OPTIMA
Intelligent Highways Solutions

Woodward Court, Mirfield
Proposed Residential Development
Transport Assessment Addendum

July 2026 (Initial Issue)

Prepared on behalf of

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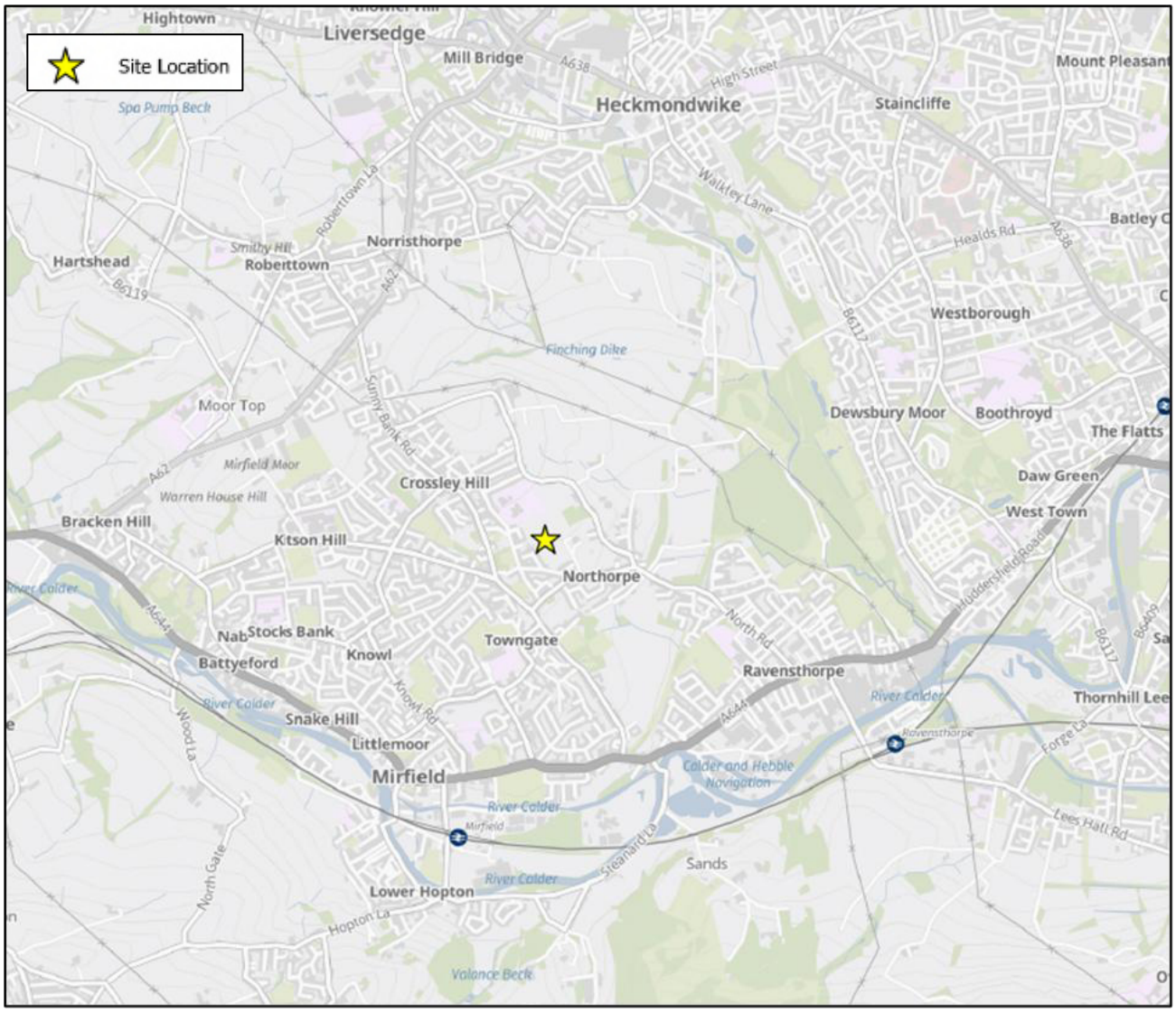
1. Introduction

1.1 INTRODUCTION

1.1.1 Optima Highways and Transportation Consultancy Limited (Optima) prepared a Transport Assessment (TA) and Travel Plan (TP) dated December 2025, which were both submitted in support of a full planning application for 75 residential dwellings on land to the east of Woodward Court, Mirfield. The application was validated by Kirklees Council (KC) on the 19th December 2025 and given the reference 2025/62/93355/E.

1.1.2 The Site in relation to the strategic transport network is shown on Figure 1 and an extract is shown in Image 1.1.

Image 1.1 Site Location (Strategic)



1.1.3 The town of Mirfield lies within the administrative boundary of the Metropolitan Borough of Kirklees and, as a unitary authority, Kirklees Council (KC) has responsibility for both planning and highway matters within it.

1.1.4 Further to the submission of the planning application, on-going discussions have been held with KC Highways regarding the content of the TA and TP, including a meeting held at the Council's offices on 17th April 2026. The culmination of these discussions has informed the scope and content of the additional information provided within this Transport Assessment Addendum (TAA).

1.1.5 As well as responding to the Council's requirements, this TAA also addresses the comments raised in a report dated February 2026 objecting to the development proposals. The objection report, a copy of which is provided in Appendix A, was prepared by a transport consultant (Northern Transport Planning) on behalf of the community-based group known as 'Save Mirfield'.

1.1.6 This Transport Assessment Addendum has therefore been produced to address the additional requirements of Kirklees Council as well as to respond to the comments raised within the 'Save Mirfield' objection report. This TAA should be read in conjunction with the December 2025 TA.

1.2 REPORT STRUCTURE

1.2.1 This TAA document covers a variety of topics which are set out in the following chapters:

- Chapter 2 – describes the existing highway conditions in relation to the new traffic surveys and personal injury accident data;
- Chapter 3 – sets out the proposed Site Access arrangements and explains the changes made since the 2025 TA submission;
- Chapter 4 – describes the walking audit and the resulting suggested improvements. Travel planning measures are also identified;
- Chapter 5 - sets out the updated trip rates/generations applied in the assessment of the highway network;
- Chapter 6 – describes the build-up of traffic flow information for the base and design years and provides a materiality assessment of the highway network;
- Chapter 7 – describes the updated junction capacity assessments that have been undertaken to determine the impact of the development on local junctions;
- Chapter 8 – summarises and concludes the report.

2. Existing Highway Conditions

2.1 SURVEY DATA

2.1.1 The 2025 TA included traffic surveys of various junctions local to the Site, covering the typical morning and afternoon/evening peak periods of 07:00 to 10:00 and 16:00 to 19:00. As agreed with the Council, new junction surveys have been undertaken which include an extended afternoon period of 14:00 to 19:00 thereby capturing the pick-up period associated with the nearby Crossley Fields primary school.

2.1.2 In addition to the junction counts, new ATC, parking beat, vehicle journey time and pedestrian/cycle surveys have been undertaken. These are all described below and a copy of the Survey Brief (as agreed with Kirklees Council) is provided in Appendix B which further details the locations and scope of the surveys.

Junction Turning Counts

2.1.3 Updated manual junction turning counts were undertaken in April 2026 to cover the extended 14:00 to 19:00 afternoon/evening period as well as the 07:00 to 10:00 morning period, as discussed and agreed with KC. A summary of the surveys is provided within Table 2.1, and the data is included in Appendix C.

Table 2.1 Summary of Manual Turning Counts

Location	Network	Data	Date	Time Period
Woodward Court / Wellhouse Lane	Internal	Manual Turning Count including queues per lane	Wednesday 29th April 2026	07:00 – 10:00 and 14:00 – 19:00
Hepworth Lane / Wellhouse Lane	Internal			
Wellhouse Lane / Flash Lane	External			
Hepworth Lane / Flash Lane / Shillbank Lane	External			
Jenny Lane / Greenside Road / Greenside Estate	External			

2.1.4 As requested by the Council, two separate PM peak hours have been identified, named the 'internal' and 'external' network in Table 2.1:

- The 'internal network' peak hour is associated with school pick-up activity and includes the Woodward Court/Wellhouse Lane and Hepworth Lane/Wellhouse Lane junctions; and
- The 'external network' peak hour covers those junctions on the periphery of the survey extents and includes for external through traffic movements. It includes the Wellhouse Lane/Flash Lane, Hepworth Lane/Flash Lane and Jenny Lane/Greenside Road junctions.

2.1.5 The 2026 survey data, has identified the following three existing weekday peak hour periods:

- Weekday AM Peak – 08:00 - 09:00;
- Weekday PM 'Internal' Peak – 14:45 to 15:45; and

- Weekday PM 'External' Peak – 15:30 to 16:30.

2.1.6 The surveyed 2026 Weekday AM and PM (Internal and External) peak hour traffic flows are shown on Figures 200, 201 & 202, respectively.

Automatic Traffic Counts (ATC's)

2.1.7 In addition to the manual junction turning counts, Automatic Traffic Counts (ATCs) have been undertaken on the local highway network to record existing traffic speeds and volumes. A summary of the surveys is provided within Table 2.2, and the results are in included in Appendix C.

Table 2.2 Summary of ATC Surveys

Location	Survey	Data	Date	Time Period
Wellhouse Lane	ATC	Volumes and Speeds	00:00 Monday 27th April to Sunday 3rd May 2026 inclusive i.e. full 7-day period	24 hours/7 days
Hepworth Lane				
Summers Drive				
Hepworth Close				

Wellhouse Lane

2.1.8 Wellhouse Lane has previously been subject to an ATC survey in March 2025 to determine the vehicular flow and speeds. This survey has been repeated in April 2026, and the results of both surveys are summarised in Table 2.3.

Table 2.3 ATC Survey Results – Wellhouse Lane

Wellhouse Lane ATC (south of Woodward Court junction)		
	Mar-25	**Apr-26**
Weekday AM Peak Hour (08:00 - 09:00) Two-way Flow	207 vehicles	192 vehicles
Weekday PM Peak Hour (15:00 - 16:00 in 2025 & 15:15 - 16:15 in 2026) Two-way Flow	127 vehicles	113 vehicles
Annual Average Daily Traffic Two-way Flow	928 vehicles	904 vehicles
Average Speed (Northbound)	25.3 mph	21.1 mph
Average Speed (Southbound)	21.7 mph	18.2 mph
85th Percentile Speed (Northbound)	30.0 mph	25.4 mph
85th Percentile Speed (Southbound)	27.3 mph	23.4 mph

2.1.9 As shown in Table 2.3, the March 2025 and April 2026 weekday morning and afternoon peak hour flows on Wellhouse Lane are broadly similar, with the more recent 2026 flows being slightly less.

2.1.10 In terms of the Annual Average Daily Traffic (AADT) flows, the March 2025 and April 2026 are again very similar but with the flows in April 2026 being slightly less.

2.1.11 With respect to vehicular speeds, the average and 85th percentile speeds (in both directions) are less in the most recent April 2026 survey when compared to the March 2025 survey. However,

for robustness, the March 2025 recorded speeds have continued to be used for junction visibility calculation purposes at the Wellhouse Lane/Woodward Court junction.

Hepworth Lane

2.1.12 An ATC survey was also carried out in September 2025 along Hepworth Lane which has been repeated in April 2026 – the results of both surveys are summarised in Table 2.4.

Table 2.4 ATC Survey Results – Hepworth Lane

Hepworth Lane		
	Sep-25	**Apr-26**
Weekday AM Peak Hour (08:00 - 09:00) Two-way Flow	33 vehicles	63 vehicles
Weekday PM Peak Hour (15:00 - 16:00 in 2025 & 15:15 - 16:15 in 2026) Two-way Flow	45 vehicles	42 vehicles
Annual Average Daily Traffic Two-way Flow	435 vehicles	419 vehicles
Average Speed (Northbound)	16.6 mph	16.4 mph
Average Speed (Southbound)	16.9 mph	16.7 mph
85th Percentile Speed (Northbound)	21.3 mph	20.4 mph
85th Percentile Speed (Southbound)	21.7 mph	20.7mph

2.1.13 As shown in Table 2.4, the most recent April 2026 weekday morning peak hour flow on Hepworth Lane is higher than the September 2025 survey, albeit the volume of traffic is still very low at 63 vehicles. As for the afternoon, the September 2025 and April 2026 weekday afternoon peak hour flows are broadly similar with the recent surveyed flows being marginally less.

2.1.14 For the AADT flows, the September 2025 and April 2026 flows are broadly similar with the most recent surveyed flows being slightly less.

2.1.15 In terms of vehicular speeds, the average and 85th percentile speeds (in both directions) are all less in the recent April 2026 survey compared to the September 2025 survey. Therefore, the recorded speeds and associated visibility splays on Hepworth Lane are robust.

Summers Drive

2.1.16 An ATC survey has been undertaken on Summers Drive, which lies to the north of the Site and serves 160 dwellings. As agreed with the Council, this is an appropriately located/sized housing site from which bespoke vehicular trip rates can be determined and subsequently applied to the development proposals.

On Street Parking Beats

2.1.17 On street parking beats have been carried out at 7 locations to determine how many vehicles are parked for the time periods of 05:30, 07:30 to 09:30 and 14:15 to 16:15. A summary of the Parking Beat Surveys are shown in Table 2.5 and the results contained in Appendix C. The location of where vehicles are parked along the street i.e. each potential kerbside parking location has been referenced and linked to the beat survey.

Table 2.5 Summary of Parking Beat Surveys

Location	Survey	Data	Date	Time Period
Woodward Court	Parking Beat	On-Street parking beats to be every 5 minutes within each zone	Tuesday 28th April & Wednesday 29th April 2026 (overnight) and Wednesday 29th April 2026 (daytime)	05:30 and 07:30 to 09:30 and 14:15 to 16:15
Wellhouse Lane - between Woodward Court & end of school road markings				
Wellhouse Lane - end of school road markings to Jenny Lane				
Jenny Lane				
Wellhouse Lane – Woodward Court to Hepworth Lane				
Wellhouse Lane – Hepworth Lane to Flash Lane				
Length of Hepworth Lane (two-way section)				

2.1.18 Overnight parking surveys also took place on Tuesday 28th April and Wednesday 29th April at 05:30, the results of which are shown in Table 2.6.

Table 2.6 Parking Beat Survey Summary – Overnight Parking

Time Period	Zone 1: Hepworth Lane		Zone 2: Woodward Court		Zone 3: Jenny Lane		Zone 4: Wellhouse Lane		Total	
	Capacity: 26		Capacity: 22		Capacity: 15		Capacity: 132		Capacity: 195	
	Vehicle	Stress	Vehicle	Stress	Vehicle	Stress	Vehicle	Stress	Vehicle	Stress
Tuesday 28th April										
05:30	6	23%	1	5%	1	7%	23	17%	31	16%
Wednesday 29th April										
05:30	5	19%	1	5%	1	7%	23	17%	30	15%

2.1.19 Table 2.6 shows that all surveyed streets operate comfortably within capacity. A maximum of 1 vehicle was parked on Woodward Court on both of the surveyed days.

2.1.20 The results of the daytime surveys are shown in Table 2.7.

Table 2.7 Parking Beat Survey Summary – Wednesday 29th April

Time Period	Zone 1: Hepworth Lane		Zone 2: Woodward Court		Zone 3: Jenny Lane		Zone 4: Wellhouse Lane		Total	
	Capacity: 26		Capacity: 22		Capacity: 15		Capacity: 132		Capacity: 195	
	Vehicle	Stress	Vehicle	Stress	Vehicle	Stress	Vehicle	Stress	Vehicle	Stress
07:30 – 09:30										
Max	6	23%	12	55%	10	67%	57	43%	83	43%
Average	4	17%	5	24%	3	20%	31	23%	43	22%
14:15 – 16:15										
Max	8	31%	23	105%	12	80%	63	48%	104	53%
Average	3	13%	8	38%	5	31%	33	25%	49	25%

2.1.21 A summary of the daytime Woodward Court parking surveys is as follows:

- Capacity of 22 parking spaces;
- Maximum of 12 cars parked during morning school drop-off period i.e. demand is within capacity; and
- Maximum of 23 cars parked during afternoon school pick-up period, thereby exceeding capacity.

2.1.22 Of these 23 vehicles parked between 15:15 and 15:25, a maximum of 9 were parked on the southern side of Woodward Court. It is therefore proposed to extend the existing single line TRO along the southern side of Woodward Court (thereby providing unimpeded access) and re-provide a minimum of 9 spaces on-street within the development Site (refer to Chapter 3 for further details).

2.1.23 The survey shows that on-street parking spaces remained available during the day along the other surveyed streets i.e. Wellhouse Lane, Jenny Lane and Hepworth Lane.

Vehicle Journey Times

2.1.24 The survey company was instructed to complete as many southbound vehicle journeys as possible for the two routes (blue and green as shown on Image 2.1) during each of the following four hourly periods on Wednesday 29th April 2026:

- 08:00 to 09:00
- 10:00 to 11:00
- 14:45 to 15:45
- 16:00 to 17:00

2.1.25 The two routes are shown on Image 2.1 and described as follows:

- Route 1 (shown in blue) – From Greenside Road (at the junction with North Place), travelling southbound onto Dunbottle Lane at the mini-roundabout. Turn left onto Flash Lane, continue until reaching the junction with Balderstone Hall Lane; and
- Route 2 (shown in green) – From Greenside Road (at the junction with North Place), travelling southbound turn left onto Jenny Lane, then right onto Wellhouse Lane.

Continue on Wellhouse Lane for its full length (passing Woodward Court where timing point required), turn left at the junction with Flash Lane. Continue on Flash Lane until reaching Balderstone Hall Lane junction.

Image 2.1 Journey Time Routes



2.1.26 The journey times and resulting speeds for both routes are summarised in tables 2.8 and 2.9 below and show that:

- The blue route journey times are considerably lower than the green route in each of the four surveyed hours, with the overall averaged journey time of 137 secs being 38% lower;
- The distances are broadly similar with the blue route (1.183km) being slightly less than the green route (1.196km);
- The resulting blue route journey speeds are considerably faster than the green route in each of the four surveyed hours, with the overall averaged journey speed of 19.5mph being 56% faster; and

2.1.27 It is therefore concluded that the blue route is substantially faster to drive than the green route and it is evident that, in a post-development scenario, the proposed one-way link through the development Site (exiting onto Hepworth Lane) will not attract additional non-local traffic (as suggested in the 'Save Mirfield' objection report).

Table 2.8 Journey Times – Blue Route

Blue Route (Greenside Way/Dunbottle Lane/Flash Lane)				
Time	**Average Total Journey Time (s)**	**Distance (km)**	**Speed (km/h)**	**Speed (mph)**
0800 - 0900	155	1.183	27.4	17.1
1000 - 1100	118		36.1	22.4
1445 - 1545	143		29.8	18.5
1600 - 1700	133		32.1	20.0
Overall 4-hour Average	137	-	31.4	19.5

Table 2.9 Journey Times – Green Route

Green Route (Greenside Way/Jenny Lane/Wellhouse Lane/Flash Lane)				
Time	**Average Total Journey Time (s)**	**Distance (km)**	**Speed (km/h)**	**Speed (mph)**
0800 - 0900	216	1.196	19.9	12.4
1000 - 1100	181		23.8	14.8
1445 - 1545	288		15.0	9.3
1600 - 1700	198		21.7	13.5
Overall 4-hour Average	221	-	20.1	12.5

Pedestrian & Cycle Survey on Hepworth Lane

2.1.28 A turning count survey of pedestrian & cycle movements on Hepworth Lane has been carried out at the point where public right of way (Ref: MIR/12) crosses it, adjacent to the Site boundary. The survey was undertaken on Wednesday 29th April 2026 between 07:00 to 19:00.

2.1.29 A summary of the pedestrian and cycle flows is given in Tables 2.10 and 2.11.

Table 2.10 Hepworth Lane / PROW Pedestrian Movements

		12-hour Pedestrian Count (7am - 7pm)		AM Peak Hour (07:45 - 08:45)		PM Peak Hour (14:45 - 15:45)	
Hepworth Lane W	**Left to MIR/12/40**	139	25	14	6	60	7
	Ahead to Hepworth Lane E		100		3		53
	Right to MIR/12/30		14		5		0
Hepworth Lane E	**Left to MIR/12/30**	103	11	47	4	15	0
	Ahead to Hepworth Lane W		85		42		13
	Right to MIR/12/40		7		1		2
MIR/12/40 PRoW North	**Left to Hepworth Lane E**	36	3	5	0	3	1
	Ahead to MIR/12/30		17		3		0
	Right to Hepworth Lane W		16		2		2
MIR/12/30 PRoW South	**Left to Hepworth Lane W**	39	8	1	0	6	1
	Ahead to MIR/12/40		18		0		1
	Right to Hepworth Lane E		13		1		4

2.1.30 Table 2.10 shows the following:

- There were a total of 248 (139+85+16+8) two-way pedestrian movements on Hepworth Lane (West) over the 12 hour period, which equates to an average of 21 per/hr & 0.35 per/min;
- The morning (pedestrian) peak hour period is 07:45 to 08:45 when 58 two-way pedestrian movements occur on Hepworth Lane – this equates to 1 pedestrian per minute on average;
- The afternoon peak hour period is 14:45 to 15:45 when 73 two-way pedestrian movements occur on Hepworth Lane - this equates to just over 1 pedestrian per minute on average; and
- The PRoW's are reasonably well used with 81 (39+17+11+14) two-way movements on the southern PRoW (MIR/12/30) over the 12 hour period, which equates to an average of just under 7 per/hr.

Table 2.11 Hepworth Lane / PROW Cycle Movements

		12-hour Cycle Count (7am - 7pm)		AM Peak Hour (08:15 - 09:15)		PM Peak Hour (15:15 - 16:15)	
Hepworth Lane W	**Left to MIR/12/40**	8	-	0	-	6	-
	Ahead to Hepworth Lane E		8		0		6
	Right to MIR/12/30		-		-		-
Hepworth Lane E	**Left to MIR/12/30**	9	-	5	-	1	-
	Ahead to Hepworth Lane W		9		5		1
	Right to MIR/12/40		-		-		-

2.1.31 Table 2.11 shows the following:

- 9 two-way cycle movements on Hepworth Lane over the 12 hour period, which equates to an average of one movement every 80 minutes;
- The morning (cycle) peak hour period is 08:15 to 09:15 when 5 two-way cycle movements occur on Hepworth Lane – this equates to 1 cyclist every 12 minutes on average; and
- The afternoon peak hour period is 15:15 to 16:15 when 6 two-way cycle movements occur on Hepworth Lane – this equates to 1 cyclist every 10 minutes on average.

2.1.32 In summary, the surveys show that across the surveyed 12 hour day, the average pedestrian and cycle flows on Hepworth Lane are low.

2.2 PERSONAL INJURY ACCIDENT DATA

2.2.1 Within the Dec 2025 TA personal injury accident data for the local highway network was requested from Leeds City Council (the Recording Authority) for the five-year period covering 1st August 2020 and 31st July 2025. The area for which the data was requested included Woodward Court, Wellhouse Lane between Crossley Fields Junior and Infant School and Flash Lane, Hepworth Lane and Flash Lane. The response from LCC was that there was no personal injury accidents recorded throughout the latest five-year period available.

2.2.2 However, at the April 2026 meeting with the LHA the Council thought that this information may be incorrect as it did not align with their records. A further request has therefore been submitted to LCC for the latest available five-year dataset – a copy of the information received (covering the period from 1 March 2021 to 28 February 2026) is contained in Appendix D.

2.2.3 The data now shows four recorded pia's and LCC has advised that there was an error with the information they originally supplied for the 2025 TA.

2.2.4 All four accidents are classified as slight in severity and can be summarised as follows:

- An accident at Jenny Lane, near the junction with Greenside Road, involving two vehicles where they collide travelling in the opposite direction to each other;
- An accident at Hepworth Close involved a child on a cycle and a car. The car was traveling southbound on Hepworth Close and as it approached the junction, the cyclist hit the

front of the vehicle. Note that the proposed highway layout changes on Hepworth Lane and Hepworth Close will improve the situation – see Chapter 3 for details.

- An accident took place at Wellhouse Lane, 30m from the junction with Woodward Court where a vehicle is parked and unloading a child, when a second vehicle passes and collides with the nearside of the parked car. Note that the proposed introduction of speed reducing features on Wellhouse Lane will improve the situation. – see Chapter 3 for details.
- An accident at Dunbottle Lane with the junction with Flash Lane whereby a vehicle was travelling southwest on Flash lane. The vehicle failed to stop at the junction and collides with the public house on the opposite side of the road.

2.2.5 The low frequency, low severity and non-clustered nature of the pia's raises no specific accident concerns on the local highway network or that the proposed development would exacerbate. Indeed, the proposed highway measures will improve the situation.

3. Proposed Site Access Arrangements

3.1 INTRODUCTION

3.1.1 As set out in the original Dec 2025 TA, whilst a single point of access/egress from Woodward Court is still considered acceptable on highways/transport grounds (as was also previously agreed by KC Highway Officers for the 2017 application), in order to respond to the pre-app consultations/feedback which sought to reduce the volume of traffic on the southern section of Wellhouse Lane, the 2025 TA assessed the development traffic impact on the local highway network based on an access/egress from Woodward Court and an egress only from Hepworth Lane.

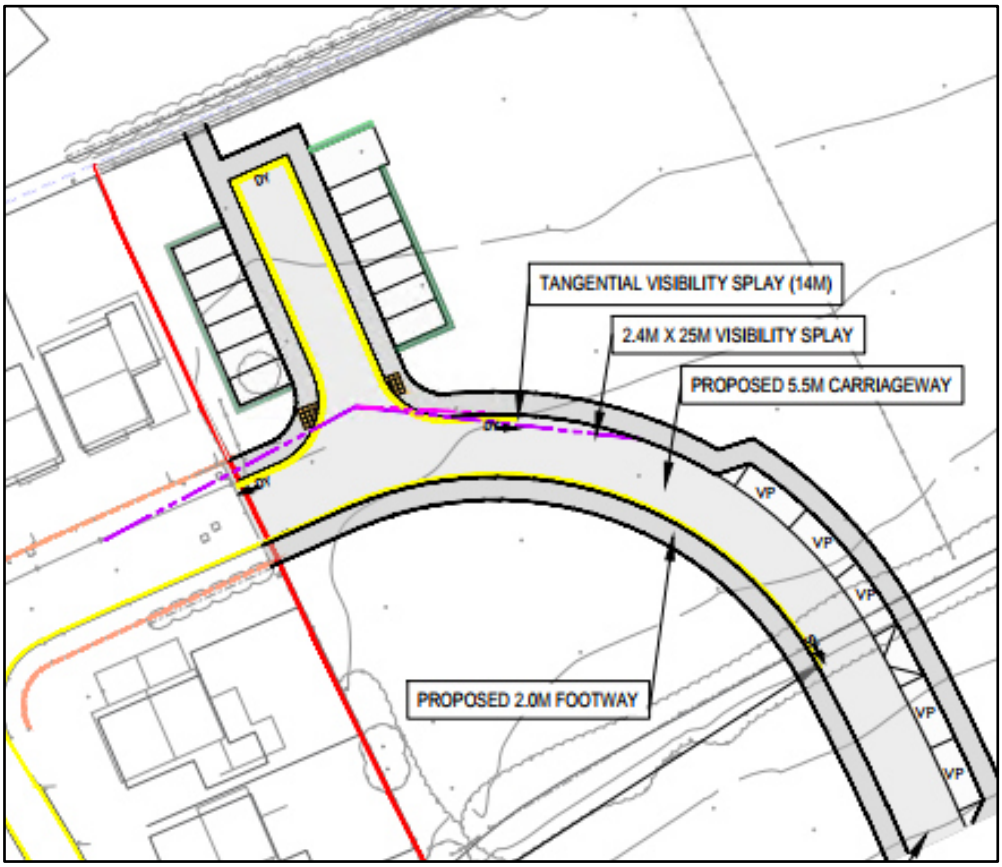
3.1.2 Following discussions with Kirklees Council, the principle of these two points of access/egress i.e. Woodward Court and Hepworth Lane have been retained, but some amendments have been made to address comments raised by the Council.

3.1.3 Furthermore, the proposed site access arrangements have been subject to a Stage 1 Road Safety Audit undertaken by the independent consultancy Road Safety Initiatives (RSI). The audit raised no matters that couldn't be satisfactorily resolved by either modifying the drawings now or addressing them at the S278 detailed design stage.

3.2 PROPOSED WOODWARD COURT SITE ACCESS/EGRESS/PARKING

3.2.1 Vehicular access and egress to the Site is proposed from an extension to the existing Woodward Court cul-de-sac as shown on the drawing contained in Appendix E and the extract within Image 3.1.

Image 3.1 Proposed Woodward Court Site Access



3.2.2 Woodward Court has a typical carriageway width of some 6m with 2m footways to both sides, thereby complying with a 'Local Residential Street Type B' which can accommodate up to 300 dwellings in accordance with the Kirklees Council Highways Design Guide. This threshold far exceeds the 86 dwellings being considered (11 existing and 75 proposed) and confirms that Woodward Court can comfortably accommodate the level of development sought (notwithstanding that a second egress onto Hepworth Lane is also proposed).

3.2.3 The proposed development access road has a carriageway width of 5.5m and the existing Woodward Court 6.0m carriageway would therefore taper down as it enters the Site – as shown on the drawing in Image 3.1.

3.2.4 Some on-street parking occurs along Woodward Court, which is typical of residential streets and particularly those in close proximity to a school when parking levels are at their greatest during the relatively short drop-off/pick-up times. A comprehensive parking beat survey has been undertaken on the local highway network (including along Woodward Court) to quantify the levels of parking that occur. As described in Chapter 2, the results of this survey show that a maximum of 23 cars parked along Woodward Court during the afternoon school pick-up period, thereby exceeding capacity by one vehicle i.e. Woodward Court can accommodate 22 parked vehicles. During the morning school drop-off period a maximum of 12 cars parked on Woodward Court, which is well below the parking capacity of the street.

3.2.5 The maximum 23 'pick-up period' vehicles surveyed were parked for a relatively short 10 minutes between 15:15 and 15:25, and of these 23, a maximum of 9 were parked on the southern side of Woodward Court. It is therefore proposed to extend the existing single yellow line (SYL) Traffic Regulation Order (TRO) along the southern side of Woodward Court, which would remove these 9 vehicles and provide unimpeded access between Wellhouse Lane and the Site. It is also proposed to extend this SYL into and around the inside of the initial bend into the Site to prevent any future double sided parking within the development.

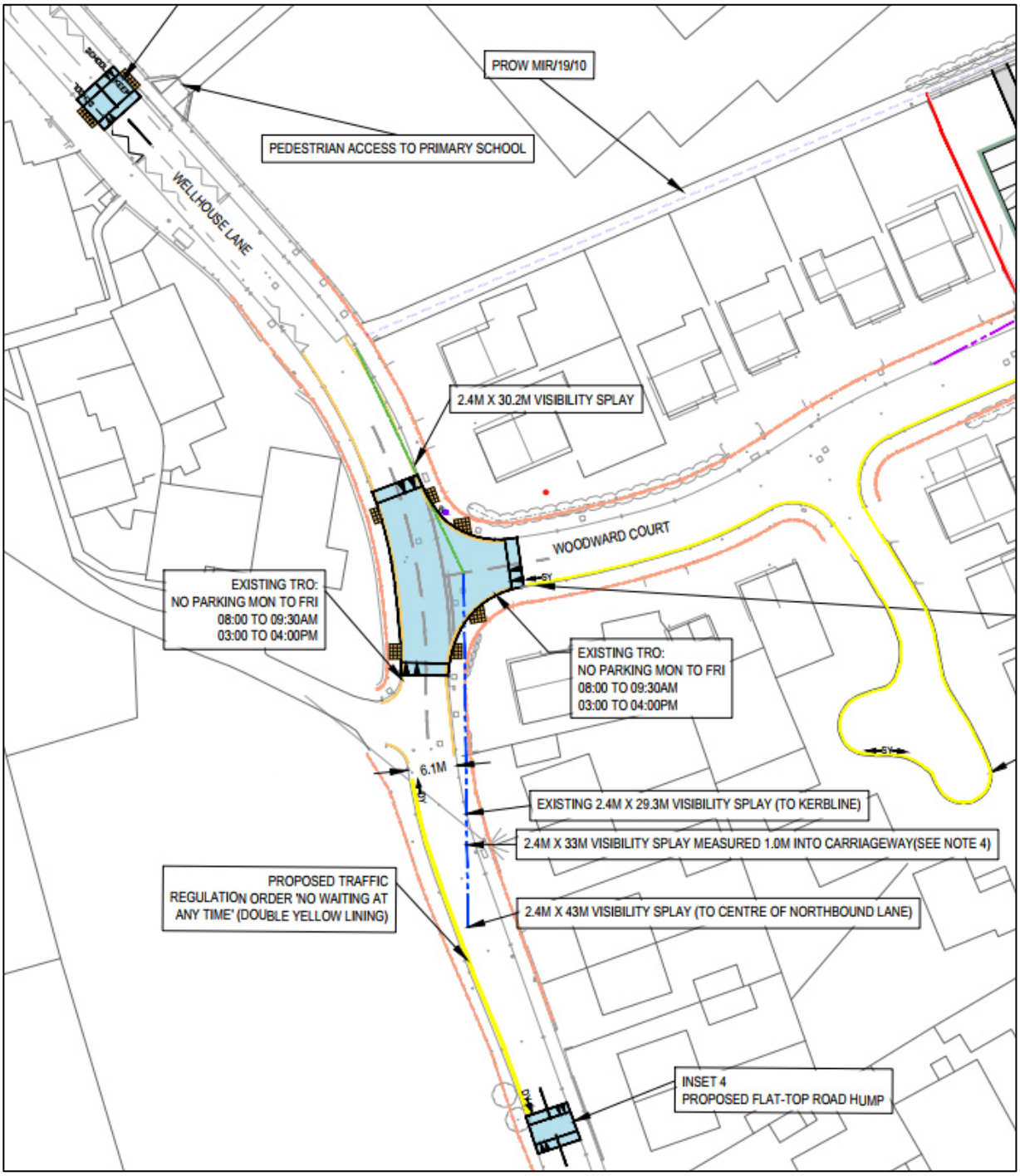
3.2.6 Furthermore, it is proposed to provide:

- An additional 18 car parking spaces within the Site as close to the primary school as possible – 13 located within a small car parked in the north-west corner and a further 5 spaces situated on the outside of the access road bend. All 18 parking spaces are additional to the minimum 1 per 4 dwelling visitor spaces provided elsewhere throughout the Site. They will therefore be available to parents undertaking the school drop-off and pick-up and the provision of 18 spaces is double that required to accommodate the 9 displaced vehicles surveyed using the southern side of Woodward Court. The car parking provision therefore more than mitigates the development proposals and provides a betterment to the local highway network and school associated traffic in particular;
- A surfaced footpath from the car park to the northern Site boundary to connect with the existing Public Right of Way (Ref: MIR/19/10); and
- Between the Site and Wellhouse Lane funding will be provided (within the S106 Agreement) to improve PRoW MIR/19/10 by cutting back existing vegetation and providing a suitable bound surface. This will ensure that a safe, direct pedestrian route is provided between the development Site and the primary school (in addition to Woodward Court) for use by future/existing residents including those using the additional car parking provided.

3.3 PROPOSED WOODWARD COURT/WELLHOUSE LANE IMPROVEMENTS

3.3.1 As set out within the December 2025 TA and shown on the drawing in Appendix E (and the extract in Image 3.2), sufficient junction visibility can be achieved to the north along Wellhouse lane for drivers exiting Woodward Court.

Image 3.2 Proposed Woodward Court/Wellhouse Lane Improvements



3.3.2 Visibility along Wellhouse Lane to the south for vehicles departing Woodward Court is restricted when measured to the nearside kerbline with an achievable splay of 2.4m x 29.3m, but a splay of 2.4m x 43m is achievable to the centre of the northbound lane. The available visibility to the

south of the Woodward Court junction has been agreed to be acceptable with Kirklees Council for the following reasons:

- Due to the road alignment it is not necessary to measure visibility to the nearside kerbline and 2.4m x 43m can be achieved to the centre of the northbound lane – which complies with MfS Stopping Sight Distance (SSD) requirements for the highest recorded northbound 85th percentile speed of 30.0mph;
- The recent April 2026 ATC survey recorded a northbound 85th percentile speed of 25.4mph which is substantially less than the previous 30mph and results in a visibility splay requirement of 2.4m x 33m – as shown on the drawing in Appendix E this visibility splay is achieved by measuring just 1.0m into the Wellhouse Lane carriageway.
- It is now proposed to provide a Double Yellow Line (DYL) Traffic Regulation Order i.e. 'no waiting at any time', along the western side of Wellhouse Lane leading up to the Woodward Court junction. This DYL proposal was not included within the original 2025 TA and means that vehicles travelling northbound along Wellhouse Lane, on the approach to the Woodward Court junction, will not be required to overtake parked vehicles and can therefore always remain within their own lane;
- The visibility splay requirements have been determined based on existing traffic speeds, which is an unrealistic, overly robust assessment because Wellhouse Lane traffic speeds will reduce in the 'with development' scenario for the following reasons:
  - A raised table is provided at the Woodward Court/Wellhouse Lane junction, incorporating pedestrian crossing facilities (with tactile paving) on all three approaches.
  - A flat-top road hump is provided on Wellhouse Lane, some 55m south of the Woodward Court junction.
  - A second flat-top road hump is provided on Wellhouse Lane, some 55m north from the raised table at the Woodward Court junction and just north of the pedestrian access to Crossley Street primary school. This flat top road hump, which wasn't previously proposed in the 2025 TA, also incorporates a pedestrian crossing facility including tactile paving.
  - A third flat-top road hump on Wellhouse Lane is located some 70m north of the second road hump, to the north of the primary school vehicular access.
  - A fourth (and final) flat-top road hump is provided on Wellhouse Lane, some 70m north of the third road hump and just to the south of where PRoW MIR/16/20, which crosses the road and provides a gated pedestrian entrance to Wellhouse Pre-school. This flat top road hump, which wasn't previously proposed in the 2025 TA, also incorporates a pedestrian crossing facility including tactile paving.

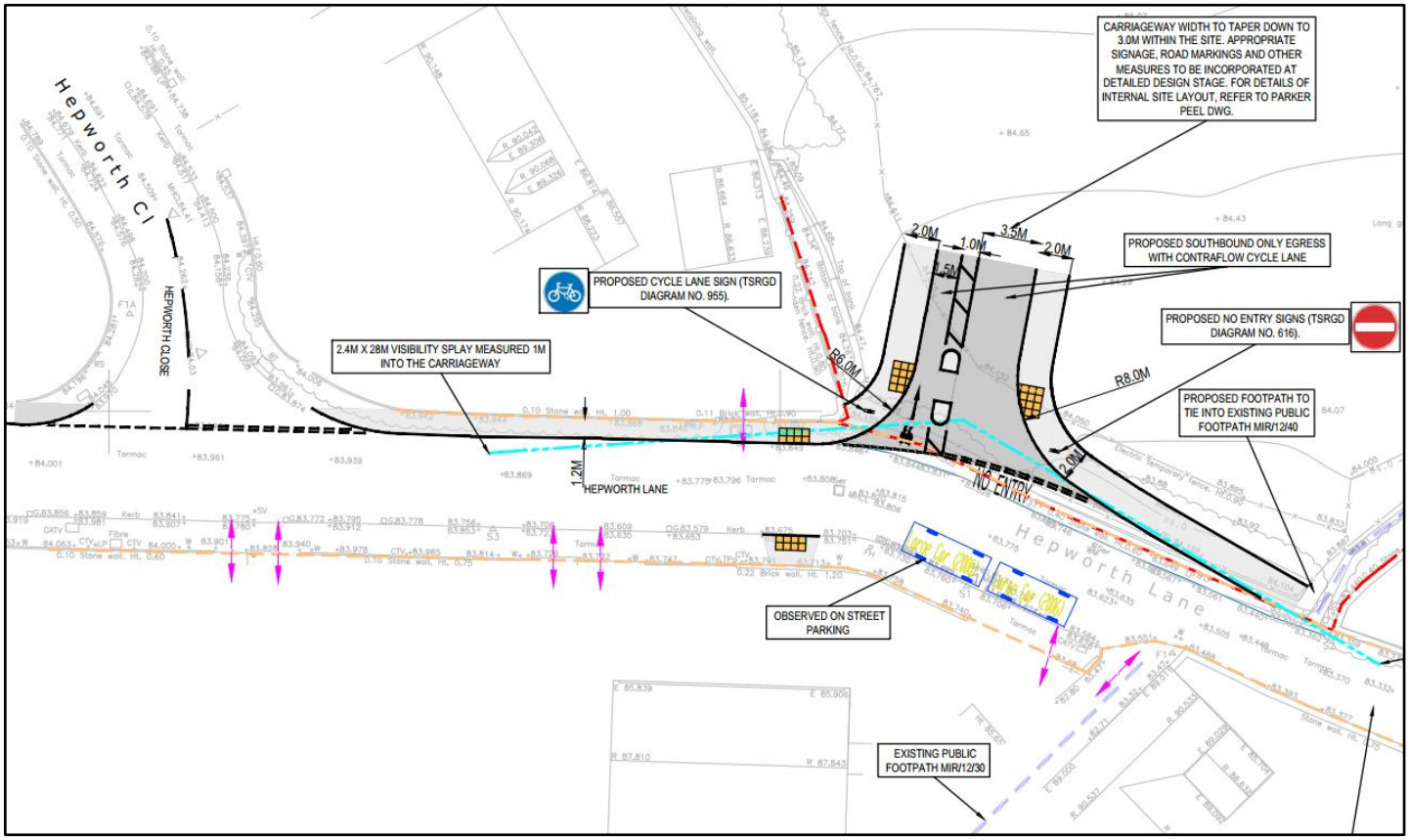
  As advised in MfS, speed-controlling features located within 70m (or less) of each other, which the proposed flat-top road humps and raised table are on Wellhouse Lane, will achieve traffic speeds of 20mph of lower. A 20mph speed requires a visibility splay of 2.4m x 25m which is less than the 29.3m achievable to the kerbline, to the south of the Woodward Court junction; and
- The proposals at the Woodward Court/Wellhouse Lane junction have been subject to an independent Road Safety Audit and no visibility concerns were raised.

3.3.3 It is concluded that the proposed improvements shown on the drawing in Appendix E will reduce the existing recorded vehicular speeds in both directions along the Wellhouse Lane corridor and will provide an overall highway safety benefit for all users on the local highway network (including past the Junior School) as well as reducing the visibility levels required at the Woodward Court junction.

3.4 PROPOSED HEPWORTH LANE SITE EGRESS

3.4.1 A second vehicular egress is proposed from the southern boundary of the Site onto Hepworth Lane - as shown in the drawing in Appendix F and the extract in Image 3.3.

Image 3.3 Proposed Hepworth Lane Site Egress



3.4.2 The principle of this vehicular egress onto Hepworth Lane was set out in the 2025 TA and subsequently agreed with KC. However, further to discussions held with the Council the following key changes have been agreed:

- The overall carriageway width of the Site Access road has been increased from 3.7m to 6.0m, to incorporate the following:
  - 3.5m southbound traffic lane
  - 1.0m central island/hatching
  - 1.5m northbound contraflow cycle lane;
- 2.0m footways are now provided to both sides of the Site Access (as opposed to just the eastern side previously);

- The original proposal in the TA was to introduce a TRO requiring all vehicles to turn left-out only from the Site onto Hepworth Lane. This has now been removed and egressing vehicles will be permitted to turn left and right onto Hepworth Lane, which is considered to provide a benefit to the wider operation of the local highway network;
- A 1.2m footway is provided on the northern side of Hepworth Lane, where currently there is no footway at all. This length of footway will connect the Site with the existing footway on Hepworth Close, which currently peters out to nothing on Hepworth Lane;
- The provision of this footway allows the Hepworth Close junction to be formally defined, including the give-way line which extends further into Hepworth Lane thereby improving visibility and safety at the junction (noting that, as described in Chapter 2 an accident has previously taken place at this junction involving conflicting vehicle/cycle movements); and
- Dropped kerb pedestrian crossing points (including tactile paving) are provided across the Site Access and Hepworth Lane (on the western side of the junction).

3.4.3 The drawing attached at Appendix F demonstrates that the required visibility splays of 2.4m x 28m can be satisfactorily achieved along Hepworth Lane. Furthermore, as set out in Chapter 2, these splays are robust because the most recent April 2026 surveys recorded lower 85th percentile speeds.

3.4.4 The provision of the egress onto Hepworth Lane creates a Site 'through route' between Wellhouse Lane/Woodward Court and Hepworth Lane/Shillbank Lane i.e. the opportunity is provided for existing southbound traffic on Wellhouse Lane wishing to travel to Shillbank Lane to route through the development Site as opposed to continuing south on Wellhouse Lane and turning left onto Flash Lane.

3.4.5 It is understood that the Council has given consideration to local one-way systems in the past, but these have not received sufficient public support for them to be pursued.

3.5 SITE ACCESS SUMMARY

3.5.1 The proposed Site Access arrangements provide numerous improvements to the local highway network which will enhance safety and benefit new and existing residents/visitors alike. These improvements include speed reducing measures, several pedestrian crossings, additional footways, dedicated cycle facilities, additional car parking (for the school), extended Traffic Regulation Orders and an alternative route through the Site that dilutes existing traffic flows across the network.

3.5.2 These proposals have been agreed with Kirklees Council and have also been subject to a Stage 1 Road Safety Audit which raised no matters that couldn't be satisfactorily resolved by either modifying the drawings now or addressing them at the S278 detailed design stage.

3.5.3 Furthermore, the PRoW footpaths that bound the northern, eastern and southern sides of the Site will be improved through widening and surfacing.

3.5.4 It is concluded that safe and satisfactory access will be provided to the development Site and the associated improvements will result in a betterment to the safe operation of the local highway network.

4. Site Accessibility

4.1 PEDESTRIAN WALKING AUDIT

4.1.1 The main active travel routes that connect the Site to the nearest key facilities are shown on Figure 7 (as well as the extract within Image 4.1) and are summarised within Table 4.1.

Image 4.1 Pedestrian Walking Routes

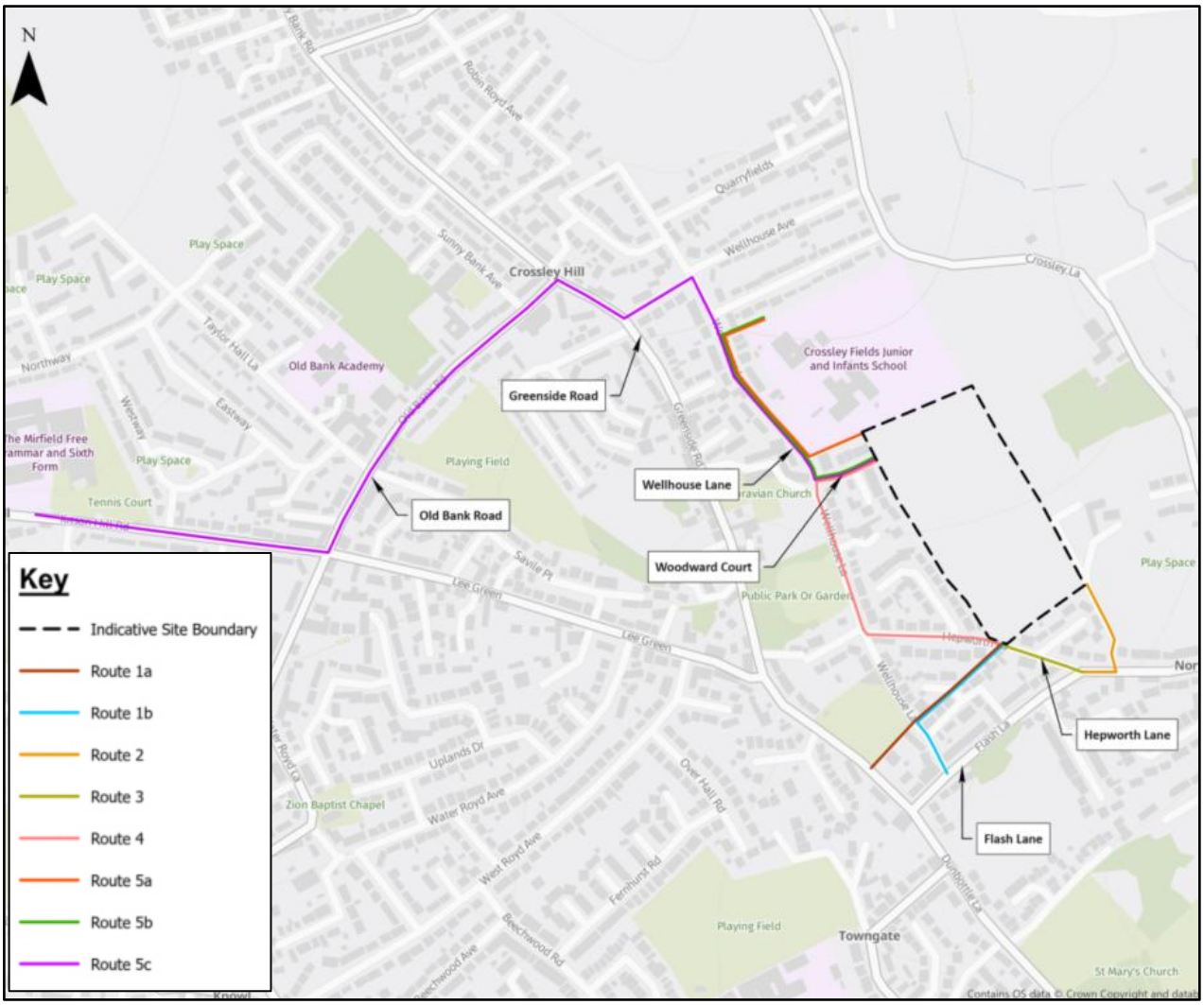


Table 4.1 Summary of Active Travel Routes to Key Facilities

Route Reference	Description of Route	Key Destinations
1A	PROW MIR/12/30, MIR/12/20 and MIR/12/10, onto Dunbottle lane	The OC Freehouse (Old Colonial) The Dusty Miller, Quatro Pizza
1B	PROW MIR/12/30, MIR/12/20, Wellhouse Lane and onto Flash Lane	Flash Lane Bus Stop - 45015603
2	Balderstone Hall Lane and turn right onto Shillbank Lane	Shillbank Lane Bus Stops - 45015602 and 45015601

3	Eastbound on Hepworth Lane and onto Shillbank Lane	Shillbank Lane Bus Stops - 45015602 and 45015601
4	Westbound on Hepworth Lane, onto Wellhouse Lane	Crossley Fields Junior & Infant School / Wellhouse Primary school and beyond
5A	Woodward Court, Wellhouse Lane and the PROW to the rear of the Pre-school	Crossley Fields Junior & Infant School / Wellhouse Primary school
5B	MIR/19/10 and Wellhouse Lane and the PROW to the rear of the Pre-school	Crossley Fields Junior & Infant School
5C	Either 5a or 5b, continue on Wellhouse Lane to Jenny Lane, onto Greenside Road and Old Bank Road, continue to the secondary school via Kitson Hill Road	One Stop Convenience Store, OId Bank Chemist, Co-Op, The Mirfield Free Grammar and Mirfield College

Route 1a

4.1.2 Route 1a connects the Site to Dunbottle Lane. As part of the Site access proposals (discussed further in Chapter 3), it is proposed to provide a dropped crossing and tactile paving to the west of the Site egress to cross Hepworth Lane.

4.1.3 Pedestrians can walk southwest on MIR/12/30, which measures 3 metres in width, reducing to 1.2 to 1.4 metres and is not street lit, as shown in the images at 4.2.

Image 4.2 From Site, facing MIR/12/30 & MIR/12/30





4.1.4 Pedestrians would reach Grove Street after 72m, where they would cross the road to go directly opposite. There are dropped kerbs to the side of the PROWs for driveway access, which can be used for crossing. The PROW is signposted, as shown within Image 4.3.

Image 4.3 MIR/12/20 Signpost



4.1.5 Pedestrians would then continue southwest on MIR/12/20. It is circa 1.4m in width and is unlit but surfaced, as shown in Image 4.4.

Image 4.4 MIR/12/20



4.1.6 At the end of MIR/12/10, pedestrians would cross Wellhouse Lane onto MIR/12/10 – the PROW is signposted as shown in Image 4.5.

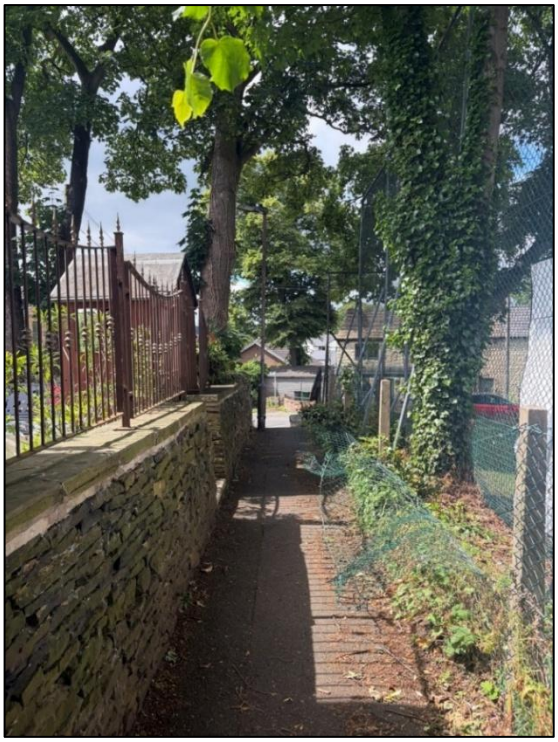
Image 4.5 MIR/12/10 Signpost



4.1.7 MIR/12/10 is circa 76m in length and has a gentle downhill gradient. It has a width of 1.3m to 2.0m. It is surfaced and could benefit from some maintenance from the Cricket Club to the right, as shown in Images 4.6.

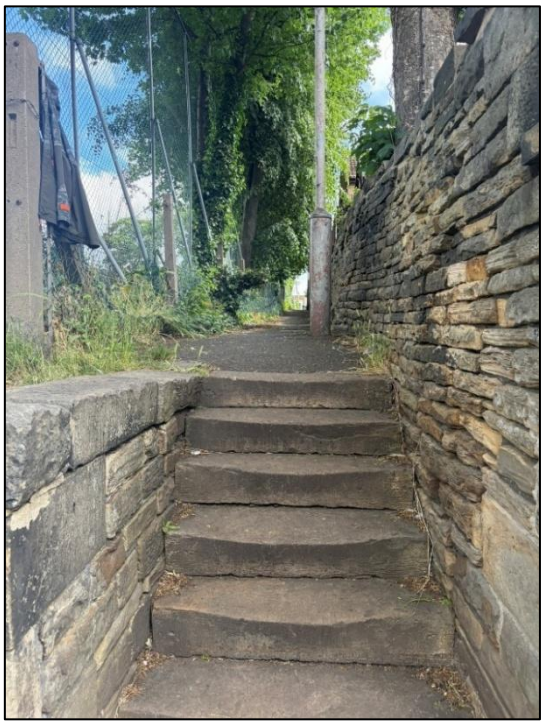
Image 4.6 MIR/12/10 Facing Dunbottle Lane





4.1.8 At the end of MIR/12/10, there are five steps and as such, this route would not be suitable for all mobilities / users with pushchairs.

Image 4.7 MIR/12/10 steps



4.1.9 Pedestrians would then turn left on Dunbottle Lane which is street lit. The footways on Dunbottle Lane are in good condition and vary in width of around 1.5m. There is a public house on the left.

Image 4.8 Dunbottle Lane, Facing East



4.1.10 If pedestrians wish to continue east on Dunbottle Lane, they can cross at the junction of Flash Lane. There were roadworks ongoing at the time of the site visit but there are dropped kerbs. Flash Lane is quite wide in width.

Image 4.9 Flash Lane / Dunbottle Lane Junction



4.1.11 If residents would like to travel to a different public house on Dunbottle Lane, there is a pedestrian refuge island to assist with crossing, as shown in Image 4.10.

Image 4.10 Dunbottle Lane – Pedestrian Refuge Island



Route 1b

4.1.12 Route 1b is similar to that of 1a, whereby pedestrians would utilise MIR/12/20, as described previously, and upon meeting Wellhouse Lane, pedestrians would travel south east on Wellhouse Lane.

4.1.13 There is circa 20 metres distance from the PROW to Grove Street, of which there is a footway on the eastern side of the carriageway. Once meeting Grove Street, there are dropped kerbs.

Image 4.11 Grove Street Dropped Kerbs



4.1.14 From Grove Street to Flash Lane, Wellhouse Lane reduces in width to between 3.1m and 4.8m (on the immediate approach to the junction with Flash Lane). There is a footway along the eastern side of the road which measure between 0.8m and 1.0m wide, as shown within Image 4.12.

Image 4.12 Wellhouse Lane on Approach to Junction with Flash Lane



4.1.15 Pedestrians would reach the end of Wellhouse Lane and cross Flash Lane. There are no formal crossing facilities at this location.

Image 4.13 End of Wellhouse Lane looking right to Dunbottle Lane



4.1.16 Flash Lane is lit and subject to a 30mph speed limit. It has a generous 7.8m to 8.0m carriageway width adjacent to the Wellhouse Lane junction, with footways to both sides.

4.1.17 A bus stop is provided on the southern side of Flash Lane, just east of the junction with Wellhouse Lane, as shown within Image 4.14.

4.1.18 Currently, there are no pedestrian crossing facilities on Flash Lane. It is therefore proposed that dropped kerbs and tactile paving are provided (to the south of the Wellhouse house junction) to facilitate pedestrian access to the westbound bus stop (Stop ID: 45015603) on Flash Lane. The proposals are contained in Appendix G.

Image 4.14 Flash Lane Westbound Bus Stop



Route 2

4.1.19 Route 2 provides a route to the bus stops on Shillbank Lane. From the Site, pedestrians can join Balderstone Hall Lane to the southeast corner of the Site.

4.1.20 Balderstone Hall Lane is unlit and unsurfaced. It has no footways but it has very low traffic levels.

Image 4.15 Balderstone Hall Lane



Image 4.16 Balderstone Hall Lane onto Shillbank Lane



4.1.21 Pedestrians can then turn immediately right to reach the eastbound bus stop, or cross using Shillbank Lane to access the westbound bus stop.

Route 3

4.1.22 Pedestrians can also reach the bus stops on Shillbank Lane from the proposed Hepworth Lane egress. They would travel southeast on Hepworth Lane, which is subject to 30mph although recorded speeds are much less (described in Chapter 2).

Image 4.17 Hepworth Lane / Shillbank Lane





route 4

4.1.23 It is proposed to provide a 1.2m wide footway on the northern side of Hepworth Lane to the junction with Hepworth Close that pedestrians can utilise. There would then be dropped kerbs to assist with the crossing of Hepworth Close.

4.1.24 Hepworth Lane connects with Wellhouse Lane to the west. From the proposed Site egress, to circa 115m west, Hepworth Lane operates as a two-way street with a single footway along the southern side that measures between 1.7m to 1.9m wide.

4.1.25 At its western end, Hepworth Lane is one-way only (westbound) over a short 45m length i.e. vehicles can only exit Hepworth Lane onto Wellhouse Lane, as shown on Image 4.18. Along the one-way section the Hepworth Lane carriageway measures between 3.1m and 3.5m wide and no footways are provided.

Image 4.18 Hepworth Lane – One-Way Section





4.1.26 Along the one-way section the Hepworth Lane carriageway measures between 3.1m and 3.5m wide and no footways are provided.

4.1.27 Upon reaching the end of Hepworth Lane, residents meet Wellhouse Lane where they can travel north to the primary school and beyond, or south to Mirfield Parish Church Cricket Club and beyond.

Route 5a

4.1.28 From the Site, pedestrians would continue along the footways on Woodward Court. Woodward Court carriageway measures 6.0m in width with footways to both sides that measure circa 2.0m wide. It is lit, as shown in Image 4.19.

Image 4.19 Woodward Court cul-de-sac adjacent Site



4.1.29 Upon reaching Wellhouse Lane, pedestrians would continue on the eastern side of the footway which varies in width but is typically 1.8m. Wellhouse Lane is lit and subject to a 30mph speed limit.

Image 4.20 Wellhouse Lane, Looking North



4.1.30 Pedestrians would continue on Wellhouse Lane where they would pass Crossley Fields School, or they can continue on Wellhouse Lane for another circa 107 metres before turning right to access the rear of Wellhouse Pre-School, via MIR/16/20. The PROW is circa 1.7m in width, surfaced but unlit.

Image 4.21 MIR/16/20 to the Pre-School



ROUTE 5b – MIR/19/10 & wellhouse Lane

4.1.31 From the Site, pedestrians will be able to access MIR/19/10, as shown within Image 4.22. At the end of MIR/19/20, after circa 90 metres from the Site, pedestrians would reach Wellhouse Lane, which is lit and subject to a 30mph speed limit.

Image 4.22 MIR/19/10 looking onto Wellhouse Lane



4.1.32 Pedestrians would continue on Wellhouse Lane as per Route 5a and enter the primary school or nursery.

ROUTE 5C – continues to secondary school

4.1.33 Pedestrians would utilise either route 5a or 5b, and continue in a northbound direction on Wellhouse Lane, before crossing Wellhouse Lane. There are dropped kerbs at private driveways which pedestrians could utilise if needed.

Image 4.23 Dropped kerbs at Lockwood Avenue and across Wellhouse Lane



4.1.34 Pedestrians would then walk on either side of Jenny lane, where the footway is 1.8m on the eastern side and Jenny Lane is street Lit. The footways are in good condition.

Image 4.24 Jenny Lane looking south to Greenside Road



4.1.35 At the end of Jenny Lane, there is a 'One Stop' and Parcel drop off / pick up location as shown in Image 4.25.

Image 4.25 One Stop / Parcel location



4.1.36 If pedestrians need to cross Jenny Lane to continue onto the school, there are dropped kerbs. There is then a zebra crossing at Greenside Road (as shown in Image 4.26) to then facilitate the journey onto Old Bank Road.

4.1.37 The existing zebra crossing road markings are observed to be well worn and would benefit from a re-paint. This is a maintenance matter and therefore the responsibility of Kirklees Council to undertake.

Image 4.26 Jenny Lane dropped kerbs and Greenside Road zebra crossing





4.1.38 Old Bank Road is street lit and subject to a 30mph speed restriction. The footway is generally 2.0m in width on the eastern side, reducing to 1.3m for a short length and in good condition. There are dropped kerbs provided where appropriate. There are a number of facilities on Old Bank Road including a Co-Op, Chemist and takeaways.

Image 4.27 Dropped Kerbs at Old Bank Road



4.1.39 Old Bank Road has a total length of circa 450 metres, and to continue to Mirfield Free Grammar School, pedestrians would need to cross Old Bank Road to reach Kirson Hill Road. There are dropped kerbs and tactile paving, as shown in Image 4.28.

Image 4.28 Tactile Paving at Old Bank Road / Kitson Hill Road



4.1.40 Pedestrians would continue on the Kirston Hill Road where there are footways to both sides and the northern footway is circa 1.4m in width. There are dropped kerbs provided at junctions, as show in Image 4.29.

Image 4.29 Kitson Hill Road / Westway



Summary

4.1.41 Key active travel routes between the development and local facilities have been analysed and the following measures have been identified:

- Provision of a pedestrian dropped crossing on Flash lane, adjacent to the Wellhouse Lane junction to facilitate access to the westbound Flash Lane bus stop;
- Widening/surfacing improvements to the existing PRoW footpaths that bound the northern, eastern and southern sides of the Site; and
- Re-paint existing Greenside Road zebra crossing road markings – to be undertaken by the Council because this is a maintenance matter and therefore the responsibility of the LHA.

4.2 TRAVEL PLANNING MEASURES

4.2.1 The planning application was supported by a Travel Plan (prepared by Optima). The Travel Plan, which has been agreed in principle with KC, sets out a package of measures designed to encourage sustainable travel, reduce reliance on the private car and monitor travel behaviour following occupation of the development. The following measures, additional to those mentioned in the Travel Plan, will be secured through the Section 106 agreement:

- **Two real time bus displays** at a cost of £11,500 each i.e. **£23,000 in total**. The displays will be installed at the westbound Flash Lane bus stop, opposite Wellhouse Lane (Stop ID: 45015603) and the eastbound Flash Lane stop by Balderstone Hall Lane (Stop ID: 45015602).

- **Sustainable Travel Fund** of **£38,362.50**, based on the provision of one bus-only MCard per dwelling. At the time of writing, the cost of a bus-only MCard is £511.50, which forms the basis of the contribution calculation. The Sustainable Travel Fund will be managed by KC and the appointed Travel Plan Coordinator.
- **Travel Plan Monitoring Fee** and this is calculated at £2,000 per year, for a period of 5 years (lifetime of the Travel Plan). Therefore, a total of **£10,000** will be secured as a part of the Section 106 Agreement.

5. Development Trip Generation and Distribution

5.1 INTRODUCTION

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

5.2 RESIDENTIAL DEVELOPMENT TRIP GENERATION

Development Vehicular Trip Rates

5.2.1 As set out in the Dec 20215 Transport Assessment, a trip rate was ascertained utilising the TRICS 7.11.4 database. Whilst it is considered that these trip rates remain valid, following discussions with KC, the local highway authority requested that bespoke trip rates were determined using the survey data obtained from the Summers Drive ATC.

5.2.2 As described in Chapter 2, bespoke trip rates have been calculated for the following peak hour periods and the results are provided in Tabler 5.1:

- Weekday AM Peak – 08:00 - 09:00;
- Weekday PM 'Internal' Peak – 14:45 to 15:45; and
- Weekday PM 'External' Peak – 15:30 to 16:30.

Table 5.1 Bespoke Residential Vehicular Trip Rates

Time Period	Vehicular Trip Rates (per dwelling)		
	Arrivals	Departures	Total
AM Peak Hour (08:00 – 09:00)	0.196	0.329	**0.525**
PM Peak Hour (14:45 - 15:45)	0.184	0.188	**0.371**
PM Peak Hour (15:30 - 16:30)	0.313	0.164	**0.476**

5.2.3 The bespoke trip rate values shown in Table 5.1 are the same or less than the trip rates determined from TRICS i.e. they support and validate the assessment undertaken in the original TA which supported the planning application.

Development Vehicular Trip Generation

5.2.4 Applying the bespoke trip rates in Tables 5.1 to the proposed 75 dwellings produces the peak hour vehicular flows shown in Table 5.2.

Table 5.2 Proposed Development Vehicular Trip Generation

Time Period	Vehicular Trip Generation (75 units)		
	Arrivals	Departures	Total
AM Peak Hour (08:00 – 09:00)	15	25	**39**
PM Peak Hour (14:45 - 15:45)	14	14	**28**
PM Peak Hour (15:30 - 16:30)	23	12	**36**

5.2.5 As shown in Table 5.2, the development Site is predicted to generate **39 two way vehicular movements** in the morning peak hour and **28 to 36 two-way vehicular movements** during the two afternoon peak hour periods.

5.3 RESIDENTIAL DEVELOPMENT DISTRIBUTION

5.3.1 The trip distribution methodology is unchanged from that set out in the original Dec 2025 Transport Assessment but has been summarised and included within this report for completeness.

Table 5.3 Proposed Vehicular Distribution - Route Assignment Summary

	Shillbank Lane	Dunbottle Lane (via Flash Lane)	West Royd Avenue/Lee Green	Camm Lane	Old Bank Road	Sunny Bank Lane N/Jenny Lane	Total
Percentage Distribution	24.4%	10.6%	3.4%	3.5%	8.0%	50.1%	100%

5.3.2 The traffic distributions set out within Table 5.3 are shown diagrammatically on Figure 240 and it is therefore predicted that the following traffic proportions will turn into and out of Woodward Court as well as out of Hepworth Lane:

- **58.1% turning right-out/left-in** between **Woodward Court and Wellhouse Lane (north)** i.e. 8.0% (Old Bank Road) + 50.1% (Sunny Bank Lane N/Jenny Lane);
- **4.4% turning left-out** between **Woodward Court and Wellhouse Lane (south)** and **41.9% turning right-in** between **Wellhouse Lane and Woodward Court** i.e. 17.5% from Dunbottle Road and 24.4% from Hepworth Lane;
- **37.5% turning left-out** at **Hepworth Lane** i.ie 24.4% (Shillbank Lane) + 13.1% (Dunbottle Lane via Flash Lane).

5.3.3 Development traffic travelling to Jenny Lane, Old Bank Road and Sunny Bank Lane has been distributed via the Woodward Court/Wellhouse Lane junction.

5.3.4 For development traffic travelling to the south (to Shillbank Lane and Dunbottle Lane) it is assumed that residents would use the proposed Hepworth Lane Site egress. However, in order to be robust, 25% of this traffic has been distributed along Wellhouse Lane to the junction with Flash Lane and the remaining 75% has been distributed along Hepworth Lane to the junction with Shillbank Lane and Flash Lane.

5.3.5 Applying the development trips set out within Table 5.2 to the distributions shown within Table 5.3 (and shown on Figure 240) produces the trip generations shown diagrammatically on the following traffic flow diagrams:

- Figure 241 – AM Peak Hour Development Trip Generations; and
- Figure 242 – PM (Internal Network) Peak Hour Development Trip Generations; and
- Figure 243 – PM (External Network) Peak Hour Development Trip Generations.

5.4 MULTIMODAL DEVELOPMENT TRIP GENERATIONS

5.4.1 To establish the trip generations by mode, the 2021 Census Data has been interrogated for the residential areas surrounding the Site, thereby reflecting the proposed developments characteristics.

5.4.2 The census mode splits for the Kirklees 020 Super Output Area are shown in Table 5.4.

Table 5.4 Residential Census Mode Split (for Kirklees 020 Super Output Area)

Method of Travel to Work	Total Residents	Percentage
Work Mainly at or From Home	0	0%
Train	78	3%
Bus, Minibus or Coach	152	6%
Taxi	17	1%
Motorcycle, Scooter or Moped	20	1%
Driving a Car or Van	1,934	76%
Passenger in a Car or Van	153	6%
Bicycle	29	1%
On Foot	167	7%
Other	4	0%
Total	**2,554**	**100%**

5.4.3 Having established the total vehicular trip generations and the census modal split for existing residents, it is possible to calculate the number of trips by mode. This is done by multiplying the vehicle trips by the appropriate modal split factor determined from Table 5.4 to obtain the number of trips for each travel mode. The resulting multi-modal trips are given in Table 5.5.

Table 5.5 Proposed Multi Modal Trip Generations (75 Dwellings)

	AM Peak Hour Trip Generation by Mode (08:00 – 09:00)			PM Peak Hour Trip Generation by Mode (Internal Peak) (14:45 – 15:45)			PM Peak Hour Trip Generation by Mode (External Peak) (15:30 – 16:30)		
Trip Type	**Arrivals**	**Departures**	**Total**	**Departures**	**Total**	**Total**	**Departures**	**Total**	**Total**
Work mainly at or from home	0	0	**0**	0	0	**0**	0	0	**0**
Train	1	1	**2**	1	1	**1**	1	0	**1**
Bus, minibus or coach	1	2	**3**	1	1	**2**	2	1	**3**
Taxi	0	0	**0**	0	0	**0**	0	0	**0**
Motorcycle, scooter or moped	0	0	**0**	0	0	**0**	0	0	**0**
Driving a car or van	15	25	**39**	14	14	**28**	23	12	**36**
Passenger in a car or van	1	2	**3**	1	1	**2**	2	1	**3**
Bicycle	0	0	**1**	0	0	**0**	0	0	**1**
On foot	1	1	**2**	1	1	**2**	2	1	**3**
Other method of travel to work	0	0	**0**	0	0	**0**	0	0	**0**
Total	**19**	**32**	**51**	**18**	**19**	**37**	**31**	**16**	**47**

6. Traffic Flows and Materiality Assessment

6.1 INTRODUCTION

6.1.1 This chapter describes how the updated traffic flows have been produced and includes a materiality and net impact assessment of the effect of the development proposals on the local highway network.

6.2 PEAK HOUR TRAFFIC FLOWS

6.2.1 As set out and defined within Chapter 2, the April 2026 traffic counts identified the following existing weekday peak hour periods:

- Weekday AM Peak – 08:00 to 09:00;
- Weekday PM (Internal Network) Peak Hour – 14:45 to 15:45 and
- Weekday PM (External Network) Peak Hour – 15:30 to 16:30.

6.2.2 The weekday AM and two PM peak hour traffic flows are shown on Figures 200, 201 and 202 respectively.

6.3 FUTURE ASSESSMENT YEAR

6.3.1 Assuming a build out rate of 35 dwellings per year, the proposed development would be completed and occupied within 2 to 3 years and based on a 2027 start on site date this gives a completion year of 2030.

6.4 2030 BASE TRAFFIC FLOWS

6.4.1 To determine the 2030 Base Traffic Flows, background traffic growth has been applied to the 2026 surveyed traffic counts.

6.4.2 Traffic growth is based on a combination of proposed future developments, car ownership and changing attitudes in the way people use and have access to their vehicles. Traffic growth has been calculated utilising the latest TEMPro v8.1 software (Trip End Model Presentation Program).

Growth Rates

6.4.3 Traffic growth rates, between 2026 and 2030 have been calculated using TEMPro v8.1 and are set out as follows:

- 2026 – 2030 AM growth rate of 1.045 (4.5%);
- 2026 – 2030 Inter-Peak growth rate of 1.048 (4.8%)
- 2026 – 2030 PM growth rate of 1.046 (4.6%).

6.4.4 After discussions with the Council, it has been agreed to utilise the 'Inter-Peak' growth rates as this covers both the PM internal and external peak hours. The 'Inter-Peak' growth rate is also higher than the two typical peak hours and is therefore robust.

6.4.5 Applying the identified growth rate to the 2026 surveyed count flows shown on Figures 200, 201 and 202 produces the morning and afternoon peak hour base traffic flows shown on the following traffic flow figures:

- Figure 210 - 2030 AM Peak Hour Base Traffic Flows;
- Figure 211 – 2030 PM (Internal Network) Peak Hour Traffic Flows; and

- Figure 212 – 2030 PM (External Network) Peak Hour Traffic Flows.

6.5 EXISTING TRAFFIC REASSIGNMENT

6.5.1 The development proposals will benefit the local highway network by providing an alternative southbound route through the Site between Wellhouse Lane/Woodward Court and Hepworth Lane/Flash Lane/Shillbank Lane i.e. avoiding continuing south on Wellhouse Lane and turning left turn out at the Flash Lane junction.

6.5.2 A comparison of the journey distances between the Wellhouse Lane/Woodward Court junction and the Hepworth Lane/Flash Lane/Shillbank Lane junction is as follows:

- Via Wellhouse Lane (south) and along Flash Lane – 635m; and
- Via Woodward Court/The Development Site/Hepworth Lane – 525m.

6.5.3 The journey distance through the Site will therefore be some 110m shorter than travelling along the southern section of Wellhouse Lane and turning left at the Flash Lane junction.

6.5.4 An assessment has therefore been undertaken to redistribute a conservative 20% of existing southbound traffic from north of Woodward Court (on Wellhouse Lane), along Woodward Court and through the Site to the Hepworth Lane egress, then left out onto Flash Lane/Shillbank Lane. A conservative 20% has also been applied for the southbound traffic departing Woodward Court.

6.5.5 The reassigned traffic for the morning and evening peak hours is shown diagrammatically on the following figures:

- Figure 220 – 2030 AM Peak Hour Reassigned Base Traffic Flows
- Figure 221 – 2030 PM (Internal Network) Peak Hour Reassigned Base Traffic Flows; and
- Figure 222 – 2030 PM (External Network) Peak Hour Reassigned Base Traffic Flows.

6.5.6 As shown on Figures 220, 221 & 222:

- Throughout the morning peak hour, of the 76 trips that are predicted to turn left out of the Wellhouse Lane onto Flash Lane in the 2030 Base scenario, 25 trips will re-route through the Site as a result of the 20% reassignment. This equates to a reduction of circa 33% of trips undertaking this movement during this peak hour.
- Similarly, throughout the afternoon (internal) peak hour, of the 60 trips that are predicted to turn left out of the Wellhouse Lane onto Flash Lane in the 2030 Base scenario, 16 trips will re-route through the Site as a result of the 20% reassignment. This equates to a reduction of circa 26% of trips undertaking this movement during this peak hour.
- Lastly, during the afternoon (external) peak hour, of the 42 trips that are predicted to turn left out of the Wellhouse Lane onto Flash Lane in the 2030 Base scenario, 8 trips will re-route through the Site as a result of the 20% reassignment. This equates to a reduction of circa 19% of trips undertaking this movement during this peak hour.

6.5.7 The reassigned traffic has then been applied to the 2030 Base Traffic Flows (including traffic growth) to produce the 2030 AM Peak Hour Base Traffic Flows with traffic reassignment shown on the following figures:

- Figure 230 – 2030 AM Peak Hour Base Traffic Flows (with Reassignment);
- Figure 231 – 2030 PM (Internal Network) Peak Hour Base Traffic Flows (with Reassignment); and
- Figure 232 – 2030 PM (External Network) Peak Hour Base Traffic Flows (with Reassignment).

6.1 2030 DESIGN TRAFFIC FLOWS

6.1.1 Adding the proposed development trips (shown on Figures 241, 242 & 243) to the 2030 Base Traffic Flows with reassignment (shown on Figures 230, 231 & 232) produces the AM and PM peak hour 2030 Design Traffic Flows, shown on the following figures:

- Figure 250 - 2030 AM Peak Hour Design Traffic Flows;
- Figure 251 - 2030 PM (Internal Network) Peak Hour Design Traffic Flows; and
- Figure 252 - 2030 PM (External Network) Peak Hour Design Traffic Flows.

6.2 MATERIALITY ASSESSMENT

6.2.1 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.

Junctions

6.2.2 Consideration has therefore been given to those junctions where development trips at the junction exceed 30 two-way as well as taking into account the existing traffic concerns along Wellhouse Lane by the cricket club.

6.2.3 A materiality assessment of the following junctions has been undertaken in order to determine if any require further capacity modelling:

- Woodward Court/Wellhouse Lane;
- Jenny Lane/Greenside Road/Greenside Estate;
- Hepworth Lane/Flash Lane/Shillbank Lane; and
- Wellhouse Lane/Flash Lane.

6.2.4 None of the junctions exceed the 30 two-way trip threshold, other than the Woodward Court/Wellhouse Lane priority junction in the evening peak hour, as shown in Table 6.1. However, for robustness capacity assessments have been undertaken for all the above junctions, in addition to the proposed Hepworth Lane Site Egress, the results of which are set out within Chapter 7.

Table 6.1 Two-Way AM and PM Peak Hour Development Trips

Junction	AM Two-Way Development Trips	PM (Internal) Two-way Development Trips	PM (External) Two-way Development Trips
Woodward Court/Wellhouse Lane	30	23	31
Jenny Lane/Greenside Road/Greenside Estate	23	16	21
Hepworth Lane/Flash Lane/Shillbank Lane	13	9	10
Wellhouse Lane/Flash Lane	7	5	6

6.3 NET CHANGE IN 2030 TRAFFIC FLOWS

6.3.1 As assessment has been undertaken to determine the changes in traffic flow on the local highway network between the 2030 Base 'without development' and 2030 Design 'with development' scenarios.

6.3.2 The net changes in traffic flows across various parts of the highway network is shown diagrammatically in Figures 260, 261 and 262. Table 6.2 also shows these net changes in traffic flow (alongside the 2030 Base and 2030 Design flows) for the following locations:

- Woodward Court;
- Wellhouse Lane (just north of Woodward Court junction);
- Wellhouse Lane (just south of Woodward Court junction);
- Wellhouse Lane (just north of Flash Lane junction);
- Flash Lane (just west of Wellhouse Lane junction);
- Flash Lane (just east of Wellhouse Lane junction);
- Hepworth Lane (just north of Flash Lane/Shillbank Lane junction); and
- Hepworth Lane (just east of Wellhouse Lane junction).

Table 6.2 Local Highway Network 2030 Traffic Flow Comparison

Scenario	Two-Way Traffic Flow (vehicles)		
	AM Peak Hour	PM (Internal) Peak Hour	PM (External) Peak Hour
Woodward Court			
2030 Base (without development)	57	64	9
2030 Design (with development)	102	91	47
Net Change	**+45**	**+27**	**+38**
Wellhouse Lane (just north of Woodward Court junction)			
2030 Base (without development)	205	130	88
2030 Design (with development)	228	146	109
Net Change	**+23**	**+16**	**+21**
Wellhouse Lane (just south of Woodward Court junction)			
2030 Base (without development)	220	148	87
2030 Design (with development)	206	140	90
Net Change	**-15**	**-8**	**+3**
Wellhouse Lane (just north of Flash Lane junction)			
2030 Base (without development)	165	118	100
2030 Design (with development)	144	105	97
Net Change	**-21**	**-13**	**-3**
Flash Lane (just west of Wellhouse Lane junction)			
2030 Base (without development)	804	617	711
2030 Design (with development)	811	622	717
Net Change	**+7**	**+5**	**+6**
Flash Lane (just east of Wellhouse Lane junction)			
2030 Base (without development)	544	433	503
2030 Design (with development)	519	417	496
Net Change	**-25**	**-16**	**-8**
Hepworth Lane (just north of Flash Lane/Shillbank Lane junction)			
2030 Base (without development)	73	55	39
2030 Design (with development)	111	79	57
Net Change	**+38**	**+25**	**+18**
Hepworth Lane (just east of Wellhouse Lane junction)			
2030 Base (without development)	70	34	27
2030 Design (with development)	77	39	34
Net Change	**+7**	**+5**	**+6**

6.3.3 The provision of the egress onto Hepworth Lane creates a route through the Site between Wellhouse Lane/Woodward Court and Hepworth Lane/Shillbank Lane i.e. the opportunity is provided for existing southbound traffic on Wellhouse Lane wishing to travel to Shillbank Lane to route through the development Site as opposed to continuing south on Wellhouse Lane and turning left onto Flash Lane. As shown in Table 6.2, this has the effect of:

- Removing some existing traffic from the southern section of the Wellhouse Lane corridor such that there is a beneficial reduction in overall traffic flows as a result of the development proposals;
- Removing some existing traffic from the section of the Flash Lane corridor between Wellhouse Lane and Hepworth Lane, such that there is a beneficial reduction in overall traffic flows as a result of the development proposals;
- Increasing traffic on Hepworth Lane between the new Site Egress and the Flash Lane junction, but the resulting traffic flows still remain very low at 57 to 111 two-way vehicle movements per hour during the three peak hour periods i.e. one to two vehicle movements per minute on average.

7. Operational Highway Assessment

7.1 INTRODUCTION

7.1.1 This chapter describes the updated capacity assessments that have been undertaken (using the recent April 2026 survey data) at the following junctions on the local highway network:

- Woodward Court/Wellhouse Lane;
- Jenny Lane/Greenside Road/Greenside Estate;
- Proposed Hepworth Lane/Site Egress
- Hepworth Lane/Flash Lane/Shillbank Lane; and
- Wellhouse Lane/Flash Lane.

7.2 WOODWARD COURT/WELLHOUSE LANE PRIORITY JUNCTION

2026 Surveyed Count

7.2.1 The Woodward Court/Wellhouse Lane Junction has initially been modelled using the PICADY function of Junctions 11 for the 2026 Count AM and PM (Internal and External) peak hours. The full modelling outputs are attached at Appendix H and summarised within Table 7.1.

Table 7.1 Woodward Court/Wellhouse Lane (2026 Count)

Arm	AM Peak (08:00 – 09:00)				PM Internal Peak (14:45 – 15:45)				PM External Peak (15:30 – 16:30)			
	RFC	Delay (s)	Queue (PCU)	Recorded Queue (PCU)	RFC	Delay (s)	Queue (PCU)	Recorded Queue (PCU)	RFC	Delay (s)	Queue (PCU)	Recorded Queue (PCU)
2026 Count												
From Woodward Court	0.06	7	1	1	0.06	6	1	0	0.00	6	0	0
From Wellhouse Lane (S)	0.04	6	0	0	0.03	6	0	0	0.01	0	0	0

7.2.2 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.

7.2.3 The results within Table 7.1 show that the Woodward Court/Wellhouse Lane junction operates with significant spare capacity during both the AM and PM peaks hours with a maximum RFC of 0.06 on Woodward Court.

7.2.4 Little to no queuing occurs across all arms of the junction and the model satisfactorily validates against recorded queues.

2030 Base Scenario

7.2.5 The junction has then been modelled for the 2030 Base scenario including background traffic growth during the morning and afternoon peak hours and the results are summarised within Table 7.2.

Table 7.2 Woodward Court/Wellhouse Lane (2030 Base)

Arm	AM Peak (08:00 – 09:00)			PM Internal Peak (14:45 – 15:45)			PM External Peak (15:30 – 16:30)		
	RFC	Delay (s)	Queue (PCU)	RFC	Delay (s)	Queue (PCU)	RFC	Delay (s)	Queue (PCU)
2030 Base									
From Woodward Court	0.07	7	1	0.06	6	1	0.00	0	0
From Wellhouse Lane (S)	0.04	6	1	0.03	6	0	0.01	6	0

7.2.6 The results in Table 7.2 demonstrate that with the addition of background traffic growth is predicted to continue to operate well within practical desirable capacity with a maximum RFC of 0.07 along Woodward Court in the morning peak hour. Queues and delays continue to be very low across the junction.

2030 Design Scenario

7.2.7 Finally, the junction has been modelled for the 2030 Design scenario including trips associated with the proposed development and reassigned existing traffic, during the morning and afternoon peak hours. The results are summarised within Table 7.3.

Table 7.3 Woodward Court/Wellhouse Lane (2030 Design)

Arm	AM Peak (08:00 – 09:00)			PM Internal Peak (14:45 – 15:45)			PM External Peak (15:30 – 16:30)		
	RFC	Delay (s)	Queue (PCU)	RFC	Delay (s)	Queue (PCU)	RFC	Delay (s)	Queue (PCU)
2030 Design									
From Woodward Court	0.09	8	1	0.07	7	1	0.02	7	0
From Wellhouse Lane (S)	0.05	6	1	0.04	6	1	0.03	6	0

7.2.8 The results in Table 7.3 demonstrate that with the addition of traffic associated with the proposed development and reassigned existing traffic, the junction is predicted to continue to operate with significant spare capacity throughout both the morning and afternoon peak hours.

7.2.9 A maximum RFC of 0.09 is anticipated along Woodward Court during the AM peak hour. Minimal queues of 0 to 1 are also predicted across all arms of the junction throughout the peak hours.

