	0	0	0	0	0	0													
	120	1	4	23	40	39	11	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	121	1	4	23	41	39	11	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



Site 1
 Location Providence Street - 53.68707, -1.60939
 Direction West

15324
 Providence Street
 Apr 24

Thursday, 18 April 2024

Time	Total	Speed Bins (mph)																										
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	8	0	0	2	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	16	0	0	3	3	10	0	0	0	0	0	0	0															
0800	12	0	0	3	4	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	7	0	0	0	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	6	0	1	0	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	9	0	0	1	4	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	5	0	0	0	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	8	0	1	1	2	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	7	0	0	1	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	4	0	0	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	10	1	0	4	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	7	0	0	2	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	9	0	0	1	3	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	5	0	0	0	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	4	0	0	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	5	0	0	1	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	100	1	2	16	38	39	3	1	0	0	0	0	0	0	0													
06-22	122	1	2	19	48	46	5	1	0	0	0	0	0	0	0													
	122	1	2	19	48	46	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	125	1	3	19	48	47	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



Site 1
 Location Providence Street - 53.68707, -1.60939
 Direction West

15324
 Providence Street
 Apr 24

Friday, 19 April 2024

Time	Total	Speed Bins (mph)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	2	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	4	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	13	0	0	2	3	5	2	1	0	0	0	0	0	0	0	0													
0800	12	0	0	3	3	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	2	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	6	0	0	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	9	0	0	0	3	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	12	1	1	4	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	8	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	8	0	0	3	1	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	9	0	0	2	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	7	0	1	0	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	9	0	0	3	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	6	0	0	1	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	3	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	3	0	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	101	1	2	19	42	32	4	1	0	0	0	0	0	0	0	0													
06-22	115	1	3	21	49	36	4	1	0	0	0	0	0	0	0	0													
	116	1	3	21	49	37	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	120	1	3	22	49	39	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



Site 1
 Location Providence Street - 53.68707, -1.60939
 Direction West

15324
 Providence Street
 Apr 24

Saturday, 20 April 2024

Time	Total	Speed Bins (mph)																										
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	6	0	0	3	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	7	0	0	2	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	10	0	0	1	4	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	6	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	10	1	0	1	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	12	0	1	2	4	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	9	0	1	2	2	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	10	0	0	0	8	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	8	0	1	2	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	11	0	1	1	2	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	9	0	0	1	2	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	8	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	3	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	5	0	0	0	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	2	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	106	1	4	15	40	39	7	0	0	0	0	0	0	0														
06-22	116	1	4	15	46	43	7	0	0	0	0	0	0	0														
	120	1	4	16	46	46	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	123	1	4	18	46	47	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



Site 1
 Location Providence Street - 53.68707, -1.60939
 Direction West

15324
 Providence Street
 Apr 24

Sunday, 21 April 2024

Time	Total	Speed Bins (mph)																										
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	3	0	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	9	0	0	2	4	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	9	0	0	0	4	3	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	11	0	1	0	4	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	12	0	2	0	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	7	0	0	2	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	13	0	2	1	7	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	4	0	0	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	10	0	0	3	2	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	5	0	0	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	8	1	0	1	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	7	0	0	1	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	3	0	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	4	0	1	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	92	1	5	15	37	28	5	0	1	0	0	0	0	0	0	0												
06-22	107	1	6	18	41	34	6	0	1	0	0	0	0	0	0	0												
	108	1	6	18	41	34	7	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	110	1	6	20	41	34	7	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



Site 1
 Location Providence Street - 53.68707, -1.60939
 Direction West

15324
 Providence Street
 Apr 24

Monday, 22 April 2024

Time	Total	Speed Bins (mph)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	2	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	4	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	18	0	0	4	3	11	0	0	0	0	0	0	0	0															
0800	8	0	0	0	3	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	10	0	0	0	8	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	2	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	8	0	0	0	3	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	6	0	0	1	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	8	0	1	3	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	8	0	1	1	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	9	0	0	3	1	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	7	0	0	1	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	10	0	0	3	1	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	9	0	0	1	5	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	2	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	3	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	103	0	2	17	38	42	3	1	0	0	0	0	0	0	0	0													
06-22	113	0	2	18	42	46	4	1	0	0	0	0	0	0	0	0													
115	0	2	18	44	46	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
119	0	2	19	45	47	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



Site 1
 Location Providence Street - 53.68707, -1.60939
 Direction West

15324
 Providence Street
 Apr 24

Tuesday, 23 April 2024

Time	Total	Speed Bins (mph)																												
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140	
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0300	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0500	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0600	9	0	0	2	2	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0700	15	0	0	3	2	8	2	0	0	0	0	0	0	0	0															
0800	12	0	1	4	2	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0900	6	0	0	1	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1000	6	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1100	8	0	0	1	2	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1200	9	0	1	0	5	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1300	4	0	0	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1400	13	0	0	2	6	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1500	7	0	0	2	1	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1600	4	0	0	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1700	10	0	0	2	2	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1800	8	0	0	1	2	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1900	7	0	0	2	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2000	3	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	102	0	2	16	30	45	8	1	0	0	0	0	0	0	0	0														
06-22	121	0	2	21	35	52	10	1	0	0	0	0	0	0	0	0														
	121	0	2	21	35	52	10	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	123	0	2	22	35	53	10	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	



Site 1
 Location Providence Street - 53.68707, -1.60939
 Direction West

15324
 Providence Street
 Apr 24

Virtual Day (7)

Time	Total	Speed Bins (mph)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	4	0	0	1	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	13	0	0	3	2	6	1	0	0	0	0	0	0	0	0														
0800	10	0	0	3	3	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	7	0	0	1	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	6	0	0	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	9	0	0	1	3	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	9	0	1	1	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	8	0	0	1	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	9	0	0	2	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	7	0	0	2	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	8	0	0	1	3	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	8	0	0	2	3	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	8	0	0	1	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	5	0	0	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	3	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	2	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	102	1	3	17	38	37	6	1	0	0	0	0	0	0	0	0													
06-22	116	1	3	19	43	42	7	1	0	0	0	0	0	0	0	0													
	117	1	3	19	43	43	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	120	1	3	20	44	44	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



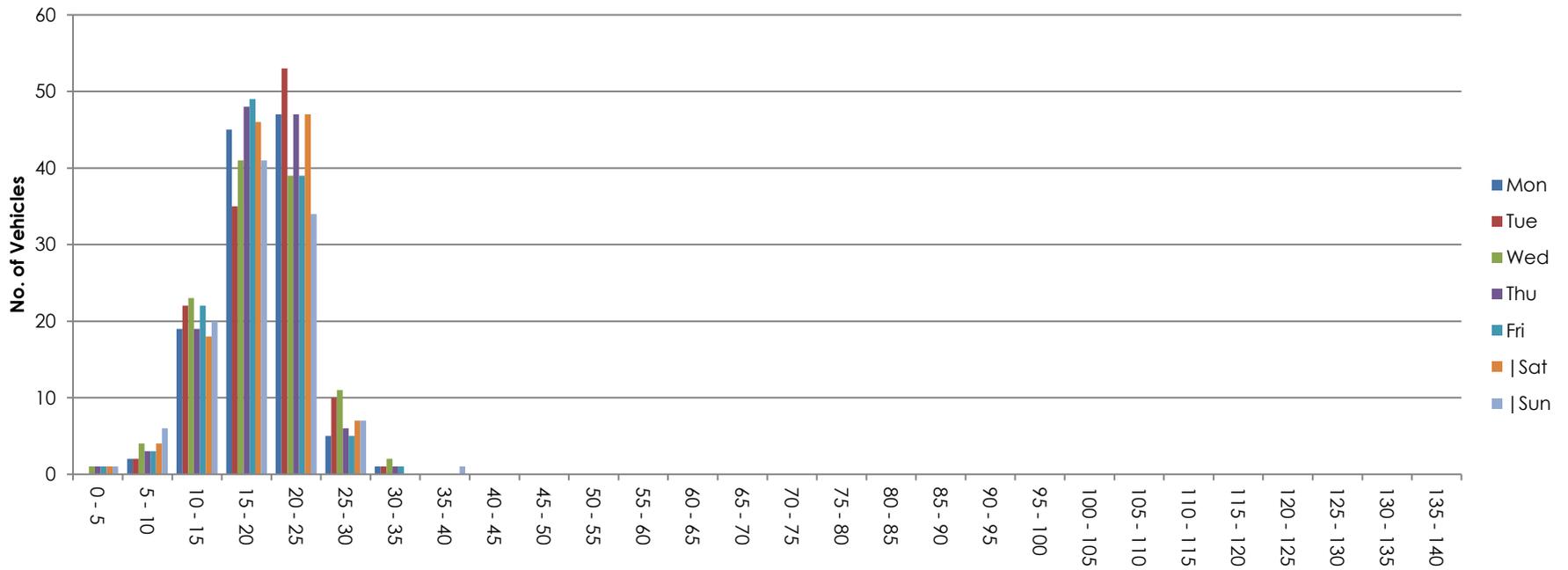
Site 1
 Location Providence Street - 53.68707, -1.60939
 Direction West

15324
 Providence Street
 Apr 24

Virtual Week (1)

Time	Total	Speed Bins (mph)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
Mon	119	0	2	19	45	47	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Tue	123	0	2	22	35	53	10	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Wed	121	1	4	23	41	39	11	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Thu	125	1	3	19	48	47	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Fri	120	1	3	22	49	39	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
|Sat	123	1	4	18	46	47	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
|Sun	110	1	6	20	41	34	7	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5 Day Ave.	122	1	3	21	44	45	7	1	0	0	0	0	0	0	0														
7 Day Ave.	120	1	3	20	44	44	7	1	0	0	0	0	0	0	0														
--	841	5	24	143	305	306	51	6	1	0	0	0	0	0	0	0													

Summary Graphs



29 Syke Ln, Dewsbury WF12 8HT, UK

☀ 171°S (T) ● 53.687964, -1.609708 ±64m ▲ 144m



15324-02

15 Apr 2024, 8:47:11 am

	Site / Location: Skye Lane - 53.68767, -1.60976	Project No: 15324	Photo No: 2	Drawn By: RN
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Survey Date:	Wednesday, 17 April 2024 - Tuesday, 23 April 2024	Project Name:	Providence Street
Survey Times:	00:00 - 00:00 (24 Hour)	Title:	Site Photograph



15324
Providence Street
Apr-24
Automatic Traffic Count

Site No.	Location.	Direction.	Speed Limit - PSL (mph)	Start Date.	End Date.	Total Vehicles.	5 Day Ave.	7 Day Ave.	No. > Speed Limit.	% > Speed Limit.	No. > ACPO Limit.	% > ACPO Limit.	No. > DfT Limit.	% > DfT Limit.	Mean Speed	85%ile Speed
2	Skye Lane - 53.68767, -1.60976	North	30	Wednesday, 17 April 2024	Tuesday, 23 April 2024	14802	2268	2115	5715	38.6	1292	8.7	267	1.8	28.5	33.3
		South	30	Wednesday, 17 April 2024	Tuesday, 23 April 2024	14277	2173	2040	3813	26.7	866	6.1	176	1.2	27.2	32.1
		Both Directions	30	Wednesday, 17 April 2024	Tuesday, 23 April 2024	29079	4440	4154	9528	32.8	2158	7.4	443	1.5	27.9	32.8

Site 2
 Location Skye Lane - 53.68767, -1.60976
 Direction North

15324
 Providence Street
 Apr 24

Wednesday, 17 April 2024

Automatic Traffic Count

Time	Total	Classification												JPSL 30	JPSL% 30	JSL1 35 ACPO	JSL1% 35 ACPO	JSL2 40 DfT	JSL2% 40 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	1	0	1	0	0	0	0	0	0	0	0	0	0	1	100.0	0	0.0	0	0.0	30.7	-
0100	4	0	3	0	1	0	0	0	0	0	0	0	0	2	50.0	1	25.0	0	0.0	28.7	-
0200	2	0	2	0	0	0	0	0	0	0	0	0	0	2	100.0	1	50.0	0	0.0	36	-
0300	2	0	2	0	0	0	0	0	0	0	0	0	0	1	50.0	1	50.0	0	0.0	32.1	-
0400	5	1	3	0	1	0	0	0	0	0	0	0	0	1	20.0	0	0.0	0	0.0	25.9	-
0500	47	1	40	0	6	0	0	0	0	0	0	0	0	22	46.8	8	17.0	3	6.4	28.3	35.6
0600	81	0	68	0	12	0	0	0	1	0	0	0	0	43	53.1	7	8.6	2	2.5	29.7	34.1
0700	155	1	136	1	15	0	0	0	1	0	1	0	0	82	52.9	17	11.0	2	1.3	29.5	34.4
0800	176	0	158	1	16	1	0	0	0	0	0	0	0	71	40.3	11	6.3	1	0.6	28.8	33.3
0900	132	2	118	0	8	4	0	0	0	0	0	0	0	48	36.4	9	6.8	2	1.5	28.5	32.8
1000	114	4	97	1	11	1	0	0	0	0	0	0	0	14	12.3	2	1.8	0	0.0	24.6	29.5
1100	124	1	107	0	14	1	1	0	0	0	0	0	0	38	30.7	3	2.4	0	0.0	26.5	31.7
1200	119	0	106	0	13	0	0	0	0	0	0	0	0	27	22.7	9	7.6	1	0.8	27.5	31.4
1300	131	1	112	2	15	1	0	0	0	0	0	0	0	33	25.2	2	1.5	0	0.0	26.7	31.3
1400	164	2	149	0	8	3	2	0	0	0	0	0	0	45	27.4	8	4.9	1	0.6	27	31.6
1500	176	4	157	1	12	1	1	0	0	0	0	0	0	71	40.3	9	5.1	1	0.6	28.6	32.7
1600	175	1	152	0	19	2	0	0	0	0	1	0	0	67	38.3	11	6.3	2	1.1	28.8	32.9
1700	188	4	172	0	10	2	0	0	0	0	0	0	0	81	43.1	24	12.8	5	2.7	28.7	34.6
1800	155	1	144	0	8	1	1	0	0	0	0	0	0	67	43.2	13	8.4	1	0.6	29.4	33.4
1900	101	1	94	0	5	1	0	0	0	0	0	0	0	47	46.5	16	15.8	3	3.0	29.7	35.1
2000	83	0	80	0	3	0	0	0	0	0	0	0	0	32	38.6	10	12.1	2	2.4	29.2	33.2
2100	50	1	46	0	2	0	1	0	0	0	0	0	0	20	40.0	5	10.0	2	4.0	28.7	34.2
2200	39	0	36	0	3	0	0	0	0	0	0	0	0	20	51.3	3	7.7	0	0.0	29.4	34.6
2300	14	0	13	0	1	0	0	0	0	0	0	0	0	3	21.4	2	14.3	2	14.3	28.6	41.3
07-19	1809	21	1608	6	149	17	5	0	1	0	2	0	0	644	35.6	118	6.5	16	0.9	28	32.7
06-22	2124	23	1896	6	171	18	6	0	2	0	2	0	0	786	37.0	156	7.3	25	1.2	28.2	33
	177	23	1945	6	175	18	6	0	2	0	2	0	0	809	37.2	161	7.4	27	1.2	28.3	33.1
	238	25	1996	6	183	18	6	0	2	0	2	0	0	838	37.4	172	7.7	30	1.3	28.3	33.2



Site 2
 Location Skye Lane - 53.68767, -1.60976
 Direction North

15324
 Providence Street
 Apr 24

Thursday, 18 April 2024

Time	Total	Classification												JPSL 30	JPSL% 30	JSL1 35 ACPO	JSL1% 35 ACPO	JSL2 40 DfT	JSL2% 40 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	16	0	15	0	1	0	0	0	0	0	0	0	0	6	37.5	2	12.5	1	6.3	29.6	35.1
0100	2	0	2	0	0	0	0	0	0	0	0	0	0	1	50.0	0	0.0	0	0.0	27.8	-
0200	4	0	4	0	0	0	0	0	0	0	0	0	0	3	75.0	2	50.0	1	25.0	35.5	-
0300	1	0	1	0	0	0	0	0	0	0	0	0	0	1	100.0	0	0.0	0	0.0	32.8	-
0400	9	0	8	0	1	0	0	0	0	0	0	0	0	6	66.7	0	0.0	0	0.0	27.4	-
0500	47	0	39	0	8	0	0	0	0	0	0	0	0	29	61.7	9	19.2	0	0.0	30.6	35.8
0600	86	1	73	1	9	0	0	0	1	0	1	0	0	45	52.3	11	12.8	0	0.0	29.6	34.6
0700	134	1	115	1	17	0	0	0	0	0	0	0	0	66	49.3	16	11.9	2	1.5	29.3	34.7
0800	193	0	181	0	12	0	0	0	0	0	0	0	0	88	45.6	19	9.8	3	1.6	29.8	33.3
0900	136	0	116	0	18	1	1	0	0	0	0	0	0	43	31.6	7	5.1	2	1.5	27.4	32.8
1000	111	2	94	0	13	2	0	0	0	0	0	0	0	31	27.9	7	6.3	1	0.9	26.2	31.9
1100	101	2	84	0	9	3	1	0	0	1	1	0	0	21	20.8	0	0.0	0	0.0	25.9	31.2
1200	137	3	118	2	10	4	0	0	0	0	0	0	0	37	27.0	6	4.4	1	0.7	27	31.8
1300	140	4	120	0	12	2	1	0	0	0	1	0	0	32	22.9	5	3.6	2	1.4	25.7	31
1400	160	1	146	1	11	1	0	0	0	0	0	0	0	42	26.3	6	3.8	1	0.6	25.9	31.8
1500	192	3	175	2	9	3	0	0	0	0	0	0	0	53	27.6	6	3.1	0	0.0	27.3	31.4
1600	203	0	187	0	12	4	0	0	0	0	0	0	0	83	40.9	14	6.9	2	1.0	29	33.8
1700	185	1	163	0	17	3	0	0	1	0	0	0	0	76	41.1	21	11.4	4	2.2	29.1	34.1
1800	149	1	132	1	12	2	1	0	0	0	0	0	0	61	40.9	15	10.1	3	2.0	29.2	34.1
1900	90	0	85	0	5	0	0	0	0	0	0	0	0	42	46.7	6	6.7	2	2.2	29.8	33.6
2000	109	0	104	1	4	0	0	0	0	0	0	0	0	38	34.9	14	12.8	4	3.7	29.1	34
2100	44	0	42	0	2	0	0	0	0	0	0	0	0	16	36.4	6	13.6	0	0.0	28.5	34.9
2200	52	0	49	0	3	0	0	0	0	0	0	0	0	18	34.6	7	13.5	3	5.8	29.4	34.2
2300	11	0	10	0	1	0	0	0	0	0	0	0	0	4	36.4	1	9.1	1	9.1	28.2	36.3
07-19	1841	18	1631	7	152	25	4	0	1	1	2	0	0	633	34.4	122	6.6	21	1.1	27.9	32.8
06-22	2170	19	1935	9	172	25	4	0	2	1	3	0	0	774	35.7	159	7.3	27	1.2	28.1	32.9
	233	19	1994	9	176	25	4	0	2	1	3	0	0	796	35.7	167	7.5	31	1.4	28.1	32.9
	312	19	2063	9	186	25	4	0	2	1	3	0	0	842	36.4	180	7.8	33	1.4	28.2	33.1