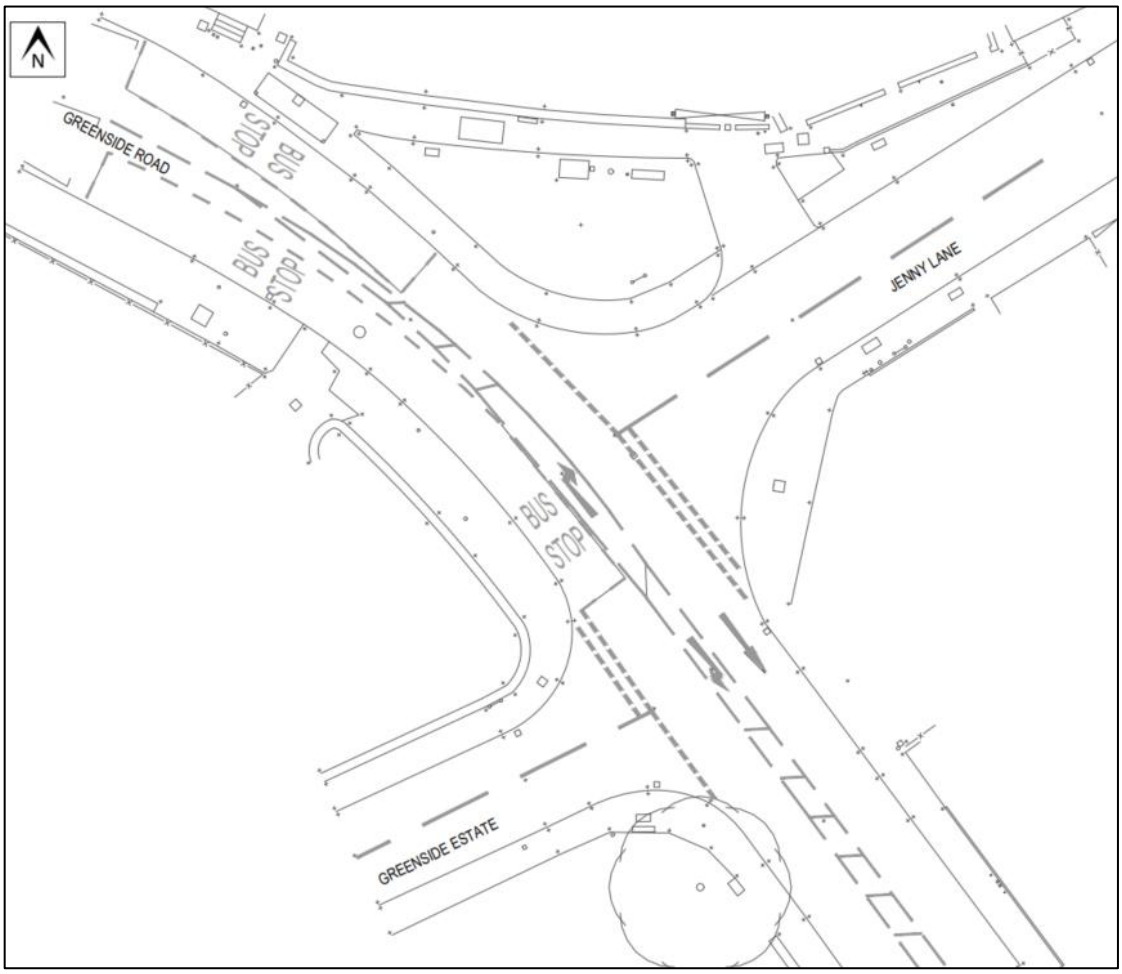
Conclusion – Woodward Court/Wellhouse Lane Priority Junction

7.2.10 The impact of the proposed development and reassigned existing traffic, in terms of highway capacity, can be satisfactorily accommodated at the existing Woodward Court/Wellhouse Lane priority junction and no mitigation is therefore required with respect to junction capacity.

7.3 JENNY LANE/GREENSIDE ROAD/GREENSIDE ESTATE JUNCTION

7.3.1 The Jenny Lane/Greenside Road/Greenside estate junction is shown on Figure 10 and the extract within Image 7.1.

Image 7.1 Jenny Lane/Greenside Road/Greenside Estate Priority Junction



2026 Surveyed Count

7.3.2 The Jenny Lane/Greenside Road/Greenside Estate has initially been modelled using the PICADY function of Junctions 11 for the 2026 Count AM and PM (Internal and External) peak hours. The full modelling outputs are attached at Appendix I and summarised within Table 7.4.

Table 7.4 Jenny Lane/Greenside Road/Greenside Estate (2026 Count)

Arm	AM Peak (08:00 – 09:00)				PM Internal Peak (14:45 – 15:45)				PM External Peak (15:30 – 16:30)			
	RFC	Delay (s)	Queue (PCU)	Recorded Queue (PCU)	RFC	Delay (s)	Queue (PCU)	Recorded Queue (PCU)	RFC	Delay (s)	Queue (PCU)	Recorded Queue (PCU)
2026 Count												
Jenny Lane – Greenside Road (S), Greenside Estate	0.06	8	1	3	0.06	8	1	3	0.04	8	0	2
Jenny Lane – Greenside Road (N), Greenside Estate	0.38	15	1	3	0.33	14	1	3	0.30	14	1	2
From Greenside Road (N)	0.01	7	0	0	0.03	7	0	0	0.04	7	0	0
From Greenside Estate	0.03	7	0	1	0.05	8	1	1	0.06	9	1	1
From Greenside Road (S)	0.10	8	1	1	0.06	8	1	0	0.04	8	0	0

7.3.3 The results within Table 7.4 show that the Jenny Lane/Greenside Road junction operates with significant spare capacity during both the AM and PM peaks hours, with a maximum RFC of 0.38 along Jenny Lane in the morning peak hour. During the two PM peak hours, the maximum RFC is 0.33 during the PM (Internal) peak hour.

7.3.4 Minimal queuing occurs across all arms of the junction and the model satisfactorily validates against recorded queues.

2030 Base Scenario

7.3.5 The junction has then been modelled for the 2030 Base scenario including background traffic growth during the morning and evening peak hours and the results are summarised within Table 7.5.

Table 7.5 Jenny Lane/Greenside Road/Greenside Estate (2030 Base)

Arm	AM Peak (08:00 – 09:00)			PM Internal Peak (14:45 – 15:45)			PM External Peak (15:30 – 16:30)		
	RFC	Delay (s)	Queue (PCU)	RFC	Delay (s)	Queue (PCU)	RFC	Delay (s)	Queue (PCU)
2030 Base									
Jenny Lane – Greenside Road (S), Greenside Estate	0.07	9	1	0.06	8	1	0.04	8	0
Jenny Lane – Greenside Road (N), Greenside Estate	0.41	16	1	0.35	15	1	0.33	15	1
From Greenside Road (N)	0.01	7	0	0.03	7	0	0.04	7	0
From Greenside Estate	0.04	7	0	0.05	8	1	0.07	9	1
From Greenside Road (S)	0.11	8	1	0.07	8	1	0.04	8	0

7.3.6 The results in Table 7.5 demonstrate that with the addition of background traffic growth, the junction is predicted to continue to operate well within practical desirable capacity with a maximum RFC of 0.41 along Jenny Lane during the AM peak hour and. Queues and delays continue to be minimal across the junction.

2030 Design Scenario

7.3.7 The junction has then been modelled for the 2030 Design scenario including trips associated with the proposed development during the morning and evening peak hours and the results are summarised within Table 7.6.

Table 7.6 Jenny Lane/Greenside Road/Greenside Estate (2030 Design)

Arm	AM Peak (08:00 – 09:00)			PM Internal Peak (14:45 – 15:45)			PM External Peak (15:30 – 16:30)		
	RFC	Delay (s)	Queue (PCU)	RFC	Delay (s)	Queue (PCU)	RFC	Delay (s)	Queue (PCU)
2030 Design									
Jenny Lane – Greenside Road (S), Greenside Estate	0.07	9	1	0.06	8	1	0.04	8	0
Jenny Lane – Greenside Road (N), Greenside Estate	0.45	18	1	0.37	16	1	0.35	16	1
From Greenside Road (N)	0.01	7	0	0.03	7	0	0.04	7	0
From Greenside Estate	0.04	8	0	0.05	8	1	0.07	10	1
From Greenside Road (S)	0.11	8	1	0.07	8	1	0.04	8	0

7.3.8 The results in Table 7.6 demonstrate that with the addition of traffic associated with the proposed development, the junction is predicted to continue to operate well within practical

desirable capacity throughout both the morning and evening peak hours, with a maximum RFC of 0.45 along Jenny Lane. Minimal queues and delays are predicted across all arms of the junction during all peak hours.

Conclusion – Jenny Lane/Greenside Road/Greenside Estate

7.3.9 The impact of the proposed development, in terms of highway capacity, can be satisfactorily accommodated at the existing Jenny Lane/Greenside Road/Greenside Estate junction. Therefore, no mitigation is required.

7.4 PROPOSED HEPWORTH LANE/SITE EGRESS

7.4.1 The proposed Hepworth Lane/Site Egress has been modelled for the future 2030 design scenario only. The layout of the proposed junction is provided in Appendix F.

2030 Design Scenario

7.4.2 The junction has been modelled using the PICADY function of Junctions 11 for the 2030 Design scenario including trips associated with the proposed development and reassigned existing traffic, during the morning and evening peak hours. The full modelling outputs are attached at Appendix J and summarised within Table 7.7.

Table 7.7 Site Egress/Hepworth Lane (2030 Design)

Arm	AM Peak (08:00 – 09:00)			PM Internal Peak (14:45 – 15:45)			PM External Peak (15:30 – 16:30)		
	RFC	Delay (s)	Queue (PCU)	RFC	Delay (s)	Queue (PCU)	RFC	Delay (s)	Queue (PCU)
2030 Design									
From Site Egress	0.06	6	1	0.04	5	0	0.02	5	0
Hepworth Lane E to Hepworth Lane W	0.00	0	0	0.00	0	0	0.00	0	0

7.4.3 The results in Table 7.7 demonstrate that the proposed junction is predicted to operate with significant spare capacity throughout the 2030 Design scenario including proposed development trips as well as reassigned existing traffic. Minimal queues of 0 to 1 are predicted across all arms of the junction throughout all peak hours.

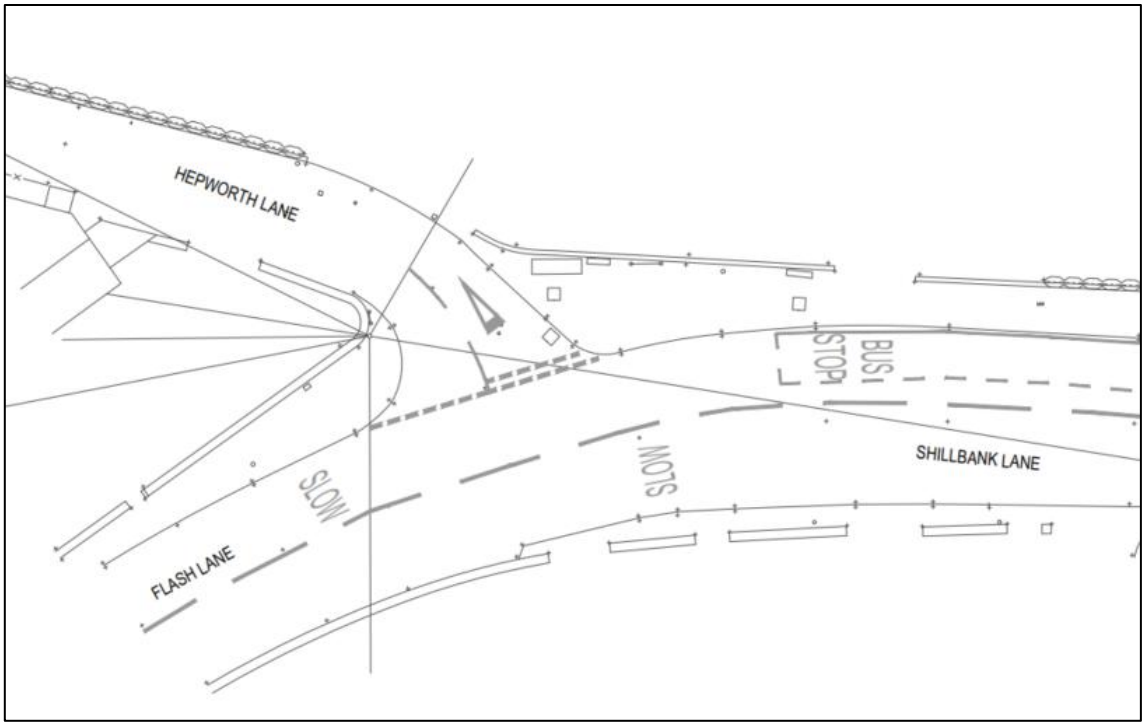
Conclusion – Site Egress/Hepworth Lane

7.4.4 The impact of the proposed development, in terms of highway capacity, and reassigned existing traffic can be satisfactorily accommodated at the proposed Site egress/Hepworth Lane priority junction.

7.5 HEPWORTH LANE/FLASH LANE/SHILLBANK LANE PRIORITY JUNCTION

7.5.1 The Hepworth Lane/Flash Lane/Shillbank Lane Priority Junction is shown on Figure 11 and the extract within Image 7.2.

Image 7.2 Hepworth Lane/Flash Lane/Shillbank Lane Priority Junction



2026 Surveyed Count

7.5.2 The Hepworth Lane/Flash Lane/Shillbank Lane junction has been modelled using the PICADY function of Junctions 11 for the 2026 Count AM and PM (Internal and External) peak hours. The full modelling outputs are attached at Appendix K and summarised within Table 7.8.

Table 7.8 Hepworth Lane/Flash Lane/Shillbank Lane (2026 Count)

Arm	AM Peak (08:00 – 09:00)				PM Internal Peak (14:45 – 15:45)				PM External Peak (15:30 – 16:30)			
	RFC	Delay (s)	Queue (PCU)	Recorded Queue (PCU)	RFC	Delay (s)	Queue (PCU)	Recorded Queue (PCU)	RFC	Delay (s)	Queue (PCU)	Recorded Queue (PCU)
2026 Count												
From Hepworth Lane	0.02	9	0	0	0.02	7	0	0	0.01	7	0	0
From Shillbank Lane	0.13	6	1	1	0.06	6	1	0	0.03	6	0	0

7.5.3 The results within Table 7.8 show that the Hepworth Lane/Flash Lane/Shillbank Lane junction operates with significant spare capacity during both the AM and PM peaks hours and minimal queuing occurs across all arms of the junction in both peak hours with a maximum RFC of 0.13 along Shillbank Lane during the AM peak hour. The junction also experiences minimal queuing on the Hepworth Lane approach (maximum of one vehicle throughout the surveyed period) which is validated by the recorded queues.

2030 Base Scenario

7.5.4 The junction has then been modelled for the 2030 Base scenario including background traffic growth during the morning and evening peak hours and the results are summarised within Table 7.9.

Table 7.9 Hepworth Lane/Flash Lane/Shillbank Lane (2030 Base)

Arm	AM Peak (08:00 – 09:00)			PM Internal Peak (14:45 – 15:45)			PM External Peak (15:30 – 16:30)		
	RFC	Delay (s)	Queue (PCU)	RFC	Delay (s)	Queue (PCU)	RFC	Delay (s)	Queue (PCU)
2030 Base									
From Hepworth Lane	0.02	9	0	0.02	7	0	0.01	7	0
From Shillbank Lane	0.13	6	1	0.07	6	1	0.03	6	0

7.5.5 The results in Table 7.9 demonstrate that with the addition of background traffic growth the junction is predicted to continue to operate well within practical desirable capacity with a maximum RFC of 0.13 along Shillbank Lane throughout the AM peak hour. Queues and delays continue to be minimal across the whole junction.

2030 Design Scenario

7.5.6 Finally, the junction has been modelled for the 2030 Design scenario including trips associated with the proposed development and reassigned existing traffic, during the morning and evening peak hours. The results are summarised within Table 7.10.

Table 7.10 Hepworth Lane/Flash Lane/Shillbank Lane (2030 Design)

Arm	AM Peak (08:00 – 09:00)			PM Internal Peak (14:45 – 15:45)			PM External Peak (15:30 – 16:30)		
	RFC	Delay (s)	Queue (PCU)	RFC	Delay (s)	Queue (PCU)	RFC	Delay (s)	Queue (PCU)
2030 Design									
From Hepworth Lane	0.09	8	1	0.06	7	1	0.04	7	0
From Shillbank Lane	0.14	6	1	0.07	6	1	0.05	6	1

7.5.7 The results in Table 7.10 demonstrate that with the addition of traffic associated with the proposed development and the reassigned traffic, the junction is predicted to operate with significant spare capacity throughout both the morning and evening peak hours.

7.5.8 Maximum RFCs of 0.14 and 0.07 are predicted along the Shillbank Lane arm of the junction during the AM and PM (Internal) peak hours respectively. Minimal or no queueing is predicted across all arms of the junction during all three peak hours.

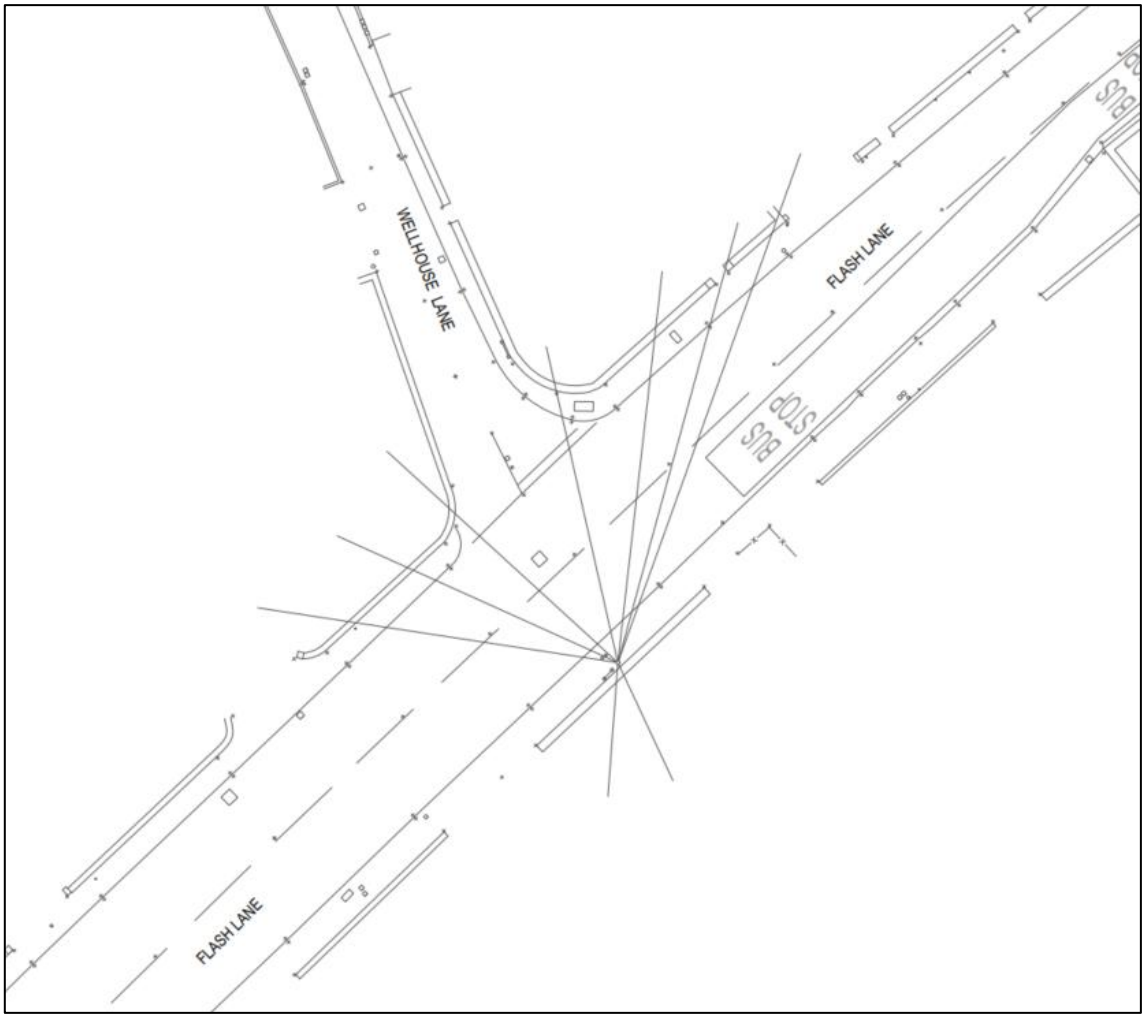
Conclusion – Hepworth Lane/Flash Lane/Shillbank Lane

7.5.9 The impact of the proposed development combined with some reassigned existing traffic, in terms of highway capacity, can be satisfactorily accommodated at the existing Hepworth Lane/Flash Lane/Shillbank Lane priority junction.

7.6 WELLHOUSE LANE/FLASH LANE PRIORITY T-JUNCTION

7.6.1 The Wellhouse Lane/Flash Lane Priority Junction is shown on Figure 12 and the extract within Image 7.3.

Image 7.3 Wellhouse Lane/Flash Lane Priority Junction



2026 Surveyed Count

7.6.2 The Wellhouse Lane/Flash Lane has been modelled using the PICADY function of Junctions 11 for the 2026 Count AM and PM (Internal and External) peak hours. The full modelling outputs are attached at Appendix L and summarised within Table 7.11.

Table 7.11 Wellhouse Lane/Flash Lane (2026 Count)

Arm	AM Peak (08:00 – 09:00)				PM Internal Peak (14:45 – 15:45)				PM External Peak (15:30 – 16:30)			
	RFC	Delay (s)	Queue (PCU)	Recorded Queue (PCU)	RFC	Delay (s)	Queue (PCU)	Recorded Queue (PCU)	RFC	Delay (s)	Queue (PCU)	Recorded Queue (PCU)
2026 Count												
From Wellhouse Lane	0.36	13	1	3	0.21	10	1	2	0.16	10	1	2
From Flash Lane E	0.01	5	0	0	0.02	6	0	1	0.03	6	0	0

7.6.3 The results within Table 7.11 show that the Wellhouse Lane/Flash Lane junction operates with significant spare capacity during both the AM and PM peaks hours with a maximum RFC of 0.36. There is minimal queuing and delay which is supported by the surveyed queues.

2030 Base Scenario

7.6.4 The junction has then been modelled for the 2030 Base scenario including background traffic growth during the morning and evening peak hours and the results are summarised within Table 7.12.

Table 7.12 Wellhouse Lane/Flash Lane (2030 Base)

Arm	AM Peak (08:00 – 09:00)			PM Internal Peak (14:45 – 15:45)			PM External Peak (15:30 – 16:30)		
	RFC	Delay (s)	Queue (PCU)	RFC	Delay (s)	Queue (PCU)	RFC	Delay (s)	Queue (PCU)
2030 Base									
From Wellhouse Lane	0.38	14	1	0.22	10	1	0.17	10	1
From Flash Lane E	0.01	5	0	0.02	6	0	0.03	6	0

7.6.5 The results in Table 7.12 demonstrate that with the addition of background traffic growth is predicted to continue to operate well within practical desirable capacity with a maximum RFC of 0.38 along Wellhouse Lane during the morning peak hour. Queues and delays continue to be minimal across the whole junction with no more than one vehicle on average on each approach.

2030 Design Scenario

7.6.6 The junction has been modelled for the 2030 Design scenario during the morning and evening peak hours and the results are summarised within Table 7.13.

Table 7.13 Wellhouse Lane/Flash Lane (2030 Design)

Arm	AM Peak (08:00 – 09:00)			PM Internal Peak (14:45 – 15:45)			PM External Peak (15:30 – 16:30)		
	RFC	Delay (s)	Queue (PCU)	RFC	Delay (s)	Queue (PCU)	RFC	Delay (s)	Queue (PCU)
2030 Design									
From Wellhouse Lane	0.33	14	1	0.19	10	1	0.16	10	1
From Flash Lane E	0.01	5	0	0.02	6	0	0.03	6	0

7.6.7 The results in Table 7.13 demonstrate that with the addition of traffic associated with the proposed development and benefits from the reassigned traffic, the junction is predicted to operate better than the 2030 Base scenario and with significant spare capacity throughout both the morning and evening peak hours. Minimal queuing and delays are predicted across all arms of the junction.

Conclusion – Wellhouse Lane/Flash Lane

7.6.8 The impact of the proposed development, in terms of highway capacity, can be satisfactorily accommodated at the existing Wellhouse Lane/Flash Lane priority junction. In fact, there will be a slight improvement in operation at the junction as a result of the proposed connection through the Site between Woodward Court and Hepworth Lane.

7.7 SUMMARY

7.7.1 In summary, from the updated assessments undertaken (using the latest 2026 data) it is considered that taking into account all reasonable future scenarios the development proposals, in terms of highway capacity, can be comfortably accommodated on the existing highway network.

The impact of the development is certainly not considered severe which is the test applied in paragraph 116 of the NPPF.

7.7.2 In addition, the operation of the southern section of the Wellhouse Lane corridor (and a section of Flash Lane) will improve within the future scenarios because existing southbound traffic will be reassigned through the Site and subsequently bypass Wellhouse Lane and instead use Hepworth Lane to access Shillbank Lane.

8. Summary and Conclusions

8.1.1 Optima prepared a Transport Assessment (TA) and Travel Plan (TP) dated December 2025 in support of a full planning application (Ref: 2025/62/93355/E) for 75 residential dwellings on land to the east of Woodward Court, Mirfield.

8.1.2 Further to the submission of the planning application, on-going discussions have been held with KC Highways and the culmination of these discussions has informed the scope and content of the additional information provided within this TA Addendum report. As well as responding to the Council's requirements, this TAA also addresses the comments raised in the 'Save Mirfield' objection report dated February 2026.

8.1.3 The 2025 TA included traffic surveys of various junctions local to the Site, covering the typical morning and afternoon/evening peak periods. As agreed with the Council, new junction surveys have been undertaken which include an extended afternoon period thereby capturing the school 'pick-up' activity associated with the nearby Crossley Fields primary. In addition to the junction counts, new ATC, parking beat, vehicle journey time and pedestrian/cycle surveys have been undertaken. Extensive additional surveys have therefore been undertaken to inform this TAA.

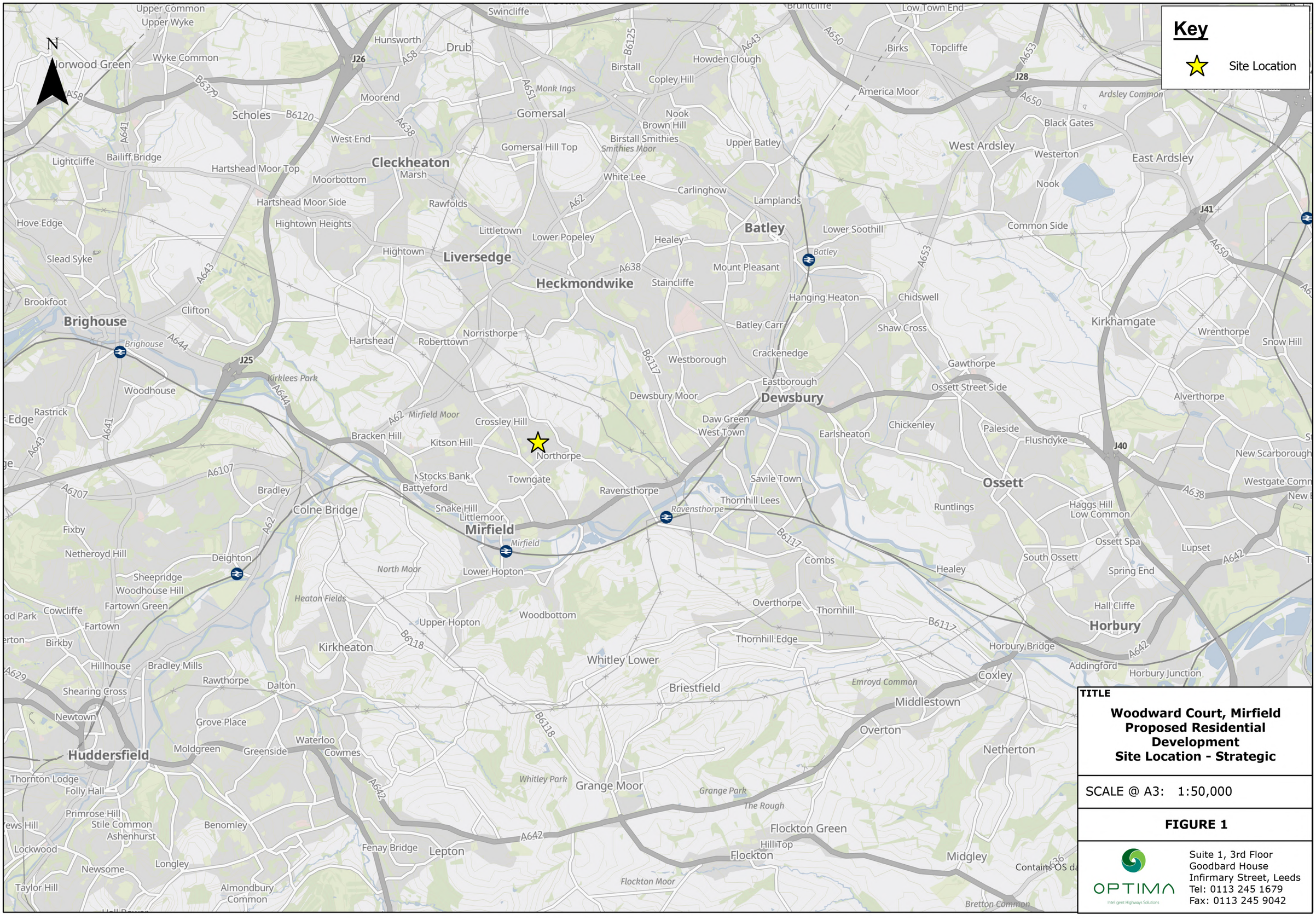
8.1.4 The proposed Site Access arrangements provide numerous improvements to the local highway network which will enhance safety and benefit new and existing residents/visitors alike. These improvements include speed reducing measures, several pedestrian crossings, additional footways, dedicated cycle facilities, additional car parking (for the school), extended Traffic Regulation Orders and an alternative route through the Site that dilutes existing traffic flows across the network. These proposals have been agreed with Kirklees Council and have also been subject to a Stage 1 Road Safety Audit. It is therefore concluded that safe and satisfactory access will be provided to the development Site and the associated improvements will result in a betterment to the safe operation of the local highway network.

8.1.5 Based on the latest 2026 data it has been demonstrated that all the modelled junctions would operate comfortably within capacity during the future 2030 design year and can therefore satisfactorily accommodate the development proposals. Beyond these junctions the development impact dilutes even further, becoming negligible and immaterial compared with daily fluctuations in traffic flows. The impact of the development is certainly not severe which is the test applied in paragraph 116 of the NPPF.

8.1.6 To the contrary, some sections of the existing local highway network (the southern half of Wellhouse Lane and a section of Flash Lane) will improve within the future scenarios because some existing southbound traffic will be reassigned through the Site and subsequently bypass Wellhouse Lane/Flash Lane and instead use Hepworth Lane to access Shillbank Lane.

8.1.7 From the additional work undertaken it is concluded that, subject to the Site access arrangements and improvements proposed, there are no reasons on highways or transport grounds why the development Site should not be granted planning permission for residential purposes.

Figures



Path: O:\Woodward Court, Mirfield\DRAWINGS\GIS\Woodward Court, Mirfield GIS.aprx

TITLE

Woodward Court, Mirfield
Proposed Residential Development
Site Location - Strategic

SCALE @ A3: 1:50,000

FIGURE 1

OPTIMA
Intelligent Highways Solutions

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

N

Key

- Indicative Site Boundary
- Route 1a
- Route 1b
- Route 2
- Route 3
- Route 4
- Route 5a
- Route 5b
- Route 5c

Greenside Road

Wellhouse Lane

Woodward Court

Old Bank Road

Hepworth Lane

Flash Lane

Crossley Hill

Crossley Fields Junior and Infants School

Old Bank Academy

The Mirfield Free Grammar and Sixth Form

Playing Field

Public Park Or Garden

Northorpe

Towngate

Knowl

Zion Baptist Chapel

Castle Hall School

St Mary's Church

Play Space

Tennis Court

Sunny Bank Rd

Robin Royd Ave

Quarryfields

Wellhouse Ave

Sunny Bank Ave

Crossley La

Taylor Hall La

Northway

Westway

Eastway

Old Bank Rd

Greenside Rd

Savile Pl

Lee Green

Kitson Hill Rd

Water Royd La

Uplands Dr

Norman Rd

Heathfield

Kings Head Rd

Water Royd Ave

West Royd Ave

Fernhurst Rd

Over Hall Rd

Beechwood Rd

Beechwood Ave

Nab La

Wellhouse Lane

Wellhouse Ln

Hepworth Ln

Flash La

Dumbottle La

Shillbank La

Shillbank View

Contains OS data © Crown Copyright and databas

TITLE

Woodward Court, Mirfield
Proposed Residential Development
Active Travel Route Plan

SCALE @ A3 1:5,000

FIGURE 7

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Path: C:\Users\optima\OneDrive - Optima Highways\Projects - Documents\Woodward Court, Mirfield\DRAWINGS\GIS\Woodward Court, Mirfield GIS - ATE Plan.aprx

N

GREENSIDE ROAD

BUS STOP

BUS STOP

BUS STOP

JENNY LANE

GREENSIDE ESTATE

TITLE	JENNY LANE / GREENSIDE ROAD / GREENSIDE ESTATE EXISTING HIGHWAY LAYOUT
REF	FIGURE 10
SCALE	1:200 @ A3

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N

HEPWORTH LANE

BUS STOP

BUS STOP

SHILLBANK LANE

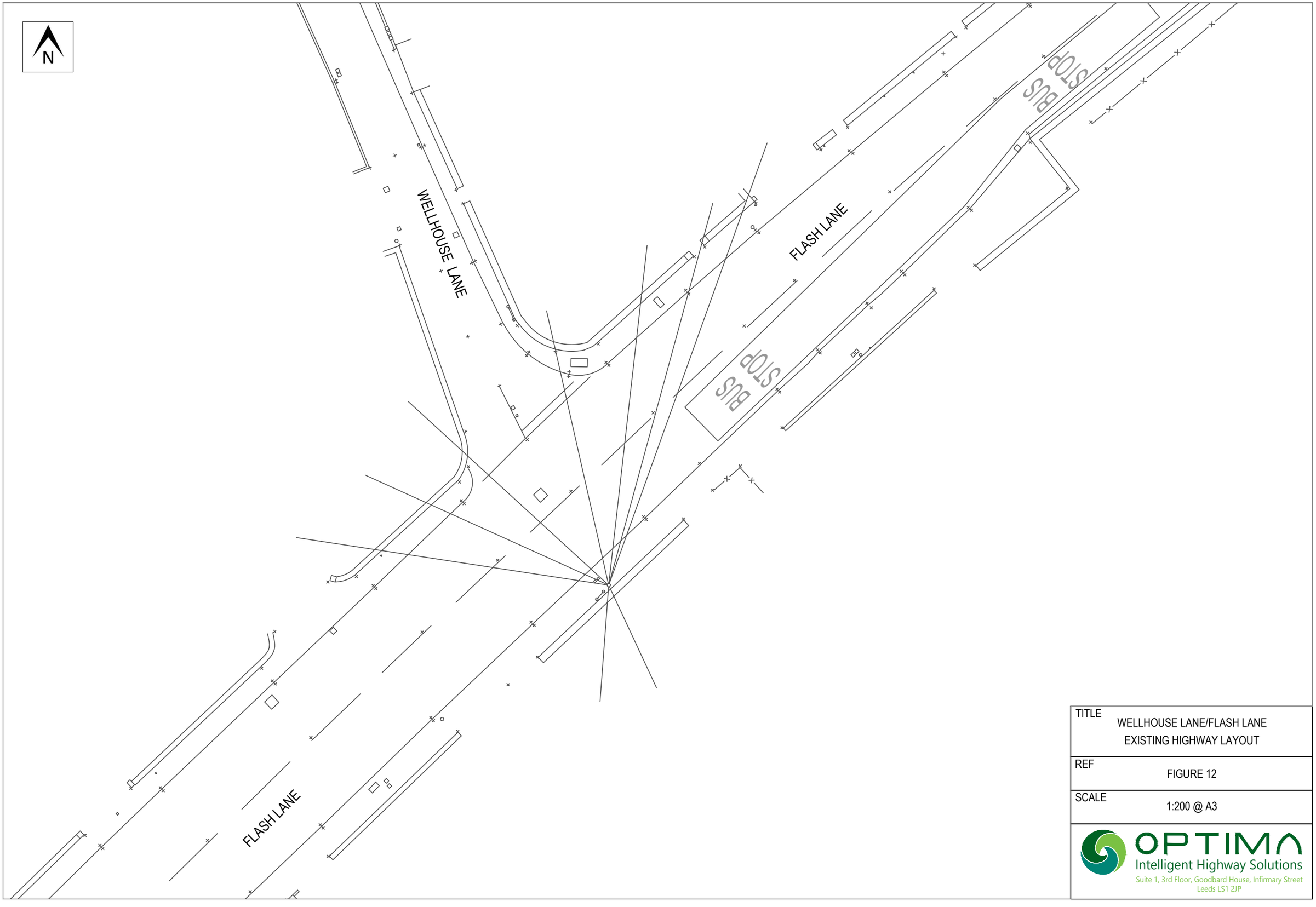
SLOW

MOTS

FLASH LANE

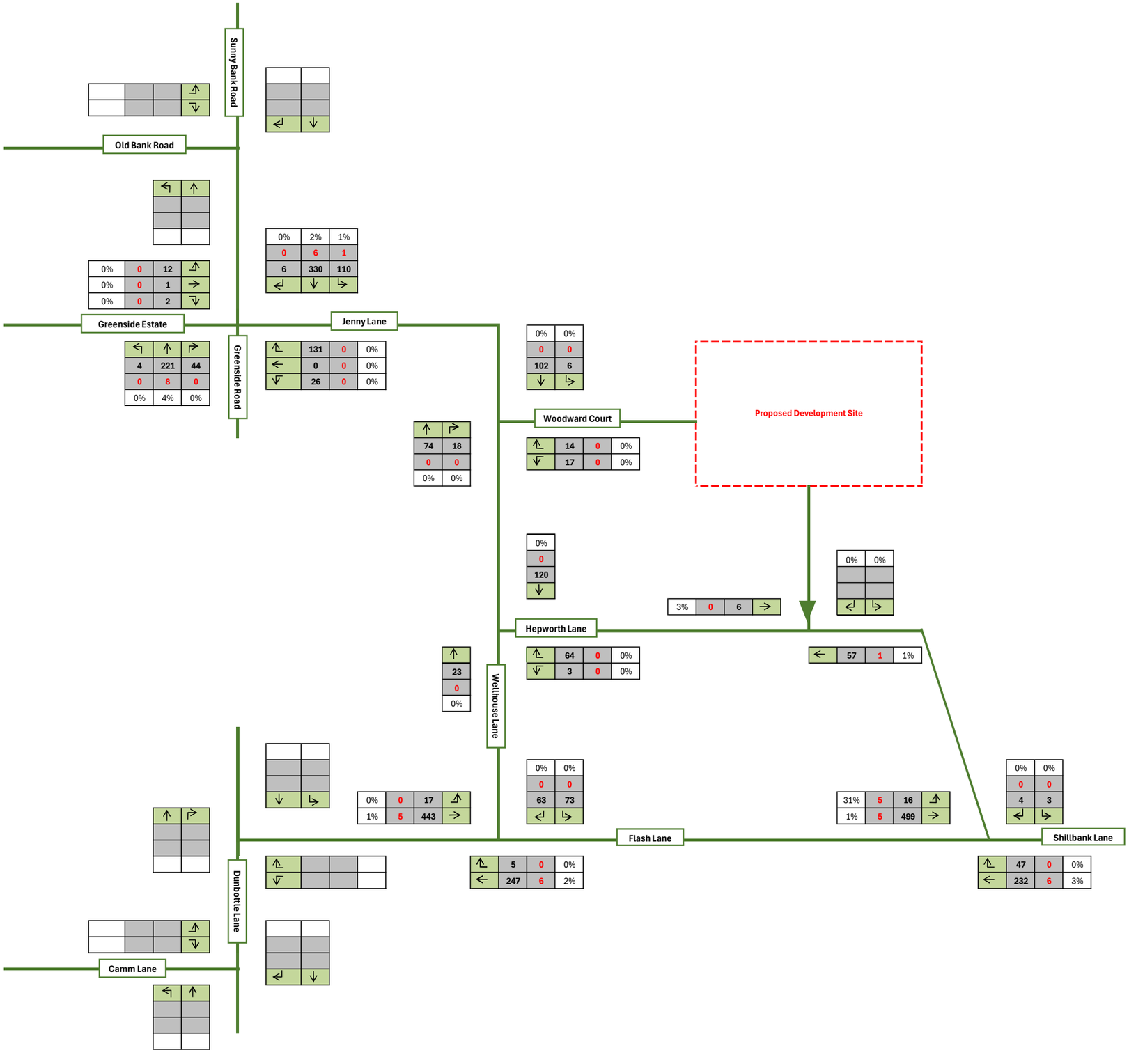
TITLE	HEPWORTH LANE / FLASH LANE / SHILLBANK LANE EXISTING HIGHWAY LAYOUT
REF	FIGURE 11
SCALE	1:200 @ A3

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TITLE	WELLHOUSE LANE/FLASH LANE EXISTING HIGHWAY LAYOUT
REF	FIGURE 12
SCALE	1:200 @ A3

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Leeds LS1 2JP



Key:

0	Total Vehicles
0	Total HGV
0%	HGV Percentage

Title:

2026 AM PEAK HOUR EXISTING COUNT TRAFFIC FLOWS (08:00 - 09:00)

Project:

Woodward Court, Mirfield

Client:

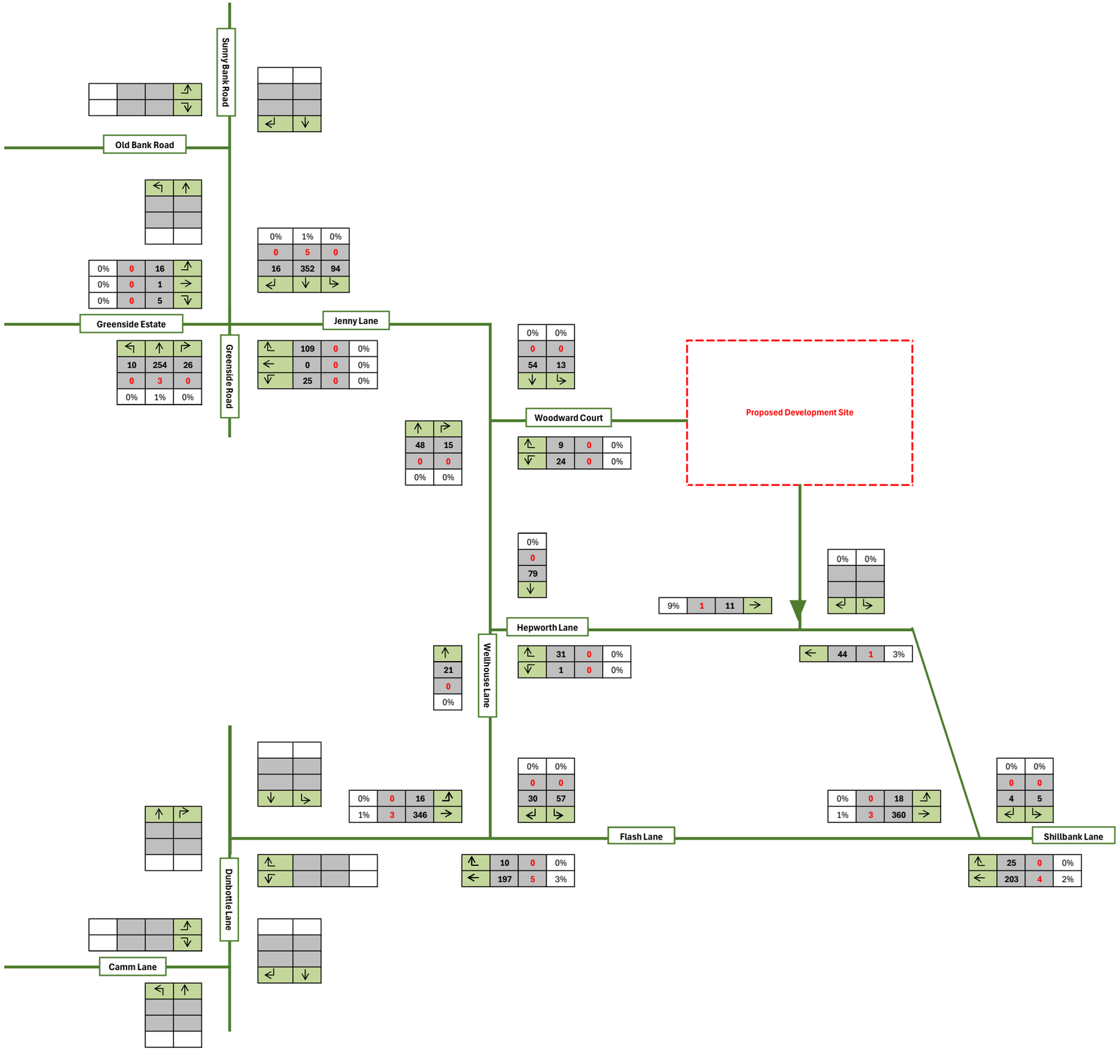
Bellway Homes Limited (Yorkshire)

Quality Control:

Job Number	25033
Date	11/06/2026
Revision	Initial Issue
Drawn	RP
Checked	CR
Approved	PMO

Figure 200

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Key:

0	Total Vehicles
0	Total HGV
0%	HGV Percentage

Title:

2026 PM (INTERNAL NETWORK) PEAK HOUR EXISTING COUNT TRAFFIC FLOWS (14:45 - 15:45)

Project:

Woodward Court, Mirfield

Client:

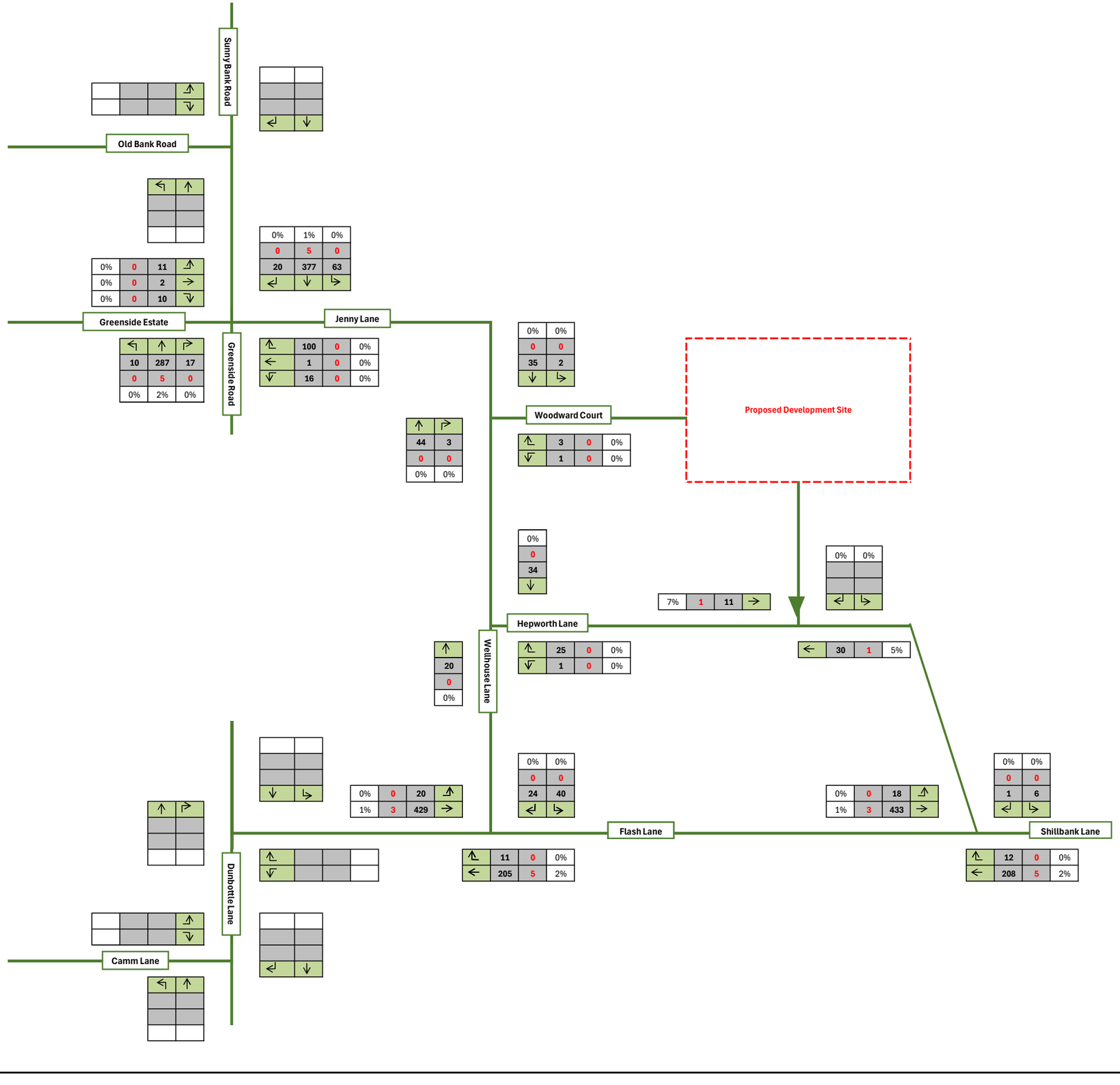
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Job Number	25033
Date	11/06/2026
Revision	Initial Issue
Drawn	KP
Checked	CR
Approved	PMO

Figure 201

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Key:

0	Total Vehicles
0	Total HGV
0%	HGV Percentage

Title:

2026 PM (EXTERNAL NETWORK) PEAK HOUR EXISTING COUNT TRAFFIC FLOWS (15:30 - 16:30)

Project:

Woodward Court, Mirfield

Client:

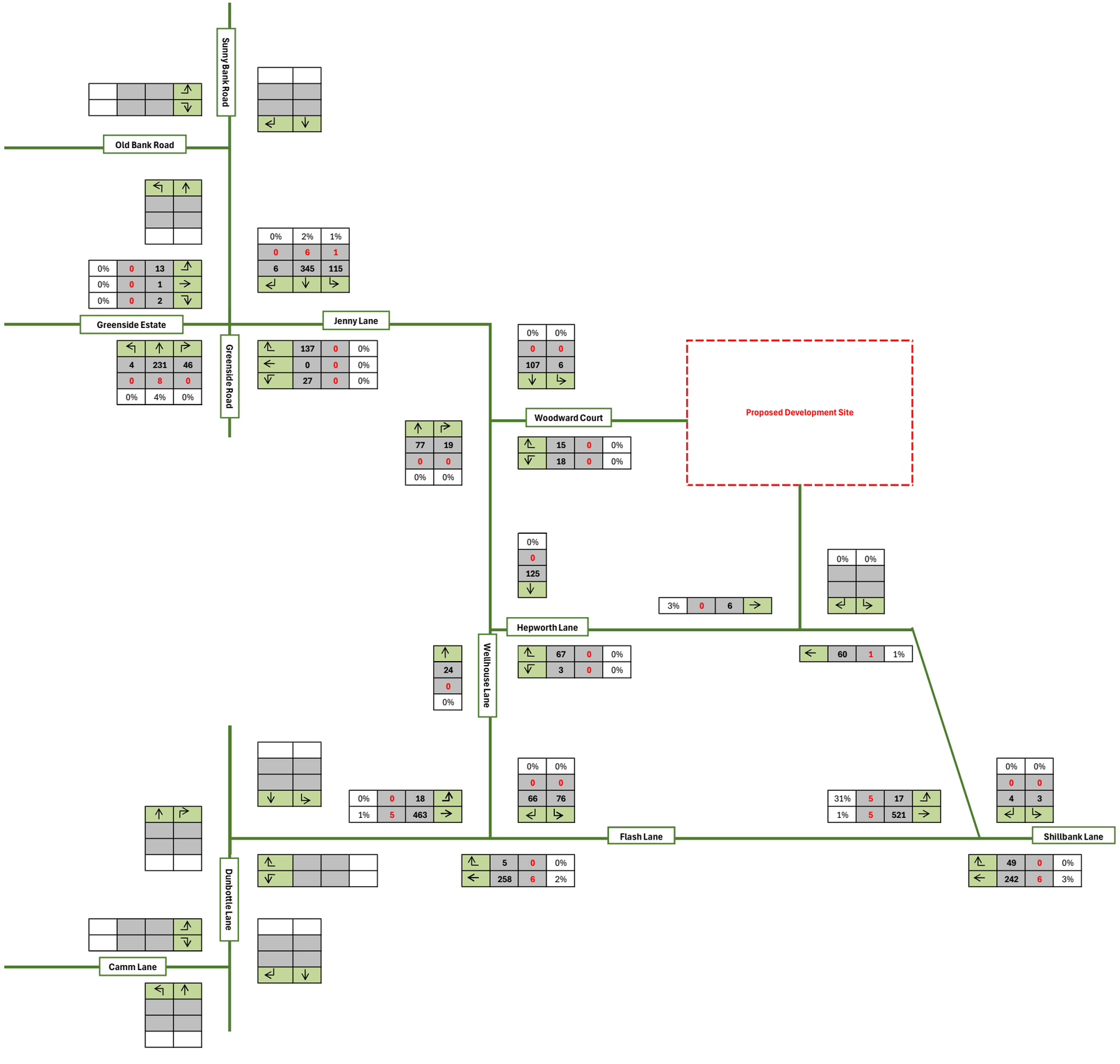
Bellway Homes Limited (Yorkshire)

Quality Control:

Job Number	25033
Date	11/06/2026
Revision	Initial Issue
Drawn	KP
Checked	CR
Approved	PMO

Figure 202

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Key:

0	Total Vehicles
0	Total HGV
0%	HGV Percentage

Title:

2030 AM PEAK HOUR BASE TRAFFIC FLOWS (08:00 - 09:00)

Project:

Woodward Court, Mirfield

Client:

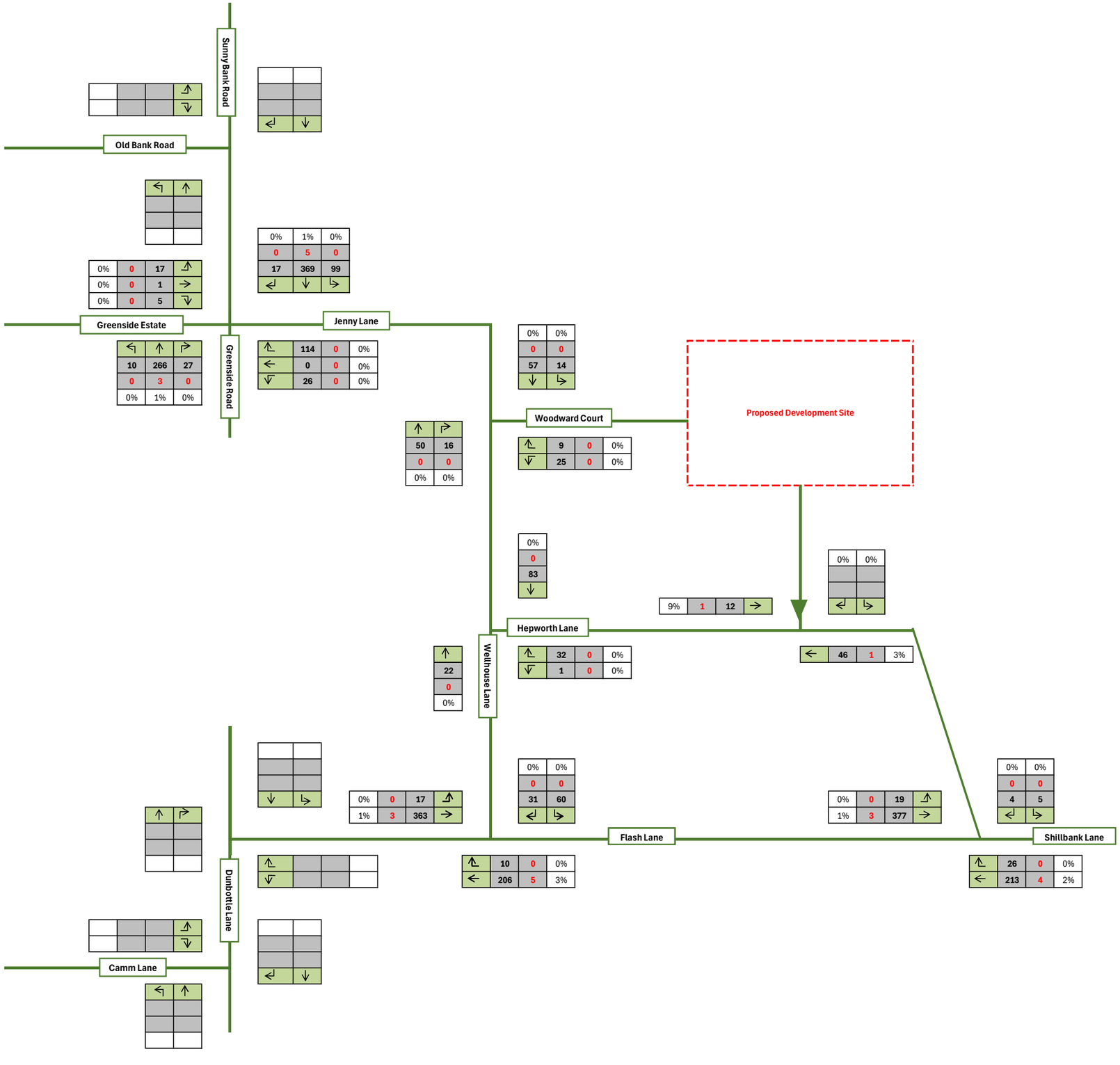
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Quality Control:

Job Number	25033
Date	11/06/2026
Revision	Initial Issue
Drawn	KP
Checked	CR
Approved	PMO

Figure 210

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Key:

0	Total Vehicles
0	Total HGV
0%	HGV Percentage

Title:

2030 PM (INTERNAL NETWORK) PEAK HOUR EXISTING BASE TRAFFIC FLOWS (14:45 - 15:45)

Project:

Woodward Court, Mirfield

Client:

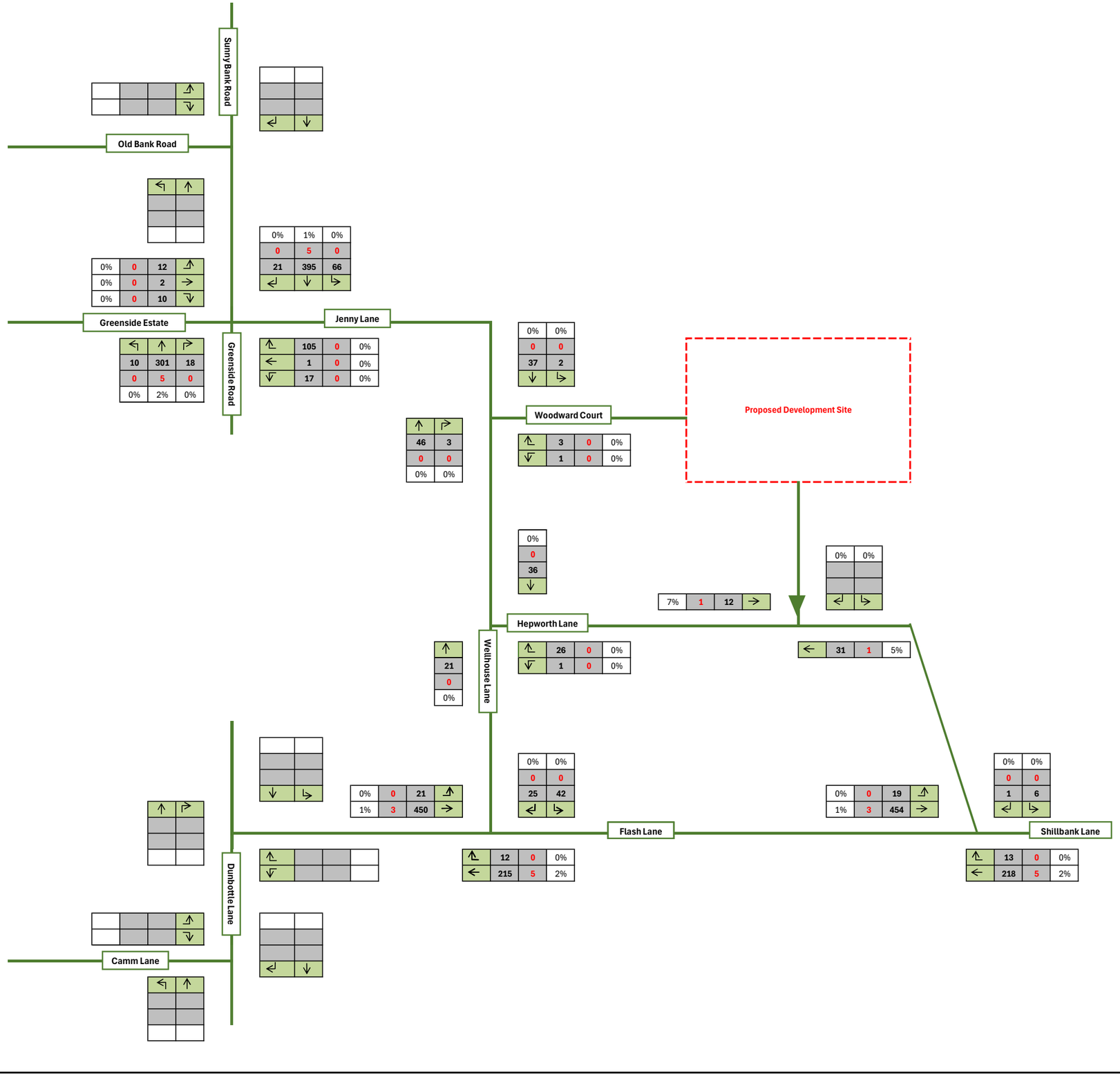
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Job Number	25033
Date	11/06/2026
Revision	Initial Issue
Drawn	KP
Checked	CR
Approved	PMO

Figure 211

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Key:

0	Total Vehicles
0	Total HGV
0%	HGV Percentage

Title:

2030 PM (EXTERNAL NETWORK) PEAK HOUR EXISTING BASE TRAFFIC FLOWS (15:30 - 16:30)

Project:

Woodward Court, Mirfield

Client:

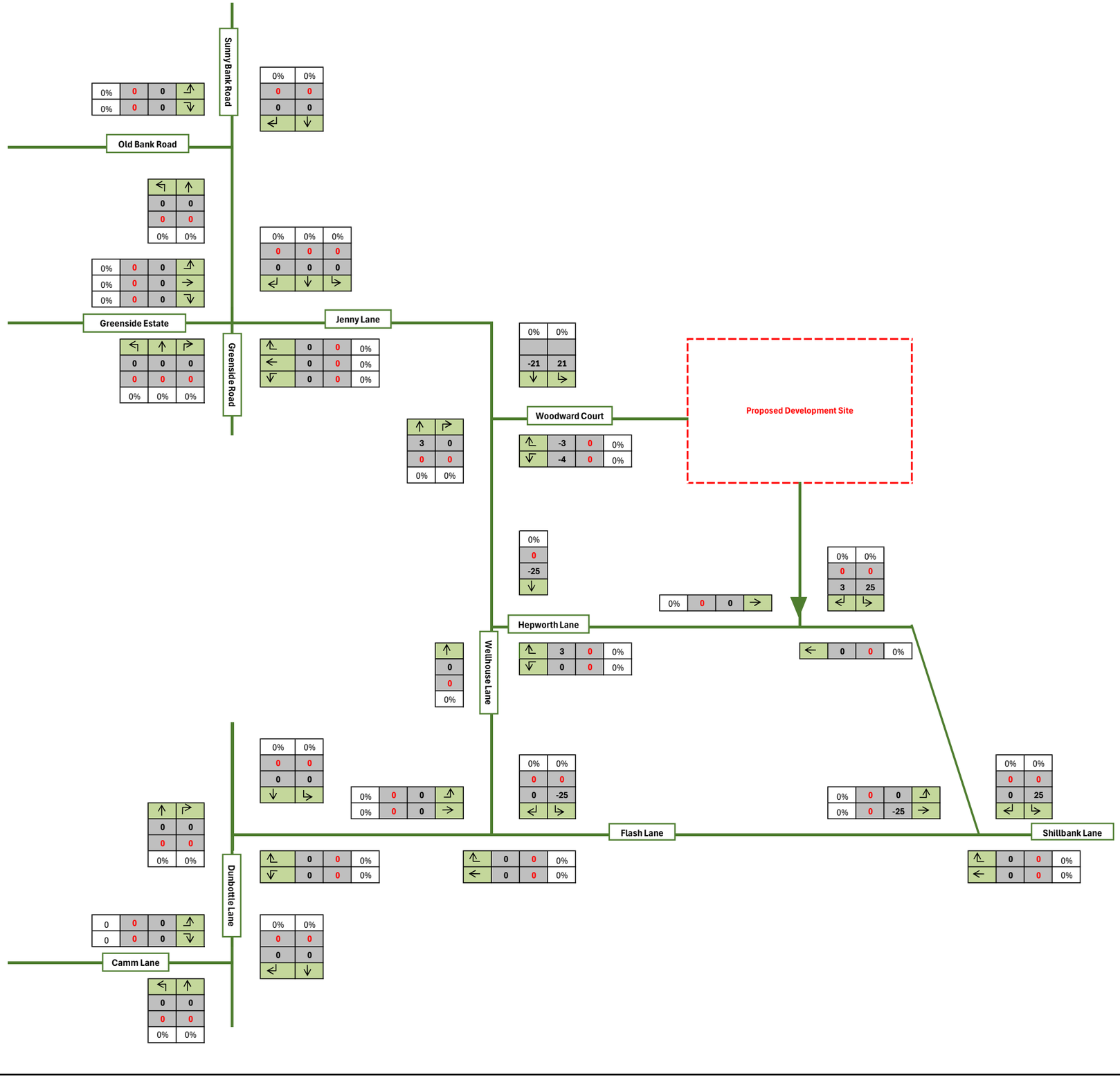
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Date	11/06/2026
Revision	Initial Issue
Drawn	KP
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Figure 212

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Key:

0	Total Vehicles
0	Total HGV
0%	HGV Percentage

2030 BASE AM WITH 20% REDUCTION / GROWTH

Title:

2030 AM PEAK HOUR REASSIGNED BASE TRAFFIC FLOWS (08:00 - 09:00)

Project:

Woodward Court, Mirfield

Client:

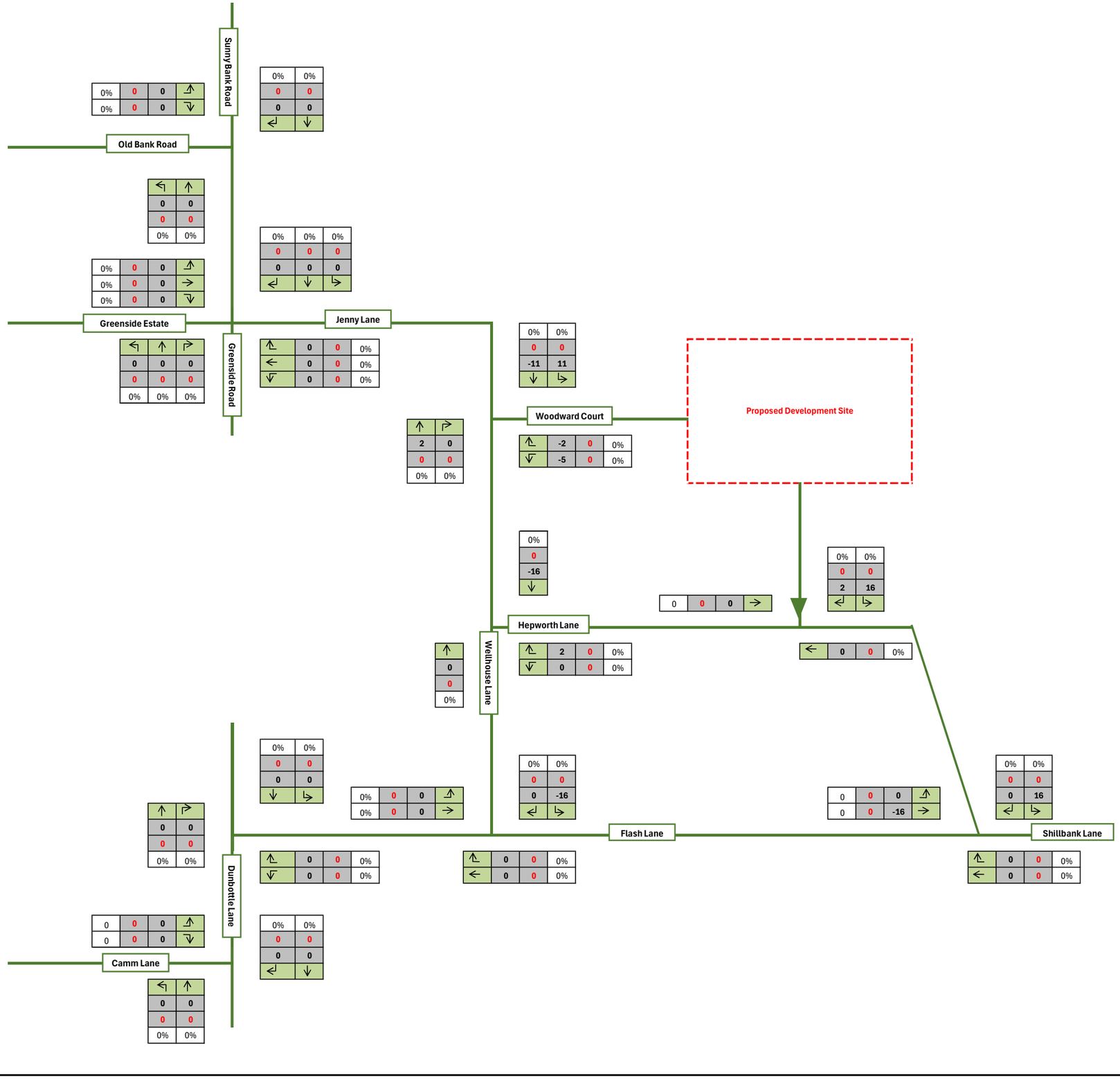
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Date	11/06/2026
Revision	Initial Issue
Drawn	KP
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Approved	PMO

Figure 220

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Key:

0	Total Vehicles
0	Total HGV
0%	HGV Percentage

2030 BASE PM (INTERNAL NETWORK) WITH 20% REDUCTION / GROWTH

Title:

2030 PM (INTERNAL NETWORK) PEAK HOUR REASSIGNED BASE TRAFFIC FLOWS (14:45 - 15:45)

Project:

Woodward Court, Mirfield

Client:

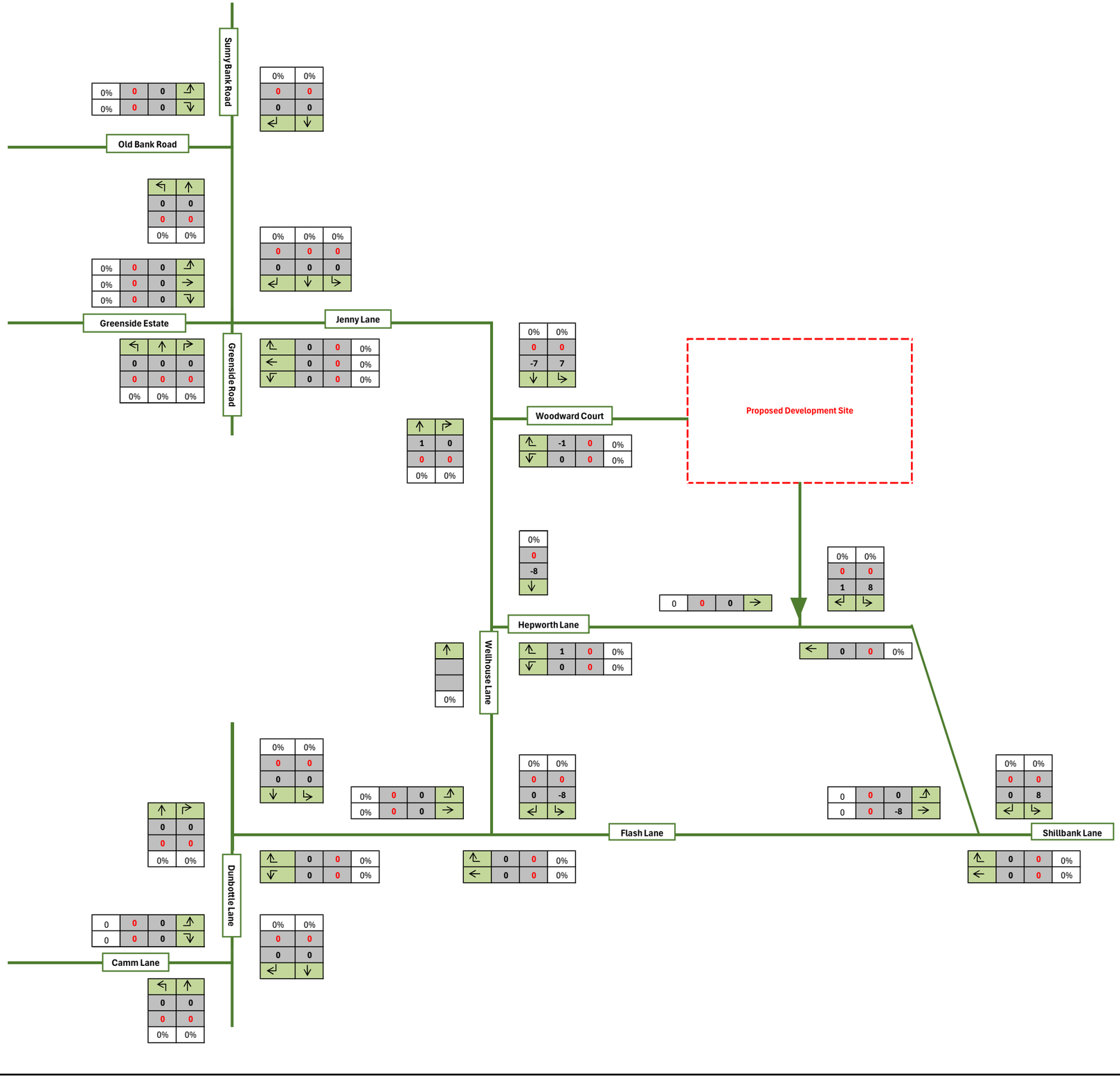
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Figure 221

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Key:

0	Total Vehicles
0	Total HGV
0%	HGV Percentage

2030 BASE PM (EXTERNAL NETWORK) WITH 20% REDUCTION / GROWTH

Title:

2030 PM (EXTERNAL NETWORK) PEAK HOUR REASSIGNED BASE TRAFFIC FLOWS (15:30 - 16:30)

Project:

Woodward Court, Mirfield

Client:

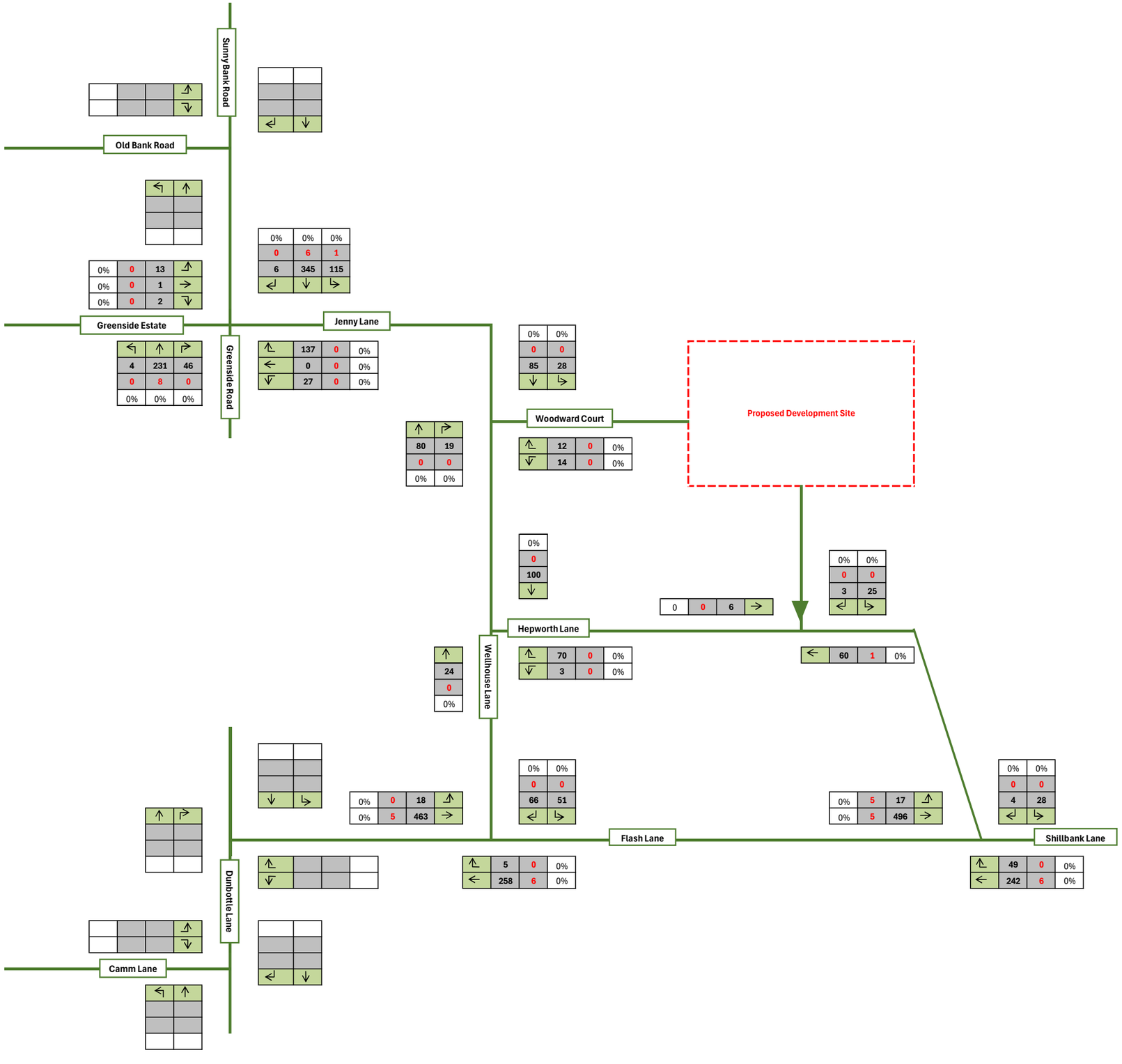
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Job Number	25033
Date	11/06/2026
Revision	Initial Issue
Drawn	KP
Checked	CR
Approved	PMO

Figure 222

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Key:

0	Total Vehicles
0	Total HGV
0%	HGV Percentage

Title:

2030 AM PEAK HOUR BASE TRAFFIC FLOWS (WITH REASSIGNMENT) (08:00 - 09:00)

Project:

Woodward Court, Mirfield

Client:

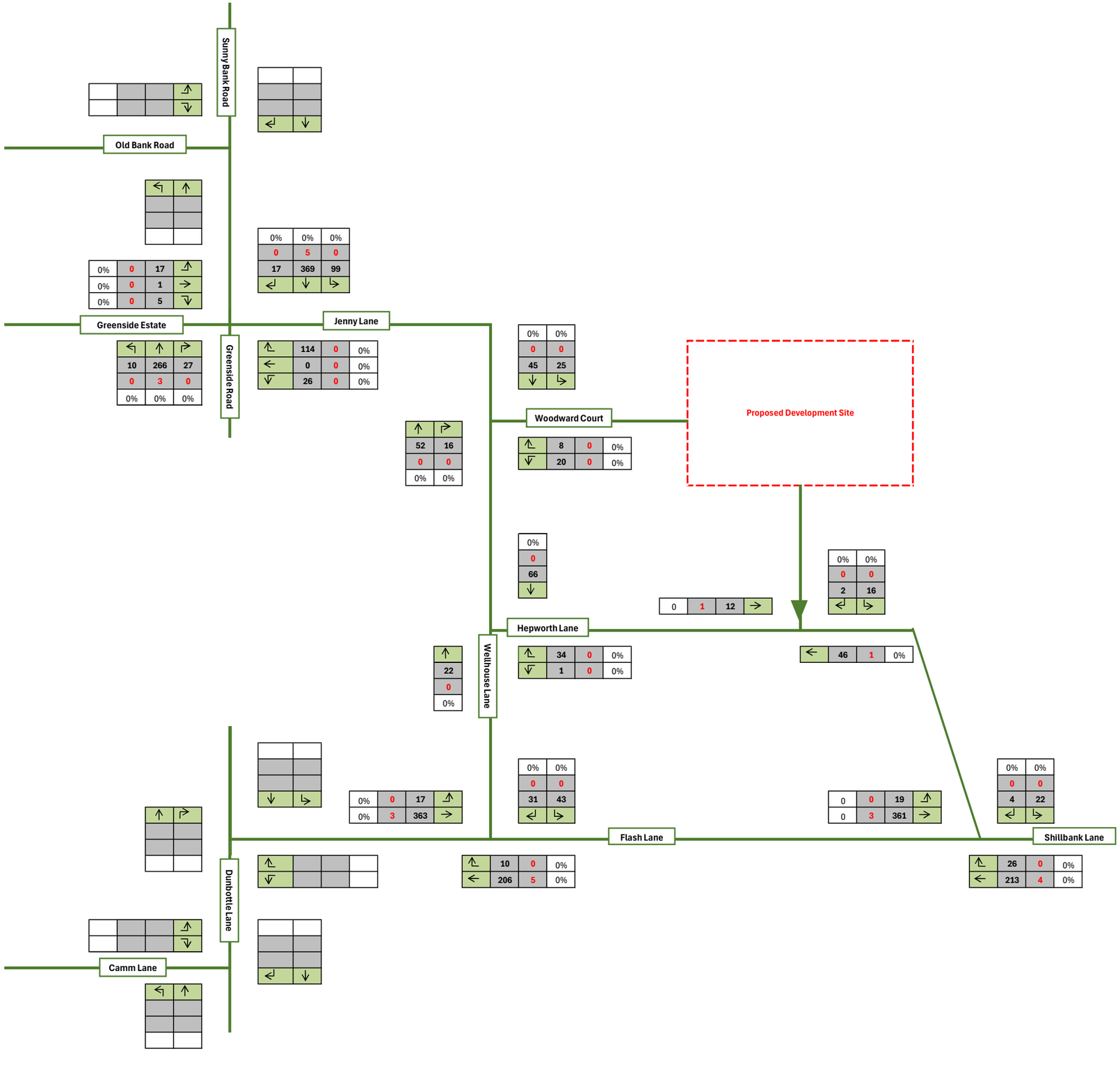
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Job Number	25033
Date	11/06/2026
Revision	Initial Issue
Drawn	KP
Checked	CR
Approved	PMO

Figure 230

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Key:

0	Total Vehicles
0	Total HGV
0%	HGV Percentage

Title:

2030 PM (INTERNAL NETWORK) PEAK HOUR BASE TRAFFIC FLOWS (WITH REASSIGNMENT) - (14:45 - 15:45)

Project:

Woodward Court, Mirfield

Client:

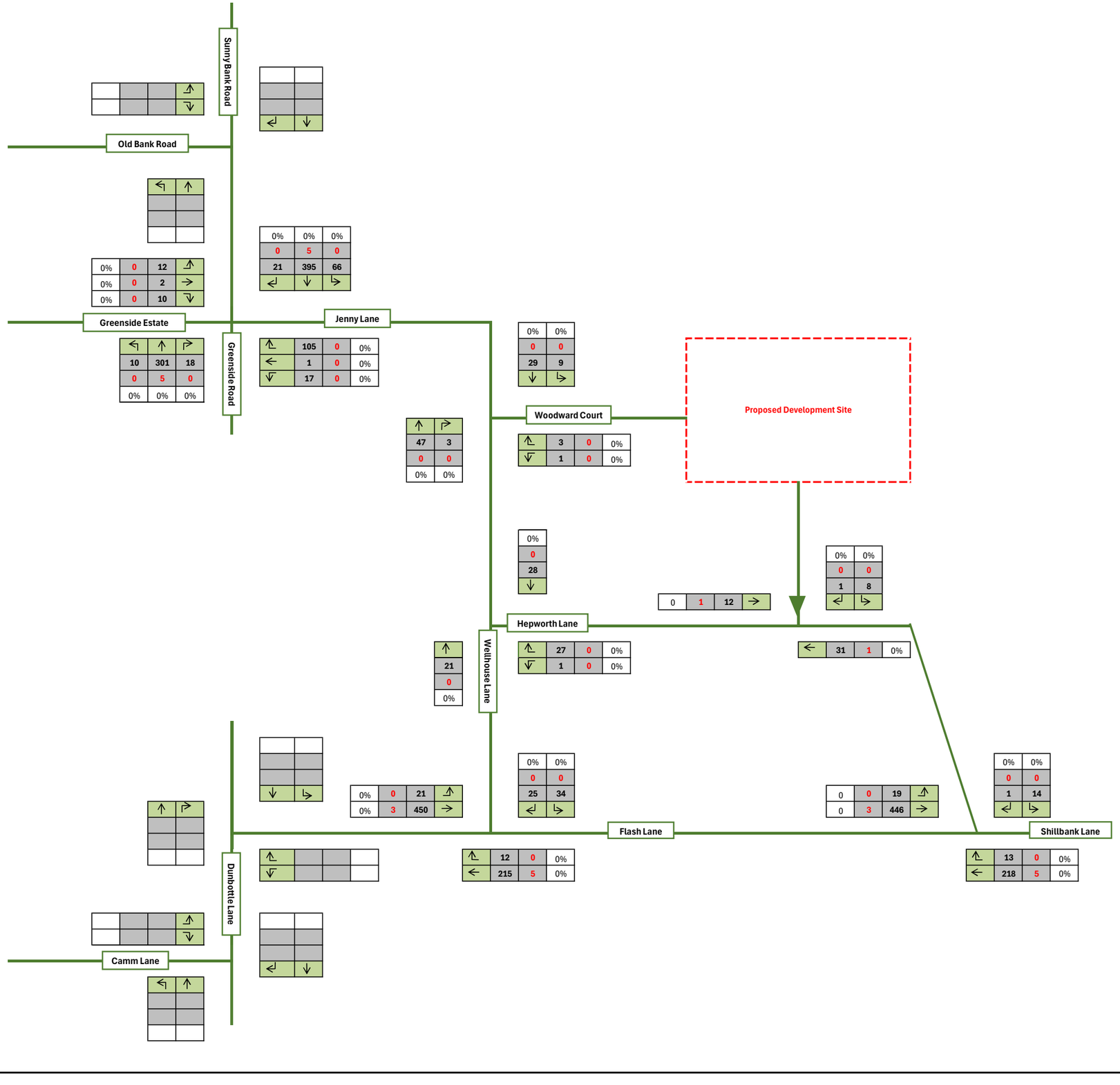
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Quality Control:

Job Number	25033
Date	11/06/2026
Revision	Initial Issue
Drawn	KP
Checked	CR
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Figure 231

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Key:

0	Total Vehicles
0	Total HGV
0%	HGV Percentage

Title:

2030 PM (EXTERNAL NETWORK) PEAK HOUR BASE TRAFFIC FLOWS (WITH REASSIGNMENT) - (15:30 - 16:30)

Project:

Woodward Court, Mirfield

Client:

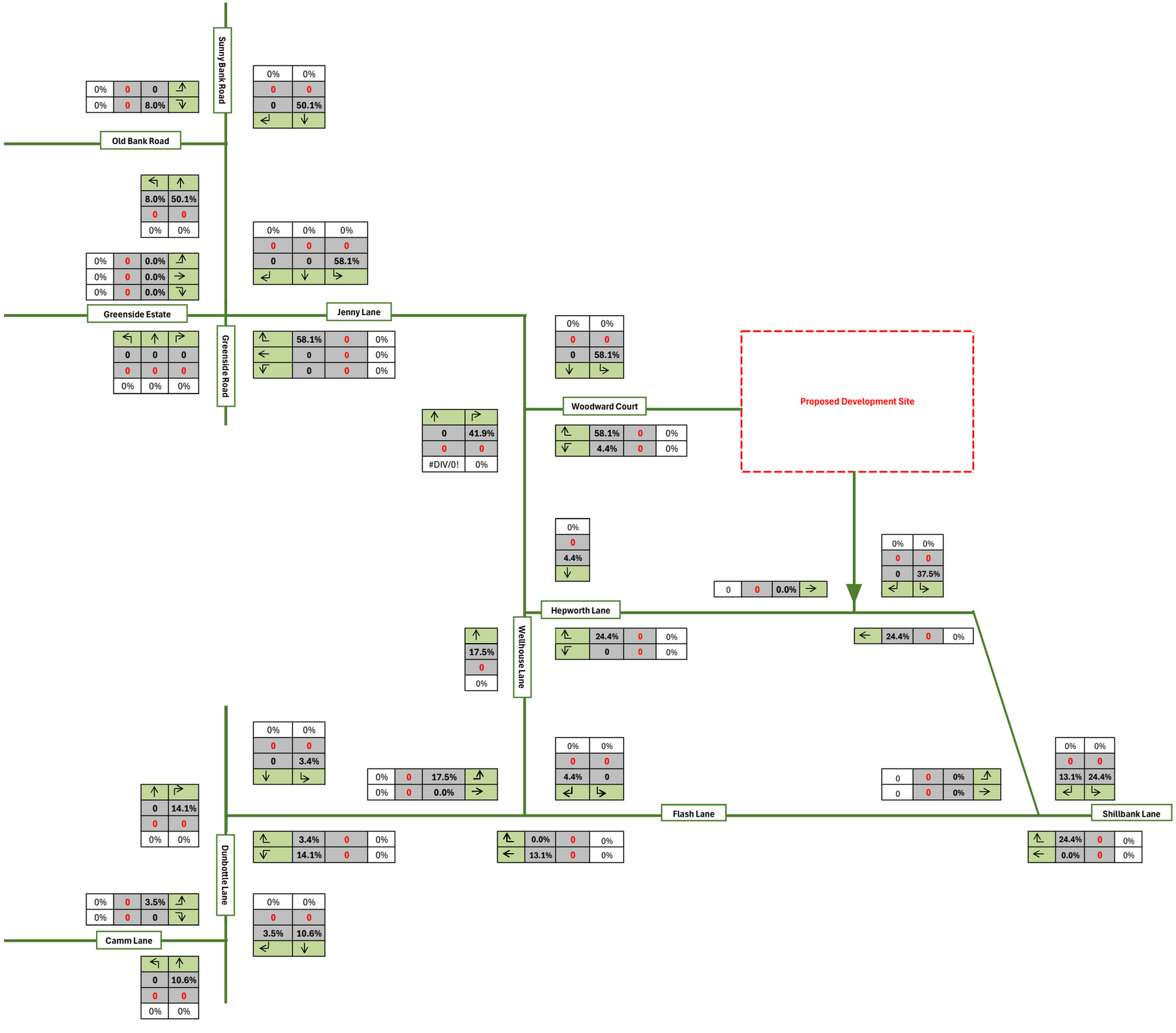
Bellway Homes Limited (Yorkshire)

Quality Control:

Job Number	25033
Date	11/06/2026
Revision	Initial Issue
Drawn	KP
Checked	CR
Approved	PMO

Figure 232

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Key:

0% Distribution

Title:

RESIDENTIAL DEVELOPMENT DISTRIBUTION

Project:

Woodward Court, Mirfield

Client:

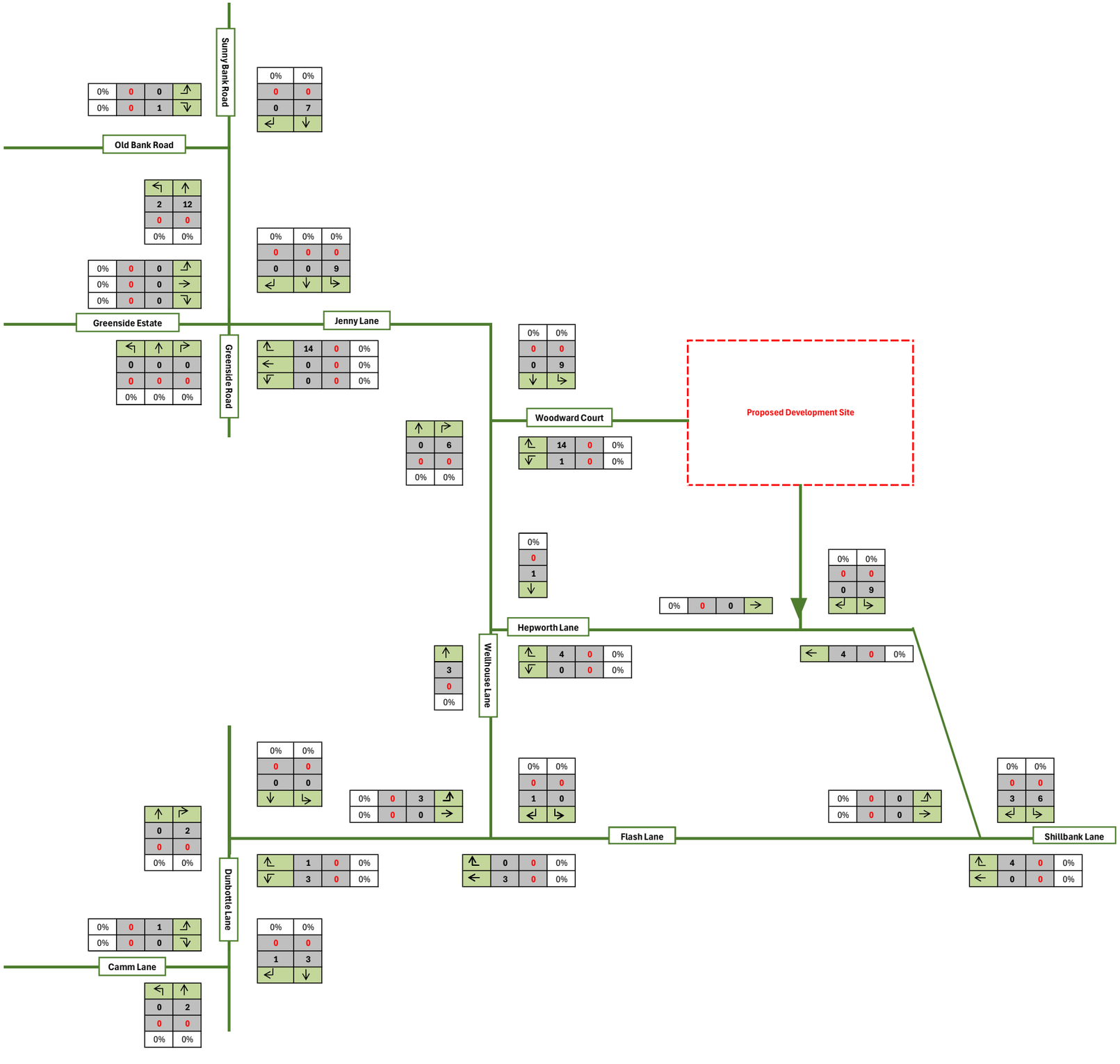
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Job Number	25033
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Revision	Initial Issue
Drawn	KP
Checked	CR
Approved	PMO

Figure 240

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Key:

0	Total Vehicles
0	Total HGV
0%	HGV Percentage

Title:

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

Project:

Woodward Court, Mirfield

Client:

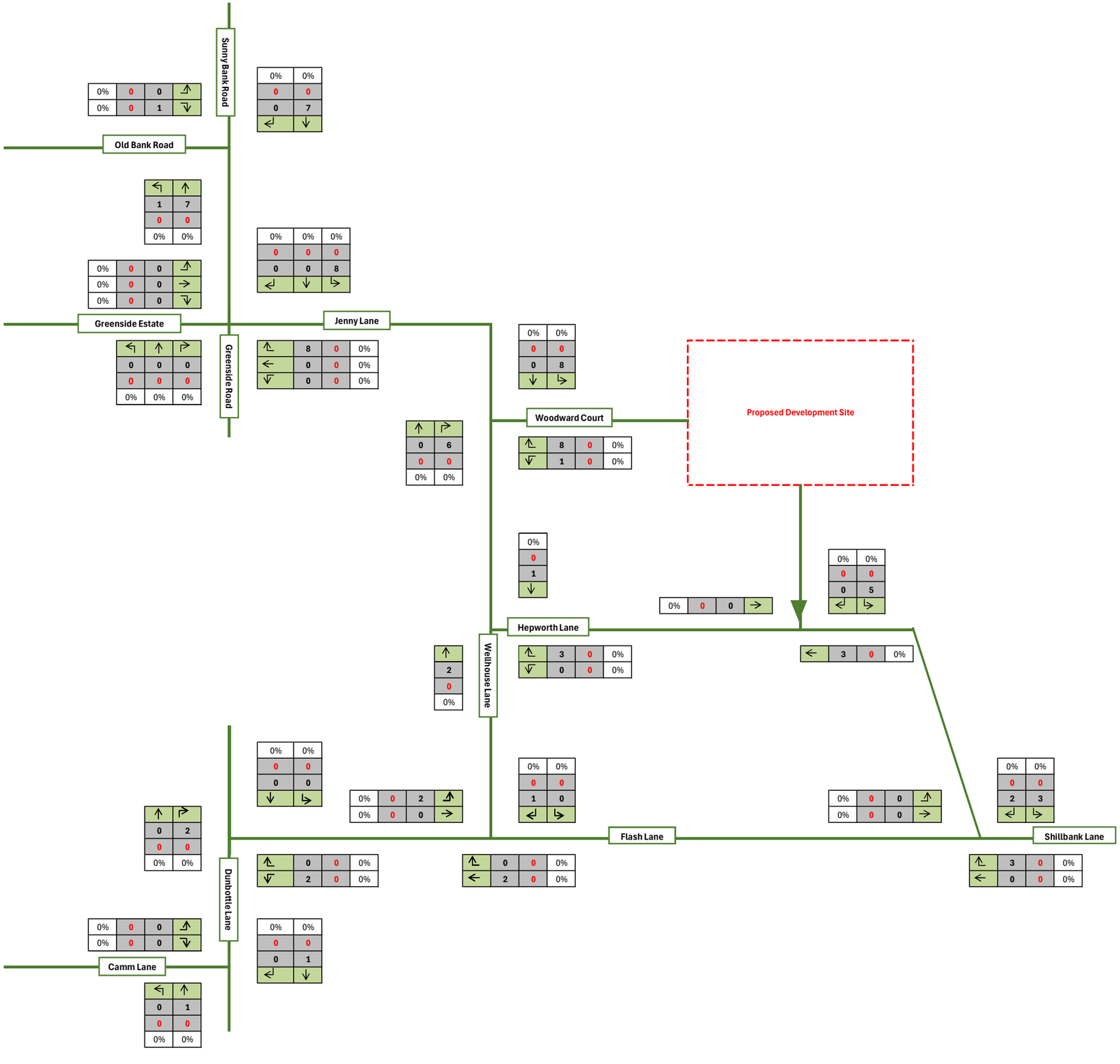
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Job Number	25033
Date	11/06/2026
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Approved	PMO

Figure 241

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Key:

0	Total Vehicles
0	Total HGV
0%	HGV Percentage

Title:

PM (INTERNAL NETWORK) PEAK HOUR DEVELOPMENT TRIP GENERATIONS (14:45 - 15:45)

.

Project:

Woodward Court, Mirfield

Client:

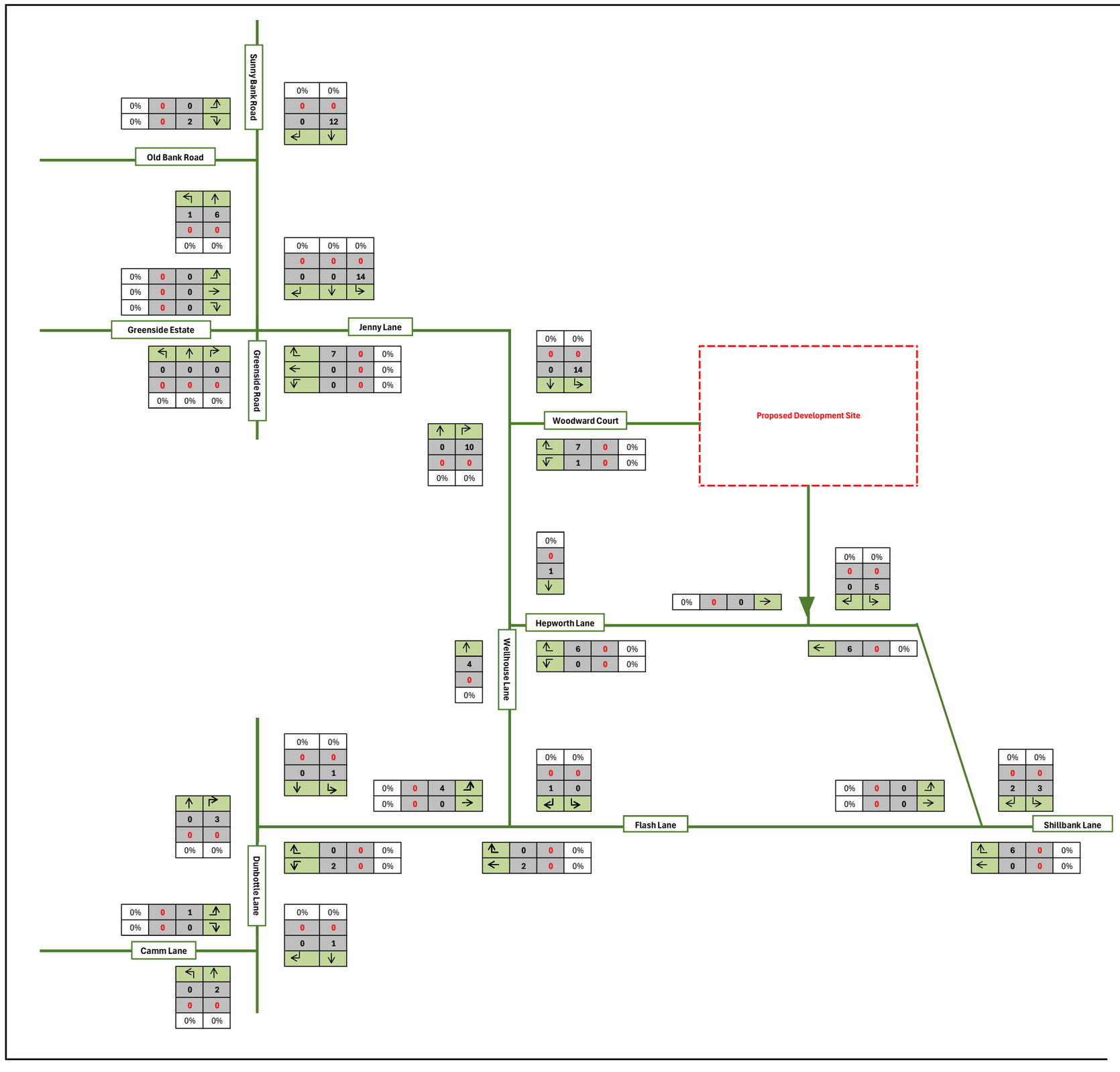
Bellway Homes Limited (Yorkshire)

Quality Control:

Job Number	25033
Date	11/06/2026
Revision	Initial Issue
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Approved	PMO

Figure 242

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Key:

0	Total Vehicles
0	Total HGV
0%	HGV Percentage

Title:

PM (EXTERNAL NETWORK) PEAK HOUR DEVELOPMENT TRIP GENERATIONS (15:30 - 16:30)

Project:

Woodward Court, Mirfield

Client:

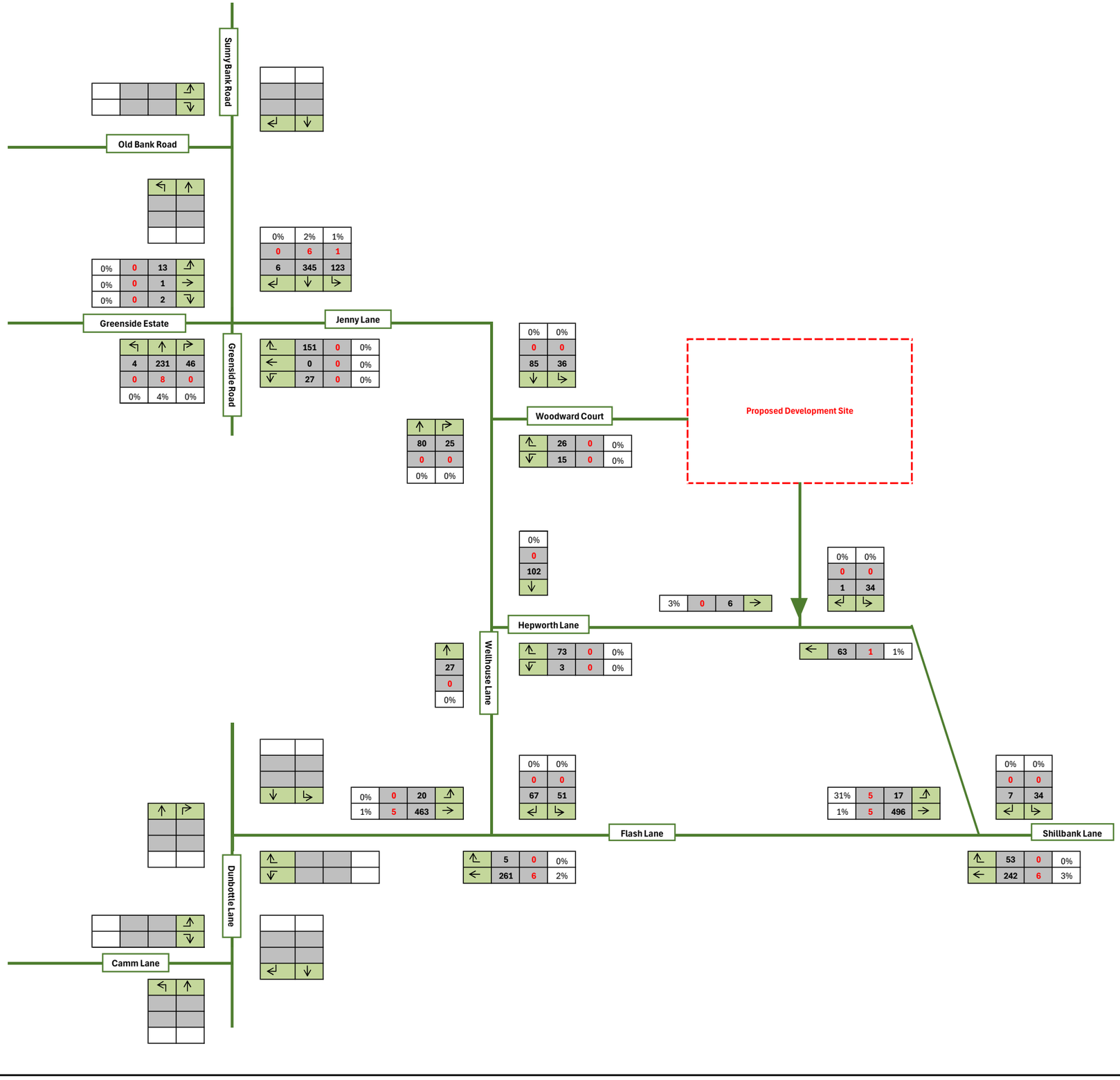
Bellway Homes Limited (Yorkshire)

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Job Number	25033
Date	11/06/2026
Revision	Initial Issue
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Checked	CR
Approved	PMO

Figure 243

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Key:

0	Total Vehicles
0	Total HGV
0%	HGV Percentage

Title:

2030 AM PEAK HOUR DESIGN TRAFFIC FLOWS (08:00 - 09:00)

Project:

Woodward Court, Mirfield

Client:

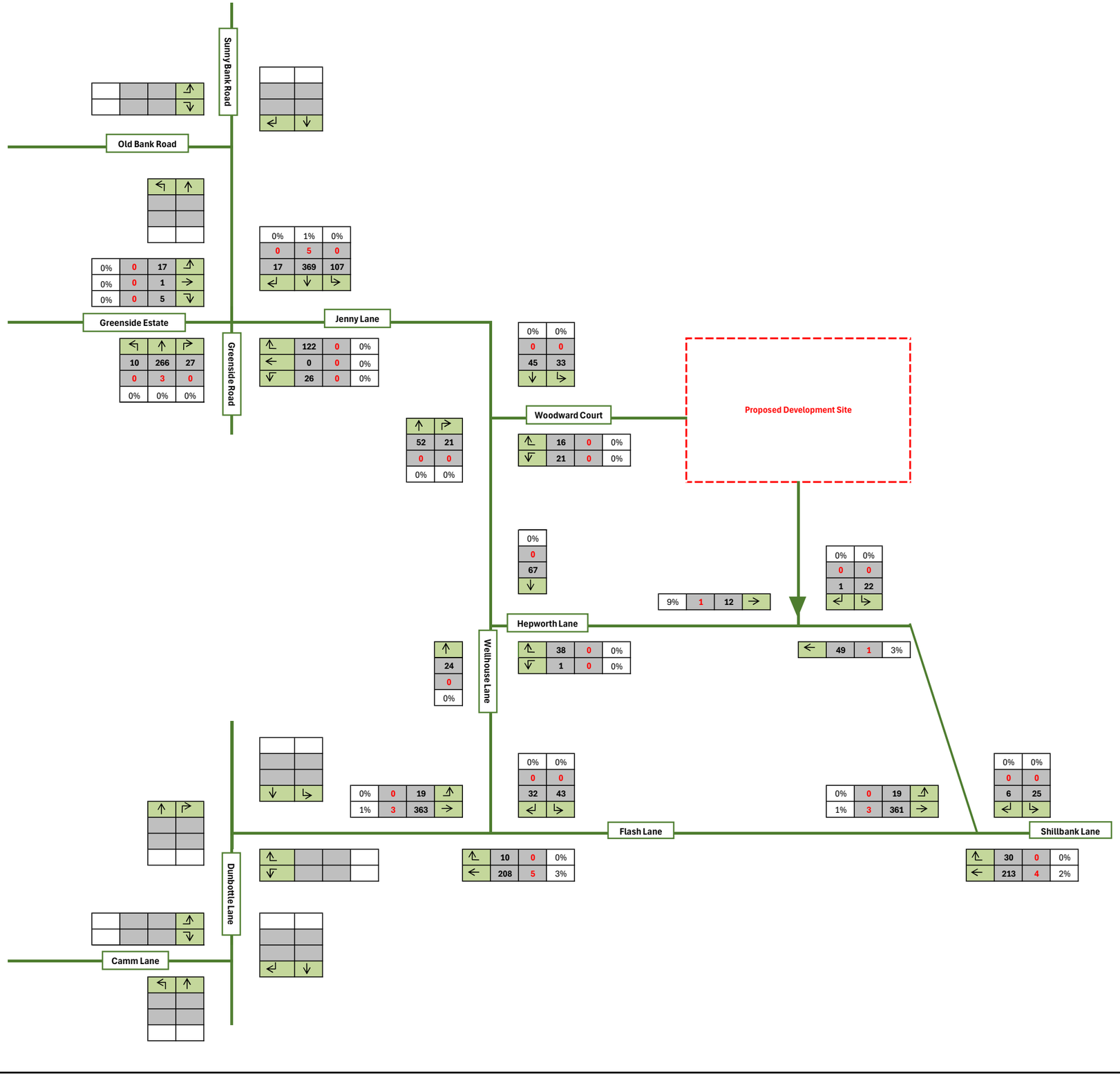
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Quality Control:

Job Number	25033
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Revision	Initial Issue
Drawn	KP
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Figure 250

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Key:

0	Total Vehicles
0	Total HGV
0%	HGV Percentage

Title:

2030 (INTERNAL NETWORK) PM PEAK HOUR DESIGN TRAFFIC FLOWS (14:45 - 15:45)

Project:

Woodward Court, Mirfield

Client:

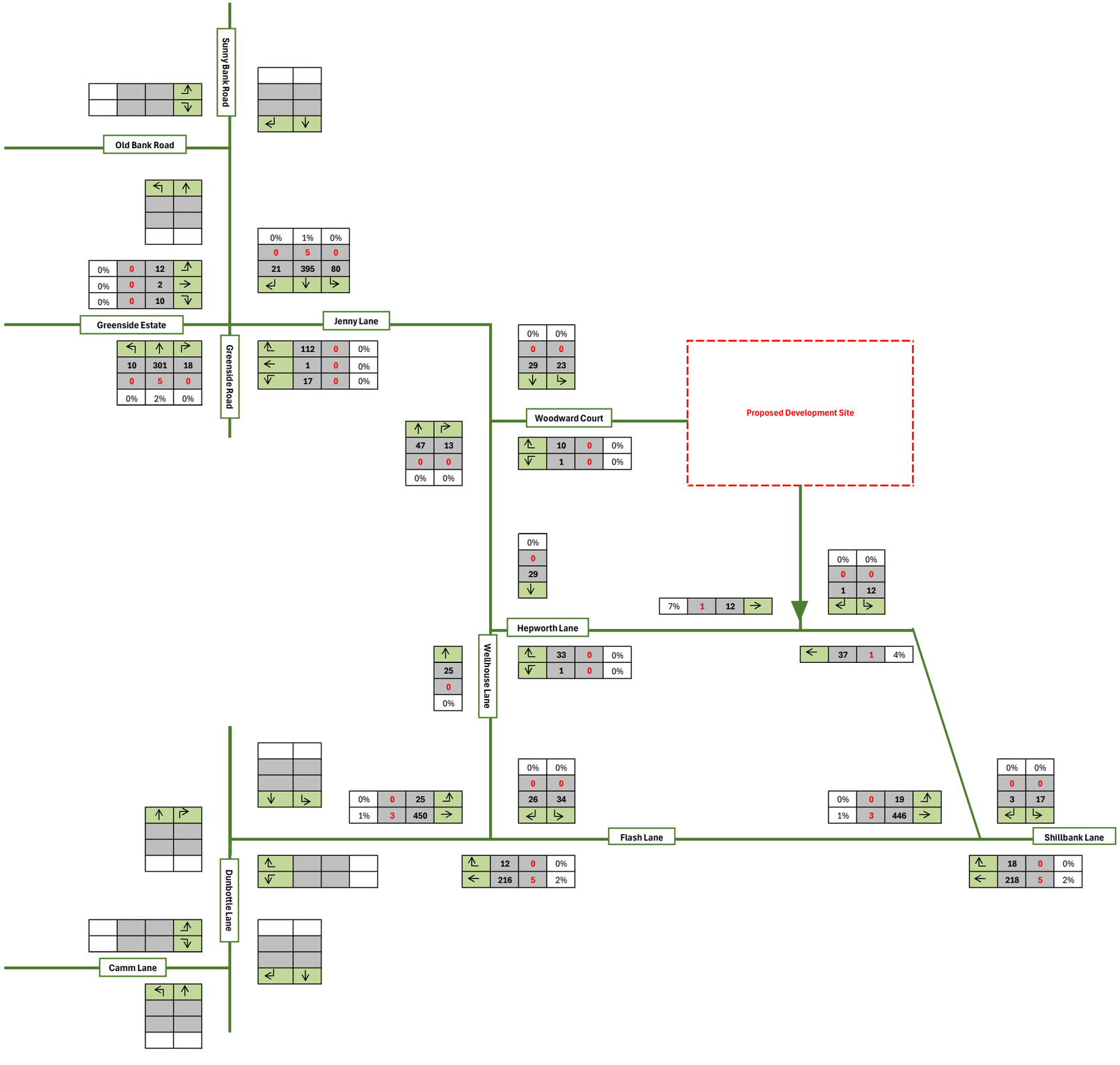
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Quality Control:

Job Number	25033
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Revision	Initial Issue
Drawn	KP
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Figure 251

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Key:

0	Total Vehicles
0	Total HGV
0%	HGV Percentage

Title:

2030 (EXTERNAL NETWORK) PM PEAK HOUR DESIGN TRAFFIC FLOWS (15:30 - 16:30)

Project:

Woodward Court, Mirfield

Client:

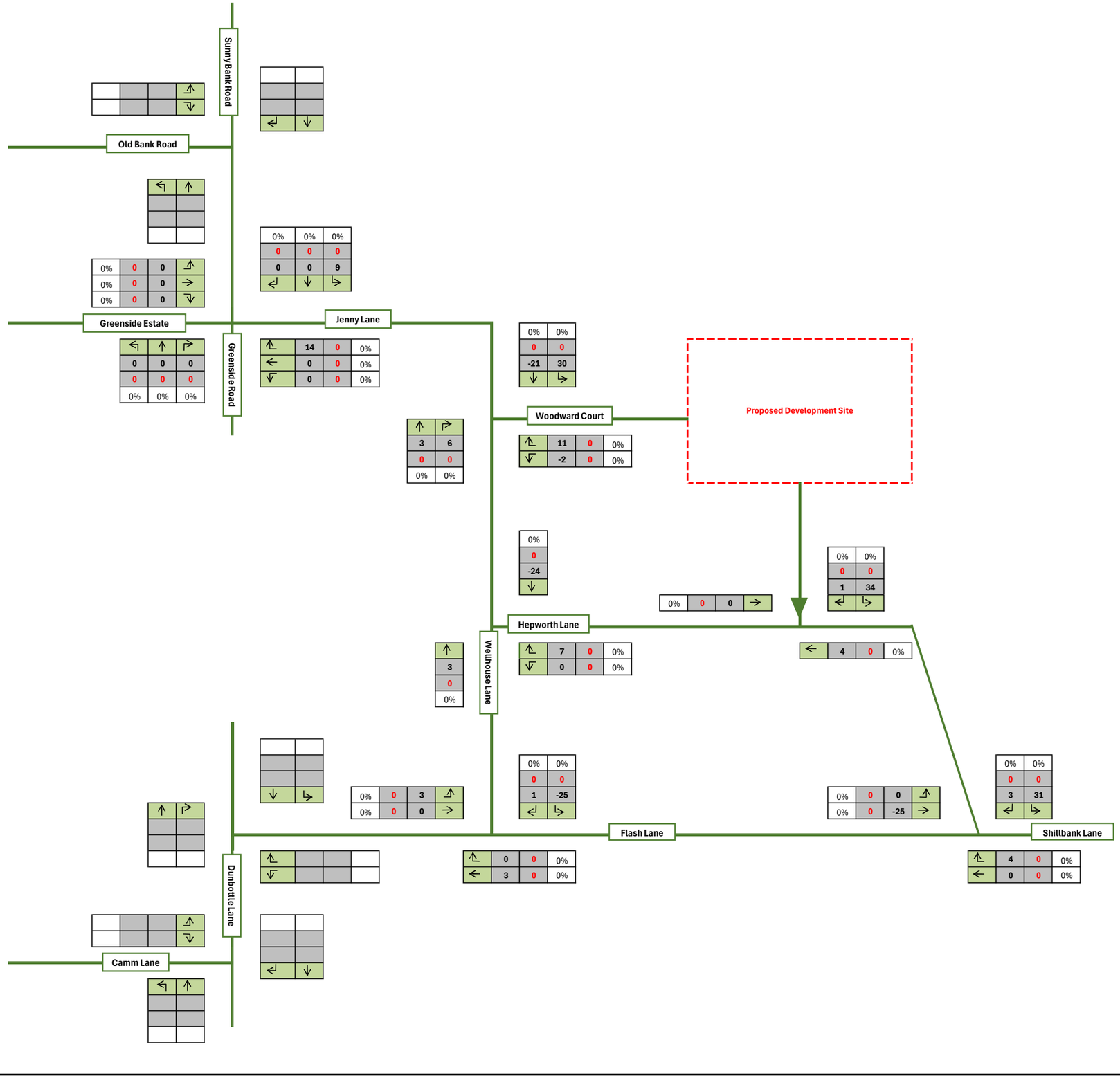
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Quality Control:

Job Number	25033
Date	11/06/2026
Revision	Initial Issue
Drawn	KP
Checked	CR
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Figure 252

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Key:

0	Total Vehicles
0	Total HGV
0%	HGV Percentage

Title:

2030 AM PEAK HOUR TRAFFIC FLOWS - NET CHANGE (08:00 - 09:00)

Project:

Woodward Court, Mirfield

Client:

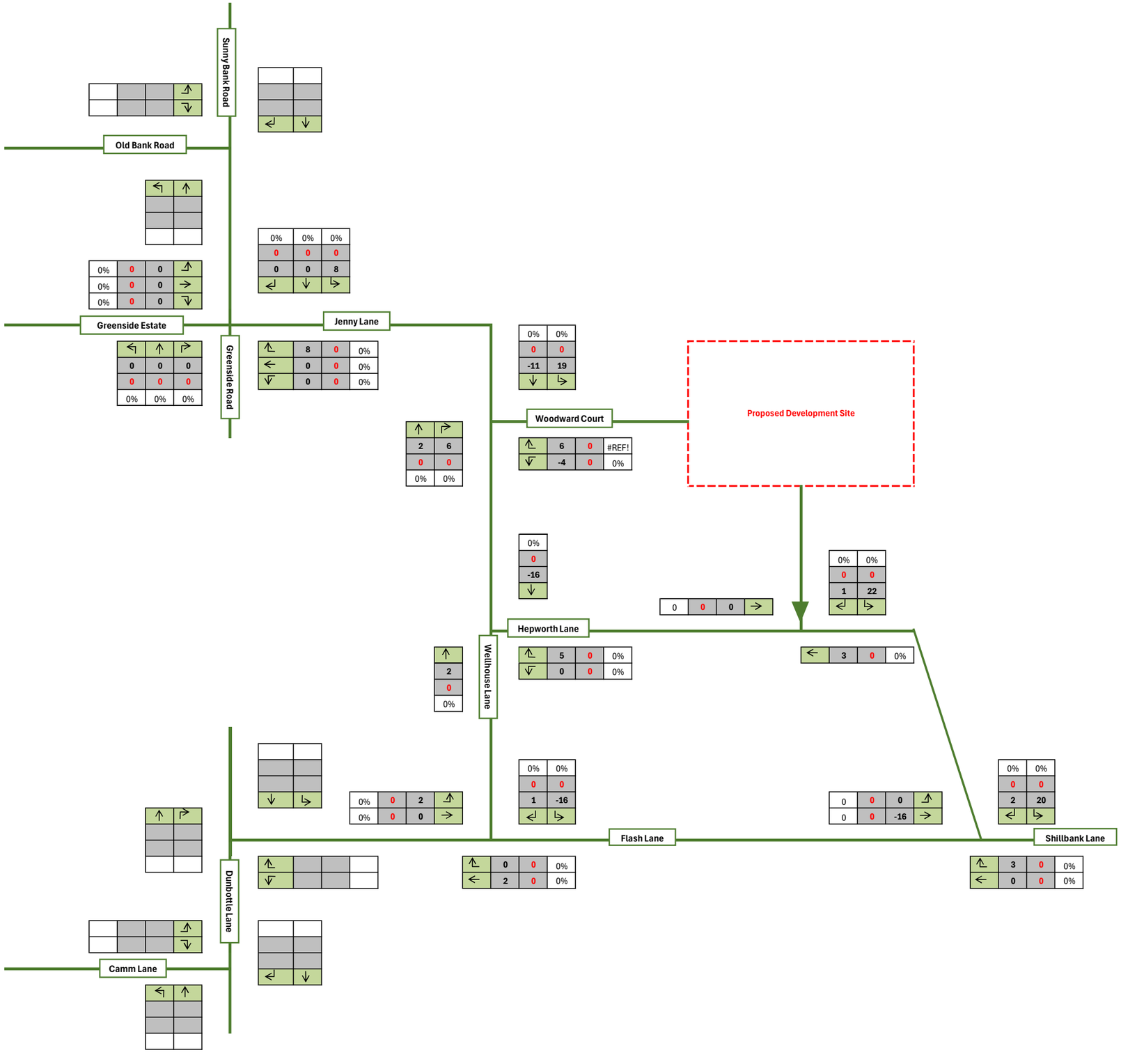
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Date	30/07/2026
Revision	Initial Issue
Drawn	KP
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Approved	PMO

Figure 260

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Key:

0	Total Vehicles
0	Total HGV
0%	HGV Percentage

Title:

2030 PM (INTERNAL NETWORK) PEAK HOUR TRAFFIC FLOWS - NET CHANGE (14:45 - 15:45)

Project:

Woodward Court, Mirfield

Client:

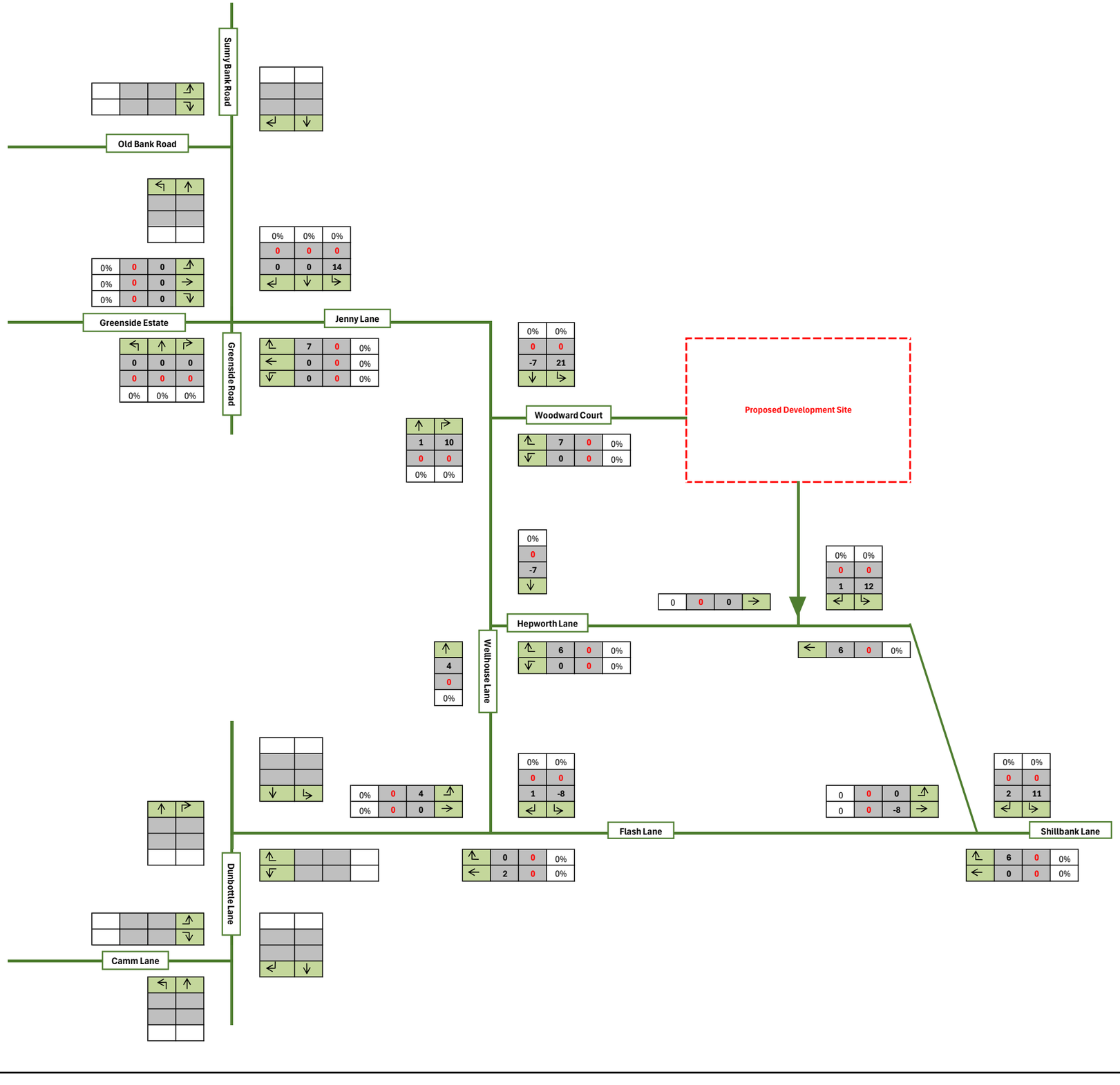
Bellway Homes Limited (Yorkshire)

Quality Control:

Job Number	25033
Date	30/07/2026
Revision	Initial Issue
Drawn	KP
Checked	CR
Approved	PMO

Figure 261

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Key:

0	Total Vehicles
0	Total HGV
0%	HGV Percentage

Title:

2030 PM (EXTERNAL NETWORK) PEAK HOUR TRAFFIC FLOWS - NET CHANGE (15:30 - 16:30)

Project:

Woodward Court, Mirfield

Client:

Bellway Homes Limited (Yorkshire)

Quality Control:

Job Number	25033
Date	30/07/2026
Revision	Initial Issue
Drawn	KP
Checked	CR
Approved	PMO

Figure 262

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Appendices

Appendix A Objection Report dated Feb 2026 prepared by NTP on behalf of 'Save Mirfield'

SAVE MIRFIELD

LAND EAST OF WOODWARD COURT, MIRFIELD
OBJECTIONS TO PROPOSED RESIDENTIAL DEVELOPMENT
BY BELLWAY HOMES ON HIGHWAY GROUNDS

February 2026

apk/2601/v2

– Independent Transport Planning Consultant

LAND EAST OF WOODWARD COURT, MIRFIELD
OBJECTIONS TO PROPOSED RESIDENTIAL DEVELOPMENT
BY BELLWAY HOMES ON HIGHWAY GROUNDS

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APPENDICES

A **Planning Decision Notice (LPA Ref: 2017/93935)**

B **Road Traffic Accident Details**

1 EXECUTIVE SUMMARY

1.1 Introduction

1.1.1 Save Mirfield object to the planning application for a residential development of 75 dwellings on land east of Woodward Court, Mirfield by Bellway Homes (LPA Ref: 2025/93355) as the proposed development would have an **unacceptable impact on road safety** throughout the local area. The main site access is on Woodward Court, with egress onto Hepworth Lane, for left turning traffic also proposed. The proposed site access arrangements are considered unsatisfactory and traffic generated by the proposed development would unacceptably affect safety and operation of the local highway network.

1.2 Planning History

1.2.1 The site has a long planning history, with applications for residential development submitted in 1998, 2014 and 2017. None of these proposals have been approved and all have been considered unacceptable for highway safety reasons. A planning application for 98 dwellings was refused following a public inquiry in 1999. An application for 135 dwellings submitted in 2014 was recommended for refusal and withdrawn prior to Committee. An application for 61 dwellings was submitted in 2017 and refused on highway grounds. **The message is therefore clear that the site is not suitable for residential development for highway safety reasons**.

1.2.2 The 2017 application was refused for two reasons, relating to planning policy and highway safety. **The highway safety reason remains applicable and is set out below**, with references to NPPF and the Local Plan updated to refer to current documents.

> *2017/93935 Reason for Refusal No2 - The proposed development would lead to additional traffic impacts on an already constrained local highway network which, by virtue of the existing network of narrow roads, the close proximity of the proposal to the existing school (Crossley Fields Junior and Infant School), and the substandard visibility at the junction of Woodward Court and Wellhouse Lane, would result in an unsafe development which would fail to acceptably mitigate the degree of conflict between all users. The proposed development would lead to an unacceptable highway safety impact, contrary to paragraph ~~109~~ 116 of the National Planning Policy Framework, ~~policy T10 of the Kirklees Unitary Development Plan and policy PLP21 of Kirklees Publication Draft Local Plan~~ and policies LP6 and LP21 of the Kirklees Local Plan.*

1.3 Planning Policy Context

1.3.1 The application site is allocated in the Local Plan, adopted in February 2019 as 'Safeguarded Land' (land to be safeguarded for potential future development). Policy LP6 indicates that the status of safeguarded land site will only change through a review of the Local Plan. **The granting of planning permission for residential development on a piecemeal basis as now proposed is considered premature and would be contrary to the provisions of Local Plan Policy LP6**.

1.3.2 The proposals would also be contrary to Local Plan Policy LP21, which deals with Highway Safety and Access **as the proposed development would prejudice the safe and efficient flow of traffic and materially add to existing highway safety problems**.

1.3.3 The Council does not have a 5-year supply of deliverable housing land, however for this and other reasons, the Council is undertaking a review of the Local Plan. The National Planning Policy Framework sets out a presumption in favour of sustainable development (in paragraph 11) however it is considered that **the adverse road safety impacts arising from the proposed development would significantly and demonstrably outweigh the benefits, such that planning permission should be refused for highway safety reasons**, with housing land supply issue being properly addressed through the Local Plan review.

1.4 Unacceptable Road Safety Impacts

1.4.1 The Officer report to the Council's Strategic Committee of July 2015 sets out the unacceptable road safety impacts arising from the 2014 planning application, concluding that planning permission should be refused for road safety reasons. **The analysis by Council Officers remains applicable and provides clear-cut justification for refusal of the current application.**

1.4.2 The unacceptable road safety impacts recognised by Highways Officers, with which Save Mirfield fully agree, are as follows:

- Woodward Court - is proposed for site access and is congested with parked vehicles at the beginning and end of the school day with resulting pedestrian vehicle conflict
- Visibility onto Wellhouse Lane from Woodward Court - visibility to the left is sub-standard for a driver exiting Woodward Court onto Wellhouse Lane

- The Officer appraisal of the 2014 application indicates that '**any measurable increase in traffic' at the following locations would be 'detrimental to safety and operation'**:
  - Wellhouse Lane (north of Woodward Court) – conflicts between pedestrians, parked vehicles and vehicle flows at the beginning and end of the school day (photo 1 below)
  - Wellhouse Lane (south of Woodward Court) – conflicts between pedestrians, parked vehicles and vehicular flows at the beginning and end of the school day. (photo 2 below). The section between Hepworth Lane and Flash Lane is not wide enough for two-way traffic with only a narrow footway
  - Hepworth Lane (one-way section) – conflicts between pedestrians and vehicles on this narrow section which lacks footways

1.4.3 A recent survey undertaken by Save Mirfield confirms that **extensive on-street parking continues** to take place on Woodward Court, Wellhouse Lane and other local roads at the beginning and end of the school day, creating pedestrian vehicle conflict and a hazardous environment for vulnerable road users. In such circumstances Woodward Court cannot be considered a safe and satisfactory site access.

1.4.4 The submitted Transport Assessment confirms that a **'measurable increase in traffic'** would result throughout the local area, which from the Council's own assessment would be **unacceptable from a road safety viewpoint**. The locations of particular concern listed in paragraph 1.4.2 above and include Woodward Court, Wellhouse Lane and Hepworth Lane. The proposed egress onto Hepworth Lane is also considered unacceptable on road safety grounds as in addition to the stated inadequacies of Hepworth Lane, safe and satisfactory operation of the egress would be prejudiced by on-street parking nearby.

1.5 Potential Mitigation Measures

1.5.1 The application seeks to address the visibility issue at the junction of Woodward Court and Wellhouse Lane through provision of traffic calming measures which are set out below, with additional waiting restrictions also proposed on Wellhouse Lane:

- A raised table at the junction of Woodward Court and Wellhouse Lane;
- A flat-top road hump on Wellhouse Lane, 55 metres south of Woodward Court;
- A flat-top road hump on Wellhouse Lane, 130 metres north of Woodward Court (and approximately 35 metres north of the school access)

1.5.2 The traffic calming measures seek to reduce the speed of traffic on Wellhouse Lane approaching the junction with Woodward Court to a level at which the visibility available is sufficient. **A Road Safety Audit of the mitigation proposals has however not been undertaken and is required.** The mitigation measures as now proposed are however considered unsatisfactory on road safety grounds due to the excessive distance (130 metres) between the raised table at the junction of Wellhouse Lane and Woodward Court and the road hump on Wellhouse Lane, to the north of the Crossley Fields school access.

1.5.3 Government guidance[1] indicates a spacing of 60 to 90 metres between traffic calming features, is desirable and that spacings of more than 100 metres may give rise to increased speeds between the traffic calming measures (with vehicles accelerating away from one traffic calming feature and braking when approaching the next). **The potential for the increased traffic speeds on the Crossley Fields school frontage is considered unacceptable from a road safety viewpoint**.

1.6 Rat Running

1.6.1 The applicant asserts that some existing traffic heading southbound on Wellhouse Lane would be drawn through the new development such that traffic flows on Wellhouse Lane south of Woodward Court would be reduced. **With the existing peak period congestion on Woodward Court, the route through the site is however unlikely to be attractive**, as to comply with the Council's Highway Design Guide a new street through the development would need to be designed to constrain traffic speeds to below 20mph.

1.6.2 If the applicants are correct and the street through the development became an attractive alternative route, **rat-running during off-peak periods**, when roads in the vicinity of the site are not congested would be a concern. In such a scenario additional non-local traffic could be drawn from a wider area, from Greenside for example leading to an increase in traffic on Wellhouse Lane, passing the Crossley Fields school, which would be **unacceptable from a road safety viewpoint**.

[1] *Para 3.3.7 of Local Transport Note 1/07 – published by the Department for Transport in March 2007.*

1.7 Transport Assessment

1.7.1 The submitted Transport Assessment (TA) is considered unreliable:

- The PM peak hour has not been correctly identified. The TA refers to the PM peak hour as being from 4pm to 5pm, whereas traffic flows in the local area are higher from 3pm to 4pm.
- Trip rates used in the TA to assess traffic generation are too low. With above average car availability in the local area and limited accessibility to public transport, the development would be reliant on car-based travel such that the peak period trip rate of 0.7 vehicle trips per hour, favoured by Council Officers when considering previous applications should be used.
- The operational analysis is considered unreliable as the assessment models have not been calibrated against observed queue lengths, such that future year assessments are unduly optimistic and cannot be relied upon

1.8 Conclusions

1.8.1 The proposed development of 75 dwellings would give rise to **unacceptable impacts on road safety throughout the local area**. Woodward Court is not suitable for access due to on-street parking and pedestrian vehicle conflict at the beginning and end of the school day. The proposed egress onto Hepworth Lane is also unacceptable on road safety grounds as operation would be prejudiced by restricted road width and on-street parking nearby.

1.8.2 Visibility to the left at the junction of Wellhouse Lane and Woodward Court is sub-standard with the intensification of use arising from the proposed development resulting in increased risk of collision. Whilst the applicant has identified traffic calming measures with a view to mitigating this issue, the proposed traffic calming scheme is considered unacceptable as based on Government guidance the proposals may result in increased traffic speeds on the Crossley Fields school frontage.

1.8.3 The proposed development would result in an undesirable increase in traffic on Wellhouse Lane, passing Crossley Fields School. An undesirable intensification of Wellhouse Lane to the south of the site would also result, including the junction with Hepworth Lane where visibility is severely restricted. The resulting increase in traffic on the narrow section of Hepworth Lane, where footway provision is inadequate would be unacceptable on road safety grounds.

1.8.4 Arising from the unacceptable impact on highway safety the proposed development would be contrary to Local Plan Policy LP21 of the Local Plan and paragraph 116 of the National Planning Policy Framework. Accordingly, planning permission should be refused on highway grounds, consistent with the refusal of applications for residential development submitted in 1998, 2014 and 2017.

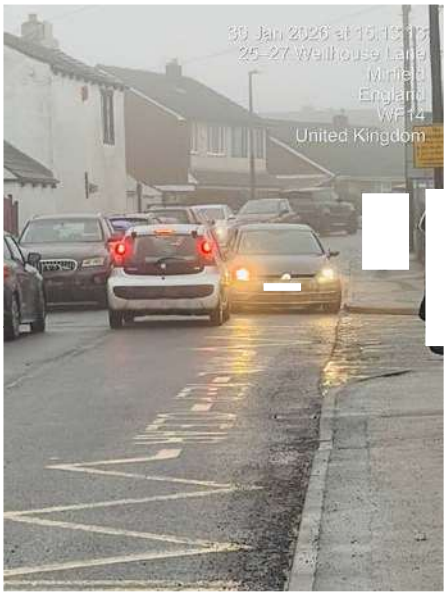


Photo 1. Traffic Congestion on Wellhouse Lane, on the Crossley Field School frontage



Photo 2. Traffic Congestion on Wellhouse Lane, south of Woodward Court.

Photos Courtesy of

2 PLANNING HISTORY

2.1 Introduction

2.1.1 This section of the report considers the planning application history of the site, reviewing highway matters relevant to applications for residential development made in 1998, 2014 and 2017, none of which were approved. It is understood that an application was also made in 1983 however details of this submission are not available.

2.2 1998 Planning Application

2.2.1 An outline planning application submitted in 1998 (98/60/92026/E4) proposed a development of 124 dwellings, with 98 dwellings on what is broadly the current application site, with access from Woodward Court and a further 26 dwellings off Wellhouse Lane and Greenside Road. Pedestrian access and vehicular access for use in emergency, was also proposed on Hepworth Lane.

2.2.2 A public inquiry was held in February and March 1999 with an appeal against non-determination of the application dismissed and planning permission refused. The Inspector concluded that additional use of the junction of Wellhouse Lane and Woodward Court would '*create a danger to highway users*' due to sub-standard visibility, contrary to UDP Policy T10. The Inspector considered that these concerns alone justified the refusal of planning permission and dismissal of the appeal. Whilst visibility criteria have been updated since the 1999 inquiry, road safety concerns are considered to remain a constraint on development of the application site.

2.3 2014 Planning Application

2.3.1 A full planning application for a development of 135 dwellings on the current application site was submitted in 2014, with access from Woodward Court. Vehicular access to Hepworth Lane for use in emergency was also proposed. Whilst the application was withdrawn prior to determination, a report to the Council's Strategic Committee in July 2015 recommended refusal of planning permission for three reasons relating to highway safety, drainage and site layout. The highway reason for refusal indicated in Council's report is set out below:

'The cumulative impacts associated with the proposed scale of development and associated traffic cannot be efficiently and safely accommodated on the local highway network within the vicinity of the site. The development is therefore considered to be contrary to policy T10 of the Councils Unitary Development Plan'

2.3.2 The Council's July 2015 Committee report provides a detailed appraisal of the traffic and road safety implications of the proposals which is directly relevant to the current proposals. With regard to proposed site access from Woodward Court, the Council's report notes the existing traffic congestion and pedestrian vehicle conflicts evident at the beginning and end of the school day and the difficulties experienced by residents during these periods.

- ***Site Access – Woodward Court:***
  'During the period running up and after the school start (0855hrs) and finish (1520hrs and 1530hrs) times Woodward Court is heavily parked up by parents taking their children to and from school. Conflicting vehicle movements together with adult and children pedestrian movements are not uncommon within these periods.

  Woodward Court residents find it extremely difficult to leave their homes by car, or arrive with any confidence of being able to access their driveways'.

2.3.3 The Council's report notes that whilst visibility to the right from Woodward Court at the junction with Wellhouse Lane is satisfactory, visibility to the left is substandard based on relevant criteria set out in Manual for Streets (which remain applicable today):

- ***Visibility – Woodward Court along Wellhouse Lane:***
  'With regard to visibility requirements along Wellhouse Lane from the junction of Woodward Court, several speed readings with analysis have been provided within the Transport Assessment and Technical Note…….. From Woodward Court's junction to the north along Wellhouse Lane visibility is considered acceptable in relation to the 30mph speed limit, but substandard to the south relative to the available 29.3m 'Y' distance and the required 43.0m.

2.3.4 The 2015 Committee report sets out concerns regarding the impact of generated traffic on safety and operation of local road links between key junctions. The report states that **'any measurable increase in traffic'** on the sections of Wellhouse Lane between Jenny Lane and Woodward Court and between Woodward Court and Hepworth Lane and on the one-way section of Hepworth Lane, east of Wellhouse Lane would be detrimental to safety and operation as detailed below:

- ***Road Links (between junctions):***

  In terms of road links between the assessed junctions set out above, HDM have concerns in how the development traffic would be accommodated along:

  - ***Wellhouse Lane (north of Woodward Court):***

  At school start and finish times Wellhouse Lane between Jenny Lane and Woodward Court becomes extremely busy with pedestrian flows, on street parking, and heavy vehicular flows often resulting in restricted two-way flows with on-site observations often witnessing tangible frustration between pedestrians, residents, and drivers. HDM consider that any measurable increase in vehicular activity along this section of highway can only make the current situation worse.

  - ***Wellhouse Lane (south of Woodward Court) to Hepworth Lane:***

  At school start and finish times Wellhouse Lane between Woodward Court and Hepworth Lane becomes extremely busy with pedestrian flows, on street parking, and heavy vehicular flows. From Hepworth Lane to Flash Lane where the road is narrow with a low kerbed narrow footway and two way vehicular flows cannot be achieved. Vehicle queuing and overrunning of the footway is frequent.

  As a result, pedestrians feel unsafe and intimidated with vehicular dominance along this section of Wellhouse Lane. HDM consider that any measurable increase in vehicular activity along this section of highway can only make the current situation worse.

  - ***Hepworth Lane – One way section****:*

  At school start and finish times this section of Hepworth Lane becomes busy with both pedestrian and vehicular flows. Due to the narrow nature of this section of Hepworth Lane and the lack of footways, any interaction between pedestrians and vehicles has to be very conscious and careful. Pedestrians are often observed as being subservient in that it is the vehicle that passes the pedestrians and not the car stopping and letting the pedestrians pass. There is also a history of drivers deliberately travelling against the one-way flow as a short cut, and to avoid the narrow stretch of Wellhouse Lane between Hepworth Lane and Flash Lane. HDM consider that any measurable increase in vehicular activity along this section of highway can only make the current situation worse.

2.3.5 The Transport Assessment submitted in 2014 models operation of key junctions in a 2014 base year and a 2019 future year, with and without the proposed development. The July 2015 Committee report comments that the analysis does not properly reproduce base year operation as observed on site (as the models have not been calibrated against observed queue lengths) and therefore cannot be considered to provide reliable future year assessment of operation and development impact.

- ***Junction Modelling:***
  It is noted that the modelling outputs (which include the cumulative highway impact from the approved Mirfield Moor development) indicate that the junctions operate within capacity (with the exception of the junction Dunbottle Lane / Flash Lane (mini-roundabout). However, HDM would argue that computer software should be used as point of reference only and viewed alongside site observations, not just at the junctions but also the road links between them.

  The following junctions are considered by HDM to have existing material issues in their operation, efficiency, and perception of user safety which would be exacerbated by adding the forecast development traffic:

  a) Wellhouse Lane / Woodward Crescent (priority junction):

  b) Wellhouse Lane / Flash Lane (priority junction):

  c) Hepworth Lane / Wellhouse Lane / Pumphouse Lane:

  d) Wellhouse Lane / Jenny Lane / Wellhouse Avenue:

2.3.6 In view of the unacceptable impact on road safety, Council Officers recommended refusal of the 2014 planning application on highway grounds, with further reasons relating to drainage and site layout. The application was however withdrawn prior to determination.

2.4 2017 Planning Application

2.4.1 A planning application for a development of 61 dwellings on the current application site was submitted in November 2017 (LPA Ref: 2017/93935), with access proposed from Woodward Court. Objections were submitted by numerous local people and local community groups, many stating that proposals for developing the site had been considered and rejected previous occasions. The expectation was clear that the 2017 application should again be refused as development had been considered unacceptable on highway safety grounds on previous occasions.

2.4.2 The 2017 application included traffic calming measures on Wellhouse Lane, with a 'raised table' feature at the junction of Wellhouse Lane and Woodward Court and road humps on Wellhouse Lane to the north and south of the junction. Arising from the excessive distance between traffic calming features resulting in vehicles accelerating away from one traffic calming feature before braking before the next, it was considered that the traffic calming scheme would lead to increased traffic speeds on the Crossley Fields school frontage. As such, in seeking to resolve the junction visibility issue, unacceptable road safety impacts were anticipated on the school frontage.

2.4.3 Whilst the 2017 application sought to resolve the visibility issue at the junction of Wellhouse Lane and Woodward Court, mitigation measures to address the area-wide concerns identified by Council Officers in the 2014 application were not proposed. The expectation was therefore that Officers would again recommend the application for refusal on highway grounds. Highways Officers however for reasons which remain unclear raised no objections to the proposed development. The application was determined at the Council's Strategic Planning Committee in October 2018, when Members refused planning permission for two reasons; the first relating to planning policy and the second recognising the unacceptable impacts on road safety. The Decision Notice for the 2017 application (Ref: 2017/93935) is included as Appendix A.

3 PLANNING POLICY ISSUES

3.1 Introduction

3.1.1 This section of the report considers the context for considering the current application providing by national and local policy guidance.

3.2 National Planning Policy Framework

3.2.1 The National Planning Policy Framework (NPPF) updated in February 2025 confirms a presumption in favour of sustainable development (in paragraph 10 and 11 of the Framework) advising that for decision-taking this means:

NPPF Paragraph 11

- *c. approving development proposals that accord with an up-to-date development plan without delay; or*
- *d. where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless:*
  - *i. the application of policies in this Framework that protect areas or assets of particular importance provides a strong reason for refusing the development proposed; or*
  - *ii. any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole having particular regard to key policies for directing development to sustainable locations, making effective use of land, securing well-designed places and providing affordable homes, individually or in combination.*

3.2.2 The footnote to paragraph 11 of the Framework indicates that the term 'out-of-date' includes situations where the Council cannot demonstrate a 5-year supply of deliverable housing sites. It is recognised that the Council does not have a 5-year supply of deliverable housing sites, such that clause (dii) above is applicable. It is considered however that the unacceptable impacts on highway safety arising 'significantly and demonstrably' outweigh the benefits of granting planning permission, with housing land supply issues being properly addressed through the Local Plan review, such that refusal of the current application on highway grounds is fully justified.

3.2.3 Highway matters are considered in paragraph 116 of the Framework, set out below, with subsequent sections of this report confirming that the reasons for refusal of previous applications for housing development remain applicable due to the unacceptable impacts on highway safety:

> ***NPPF Paragraph 116*** *- 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, following mitigation, would be severe, taking into account all reasonable future scenarios.*

3.3 Kirklees Local Plan

3.3.1 Kirklees Local Plan was formally adopted in February 2019. The application site is not allocated for housing in the Local Plan. it is however allocated as 'Safeguarded Land' under Policy LP6, which is set out below.

> ***Policy LP6 - Safeguarded land*** *(land to be safeguarded for potential future development)*
> *Areas identified as safeguarded land will be protected from development other than that which is necessary in relation to the operation of existing uses, change of use to alternative open land uses or temporary uses. All proposals must not prejudice the possibility of long term development on safeguarded land sites.*
> *The status of safeguarded land sites will only change through a review of the Local Plan.*

3.3.2 Policy LP6 indicates that the status of safeguarded land site will only change through a review of the Local Plan, which the Council is now undertaking. The granting of planning permission for residential development on a piecemeal basis as now proposed would therefore be contrary to the provisions of Local Plan Policy LP6, with future use of the site to be properly considered as part of the review process.

3.3.3 The granting of planning permission at this stage is considered premature as referenced in paragraph 51 of the NPPF, as it is considered the granting of planning permission would prejudice the outcome of the Plan making. The review will seek to ensure an appropriate mix of housing site is allocated, in terms of location, size and market sector etc and a phased delivery of such sites; objectives that would be prejudiced by the piecemeal granting of planning permission prior to completion of the review process.

3.3.4 The proposed development is considered contrary to Local Plan Policy LP21 as the proposals would prejudice the safe and efficient flow of traffic and materially add to existing highway safety problems. Policy LP21 is set out below:

> ***Policy LP21 - Highways and access***
> *Proposals shall demonstrate that they can accommodate sustainable modes of transport and be accessed effectively and safely by all users.*
> *New development will normally be permitted where safe and suitable access to the site can be achieved for all people and where the residual cumulative impacts of development are not severe.*
> *Proposals shall demonstrate adequate information and mitigation measures to avoid a detrimental impact on highway safety and the local highway network. Proposals shall also consider any impacts on the Strategic Road Network.*
> *All proposals shall:*
> *a. ensure the safe and efficient flow of traffic within the development and on the surrounding highway network;*
> *b. where needed, provide new infrastructure or improvements on or off site to ensure safe access from the highway network for pedestrians, cyclists, public transport users and private vehicles;*
> *c. be accompanied by a supporting Transport Assessment or Transport Statement where the development would generate significant trip generation, providing detail as to the impact on highway safety, air quality, noise and light restrictions;*
> *d. take into account changes in site levels and topography to ensure the development can be accessed easily and safely by all sections of the community and by different modes of transport;*
> *e. take into account the features of surrounding roads and footpaths and provide adequate layout and visibility to allow the development to be accessed safely;*
> *f. take into account access for emergency, service and refuse collection vehicles;*
> *g. provide on-site safe, secure and convenient cycle parking/storage facilities to encourage sustainable travel modes.*

3.3.5 It is noted that the 2017 application was refused for reasons including non-compliance with draft Local Plan Policy PLP21, the forerunner of adopted Local Plan Policy LP21. The unacceptable impacts on road safety identified in connection with the 2017 application are not resolved such that the current application remains contrary to Local Plan Policy LP21. The site cannot be ‘accessed effectively and safely by all road users’ and cannot be ‘adequately served by the existing local highway network’, such that the current planning application should be refused.

4 THE LOCAL HIGHWAY NETWORK

4.1 Introduction

4.1.1 This section of the report considers existing traffic conditions in the vicinity of the site.

4.2 The Local Highway Network

4.2.1 Woodward Court is a residential cul-de-sac that provides access to 12 dwellings and which the applicant proposes as the main vehicular access to the development. Woodward Court provides a 5.9 metre carriageway flanked by a 2.0 metre footway to each side. Woodward Court joins Wellhouse Lane at a simple priority junction. Visibility to the right onto Wellhouse Lane is satisfactory although the visibility splay to the left is sub-standard and limited to 2.4 x 29.3 metres, the normal requirement in an urban location with a 30mph speed limit in operation being 2.4 x 43 metres.

4.2.2 Wellhouse Lane provides for the distribution of traffic through the local area. To the north of Woodward Court, residential frontage development has taken place on the western side of Wellhouse Lane with Crossley Fields Junior and Infants School to the east. This section of Wellhouse Lane is a two-lane single carriageway on which traffic movement is subject to a 30mph speed limit, with a 5.5 metre carriageway generally available and a footway to each side. The vehicular access to the school is situated on Wellhouse Lane some 100 metres north of the junction with Woodward Court, with a separate pedestrian access 70 metres north of Woodward Court. Off-street parking is available within the school grounds for staff however use by parents for parking or dropping-off/collecting children is not permitted.

4.2.3 Crossley Fields Junior and Infants School is a focus of activity at the beginning and end of the school day, with vehicles taking children to and from school and extensive school related on-street parking on Woodward Court, Wellhouse Lane and throughout the local area. Significant pedestrian activity is evident with locally based parents walking to and from school, often with younger children and pedestrians also walking to and from parked vehicles. This combination of demands for movement, together with traffic and on-street parking unrelated to the school leads to significant traffic congestion and accident risk.

4.2.4 The school currently has around 480 pupils aged from 4 to 11 years of whom around 210 are understood to be resident in Mirfield (the WF14 post-code). The remainder are resident further afield, mainly in Thornhill Lees and Ravensthorpe, with small numbers coming from Huddersfield and Bradford. Whilst it may be feasible for children resident locally in Mirfield to walk to school, the majority who are resident further afield (270 of the 480 pupils) travel by car. This is confirmed by reference to the 2024 National Travel Survey[2] which found that for children aged 5 to 10, of those travelling 2 to 5 miles (such as those resident in Thornhill Lees or Ravensthorpe), 83% travelled to and from school by car.

4.2.5 The school day runs from 8:40am to 3:15pm for the younger children and from 8:45 to 3:20pm for older children. The school has a Breakfast Club which runs from 7.45am each day and an After School Club that runs through to 5:00pm. The school takes part in the WOW initiative that encourages children to walk to school, as an alternative to car travel. The safety of children whether walking to and from school from home or travelling by car, parking locally and completing their journeys on foot is clearly of paramount importance.

4.2.6 On-street parking in the vicinity of the Crossley Fields Junior and Infants School is controlled by Traffic Regulation Order (TRO) which extends on both sides of Wellhouse Lane from the school access to a point south of Woodward Court, with an initial 10 metre length of Woodward Court also included. The TRO prohibits on-street waiting at the beginning and end of the school day (Monday to Friday from 0800-0930 and from 1500-1600 hours), with the exception of a 'drop and go' zone on the eastern side of Wellhouse Lane fronting the school which can accommodate 4 cars and is available during the morning period only.

4.2.7 Proceeding south from the junction with Woodward Court, Wellhouse Lane initially provides a two-lane carriageway generally 5.5 metres in width, flanked by a single eastern footway. Wellhouse Lane is joined from the east by Hepworth Lane at a simple priority junction, approximately 200 metres south of Woodward Court, with entry onto Hepworth Lane from Wellhouse Lane prohibited. Drivers exiting Hepworth Lane have appropriate visibility of traffic on Wellhouse Lane to the right, however minimal perception of traffic approaching from the left as visibility is limited to almost zero due to the proximity of third party land and boundary walls (see photo 3 below).

[2] *https://www.gov.uk/government/statistics/national-travel-survey-2024/nts-2024-travel-to-and-from-school*

4.2.8 To the south of Hepworth Lane, Wellhouse Lane narrows significantly with carriageway width varying from 3.2 metres, which is not sufficient for two cars to pass, to around 4.5 metres, which would enable two cars to pass with minimal tolerance. Footway provision on this section of Wellhouse Lane is also sub-standard with only a single footway of less than 1.0 metre available, with a minimal kerb upstand. Footway provision is therefore insufficient to enable pedestrians walking in opposite directions to pass. The restricted carriageway width and minimal kerb upstand also results in vehicles using the footway to pass an oncoming vehicle. Carriageway and footway provision on this section of Wellhouse Lane is therefore unsatisfactory with resulting vehicle-vehicle and pedestrian vehicle conflicts.

4.2.9 At its southern end, Wellhouse Lane joins Flash Lane at a simple priority junction, with Wellhouse Lane the minor road. Visibility to left and right onto Flash Lane is well below normal standards with drivers exiting Wellhouse Lane having very limited perception of approaching traffic on the major road. Safety and operational problems are compounded by on-street parking on Flash Lane adjacent to the junction and by the limited width of Wellhouse Lane adjacent to the junction, which is too narrow for vehicles to pass.

4.2.10 Hepworth Lane extends some 280 metres in a westerly direction from Shillbank Lane to Wellhouse Lane. Bellway propose an egress from the development for left turns only onto Hepworth Lane, approximately midway along the 275 metre length. Proceeding from Shillbank Lane, the initial section of Hepworth Lane is narrow with carriageway width limited to around 4.2 metres in places. With property boundary walls and fences at the edge of carriageway oncoming vehicles would have difficulty in passing. There are also no footways on this section of Hepworth Lane, with resulting pedestrian vehicle conflict.

4.2.11 Carriageway width increases at the proposed point of egress to around 5.5 metres with a single footway available on the southern side. A section of new 2.0 metre wide footway is proposed on the northern side of Hepworth Lane extending eastward from the proposed egress. On-street parking is however evident on this section of Hepworth Lane as numerous existing dwellings do not have off-street parking that would restrict turning movements from the development (as shown below in Image 1).

4.2.12 The western section of Hepworth Lane is one-way westbound, with a ‘No Entry’ sign in place at the junction with Wellhouse Lane. This 45 metre section of Hepworth Lane narrows to around 3.0 metres (see photo 4 below), with no footway provision. Conflicts between moving vehicles, parked vehicles and pedestrians are such that an intensification of use of Hepworth Lane would be unacceptable on road safety grounds.



Photo 3. Hepworth Lane Junction With Wellhouse Lane – Visibility to the Left Almost Zero



Image 1. On Street Parking at the Proposed Egress Location on Hepworth Lane

(Google Street View 2023)



Photo 5. Hepworth Lane from Wellhouse Lane Illustrating Restricted Carriageway Width

Photos Courtesy of

4.3 Road Traffic Accidents

4.3.1 Details of road traffic accident involving injury have been obtained from the Crashmap database. An extract below shows diagrammatically the location of road traffic accidents involving injury recorded in the last 5 years. Two road traffic accidents involving injury were recorded in locations relevant to the proposed development, with a pedestrian receiving 'slight' injuries in both incidents. The incidents are described below, with detailed reports provided in Appendix B:

- In October 2022 a pedestrian in the age range 11-15 received 'slight' injuries when in collision with a car on Hepworth Lane, east of the junction with Hepworth Close. The incident occurred on a weekday at 4.17pm, in daylight hours when it was raining.
- In May 2023 a pedestrian in the age range 26-35 received 'slight' injuries with two cars involved in the incident to the north of the school access on Wellhouse Lane. The incident occurred on a weekday at 3.10pm in daylight hours in a period of fine weather.

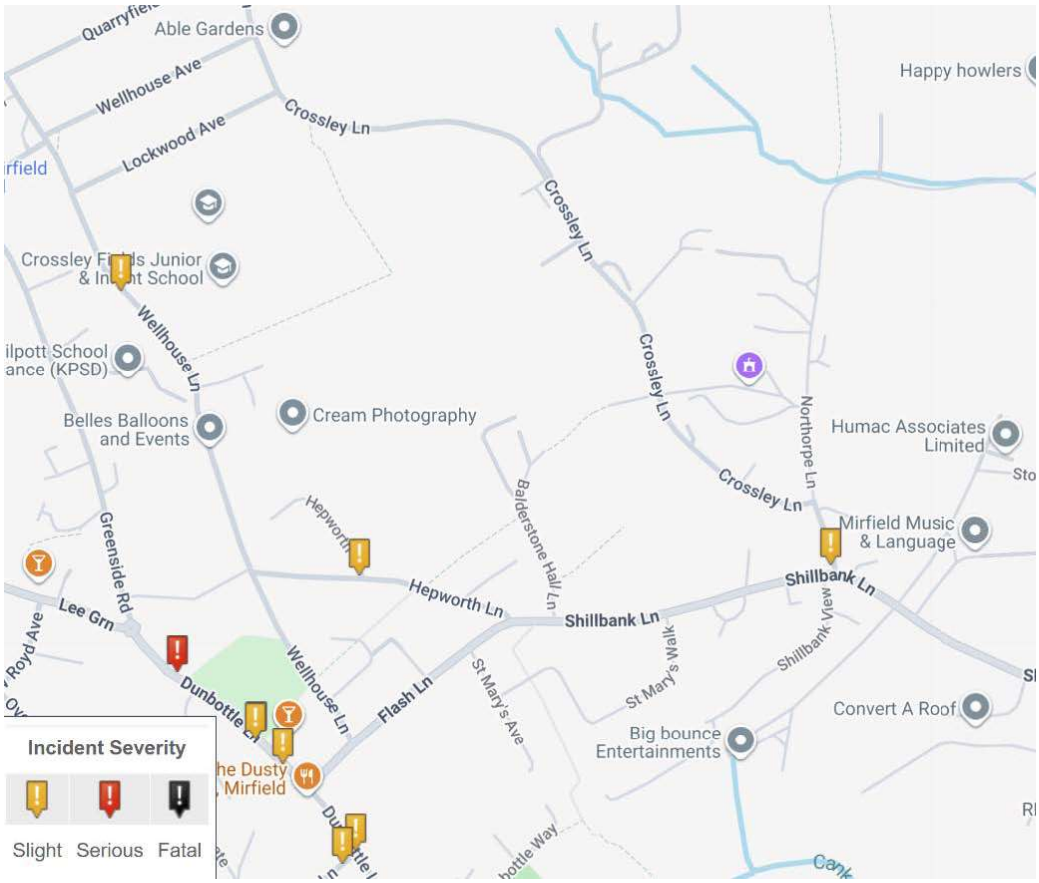


Image 2. Extract from Crashmap Showing the Location of Injury Accidents Recorded in the Last 5 Years

4.4 On Street Parking

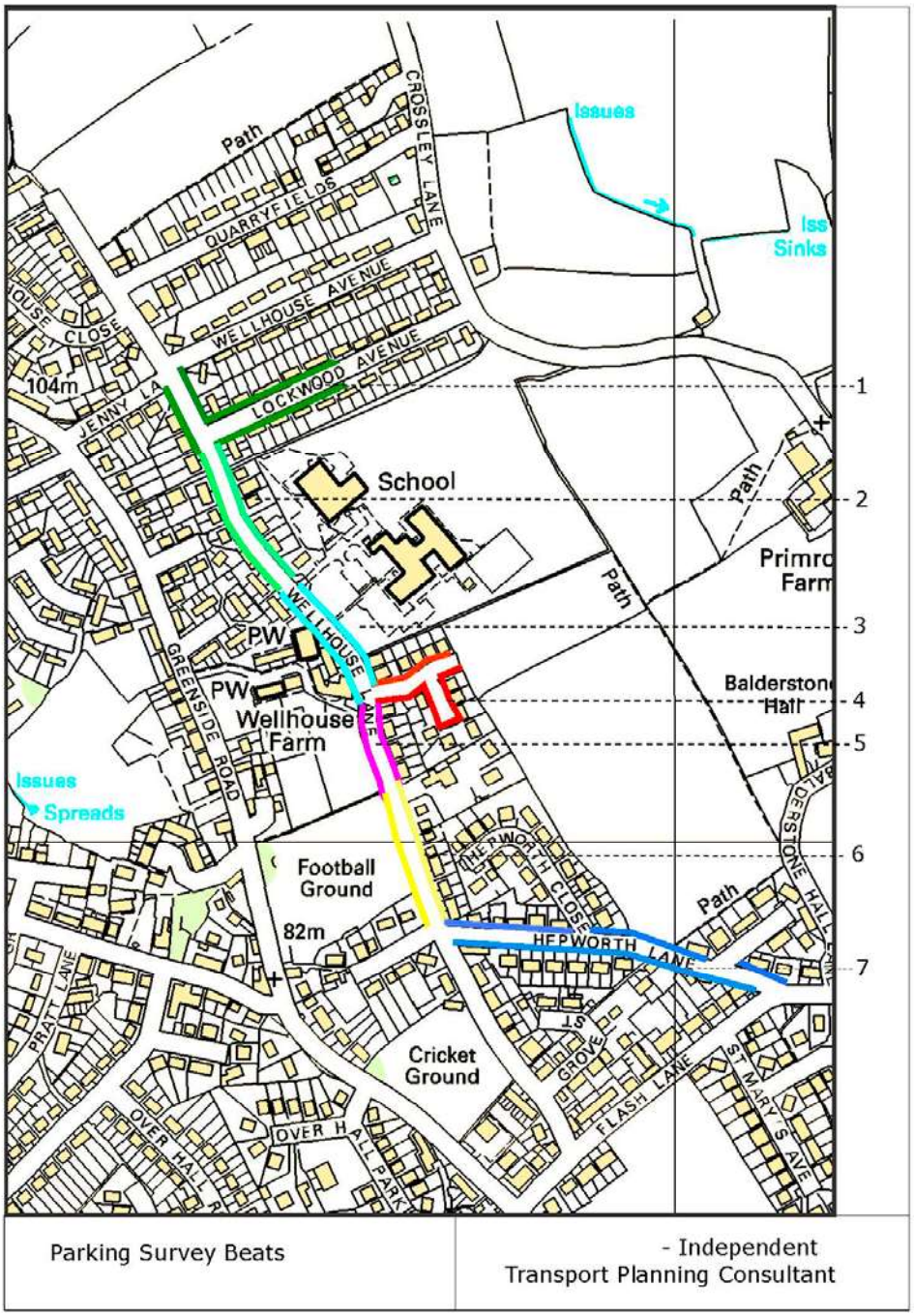
4.4.1 Extensive on-street parking takes place on the local highway network at the beginning and end of the school day, arising from children attending Crossley Fields junior and infants school, being dropped-off and collected. The submitted Transport Assessment (TA) fails to recognise the extent of on-street parking in the vicinity of the site and the drastic effect that parking has on safety and operation of the local highway network. A survey of on-street parking adjacent to the Crossley Fields school and the application site was therefore undertaken by Save Mirfield on Wednesday 28 January 2026 to enable the effects of on-street parking to be considered further.

4.4.2 The survey area is shown on the plan below and includes Woodward Court, sections of Wellhouse Lane to the north and south of Woodward Court, as well as Hepworth Lane and sections of Lockwood Avenue. The parking survey involved an enumerator recording the number of vehicles parked on-street at 5 minute intervals from 08:00-09:15 hours and from 14:45-16:00 hours. The survey area was divided into 7 'beats' and 15 survey areas, with the number of parked vehicles recorded separately for each area. The results of the survey are indicated in tables 4.1 and 4.2 below.

4.4.3 The survey demonstrates a substantial increase in demand for on-street parking at the beginning and end of the school day, with key facts set out below:

- Peak on-street parking demand is at 8:45am and 3:20pm when 89 vehicles were parked on-street in the morning period and 124 vehicles were parked on-street in the afternoon period.
- In the morning period, 57 more vehicles are parked on-street at 8:45am than at 9:15am and in the afternoon period 84 more vehicles are parked on-street at 3:20pm than at 3:55pm. Allowing a 6 metre edge of carriageway length per vehicle, this equates to an additional 342 metres of parked vehicles in the morning period and an additional 504 metres of parked vehicles in the afternoon period
- The survey demonstrates a major increase in on-street parking on Woodward Court, which is proposed as access to the development, at the beginning and end of the school day. In the morning period 2 parked vehicles were recorded at 8:00am with 15 parked vehicles recorded at 8:45am. In the afternoon period 3 parked vehicles were recorded at 4:00pm with 31 vehicles recorded at 3:20pm.

4.4.4 The survey confirms that Woodward Court is used extensively for school related parking. Woodward Court is regarded by parents as a preferred on-street parking location as it is close to the pedestrian access to the school on Wellhouse Lane. Drivers will seek to park on Woodward Court, u-turning to park elsewhere if no space is available. The surveys also confirm extensive additional on-street parking at the beginning and end of the school day on Wellhouse Lane, to the north and south of Woodward Court and on Lockwood Avenue.


Path
CROSSLEY LANE
QUARRYFIELDS
Issues
Iss
Sinks
WELLHOUSE AVENUE
LOCKWOOD AVENUE
104m
JENNY LA
School
Path
Primro
Farm
WELLHOUSE LANE
PW
PW
Wellhouse
Farm
GREENSIDE ROAD
Balderston
Hall
Issues
Spreads
Football
Ground
82m
HEPWORTH CLOSE
HEPWORTH LANE
Path
PRATT LANE
Cricket
Ground
ST
GROVE
FLASH LANE
ST MARY'S AVE
OVER HALL PARK
1
2
3
4
5
6
7
Parking Survey Beats
- Independent
Transport Planning Consultant

Beat	Area	Number of Vehicles Parked															
		08:00	08:05	08:10	08:15	08:20	08:25	08:30	08:35	08:40	08:45	08:50	08:55	09:00	09:05	09:10	09:15
1	Lockwood Avenue Both Sides - from Wellhouse Lane to lamp post at No21.	10	11	11	11	11	11	12	13	16	22	15	11	9	10	10	10
1	Wellhouse Lane West - between Lockwood Avenue and Jenny Lane	0	0	0	0	1	1	2	3	3	3	3	2	1	1	1	1
1	Wellhouse Lane East - between Lockwood Avenue and Jenny Lane	3	3	3	3	5	5	5	5	5	7	6	3	3	3	3	3
2	Wellhouse Lane West - between main School Access and Lockwood Avenue	5	7	7	7	8	8	8	11	12	14	11	8	7	5	4	4
2	Wellhouse Lane East - between main School Access and Lockwood Avenue	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
3	Wellhouse Lane West - between Woodward Court and main School Access	1	1	3	3	2	2	3	3	3	3	3	2	2	2	3	2
3	Wellhouse Lane East - between Woodward Court and main School Access	0	0	0	0	0	0	2	3	3	4	5	1	0	0	0	0
4	Woodward Court North	0	0	0	0	2	2	4	5	6	7	6	2	1	0	0	0
4	Woodward Court South	2	3	2	2	2	3	3	5	7	8	5	5	3	2	2	2
5	Wellhouse Lane West - between Woodward Court and northern boundary of Playing Field	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	Wellhouse Lane East - between Woodward Court and northern boundary of Playing Field	0	0	0	2	3	3	6	3	3	4	2	1	0	0	0	0
6	Wellhouse Lane West - between Hepworth Lane and northern boundary of Playing Field	3	3	3	3	3	3	3	3	2	2	2	2	2	2	2	2
6	Wellhouse Lane East - between Hepworth Lane and northern boundary of Playing Field	3	3	3	3	4	3	3	7	8	10	6	4	4	4	3	3
7	Hepworth Lane North	2	1	1	1	1	1	2	1	1	1	1	1	1	1	1	1
7	Hepworth Lane South	3	2	2	2	2	2	3	2	2	2	2	2	2	2	2	2
	Total	**34**	**36**	**37**	**39**	**46**	**46**	**58**	**66**	**73**	**89**	**69**	**46**	**37**	**34**	**33**	**32**

Table 4.1 Save Mirfield Parking Survey – Morning Period

Beat	Area	Number of Vehicles Parked															
		14:45	14:50	14:55	15:00	15:05	15:10	15:15	15:20	15:25	15:30	15:35	15:40	15:45	15:50	15:55	16:00
1	Lockwood Avenue Both Sides - from Wellhouse Lane to lamp post at No21.	11	13	13	18	20	21	20	20	13	9	8	9	8	9	8	8
1	Wellhouse Lane West - between Lockwood Avenue and Jenny Lane	2	2	2	4	4	5	5	5	3	2	2	2	2	2	1	1
1	Wellhouse Lane East - between Lockwood Avenue and Jenny Lane	4	4	5	6	7	6	7	7	3	2	2	2	2	2	2	2
2	Wellhouse Lane West - between main School Access and Lockwood Avenue	13	15	16	16	16	16	17	16	15	7	7	9	10	9	10	10
2	Wellhouse Lane East - between main School Access and Lockwood Avenue	2	2	2	2	2	2	2	2	3	1	1	1	1	1	1	1
3	Wellhouse Lane West - between Woodward Court and main School Access	4	4	5	5	4	4	7	5	3	3	3	3	3	3	3	4
3	Wellhouse Lane East - between Woodward Court and main School Access	0	0	0	0	1	1	2	2	2	0	0	0	0	0	0	0
4	Woodward Court North	5	5	7	7	8	8	8	10	9	0	0	0	0	0	0	0
4	Woodward Court South	5	6	8	9	11	15	17	21	14	3	3	3	3	3	3	3
5	Wellhouse Lane West - between Woodward Court and northern boundary of Playing Field	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
5	Wellhouse Lane East - between Woodward Court and northern boundary of Playing Field	5	6	6	6	7	7	7	7	7	0	0	0	0	0	1	1
6	Wellhouse Lane West - between Hepworth Lane and northern boundary of Playing Field	7	7	7	7	7	7	9	9	6	6	4	4	3	3	2	2
6	Wellhouse Lane East - between Hepworth Lane and northern boundary of Playing Field	7	9	12	13	12	13	13	14	13	3	3	4	4	4	4	4
7	Hepworth Lane North	1	1	1	1	2	2	3	5	5	2	2	2	2	2	2	2
7	Hepworth Lane South	2	2	2	2	2	2	2	1	1	1	1	1	2	2	2	2
	Total	**68**	**76**	**86**	**96**	**103**	**109**	**119**	**124**	**97**	**39**	**36**	**40**	**40**	**41**	**40**	**41**

Table 4.2 Save Mirfield Parking Survey – Afternoon Period

4.4.5 Photograph 5 below shows on-street parking on both sides of Woodward Court, with vehicles obstructing the footway and prejudicing the safety of pedestrians. During the morning and afternoon pre-school and post-school periods Woodward Court is effectively reduced to one-way operation and can become grid-locked, with vehicles entering Woodward Court obstructing those exiting and vice versa.