Site 2
 Location Skye Lane - 53.68767, -1.60976
 Direction North

15324
 Providence Street
 Apr 24

Friday, 19 April 2024

Time	Total	Classification												JPSL 30	JPSL% 30	JSL1 35 ACPO	JSL1% 35 ACPO	JSL2 40 DfT	JSL2% 40 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	7	0	7	0	0	0	0	0	0	0	0	0	0	5	71.4	2	28.6	0	0.0	31.2	-
0100	5	0	4	0	1	0	0	0	0	0	0	0	0	3	60.0	0	0.0	0	0.0	27.5	-
0200	3	0	2	0	1	0	0	0	0	0	0	0	0	1	33.3	0	0.0	0	0.0	29.7	-
0300	1	0	1	0	0	0	0	0	0	0	0	0	0	1	100.0	0	0.0	0	0.0	31.4	-
0400	2	0	2	0	0	0	0	0	0	0	0	0	0	2	100.0	2	100.0	0	0.0	36.5	-
0500	41	0	37	0	3	1	0	0	0	0	0	0	0	21	51.2	3	7.3	0	0.0	29.4	34.1
0600	75	0	67	0	8	0	0	0	0	0	0	0	0	43	57.3	10	13.3	2	2.7	29.8	34.6
0700	148	1	133	1	11	2	0	0	0	0	0	0	0	69	46.6	14	9.5	2	1.4	29.5	33.8
0800	186	1	169	1	11	2	0	1	0	0	1	0	0	58	31.2	10	5.4	0	0.0	27.6	31.8
0900	133	2	120	3	6	2	0	0	0	0	0	0	0	39	29.3	9	6.8	1	0.8	27	31.3
1000	144	0	133	0	9	2	0	0	0	0	0	0	0	46	31.9	8	5.6	1	0.7	27.9	32.6
1100	132	1	118	0	11	0	1	0	0	0	1	0	0	45	34.1	7	5.3	0	0.0	27.6	31.7
1200	142	2	116	2	21	1	0	0	0	0	0	0	0	46	32.4	8	5.6	0	0.0	27.2	32.2
1300	148	2	131	0	12	3	0	0	0	0	0	0	0	50	33.8	8	5.4	2	1.4	28.1	31.9
1400	207	0	189	0	18	0	0	0	0	0	0	0	0	78	37.7	13	6.3	2	1.0	28.9	32.7
1500	222	1	204	0	14	3	0	0	0	0	0	0	0	86	38.7	21	9.5	3	1.4	28.9	33.2
1600	181	1	160	2	17	1	0	0	0	0	0	0	0	68	37.6	13	7.2	6	3.3	28.9	33
1700	171	1	156	0	11	1	2	0	0	0	0	0	0	67	39.2	15	8.8	3	1.8	29.5	33.6
1800	168	3	154	1	7	3	0	0	0	0	0	0	0	71	42.3	19	11.3	4	2.4	29	34.1
1900	119	2	111	0	4	2	0	0	0	0	0	0	0	48	40.3	17	14.3	8	6.7	30	34.8
2000	102	2	93	0	6	1	0	0	0	0	0	0	0	49	48.0	16	15.7	3	2.9	29.6	35.5
2100	52	0	46	0	6	0	0	0	0	0	0	0	0	18	34.6	6	11.5	4	7.7	28.3	33.8
2200	66	0	61	1	4	0	0	0	0	0	0	0	0	25	37.9	5	7.6	1	1.5	28.8	32.6
2300	42	0	37	0	5	0	0	0	0	0	0	0	0	16	38.1	5	11.9	1	2.4	29.5	33.2
07-19	1982	15	1783	10	148	20	3	1	0	0	2	0	0	723	36.5	145	7.3	24	1.2	28.4	32.7
06-22	2330	19	2100	10	172	23	3	1	0	0	2	0	0	881	37.8	194	8.3	41	1.8	28.6	33
	438	19	2198	11	181	23	3	1	0	0	2	0	0	922	37.8	204	8.4	43	1.8	28.6	32.9
	497	19	2251	11	186	24	3	1	0	0	2	0	0	955	38.3	211	8.5	43	1.7	28.6	33



Site 2
 Location Skye Lane - 53.68767, -1.60976
 Direction North

15324
 Providence Street
 Apr 24

Saturday, 20 April 2024

Time	Total	Classification												JPSL 30	JPSL% 30	JSL1 35 ACPO	JSL1% 35 ACPO	JSL2 40 DfT	JSL2% 40 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	27	0	25	1	1	0	0	0	0	0	0	0	0	11	40.7	4	14.8	2	7.4	29.7	37.2
0100	6	0	6	0	0	0	0	0	0	0	0	0	0	2	33.3	0	0.0	0	0.0	27.2	-
0200	10	0	10	0	0	0	0	0	0	0	0	0	0	5	50.0	2	20.0	0	0.0	29.5	-
0300	7	0	6	0	1	0	0	0	0	0	0	0	0	1	14.3	0	0.0	0	0.0	25	-
0400	8	0	8	0	0	0	0	0	0	0	0	0	0	6	75.0	1	12.5	1	12.5	33.2	-
0500	28	0	26	0	2	0	0	0	0	0	0	0	0	16	57.1	2	7.1	0	0.0	29.4	33.4
0600	36	0	32	0	4	0	0	0	0	0	0	0	0	19	52.8	4	11.1	1	2.8	29	34.6
0700	51	1	45	0	5	0	0	0	0	0	0	0	0	24	47.1	9	17.7	2	3.9	28.8	35.9
0800	90	1	81	0	7	1	0	0	0	0	0	0	0	38	42.2	13	14.4	2	2.2	29.8	34.9
0900	100	0	88	0	12	0	0	0	0	0	0	0	0	60	60.0	12	12.0	4	4.0	30.3	34.1
1000	150	0	132	0	17	1	0	0	0	0	0	0	0	63	42.0	12	8.0	2	1.3	29.2	32.9
1100	162	1	150	0	10	0	1	0	0	0	0	0	0	57	35.2	13	8.0	2	1.2	28.3	32.6
1200	158	1	146	0	11	0	0	0	0	0	0	0	0	69	43.7	13	8.2	1	0.6	29	33.2
1300	149	1	140	0	8	0	0	0	0	0	0	0	0	50	33.6	10	6.7	4	2.7	28.6	32.7
1400	130	1	119	0	9	1	0	0	0	0	0	0	0	58	44.6	11	8.5	3	2.3	29.5	34
1500	117	3	108	0	6	0	0	0	0	0	0	0	0	53	45.3	10	8.5	2	1.7	28.9	33.8
1600	115	0	108	0	5	1	1	0	0	0	0	0	0	46	40.0	14	12.2	3	2.6	29.9	34.6
1700	116	3	106	1	6	0	0	0	0	0	0	0	0	52	44.8	12	10.3	2	1.7	29.4	33.3
1800	95	2	89	0	4	0	0	0	0	0	0	0	0	41	43.2	9	9.5	2	2.1	29.5	33
1900	89	1	85	0	2	1	0	0	0	0	0	0	0	43	48.3	15	16.9	5	5.6	30.5	35.8
2000	91	2	86	0	3	0	0	0	0	0	0	0	0	42	46.2	12	13.2	2	2.2	29.1	34.4
2100	61	1	56	0	4	0	0	0	0	0	0	0	0	28	45.9	10	16.4	1	1.6	29.5	35.2
2200	56	0	53	0	3	0	0	0	0	0	0	0	0	21	37.5	8	14.3	3	5.4	29.5	34.9
2300	31	0	28	0	2	1	0	0	0	0	0	0	0	14	45.2	5	16.1	2	6.5	29.7	35.7
07-19	1433	14	1312	1	100	4	2	0	0	0	0	0	0	611	42.6	138	9.6	29	2.0	29.2	33.6
06-22	1710	18	1571	1	113	5	2	0	0	0	0	0	0	743	43.5	179	10.5	38	2.2	29.3	33.8
	797	18	1652	1	118	6	2	0	0	0	0	0	0	778	43.3	192	10.7	43	2.4	29.3	33.8
	883	18	1733	2	122	6	2	0	0	0	0	0	0	819	43.5	201	10.7	46	2.4	29.3	33.9



Site 2
 Location Skye Lane - 53.68767, -1.60976
 Direction North

15324
 Providence Street
 Apr 24

Sunday, 21 April 2024

Time	Total	Classification												JPSL 30	JPSL% 30	JSL1 35 ACPO	JSL1% 35 ACPO	JSL2 40 DfT	JSL2% 40 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	23	0	23	0	0	0	0	0	0	0	0	0	0	11	47.8	3	13.0	0	0.0	29.9	34.6
0100	16	0	15	0	1	0	0	0	0	0	0	0	0	5	31.3	1	6.3	1	6.3	27.7	31.5
0200	8	0	8	0	0	0	0	0	0	0	0	0	0	4	50.0	1	12.5	1	12.5	32.7	-
0300	4	0	4	0	0	0	0	0	0	0	0	0	0	2	50.0	1	25.0	0	0.0	30.9	-
0400	2	0	2	0	0	0	0	0	0	0	0	0	0	2	100.0	1	50.0	1	50.0	37.1	-
0500	18	0	18	0	0	0	0	0	0	0	0	0	0	12	66.7	1	5.6	0	0.0	29.8	32.9
0600	21	1	20	0	0	0	0	0	0	0	0	0	0	16	76.2	6	28.6	0	0.0	31.2	37.1
0700	38	0	37	0	1	0	0	0	0	0	0	0	0	18	47.4	3	7.9	0	0.0	29	33.6
0800	41	0	36	0	5	0	0	0	0	0	0	0	0	17	41.5	5	12.2	1	2.4	29.2	33.8
0900	94	2	85	0	6	1	0	0	0	0	0	0	0	47	50.0	8	8.5	1	1.1	29	34.3
1000	108	1	104	0	3	0	0	0	0	0	0	0	0	41	38.0	7	6.5	1	0.9	29	33.7
1100	123	3	116	0	4	0	0	0	0	0	0	0	0	51	41.5	11	8.9	6	4.9	29.4	33.7
1200	148	3	137	0	6	1	1	0	0	0	0	0	0	48	32.4	11	7.4	2	1.4	28.3	33.2
1300	135	1	122	1	11	0	0	0	0	0	0	0	0	65	48.2	17	12.6	5	3.7	29.1	34.3
1400	113	2	106	0	5	0	0	0	0	0	0	0	0	52	46.0	14	12.4	2	1.8	29.3	34.8
1500	101	0	96	0	5	0	0	0	0	0	0	0	0	51	50.5	8	7.9	5	5.0	30.1	34.1
1600	114	0	110	1	3	0	0	0	0	0	0	0	0	49	43.0	11	9.6	3	2.6	28.9	34.1
1700	99	3	93	1	2	0	0	0	0	0	0	0	0	44	44.4	9	9.1	1	1.0	29.1	32.9
1800	98	3	89	1	5	0	0	0	0	0	0	0	0	58	59.2	17	17.4	7	7.1	31	36
1900	93	0	86	0	4	3	0	0	0	0	0	0	0	52	55.9	18	19.4	8	8.6	31.2	36.3
2000	67	2	60	0	5	0	0	0	0	0	0	0	0	37	55.2	9	13.4	2	3.0	30.6	35
2100	52	0	49	0	3	0	0	0	0	0	0	0	0	21	40.4	5	9.6	3	5.8	29.2	33.6
2200	51	0	47	0	3	1	0	0	0	0	0	0	0	27	52.9	9	17.7	2	3.9	30	35.6
2300	14	0	13	0	1	0	0	0	0	0	0	0	0	8	57.1	3	21.4	2	14.3	31.2	39
07-19	1212	18	1131	4	56	2	1	0	0	0	0	0	0	541	44.6	121	10.0	34	2.8	29.3	33.9
06-22	1445	21	1346	4	68	5	1	0	0	0	0	0	0	667	46.2	159	11.0	47	3.3	29.5	34.2
	510	21	1406	4	72	6	1	0	0	0	0	0	0	702	46.5	171	11.3	51	3.4	29.5	34.3
	581	21	1476	4	73	6	1	0	0	0	0	0	0	738	46.7	179	11.3	54	3.4	29.5	34.3



Site 2
 Location Skye Lane - 53.68767, -1.60976
 Direction North

15324
 Providence Street
 Apr 24

Monday, 22 April 2024

Time	Total	Classification												JPSL 30	JPSL% 30	JSL1 35 ACPO	JSL1% 35 ACPO	JSL2 40 DfT	JSL2% 40 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	4	0	4	0	0	0	0	0	0	0	0	0	0	2	50.0	0	0.0	0	0.0	28	-
0100	5	0	5	0	0	0	0	0	0	0	0	0	0	2	40.0	1	20.0	0	0.0	25.2	-
0200	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	27.2	-
0300	2	0	2	0	0	0	0	0	0	0	0	0	0	2	100.0	1	50.0	0	0.0	34.3	-
0400	9	0	9	0	0	0	0	0	0	0	0	0	0	2	22.2	1	11.1	1	11.1	27.2	-
0500	47	0	43	0	4	0	0	0	0	0	0	0	0	22	46.8	3	6.4	0	0.0	28.6	33.7
0600	88	1	78	0	8	0	0	0	1	0	0	0	0	51	58.0	12	13.6	0	0.0	29.8	34.6
0700	162	0	142	0	14	4	0	0	0	0	2	0	0	81	50.0	19	11.7	2	1.2	29.7	34.3
0800	171	0	160	2	7	2	0	0	0	0	0	0	0	63	36.8	7	4.1	0	0.0	28.8	32.6
0900	143	1	117	2	19	2	1	0	0	0	1	0	0	39	27.3	6	4.2	1	0.7	27.4	32.1
1000	90	2	76	0	8	1	2	0	1	0	0	0	0	32	35.6	9	10.0	0	0.0	28.4	33.1
1100	119	0	107	0	9	2	1	0	0	0	0	0	0	23	19.3	4	3.4	2	1.7	26.5	30.8
1200	111	0	100	0	11	0	0	0	0	0	0	0	0	34	30.6	7	6.3	0	0.0	28	33.1
1300	132	0	119	0	13	0	0	0	0	0	0	0	0	38	28.8	11	8.3	4	3.0	27.9	32.5
1400	159	1	136	0	18	3	1	0	0	0	0	0	0	47	29.6	8	5.0	1	0.6	27.4	32
1500	177	5	156	0	14	2	0	0	0	0	0	0	0	46	26.0	8	4.5	4	2.3	27.5	31.5
1600	140	1	129	0	8	1	0	0	0	0	1	0	0	56	40.0	13	9.3	2	1.4	28.6	33.6
1700	182	1	170	0	10	1	0	0	0	0	0	0	0	78	42.9	18	9.9	4	2.2	28.9	33.4
1800	129	2	117	0	9	0	1	0	0	0	0	0	0	56	43.4	15	11.6	5	3.9	29.1	34.6
1900	97	0	91	0	4	2	0	0	0	0	0	0	0	41	42.3	16	16.5	7	7.2	29.7	35.8
2000	86	0	82	0	4	0	0	0	0	0	0	0	0	41	47.7	13	15.1	2	2.3	29.5	35.5
2100	32	0	28	0	4	0	0	0	0	0	0	0	0	13	40.6	4	12.5	0	0.0	28.6	32.9
2200	45	0	40	0	4	1	0	0	0	0	0	0	0	23	51.1	8	17.8	1	2.2	30.4	35.8
2300	16	0	12	0	3	1	0	0	0	0	0	0	0	8	50.0	4	25.0	2	12.5	28.5	40.1
07-19	1715	13	1529	4	140	18	6	0	1	0	4	0	0	593	34.6	125	7.3	25	1.5	28.2	32.8
06-22	2018	14	1808	4	160	20	6	0	2	0	4	0	0	739	36.6	170	8.4	34	1.7	28.4	33.1
	079	14	1860	4	167	22	6	0	2	0	4	0	0	770	37.0	182	8.8	37	1.8	28.5	33.2
	147	14	1924	4	171	22	6	0	2	0	4	0	0	800	37.3	188	8.8	38	1.8	28.5	33.2



Site 2
 Location Skye Lane - 53.68767, -1.60976
 Direction North

15324
 Providence Street
 Apr 24

Tuesday, 23 April 2024

Time	Total	Classification												JPSL 30	JPSL% 30	JSL1 35 ACPO	JSL1% 35 ACPO	JSL2 40 DfT	JSL2% 40 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	2	0	2	0	0	0	0	0	0	0	0	0	0	1	50.0	1	50.0	1	50.0	32.9	-
0100	2	0	2	0	0	0	0	0	0	0	0	0	0	1	50.0	1	50.0	0	0.0	29.3	-
0200	4	0	2	0	2	0	0	0	0	0	0	0	0	1	25.0	0	0.0	0	0.0	25.6	-
0300	4	0	3	0	1	0	0	0	0	0	0	0	0	2	50.0	0	0.0	0	0.0	26.1	-
0400	4	0	3	0	1	0	0	0	0	0	0	0	0	3	75.0	0	0.0	0	0.0	28.5	-
0500	40	0	33	0	7	0	0	0	0	0	0	0	0	21	52.5	7	17.5	1	2.5	29.8	35.4
0600	89	0	80	0	9	0	0	0	0	0	0	0	0	38	42.7	11	12.4	1	1.1	29.2	34.4
0700	153	2	131	2	17	0	0	0	0	0	1	0	0	79	51.6	12	7.8	1	0.7	29.4	34.2
0800	195	2	179	1	10	2	0	0	0	0	1	0	0	80	41.0	20	10.3	2	1.0	28.9	33.8
0900	120	0	107	0	12	1	0	0	0	0	0	0	0	27	22.5	8	6.7	0	0.0	27.2	31.7
1000	88	0	72	0	14	1	1	0	0	0	0	0	0	26	29.6	4	4.5	0	0.0	27.4	32.6
1100	122	2	109	1	10	0	0	0	0	0	0	0	0	34	27.9	8	6.6	1	0.8	27	32.2
1200	134	0	119	1	12	1	0	0	0	1	0	0	0	40	29.9	8	6.0	0	0.0	26.8	32
1300	120	6	107	0	7	0	0	0	0	0	0	0	0	27	22.5	7	5.8	1	0.8	26.4	31.2
1400	151	2	131	0	14	2	0	0	1	0	1	0	0	40	26.5	6	4.0	2	1.3	27	31.6
1500	153	0	140	1	10	1	1	0	0	0	0	0	0	34	22.2	5	3.3	3	2.0	27	30.8
1600	167	3	149	1	11	1	2	0	0	0	0	0	0	61	36.5	14	8.4	2	1.2	27.9	33.2
1700	195	2	174	0	16	0	1	0	0	1	1	0	0	39	20.0	8	4.1	2	1.0	26.1	30.9
1800	119	2	106	1	8	2	0	0	0	0	0	0	0	56	47.1	10	8.4	2	1.7	29.3	33.9
1900	98	0	89	0	8	1	0	0	0	0	0	0	0	48	49.0	12	12.2	2	2.0	29.5	34.4
2000	86	1	79	0	5	0	1	0	0	0	0	0	0	28	32.6	7	8.1	0	0.0	27.4	32.9
2100	39	0	36	0	3	0	0	0	0	0	0	0	0	12	30.8	6	15.4	2	5.1	29.2	35.2
2200	45	0	42	0	3	0	0	0	0	0	0	0	0	21	46.7	5	11.1	0	0.0	29.5	34.8
2300	14	0	13	0	1	0	0	0	0	0	0	0	0	4	28.6	1	7.1	0	0.0	26.9	31.8
07-19	1717	21	1524	8	141	11	5	0	1	2	4	0	0	543	31.6	110	6.4	16	0.9	27.5	32.5
06-22	2029	22	1808	8	166	12	6	0	1	2	4	0	0	669	33.0	146	7.2	21	1.0	27.7	32.8
	088	22	1863	8	170	12	6	0	1	2	4	0	0	694	33.2	152	7.3	21	1.0	27.8	32.8
	144	22	1908	8	181	12	6	0	1	2	4	0	0	723	33.7	161	7.5	23	1.1	27.8	32.9



Site 2
 Location Skye Lane - 53.68767, -1.60976
 Direction North

15324
 Providence Street
 Apr 24

Virtual Day (7)