4.4.6 The safety hazards facing pedestrians is illustrated in Photograph 6. A group of school children and parents is shown crossing Woodward Court after leaving school, with parked vehicles and traffic on Woodward Court creating pedestrian vehicle conflict and a hazardous environment for vulnerable road users. In such circumstances Woodward Court cannot be considered a safe and satisfactory means of access to the development now proposed, with the additional traffic generated by the proposed development prejudicing the safety of children attending Crossley Fields Junior and Infants School.



Photo 5. Traffic Congestion on Woodward Court



Photo 6. Pedestrian Vehicle Conflict At the Junction of Woodward Court and Wellhouse Lane

Photographs Courtesy of

5 COMMENTS ON THE BELLWAY TRANSPORT ASSESSMENT

5.1 Introduction

5.1.1 This section of the report comments on the Transport Assessment submitted as part of the Bellway Homes planning application.

5.2 Existing Traffic Flows

5.2.1 Section 2.6 of the submitted Transport Assessment (TA) lists traffic surveys undertaken by the applicant on Wednesday 18 June 2025, with the survey periods indicated as being from 07:00-10:00 and from 16:00-19:00 hours. The results of these surveys are then set out diagrammatically in figures 100 and 101 of the TA.

5.2.2 Paragraph 2.6.2 the TA correctly identifies the AM peak hour as being from 08:00-09:00 however the PM peak hour is indicated as being from 16:00-17:00, whereas traffic volumes in the local area in the period 15:00-16:00 are much higher. The PM peak hour has therefore not been correctly identified and data for the correct PM peak hour (15:00-16:00) not collected in the surveys.

5.2.3 Table 5.1 below sets out traffic flows on Wellhouse Lane, to the north and south of Woodward Court from the 2025 surveys, taken from figures 100 and 101 of the submitted TA. Traffic data from the TA submitted as part of the 2017 planning application is set out in table 5.2, including data for 15:00-16:00 as well as the periods surveyed in 2025. It can be seen from table 5.2 that traffic on Wellhouse Lane is substantially higher in the period 15:00-16:00 than in the period from 16:00-17:00.

5.2.4 The submitted TA asserts (in para 2.6.5) incorrectly that traffic flows in 2025 are lower than those recorded in 2016. It can be seen by comparing table 5.1 (2025 surveys) and table 5.2 (2016 surveys) that weekday traffic on Wellhouse Lane in the periods from 08:00-09:00 and from 16:00-17:00 in 2025 is effectively the same as recorded in 2016.

Period	Northbound – North of Woodward Court	Southbound – North of Woodward Court	Two-Way – North of Woodward Court	Northbound – South of Woodward Court	Southbound – South of Woodward Court	Two-Way – South of Woodward Court
Hour Ending 09:00	75	125	200	80	130	210
Hour Ending 16:00	-	-	-	-	-	-
Hour Ending 17:00	57	31	88	52	23	75

Table 5.1 Vehicle Flows on Wellhouse Lane (2025)

Source: Transport Assessment produced by Optima Consultants as part of the 2025 Planning Application (Ref: 2025/93335)

Period	Northbound – North of Woodward Court	Southbound – North of Woodward Court	Two-Way – North of Woodward Court	Northbound – South of Woodward Court	Southbound – South of Woodward Court	Two-Way – South of Woodward Court
Hour Ending 09:00	113	78	201	131	71	202
Hour Ending 16:00	65	75	140	73	96	169
Hour Ending 17:00	48	39	87	47	34	81

Table 5.2 Vehicle Flows on Wellhouse Lane (2016)

Source: Appendix C of Transport Assessment produced by AMA Consultants as part of the 2017 Planning Application (Ref: 2017/93935). The figures in the table above are weekday average flows recorded by Automatic Traffic Count.

5.3 On-Street Car Parking

5.3.1 The submitted Transport Assessment (TA) fails to recognise the extent of on-street parking in the vicinity of the site and the drastic effect that parking has on safety and operation of the local highway network. Section 3.3.5 of the TA notes that some on-street parking takes place on Woodward Court whilst asserting that 'Woodward Court can satisfactorily accommodate on-street parking as well as maintaining access'. Photographs in section 4 of this report show on-street congestion on Woodward Court with cars parked on both sides of the road. It is clear that Woodward Court does not provide satisfactory access to the proposed development, with conflicts between pedestrians, parked vehicles and moving vehicles clearly evident.

5.4 Trip Generation

5.4.1 The current application proposes a development of 75 dwellings. It is therefore self-evident that this development would generate more traffic than the development of 61 dwellings proposed in the 2017 application, which was refused on highway grounds. In the absence of convincing area-wide mitigation there is therefore a strong presumption that the current application should also be refused on highway grounds.

5.4.2 The trip rates and estimates of traffic generation indicated in the current application are considered unrealistically low. The submitted TA indicates (in table 5.2) two-way morning peak hour trip rates of 0.526 vehicles per dwelling in the morning peak hour and 0.504 vehicles per dwelling in the evening peak hour, whereas Council Officers indicated when considering the 2014 and 2017 applications that based on their local experience peak hour trip rates of 0.7 vehicles per dwelling are appropriate in Kirklees.

5.4.3 Table 5.3 below sets out data from the 2021 census for Household Car and Van Availability. The table sets out data for the Kirklees 020 Super Output Area, within which the application site is located, (image 5.1 of the TA) as well as for Kirklees as a whole, the Yorkshire and Humber region and nationally for England. It is clear from the table that the proportion of households with no car or van in Kirklees 020 (14.8%), is much lower than for Kirklees as a whole (22.7%) as well as regionally and nationally (24.2% and 23.5%). Similarly, the proportion of households in Kirklees 020 with 2 or more cars or van is much higher than for Kirklees as a whole as well as regionally and nationally, such that low vehicle trip rates for the development are unlikely to be appropriate.

Number of cars or vans	Kirklees Mid Layer Super Output Area 020		Kirklees Local Authority Area		Yorkshire and The Humber		England	
	Number of Households	%	Number of Households	%	Number of Households	%	Number of Households	%
Total: All households	2,752	100.0	177,989	100.0	2,330,660	100.0	23,436,085	100.0
No cars or vans in household	408	14.8	40,356	22.7	564,965	24.2	5,516,098	23.5
1 car or van in household	1,134	41.2	73,901	41.5	980,137	42.1	9,674,645	41.3
2 cars or vans in household	922	33.5	48,622	27.3	600,010	25.7	6,106,970	26.1
3 or more cars or vans in household	288	10.5	15,110	8.5	185,548	8.0	2,138,372	9.1

Table 5.3 Household Car or Van Availability

Source: 2021 Census Table TS045 (Car or Van Availability)

5.5 Accessibility

5.5.1 Accessibility and the effectiveness of the proposed Travel Plan are further issues relevant to trip rates for the proposed development. The submitted TA refers indicates the nearest bus stops as being on Shillbank Lane, 400 metres from the centre of the site, with the walking route to the bus stops via Hepworth Lane. Whilst a short section of new footway is proposed on Hepworth Lane, there is no footway on the narrow section of Hepworth Lane, through to the bus stops at the junction with Shillbank Lane. The same walking route is also identified as a pedestrian route to Shillbank Stores on Shillbank Lane, which is one of the nearest shops. The pedestrian route to the bus stops and the shop is however likely to be considered unacceptable on road safety grounds by most pedestrians, with residents instead resorting to car borne travel.

5.5.2 The TA indicates recognises travel to work as a key component of peak period travel, with the submitted Travel Plan targeting a 10% reduction in travel to work by car or van. The Travel Plan however fails to identify any measures or incentives that would materially affect modal split. The Travel Plan also does not target any increase in bus travel, presumably recognising the poor accessibility to public transport, with resulting reliance on car based travel.

5.5.3 It is anticipated therefore that residents would continue to use the mode of transport they consider most appropriate and as evidenced by the above average levels of car and van availability the use of the low trip rates set out in the TA are unlikely to be appropriate. The peak hour trip rate of 0.7 vehicle trips per dwelling favoured previously by Council Officers should therefore be used to provide a more realistic assessment of traffic generation.

5.6 Traffic Distribution

5.6.1 The anticipated distribution of traffic generated by the proposed development is detailed in table 5.3 and figure 150 of the submitted TA. Significant proportions of generated traffic are indicated as using sections of the local highway network that are already congested at the beginning and end of the school day and locations with narrow roads and poor visibility and inadequate footway provision:

- 58.1% of generated traffic movements are indicated via Woodward Court and Wellhouse Lane North, passing Crossley Fields School,

- 24.4% of traffic arriving at the Woodward Court access is assigned westbound on Hepworth Lane, which is narrow in places, without appropriate footways and then turning right at the junction with Wellhouse Lane where visibility is severely restricted
- A significant proportion of generated traffic is shown using Wellhouse Lane to the south of Woodward Court, which is narrow, congested and lacking suitable footways, with proportions varying by location and direction.

5.7 Unacceptable Road Safety Impacts

5.7.1 Paragraph 6.4.1 of the submitted TA comments on the 'materiality' of additional traffic flows generated by the proposed development. A 'threshold figure' of 30 vehicle movements per hour is referred to which is taken from paragraph 2.11 of 'Guidance on Transport Assessment' (GOTA) published by Government in March 2007. When considering operational impacts, such as the effect of additional traffic on queue lengths at junctions, the figure of 30 vehicle movements per hour remains in common use, paragraph 2.11 of GOTA referring to this as a 'useful point of reference'. When considering impacts on road safety however, normal practice is that no additional traffic should be considered acceptable due to the resulting increased risk of road traffic accidents.

5.7.2 In areas adjoining the site, there are operational impacts where peak period congestion is would be adversely affected by traffic generated by the proposed development which have not been properly evaluated in the submitted TA, as considered further in section 5.9 below. Unacceptable road safety impacts however arise continuously on a 24/7 basis from increased traffic at junctions with restricted visibility, on narrow roads where oncoming vehicles are unable to pass and locations with inadequate footway provision where pedestrians are at risk from passing traffic. With such issues it would be entirely inappropriate to consider a certain volume of additional traffic as being acceptable, but no more above an arbitrary threshold. The appropriate response when dealing with road safety is therefore to recognise as the Council have done previously that 'any measurable increase in traffic' would be unacceptable.

5.7.3 The distinction between operational and road safety impacts is clear in paragraph 116 of the National Planning Policy Framework (NPPF) which refers separately to 'unacceptable impacts on highway safety' and 'residual cumulative impact on the road network' as follows:

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, following mitigation, would be severe, taking into account all reasonable future scenarios.

5.7.4 The unacceptable road safety impacts recognised by Highways Officers, with which Save Mirfield fully agree, are as follows:

- Woodward Court - is proposed for site access and is congested with parked vehicles at the beginning and end of the school day with resulting pedestrian vehicle conflict
- Visibility onto Wellhouse Lane from Woodward Court - visibility to the left is sub-standard for a driver exiting Woodward Court onto Wellhouse Lane
- Wellhouse Lane (north of Woodward Court) – conflicts between pedestrians, parked vehicles and moving vehicles at the beginning and end of the school day
- Wellhouse Lane (south of Woodward Court) – conflicts between pedestrians, parked vehicles and vehicular flows at the beginning and end of the school day. The section between Hepworth Lane and Flash Lane is also not wide enough for two-way traffic with only a narrow footway, with resulting pedestrian vehicle conflict.
- Hepworth Lane – pedestrian vehicle conflict on narrow sections with inadequate footway provision and additionally concerns regarding operation of the proposed egress which would be prejudiced by nearby on-street parking.

5.8 Rat Running

5.8.1 The applicants assert that some existing traffic heading southbound on Wellhouse Lane will be drawn through the new development such that traffic flows on Wellhouse Lane south of Woodward Court would be reduced. With the existing peak period congestion on Woodward Court, the route through the site is however unlikely to be attractive, as to comply with the Council's Highway Design Guide a new street through the development would need to be designed to constrain traffic speeds to below 20mph.

5.8.2 If the applicants are correct and the street through the development became an attractive alternative route, rat-running during off-peak periods, when roads in the vicinity of the site are not congested would be a concern. In such a scenario additional non-local traffic could be drawn from a wider area, from Greenside for example leading to an increase in traffic on Wellhouse Lane, passing the Crossley Fields school, which would be unacceptable from a road safety viewpoint.

5.9 Operational Assessment

5.9.1 The operational analysis provided in the submitted TA is considered unreliable. The results of the base year analysis indicate only limited queuing at the junctions analysed which is not consistent with observations on site. The base year junction assessment models should be calibrated against queue lengths observed on site, which they have not been. With uncalibrated base year models, the future year assessments are unduly optimistic and cannot be relied upon. Furthermore, and as mentioned previously, the evening peak hour has not been correctly identified and trip rates used in the TA are considered unrealistically low. As such the operational assessment produced in the TA is considered unreliable.

5.10 Transport Assessment

5.10.1 The submitted Transport Assessment is considered unreliable for the following main reasons:

- The PM peak hour has not been correctly identified. The TA refers to the PM peak hour as being from 4pm to 5pm, whereas traffic flows in the local area are higher from 3pm to 4pm.
- Trip rates used in assessing traffic generation are too low. With above average car availability in the local area, and limited accessibility to public transport the development would be reliant on car based travel such that the trip rate of 0.7 vehicle trips per hour, identified by Council Officers when considering previous applications should be used.
- The operational analysis is considered unreliable as the assessment models have not been calibrated against observed queue lengths, such that future year assessments are unduly optimistic and cannot be relied upon

6 CONCLUDING REMARKS

6.1.1 The proposed development of 75 dwellings would give rise to **unacceptable impacts on road safety throughout the local area**. Woodward Court is not suitable for access to the proposed development due to on-street parking and pedestrian vehicle conflict at the beginning and end of the school day. The proposed egress onto Hepworth Lane is also unacceptable on road safety grounds as operation would be prejudiced by restricted road width and on-street parking nearby.

6.1.2 Visibility to the left at the junction of Wellhouse Lane and Woodward Court is sub-standard with the intensification of use arising from the proposed development resulting in increased risk of collision. Whilst the applicant has identified traffic calming measures with a view to mitigating this issue, the proposed traffic calming scheme is considered unacceptable as based on Government guidance the proposals may result in **increased traffic speeds on the Crossley Fields school frontage**.

6.1.3 The proposed development would result in an undesirable increase in traffic on Wellhouse Lane, passing Crossley Fields School, leading to increased pedestrian vehicle conflict. An undesirable intensification of Wellhouse Lane to the south of the site would also result, including the junction with Hepworth Lane where **visibility is severely restricted**. The resulting increase in traffic on the narrow section of Hepworth Lane, where footway provision is inadequate would also be unacceptable on road safety grounds.

6.1.4 Previous applications for residential development on the site were refused for highway safety reasons, which have not been resolved, with the expectation that the current application should be similarly refused. The **unacceptable impacts on road safety** have been shown in this report to **significantly and demonstrably outweigh the benefits** of granting consent. The Transport Assessment submitted as part of the planning application has been shown to be unreliable and does not provide an objective assessment of the impacts arising from the proposed development

6.1.5 The development now proposed is therefore contrary to Local Plan Policy LP21 and paragraph 116 of the National Planning Policy Framework. Accordingly, **planning permission should be refused on highway grounds**, consistent with the refusal of applications for residential development submitted in 1998, 2014 and 2017.

Appendix A

KIRKLEES METROPOLITAN COUNCIL
INVESTMENT & REGENERATION SERVICE

DEVELOPMENT MANAGEMENT

Town and Country Planning Act 1990 (as amended) – SECTION 70

DELEGATED DECISION TO DETERMINE PLANNING APPLICATIONS

Reference No:	2017/62/93935/E
Site Address:	Land off, Woodward Court, Mirfield
Description:	Erection of 61 dwellings with associated access, drainage, open space and landscaping
Recommending Officer:	Matthew Woodward

DECISION - Refused

I hereby authorise the refusal of this application for the reasons set out in the agenda of the Strategic Planning Committee dated 25/10/18 and the committee decision authorisation sheet annexed below in respect of the above matter.

David Wordsworth

AUTHORISED OFFICER

Date: 29-Oct-2018

Decision Authorisation – Committee Decision

Committee: Strategic Planning Committee

Date of Committee: 25th October 2018

Application Number: 207/93935

Officer Recommendation: Approve subject to conditions and S106 Agreement

Committee Decision: Refuse

Summary of Committee Decision – Committee did not agree with the officer recommendation and considered that the development of Provisional Open Land (POL) and a future Safeguarded designation was unacceptable in principle.

Members also considered that the scheme represented unacceptable highway safety impacts.

1) The site is designated as Provision Open Land in the Kirklees Unitary Development Plan, the proposed development conflicts with Unitary Development Plan policy D5. The site is designated as Safeguarded in the Kirklees Publication Draft Local Plan which commands very significant weight as a material planning consideration in the determination of this application. The proposal conflicts with policy PLP6 of the Kirklees Publication Draft Local Plan as permanent forms of development, such as that proposed in this application, which prejudice the long term development options of the land, should only be considered through a change to the allocation through a review of the local plan. The benefits associated with the provision of housing in this case are significantly and demonstrably outweighed by the harm arising from the conflict with the current Provisional Open Land Designation and the emerging Safeguarded designation, contrary to paragraph 139(d) of the National Planning Policy Framework.

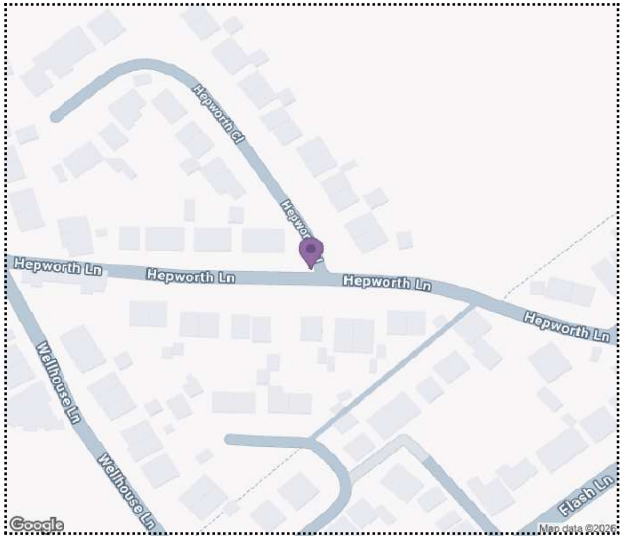
2) The proposed development would lead to additional traffic impacts on an already constrained local highway network which, by virtue of the existing network of narrow roads, the close proximity of the proposal to the existing school (Crossley Fields Junior and Infant School), and the substandard visibility at the junction of Woodward Court and Wellhouse Lane, would result in an unsafe development which would fail to acceptably mitigate the degree of conflict between all users. The proposed development would lead to an unacceptable highway safety impact, contrary to paragraph 109 of the National Planning Policy

Appendix B

crashmap.co.uk

Validated Data

Crash Date:	Thursday, October 20, 2022	**Time of Crash:**	16:17:00	**Crash Reference:**	2022131232740
Highest Injury Severity:	Slight	**Road Number:**	U	**Casualties:**	1
Highway Authority:	Kirklees			**Vehicles:**	1
Local Authority:	Kirklees			**OS Grid Reference:**	420922 420922
Weather Description:	Raining without high winds				
Road Surface Description:	Wet or Damp				
Speed Limit:	20				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Unknown				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				



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

To subscribe to unlimited reports using CrashMap Pro visit: www.crashmap.co.uk/home/premium_services

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Validated Data

Crash Date: Thursday, October 20, 2022 **Time of Crash:** 16:17:00 **Crash Reference:** 2022131232740

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire cars 2005 onwards)	10	Male	36 - 45	Vehicle is moving off	Front	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Pedestrian	Male	11 - 15	In carriageway, crossing elsewhere	Crossing from driver's offside

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

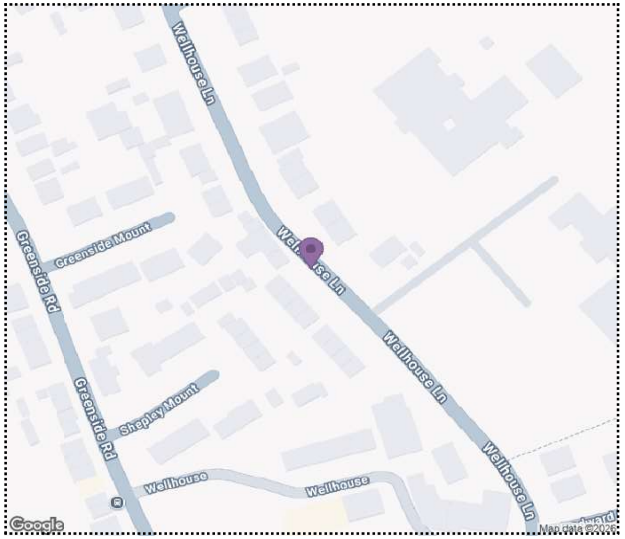
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Validated Data

Crash Date:	Wednesday, May 3, 2023	**Time of Crash:**	15:10:00	**Crash Reference:**	2023131303874
Highest Injury Severity:	Slight	**Road Number:**	U	**Casualties:**	1
Highway Authority:	Kirklees			**Vehicles:**	2
Local Authority:	Kirklees			**OS Grid Reference:**	420663 421227
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Not at or within 20 metres of junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Unknown				



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

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Crash Date: Wednesday, May 3, 2023 **Time of Crash:** 15:10:00 **Crash Reference:** 2023131303874

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire cars 2005 onwards)	1	Unknown	Unknown	Vehicle is passing a stationary vehicle on its offside	Offside	Unknown	None	None
2	Car (excluding private hire cars 2005 onwards)	11	Unknown	Unknown	Vehicle is parked in the carriageway	Nearside	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Pedestrian	Female	26 - 35	In carriageway, not crossing	In carriageway, stationary - not crossing (standing or playing)

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

To subscribe to unlimited reports using CrashMap Pro visit: www.crashmap.co.uk/home/premium_services

Appendix B Traffic Survey Brief

Woodward Court, Mirfield

Traffic Survey Brief (Rev 1)

Quotes are required for:

A. Junction Turning Counts
B. Automatic Traffic Counts (ATC's)
C. Car Parking Beats
D. Vehicle Journey Times
E. Pedestrian/Cycle Survey on Hepworth Lane

A) 5 x Manual Classified Turning Counts including queues (per lane) and delays

- Information to be provided in vehicles and pcu's
- Date: Wednesday 29th April 2026
- Time Periods: 07:00 to 10:00 and 14:00 to 19:00
- Queue lengths and delays to be recorded per lane every 5 minute time interval, in vehicles and pcu's (as usually provided)
- Locations (as listed below and shown on images):
  1. Woodward Court/Wellhouse Lane
  2. Hepworth Lane/Wellhouse Lane (Hepworth Lane is one-way at the junction, westbound)
  3. Wellhouse Lane/Flash Lane
  4. Hepworth Lane/Flash Lane/Shillbank Lane (please note specific potential queuing observation required at this junction as described above)
  5. Jenny Lane/Greenside Road




2
Hepworth Ln
Hepworth Cl
Hepworth Ln
HYGIENA
Cleaning Services
4
Hepworth Ln
Shillbank Ln
Flash Ln
Mirfield Parish
Church Cricket Club
DKB Training Associates
St Mary's Ave
St Mary's Walk
Grove St
Flash Ln
Dunbottle Ln
3
Rtu2


Rob Tattooer - The
Tattoo house RF
Spice Of Bengal
Greenside Rd
Jenny Ln
Jenny Ln
5
One Stop
Convenience Store
Greenside Rd
Greenside Rd

B) Automatic Traffic Counts (ATC's)

- Date: from 00:00 Monday 27th April to Sunday 3rd May 2026 inclusive i.e. full 7 day period
- Times: 24hours over 7 days
- To provide traffic flow and vehicle speed in each direction
- **NB:** ATC's to be calibrated to provide hourly traffic flows every 15 mins i.e. not just 12:00 to 13:00, 13:00 to 14:00 etc but 12:00 to 13:00, 12:15 to 13:15, 12:30 to 13:30 etc for full 24/7 period;
- Locations (as listed below and shown in images):
    1. Summers Drive
    2. Wellhouse Lane (south of Woodward Court)
    3. Hepworth Close
    4. Hepworth Lane

Summers Drive



Wellhouse Lane (south of Woodward Court)



Hepworth Close & Hepworth Lane



C) On-Street Car Parking Beats x 2 (School Related Daytime & Overnight)

School Related Daytime On-Street Beats

- Date: Wednesday 29th April 2026
- Time Periods: 07:30 to 09:30 and 14:15 to 16:15
- On-Street parking beats to be every 5 minutes within each zone
- Surveys to determine not just how many vehicles are parked on each beat but also where they are parked along the street i.e. each potential kerbside parking location will need referencing and linked to the beat survey
- Each zone will need to separately identify the parking on each side of the road
- Locations (as listed below and shown on images):
    1. Woodward Court
    2. Wellhouse Lane - between Woodward Court & end of school road markings
    3. Wellhouse Lane - end of school road markings to Jenny Lane
    4. Jenny Lane
    5. Wellhouse Lane – Woodward Court to Hepworth Lane
    6. Wellhouse Lane – Hepworth Lane to Flash Lane
    7. Length of Hepworth Lane (two way section)

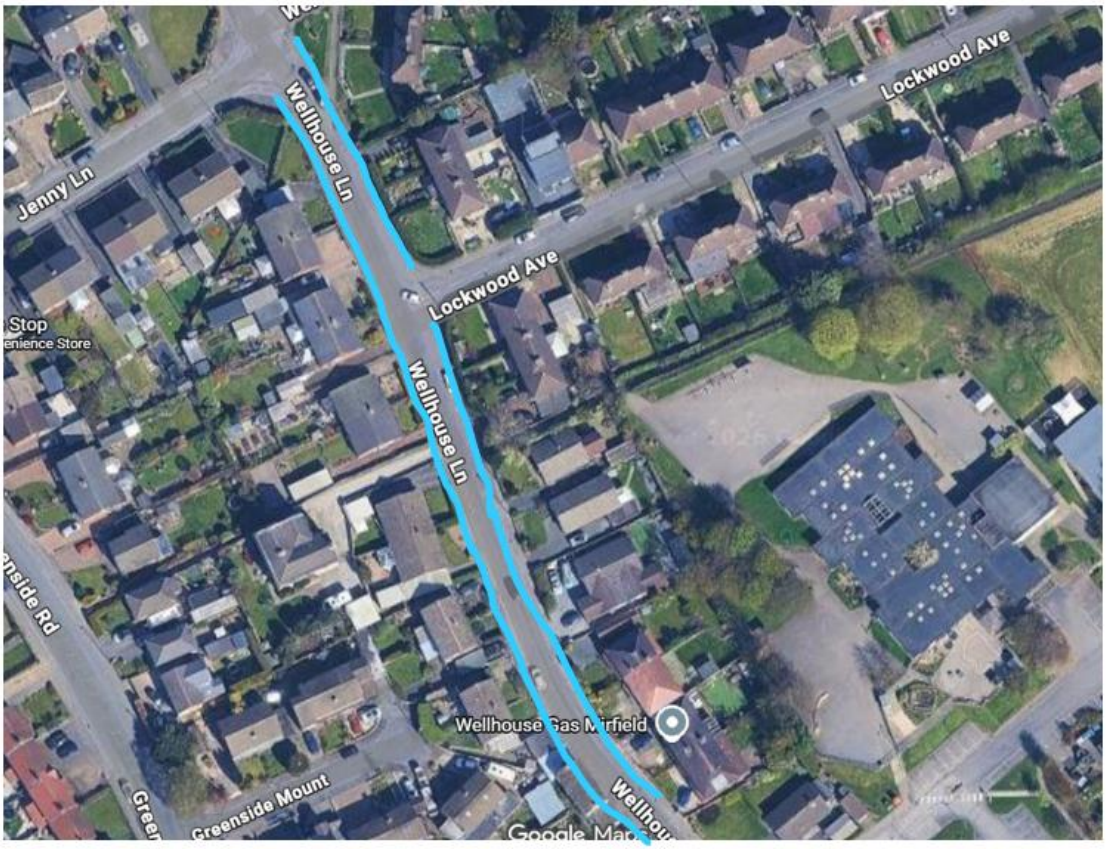
Zone 1 – Woodward Court



Zone 2 - North of Woodward Court – Wellhouse Lane to end of school zig-zag road markings



Zone 3 – Wellhouse Lane between School zig-zag road markings & Jenny Lane



Zone 4 – Jenny Lane



Zone 5 - Wellhouse Lane between Woodward Court & Hepworth Lane



Zone 6 - Wellhouse Lane between Hepworth Lane & Flash Lane



Zone 7 - Hepworth Lane (two way section to Flash Lane)



Overnight On-Street Parking Beat

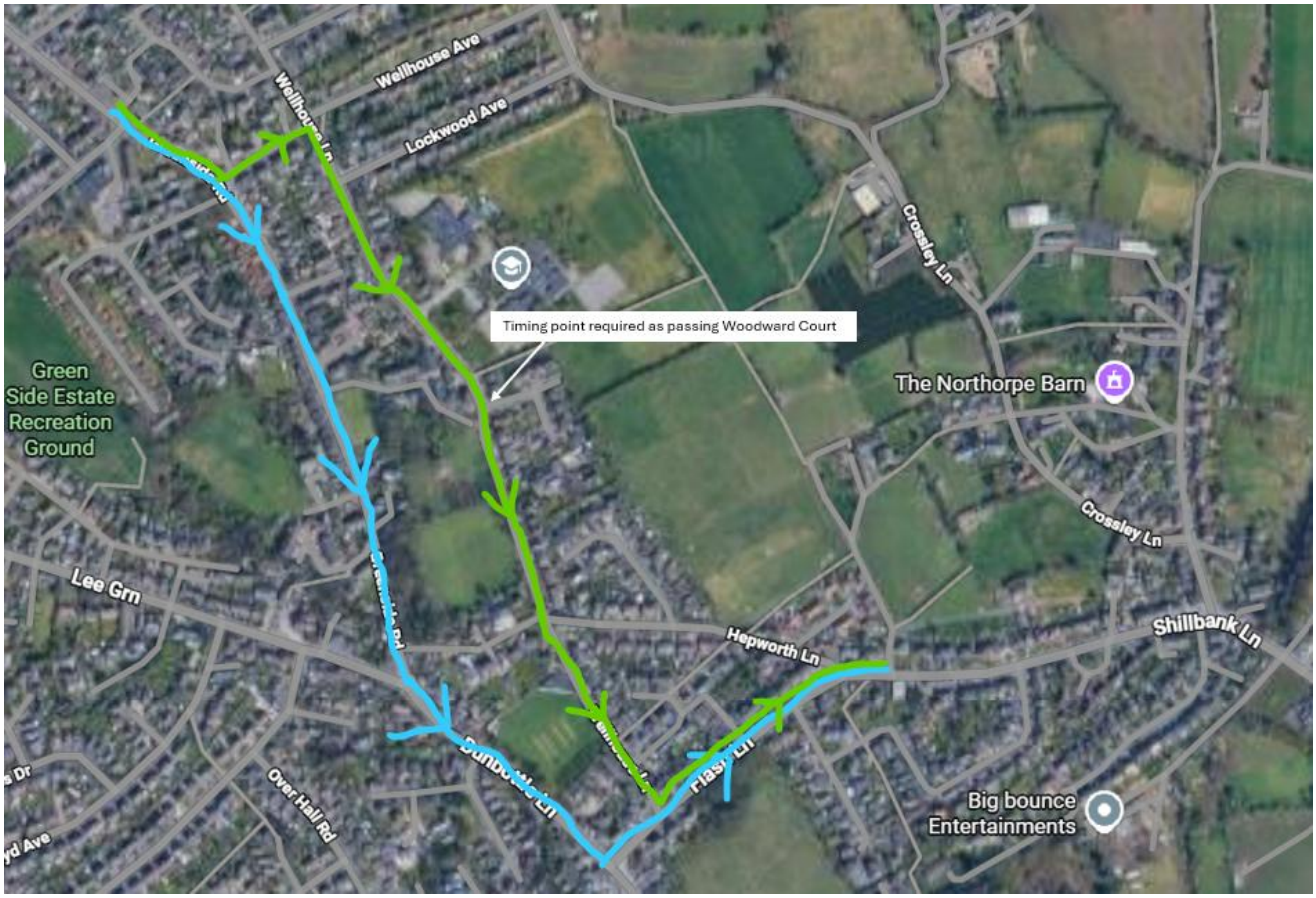
- Date/Time: Tuesday 28th April & Wednesday 29th April 2026 at 05:30
- Time: Single beat at 05:30
- Single parking beat at 05:30 on each day to determine level of overnight on-street parking
- Survey to determine not just how many vehicles are parked but also where they are parked along the street

Locations – same locations as daytime beats i.e. zones 1 to 7 as shown on the images above

D) Vehicle Journey Times

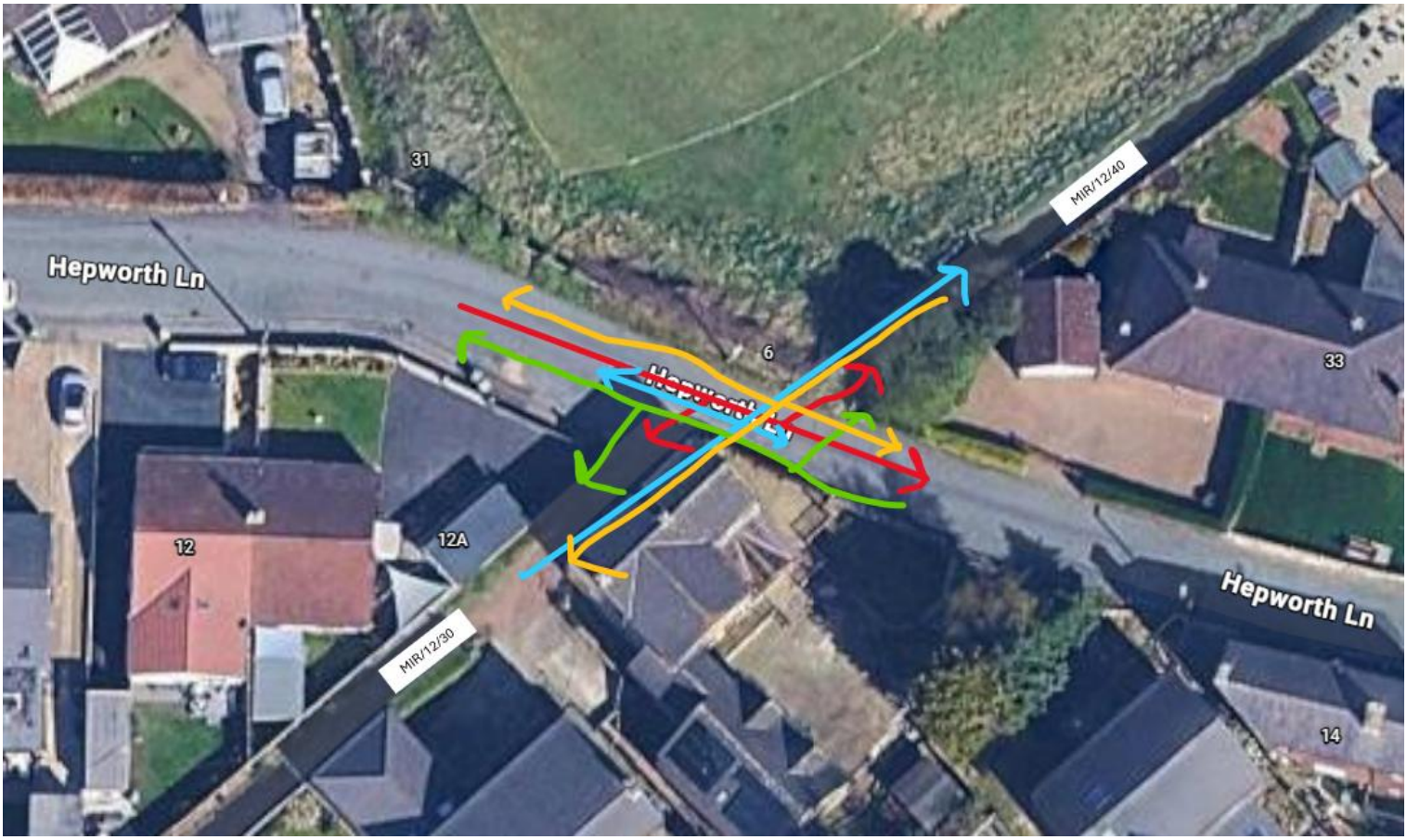
- Date: Wednesday 29th April 2026
- Time Periods:
  - 08:00 to 09:00
  - 10:00 to 11:00
  - 14:45 to 15:45
  - 16:00 to 17:00
- Complete as many vehicle journeys as possible for each of the two routes during each of the four hourly periods. Minimum of 5 or 6 for each route expected for each hour.
- Provide start/end times of journeys (to nearest second) and calculate each journey time in minutes & seconds
- For the Wellhouse Lane route please also provide a timing point as you pass the Woodward Court junction (as indicated on image below)
- Journey Routes – two described as follows and shown in Image below. Note that journey times are required one-way only for each route i.e. southbound. Journey times are not needed for the return (northbound) routes:
  - Route 1 (shown in blue) – From Greenside Road (at the junction with North Place), travelling southbound onto Dunbottle Lane at the mini-roundabout. Turn left onto Flash Lane, continue until reaching the junction with Balderstone Hall Lane;

- Route 2 (shown in green) – From Greenside Road (at the junction with North Place), travelling southbound turn left onto Jenny Lane, then right onto Wellhouse Lane. Continue on Wellhouse Lane for its full length (passing Woodward Court where timing point required), turn left at the junction with Flash Lane. Continue on Flash Lane until reaching Balderstone Hall Lane junction.



E) Pedestrian & Cycle Survey on Hepworth Lane

- Turning count survey of pedestrian & cycle movements on Hepworth Lane where public right of way (Ref: MIR/12) crosses (see image below)
- Date: Wednesday 29th April 2026
- Time Period: 07:00 to 19:00
- Turning count data to be provided in 15 minute time intervals
- Count to show the number of people (pedestrian and cycle) carrying out each movement on Hepworth Lane / PROW to the north and south – total of 12 possible movements



Appendix C Traffic Survey Data

Woodward Court, Mirfield ATCs

Report Id 236/26
Site Name Site 1 of 4
Description Summers Drive, 30m east of A62 Leeds Road
Direction Northbound

Thursday 07 May 2026

Time	Total	Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 0.85	Average Speed	Standard deviation
00:00-00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
00:15-00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
00:30-00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
00:45-01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
01:00-01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
01:15-01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
01:30-01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
01:45-02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
02:00-02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
02:15-02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
02:30-02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
02:45-03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
03:00-03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
03:15-03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
03:30-03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
03:45-04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
04:00-04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
04:15-04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
04:30-04:45	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	-	13.5	0.1
04:45-05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
05:00-05:15	3	0	0	3	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	-	12.6	2.3
05:15-05:30	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	-	11.8	0.9
05:30-05:45	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	-	12.3	0.9
05:45-06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
06:00-06:15	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	-	13.1	1.4
06:15-06:30	13	0	0	13	0	0	0	0	0	0	0	0	0	0	1	9	3	0	0	0	0	0	0	0	0	0	0	16.5	13.4	2.5
06:30-06:45	11	0	0	11	0	0	0	0	0	0	0	0	0	0	1	8	2	0	0	0	0	0	0	0	0	0	0	15.3	13.1	2.2
06:45-07:00	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	3	2	0	0	0	0	0	0	0	0	0	0	-	15	1.1
07:00-07:15	17	0	0	17	0	0	0	0	0	0	0	0	0	0	3	11	3	0	0	0	0	0	0	0	0	0	0	15.4	13.1	2
07:15-07:30	15	0	0	15	0	0	0	0	0	0	0	0	0	0	2	7	3	0	3	0	0	0	0	0	0	0	0	24.6	15	6.3
07:30-07:45	10	0	0	10	0	0	0	0	0	0	0	0	0	0	0	8	2	0	0	0	0	0	0	0	0	0	0	-	13.4	2.5
07:45-08:00	13	0	0	13	0	0	0	0	0	0	0	0	0	0	2	10	1	0	0	0	0	0	0	0	0	0	0	14.9	12.4	2.2
08:00-08:15	17	0	0	17	0	0	0	0	0	0	0	0	0	0	4	12	1	0	0	0	0	0	0	0	0	0	0	14.1	11.8	1.7
08:15-08:30	16	0	0	16	0	0	0	0	0	0	0	0	0	0	2	13	1	0	0	0	0	0	0	0	0	0	0	14.7	12	2.5
08:30-08:45	11	0	0	11	0	0	0	0	0	0	0	0	0	0	2	9	0	0	0	0	0	0	0	0	0	0	0	14.3	11.7	2.5
08:45-09:00	7	0	0	7	0	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	-	13	1.7
09:00-09:15	6	0	0	6	0	0	0	0	0	0	0	0	0	0	0	5	1	0	0	0	0	0	0	0	0	0	0	-	14	1.6
09:15-09:30	10	0	0	8	0	2	0	0	0	0	0	0	0	0	1	7	2	0	0	0	0	0	0	0	0	0	0	15.9	12.6	3.2
09:30-09:45	7	0	0	7	0	0	0	0	0	0	0	0	0	0	2	4	1	0	0	0	0	0	0	0	0	0	0	-	11.4	2.3
09:45-10:00	6	0	0	6	0	0	0	0	0	0	0	0	0	0	0	2	4	0	0	0	0	0	0	0	0	0	0	-	15.5	2.7
10:00-10:15	8	0	0	8	0	0	0	0	0	0	0	0	0	0	0	6	2	0	0	0	0	0	0	0	0	0	0	-	13.9	1.3
10:15-10:30	7	0	0	6	0	1	0	0	0	0	0	0	0	0	1	4	2	0	0	0	0	0	0	0	0	0	0	-	13.3	2.5
10:30-10:45	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	0	0	0	0	0	-	14	1.3
10:45-11:00	6	0	0	6	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	-	13.8	0.9
11:00-11:15	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	-	13.2	1.7
11:15-11:30	7	0	0	7	0	0	0	0	0	0	0	0	0	0	2	5	0	0	0	0	0	0	0	0	0	0	0	-	10.9	2.3
11:30-11:45	6	0	0	6	0	0	0	0	0	0	0	0	0	0	1	4	1	0	0	0	0	0	0	0	0	0	0	-	12.4	3.9
11:45-12:00	3	0	0	2	0	1	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	-	14.3	2.4
12:00-12:15	9	0	0	8	0	1	0	0	0	0	0	0	0	0	1	8	0	0	0	0	0	0	0	0	0	0	0	-	12.2	2.9
12:15-12:30	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	3	2	0	0	0	0	0	0	0	0	0	0	-	14.3	1.8
12:30-12:45	6	0	0	5	0	0	1	0	0	0	0	0	0	0	4	2	0	0	0	0	0	0	0	0	0	0	0	-	10.4	2.2
12:45-13:00	6	0	0	6	0	0	0	0	0	0	0	0	0	0	1	3	2	0	0	0	0	0	0	0	0	0	0	-	12.6	3
13:00-13:15	3	0	0	3	0	0	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	-	12.1	4.7
13:15-13:30	7	0	0	7	0	0	0	0	0	0	0	0	0	0	1	5	1	0	0	0	0	0	0	0	0	0	0	-	12.6	2.9
13:30-13:45	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	-	13.6	1.4
13:45-14:00	9	0	0	8	0	1	0	0	0	0	0	0	0	0	0	8	1	0	0	0	0	0	0	0	0	0	0	-	13	1.5
14:00-14:15	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	-	13.3	0.9
14:15-14:30	8	0	0	8	0	0	0	0	0	0	0	0	0	0	0	8	0	0	0	0	0	0	0	0	0	0	0	-	12.7	1.7
14:30-14:45	10	0	0	10	0	0	0	0	0	0	0	0	0	0	0	7	3	0	0	0	0	0	0	0	0	0	0	-	13.4	1.8
14:45-15:00	7	0	0	7	0	0	0	0	0	0	0	0	0	0	1	5	1	0	0	0	0	0	0	0	0	0	0	-	12.4	2.2
15:00-15:15	14	0	0	14	0	0	0	0	0	0	0	0	0	0	5	8	1	0	0	0	0	0	0	0	0	0	0	13.8	11.6	2.2
15:15-15:30	8	0	0	8	0	0	0	0	0	0	0	0	0	0	1	4	3	0	0	0	0	0	0	0	0	0	0	-	14.3	2.2
15:30-15:45	9	0	0	9	0	0	0	0	0	0	0	0	0	0	2	3	4	0	0	0	0	0	0	0	0	0	0	-	13	3.1
15:45-16:00	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	-	12.9	0.9
16:00-16:15	7	0	0	7	0	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	-	13.2	1.4
16:15-16:30	7	0	0	7	0	0	0	0	0	0	0	0	0	0	2	5	0	0	0	0	0	0	0	0	0	0	0	-	11.2	3
16:30-16:45	18	0	0	18	0	0	0	0	0	0	0	0	0	0	3	14	1	0	0	0	0	0	0	0	0	0	0	13.6	11.4	3.1
16:45-17:00	15	0	0	15	0	0	0	0	0	0	0	0	0	0	4	11	0	0	0	0	0	0	0	0	0	0	0	14.1	11.3	3.2
17:00-17:15	10	0	0	10	0	0	0	0	0	0	0	0	0	0	3	7	0	0	0	0	0	0	0	0	0	0	0	-	11.6	2.7
17:15-17:30	10	0	0	10	0	0	0	0	0	0	0	0	0	0	6	4	0	0	0	0	0	0	0	0	0	0	0	-	8.4	3.6
17:30-17:45	9	0	0	9	0	0	0	0	0	0	0	0	0	0	0	8	1	0	0	0	0	0	0	0	0	0	0	-	12.9	1.4
17:45-18:00	10	0	0	10	0	0	0	0	0	0	0	0	0	0	1	9	0	0	0	0	0	0	0	0	0	0	0	-	12.3	1.4
18:00-18:15	11	0	0	9	0	2	0	0	0	0	0	0	0	0	3	8	0	0	0	0	0	0	0	0	0	0	0	-	11.6	3.3
18:15-18:30	13	0	1	12	0	0	0	0	0	0	0	0	0	0	4	7	2	0	0	0	0	0	0	0	0	0	0	16.6	12.7	2.8
18:30-18:45	9	0	0	9	0	0	0	0	0	0	0	0	0	0	3	4	2	0	0	0	0	0	0	0	0	0	0	-	12.2	3.4
18:45-19:00	9	0	0	8	0	0	0	1	0	0	0	0	0	0	3	5	1	0	0	0	0	0	0	0	0	0	0	-	11.3	4.2
19:00-19:15	12	0	0	12	0	0	0	0	0	0	0	0	0	0	3	9	0	0	0	0	0	0	0	0	0	0	0	14.6	12.4	2.2
19:15-19:30	4	0	0	4	0	0	0	0	0	0	0	0	0	0	1	3	0	0	0	0	0	0	0	0	0	0	0	-	11.1	3.1
19:30-19:45	11	0	0	11	0	0	0	0	0	0	0	0	0	0	1	8	2	0	0	0	0	0	0	0	0	0	0	15.8	12.6	2.2
19:45-20:00	6	0	0	5	0	1	0	0	0	0	0	0	0	0	1	5	0	0	0	0	0	0	0	0	0	0	0	-	10	3.5
20:00-20:15	5	0	0	5	0	0	0	0	0	0	0	0	0	0	1	3	1	0	0	0	0	0	0	0	0	0	0	-	11.5	3.1
20:15-20:30	8	0	0	8	0	0	0	0	0	0	0	0	0	0	0	8	0	0	0	0	0	0	0	0	0	0	0	-	12.5	1.4
20:30-20:45	7	0	0	6	0	1	0	0	0	0	0	0	0	0	2	4	1	0	0	0	0	0	0	0	0	0	0	-	11.6	2.3
20:45-21:00	6	0	0	6	0	0	0	0	0	0	0	0	0	0	1	5	0	0	0	0	0	0	0	0	0	0	0	-	11.9	1.2
21:00-21:15	5	0	0	5	0	0	0	0	0	0	0	0	0	0	1	4	0	0	0	0	0	0	0	0	0	0	0	-	12.4	2.2
21:15-21:30	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	14.4	-
21:30-21:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
21:45-22:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	13.4	-
22:00-22:15	2	0	0	2	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	-	11.5	2.7
22:15-22:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
22:30-22:45	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	12.2	-
22:45-23:00	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	-	14.8	2.6
23:00-23:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
23:15-23:30	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	3	2	0	0	0	0	0	0	0	0	0	0	-	15.3	1.4

23:30-23:45	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	11.3	-				
23:45-00:00	0	0	0	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	**421**	**0**	**1**	**410**	**0**	**8**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**71**	**293**	**54**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**15.6**	**12.6**	**2.4**			
06-22	**520**	**0**	**1**	**507**	**0**	**10**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**84**	**368**	**65**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**15.6**	**12.6**	**2.4**			
06-00	**532**	**0**	**1**	**519**	**0**	**10**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**85**	**376**	**68**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**15.6**	**12.6**	**2.4**			
00-00	**544**	**0**	**1**	**531**	**0**	**10**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**86**	**387**	**68**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**15.6**	**12.6**	**2.3**			

Friday 08 May 2026

Time	Total	Cycles	Motor Cycles	Car	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 0.85	Average Speed	Standard deviation				
00:00-00:15	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	-	11.2	0				
00:15-00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-				
00:30-00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-				
00:45-01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-				
01:00-01:15	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	-	9.8	-				
01:15-01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-				
01:30-01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-				
01:45-02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-				
02:00-02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-				
02:15-02:30	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	-	12.2	0.1				
02:30-02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-				
02:45-03:00	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	-	16.8	0				
03:00-03:15	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	-	9.4	-				
03:15-03:30	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	-	15.1	0.1				
03:30-03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-				
03:45-04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-				
04:00-04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-				
04:15-04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-				
04:30-04:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-				
04:45-05:00	4	0	0	4	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	-	11.3	1.6				
05:00-05:15	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	-	12.1	2.9				
05:15-05:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-				
05:30-05:45	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	-	14.4	0.1				
05:45-06:00	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	-	11.4	0				
06:00-06:15	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	3	2	0	0	0	0	0	0	0	0	0	0	-	13.6	1.5				
06:15-06:30	14	0	0	14	0	0	0	0	0	0	0	0	0	0	1	10	3	0	0	0	0	0	0	0	0	0	0	16.7	14	2.5				
06:30-06:45	10	0	0	10	0	0	0	0	0	0	0	0	0	0	0	8	2	0	0	0	0	0	0	0	0	0	0	-	14.3	1				
06:45-07:00	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	-	13	2.3				
07:00-07:15	17	0	0	17	0	0	0	0	0	0	0	0	0	0	2	13	2	0	0	0	0	0	0	0	0	0	0	15.2	13.1	2.2				
07:15-07:30	16	0	0	15	0	1	0	0	0	0	0	0	0	0	5	11	0	0	0	0	0	0	0	0	0	0	0	13.7	11.2	2.8				
07:30-07:45	16	0	0	16	0	0	0	0	0	0	0	0	0	0	2	10	4	0	0	0	0	0	0	0	0	0	0	15.6	12.5	3.3				
07:45-08:00	11	0	0	11	0	0	0	0	0	0	0	0	0	0	2	7	2	0	0	0	0	0	0	0	0	0	0	15.9	12.5	3				
08:00-08:15	12	0	0	11	0	1	0	0	0	0	0	0	0	0	1	8	3	0	0	0	0	0	0	0	0	0	0	15.5	12.8	2.2				
08:15-08:30	16	0	0	16	0	0	0	0	0	0	0	0	0	0	3	10	3	0	0	0	0	0	0	0	0	0	0	15.7	12.2	3.2				
08:30-08:45	14	0	0	14	0	0	0	0	0	0	0	0	0	0	3	10	1	0	0	0	0	0	0	0	0	0	0	14.7	11.8	3				
08:45-09:00	7	0	0	7	0	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	-	12.3	1				
09:00-09:15	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	4	1	0	0	0	0	0	0	0	0	0	0	-	14	1.8				
09:15-09:30	5	0	0	5	0	0	0	0	0	0	0	0	0	0	1	3	1	0	0	0	0	0	0	0	0	0	0	-	12.4	2.3				
09:30-09:45	5	0	0	5	0	0	0	0	0	0	0	0	0	0	1	4	0	0	0	0	0	0	0	0	0	0	0	-	13.1	2.2				
09:45-10:00	5	0	0	5	0	0	0	0	0	0	0	0	0	0	1	4	0	0	0	0	0	0	0	0	0	0	0	-	11.8	1.3				
10:00-10:15	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	-	12.7	1.9				
10:15-10:30	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	-	12.6	1.3				
10:30-10:45	8	0	0	8	0	0	0	0	0	0	0	0	0	0	3	5	0	0	0	0	0	0	0	0	0	0	0	-	11.2	2.3				
10:45-11:00	5	0	0	4	0	1	0	0	0	0	0	0	0	0	1	2	2	0	0	0	0	0	0	0	0	0	0	-	12.3	4.2				
11:00-11:15	5	0	0	4	0	1	0	0	0	0	0	0	0	0	2	2	1	0	0	0	0	0	0	0	0	0	0	-	10.5	3.5				
11:15-11:30	3	0	0	3	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	-	12.2	2.5				
11:30-11:45	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	-	13.4	1.1				
11:45-12:00	7	0	0	7	0	0	0	0	0	0	0	0	0	0	4	1	2	0	0	0	0	0	0	0	0	0	0	-	10.4	4.2				
12:00-12:15	10	0	0	10	0	0	0	0	0	0	0	0	0	0	2	6	2	0	0	0	0	0	0	0	0	0	0	-	12.5	2.8				
12:15-12:30	11	0	0	11	0	0	0	0	0	0	0	0	0	0	1	6	4	0	0	0	0	0	0	0	0	0	0	19	14.3	3.9				
12:30-12:45	11	0	0	11	0	0	0	0	0	0	0	0	0	0	1	6	4	0	0	0	0	0	0	0	0	0	0	18.5	13.6	3.5				
12:45-13:00	10	0	0	10	0	0	0	0	0	0	0	0	0	0	1	9	0	0	0	0	0	0	0	0	0	0	0	-	13.2	1.7				
13:00-13:15	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	13.7	-				
13:15-13:30	7	0	0	7	0	0	0	0	0	0	0	0	0	0	1	3	3	0	0	0	0	0	0	0	0	0	0	-	13.6	2.7				
13:30-13:45	6	0	0	4	0	1	1	0	0	0	0	0	0	0	4	2	0	0	0	0	0	0	0	0	0	0	0	-	8.9	1.8				
13:45-14:00	7	0	0	7	0	0	0	0	0	0	0	0	0	0	1	5	1	0	0	0	0	0	0	0	0	0	0	-	12.4	2.3				
14:00-14:15	6	0	0	6	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	-	12.4	1				
14:15-14:30	6	0	0	6	0	0	0	0	0	0	0	0	0	0	1	4	1	0	0	0	0	0	0	0	0	0	0	-	12.1	3.7				
14:30-14:45	6	0	0	6	0	0	0	0	0	0	0	0	0	0	2	4	0	0	0	0	0	0	0	0	0	0	0	-	11	2.1				
14:45-15:00	8	0	0	8	0	0	0	0	0	0	0	0	0	0	0	6	2	0	0	0	0	0	0	0	0	0	0	-	13.2	2				
15:00-15:15	12	0	0	11	0	1	0	0	0	0	0	0	0	0	2	9	1	0	0	0	0	0	0	0	0	0	0	15	11.8	3.9				
15:15-15:30	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	-	11.7	1.5				
15:30-15:45	5	0	0	5	0	0	0	0	0	0	0	0	0	0	2	3	0	0	0	0	0	0	0	0	0	0	0	-	10.4	3				
15:45-16:00	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	-	13	1.5				
16:00-16:15	7	0	0	7	0	0	0	0	0	0	0	0	0	0	5	1	1	0	0	0	0	0	0	0	0	0	0	-	11.2	2.9				
16:15-16:30	6	0	0	6	0	0	0	0	0	0	0	0	0	0	1	4	1	0	0	0	0	0	0	0	0	0	0	-	12.8	2.3				
16:30-16:45	9	0	0	9	0	0	0	0	0	0	0	0	0	0	0	6	3	0	0	0	0	0	0	0	0	0	0	-	13.7	2				
16:45-17:00	8	0	0	8	0	0	0	0	0	0	0	0	0	0	0	6	2	0	0	0	0	0	0	0	0	0	0	-	13.3	2				
17:00-17:15	11	0	0	11	0	0	0	0	0	0	0	0	0	0	2	8	1	0	0	0	0	0	0	0	0	0	0	14.2	12	2.9				
17:15-17:30	8	0	0	8	0	0	0	0	0	0	0	0	0	0	0	8	0	0	0	0	0	0	0	0	0	0	0	-	12.9	1.4				
17:30-17:45	11	0	0	11	0	0	0	0	0	0	0	0	0	0	1	7	3	0	0	0	0	0	0	0	0	0	0	16	13.2	2.5				
17:45-18:00	5	0	0	5	0	0	0	0	0	0	0	0	0	0	1	4	0	0	0	0	0	0	0	0	0	0	0	-	12.4	2.3				
18:00-18:15	4	0	0	4	0	0	0	0	0	0	0	0	0	0	2	1	1	0	0	0	0	0	0	0	0	0	0	-	11.7	3.6				
18:15-18:30	10	0	0	10	0	0	0	0	0	0	0	0	0	0	1	5	4	0	0	0	0	0	0	0	0	0	0	-	13.8	2.8				
18:30-18:45	10	0	0	10	0	0	0	0	0	0	0	0	0	0	2	7	1	0	0	0	0	0	0	0	0	0	0	-	12.3	2.2				
18:45-19:00	9	0	0	7	0	2	0	0	0	0	0	0	0	0	5	4	0	0	0	0	0	0	0	0	0	0	0	-	9.1	3.2				
19:00-19:15	7	0	0	7	0	0	0	0	0	0	0	0	0	0	2	5	0	0	0	0	0	0	0	0	0	0	0	-	9.7	4.5				
19:15-19:30	10	0	0	10	0	0	0	0	0	0	0	0	0	0	2	7	1	0	0	0	0	0	0	0	0	0	0	-	11.5	2.5				
19:30-19:45	6	0	0	6	0	0	0	0	0	0	0	0	0	0	0	5	1	0	0	0	0	0	0	0	0	0	0	-	13	2.3				
19:45-20:00	7	0	0	7	0	0	0	0	0	0	0	0	0	0	2	5	0	0	0	0	0	0	0	0	0	0	0	-	11	1.5				
20:00-20:15	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	-	13.6	1.1				
20:15-20:30	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	-	13.5	0.4				
20:30-20:45	7	0	0	7	0	0	0	0	0	0	0	0	0	0	0	6	1	0	0	0	0	0	0	0	0	0	0	-	12.9	1.3				
20:45-21:00	12	0	0	12	0	0	0	0	0	0	0	0	0	0	2	10	0	0	0	0	0	0	0	0	0	0	0	14.5	11.4	2.6				
21:00-21:15	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	12.2	-				
21:15-21:30	4	0	0	3	0	0	1	0	0	0	0	0	0	0	1	3	0	0	0	0	0	0	0	0	0	0	0	-	12.4	2.7				
21:30-21:45	2	0	0	2	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	-	7.8	4.4				
21:45-22:00	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	-	12.8	0.6				
22:00-22:15	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	3	2	0	0	0	0	0	0	0	0	0	0	-	14	1.6				
22:15-22:30	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	-	11.9	1.7				
22:30-22:45	6	0	0	6	0	0	0	0	0	0	0	0	0	0	0	2	4	0	0	0	0	0	0	0	0	0	0	-	14.4	2.1				
22:45-23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-				
23:00-23:15	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	-	14.2	0				
23:15-23:30	3	0	0	3	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	-	7.7	1.6				

23:30-23:45	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	-	6.5	-				
23:45-00:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	-	9.9	-				
07-19	**381**	**0**	**0**	**372**	**0**	**8**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**70**	**254**	**57**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**15.8**	**12.3**	**2.5**				
06-22	**479**	**0**	**0**	**469**	**0**	**8**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**81**	**331**	**67**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**15.7**	**12.3**	**2.4**				
06-00	**500**	**0**	**0**	**490**	**0**	**8**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**86**	**341**	**73**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**15.7**	**12.2**	**2.3**				
00-00	**521**	**0**	**0**	**511**	**0**	**8**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**90**	**353**	**78**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**15.7**	**12.2**	**2.1**				

Saturday 09 May 2026

Time	Total	Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 0.85	Average Speed	Standard deviation				
00:00-00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-				
00:15-00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-				
00:30-00:45	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	-	6.8	-				
00:45-01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-				
01:00-01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-				
01:15-01:30	3	0	0	3	0	0	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	-	12.2	3.4				
01:30-01:45	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	10.4	-				
01:45-02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-				
02:00-02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-				
02:15-02:30	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	11.4	-				
02:30-02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-				
02:45-03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-				
03:00-03:15	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	-	8.7	-				
03:15-03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-				
03:30-03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-				
03:45-04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-				
04:00-04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-				
04:15-04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-				
04:30-04:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-				
04:45-05:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	11.9	-				
05:00-05:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-				
05:15-05:30	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	11.8	-				
05:30-05:45	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	-	10.8	0.1				
05:45-06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-				
06:00-06:15	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	-	13	1.2				
06:15-06:30	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	-	13.7	1.3				
06:30-06:45	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	-	14.6	1				
06:45-07:00	2	0	0	2	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	-	10.9	3.6				
07:00-07:15	6	0	0	5	0	1	0	0	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	-	11.3	1.8				
07:15-07:30	5	0	0	5	0	0	0	0	0	0	0	0	0	0	3	1	1	0	0	0	0	0	0	0	0	0	0	-	11.5	2.5				
07:30-07:45	5	0	0	5	0	0	0	0	0	0	0	0	0	0	1	4	0	0	0	0	0	0	0	0	0	0	0	-	12.3	2.1				
07:45-08:00	6	0	0	6	0	0	0	0	0	0	0	0	0	0	2	3	1	0	0	0	0	0	0	0	0	0	0	-	10.7	3.6				
08:00-08:15	7	0	0	6	0	1	0	0	0	0	0	0	0	0	1	6	0	0	0	0	0	0	0	0	0	0	0	-	10.4	2.2				
08:15-08:30	6	0	0	6	0	0	0	0	0	0	0	0	0	0	1	4	1	0	0	0	0	0	0	0	0	0	0	-	12.2	2.3				
08:30-08:45	11	0	0	11	0	0	0	0	0	0	0	0	0	0	1	9	1	0	0	0	0	0	0	0	0	0	0	15.8	12.4	2.1				
08:45-09:00	10	0	0	10	0	0	0	0	0	0	0	0	0	0	0	9	1	0	0	0	0	0	0	0	0	0	0	-	12.9	1.3				
09:00-09:15	12	0	0	12	0	0	0	0	0	0	0	0	0	0	4	7	1	0	0	0	0	0	0	0	0	0	0	14.1	11.3	3.4				
09:15-09:30	11	0	0	11	0	0	0	0	0	0	0	0	0	0	4	5	2	0	0	0	0	0	0	0	0	0	0	15	11.9	2.9				
09:30-09:45	10	0	0	9	0	1	0	0	0	0	0	0	0	0	2	8	0	0	0	0	0	0	0	0	0	0	0	-	11.8	1.6				
09:45-10:00	8	0	0	8	0	0	0	0	0	0	0	0	0	0	3	5	0	0	0	0	0	0	0	0	0	0	0	-	11.4	1.9				
10:00-10:15	10	0	0	10	0	0	0	0	0	0	0	0	0	0	2	8	0	0	0	0	0	0	0	0	0	0	0	-	11.4	1.9				
10:15-10:30	14	1	0	12	0	1	0	0	0	0	0	0	0	0	4	7	3	0	0	0	0	0	0	0	0	0	0	15.4	12	3.4				
10:30-10:45	6	0	0	6	0	0	0	0	0	0	0	0	0	0	2	3	1	0	0	0	0	0	0	0	0	0	0	-	11.7	2.2				
10:45-11:00	11	0	0	11	0	0	0	0	0	0	0	0	0	0	2	8	1	0	0	0	0	0	0	0	0	0	0	15	12.2	2.5				
11:00-11:15	12	0	0	12	0	0	0	0	0	0	0	0	0	0	2	10	0	0	0	0	0	0	0	0	0	0	0	13.9	12	1.8				
11:15-11:30	13	0	0	12	0	1	0	0	0	0	0	0	0	0	3	10	0	0	0	0	0	0	0	0	0	0	0	14.1	11.7	2.4				
11:30-11:45	7	0	0	7	0	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	-	13.3	1.6				
11:45-12:00	11	0	0	11	0	0	0	0	0	0	0	0	0	0	1	9	1	0	0	0	0	0	0	0	0	0	0	14.1	12.5	2.2				
12:00-12:15	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	-	12.8	1.6				
12:15-12:30	14	0	0	14	0	0	0	0	0	0	0	0	0	0	2	12	0	0	0	0	0	0	0	0	0	0	0	13.9	11.6	2.9				
12:30-12:45	15	0	0	15	0	0	0	0	0	0	0	0	0	0	3	11	1	0	0	0	0	0	0	0	0	0	0	13.6	19	2.8				
12:45-13:00	11	0	0	11	0	0	0	0	0	0	0	0	0	0	0	10	1	0	0	0	0	0	0	0	0	0	0	15	13.3	1.6				
13:00-13:15	8	0	0	8	0	0	0	0	0	0	0	0	0	0	1	6	1	0	0	0	0	0	0	0	0	0	0	-	13.3	2.2				
13:15-13:30	16	0	0	16	0	0	0	0	0	0	0	0	0	0	4	11	1	0	0	0	0	0	0	0	0	0	0	14.7	11.5	3.8				
13:30-13:45	9	0	0	9	0	0	0	0	0	0	0	0	0	0	3	6	0	0	0	0	0	0	0	0	0	0	0	-	11.7	2.4				
13:45-14:00	7	0	0	7	0	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	-	12	1.5				
14:00-14:15	19	0	0	19	0	0	0	0	0	0	0	0	0	0	3	13	3	0	0	0	0	0	0	0	0	0	0	15.5	12.5	2.4				
14:15-14:30	10	0	0	10	0	0	0	0	0	0	0	0	0	0	1	8	1	0	0	0	0	0	0	0	0	0	0	-	12.4	2.9				
14:30-14:45	12	0	0	12	0	0	0	0	0	0	0	0	0	0	4	8	0	0	0	0	0	0	0	0	0	0	0	13	10.3	2.8				
14:45-15:00	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	-	12.4	1.2				
15:00-15:15	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	-	13.5	0.7				
15:15-15:30	7	0	0	7	0	0	0	0	0	0	0	0	0	0	2	5	0	0	0	0	0	0	0	0	0	0	0	-	11.1	3.3				
15:30-15:45	10	0	0	10	0	0	0	0	0	0	0	0	0	0	1	8	1	0	0	0	0	0	0	0	0	0	0	14.3	12.4	2.6				
15:45-16:00	11	0	0	11	0	0	0	0	0	0	0	0	0	0	1	9	1	0	0	0	0	0	0	0	0	0	0	13.8	12.8	1.8				
16:00-16:15	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	-	12.7	1.5				
16:15-16:30	11	0	0	11	0	0	0	0	0	0	0	0	0	0	1	10	0	0	0	0	0	0	0	0	0	0	0	13.8	11.2	2				
16:30-16:45	11	0	0	11	0	0	0	0	0	0	0	0	0	0	2	9	0	0	0	0	0	0	0	0	0	0	0	13.2	12.1	2.4				
16:45-17:00	15	0	0	15	0	0	0	0	0	0	0	0	0	0	5	10	0	0	0	0	0	0	0	0	0	0	0	13.5	11	2.5				
17:00-17:15	6	0	0	6	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	-	12.8	0.9				
17:15-17:30	6	0	0	6	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	-	12.8	1.2				
17:30-17:45	5	0	0	5	0	0	0	0	0	0	0	0	0	0	1	4	0	0	0	0	0	0	0	0	0	0	0	-	11.8	2.4				
17:45-18:00	11	0	0	11	0	0	0	0	0	0	0	0	0	0	2	7	2	0	0	0	0	0	0	0	0	0	0	15.1	12.2	3.7				
18:00-18:15	8	0	0	8	0	0	0	0	0	0	0	0	0	0	1	4	3	0	0	0	0	0	0	0	0	0	0	-	12.9	3				
18:15-18:30	11	0	0	11	0	0	0	0	0	0	0	0	0	0	3	8	0	0	0	0	0	0	0	0	0	0	0	14.4	11.9	1.9				
18:30-18:45	8	0	0	8	0	0	0	0	0	0	0	0	0	0	2	6	0	0	0	0	0	0	0	0	0	0	0	-	11.3	2.5				
18:45-19:00	9	0	0	9	0	0	0	0	0	0	0	0	0	0	2	7	0	0	0	0	0	0	0	0	0	0	0	-	11.8	3.2				
19:00-19:15	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	-	12.7	0.7				
19:15-19:30	13	0	0	13	0	0	0	0	0	0	0	0	0	0	0	11	2	0	0	0	0	0	0	0	0	0	0	14.5	12.6	1.4				
19:30-19:45	16	0	0	16	0	0	0	0	0	0	0	0	0	0	4	12	0	0	0	0	0	0	0	0	0	0	0	14.3	11.7	2.4				
19:45-20:00	15	0	0	15	0	0	0	0	0	0	0	0	0	0	9	6	0	0	0	0	0	0	0	0	0	0	0	13.3	10.2	2.6				
20:00-20:15	11	0	0	11	0	0	0	0	0	0	0	0	0	0	2	9	0	0	0	0	0	0	0	0	0	0	0	13.2	11.2	1.4				
20:15-20:30	11	0	0	11	0	0	0	0	0	0	0	0	0	0	4	7	0	0	0	0	0	0	0	0	0	0	0	13.2	10.8	1.7				
20:30-20:45	12	0	0	11	0	0	1	0	0	0	0	0	0	0	0	12	0	0	0	0	0	0	0	0	0	0	0	13.8	12.6	1.2				
20:45-21:00	12	0	0	12	0	0	0	0	0	0	0	0	0	0	3	9	0	0	0	0	0	0	0	0	0	0	0	11.9	10.7	1.9				
21:00-21:15	7	0	0	6	0	0	1	0	0	0	0	0	0	0	0	5	2	0	0	0	0	0	0	0	0	0	0	-	13.7	1.8				
21:15-21:30	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	-	13.8	0				
21:30-21:45	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	-	8.5	0				
21:45-22:00	6	0	0	5	0	0	1	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	-	12.8	1.4				
22:00-22:15	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	-	13.4	0				
22:15-22:30	5	0	0	5	0	0	0	0	0	0	0	0	0	0	4	1	0	0	0	0	0	0	0	0	0	0	0	-	9.2	1				
22:30-22:45	9	0	0	8	0	0	1	0	0	0	0	0	0	0	3	6	0	0	0	0	0	0	0	0	0	0	0	-	10.9	1.3				
22:45-23:00	3	0	0	3	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	-	11.3	1.4				
23:00-23:15	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	-	12.3	1.6				
23:15-23:30	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	-	10	0				

23:30-23:45	8	0	0	8	0	0	0	0	0	0	0	0	0	0	6	2	0	0	0	0	0	0	0	0	0	0	0	-	8.6	2				
23:45-00:00	4	0	0	4	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	-	8.5	1.4				
07-19	**448**	**1**	**0**	**442**	**0**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**85**	**334**	**29**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**14.3**	**12.2**	**2.3**				
06-22	**569**	**1**	**0**	**560**	**0**	**5**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**110**	**424**	**35**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**14.1**	**12.1**	**2.1**				
06-00	**606**	**1**	**0**	**596**	**0**	**5**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**130**	**441**	**35**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**14.1**	**12.0**	**2.0**				
00-00	**617**	**1**	**0**	**606**	**0**	**6**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**133**	**448**	**36**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**14.1**	**11.8**	**2.0**				

Sunday 10 May 2026

Time	Total	Cycles	Motor Cycles	Car	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 0.85	Average Speed	Standard deviation				
00:00-00:15	3	0	0	3	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	-	10.4	2.8				
00:15-00:30	5	0	0	5	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	-	7.1	2.2				
00:30-00:45	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	-	5.8	2.3				
00:45-01:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	-	16.3	-				
01:00-01:15	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	-	16.5	0				
01:15-01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-				
01:30-01:45	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	-	12	1.5				
01:45-02:00	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	-	19.6	0				
02:00-02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-				
02:15-02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-				
02:30-02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-				
02:45-03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-				
03:00-03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-				
03:15-03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-				
03:30-03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-				
03:45-04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-				
04:00-04:15	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	-	16.3	0				
04:15-04:30	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	-	12.9	0.1				
04:30-04:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-				
04:45-05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-				
05:00-05:15	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	-	12.2	0.1				
05:15-05:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-				
05:30-05:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-				
05:45-06:00	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	-	14.5	0.9				
06:00-06:15	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	-	13.8	0				
06:15-06:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-				
06:30-06:45	7	0	0	7	0	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	-	13	1.5				
06:45-07:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	12.4	-				
07:00-07:15	6	0	0	6	0	0	0	0	0	0	0	0	0	0	1	5	0	0	0	0	0	0	0	0	0	0	0	-	12.9	1.6				
07:15-07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-				
07:30-07:45	4	0	0	3	0	1	0	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	0	0	0	0	0	-	12.3	2.6				
07:45-08:00	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	-	15.1	2.6				
08:00-08:15	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	0	0	0	0	0	-	13.6	1.5				
08:15-08:30	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	-	12.7	2.4				
08:30-08:45	10	0	0	10	0	0	0	0	0	0	0	0	0	0	2	7	1	0	0	0	0	0	0	0	0	0	0	-	12.1	2.6				
08:45-09:00	11	0	0	11	0	0	0	0	0	0	0	0	0	0	1	9	1	0	0	0	0	0	0	0	0	0	0	14.3	13.1	1.9				
09:00-09:15	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	-	13.1	1.4				
09:15-09:30	10	0	0	10	0	0	0	0	0	0	0	0	0	0	2	8	0	0	0	0	0	0	0	0	0	0	0	-	11	1				
09:30-09:45	6	0	0	6	0	0	0	0	0	0	0	0	0	0	2	4	0	0	0	0	0	0	0	0	0	0	0	-	11.3	2				
09:45-10:00	12	0	0	12	0	0	0	0	0	0	0	0	0	0	3	8	1	0	0	0	0	0	0	0	0	0	0	13.8	11.2	3.1				
10:00-10:15	11	0	0	11	0	0	0	0	0	0	0	0	0	0	1	8	2	0	0	0	0	0	0	0	0	0	0	15	12.5	2.2				
10:15-10:30	11	0	0	11	0	0	0	0	0	0	0	0	0	0	3	7	1	0	0	0	0	0	0	0	0	0	0	14.9	12.6	2.3				
10:30-10:45	8	0	0	8	0	0	0	0	0	0	0	0	0	0	0	7	1	0	0	0	0	0	0	0	0	0	0	-	12.9	1.2				
10:45-11:00	12	0	0	12	0	0	0	0	0	0	0	0	0	0	3	9	0	0	0	0	0	0	0	0	0	0	0	13.7	11.2	2.7				
11:00-11:15	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	-	12.8	2				
11:15-11:30	6	0	0	5	0	1	0	0	0	0	0	0	0	0	1	5	0	0	0	0	0	0	0	0	0	0	0	-	12	2.7				
11:30-11:45	11	0	0	11	0	0	0	0	0	0	0	0	0	0	0	11	0	0	0	0	0	0	0	0	0	0	0	13.4	12.4	0.8				
11:45-12:00	8	0	0	8	0	0	0	0	0	0	0	0	0	0	2	6	0	0	0	0	0	0	0	0	0	0	0	-	11.5	2				
12:00-12:15	8	0	0	7	0	1	0	0	0	0	0	0	0	0	0	5	3	0	0	0	0	0	0	0	0	0	0	-	13.6	2.1				
12:15-12:30	10	0	0	10	0	0	0	0	0	0	0	0	0	0	3	6	1	0	0	0	0	0	0	0	0	0	0	-	11.6	2.1				
12:30-12:45	6	0	0	6	0	0	0	0	0	0	0	0	0	0	5	1	0	0	0	0	0	0	0	0	0	0	0	-	12.9	1.4				
12:45-13:00	10	0	0	10	0	0	0	0	0	0	0	0	0	0	0	7	3	0	0	0	0	0	0	0	0	0	0	-	14	1.6				
13:00-13:15	15	0	0	14	0	0	1	0	0	0	0	0	0	0	5	8	2	0	0	0	0	0	0	0	0	0	0	14.2	10.9	2.8				
13:15-13:30	15	0	0	13	0	0	2	0	0	0	0	0	0	0	6	7	2	0	0	0	0	0	0	0	0	0	0	14	10.3	3.6				
13:30-13:45	6	0	0	6	0	0	0	0	0	0	0	0	0	0	0	5	1	0	0	0	0	0	0	0	0	0	0	-	13.3	1.5				
13:45-14:00	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	-	14.2	1.7				
14:00-14:15	12	0	0	11	1	0	0	0	0	0	0	0	0	0	5	6	1	0	0	0	0	0	0	0	0	0	0	14.4	11	2.6				
14:15-14:30	11	0	0	11	0	0	0	0	0	0	0	0	0	0	3	5	3	0	0	0	0	0	0	0	0	0	0	15.4	12.8	2.5				
14:30-14:45	7	0	0	7	0	0	0	0	0	0	0	0	0	0	1	6	0	0	0	0	0	0	0	0	0	0	0	-	12.8	1.8				
14:45-15:00	8	0	0	8	0	0	0	0	0	0	0	0	0	0	1	7	0	0	0	0	0	0	0	0	0	0	0	-	12.5	1.6				
15:00-15:15	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	-	13.2	0.7				
15:15-15:30	6	0	0	6	0	0	0	0	0	0	0	0	0	0	1	5	0	0	0	0	0	0	0	0	0	0	0	-	12.2	1.9				
15:30-15:45	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	-	11.4	0.6				
15:45-16:00	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	0	0	0	0	0	-	13.1	1.7				
16:00-16:15	11	0	0	11	0	0	0	0	0	0	0	0	0	0	2	8	1	0	0	0	0	0	0	0	0	0	0	14.2	12.5	1.8				
16:15-16:30	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	0	0	0	0	0	-	13	1.5				
16:30-16:45	2	0	0	2	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	-	10.9	3.3				
16:45-17:00	7	0	0	7	0	0	0	0	0	0	0	0	0	0	2	5	0	0	0	0	0	0	0	0	0	0	0	-	11.8	1.7				
17:00-17:15	4	0	0	4	0	0	0	0	0	0	0	0	0	0	1	3	0	0	0	0	0	0	0	0	0	0	0	-	11.3	1.9				
17:15-17:30	11	0	0	11	0	0	0	0	0	0	0	0	0	0	2	7	2	0	0	0	0	0	0	0	0	0	0	15.5	12.1	2.7				
17:30-17:45	4	0	0	4	0	0	0	0	0	0	0	0	0	0	1	2	1	0	0	0	0	0	0	0	0	0	0	-	12.2	2.1				
17:45-18:00	4	0	0	3	0	1	0	0	0	0	0	0	0	0	1	3	0	0	0	0	0	0	0	0	0	0	0	-	11.3	1.8				
18:00-18:15	7	0	0	7	0	0	0	0	0	0	0	0	0	0	0	5	0	2	0	0	0	0	0	0	0	0	0	-	14	4.2				
18:15-18:30	4	0	0	4	0	0	0	0	0	0	0	0	0	0	1	3	0	0	0	0	0	0	0	0	0	0	0	-	11.3	2.3				
18:30-18:45	6	0	0	6	0	0	0	0	0	0	0	0	0	0	0	5	1	0	0	0	0	0	0	0	0	0	0	-	12.9	1.1				
18:45-19:00	7	0	0	6	0	1	0	0	0	0	0	0	0	0	0	5	2	0	0	0	0	0	0	0	0	0	0	-	13.1	2.2				
19:00-19:15	3	0	0	3	0	0	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	-	12.3	3.1				
19:15-19:30	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	-	15.7	1.9				
19:30-19:45	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	-	12.9	1.4				
19:45-20:00	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	-	13.5	1.2				
20:00-20:15	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	0	0	0	0	0	-	12.3	2				
20:15-20:30	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	-	13.8	3.1				
20:30-20:45	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	-	13.5	0.9				
20:45-21:00	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	-	11.5	1.2				
21:00-21:15	6	0	0	5	0	1	0	0	0	0	0	0	0	0	1	5	0	0	0	0	0	0	0	0	0	0	0	-	12	1.9				
21:15-21:30	3	0	0	3	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	-	11.7	2.1				
21:30-21:45	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	13.7	-				
21:45-22:00	3	0	0	3	0	0	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	-	12	3.4				
22:00-22:15	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	-	12.3	2.2				
22:15-22:30	2	0	0	2	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	-	11.8	3.7				
22:30-22:45	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	-	11.6	0				
22:45-23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-				
23:00-23:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-				
23:15-23:30	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	13.7	-				

23:30-23:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-				
23:45-00:00	0	0	0	0	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	**341**	**0**	**0**	**332**	**1**	**5**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**57**	**244**	**38**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**14.4**	**12.4**	**2.0**				
06-22	**389**	**0**	**0**	**379**	**1**	**6**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**61**	**282**	**44**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**14.4**	**12.5**	**2.0**				
06-00	**396**	**0**	**0**	**386**	**1**	**6**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**62**	**288**	**44**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**14.4**	**12.5**	**2.0**				
00-00	**424**	**0**	**0**	**414**	**1**	**6**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**70**	**299**	**53**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**14.4**	**12.6**	**1.8**				

Monday 11 May 2026

Time	Total	Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 0.85	Average Speed	Standard deviation				
00:00-00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-				
00:15-00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-				
00:30-00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-				
00:45-01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-				
01:00-01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-				
01:15-01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-				
01:30-01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-				
01:45-02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-				
02:00-02:15	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	-	13.4	0.1				
02:15-02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-				
02:30-02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-				
02:45-03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-				
03:00-03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-				
03:15-03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-				
03:30-03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-				
03:45-04:00	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	-	10.8	0				
04:00-04:15	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	-	8.5	0				
04:15-04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-				
04:30-04:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-				
04:45-05:00	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	-	12.3	0				
05:00-05:15	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	-	13	1.5				
05:15-05:30	2	0	0	2	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	-	10.6	1.3				
05:30-05:45	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	-	12.2	1.9				
05:45-06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-				
06:00-06:15	2	0	0	2	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	-	10.1	0.8				
06:15-06:30	11	0	0	11	0	0	0	0	0	0	0	0	0	0	0	9	2	0	0	0	0	0	0	0	0	0	0	15.5	13.2	1.5				
06:30-06:45	11	0	0	11	0	0	0	0	0	0	0	0	0	0	0	11	0	0	0	0	0	0	0	0	0	0	0	13.8	12.8	1.1				
06:45-07:00	14	0	0	14	0	0	0	0	0	0	0	0	0	0	1	13	0	0	0	0	0	0	0	0	0	0	0	13.1	11.5	1.1				
07:00-07:15	11	0	0	11	0	0	0	0	0	0	0	0	0	0	2	9	0	0	0	0	0	0	0	0	0	0	0	13.6	11.3	2.4				
07:15-07:30	21	0	0	21	0	0	0	0	0	0	0	0	0	0	2	17	2	0	0	0	0	0	0	0	0	0	0	14.9	12	3.1				
07:30-07:45	12	0	0	12	0	0	0	0	0	0	0	0	0	0	1	11	0	0	0	0	0	0	0	0	0	0	0	13.6	12	2.1				
07:45-08:00	13	0	0	13	0	0	0	0	0	0	0	0	0	0	1	10	2	0	0	0	0	0	0	0	0	0	0	15.1	12.2	2.5				
08:00-08:15	19	0	0	19	0	0	0	0	0	0	0	0	0	0	5	14	0	0	0	0	0	0	0	0	0	0	0	13.6	11.6	2.8				
08:15-08:30	12	0	0	12	0	0	0	0	0	0	0	0	0	0	2	8	2	0	0	0	0	0	0	0	0	0	0	14.6	12.4	1.8				
08:30-08:45	17	0	0	17	0	0	0	0	0	0	0	0	0	0	1	14	2	0	0	0	0	0	0	0	0	0	0	15	13.2	1.8				
08:45-09:00	9	0	0	9	0	0	0	0	0	0	0	0	0	0	0	7	2	0	0	0	0	0	0	0	0	0	0	-	12.6	2				
09:00-09:15	11	0	0	11	0	0	0	0	0	0	0	0	0	0	1	8	2	0	0	0	0	0	0	0	0	0	0	15.1	11.8	3.1				
09:15-09:30	4	0	0	4	0	0	0	0	0	0	0	0	0	0	1	3	0	0	0	0	0	0	0	0	0	0	0	-	11.7	1.8				
09:30-09:45	6	0	0	6	0	0	0	0	0	0	0	0	0	0	1	3	2	0	0	0	0	0	0	0	0	0	0	-	12.8	3.2				
09:45-10:00	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	-	12	0.6				
10:00-10:15	6	0	0	6	0	0	0	0	0	0	0	0	0	0	1	5	0	0	0	0	0	0	0	0	0	0	0	-	12.4	2.1				
10:15-10:30	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	-	13.6	0.8				
10:30-10:45	11	0	0	11	0	0	0	0	0	0	0	0	0	0	3	6	2	0	0	0	0	0	0	0	0	0	0	15.1	11.8	2.2				
10:45-11:00	5	0	0	5	0	0	0	0	0	0	0	0	0	0	2	2	1	0	0	0	0	0	0	0	0	0	0	-	11.1	3.8				
11:00-11:15	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	0	0	0	0	0	-	13.9	2.3				
11:15-11:30	6	0	0	6	0	0	0	0	0	0	0	0	0	0	2	4	0	0	0	0	0	0	0	0	0	0	0	-	11.7	3				
11:30-11:45	12	0	0	11	0	1	0	0	0	0	0	0	0	0	3	8	1	0	0	0	0	0	0	0	0	0	0	14.9	12.3	2.5				
11:45-12:00	6	0	0	5	0	1	0	0	0	0	0	0	0	0	2	4	0	0	0	0	0	0	0	0	0	0	0	-	11.2	1.8				
12:00-12:15	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	-	12.5	0.6				
12:15-12:30	6	0	0	5	0	1	0	0	0	0	0	0	0	0	1	5	0	0	0	0	0	0	0	0	0	0	0	-	11.4	4.2				
12:30-12:45	4	0	0	4	0	0	0	0	0	0	0	0	0	0	1	3	0	0	0	0	0	0	0	0	0	0	0	-	11.7	2.9				
12:45-13:00	5	0	0	5	0	0	0	0	0	0	0	0	0	0	1	3	1	0	0	0	0	0	0	0	0	0	0	-	11.5	3.6				
13:00-13:15	6	0	0	6	0	0	0	0	0	0	0	0	0	0	2	3	1	0	0	0	0	0	0	0	0	0	0	-	11.7	3.2				
13:15-13:30	4	0	0	4	0	0	0	0	0	0	0	0	0	0	2	1	1	0	0	0	0	0	0	0	0	0	0	-	12	4.2				
13:30-13:45	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	11.9	-				
13:45-14:00	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	-	12.6	0.5				
14:00-14:15	6	0	0	6	0	0	0	0	0	0	0	0	0	0	1	5	0	0	0	0	0	0	0	0	0	0	0	-	11.2	4.4				
14:15-14:30	6	0	0	5	0	1	0	0	0	0	0	0	0	0	0	4	2	0	0	0	0	0	0	0	0	0	0	-	14.1	1.7				
14:30-14:45	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	0	0	0	0	0	-	13.7	2.2				
14:45-15:00	9	0	0	9	0	0	0	0	0	0	0	0	0	0	1	8	0	0	0	0	0	0	0	0	0	0	0	-	12.5	1.7				
15:00-15:15	3	0	0	3	0	0	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	-	12.8	3				
15:15-15:30	4	0	0	3	0	0	1	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	-	12.5	1.4				
15:30-15:45	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	-	12.6	1.7				
15:45-16:00	8	0	0	6	0	2	0	0	0	0	0	0	0	0	1	5	2	0	0	0	0	0	0	0	0	0	0	-	13.6	2.3				
16:00-16:15	11	0	0	11	0	0	0	0	0	0	0	0	0	0	0	11	0	0	0	0	0	0	0	0	0	0	0	14	12.6	1.1				
16:15-16:30	8	0	0	8	0	0	0	0	0	0	0	0	0	0	1	6	1	0	0	0	0	0	0	0	0	0	0	-	12.6	2.2				
16:30-16:45	10	0	0	10	0	0	0	0	0	0	0	0	0	0	1	9	0	0	0	0	0	0	0	0	0	0	0	-	12.8	1.7				
16:45-17:00	10	0	0	10	0	0	0	0	0	0	0	0	0	0	2	8	0	0	0	0	0	0	0	0	0	0	0	-	10.9	2.4				
17:00-17:15	11	0	0	11	0	0	0	0	0	0	0	0	0	0	0	11	0	0	0	0	0	0	0	0	0	0	0	14.9	13.2	1.1				
17:15-17:30	9	0	0	8	0	0	1	0	0	0	0	0	0	0	0	9	0	0	0	0	0	0	0	0	0	0	0	-	12.7	1.6				
17:30-17:45	16	0	0	16	0	0	0	0	0	0	0	0	0	0	4	11	1	0	0	0	0	0	0	0	0	0	0	14.5	11.4	3.9				
17:45-18:00	7	0	0	7	0	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	-	12.3	1.5				
18:00-18:15	9	0	0	9	0	0	0	0	0	0	0	0	0	0	0	7	2	0	0	0	0	0	0	0	0	0	0	-	13.7	1.3				
18:15-18:30	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	0	0	0	0	0	-	12.8	2.1				
18:30-18:45	7	0	0	7	0	0	0	0	0	0	0	0	0	0	2	4	1	0	0	0	0	0	0	0	0	0	0	-	12.6	2.7				
18:45-19:00	8	0	0	8	0	0	0	0	0	0	0	0	0	0	1	6	1	0	0	0	0	0	0	0	0	0	0	-	12.7	2				
19:00-19:15	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	-	12.9	1.4				
19:15-19:30	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	-	12.4	1				
19:30-19:45	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	3	2	0	0	0	0	0	0	0	0	0	0	-	14.4	1.3				
19:45-20:00	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	-	15	2				
20:00-20:15	7	0	0	7	0	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	-	12.7	0.8				
20:15-20:30	7	0	0	7	0	0	0	0	0	0	0	0	0	0	1	6	0	0	0	0	0	0	0	0	0	0	0	-	12.1	1.7				
20:30-20:45	3	0	0	3	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	-	8	0.8				
20:45-21:00	8	0	0	8	0	0	0	0	0	0	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	-	11.2	2.2				
21:00-21:15	3	0	0	3	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	-	11	1.7				
21:15-21:30	2	0	0	2	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	-	9.5	3.4				
21:30-21:45	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	-	12.5	1.9				
21:45-22:00	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	-	13	1.3				
22:00-22:15	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	-	10.4	0				
22:15-22:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-				
22:30-22:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-				
22:45-23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-				
23:00-23:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-				
23:15-23:30	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	-	13.4	0				

23:30-23:45	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	-	17	0.1				
23:45-00:00	0	0	0	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	**378**	**0**	**0**	**370**	**0**	**6**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**52**	**291**	**35**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**14.5**	**12.3**	**2.3**				
06-22	**468**	**0**	**0**	**460**	**0**	**6**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**64**	**363**	**41**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**14.5**	**12.3**	**2.1**				
06-00	**474**	**0**	**0**	**466**	**0**	**6**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**64**	**367**	**43**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**14.5**	**12.3**	**2.0**				
00-00	**490**	**0**	**0**	**482**	**0**	**6**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**67**	**380**	**43**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**14.5**	**12.2**	**1.9**				

Tuesday 12 May 2026

Time	Total	Cycles	Motor Cycles	Car	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 0.85	Average Speed	Standard deviation				
00:00-00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-				
00:15-00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-				
00:30-00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-				
00:45-01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-				
01:00-01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-				
01:15-01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-				
01:30-01:45	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	-	7	-				
01:45-02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-				
02:00-02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-				
02:15-02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-				
02:30-02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-				
02:45-03:00	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	-	12	0.1				
03:00-03:15	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	-	13.7	0.4				
03:15-03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-				
03:30-03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-				
03:45-04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-				
04:00-04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-				
04:15-04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-				
04:30-04:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-				
04:45-05:00	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	-	12.5	0				
05:00-05:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-				
05:15-05:30	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	-	13.8	2.1				
05:30-05:45	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	11.4	-				
05:45-06:00	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	-	11.1	0				
06:00-06:15	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	-	12.6	0.9				
06:15-06:30	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	3	2	0	0	0	0	0	0	0	0	0	0	-	13.5	1.9				
06:30-06:45	11	0	0	11	0	0	0	0	0	0	0	0	0	0	0	3	8	0	0	0	0	0	0	0	0	0	0	14.2	11.8	3.6				
06:45-07:00	17	0	0	17	0	0	0	0	0	0	0	0	0	0	0	17	0	0	0	0	0	0	0	0	0	0	0	14.1	12.6	1.2				
07:00-07:15	16	0	0	16	0	0	0	0	0	0	0	0	0	0	0	11	0	0	0	0	0	0	0	0	0	0	0	13.1	10.5	3.2				
07:15-07:30	30	0	0	29	0	1	0	0	0	0	0	0	0	0	0	4	24	2	0	0	0	0	0	0	0	0	0	14.8	12.4	2				
07:30-07:45	16	0	0	16	0	0	0	0	0	0	0	0	0	0	0	3	10	3	0	0	0	0	0	0	0	0	0	15.2	11.7	2.9				
07:45-08:00	20	0	0	20	0	0	0	0	0	0	0	0	0	0	0	3	13	4	0	0	0	0	0	0	0	0	0	15.7	12.6	2.7				
08:00-08:15	17	0	0	16	0	1	0	0	0	0	0	0	0	0	0	3	13	1	0	0	0	0	0	0	0	0	0	14.5	11.9	2.8				
08:15-08:30	11	0	0	11	0	0	0	0	0	0	0	0	0	0	0	3	6	2	0	0	0	0	0	0	0	0	0	15.3	12.6	2.4				
08:30-08:45	12	0	0	12	0	0	0	0	0	0	0	0	0	0	0	11	1	0	0	0	0	0	0	0	0	0	0	14.7	13.3	1.6				
08:45-09:00	6	0	0	6	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	-	12.7	1.3				
09:00-09:15	7	0	0	7	0	0	0	0	0	0	0	0	0	0	0	4	3	0	0	0	0	0	0	0	0	0	0	-	15	1.7				
09:15-09:30	4	0	0	4	0	0	0	0	0	0	0	0	0	0	2	1	1	0	0	0	0	0	0	0	0	0	0	-	11.1	3.3				
09:30-09:45	2	0	0	2	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	-	8.4	3.1				
09:45-10:00	10	0	0	10	0	0	0	0	0	0	0	0	0	0	2	8	0	0	0	0	0	0	0	0	0	0	0	-	11.9	1.3				
10:00-10:15	6	2	0	3	0	1	0	0	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	-	9.4	4.6				
10:15-10:30	3	0	0	3	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	-	11	3				
10:30-10:45	7	0	0	7	0	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	-	11.8	1.4				
10:45-11:00	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	-	13.3	1.2				
11:00-11:15	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	-	11.9	1.2				
11:15-11:30	6	0	0	6	0	0	0	0	0	0	0	0	0	0	1	4	1	0	0	0	0	0	0	0	0	0	0	-	12.4	2.3				
11:30-11:45	4	0	0	4	0	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	-	13.6	4.9				
11:45-12:00	6	0	0	6	0	0	0	0	0	0	0	0	0	0	0	5	1	0	0	0	0	0	0	0	0	0	0	-	14.3	1				
12:00-12:15	10	0	0	10	0	0	0	0	0	0	0	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0	-	15.4	3.3				
12:15-12:30	8	0	0	8	0	0	0	0	0	0	0	0	0	0	1	7	0	0	0	0	0	0	0	0	0	0	0	-	12	3.2				
12:30-12:45	7	0	0	7	0	0	0	0	0	0	0	0	0	0	0	6	1	0	0	0	0	0	0	0	0	0	0	-	13.2	1.5				
12:45-13:00	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	-	13.6	0.9				
13:00-13:15	5	0	0	5	0	0	0	0	0	0	0	0	0	0	1	4	0	0	0	0	0	0	0	0	0	0	0	-	10	4.5				
13:15-13:30	7	0	0	7	0	0	0	0	0	0	0	0	0	0	1	5	1	0	0	0	0	0	0	0	0	0	0	-	12.1	2				
13:30-13:45	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	-	12.7	1.4				
13:45-14:00	6	0	0	6	0	0	0	0	0	0	0	0	0	0	1	5	0	0	0	0	0	0	0	0	0	0	0	-	12.6	2.2				
14:00-14:15	4	0	0	4	0	0	0	0	0	0	0	0	0	0	1	3	0	0	0	0	0	0	0	0	0	0	0	-	11.6	2.4				
14:15-14:30	6	0	0	6	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	-	13	0.7				
14:30-14:45	6	0	0	6	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	-	12.3	1.2				
14:45-15:00	10	0	0	10	0	0	0	0	0	0	0	0	0	0	1	6	3	0	0	0	0	0	0	0	0	0	0	-	13.7	2.7				
15:00-15:15	13	0	0	13	0	0	0	0	0	0	0	0	0	0	3	8	2	0	0	0	0	0	0	0	0	0	0	15.1	11.7	2.3				
15:15-15:30	10	0	0	9	0	1	0	0	0	0	0	0	0	0	1	9	0	0	0	0	0	0	0	0	0	0	0	-	12.1	2.8				
15:30-15:45	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	-	12.4	1.1				
15:45-16:00	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	0	0	0	0	0	-	13	2.4				
16:00-16:15	6	0	0	6	0	0	0	0	0	0	0	0	0	0	1	5	0	0	0	0	0	0	0	0	0	0	0	-	12.4	1.8				
16:15-16:30	9	0	0	9	0	0	0	0	0	0	0	0	0	0	2	6	1	0	0	0	0	0	0	0	0	0	0	-	11.7	2.7				
16:30-16:45	5	0	0	5	0	0	0	0	0	0	0	0	0	0	1	3	1	0	0	0	0	0	0	0	0	0	0	-	12.8	2.4				
16:45-17:00	7	0	0	7	0	0	0	0	0	0	0	0	0	0	0	6	1	0	0	0	0	0	0	0	0	0	0	-	13.4	1.3				
17:00-17:15	10	0	0	10	0	0	0	0	0	0	0	0	0	0	0	9	1	0	0	0	0	0	0	0	0	0	0	-	13.1	1.8				
17:15-17:30	8	0	0	8	0	0	0	0	0	0	0	0	0	0	2	5	1	0	0	0	0	0	0	0	0	0	0	-	12	2.9				
17:30-17:45	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	-	12	0.4				
17:45-18:00	5	0	0	5	0	0	0	0	0	0	0	0	0	0	2	3	0	0	0	0	0	0	0	0	0	0	0	-	9.5	3.1				
18:00-18:15	11	0	0	10	0	1	0	0	0	0	0	0	0	0	0	11	0	0	0	0	0	0	0	0	0	0	0	14.4	13.5	0.8				
18:15-18:30	11	0	0	11	0	0	0	0	0	0	0	0	0	0	1	10	0	0	0	0	0	0	0	0	0	0	0	14.8	12.9	1.7				
18:30-18:45	12	0	0	12	0	0	0	0	0	0	0	0	0	0	1	10	1	0	0	0	0	0	0	0	0	0	0	14.3	12.2	1.6				
18:45-19:00	5	0	0	5	0	0	0	0	0	0	0	0	0	0	2	2	1	0	0	0	0	0	0	0	0	0	0	-	10.5	5				
19:00-19:15	7	0	0	7	0	0	0	0	0	0	0	0	0	0	0	6	1	0	0	0	0	0	0	0	0	0	0	-	13.1	1.8				
19:15-19:30	4	0	0	4	0	0	0	0	0	0	0	0	0	0	1	3	0	0	0	0	0	0	0	0	0	0	0	-	13.2	2.3				
19:30-19:45	5	0	0	5	0	0	0	0	0	0	0	0	0	0	2	3	0	0	0	0	0	0	0	0	0	0	0	-	10	2.2				
19:45-20:00	8	0	0	8	0	0	0	0	0	0	0	0	0	0	3	5	0	0	0	0	0	0	0	0	0	0	0	-	11.2	3.1				
20:00-20:15	6	0	0	6	0	0	0	0	0	0	0	0	0	0	2	4	0	0	0	0	0	0	0	0	0	0	0	-	11.6	1.6				
20:15-20:30	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	4	1	0	0	0	0	0	0	0	0	0	0	-	12.4	2.2				
20:30-20:45	7	0	1	6	0	0	0	0	0	0	0	0	0	0	1	4	2	0	0	0	0	0	0	0	0	0	0	-	13.7	1.9				
20:45-21:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	-	9.7	-				
21:00-21:15	3	0	0	3	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	-	8.8	0.4				
21:15-21:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-				
21:30-21:45	4	0	0	4	0	0	0	0	0	0	0	0	0	0	1	3	0	0	0	0	0	0	0	0	0	0	0	-	10.7	1.5				
21:45-22:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	11.7	-				
22:00-22:15	5	0	0	5	0	0	0	0	0	0	0	0	0	0	1	4	0	0	0	0	0	0	0	0	0	0	0	-	12.7	1.9				
22:15-22:30	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	-	14.1	0.4				
22:30-22:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-				
22:45-23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-				
23:00-23:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-				
23:15-23:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-				

23:30-23:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-				
23:45-00:00	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	-	13.6	0.1				
07-19	**392**	**2**	**0**	**385**	**0**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**54**	**297**	**41**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**14.7**	**12.3**	**2.3**				
06-22	**478**	**2**	**1**	**470**	**0**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**71**	**360**	**47**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**14.6**	**12.2**	**2.2**				
06-00	**488**	**2**	**1**	**480**	**0**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**72**	**369**	**47**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**14.6**	**12.2**	**2.1**				
00-00	**503**	**2**	**1**	**495**	**0**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**73**	**381**	**49**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**14.6**	**12.2**	**2.0**				

Wednesday 13 May 2026

Time	Total	Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 0.85	Average Speed	Standard deviation				
00:00-00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-				
00:15-00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-				
00:30-00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-				
00:45-01:00	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	-	9.7	0.1				
01:00-01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-				
01:15-01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-				
01:30-01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-				
01:45-02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-				
02:00-02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-				
02:15-02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-				
02:30-02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-				
02:45-03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-				
03:00-03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-				
03:15-03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-				
03:30-03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-				
03:45-04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-				
04:00-04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-				
04:15-04:30	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	-	14.7	0				
04:30-04:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-				
04:45-05:00	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	11.7	-				
05:00-05:15	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	-	15.2	0.1				
05:15-05:30	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	-	13.4	0.7				
05:30-05:45	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	-	11.9	0				
05:45-06:00	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	-	12.2	0.8				
06:00-06:15	3	0	0	3	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	-	10.8	1.5				
06:15-06:30	6	0	0	6	0	0	0	0	0	0	0	0	0	0	0	4	2	0	0	0	0	0	0	0	0	0	0	-	13.5	1.3				
06:30-06:45	13	0	0	13	0	0	0	0	0	0	0	0	0	0	1	9	3	0	0	0	0	0	0	0	0	0	0	15	13	1.5				
06:45-07:00	11	0	0	11	0	0	0	0	0	0	0	0	0	0	0	10	1	0	0	0	0	0	0	0	0	0	0	14.1	12.8	1.6				
07:00-07:15	10	0	0	10	0	0	0	0	0	0	0	0	0	0	1	8	1	0	0	0	0	0	0	0	0	0	0	15	12.8	2.7				
07:15-07:30	21	0	0	20	0	1	0	0	0	0	0	0	0	0	4	15	2	0	0	0	0	0	0	0	0	0	0	13.9	11.2	3.5				
07:30-07:45	25	0	0	23	0	1	1	0	0	0	0	0	0	0	6	19	0	0	0	0	0	0	0	0	0	0	0	13.7	10.8	3.4				
07:45-08:00	17	0	0	16	0	1	0	0	0	0	0	0	0	0	0	13	4	0	0	0	0	0	0	0	0	0	0	15.5	13.4	1.9				
08:00-08:15	21	0	0	19	0	2	0	0	0	0	0	0	0	0	8	11	2	0	0	0	0	0	0	0	0	0	0	14.6	11.4	3				
08:15-08:30	18	0	0	18	0	0	0	0	0	0	0	0	0	0	4	14	0	0	0	0	0	0	0	0	0	0	0	13.7	12	1.6				
08:30-08:45	14	0	0	13	0	1	0	0	0	0	0	0	0	0	1	13	0	0	0	0	0	0	0	0	0	0	0	14	12.5	1.7				
08:45-09:00	7	0	0	7	0	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	-	12.2	1.5				
09:00-09:15	8	0	0	8	0	0	0	0	0	0	0	0	0	0	0	8	0	0	0	0	0	0	0	0	0	0	0	14.5	13.2	1.3				
09:15-09:30	3	0	0	3	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	-	12.2	2.4				
09:30-09:45	3	0	0	2	0	1	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	-	13.4	1.8				
09:45-10:00	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	0	0	0	0	0	-	13	2.2				
10:00-10:15	3	0	0	3	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	-	8.4	4.5				
10:15-10:30	3	0	0	3	0	0	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	-	13.4	2.6				
10:30-10:45	11	0	0	11	0	0	0	0	0	0	0	0	0	0	3	7	1	0	0	0	0	0	0	0	0	0	0	15	12.5	2.4				
10:45-11:00	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	-	11.9	1.8				
11:00-11:15	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	-	13.3	3				
11:15-11:30	6	0	0	6	0	0	0	0	0	0	0	0	0	0	0	4	2	0	0	0	0	0	0	0	0	0	0	-	14.5	1.1				
11:30-11:45	4	0	0	4	0	0	0	0	0	0	0	0	0	0	1	3	0	0	0	0	0	0	0	0	0	0	0	-	11	2.1				
11:45-12:00	10	0	0	10	0	0	0	0	0	0	0	0	0	0	0	10	0	0	0	0	0	0	0	0	0	0	0	-	12.8	1.3				
12:00-12:15	7	0	0	6	0	1	0	0	0	0	0	0	0	0	1	6	0	0	0	0	0	0	0	0	0	0	0	-	11	3.5				
12:15-12:30	9	0	0	8	0	1	0	0	0	0	0	0	0	0	3	6	0	0	0	0	0	0	0	0	0	0	0	-	12.1	2.8				
12:30-12:45	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	-	12.9	1.8				
12:45-13:00	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	-	12.8	1.4				
13:00-13:15	9	0	0	8	0	1	0	0	0	0	0	0	0	0	3	6	0	0	0	0	0	0	0	0	0	0	0	-	11.9	2.3				
13:15-13:30	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	-	11.7	1.9				
13:30-13:45	4	0	0	4	0	0	0	0	0	0	0	0	0	0	1	2	1	0	0	0	0	0	0	0	0	0	0	-	11.7	2.1				
13:45-14:00	7	0	0	7	0	0	0	0	0	0	0	0	0	0	2	3	2	0	0	0	0	0	0	0	0	0	0	-	11.5	3.1				
14:00-14:15	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	-	13.9	0.5				
14:15-14:30	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	-	12.9	1.9				
14:30-14:45	7	0	0	7	0	0	0	0	0	0	0	0	0	0	1	6	0	0	0	0	0	0	0	0	0	0	0	-	12.8	2				
14:45-15:00	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	-	12.5	1.6				
15:00-15:15	15	0	0	13	0	2	0	0	0	0	0	0	0	0	2	10	3	0	0	0	0	0	0	0	0	0	0	15.5	12.7	3.4				
15:15-15:30	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	-	13.5	0.6				
15:30-15:45	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	-	12.6	2				
15:45-16:00	7	0	0	7	0	0	0	0	0	0	0	0	0	0	1	3	2	1	0	0	0	0	0	0	0	0	0	-	14.1	3.7				
16:00-16:15	6	0	0	6	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	-	13.2	1.2				
16:15-16:30	10	0	0	10	0	0	0	0	0	0	0	0	0	0	1	7	2	0	0	0	0	0	0	0	0	0	0	-	12.6	2.3				
16:30-16:45	7	0	0	7	0	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	-	12.9	1.1				
16:45-17:00	9	0	0	9	0	0	0	0	0	0	0	0	0	0	0	7	2	0	0	0	0	0	0	0	0	0	0	-	13.5	1.6				
17:00-17:15	11	0	0	9	0	2	0	0	0	0	0	0	0	0	1	6	1	3	0	0	0	0	0	0	0	0	0	22.4	15.1	5.1				
17:15-17:30	10	0	0	9	0	1	0	0	0	0	0	0	0	0	2	7	1	0	0	0	0	0	0	0	0	0	0	-	12.3	2				
17:30-17:45	15	0	0	14	0	1	0	0	0	0	0	0	0	0	2	13	0	0	0	0	0	0	0	0	0	0	0	14	12	2.4				
17:45-18:00	11	0	0	10	0	1	0	0	0	0	0	0	0	0	0	11	0	0	0	0	0	0	0	0	0	0	0	14.7	12.8	1.6				
18:00-18:15	13	0	0	12	0	1	0	0	0	0	0	0	0	0	3	10	0	0	0	0	0	0	0	0	0	0	0	12.7	11.6	1.5				
18:15-18:30	4	0	0	4	0	0	0	0	0	0	0	0	0	0	2	1	1	0	0	0	0	0	0	0	0	0	0	-	9.2	5				
18:30-18:45	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	-	11.9	0.9				
18:45-19:00	10	0	0	10	0	0	0	0	0	0	0	0	0	0	0	7	3	0	0	0	0	0	0	0	0	0	0	-	13.7	2.6				
19:00-19:15	8	0	0	8	0	0	0	0	0	0	0	0	0	0	1	7	0	0	0	0	0	0	0	0	0	0	0	-	11.3	1.2				
19:15-19:30	12	0	0	11	0	1	0	0	0	0	0	0	0	0	3	8	1	0	0	0	0	0	0	0	0	0	0	14.1	12.4	2.2				
19:30-19:45	10	0	0	10	0	0	0	0	0	0	0	0	0	0	1	8	1	0	0	0	0	0	0	0	0	0	0	-	12.9	1.9				
19:45-20:00	8	0	0	8	0	0	0	0	0	0	0	0	0	0	2	6	0	0	0	0	0	0	0	0	0	0	0	-	10.9	2.5				
20:00-20:15	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	-	9.4	0				
20:15-20:30	9	0	0	9	0	0	0	0	0	0	0	0	0	0	0	9	0	0	0	0	0	0	0	0	0	0	0	-	11.8	1.4				
20:30-20:45	7	0	0	7	0	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	-	12.6	1.5				
20:45-21:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	-	9.6	-				
21:00-21:15	12	0	0	11	0	1	0	0	0	0	0	0	0	0	3	6	3	0	0	0	0	0	0	0	0	0	0	16.1	12.2	2.5				
21:15-21:30	9	0	0	9	0	0	0	0	0	0	0	0	0	0	4	5	0	0	0	0	0	0	0	0	0	0	0	-	10.8	1.3				
21:30-21:45	2	0	0	1	0	1	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	-	13.4	0				
21:45-22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-				
22:00-22:15	2	0	0	2	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	-	9.6	0.8				
22:15-22:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-				
22:30-22:45	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	13.8	-				
22:45-23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-				
23:00-23:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-				
23:15-23:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-				

23:30-23:45	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	-	14.1	1.3				
23:45-00:00	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	-	11.4	0.1				
07-19	**398**	**0**	**0**	**379**	**0**	**18**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**57**	**304**	**33**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**14.9**	**12.4**	**2.2**				
06-22	**511**	**0**	**0**	**489**	**0**	**21**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**76**	**387**	**44**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**14.9**	**12.3**	**2.1**				
06-00	**518**	**0**	**0**	**496**	**0**	**21**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**77**	**393**	**44**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**14.9**	**12.3**	**2.0**				
00-00	**531**	**0**	**0**	**508**	**0**	**22**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**79**	**402**	**46**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**14.9**	**12.3**	**1.9**				

Virtual Day (7)

Time	Total	Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 0.85	Average Speed	Standard deviation				
0000 - 0100	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	-	-	-				
0100 - 0200	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	-	-	-				
0200 - 0300	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	-	-				
0300 - 0400	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	-	-				
0400 - 0500	3	0	0	3	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	-	-	-				
0500 - 0600	7	0	0	7	0	0	0	0	0	0	0	0	0	0	0	6	1	0	0	0	0	0	0	0	0	0	0	-	-	-				
0600 - 0700	27	0	0	27	0	0	0	0	0	0	0	0	0	0	2	22	4	0	0	0	0	0	0	0	0	0	0	14.8	12.9	1.6				
0700 - 0800	51	0	0	51	0	1	0	0	0	0	0	0	0	0	9	37	6	0	0	0	0	0	0	0	0	0	0	15.2	12.3	2.7				
0800 - 0900	45	0	0	45	0	1	0	0	0	0	0	0	0	0	7	36	4	0	0	0	0	0	0	0	0	0	0	14.7	12.3	2.1				
0900 - 1000	26	0	0	26	0	1	0	0	0	0	0	0	0	0	5	18	3	0	0	0	0	0	0	0	0	0	0	14.7	12.3	2.2				
1000 - 1100	27	0	0	27	0	1	0	0	0	0	0	0	0	0	5	20	3	0	0	0	0	0	0	0	0	0	0	14.9	12.2	2.3				
1100 - 1200	25	0	0	25	0	1	0	0	0	0	0	0	0	0	4	19	2	0	0	0	0	0	0	0	0	0	0	14.1	12.4	2.3				
1200 - 1300	30	0	0	30	0	1	0	0	0	0	0	0	0	0	4	22	4	0	0	0	0	0	0	0	0	0	0	16	12.9	2.4				
1300 - 1400	25	0	0	25	0	0	1	0	0	0	0	0	0	0	6	17	3	0	0	0	0	0	0	0	0	0	0	14.3	12.1	2.5				
1400 - 1500	30	0	0	30	0	0	0	0	0	0	0	0	0	0	4	23	3	0	0	0	0	0	0	0	0	0	0	14.6	12.6	2				
1500 - 1600	26	0	0	26	0	1	0	0	0	0	0	0	0	0	4	20	3	0	0	0	0	0	0	0	0	0	0	14.6	12.6	2.1				
1600 - 1700	34	0	0	34	0	0	0	0	0	0	0	0	0	0	5	27	3	0	0	0	0	0	0	0	0	0	0	13.8	12.3	2.1				
1700 - 1800	33	0	0	33	0	1	0	0	0	0	0	0	0	0	5	27	2	0	0	0	0	0	0	0	0	0	0	15.7	12.2	2.2				
1800 - 1900	32	0	0	32	0	1	0	0	0	0	0	0	0	0	6	23	4	0	0	0	0	0	0	0	0	0	0	14.5	12.2	2.6				
1900 - 2000	29	0	0	29	0	0	0	0	0	0	0	0	0	0	6	21	2	0	0	0	0	0	0	0	0	0	0	14.4	12.2	2.1				
2000 - 2100	24	0	0	24	0	0	0	0	0	0	0	0	0	0	4	19	1	0	0	0	0	0	0	0	0	0	0	13.3	11.8	1.6				
2100 - 2200	12	0	0	12	0	0	0	0	0	0	0	0	0	0	3	9	1	0	0	0	0	0	0	0	0	0	0	16.1	11.9	1.7				
2200 - 2300	8	0	0	8	0	0	0	0	0	0	0	0	0	0	2	6	1	0	0	0	0	0	0	0	0	0	0	-	-	-				
2300 - 0000	6	0	0	6	0	0	0	0	0	0	0	0	0	0	2	3	1	0	0	0	0	0	0	0	0	0	0	-	-	-				
07-19	**384**	**0**	**0**	**384**	**0**	**9**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**64**	**289**	**40**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**14.8**	**12.4**	**2.3**				
06-22	**476**	**0**	**0**	**476**	**0**	**9**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**79**	**360**	**48**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**14.7**	**12.3**	**2.2**				
06-00	**490**	**0**	**0**	**490**	**0**	**9**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**83**	**369**	**50**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**14.7**	**12.3**	**2.2**				
00-00	**506**	**0**	**0**	**506**	**0**	**9**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**86**	**381**	**52**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**14.7**	**12.3**	**2.2**				

Virtual Week (1)

Time	Total	Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 0.85	Average Speed	Standard deviation				
Mon	490	0	0	482	0	6	2	0	0	0	0	0	0	0	67	380	43	0	0	0	0	0	0	0	0	0	0	14.5	12.2	1.9				
Tue	503	2	1	495	0	5	0	0	0	0	0	0	0	0	73	381	49	0	0	0	0	0	0	0	0	0	0	14.6	12.2	2				
Wed	531	0	0	508	0	22	1	0	0	0	0	0	0	0	79	402	46	4	0	0	0	0	0	0	0	0	0	14.9	12.3	1.9				
Thu	544	0	1	531	0	10	1	1	0	0	0	0	0	0	86	387	68	0	3	0	0	0	0	0	0	0	0	15.6	12.6	2.3				
Fri	521	0	0	511	0	8	2	0	0	0	0	0	0	0	90	353	78	0	0	0	0	0	0	0	0	0	0	15.7	12.2	2.1				
Sat	617	1	0	606	0	6	4	0	0	0	0	0	0	0	133	448	36	0	0	0	0	0	0	0	0	0	0	14.1	11.8	2				
Sun	424	0	0	414	1	6	3	0	0	0	0	0	0	0	70	299	53	2	0	0	0	0	0	0	0	0	0	14.4	12.6	1.8				
--	**3630**	**3**	**2**	**3547**	**1**	**63**	**13**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**598**	**2650**	**373**	**6**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**14.8**	**12.3**	**2.0**				

Grand Total

Time	Total	Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 0.85	Average Speed	Standard deviation				
--	**3630**	**3**	**2**	**3547**	**1**	**63**	**13**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**598**	**2650**	**373**	**6**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**14.8**	**12.3**	**2**				

Woodward Court, Mirfield ATCs

Report Id 236/26
Site Name Site 1 of 4
Description Summers Drive, 30m east of A62 Leeds Road
Direction Southbound

Thursday 07 May 2026

Time	Total	Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 0.85	Average Speed	Standard deviation
00:00-00:15	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	-	16.6	-
00:15-00:30	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	-	17.1	-
00:30-00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
00:45-01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
01:00-01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
01:15-01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
01:30-01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
01:45-02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
02:00-02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
02:15-02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
02:30-02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
02:45-03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
03:00-03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
03:15-03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
03:30-03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
03:45-04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
04:00-04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
04:15-04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
04:30-04:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
04:45-05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
05:00-05:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
05:15-05:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
05:30-05:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
05:45-06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
06:00-06:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
06:15-06:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
06:30-06:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
06:45-07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
07:00-07:15	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	17	-
07:15-07:30	4	0	0	4	0	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	-	12.2	7.9
07:30-07:45	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	16.4	-
07:45-08:00	6	0	0	6	0	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	-	12.4	4.8
08:00-08:15	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	-	13.2	3.1
08:15-08:30	5	1	0	4	0	0	0	0	0	0	0	0	0	0	1	2	2	0	0	0	0	0	0	0	0	0	0	-	12.9	3
08:30-08:45	8	0	0	8	0	0	0	0	0	0	0	0	0	0	0	5	3	0	0	0	0	0	0	0	0	0	0	-	14.1	3
08:45-09:00	6	0	0	6	0	0	0	0	0	0	0	0	0	0	1	4	1	0	0	0	0	0	0	0	0	0	0	-	12.8	3.1
09:00-09:15	15	0	0	15	0	0	0	0	0	0	0	0	0	0	0	7	8	0	0	0	0	0	0	0	0	0	0	18.1	16.1	1.8
09:15-09:30	6	0	0	6	0	0	0	0	0	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	-	15	3.6
09:30-09:45	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	-	15.9	0.4
09:45-10:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	16.5	-
10:00-10:15	7	0	0	6	0	1	0	0	0	0	0	0	0	0	0	4	3	0	0	0	0	0	0	0	0	0	0	-	15.6	1.7
10:15-10:30	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	2	3	0	0	0	0	0	0	0	0	0	0	-	14.3	2.4
10:30-10:45	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	2	3	0	0	0	0	0	0	0	0	0	0	-	15.1	0.6
10:45-11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
11:00-11:15	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	-	16	0.5
11:15-11:30	9	0	0	9	0	0	0	0	0	0	0	0	0	0	1	7	1	0	0	0	0	0	0	0	0	0	0	-	13	1.6
11:30-11:45	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	-	15.6	3.1
11:45-12:00	4	0	0	4	0	0	0	0	0	0	0	0	0	0	1	2	1	0	0	0	0	0	0	0	0	0	0	-	11.1	5.9
12:00-12:15	9	0	0	8	0	0	1	0	0	0	0	0	0	0	0	4	5	0	0	0	0	0	0	0	0	0	0	-	16.1	2.1
12:15-12:30	10	0	0	9	0	1	0	0	0	0	0	0	0	0	0	4	6	0	0	0	0	0	0	0	0	0	0	-	15.1	2.3
12:30-12:45	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	-	14.8	1.4
12:45-13:00	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	-	15.6	0.5
13:00-13:15	6	0	0	6	0	0	0	0	0	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	-	16	1.7
13:15-13:30	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	-	15	0.7
13:30-13:45	7	0	0	7	0	0	0	0	0	0	0	0	0	0	0	4	3	0	0	0	0	0	0	0	0	0	0	-	14.7	1.3
13:45-14:00	5	0	0	4	0	1	0	0	0	0	0	0	0	0	0	1	4	0	0	0	0	0	0	0	0	0	0	-	15.9	0.7
14:00-14:15	9	0	0	9	0	0	0	0	0	0	0	0	0	0	0	2	7	0	0	0	0	0	0	0	0	0	0	-	16.3	1.3
14:15-14:30	9	0	0	8	0	1	0	0	0	0	0	0	0	0	0	3	6	0	0	0	0	0	0	0	0	0	0	-	15.3	2
14:30-14:45	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	2	3	0	0	0	0	0	0	0	0	0	0	-	16.1	3.8
14:45-15:00	13	0	0	13	0	0	0	0	0	0	0	0	0	0	0	5	8	0	0	0	0	0	0	0	0	0	0	18.1	15.5	2.5
15:00-15:15	8	0	0	8	0	0	0	0	0	0	0	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	-	14.7	1.6
15:15-15:30	6	0	0	6	0	0	0	0	0	0	0	0	0	0	1	2	3	0	0	0	0	0	0	0	0	0	0	-	13.5	4.7
15:30-15:45	8	0	0	8	0	0	0	0	0	0	0	0	0	0	0	8	0	0	0	0	0	0	0	0	0	0	0	-	13.3	1.7
15:45-16:00	9	0	0	9	0	0	0	0	0	0	0	0	0	0	2	7	0	0	0	0	0	0	0	0	0	0	0	-	12.4	2.5
16:00-16:15	10	0	0	10	0	0	0	0	0	0	0	0	0	0	0	8	2	0	0	0	0	0	0	0	0	0	0	-	13	1.7
16:15-16:30	30	1	0	29	0	0	0	0	0	0	0	0	0	0	2	26	2	0	0	0	0	0	0	0	0	0	0	15.1	13.1	2.8
16:30-16:45	29	0	0	29	0	0	0	0	0	0	0	0	0	0	5	18	6	0	0	0	0	0	0	0	0	0	0	16.2	12.6	2.6
16:45-17:00	16	0	0	16	0	0	0	0	0	0	0	0	0	0	3	9	4	0	0	0	0	0	0	0	0	0	0	16.1	12	4.3
17:00-17:15	12	0	0	11	0	1	0	0	0	0	0	0	0	0	4	5	3	0	0	0	0	0	0	0	0	0	0	17.4	12	4.2
17:15-17:30	19	0	0	18	0	0	0	1	0	0	0	0	0	0	0	16	3	0	0	0	0	0	0	0	0	0	0	16.7	13.6	1.9
17:30-17:45	17	0	0	17	0	0	0	0	0	0	0	0	0	0	2	8	5	2	0	0	0	0	0	0	0	0	0	19.7	14.4	4.3
17:45-18:00	19	0	0	19	0	0	0	0	0	0	0	0	0	0	0	11	8	0	0	0	0	0	0	0	0	0	0	16.8	14.7	1.8
18:00-18:15	11	0	0	11	0	0	0	0	0	0	0	0	0	0	2	5	4	0	0	0	0	0	0	0	0	0	0	17.5	13.6	4.4
18:15-18:30	15	0	1	14	0	0	0	0	0	0	0	0	0	0	0	3	12	0	0	0	0	0	0	0	0	0	0	17.1	16	1.2
18:30-18:45	14	0	0	14	0	0	0	0	0	0	0	0	0	0	0	10	4	0	0	0	0	0	0	0	0	0	0	17.1	14.4	2
18:45-19:00	14	0	0	13	0	1	0	0	0	0	0	0	0	0	0	9	5	0	0	0	0	0	0	0	0	0	0	16.6	14.9	1.3
19:00-19:15	10	0	0	9	0	1	0	0	0	0	0	0	0	0	0	6	4	0	0	0	0	0	0	0	0	0	0	-	14.2	1.4
19:15-19:30	11	0	0	11	0	0	0	0	0	0	0	0	0	0	0	3	8	0	0	0	0	0	0	0	0	0	0	15.9	14.8	1.4
19:30-19:45	11	0	0	10	0	1	0	0	0	0	0	0	0	0	0	9	2	0	0	0	0	0	0	0	0	0	0	16.8	14.3	1.9
19:45-20:00	13	0	0	13	0	0	0	0	0	0	0	0	0	0	0	8	5	0	0	0	0	0	0	0	0	0	0	16.5	14.7	1.7
20:00-20:15	8	0	0	8	0	0	0	0	0	0	0	0	0	0	1	7	0	0	0	0	0	0	0	0	0	0	0	-	12.1	2.6
20:15-20:30	9	0	0	9	0	0	0	0	0	0	0	0	0	0	0	5	4	0	0	0	0	0	0	0	0	0	0	-	15	1.6
20:30-20:45	11	0	0	11	0	0	0	0	0	0	0	0	0	0	0	5	6	0	0	0	0	0	0	0	0	0	0	17.6	15.8	1.6
20:45-21:00	7	0	0	7	0	0	0	0	0	0	0	0	0	0	0	4	3	0	0	0	0	0	0	0	0	0	0	-	14.3	1.9
21:00-21:15	6	0	0	6	0	0	0	0	0	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	-	14.9	2.3
21:15-21:30	4	0	0	3	0	1	0	0	0	0	0	0	0	0	0	1	3	0	0	0	0	0	0	0	0	0	0	-	15.1	2.2
21:30-21:45	9	0	0	9	0	0	0	0	0	0	0	0	0	0	0	4	5	0	0	0	0	0	0	0	0	0	0	-	15.4	1.5
21:45-22:00	6	0	0	6	0	0	0	0	0	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	-	15.2	1
22:00-22:15	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	10.5	-
22:15-22:30	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	-	15.9	0.4
22:30-22:45	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	0	0	0	0	0	-	13.4	1.7
22:45-23:00	7	0	0	7	0	0	0	0	0	0	0	0	0	0	0	6	1	0	0	0	0	0	0	0	0	0	0	-	12.7	2.2
23:00-23:15	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	-	15.3	0.6
23:15-23:30	2	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	-	16.2	1.3

23:30-23:45	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	-	16.2	0.6				
23:45-00:00	0	0	0	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	**418**	**2**	**1**	**407**	**0**	**6**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**29**	**223**	**164**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**17.1**	**14.5**	**2.5**				
06-22	**523**	**2**	**1**	**509**	**0**	**9**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**30**	**281**	**210**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**17.0**	**14.5**	**2.3**				
06-00	**547**	**2**	**1**	**532**	**0**	**10**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**30**	**292**	**223**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**17.0**	**14.5**	**2.2**				
00-00	**549**	**2**	**1**	**534**	**0**	**10**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**30**	**292**	**225**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**17.0**	**14.6**	**2.2**				

Friday 08 May 2026

Time	Total	Cycles	Motor Cycles	Car	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 0.85	Average Speed	Standard deviation				
00:00-00:15	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	-	16	0.8				
00:15-00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-				
00:30-00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-				
00:45-01:00	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	-	13.6	0				
01:00-01:15	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	15	-				
01:15-01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-				
01:30-01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-				
01:45-02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-				
02:00-02:15	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	11.5	-				
02:15-02:30	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	-	16.7	-				
02:30-02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-				
02:45-03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-				
03:00-03:15	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	-	13.3	1.2				
03:15-03:30	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	-	14	0				
03:30-03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-				
03:45-04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-				
04:00-04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-				
04:15-04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-				
04:30-04:45	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	14.9	-				
04:45-05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-				
05:00-05:15	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	18.3	-				
05:15-05:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-				
05:30-05:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-				
05:45-06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-				
06:00-06:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-				
06:15-06:30	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	15.1	-				
06:30-06:45	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	16.8	-				
06:45-07:00	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	-	17.7	1				
07:00-07:15	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	-	15.8	4				
07:15-07:30	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	-	17	0				
07:30-07:45	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	-	15.7	-				
07:45-08:00	6	0	0	6	0	0	0	0	0	0	0	0	0	0	2	0	4	0	0	0	0	0	0	0	0	0	0	-	13.4	3.3				
08:00-08:15	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	-	15.7	1				
08:15-08:30	6	0	0	6	0	0	0	0	0	0	0	0	0	0	1	1	4	0	0	0	0	0	0	0	0	0	0	-	15.1	3				
08:30-08:45	13	0	0	12	0	1	0	0	0	0	0	0	0	0	3	3	7	0	0	0	0	0	0	0	0	0	0	18.6	14.2	3.6				
08:45-09:00	12	0	0	12	0	0	0	0	0	0	0	0	0	0	4	3	5	0	0	0	0	0	0	0	0	0	0	17	12.6	4.9				
09:00-09:15	11	0	0	11	0	0	0	0	0	0	0	0	0	0	0	6	5	0	0	0	0	0	0	0	0	0	0	17.6	14.8	2.2				
09:15-09:30	6	0	0	6	0	0	0	0	0	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	-	15.3	1.5				
09:30-09:45	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	-	16.4	0.9				
09:45-10:00	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	1	3	0	0	0	0	0	0	0	0	0	0	-	16.4	2.1				
10:00-10:15	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	-	15.4	1.1				
10:15-10:30	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	13.5	-				
10:30-10:45	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	4	1	0	0	0	0	0	0	0	0	0	0	-	14.6	0.7				
10:45-11:00	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	-	14.7	1.1				
11:00-11:15	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	-	15.8	1.3				
11:15-11:30	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	3	2	0	0	0	0	0	0	0	0	0	0	-	14.2	1.6				
11:30-11:45	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	-	12.8	1.6				
11:45-12:00	6	0	0	6	0	0	0	0	0	0	0	0	0	0	0	2	4	0	0	0	0	0	0	0	0	0	0	-	14.6	1.7				
12:00-12:15	13	0	0	12	0	1	0	0	0	0	0	0	0	0	1	8	4	0	0	0	0	0	0	0	0	0	0	17	13.8	3.5				
12:15-12:30	5	0	0	4	0	1	0	0	0	0	0	0	0	0	0	4	1	0	0	0	0	0	0	0	0	0	0	-	13.9	2.1				
12:30-12:45	7	0	0	7	0	0	0	0	0	0	0	0	0	0	0	2	5	0	0	0	0	0	0	0	0	0	0	-	15.5	1				
12:45-13:00	8	0	0	8	0	0	0	0	0	0	0	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	-	15.6	2.4				
13:00-13:15	10	0	0	10	0	0	0	0	0	0	0	0	0	0	0	3	7	0	0	0	0	0	0	0	0	0	0	-	14.5	2.1				
13:15-13:30	8	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	8	0	0	0	0	0	0	0	0	0	0	-	16.7	1.9				
13:30-13:45	8	0	0	6	0	1	1	0	0	0	0	0	0	0	0	6	2	0	0	0	0	0	0	0	0	0	0	-	14.1	1.2				
13:45-14:00	6	0	0	6	0	0	0	0	0	0	0	0	0	0	0	4	2	0	0	0	0	0	0	0	0	0	0	-	15.1	2.3				
14:00-14:15	6	0	0	6	0	0	0	0	0	0	0	0	0	0	0	4	2	0	0	0	0	0	0	0	0	0	0	-	14.9	1.7				
14:15-14:30	8	0	0	7	0	1	0	0	0	0	0	0	0	0	0	5	3	0	0	0	0	0	0	0	0	0	0	-	14.1	2				
14:30-14:45	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	-	16.3	4.6				
14:45-15:00	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	-	16.8	1.7				
15:00-15:15	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	-	13.9	0.6				
15:15-15:30	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	-	15.2	2.2				
15:30-15:45	15	0	0	15	0	0	0	0	0	0	0	0	0	0	0	9	6	0	0	0	0	0	0	0	0	0	0	17.2	14.8	2.2				
15:45-16:00	12	0	0	12	0	0	0	0	0	0	0	0	0	0	0	7	5	0	0	0	0	0	0	0	0	0	0	16.3	14	2				
16:00-16:15	11	0	0	11	0	0	0	0	0	0	0	0	0	0	0	3	8	0	0	0	0	0	0	0	0	0	0	18.8	16	2.3				
16:15-16:30	15	0	0	15	0	0	0	0	0	0	0	0	0	0	0	7	8	0	0	0	0	0	0	0	0	0	0	17.1	15	2.3				
16:30-16:45	21	0	0	21	0	0	0	0	0	0	0	0	0	0	1	11	9	0	0	0	0	0	0	0	0	0	0	15.8	14.2	2.3				
16:45-17:00	16	0	0	16	0	0	0	0	0	0	0	0	0	0	0	9	7	0	0	0	0	0	0	0	0	0	0	18.2	15.3	2.3				
17:00-17:15	19	0	0	19	0	0	0	0	0	0	0	0	0	0	1	10	8	0	0	0	0	0	0	0	0	0	0	15.8	13.9	1.9				
17:15-17:30	8	0	0	8	0	0	0	0	0	0	0	0	0	0	0	3	5	0	0	0	0	0	0	0	0	0	0	-	15.6	1.4				
17:30-17:45	11	0	0	11	0	0	0	0	0	0	0	0	0	0	1	1	9	0	0	0	0	0	0	0	0	0	0	17.4	15.6	2.5				
17:45-18:00	9	0	0	9	0	0	0	0	0	0	0	0	0	0	0	4	5	0	0	0	0	0	0	0	0	0	0	-	15.6	2				
18:00-18:15	12	0	0	11	0	1	0	0	0	0	0	0	0	0	0	4	7	1	0	0	0	0	0	0	0	0	0	20.2	16.6	3.4				
18:15-18:30	17	0	0	17	0	0	0	0	0	0	0	0	0	0	0	9	8	0	0	0	0	0	0	0	0	0	0	17.3	15.1	2				
18:30-18:45	13	0	0	13	0	0	0	0	0	0	0	0	0	0	0	3	10	0	0	0	0	0	0	0	0	0	0	16.5	15.4	1				
18:45-19:00	21	0	0	20	0	1	0	0	0	0	0	0	0	0	0	17	4	0	0	0	0	0	0	0	0	0	0	16.3	13.9	1.6				
19:00-19:15	8	0	0	8	0	0	0	0	0	0	0	0	0	0	0	2	6	0	0	0	0	0	0	0	0	0	0	-	16.7	2.1				
19:15-19:30	5	0	0	5	0	0	0	0	0	0	0	0	0	0	1	1	3	0	0	0	0	0	0	0	0	0	0	-	14.5	3.9				
19:30-19:45	6	0	0	6	0	0	0	0	0	0	0	0	0	0	1	3	2	0	0	0	0	0	0	0	0	0	0	-	13.7	2.9				
19:45-20:00	6	0	0	6	0	0	0	0	0	0	0	0	0	0	1	0	5	0	0	0	0	0	0	0	0	0	0	-	14	5.2				
20:00-20:15	9	0	0	8	0	0	1	0	0	0	0	0	0	0	0	7	2	0	0	0	0	0	0	0	0	0	0	-	14.5	2				
20:15-20:30	15	0	0	15	0	0	0	0	0	0	0	0	0	0	0	6	9	0	0	0	0	0	0	0	0	0	0	17.3	15.2	2				
20:30-20:45	10	0	0	10	0	0	0	0	0	0	0	0	0	0	2	4	4	0	0	0	0	0	0	0	0	0	0	-	12.3	3.1				
20:45-21:00	16	0	0	16	0	0	0	0	0	0	0	0	0	0	0	10	6	0	0	0	0	0	0	0	0	0	0	19	14.9	3.2				
21:00-21:15	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	1	3	0	0	0	0	0	0	0	0	0	0	-	15.3	1.5				
21:15-21:30	7	0	0	7	0	0	0	0	0	0	0	0	0	0	0	6	1	0	0	0	0	0	0	0	0	0	0	-	14.6	1.3				
21:30-21:45	7	0	0	7	0	0	0	0	0	0	0	0	0	0	0	4	3	0	0	0	0	0	0	0	0	0	0	-	14.4	2.4				
21:45-22:00	4	0	0	4	0	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	-	13.2	3.6				
22:00-22:15	6	0	0	6	0	0	0	0	0	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	-	14.4	1.8				
22:15-22:30	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	-	13.9	1.4				
22:30-22:45	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	-	13.3	0.7				
22:45-23:00	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	4	1	0	0	0	0	0	0	0	0	0	0	-	15.3	2.1				
23:00-23:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-				
23:15-23:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-				

23:30-23:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	
23:45-00:00	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	-	12.3	0.6	
07-19	**393**	**0**	**0**	**385**	**0**	**7**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**14**	**180**	**198**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**17.3**	**15.0**	**2.0**	
06-22	**495**	**0**	**0**	**486**	**0**	**7**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**20**	**225**	**249**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**17.4**	**15.0**	**2.2**	
06-00	**513**	**0**	**0**	**504**	**0**	**7**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**20**	**239**	**253**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**17.4**	**14.9**	**2.1**	
00-00	**528**	**0**	**0**	**518**	**0**	**8**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**20**	**249**	**258**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**17.4**	**14.9**	**2.0**	

Saturday 09 May 2026

Time	Total	Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 0.85	Average Speed	Standard deviation				
00:00-00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-				
00:15-00:30	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	-	16.5	0				
00:30-00:45	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	-	14.4	0				
00:45-01:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	-	17.9	-				
01:00-01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-				
01:15-01:30	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	13.6	-				
01:30-01:45	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	10.8	-				
01:45-02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-				
02:00-02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-				
02:15-02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-				
02:30-02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-				
02:45-03:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	11.4	-				
03:00-03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-				
03:15-03:30	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	13	-				
03:30-03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-				
03:45-04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-				
04:00-04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-				
04:15-04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-				
04:30-04:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-				
04:45-05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-				
05:00-05:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-				
05:15-05:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-				
05:30-05:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-				
05:45-06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-				
06:00-06:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-				
06:15-06:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-				
06:30-06:45	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	16.7	-				
06:45-07:00	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	-	14.7	0				
07:00-07:15	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	-	15.8	0.1				
07:15-07:30	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	12.6	-				
07:30-07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-				
07:45-08:00	7	1	0	5	0	1	0	0	0	0	0	0	0	0	2	1	4	0	0	0	0	0	0	0	0	0	0	-	12.8	4.8				
08:00-08:15	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	14.4	-				
08:15-08:30	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	-	15.4	-				
08:30-08:45	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	0	0	0	0	0	-	13.5	2.2				
08:45-09:00	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	-	13.2	0				
09:00-09:15	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	-	15.1	3.5				
09:15-09:30	10	0	0	10	0	0	0	0	0	0	0	0	0	0	0	6	4	0	0	0	0	0	0	0	0	0	0	-	15.1	1.3				
09:30-09:45	10	0	0	10	0	0	0	0	0	0	0	0	0	0	0	3	3	4	0	0	0	0	0	0	0	0	0	-	18.7	5.1				
09:45-10:00	12	0	0	12	0	0	0	0	0	0	0	0	0	0	0	9	3	0	0	0	0	0	0	0	0	0	0	14.1	16.2	6.1				
10:00-10:15	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	-	15.9	-				
10:15-10:30	11	1	0	10	0	0	0	0	0	0	0	0	0	0	2	8	1	0	0	0	0	0	0	0	0	0	0	15	12.2	4.1				
10:30-10:45	12	0	0	12	0	0	0	0	0	0	0	0	0	0	0	7	5	0	0	0	0	0	0	0	0	0	0	17.2	14.4	2.4				
10:45-11:00	12	0	0	12	0	0	0	0	0	0	0	0	0	0	0	3	9	0	0	0	0	0	0	0	0	0	0	17.2	15.8	1.7				
11:00-11:15	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	4	1	0	0	0	0	0	0	0	0	0	0	-	14.7	0.9				
11:15-11:30	12	0	0	10	0	2	0	0	0	0	0	0	0	0	0	7	5	0	0	0	0	0	0	0	0	0	0	17.2	14.5	2				
11:30-11:45	15	0	0	15	0	0	0	0	0	0	0	0	0	0	1	8	6	0	0	0	0	0	0	0	0	0	0	17.5	14.2	2.8				
11:45-12:00	11	1	0	10	0	0	0	0	0	0	0	0	0	0	2	6	3	0	0	0	0	0	0	0	0	0	0	16.8	11.8	5				
12:00-12:15	11	0	0	11	0	0	0	0	0	0	0	0	0	0	1	5	3	2	0	0	0	0	0	0	0	0	0	16.6	16	3.5				
12:15-12:30	9	0	0	9	0	0	0	0	0	0	0	0	0	0	0	9	0	0	0	0	0	0	0	0	0	0	0	-	12.6	0.8				
12:30-12:45	13	0	0	13	0	0	0	0	0	0	0	0	0	0	0	6	7	0	0	0	0	0	0	0	0	0	0	18.1	16	1.9				
12:45-13:00	10	0	0	10	0	0	0	0	0	0	0	0	0	0	0	6	4	0	0	0	0	0	0	0	0	0	0	-	14.2	1.3				
13:00-13:15	23	0	0	23	0	0	0	0	0	0	0	0	0	0	1	14	8	0	0	0	0	0	0	0	0	0	0	16.1	13.9	2.5				
13:15-13:30	13	0	0	13	0	0	0	0	0	0	0	0	0	0	0	8	5	0	0	0	0	0	0	0	0	0	0	15.3	14.3	1.5				
13:30-13:45	11	0	0	11	0	0	0	0	0	0	0	0	0	0	0	5	6	0	0	0	0	0	0	0	0	0	0	17.1	15.1	1.8				
13:45-14:00	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	2	3	0	0	0	0	0	0	0	0	0	0	-	15.3	0.6				
14:00-14:15	7	0	0	7	0	0	0	0	0	0	0	0	0	0	0	4	3	0	0	0	0	0	0	0	0	0	0	-	14.2	1.8				
14:15-14:30	9	0	0	9	0	0	0	0	0	0	0	0	0	0	1	4	4	0	0	0	0	0	0	0	0	0	0	-	14.3	2.4				
14:30-14:45	11	0	0	11	0	0	0	0	0	0	0	0	0	0	0	2	9	0	0	0	0	0	0	0	0	0	0	17	15.3	1.6				
14:45-15:00	6	0	0	6	0	0	0	0	0	0	0	0	0	0	0	4	2	0	0	0	0	0	0	0	0	0	0	-	14.8	1.9				
15:00-15:15	10	0	0	10	0	0	0	0	0	0	0	0	0	0	0	4	6	0	0	0	0	0	0	0	0	0	0	-	14.7	2.3				
15:15-15:30	12	0	0	12	0	0	0	0	0	0	0	0	0	0	0	3	9	0	0	0	0	0	0	0	0	0	0	17.9	15.9	1.8				
15:30-15:45	9	0	0	9	0	0	0	0	0	0	0	0	0	0	0	5	4	0	0	0	0	0	0	0	0	0	0	-	14.3	1.7				
15:45-16:00	15	0	0	15	0	0	0	0	0	0	0	0	0	0	0	5	10	0	0	0	0	0	0	0	0	0	0	17	15.3	1.2				
16:00-16:15	15	0	0	15	0	0	0	0	0	0	0	0	0	0	0	7	8	0	0	0	0	0	0	0	0	0	0	18	14.8	2.6				
16:15-16:30	8	0	0	8	0	0	0	0	0	0	0	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	-	15.1	2				
16:30-16:45	6	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	-	15.3	0.5				
16:45-17:00	21	0	0	21	0	0	0	0	0	0	0	0	0	0	0	8	12	1	0	0	0	0	0	0	0	0	0	16.9	15.4	1.8				
17:00-17:15	14	0	0	14	0	0	0	0	0	0	0	0	0	0	0	3	11	0	0	0	0	0	0	0	0	0	0	17.6	15.6	2				
17:15-17:30	13	0	0	13	0	0	0	0	0	0	0	0	0	0	0	6	7	0	0	0	0	0	0	0	0	0	0	17.2	15.4	2				
17:30-17:45	10	0	0	10	0	0	0	0	0	0	0	0	0	0	0	4	6	0	0	0	0	0	0	0	0	0	0	-	15.1	2				
17:45-18:00	23	0	0	23	0	0	0	0	0	0	0	0	0	0	0	12	11	0	0	0	0	0	0	0	0	0	0	16.3	14.9	1.4				
18:00-18:15	9	0	0	9	0	0	0	0	0	0	0	0	0	0	0	5	4	0	0	0	0	0	0	0	0	0	0	-	15.3	1.6				
18:15-18:30	16	0	0	16	0	0	0	0	0	0	0	0	0	0	2	3	11	0	0	0	0	0	0	0	0	0	0	18.6	15.6	3.7				
18:30-18:45	16	0	0	16	0	0	0	0	0	0	0	0	0	0	2	6	8	0	0	0	0	0	0	0	0	0	0	15.8	14.1	2.7				
18:45-19:00	9	0	0	9	0	0	0	0	0	0	0	0	0	0	0	7	2	0	0	0	0	0	0	0	0	0	0	-	14.8	2.5				
19:00-19:15	7	0	0	7	0	0	0	0	0	0	0	0	0	0	0	6	1	0	0	0	0	0	0	0	0	0	0	-	14	1.9				
19:15-19:30	18	0	0	18	0	0	0	0	0	0	0	0	0	0	0	9	9	0	0	0	0	0	0	0	0	0	0	18	15.4	2.4				
19:30-19:45	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	2	3	0	0	0	0	0	0	0	0	0	0	-	15.2	0.8				
19:45-20:00	10	0	0	8	0	0	2	0	0	0	0	0	0	0	0	9	1	0	0	0	0	0	0	0	0	0	0	-	13.3	1.7				
20:00-20:15	12	0	0	12	0	0	0	0	0	0	0	0	0	0	0	4	8	0	0	0	0	0	0	0	0	0	0	18.2	15.3	2.7				
20:15-20:30	6	0	0	6	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	-	12.2	1.5				
20:30-20:45	9	0	0	9	0	0	0	0	0	0	0	0	0	0	0	5	4	0	0	0	0	0	0	0	0	0	0	-	15	2.5				
20:45-21:00	10	0	0	10	0	0	0	0	0	0	0	0	0	0	0	7	3	0	0	0	0	0	0	0	0	0	0	-	13.7	1.9				
21:00-21:15	5	0	0	5	0	0	0	0	0	0	0	0	0	0	1	1	3	0	0	0	0	0	0	0	0	0	0	-	13.3	3.7				
21:15-21:30	5	0	0	4	0	0	1	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	-	14.1	0.3				
21:30-21:45	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	-	11.2	0.1				
21:45-22:00	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	-	17.3	-				
22:00-22:15	10	0	0	10	0	0	0	0	0	0	0	0	0	0	0	7	3	0	0	0	0	0	0	0	0	0	0	-	14.6	0.8				
22:15-22:30	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	4	1	0	0	0	0	0	0	0	0	0	0	-	12.8	2.2				
22:30-22:45	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	0	0	0	0	0	-	13.6	1.6				
22:45-23:00	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	-	14.7	0				
23:00-23:15	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	-	15.5	3				
23:15-23:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-				

23:30-23:45	5	0	0	5	0	0	0	0	0	0	0	0	0	0	3	2	0	0	0	0	0	0	0	0	0	0	0	-	9.9	1.9				
23:45-00:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	11.3	-				
07-19	**467**	**3**	**0**	**461**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**14**	**222**	**224**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**16.8**	**14.8**	**2.2**				
06-22	**560**	**3**	**0**	**550**	**0**	**3**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**15**	**280**	**258**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**16.9**	**14.7**	**2.1**				
06-00	**590**	**3**	**0**	**580**	**0**	**3**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**18**	**301**	**264**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**16.9**	**14.5**	**2.0**				
00-00	**599**	**3**	**0**	**589**	**0**	**3**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**18**	**307**	**267**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**16.9**	**14.5**	**2.0**				

Sunday 10 May 2026

Time	Total	Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 0.85	Average Speed	Standard deviation				
00:00-00:15	9	1	0	8	0	0	0	0	0	0	0	0	0	0	3	3	3	0	0	0	0	0	0	0	0	0	0	-	12.4	3.4				
00:15-00:30	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	-	16.3	2.1				
00:30-00:45	2	0	0	2	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	-	13.4	11.9				
00:45-01:00	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	-	17.4	0.1				
01:00-01:15	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	-	16.1	0.4				
01:15-01:30	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	-	11.5	0.1				
01:30-01:45	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	14.4	-				
01:45-02:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	14.7	-				
02:00-02:15	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	-	17.6	-				
02:15-02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-				
02:30-02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-				
02:45-03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-				
03:00-03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-				
03:15-03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-				
03:30-03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-				
03:45-04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-				
04:00-04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-				
04:15-04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-				
04:30-04:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-				
04:45-05:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	-	19	-				
05:00-05:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-				
05:15-05:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-				
05:30-05:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-				
05:45-06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-				
06:00-06:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-				
06:15-06:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-				
06:30-06:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-				
06:45-07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-				
07:00-07:15	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	-	17.1	0.4				
07:15-07:30	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	16.1	-				
07:30-07:45	2	0	0	1	0	1	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	-	12.6	1.5				
07:45-08:00	2	0	0	1	0	1	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	-	14.8	3.6				
08:00-08:15	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	14	-				
08:15-08:30	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	-	15.8	-				
08:30-08:45	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	-	13.1	2				
08:45-09:00	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	-	15.5	0				
09:00-09:15	5	0	0	5	0	0	0	0	0	0	0	0	0	0	1	2	2	0	0	0	0	0	0	0	0	0	0	-	13	5.1				
09:15-09:30	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	-	13.2	0.1				
09:30-09:45	9	1	0	8	0	0	0	0	0	0	0	0	0	0	0	4	5	0	0	0	0	0	0	0	0	0	0	-	14.3	1.9				
09:45-10:00	7	0	0	7	0	0	0	0	0	0	0	0	0	0	0	3	4	0	0	0	0	0	0	0	0	0	0	-	15.8	3.3				
10:00-10:15	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	-	15.9	0.1				
10:15-10:30	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	1	4	0	0	0	0	0	0	0	0	0	0	-	14.9	2.3				
10:30-10:45	6	0	0	6	0	0	0	0	0	0	0	0	0	0	0	2	4	0	0	0	0	0	0	0	0	0	0	-	15.3	2.3				
10:45-11:00	5	0	0	5	0	0	0	0	0	0	0	0	0	0	1	0	4	0	0	0	0	0	0	0	0	0	0	-	11.8	7.4				
11:00-11:15	6	0	0	5	0	1	0	0	0	0	0	0	0	0	0	5	1	0	0	0	0	0	0	0	0	0	0	-	13.6	0.9				
11:15-11:30	17	0	0	17	0	0	0	0	0	0	0	0	0	0	0	9	8	0	0	0	0	0	0	0	0	0	0	17	15.1	1.8				
11:30-11:45	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	-	13.6	1.4				
11:45-12:00	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	0	0	0	0	0	-	14.2	2.2				
12:00-12:15	7	0	0	7	0	0	0	0	0	0	0	0	0	0	0	5	2	0	0	0	0	0	0	0	0	0	0	-	14.1	2				
12:15-12:30	6	0	0	5	0	0	1	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	-	13.5	1.2				
12:30-12:45	8	0	0	7	0	0	1	0	0	0	0	0	0	0	0	6	2	0	0	0	0	0	0	0	0	0	0	-	15	0.4				
12:45-13:00	9	0	0	9	0	0	0	0	0	0	0	0	0	0	0	5	4	0	0	0	0	0	0	0	0	0	0	-	14.7	1.6				
13:00-13:15	5	0	0	4	0	0	1	0	0	0	0	0	0	0	0	2	3	0	0	0	0	0	0	0	0	0	0	-	15.4	1.9				
13:15-13:30	10	0	0	9	1	0	0	0	0	0	0	0	0	0	1	5	3	1	0	0	0	0	0	0	0	0	0	-	14.2	5				
13:30-13:45	7	0	0	6	0	1	0	0	0	0	0	0	0	0	0	2	4	1	0	0	0	0	0	0	0	0	0	-	16.9	2.5				
13:45-14:00	11	0	0	11	0	0	0	0	0	0	0	0	0	0	0	4	7	0	0	0	0	0	0	0	0	0	0	17	15.5	1.7				
14:00-14:15	7	0	0	7	0	0	0	0	0	0	0	0	0	0	1	3	3	0	0	0	0	0	0	0	0	0	0	-	14.2	3.1				
14:15-14:30	9	0	0	9	0	0	0	0	0	0	0	0	0	0	0	5	4	0	0	0	0	0	0	0	0	0	0	-	14.7	2.3				
14:30-14:45	9	0	0	8	0	1	0	0	0	0	0	0	0	0	0	4	5	0	0	0	0	0	0	0	0	0	0	-	15.6	1.7				
14:45-15:00	7	0	0	7	0	0	0	0	0	0	0	0	0	0	0	5	1	1	0	0	0	0	0	0	0	0	0	-	15	2.6				
15:00-15:15	7	0	0	7	0	0	0	0	0	0	0	0	0	0	0	5	2	0	0	0	0	0	0	0	0	0	0	-	13.8	2.4				
15:15-15:30	6	0	0	6	0	0	0	0	0	0	0	0	0	0	1	5	0	0	0	0	0	0	0	0	0	0	0	-	11.6	4.1				
15:30-15:45	6	1	0	5	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	-	14.6	2.1				
15:45-16:00	8	0	0	8	0	0	0	0	0	0	0	0	0	0	2	6	0	0	0	0	0	0	0	0	0	0	0	-	13.1	2				
16:00-16:15	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	3	2	0	0	0	0	0	0	0	0	0	0	-	14	1.8				
16:15-16:30	6	0	0	6	0	0	0	0	0	0	0	0	0	0	0	4	2	0	0	0	0	0	0	0	0	0	0	-	13.9	2.4				
16:30-16:45	8	0	0	8	0	0	0	0	0	0	0	0	0	0	0	5	3	0	0	0	0	0	0	0	0	0	0	-	14.3	1.8				
16:45-17:00	14	0	0	14	0	0	0	0	0	0	0	0	0	0	1	6	7	0	0	0	0	0	0	0	0	0	0	15.8	14	2.1				
17:00-17:15	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	-	15.3	0.2				
17:15-17:30	9	0	0	9	0	0	0	0	0	0	0	0	0	0	0	2	7	0	0	0	0	0	0	0	0	0	0	-	15.5	1.3				
17:30-17:45	8	0	0	8	0	0	0	0	0	0	0	0	0	0	2	2	2	2	0	0	0	0	0	0	0	0	0	-	14.7	4.1				
17:45-18:00	10	0	0	10	0	0	0	0	0	0	0	0	0	0	0	7	3	0	0	0	0	0	0	0	0	0	0	-	14.1	2.1				
18:00-18:15	11	0	0	11	0	0	0	0	0	0	0	0	0	0	0	5	5	1	0	0	0	0	0	0	0	0	0	18.7	15.5	2.9				
18:15-18:30	9	0	0	9	0	0	0	0	0	0	0	0	0	0	0	3	6	0	0	0	0	0	0	0	0	0	0	-	16.1	2.1				
18:30-18:45	6	0	0	6	0	0	0	0	0	0	0	0	0	0	0	1	5	0	0	0	0	0	0	0	0	0	0	-	15.8	1.1				
18:45-19:00	11	0	0	11	0	0	0	0	0	0	0	0	0	0	0	9	2	0	0	0	0	0	0	0	0	0	0	15.7	13.9	1.2				
19:00-19:15	13	0	0	13	0	0	0	0	0	0	0	0	0	0	0	7	6	0	0	0	0	0	0	0	0	0	0	16.8	14.3	1.7				
19:15-19:30	10	0	0	9	0	1	0	0	0	0	0	0	0	0	0	3	5	2	0	0	0	0	0	0	0	0	0	-	16.2	2.8				
19:30-19:45	10	0	0	10	0	0	0	0	0	0	0	0	0	0	0	2	8	0	0	0	0	0	0	0	0	0	0	-	15.9	1.5				
19:45-20:00	6	0	0	6	0	0	0	0	0	0	0	0	0	0	0	3	2	1	0	0	0	0	0	0	0	0	0	-	15.2	3				
20:00-20:15	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	-	14.8	0				
20:15-20:30	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	-	17	2.4				
20:30-20:45	12	0	0	12	0	0	0	0	0	0	0	0	0	0	1	6	5	0	0	0	0	0	0	0	0	0	0	16.1	14	2.1				
20:45-21:00	7	0	0	7	0	0	0	0	0	0	0	0	0	0	0	3	4	0	0	0	0	0	0	0	0	0	0	-	14.7	2.4				
21:00-21:15	8	0	0	8	0	0	0	0	0	0	0	0	0	0	0	6	2	0	0	0	0	0	0	0	0	0	0	-	13.8	1.3				
21:15-21:30	6	0	0	6	0	0	0	0	0	0	0	0	0	0	0	5	1	0	0	0	0	0	0	0	0	0	0	-	12	0.7				
21:30-21:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-				
21:45-22:00	8	1	0	7	0	0	0	0	0	0	0	0	0	0	1	3	4	0	0	0	0	0	0	0	0	0	0	-	13.4	4.3				
22:00-22:15	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	-	16.4	5.9				
22:15-22:30	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	2	3	0	0	0	0	0	0	0	0	0	0	-	14.7	0.6				
22:30-22:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-				
22:45-23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-				
23:00-23:15	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	-	19.2	0.1				
23:15-23:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-				

23:30-23:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-				
23:45-00:00	0	0	0	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	**312**	**2**	**0**	**301**	**1**	**5**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**10**	**163**	**133**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**16.8**	**14.6**	**2.1**				
06-22	**397**	**3**	**0**	**384**	**1**	**6**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**12**	**203**	**173**	**9**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**16.7**	**14.6**	**2.1**				
06-00	**408**	**3**	**0**	**395**	**1**	**6**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**12**	**206**	**180**	**10**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**16.7**	**14.7**	**2.1**				
00-00	**434**	**4**	**0**	**420**	**1**	**6**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**16**	**215**	**192**	**11**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**16.7**	**14.8**	**2.2**				

Monday 11 May 2026

Time	Total	Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 0.85	Average Speed	Standard deviation				
00:00-00:15	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	14.8	-				
00:15-00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-				
00:30-00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-				
00:45-01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-				
01:00-01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-				
01:15-01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-				
01:30-01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-				
01:45-02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-				
02:00-02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-				
02:15-02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-				
02:30-02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-				
02:45-03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-				
03:00-03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-				
03:15-03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-				
03:30-03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-				
03:45-04:00	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	-	10.3	0				
04:00-04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-				
04:15-04:30	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	-	16.1	0.1				
04:30-04:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-				
04:45-05:00	3	1	0	2	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	-	12.8	0.4				
05:00-05:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-				
05:15-05:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-				
05:30-05:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-				
05:45-06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-				
06:00-06:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-				
06:15-06:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-				
06:30-06:45	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	-	16.5	0				
06:45-07:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	14.4	-				
07:00-07:15	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	-	10.9	0.1				
07:15-07:30	6	1	0	5	0	0	0	0	0	0	0	0	0	0	0	1	5	0	0	0	0	0	0	0	0	0	0	-	14.5	1.8				
07:30-07:45	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	-	10.9	0				
07:45-08:00	7	0	0	7	0	0	0	0	0	0	0	0	0	0	0	2	5	0	0	0	0	0	0	0	0	0	0	-	15.8	1.3				
08:00-08:15	9	0	0	9	0	0	0	0	0	0	0	0	0	0	0	2	7	0	0	0	0	0	0	0	0	0	0	-	15.8	1.1				
08:15-08:30	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	3	2	0	0	0	0	0	0	0	0	0	0	-	15.5	1.6				
08:30-08:45	12	1	0	11	0	0	0	0	0	0	0	0	0	0	1	7	4	0	0	0	0	0	0	0	0	0	0	16.9	13.3	2.7				
08:45-09:00	9	0	0	9	0	0	0	0	0	0	0	0	0	0	0	4	5	0	0	0	0	0	0	0	0	0	0	-	14.8	2.4				
09:00-09:15	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	3	2	0	0	0	0	0	0	0	0	0	0	-	14.9	2.3				
09:15-09:30	6	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	-	16.2	1.1				
09:30-09:45	11	0	0	11	0	0	0	0	0	0	0	0	0	0	0	7	4	0	0	0	0	0	0	0	0	0	0	15.6	14.3	1.4				
09:45-10:00	6	0	0	6	0	0	0	0	0	0	0	0	0	0	0	4	2	0	0	0	0	0	0	0	0	0	0	-	14.7	0.8				
10:00-10:15	5	0	0	4	0	1	0	0	0	0	0	0	0	0	0	4	1	0	0	0	0	0	0	0	0	0	0	-	12.5	2				
10:15-10:30	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	-	15.1	2				
10:30-10:45	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	1	3	0	0	0	0	0	0	0	0	0	0	-	14.6	1				
10:45-11:00	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	-	16.4	2.3				
11:00-11:15	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	3	1	1	0	0	0	0	0	0	0	0	0	-	15.1	3.6				
11:15-11:30	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	2	3	0	0	0	0	0	0	0	0	0	0	-	15.9	1.4				
11:30-11:45	11	0	0	10	0	1	0	0	0	0	0	0	0	0	0	6	5	0	0	0	0	0	0	0	0	0	0	17	14.8	1.9				
11:45-12:00	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	-	13.4	0.7				
12:00-12:15	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	-	14.7	0.2				
12:15-12:30	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	-	16.3	0.9				
12:30-12:45	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	-	15	2.6				
12:45-13:00	3	1	0	2	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	-	16.1	2.2				
13:00-13:15	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	1	3	0	0	0	0	0	0	0	0	0	0	-	15.8	2				
13:15-13:30	4	0	0	4	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	-	9.6	4.1				
13:30-13:45	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	-	14.6	2.8				
13:45-14:00	4	0	0	4	0	0	0	0	0	0	0	0	0	0	1	2	1	0	0	0	0	0	0	0	0	0	0	-	13.6	4.2				
14:00-14:15	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	1	3	0	0	0	0	0	0	0	0	0	0	-	16.4	1.2				
14:15-14:30	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	-	14.8	0.3				
14:30-14:45	5	0	0	4	0	1	0	0	0	0	0	0	0	0	0	2	3	0	0	0	0	0	0	0	0	0	0	-	15.9	2.6				
14:45-15:00	3	0	0	2	0	1	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	-	14.9	0.6				
15:00-15:15	6	0	0	5	0	0	1	0	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	-	16.4	0.8				
15:15-15:30	9	0	0	9	0	0	0	0	0	0	0	0	0	0	1	5	3	0	0	0	0	0	0	0	0	0	0	-	14.9	2.8				
15:30-15:45	13	0	0	12	0	1	0	0	0	0	0	0	0	0	1	8	4	0	0	0	0	0	0	0	0	0	0	18	15.1	2.4				
15:45-16:00	13	0	0	12	0	1	0	0	0	0	0	0	0	0	0	8	5	0	0	0	0	0	0	0	0	0	0	18	14.5	2.5				
16:00-16:15	16	0	0	16	0	0	0	0	0	0	0	0	0	0	0	5	11	0	0	0	0	0	0	0	0	0	0	17	15	2				
16:15-16:30	17	0	0	17	0	0	0	0	0	0	0	0	0	0	0	3	13	1	0	0	0	0	0	0	0	0	0	17.9	16.2	1.8				
16:30-16:45	10	0	0	9	0	1	0	0	0	0	0	0	0	0	0	4	6	0	0	0	0	0	0	0	0	0	0	-	15.4	1.6				
16:45-17:00	9	0	0	9	0	0	0	0	0	0	0	0	0	0	0	4	4	1	0	0	0	0	0	0	0	0	0	-	16.2	2.4				
17:00-17:15	12	0	0	12	0	0	0	0	0	0	0	0	0	0	1	5	5	1	0	0	0	0	0	0	0	0	0	18.8	15	3.2				
17:15-17:30	17	0	0	16	0	0	1	0	0	0	0	0	0	0	0	13	3	1	0	0	0	0	0	0	0	0	0	15.5	13.9	2.3				
17:30-17:45	6	0	0	6	0	0	0	0	0	0	0	0	0	0	0	2	4	0	0	0	0	0	0	0	0	0	0	-	15.6	2				
17:45-18:00	13	0	0	13	0	0	0	0	0	0	0	0	0	0	2	5	6	0	0	0	0	0	0	0	0	0	0	15.8	13.4	4.3				
18:00-18:15	20	0	0	19	0	1	0	0	0	0	0	0	0	0	0	14	6	0	0	0	0	0	0	0	0	0	0	16.7	14.6	1.4				
18:15-18:30	23	0	0	23	0	0	0	0	0	0	0	0	0	0	0	7	16	0	0	0	0	0	0	0	0	0	0	17	15.5	1.7				
18:30-18:45	13	0	0	13	0	0	0	0	0	0	0	0	0	0	0	7	6	0	0	0	0	0	0	0	0	0	0	18.5	15.5	1.8				
18:45-19:00	15	0	0	15	0	0	0	0	0	0	0	0	0	0	0	9	6	0	0	0	0	0	0	0	0	0	0	17.3	15.1	1.6				
19:00-19:15	18	0	0	18	0	0	0	0	0	0	0	0	0	0	0	4	14	0	0	0	0	0	0	0	0	0	0	17.4	15.4	1.8				
19:15-19:30	11	1	0	10	0	0	0	0	0	0	0	0	0	0	4	3	4	0	0	0	0	0	0	0	0	0	0	17.6	12.3	5				
19:30-19:45	7	0	0	6	0	1	0	0	0	0	0	0	0	0	0	6	1	0	0	0	0	0	0	0	0	0	0	-	14.8	2.2				
19:45-20:00	13	0	0	13	0	0	0	0	0	0	0	0	0	0	0	7	6	0	0	0	0	0	0	0	0	0	0	17.1	15.6	2.7				
20:00-20:15	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	-	15	3.9				
20:15-20:30	8	0	0	8	0	0	0	0	0	0	0	0	0	0	1	5	2	0	0	0	0	0	0	0	0	0	0	-	13.6	1.8				
20:30-20:45	10	0	0	10	0	0	0	0	0	0	0	0	0	0	0	3	7	0	0	0	0	0	0	0	0	0	0	-	15.3	1				
20:45-21:00	11	0	0	11	0	0	0	0	0	0	0	0	0	0	0	6	5	0	0	0	0	0	0	0	0	0	0	16.4	14.4	2				
21:00-21:15	10	0	0	10	0	0	0	0	0	0	0	0	0	0	0	3	7	0	0	0	0	0	0	0	0	0	0	-	15.1	1.3				
21:15-21:30	8	0	0	8	0	0	0	0	0	0	0	0	0	0	0	8	0	0	0	0	0	0	0	0	0	0	0	-	13.9	1.2				
21:30-21:45	8	0	0	8	0	0	0	0	0	0	0	0	0	0	0	6	2	0	0	0	0	0	0	0	0	0	0	-	14	1.7				
21:45-22:00	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	-	13.6	2				
22:00-22:15	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	-	15.8	0				
22:15-22:30	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	-	18.3	-				
22:30-22:45	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	-	15.4	0.9				
22:45-23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-				
23:00-23:15	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	-	15	-				
23:15-23:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-				

23:30-23:45	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	-	17.8	-				
23:45-00:00	0	0	0	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	**369**	**3**	**0**	**356**	**0**	**8**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**9**	**174**	**181**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**17.1**	**14.8**	**1.9**				
06-22	**482**	**4**	**0**	**467**	**0**	**9**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**14**	**229**	**234**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**17.1**	**14.7**	**1.9**				
06-00	**490**	**4**	**0**	**474**	**0**	**10**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**14**	**231**	**240**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**17.1**	**14.9**	**1.9**				
00-00	**498**	**5**	**0**	**481**	**0**	**10**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**14**	**237**	**242**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**17.1**	**14.8**	**1.8**				