Time	Total	Classification												JPSL 30	JPSL% 30	JSL1 35 ACPO	JSL1% 35 ACPO	JSL2 40 DfT	JSL2% 40 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	11	0	11	0	0	0	0	0	0	0	0	0	0	5	46.3	2	15.0	1	5.0	29.9	34.9
0100	6	0	5	0	0	0	0	0	0	0	0	0	0	2	40.0	1	10.0	0	2.5	27.5	-
0200	5	0	4	0	0	0	0	0	0	0	0	0	0	2	50.0	1	18.8	0	6.3	30.9	-
0300	3	0	3	0	0	0	0	0	0	0	0	0	0	1	47.6	0	14.3	0	0.0	28.6	-
0400	6	0	5	0	0	0	0	0	0	0	0	0	0	3	56.4	1	12.8	0	7.7	29.4	-
0500	38	0	34	0	4	0	0	0	0	0	0	0	0	20	53.4	5	12.3	1	1.5	29.4	34.5
0600	68	0	60	0	7	0	0	0	0	0	0	0	0	36	53.6	9	12.8	1	1.3	29.6	34.6
0700	120	1	106	1	11	1	0	0	0	0	1	0	0	60	49.8	13	10.7	2	1.3	29.5	34.3
0800	150	1	138	1	10	1	0	0	0	0	0	0	0	59	39.5	12	8.1	1	0.9	28.9	33.3
0900	123	1	107	1	12	2	0	0	0	0	0	0	0	43	35.3	8	6.9	2	1.3	28	32.8
1000	115	1	101	0	11	1	0	0	0	0	0	0	0	36	31.4	7	6.1	1	0.6	27.6	32.6
1100	126	1	113	0	10	1	1	0	0	0	0	0	0	38	30.5	7	5.2	2	1.2	27.4	32
1200	136	1	120	1	12	1	0	0	0	0	0	0	0	43	31.7	9	6.5	1	0.5	27.7	32.6
1300	136	2	122	0	11	1	0	0	0	0	0	0	0	42	30.9	9	6.3	3	1.9	27.5	32.1
1400	155	1	139	0	12	1	0	0	0	0	0	0	0	52	33.4	9	6.1	2	1.1	27.8	32.7
1500	163	2	148	1	10	1	0	0	0	0	0	0	0	56	34.6	10	5.9	3	1.6	28.2	32.6
1600	156	1	142	1	11	1	0	0	0	0	0	0	0	61	39.3	13	8.2	3	1.8	28.8	33.3
1700	162	2	148	0	10	1	0	0	0	0	0	0	0	62	38.5	15	9.4	3	1.8	28.6	33.4
1800	130	2	119	1	8	1	0	0	0	0	0	0	0	59	44.9	14	10.7	3	2.6	29.4	34.1
1900	98	1	92	0	5	1	0	0	0	0	0	0	0	46	46.7	14	14.6	5	5.1	30	34.8
2000	89	1	83	0	4	0	0	0	0	0	0	0	0	38	42.8	12	13.0	2	2.4	29.2	34.4
2100	47	0	43	0	3	0	0	0	0	0	0	0	0	18	38.8	6	12.7	2	3.6	28.9	34
2200	51	0	47	0	3	0	0	0	0	0	0	0	0	22	43.8	6	12.7	1	2.8	29.5	34.6
2300	20	0	18	0	2	0	0	0	0	0	0	0	0	8	40.1	3	14.8	1	7.0	29.1	35
07-19	1673	17	1503	6	127	14	4	0	1	0	2	0	0	613	36.6	126	7.5	24	1.4	28.3	32.9
06-22	1975	19	1781	6	146	15	4	0	1	0	2	0	0	751	38.0	166	8.4	33	1.7	28.5	33.2
	046	19	1845	6	151	16	4	0	1	0	2	0	0	782	38.2	176	8.6	36	1.8	28.5	33.2
	115	20	1907	6	157	16	4	0	1	0	2	0	0	816	38.6	185	8.7	38	1.8	28.5	33.3



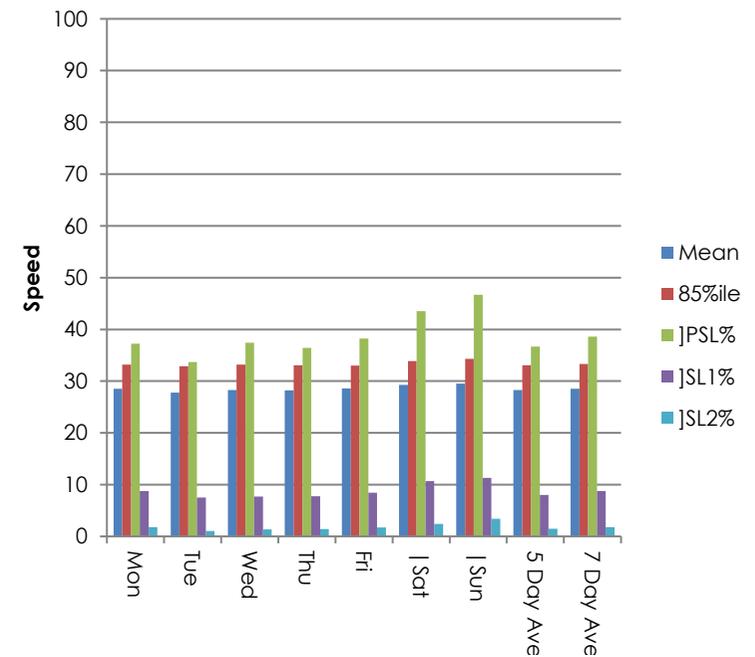
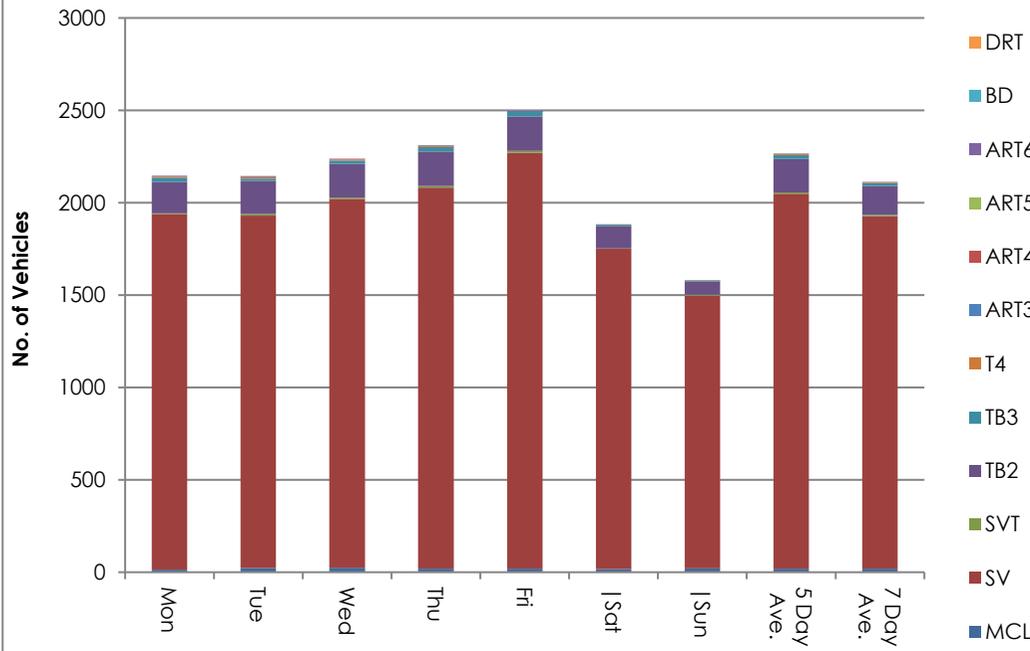
Site 2
 Location Skye Lane - 53.68767, -1.60976
 Direction North

15324
 Providence Street
 Apr 24

Virtual Week (1)

Time	Total	Classification												JPSL 30	JPSL% 30	JSL1 35 ACPO	JSL1% 35 ACPO	JSL2 40 DfT	JSL2% 40 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
Mon	2147	14	1924	4	171	22	6	0	2	0	4	0	0	800	37.3	188	8.8	38	1.8	28.5	33.2
Tue	2144	22	1908	8	181	12	6	0	1	2	4	0	0	723	33.7	161	7.5	23	1.1	27.8	32.9
Wed	2238	25	1996	6	183	18	6	0	2	0	2	0	0	838	37.4	172	7.7	30	1.3	28.3	33.2
Thu	2312	19	2063	9	186	25	4	0	2	1	3	0	0	842	36.4	180	7.8	33	1.4	28.2	33.1
Fri	2497	19	2251	11	186	24	3	1	0	0	2	0	0	955	38.3	211	8.5	43	1.7	28.6	33
| Sat	1883	18	1733	2	122	6	2	0	0	0	0	0	0	819	43.5	201	10.7	46	2.4	29.3	33.9
| Sun	1581	21	1476	4	73	6	1	0	0	0	0	0	0	738	46.7	179	11.3	54	3.4	29.5	34.3
5 Day Ave.	2268	20	2028	8	181	20	5	0	1	1	3	0	0	832	36.7	182	8.0	33	1.5	28.3	33.1
7 Day Ave.	2115	20	1907	6	157	16	4	0	1	0	2	0	0	816	38.6	185	8.7	38	1.8	28.5	33.3
--	14802	138	13351	44	1102	113	28	1	7	3	15	0	0	5715	38.6	1292	8.7	267	1.8	28.5	33.3

Summary Graphs



Site 2
Location Skye Lane - 53.68767, -1.60976
Direction North

15324
Providence Street
Apr 24



Site 2
 Location Skye Lane - 53.68767, -1.60976
 Direction North

15324
 Providence Street
 Apr 24

Wednesday, 17 April 2024

Automatic Traffic Count

Time	Total	Speed Bins (mph)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	4	0	0	0	0	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	2	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	2	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	5	0	0	0	0	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	47	0	2	4	2	6	11	14	5	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	81	0	0	2	2	9	25	36	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	155	0	1	1	8	13	50	65	15	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	176	0	0	1	4	25	75	60	10	1	0	0	0	0	0	0	0	0											
0900	132	0	0	6	2	13	63	39	7	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	114	0	2	1	21	28	48	12	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	124	0	1	4	12	27	42	35	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	119	0	0	4	4	20	64	18	8	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	131	0	0	3	11	25	59	31	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	164	0	1	4	10	32	72	37	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	176	0	0	4	6	20	75	62	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	175	0	0	3	5	18	82	56	9	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	188	0	1	6	7	31	62	57	19	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	155	0	0	0	3	20	65	54	12	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	101	0	1	1	5	5	42	31	13	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	83	0	0	1	2	6	42	22	8	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	50	0	0	2	2	7	19	15	3	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	39	0	0	0	1	7	11	17	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	14	0	0	0	0	5	6	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	1809	0	6	37	93	272	757	526	102	14	2	0	0	0	0	0	0	0	0										
06-22	2124	0	7	43	104	299	885	630	131	20	5	0	0	0	0	0	0	0	0										
	177	0	7	43	105	311	902	648	134	21	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	238	0	9	47	107	321	916	666	142	22	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



Site 2
 Location Skye Lane - 53.68767, -1.60976
 Direction North

15324
 Providence Street
 Apr 24

Thursday, 18 April 2024

Time	Total	Speed Bins (mph)																										
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	16	0	0	0	1	2	7	4	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	2	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	4	0	0	0	0	0	1	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	9	0	1	1	0	0	1	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	47	0	2	0	1	4	11	20	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	86	0	0	1	4	7	29	34	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	134	0	0	3	7	14	44	50	14	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	193	0	0	1	6	12	86	69	16	3	0	0	0	0	0	0	0											
0900	136	0	4	1	6	25	57	36	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	111	0	2	6	9	22	41	24	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	101	0	0	5	6	25	44	21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	137	0	0	2	11	28	59	31	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	140	0	4	3	13	32	56	27	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	160	0	1	8	14	44	51	36	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	192	0	1	4	3	37	94	47	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	203	0	0	1	6	22	91	69	12	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	185	0	0	8	4	14	83	55	17	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	149	0	0	0	9	16	63	46	12	2	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	90	0	0	1	0	11	36	36	4	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	109	0	0	3	3	15	50	24	10	2	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	44	0	0	2	2	5	19	10	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	52	0	0	0	2	4	28	11	4	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	11	0	0	0	0	5	2	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	1841	0	12	42	94	291	769	511	101	19	1	0	0	0	1	0	0	0	0	0	0	0						
06-22	2170	0	12	49	103	329	903	615	132	22	1	1	2	0	1	0	0	0	0	0	0	0						
	233	0	12	49	105	338	933	629	136	25	2	1	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
	312	0	15	50	107	344	954	662	147	25	3	1	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0



Site 2
 Location Skye Lane - 53.68767, -1.60976
 Direction North

15324
 Providence Street
 Apr 24

Friday, 19 April 2024

Time	Total	Speed Bins (mph)																										
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	7	0	0	0	0	1	1	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	5	0	0	0	1	1	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	3	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	2	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	41	0	1	2	0	0	17	18	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	75	0	1	1	4	6	20	33	8	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	148	0	2	0	5	8	64	55	12	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	186	0	0	6	8	27	87	48	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	133	0	1	3	9	28	53	30	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	144	0	2	2	8	20	66	38	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	132	1	1	0	11	19	55	38	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	142	0	0	7	7	26	56	38	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	148	0	0	2	4	26	66	42	6	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	207	0	0	3	3	29	94	65	11	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	222	0	1	2	7	25	101	65	18	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	181	0	1	4	5	25	78	55	7	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	171	0	0	2	3	14	85	52	12	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	168	0	1	4	9	17	66	52	15	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	119	0	0	1	5	6	59	31	9	7	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	102	0	0	2	2	10	39	33	13	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	52	0	2	1	3	8	20	12	2	3	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	66	0	0	1	2	9	29	20	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	42	0	0	0	0	4	22	11	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	1982	1	9	35	79	264	871	578	121	17	6	1	0	0	0	0	0	0	0									
06-22	2330	1	12	40	93	294	1009	687	153	31	7	1	2	0	0	0	0	0	0	0								
	438	1	12	41	95	307	1060	718	161	31	9	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	497	1	13	43	96	309	1080	744	168	31	9	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



Site 2
 Location Skye Lane - 53.68767, -1.60976
 Direction North

15324
 Providence Street
 Apr 24

Saturday, 20 April 2024

Time	Total	Speed Bins (mph)																										
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	27	0	0	1	0	5	10	7	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	6	0	0	0	0	2	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	10	0	0	0	0	2	3	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	7	0	0	1	1	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	8	0	0	0	0	1	1	5	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	28	0	0	1	0	5	6	14	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	36	0	0	1	3	3	10	15	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	51	0	0	2	4	8	13	15	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	90	0	0	1	4	6	41	25	11	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	100	0	0	1	3	7	29	48	8	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	150	0	0	1	5	11	70	51	10	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	162	0	1	3	8	21	72	44	11	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	158	0	0	1	4	21	63	56	12	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	149	0	0	3	3	23	70	40	6	1	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	130	0	0	0	7	8	57	47	8	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	117	0	0	3	8	9	44	43	8	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	115	0	0	0	2	17	50	32	11	0	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	116	0	0	1	3	11	49	40	10	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	95	0	0	1	3	6	44	32	7	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	89	0	0	1	1	10	34	28	10	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	91	0	0	2	4	16	27	30	10	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	61	0	0	1	0	11	21	18	9	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	56	0	0	0	1	9	25	13	5	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	31	0	0	1	1	6	9	9	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	1433	0	1	17	54	148	602	473	109	19	5	2	1	2	0	0	0	0	0	0	0							
06-22	1710	0	1	22	62	188	694	564	141	23	9	2	2	2	0	0	0	0	0	0	0							
	797	0	1	23	64	203	728	586	149	26	11	2	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	883	0	1	26	65	218	754	618	155	28	12	2	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0



Site 2
 Location Skye Lane - 53.68767, -1.60976
 Direction North

15324
 Providence Street
 Apr 24

Sunday, 21 April 2024

Time	Total	Speed Bins (mph)																										
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	23	0	0	0	1	2	9	8	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	16	0	1	1	0	3	6	4	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	8	0	0	0	0	1	3	3	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	4	0	0	0	0	0	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	2	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	18	0	0	0	0	1	5	11	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	21	0	1	0	1	0	3	10	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	38	0	1	1	1	0	17	15	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	41	0	0	2	0	3	19	12	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	94	0	1	1	3	12	30	39	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	108	0	0	0	3	17	47	34	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	123	0	1	1	1	18	51	40	5	4	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	148	0	0	1	7	25	67	37	9	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	135	0	1	4	9	10	46	48	12	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	113	0	1	3	3	8	46	38	12	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	101	0	0	1	3	7	39	43	3	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	114	0	0	1	6	14	44	38	8	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	99	0	0	0	4	11	40	35	8	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	98	0	0	0	4	9	27	41	10	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	93	0	1	0	1	8	31	34	10	4	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	67	0	0	1	1	4	24	28	7	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	52	0	0	0	3	3	25	16	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	51	0	0	0	1	8	15	18	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	14	0	0	0	0	1	5	5	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	1212	0	5	15	44	134	473	420	87	23	7	2	1	1	0	0	0	0	0	0	0							
06-22	1445	0	7	16	50	149	556	508	112	30	11	3	1	2	0	0	0	0	0	0	0							
	510	0	7	16	51	158	576	531	120	34	11	3	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	581	0	8	17	52	165	601	559	125	35	11	4	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0



Site 2
 Location Skye Lane - 53.68767, -1.60976
 Direction North

15324
 Providence Street
 Apr 24

Monday, 22 April 2024

Time	Total	Speed Bins (mph)																										
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	4	0	0	0	1	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	5	0	0	0	2	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	2	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	9	0	0	0	1	2	4	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	47	0	1	1	3	4	16	19	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	88	0	1	2	1	7	26	39	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	162	0	1	1	4	11	64	62	17	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	171	0	0	0	6	12	90	56	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	143	0	1	3	4	32	64	33	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	90	0	1	1	2	16	38	23	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	119	0	1	3	6	30	56	19	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	111	0	0	4	0	18	55	27	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	132	0	0	1	4	30	59	27	7	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	159	0	1	3	10	30	68	39	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	177	0	1	3	8	29	90	38	4	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	140	0	0	3	8	11	62	43	11	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	182	0	0	4	12	17	71	60	14	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	129	0	1	2	5	17	48	41	10	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	97	0	1	1	2	14	38	25	9	4	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	86	0	0	3	3	6	33	28	11	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	32	0	0	0	2	4	13	9	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	45	0	0	1	0	5	16	15	7	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	16	0	0	1	3	4	0	4	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	1715	0	7	28	69	253	765	468	100	22	3	0	0	0	0	0	0	0										
06-22	2018	0	9	34	77	284	875	569	136	28	5	1	0	0	0	0	0	0	0									
	079	0	9	36	80	293	891	588	145	30	5	1	0	1	0	0	0	0	0	0	0							
	147	0	10	37	87	299	914	612	150	31	5	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0



Site 2
 Location Skye Lane - 53.68767, -1.60976
 Direction North

15324
 Providence Street
 Apr 24

Tuesday, 23 April 2024

Time	Total	Speed Bins (mph)																										
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	2	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	2	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	4	0	0	1	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	4	0	0	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	4	0	0	0	1	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	40	0	1	0	1	4	13	14	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	89	0	1	0	4	6	40	27	10	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	153	0	1	1	3	17	52	67	11	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	195	0	0	1	6	26	82	60	18	2	0	0	0	0	0	0	0											
0900	120	0	2	1	7	22	61	19	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	88	0	1	3	4	11	43	22	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	122	0	4	1	5	27	51	26	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	134	0	0	4	15	20	55	32	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	120	0	1	3	5	37	47	20	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	151	0	0	4	12	28	67	34	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	153	0	0	3	5	44	67	29	2	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	167	0	0	5	9	26	66	47	12	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	195	0	3	8	12	43	90	31	6	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	119	0	0	2	4	11	46	46	8	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	98	0	0	1	5	10	34	36	10	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	86	0	1	4	4	15	34	21	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	39	0	0	0	1	7	19	6	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	45	0	0	0	2	3	19	16	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	14	0	0	0	0	5	5	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	1717	0	12	36	87	312	727	433	94	11	4	1	0	0	0	0	0	0	0									
06-22	2029	0	14	41	101	350	854	523	125	13	6	1	0	1	0	0	0	0	0	0	0							
	088	0	14	41	103	358	878	542	131	13	6	1	0	1	0	0	0	0	0	0	0							
	144	0	15	42	106	365	893	562	138	14	7	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0



Site 2
 Location Skye Lane - 53.68767, -1.60976
 Direction North

15324
 Providence Street
 Apr 24

Virtual Day (7)