Tuesday 12 May 2026

Time	Total	Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 0.85	Average Speed	Standard deviation				
00:00-00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-				
00:15-00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-				
00:30-00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-				
00:45-01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-				
01:00-01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-				
01:15-01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-				
01:30-01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-				
01:45-02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-				
02:00-02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-				
02:15-02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-				
02:30-02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-				
02:45-03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-				
03:00-03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-				
03:15-03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-				
03:30-03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-				
03:45-04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-				
04:00-04:15	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	13.1	-				
04:15-04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-				
04:30-04:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-				
04:45-05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-				
05:00-05:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-				
05:15-05:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-				
05:30-05:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-				
05:45-06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-				
06:00-06:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-				
06:15-06:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-				
06:30-06:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-				
06:45-07:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	10.7	-				
07:00-07:15	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	-	15.5	1.1				
07:15-07:30	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	3	2	0	0	0	0	0	0	0	0	0	0	-	15.5	1.3				
07:30-07:45	7	1	0	5	0	1	0	0	0	0	0	0	0	0	2	1	4	0	0	0	0	0	0	0	0	0	0	-	12.2	6.9				
07:45-08:00	8	0	0	8	0	0	0	0	0	0	0	0	0	0	0	6	2	0	0	0	0	0	0	0	0	0	0	-	14.8	0.6				
08:00-08:15	7	0	0	6	0	1	0	0	0	0	0	0	0	0	3	2	2	0	0	0	0	0	0	0	0	0	0	-	9.9	6.6				
08:15-08:30	6	0	0	6	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	-	13.4	0.2				
08:30-08:45	13	0	0	13	0	0	0	0	0	0	0	0	0	0	2	7	4	0	0	0	0	0	0	0	0	0	0	16.3	13.8	2.4				
08:45-09:00	7	0	0	6	0	1	0	0	0	0	0	0	0	0	0	5	1	1	0	0	0	0	0	0	0	0	0	-	15.4	3.2				
09:00-09:15	6	0	0	6	0	0	0	0	0	0	0	0	0	0	0	1	5	0	0	0	0	0	0	0	0	0	0	-	15.3	0.5				
09:15-09:30	8	0	0	8	0	0	0	0	0	0	0	0	0	0	1	3	4	0	0	0	0	0	0	0	0	0	0	-	13.4	2.8				
09:30-09:45	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	4	1	0	0	0	0	0	0	0	0	0	0	-	14.6	2.7				
09:45-10:00	5	0	0	4	0	1	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	-	12.4	1.1				
10:00-10:15	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	-	12.3	1.3				
10:15-10:30	9	0	0	9	0	0	0	0	0	0	0	0	0	0	0	7	2	0	0	0	0	0	0	0	0	0	0	-	13.4	1.9				
10:30-10:45	7	0	0	7	0	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	-	11.8	2.1				
10:45-11:00	7	1	0	5	0	1	0	0	0	0	0	0	0	0	0	6	1	0	0	0	0	0	0	0	0	0	0	-	14	1.5				
11:00-11:15	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	-	15.4	0.8				
11:15-11:30	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	14.9	-				
11:30-11:45	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	1	4	0	0	0	0	0	0	0	0	0	0	-	15.6	1				
11:45-12:00	12	0	0	12	0	0	0	0	0	0	0	0	0	0	0	2	10	0	0	0	0	0	0	0	0	0	0	17.3	16.4	1				
12:00-12:15	7	0	0	7	0	0	0	0	0	0	0	0	0	0	0	6	0	1	0	0	0	0	0	0	0	0	0	-	14.6	2.7				
12:15-12:30	8	0	0	7	0	1	0	0	0	0	0	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	-	14.3	1.4				
12:30-12:45	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	-	15.3	-				
12:45-13:00	7	0	0	6	0	1	0	0	0	0	0	0	0	0	1	4	2	0	0	0	0	0	0	0	0	0	0	-	13.7	3.2				
13:00-13:15	8	0	0	8	0	0	0	0	0	0	0	0	0	0	1	7	0	0	0	0	0	0	0	0	0	0	0	-	13.2	2.1				
13:15-13:30	9	0	0	8	0	1	0	0	0	0	0	0	0	0	1	5	3	0	0	0	0	0	0	0	0	0	0	-	14.4	2.8				
13:30-13:45	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	-	12.6	1				
13:45-14:00	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	-	13.4	0.9				
14:00-14:15	7	0	0	7	0	0	0	0	0	0	0	0	0	0	0	2	5	0	0	0	0	0	0	0	0	0	0	-	15	1				
14:15-14:30	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	-	16.1	1.5				
14:30-14:45	8	0	0	8	0	0	0	0	0	0	0	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	-	14.3	1.7				
14:45-15:00	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	0	0	0	0	0	-	14.7	1.9				
15:00-15:15	12	0	0	12	0	0	0	0	0	0	0	0	0	0	0	4	5	3	0	0	0	0	0	0	0	0	0	20.9	16.5	3.4				
15:15-15:30	8	0	0	8	0	0	0	0	0	0	0	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	-	15.3	2				
15:30-15:45	6	0	0	6	0	0	0	0	0	0	0	0	0	0	0	2	4	0	0	0	0	0	0	0	0	0	0	-	15.6	1.5				
15:45-16:00	4	0	0	3	0	1	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	-	16.9	2.1				
16:00-16:15	7	0	0	7	0	0	0	0	0	0	0	0	0	0	1	2	4	0	0	0	0	0	0	0	0	0	0	-	14.7	2.7				
16:15-16:30	15	0	0	13	0	2	0	0	0	0	0	0	0	0	0	6	8	1	0	0	0	0	0	0	0	0	0	19	15.8	2.7				
16:30-16:45	17	0	0	17	0	0	0	0	0	0	0	0	0	0	0	3	14	0	0	0	0	0	0	0	0	0	0	16.9	15.4	2.1				
16:45-17:00	15	0	0	15	0	0	0	0	0	0	0	0	0	0	0	7	8	0	0	0	0	0	0	0	0	0	0	18	15.8	1.7				
17:00-17:15	18	0	0	18	0	0	0	0	0	0	0	0	0	0	0	9	8	1	0	0	0	0	0	0	0	0	0	17.4	14.9	2.7				
17:15-17:30	14	0	0	14	0	0	0	0	0	0	0	0	0	0	2	3	9	0	0	0	0	0	0	0	0	0	0	18.1	14.6	3.4				
17:30-17:45	24	1	0	23	0	0	0	0	0	0	0	0	0	0	2	13	9	0	0	0	0	0	0	0	0	0	0	17.2	15.5	6.5				
17:45-18:00	15	0	0	15	0	0	0	0	0	0	0	0	0	0	4	6	5	0	0	0	0	0	0	0	0	0	0	16	12.8	3.5				
18:00-18:15	11	0	0	11	0	0	0	0	0	0	0	0	0	0	0	5	6	0	0	0	0	0	0	0	0	0	0	16.5	14.8	1.8				
18:15-18:30	12	0	0	12	0	0	0	0	0	0	0	0	0	0	0	6	6	0	0	0	0	0	0	0	0	0	0	17.7	15.5	1.9				
18:30-18:45	11	0	0	11	0	0	0	0	0	0	0	0	0	0	0	6	5	0	0	0	0	0	0	0	0	0	0	17	15	1.6				
18:45-19:00	11	0	0	11	0	0	0	0	0	0	0	0	0	0	0	7	4	0	0	0	0	0	0	0	0	0	0	17.2	15.2	1.7				
19:00-19:15	17	0	0	16	0	1	0	0	0	0	0	0	0	0	0	8	9	0	0	0	0	0	0	0	0	0	0	17.4	14.9	2.3				
19:15-19:30	8	0	0	8	0	0	0	0	0	0	0	0	0	0	0	2	6	0	0	0	0	0	0	0	0	0	0	-	15.7	1.4				
19:30-19:45	10	0	0	10	0	0	0	0	0	0	0	0	0	0	0	4	5	1	0	0	0	0	0	0	0	0	0	-	15.8	2.7				
19:45-20:00	7	0	0	7	0	0	0	0	0	0	0	0	0	0	2	3	2	0	0	0	0	0	0	0	0	0	0	-	13.5	3.8				
20:00-20:15	11	0	0	11	0	0	0	0	0	0	0	0	0	0	0	6	5	0	0	0	0	0	0	0	0	0	0	17.2	14.2	2.7				
20:15-20:30	13	0	0	12	0	1	0	0	0	0	0	0	0	0	0	8	5	0	0	0	0	0	0	0	0	0	0	17.3	14.6	1.7				
20:30-20:45	12	0	1	11	0	0	0	0	0	0	0	0	0	0	0	11	1	0	0	0	0	0	0	0	0	0	0	15	14	1.1				
20:45-21:00	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	1	3	0	0	0	0	0	0	0	0	0	0	-	15.2	2.1				
21:00-21:15	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	2	3	0	0	0	0	0	0	0	0	0	0	-	14.8	1.4				
21:15-21:30	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	-	15.4	1.1				
21:30-21:45	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	4	1	0	0	0	0	0	0	0	0	0	0	-	15	2.4				
21:45-22:00	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	0	0	0	0	0	-	12.8	1.7				
22:00-22:15	7	0	0	7	0	0	0	0	0	0	0	0	0	0	0	3	4	0	0	0	0	0	0	0	0	0	0	-	14.6	2.2				
22:15-22:30	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	0	0	0	0	0	-	14.9	2.9				
22:30-22:45	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	13.7	-				
22:45-23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-				
23:00-23:15	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	-	15.8	0				
23:15-23:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-				

23:30-23:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-				
23:45-00:00	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	-	15.4	0.6				
07-19	**398**	**3**	**0**	**384**	**0**	**11**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**20**	**200**	**171**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**17.5**	**14.5**	**2.2**				
06-22	**498**	**3**	**1**	**481**	**0**	**13**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**22**	**254**	**214**	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**17.4**	**14.5**	**2.2**				
06-00	**514**	**3**	**1**	**497**	**0**	**13**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**22**	**262**	**222**	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**17.4**	**14.5**	**2.1**				
00-00	**515**	**3**	**1**	**498**	**0**	**13**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**22**	**263**	**222**	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**17.4**	**14.5**	**2.1**				

Wednesday 13 May 2026

Time	Total	Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 0.85	Average Speed	Standard deviation				
00:00-00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-				
00:15-00:30	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	-	18.7	0				
00:30-00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-				
00:45-01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-				
01:00-01:15	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	-	16.3	0				
01:15-01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-				
01:30-01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-				
01:45-02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-				
02:00-02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-				
02:15-02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-				
02:30-02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-				
02:45-03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-				
03:00-03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-				
03:15-03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-				
03:30-03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-				
03:45-04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-				
04:00-04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-				
04:15-04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-				
04:30-04:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-				
04:45-05:00	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	12.1	-				
05:00-05:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-				
05:15-05:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-				
05:30-05:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-				
05:45-06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-				
06:00-06:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-				
06:15-06:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-				
06:30-06:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-				
06:45-07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-				
07:00-07:15	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	-	16.1	0.1				
07:15-07:30	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	-	16	0.9				
07:30-07:45	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	1	3	0	0	0	0	0	0	0	0	0	0	-	16.2	1.5				
07:45-08:00	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	-	15.4	2.1				
08:00-08:15	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	-	15.5	1.8				
08:15-08:30	9	0	0	9	0	0	0	0	0	0	0	0	0	0	0	6	3	0	0	0	0	0	0	0	0	0	0	-	14.7	2.3				
08:30-08:45	9	0	0	9	0	0	0	0	0	0	0	0	0	0	0	6	3	0	0	0	0	0	0	0	0	0	0	-	14.4	2.7				
08:45-09:00	11	0	0	10	0	1	0	0	0	0	0	0	0	0	0	6	5	0	0	0	0	0	0	0	0	0	0	17.9	15.4	2.1				
09:00-09:15	7	0	0	7	0	0	0	0	0	0	0	0	0	0	0	1	6	0	0	0	0	0	0	0	0	0	0	-	16.2	1.2				
09:15-09:30	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	-	16.4	-				
09:30-09:45	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	-	18.4	-				
09:45-10:00	6	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	-	15.9	0.6				
10:00-10:15	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	2	3	0	0	0	0	0	0	0	0	0	0	-	14.7	3.1				
10:15-10:30	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	0	0	0	0	0	-	14.7	0.9				
10:30-10:45	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	1	3	0	0	0	0	0	0	0	0	0	0	-	16	1.3				
10:45-11:00	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	-	16.2	0.4				
11:00-11:15	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	-	16.1	0.3				
11:15-11:30	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	0	0	0	0	0	-	14.5	3.4				
11:30-11:45	6	0	0	6	0	0	0	0	0	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	-	15.2	2.1				
11:45-12:00	8	0	0	8	0	0	0	0	0	0	0	0	0	0	1	4	3	0	0	0	0	0	0	0	0	0	0	-	13.8	2.8				
12:00-12:15	11	1	0	9	0	1	0	0	0	0	0	0	0	0	0	9	2	0	0	0	0	0	0	0	0	0	0	17.6	13.6	2.5				
12:15-12:30	5	0	0	4	0	1	0	0	0	0	0	0	0	0	1	1	3	0	0	0	0	0	0	0	0	0	0	-	14.3	3.2				
12:30-12:45	7	0	0	7	0	0	0	0	0	0	0	0	0	0	1	2	4	0	0	0	0	0	0	0	0	0	0	-	14.9	2.8				
12:45-13:00	7	0	0	7	0	0	0	0	0	0	0	0	0	0	0	3	4	0	0	0	0	0	0	0	0	0	0	-	15.4	1.7				
13:00-13:15	6	0	0	6	0	0	0	0	0	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	-	14.3	1.3				
13:15-13:30	6	0	0	5	0	1	0	0	0	0	0	0	0	0	0	5	1	0	0	0	0	0	0	0	0	0	0	-	14	2.7				
13:30-13:45	9	0	0	9	0	0	0	0	0	0	0	0	0	0	0	4	5	0	0	0	0	0	0	0	0	0	0	-	14.8	1.4				
13:45-14:00	7	0	0	7	0	0	0	0	0	0	0	0	0	0	0	1	6	0	0	0	0	0	0	0	0	0	0	-	16.4	1.2				
14:00-14:15	4	0	0	3	0	1	0	0	0	0	0	0	0	0	0	1	3	0	0	0	0	0	0	0	0	0	0	-	15.4	1.3				
14:15-14:30	11	0	0	11	0	0	0	0	0	0	0	0	0	0	0	3	6	2	0	0	0	0	0	0	0	0	0	17.6	16	2.6				
14:30-14:45	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	-	15.7	0.2				
14:45-15:00	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	-	14.7	1.8				
15:00-15:15	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	3	2	0	0	0	0	0	0	0	0	0	0	-	15.1	3.4				
15:15-15:30	9	0	0	9	0	0	0	0	0	0	0	0	0	0	1	2	6	0	0	0	0	0	0	0	0	0	0	-	14.9	4.5				
15:30-15:45	9	0	0	9	0	0	0	0	0	0	0	0	0	0	0	4	5	0	0	0	0	0	0	0	0	0	0	-	15	2.6				
15:45-16:00	21	0	0	20	0	1	0	0	0	0	0	0	0	0	0	11	10	0	0	0	0	0	0	0	0	0	0	17.6	15.3	2.1				
16:00-16:15	8	0	0	8	0	0	0	0	0	0	0	0	0	0	0	2	5	1	0	0	0	0	0	0	0	0	0	-	16.8	2.2				
16:15-16:30	11	0	0	11	0	0	0	0	0	0	0	0	0	0	0	5	6	0	0	0	0	0	0	0	0	0	0	18.2	15.5	2.1				
16:30-16:45	12	0	0	12	0	0	0	0	0	0	0	0	0	0	0	7	5	0	0	0	0	0	0	0	0	0	0	15.8	14.2	1.5				
16:45-17:00	11	0	0	11	0	0	0	0	0	0	0	0	0	0	0	9	2	0	0	0	0	0	0	0	0	0	0	16.9	13.8	2.3				
17:00-17:15	23	0	0	23	0	0	0	0	0	0	0	0	0	0	0	8	14	1	0	0	0	0	0	0	0	0	0	17.9	15.8	2.1				
17:15-17:30	14	0	0	13	0	1	0	0	0	0	0	0	0	0	2	7	4	1	0	0	0	0	0	0	0	0	0	18.4	14.1	3.4				
17:30-17:45	33	0	0	33	0	0	0	0	0	0	0	0	0	0	1	16	16	0	0	0	0	0	0	0	0	0	0	16.6	14.3	2.3				
17:45-18:00	21	0	0	20	0	1	0	0	0	0	0	0	0	0	2	14	5	0	0	0	0	0	0	0	0	0	0	16.3	13.2	2.7				
18:00-18:15	12	0	0	12	0	0	0	0	0	0	0	0	0	0	0	7	5	0	0	0	0	0	0	0	0	0	0	16.5	14.7	1.5				
18:15-18:30	12	0	0	11	0	1	0	0	0	0	0	0	0	0	1	3	7	1	0	0	0	0	0	0	0	0	0	18	15.1	4				
18:30-18:45	13	0	0	13	0	0	0	0	0	0	0	0	0	0	0	5	8	0	0	0	0	0	0	0	0	0	0	16.5	14.9	1.8				
18:45-19:00	17	0	0	17	0	0	0	0	0	0	0	0	0	0	0	7	9	1	0	0	0	0	0	0	0	0	0	16.4	15.3	2				
19:00-19:15	11	0	0	11	0	0	0	0	0	0	0	0	0	0	2	6	3	0	0	0	0	0	0	0	0	0	0	16.9	14.1	2.9				
19:15-19:30	20	0	0	20	0	0	0	0	0	0	0	0	0	0	0	11	8	1	0	0	0	0	0	0	0	0	0	17.9	15	2.8				
19:30-19:45	11	0	0	10	0	1	0	0	0	0	0	0	0	0	0	3	7	1	0	0	0	0	0	0	0	0	0	18.4	16.1	2.6				
19:45-20:00	8	0	0	8	0	0	0	0	0	0	0	0	0	0	1	5	2	0	0	0	0	0	0	0	0	0	0	-	12.9	4.1				
20:00-20:15	8	0	0	8	0	0	0	0	0	0	0	0	0	0	1	3	4	0	0	0	0	0	0	0	0	0	0	-	14.4	2.2				
20:15-20:30	9	1	0	8	0	0	0	0	0	0	0	0	0	0	0	6	3	0	0	0	0	0	0	0	0	0	0	-	13.8	2.2				
20:30-20:45	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	-	14.5	1.2				
20:45-21:00	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	4	1	0	0	0	0	0	0	0	0	0	0	-	14.3	1.5				
21:00-21:15	14	0	0	14	0	0	0	0	0	0	0	0	0	0	0	9	5	0	0	0	0	0	0	0	0	0	0	16.4	14.6	1.5				
21:15-21:30	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	2	3	0	0	0	0	0	0	0	0	0	0	-	16.4	1.9				
21:30-21:45	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	-	15.8	3.1				
21:45-22:00	3	1	0	2	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	-	12.6	2.1				
22:00-22:15	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	-	14	3.7				
22:15-22:30	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	-	14.1	1.6				
22:30-22:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-				
22:45-23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-				
23:00-23:15	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	-	16.2	1.6				
23:15-23:30	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	-	18.7	-				

23:30-23:45	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	-	15.3	0.3				
23:45-00:00	0	0	0	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	**405**	**1**	**0**	**395**	**0**	**9**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**10**	**182**	**206**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**17.2**	**15.2**	**2.0**				
06-22	**505**	**3**	**0**	**492**	**0**	**10**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**14**	**237**	**245**	**9**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**17.3**	**15.1**	**2.1**				
06-00	**514**	**3**	**0**	**501**	**0**	**10**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**14**	**239**	**252**	**9**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**17.3**	**15.1**	**2.1**				
00-00	**519**	**3**	**0**	**505**	**0**	**10**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**14**	**240**	**256**	**9**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**17.3**	**15.1**	**2.0**				

Virtual Day (7)

Time	Total	Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 0.85	Average Speed	Standard deviation				
0000 - 0100	4	0	0	4	0	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	-	-	-				
0100 - 0200	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	-	-	-				
0200 - 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	-	-	-				
0300 - 0400	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	-	-				
0400 - 0500	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	-	-				
0500 - 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	-	-	-				
0600 - 0700	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	-	-	-				
0700 - 0800	12	0	0	12	0	1	0	0	0	0	0	0	0	0	1	4	8	0	0	0	0	0	0	0	0	0	0	-	14.6	2.2				
0800 - 0900	24	0	0	24	0	1	0	0	0	0	0	0	0	0	2	12	10	0	0	0	0	0	0	0	0	0	0	17.3	14.2	2.4				
0900 - 1000	24	0	0	24	0	0	0	0	0	0	0	0	0	0	0	11	13	1	0	0	0	0	0	0	0	0	0	16.4	15.4	2.1				
1000 - 1100	20	0	0	20	0	0	0	0	0	0	0	0	0	0	0	11	9	0	0	0	0	0	0	0	0	0	0	16.5	14.5	1.9				
1100 - 1200	25	0	0	25	0	1	0	0	0	0	0	0	0	0	1	14	11	0	0	0	0	0	0	0	0	0	0	17.1	14.5	2				
1200 - 1300	26	0	0	26	0	1	0	0	0	0	0	0	0	0	1	16	11	0	0	0	0	0	0	0	0	0	0	17.3	14.8	1.9				
1300 - 1400	28	0	0	28	0	1	0	0	0	0	0	0	0	0	1	15	13	0	0	0	0	0	0	0	0	0	0	16.4	14.6	2				
1400 - 1500	25	0	0	25	0	1	0	0	0	0	0	0	0	0	0	10	14	0	0	0	0	0	0	0	0	0	0	17.6	15.3	1.9				
1500 - 1600	35	0	0	35	0	1	0	0	0	0	0	0	0	0	1	19	16	0	0	0	0	0	0	0	0	0	0	17.9	14.7	2.3				
1600 - 1700	54	0	0	54	0	0	0	0	0	0	0	0	0	0	2	26	25	1	0	0	0	0	0	0	0	0	0	17.1	14.7	2.2				
1700 - 1800	58	0	0	58	0	0	0	0	0	0	0	0	0	0	4	28	26	1	0	0	0	0	0	0	0	0	0	17.1	14.6	2.6				
1800 - 1900	53	0	0	53	0	1	0	0	0	0	0	0	0	0	1	26	26	1	0	0	0	0	0	0	0	0	0	17.2	15.1	2.1				
1900 - 2000	40	0	0	40	0	1	0	0	0	0	0	0	0	0	2	19	20	1	0	0	0	0	0	0	0	0	0	17.2	14.7	2.5				
2000 - 2100	34	0	0	34	0	0	0	0	0	0	0	0	0	0	1	20	14	0	0	0	0	0	0	0	0	0	0	17.1	14.4	2				
2100 - 2200	21	0	0	21	0	0	0	0	0	0	0	0	0	0	0	13	9	0	0	0	0	0	0	0	0	0	0	16.4	14.3	1.8				
2200 - 2300	12	0	0	12	0	0	0	0	0	0	0	0	0	0	0	7	4	0	0	0	0	0	0	0	0	0	0	-	14.4	1.7				
2300 - 0000	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	1	3	0	0	0	0	0	0	0	0	0	0	-	-	-				
07-19	**384**	**0**	**0**	**384**	**0**	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**14**	**192**	**182**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**17.1**	**14.8**	**2.1**				
06-22	**481**	**0**	**0**	**481**	**0**	**9**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**17**	**245**	**226**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**17.0**	**14.7**	**2.1**				
06-00	**497**	**0**	**0**	**497**	**0**	**9**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**17**	**253**	**233**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**17.0**	**14.7**	**2.1**				
00-00	**505**	**0**	**0**	**505**	**0**	**9**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**18**	**257**	**236**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**17.0**	**14.7**	**2.1**				

Virtual Week (1)

Time	Total	Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 0.85	Average Speed	Standard deviation				
Mon	498	5	0	481	0	10	2	0	0	0	0	0	0	0	14	237	242	5	0	0	0	0	0	0	0	0	0	17.1	14.8	1.8				
Tue	515	3	1	498	0	13	0	0	0	0	0	0	0	0	22	263	222	8	0	0	0	0	0	0	0	0	0	17.4	14.5	2.1				
Wed	519	3	0	505	0	10	1	0	0	0	0	0	0	0	14	240	256	9	0	0	0	0	0	0	0	0	0	17.3	15.1	2				
Thu	549	2	1	534	0	10	1	1	0	0	0	0	0	0	30	292	225	2	0	0	0	0	0	0	0	0	0	17	14.6	2.2				
Fri	528	0	0	518	0	8	2	0	0	0	0	0	0	0	20	249	258	1	0	0	0	0	0	0	0	0	0	17.4	14.9	2				
Sat	599	3	0	589	0	3	4	0	0	0	0	0	0	0	18	307	267	7	0	0	0	0	0	0	0	0	0	16.9	14.5	2				
Sun	434	4	0	420	1	6	3	0	0	0	0	0	0	0	16	215	192	11	0	0	0	0	0	0	0	0	0	16.7	14.8	2.2				
--	**3642**	**20**	**2**	**3545**	**1**	**60**	**13**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**134**	**1803**	**1662**	**43**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**17.1**	**14.7**	**2.0**				

Grand Total

Time	Total	Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 0.85	Average Speed	Standard deviation				
--	**3642**	**20**	**2**	**3545**	**1**	**60**	**13**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**134**	**1803**	**1662**	**43**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**17.1**	**14.7**	**2**				

Woodward Court, Mirfield ATCs

Report Id 236/26
Site Name Site 2 of 4
Description Wellhouse Lane, 30m south of Woodward Court
Direction Northbound

Monday 27 April 2026

Time	Total	Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 0.85	Average Speed	Standard deviation
00:00-00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
00:15-00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
00:30-00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
00:45-01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
01:00-01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
01:15-01:30	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	-	21.3	-
01:30-01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
01:45-02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
02:00-02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
02:15-02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
02:30-02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
02:45-03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
03:00-03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
03:15-03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
03:30-03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
03:45-04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
04:00-04:15	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	-	28.3	-
04:15-04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
04:30-04:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
04:45-05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
05:00-05:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
05:15-05:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
05:30-05:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
05:45-06:00	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	-	21.6	8.3
06:00-06:15	6	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	4	2	0	0	0	0	0	0	0	0	-	24.5	1.7
06:15-06:30	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	1	0	4	0	0	0	0	0	0	0	0	0	-	21.1	5.6
06:30-06:45	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	2	1	1	0	0	0	0	0	0	0	0	-	22	5.9
06:45-07:00	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	-	23.1	2.7
07:00-07:15	3	0	0	2	0	1	0	0	0	0	0	0	0	0	0	2	0	1	0	0	0	0	0	0	0	0	0	-	16.5	4
07:15-07:30	10	0	0	9	0	1	0	0	0	0	0	0	0	0	0	1	3	3	2	1	0	0	0	0	0	0	0	-	21.8	6.2
07:30-07:45	14	0	0	13	0	1	0	0	0	0	0	0	0	0	0	0	2	10	2	0	0	0	0	0	0	0	0	25.3	22.3	2.8
07:45-08:00	15	0	0	15	0	0	0	0	0	0	0	0	0	0	0	0	0	11	4	0	0	0	0	0	0	0	0	25.8	23.3	1.9
08:00-08:15	17	0	0	16	0	1	0	0	0	0	0	0	0	0	0	0	3	10	4	0	0	0	0	0	0	0	0	26.8	23	3
08:15-08:30	22	0	0	22	0	0	0	0	0	0	0	0	0	0	0	3	10	8	1	0	0	0	0	0	0	0	0	23.7	19.3	3.4
08:30-08:45	25	0	0	25	0	0	0	0	0	0	0	0	0	0	0	8	9	7	1	0	0	0	0	0	0	0	0	22.1	17.5	4.2
08:45-09:00	12	0	0	12	0	0	0	0	0	0	0	0	0	0	0	2	6	1	3	0	0	0	0	0	0	0	0	28.2	20	5.5
09:00-09:15	8	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	6	2	0	0	0	0	0	0	0	0	-	24.3	2.7
09:15-09:30	6	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	2	3	1	0	0	0	0	0	0	0	0	-	22.2	2.9
09:30-09:45	7	0	0	7	0	0	0	0	0	0	0	0	0	0	1	0	1	3	2	0	0	0	0	0	0	0	0	-	21.2	5.8
09:45-10:00	6	0	0	5	0	1	0	0	0	0	0	0	0	0	0	0	2	2	2	0	0	0	0	0	0	0	0	-	23.3	3.2
10:00-10:15	7	0	0	4	0	3	0	0	0	0	0	0	0	0	0	0	2	5	0	0	0	0	0	0	0	0	0	-	20.9	1.8
10:15-10:30	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	2	3	0	0	0	0	0	0	0	0	-	24.6	3.2
10:30-10:45	9	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	1	6	2	0	0	0	0	0	0	0	0	-	23.4	3.6
10:45-11:00	7	0	0	6	0	1	0	0	0	0	0	0	0	0	0	0	2	4	0	1	0	0	0	0	0	0	0	-	22.9	4.1
11:00-11:15	5	0	0	4	0	1	0	0	0	0	0	0	0	0	0	0	0	3	2	0	0	0	0	0	0	0	0	-	23.6	2.5
11:15-11:30	8	0	0	8	0	0	0	0	0	0	0	0	0	0	0	1	1	4	2	0	0	0	0	0	0	0	0	-	21.2	4.4
11:30-11:45	8	1	0	5	1	1	0	0	0	0	0	0	0	0	0	1	4	3	0	0	0	0	0	0	0	0	0	-	18.9	4.5
11:45-12:00	7	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	1	0	0	0	0	0	0	0	-	25.8	3.9
12:00-12:15	8	0	0	7	0	1	0	0	0	0	0	0	0	0	0	2	1	4	1	0	0	0	0	0	0	0	0	-	20.6	4.1
12:15-12:30	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	1	0	3	1	0	0	0	0	0	0	0	0	-	20.9	4.7
12:30-12:45	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	-	23.5	1.8
12:45-13:00	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	-	21.8	1.6
13:00-13:15	6	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	-	20.2	3.1
13:15-13:30	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	-	28.3	-
13:30-13:45	2	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	-	20.3	0.6
13:45-14:00	9	0	0	8	0	1	0	0	0	0	0	0	0	0	0	0	4	4	1	0	0	0	0	0	0	0	0	-	19.9	3.4
14:00-14:15	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	-	21.3	4.4
14:15-14:30	8	1	0	7	0	0	0	0	0	0	0	0	0	0	0	0	2	1	3	2	0	0	0	0	0	0	0	-	19.9	5
14:30-14:45	16	1	0	15	0	0	0	0	0	0	0	0	0	0	2	2	8	3	1	0	0	0	0	0	0	0	0	21.4	16.4	5.5
14:45-15:00	18	0	0	18	0	0	0	0	0	0	0	0	0	0	0	2	8	7	1	0	0	0	0	0	0	0	0	23.2	19.6	3.7
15:00-15:15	15	0	0	15	0	0	0	0	0	0	0	0	0	0	0	2	9	4	0	0	0	0	0	0	0	0	0	21.5	18	2.8
15:15-15:30	8	0	0	8	0	0	0	0	0	0	0	0	0	0	1	3	2	2	0	0	0	0	0	0	0	0	0	-	16.2	5.2
15:30-15:45	6	0	0	6	0	0	0	0	0	0	0	0	0	0	0	1	3	2	0	0	0	0	0	0	0	0	0	-	19.3	2.8
15:45-16:00	7	0	0	7	0	0	0	0	0	0	0	0	0	0	0	1	1	3	2	0	0	0	0	0	0	0	0	-	22.6	4.6
16:00-16:15	6	1	0	5	0	0	0	0	0	0	0	0	0	0	1	0	0	3	2	0	0	0	0	0	0	0	0	-	21.8	6.7
16:15-16:30	6	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	1	3	2	0	0	0	0	0	0	0	0	-	23.7	3.4
16:30-16:45	8	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	1	5	2	0	0	0	0	0	0	0	0	-	22.8	2.9
16:45-17:00	8	0	0	7	0	1	0	0	0	0	0	0	0	0	1	0	4	3	0	0	0	0	0	0	0	0	0	-	19.1	5
17:00-17:15	10	0	0	10	0	0	0	0	0	0	0	0	0	0	0	1	3	5	1	0	0	0	0	0	0	0	0	-	20.3	3.1
17:15-17:30	8	0	0	7	0	1	0	0	0	0	0	0	0	0	0	0	0	5	3	0	0	0	0	0	0	0	0	-	23.8	3.1
17:30-17:45	12	0	0	11	0	1	0	0	0	0	0	0	0	0	0	1	1	8	2	0	0	0	0	0	0	0	0	25.8	21.3	4.1
17:45-18:00	6	0	0	5	0	1	0	0	0	0	0	0	0	0	0	2	1	2	1	0	0	0	0	0	0	0	0	-	18.7	4.8
18:00-18:15	9	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	4	5	0	0	0	0	0	0	0	0	0	-	20.1	2.6
18:15-18:30	11	0	0	10	0	1	0	0	0	0	0	0	0	0	0	0	2	9	0	0	0	0	0	0	0	0	0	23.6	21.4	1.9
18:30-18:45	8	0	0	8	0	0	0	0	0	0	0	0	0	0	0	1	2	4	1	0	0	0	0	0	0	0	0	-	20.3	3.4
18:45-19:00	9	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	2	6	1	0	0	0	0	0	0	0	0	-	22	3.3
19:00-19:15	6	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	1	4	1	0	0	0	0	0	0	0	0	-	21.7	2.7
19:15-19:30	6	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	0	-	22.2	1.4
19:30-19:45	7	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	2	4	1	0	0	0	0	0	0	0	0	-	21.8	3.5
19:45-20:00	9	0	0	9	0	0	0	0	0	0	0	0	0	0	1	0	4	2	2	0	0	0	0	0	0	0	0	-	19.6	6
20:00-20:15	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	0	0	0	-	23.7	3
20:15-20:30	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	1	0	0	0	0	0	0	0	-	23.8	4.1

20:30-20:45	4	0	0	3	0	1	0	0	0	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	0	0	0	-	23.5	2.7
20:45-21:00	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	-	27	3.7
21:00-21:15	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	-	27.7	7
21:15-21:30	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	-	24.3	5.9
21:30-21:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
21:45-22:00	2	0	0	2	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	-	13.7	10.5
22:00-22:15	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	-	20.7	6.9
22:15-22:30	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	-	21.7	-
22:30-22:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
22:45-23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
23:00-23:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
23:15-23:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
23:30-23:45	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	14.2	-
23:45-00:00	0	0	0	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	**420**	**4**	**0**	**396**	**1**	**19**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**6**	**39**	**111**	**199**	**62**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**25.1**	**20.8**	**4.3**
06-22	**488**	**4**	**0**	**463**	**1**	**20**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**8**	**40**	**120**	**240**	**74**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**25.3**	**21**	**4.4**
06-00	**492**	**4**	**0**	**467**	**1**	**20**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**8**	**41**	**121**	**241**	**75**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**25.3**	**21**	**4.4**
00-00	**496**	**4**	**0**	**470**	**1**	**21**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**8**	**41**	**122**	**242**	**77**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**25.4**	**21**	**4.4**

Tuesday 28 April 2026

Time	Total	Cycles	Motor Cycles	Car	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 0.85	Average Speed	Standard deviation
00:00-00:15	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	-	34.3	-
00:15-00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
00:30-00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
00:45-01:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	-	25.1	-
01:00-01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
01:15-01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
01:30-01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
01:45-02:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	-	17.2	-
02:00-02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
02:15-02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
02:30-02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
02:45-03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
03:00-03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
03:15-03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
03:30-03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
03:45-04:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	-	17.9	-
04:00-04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
04:15-04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
04:30-04:45	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	-	16.9	-
04:45-05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
05:00-05:15	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	-	31.5	-
05:15-05:30	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	-	18.1	-
05:30-05:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
05:45-06:00	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	-	22	3.4
06:00-06:15	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	0	0	0	0	0	0	0	0	-	21.7	8.6
06:15-06:30	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	-	22.8	0.6
06:30-06:45	3	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	-	19.2	2.9
06:45-07:00	6	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	2	3	0	1	0	0	0	0	0	0	-	27.5	4.8
07:00-07:15	5	0	0	4	0	1	0	0	0	0	0	0	0	0	0	0	2	3	0	0	0	0	0	0	0	0	0	-	21.4	2.2
07:15-07:30	10	0	0	9	0	1	0	0	0	0	0	0	0	0	0	1	1	6	2	0	0	0	0	0	0	0	0	-	22	4.6
07:30-07:45	21	0	0	19	0	2	0	0	0	0	0	0	0	0	0	1	5	12	3	0	0	0	0	0	0	0	0	25	21.3	2.9
07:45-08:00	14	0	0	13	0	1	0	0	0	0	0	0	0	0	0	0	0	8	5	1	0	0	0	0	0	0	0	28	24.8	3
08:00-08:15	22	0	0	22	0	0	0	0	0	0	0	0	0	0	0	0	9	10	3	0	0	0	0	0	0	0	0	24.9	20.9	2.9
08:15-08:30	25	0	0	24	0	1	0	0	0	0	0	0	0	0	0	4	9	12	0	0	0	0	0	0	0	0	0	22.3	18.9	3.3
08:30-08:45	27	0	0	27	0	0	0	0	0	0	0	0	0	0	0	4	19	3	1	0	0	0	0	0	0	0	0	20	17.7	3.1
08:45-09:00	9	0	0	9	0	0	0	0	0	0	0	0	0	0	0	2	3	2	2	0	0	0	0	0	0	0	0	-	15.5	5.3
09:00-09:15	8	0	0	6	0	2	0	0	0	0	0	0	0	0	0	0	2	4	2	0	0	0	0	0	0	0	0	-	22.5	4.2
09:15-09:30	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	-	20.9	4.1
09:30-09:45	6	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	3	1	2	0	0	0	0	0	0	0	0	-	21.5	3.9
09:45-10:00	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	3	1	1	0	0	0	0	0	0	0	0	-	19.9	3.5
10:00-10:15	6	0	0	5	0	1	0	0	0	0	0	0	0	0	0	0	1	3	2	0	0	0	0	0	0	0	0	-	22.9	2.5
10:15-10:30	14	0	0	13	0	1	0	0	0	0	0	0	0	0	0	0	9	5	0	0	0	0	0	0	0	0	0	23.1	19.6	2.5
10:30-10:45	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	3	1	1	0	0	0	0	0	0	0	0	-	20.3	3.1
10:45-11:00	7	0	0	7	0	0	0	0	0	0	0	0	0	0	0	1	2	4	0	0	0	0	0	0	0	0	0	-	20.8	3.6
11:00-11:15	5	0	0	4	0	1	0	0	0	0	0	0	0	0	0	0	0	3	2	0	0	0	0	0	0	0	0	-	23.2	2.7
11:15-11:30	6	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	3	1	2	0	0	0	0	0	0	0	0	-	21.9	4.3
11:30-11:45	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	1	2	2	0	0	0	0	0	0	0	0	0	-	19.2	4.4
11:45-12:00	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2	0	0	0	0	0	0	0	0	-	22.1	5.4
12:00-12:15	6	0	0	6	0	0	0	0	0	0	0	0	0	0	0	1	3	2	0	0	0	0	0	0	0	0	0	-	19.1	3.7
12:15-12:30	8	0	0	7	0	1	0	0	0	0	0	0	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	-	20.6	2.6
12:30-12:45	4	0	0	3	0	1	0	0	0	0	0	0	0	0	0	0	1	2	1	0	0	0	0	0	0	0	0	-	21.8	3.4
12:45-13:00	5	0	0	4	0	1	0	0	0	0	0	0	0	0	0	1	0	3	0	1	0	0	0	0	0	0	0	-	22	6.6
13:00-13:15	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	0	0	0	0	-	18.6	2.7
13:15-13:30	6	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	1	5	0	0	0	0	0	0	0	0	0	-	20.8	2.3
13:30-13:45	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	-	21.6	2
13:45-14:00	10	0	0	10	0	0	0	0	0	0	0	0	0	0	0	1	4	3	1	1	0	0	0	0	0	0	0	-	20.9	5.9
14:00-14:15	8	0	0	6	0	1	0	1	0	0	0	0	0	0	0	1	3	4	0	0	0	0	0	0	0	0	0	-	18.8	3.9
14:15-14:30	9	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	4	5	0	0	0	0	0	0	0	0	0	-	19.7	2.3
14:30-14:45	14	0	0	14	0	0	0	0	0	0	0	0	0	0	0	1	7	6	0	0	0	0	0	0	0	0	0	23	19.2	3
14:45-15:00	19	0	0	17	0	2	0	0	0	0	0	0	0	0	0	2	11	6	0	0	0	0	0	0	0	0	0	21.4	18.6	2.4
15:00-15:15	20	0	0	20	0	0	0	0	0	0	0	0	0	0	0	4	12	4	0	0	0	0	0	0	0	0	0	20.8	17.3	3.2
15:15-15:30	6	0	0	5	0	1	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	-	16	1
15:30-15:45	6	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	4	2	0	0	0	0	0	0	0	0	0	-	18.2	2.6
15:45-16:00	9	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	4	2	3	0	0	0	0	0	0	0	0	-	22	4
16:00-16:15	13	0	0	12	0	1	0	0	0	0	0	0	0	0	0	1	3	8	1	0	0	0	0	0	0	0	0	24.4	20.6	3.9
16:15-16:30	7	0	0	7	0	0	0	0	0	0	0	0	0	0	0	1	2	4	0	0	0	0	0	0	0	0	0	-	20.3	3.4
16:30-16:45	15	0	1	13	0	1	0	0	0	0	0	0	0	0	0	0	2	9	4	0	0	0	0	0	0	0	0	28.2	23.2	3.6
16:45-17:00	14	0	0	14	0	0	0	0	0	0	0	0	0	0	0	0	4	6	4	0	0	0	0	0	0	0	0	26.5	22.4	3.5
17:00-17:15	7	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	3	3	1	0	0	0	0	0	0	0	0	-	21.1	4.1
17:15-17:30	13	0	0	11	0	2	0	0	0	0	0	0	0	0	0	1	6	5	1	0	0	0	0	0	0	0	0	23.8	19.9	3.7

17:30-17:45	11	0	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	7	4	0	0	0	0	0	0	0	26.2	23.6	2.3
17:45-18:00	13	1	2	10	0	0	0	0	0	0	0	0	0	0	0	2	4	3	4	0	0	0	0	0	0	0	27.7	21.2	5.3
18:00-18:15	11	0	0	11	0	0	0	0	0	0	0	0	0	0	1	0	6	4	0	0	0	0	0	0	0	0	23.3	18.7	4.4
18:15-18:30	13	0	0	12	0	1	0	0	0	0	0	0	0	0	0	0	2	9	2	0	0	0	0	0	0	0	24.9	21.9	2.4
18:30-18:45	9	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	6	3	0	0	0	0	0	0	0	0	-	19.3	2.7
18:45-19:00	8	0	0	8	0	0	0	0	0	0	0	0	0	0	1	4	2	1	0	0	0	0	0	0	0	0	-	18.8	4.2
19:00-19:15	7	0	0	7	0	0	0	0	0	0	0	0	0	0	2	1	4	0	0	0	0	0	0	0	0	0	-	19.3	4.5
19:15-19:30	12	0	0	12	0	0	0	0	0	0	0	0	0	0	2	3	4	3	0	0	0	0	0	0	0	0	26.2	20.5	4.7
19:30-19:45	8	0	0	8	0	0	0	0	0	0	0	0	0	0	0	3	3	2	0	0	0	0	0	0	0	0	-	22.5	3.3
19:45-20:00	6	0	0	6	0	0	0	0	0	0	0	0	0	0	0	2	1	2	1	0	0	0	0	0	0	0	-	24.2	4.9
20:00-20:15	3	0	0	2	0	1	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	-	21.3	2
20:15-20:30	4	1	0	3	0	0	0	0	0	0	0	0	0	0	1	0	0	3	0	0	0	0	0	0	0	0	-	19	7.6
20:30-20:45	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	-	31.3	-
20:45-21:00	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	1	4	0	0	0	0	0	0	0	0	0	-	21.8	2.4
21:00-21:15	2	0	0	2	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	-	17.7	4.8
21:15-21:30	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	-	18.5	2.1
21:30-21:45	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	-	22.5	7
21:45-22:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	-	24.7	-
22:00-22:15	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	-	16.5	0.9
22:15-22:30	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	-	21.8	-
22:30-22:45	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	-	24.1	5.3
22:45-23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
23:00-23:15	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	-	25.5	-
23:15-23:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
23:30-23:45	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	-	38.9	-
23:45-00:00	0	0	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	**479**	**1**	**3**	**451**	**0**	**23**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**33**	**187**	**197**	**56**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**24.5**	**20.3**	**3.9**
06-22	**547**	**2**	**3**	**516**	**1**	**24**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**39**	**202**	**228**	**68**	**5**	**1**	**0**	**0**	**0**	**0**	**0**	**24.7**	**20.5**	**4.1**
06-00	**554**	**2**	**3**	**523**	**1**	**24**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**39**	**204**	**230**	**70**	**5**	**2**	**0**	**0**	**0**	**0**	**0**	**24.7**	**20.5**	**4.1**
00-00	**563**	**2**	**3**	**532**	**1**	**24**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**39**	**209**	**231**	**71**	**7**	**2**	**0**	**0**	**0**	**0**	**0**	**24.8**	**20.6**	**4.2**

Wednesday 29 April 2026

Time	Total	Cycles	Motor Cycles	Car	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 0.85	Average Speed	Standard deviation
00:00-00:15	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	-	19.9	-
00:15-00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
00:30-00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
00:45-01:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	-	27	-
01:00-01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
01:15-01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
01:30-01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
01:45-02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
02:00-02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
02:15-02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
02:30-02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
02:45-03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
03:00-03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
03:15-03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
03:30-03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
03:45-04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
04:00-04:15	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	-	30.1	-
04:15-04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
04:30-04:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
04:45-05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
05:00-05:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
05:15-05:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
05:30-05:45	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	12.9	-
05:45-06:00	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	-	23.9	3.5
06:00-06:15	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	-	12.3	0.3
06:15-06:30	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	3	1	1	0	0	0	0	0	0	0	0	-	25.5	3.2
06:30-06:45	3	0	0	2	1	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	-	21.4	3.4
06:45-07:00	10	0	0	7	0	3	0	0	0	0	0	0	0	0	0	1	4	5	0	0	0	0	0	0	0	0	0	-	23.8	3.2
07:00-07:15	8	0	0	7	0	1	0	0	0	0	0	0	0	0	0	1	3	3	1	0	0	0	0	0	0	0	0	-	24.6	3.6
07:15-07:30	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	1	3	1	0	0	0	0	0	0	0	0	0	-	21.9	4.3
07:30-07:45	20	0	0	19	0	1	0	0	0	0	0	0	0	0	0	1	11	7	1	0	0	0	0	0	0	0	0	26.8	24.4	3.2
07:45-08:00	19	0	0	19	0	0	0	0	0	0	0	0	0	0	0	2	8	7	2	0	0	0	0	0	0	0	0	28.1	24.6	3.6
08:00-08:15	22	0	0	21	0	1	0	0	0	0	0	0	0	0	0	4	9	8	1	0	0	0	0	0	0	0	0	27.1	23.1	4
08:15-08:30	24	0	0	22	0	2	0	0	0	0	0	0	0	0	0	10	13	1	0	0	0	0	0	0	0	0	0	22.9	20.6	2.7
08:30-08:45	24	0	0	24	0	0	0	0	0	0	0	0	0	0	0	7	13	4	0	0	0	0	0	0	0	0	0	20.5	17	3
08:45-09:00	16	0	0	16	0	0	0	0	0	0	0	0	0	0	0	4	4	5	3	0	0	0	0	0	0	0	0	21.3	14.9	5.3
09:00-09:15	7	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	3	2	1	1	0	0	0	0	0	0	0	-	23.7	5.7
09:15-09:30	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	-	20.3	2.8
09:30-09:45	9	0	0	7	0	2	0	0	0	0	0	0	0	0	0	0	2	4	3	0	0	0	0	0	0	0	0	-	24	4.1
09:45-10:00	9	1	0	8	0	0	0	0	0	0	0	0	0	0	1	0	0	7	1	0	0	0	0	0	0	0	0	-	21.2	5.7
10:00-10:15	7	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	2	4	1	0	0	0	0	0	0	0	0	-	21.6	2.5
10:15-10:30	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	1	3	0	0	0	0	0	0	0	0	0	0	-	21.4	3.2
10:30-10:45	7	0	0	7	0	0	0	0	0	0	0	0	0	0	0	1	3	3	0	0	0	0	0	0	0	0	0	-	19.5	4.6
10:45-11:00	7	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	4	3	0	0	0	0	0	0	0	0	0	-	20.6	2.8
11:00-11:15	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	2	1	1	0	0	0	0	0	0	0	0	-	22.1	3.4
11:15-11:30	6	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	5	1	0	0	0	0	0	0	0	0	-	23.8	3.2
11:30-11:45	8	0	0	8	0	0	0	0	0	0	0	0	0	0	0	1	2	4	1	0	0	0	0	0	0	0	0	-	21.2	4.4
11:45-12:00	6	0	0	6	0	0	0	0	0	0	0	0	0	0	0	1	1	1	2	1	0	0	0	0	0	0	0	-	24	7.1
12:00-12:15	7	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	2	5	0	0	0	0	0	0	0	0	0	-	21.1	3.3
12:15-12:30	8	0	1	7	0	0	0	0	0	0	0	0	0	0	1	1	4	0	2	0	0	0	0	0	0	0	0	-	18.4	6.3
12:30-12:45	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	1	3	1	0	0	0	0	0	0	0	0	-	22.2	4.1
12:45-13:00	5	0	0	4	0	1	0	0	0	0	0	0	0	0	0	2	1	2	0	0	0	0	0	0	0	0	0	-	18.8	4.4
13:00-13:15	10	0	0	8	0	2	0	0	0	0	0	0	0	0	0	3	7	0	0	0	0	0	0	0	0	0	0	-	20.9	1.7
13:15-13:30	7	0	0	7	0	0	0	0	0	0	0	0	0	0	0	1	1	2	3	0	0	0	0	0	0	0	0	-	22.8	4.7
13:30-13:45	5	0	1	3	0	1	0	0	0	0	0	0	0	0	0	1	2	2	0	0	0	0	0	0	0	0	0	-	22.5	3.4
13:45-14:00	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	-	22.2	1.3
14:00-14:15	11	0	0	11	0	0	0	0	0	0	0	0	0	0	0	2	7	1	1	0	0	0	0	0	0	0	0	27.2	23	3.6
14:15-14:30	9	0	0	9	0	0	0	0	0	0	0	0	0	0	0	2	6	1	0	0	0	0	0	0	0	0	0	-	21.6	2.3

14:30-14:45	12	0	0	12	0	0	0	0	0	0	0	0	0	0	0	2	5	5	0	0	0	0	0	0	0	0	0	21.6	18.8	2.8
14:45-15:00	19	0	0	19	0	0	0	0	0	0	0	0	0	0	0	0	10	9	0	0	0	0	0	0	0	0	0	21.8	19.6	2
15:00-15:15	21	2	0	19	0	0	0	0	0	0	0	0	0	0	4	5	6	6	0	0	0	0	0	0	0	0	0	21.3	15.7	4.6
15:15-15:30	8	0	0	7	0	0	1	0	0	0	0	0	0	0	0	3	4	1	0	0	0	0	0	0	0	0	0	-	16.5	3.2
15:30-15:45	8	0	0	8	0	0	0	0	0	0	0	0	0	0	0	1	4	3	0	0	0	0	0	0	0	0	0	-	18.8	4.2
15:45-16:00	10	0	0	9	0	1	0	0	0	0	0	0	0	0	0	1	4	4	1	0	0	0	0	0	0	0	0	-	24.3	4.9
16:00-16:15	10	1	0	9	0	0	0	0	0	0	0	0	0	0	1	0	1	6	1	0	1	0	0	0	0	0	0	-	22.8	6.8
16:15-16:30	15	0	0	14	0	1	0	0	0	0	0	0	0	0	0	0	0	10	5	0	0	0	0	0	0	0	0	28.7	24.1	3.1
16:30-16:45	11	0	0	11	0	0	0	0	0	0	0	0	0	0	0	0	1	7	3	0	0	0	0	0	0	0	0	26	23	2.6
16:45-17:00	7	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	1	6	0	0	0	0	0	0	0	0	0	-	22.2	2.2
17:00-17:15	10	0	0	10	0	0	0	0	0	0	0	0	0	0	0	1	3	4	2	0	0	0	0	0	0	0	0	-	22	4.3
17:15-17:30	15	0	0	14	0	1	0	0	0	0	0	0	0	0	0	0	1	7	7	0	0	0	0	0	0	0	0	27.5	24.1	2.9
17:30-17:45	12	0	0	11	0	1	0	0	0	0	0	0	0	0	0	0	3	6	3	0	0	0	0	0	0	0	0	26.3	22.5	3.7
17:45-18:00	13	0	0	12	1	0	0	0	0	0	0	0	0	0	0	3	4	4	2	0	0	0	0	0	0	0	0	25.6	19.4	5.1
18:00-18:15	12	0	0	12	0	0	0	0	0	0	0	0	0	0	1	4	3	3	1	0	0	0	0	0	0	0	0	23.1	17.5	5.5
18:15-18:30	8	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	-	19.5	2.7
18:30-18:45	11	0	0	11	0	0	0	0	0	0	0	0	0	0	1	0	5	4	1	0	0	0	0	0	0	0	0	24.2	20.2	4.4
18:45-19:00	12	0	0	12	0	0	0	0	0	0	0	0	0	0	1	1	7	3	0	0	0	0	0	0	0	0	0	21.2	17.4	5.1
19:00-19:15	9	0	0	9	0	0	0	0	0	0	0	0	0	0	0	1	6	1	1	0	0	0	0	0	0	0	0	-	19.1	3.7
19:15-19:30	11	0	0	11	0	0	0	0	0	0	0	0	0	0	0	1	6	3	1	0	0	0	0	0	0	0	0	24.4	19.9	3.4
19:30-19:45	7	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	6	1	0	0	0	0	0	0	0	0	-	22.8	1.6
19:45-20:00	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	1	0	2	1	0	0	0	0	0	0	0	0	-	21	5.4
20:00-20:15	6	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	1	3	2	0	0	0	0	0	0	0	0	-	23.2	3.2
20:15-20:30	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	-	22.3	6.3
20:30-20:45	4	0	0	3	0	1	0	0	0	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	0	0	0	-	22.5	3.2
20:45-21:00	7	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	4	2	1	0	0	0	0	0	0	0	0	-	20.5	3
21:00-21:15	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	-	21.8	-
21:15-21:30	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	-	32.5	17.5
21:30-21:45	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	-	22.4	-
21:45-22:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	-	24.4	-
22:00-22:15	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	-	22.7	0.4
22:15-22:30	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	-	25.2	-
22:30-22:45	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	-	27.7	5.2
22:45-23:00	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	-	24.9	2.2
23:00-23:15	1	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	-	8.9	-
23:15-23:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
23:30-23:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
23:45-00:00	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	-	33	23.6
07-19	**499**	**4**	**2**	**476**	**1**	**15**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**14**	**38**	**138**	**222**	**77**	**9**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**25.6**	**21**	**4.7**
06-22	**575**	**4**	**2**	**547**	**2**	**19**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**14**	**43**	**158**	**256**	**92**	**10**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**25.7**	**21.1**	**4.7**
06-00	**587**	**4**	**2**	**558**	**2**	**20**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**15**	**43**	**159**	**261**	**95**	**11**	**1**	**1**	**1**	**0**	**0**	**0**	**0**	**25.7**	**21.2**	**4.9**
00-00	**593**	**4**	**2**	**563**	**2**	**21**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**15**	**44**	**160**	**262**	**97**	**12**	**1**	**1**	**1**	**0**	**0**	**0**	**0**	**25.7**	**21.2**	**4.9**

Thursday 30 April 2026

Time	Total	Cycles	Motor	Car	Car Van	2 Axle Van	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road	Triple Road	MPH 0	MPH 10	MPH 15	MPH 20	MPH 25	MPH 30	MPH 35	MPH 40	MPH 45	MPH 50	MPH 55	MPH 60	MPH 65	MPH	P-Tile	Average	Standard
		Cycles	Van	Towing	Lorry								Train	Train	<10mph	<15mph	<20mph	<25mph	<30mph	<35mph	<40mph	<45mph	<50mph	<55mph	<60mph	<65mph	<140mph		0.85	Speed	deviation
00:00-00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-
00:15-00:30	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	-	21.8	-
00:30-00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
00:45-01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
01:00-01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
01:15-01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
01:30-01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
01:45-02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
02:00-02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
02:15-02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
02:30-02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
02:45-03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
03:00-03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
03:15-03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
03:30-03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
03:45-04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
04:00-04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
04:15-04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
04:30-04:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
04:45-05:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	-	22.1	-
05:00-05:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
05:15-05:30	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	-	21	-
05:30-05:45	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	-	24.2	-
05:45-06:00	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	-	23.2	1.6
06:00-06:15	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	-	23.8	4.7
06:15-06:30	4	0	0	3	1	0	0	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	-	23.8	5.2
06:30-06:45	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	-	23.4	3.2
06:45-07:00	7	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	2	2	3	0	0	0	0	0	0	0	0	-	22.9	3.5
07:00-07:15	8	0	0	7	0	1	0	0	0	0	0	0	0	0	0	0	2	5	1	0	0	0	0	0	0	0	0	-	22.3	3.6
07:15-07:30	9	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	4	5	0	0	0	0	0	0	0	0	-	24.6	1.6
07:30-07:45	16	0	0	15	0	1	0	0	0	0	0	0	0	0	1	0	3	7	5	0	0	0	0	0	0	0	0	25.8	22	4.6
07:45-08:00	19	0	0	17	0	2	0	0	0	0	0	0	0	0	0	0	1	12	6	0	0	0	0	0	0	0	0	26.4	23.6	2.5
08:00-08:15	29	0	0	29	0	0	0	0	0	0	0	0	0	0	0	0	6	17	6	0	0	0	0	0	0	0	0	25.4	22.1	3
08:15-08:30	20	0	0	19	0	1	0	0	0	0	0	0	0	0	0	1	8	8	3	0	0	0	0	0	0	0	0	25	20.7	3.8
08:30-08:45	23	0	0	23	0	0	0	0	0	0	0	0	0	0	0	5	17	1	0	0	0	0	0	0	0	0	0	19.4	16.5	3.1
08:45-09:00	14	0	0	14	0	0	0	0	0	0	0	0	0	0	0	2	3	6	3	0	0	0	0	0	0	0	0	25.6	20.6	4.7
09:00-09:15	9	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	1	6	2	0	0	0	0	0	0	0	0	-	23	2.4
09:15-09:30	7	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	1	4	2	0	0	0	0	0	0	0	0	-	22.9	3.6
09:30-09:45	7	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	2	4	0	1	0	0	0	0	0	0	0	-	22.2	4.5
09:45-10:00	9	0	0	8	0	1	0	0	0	0	0	0	0	0	0	0	5	3	1	0	0	0	0	0	0	0	0	-	20.9	4.2
10:00-10:15	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	1	1	2	0	1	0	0	0	0	0	0	0	-	21.7	6.9
10:15-10:30	7	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	2	3	1	1	0	0	0	0	0	0	0	-	23.7	4
10:30-10:45	3	0	0	2	0	1	0	0	0	0	0	0	0	0	0	0	2	0	1	0	0	0	0	0	0	0	0	-	21.1	5.9
10:45-11:00	6	0	0	5	0	0	0	0	1	0	0	0	0	0	0	0	2	3	1	0	0	0	0	0	0	0	0	-	22.1	2.9
11:00-11:15	6	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	1	4	0	1	0	0	0	0	0	0	0	-	23.7	4.1
11:15-11:30	11	0	0	10	0	1	0	0	0	0	0	0	0	0	0	0	3	5	3	0	0	0	0	0	0	0	0	28	22.7	3.5

11:30-11:45	8	0	0	7	0	1	0	0	0	0	0	0	0	0	0	1	5	2	0	0	0	0	0	0	0	0	-	19	2.8
11:45-12:00	6	0	0	5	0	1	0	0	0	0	0	0	0	0	0	0	2	2	1	1	0	0	0	0	0	0	-	23.5	5
12:00-12:15	6	0	0	4	0	2	0	0	0	0	0	0	0	0	0	1	1	2	2	0	0	0	0	0	0	0	-	20.7	5.1
12:15-12:30	9	0	0	7	0	2	0	0	0	0	0	0	0	0	1	0	2	6	0	0	0	0	0	0	0	0	-	20	4.9
12:30-12:45	4	0	0	3	0	1	0	0	0	0	0	0	0	0	0	0	1	3	0	0	0	0	0	0	0	0	-	21.2	1.7
12:45-13:00	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	1	0	0	0	0	0	0	-	23.2	7.2
13:00-13:15	8	0	0	8	0	0	0	0	0	0	0	0	0	0	0	1	2	4	1	0	0	0	0	0	0	0	-	19.8	3.4
13:15-13:30	7	1	0	6	0	0	0	0	0	0	0	0	0	0	1	1	1	3	1	0	0	0	0	0	0	0	-	18	6.9
13:30-13:45	6	0	0	6	0	0	0	0	0	0	0	0	0	0	0	1	2	2	1	0	0	0	0	0	0	0	-	20.5	4.4
13:45-14:00	10	0	0	8	0	2	0	0	0	0	0	0	0	0	1	0	4	2	3	0	0	0	0	0	0	0	-	20.4	6.7
14:00-14:15	6	0	0	6	0	0	0	0	0	0	0	0	0	0	0	1	2	3	0	0	0	0	0	0	0	0	-	20.2	3.5
14:15-14:30	10	0	0	9	1	0	0	0	0	0	0	0	0	0	0	0	0	9	1	0	0	0	0	0	0	0	-	22.3	2.9
14:30-14:45	14	0	0	14	0	0	0	0	0	0	0	0	0	0	0	0	8	4	2	0	0	0	0	0	0	0	24.6	19.9	3.2
14:45-15:00	20	0	0	20	0	0	0	0	0	0	0	0	0	0	2	0	8	10	0	0	0	0	0	0	0	0	22.8	18.8	5.2
15:00-15:15	22	0	0	22	0	0	0	0	0	0	0	0	0	0	1	7	10	4	0	0	0	0	0	0	0	0	20.9	16.6	3.5
15:15-15:30	6	0	0	6	0	0	0	0	0	0	0	0	0	0	1	1	3	1	0	0	0	0	0	0	0	0	-	16.1	4
15:30-15:45	6	0	0	5	0	1	0	0	0	0	0	0	0	0	1	1	3	0	1	0	0	0	0	0	0	0	-	17.2	5.8
15:45-16:00	12	0	0	10	0	1	0	1	0	0	0	0	0	0	1	0	4	4	2	1	0	0	0	0	0	0	25.7	20.6	6
16:00-16:15	15	0	0	15	0	0	0	0	0	0	0	0	0	0	0	0	0	13	2	0	0	0	0	0	0	0	26.2	23.3	2.4
16:15-16:30	17	0	0	17	0	0	0	0	0	0	0	0	0	0	0	2	3	10	2	0	0	0	0	0	0	0	25.3	21	4
16:30-16:45	6	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	5	1	0	0	0	0	0	0	0	-	22.3	2.1
16:45-17:00	10	0	1	9	0	0	0	0	0	0	0	0	0	0	0	1	1	7	0	1	0	0	0	0	0	0	-	22.3	5.2
17:00-17:15	9	0	0	9	0	0	0	0	0	0	0	0	0	0	0	1	1	5	2	0	0	0	0	0	0	0	-	22.1	4.3
17:15-17:30	10	0	0	9	0	1	0	0	0	0	0	0	0	0	1	0	4	3	2	0	0	0	0	0	0	0	-	19.1	4.8
17:30-17:45	16	0	0	14	0	2	0	0	0	0	0	0	0	0	0	0	3	9	3	1	0	0	0	0	0	0	27.2	23.4	3.5
17:45-18:00	9	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	2	3	4	0	0	0	0	0	0	0	-	23.3	3.8
18:00-18:15	13	1	0	12	0	0	0	0	0	0	0	0	0	0	0	1	2	7	3	0	0	0	0	0	0	0	25.7	21.8	4.5
18:15-18:30	7	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	1	1	5	0	0	0	0	0	0	0	-	24.4	4
18:30-18:45	10	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0	1	4	4	0	1	0	0	0	0	0	-	24.8	4.6
18:45-19:00	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	2	1	1	0	1	0	0	0	0	0	-	23.5	8.1
19:00-19:15	8	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	1	4	3	0	0	0	0	0	0	0	-	23	4.1
19:15-19:30	11	0	0	11	0	0	0	0	0	0	0	0	0	0	1	1	4	3	2	0	0	0	0	0	0	0	26.1	19.6	5.8
19:30-19:45	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	4	1	0	0	0	0	0	0	0	-	23.7	3.1
19:45-20:00	6	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	5	1	0	0	0	0	0	0	0	0	-	19.2	1
20:00-20:15	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	1	0	0	0	0	0	0	-	24.3	6.5
20:15-20:30	8	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	2	3	3	0	0	0	0	0	0	0	-	23.5	4
20:30-20:45	8	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	3	4	1	0	0	0	0	0	0	0	-	20.3	4.4
20:45-21:00	7	0	0	6	0	1	0	0	0	0	0	0	0	0	0	0	2	3	2	0	0	0	0	0	0	0	-	22.9	4.1
21:00-21:15	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	-	20.4	0.9
21:15-21:30	2	1	0	1	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	-	12	4.2
21:30-21:45	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	-	25.3	2.6
21:45-22:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	-	25.7	-
22:00-22:15	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	-	24.6	4.1
22:15-22:30	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	-	23.2	-
22:30-22:45	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1	0	0	0	-	29.9	15.6
22:45-23:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	12.8	-
23:00-23:15	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0	0	0	0	-	24.4	4.8
23:15-23:30	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	-	15.2	-
23:30-23:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
23:45-00:00	0	0	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	**498**	**2**	**1**	**470**	**1**	**22**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**11**	**29**	**140**	**223**	**84**	**9**	**2**	**0**	**0**	**0**	**0**	**0**	**25.4**	**21.1**	**4.5**
06-22	**579**	**3**	**1**	**548**	**2**	**23**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**13**	**31**	**163**	**254**	**106**	**10**	**2**	**0**	**0**	**0**	**0**	**0**	**25.6**	**21.3**	**4.5**
06-00	**592**	**3**	**1**	**561**	**2**	**23**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**13**	**32**	**166**	**258**	**110**	**10**	**2**	**0**	**1**	**0**	**0**	**0**	**25.7**	**21.3**	**4.7**
00-00	**598**	**3**	**1**	**567**	**2**	**23**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**13**	**32**	**166**	**264**	**110**	**10**	**2**	**0**	**1**	**0**	**0**	**0**	**25.6**	**21.3**	**4.7**

Friday 01 May 2026

Time	Total	Cycles	Motor Cycles	Car	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 0.85	Average Speed	Standard deviation
00:00-00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
00:15-00:30	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	-	44.7	-
00:30-00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
00:45-01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
01:00-01:15	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	-	28	-
01:15-01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
01:30-01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
01:45-02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
02:00-02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
02:15-02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
02:30-02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
02:45-03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
03:00-03:15	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	-	28.2	-
03:15-03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
03:30-03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
03:45-04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
04:00-04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
04:15-04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
04:30-04:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
04:45-05:00	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	-	22.9	1.3
05:00-05:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
05:15-05:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
05:30-05:45	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	13.2	-
05:45-06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
06:00-06:15	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	-	23.2	3.3
06:15-06:30	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3	0	0	0	0	0	0	0	0	-	25.6	0.9
06:30-06:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
06:45-07:00	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1	1	0	0	0	0	0	0	0	-	25.8	3.1
07:00-07:15	8	0	0	7	0	1	0	0	0	0	0	0	0	0	0	0	0	7	1	0	0	0	0	0	0	0	0	-	23.7	1.8
07:15-07:30	7	0	0	5	0	2	0	0	0	0	0	0	0	0	0	0	3	4	0	0	0	0	0	0	0	0	0	-	20.9	1.9
07:30-07:45	14	0	0	13	0	1	0	0	0	0	0	0	0	0	1	1	0	9	2	1	0	0	0	0	0	0	0	26.4	22.3	5.4
07:45-08:00	18	0	0	18	0	0	0	0	0	0	0	0	0	0	0	1	3	10	4	0	0	0	0	0	0	0	0	26.3	22.2	4
08:00-08:15	25	1	0	24	0	0	0	0	0	0	0	0	0	0	0	2	6	15	2	0	0	0	0	0	0	0	0	24.3	21.3	3.7
08:15-08:30	27	0	0	25	0	2	0	0	0	0	0	0	0	0	0	3	13	10	1	0	0	0	0	0	0	0	0	22.5	19.2	3.1

08:30-08:45	21	0	0	21	0	0	0	0	0	0	0	0	0	0	0	12	7	2	0	0	0	0	0	0	0	0	0	19.2	15.6	2.6
08:45-09:00	9	0	0	8	0	0	0	0	0	1	0	0	0	0	0	2	4	2	1	0	0	0	0	0	0	0	0	-	17.9	4.7
09:00-09:15	9	0	0	9	0	0	0	0	0	0	0	0	0	0	0	1	2	5	1	0	0	0	0	0	0	0	0	-	21.2	3.6
09:15-09:30	10	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0	3	5	2	0	0	0	0	0	0	0	0	-	21.4	4.2
09:30-09:45	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	3	2	0	0	0	0	0	0	0	0	-	23.1	2.6
09:45-10:00	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	0	0	0	-	26.7	2.6
10:00-10:15	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	2	3	0	0	0	0	0	0	0	0	0	-	21.1	2.4
10:15-10:30	9	0	0	9	0	0	0	0	0	0	0	0	0	0	0	1	4	1	2	1	0	0	0	0	0	0	0	-	21.4	5.4
10:30-10:45	8	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	4	3	1	0	0	0	0	0	0	0	0	-	20.8	3.9
10:45-11:00	9	0	0	7	0	2	0	0	0	0	0	0	0	0	0	0	2	4	3	0	0	0	0	0	0	0	0	-	23.6	3.4
11:00-11:15	10	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0	3	4	3	0	0	0	0	0	0	0	0	-	22.7	3.4
11:15-11:30	14	0	0	14	0	0	0	0	0	0	0	0	0	0	0	0	5	5	3	1	0	0	0	0	0	0	0	27.6	22.6	4.2
11:30-11:45	5	0	0	3	0	2	0	0	0	0	0	0	0	0	0	0	2	3	0	0	0	0	0	0	0	0	0	-	21.2	2.3
11:45-12:00	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	-	22.5	1.7
12:00-12:15	8	0	0	7	0	1	0	0	0	0	0	0	0	0	0	0	1	4	3	0	0	0	0	0	0	0	0	-	23.2	3.8
12:15-12:30	9	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	5	4	0	0	0	0	0	0	0	0	-	24.9	2.3
12:30-12:45	11	1	0	9	0	1	0	0	0	0	0	0	0	0	0	1	2	6	2	0	0	0	0	0	0	0	0	26	21.6	4.4
12:45-13:00	10	0	0	9	0	1	0	0	0	0	0	0	0	0	0	0	2	7	1	0	0	0	0	0	0	0	0	-	21.7	2.8
13:00-13:15	8	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	2	5	1	0	0	0	0	0	0	0	0	-	22.5	3.3
13:15-13:30	10	0	0	8	0	2	0	0	0	0	0	0	0	0	0	0	0	7	3	0	0	0	0	0	0	0	0	-	24	2.4
13:30-13:45	4	0	1	3	0	0	0	0	0	0	0	0	0	0	1	0	0	3	0	0	0	0	0	0	0	0	0	-	18.5	6.6
13:45-14:00	8	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	6	2	0	0	0	0	0	0	0	0	-	23.2	2.4
14:00-14:15	7	1	0	5	0	1	0	0	0	0	0	0	0	0	1	1	1	4	0	0	0	0	0	0	0	0	0	-	18.7	5.4
14:15-14:30	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	0	0	0	-	23	4.1
14:30-14:45	15	0	1	14	0	0	0	0	0	0	0	0	0	0	1	2	3	7	2	0	0	0	0	0	0	0	0	26.4	19.8	5.6
14:45-15:00	24	0	0	24	0	0	0	0	0	0	0	0	0	0	0	2	13	8	1	0	0	0	0	0	0	0	0	22.4	18.8	3.3
15:00-15:15	19	0	0	19	0	0	0	0	0	0	0	0	0	0	1	8	6	3	1	0	0	0	0	0	0	0	0	21	15.6	4.7
15:15-15:30	11	0	0	11	0	0	0	0	0	0	0	0	0	0	0	4	6	1	0	0	0	0	0	0	0	0	0	19.1	16.3	2.4
15:30-15:45	11	0	0	11	0	0	0	0	0	0	0	0	0	0	0	1	6	4	0	0	0	0	0	0	0	0	0	23.6	19.7	3.1
15:45-16:00	15	0	0	15	0	0	0	0	0	0	0	0	0	0	0	1	3	9	2	0	0	0	0	0	0	0	0	25.3	22	3.4
16:00-16:15	13	0	0	13	0	0	0	0	0	0	0	0	0	0	0	0	2	8	3	0	0	0	0	0	0	0	0	27.3	23.2	3
16:15-16:30	8	0	0	8	0	0	0	0	0	0	0	0	0	0	0	1	3	4	0	0	0	0	0	0	0	0	0	-	19.3	3.7
16:30-16:45	14	1	0	13	0	0	0	0	0	0	0	0	0	0	3	1	4	3	1	2	0	0	0	0	0	0	0	29	18.3	9.2
16:45-17:00	13	2	0	11	0	0	0	0	0	0	0	0	0	0	1	2	3	5	2	0	0	0	0	0	0	0	0	26.4	19.3	5.8
17:00-17:15	12	0	0	10	0	2	0	0	0	0	0	0	0	0	0	1	5	5	0	0	1	0	0	0	0	0	0	25.1	21.6	6
17:15-17:30	11	1	0	10	0	0	0	0	0	0	0	0	0	0	1	0	3	6	1	0	0	0	0	0	0	0	0	25.1	20.7	4.7
17:30-17:45	16	0	0	16	0	0	0	0	0	0	0	0	0	0	0	1	2	8	4	0	0	0	1	0	0	0	0	26	23.1	6.9
17:45-18:00	9	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	3	5	1	0	0	0	0	0	0	0	0	-	21.2	2.9
18:00-18:15	12	0	0	11	0	1	0	0	0	0	0	0	0	0	0	1	5	4	2	0	0	0	0	0	0	0	0	25.5	20.5	3.5
18:15-18:30	9	0	0	9	0	0	0	0	0	0	0	0	0	0	0	2	6	0	1	0	0	0	0	0	0	0	0	-	18.4	4.3
18:30-18:45	8	0	0	8	0	0	0	0	0	0	0	0	0	0	0	1	3	3	1	0	0	0	0	0	0	0	0	-	19.1	4.4
18:45-19:00	7	0	0	6	0	1	0	0	0	0	0	0	0	0	0	0	2	5	0	0	0	0	0	0	0	0	0	-	21.3	1.8
19:00-19:15	8	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	3	5	0	0	0	0	0	0	0	0	0	-	20.1	2.5
19:15-19:30	9	0	0	9	0	0	0	0	0	0	0	0	0	0	0	3	2	4	0	0	0	0	0	0	0	0	0	-	18.2	3.9
19:30-19:45	10	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0	3	4	3	0	0	0	0	0	0	0	0	-	22.1	3.1
19:45-20:00	8	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	2	6	0	0	0	0	0	0	0	0	0	-	21.5	1.8
20:00-20:15	3	0	1	2	0	0	0	0	0	0	0	0	0	0	0	1	0	2	0	0	0	0	0	0	0	0	0	-	18.6	5.4
20:15-20:30	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	2	1	1	0	0	0	0	0	0	0	0	-	20.9	3.3
20:30-20:45	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1	0	0	0	0	0	0	0	0	19.2	6	
20:45-21:00	6	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	1	4	1	0	0	0	0	0	0	0	0	-	22.7	2.3
21:00-21:15	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	-	26.4	6.5
21:15-21:30	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	-	21.7	-
21:30-21:45	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	-	25.2	-
21:45-22:00	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	-	22	5.9
22:00-22:15	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	-	26.3	-
22:15-22:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
22:30-22:45	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	-	21.4	-
22:45-23:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	-	20.8	-
23:00-23:15	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	-	21.3	6.2
23:15-23:30	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	-	31.7	-
23:30-23:45	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	1	0	0	0	0	0	0	0	-	23.7	1.8
23:45-00:00	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	-	24.5	9.6
07-19	**528**	**7**	**2**	**498**	**0**	**20**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**10**	**53**	**149**	**238**	**70**	**6**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**24.9**	**20.7**	**4.7**
06-22	**599**	**7**	**3**	**568**	**0**	**20**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**10**	**58**	**164**	**273**	**84**	**8**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**25.1**	**20.8**	**4.6**
06-00	**609**	**7**	**3**	**578**	**0**	**20**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**10**	**58**	**166**	**277**	**86**	**10**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**25.2**	**20.8**	**4.6**
00-00	**615**	**7**	**3**	**582**	**1**	**21**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**10**	**59**	**166**	**279**	**88**	**10**	**1**	**1**	**1**	**0**	**0**	**0**	**0**	**25.2**	**20.9**	**4.7**

Saturday 02 May 2026

Time	Total	Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 0.85	Average Speed	Standard deviation
00:00-00:15	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	-	27.9	-
00:15-00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
00:30-00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
00:45-01:00	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	-	17.6	6.9
01:00-01:15	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	-	18.9	-
01:15-01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
01:30-01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
01:45-02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
02:00-02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
02:15-02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
02:30-02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
02:45-03:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	-	38.1	-
03:00-03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
03:15-03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
03:30-03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
03:45-04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
04:00-04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
04:15-04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
04:30-04:45	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	-	26.1	-
04:45-05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
05:00-05:15	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	-	21.4	-
05:15-05:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-

05:30-05:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
05:45-06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
06:00-06:15	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	-	28.1	-
06:15-06:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
06:30-06:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
06:45-07:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	-	21.1	-
07:00-07:15	3	0	0	2	0	1	0	0	0	0	0	0	0	0	0	2	0	1	0	0	0	0	0	0	0	0	0	-	21.6	5.6
07:15-07:30	5	0	0	5	0	0	0	0	0	0	0	0	0	0	1	1	3	0	0	0	0	0	0	0	0	0	0	-	19.8	4.1
07:30-07:45	3	0	0	2	0	1	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	-	26.8	2.9
07:45-08:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	-	26.3	-
08:00-08:15	2	0	0	2	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	-	21.3	14.1
08:15-08:30	2	0	0	2	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	-	19.3	6.1
08:30-08:45	7	0	0	6	0	1	0	0	0	0	0	0	0	0	1	3	3	0	0	0	0	0	0	0	0	0	0	-	19	5
08:45-09:00	3	0	0	2	0	1	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	-	26.1	2.8
09:00-09:15	7	0	0	6	0	1	0	0	0	0	0	0	0	0	1	1	2	3	0	0	0	0	0	0	0	0	0	-	22.1	4.1
09:15-09:30	5	0	0	4	0	1	0	0	0	0	0	0	0	0	1	2	2	0	0	0	0	0	0	0	0	0	0	-	23	2.3
09:30-09:45	6	0	0	6	0	0	0	0	0	0	0	0	0	0	1	4	1	0	0	0	0	0	0	0	0	0	0	-	22.5	3.1
09:45-10:00	6	0	1	5	0	0	0	0	0	0	0	0	0	0	0	4	2	0	0	0	0	0	0	0	0	0	0	-	25.1	1.2
10:00-10:15	7	0	0	6	0	1	0	0	0	0	0	0	0	0	1	2	4	0	0	0	0	0	0	0	0	0	0	-	19.9	3.3
10:15-10:30	10	0	0	8	0	2	0	0	0	0	0	0	0	0	2	3	4	1	0	0	0	0	0	0	0	0	0	-	19.3	5.1
10:30-10:45	7	0	0	7	0	0	0	0	0	0	0	0	0	0	1	1	3	2	0	0	0	0	0	0	0	0	0	-	21.4	4.2
10:45-11:00	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	2	2	1	0	0	0	0	0	0	0	0	0	-	21.1	3.9
11:00-11:15	8	0	0	6	0	2	0	0	0	0	0	0	0	0	1	1	6	0	0	0	0	0	0	0	0	0	0	-	19.2	4.1
11:15-11:30	8	0	0	8	0	0	0	0	0	0	0	0	0	0	0	2	3	3	0	0	0	0	0	0	0	0	0	-	22.6	2.9
11:30-11:45	10	0	0	9	0	1	0	0	0	0	0	0	0	0	0	0	5	4	1	0	0	0	0	0	0	0	0	-	25.5	3.2
11:45-12:00	8	0	0	8	0	0	0	0	0	0	0	0	0	0	0	2	5	1	0	0	0	0	0	0	0	0	0	-	22.2	2.4
12:00-12:15	6	0	0	5	0	1	0	0	0	0	0	0	0	0	1	0	3	2	0	0	0	0	0	0	0	0	0	-	18.4	6
12:15-12:30	7	0	0	7	0	0	0	0	0	0	0	0	0	0	0	3	4	0	0	0	0	0	0	0	0	0	0	-	20.5	2.5
12:30-12:45	6	0	0	6	0	0	0	0	0	0	0	0	0	0	0	3	2	1	0	0	0	0	0	0	0	0	0	-	20.1	3.7
12:45-13:00	5	0	0	4	0	1	0	0	0	0	0	0	0	0	0	3	2	0	0	0	0	0	0	0	0	0	0	-	19.8	3.4
13:00-13:15	8	0	0	8	0	0	0	0	0	0	0	0	0	0	0	1	7	0	0	0	0	0	0	0	0	0	0	-	22.3	1.9
13:15-13:30	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	1	2	1	0	0	0	0	0	0	0	0	0	-	21.2	4.6
13:30-13:45	10	0	0	10	0	0	0	0	0	0	0	0	0	0	0	2	4	4	0	0	0	0	0	0	0	0	0	-	23.7	3.2
13:45-14:00	8	0	0	6	0	2	0	0	0	0	0	0	0	0	1	2	3	1	1	0	0	0	0	0	0	0	0	-	22.7	5.5
14:00-14:15	6	0	0	6	0	0	0	0	0	0	0	0	0	0	0	1	4	1	0	0	0	0	0	0	0	0	0	-	21.8	3.3
14:15-14:30	7	0	0	7	0	0	0	0	0	0	0	0	0	0	1	1	2	3	0	0	0	0	0	0	0	0	0	-	22.4	6.1
14:30-14:45	5	0	0	5	0	0	0	0	0	0	0	0	0	0	1	1	3	1	0	0	0	0	0	0	0	0	0	-	23.3	2.5
14:45-15:00	5	0	0	5	0	0	0	0	0	0	0	0	0	0	1	3	0	0	0	0	0	1	0	0	0	0	0	-	22.8	13.1
15:00-15:15	9	0	0	9	0	0	0	0	0	0	0	0	0	0	0	2	6	1	0	0	0	0	0	0	0	0	0	-	23.2	2.9
15:15-15:30	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	-	25.1	3.2
15:30-15:45	9	0	0	8	0	1	0	0	0	0	0	0	0	0	0	1	7	1	0	0	0	0	0	0	0	0	0	-	22.4	2.3
15:45-16:00	9	0	0	9	0	0	0	0	0	0	0	0	0	0	1	1	5	1	0	1	0	0	0	0	0	0	0	-	22.9	7.2
16:00-16:15	3	1	0	2	0	0	0	0	0	0	0	0	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	-	21.2	11
16:15-16:30	11	0	0	11	0	0	0	0	0	0	0	0	0	0	1	4	4	1	1	0	0	0	0	0	0	0	0	30.2	21.2	5.9
16:30-16:45	9	0	0	9	0	0	0	0	0	0	0	0	0	0	0	1	6	1	1	0	0	0	0	0	0	0	0	-	23.1	4.2
16:45-17:00	8	0	0	8	0	0	0	0	0	0	0	0	0	0	0	2	6	0	0	0	0	0	0	0	0	0	0	-	20.8	3.4
17:00-17:15	9	0	0	9	0	0	0	0	0	0	0	0	0	0	1	2	3	2	1	0	0	0	0	0	0	0	0	-	22.5	5.5
17:15-17:30	5	0	0	4	0	1	0	0	0	0	0	0	0	0	0	0	2	3	0	0	0	0	0	0	0	0	0	-	24.3	3.2
17:30-17:45	9	0	0	9	0	0	0	0	0	0	0	0	0	0	0	1	8	0	0	0	0	0	0	0	0	0	0	-	21.9	1.5
17:45-18:00	7	0	0	7	0	0	0	0	0	0	0	0	0	0	1	2	4	0	0	0	0	0	0	0	0	0	0	-	19.1	4.1
18:00-18:15	8	0	0	8	0	0	0	0	0	0	0	0	0	1	1	1	3	2	0	0	0	0	0	0	0	0	0	-	20	7.5
18:15-18:30	8	0	0	8	0	0	0	0	0	0	0	0	0	0	1	4	3	0	0	0	0	0	0	0	0	0	0	-	19	2.3
18:30-18:45	7	0	0	6	0	1	0	0	0	0	0	0	0	0	0	2	3	2	0	0	0	0	0	0	0	0	0	-	22.3	3.5
18:45-19:00	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	3	1	1	0	0	0	0	0	0	0	0	0	-	21.2	2.8
19:00-19:15	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	4	1	0	0	0	0	0	0	0	0	0	-	24.7	1.4
19:15-19:30	7	0	0	7	0	0	0	0	0	0	0	0	0	0	0	3	2	2	0	0	0	0	0	0	0	0	0	-	20.6	4.2
19:30-19:45	6	0	0	6	0	0	0	0	0	0	0	0	0	0	0	1	3	1	1	0	0	0	0	0	0	0	0	-	24.6	5.2
19:45-20:00	5	0	0	5	0	0	0	0	0	0	0	0	0	0	1	0	4	0	0	0	0	0	0	0	0	0	0	-	21.3	4.4
20:00-20:15	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	1	0	2	1	0	0	0	0	0	0	0	0	-	26.2	5.4
20:15-20:30	4	0	0	3	0	1	0	0	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	0	0	0	0	-	23.5	3.5
20:30-20:45	8	0	0	8	0	0	0	0	0	0	0	0	0	0	0	2	4	2	0	0	0	0	0	0	0	0	0	-	21.9	3.3
20:45-21:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	-	24.4	-
21:00-21:15	8	0	0	8	0	0	0	0	0	0	0	0	0	0	1	3	4	0	0	0	0	0	0	0	0	0	0	-	19.4	3.9
21:15-21:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
21:30-21:45	4	1	0	3	0	0	0	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	0	0	0	0	0	-	19.2	1.8
21:45-22:00	5	1	0	4	0	0	0	0	0	0	0	0	0	0	0	1	2	2	0	0	0	0	0	0	0	0	0	-	23	3.4
22:00-22:15	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	-	20.9	-
22:15-22:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
22:30-22:45	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	19.6	-
22:45-23:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	-	21.7	-
23:00-23:15	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	-	23.3	2.2
23:15-23:30	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	1	3	0	0	0	0	0	0	0	0	0	0	-	19.7	2.8
23:30-23:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
23:45-00:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	-	41.5	-
07-19	**310**	**1**	**1**	**289**	**0**	**19**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**18**	**73**	**151**	**57**	**6**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**25.8**	**21.8**	**4.6**
06-22	**369**	**3**	**1**	**345**	**0**	**20**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**20**	**87**	**180**	**69**	**8**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**25.9**	**21.9**	**4.5**
06-00	**381**	**3**	**1**	**357**	**0**	**20**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**20**	**89**	**189**	**69**	**8**	**1**	**1**	**1**	**0**	**0**	**0**	**0**	**25.8**	**21.9**	**4.6**
00-00	**388**	**3**	**1**	**364**	**0**	**20**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**21**	**90**	**191**	**71**	**8**	**2**	**1**	**1**	**0**	**0**	**0**	**0**	**25.9**	**22**	**4.7**

Sunday 03 May 2026

Time	Total	Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 0.85	Average Speed	Standard deviation
00:00-00:15	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	-	19.1	-
00:15-00:30	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	-	18.2	0.4
00:30-00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
00:45-01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
01:00-01:15	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	-	17	-
01:15-01:30	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	-	26.1	-
01:30-01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
01:45-02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
02:00-02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
02:15-02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-

02:30-02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
02:45-03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
03:00-03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
03:15-03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
03:30-03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
03:45-04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
04:00-04:15	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	-	16.2	-
04:15-04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
04:30-04:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
04:45-05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
05:00-05:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
05:15-05:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
05:30-05:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
05:45-06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
06:00-06:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
06:15-06:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
06:30-06:45	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	14.8	-
06:45-07:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	-	22.3	-
07:00-07:15	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	-	19.7	3.5
07:15-07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
07:30-07:45	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	1	2	1	0	0	0	0	0	0	0	0	0	-	22.6	2.6
07:45-08:00	2	0	0	1	0	1	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	-	16	3.3
08:00-08:15	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	-	29.2	-
08:15-08:30	2	0	0	1	0	1	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	-	20.1	2.5
08:30-08:45	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	16.9	11.3
08:45-09:00	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	1	2	1	0	0	0	0	0	0	0	0	0	-	22.1	3.8
09:00-09:15	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	-	22.7	5.4
09:15-09:30	8	0	0	7	0	1	0	0	0	0	0	0	0	0	1	3	3	1	0	0	0	0	0	0	0	0	0	-	19.6	3.6
09:30-09:45	5	0	0	5	0	0	0	0	0	0	0	0	0	0	1	3	1	0	0	0	0	0	0	0	0	0	0	-	17.6	2.6
09:45-10:00	5	0	0	5	0	0	0	0	0	0	0	0	0	0	1	4	0	0	0	0	0	0	0	0	0	0	0	-	16.6	2.1
10:00-10:15	9	0	0	9	0	0	0	0	0	0	0	0	0	1	2	5	1	0	0	0	0	0	0	0	0	0	0	-	16	4.9
10:15-10:30	21	0	0	20	0	1	0	0	0	0	0	0	0	2	8	11	0	0	0	0	0	0	0	0	0	0	0	17.6	14.8	2.7
10:30-10:45	16	0	0	16	0	0	0	0	0	0	0	0	0	0	4	10	2	0	0	0	0	0	0	0	0	0	0	19.6	16.6	2.6
10:45-11:00	10	0	0	10	0	0	0	0	0	0	0	0	0	0	1	8	1	0	0	0	0	0	0	0	0	0	0	-	17.6	1.8
11:00-11:15	5	0	0	5	0	0	0	0	0	0	0	0	0	1	1	1	2	0	0	0	0	0	0	0	0	0	0	-	16.2	4.5
11:15-11:30	10	0	0	10	0	0	0	0	0	0	0	0	0	0	4	4	1	1	0	0	0	0	0	0	0	0	0	-	18	4.1
11:30-11:45	9	0	0	9	0	0	0	0	0	0	0	0	0	0	2	2	3	2	0	0	0	0	0	0	0	0	0	-	20.4	4.6
11:45-12:00	8	0	0	8	0	0	0	0	0	0	0	0	0	0	2	2	3	1	0	0	0	0	0	0	0	0	0	-	19.6	4.5
12:00-12:15	6	0	0	6	0	0	0	0	0	0	0	0	0	0	1	0	4	1	0	0	0	0	0	0	0	0	0	-	21.6	4
12:15-12:30	12	0	0	12	0	0	0	0	0	0	0	0	0	0	0	3	7	2	0	0	0	0	0	0	0	0	0	27.1	22	3.7
12:30-12:45	7	0	0	5	0	2	0	0	0	0	0	0	0	0	2	2	3	0	0	0	0	0	0	0	0	0	0	-	19.3	3.7
12:45-13:00	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	2	0	2	1	0	0	0	0	0	0	0	0	-	24.4	6
13:00-13:15	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	2	1	1	0	0	0	0	0	0	0	0	0	-	22.3	3.8
13:15-13:30	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	-	24	4.8
13:30-13:45	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	-	21.3	1.8
13:45-14:00	8	0	0	5	0	3	0	0	0	0	0	0	0	0	0	2	4	2	0	0	0	0	0	0	0	0	0	-	22.9	3.4
14:00-14:15	9	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	5	4	0	0	0	0	0	0	0	0	0	-	24.4	2.6
14:15-14:30	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	-	20	4.4
14:30-14:45	9	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	6	3	0	0	0	0	0	0	0	0	0	-	24.3	2.1
14:45-15:00	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	-	23.8	1
15:00-15:15	9	0	0	9	0	0	0	0	0	0	0	0	0	0	0	1	6	2	0	0	0	0	0	0	0	0	0	-	23.2	2.7
15:15-15:30	7	0	0	7	0	0	0	0	0	0	0	0	0	0	0	1	4	1	1	0	0	0	0	0	0	0	0	-	23.5	4.9
15:30-15:45	5	0	0	5	0	0	0	0	0	0	0	0	0	0	1	2	2	0	0	0	0	0	0	0	0	0	0	-	18.3	3
15:45-16:00	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	-	20.7	2.6
16:00-16:15	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	0	0	0	0	0	-	20.4	2.9
16:15-16:30	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	-	32.6	10.4
16:30-16:45	7	0	0	6	0	1	0	0	0	0	0	0	0	0	0	2	4	1	0	0	0	0	0	0	0	0	0	-	21.9	2.8
16:45-17:00	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	1	3	1	0	0	0	0	0	0	0	0	0	-	22	2.5
17:00-17:15	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	3	1	0	1	0	0	0	0	0	0	0	-	26.4	6.5
17:15-17:30	11	0	0	11	0	0	0	0	0	0	0	0	0	0	3	2	3	3	0	0	0	0	0	0	0	0	0	26.7	20.7	5.4
17:30-17:45	13	1	0	12	0	0	0	0	0	0	0	0	0	0	1	11	0	0	0	1	0	0	0	0	0	0	0	23.8	23.8	5.4
17:45-18:00	7	0	0	7	0	0	0	0	0	0	0	0	0	0	1	2	3	1	0	0	0	0	0	0	0	0	0	-	25.5	4.1
18:00-18:15	10	0	0	10	0	0	0	0	0	0	0	0	0	0	0	9	1	0	0	0	0	0	0	0	0	0	0	-	23	1.6
18:15-18:30	13	0	0	13	0	0	0	0	0	0	0	0	0	0	0	4	7	2	0	0	0	0	0	0	0	0	0	26.1	21.6	3.2
18:30-18:45	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	-	18.8	0.1
18:45-19:00	6	0	0	5	0	1	0	0	0	0	0	0	0	1	0	3	1	0	1	0	0	0	0	0	0	0	0	-	19.2	8.2
19:00-19:15	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	-	23	3.9
19:15-19:30	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	-	25.1	-
19:30-19:45	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	1	2	1	0	0	0	0	0	0	0	0	0	-	21.5	5.2
19:45-20:00	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	-	26.5	4.8
20:00-20:15	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	-	19.1	0.2
20:15-20:30	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	-	22.3	0.7
20:30-20:45	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	0	0	0	0	0	-	19.6	2.4
20:45-21:00	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	-	20.5	5.3
21:00-21:15	5	0	0	5	0	0	0	0	0	0	0	0	0	0	1	1	3	0	0	0	0	0	0	0	0	0	0	-	18.5	4.8
21:15-21:30	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	-	25.5	2.1
21:30-21:45	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	1	0	0	0	0	0	0	-	24.2	11.5
21:45-22:00	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	-	24.6	0.2
22:00-22:15	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	-	20.8	-
22:15-22:30	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	-	28.1	-
22:30-22:45	2	0	0	2	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	-	16.4	2.4
22:45-23:00	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	-	23.7	3.1
23:00-23:15	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	-	23.2	7.8
23:15-23:30	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	16.9	-
23:30-23:45	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	-	22.6	1
23:45-00:00	0	0	0	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	**306**	**1**	**0**	**294**	**0**	**11**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**6**	**35**	**96**	**121**	**41**	**4**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**25.2**	**20.6**	**4.9**
06-22	**342**	**1**	**0**	**329**	**0**	**12**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**6**	**37**	**107**	**137**	**46**	**5**	**2**	**2**	**0**	**0**	**0**	**0**	**0**	**25.2**	**20.7**	**4.9**
06-00	**354**	**1**	**0**	**341**	**0**	**12**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**6**	**38**	**110**	**142**	**49**	**5**	**2**	**2**	**0**	**0**	**0**	**0**	**0**	**25.2**	**20.8**	**4.9**
00-00	**360**	**1**	**0**	**347**	**0**	**12**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**6**	**38**	**115**	**142**	**50**	**5**	**2**	**2**	**0**	**0**	**0**	**0**	**0**	**25.3**	**20.7**	**4.9**

Virtual Day (7)

Time	Total	Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 0.85	Average Speed	Standard deviation
0000 - 0100	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	-	24.3	8.5
0100 - 0200	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	-	21.4	-
0200 - 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	-	38.1	-
0300 - 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	-	23.1	-
0400 - 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	-	23.2	5
0500 - 0600	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	-	21.6	5.2
0600 - 0700	12	0	0	11	0	1	0	0	0	0	0	0	0	0	0	1	1	5	4	0	0	0	0	0	0	0	0	26.6	23.3	4.4
0700 - 0800	38	0	0	35	0	3	0	0	0	0	0	0	0	0	0	1	5	21	9	1	0	0	0	0	0	0	0	26.3	22.8	3.8
0800 - 0900	62	0	0	60	0	2	0	0	0	0	0	0	0	0	1	9	24	22	6	0	0	0	0	0	0	0	0	23.9	19.4	4.4
0900 - 1000	26	0	0	24	0	1	0	0	0	0	0	0	0	0	0	1	7	12	6	0	0	0	0	0	0	0	0	25.9	22	4
1000 - 1100	32	0	0	30	0	2	0	0	0	0	0	0	0	0	0	3	13	11	3	1	0	0	0	0	0	0	0	24.4	20	4.3
1100 - 1200	29	0	0	27	0	2	0	0	0	0	0	0	0	0	0	2	7	13	6	1	0	0	0	0	0	0	0	26.2	21.7	4.3
1200 - 1300	26	0	0	23	0	2	0	0	0	0	0	0	0	0	0	2	7	13	3	0	0	0	0	0	0	0	0	25.1	21.2	4.2
1300 - 1400	25	0	0	23	0	2	0	0	0	0	0	0	0	0	0	1	6	13	4	0	0	0	0	0	0	0	0	25.6	21.5	4.1
1400 - 1500	42	0	0	40	0	1	0	0	0	0	0	0	0	0	1	3	15	19	4	0	0	0	0	0	0	0	0	24.2	20.1	4.4
1500 - 1600	40	0	0	39	0	1	0	0	0	0	0	0	0	0	1	6	15	13	3	0	0	0	0	0	0	0	0	23.9	19.1	4.8
1600 - 1700	38	1	0	36	0	1	0	0	0	0	0	0	0	0	1	1	7	21	6	1	0	0	0	0	0	0	0	26	21.8	4.8
1700 - 1800	41	0	0	38	0	2	0	0	0	0	0	0	0	0	0	3	9	20	9	0	0	0	0	0	0	0	0	25.8	22	4.6
1800 - 1900	36	0	0	35	0	1	0	0	0	0	0	0	0	0	1	2	13	15	5	0	0	0	0	0	0	0	0	24.9	20.6	4.3
1900 - 2000	27	0	0	27	0	0	0	0	0	0	0	0	0	0	0	2	8	13	5	0	0	0	0	0	0	0	0	25.4	21.3	4.1
2000 - 2100	17	0	0	16	0	1	0	0	0	0	0	0	0	0	0	0	4	9	3	1	0	0	0	0	0	0	0	26.7	22.2	4.1
2100 - 2200	9	0	0	9	0	0	0	0	0	0	0	0	0	0	0	1	2	4	2	0	0	0	0	0	0	0	0	-	21.9	6.2
2200 - 2300	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	1	2	1	0	0	0	0	0	0	0	0	-	23	5.8
2300 - 0000	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	1	2	1	0	0	0	0	0	0	0	0	-	23.7	8.2
07-19	**434**	**3**	**1**	**411**	**0**	**18**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**8**	**35**	**128**	**193**	**64**	**6**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**25.2**	**20.9**	**4.5**
06-22	**500**	**3**	**1**	**474**	**1**	**20**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**8**	**38**	**143**	**224**	**77**	**7**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**25.4**	**21**	**4.5**
06-00	**510**	**3**	**1**	**484**	**1**	**20**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**8**	**39**	**145**	**228**	**79**	**8**	**1**	**1**	**1**	**0**	**0**	**0**	**0**	**25.4**	**21.1**	**4.6**
00-00	**516**	**3**	**1**	**489**	**1**	**20**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**8**	**39**	**147**	**230**	**81**	**8**	**1**	**1**	**1**	**0**	**0**	**0**	**0**	**25.4**	**21.1**	**4.6**

Virtual Week (1)

Time	Total	Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 0.85	Average Speed	Standard deviation
Mon	496	4	0	470	1	21	0	0	0	0	0	0	0	0	8	41	122	242	77	6	0	0	0	0	0	0	0	25.4	21	4.4
Tue	563	2	3	532	1	24	0	1	0	0	0	0	0	0	4	39	209	231	71	7	2	0	0	0	0	0	0	24.8	20.6	4.2
Wed	593	4	2	563	2	21	1	0	0	0	0	0	0	0	15	44	160	262	97	12	1	1	1	0	0	0	0	25.7	21.2	4.9
Thu	598	3	1	567	2	23	0	1	0	1	0	0	0	0	13	32	166	264	110	10	2	0	1	0	0	0	0	25.6	21.3	4.7
Fri	615	7	3	582	1	21	0	0	0	1	0	0	0	0	10	59	166	279	88	10	1	1	1	0	0	0	0	25.2	20.9	4.7
|Sat	388	3	1	364	0	20	0	0	0	0	0	0	0	0	3	21	90	191	71	8	2	1	1	0	0	0	0	25.9	22	4.7
|Sun	360	1	0	347	0	12	0	0	0	0	0	0	0	0	6	38	115	142	50	5	2	2	0	0	0	0	0	25.3	20.7	4.9
--	**3613**	**24**	**10**	**3425**	**7**	**142**	**1**	**2**	**0**	**2**	**0**	**0**	**0**	**0**	**59**	**274**	**1028**	**1611**	**564**	**58**	**10**	**5**	**4**	**0**	**0**	**0**	**0**	**25.4**	**21.1**	**4.6**

Grand Total

Time	Total	Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 0.85	Average Speed	Standard deviation
--	**3613**	**24**	**10**	**3425**	**7**	**142**	**1**	**2**	**0**	**2**	**0**	**0**	**0**	**0**	**59**	**274**	**1028**	**1611**	**564**	**58**	**10**	**5**	**4**	**0**	**0**	**0**	**0**	**25.4**	**21.1**	**4.6**

Woodward Court, Mirfield ATCs

Report Id 236/26
Site Name Site 2 of 4
Description Wellhouse Lane, 30m south of Woodward Court
Direction Southbound

Monday 27 April 2026

Time	Total	Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 0.85	Average Speed	Standard deviation
00:00-00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
00:15-00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
00:30-00:45	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	-	24.7	-
00:45-01:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	-	31.5	-
01:00-01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
01:15-01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
01:30-01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
01:45-02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
02:00-02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
02:15-02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
02:30-02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
02:45-03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
03:00-03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
03:15-03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
03:30-03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
03:45-04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
04:00-04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
04:15-04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
04:30-04:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
04:45-05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
05:00-05:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
05:15-05:30	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	-	18.2	-
05:30-05:45	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	-	27.6	-
05:45-06:00	2	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	-	22.3	4
06:00-06:15	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	-	29.9	-
06:15-06:30	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	-	21.9	-
06:30-06:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
06:45-07:00	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	-	21.7	5.2
07:00-07:15	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	1	2	2	0	0	0	0	0	0	0	0	0	-	19.5	3.5
07:15-07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
07:30-07:45	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	1	3	0	0	0	0	0	0	0	0	0	-	20.8	2.1
07:45-08:00	12	0	0	12	0	0	0	0	0	0	0	0	0	0	1	1	8	2	0	0	0	0	0	0	0	0	0	20.5	17.2	3.9
08:00-08:15	13	0	0	11	0	2	0	0	0	0	0	0	0	0	0	2	3	5	3	0	0	0	0	0	0	0	0	25.4	20.7	4.7
08:15-08:30	17	0	0	17	0	0	0	0	0	0	0	0	0	0	1	2	9	4	1	0	0	0	0	0	0	0	0	22.1	18.2	4.4
08:30-08:45	49	0	0	49	0	0	0	0	0	0	0	0	0	0	3	23	20	3	0	0	0	0	0	0	0	0	0	18.8	14.9	3.4
08:45-09:00	37	1	0	35	0	0	1	0	0	0	0	0	0	0	1	19	13	4	0	0	0	0	0	0	0	0	0	18.3	15.3	3.6
09:00-09:15	12	0	0	12	0	0	0	0	0	0	0	0	0	0	0	0	4	4	4	0	0	0	0	0	0	0	0	29.3	22.3	4.8
09:15-09:30	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	-	20.2	2.8
09:30-09:45	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	-	22.6	0.5
09:45-10:00	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	-	23.1	7.8
10:00-10:15	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	-	23.6	2.9
10:15-10:30	6	0	0	5	0	1	0	0	0	0	0	0	0	0	0	1	5	0	0	0	0	0	0	0	0	0	0	-	21.9	2.1
10:30-10:45	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	-	19.1	7.5
10:45-11:00	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	1	0	3	0	0	0	0	0	0	0	0	0	-	19.3	6
11:00-11:15	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	1	1	3	0	0	0	0	0	0	0	0	0	-	19.4	4.5
11:15-11:30	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	1	0	2	0	0	0	0	0	0	0	0	0	-	19.4	4.5
11:30-11:45	7	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	4	3	0	0	0	0	0	0	0	0	0	-	20.2	2.6
11:45-12:00	6	0	0	5	0	1	0	0	0	0	0	0	0	0	0	1	3	2	0	0	0	0	0	0	0	0	0	-	19.2	3.4
12:00-12:15	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	2	1	1	0	0	0	0	0	0	0	0	-	21.4	3.7
12:15-12:30	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1	0	0	0	0	0	0	0	0	-	19.9	6.5
12:30-12:45	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	-	18.5	2.9
12:45-13:00	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	-	20.3	1.2
13:00-13:15	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	-	19	2.5
13:15-13:30	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	-	19.7	-
13:30-13:45	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	1	4	0	0	0	0	0	0	0	0	0	0	-	16.5	2.1
13:45-14:00	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	-	17.3	3.2
14:00-14:15	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	-	15.3	-
14:15-14:30	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	-	18.6	7.6
14:30-14:45	6	0	0	6	0	0	0	0	0	0	0	0	0	0	1	2	3	0	0	0	0	0	0	0	0	0	0	-	14.4	4.1
14:45-15:00	10	0	0	8	0	1	1	0	0	0	0	0	0	0	3	3	3	1	0	0	0	0	0	0	0	0	0	-	12.9	5
15:00-15:15	4	0	0	4	0	0	0	0	0	0	0	0	0	0	1	2	1	0	0	0	0	0	0	0	0	0	0	-	12.9	4.1
15:15-15:30	39	0	0	39	0	0	0	0	0	0	0	0	0	0	7	21	10	1	0	0	0	0	0	0	0	0	0	16.1	13.3	3
15:30-15:45	23	0	0	22	0	1	0	0	0	0	0	0	0	0	0	8	11	4	0	0	0	0	0	0	0	0	0	20.6	16.3	3.8
15:45-16:00	7	0	0	7	0	0	0	0	0	0	0	0	0	0	0	3	2	2	0	0	0	0	0	0	0	0	0	-	16.6	3.8
16:00-16:15	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	1	0	0	0	0	0	0	0	-	22.1	6.2
16:15-16:30	5	0	0	4	0	1	0	0	0	0	0	0	0	0	0	1	0	4	0	0	0	0	0	0	0	0	0	-	20.8	4.6
16:30-16:45	7	0	0	6	0	1	0	0	0	0	0	0	0	0	0	1	4	2	0	0	0	0	0	0	0	0	0	-	18.7	2.5
16:45-17:00	7	0	0	7	0	0	0	0	0	0	0	0	0	0	1	0	5	1	0	0	0	0	0	0	0	0	0	-	16.9	4.9
17:00-17:15	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	-	21.7	1.3
17:15-17:30	5	0	0	4	0	1	0	0	0	0	0	0	0	0	0	1	2	2	0	0	0	0	0	0	0	0	0	-	19.3	3
17:30-17:45	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	2	3	0	0	0	0	0	0	0	0	0	-	20.9	1.6
17:45-18:00	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	1	3	1	0	0	0	0	0	0	0	0	0	-	17	2.5
18:00-18:15	11	0	0	11	0	0	0	0	0	0	0	0	0	0	1	4	6	0	0	0	0	0	0	0	0	0	0	18.9	15.7	3.5
18:15-18:30	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	1	3	0	1	0	0	0	0	0	0	0	0	-	17.4	5.5
18:30-18:45	6	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	1	4	1	0	0	0	0	0	0	0	0	-	23.8	2.6
18:45-19:00	7	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	1	5	1	0	0	0	0	0	0	0	0	-	22.3	2.8
19:00-19:15	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	-	22.2	0.7
19:15-19:30	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	-	14.5	3.6
19:30-19:45	9	0	0	9	0	0	0	0	0	0	0	0	0	0	0	1	5	2	0	1	0	0	0	0	0	0	0	-	19.9	4.8
19:45-20:00	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	1	2	1	1	0	0	0	0	0	0	0	0	-	19.2	6.6
20:00-20:15	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	-	17.5	-
20:15-20:30	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	-	23.8	2.1

20:30-20:45	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	-	22.3	4.8
20:45-21:00	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	1	2	1	0	1	0	0	0	0	0	0	-	25.5	7
21:00-21:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
21:15-21:30	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	-	22.3	-
21:30-21:45	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	-	13.5	-
21:45-22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
22:00-22:15	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	-	11.1	-
22:15-22:30	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	-	26.9	-
22:30-22:45	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	-	20.6	-
22:45-23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
23:00-23:15	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	-	29	-
23:15-23:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
23:30-23:45	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	-	15.4	-
23:45-00:00	0	0	0	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	**381**	**1**	**0**	**369**	**0**	**9**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**20**	**105**	**145**	**95**	**15**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**22.4**	**17.3**	**4.6**
06-22	**420**	**1**	**0**	**407**	**0**	**9**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**20**	**109**	**157**	**109**	**22**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**22.7**	**17.7**	**4.8**
06-00	**425**	**1**	**0**	**412**	**0**	**9**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**20**	**110**	**158**	**110**	**24**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**22.7**	**17.7**	**4.9**
00-00	**431**	**1**	**0**	**417**	**0**	**10**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**20**	**110**	**160**	**111**	**26**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**22.8**	**17.8**	**4.9**

Tuesday 28 April 2026

Time	Total	Cycles	Motor Cycles	Car	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 0.85	Average Speed	Standard deviation
00:00-00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
00:15-00:30	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	-	27.5	-
00:30-00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
00:45-01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
01:00-01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
01:15-01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
01:30-01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
01:45-02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
02:00-02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
02:15-02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
02:30-02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
02:45-03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
03:00-03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
03:15-03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
03:30-03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
03:45-04:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	-	16	-
04:00-04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
04:15-04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
04:30-04:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
04:45-05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
05:00-05:15	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	-	18.4	-
05:15-05:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
05:30-05:45	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	-	17.3	2.4
05:45-06:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	-	19.5	-
06:00-06:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
06:15-06:30	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	-	26.8	-
06:30-06:45	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	-	21.8	3.7
06:45-07:00	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	-	22.8	3.8
07:00-07:15	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	-	18.9	-
07:15-07:30	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	1	3	0	0	0	0	0	0	0	0	0	-	19.9	2.2
07:30-07:45	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	-	24.2	3.6
07:45-08:00	6	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	1	4	1	0	0	0	0	0	0	0	0	-	22.5	2.5
08:00-08:15	9	0	0	8	0	1	0	0	0	0	0	0	0	0	0	1	5	3	0	0	0	0	0	0	0	0	0	-	18.2	3.3
08:15-08:30	14	0	0	13	0	1	0	0	0	0	0	0	0	0	0	4	7	3	0	0	0	0	0	0	0	0	0	20.7	17	2.8
08:30-08:45	43	0	0	43	0	0	0	0	0	0	0	0	0	0	10	24	8	1	0	0	0	0	0	0	0	0	0	16	12.7	3.4
08:45-09:00	41	1	0	40	0	0	0	0	0	0	0	0	0	0	3	28	8	2	0	0	0	0	0	0	0	0	0	15.7	13.7	3.4
09:00-09:15	8	0	0	8	0	0	0	0	0	0	0	0	0	0	1	0	6	1	0	0	0	0	0	0	0	0	0	-	16.9	4.1
09:15-09:30	3	0	0	2	0	1	0	0	0	0	0	0	0	0	1	0	0	1	1	0	0	0	0	0	0	0	0	-	19.5	9
09:30-09:45	3	0	0	2	0	1	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	-	17.4	1.4
09:45-10:00	8	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	5	3	0	0	0	0	0	0	0	0	0	-	19.6	2.7
10:00-10:15	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	-	25.7	-
10:15-10:30	4	0	0	2	0	2	0	0	0	0	0	0	0	0	1	2	0	0	1	0	0	0	0	0	0	0	0	-	15.7	7.7
10:30-10:45	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	-	18.5	3.5
10:45-11:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	-	20.7	-
11:00-11:15	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	-	19.8	4.6
11:15-11:30	6	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	3	2	1	0	0	0	0	0	0	0	0	-	20.4	3.4
11:30-11:45	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	-	24.7	-
11:45-12:00	4	0	0	3	0	0	1	0	0	0	0	0	0	0	0	1	2	1	0	0	0	0	0	0	0	0	0	-	18.6	4.5
12:00-12:15	4	0	0	4	0	0	0	0	0	0	0	0	0	0	1	1	1	1	0	0	0	0	0	0	0	0	0	-	16.8	6.5
12:15-12:30	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	-	20.4	3.3
12:30-12:45	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1	0	0	0	0	0	0	0	0	-	20	5.3
12:45-13:00	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	-	18	3.8
13:00-13:15	6	0	0	6	0	0	0	0	0	0	0	0	0	0	1	2	1	2	0	0	0	0	0	0	0	0	0	-	15.2	5.6
13:15-13:30	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	-	19.5	2.5
13:30-13:45	4	0	0	3	0	1	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	-	17.4	4
13:45-14:00	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	-	19.9	1.1
14:00-14:15	6	0	0	6	0	0	0	0	0	0	0	0	0	0	0	1	4	0	1	0	0	0	0	0	0	0	0	-	17.9	4.5
14:15-14:30	3	0	0	3	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	0	0	0	0	0	0	0	0	-	18.7	8.4
14:30-14:45	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	1	2	1	0	0	0	0	0	0	0	0	0	-	17.4	3.4
14:45-15:00	8	0	0	8	0	0	0	0	0	0	0	0	0	0	1	4	2	1	0	0	0	0	0	0	0	0	0	-	14.8	4.1
15:00-15:15	11	0	0	10	0	1	0	0	0	0	0	0	0	0	1	5	4	1	0	0	0	0	0	0	0	0	0	19.1	13.9	4.4
15:15-15:30	49	0	0	48	0	1	0	0	0	0	0	0	0	0	15	19	13	2	0	0	0	0	0	0	0	0	0	17.3	12.4	4.4
15:30-15:45	20	0	0	19	0	1	0	0	0	0	0	0	0	0	0	2	10	8	0	0	0	0	0	0	0	0	0	23.4	19	3.2
15:45-16:00	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	-	21.1	1.3
16:00-16:15	12	0	0	11	0	1	0	0	0	0	0	0	0	0	1	0	5	5	0	1	0	0	0	0	0	0	0	24.2	19.7	6.1
16:15-16:30	3	0	0	2	0	1	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	-	21	2.3
16:30-16:45	7	0	0	6	0	1	0	0	0	0	0	0	0	0	0	1	1	3	2	0	0	0	0	0	0	0	0	-	21	4.1
16:45-17:00	7	1	0	6	0	0	0	0	0	0	0	0	0	0	0	2	2	1	2	0	0	0	0	0	0	0	0	-	18.8	5
17:00-17:15	7	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	1	6	0	0	0	0	0	0	0	0	0	-	20.8	1.3
17:15-17:30	8	0	0	8	0	0	0	0	0	0	0	0	0	0	0	2	2	2	2	0	0	0	0	0	0	0	0	-	20.9	5.6

17:30-17:45	12	0	0	11	0	0	1	0	0	0	0	0	0	0	0	0	7	4	1	0	0	0	0	0	0	0	0	24.9	19.8	3.6
17:45-18:00	10	0	0	10	0	0	0	0	0	0	0	0	0	0	1	2	1	4	2	0	0	0	0	0	0	0	0	-	19	5.9
18:00-18:15	9	0	0	9	0	0	0	0	0	0	0	0	0	0	0	2	5	2	0	0	0	0	0	0	0	0	0	-	17	3.9
18:15-18:30	5	1	0	4	0	0	0	0	0	0	0	0	0	0	1	0	3	1	0	0	0	0	0	0	0	0	0	-	17.6	4.8
18:30-18:45	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	-	18.8	2.7
18:45-19:00	6	0	0	6	0	0	0	0	0	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	-	15.3	2.7
19:00-19:15	7	0	0	7	0	0	0	0	0	0	0	0	0	0	0	2	2	3	0	0	0	0	0	0	0	0	0	-	17.1	3.9
19:15-19:30	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	1	1	2	1	0	0	0	0	0	0	0	0	-	20.4	6.2
19:30-19:45	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	-	17.3	-
19:45-20:00	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	-	24.3	2.3
20:00-20:15	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	2	3	0	0	0	0	0	0	0	0	0	-	19.7	2.1
20:15-20:30	6	0	0	6	0	0	0	0	0	0	0	0	0	0	1	2	1	2	0	0	0	0	0	0	0	0	0	-	17	6
20:30-20:45	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	-	27.4	4.6
20:45-21:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	-	22.8	-
21:00-21:15	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	-	22.3	2.8
21:15-21:30	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	-	19	-
21:30-21:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
21:45-22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
22:00-22:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
22:15-22:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
22:30-22:45	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	-	23.1	-
22:45-23:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	-	17.3	-
23:00-23:15	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	-	22	1.5
23:15-23:30	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	-	28.4	-
23:30-23:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
23:45-00:00	0	0	0	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	**387**	**3**	**0**	**369**	**0**	**13**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**39**	**111**	**129**	**89**	**18**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**21.5**	**16.6**	**5**
06-22	**426**	**3**	**0**	**408**	**0**	**13**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**40**	**116**	**138**	**108**	**22**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**22.4**	**16.9**	**5.1**
06-00	**431**	**3**	**0**	**413**	**0**	**13**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**40**	**116**	**139**	**111**	**23**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**22.5**	**17**	**5.1**
00-00	**437**	**3**	**0**	**419**	**0**	**13**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**40**	**116**	**144**	**111**	**24**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**22.5**	**17**	**5.1**

Wednesday 29 April 2026

Time	Total	Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 0.85	Average Speed	Standard deviation
00:00-00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
00:15-00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
00:30-00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
00:45-01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
01:00-01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
01:15-01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
01:30-01:45	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	-	28.4	9.2
01:45-02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
02:00-02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
02:15-02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
02:30-02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
02:45-03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
03:00-03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
03:15-03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
03:30-03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
03:45-04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
04:00-04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
04:15-04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
04:30-04:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
04:45-05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
05:00-05:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
05:15-05:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
05:30-05:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
05:45-06:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	-	30.9	-
06:00-06:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
06:15-06:30	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	-	22.9	1.3
06:30-06:45	2	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	-	21.4	1.7
06:45-07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
07:00-07:15	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	2	1	2	0	0	0	0	0	0	0	0	-	22.2	4
07:15-07:30	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	-	23.6	-
07:30-07:45	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	1	0	0	0	0	0	0	0	-	24.2	4.9
07:45-08:00	7	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	4	2	1	0	0	0	0	0	0	0	-	25.6	2.7
08:00-08:15	8	0	0	7	0	1	0	0	0	0	0	0	0	0	0	2	3	2	1	0	0	0	0	0	0	0	0	-	18.2	4.9
08:15-08:30	12	0	0	10	0	2	0	0	0	0	0	0	0	0	0	2	4	4	2	0	0	0	0	0	0	0	0	25.1	19.3	4.9
08:30-08:45	42	0	0	42	0	0	0	0	0	0	0	0	0	0	4	23	14	1	0	0	0	0	0	0	0	0	0	18	14.1	3.3
08:45-09:00	51	0	0	49	0	0	2	0	0	0	0	0	0	0	12	19	15	5	0	0	0	0	0	0	0	0	0	18.6	13.5	4.7
09:00-09:15	12	0	0	11	0	1	0	0	0	0	0	0	0	0	0	0	8	3	1	0	0	0	0	0	0	0	0	21.8	19.6	2.7
09:15-09:30	4	0	0	3	0	1	0	0	0	0	0	0	0	0	0	1	0	3	0	0	0	0	0	0	0	0	0	-	19.9	4.2
09:30-09:45	5	0	0	4	0	0	1	0	0	0	0	0	0	0	0	0	2	2	1	0	0	0	0	0	0	0	0	-	21.5	4.3
09:45-10:00	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	1	2	1	0	0	0	0	0	0	0	0	-	22.4	4.7
10:00-10:15	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	-	19.9	0.6
10:15-10:30	5	0	0	4	0	1	0	0	0	0	0	0	0	0	1	0	2	2	0	0	0	0	0	0	0	0	0	-	17	7.2
10:30-10:45	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	-	18.9	-
10:45-11:00	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1	1	0	0	0	0	0	0	0	-	24.9	4.7
11:00-11:15	2	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	-	22.7	5.9
11:15-11:30	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	1	3	0	0	0	0	0	0	0	0	0	-	21.7	1.6
11:30-11:45	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	1	1	0	1	0	0	0	0	0	0	0	0	-	20	5.6
11:45-12:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	-	23.3	-
12:00-12:15	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	-	14.4	3.9
12:15-12:30	5	0	1	4	0	0	0	0	0	0	0	0	0	0	0	1	2	2	0	0	0	0	0	0	0	0	0	-	18.6	4.2
12:30-12:45	5	0	0	4	0	1	0	0	0	0	0	0	0	0	0	2	2	1	0	0	0	0	0	0	0	0	0	-	17.1	4.2
12:45-13:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	12.4	-
13:00-13:15	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	2	1	2	0	0	0	0	0	0	0	0	0	-	16.1	4.9
13:15-13:30	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	2	1	1	0	0	0	0	0	0	0	0	-	20.2	3.8
13:30-13:45	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	-	22.4	1.5
13:45-14:00	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	-	22.6	0.5
14:00-14:15	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	1	2	1	0	0	0	0	0	0	0	0	0	-	18.3	5.8
14:15-14:30	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	3	2	0	0	0	0	0	0	0	0	-	23.6	2.4

14:30-14:45	4	0	0	4	0	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	-	13.6	2.7
14:45-15:00	7	0	0	7	0	0	0	0	0	0	0	0	0	0	0	2	5	0	0	0	0	0	0	0	0	0	0	-	15.3	3.5
15:00-15:15	10	0	0	10	0	0	0	0	0	0	0	0	0	0	2	6	2	0	0	0	0	0	0	0	0	0	0	-	12.6	3.1
15:15-15:30	51	2	0	49	0	0	0	0	0	0	0	0	0	0	8	30	10	3	0	0	0	0	0	0	0	0	0	16.5	12.9	4.2
15:30-15:45	7	0	0	6	0	1	0	0	0	0	0	0	0	0	0	0	3	3	1	0	0	0	0	0	0	0	0	-	22.2	3.2
15:45-16:00	8	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	2	6	0	0	0	0	0	0	0	0	0	-	21.4	3.1
16:00-16:15	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	1	3	0	0	0	0	0	0	0	0	0	-	21.5	2.2
16:15-16:30	10	0	0	9	0	1	0	0	0	0	0	0	0	0	0	0	1	8	1	0	0	0	0	0	0	0	0	-	22.9	2
16:30-16:45	15	0	0	14	0	1	0	0	0	0	0	0	0	0	0	1	5	6	3	0	0	0	0	0	0	0	0	25.3	20.9	3.9
16:45-17:00	11	0	0	9	0	2	0	0	0	0	0	0	0	0	0	0	4	5	2	0	0	0	0	0	0	0	0	25.5	21.8	3.3
17:00-17:15	7	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	1	4	1	1	0	0	0	0	0	0	0	-	24.6	4.5
17:15-17:30	8	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	1	7	0	0	0	0	0	0	0	0	0	-	21.7	1.6
17:30-17:45	15	0	0	15	0	0	0	0	0	0	0	0	0	0	0	1	5	8	1	0	0	0	0	0	0	0	0	24.3	20.3	3.7
17:45-18:00	16	0	0	16	0	0	0	0	0	0	0	0	0	0	3	5	5	2	0	1	0	0	0	0	0	0	0	23.5	15.6	6.5
18:00-18:15	7	0	0	6	0	0	1	0	0	0	0	0	0	0	0	2	4	1	0	0	0	0	0	0	0	0	0	-	16.4	2.7
18:15-18:30	10	0	0	8	1	1	0	0	0	0	0	0	0	0	0	1	7	1	1	0	0	0	0	0	0	0	0	-	18.6	4.2
18:30-18:45	6	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	4	2	0	0	0	0	0	0	0	0	0	-	19.8	2.7
18:45-19:00	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	-	17.5	4.9
19:00-19:15	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	1	0	2	0	0	0	0	0	0	0	0	0	-	18.5	5.1
19:15-19:30	8	0	0	8	0	0	0	0	0	0	0	0	0	0	0	2	4	2	0	0	0	0	0	0	0	0	0	-	17.5	3.1
19:30-19:45	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	-	20.3	0.5
19:45-20:00	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	-	19.2	3.8
20:00-20:15	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	2	0	0	1	0	0	0	0	0	0	0	0	-	18.8	6.8
20:15-20:30	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	-	23.2	-
20:30-20:45	6	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	-	20.4	2.7
20:45-21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
21:00-21:15	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	-	20.4	-
21:15-21:30	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	-	25.7	-
21:30-21:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
21:45-22:00	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	-	30.7	10.8
22:00-22:15	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	-	19.1	-
22:15-22:30	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	-	24.5	-
22:30-22:45	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	-	34.3	-
22:45-23:00	2	0	0	2	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	-	11	6.8
23:00-23:15	3	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	-	23.4	5.6
23:15-23:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
23:30-23:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
23:45-00:00	0	0	0	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	**415**	**2**	**1**	**393**	**1**	**14**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**31**	**107**	**129**	**117**	**26**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**23.3**	**17.6**	**5.5**
06-22	**452**	**2**	**1**	**429**	**1**	**15**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**31**	**112**	**140**	**135**	**28**	**5**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**23.3**	**17.8**	**5.5**
06-00	**460**	**2**	**1**	**434**	**1**	**18**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**32**	**112**	**143**	**137**	**29**	**6**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**23.5**	**17.9**	**5.6**
00-00	**463**	**2**	**1**	**437**	**1**	**18**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**32**	**112**	**143**	**138**	**29**	**8**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**23.5**	**17.9**	**5.6**

Thursday 30 April 2026

Time	Total	Cycles	Motor	Car	Car Van	2 Axle Van	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road	Triple Road	MPH 0	MPH 10	MPH 15	MPH 20	MPH 25	MPH 30	MPH 35	MPH 40	MPH 45	MPH 50	MPH 55	MPH 60	MPH 65	MPH	P-Tile	Average	Standard
		Cycles	Van	Towing	Lorry								Train	Train	<10mph	<15mph	<20mph	<25mph	<30mph	<35mph	<40mph	<45mph	<50mph	<55mph	<60mph	<65mph	<140mph		0.85	Speed	deviation
00:00-00:15	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	-	20.7	-
00:15-00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
00:30-00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
00:45-01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
01:00-01:15	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	-	30.7	4.7
01:15-01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
01:30-01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
01:45-02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
02:00-02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
02:15-02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
02:30-02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
02:45-03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
03:00-03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
03:15-03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
03:30-03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
03:45-04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
04:00-04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
04:15-04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
04:30-04:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
04:45-05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
05:00-05:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
05:15-05:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
05:30-05:45	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	-	24.1	8.1
05:45-06:00	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	-	19.6	4.2
06:00-06:15	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	-	20.2	-
06:15-06:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
06:30-06:45	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	-	24.4	-
06:45-07:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	-	27.1	-
07:00-07:15	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	-	19.7	0.9
07:15-07:30	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	1	4	0	0	0	0	0	0	0	0	0	-	21.7	3.6
07:30-07:45	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	1	0	0	0	0	0	0	-	27.2	9
07:45-08:00	11	1	0	10	0	0	0	0	0	0	0	0	0	0	0	2	2	5	2	0	0	0	0	0	0	0	0	25.3	20	5.3
08:00-08:15	9	0	0	7	0	2	0	0	0	0	0	0	0	0	0	2	2	4	1	0	0	0	0	0	0	0	0	-	19.3	4.3
08:15-08:30	14	0	0	14	0	0	0	0	0	0	0	0	0	0	1	2	2	8	1	0	0	0	0	0	0	0	0	23.7	20	5.1
08:30-08:45	49	0	0	49	0	0	0	0	0	0	0	0	0	0	4	16	26	3	0	0	0	0	0	0	0	0	0	18.8	15.3	3.4
08:45-09:00	37	0	0	37	0	0	0	0	0	0	0	0	0	0	0	12	20	5	0	0	0	0	0	0	0	0	0	19.8	16.6	3.2
09:00-09:15	10	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0	4	4	2	0	0	0	0	0	0	0	0	-	21.3	3.6
09:15-09:30	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	-	23.5	6.4
09:30-09:45	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	-	22.2	5.9
09:45-10:00	4	0	0	3	0	1	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	-	19.9	1.7
10:00-10:15	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	0	0	0	0	-	19.2	1.9
10:15-10:30	6	1	0	3	0	2	0	0	0	0	0	0	0	0	1	0	3	2	0	0	0	0	0	0	0	0	0	-	16.9	4.5
10:30-10:45	7	0	0	7	0	0	0	0	0	0	0	0	0	0	0	1	1	4	1	0	0	0	0	0	0	0	0	-	21.3	3.8
10:45-11:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	-	20.7	-
11:00-11:15	5	0	0	3	0	2	0	0	0	0	0	0	0	0	0	0	3	2	0	0	0	0	0	0	0	0	0	-	19.5	2.5
11:15-11:30	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	4	1	0	0	0	0	0	0	0	0	0	-	18.6	2

11:30-11:45	11	0	0	9	0	1	1	0	0	0	0	0	0	0	0	3	3	4	1	0	0	0	0	0	0	0	0	23.3	18.7	4
11:45-12:00	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	1	0	0	0	0	0	0	0	-	22.7	5.2
12:00-12:15	4	0	0	3	0	1	0	0	0	0	0	0	0	0	0	0	1	2	1	0	0	0	0	0	0	0	0	-	23	3.3
12:15-12:30	7	0	0	6	0	1	0	0	0	0	0	0	0	0	0	0	5	1	1	0	0	0	0	0	0	0	0	-	20	3.8
12:30-12:45	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	-	23.8	-
12:45-13:00	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	0	0	0	0	-	23.7	2.7
13:00-13:15	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	1	2	1	0	0	0	0	0	0	0	0	0	-	22	3.8
13:15-13:30	6	0	0	6	0	0	0	0	0	0	0	0	0	0	1	3	2	0	0	0	0	0	0	0	0	0	0	-	18.6	3.8
13:30-13:45	7	0	0	7	0	0	0	0	0	0	0	0	0	0	2	2	2	1	0	0	0	0	0	0	0	0	0	-	19	5.4
13:45-14:00	6	0	0	6	0	0	0	0	0	0	0	0	0	0	1	0	4	1	0	0	0	0	0	0	0	0	0	-	16.3	4.7
14:00-14:15	4	0	0	4	0	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	-	18.9	5.3
14:15-14:30	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	-	18.1	0.8
14:30-14:45	4	0	0	3	0	0	1	0	0	0	0	0	0	0	1	1	1	1	0	0	0	0	0	0	0	0	0	-	15.6	7.2
14:45-15:00	7	0	0	6	0	1	0	0	0	0	0	0	0	0	0	2	4	1	0	0	0	0	0	0	0	0	0	-	17	3.6
15:00-15:15	8	0	0	8	0	0	0	0	0	0	0	0	0	0	1	3	4	0	0	0	0	0	0	0	0	0	0	-	14.1	4
15:15-15:30	41	0	0	41	0	0	0	0	0	0	0	0	0	0	3	21	16	1	0	0	0	0	0	0	0	0	0	18.2	14.5	3.5
15:30-15:45	18	0	0	18	0	0	0	0	0	0	0	0	0	0	0	9	3	3	2	1	0	0	0	0	0	0	0	26	17.9	5.8
15:45-16:00	9	0	0	8	0	0	1	0	0	0	0	0	0	0	1	1	4	2	1	0	0	0	0	0	0	0	0	-	17.8	5.2
16:00-16:15	7	0	0	7	0	0	0	0	0	0	0	0	0	0	2	1	4	0	0	0	0	0	0	0	0	0	0	-	13.7	5.3
16:15-16:30	12	0	0	11	0	1	0	0	0	0	0	0	0	0	0	4	7	1	0	0	0	0	0	0	0	0	0	19.8	16.3	3.4
16:30-16:45	22	0	0	21	0	1	0	0	0	0	0	0	0	0	0	4	10	7	1	0	0	0	0	0	0	0	0	21.9	18.6	3.3
16:45-17:00	12	0	0	12	0	0	0	0	0	0	0	0	0	0	1	0	5	5	0	1	0	0	0	0	0	0	0	23.6	19.8	5.3
17:00-17:15	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	4	1	0	0	0	0	0	0	0	0	0	-	18.1	2.9
17:15-17:30	10	0	0	9	0	1	0	0	0	0	0	0	0	0	2	0	1	7	0	0	0	0	0	0	0	0	0	-	18	7.5
17:30-17:45	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	-	21.1	3.2
17:45-18:00	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	1	0	3	0	0	0	0	0	0	0	0	0	-	20.5	4.8
18:00-18:15	8	0	0	8	0	0	0	0	0	0	0	0	0	0	1	3	2	1	1	0	0	0	0	0	0	0	0	-	16.3	5.6
18:15-18:30	10	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0	1	4	5	0	0	0	0	0	0	0	0	-	24.2	3.3
18:30-18:45	7	1	0	6	0	0	0	0	0	0	0	0	0	0	0	1	4	1	1	0	0	0	0	0	0	0	0	-	19.4	3.8
18:45-19:00	8	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	2	4	2	0	0	0	0	0	0	0	0	-	22	4.2
19:00-19:15	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	-	27.8	1.7
19:15-19:30	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1	0	0	0	0	0	0	0	0	-	20.6	4.2
19:30-19:45	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	1	2	2	0	0	0	0	0	0	0	0	-	24.7	4.1
19:45-20:00	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	-	21.6	2.3
20:00-20:15	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	-	19.6	2.7
20:15-20:30	3	0	0	3	0	0	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	-	16.5	5.7
20:30-20:45	3	0	0	3	0	0	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	-	17.6	3.6
20:45-21:00	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	-	31.1	9.7
21:00-21:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
21:15-21:30	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	11.4	-
21:30-21:45	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	-	17.9	5.9
21:45-22:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	-	23.4	-
22:00-22:15	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	-	33.2	15.3
22:15-22:30	2	0	1	1	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	-	19.3	6.2
22:30-22:45	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	13.7	-
22:45-23:00	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	-	25.1	1.2
23:00-23:15	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	-	24.8	6
23:15-23:30	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	-	32.3	15.2
23:30-23:45	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	-	24	-
23:45-00:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	-	16.6	-
07-19	**436**	**3**	**0**	**415**	**0**	**15**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**19**	**93**	**177**	**114**	**29**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**23.1**	**18.1**	**4.8**
06-22	**467**	**3**	**0**	**445**	**0**	**16**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**19**	**97**	**185**	**126**	**35**	**3**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**23.5**	**18.3**	**4.9**
06-00	**480**	**3**	**1**	**457**	**0**	**16**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**19**	**99**	**186**	**132**	**37**	**3**	**2**	**2**	**0**	**0**	**0**	**0**	**0**	**23.6**	**18.5**	**5.2**
00-00	**487**	**3**	**1**	**464**	**0**	**16**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**19**	**99**	**188**	**134**	**39**	**4**	**2**	**2**	**0**	**0**	**0**	**0**	**0**	**23.7**	**18.6**	**5.3**

Friday 01 May 2026

Time	Total	Cycles	Motor Cycles	Car	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 0.85	Average Speed	Standard deviation
00:00-00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
00:15-00:30	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	-	19.4	-
00:30-00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
00:45-01:00	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	-	24.7	-
01:00-01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
01:15-01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
01:30-01:45	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	-	32	-
01:45-02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
02:00-02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
02:15-02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
02:30-02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
02:45-03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
03:00-03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
03:15-03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
03:30-03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
03:45-04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
04:00-04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
04:15-04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
04:30-04:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
04:45-05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
05:00-05:15	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	-	15.4	-
05:15-05:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
05:30-05:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
05:45-06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
06:00-06:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
06:15-06:30	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	-	22	3.2
06:30-06:45	2	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	-	17.1	1.3
06:45-07:00	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	-	27	0.2
07:00-07:15	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	-	21	3.3
07:15-07:30	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	-	22.4	6.2
07:30-07:45	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	-	17.3	-
07:45-08:00	8	0	0	7	0	1	0	0	0	0	0	0	0	0	0	0	3	4	1	0	0	0	0	0	0	0	0	-	21.8	2.9
08:00-08:15	9	1	0	7	0	1	0	0	0	0	0	0	0	0	0	3	2	4	0	0	0	0	0	0	0	0	0	-	18.3	4.3
08:15-08:30	11	0	0	11	0	0	0	0	0	0	0	0	0	0	0	1	5	5	0	0	0	0	0	0	0	0	0	22	19	3.1

08:30-08:45	45	0	0	45	0	0	0	0	0	0	0	0	0	0	9	22	11	3	0	0	0	0	0	0	0	0	0	18.3	13.5	4.1
08:45-09:00	35	0	0	35	0	0	0	0	0	0	0	0	0	0	2	16	13	4	0	0	0	0	0	0	0	0	0	19.2	15.1	3.4
09:00-09:15	10	0	0	9	0	1	0	0	0	0	0	0	0	0	0	1	4	5	0	0	0	0	0	0	0	0	0	-	18.7	3.2
09:15-09:30	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	-	18.9	3.8
09:30-09:45	7	0	0	7	0	0	0	0	0	0	0	0	0	0	0	1	2	3	0	1	0	0	0	0	0	0	0	-	20.9	5.1
09:45-10:00	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	-	21	1.8
10:00-10:15	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	1	4	0	0	0	0	0	0	0	0	0	-	20.6	3.1
10:15-10:30	6	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	2	3	1	0	0	0	0	0	0	0	0	-	21.3	2.3
10:30-10:45	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	3	2	0	0	0	0	0	0	0	0	0	-	20.1	3
10:45-11:00	6	0	0	5	0	1	0	0	0	0	0	0	0	0	0	0	0	5	1	0	0	0	0	0	0	0	0	-	23.4	1.8
11:00-11:15	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	2	2	1	0	0	0	0	0	0	0	0	-	21.4	4.8
11:15-11:30	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	-	20.9	0.6
11:30-11:45	2	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	-	18.8	3.6
11:45-12:00	7	0	0	6	0	1	0	0	0	0	0	0	0	0	0	1	3	2	1	0	0	0	0	0	0	0	0	-	20	4
12:00-12:15	3	0	0	2	0	1	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	-	17.6	1.8
12:15-12:30	5	0	0	4	0	1	0	0	0	0	0	0	0	0	0	0	2	3	0	0	0	0	0	0	0	0	0	-	19.7	1.3
12:30-12:45	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	-	21.9	-
12:45-13:00	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	-	19.3	1.1
13:00-13:15	9	0	0	8	0	1	0	0	0	0	0	0	0	0	0	3	5	0	1	0	0	0	0	0	0	0	0	-	16.7	4.2
13:15-13:30	11	0	0	10	0	1	0	0	0	0	0	0	0	0	0	0	3	6	2	0	0	0	0	0	0	0	0	25.5	21.4	3.5
13:30-13:45	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	-	20.7	3.3
13:45-14:00	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	-	17.1	1.1
14:00-14:15	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	-	16.9	3.7
14:15-14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
14:30-14:45	4	0	0	3	0	1	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	-	19.9	2.1
14:45-15:00	11	0	0	10	1	0	0	0	0	0	0	0	0	0	1	2	7	1	0	0	0	0	0	0	0	0	0	19.4	15.8	3.8
15:00-15:15	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	1	3	0	0	0	0	0	0	0	0	0	0	-	16.2	2.2
15:15-15:30	42	0	0	42	0	0	0	0	0	0	0	0	0	0	7	26	7	2	0	0	0	0	0	0	0	0	0	16.7	13.2	3.2
15:30-15:45	17	0	0	17	0	0	0	0	0	0	0	0	0	0	1	8	5	3	0	0	0	0	0	0	0	0	0	21.3	15.6	3.8
15:45-16:00	8	0	0	7	0	1	0	0	0	0	0	0	0	0	0	2	2	4	0	0	0	0	0	0	0	0	0	-	19.5	3.4
16:00-16:15	9	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	5	4	0	0	0	0	0	0	0	0	0	-	19.8	3.4
16:15-16:30	10	0	0	10	0	0	0	0	0	0	0	0	0	0	1	1	3	3	2	0	0	0	0	0	0	0	0	-	19.7	5.6
16:30-16:45	10	0	0	10	0	0	0	0	0	0	0	0	0	0	1	1	3	3	2	0	0	0	0	0	0	0	0	-	19	6.1
16:45-17:00	7	0	0	6	0	1	0	0	0	0	0	0	0	0	0	0	6	1	0	0	0	0	0	0	0	0	0	-	18.6	2.6
17:00-17:15	14	0	0	13	0	1	0	0	0	0	0	0	0	0	0	8	4	2	0	0	0	0	0	0	0	0	0	19.7	15.8	3.1
17:15-17:30	8	0	0	8	0	0	0	0	0	0	0	0	0	0	0	2	2	4	0	0	0	0	0	0	0	0	0	-	18.5	4
17:30-17:45	10	0	0	10	0	0	0	0	0	0	0	0	0	0	0	1	4	4	0	1	0	0	0	0	0	0	0	-	20.1	5.1
17:45-18:00	11	0	0	11	0	0	0	0	0	0	0	0	0	0	0	1	5	5	0	0	0	0	0	0	0	0	0	22.6	18.3	3.6
18:00-18:15	8	0	0	8	0	0	0	0	0	0	0	0	0	0	0	1	6	1	0	0	0	0	0	0	0	0	0	-	17.5	2.6
18:15-18:30	6	0	0	5	0	1	0	0	0	0	0	0	0	0	0	0	4	2	0	0	0	0	0	0	0	0	0	-	19.5	3.3
18:30-18:45	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	-	23.3	5.5
18:45-19:00	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	2	0	1	0	0	0	0	0	0	0	0	0	-	17.5	6.3
19:00-19:15	6	0	0	6	0	0	0	0	0	0	0	0	0	0	1	0	0	4	0	1	0	0	0	0	0	0	0	-	21.4	8.5
19:15-19:30	4	0	0	4	0	0	0	0	0	0	0	0	0	0	1	0	0	2	1	0	0	0	0	0	0	0	0	-	19.1	8.2
19:30-19:45	7	0	0	7	0	0	0	0	0	0	0	0	0	0	0	1	4	1	0	1	0	0	0	0	0	0	0	-	20.3	5.7
19:45-20:00	8	0	0	8	0	0	0	0	0	0	0	0	0	0	0	1	3	4	0	0	0	0	0	0	0	0	0	-	19	2.7
20:00-20:15	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	-	16.6	-
20:15-20:30	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	-	19.3	2.9
20:30-20:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
20:45-21:00	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	1	0	2	0	0	0	0	0	0	0	0	-	23.3	3.3
21:00-21:15	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	-	21.7	-
21:15-21:30	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	-	26.7	2.5
21:30-21:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
21:45-22:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	-	16.9	-
22:00-22:15	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	-	18.3	3.2
22:15-22:30	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	-	28.3	4.1
22:30-22:45	7	0	0	7	0	0	0	0	0	0	0	0	0	0	1	1	2	2	1	0	0	0	0	0	0	0	0	-	18.9	6.5
22:45-23:00	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	-	20.7	0.6
23:00-23:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
23:15-23:30	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	-	19.8	-
23:30-23:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
23:45-00:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	-	23.8	-
07-19	**402**	**1**	**0**	**385**	**1**	**15**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**22**	**106**	**149**	**109**	**14**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**22.2**	**17.4**	**4.5**
06-22	**443**	**1**	**0**	**425**	**1**	**16**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**24**	**108**	**163**	**124**	**20**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**22.4**	**17.7**	**4.7**
06-00	**460**	**1**	**0**	**442**	**1**	**16**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**25**	**109**	**167**	**131**	**23**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**22.5**	**17.8**	**4.8**
00-00	**464**	**1**	**0**	**444**	**1**	**18**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**25**	**109**	**169**	**132**	**23**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**22.6**	**17.9**	**4.8**

Saturday 02 May 2026

Time	Total	Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 0.85	Average Speed	Standard deviation
00:00-00:15	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	3	2	0	0	0	0	0	0	0	0	-	25.3	2.6
00:15-00:30	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	-	25.1	6.3
00:30-00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
00:45-01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
01:00-01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
01:15-01:30	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	-	20.4	-
01:30-01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
01:45-02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
02:00-02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
02:15-02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
02:30-02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
02:45-03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
03:00-03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
03:15-03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
03:30-03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
03:45-04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
04:00-04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
04:15-04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
04:30-04:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
04:45-05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
05:00-05:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
05:15-05:30	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	-	22.2	-

05:30-05:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
05:45-06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
06:00-06:15	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	-	21.7	0.9
06:15-06:30	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	-	23	-
06:30-06:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
06:45-07:00	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	-	15	1.7
07:00-07:15	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	-	18.6	-
07:15-07:30	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	-	25	2.8
07:30-07:45	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	-	19.4	2.5
07:45-08:00	3	0	0	3	0	0	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	-	17.1	5.8
08:00-08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
08:15-08:30	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	17.2	-
08:30-08:45	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	-	23.9	2.9
08:45-09:00	3	0	0	2	0	1	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	-	20.3	3.7
09:00-09:15	5	0	0	4	0	1	0	0	0	0	0	0	0	0	1	3	1	0	0	0	0	0	0	0	0	0	0	-	17.3	2.8
09:15-09:30	2	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	-	22	2.1
09:30-09:45	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	-	23.7	7.4
09:45-10:00	5	0	0	5	0	0	0	0	0	0	0	0	0	0	2	1	1	0	1	0	0	0	0	0	0	0	0	-	15.3	7.1
10:00-10:15	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	-	14.2	0.2
10:15-10:30	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	4	1	0	0	0	0	0	0	0	0	0	0	-	18.2	2.3
10:30-10:45	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	-	18.6	0.8
10:45-11:00	8	0	0	8	0	0	0	0	0	0	0	0	0	0	0	5	0	2	1	0	0	0	0	0	0	0	0	-	21.5	5.9
11:00-11:15	8	0	0	8	0	0	0	0	0	0	0	0	0	0	0	5	2	1	0	0	0	0	0	0	0	0	0	-	19.4	4.2
11:15-11:30	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	-	22.7	3.5
11:30-11:45	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	-	17.5	4
11:45-12:00	2	0	0	2	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	-	13.9	13.2
12:00-12:15	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	-	19.7	5.3
12:15-12:30	8	0	0	8	0	0	0	0	0	0	0	0	0	0	2	1	5	0	0	0	0	0	0	0	0	0	0	-	19.6	3.7
12:30-12:45	5	0	0	4	0	1	0	0	0	0	0	0	0	0	1	2	1	1	0	0	0	0	0	0	0	0	0	-	18.9	5.3
12:45-13:00	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	-	22.1	1.7
13:00-13:15	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	-	23.6	1.5
13:15-13:30	5	0	0	5	0	0	0	0	0	0	0	0	0	0	1	1	3	0	0	0	0	0	0	0	0	0	0	-	20.2	4.1
13:30-13:45	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	0	0	0	0	0	-	18.7	3.2
13:45-14:00	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	-	19.9	3
14:00-14:15	4	0	0	4	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	-	18.7	5.2
14:15-14:30	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	-	20.7	0.6
14:30-14:45	9	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	5	4	0	0	0	0	0	0	0	0	0	-	24.2	2.2
14:45-15:00	8	0	0	7	0	1	0	0	0	0	0	0	0	1	0	4	3	0	0	0	0	0	0	0	0	0	0	-	18.1	4.4
15:00-15:15	6	0	0	6	0	0	0	0	0	0	0	0	0	0	1	2	3	0	0	0	0	0	0	0	0	0	0	-	19.1	4.6
15:15-15:30	5	0	0	4	0	1	0	0	0	0	0	0	0	0	0	1	4	0	0	0	0	0	0	0	0	0	0	-	20.7	3.2
15:30-15:45	4	0	0	3	0	1	0	0	0	0	0	0	0	0	0	1	0	2	1	0	0	0	0	0	0	0	0	-	26.4	5.6
15:45-16:00	3	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1	0	0	0	0	0	0	0	0	-	27	4.9
16:00-16:15	8	0	0	8	0	0	0	0	0	0	0	0	0	1	0	5	2	0	0	0	0	0	0	0	0	0	0	-	17.6	3.7
16:15-16:30	7	0	0	7	0	0	0	0	0	0	0	0	0	0	4	1	2	0	0	0	0	0	0	0	0	0	0	-	16.6	4.1
16:30-16:45	6	0	0	6	0	0	0	0	0	0	0	0	0	0	2	2	2	0	0	0	0	0	0	0	0	0	0	-	17.9	5.3
16:45-17:00	3	0	0	3	0	0	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	-	22.1	2.7
17:00-17:15	4	0	0	4	0	0	0	0	0	0	0	0	0	0	1	2	1	0	0	0	0	0	0	0	0	0	0	-	22.3	3.9
17:15-17:30	4	0	0	3	0	1	0	0	0	0	0	0	0	0	1	3	0	0	0	0	0	0	0	0	0	0	0	-	21.6	1.9
17:30-17:45	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	-	23.6	-
17:45-18:00	4	0	0	4	0	0	0	0	0	0	0	0	0	0	1	0	1	2	0	0	0	0	0	0	0	0	0	-	18.3	7.2
18:00-18:15	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	3	0	0	1	0	0	0	0	0	0	0	0	-	20.4	7.6
18:15-18:30	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	-	18.9	4
18:30-18:45	6	0	0	5	0	1	0	0	0	0	0	0	0	0	1	0	4	1	0	0	0	0	0	0	0	0	0	-	21.7	5.5
18:45-19:00	3	0	0	3	0	0	0	0	0	0	0	0	0	0	1	0	0	2	0	0	0	0	0	0	0	0	0	-	22.1	9.7
19:00-19:15	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	-	22.4	8.6
19:15-19:30	4	0	0	4	0	0	0	0	0	0	0	0	0	0	1	2	1	0	0	0	0	0	0	0	0	0	0	-	19.2	4.1
19:30-19:45	5	0	0	5	0	0	0	0	0	0	0	0	0	0	1	3	1	0	0	0	0	0	0	0	0	0	0	-	19.1	3.4
19:45-20:00	5	0	0	5	0	0	0	0	0	0	0	0	0	0	1	0	3	1	0	0	0	0	0	0	0	0	0	-	22.3	5.9
20:00-20:15	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	-	18.7	0.6
20:15-20:30	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	-	23.2	-
20:30-20:45	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	-	24.9	2.9
20:45-21:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	21.5	-
21:00-21:15	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	21.7	-
21:15-21:30	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	-	22.6	0.3
21:30-21:45	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	2	0	1	0	0	0	0	0	0	0	0	0	-	20.7	7.3
21:45-22:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	22	-
22:00-22:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
22:15-22:30	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	21.2	-
22:30-22:45	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	-	18.7	1.8
22:45-23:00	6	0	0	6	0	0	0	0	0	0	0	0	0	0	0	2	2	1	1	0	0	0	0	0	0	0	0	-	23.5	5.5
23:00-23:15	2	0	0	2	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	-	14.3	10.2
23:15-23:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
23:30-23:45	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	-	21.6	-
23:45-00:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	18.7	-
07-19	**189**	**1**	**0**	**178**	**0**	**9**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**6**	**22**	**62**	**75**	**20**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**24.7**	**20**	**4.8**
06-22	**223**	**1**	**0**	**212**	**0**	**9**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**6**	**26**	**73**	**90**	**24**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**24.7**	**20.1**	**4.8**
06-00	**236**	**1**	**0**	**225**	**0**	**9**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**7**	**26**	**78**	**95**	**25**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**24.7**	**20.1**	**4.8**
00-00	**245**	**1**	**0**	**234**	**0**	**9**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**7**	**26**	**78**	**101**	**28**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**24.7**	**20.3**	**4.8**

Sunday 03 May 2026

Time	Total	Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 0.85	Average Speed	Standard deviation
00:00-00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
00:15-00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
00:30-00:45	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	-	22.1	2.9
00:45-01:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	-	24.9	-
01:00-01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
01:15-01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
01:30-01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
01:45-02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
02:00-02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
02:15-02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-

02:30-02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
02:45-03:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	-	16.4	-
03:00-03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
03:15-03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
03:30-03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
03:45-04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
04:00-04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
04:15-04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
04:30-04:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
04:45-05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
05:00-05:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
05:15-05:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
05:30-05:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
05:45-06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
06:00-06:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
06:15-06:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
06:30-06:45	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	9.1	-
06:45-07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
07:00-07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
07:15-07:30	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	-	18	1
07:30-07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
07:45-08:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	-	22.5	-
08:00-08:15	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	-	20.6	-
08:15-08:30	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	-	29.4	-
08:30-08:45	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	-	20.3	0.3
08:45-09:00	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	0	0	0	0	0	0	0	0	-	20.1	5.4
09:00-09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
09:15-09:30	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	14	-
09:30-09:45	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	2	2	0	1	0	0	0	0	0	0	0	0	-	17.1	5.9
09:45-10:00	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	3	1	1	0	0	0	0	0	0	0	0	0	-	15.8	4.8
10:00-10:15	6	0	0	5	0	0	1	0	0	0	0	0	0	0	3	1	0	2	0	0	0	0	0	0	0	0	0	-	13.2	7.3
10:15-10:30	3	0	0	3	0	0	0	0	0	0	0	0	0	0	1	0	1	1	0	0	0	0	0	0	0	0	0	-	15.8	8.1
10:30-10:45	6	0	0	6	0	0	0	0	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	-	14.9	1.4
10:45-11:00	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	-	18.5	3.1
11:00-11:15	2	0	0	2	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	-	18.3	4.9
11:15-11:30	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	15.9	-
11:30-11:45	3	0	0	2	0	1	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	-	14	4.5
11:45-12:00	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	-	18.4	2.7
12:00-12:15	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	-	19.7	2.7
12:15-12:30	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	-	32.8	-
12:30-12:45	7	0	0	6	0	1	0	0	0	0	0	0	0	0	0	5	2	0	0	0	0	0	0	0	0	0	0	-	17.9	2.5
12:45-13:00	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	3	2	0	0	0	0	0	0	0	0	0	0	-	20	3.5
13:00-13:15	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	-	21.5	2.2
13:15-13:30	6	0	0	5	0	1	0	0	0	0	0	0	0	0	0	2	2	1	1	0	0	0	0	0	0	0	0	-	18	4.7
13:30-13:45	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	1	3	0	0	0	0	0	0	0	0	0	0	-	20.5	3.3
13:45-14:00	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	0	0	0	0	0	-	18.8	2.8
14:00-14:15	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	-	20.1	0.4
14:15-14:30	2	0	0	2	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	-	14.1	13
14:30-14:45	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	-	22.5	1.7
14:45-15:00	8	0	0	8	0	0	0	0	0	0	0	0	0	0	0	1	6	1	0	0	0	0	0	0	0	0	0	-	22.5	2.3
15:00-15:15	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	-	22.4	5.9
15:15-15:30	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	1	3	0	0	0	0	0	0	0	0	0	0	-	22.1	2.8
15:30-15:45	4	0	0	4	0	0	0	0	0	0	0	0	0	0	1	3	0	0	0	0	0	0	0	0	0	0	0	-	17.1	1.9
15:45-16:00	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	-	21.8	1.9
16:00-16:15	5	0	0	4	0	1	0	0	0	0	0	0	0	0	0	2	3	0	0	0	0	0	0	0	0	0	0	-	21.7	3.1
16:15-16:30	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	1	3	0	0	0	0	0	0	0	0	0	0	-	21.4	2.7
16:30-16:45	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	-	19.4	2.9
16:45-17:00	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	-	19.6	3.9
17:00-17:15	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	-	20.4	2.3
17:15-17:30	3	0	0	3	0	0	0	0	0	0	0	0	0	0	1	0	0	2	0	0	0	0	0	0	0	0	0	-	22.2	9.9
17:30-17:45	7	0	0	7	0	0	0	0	0	0	0	0	0	0	1	6	0	0	0	0	0	0	0	0	0	0	0	-	21.3	2
17:45-18:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	22.5	-
18:00-18:15	3	0	0	3	0	0	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	-	23.2	4.2
18:15-18:30	5	0	0	5	0	0	0	0	0	0	0	0	0	0	1	2	2	0	0	0	0	0	0	0	0	0	0	-	18.4	4.9
18:30-18:45	2	0	0	2	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	-	20.7	6.6
18:45-19:00	2	0	0	1	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	-	30.3	16.3
19:00-19:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
19:15-19:30	3	0	0	3	0	0	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	-	17.9	4.1
19:30-19:45	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	-	19.4	0.6
19:45-20:00	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	-	19.3	4
20:00-20:15	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	-	24.9	10.8
20:15-20:30	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	-	20.3	1.8
20:30-20:45	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	-	20.7	5.5
20:45-21:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	-	21.8	-
21:00-21:15	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	-	19.1	1.4
21:15-21:30	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	-	19.8	1.3
21:30-21:45	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	-	17.7	0.9
21:45-22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
22:00-22:15	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	1	1	1	0	1	0	0	0	0	0	0	0	-	26.1	8.5
22:15-22:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
22:30-22:45	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	-	20.5	-
22:45-23:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	16.5	-
23:00-23:15	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	-	23.3	-
23:15-23:30	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	-	23.6	-
23:30-23:45	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	-	22.5	-
23:45-00:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	17.8	-
07-19	**150**	**0**	**0**	**144**	**0**	**5**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**6**	**18**	**53**	**60**	**11**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**23.8**	**19.4**	**5.1**
06-22	**173**	**0**	**0**	**166**	**0**	**6**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**7**	**19**	**65**	**68**	**11**	**2**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**23.7**	**19.4**	**5**
06-00	**183**	**0**	**0**	**176**	**0**	**6**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**7**	**19**	**68**	**73**	**12**	**2**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**23.8**	**19.6**	**5.1**
00-00	**188**	**0**	**0**	**181**	**0**	**6**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**7**	**19**	**70**	**76**	**12**	**2**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**23.9**	**19.7**	**5**

Virtual Day (7)

Time	Total	Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 0.85	Average Speed	Standard deviation
0000 - 0100	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	-	24.5	3.6
0100 - 0200	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	-	28.4	-
0200 - 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	-	16.4	-
0300 - 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	-	16	-
0400 - 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	-	-	-
0500 - 0600	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	-	21.2	5
0600 - 0700	5	0	0	4	0	1	0	0	0	0	0	0	0	0	0	0	1	2	1	0	0	0	0	0	0	0	0	-	21.8	4.5
0700 - 0800	14	0	0	14	0	0	0	0	0	0	0	0	0	0	0	1	5	6	2	0	0	0	0	0	0	0	0	25	21.1	4.4
0800 - 0900	80	0	0	77	0	2	0	0	0	0	0	0	0	0	7	32	27	11	2	0	0	0	0	0	0	0	0	20.4	15.5	4.4
0900 - 1000	19	0	0	18	0	1	0	0	0	0	0	0	0	0	1	2	8	7	2	0	0	0	0	0	0	0	0	24.6	19.8	4.4
1000 - 1100	16	0	0	15	0	1	0	0	0	0	0	0	0	0	1	2	5	7	1	0	0	0	0	0	0	0	0	23.8	19.4	5
1100 - 1200	16	0	0	14	0	1	0	0	0	0	0	0	0	0	0	2	6	6	1	0	0	0	0	0	0	0	0	23.3	19.6	4
1200 - 1300	15	0	0	13	0	1	0	0	0	0	0	0	0	0	0	2	6	6	1	0	0	0	0	0	0	0	0	23.8	19.6	4.1
1300 - 1400	18	0	0	17	0	1	0	0	0	0	0	0	0	0	0	2	7	7	1	0	0	0	0	0	0	0	0	22.8	18.9	4
1400 - 1500	19	0	0	18	0	1	0	0	0	0	0	0	0	0	2	4	7	5	1	0	0	0	0	0	0	0	0	23.5	17.7	5.1
1500 - 1600	59	0	0	57	0	1	0	0	0	0	0	0	0	0	7	24	17	9	1	0	0	0	0	0	0	0	0	20.6	15.3	4.9
1600 - 1700	32	0	0	30	0	2	0	0	0	0	0	0	0	0	1	3	13	12	2	0	0	0	0	0	0	0	0	23.8	19.4	4.5
1700 - 1800	27	0	0	27	0	1	0	0	0	0	0	0	0	0	1	4	8	13	1	0	0	0	0	0	0	0	0	23.6	19.4	4.8
1800 - 1900	23	0	0	21	0	1	0	0	0	0	0	0	0	0	0	3	10	6	3	0	0	0	0	0	0	0	0	24.9	19.4	5
1900 - 2000	16	0	0	16	0	0	0	0	0	0	0	0	0	0	0	2	6	6	2	0	0	0	0	0	0	0	0	24.4	20	4.8
2000 - 2100	10	0	0	10	0	0	0	0	0	0	0	0	0	0	0	1	3	4	1	0	0	0	0	0	0	0	0	-	21.2	5.2
2100 - 2200	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	-	21.1	5.1
2200 - 2300	7	0	0	7	0	0	0	0	0	0	0	0	0	0	0	1	2	2	1	0	0	0	0	0	0	0	0	-	21.8	7
2300 - 0000	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	1	2	1	0	0	0	0	0	0	0	0	-	22.6	6.5
07-19	**337**	**2**	**0**	**322**	**0**	**11**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**20**	**80**	**121**	**94**	**19**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**22.8**	**17.7**	**5**
06-22	**372**	**2**	**0**	**356**	**0**	**12**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**21**	**84**	**132**	**109**	**23**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**23.2**	**18**	**5.1**
06-00	**382**	**2**	**0**	**366**	**0**	**12**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**21**	**84**	**134**	**113**	**25**	**4**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**23.2**	**18.1**	**5.2**
00-00	**388**	**2**	**0**	**371**	**0**	**13**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**21**	**84**	**136**	**115**	**26**	**4**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**23.4**	**18.2**	**5.2**

Virtual Week (1)

Time	Total	Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 0.85	Average Speed	Standard deviation
Mon	431	1	0	417	0	10	2	1	0	0	0	0	0	0	20	110	160	111	26	3	1	0	0	0	0	0	0	22.8	17.8	4.9
Tue	437	3	0	419	0	13	2	0	0	0	0	0	0	0	40	116	144	111	24	2	0	0	0	0	0	0	0	22.5	17	5.1
Wed	463	2	1	437	1	18	4	0	0	0	0	0	0	0	32	112	143	138	29	8	1	0	0	0	0	0	0	23.5	17.9	5.6
Thu	487	3	1	464	0	16	3	0	0	0	0	0	0	0	19	99	188	134	39	4	2	2	0	0	0	0	0	23.7	18.6	5.3
Fri	464	1	0	444	1	18	0	0	0	0	0	0	0	0	25	109	169	132	23	6	0	0	0	0	0	0	0	22.6	17.9	4.8
|Sat	245	1	0	234	0	9	1	0	0	0	0	0	0	0	7	26	78	101	28	5	0	0	0	0	0	0	0	24.7	20.3	4.8
|Sun	188	0	0	181	0	6	1	0	0	0	0	0	0	0	7	19	70	76	12	2	1	1	0	0	0	0	0	23.9	19.7	5
--	**2715**	**11**	**2**	**2596**	**2**	**90**	**13**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**150**	**591**	**952**	**803**	**181**	**30**	**5**	**3**	**0**	**0**	**0**	**0**	**0**	**23.4**	**18.2**	**5.2**

Grand Total

Time	Total	Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 0.85	Average Speed	Standard deviation
--	**2715**	**11**	**2**	**2596**	**2**	**90**	**13**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**150**	**591**	**952**	**803**	**181**	**30**	**5**	**3**	**0**	**0**	**0**	**0**	**0**	**23.4**	**18.2**	**5.2**

Woodward Court, Mirfield ATCs

Report Id 236/26
Site Name Site 3 of 4
Description Hepworth Close, 15m north of Hepworth Lane
Direction Northbound

Monday 27 April 2026

Time	Total	Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 0.85	Average Speed	Standard deviation
00:00-00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
00:15-00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
00:30-00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
00:45-01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
01:00-01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
01:15-01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
01:30-01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
01:45-02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
02:00-02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
02:15-02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
02:30-02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
02:45-03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
03:00-03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
03:15-03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
03:30-03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
03:45-04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
04:00-04:15	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	-	20.3	-
04:15-04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
04:30-04:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
04:45-05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
05:00-05:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
05:15-05:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
05:30-05:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
05:45-06:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	-	9.7	-
06:00-06:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
06:15-06:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
06:30-06:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
06:45-07:00	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	-	11.2	1
07:00-07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
07:15-07:30	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	14.1	-
07:30-07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
07:45-08:00	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	-	13.9	1.3
08:00-08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
08:15-08:30	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	-	15.1	0.5
08:30-08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
08:45-09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
09:00-09:15	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	-	12.8	1.9
09:15-09:30	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	-	7.9	-
09:30-09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
09:45-10:00	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	-	13.6	1.9
10:00-10:15	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	-	15.6	1.5
10:15-10:30	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	-	16	0.5
10:30-10:45	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	12.9	-
10:45-11:00	2	0	0	1	0	1	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	-	14	3
11:00-11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
11:15-11:30	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	-	12.2	1.1
11:30-11:45	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	15.1	-
11:45-12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
12:00-12:15	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	13.9	-
12:15-12:30	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	-	6.1	-
12:30-12:45	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	15	-
12:45-13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
13:00-13:15	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	11.7	-
13:15-13:30	2	0	0	2	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	-	10.9	2.3
13:30-13:45	2	0	0	1	0	1	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	-	12.9	3.1
13:45-14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
14:00-14:15	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	11.7	-
14:15-14:30	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	-	8.8	-
14:30-14:45	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	14	-
14:45-15:00	3	0	0	3	0	0	0	0	0	0	0	0	0	0	2	0	1	0	0	0	0	0	0	0	0	0	0	-	11.5	4
15:00-15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
15:15-15:30	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	-	20.5	-
15:30-15:45	2	0	0	1	0	1	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	-	9.4	6.3
15:45-16:00	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	-	16.1	4.1
16:00-16:15	2	0	0	1	0	0	0	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	-	11.5	2.6
16:15-16:30	3	0	0	3	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	-	11.6	3.8
16:30-16:45	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	13.1	-
16:45-17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
17:00-17:15	5	0	0	5	0	0	0	0	0	0	0	0	0	0	1	4	0	0	0	0	0	0	0	0	0	0	0	-	11.5	2.3
17:15-17:30	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	13.5	-
17:30-17:45	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	11.2	-
17:45-18:00	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	-	9.6	0.2
18:00-18:15	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	13.9	-
18:15-18:30	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	16.8	-
18:30-18:45	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	-	14.1	5
18:45-19:00	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	-	11	0.9
19:00-19:15	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	15.3	-
19:15-19:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
19:30-19:45	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	-	14.9	2.7
19:45-20:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	-	18.2	-
20:00-20:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
20:15-20:30	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	-	16.4	-

20:30-20:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
20:45-21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
21:00-21:15	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	-	17.3	-
21:15-21:30	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	-	15	-
21:30-21:45	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	-	12.5	-
21:45-22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
22:00-22:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
22:15-22:30	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	12.9	-
22:30-22:45	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	12.8	-
22:45-23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
23:00-23:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
23:15-23:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
23:30-23:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
23:45-00:00	0	0	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	**64**	**0**	**0**	**59**	**0**	**4**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**12**	**38**	**13**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**15.7**	**12.8**	**3**
06-22	**77**	**0**	**0**	**72**	**0**	**4**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**12**	**45**	**19**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**16.3**	**13.1**	**3**
06-00	**79**	**0**	**0**	**74**	**0**	**4**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**12**	**47**	**19**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**16.3**	**13.1**	**3**
00-00	**81**	**0**	**0**	**75**	**0**	**5**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**13**	**47**	**19**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**16.3**	**13.1**	**3.1**

Tuesday 28 April 2026

Time	Total	Cycles	Motor Cycles	Car	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 0.85	Average Speed	Standard deviation
00:00-00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
00:15-00:30	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	-	15.7	-
00:30-00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
00:45-01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
01:00-01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
01:15-01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
01:30-01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
01:45-02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
02:00-02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
02:15-02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
02:30-02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
02:45-03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
03:00-03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
03:15-03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
03:30-03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
03:45-04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
04:00-04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
04:15-04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
04:30-04:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
04:45-05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
05:00-05:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
05:15-05:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
05:30-05:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
05:45-06:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	13	-	-
06:00-06:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
06:15-06:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
06:30-06:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
06:45-07:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	11.5	-	-
07:00-07:15	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	8.1	-	-
07:15-07:30	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	15	-	-
07:30-07:45	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	16	-	-
07:45-08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
08:00-08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
08:15-08:30	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	15.1	-	-
08:30-08:45	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	15	-	-
08:45-09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
09:00-09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
09:15-09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
09:30-09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
09:45-10:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	16.7	-	-
10:00-10:15	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	15.8	-	-
10:15-10:30	2	0	0	1	0	1	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	12	4	-
10:30-10:45	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	12.1	-	-
10:45-11:00	2	0	0	1	0	1	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	12.8	2.2	-
11:00-11:15	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	15.3	-	-
11:15-11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
11:30-11:45	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	12	-	-
11:45-12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
12:00-12:15	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	14.2	1	-
12:15-12:30	4	0	0	4	0	0	0	0	0	0	0	0	0	0	1	2	1	0	0	0	0	0	0	0	0	0	0	11.7	3.6	-
12:30-12:45	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	7.6	-	-
12:45-13:00	4	0	0	4	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	10.5	3.2	-
13:00-13:15	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	16.9	4.1	-
13:15-13:30	3	0	0	3	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	12.4	2.3	-
13:30-13:45	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	13.7	0.4	-
13:45-14:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	17.9	-	-
14:00-14:15	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	13.6	4.1	-
14:15-14:30	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	14.7	1.6	-
14:30-14:45	2	1	0	1	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	9.3	4.2	-
14:45-15:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	13.3	-	-
15:00-15:15	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	14.1	-	-
15:15-15:30	3	0	0	2	0	1	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	15	1.9	-
15:30-15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
15:45-16:00	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	14.1	3.5	-
16:00-16:15	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	15.9	5	-
16:15-16:30	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	14.3	0.8	-
16:30-16:45	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	16.6	2.5	-
16:45-17:00	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	14.4	1.6	-
17:00-17:15	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	14.7	0.7	-
17:15-17:30	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	13.8	2.1	-

17:30-17:45	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	-	11.7	0.7
17:45-18:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	11.1	-
18:00-18:15	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	11.8	-
18:15-18:30	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	-	16.5	4
18:30-18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
18:45-19:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	14.1	-
19:00-19:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
19:15-19:30	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	13.8	-
19:30-19:45	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	-	16.1	-
19:45-20:00	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	-	13.7	1.1
20:00-20:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
20:15-20:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
20:30-20:45	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	13.7	-
20:45-21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
21:00-21:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
21:15-21:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
21:30-21:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
21:45-22:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	11.5	-
22:00-22:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
22:15-22:30	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	-	15.2	2.2
22:30-22:45	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	14	-
22:45-23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
23:00-23:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
23:15-23:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
23:30-23:45	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	16.2	-
23:45-00:00	0	0	0	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	**72**	**1**	**0**	**67**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**8**	**42**	**22**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**16.1**	**13.6**	**2.8**
06-22	**80**	**1**	**0**	**75**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**8**	**49**	**23**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**16.1**	**13.6**	**2.7**
06-00	**85**	**1**	**0**	**80**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**8**	**52**	**25**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**16.1**	**13.7**	**2.7**
00-00	**87**	**1**	**0**	**82**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**8**	**53**	**26**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**16.1**	**13.7**	**2.7**

Wednesday 29 April 2026

Time	Total	Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 0.85	Average Speed	Standard deviation
00:00-00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
00:15-00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
00:30-00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
00:45-01:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	-	19.9	-
01:00-01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
01:15-01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
01:30-01:45	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	15	-
01:45-02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
02:00-02:15	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	10.5	-
02:15-02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
02:30-02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
02:45-03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
03:00-03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
03:15-03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
03:30-03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
03:45-04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
04:00-04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
04:15-04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
04:30-04:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
04:45-05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
05:00-05:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
05:15-05:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
05:30-05:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
05:45-06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
06:00-06:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
06:15-06:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
06:30-06:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
06:45-07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
07:00-07:15	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	14.2	-
07:15-07:30	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	-	13.1	3.2
07:30-07:45	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	-	16.1	-
07:45-08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
08:00-08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
08:15-08:30	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	-	21.8	-
08:30-08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
08:45-09:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	13.3	-
09:00-09:15	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	-	15.1	1.7
09:15-09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
09:30-09:45	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	-	17.6	-
09:45-10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
10:00-10:15	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	-	16	2
10:15-10:30	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	9.5	-
10:30-10:45	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	-	11.5	1.6
10:45-11:00	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	-	14.6	1.7
11:00-11:15	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	14.1	-
11:15-11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
11:30-11:45	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	6.6	-
11:45-12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
12:00-12:15	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	-	13.3	3.4
12:15-12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
12:30-12:45	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	-	17.6	-
12:45-13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
13:00-13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
13:15-13:30	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	-	12.6	0.3
13:30-13:45	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	14.2	-
13:45-14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
14:00-14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
14:15-14:30	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	-	13.6	4.6