Time	Total	Speed Bins (mph)																										
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	11	0	0	0	0	2	4	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	6	0	0	0	0	1	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	5	0	0	0	0	0	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	3	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	6	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	38	0	1	1	1	3	11	16	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	68	0	1	1	3	5	22	28	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	120	0	1	1	5	10	43	47	11	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	150	0	0	2	5	16	69	47	11	1	0	0	0	0	0	0	0											
0900	123	0	1	2	5	20	51	35	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	115	0	1	2	7	18	50	29	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	126	0	1	2	7	24	53	32	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	136	0	0	3	7	23	60	34	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	136	0	1	3	7	26	58	34	6	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	155	0	1	4	8	26	65	42	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	163	0	0	3	6	24	73	47	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	156	0	0	2	6	19	68	49	10	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	162	0	1	4	6	20	69	47	12	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	130	0	0	1	5	14	51	45	11	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	98	0	0	1	3	9	39	32	9	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	89	0	0	2	3	10	36	27	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	47	0	0	1	2	6	19	12	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	51	0	0	0	1	6	20	16	5	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	20	0	0	0	1	4	7	5	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	1673	0	7	30	74	239	709	487	102	18	4	1	0	0	0	0	0	0	0									
06-22	1975	0	9	35	84	270	825	585	133	24	6	1	1	1	0	0	0	0	0	0	0							
	046	0	9	36	86	281	853	606	139	26	7	1	1	1	0	0	0	0	0	0	0							
	115	0	10	37	89	289	873	632	146	27	8	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0



Site 2
Location Skye Lane - 53.68767, -1.60976
Direction North

15324
Providence Street
Apr 24

Speed Bins

Site 2
 Location Skye Lane - 53.68767, -1.60976
 Direction South

15324
 Providence Street
 Apr 24

Wednesday, 17 April 2024

Automatic Traffic Count

Time	Total	Classification												JPSL 30	JPSL% 30	JSL1 35 ACPO	JSL1% 35 ACPO	JSL2 40 DfT	JSL2% 40 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	6	0	4	0	2	0	0	0	0	0	0	0	0	1	16.7	0	0.0	0	0.0	26.7	-
0100	3	0	3	0	0	0	0	0	0	0	0	0	0	2	66.7	1	33.3	0	0.0	31.5	-
0200	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	25.6	-
0300	4	0	2	0	2	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	25.9	-
0400	4	0	3	0	1	0	0	0	0	0	0	0	0	1	25.0	0	0.0	0	0.0	28.3	-
0500	28	0	25	0	3	0	0	0	0	0	0	0	0	10	35.7	3	10.7	1	3.6	28.6	34.3
0600	46	2	39	0	5	0	0	0	0	0	0	0	0	16	34.8	5	10.9	0	0.0	28.2	34
0700	137	5	110	0	21	0	0	0	0	0	1	0	0	38	27.7	9	6.6	2	1.5	27.6	31.8
0800	194	0	172	0	21	1	0	0	0	0	0	0	0	54	27.8	6	3.1	1	0.5	26.8	32
0900	113	1	94	0	16	1	1	0	0	0	0	0	0	9	8.0	0	0.0	0	0.0	25.2	29.6
1000	108	0	96	0	9	1	1	0	1	0	0	0	0	14	13.0	4	3.7	0	0.0	24.4	29.2
1100	126	0	116	0	10	0	0	0	0	0	0	0	0	30	23.8	4	3.2	0	0.0	26.3	31.4
1200	126	0	111	0	13	1	0	0	0	1	0	0	0	24	19.1	7	5.6	0	0.0	25.4	31
1300	124	1	104	0	18	1	0	0	0	0	0	0	0	25	20.2	9	7.3	0	0.0	25.5	31.4
1400	149	1	140	0	8	0	0	0	0	0	0	0	0	23	15.4	5	3.4	0	0.0	26	30.2
1500	180	2	159	0	19	0	0	0	0	0	0	0	0	49	27.2	12	6.7	1	0.6	27.3	32.4
1600	167	0	155	0	12	0	0	0	0	0	0	0	0	53	31.7	8	4.8	0	0.0	27.7	31.6
1700	144	2	129	0	12	0	0	0	0	0	1	0	0	37	25.7	9	6.3	1	0.7	27.2	32
1800	160	2	146	0	12	0	0	0	0	0	0	0	0	53	33.1	14	8.8	3	1.9	28.8	34
1900	104	1	94	0	9	0	0	0	0	0	0	0	0	47	45.2	14	13.5	3	2.9	29.1	34.7
2000	96	0	91	0	4	0	0	0	1	0	0	0	0	34	35.4	10	10.4	3	3.1	28.5	33.9
2100	61	0	57	0	4	0	0	0	0	0	0	0	0	16	26.2	5	8.2	1	1.6	27.4	32.9
2200	37	1	34	0	2	0	0	0	0	0	0	0	0	14	37.8	5	13.5	1	2.7	29	34.8
2300	12	0	9	0	3	0	0	0	0	0	0	0	0	1	8.3	1	8.3	0	0.0	26.5	29.6
07-19	1728	14	1532	0	171	5	2	0	1	1	2	0	0	409	23.7	87	5.0	8	0.5	26.7	31.7
06-22	2035	17	1813	0	193	5	2	0	2	1	2	0	0	522	25.7	121	5.9	15	0.7	26.9	32
	084	18	1856	0	198	5	2	0	2	1	2	0	0	537	25.8	127	6.1	16	0.8	27	32
	131	18	1895	0	206	5	2	0	2	1	2	0	0	551	25.9	131	6.1	17	0.8	27	32.1



Site 2
 Location Skye Lane - 53.68767, -1.60976
 Direction South

15324
 Providence Street
 Apr 24

Thursday, 18 April 2024

Time	Total	Classification												JPSL 30	JPSL% 30	JSL1 35 ACPO	JSL1% 35 ACPO	JSL2 40 DfT	JSL2% 40 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	7	0	6	0	1	0	0	0	0	0	0	0	0	2	28.6	2	28.6	1	14.3	29.5	-
0100	3	0	3	0	0	0	0	0	0	0	0	0	0	1	33.3	1	33.3	0	0.0	30.7	-
0200	4	0	4	0	0	0	0	0	0	0	0	0	0	1	25.0	0	0.0	0	0.0	27.2	-
0300	2	0	1	0	1	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	26.7	-
0400	2	0	2	0	0	0	0	0	0	0	0	0	0	1	50.0	0	0.0	0	0.0	26.7	-
0500	36	0	32	0	4	0	0	0	0	0	0	0	0	14	38.9	6	16.7	1	2.8	28.5	35.6
0600	54	2	43	0	9	0	0	0	0	0	0	0	0	22	40.7	4	7.4	1	1.9	27.9	33
0700	120	1	102	1	14	1	1	0	0	0	0	0	0	38	31.7	5	4.2	1	0.8	27.5	31.7
0800	179	1	158	0	18	1	1	0	0	0	0	0	0	71	39.7	11	6.1	1	0.6	28.5	32.8
0900	104	0	87	0	16	1	0	0	0	0	0	0	0	23	22.1	6	5.8	1	1.0	26.2	31.5
1000	101	2	90	0	9	0	0	0	0	0	0	0	0	14	13.9	3	3.0	0	0.0	24.2	29.9
1100	110	2	96	0	9	1	1	0	1	0	0	0	0	15	13.6	1	0.9	0	0.0	24.3	29.8
1200	120	1	108	2	7	2	0	0	0	0	0	0	0	16	13.3	3	2.5	1	0.8	25.1	29.6
1300	141	1	126	0	12	1	1	0	0	0	0	0	0	23	16.3	4	2.8	1	0.7	24.8	30.7
1400	163	3	144	0	13	1	1	0	0	0	1	0	0	20	12.3	7	4.3	0	0.0	24.9	29.7
1500	212	0	198	0	11	2	1	0	0	0	0	0	0	34	16.0	5	2.4	0	0.0	25.5	30.1
1600	163	0	148	0	15	0	0	0	0	0	0	0	0	41	25.2	6	3.7	2	1.2	27.2	31.5
1700	179	2	165	1	10	0	0	0	1	0	0	0	0	44	24.6	8	4.5	3	1.7	27.2	31.5
1800	165	0	152	0	13	0	0	0	0	0	0	0	0	47	28.5	8	4.8	1	0.6	26.7	32.2
1900	110	0	98	0	12	0	0	0	0	0	0	0	0	34	30.9	11	10.0	3	2.7	27.9	33.4
2000	85	1	77	1	6	0	0	0	0	0	0	0	0	25	29.4	9	10.6	4	4.7	28.5	33.2
2100	70	0	68	0	2	0	0	0	0	0	0	0	0	22	31.4	6	8.6	1	1.4	27.4	33.5
2200	42	0	38	0	4	0	0	0	0	0	0	0	0	13	31.0	2	4.8	0	0.0	27.2	32.4
2300	18	0	16	0	2	0	0	0	0	0	0	0	0	6	33.3	1	5.6	0	0.0	27.7	32.4
07-19	1757	13	1574	4	147	10	6	0	2	0	1	0	0	386	22.0	67	3.8	11	0.6	26.1	31.3
06-22	2076	16	1860	5	176	10	6	0	2	0	1	0	0	489	23.6	97	4.7	20	1.0	26.4	31.6
	136	16	1914	5	182	10	6	0	2	0	1	0	0	508	23.8	100	4.7	20	0.9	26.5	31.7
	190	16	1962	5	188	10	6	0	2	0	1	0	0	527	24.1	109	5.0	22	1.0	26.5	31.7



Site 2
 Location Skye Lane - 53.68767, -1.60976
 Direction South

15324
 Providence Street
 Apr 24

Friday, 19 April 2024

Time	Total	Classification												JPSL 30	JPSL% 30	JSL1 35 ACPO	JSL1% 35 ACPO	JSL2 40 DfT	JSL2% 40 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	9	0	8	0	1	0	0	0	0	0	0	0	0	2	22.2	0	0.0	0	0.0	26.9	-
0100	3	0	3	0	0	0	0	0	0	0	0	0	0	1	33.3	1	33.3	0	0.0	30.7	-
0200	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	20.1	-
0300	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	22.4	-
0400	2	0	2	0	0	0	0	0	0	0	0	0	0	1	50.0	0	0.0	0	0.0	29.7	-
0500	34	0	29	1	4	0	0	0	0	0	0	0	0	12	35.3	3	8.8	1	2.9	28.7	32
0600	45	1	36	0	7	0	1	0	0	0	0	0	0	17	37.8	4	8.9	3	6.7	28.4	34
0700	117	1	104	0	11	0	1	0	0	0	0	0	0	39	33.3	10	8.5	2	1.7	28.5	32.4
0800	194	0	172	2	15	1	1	0	0	0	3	0	0	50	25.8	6	3.1	1	0.5	27.1	31.2
0900	121	0	100	0	18	2	0	0	0	1	0	0	0	21	17.4	4	3.3	0	0.0	24.6	30.8
1000	110	0	96	0	13	0	0	0	0	1	0	0	0	16	14.6	4	3.6	0	0.0	25.2	30
1100	140	0	125	0	15	0	0	0	0	0	0	0	0	28	20.0	5	3.6	1	0.7	26.3	30.6
1200	134	1	116	0	17	0	0	0	0	0	0	0	0	30	22.4	6	4.5	0	0.0	26.1	31.1
1300	185	2	169	0	14	0	0	0	0	0	0	0	0	48	26.0	7	3.8	2	1.1	27	31.6
1400	157	2	136	0	16	0	2	0	0	0	1	0	0	35	22.3	6	3.8	0	0.0	26.6	31.7
1500	226	1	199	2	22	0	1	0	0	0	1	0	0	38	16.8	8	3.5	3	1.3	26.6	30.3
1600	181	0	166	1	14	0	0	0	0	0	0	0	0	52	28.7	12	6.6	4	2.2	27.5	32.3
1700	182	0	164	1	16	0	1	0	0	0	0	0	0	60	33.0	8	4.4	1	0.5	28.3	32.4
1800	155	1	144	1	8	0	1	0	0	0	0	0	0	55	35.5	16	10.3	2	1.3	28.3	33
1900	96	1	89	1	5	0	0	0	0	0	0	0	0	39	40.6	10	10.4	5	5.2	29.1	34.4
2000	107	0	102	0	4	1	0	0	0	0	0	0	0	28	26.2	13	12.2	3	2.8	28.2	33.8
2100	74	0	65	0	9	0	0	0	0	0	0	0	0	26	35.1	9	12.2	4	5.4	28.9	32.8
2200	49	0	45	0	4	0	0	0	0	0	0	0	0	18	36.7	2	4.1	1	2.0	27.9	33.4
2300	38	0	35	0	3	0	0	0	0	0	0	0	0	8	21.1	3	7.9	0	0.0	27.1	30.2
07-19	1902	8	1691	7	179	3	7	0	0	2	5	0	0	472	24.8	92	4.8	16	0.8	26.9	31.6
06-22	2224	10	1983	8	204	4	8	0	0	2	5	0	0	582	26.2	128	5.8	31	1.4	27.2	31.9
	311	10	2063	8	211	4	8	0	0	2	5	0	0	608	26.3	133	5.8	32	1.4	27.2	31.9
	362	10	2108	9	216	4	8	0	0	2	5	0	0	624	26.4	137	5.8	33	1.4	27.2	31.9



Site 2
 Location Skye Lane - 53.68767, -1.60976
 Direction South

15324
 Providence Street
 Apr 24

Saturday, 20 April 2024

Time	Total	Classification												JPSL 30	JPSL% 30	JSL1 35 ACPO	JSL1% 35 ACPO	JSL2 40 DfT	JSL2% 40 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	23	0	22	0	1	0	0	0	0	0	0	0	0	4	17.4	0	0.0	0	0.0	25.1	31.1
0100	6	0	6	0	0	0	0	0	0	0	0	0	0	4	66.7	2	33.3	1	16.7	33.6	-
0200	3	0	2	0	1	0	0	0	0	0	0	0	0	1	33.3	1	33.3	0	0.0	32.3	-
0300	7	0	7	0	0	0	0	0	0	0	0	0	0	2	28.6	1	14.3	0	0.0	29.1	-
0400	13	0	13	0	0	0	0	0	0	0	0	0	0	4	30.8	0	0.0	0	0.0	28.6	31.7
0500	14	0	13	0	1	0	0	0	0	0	0	0	0	9	64.3	4	28.6	4	28.6	32.2	41.7
0600	24	1	20	0	3	0	0	0	0	0	0	0	0	9	37.5	2	8.3	0	0.0	27.3	32.7
0700	48	1	43	0	4	0	0	0	0	0	0	0	0	21	43.8	7	14.6	1	2.1	29.5	35
0800	63	1	54	0	8	0	0	0	0	0	0	0	0	26	41.3	8	12.7	2	3.2	29.6	34.6
0900	101	0	91	0	10	0	0	0	0	0	0	0	0	45	44.6	10	9.9	1	1.0	29.3	34.1
1000	116	0	109	0	7	0	0	0	0	0	0	0	0	39	33.6	11	9.5	2	1.7	28.5	32.8
1100	155	0	142	0	13	0	0	0	0	0	0	0	0	33	21.3	8	5.2	3	1.9	27.4	31.4
1200	154	1	145	0	8	0	0	0	0	0	0	0	0	52	33.8	12	7.8	2	1.3	28.3	34
1300	152	1	139	1	10	0	1	0	0	0	0	0	0	41	27.0	5	3.3	0	0.0	27.5	31.9
1400	120	2	111	0	7	0	0	0	0	0	0	0	0	42	35.0	11	9.2	3	2.5	28.3	32.8
1500	124	1	116	0	6	0	1	0	0	0	0	0	0	44	35.5	10	8.1	4	3.2	28.8	32.9
1600	128	0	118	0	10	0	0	0	0	0	0	0	0	38	29.7	6	4.7	2	1.6	27.5	32.2
1700	126	1	116	0	9	0	0	0	0	0	0	0	0	41	32.5	7	5.6	1	0.8	27.9	32.6
1800	125	2	116	0	7	0	0	0	0	0	0	0	0	53	42.4	7	5.6	3	2.4	28.8	33.1
1900	109	0	104	0	5	0	0	0	0	0	0	0	0	34	31.2	8	7.3	1	0.9	28.3	33.1
2000	82	0	77	0	5	0	0	0	0	0	0	0	0	30	36.6	5	6.1	1	1.2	28.1	32.4
2100	71	0	68	0	3	0	0	0	0	0	0	0	0	21	29.6	7	9.9	4	5.6	28.5	32.6
2200	44	1	38	0	5	0	0	0	0	0	0	0	0	17	38.6	6	13.6	1	2.3	28.3	34.3
2300	38	0	36	0	2	0	0	0	0	0	0	0	0	11	29.0	6	15.8	0	0.0	28.6	35.5
07-19	1412	10	1300	1	99	0	2	0	0	0	0	0	0	475	33.6	102	7.2	24	1.7	28.3	32.8
06-22	1698	11	1569	1	115	0	2	0	0	0	0	0	0	569	33.5	124	7.3	30	1.8	28.3	32.8
	780	12	1643	1	122	0	2	0	0	0	0	0	0	597	33.5	136	7.6	31	1.7	28.3	32.8
	846	12	1706	1	125	0	2	0	0	0	0	0	0	621	33.6	144	7.8	36	2.0	28.3	32.9



Site 2
 Location Skye Lane - 53.68767, -1.60976
 Direction South

15324
 Providence Street
 Apr 24

Sunday, 21 April 2024

Time	Total	Classification												JPSL 30	JPSL% 30	JSL1 35 ACPO	JSL1% 35 ACPO	JSL2 40 DfT	JSL2% 40 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	19	0	16	0	3	0	0	0	0	0	0	0	0	4	21.1	2	10.5	1	5.3	27.7	34.8
0100	14	0	14	0	0	0	0	0	0	0	0	0	0	4	28.6	2	14.3	1	7.1	26.6	36.1
0200	11	0	11	0	0	0	0	0	0	0	0	0	0	3	27.3	0	0.0	0	0.0	28.3	32.6
0300	4	0	4	0	0	0	0	0	0	0	0	0	0	3	75.0	1	25.0	1	25.0	33.5	-
0400	10	0	10	0	0	0	0	0	0	0	0	0	0	3	30.0	1	10.0	0	0.0	28.2	-
0500	14	0	13	0	1	0	0	0	0	0	0	0	0	6	42.9	3	21.4	1	7.1	31.2	37.1
0600	10	0	9	0	1	0	0	0	0	0	0	0	0	3	30.0	0	0.0	0	0.0	29.3	-
0700	30	0	28	0	2	0	0	0	0	0	0	0	0	7	23.3	0	0.0	0	0.0	26.9	31.5
0800	31	1	27	0	3	0	0	0	0	0	0	0	0	9	29.0	3	9.7	1	3.2	29.1	34.9
0900	63	1	58	0	4	0	0	0	0	0	0	0	0	23	36.5	10	15.9	2	3.2	29.1	35.1
1000	95	2	89	0	4	0	0	0	0	0	0	0	0	29	30.5	8	8.4	4	4.2	28.3	32.8
1100	116	1	109	0	6	0	0	0	0	0	0	0	0	40	34.5	3	2.6	0	0.0	27.8	32.8
1200	129	1	122	1	5	0	0	0	0	0	0	0	0	36	27.9	4	3.1	1	0.8	27.4	31.4
1300	127	4	115	0	8	0	0	0	0	0	0	0	0	42	33.1	13	10.2	4	3.2	28.6	33.9
1400	126	2	118	0	6	0	0	0	0	0	0	0	0	39	31.0	14	11.1	2	1.6	28	32.5
1500	107	1	100	0	6	0	0	0	0	0	0	0	0	37	34.6	11	10.3	4	3.7	29	33.1
1600	110	0	104	0	5	0	0	0	1	0	0	0	0	30	27.3	10	9.1	2	1.8	27.3	33.3
1700	116	1	111	0	4	0	0	0	0	0	0	0	0	47	40.5	8	6.9	1	0.9	28.6	33.7
1800	121	1	117	0	3	0	0	0	0	0	0	0	0	52	43.0	11	9.1	3	2.5	29.8	34
1900	109	1	101	0	7	0	0	0	0	0	0	0	0	48	44.0	16	14.7	2	1.8	29.5	34.8
2000	83	1	75	0	7	0	0	0	0	0	0	0	0	32	38.6	9	10.8	2	2.4	29.1	34
2100	66	0	63	0	3	0	0	0	0	0	0	0	0	24	36.4	9	13.6	1	1.5	28.7	34.8
2200	38	0	34	0	4	0	0	0	0	0	0	0	0	19	50.0	9	23.7	1	2.6	30.5	37.2
2300	18	0	13	0	5	0	0	0	0	0	0	0	0	8	44.4	3	16.7	0	0.0	29.2	36.8
07-19	1171	15	1098	1	56	0	0	0	1	0	0	0	0	391	33.4	95	8.1	24	2.1	28.3	32.9
06-22	1439	17	1346	1	74	0	0	0	1	0	0	0	0	498	34.6	129	9.0	29	2.0	28.5	33.2
	495	17	1393	1	83	0	0	0	1	0	0	0	0	525	35.1	141	9.4	30	2.0	28.6	33.2
	567	17	1461	1	87	0	0	0	1	0	0	0	0	548	35.0	150	9.6	34	2.2	28.6	33.4



Site 2
 Location Skye Lane - 53.68767, -1.60976
 Direction South

15324
 Providence Street
 Apr 24

Monday, 22 April 2024

Time	Total	Classification												JPSL 30	JPSL% 30	JSL1 35 ACPO	JSL1% 35 ACPO	JSL2 40 DfT	JSL2% 40 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	6	0	5	0	1	0	0	0	0	0	0	0	0	2	33.3	2	33.3	0	0.0	29.3	-
0100	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	27.4	-
0200	4	0	4	0	0	0	0	0	0	0	0	0	0	1	25.0	0	0.0	0	0.0	26.5	-
0300	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	28	-
0400	9	0	9	0	0	0	0	0	0	0	0	0	0	3	33.3	0	0.0	0	0.0	26.2	-
0500	26	0	21	0	3	0	1	0	0	1	0	0	0	10	38.5	4	15.4	1	3.8	29.2	35.3
0600	43	1	33	0	9	0	0	0	0	0	0	0	0	14	32.6	3	7.0	0	0.0	28	32.4
0700	120	3	101	0	14	0	0	1	0	0	1	0	0	32	26.7	5	4.2	0	0.0	27.2	31
0800	195	0	179	0	13	1	0	1	0	0	1	0	0	42	21.5	3	1.5	0	0.0	26.7	30.8
0900	123	1	102	0	19	0	1	0	0	0	0	0	0	20	16.3	4	3.3	1	0.8	25.1	30.7
1000	103	1	89	1	10	1	1	0	0	0	0	0	0	15	14.6	5	4.9	0	0.0	24.7	29.9
1100	113	0	98	0	14	0	0	0	0	0	1	0	0	21	18.6	1	0.9	0	0.0	26.1	31
1200	128	1	111	0	15	0	0	0	0	1	0	0	0	24	18.8	2	1.6	1	0.8	26.2	30.3
1300	128	0	112	0	15	1	0	0	0	0	0	0	0	36	28.1	8	6.3	0	0.0	27	32.2
1400	131	2	115	1	11	1	0	0	0	1	0	0	0	22	16.8	5	3.8	0	0.0	26.2	30.4
1500	178	0	165	0	12	0	0	0	1	0	0	0	0	47	26.4	9	5.1	2	1.1	28	31.8
1600	138	0	125	0	13	0	0	0	0	0	0	0	0	42	30.4	4	2.9	0	0.0	27.2	31.8
1700	174	1	166	0	7	0	0	0	0	0	0	0	0	52	29.9	13	7.5	2	1.1	27.8	33
1800	135	0	124	1	9	0	0	1	0	0	0	0	0	37	27.4	8	5.9	1	0.7	27.3	31.6
1900	116	1	108	1	5	0	1	0	0	0	0	0	0	42	36.2	11	9.5	2	1.7	28.5	33.3
2000	79	1	72	0	5	0	1	0	0	0	0	0	0	27	34.2	8	10.1	3	3.8	28.4	33.4
2100	58	0	55	0	3	0	0	0	0	0	0	0	0	20	34.5	7	12.1	2	3.4	29.5	34.8
2200	40	1	34	0	5	0	0	0	0	0	0	0	0	9	22.5	3	7.5	0	0.0	26.3	32.8
2300	18	0	16	0	2	0	0	0	0	0	0	0	0	4	22.2	1	5.6	0	0.0	27.3	33.3
07-19	1666	9	1487	3	152	4	2	3	1	2	3	0	0	390	23.4	67	4.0	7	0.4	26.8	31.4
06-22	1962	12	1755	4	174	4	4	3	1	2	3	0	0	493	25.1	96	4.9	14	0.7	27	31.7
	020	13	1805	4	181	4	4	3	1	2	3	0	0	506	25.1	100	5.0	14	0.7	27	31.7
	068	13	1847	4	185	4	5	3	1	3	3	0	0	522	25.2	106	5.1	15	0.7	27	31.7



Site 2
 Location Skye Lane - 53.68767, -1.60976
 Direction South

15324
 Providence Street
 Apr 24

Tuesday, 23 April 2024

Time	Total	Classification												]PSL 30	]PSL% 30	]SL1 35 ACPO	]SL1% 35 ACPO	]SL2 40 DfT	]SL2% 40 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	8	0	7	0	1	0	0	0	0	0	0	0	0	1	12.5	1	12.5	0	0.0	28.2	-
0100	3	0	2	0	1	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	23.8	-
0200	4	1	3	0	0	0	0	0	0	0	0	0	0	1	25.0	0	0.0	0	0.0	26.3	-
0300	3	0	3	0	0	0	0	0	0	0	0	0	0	1	33.3	0	0.0	0	0.0	27.8	-
0400	6	0	4	0	2	0	0	0	0	0	0	0	0	3	50.0	0	0.0	0	0.0	28.9	-
0500	15	0	13	0	2	0	0	0	0	0	0	0	0	6	40.0	1	6.7	0	0.0	26.9	33.3
0600	60	2	45	1	11	1	0	0	0	0	0	0	0	14	23.3	5	8.3	1	1.7	27.6	32.3
0700	128	2	110	0	13	0	1	0	0	1	1	0	0	27	21.1	3	2.3	1	0.8	26.3	31.3
0800	174	3	157	0	13	0	0	0	0	0	1	0	0	35	20.1	5	2.9	1	0.6	26.4	31
0900	107	3	91	1	11	0	0	0	0	0	1	0	0	18	16.8	5	4.7	1	0.9	25.6	30.4
1000	98	0	80	0	15	2	0	0	1	0	0	0	0	19	19.4	3	3.1	0	0.0	25.5	30.7
1100	110	3	84	0	21	1	0	0	0	0	1	0	0	11	10.0	4	3.6	3	2.7	24.8	29.1
1200	116	0	96	1	19	0	0	0	0	0	0	0	0	17	14.7	4	3.4	1	0.9	24.9	30
1300	142	1	128	0	10	1	0	0	1	1	0	0	0	23	16.2	3	2.1	1	0.7	25.7	30.2
1400	145	1	130	1	13	0	0	0	0	0	0	0	0	24	16.6	5	3.4	1	0.7	26.1	30.3
1500	210	2	194	0	12	2	0	0	0	0	0	0	0	28	13.3	3	1.4	0	0.0	25.1	29.8
1600	181	0	165	0	12	1	0	0	0	0	3	0	0	28	15.5	6	3.3	1	0.6	25.4	30.4
1700	173	2	156	0	12	2	0	0	0	0	1	0	0	17	9.8	5	2.9	0	0.0	24.8	28.5
1800	125	0	116	1	8	0	0	0	0	0	0	0	0	44	35.2	8	6.4	3	2.4	28	32.1
1900	103	0	94	0	9	0	0	0	0	0	0	0	0	41	39.8	10	9.7	2	1.9	28.3	33.9
2000	94	2	84	0	8	0	0	0	0	0	0	0	0	24	25.5	6	6.4	1	1.1	27.2	33.1
2100	63	0	55	0	8	0	0	0	0	0	0	0	0	26	41.3	9	14.3	1	1.6	28.3	35
2200	32	0	29	0	3	0	0	0	0	0	0	0	0	12	37.5	3	9.4	1	3.1	29	33.5
2300	13	0	11	0	2	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	23.3	27.4
07-19	1709	17	1507	4	159	9	1	0	2	2	8	0	0	291	17.0	54	3.2	13	0.8	25.7	30.4
06-22	2029	21	1785	5	195	10	1	0	2	2	8	0	0	396	19.5	84	4.1	18	0.9	26	30.8
	074	21	1825	5	200	10	1	0	2	2	8	0	0	408	19.7	87	4.2	19	0.9	26.1	30.8
	113	22	1857	5	206	10	1	0	2	2	8	0	0	420	19.9	89	4.2	19	0.9	26.1	30.9



Site 2
 Location Skye Lane - 53.68767, -1.60976
 Direction South

15324
 Providence Street
 Apr 24

Virtual Day (7)

Time	Total	Classification												JPSL 30	JPSL% 30	JSL1 35 ACPO	JSL1% 35 ACPO	JSL2 40 DfT	JSL2% 40 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	11	0	10	0	1	0	0	0	0	0	0	0	0	2	20.5	1	9.0	0	2.6	27.1	33.3
0100	5	0	5	0	0	0	0	0	0	0	0	0	0	2	35.3	1	20.6	0	5.9	28.8	-
0200	4	0	4	0	0	0	0	0	0	0	0	0	0	1	23.3	0	3.3	0	0.0	27.3	-
0300	3	0	3	0	0	0	0	0	0	0	0	0	0	1	27.3	0	9.1	0	4.5	28.6	-
0400	7	0	6	0	0	0	0	0	0	0	0	0	0	2	34.8	0	2.2	0	0.0	28	-
0500	24	0	21	0	3	0	0	0	0	0	0	0	0	10	40.1	3	14.4	1	5.4	29.1	34.9
0600	40	1	32	0	6	0	0	0	0	0	0	0	0	14	33.7	3	8.2	1	1.8	28	32.9
0700	100	2	85	0	11	0	0	0	0	0	0	0	0	29	28.9	6	5.6	1	1.0	27.5	32
0800	147	1	131	0	13	1	0	0	0	0	1	0	0	41	27.9	6	4.1	1	0.7	27.3	31.9
0900	105	1	89	0	13	1	0	0	0	0	0	0	0	23	21.7	6	5.3	1	0.8	26.2	31.7
1000	104	1	93	0	10	1	0	0	0	0	0	0	0	21	20.0	5	5.2	1	0.8	25.9	31.2
1100	124	1	110	0	13	0	0	0	0	0	0	0	0	25	20.5	4	3.0	1	0.8	26.2	30.9
1200	130	1	116	1	12	0	0	0	0	0	0	0	0	28	21.9	5	4.2	1	0.7	26.3	31.1
1300	143	1	128	0	12	1	0	0	0	0	0	0	0	34	23.8	7	4.9	1	0.8	26.6	31.5
1400	142	2	128	0	11	0	0	0	0	0	0	0	0	29	20.7	8	5.3	1	0.6	26.5	31.2
1500	177	1	162	0	13	1	0	0	0	0	0	0	0	40	22.4	8	4.7	2	1.1	26.9	31.3
1600	153	0	140	0	12	0	0	0	0	0	0	0	0	41	26.6	7	4.9	2	1.0	27.1	31.7
1700	156	1	144	0	10	0	0	0	0	0	0	0	0	43	27.2	8	5.3	1	0.8	27.3	32.2
1800	141	1	131	0	9	0	0	0	0	0	0	0	0	49	34.6	10	7.3	2	1.6	28.2	32.7
1900	107	1	98	0	7	0	0	0	0	0	0	0	0	41	38.2	11	10.7	3	2.4	28.7	33.9
2000	89	1	83	0	6	0	0	0	0	0	0	0	0	29	32.0	9	9.6	2	2.7	28.3	33.3
2100	66	0	62	0	5	0	0	0	0	0	0	0	0	22	33.5	7	11.2	2	3.0	28.4	33.7
2200	40	0	36	0	4	0	0	0	0	0	0	0	0	15	36.2	4	10.6	1	1.8	28.2	33.6
2300	22	0	19	0	3	0	0	0	0	0	0	0	0	5	24.5	2	9.7	0	0.0	27.4	32.1
07-19	1621	12	1456	3	138	4	3	0	1	1	3	0	0	402	24.8	81	5.0	15	0.9	26.9	31.7
06-22	1923	15	1730	3	162	5	3	0	1	1	3	0	0	507	26.4	111	5.8	22	1.2	27.1	32
	986	15	1786	3	168	5	3	0	1	1	3	0	0	527	26.5	118	5.9	23	1.2	27.1	32
	040	15	1834	4	173	5	3	0	1	1	3	0	0	545	26.7	124	6.1	25	1.2	27.2	32.1



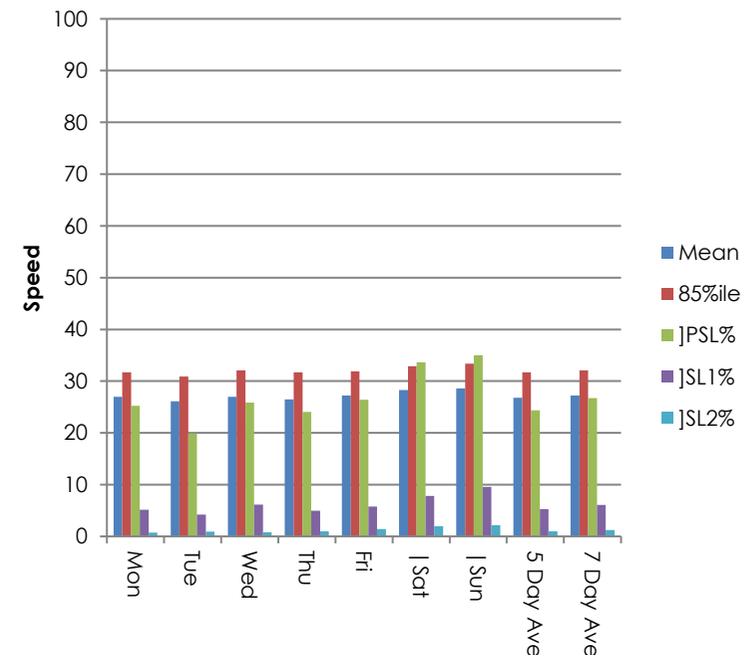
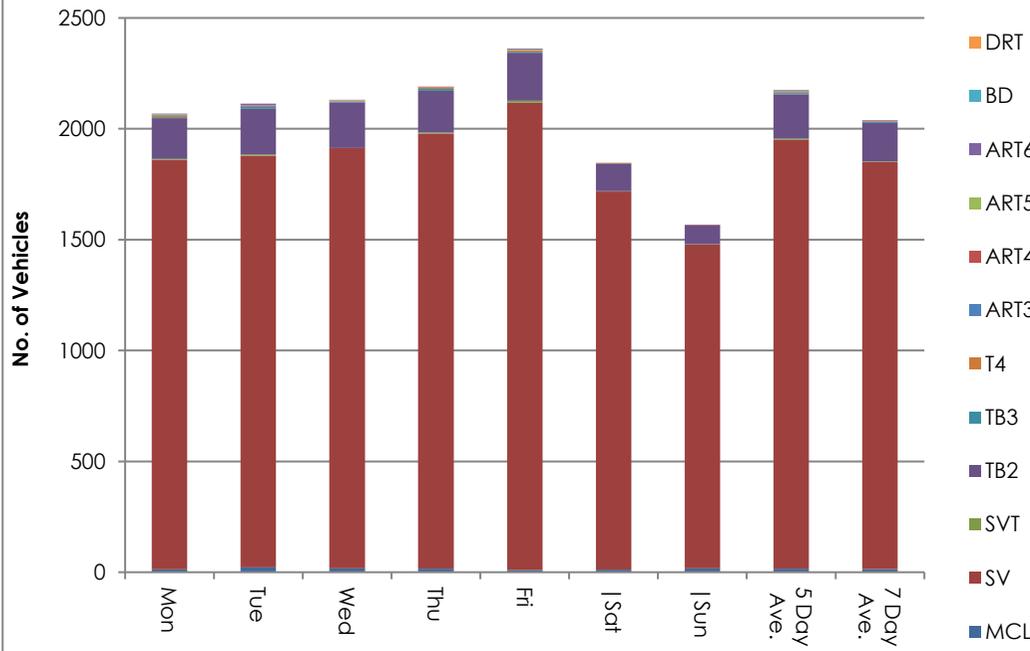
Site 2
 Location Skye Lane - 53.68767, -1.60976
 Direction South

15324
 Providence Street
 Apr 24

Virtual Week (1)

Time	Total	Classification												JPSL 30	JPSL% 30	JSL1 35 ACPO	JSL1% 35 ACPO	JSL2 40 DfT	JSL2% 40 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
Mon	2068	13	1847	4	185	4	5	3	1	3	3	0	0	522	25.2	106	5.1	15	0.7	27	31.7
Tue	2113	22	1857	5	206	10	1	0	2	2	8	0	0	420	19.9	89	4.2	19	0.9	26.1	30.9
Wed	2131	18	1895	0	206	5	2	0	2	1	2	0	0	551	25.9	131	6.1	17	0.8	27	32.1
Thu	2190	16	1962	5	188	10	6	0	2	0	1	0	0	527	24.1	109	5.0	22	1.0	26.5	31.7
Fri	2362	10	2108	9	216	4	8	0	0	2	5	0	0	624	26.4	137	5.8	33	1.4	27.2	31.9
| Sat	1846	12	1706	1	125	0	2	0	0	0	0	0	0	621	33.6	144	7.8	36	2.0	28.3	32.9
| Sun	1567	17	1461	1	87	0	0	0	1	0	0	0	0	548	35.0	150	9.6	34	2.2	28.6	33.4
5 Day Ave.	2173	16	1934	5	200	7	4	1	1	2	4	0	0	529	24.3	114	5.2	21	1.0	26.8	31.7
7 Day Ave.	2040	15	1834	4	173	5	3	0	1	1	3	0	0	545	26.7	124	6.1	25	1.2	27.2	32.1
--	14277	108	12836	25	1213	33	24	3	8	8	19	0	0	3813	26.7	866	6.1	176	1.2	27.2	32.1

Summary Graphs



Site 2
Location Skye Lane - 53.68767, -1.60976
Direction South

15324
Providence Street
Apr 24



Site 2
 Location Skye Lane - 53.68767, -1.60976
 Direction South

15324
 Providence Street
 Apr 24

Wednesday, 17 April 2024

Automatic Traffic Count

Time	Total	Speed Bins (mph)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	6	0	0	0	1	1	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	3	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	2	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	4	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	4	0	0	0	0	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	28	0	0	0	3	6	9	7	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	46	0	1	1	3	5	20	11	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	137	0	0	1	5	25	68	29	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	194	0	0	3	14	58	65	48	5	1	0	0	0	0	0	0	0	0											
0900	113	0	3	2	11	27	61	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	108	0	3	4	8	41	38	10	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	126	0	0	5	9	28	54	26	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	126	0	1	2	14	45	40	17	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	124	0	1	5	9	43	41	16	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	149	0	0	2	7	51	66	18	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	180	0	0	1	8	45	77	37	11	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	167	0	0	0	5	41	68	45	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	144	0	0	2	8	36	61	28	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	160	0	0	2	5	18	82	39	11	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	104	0	1	0	7	18	31	33	11	1	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	96	0	0	0	3	22	37	24	7	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	61	0	0	0	2	20	23	11	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	37	0	0	0	1	10	12	9	4	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	12	0	0	0	0	2	9	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	1728	0	8	29	103	458	721	322	79	6	1	0	1	0	0	0	0	0	0	0	0								
06-22	2035	0	10	30	118	523	832	401	106	11	2	0	1	1	0	0	0	0	0	0	0	0							
	084	0	10	30	119	535	853	410	111	11	2	0	1	2	0	0	0	0	0	0	0	0							
	131	0	10	30	123	546	871	420	114	12	2	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



Site 2
 Location Skye Lane - 53.68767, -1.60976
 Direction South

15324
 Providence Street
 Apr 24

Thursday, 18 April 2024

Time	Total	Speed Bins (mph)																										
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	7	0	0	0	0	1	4	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	3	0	0	0	0	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	4	0	0	0	0	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	2	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	2	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	36	0	0	0	1	8	13	8	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	54	0	0	1	3	11	17	18	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	120	0	1	2	9	20	50	33	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	179	0	0	0	9	28	71	60	10	1	0	0	0	0	0	0	0											
0900	104	0	0	1	12	28	40	17	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	101	0	4	4	19	18	42	11	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	110	0	2	7	16	28	42	14	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	120	0	1	3	17	30	53	13	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	141	0	1	9	22	28	58	19	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	163	0	2	8	14	50	69	13	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	212	0	2	8	16	65	87	29	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	163	0	0	3	6	37	76	35	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	179	0	2	1	8	40	84	36	5	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	165	0	0	4	13	42	59	39	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	110	0	0	2	7	19	48	23	8	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	85	0	0	0	3	19	38	16	5	2	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	70	0	0	0	5	19	24	16	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	42	0	0	0	3	10	16	11	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	18	0	0	0	0	6	6	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	1757	0	15	50	161	414	731	319	56	11	0	0	0	0	0	0	0											
06-22	2076	0	15	53	179	482	858	392	77	18	0	0	1	1	0	0	0	0	0	0	0							
	136	0	15	53	182	498	880	408	80	18	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	190	0	15	53	183	510	902	418	87	20	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0



Site 2
 Location Skye Lane - 53.68767, -1.60976
 Direction South

15324
 Providence Street
 Apr 24

Friday, 19 April 2024

Time	Total	Speed Bins (mph)																										
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	9	0	0	0	0	2	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	3	0	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	0
0200	2	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	2	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	34	0	0	0	0	7	15	9	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	45	0	1	2	1	7	17	13	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	117	0	0	1	7	17	53	29	8	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	194	0	0	5	4	44	91	44	5	1	0	0	0	0	0	0	0											
0900	121	1	0	10	16	28	45	17	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	110	0	2	3	14	26	49	12	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	140	0	1	1	5	48	57	23	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	134	0	0	4	11	37	52	24	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	185	0	2	0	9	51	75	41	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	157	0	0	2	12	39	69	29	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	226	0	0	1	13	57	117	30	5	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	181	0	0	3	7	39	80	40	8	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	182	0	0	2	6	23	91	52	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	155	0	0	0	6	32	62	39	14	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	96	0	1	0	3	17	36	29	5	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	107	0	0	0	7	25	47	15	10	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	74	0	0	0	3	15	30	17	5	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	49	0	0	0	3	12	16	16	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	38	0	0	0	3	8	19	5	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	1902	1	5	32	110	441	841	380	76	15	0	0	0	1	0	0	0	0	0	0	0							
06-22	2224	1	7	34	124	505	971	454	97	23	4	2	1	1	0	0	0	0	0	0	0							
	311	1	7	34	130	525	1006	475	101	24	4	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	362	1	7	34	131	536	1029	487	104	25	4	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0



Site 2
 Location Skye Lane - 53.68767, -1.60976
 Direction South

15324
 Providence Street
 Apr 24

Saturday, 20 April 2024

Time	Total	Speed Bins (mph)																										
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	23	0	0	1	2	7	9	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	6	0	0	0	0	0	2	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	3	0	0	0	0	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	7	0	0	0	0	1	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	13	0	0	0	0	2	7	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	14	0	0	0	1	1	3	5	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	24	0	0	1	2	4	8	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	48	0	0	0	1	8	18	14	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	63	0	0	0	2	8	27	18	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	101	0	0	1	2	16	37	35	9	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	116	0	1	1	6	15	54	28	9	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	155	0	0	3	4	35	80	25	5	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	154	0	0	2	4	33	63	40	10	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	152	1	0	1	4	33	72	36	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	120	0	0	1	5	21	51	31	8	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	124	0	0	0	5	21	54	34	6	2	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	128	0	1	0	8	25	56	32	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	126	0	0	1	4	30	50	34	6	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	125	0	0	0	5	18	49	46	4	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	109	0	0	1	2	23	49	26	7	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	82	0	0	0	5	14	33	25	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	71	0	0	0	2	16	32	14	3	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	44	0	0	1	2	8	16	11	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	38	0	0	0	0	10	17	5	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	1412	1	2	10	50	263	611	373	78	13	4	2	3	1	1	0	0	0	0	0	0	0						
06-22	1698	1	2	12	61	320	733	445	94	16	7	2	3	1	1	0	0	0	0	0	0	0						
	780	1	2	13	63	338	766	461	105	17	7	2	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
	846	1	2	14	66	349	793	477	108	22	7	2	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0



Site 2
 Location Skye Lane - 53.68767, -1.60976
 Direction South

15324
 Providence Street
 Apr 24

Sunday, 21 April 2024

Time	Total	Speed Bins (mph)																										
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	19	0	0	1	0	4	10	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	14	0	0	1	3	0	6	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	11	0	0	0	0	2	6	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	4	0	0	0	0	0	1	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	10	0	0	0	0	3	4	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	14	0	0	0	0	1	7	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	10	0	0	0	0	0	7	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	30	0	0	0	2	7	14	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	31	0	0	0	2	5	15	6	2	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	63	0	0	1	1	10	28	13	8	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	95	0	1	0	2	21	42	21	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	116	0	0	1	2	27	46	37	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	129	0	2	1	6	19	65	32	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	127	0	0	0	7	20	58	29	9	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	126	0	0	3	4	26	54	25	12	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	107	0	0	0	1	15	54	26	7	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	110	0	1	1	6	32	40	20	8	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	116	0	0	3	4	18	44	39	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	121	0	0	1	0	13	55	41	8	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	109	0	0	0	3	15	43	32	14	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	83	0	0	1	2	14	34	23	7	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	66	0	0	0	0	15	27	15	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	38	0	0	0	1	3	15	10	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	18	0	0	0	1	3	6	5	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	1171	0	4	11	37	213	515	296	71	19	2	3	0	0	0	0	0	0	0									
06-22	1439	0	4	12	42	257	626	369	100	23	3	3	0	0	0	0	0	0	0									
	495	0	4	12	44	263	647	384	111	24	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	567	0	4	14	47	273	681	398	116	28	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



Site 2
 Location Skye Lane - 53.68767, -1.60976
 Direction South

15324
 Providence Street
 Apr 24

Monday, 22 April 2024

Time	Total	Speed Bins (mph)																										
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	6	0	0	0	1	1	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	2	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	4	0	0	0	0	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	9	0	0	0	1	2	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	26	0	0	0	0	7	9	6	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	43	0	0	1	2	6	20	11	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	120	0	0	2	5	22	59	27	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	195	0	0	2	15	39	97	39	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	123	0	1	8	10	34	50	16	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	103	1	3	7	6	30	41	10	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	113	0	0	1	11	29	51	20	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	128	0	0	1	9	39	55	22	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	128	0	2	2	7	26	55	28	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	131	0	1	1	7	37	63	17	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	178	0	0	0	4	36	91	38	7	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	138	0	0	1	8	31	56	38	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	174	0	0	1	7	40	74	39	11	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	135	0	0	2	6	34	56	29	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	116	0	0	0	3	25	46	31	9	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	79	0	0	0	3	16	33	19	5	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	58	0	0	0	1	7	30	13	5	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	40	0	1	0	4	9	17	6	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	18	0	0	0	0	7	7	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	1666	1	7	28	95	397	748	323	60	6	1	0	0	0	0	0	0	0										
06-22	1962	1	7	29	104	451	877	397	82	10	3	0	0	1	0	0	0	0	0	0	0							
	020	1	8	29	108	467	901	406	86	10	3	0	0	1	0	0	0	0	0	0	0							
	068	1	8	29	110	479	919	416	91	11	3	0	0	1	0	0	0	0	0	0	0							



Site 2
 Location Skye Lane - 53.68767, -1.60976
 Direction South

15324
 Providence Street
 Apr 24

Tuesday, 23 April 2024

Time	Total	Speed Bins (mph)																										
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	8	0	0	0	0	2	5	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	3	0	0	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	4	0	0	0	0	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	3	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	0	0
0400	6	0	0	0	1	0	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	15	0	0	1	2	1	5	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	60	0	0	2	2	10	32	9	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	128	0	1	4	8	31	57	24	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	174	0	0	1	14	45	79	30	4	1	0	0	0	0	0	0	0											
0900	107	0	2	2	7	33	45	13	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	98	0	2	0	13	29	35	16	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	110	1	2	5	8	35	48	7	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	116	0	2	2	13	43	39	13	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	142	0	0	2	11	37	69	20	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	145	0	0	1	8	52	60	19	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	210	0	2	5	19	73	83	25	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	181	1	0	7	13	68	64	22	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	173	0	3	6	15	58	74	12	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	125	0	0	3	5	21	52	36	5	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	103	0	0	1	5	26	30	31	8	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	94	0	0	1	7	24	38	18	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	63	0	0	0	5	12	20	17	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	32	0	0	0	1	7	12	9	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	13	0	0	0	2	8	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	1709	2	14	38	134	525	705	237	41	12	1	0	0	0	0	0	0	0										
06-22	2029	2	14	42	153	597	825	312	66	17	1	0	0	0	0	0	0	0										
	074	2	14	42	156	612	840	321	68	17	2	0	0	0	0	0	0	0										
	113	2	14	43	160	619	855	331	70	17	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



Site 2
 Location Skye Lane - 53.68767, -1.60976
 Direction South

15324
 Providence Street
 Apr 24

Virtual Day (7)

Time	Total	Speed Bins (mph)																										
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	11	0	0	0	1	3	5	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	5	0	0	0	1	0	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	4	0	0	0	0	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	3	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	7	0	0	0	0	1	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	24	0	0	0	1	4	9	6	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	40	0	0	1	2	6	17	10	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	100	0	0	1	5	19	46	23	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	147	0	0	2	9	32	64	35	5	1	0	0	0	0	0	0	0											
0900	105	0	1	4	8	25	44	17	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	104	0	2	3	10	26	43	15	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	124	0	1	3	8	33	54	22	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	130	0	1	2	11	35	52	23	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	143	0	1	3	10	34	61	27	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	142	0	0	3	8	39	62	22	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	177	0	1	2	9	45	80	31	6	1	0	0	0	0	0	0	0											
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1700	156	0	1	2	7	35	68	34	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	141	0	0	2	6	25	59	38	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	107	0	0	1	4	20	40	29	9	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	89	0	0	0	4	19	37	20	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	66	0	0	0	3	15	27	15	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	40	0	0	0	2	8	15	10	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	22	0	0	0	1	6	10	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	1621	1	8	28	99	387	696	321	66	12	1	1	1	0	0	0	0	0	0	0								
06-22	1923	1	8	30	112	448	817	396	89	17	3	1	1	1	0	0	0	0	0	0	0							
	986	1	9	30	115	463	842	409	95	17	3	1	1	1	0	0	0	0	0	0	0							
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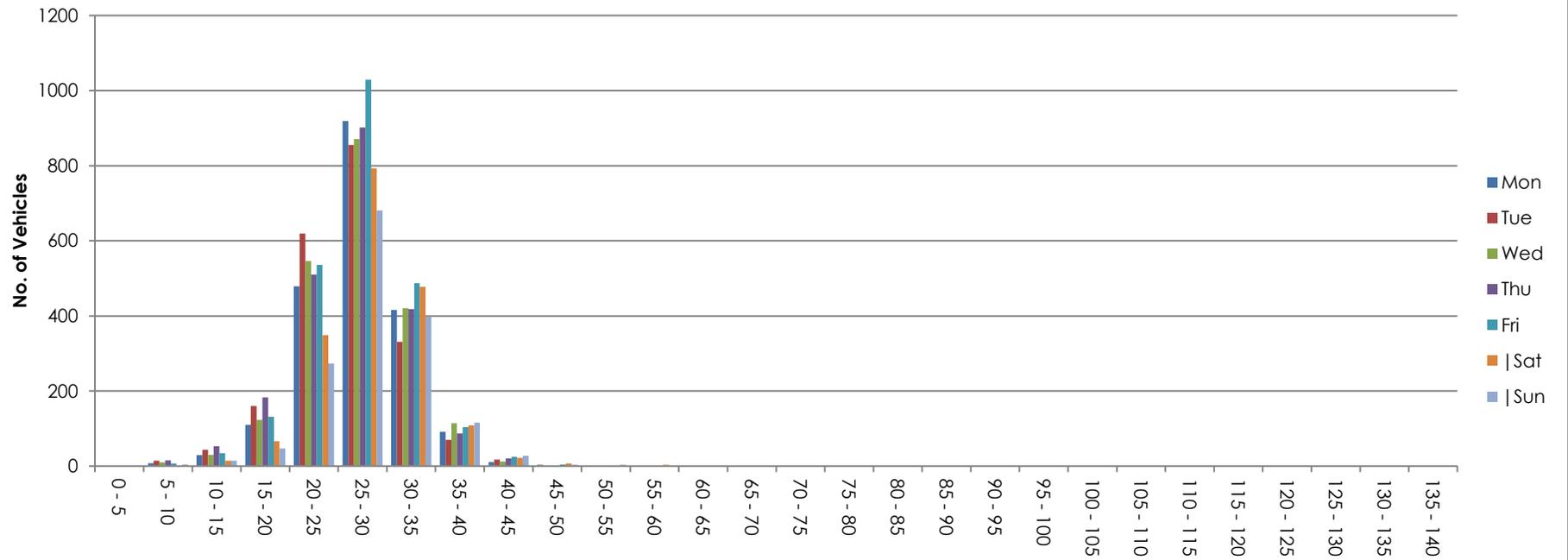
Site 2
 Location Skye Lane - 53.68767, -1.60976
 Direction South

15324
 Providence Street
 Apr 24

Virtual Week (1)

Time	Total	Speed Bins (mph)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
Mon	2068	1	8	29	110	479	919	416	91	11	3	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Tue	2113	2	14	43	160	619	855	331	70	17	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Wed	2131	0	10	30	123	546	871	420	114	12	2	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Thu	2190	0	15	53	183	510	902	418	87	20	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Fri	2362	1	7	34	131	536	1029	487	104	25	4	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
|Sat	1846	1	2	14	66	349	793	477	108	22	7	2	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	
|Sun	1567	0	4	14	47	273	681	398	116	28	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5 Day Ave.	2173	1	11	38	141	538	915	414	93	17	2	0	1	1	0	0	0	0	0	0	0								
7 Day Ave.	2040	1	9	31	117	473	864	421	99	19	3	1	1	1	0	0	0	0	0	0	0								
--	14277	5	60	217	820	3312	6050	2947	690	135	21	7	6	6	1	0	0	0	0	0	0	0							

Summary Graphs

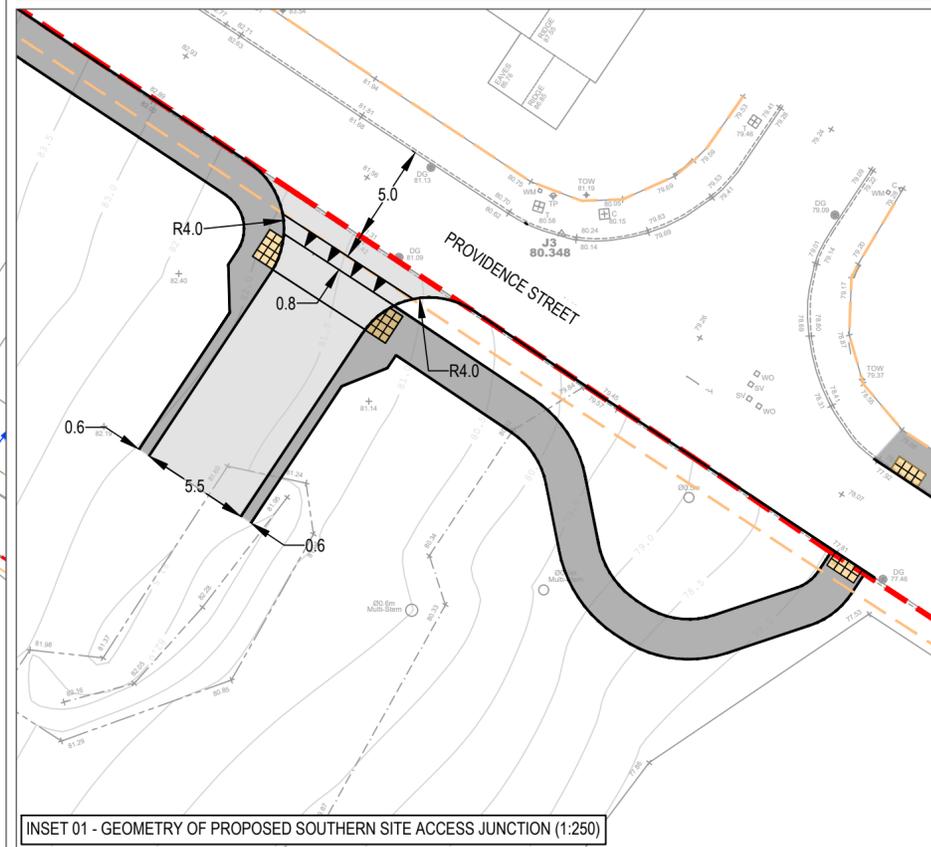
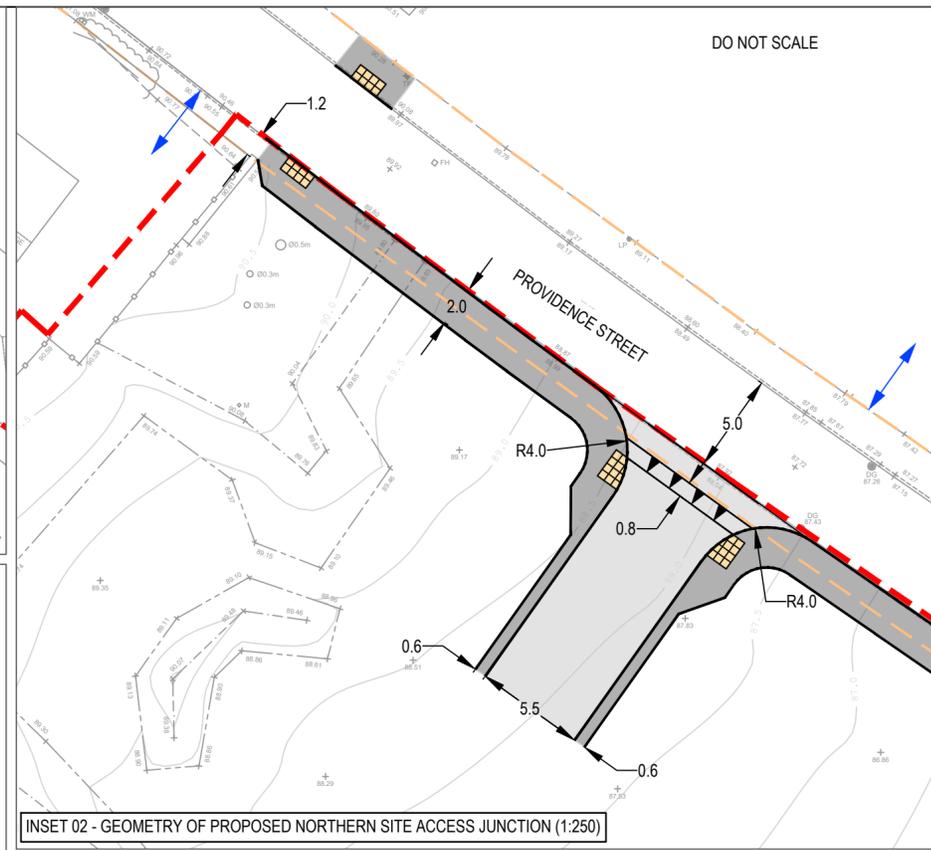
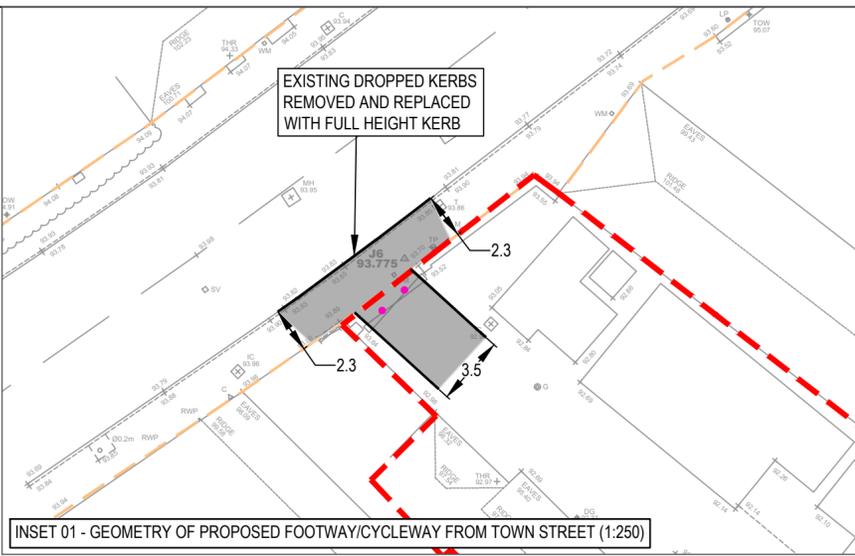
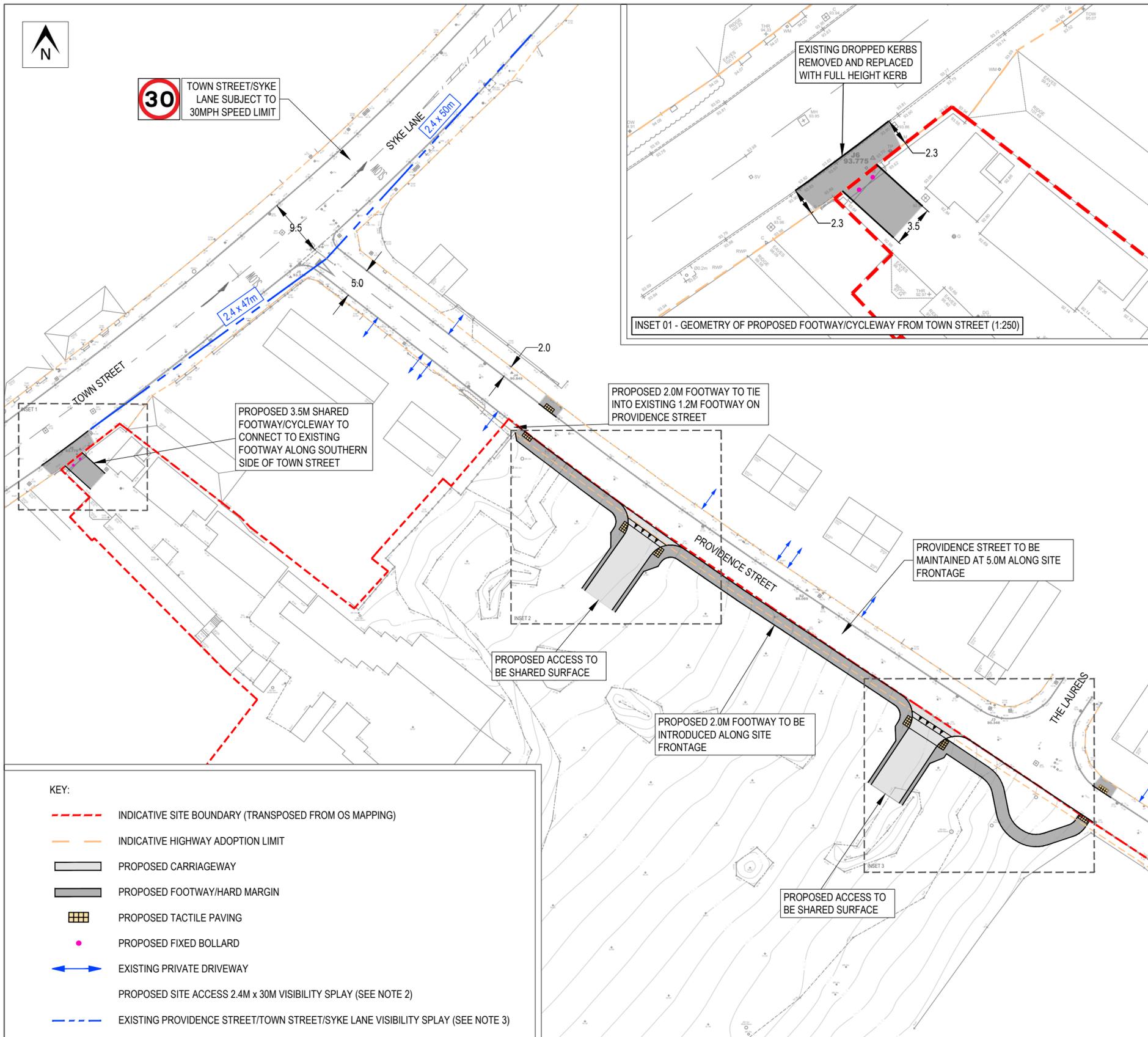


Appendix F Proposed Site Access Arrangements (Optima Drawing No. 24023/GA/01/A)





30 TOWN STREET/SYKE LANE SUBJECT TO 30MPH SPEED LIMIT



KEY:

- - - INDICATIVE SITE BOUNDARY (TRANSPosed FROM OS MAPPING)
- - - INDICATIVE HIGHWAY ADOPTION LIMIT
- PROPOSED CARRIAGEWAY
- PROPOSED FOOTWAY/HARD MARGIN
- PROPOSED TACTILE PAVING
- PROPOSED FIXED BOLLARD
- ↔ EXISTING PRIVATE DRIVEWAY
- - - PROPOSED SITE ACCESS 2.4m x 30m VISIBILITY SPLAY (SEE NOTE 2)
- - - EXISTING PROVIDENCE STREET/TOWN STREET/SYKE LANE VISIBILITY SPLAY (SEE NOTE 3)

NOTES

1. PRELIMINARY LAYOUT SUBJECT TO DETAILED DESIGN INCLUDING FULL CDM COMPLIANCE, STATUTORY UNDERTAKERS SEARCH/DIVERSION REQUIREMENTS, HIGHWAY DRAINAGE PROVISION, LAND AVAILABILITY, CAPACITY ASSESSMENT AND LOCAL AUTHORITY APPROVAL.
2. 2.4m X 30m VISIBILITY SPLAYS IN ACCORDANCE WITH MFS FOR RECORDED 85TH PERCENTILE SPEEDS OF 23mph.
3. 2.4m X 47m & 2.4m X 50m VISIBILITY SPLAYS IN ACCORDANCE WITH MFS FOR RECORDED NORTHBOUND AND SOUTHBOUND 85TH PERCENTILE SPEEDS OF 33.3MPH & 32.1MPH, RESPECTIVELY.

REV	DATE	BY	DESCRIPTION	CHK	APP
A	12/08/24	RP	UPDATED FOOTPATH	PMO	PMO
-	07/08/24	RP	INITIAL ISSUE	PMO	PMO

STATUS: PRELIMINARY

PROJECT	PROVIDENCE STREET, EARLSHEATON
DRAWING TITLE	PROPOSED SITE ACCESS ARRANGEMENTS

CLIENT	PRECIOUS HOLDINGS		
CHECKED	APPROVED	DRG No.	
PMO	PMO	24023/GA/01	
DRAWN BY:	SCALE @ A2	DATE	REV.
RP	1:500 & 1:250	AUGUST 2024	-

Intelligent Highway Solutions
Suite 1, 3rd Floor, Goodbarb House, Infirmity Street
Leeds LS1 2JP
optimahighways.com
T 0113 245 1679

DO NOT SCALE

Appendix G TRICS Outputs



Calculation Reference: AUDIT-750701-240715-0714

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	CT CENTRAL BEDFORDSHIRE	1 days
	ES EAST SUSSEX	1 days
	HC HAMPSHIRE	5 days
	HF HERTFORDSHIRE	1 days
	MW MEDWAY	1 days
	SC SURREY	1 days
03	SOUTH WEST	
	DC DORSET	2 days
	SD SWINDON	1 days
04	EAST ANGLIA	
	NF NORFOLK	4 days
	PB PETERBOROUGH	1 days
05	EAST MIDLANDS	
	NT NOTTINGHAMSHIRE	1 days
06	WEST MIDLANDS	
	ST STAFFORDSHIRE	1 days
	WK WARWICKSHIRE	2 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	3 days
08	NORTH WEST	
	AC CHESHIRE WEST & CHESTER	1 days
	LC LANCASHIRE	1 days
09	NORTH	
	DH DURHAM	1 days
	FU WESTMORLAND & FURNESS	1 days
10	WALES	
	VG VALE OF GLAMORGAN	1 days
11	SCOTLAND	
	HI HIGHLAND	1 days

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

Primary Filtering selection:

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

Parameter: No of Dwellings
 Actual Range: 8 to 50 (units:)
 Range Selected by User: 5 to 50 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/16 to 27/03/24

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

Selected survey days:

Monday	6 days
Tuesday	6 days
Wednesday	11 days
Thursday	3 days
Friday	5 days

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

Selected survey types:

Manual count	30 days
Directional ATC Count	1 days

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

Selected Locations:

Edge of Town Centre	3
Suburban Area (PPS6 Out of Centre)	8
Edge of Town	20

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

Selected Location Sub Categories:

Residential Zone	30
No Sub Category	1

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	8 days - Selected
Servicing vehicles Excluded	27 days - Selected

Secondary Filtering selection:**Use Class:**

C3 31 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,001 to 5,000	2 days
5,001 to 10,000	10 days
10,001 to 15,000	9 days
15,001 to 20,000	5 days
20,001 to 25,000	4 days
25,001 to 50,000	1 days

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

Population within 5 miles:

5,001 to 25,000	5 days
25,001 to 50,000	3 days
50,001 to 75,000	5 days
75,001 to 100,000	2 days
100,001 to 125,000	1 days
125,001 to 250,000	12 days
250,001 to 500,000	3 days

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

Car ownership within 5 miles:

0.6 to 1.0	10 days
1.1 to 1.5	20 days
1.6 to 2.0	1 days

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

Travel Plan:

Yes	14 days
No	17 days

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

PTAL Rating:

No PTAL Present	31 days
-----------------	---------

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

LIST OF SITES relevant to selection parameters

1	AC-03-A-04 LONDON ROAD NORTHWICH LEFTWICH Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: Survey date: THURSDAY	TOWN HOUSES 24 06/06/19	CHESHIRE WEST & CHESTER Survey Type: MANUAL
2	CT-03-A-01 ARLESEY ROAD STOTFOLD Edge of Town Residential Zone Total No of Dwellings: Survey date: WEDNESDAY	MIXED HOUSES 46 22/06/22	CENTRAL BEDFORDSHIRE Survey Type: MANUAL
3	DC-03-A-09 A350 SHAFTESBURY Edge of Town No Sub Category Total No of Dwellings: Survey date: FRIDAY	MIXED HOUSES 50 19/11/21	DORSET Survey Type: MANUAL
4	DC-03-A-10 ADDISON CLOSE GILLINGHAM Edge of Town Residential Zone Total No of Dwellings: Survey date: WEDNESDAY	MIXED HOUSES 26 09/11/22	DORSET Survey Type: MANUAL
5	DH-03-A-01 GREENFIELDS ROAD BISHOP AUCKLAND Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: Survey date: TUESDAY	SEMI DETACHED 50 28/03/17	DURHAM Survey Type: MANUAL
6	ES-03-A-09 THE FAIRWAY NEWHAVEN Edge of Town Residential Zone Total No of Dwellings: Survey date: MONDAY	DETACHED & SEMI-DETACHED 47 13/03/23	EAST SUSSEX Survey Type: MANUAL
7	FU-03-A-02 MACADAM WAY PENRITH Edge of Town Centre Residential Zone Total No of Dwellings: Survey date: TUESDAY	DETACHED/ TERRACED HOUSING 50 21/06/16	WESTMORLAND & FURNESS Survey Type: MANUAL
8	HC-03-A-21 PRIESTLEY ROAD BASINGSTOKE HOUNDMILLS Edge of Town Residential Zone Total No of Dwellings: Survey date: TUESDAY	TERRACED & SEMI-DETACHED 39 13/11/18	HAMPSHIRE Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

9	HC-03-A-22 BOW LAKE GARDENS NEAR EASTLEIGH BISHOPSTOKE Edge of Town Residential Zone Total No of Dwellings: 40 Survey date: WEDNESDAY 31/10/18	MIXED HOUSES	HAMPSHIRE	Survey Type: MANUAL
10	HC-03-A-30 MEUDON AVENUE FARNBOROUGH Edge of Town Centre Residential Zone Total No of Dwellings: 31 Survey date: FRIDAY 14/10/22	TERRACED HOUSES	HAMPSHIRE	Survey Type: MANUAL
11	HC-03-A-31 KILN ROAD LIPHOOK Edge of Town Residential Zone Total No of Dwellings: 44 Survey date: FRIDAY 07/10/22	MIXED HOUSES & FLATS	HAMPSHIRE	Survey Type: MANUAL
12	HC-03-A-37 REDFIELDS LANE FLEET CHURCH CROOKHAM Edge of Town Residential Zone Total No of Dwellings: 50 Survey date: WEDNESDAY 27/03/24	MIXED HOUSES	HAMPSHIRE	Survey Type: MANUAL
13	HF-03-A-05 HOLMSIDE RISE WATFORD SOUTH OXHEY Edge of Town Residential Zone Total No of Dwellings: 8 Survey date: MONDAY 05/06/23	TERRACED HOUSES	HERTFORDSHIRE	Survey Type: MANUAL
14	HI-03-A-14 KING BRUDE ROAD INVERNESS SCORGUIE Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 40 Survey date: WEDNESDAY 23/03/16	SEMI-DETACHED & TERRACED	HIGHLAND	Survey Type: MANUAL
15	LC-03-A-31 GREENSIDE PRESTON COTTAM Edge of Town Residential Zone Total No of Dwellings: 32 Survey date: FRIDAY 17/11/17	DETACHED HOUSES	LANCASHIRE	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

16	MW-03-A-02	MIXED HOUSES		MEDWAY
	OTTERHAM QUAY LANE			
	RAINHAM			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:		19	
	Survey date: MONDAY		06/06/22	Survey Type: MANUAL
17	NF-03-A-05	MIXED HOUSES		NORFOLK
	HEATH DRIVE			
	HOLT			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:		40	
	Survey date: THURSDAY		19/09/19	Survey Type: MANUAL
18	NF-03-A-10	MIXED HOUSES & FLATS		NORFOLK
	HUNSTANTON ROAD			
	HUNSTANTON			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:		17	
	Survey date: WEDNESDAY		12/09/18	Survey Type: DIRECTIONAL ATC COUNT
19	NF-03-A-37	MIXED HOUSES		NORFOLK
	GREENFIELDS ROAD			
	DEREHAM			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:		44	
	Survey date: TUESDAY		27/09/22	Survey Type: MANUAL
20	NF-03-A-51	SEMI -DETACHED		NORFOLK
	CITY ROAD			
	NORWICH			
	LAKENHAM			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total No of Dwellings:		34	
	Survey date: TUESDAY		13/09/22	Survey Type: MANUAL
21	NT-03-A-08	DETACHED HOUSES		NOTTINGHAMSHIRE
	WIGHAY ROAD			
	HUCKNALL			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:		36	
	Survey date: MONDAY		18/10/21	Survey Type: MANUAL
22	NY-03-A-12	TOWN HOUSES		NORTH YORKSHIRE
	RACECOURSE LANE			
	NORTHALLERTON			
	Edge of Town Centre			
	Residential Zone			
	Total No of Dwellings:		47	
	Survey date: TUESDAY		27/09/16	Survey Type: MANUAL
23	NY-03-A-13	TERRACED HOUSES		NORTH YORKSHIRE
	CATTERICK ROAD			
	CATTERICK GARRISON			
	OLD HOSPITAL COMPOUND			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total No of Dwellings:		10	
	Survey date: WEDNESDAY		10/05/17	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

24	NY-03-A-14 PALACE ROAD RIPON	DETACHED & BUNGALOWS		NORTH YORKSHIRE
	Edge of Town Residential Zone Total No of Dwellings:		45	
	Survey date: WEDNESDAY		18/05/22	Survey Type: MANUAL
25	PB-03-A-04 EASTFIELD ROAD PETERBOROUGH	DETACHED HOUSES		PETERBOROUGH
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:		28	
	Survey date: MONDAY		17/10/16	Survey Type: MANUAL
26	SC-03-A-07 FOLLY HILL FARNHAM	MIXED HOUSES		SURREY
	Edge of Town Residential Zone Total No of Dwellings:		41	
	Survey date: WEDNESDAY		11/05/22	Survey Type: MANUAL
27	SD-03-A-01 HEADLANDS GROVE SWINDON	SEMI DETACHED		SWINDON
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:		27	
	Survey date: THURSDAY		22/09/16	Survey Type: MANUAL
28	ST-03-A-08 SILKMORE CRESCENT STAFFORD MEADOWCROFT PARK	DETACHED HOUSES		STAFFORDSHIRE
	Edge of Town Residential Zone Total No of Dwellings:		26	
	Survey date: WEDNESDAY		22/11/17	Survey Type: MANUAL
29	VG-03-A-01 ARTHUR STREET BARRY	SEMI-DETACHED & TERRACED		VALE OF GLAMORGAN
	Edge of Town Residential Zone Total No of Dwellings:		12	
	Survey date: MONDAY		08/05/17	Survey Type: MANUAL
30	WK-03-A-03 BRESE AVENUE WARWICK GUYS CLIFFE	DETACHED HOUSES		WARWICKSHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:		23	
	Survey date: WEDNESDAY		25/09/19	Survey Type: MANUAL
31	WK-03-A-04 DALEHOUSE LANE KENILWORTH	DETACHED HOUSES		WARWICKSHIRE
	Edge of Town Residential Zone Total No of Dwellings:		49	
	Survey date: FRIDAY		27/09/19	Survey Type: MANUAL

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

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
BO-03-A-01	covid

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

TOTAL VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	31	35	0.087	31	35	0.266	31	35	0.353
08:00 - 09:00	31	35	0.172	31	35	0.364	31	35	0.536
09:00 - 10:00	31	35	0.169	31	35	0.207	31	35	0.376
10:00 - 11:00	31	35	0.139	31	35	0.174	31	35	0.313
11:00 - 12:00	31	35	0.163	31	35	0.160	31	35	0.323
12:00 - 13:00	31	35	0.188	31	35	0.207	31	35	0.395
13:00 - 14:00	31	35	0.181	31	35	0.156	31	35	0.337
14:00 - 15:00	31	35	0.174	31	35	0.217	31	35	0.391
15:00 - 16:00	31	35	0.287	31	35	0.208	31	35	0.495
16:00 - 17:00	31	35	0.290	31	35	0.172	31	35	0.462
17:00 - 18:00	31	35	0.329	31	35	0.190	31	35	0.519
18:00 - 19:00	31	35	0.249	31	35	0.155	31	35	0.404
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.428			2.476			4.904

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

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

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Parameter summary

Trip rate parameter range selected: 8 - 50 (units:)
 Survey date range: 01/01/16 - 27/03/24
 Number of weekdays (Monday-Friday): 31
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 3
 Surveys manually removed from selection: 1

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

Appendix H Junctions 9 Modelling Output



<h1>Junctions 9</h1>
<h2>PICADY 9 - Priority Intersection Module</h2>
Version: 9.5.2.1013 © Copyright TRL Limited, 2019
For sales and distribution information, program advice and maintenance, contact TRL: +44 (0)1344 379777 software@trl.co.uk www.trlsoftware.co.uk
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Filename: Providence Street, Earlsheaton.j9

Path: O:\Providence Street, Earlsheaton\ANALYSIS\CAPACITY\Priority Junctions\Providence Street Junction

Report generation date: 05/08/2024 15:21:27

- »2024 COUNT, AM
- »2024 COUNT, PM
- »2029 BASE, AM
- »2029 BASE, PM
- »2029 DESIGN, AM
- »2029 DESIGN, PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	Network Residual Capacity	Set ID	Queue (PCU)	Delay (s)	RFC	Network Residual Capacity
2024 COUNT										
Stream B-AC	D1	0.0	8.34	0.03	442 %	D2	0.0	7.43	0.01	580 %
Stream C-AB		0.0	6.65	0.01	[Stream B-AC]		0.0	5.69	0.01	[Stream B-AC]
2029 BASE										
Stream B-AC	D3	0.0	8.38	0.03	425 %	D4	0.0	7.46	0.01	558 %
Stream C-AB		0.0	6.67	0.01	[Stream B-AC]		0.0	5.70	0.01	[Stream B-AC]
2029 DESIGN										
Stream B-AC	D5	0.1	8.44	0.06	363 %	D6	0.0	7.73	0.03	484 %
Stream C-AB		0.0	6.36	0.02	[Stream B-AC]		0.0	5.76	0.02	[Stream B-AC]

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

File summary

File Description

Title	
Location	
Site number	
Date	05/08/2024
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	

Enumerator	OPTIMA\Optima
Description	

Units

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

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	Residual capacity criteria type	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75			✓	Delay	0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2024 COUNT	AM	ONE HOUR	07:45	09:15	15	✓
D2	2024 COUNT	PM	ONE HOUR	16:30	18:00	15	✓
D3	2029 BASE	AM	ONE HOUR	07:45	09:15	15	✓
D4	2029 BASE	PM	ONE HOUR	16:30	18:00	15	✓
D5	2029 DESIGN	AM	ONE HOUR	07:45	09:15	15	✓
D6	2029 DESIGN	PM	ONE HOUR	16:30	18:00	15	✓

Analysis Set Details

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

2024 COUNT, 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	untitled	T-Junction	Two-way		0.42	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	442	Stream B-AC

Arms

Arms

Arm	Name	Description	Arm type
A	Syke Lane		Major
B	Providence Street		Minor
C	Town Street		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Town Street	9.30			183.0	✓	1.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B - Providence Street	One lane	2.40	22	23

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	466	0.073	0.184	0.116	0.263
B-C	600	0.079	0.199	-	-
C-B	680	0.226	0.226	-	-

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
D1	2024 COUNT	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 - Syke Lane		ONE HOUR	✓	182	100.000
B - Providence Street		ONE HOUR	✓	15	100.000
C - Town Street		ONE HOUR	✓	199	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Syke Lane	B - Providence Street	C - Town Street
From	A - Syke Lane	0	2	180
	B - Providence Street	7	0	8
	C - Town Street	193	6	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Syke Lane	B - Providence Street	C - Town Street
From	A - Syke Lane	0	0	4
	B - Providence Street	14	0	0
	C - Town Street	5	17	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	0.03	8.34	0.0	A	14	21
C-AB	0.01	6.65	0.0	A	6	8
C-A					177	266
A-B					2	3
A-C					165	248

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	11	3	492	0.023	11	0.0	0.0	7.943	A

C-AB	5	1	651	0.007	4	0.0	0.0	6.511	A
C-A	145	36			145				
A-B	2	0.38			2				
A-C	136	34			136				

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	13	3	484	0.028	13	0.0	0.0	8.108	A
C-AB	5	1	646	0.008	5	0.0	0.0	6.571	A
C-A	173	43			173				
A-B	2	0.45			2				
A-C	162	40			162				

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	17	4	474	0.035	16	0.0	0.0	8.342	A
C-AB	7	2	639	0.010	7	0.0	0.0	6.654	A
C-A	212	53			212				
A-B	2	0.55			2				
A-C	198	50			198				

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	17	4	474	0.035	17	0.0	0.0	8.342	A
C-AB	7	2	639	0.010	7	0.0	0.0	6.654	A
C-A	212	53			212				
A-B	2	0.55			2				
A-C	198	50			198				

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	13	3	484	0.028	14	0.0	0.0	8.110	A
C-AB	5	1	646	0.008	5	0.0	0.0	6.571	A
C-A	173	43			173				
A-B	2	0.45			2				
A-C	162	40			162				

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	11	3	492	0.023	11	0.0	0.0	7.949	A
C-AB	5	1	651	0.007	5	0.0	0.0	6.513	A
C-A	145	36			145				
A-B	2	0.38			2				
A-C	136	34			136				

2024 COUNT, 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	untitled	T-Junction	Two-way		0.23	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	580	Stream B-AC

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 COUNT	PM	ONE HOUR	16:30	18:00	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 - Syke Lane		ONE HOUR	✓	166	100.000
B - Providence Street		ONE HOUR	✓	5	100.000
C - Town Street		ONE HOUR	✓	189	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Syke Lane	B - Providence Street	C - Town Street
From	A - Syke Lane	0	8	158
	B - Providence Street	2	0	3
	C - Town Street	181	8	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Syke Lane	B - Providence Street	C - Town Street
From	A - Syke Lane	0	0	3
	B - Providence Street	0	0	0

C - Town Street	3	0	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	0.01	7.43	0.0	A	5	7
C-AB	0.01	5.69	0.0	A	7	11
C-A					166	249
A-B					7	11
A-C					145	217

Main Results for each time segment

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	4	0.94	505	0.007	4	0.0	0.0	7.178	A
C-AB	6	2	653	0.009	6	0.0	0.0	5.564	A
C-A	136	34			136				
A-B	6	2			6				
A-C	119	30			119				

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	4	1	499	0.009	4	0.0	0.0	7.283	A
C-AB	7	2	648	0.011	7	0.0	0.0	5.617	A
C-A	163	41			163				
A-B	7	2			7				
A-C	142	36			142				

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	6	1	490	0.011	5	0.0	0.0	7.434	A
C-AB	9	2	641	0.014	9	0.0	0.0	5.690	A
C-A	199	50			199				
A-B	9	2			9				
A-C	174	43			174				

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	6	1	490	0.011	6	0.0	0.0	7.434	A
C-AB	9	2	641	0.014	9	0.0	0.0	5.690	A
C-A	199	50			199				
A-B	9	2			9				
A-C	174	43			174				

17:30 - 17:45

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	4	1	499	0.009	5	0.0	0.0	7.286	A
C-AB	7	2	648	0.011	7	0.0	0.0	5.617	A
C-A	163	41			163				
A-B	7	2			7				
A-C	142	36			142				

17:45 - 18:00

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	4	0.94	505	0.007	4	0.0	0.0	7.178	A
C-AB	6	2	653	0.009	6	0.0	0.0	5.564	A
C-A	136	34			136				
A-B	6	2			6				
A-C	119	30			119				

2029 BASE, 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	untitled	T-Junction	Two-way		0.40	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	425	Stream B-AC

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
D3	2029 BASE	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 - Syke Lane		ONE HOUR	✓	189	100.000
B - Providence Street		ONE HOUR	✓	15	100.000
C - Town Street		ONE HOUR	✓	207	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Syke Lane	B - Providence Street	C - Town Street
From	A - Syke Lane	0	2	187
	B - Providence Street	7	0	8
	C - Town Street	201	6	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Syke Lane	B - Providence Street	C - Town Street
From	A - Syke Lane	0	0	4
	B - Providence Street	14	0	0

	C - Town Street	5	17	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	0.03	8.38	0.0	A	14	21
C-AB	0.01	6.67	0.0	A	6	8
C-A					184	277
A-B					2	3
A-C					172	257

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	11	3	490	0.023	11	0.0	0.0	7.967	A
C-AB	5	1	650	0.007	4	0.0	0.0	6.522	A
C-A	151	38			151				
A-B	2	0.38			2				
A-C	141	35			141				

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	13	3	483	0.028	13	0.0	0.0	8.138	A
C-AB	5	1	645	0.008	5	0.0	0.0	6.584	A
C-A	181	45			181				
A-B	2	0.45			2				
A-C	168	42			168				

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	17	4	472	0.035	16	0.0	0.0	8.381	A
C-AB	7	2	638	0.010	7	0.0	0.0	6.670	A
C-A	221	55			221				
A-B	2	0.55			2				
A-C	206	51			206				

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	17	4	472	0.035	17	0.0	0.0	8.382	A
C-AB	7	2	637	0.010	7	0.0	0.0	6.670	A
C-A	221	55			221				
A-B	2	0.55			2				
A-C	206	51			206				

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	13	3	483	0.028	14	0.0	0.0	8.141	A
C-AB	5	1	645	0.008	5	0.0	0.0	6.587	A
C-A	181	45			181				
A-B	2	0.45			2				
A-C	168	42			168				

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	11	3	490	0.023	11	0.0	0.0	7.972	A
C-AB	5	1	650	0.007	5	0.0	0.0	6.524	A
C-A	151	38			151				
A-B	2	0.38			2				
A-C	141	35			141				

2029 BASE, 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	untitled	T-Junction	Two-way		0.22	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	558	Stream B-AC

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	2029 BASE	PM	ONE HOUR	16:30	18:00	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 - Syke Lane		ONE HOUR	✓	172	100.000
B - Providence Street		ONE HOUR	✓	5	100.000
C - Town Street		ONE HOUR	✓	196	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Syke Lane	B - Providence Street	C - Town Street
From	A - Syke Lane	0	8	164
	B - Providence Street	2	0	3
	C - Town Street	188	8	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Syke Lane	B - Providence Street	C - Town Street
From	A - Syke Lane	0	0	3
	B - Providence Street	0	0	0

C - Town Street	3	0	0
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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	0.01	7.46	0.0	A	5	7
C-AB	0.01	5.70	0.0	A	7	11
C-A					172	259
A-B					7	11
A-C					150	226

Main Results for each time segment

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	4	0.94	504	0.007	4	0.0	0.0	7.195	A
C-AB	6	2	652	0.009	6	0.0	0.0	5.572	A
C-A	142	35			142				
A-B	6	2			6				
A-C	123	31			123				

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	4	1	497	0.009	4	0.0	0.0	7.305	A
C-AB	7	2	647	0.011	7	0.0	0.0	5.627	A
C-A	169	42			169				
A-B	7	2			7				
A-C	147	37			147				

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	6	1	488	0.011	5	0.0	0.0	7.462	A
C-AB	9	2	640	0.014	9	0.0	0.0	5.703	A
C-A	207	52			207				
A-B	9	2			9				
A-C	181	45			181				

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	6	1	488	0.011	6	0.0	0.0	7.462	A
C-AB	9	2	640	0.014	9	0.0	0.0	5.703	A
C-A	207	52			207				
A-B	9	2			9				
A-C	181	45			181				

17:30 - 17:45

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	4	1	497	0.009	5	0.0	0.0	7.305	A
C-AB	7	2	647	0.011	7	0.0	0.0	5.629	A
C-A	169	42			169				
A-B	7	2			7				
A-C	147	37			147				

17:45 - 18:00

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	4	0.94	504	0.007	4	0.0	0.0	7.196	A
C-AB	6	2	652	0.009	6	0.0	0.0	5.574	A
C-A	142	35			142				
A-B	6	2			6				
A-C	123	31			123				

2029 DESIGN, 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	untitled	T-Junction	Two-way		0.65	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	363	Stream B-AC

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
D5	2029 DESIGN	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 - Syke Lane		ONE HOUR	✓	191	100.000
B - Providence Street		ONE HOUR	✓	26	100.000
C - Town Street		ONE HOUR	✓	210	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Syke Lane	B - Providence Street	C - Town Street
From	A - Syke Lane	0	4	187
	B - Providence Street	12	0	14
	C - Town Street	201	9	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Syke Lane	B - Providence Street	C - Town Street
From	A - Syke Lane	0	0	4
	B - Providence Street	9	0	0

	C - Town Street	5	11	0
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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	0.06	8.44	0.1	A	24	36
C-AB	0.02	6.36	0.0	A	8	12
C-A					184	277
A-B					4	6
A-C					172	257

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	20	5	491	0.040	19	0.0	0.0	7.940	A
C-AB	7	2	650	0.010	7	0.0	0.0	6.210	A
C-A	151	38			151				
A-B	3	0.75			3				
A-C	141	35			141				

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	23	6	483	0.048	23	0.0	0.1	8.144	A
C-AB	8	2	645	0.013	8	0.0	0.0	6.274	A
C-A	181	45			181				
A-B	4	0.90			4				
A-C	168	42			168				

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	29	7	472	0.061	29	0.1	0.1	8.435	A
C-AB	10	2	638	0.016	10	0.0	0.0	6.362	A
C-A	221	55			221				
A-B	4	1			4				
A-C	206	51			206				

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	29	7	472	0.061	29	0.1	0.1	8.437	A
C-AB	10	2	638	0.016	10	0.0	0.0	6.362	A
C-A	221	55			221				
A-B	4	1			4				
A-C	206	51			206				

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	23	6	483	0.048	23	0.1	0.1	8.147	A
C-AB	8	2	645	0.013	8	0.0	0.0	6.274	A
C-A	181	45			181				
A-B	4	0.90			4				
A-C	168	42			168				

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	20	5	491	0.040	20	0.1	0.0	7.948	A
C-AB	7	2	650	0.010	7	0.0	0.0	6.210	A
C-A	151	38			151				
A-B	3	0.75			3				
A-C	141	35			141				

2029 DESIGN, 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	untitled	T-Junction	Two-way		0.43	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	484	Stream B-AC

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
D6	2029 DESIGN	PM	ONE HOUR	16:30	18:00	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 - Syke Lane		ONE HOUR	✓	177	100.000
B - Providence Street		ONE HOUR	✓	11	100.000
C - Town Street		ONE HOUR	✓	202	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Syke Lane	B - Providence Street	C - Town Street
From	A - Syke Lane	0	13	164
	B - Providence Street	5	0	6
	C - Town Street	188	14	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Syke Lane	B - Providence Street	C - Town Street
From	A - Syke Lane	0	0	3
	B - Providence Street	0	0	0

	C - Town Street	3	0	0
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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	0.03	7.73	0.0	A	10	15
C-AB	0.02	5.76	0.0	A	13	19
C-A					172	259
A-B					12	18
A-C					150	226

Main Results for each time segment

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	8	2	495	0.017	8	0.0	0.0	7.401	A
C-AB	11	3	652	0.016	11	0.0	0.0	5.611	A
C-A	141	35			141				
A-B	10	2			10				
A-C	123	31			123				

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	10	2	487	0.020	10	0.0	0.0	7.536	A
C-AB	13	3	647	0.020	13	0.0	0.0	5.672	A
C-A	169	42			169				
A-B	12	3			12				
A-C	147	37			147				

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	12	3	478	0.025	12	0.0	0.0	7.733	A
C-AB	16	4	641	0.024	16	0.0	0.0	5.756	A
C-A	207	52			207				
A-B	14	4			14				
A-C	181	45			181				

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	12	3	478	0.025	12	0.0	0.0	7.733	A
C-AB	16	4	641	0.024	16	0.0	0.0	5.756	A
C-A	207	52			207				
A-B	14	4			14				
A-C	181	45			181				

17:30 - 17:45

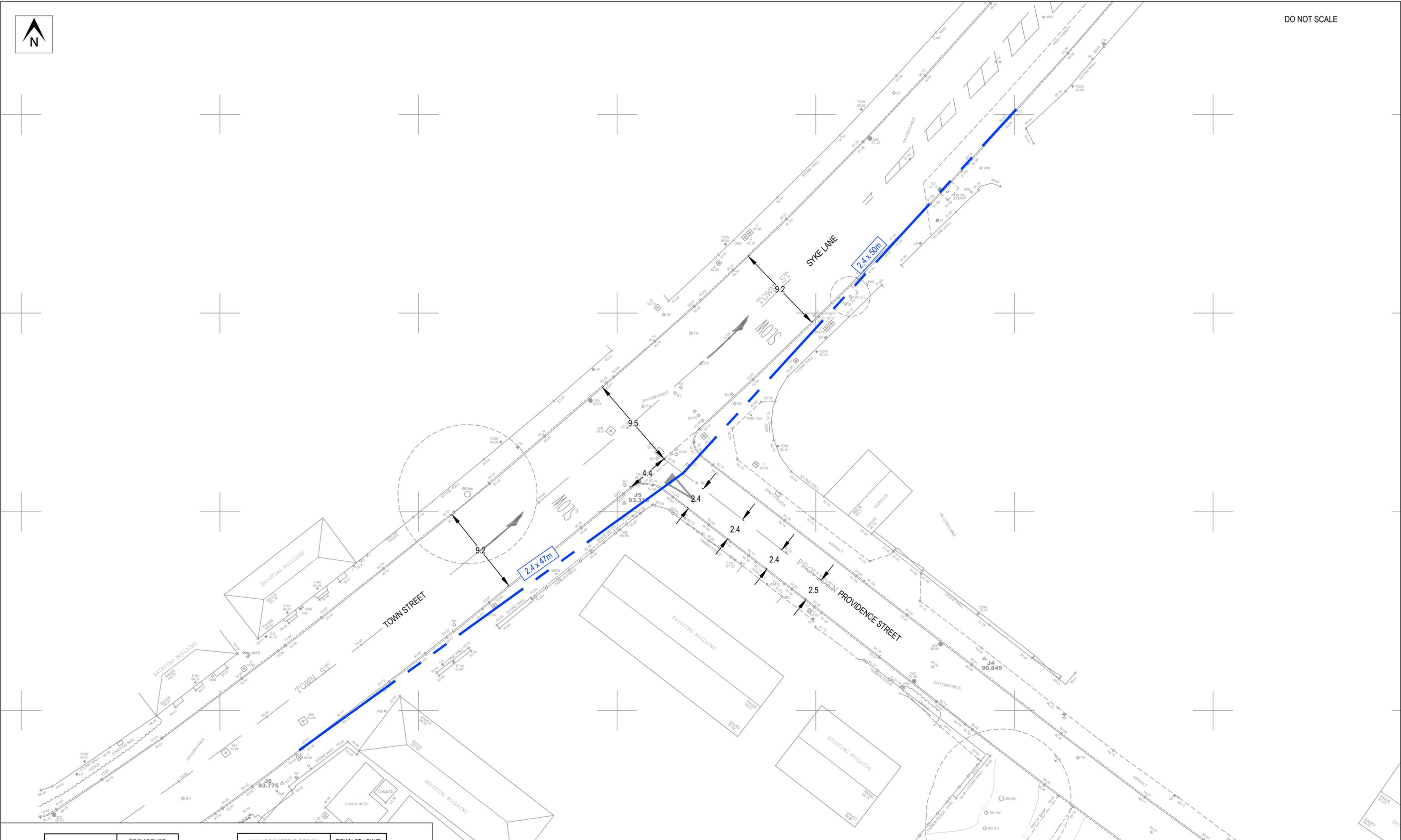
Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	10	2	487	0.020	10	0.0	0.0	7.537	A
C-AB	13	3	647	0.020	13	0.0	0.0	5.672	A
C-A	169	42			169				
A-B	12	3			12				
A-C	147	37			147				

17:45 - 18:00

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	8	2	495	0.017	8	0.0	0.0	7.404	A
C-AB	11	3	652	0.016	11	0.0	0.0	5.613	A
C-A	141	35			141				
A-B	10	2			10				
A-C	123	31			123				

Appendix I Existing Road Geometry (Optima Drawing No. 24023/IN/01)





MAIN GEOMETRIC DESIGN FEATURES	PROVIDENCE STREET (MINOR ARM)
VISIBILITY TO LEFT	12.8M
VISIBILITY TO RIGHT	18.3M
MINOR ARM TYPE	ONE LANE
GIVEWAY WIDTH	4.4M
5M WIDTH	2.4M
10M WIDTH	2.4M
15M WIDTH	2.4M
20M WIDTH	2.5M

MAIN GEOMETRIC DESIGN FEATURES	TOWN ST / SYKE LANE (MAJOR ARM)
WIDTH OF CARRIAGEWAY	9.3M*
KERBED CENTRAL RESERVE	N/A
WIDTH OF KERBED CENTRAL RESERVE	N/A
FORWARD VISIBILITY FOR RIGHT TURNING VEHICLES	183M
HAS RIGHT TURN BAY	NO
WIDTH OF RIGHT TURN BAY	N/A
BLOCKING TRAFFIC	YES
BLOCK TRAFFIC QUEUE (PCU)	0.0

*BASED ON AVERAGE ON ITS LENGTH

REV	DATE	BY	DESCRIPTION	CHK	APP
-	02/09/24	RP	INITIAL ISSUE	PMO	PMO
STATUS: PRELIMINARY					

PROJECT	PROVIDENCE STREET, EARLSHEATON
DRAWING TITLE	EXISTING ROAD GEOMETRY PROVIDENCE STREET/TOWN STREET/SYKE LANE

CLIENT: PRECIOUS HOLDINGS			
CHECKED	APPROVED	DRG No. 24023/IN/01	
PMO	PMO		
DRAWN BY:	SCALE @ A2	DATE	REV.
RP	1:250	SEPTEMBER 2024	-

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