14:30-14:45	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	-	15.7	-
14:45-15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
15:00-15:15	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	-	13.2	0.4
15:15-15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
15:30-15:45	4	0	0	4	0	0	0	0	0	0	0	0	0	0	1	2	1	0	0	0	0	0	0	0	0	0	0	-	12.7	4.9
15:45-16:00	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	-	16.5	0.1
16:00-16:15	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	-	15.5	3.4
16:15-16:30	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	-	16.1	-
16:30-16:45	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	-	13.2	0.6
16:45-17:00	4	0	0	3	0	0	0	0	1	0	0	0	0	0	0	3	1	0	0	0	0	0	0	0	0	0	0	-	14.3	3.5
17:00-17:15	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	0	0	0	0	0	-	13.7	2.7
17:15-17:30	2	0	0	2	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	-	9.8	2.6
17:30-17:45	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	-	13.9	4.9
17:45-18:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	11	-
18:00-18:15	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	-	13.1	1.9
18:15-18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
18:30-18:45	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	-	12.8	1.6
18:45-19:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	-	8.2	-
19:00-19:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
19:15-19:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
19:30-19:45	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	-	11.8	2.1
19:45-20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
20:00-20:15	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	-	13.5	1.4
20:15-20:30	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	-	16.5	-
20:30-20:45	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	-	15.6	-
20:45-21:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	-	15.6	-
21:00-21:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
21:15-21:30	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	13.8	-
21:30-21:45	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	-	8.3	2.2
21:45-22:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	-	15.2	-
22:00-22:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
22:15-22:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
22:30-22:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
22:45-23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
23:00-23:15	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	-	15.1	-
23:15-23:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
23:30-23:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
23:45-00:00	0	0	0	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	**61**	**0**	**0**	**57**	**0**	**3**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**5**	**36**	**19**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**17.3**	**13.7**	**3.1**
06-22	**73**	**0**	**0**	**69**	**0**	**3**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**7**	**42**	**23**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**16.9**	**13.6**	**3.1**
06-00	**74**	**0**	**0**	**70**	**0**	**3**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**7**	**42**	**24**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**16.8**	**13.6**	**3.1**
00-00	**77**	**0**	**0**	**73**	**0**	**3**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**7**	**44**	**25**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**16.9**	**13.6**	**3.1**

Thursday 30 April 2026

Time	Total	Cycles	Motor	Car	Car Van	2 Axle Van	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road	Triple Road	MPH 0	MPH 10	MPH 15	MPH 20	MPH 25	MPH 30	MPH 35	MPH 40	MPH 45	MPH 50	MPH 55	MPH 60	MPH 65	MPH	P-Tile	Average	Standard
			Cycles	Van	Towing	Lorry							Train	Train	<10mph	<15mph	<20mph	<25mph	<30mph	<35mph	<40mph	<45mph	<50mph	<55mph	<60mph	<65mph	<140mph		0.85	Speed	deviation
00:00-00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
00:15-00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
00:30-00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
00:45-01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
01:00-01:15	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	-	15.4	-
01:15-01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
01:30-01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
01:45-02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
02:00-02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
02:15-02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
02:30-02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
02:45-03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
03:00-03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
03:15-03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
03:30-03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
03:45-04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
04:00-04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
04:15-04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
04:30-04:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
04:45-05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
05:00-05:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
05:15-05:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
05:30-05:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
05:45-06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
06:00-06:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
06:15-06:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
06:30-06:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
06:45-07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
07:00-07:15	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	14.4	-
07:15-07:30	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	14.5	-
07:30-07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
07:45-08:00	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	-	16.5	1
08:00-08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
08:15-08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
08:30-08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
08:45-09:00	1	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	-	9.2	-
09:00-09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
09:15-09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
09:30-09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
09:45-10:00	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	-	14.4	2.8
10:00-10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
10:15-10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
10:30-10:45	2	0	0	1	0	1	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	-	13.1	2.5
10:45-11:00	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	-	13.4	0.3
11:00-11:15	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	12.6	-
11:15-11:30	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	-	19.8	-

11:30-11:45	4	0	0	4	0	0	0	0	0	0	0	0	0	0	1	2	1	0	0	0	0	0	0	0	0	0	0	-	13.1	3
11:45-12:00	3	0	0	2	0	1	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	-	10.9	2.4
12:00-12:15	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	-	14.9	1
12:15-12:30	2	0	0	2	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	-	12.5	3.7
12:30-12:45	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	11	-
12:45-13:00	3	0	0	3	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	-	15.8	1.4
13:00-13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
13:15-13:30	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	11.8	-
13:30-13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
13:45-14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
14:00-14:15	2	0	0	1	0	1	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	-	14.4	1.7
14:15-14:30	2	0	0	2	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	-	11.6	6.6
14:30-14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
14:45-15:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	-	15.3	-
15:00-15:15	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	-	15.8	0.2
15:15-15:30	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	-	4.5	-
15:30-15:45	2	0	0	2	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	-	11.2	3.4
15:45-16:00	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	-	15.8	1.4
16:00-16:15	10	0	0	10	0	0	0	0	0	0	0	0	0	0	0	3	7	0	0	0	0	0	0	0	0	0	0	-	14.7	1.4
16:15-16:30	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	-	15.5	2.1
16:30-16:45	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	-	18.1	-
16:45-17:00	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	-	17.8	3.8
17:00-17:15	3	0	0	3	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	-	11.9	2.3
17:15-17:30	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	-	16.4	0.8
17:30-17:45	3	0	0	3	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	-	11.3	3.3
17:45-18:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	11.8	-
18:00-18:15	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	14.1	-
18:15-18:30	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	12.1	-
18:30-18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
18:45-19:00	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	-	12.4	0
19:00-19:15	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	10.2	-
19:15-19:30	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	-	14	1.6
19:30-19:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
19:45-20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
20:00-20:15	2	0	0	1	0	1	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	-	13.6	2.5
20:15-20:30	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	-	13.7	2.5
20:30-20:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
20:45-21:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	13.3	-
21:00-21:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
21:15-21:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
21:30-21:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
21:45-22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
22:00-22:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
22:15-22:30	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	15.4	-
22:30-22:45	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	14.1	-
22:45-23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
23:00-23:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
23:15-23:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
23:30-23:45	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	13.5	-
23:45-00:00	0	0	0	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	**73**	**0**	**0**	**69**	**0**	**3**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**9**	**34**	**29**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**16.5**	**13.8**	**2.9**
06-22	**81**	**0**	**0**	**76**	**0**	**4**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**9**	**39**	**32**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**16.2**	**13.8**	**2.8**
06-00	**84**	**0**	**0**	**79**	**0**	**4**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**9**	**41**	**33**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**16.2**	**13.8**	**2.8**
00-00	**85**	**0**	**0**	**80**	**0**	**4**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**9**	**41**	**34**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**16.2**	**13.8**	**2.8**

Friday 01 May 2026

Time	Total	Cycles	Motor Cycles	Car	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 0.85	Average Speed	Standard deviation
00:00-00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
00:15-00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
00:30-00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
00:45-01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
01:00-01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
01:15-01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
01:30-01:45	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	-	15.6	-
01:45-02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
02:00-02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
02:15-02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
02:30-02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
02:45-03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
03:00-03:15	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	-	18.4	-
03:15-03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
03:30-03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
03:45-04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
04:00-04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
04:15-04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
04:30-04:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
04:45-05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
05:00-05:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
05:15-05:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
05:30-05:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
05:45-06:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	12.3	-
06:00-06:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
06:15-06:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
06:30-06:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
06:45-07:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	10.6	-
07:00-07:15	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	14.7	-
07:15-07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
07:30-07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
07:45-08:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	-	16.4	-
08:00-08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
08:15-08:30	1	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	-	5.7	-

08:30-08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
08:45-09:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	-	15.6	-
09:00-09:15	2	0	0	2	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	-	14.4	6.2
09:15-09:30	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	13.4	-
09:30-09:45	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	18.5	-
09:45-10:00	2	0	0	1	0	1	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	-	13.9	0.2
10:00-10:15	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	-	13.5	1.7
10:15-10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
10:30-10:45	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	-	16.7	0.8
10:45-11:00	1	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	-	5.7	-
11:00-11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
11:15-11:30	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	-	14.2	-
11:30-11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
11:45-12:00	3	0	0	3	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	-	13	3.1
12:00-12:15	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	-	10.9	-
12:15-12:30	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	-	11.1	-
12:30-12:45	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	-	13.4	-
12:45-13:00	2	0	0	2	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	-	14.9	3.1
13:00-13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
13:15-13:30	3	0	0	3	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	-	15.9	3.1
13:30-13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
13:45-14:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	18.2	-
14:00-14:15	2	0	0	1	0	1	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	-	16.4	0.8
14:15-14:30	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	-	14.9	-
14:30-14:45	1	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	-	9.8	-
14:45-15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
15:00-15:15	3	0	0	3	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	-	15.3	1.3
15:15-15:30	3	0	0	3	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	-	16.2	1.5
15:30-15:45	3	0	0	2	0	1	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	-	11.3	3.2
15:45-16:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	15.3	-
16:00-16:15	7	0	0	7	0	0	0	0	0	0	0	0	0	0	6	1	0	0	0	0	0	0	0	0	0	0	0	-	13.3	1.5
16:15-16:30	6	0	0	6	0	0	0	0	0	0	0	0	0	0	4	2	0	0	0	0	0	0	0	0	0	0	0	-	13.3	2.5
16:30-16:45	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	-	11.8	-
16:45-17:00	2	0	0	1	0	1	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	-	14.7	0.3
17:00-17:15	2	0	0	2	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	-	15.1	2
17:15-17:30	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	-	11.1	-
17:30-17:45	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	-	13.2	0.6
17:45-18:00	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	-	13	0
18:00-18:15	2	0	0	2	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	-	11.7	2.5
18:15-18:30	2	0	0	2	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	-	12.8	4.1
18:30-18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
18:45-19:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	15.8	-
19:00-19:15	4	0	0	4	0	0	0	0	0	0	0	0	0	1	2	1	0	0	0	0	0	0	0	0	0	0	0	-	13.6	3.7
19:15-19:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
19:30-19:45	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	-	10.5	-
19:45-20:00	3	0	0	2	0	1	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	-	15	3.1
20:00-20:15	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	16.8	-
20:15-20:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
20:30-20:45	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	15.2	-
20:45-21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
21:00-21:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
21:15-21:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
21:30-21:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
21:45-22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
22:00-22:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
22:15-22:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
22:30-22:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
22:45-23:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	15.6	-
23:00-23:15	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	15.1	-
23:15-23:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
23:30-23:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
23:45-00:00	0	0	0	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	**70**	**0**	**0**	**64**	**0**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**7**	**39**	**24**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**16.6**	**13.8**	**2.8**
06-22	**81**	**0**	**0**	**73**	**0**	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**8**	**44**	**29**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**16.8**	**13.8**	**2.8**
06-00	**83**	**0**	**0**	**75**	**0**	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**8**	**44**	**31**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**16.8**	**13.8**	**2.8**
00-00	**86**	**0**	**0**	**78**	**0**	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**8**	**45**	**33**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**16.8**	**13.9**	**2.8**

Saturday 02 May 2026

Time	Total	Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 0.85	Average Speed	Standard deviation
00:00-00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
00:15-00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
00:30-00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
00:45-01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
01:00-01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
01:15-01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
01:30-01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
01:45-02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
02:00-02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
02:15-02:30	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	-	16.6	-
02:30-02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
02:45-03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
03:00-03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
03:15-03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
03:30-03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
03:45-04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
04:00-04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
04:15-04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
04:30-04:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
04:45-05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
05:00-05:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
05:15-05:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-

05:30-05:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
05:45-06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
06:00-06:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
06:15-06:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
06:30-06:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
06:45-07:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	9.4	-
07:00-07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
07:15-07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
07:30-07:45	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	11.2	-
07:45-08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
08:00-08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
08:15-08:30	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	-	15.5	-
08:30-08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
08:45-09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
09:00-09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
09:15-09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
09:30-09:45	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	14.5	-
09:45-10:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	-	15.7	-
10:00-10:15	3	0	0	2	0	1	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	-	10.5	2.7
10:15-10:30	2	0	0	2	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	-	14.7	1.8
10:30-10:45	3	0	0	3	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	-	14.3	2
10:45-11:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	14.9	-
11:00-11:15	3	0	0	3	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	-	11.6	0.6
11:15-11:30	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	13.4	-
11:30-11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
11:45-12:00	2	0	0	2	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	-	14.2	1.6
12:00-12:15	2	0	0	1	0	1	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	-	14	0.2
12:15-12:30	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	-	19.5	5.8
12:30-12:45	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	12.4	-
12:45-13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
13:00-13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
13:15-13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
13:30-13:45	3	0	0	3	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	-	10.4	2.1
13:45-14:00	1	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	-	7.4	-
14:00-14:15	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	11.6	-
14:15-14:30	3	0	0	3	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	-	11.6	2.4
14:30-14:45	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	13.7	-
14:45-15:00	4	0	0	4	0	0	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	0	0	0	0	0	-	14.3	2
15:00-15:15	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	10	-
15:15-15:30	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	11.9	-
15:30-15:45	3	0	0	3	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	-	11.8	1.8
15:45-16:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	11.3	-
16:00-16:15	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	10.3	-
16:15-16:30	3	0	0	3	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	-	10.8	0
16:30-16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
16:45-17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
17:00-17:15	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	-	14.5	0.6
17:15-17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
17:30-17:45	2	0	0	2	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	-	14.7	1.3
17:45-18:00	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	-	14.1	0
18:00-18:15	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	10.3	-
18:15-18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
18:30-18:45	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	-	16.3	-
18:45-19:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	-	16.5	-
19:00-19:15	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	11.2	-
19:15-19:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
19:30-19:45	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	12.6	-
19:45-20:00	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	-	13	0.5
20:00-20:15	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	-	15.6	-
20:15-20:30	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	-	13	1.2
20:30-20:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
20:45-21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
21:00-21:15	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	12.9	-
21:15-21:30	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	-	13	2.6
21:30-21:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
21:45-22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
22:00-22:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
22:15-22:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
22:30-22:45	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	11	-
22:45-23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
23:00-23:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
23:15-23:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
23:30-23:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
23:45-00:00	0	0	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	**56**	**0**	**0**	**54**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	**40**	**10**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**15.5**	**13**	**2.7**
06-22	**67**	**0**	**0**	**65**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**6**	**49**	**11**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**15.5**	**13**	**2.6**
06-00	**68**	**0**	**0**	**66**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**6**	**50**	**11**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**15.5**	**12.9**	**2.5**
00-00	**69**	**0**	**0**	**67**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**6**	**50**	**12**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**15.5**	**13**	**2.6**

Sunday 03 May 2026

Time	Total	Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 0.85	Average Speed	Standard deviation
00:00-00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
00:15-00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
00:30-00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
00:45-01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
01:00-01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
01:15-01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
01:30-01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
01:45-02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
02:00-02:15	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	14.2	-
02:15-02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-

02:30-02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
02:45-03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
03:00-03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
03:15-03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
03:30-03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
03:45-04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
04:00-04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
04:15-04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
04:30-04:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
04:45-05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
05:00-05:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
05:15-05:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
05:30-05:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
05:45-06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
06:00-06:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
06:15-06:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
06:30-06:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
06:45-07:00	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	-	13.3	0.2
07:00-07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
07:15-07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
07:30-07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
07:45-08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
08:00-08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
08:15-08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
08:30-08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
08:45-09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
09:00-09:15	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	-	15.4	-
09:15-09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
09:30-09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
09:45-10:00	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	-	12.2	1.9
10:00-10:15	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	-	15.1	-
10:15-10:30	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	11.9	-
10:30-10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
10:45-11:00	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	-	15.4	0.6
11:00-11:15	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	-	15	2.3
11:15-11:30	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	-	7.9	-
11:30-11:45	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	-	14.1	1.3
11:45-12:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	-	9.9	-
12:00-12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
12:15-12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
12:30-12:45	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	-	15.1	0
12:45-13:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	12.3	-
13:00-13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
13:15-13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
13:30-13:45	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	-	16.3	1.8
13:45-14:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	11.8	-
14:00-14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
14:15-14:30	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	-	12.8	1.6
14:30-14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
14:45-15:00	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	-	12.4	1.7
15:00-15:15	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	17.4	-
15:15-15:30	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	-	16.1	2.6
15:30-15:45	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	-	12.2	0.3
15:45-16:00	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	-	15.6	3.2
16:00-16:15	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	-	14.4	0.1
16:15-16:30	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	-	12.7	1.3
16:30-16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
16:45-17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
17:00-17:15	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	-	14.7	4.2
17:15-17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
17:30-17:45	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	13.1	-
17:45-18:00	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	-	14	0.1
18:00-18:15	2	0	0	2	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	-	13	6.9
18:15-18:30	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	12.8	-
18:30-18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
18:45-19:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	-	17.3	-
19:00-19:15	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	-	15.5	2.1
19:15-19:30	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	-	9.3	-
19:30-19:45	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	10.2	-
19:45-20:00	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	-	13.8	0.5
20:00-20:15	2	0	0	2	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	-	10.6	1.2
20:15-20:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
20:30-20:45	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	14.1	-
20:45-21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
21:00-21:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
21:15-21:30	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	14.2	-
21:30-21:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
21:45-22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
22:00-22:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
22:15-22:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
22:30-22:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
22:45-23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
23:00-23:15	2	0	0	1	0	1	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	-	15.3	3
23:15-23:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
23:30-23:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
23:45-00:00	0	0	0	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	**46**	**0**	**0**	**46**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**27**	**16**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**17.4**	**14**	**2.5**
06-22	**59**	**0**	**0**	**59**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	**37**	**17**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**17**	**13.8**	**2.5**
06-00	**61**	**0**	**0**	**60**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	**38**	**18**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**17.2**	**13.8**	**2.5**
00-00	**62**	**0**	**0**	**61**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	**39**	**18**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**17.2**	**13.8**	**2.4**

Virtual Day (7)

Time	Total	Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 0.85	Average Speed	Standard deviation
0000 - 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	-	17.8	-
0100 - 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	-	15.3	-
0200 - 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	-	13.8	-
0300 - 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	-	18.4	-
0400 - 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	-	20.3	-
0500 - 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	-	11.7	-
0600 - 0700	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	11.7	1.5
0700 - 0800	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	-	14.2	2.3
0800 - 0900	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	-	14.1	4.3
0900 - 1000	4	0	0	3	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	-	14.1	2.7
1000 - 1100	6	0	0	5	0	1	0	0	0	0	0	0	0	0	1	3	2	0	0	0	0	0	0	0	0	0	0	-	13.6	2.6
1100 - 1200	5	0	0	5	0	0	0	0	0	0	0	0	0	0	1	3	1	0	0	0	0	0	0	0	0	0	0	-	12.9	2.8
1200 - 1300	6	0	0	6	0	0	0	0	0	0	0	0	0	0	1	3	2	0	0	0	0	0	0	0	0	0	0	-	13.3	3.3
1300 - 1400	4	0	0	4	0	0	0	0	0	0	0	0	0	0	1	3	1	0	0	0	0	0	0	0	0	0	0	-	13.5	3.1
1400 - 1500	6	0	0	5	0	0	0	0	0	0	0	0	0	0	1	3	2	0	0	0	0	0	0	0	0	0	0	-	13	2.9
1500 - 1600	7	0	0	7	0	0	0	0	0	0	0	0	0	0	1	4	3	0	0	0	0	0	0	0	0	0	0	-	13.9	3.4
1600 - 1700	9	0	0	9	0	0	0	0	0	0	0	0	0	0	0	6	3	0	0	0	0	0	0	0	0	0	0	-	14	2.5
1700 - 1800	8	0	0	8	0	0	0	0	0	0	0	0	0	0	1	6	2	0	0	0	0	0	0	0	0	0	0	-	13	2.4
1800 - 1900	5	0	0	5	0	0	0	0	0	0	0	0	0	0	1	3	1	0	0	0	0	0	0	0	0	0	0	-	13.4	2.9
1900 - 2000	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	0	0	0	0	0	-	13.6	2.6
2000 - 2100	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	-	14.1	1.9
2100 - 2200	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	12.9	2.8
2200 - 2300	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	14.1	1.8
2300 - 0000	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	-	15.1	-
07-19	**63**	**0**	**0**	**59**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**7**	**37**	**19**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**16.3**	**13.5**	**2.9**
06-22	**74**	**0**	**0**	**70**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**8**	**44**	**22**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**16.3**	**13.5**	**2.8**
06-00	**76**	**0**	**0**	**72**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**8**	**45**	**23**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**16.3**	**13.5**	**2.8**
00-00	**78**	**0**	**0**	**74**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**8**	**46**	**24**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**16.3**	**13.6**	**2.8**

Virtual Week (1)

Time	Total	Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 0.85	Average Speed	Standard deviation
Mon	81	0	0	75	0	5	0	1	0	0	0	0	0	0	13	47	19	2	0	0	0	0	0	0	0	0	0	16.3	13.1	3.1
Tue	87	1	0	82	0	4	0	0	0	0	0	0	0	0	8	53	26	0	0	0	0	0	0	0	0	0	0	16.1	13.7	2.7
Wed	77	0	0	73	0	3	0	0	1	0	0	0	0	0	7	44	25	1	0	0	0	0	0	0	0	0	0	16.9	13.6	3.1
Thu	85	0	0	80	0	4	0	0	1	0	0	0	0	0	9	41	34	1	0	0	0	0	0	0	0	0	0	16.2	13.8	2.8
Fri	86	0	0	78	0	8	0	0	0	0	0	0	0	0	8	45	33	0	0	0	0	0	0	0	0	0	0	16.8	13.9	2.8
|Sat	69	0	0	67	0	2	0	0	0	0	0	0	0	0	6	50	12	1	0	0	0	0	0	0	0	0	0	15.5	13	2.6
|Sun	62	0	0	61	0	1	0	0	0	0	0	0	0	0	5	39	18	0	0	0	0	0	0	0	0	0	0	17.2	13.8	2.4
--	**547**	**1**	**0**	**516**	**0**	**27**	**0**	**1**	**2**	**0**	**0**	**0**	**0**	**0**	**56**	**319**	**167**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**16.3**	**13.6**	**2.8**

Grand Total

Time	Total	Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 0.85	Average Speed	Standard deviation
--	**547**	**1**	**0**	**516**	**0**	**27**	**0**	**1**	**2**	**0**	**0**	**0**	**0**	**0**	**56**	**319**	**167**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**16.3**	**13.6**	**2.8**

Woodward Court, Mirfield ATCs

Report Id 236/26
Site Name Site 3 of 4
Description Hepworth Close, 15m north of Hepworth Lane
Direction Southbound

Monday 27 April 2026

Time	Total	Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 0.85	Average Speed	Standard deviation
00:00-00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
00:15-00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
00:30-00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
00:45-01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
01:00-01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
01:15-01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
01:30-01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
01:45-02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
02:00-02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
02:15-02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
02:30-02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
02:45-03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
03:00-03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
03:15-03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
03:30-03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
03:45-04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
04:00-04:15	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	-	19.2	-
04:15-04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
04:30-04:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
04:45-05:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	12.3	-
05:00-05:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
05:15-05:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
05:30-05:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
05:45-06:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	14.4	-
06:00-06:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
06:15-06:30	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	-	9.8	-
06:30-06:45	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	-	12	0.2
06:45-07:00	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	-	12.1	0.8
07:00-07:15	2	0	0	2	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	-	11.9	5.9
07:15-07:30	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	13.2	-
07:30-07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
07:45-08:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	10.8	-
08:00-08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
08:15-08:30	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	13.4	-
08:30-08:45	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	-	14.4	0.1
08:45-09:00	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	-	14.1	2.4
09:00-09:15	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	-	12.9	0.7
09:15-09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
09:30-09:45	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	11.5	-
09:45-10:00	2	0	0	1	0	1	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	-	12.7	3.8
10:00-10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
10:15-10:30	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	-	8.8	-
10:30-10:45	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	-	16	-
10:45-11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
11:00-11:15	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	13.8	-
11:15-11:30	6	1	0	5	0	0	0	0	0	0	0	0	0	0	0	5	1	0	0	0	0	0	0	0	0	0	0	-	12.1	2.5
11:30-11:45	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	-	9.4	-
11:45-12:00	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	-	10.5	0.6
12:00-12:15	3	0	0	2	0	1	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	-	11.2	1.6
12:15-12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
12:30-12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
12:45-13:00	3	0	0	3	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	-	11.9	3.8
13:00-13:15	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	-	9.7	-
13:15-13:30	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	12.1	-
13:30-13:45	1	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	-	5	-
13:45-14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
14:00-14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
14:15-14:30	2	0	0	1	0	1	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	-	12	5.6
14:30-14:45	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	-	13.6	0.6
14:45-15:00	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	-	15.6	4.8
15:00-15:15	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	14.9	-
15:15-15:30	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	11.7	-
15:30-15:45	3	0	0	2	0	1	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	-	11.3	2.3
15:45-16:00	2	0	0	2	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	-	11.2	3.3
16:00-16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
16:15-16:30	2	0	0	2	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	-	11.3	2.9
16:30-16:45	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	-	7.5	-
16:45-17:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	13.5	-
17:00-17:15	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	-	12.5	1.1
17:15-17:30	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	10.4	-
17:30-17:45	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	-	16.1	-
17:45-18:00	2	1	0	1	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	-	8.2	0
18:00-18:15	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	-	9.6	0.1
18:15-18:30	3	0	0	3	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	-	11.5	2.5
18:30-18:45	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	-	18.2	-
18:45-19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
19:00-19:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
19:15-19:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
19:30-19:45	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	17.4	-
19:45-20:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	13.3	-
20:00-20:15	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	-	14.6	0.6
20:15-20:30	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	12.6	-

20:30-20:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
20:45-21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
21:00-21:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
21:15-21:30	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	-	17	-
21:30-21:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
21:45-22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
22:00-22:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
22:15-22:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
22:30-22:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
22:45-23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
23:00-23:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
23:15-23:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
23:30-23:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
23:45-00:00	0	0	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	**67**	**2**	**0**	**57**	**0**	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**17**	**41**	**9**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**14.8**	**12**	**2.8**
06-22	**78**	**2**	**0**	**68**	**0**	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**18**	**48**	**12**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**15.1**	**12.2**	**2.8**
06-00	**78**	**2**	**0**	**68**	**0**	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**18**	**48**	**12**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**15.1**	**12.2**	**2.8**
00-00	**81**	**2**	**0**	**70**	**0**	**8**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**18**	**50**	**13**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**15.3**	**12.3**	**2.8**

Tuesday 28 April 2026

Time	Total	Cycles	Motor Cycles	Car	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 0.85	Average Speed	Standard deviation
00:00-00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
00:15-00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
00:30-00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
00:45-01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
01:00-01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
01:15-01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
01:30-01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
01:45-02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
02:00-02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
02:15-02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
02:30-02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
02:45-03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
03:00-03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
03:15-03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
03:30-03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
03:45-04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
04:00-04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
04:15-04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
04:30-04:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
04:45-05:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	12.6	-
05:00-05:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
05:15-05:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
05:30-05:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
05:45-06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
06:00-06:15	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	14.3	-
06:15-06:30	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	-	9.6	-
06:30-06:45	3	0	0	3	0	0	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	-	12.3	2.9
06:45-07:00	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	-	12.7	1.4
07:00-07:15	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	-	11.7	1.5
07:15-07:30	3	0	0	3	0	0	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	-	12.8	4
07:30-07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
07:45-08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
08:00-08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
08:15-08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
08:30-08:45	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	12.5	-
08:45-09:00	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	-	13.3	3
09:00-09:15	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	-	11.6	1.9
09:15-09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
09:30-09:45	2	0	0	1	0	0	1	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	-	10.2	5.5
09:45-10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
10:00-10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
10:15-10:30	2	0	0	1	0	1	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	-	10.1	2.4
10:30-10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
10:45-11:00	2	0	0	2	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	-	10	2.6
11:00-11:15	2	0	0	0	0	2	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	-	11.5	3.2
11:15-11:30	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	-	9.5	-
11:30-11:45	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	-	7.3	-
11:45-12:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	-	15.9	-
12:00-12:15	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	-	12.3	0
12:15-12:30	4	1	0	3	0	0	0	0	0	0	0	0	0	0	1	2	1	0	0	0	0	0	0	0	0	0	0	-	13.2	5.1
12:30-12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
12:45-13:00	4	0	0	3	0	1	0	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	0	0	0	0	0	-	13.3	2.5
13:00-13:15	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	-	13.4	0.2
13:15-13:30	2	0	0	2	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	-	12.7	5.2
13:30-13:45	4	0	0	4	0	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	-	13.5	3.4
13:45-14:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	-	15.7	-
14:00-14:15	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	-	13.5	2.9
14:15-14:30	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	-	6.7	1.7
14:30-14:45	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	-	14.7	3.4
14:45-15:00	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	-	12.7	1.9
15:00-15:15	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	12.9	-
15:15-15:30	3	0	0	2	0	1	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	-	7.5	1.4
15:30-15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
15:45-16:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	14.5	-
16:00-16:15	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	-	14.2	1.2
16:15-16:30	3	0	0	3	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	-	9.8	1.6
16:30-16:45	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	11.9	-
16:45-17:00	3	0	0	2	0	1	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	-	13.8	1.3
17:00-17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
17:15-17:30	3	0	0	3	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	-	12.1	2.5

17:30-17:45	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	14.1	-
17:45-18:00	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	-	15.3	0.6
18:00-18:15	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	-	12.9	2.6
18:15-18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
18:30-18:45	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	12.7	-
18:45-19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
19:00-19:15	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	-	9.9	-
19:15-19:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
19:30-19:45	2	0	0	2	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	-	10.5	7.1
19:45-20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
20:00-20:15	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	14.7	-
20:15-20:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
20:30-20:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
20:45-21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
21:00-21:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
21:15-21:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
21:30-21:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
21:45-22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
22:00-22:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
22:15-22:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
22:30-22:45	3	0	0	3	0	0	0	0	0	0	0	0	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	-	12	2.6
22:45-23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
23:00-23:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
23:15-23:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
23:30-23:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
23:45-00:00	0	0	0	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	**76**	**1**	**0**	**67**	**0**	**6**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**17**	**44**	**15**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**15.5**	**12.3**	**3**
06-22	**88**	**1**	**0**	**79**	**0**	**6**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**21**	**50**	**17**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**15.5**	**12.3**	**3**
06-00	**91**	**1**	**0**	**82**	**0**	**6**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**22**	**52**	**17**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**15.5**	**12.3**	**3**
00-00	**92**	**1**	**0**	**83**	**0**	**6**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**22**	**53**	**17**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**15.4**	**12.3**	**3**

Wednesday 29 April 2026

Time	Total	Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 0.85	Average Speed	Standard deviation
00:00-00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
00:15-00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
00:30-00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
00:45-01:00	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	12.7	-
01:00-01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
01:15-01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
01:30-01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
01:45-02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
02:00-02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
02:15-02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
02:30-02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
02:45-03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
03:00-03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
03:15-03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
03:30-03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
03:45-04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
04:00-04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
04:15-04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
04:30-04:45	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	11.5	-
04:45-05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
05:00-05:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
05:15-05:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
05:30-05:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
05:45-06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
06:00-06:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
06:15-06:30	3	0	0	3	0	0	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	-	13.9	4.6
06:30-06:45	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	-	12.5	1.5
06:45-07:00	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	-	11.3	0.7
07:00-07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
07:15-07:30	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	14.6	-
07:30-07:45	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	-	11.9	2.1
07:45-08:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	14.8	-
08:00-08:15	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	10.8	-
08:15-08:30	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	12.3	-
08:30-08:45	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	10.5	-
08:45-09:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	13.4	-
09:00-09:15	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	-	13.9	2.7
09:15-09:30	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	-	12.7	0.2
09:30-09:45	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	-	13.2	0.2
09:45-10:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	13.6	-
10:00-10:15	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	-	18.2	-
10:15-10:30	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	-	5.7	-
10:30-10:45	2	0	0	1	0	1	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	-	13.3	0.6
10:45-11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
11:00-11:15	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	-	15.9	-
11:15-11:30	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	12.4	-
11:30-11:45	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	-	8.8	-
11:45-12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
12:00-12:15	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	-	13	1.7
12:15-12:30	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	15.6	-
12:30-12:45	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	-	14.5	2.9
12:45-13:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	-	7.2	-
13:00-13:15	4	0	0	4	0	0	0	0	0	0	0	0	0	0	1	2	1	0	0	0	0	0	0	0	0	0	0	-	12.3	3.3
13:15-13:30	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	-	13.9	1.2
13:30-13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
13:45-14:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	10.2	-
14:00-14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
14:15-14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-

14:30-14:45	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	-	15	-
14:45-15:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	-	15	-
15:00-15:15	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	-	5.1	-
15:15-15:30	2	0	0	1	0	1	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	-	10.7	4.3
15:30-15:45	2	0	0	2	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	-	11.3	8.1
15:45-16:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	-	15.3	-
16:00-16:15	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	-	16	-
16:15-16:30	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	-	11.1	0.2
16:30-16:45	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	-	8.2	-
16:45-17:00	2	0	0	1	0	0	0	0	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	-	13.7	3.6
17:00-17:15	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	-	15.1	-
17:15-17:30	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	-	15.4	2.6
17:30-17:45	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	-	14	1.6
17:45-18:00	3	0	0	3	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	-	10.1	1.1
18:00-18:15	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	-	10.2	0
18:15-18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
18:30-18:45	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	-	11.4	0.6
18:45-19:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	13.5	-
19:00-19:15	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	10	-
19:15-19:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
19:30-19:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
19:45-20:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	12.8	-
20:00-20:15	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	13.9	-
20:15-20:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
20:30-20:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
20:45-21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
21:00-21:15	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	12.3	-
21:15-21:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
21:30-21:45	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	-	6.3	-
21:45-22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
22:00-22:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
22:15-22:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
22:30-22:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
22:45-23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
23:00-23:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
23:15-23:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
23:30-23:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
23:45-00:00	0	0	0	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	**66**	**1**	**0**	**61**	**0**	**3**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**10**	**40**	**16**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**15.8**	**12.5**	**2.9**
06-22	**78**	**1**	**0**	**73**	**0**	**3**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**12**	**49**	**17**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**15.7**	**12.4**	**2.9**
06-00	**78**	**1**	**0**	**73**	**0**	**3**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**12**	**49**	**17**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**15.7**	**12.4**	**2.9**
00-00	**80**	**1**	**0**	**74**	**0**	**4**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**12**	**51**	**17**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**15.6**	**12.4**	**2.9**

Thursday 30 April 2026

Time	Total	Cycles	Motor Cycles	Car	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 0.85	Average Speed	Standard deviation
00:00-00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
00:15-00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
00:30-00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
00:45-01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
01:00-01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
01:15-01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
01:30-01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
01:45-02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
02:00-02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
02:15-02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
02:30-02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
02:45-03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
03:00-03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
03:15-03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
03:30-03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
03:45-04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
04:00-04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
04:15-04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
04:30-04:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
04:45-05:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	12.8	-
05:00-05:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
05:15-05:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
05:30-05:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
05:45-06:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	11.6	-
06:00-06:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
06:15-06:30	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	-	9	-
06:30-06:45	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	10.3	-
06:45-07:00	2	0	0	2	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	-	13.1	6.2
07:00-07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
07:15-07:30	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	-	13	1.3
07:30-07:45	2	0	0	2	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	-	13	5.4
07:45-08:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	-	15	-
08:00-08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
08:15-08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
08:30-08:45	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	-	16.6	-
08:45-09:00	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	-	15.9	3.2
09:00-09:15	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	-	12.7	1.7
09:15-09:30	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	-	15.6	-
09:30-09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
09:45-10:00	2	0	0	1	0	1	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	-	7.9	4.2
10:00-10:15	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	-	9	-
10:15-10:30	3	0	0	3	0	0	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	-	13.4	4.2
10:30-10:45	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	-	13.3	2
10:45-11:00	2	0	0	1	0	1	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	-	12.8	1.2
11:00-11:15	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	11.4	-
11:15-11:30	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	-	13.8	0.9

11:30-11:45	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	12.8	-
11:45-12:00	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	-	11.5	0.7
12:00-12:15	3	0	0	1	0	1	0	1	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	-	11	1.5
12:15-12:30	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	-	12.2	0.8
12:30-12:45	4	0	0	4	0	0	0	0	0	0	0	0	0	0	1	3	0	0	0	0	0	0	0	0	0	0	0	-	10	2.5
12:45-13:00	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	0	0	0	0	0	-	13.9	2
13:00-13:15	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	14.2	-
13:15-13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
13:30-13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
13:45-14:00	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	-	11.3	1.3
14:00-14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
14:15-14:30	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	-	5.1	-
14:30-14:45	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	-	15.2	-
14:45-15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
15:00-15:15	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	-	13.9	2.3
15:15-15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
15:30-15:45	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	14.6	-
15:45-16:00	3	0	0	2	0	1	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	-	11.2	2
16:00-16:15	3	0	0	2	0	1	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	-	10.1	1.4
16:15-16:30	2	0	0	2	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	-	10.6	1.7
16:30-16:45	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	-	12.5	2.2
16:45-17:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	11.2	-
17:00-17:15	3	0	0	2	0	0	1	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	-	15.4	0.7
17:15-17:30	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	-	13.3	1.9
17:30-17:45	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	14.4	-
17:45-18:00	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	-	14.4	1.4
18:00-18:15	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	-	8.4	-
18:15-18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
18:30-18:45	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	11.4	-
18:45-19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
19:00-19:15	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	11.6	-
19:15-19:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
19:30-19:45	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	13.7	-
19:45-20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
20:00-20:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
20:15-20:30	2	0	0	1	0	1	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	-	16.8	1.6
20:30-20:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
20:45-21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
21:00-21:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
21:15-21:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
21:30-21:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
21:45-22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
22:00-22:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
22:15-22:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
22:30-22:45	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	13.1	-
22:45-23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
23:00-23:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
23:15-23:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
23:30-23:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
23:45-00:00	0	0	0	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	**71**	**0**	**0**	**63**	**0**	**5**	**1**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**11**	**47**	**13**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**15.4**	**12.4**	**2.7**
06-22	**79**	**0**	**0**	**70**	**0**	**6**	**1**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**13**	**50**	**16**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**15.4**	**12.5**	**2.8**
06-00	**80**	**0**	**0**	**71**	**0**	**6**	**1**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**13**	**51**	**16**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**15.4**	**12.5**	**2.8**
00-00	**82**	**0**	**0**	**73**	**0**	**6**	**1**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**13**	**53**	**16**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**15.4**	**12.5**	**2.7**

Friday 01 May 2026

Time	Total	Cycles	Motor Cycles	Car	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 0.85	Average Speed	Standard deviation
00:00-00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
00:15-00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
00:30-00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
00:45-01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
01:00-01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
01:15-01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
01:30-01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
01:45-02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
02:00-02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
02:15-02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
02:30-02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
02:45-03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
03:00-03:15	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	-	17.3	-
03:15-03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
03:30-03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
03:45-04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
04:00-04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
04:15-04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
04:30-04:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
04:45-05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
05:00-05:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
05:15-05:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
05:30-05:45	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	-	9	-
05:45-06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
06:00-06:15	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	13.7	-
06:15-06:30	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	10.2	-
06:30-06:45	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	-	12.8	2.1
06:45-07:00	2	0	0	2	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	-	10.5	3.9
07:00-07:15	2	0	0	2	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	-	11.5	4
07:15-07:30	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	14.6	-
07:30-07:45	2	0	0	1	0	1	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	-	13.6	0.6
07:45-08:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	-	15.2	-
08:00-08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
08:15-08:30	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	14.3	-

08:30-08:45	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	12.6	-
08:45-09:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	-	17	-
09:00-09:15	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	-	13.3	0.9
09:15-09:30	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	-	11.2	1.7
09:30-09:45	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	-	8.9	-
09:45-10:00	2	0	0	1	0	1	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	-	10.3	4.8
10:00-10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
10:15-10:30	2	0	0	2	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	-	12	4.1
10:30-10:45	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	-	15	2.7
10:45-11:00	2	0	0	1	0	1	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	-	12.1	0.7
11:00-11:15	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	14.2	-
11:15-11:30	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	-	13.8	1.6
11:30-11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
11:45-12:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	14.2	-
12:00-12:15	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	-	7.6	-
12:15-12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
12:30-12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
12:45-13:00	4	0	0	4	0	0	0	0	0	0	0	0	0	0	1	3	0	0	0	0	0	0	0	0	0	0	0	-	10.9	2.4
13:00-13:15	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	-	12.4	1.9
13:15-13:30	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	12.5	-
13:30-13:45	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	14.7	-
13:45-14:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	-	9.2	-
14:00-14:15	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	-	13	0.8
14:15-14:30	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	12.5	-
14:30-14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
14:45-15:00	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	-	13	0.1
15:00-15:15	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	-	17.2	1.3
15:15-15:30	3	0	0	3	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	-	10.5	1.1
15:30-15:45	5	0	0	4	0	1	0	0	0	0	0	0	0	0	2	2	1	0	0	0	0	0	0	0	0	0	0	-	11.5	4.6
15:45-16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
16:00-16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
16:15-16:30	3	0	0	3	0	0	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	-	12.6	6.1
16:30-16:45	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	-	12.5	0.8
16:45-17:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	13.8	-
17:00-17:15	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	13.2	-
17:15-17:30	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	-	12	1.6
17:30-17:45	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	-	9	-
17:45-18:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	-	7.6	-
18:00-18:15	4	0	0	4	0	0	0	0	0	0	0	0	0	0	1	2	1	0	0	0	0	0	0	0	0	0	0	-	12.4	2.9
18:15-18:30	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	-	14.6	0.1
18:30-18:45	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	10.6	-
18:45-19:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	10	-
19:00-19:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
19:15-19:30	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	-	15.9	4.4
19:30-19:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
19:45-20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
20:00-20:15	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	14.9	-
20:15-20:30	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	-	15.2	0
20:30-20:45	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	14.3	-
20:45-21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
21:00-21:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
21:15-21:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
21:30-21:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
21:45-22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
22:00-22:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
22:15-22:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
22:30-22:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
22:45-23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
23:00-23:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
23:15-23:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
23:30-23:45	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	-	9.3	-
23:45-00:00	0	0	0	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	**72**	**0**	**0**	**67**	**0**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**15**	**48**	**9**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**14.9**	**12.4**	**2.8**
06-22	**84**	**0**	**0**	**79**	**0**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**16**	**56**	**12**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**15**	**12.6**	**2.8**
06-00	**85**	**0**	**0**	**80**	**0**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**17**	**56**	**12**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**14.9**	**12.5**	**2.8**
00-00	**87**	**0**	**0**	**81**	**0**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**18**	**56**	**13**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**15.1**	**12.6**	**2.9**

Saturday 02 May 2026

Time	Total	Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 0.85	Average Speed	Standard deviation
00:00-00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
00:15-00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
00:30-00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
00:45-01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
01:00-01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
01:15-01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
01:30-01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
01:45-02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
02:00-02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
02:15-02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
02:30-02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
02:45-03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
03:00-03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
03:15-03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
03:30-03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
03:45-04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
04:00-04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
04:15-04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
04:30-04:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
04:45-05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
05:00-05:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
05:15-05:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-

05:30-05:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
05:45-06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
06:00-06:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
06:15-06:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
06:30-06:45	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	-	13.8	-
06:45-07:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	16.5	-
07:00-07:15	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	-	8.7	-
07:15-07:30	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	13.1	-
07:30-07:45	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	16.7	-
07:45-08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
08:00-08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
08:15-08:30	2	0	0	2	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	-	12.3	4.9
08:30-08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
08:45-09:00	1	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	-	9.1	-
09:00-09:15	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	13.2	-
09:15-09:30	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	15.7	-
09:30-09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
09:45-10:00	2	0	0	2	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	-	10.5	1.1
10:00-10:15	2	0	0	0	0	2	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	-	7.3	7
10:15-10:30	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	-	14.5	0.5
10:30-10:45	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	-	13.3	3.2
10:45-11:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	12.9	-
11:00-11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
11:15-11:30	3	0	0	3	0	0	0	0	0	0	0	0	0	0	2	0	1	0	0	0	0	0	0	0	0	0	0	-	10.2	4.7
11:30-11:45	2	0	0	1	0	1	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	-	13.3	4
11:45-12:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	13.8	-
12:00-12:15	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	14.2	-
12:15-12:30	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	-	12.2	2
12:30-12:45	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	-	9.4	-
12:45-13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
13:00-13:15	2	0	0	2	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	-	11.4	2.6
13:15-13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
13:30-13:45	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	-	8.7	-
13:45-14:00	2	0	0	2	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	-	12.3	3.4
14:00-14:15	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	-	10.5	0.4
14:15-14:30	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	10.4	-
14:30-14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
14:45-15:00	3	0	0	2	0	1	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	-	13.3	3.4
15:00-15:15	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	-	17	-
15:15-15:30	2	0	0	2	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	-	9.1	1.7
15:30-15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
15:45-16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
16:00-16:15	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	-	15.2	-
16:15-16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
16:30-16:45	4	0	0	4	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	-	10	3.2
16:45-17:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	-	8.5	-
17:00-17:15	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	14.2	-
17:15-17:30	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	12.9	-
17:30-17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
17:45-18:00	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	10	-
18:00-18:15	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	0	0	0	0	0	-	12.7	3.2
18:15-18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
18:30-18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
18:45-19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
19:00-19:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
19:15-19:30	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	-	6.6	-
19:30-19:45	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	11.2	-
19:45-20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
20:00-20:15	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	-	13.5	2.3
20:15-20:30	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	12.8	-
20:30-20:45	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	12	-
20:45-21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
21:00-21:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
21:15-21:30	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	-	9.8	-
21:30-21:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
21:45-22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
22:00-22:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
22:15-22:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
22:30-22:45	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	12.7	-
22:45-23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
23:00-23:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
23:15-23:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
23:30-23:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
23:45-00:00	0	0	0	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	**55**	**0**	**0**	**48**	**0**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**16**	**28**	**11**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**15.5**	**11.9**	**3.1**
06-22	**65**	**0**	**0**	**58**	**0**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**18**	**34**	**13**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**15.6**	**11.9**	**3.1**
06-00	**66**	**0**	**0**	**59**	**0**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**18**	**35**	**13**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**15.5**	**12**	**3.1**
00-00	**66**	**0**	**0**	**59**	**0**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**18**	**35**	**13**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**15.5**	**12**	**3.1**

Sunday 03 May 2026

Time	Total	Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 0.85	Average Speed	Standard deviation
00:00-00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
00:15-00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
00:30-00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
00:45-01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
01:00-01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
01:15-01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
01:30-01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
01:45-02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
02:00-02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
02:15-02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-

02:30-02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
02:45-03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
03:00-03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
03:15-03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
03:30-03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
03:45-04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
04:00-04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
04:15-04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
04:30-04:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
04:45-05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
05:00-05:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
05:15-05:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
05:30-05:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
05:45-06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
06:00-06:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
06:15-06:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
06:30-06:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
06:45-07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
07:00-07:15	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	-	10.7	0.3
07:15-07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
07:30-07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
07:45-08:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	-	10.6	-
08:00-08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
08:15-08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
08:30-08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
08:45-09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
09:00-09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
09:15-09:30	2	0	0	2	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	-	8.9	4
09:30-09:45	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	-	12.3	0.8
09:45-10:00	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	-	7.7	2
10:00-10:15	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	-	13.4	4.5
10:15-10:30	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	-	9.5	-
10:30-10:45	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	10.5	-
10:45-11:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	10.8	-
11:00-11:15	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	-	15.4	0.2
11:15-11:30	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	-	13.9	3.6
11:30-11:45	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	-	11.6	1.1
11:45-12:00	3	0	0	3	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	-	8.8	2.5
12:00-12:15	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	-	7.8	-
12:15-12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
12:30-12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
12:45-13:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	13.1	-
13:00-13:15	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	11.1	-
13:15-13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
13:30-13:45	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	11.5	-
13:45-14:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	13.5	-
14:00-14:15	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	-	8.9	-
14:15-14:30	4	0	0	4	0	0	0	0	0	0	0	0	0	0	1	3	0	0	0	0	0	0	0	0	0	0	0	-	10.9	1.3
14:30-14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
14:45-15:00	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	-	12.4	0.6
15:00-15:15	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	15.4	-
15:15-15:30	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	-	16.5	0.2
15:30-15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
15:45-16:00	3	0	0	3	0	0	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	-	12.8	2.8
16:00-16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
16:15-16:30	2	0	0	1	0	1	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	-	13.4	6.6
16:30-16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
16:45-17:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	11.8	-
17:00-17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
17:15-17:30	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	-	12.8	1.5
17:30-17:45	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	16.6	-
17:45-18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
18:00-18:15	2	0	0	2	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	-	11.2	2
18:15-18:30	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	-	16.9	-
18:30-18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
18:45-19:00	2	0	0	2	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	-	9.7	1.1
19:00-19:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
19:15-19:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
19:30-19:45	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	-	14	1.4
19:45-20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
20:00-20:15	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	13.3	-
20:15-20:30	2	0	0	2	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	-	10.7	2.3
20:30-20:45	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	11.1	-
20:45-21:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	11.2	-
21:00-21:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
21:15-21:30	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	14.6	-
21:30-21:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
21:45-22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
22:00-22:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
22:15-22:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
22:30-22:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
22:45-23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
23:00-23:15	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	-	15	-
23:15-23:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
23:30-23:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
23:45-00:00	0	0	0	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	**52**	**0**	**0**	**51**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**13**	**28**	**11**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**15.6**	**11.8**	**2.9**
06-22	**60**	**0**	**0**	**59**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**14**	**35**	**11**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**15.4**	**11.9**	**2.8**
06-00	**61**	**0**	**0**	**59**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**14**	**35**	**12**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**15.4**	**12**	**2.8**
00-00	**61**	**0**	**0**	**59**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**14**	**35**	**12**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**15.4**	**12**	**2.8**

Virtual Day (7)

Time	Total	Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 0.85	Average Speed	Standard deviation
0000 - 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	-	12.7	-
0100 - 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	-	-	-
0200 - 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	-	-	-
0300 - 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	-	17.3	-
0400 - 0500	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	13.7	-
0500 - 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	-	11.7	-
0600 - 0700	5	0	0	5	0	0	0	0	0	0	0	0	0	0	1	3	1	0	0	0	0	0	0	0	0	0	0	-	12.3	2.6
0700 - 0800	4	0	0	4	0	0	0	0	0	0	0	0	0	0	1	3	1	0	0	0	0	0	0	0	0	0	0	-	12.6	2.6
0800 - 0900	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	-	13.5	2.5
0900 - 1000	6	0	0	5	0	1	0	0	0	0	0	0	0	0	1	4	1	0	0	0	0	0	0	0	0	0	0	-	11.7	2.7
1000 - 1100	5	0	0	4	0	1	0	0	0	0	0	0	0	0	1	3	1	0	0	0	0	0	0	0	0	0	0	-	12.2	3.3
1100 - 1200	6	0	0	5	0	1	0	0	0	0	0	0	0	0	1	4	1	0	0	0	0	0	0	0	0	0	0	-	12.1	2.8
1200 - 1300	7	0	0	6	0	0	0	0	0	0	0	0	0	0	1	5	1	0	0	0	0	0	0	0	0	0	0	-	12	2.8
1300 - 1400	5	0	0	5	0	0	0	0	0	0	0	0	0	0	1	3	1	0	0	0	0	0	0	0	0	0	0	-	12.2	2.7
1400 - 1500	6	0	0	5	0	0	0	0	0	0	0	0	0	0	1	3	1	0	0	0	0	0	0	0	0	0	0	-	12.4	3.1
1500 - 1600	6	0	0	5	0	1	0	0	0	0	0	0	0	0	2	2	2	0	0	0	0	0	0	0	0	0	0	-	12.1	3.6
1600 - 1700	6	0	0	6	0	1	0	0	0	0	0	0	0	0	2	4	1	0	0	0	0	0	0	0	0	0	0	-	11.9	2.9
1700 - 1800	6	0	0	6	0	0	0	0	0	0	0	0	0	0	1	3	2	0	0	0	0	0	0	0	0	0	0	-	12.9	2.6
1800 - 1900	5	0	0	5	0	0	0	0	0	0	0	0	0	0	1	3	1	0	0	0	0	0	0	0	0	0	0	-	12	2.6
1900 - 2000	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	12.5	3.6
2000 - 2100	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	-	13.6	2
2100 - 2200	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	-	12	-
2200 - 2300	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	12.3	-
2300 - 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	-	12.2	-
07-19	**66**	**1**	**0**	**59**	**0**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**14**	**39**	**12**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**15.4**	**12.2**	**2.9**
06-22	**76**	**1**	**0**	**69**	**0**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**16**	**46**	**14**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**15.4**	**12.3**	**2.9**
06-00	**77**	**1**	**0**	**70**	**0**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**16**	**47**	**14**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**15.3**	**12.3**	**2.9**
00-00	**78**	**1**	**0**	**71**	**0**	**6**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**16**	**48**	**14**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**15.4**	**12.3**	**2.9**

Virtual Week (1)

Time	Total	Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 0.85	Average Speed	Standard deviation
Mon	81	2	0	70	0	8	1	0	0	0	0	0	0	0	18	50	13	0	0	0	0	0	0	0	0	0	0	15.3	12.3	2.8
Tue	92	1	0	83	0	6	2	0	0	0	0	0	0	0	22	53	17	0	0	0	0	0	0	0	0	0	0	15.4	12.3	3
Wed	80	1	0	74	0	4	0	0	1	0	0	0	0	0	12	51	17	0	0	0	0	0	0	0	0	0	0	15.6	12.4	2.9
Thu	82	0	0	73	0	6	1	1	1	0	0	0	0	0	13	53	16	0	0	0	0	0	0	0	0	0	0	15.4	12.5	2.7
Fri	87	0	0	81	0	6	0	0	0	0	0	0	0	0	18	56	13	0	0	0	0	0	0	0	0	0	0	15.1	12.6	2.9
|Sat	66	0	0	59	0	7	0	0	0	0	0	0	0	0	18	35	13	0	0	0	0	0	0	0	0	0	0	15.5	12	3.1
|Sun	61	0	0	59	0	2	0	0	0	0	0	0	0	0	14	35	12	0	0	0	0	0	0	0	0	0	0	15.4	12	2.8
--	**549**	**4**	**0**	**499**	**0**	**39**	**4**	**1**	**2**	**0**	**0**	**0**	**0**	**0**	**115**	**333**	**101**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**15.4**	**12.3**	**2.9**

Grand Total

Time	Total	Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 0.85	Average Speed	Standard deviation
--	**549**	**4**	**0**	**499**	**0**	**39**	**4**	**1**	**2**	**0**	**0**	**0**	**0**	**0**	**115**	**333**	**101**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**15.4**	**12.3**	**2.9**

Woodward Court, Mirfield ATCs

Report Id 236/26
Site Name Site 4 of 4
Description Hepworth Lane, 15m west of Hepworth Drive
Direction Eastbound

Monday 27 April 2026

Time	Total	Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 0.85	Average Speed	Standard deviation
00:00-00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
00:15-00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
00:30-00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
00:45-01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
01:00-01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
01:15-01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
01:30-01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
01:45-02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
02:00-02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
02:15-02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
02:30-02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
02:45-03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
03:00-03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
03:15-03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
03:30-03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
03:45-04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
04:00-04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
04:15-04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
04:30-04:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
04:45-05:00	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	-	12.4	2.7
05:00-05:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
05:15-05:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
05:30-05:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
05:45-06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
06:00-06:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
06:15-06:30	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	-	18.2	-
06:30-06:45	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	-	17.5	-
06:45-07:00	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	-	13.4	2.3
07:00-07:15	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	-	17.3	1.8
07:15-07:30	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	14.5	-
07:30-07:45	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	-	20	-
07:45-08:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	-	17.7	-
08:00-08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
08:15-08:30	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	-	16.8	-
08:30-08:45	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	-	16.8	1
08:45-09:00	6	1	0	5	0	0	0	0	0	0	0	0	0	0	1	2	3	0	0	0	0	0	0	0	0	0	0	-	14.5	4.8
09:00-09:15	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	-	15.8	4.8
09:15-09:30	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	14.3	-
09:30-09:45	3	0	0	2	0	1	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	-	14.7	2.4
09:45-10:00	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	-	15.5	-
10:00-10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
10:15-10:30	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	12.5	-
10:30-10:45	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	-	21.5	-
10:45-11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
11:00-11:15	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	-	20.4	-
11:15-11:30	4	1	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	1	0	0	0	0	0	0	0	0	0	-	14.3	4
11:30-11:45	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	-	17.1	-
11:45-12:00	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	-	17.9	1.7
12:00-12:15	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	1	3	0	0	0	0	0	0	0	0	0	0	-	16.1	2.3
12:15-12:30	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	1	1	0	1	0	0	0	0	0	0	0	0	-	18.3	6.2
12:30-12:45	2	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	-	17.7	3.3
12:45-13:00	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	1	2	1	0	0	0	0	0	0	0	0	0	-	16.4	3.8
13:00-13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
13:15-13:30	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	-	15.5	-
13:30-13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
13:45-14:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	14.8	-
14:00-14:15	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	-	4.4	-
14:15-14:30	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	12.2	-
14:30-14:45	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	-	15.4	1.1
14:45-15:00	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	-	17.5	5.5
15:00-15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
15:15-15:30	3	0	0	3	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	-	9.8	4.8
15:30-15:45	8	0	0	7	0	1	0	0	0	0	0	0	0	0	1	4	3	0	0	0	0	0	0	0	0	0	0	-	13.6	3.6
15:45-16:00	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	-	14.4	3
16:00-16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
16:15-16:30	2	0	0	1	0	1	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	-	20.2	4.5
16:30-16:45	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	-	16.9	1.9
16:45-17:00	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	-	16.4	4.1
17:00-17:15	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	-	19.9	1.8
17:15-17:30	3	0	0	3	0	0	0	0	0	0	0	0	0	0	2	0	1	0	0	0	0	0	0	0	0	0	0	-	11.6	6.9
17:30-17:45	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	-	19.9	-
17:45-18:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	13.7	-
18:00-18:15	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	-	13.5	4.8
18:15-18:30	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	1	3	0	0	0	0	0	0	0	0	0	0	-	15.5	3
18:30-18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
18:45-19:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	-	20.9	-
19:00-19:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
19:15-19:30	2	1	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	-	15.9	16.8
19:30-19:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
19:45-20:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	-	17.2	-
20:00-20:15	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	-	20.3	1.5
20:15-20:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-

20:30-20:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
20:45-21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
21:00-21:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
21:15-21:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
21:30-21:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
21:45-22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
22:00-22:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
22:15-22:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
22:30-22:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
22:45-23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
23:00-23:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
23:15-23:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
23:30-23:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
23:45-00:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	-	14.8	-
07-19	**89**	**2**	**0**	**80**	**0**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**6**	**28**	**42**	**12**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**20**	**15.6**	**4**
06-22	**98**	**3**	**0**	**88**	**0**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**7**	**29**	**47**	**13**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**20**	**15.7**	**4.3**
06-00	**99**	**3**	**0**	**89**	**0**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**7**	**30**	**47**	**13**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**20**	**15.7**	**4.2**
00-00	**101**	**3**	**0**	**91**	**0**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**7**	**32**	**47**	**13**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**20**	**15.6**	**4.2**

Tuesday 28 April 2026

Time	Total	Cycles	Motor Cycles	Car	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 0.85	Average Speed	Standard deviation
00:00-00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
00:15-00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
00:30-00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
00:45-01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
01:00-01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
01:15-01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
01:30-01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
01:45-02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
02:00-02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
02:15-02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
02:30-02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
02:45-03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
03:00-03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
03:15-03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
03:30-03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
03:45-04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
04:00-04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
04:15-04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
04:30-04:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
04:45-05:00	2	0	0	2	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	-	15.5	8.2
05:00-05:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
05:15-05:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
05:30-05:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
05:45-06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
06:00-06:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
06:15-06:30	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	-	19.3	-
06:30-06:45	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	-	18.1	7.4
06:45-07:00	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	-	19.8	2.9
07:00-07:15	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	-	18.8	5.3
07:15-07:30	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	-	15.3	2.3
07:30-07:45	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	-	17	0.9
07:45-08:00	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	-	16.4	2.7
08:00-08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
08:15-08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
08:30-08:45	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	-	21.8	-
08:45-09:00	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	-	18.7	3.3
09:00-09:15	3	0	0	3	0	0	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	-	12.7	5.4
09:15-09:30	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	1	0	2	0	0	0	0	0	0	0	0	0	-	19.2	5.2
09:30-09:45	2	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	-	14.8	5.8
09:45-10:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	11.5	-
10:00-10:15	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	-	14.4	2.4
10:15-10:30	3	0	0	2	0	1	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	-	15.1	0.8
10:30-10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
10:45-11:00	3	0	0	3	0	0	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	-	12.3	3.5
11:00-11:15	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	13.9	-
11:15-11:30	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	15.4	-
11:30-11:45	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	-	18.3	4.6
11:45-12:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	11.3	-
12:00-12:15	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	13.9	-
12:15-12:30	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	-	17.2	2.3
12:30-12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
12:45-13:00	7	0	0	6	0	1	0	0	0	0	0	0	0	0	0	4	2	1	0	0	0	0	0	0	0	0	0	-	14.8	3.5
13:00-13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
13:15-13:30	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	-	15.6	3.3
13:30-13:45	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	-	20.8	4.6
13:45-14:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	15.5	-
14:00-14:15	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	-	17.5	1.7
14:15-14:30	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	18	-
14:30-14:45	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	-	18	0.3
14:45-15:00	4	0	0	4	0	0	0	0	0	0	0	0	0	0	1	0	3	0	0	0	0	0	0	0	0	0	0	-	15.3	3.9
15:00-15:15	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	18.8	-
15:15-15:30	4	0	0	4	0	0	0	0	0	0	0	0	0	0	1	1	1	1	0	0	0	0	0	0	0	0	0	-	15.5	7.3
15:30-15:45	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	2	1	1	0	0	0	0	0	0	0	0	0	-	16.5	5.8
15:45-16:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	-	18.5	-
16:00-16:15	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	-	17.8	8
16:15-16:30	3	0	0	3	0	0	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	-	13.4	3.4
16:30-16:45	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	-	20.2	9.4
16:45-17:00	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	-	14.5	2.7
17:00-17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
17:15-17:30	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	-	12.8	1

17:30-17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
17:45-18:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	-	19.7	-
18:00-18:15	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	-	13.2	1.6
18:15-18:30	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	-	15	-
18:30-18:45	3	0	1	2	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	-	13.9	2.3
18:45-19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
19:00-19:15	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	-	17.9	8.5
19:15-19:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
19:30-19:45	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	-	17.9	3
19:45-20:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	-	18.3	-
20:00-20:15	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	-	19.1	-
20:15-20:30	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	-	20.5	3.9
20:30-20:45	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	16.8	-
20:45-21:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	-	25.3	-
21:00-21:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
21:15-21:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
21:30-21:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
21:45-22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
22:00-22:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
22:15-22:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
22:30-22:45	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	-	13.8	5.1
22:45-23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
23:00-23:15	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	-	30.2	-
23:15-23:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
23:30-23:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
23:45-00:00	0	0	0	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	**93**	**3**	**1**	**85**	**0**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	**34**	**41**	**12**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**19.8**	**15.9**	**3.9**
06-22	**108**	**3**	**2**	**99**	**0**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	**36**	**49**	**16**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**21**	**16.4**	**4.1**
06-00	**111**	**3**	**2**	**102**	**0**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	**37**	**50**	**16**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**21.1**	**16.4**	**4.3**
00-00	**113**	**3**	**2**	**104**	**0**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**6**	**37**	**50**	**17**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**21.3**	**16.4**	**4.3**

Wednesday 29 April 2026

Time	Total	Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 0.85	Average Speed	Standard deviation
00:00-00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
00:15-00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
00:30-00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
00:45-01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
01:00-01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
01:15-01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
01:30-01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
01:45-02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
02:00-02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
02:15-02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
02:30-02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
02:45-03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
03:00-03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
03:15-03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
03:30-03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
03:45-04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
04:00-04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
04:15-04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
04:30-04:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
04:45-05:00	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	-	16	6.2
05:00-05:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
05:15-05:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
05:30-05:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
05:45-06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
06:00-06:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
06:15-06:30	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	-	21	2.1
06:30-06:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
06:45-07:00	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	-	13.7	1.3
07:00-07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
07:15-07:30	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	-	16	0.6
07:30-07:45	5	0	0	5	0	0	0	0	0	0	0	0	0	0	1	0	3	1	0	0	0	0	0	0	0	0	0	-	15.7	4.6
07:45-08:00	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	-	17.3	4.4
08:00-08:15	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	10.6	-
08:15-08:30	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	17.3	-
08:30-08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
08:45-09:00	2	0	0	2	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	-	14.4	7
09:00-09:15	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	14.3	-
09:15-09:30	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	-	17.5	2.4
09:30-09:45	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	-	18.1	-
09:45-10:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	19.8	-
10:00-10:15	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	-	19.8	1.7
10:15-10:30	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	14.3	-
10:30-10:45	3	0	0	2	0	1	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	-	15.2	3
10:45-11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
11:00-11:15	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	-	21.2	-
11:15-11:30	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	-	16.9	1.7
11:30-11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
11:45-12:00	2	0	0	2	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	-	13.8	12.5
12:00-12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
12:15-12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
12:30-12:45	4	0	0	4	0	0	0	0	0	0	0	0	0	0	1	0	2	1	0	0	0	0	0	0	0	0	0	-	16.9	5.2
12:45-13:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	-	16.2	-
13:00-13:15	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	-	16.2	-
13:15-13:30	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	-	20.3	3.1
13:30-13:45	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	-	18.6	-
13:45-14:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	-	15.7	-
14:00-14:15	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	-	19.7	-
14:15-14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-

14:30-14:45	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	-	15.4	-
14:45-15:00	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	-	15.2	1.3
15:00-15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
15:15-15:30	2	1	0	0	0	1	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	-	14.3	5.3
15:30-15:45	3	0	0	3	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	-	9.7	3.4
15:45-16:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	-	20.7	-
16:00-16:15	3	2	1	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	1	0	0	0	0	0	0	0	-	20.2	15.4
16:15-16:30	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	-	13.4	-
16:30-16:45	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	-	21.7	-
16:45-17:00	2	0	0	1	0	0	0	0	1	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	-	17.5	6
17:00-17:15	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	-	20.2	-
17:15-17:30	3	1	0	2	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	-	11.9	3.1
17:30-17:45	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	-	19	1.5
17:45-18:00	4	0	0	4	0	0	0	0	0	0	0	0	0	1	2	0	1	0	0	0	0	0	0	0	0	0	0	-	17.7	6.8
18:00-18:15	2	0	0	2	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	-	19.8	1.6
18:15-18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
18:30-18:45	1	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	-	12.4	-
18:45-19:00	2	0	0	2	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	-	14	0.7
19:00-19:15	1	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	-	12.8	-
19:15-19:30	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	-	17.9	-
19:30-19:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
19:45-20:00	2	0	0	2	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	-	14.6	0.2
20:00-20:15	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	-	19.4	-
20:15-20:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
20:30-20:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
20:45-21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
21:00-21:15	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	-	16.7	-
21:15-21:30	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	-	19.2	-
21:30-21:45	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	23.8	-
21:45-22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
22:00-22:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
22:15-22:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
22:30-22:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
22:45-23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
23:00-23:15	1	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	-	14.8	-
23:15-23:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
23:30-23:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
23:45-00:00	0	0	0	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	**72**	**4**	**1**	**62**	**0**	**4**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**7**	**19**	**31**	**13**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**20.7**	**16.4**	**5**
06-22	**84**	**4**	**1**	**74**	**0**	**4**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**7**	**24**	**36**	**15**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**20.7**	**16.6**	**4.8**
06-00	**85**	**5**	**1**	**74**	**0**	**4**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**7**	**25**	**36**	**15**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**20.7**	**16.5**	**4.8**
00-00	**87**	**5**	**1**	**76**	**0**	**4**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**7**	**26**	**36**	**16**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**20.6**	**16.5**	**4.7**

Thursday 30 April 2026

Time	Total	Cycles	Motor Cycles	Car	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 0.85	Average Speed	Standard deviation
00:00-00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
00:15-00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
00:30-00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
00:45-01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
01:00-01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
01:15-01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
01:30-01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
01:45-02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
02:00-02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
02:15-02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
02:30-02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
02:45-03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
03:00-03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
03:15-03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
03:30-03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
03:45-04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
04:00-04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
04:15-04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
04:30-04:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
04:45-05:00	2	0	0	2	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	-	13.1	4.5
05:00-05:15	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	14.6	-
05:15-05:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
05:30-05:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
05:45-06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
06:00-06:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
06:15-06:30	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	-	15.1	-
06:30-06:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
06:45-07:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	13.9	-
07:00-07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
07:15-07:30	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	-	19.6	3.6
07:30-07:45	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	0	0	0	0	-	18.6	2.6
07:45-08:00	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	3	0	1	0	0	0	0	0	0	0	0	-	14.6	4.1
08:00-08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
08:15-08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
08:30-08:45	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	-	15.5	-
08:45-09:00	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	-	18.5	3.9
09:00-09:15	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	-	15.9	3.4
09:15-09:30	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	-	17	8
09:30-09:45	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	-	20.5	-
09:45-10:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	11	-
10:00-10:15	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	13.8	-
10:15-10:30	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	0	0	0	0	-	18.4	3.2
10:30-10:45	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	-	19.7	0.3
10:45-11:00	3	0	0	2	0	1	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	-	18.8	1.7
11:00-11:15	2	0	0	1	0	0	0	0	1	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	-	18.5	8.1
11:15-11:30	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	-	22.2	-

11:30-11:45	2	0	1	1	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	-	15.1	5.7
11:45-12:00	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	-	16.8	3.1
12:00-12:15	5	0	0	4	0	0	0	1	0	0	0	0	0	0	0	2	2	1	0	0	0	0	0	0	0	0	0	-	15.7	4.5
12:15-12:30	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	-	17	3.3
12:30-12:45	5	0	0	4	0	1	0	0	0	0	0	0	0	0	0	1	2	2	0	0	0	0	0	0	0	0	0	-	17.8	4.9
12:45-13:00	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	1	1	3	0	0	0	0	0	0	0	0	0	-	19.3	2.9
13:00-13:15	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	14.2	-
13:15-13:30	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	13.1	-
13:30-13:45	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	-	21.9	-
13:45-14:00	4	0	0	4	0	0	0	0	0	0	0	0	0	0	2	1	1	0	0	0	0	0	0	0	0	0	0	-	11.8	5
14:00-14:15	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	19.5	-
14:15-14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
14:30-14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
14:45-15:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	18.3	-
15:00-15:15	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	-	18.7	0.9
15:15-15:30	2	0	0	1	0	1	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	-	14.8	13.9
15:30-15:45	5	0	0	5	0	0	0	0	0	0	0	0	0	2	1	2	0	0	0	0	0	0	0	0	0	0	0	-	12.8	3.5
15:45-16:00	5	0	0	5	0	0	0	0	0	0	0	0	0	0	2	2	1	0	0	0	0	0	0	0	0	0	0	-	16.4	4.7
16:00-16:15	3	0	0	2	0	1	0	0	0	0	0	0	0	1	1	0	1	0	0	0	0	0	0	0	0	0	0	-	14.7	5.7
16:15-16:30	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	-	18	0.5
16:30-16:45	2	0	0	2	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	-	13.5	3.6
16:45-17:00	2	0	0	1	0	0	0	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	-	15	0.3
17:00-17:15	2	0	0	2	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	-	15	4.7
17:15-17:30	2	0	0	2	0	0	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	-	18.8	1.7
17:30-17:45	2	1	0	1	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	-	12.1	7
17:45-18:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	-	21.2	-
18:00-18:15	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	18	-
18:15-18:30	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	16.5	-
18:30-18:45	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	-	20.3	-
18:45-19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
19:00-19:15	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	17.5	-
19:15-19:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
19:30-19:45	2	0	0	2	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	-	16.2	2.8
19:45-20:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	18.1	-
20:00-20:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
20:15-20:30	2	0	0	2	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	-	14.9	3.2
20:30-20:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
20:45-21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
21:00-21:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
21:15-21:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
21:30-21:45	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	16.1	-
21:45-22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
22:00-22:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
22:15-22:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
22:30-22:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
22:45-23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
23:00-23:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
23:15-23:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
23:30-23:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
23:45-00:00	0	0	0	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	**97**	**1**	**1**	**87**	**0**	**5**	**0**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**7**	**26**	**42**	**22**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**21.4**	**16.6**	**4.3**
06-22	**106**	**1**	**1**	**96**	**0**	**5**	**0**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**7**	**29**	**48**	**22**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**21.1**	**16.6**	**4.1**
06-00	**106**	**1**	**1**	**96**	**0**	**5**	**0**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**7**	**29**	**48**	**22**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**21.1**	**16.6**	**4.1**
00-00	**109**	**1**	**1**	**99**	**0**	**5**	**0**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**8**	**30**	**49**	**22**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**21**	**16.5**	**4.1**

Friday 01 May 2026

Time	Total	Cycles	Motor Cycles	Car	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 0.85	Average Speed	Standard deviation
00:00-00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
00:15-00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
00:30-00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
00:45-01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
01:00-01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
01:15-01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
01:30-01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
01:45-02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
02:00-02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
02:15-02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
02:30-02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
02:45-03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
03:00-03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
03:15-03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
03:30-03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
03:45-04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
04:00-04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
04:15-04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
04:30-04:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
04:45-05:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	10.5	-
05:00-05:15	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	13.3	-
05:15-05:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
05:30-05:45	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	14.4	-
05:45-06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
06:00-06:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
06:15-06:30	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	-	19.6	-
06:30-06:45	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	-	18.5	3.1
06:45-07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
07:00-07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
07:15-07:30	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	-	16.2	2.5
07:30-07:45	4	0	0	3	0	1	0	0	0	0	0	0	0	0	0	1	3	0	0	0	0	0	0	0	0	0	0	-	16.7	1.8
07:45-08:00	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	-	19.2	1.8
08:00-08:15	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	12	-
08:15-08:30	2	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	-	17.2	0.6

08:30-08:45	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	14.4	-
08:45-09:00	4	1	0	3	0	0	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	-	18.1	4.8
09:00-09:15	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	12.6	-
09:15-09:30	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	1	3	0	0	0	0	0	0	0	0	0	0	-	17.1	2.2
09:30-09:45	3	0	0	3	0	0	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	-	12.8	3.8
09:45-10:00	2	0	0	1	0	1	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	-	14.5	1.8
10:00-10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
10:15-10:30	2	0	0	2	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	-	14.8	7.2
10:30-10:45	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	-	19	7.4
10:45-11:00	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	-	17.9	1.5
11:00-11:15	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	-	21.8	-
11:15-11:30	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	12.3	-
11:30-11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
11:45-12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
12:00-12:15	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	-	15.5	5.1
12:15-12:30	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	14.8	-
12:30-12:45	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	-	17.3	0.9
12:45-13:00	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	-	17.4	4.4
13:00-13:15	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	-	18.5	3.8
13:15-13:30	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	-	22.6	-
13:30-13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
13:45-14:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	-	16.6	-
14:00-14:15	4	0	0	4	0	0	0	0	0	0	0	0	0	0	1	2	1	0	0	0	0	0	0	0	0	0	0	-	12.9	5.9
14:15-14:30	2	0	0	1	0	1	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	-	13	3.8
14:30-14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
14:45-15:00	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	-	18.1	0.2
15:00-15:15	2	0	0	1	0	1	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	-	13.4	6.3
15:15-15:30	4	0	0	4	0	0	0	0	0	0	0	0	0	0	1	2	1	0	0	0	0	0	0	0	0	0	0	-	13.1	5.3
15:30-15:45	6	0	0	5	0	1	0	0	0	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	-	13.6	2.9
15:45-16:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	-	16	-
16:00-16:15	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	14.5	-
16:15-16:30	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	-	18.7	3.6
16:30-16:45	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	-	14.2	3
16:45-17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
17:00-17:15	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	-	15.1	3.3
17:15-17:30	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	-	17.5	0.6
17:30-17:45	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	-	15.1	1.3
17:45-18:00	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	-	19.3	1
18:00-18:15	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	4	1	0	0	0	0	0	0	0	0	0	0	-	14.3	3
18:15-18:30	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	-	17	-
18:30-18:45	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	-	14.3	0.4
18:45-19:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	-	15.6	-
19:00-19:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
19:15-19:30	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	-	20.7	8
19:30-19:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
19:45-20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
20:00-20:15	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	3	2	0	0	0	0	0	0	0	0	0	0	-	14.4	3.6
20:15-20:30	2	0	0	1	0	1	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	-	16.5	8.9
20:30-20:45	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	19.8	-
20:45-21:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	12.8	-
21:00-21:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
21:15-21:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
21:30-21:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
21:45-22:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	14.6	-
22:00-22:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
22:15-22:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
22:30-22:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
22:45-23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
23:00-23:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
23:15-23:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
23:30-23:45	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	12.6	-
23:45-00:00	0	0	0	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	**93**	**1**	**0**	**86**	**0**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	**34**	**44**	**10**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**19.3**	**15.8**	**3.6**
06-22	**108**	**1**	**0**	**100**	**0**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	**40**	**50**	**12**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**19.7**	**15.9**	**3.7**
06-00	**109**	**1**	**0**	**101**	**0**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	**41**	**50**	**12**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**19.7**	**15.9**	**3.7**
00-00	**112**	**1**	**0**	**103**	**0**	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	**44**	**50**	**12**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**19.6**	**15.8**	**3.7**

Saturday 02 May 2026

Time	Total	Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 0.85	Average Speed	Standard deviation
00:00-00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
00:15-00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
00:30-00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
00:45-01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
01:00-01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
01:15-01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
01:30-01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
01:45-02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
02:00-02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
02:15-02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
02:30-02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
02:45-03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
03:00-03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
03:15-03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
03:30-03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
03:45-04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
04:00-04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
04:15-04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
04:30-04:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
04:45-05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
05:00-05:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
05:15-05:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-

05:30-05:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
05:45-06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
06:00-06:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
06:15-06:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
06:30-06:45	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	-	16.8	-
06:45-07:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	-	21.7	-
07:00-07:15	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	-	20.1	-
07:15-07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
07:30-07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
07:45-08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
08:00-08:15	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	11.2	-
08:15-08:30	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	-	19.9	0.8
08:30-08:45	3	0	0	3	0	0	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	-	17.2	3.9
08:45-09:00	1	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	-	13.8	-
09:00-09:15	2	0	1	1	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	-	13.9	1.5
09:15-09:30	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	18.4	-
09:30-09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
09:45-10:00	2	0	0	2	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	-	14.9	0.2
10:00-10:15	2	0	0	2	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	-	15.6	2.1
10:15-10:30	3	0	0	3	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	-	16.3	3.8
10:30-10:45	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	19.2	-
10:45-11:00	5	0	0	5	0	0	0	0	0	0	0	0	0	0	2	1	1	0	0	1	0	0	0	0	0	0	0	-	20.3	11.1
11:00-11:15	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	-	27.9	-
11:15-11:30	4	0	0	4	0	0	0	0	0	0	0	0	0	1	0	1	2	0	0	0	0	0	0	0	0	0	0	-	18.2	6.7
11:30-11:45	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	-	13.9	-
11:45-12:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	15.4	-
12:00-12:15	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	-	14.9	-
12:15-12:30	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	-	15	-
12:30-12:45	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	-	17	-
12:45-13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
13:00-13:15	3	0	0	3	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	-	14.8	2.5
13:15-13:30	1	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	-	13	-
13:30-13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
13:45-14:00	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	-	19.2	1.5
14:00-14:15	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	-	14.4	0
14:15-14:30	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	18.2	-
14:30-14:45	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	17	-
14:45-15:00	3	0	0	3	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	-	15.2	2.6
15:00-15:15	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	-	21.5	-
15:15-15:30	3	0	0	3	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	-	16.2	4.4
15:30-15:45	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	-	14.7	-
15:45-16:00	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	-	28.5	-
16:00-16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
16:15-16:30	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	16	-
16:30-16:45	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	-	20.4	2.8
16:45-17:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	16.4	-
17:00-17:15	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	19.7	-
17:15-17:30	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	18.5	-
17:30-17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
17:45-18:00	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	-	18.3	0.8
18:00-18:15	7	1	0	6	0	0	0	0	0	0	0	0	0	0	4	2	1	0	0	0	0	0	0	0	0	0	0	-	14.8	3.4
18:15-18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
18:30-18:45	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	-	21.9	-
18:45-19:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	-	20.5	-
19:00-19:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
19:15-19:30	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	19.1	-
19:30-19:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
19:45-20:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	16	-
20:00-20:15	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	-	13.7	0.8
20:15-20:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
20:30-20:45	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	18.7	-
20:45-21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
21:00-21:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
21:15-21:30	1	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	-	5.3	-
21:30-21:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
21:45-22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
22:00-22:15	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	-	14.7	-
22:15-22:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
22:30-22:45	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	16.6	-
22:45-23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
23:00-23:15	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	-	13.4	-
23:15-23:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
23:30-23:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
23:45-00:00	0	0	0	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	**71**	**2**	**1**	**66**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**25**	**30**	**12**	**2**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**20.7**	**17.2**	**4.6**
06-22	**79**	**2**	**1**	**74**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**27**	**34**	**13**	**2**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**20.5**	**17.1**	**4.7**
06-00	**82**	**2**	**1**	**77**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**29**	**35**	**13**	**2**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**20.5**	**17**	**4.6**
00-00	**82**	**2**	**1**	**77**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**29**	**35**	**13**	**2**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**20.5**	**17**	**4.6**

Sunday 03 May 2026

Time	Total	Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 0.85	Average Speed	Standard deviation
00:00-00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
00:15-00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
00:30-00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
00:45-01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
01:00-01:15	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	10.3	-
01:15-01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
01:30-01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
01:45-02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
02:00-02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
02:15-02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-

02:30-02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
02:45-03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
03:00-03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
03:15-03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
03:30-03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
03:45-04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
04:00-04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
04:15-04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
04:30-04:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
04:45-05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
05:00-05:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
05:15-05:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
05:30-05:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
05:45-06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
06:00-06:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
06:15-06:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
06:30-06:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
06:45-07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
07:00-07:15	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	-	16.6	-
07:15-07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
07:30-07:45	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	14.9	-
07:45-08:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	13.8	-
08:00-08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
08:15-08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
08:30-08:45	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	12.2	-
08:45-09:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	-	20.6	-
09:00-09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
09:15-09:30	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	-	16.5	-
09:30-09:45	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	-	21.3	-
09:45-10:00	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	-	17.5	1.4
10:00-10:15	2	0	0	2	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	-	15.7	3.8
10:15-10:30	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	16.7	-
10:30-10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
10:45-11:00	2	0	0	2	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	-	17.6	3.8
11:00-11:15	2	0	0	2	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	-	19.4	4.4
11:15-11:30	2	0	0	1	0	1	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	-	14.9	0.4
11:30-11:45	3	0	0	3	0	0	0	0	0	0	0	0	0	0	1	0	2	0	0	0	0	0	0	0	0	0	0	-	14.6	4.2
11:45-12:00	4	0	0	4	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	-	18.4	4.4
12:00-12:15	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	-	16.1	-
12:15-12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
12:30-12:45	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	-	18.6	-
12:45-13:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	-	18.5	-
13:00-13:15	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	20.3	-
13:15-13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
13:30-13:45	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	-	16.7	-
13:45-14:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	-	17.1	-
14:00-14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
14:15-14:30	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	0	0	0	-	18	2.8
14:30-14:45	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	-	17.4	-
14:45-15:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	11.4	-
15:00-15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
15:15-15:30	4	0	0	4	0	0	0	0	0	0	0	0	0	0	1	1	1	0	1	0	0	0	0	0	0	0	0	-	21.2	8.4
15:30-15:45	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	-	22.5	-
15:45-16:00	3	0	0	3	0	0	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	-	17.5	3.6
16:00-16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
16:15-16:30	3	0	0	2	0	1	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	-	18	2.4
16:30-16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
16:45-17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
17:00-17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
17:15-17:30	2	0	0	2	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	-	15.6	1.5
17:30-17:45	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	-	11.8	1
17:45-18:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	-	16.9	-
18:00-18:15	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	-	15.5	-
18:15-18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
18:30-18:45	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	-	17.4	1.1
18:45-19:00	3	0	0	2	0	1	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	-	14.5	1.1
19:00-19:15	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	-	17.9	-
19:15-19:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
19:30-19:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
19:45-20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
20:00-20:15	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	-	18.6	-
20:15-20:30	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	-	16.1	-
20:30-20:45	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	-	15.6	-
20:45-21:00	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	-	16.5	1.3
21:00-21:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
21:15-21:30	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	-	20.8	-
21:30-21:45	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	-	15.3	-
21:45-22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
22:00-22:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
22:15-22:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
22:30-22:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
22:45-23:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	-	20.1	-
23:00-23:15	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	-	22.5	-
23:15-23:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
23:30-23:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
23:45-00:00	0	0	0	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	**59**	**0**	**0**	**56**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**15**	**30**	**12**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**20.7**	**17.1**	**3.7**
06-22	**67**	**0**	**0**	**64**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**15**	**37**	**13**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**20.7**	**17.1**	**3.5**
06-00	**69**	**0**	**0**	**65**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**15**	**37**	**15**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**20.7**	**17.2**	**3.5**
00-00	**70**	**0**	**0**	**66**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**16**	**37**	**15**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**20.7**	**17.1**	**3.6**

Virtual Day (7)

Time	Total	Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 0.85	Average Speed	Standard deviation
0000 - 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	-	-	-
0100 - 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	-	10.3	-
0200 - 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	-	-	-
0300 - 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	-	-	-
0400 - 0500	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	13.8	4.5
0500 - 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	-	14.1	-
0600 - 0700	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	-	17.6	3.5
0700 - 0800	6	0	0	6	0	0	0	0	0	0	0	0	0	0	0	2	3	1	0	0	0	0	0	0	0	0	0	-	16.9	2.9
0800 - 0900	6	0	0	5	0	0	0	0	0	0	0	0	0	0	0	2	3	1	0	0	0	0	0	0	0	0	0	-	16.4	3.8
0900 - 1000	7	0	0	6	0	1	0	0	0	0	0	0	0	0	0	3	3	1	0	0	0	0	0	0	0	0	0	-	15.8	3.6
1000 - 1100	7	0	0	7	0	1	0	0	0	0	0	0	0	0	0	2	3	1	0	0	0	0	0	0	0	0	0	-	17	4.7
1100 - 1200	6	0	0	5	0	1	0	0	0	0	0	0	0	0	0	2	2	2	0	0	0	0	0	0	0	0	0	-	17	4.7
1200 - 1300	9	0	0	8	0	0	0	0	0	0	0	0	0	0	0	2	4	2	0	0	0	0	0	0	0	0	0	-	16.7	3.5
1300 - 1400	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	1	2	1	0	0	0	0	0	0	0	0	0	-	16.8	3.9
1400 - 1500	6	0	0	6	0	0	0	0	0	0	0	0	0	0	0	2	4	0	0	0	0	0	0	0	0	0	0	-	15.8	3.6
1500 - 1600	10	0	0	9	0	1	0	0	0	0	0	0	0	0	1	3	4	1	0	0	0	0	0	0	0	0	0	-	15.3	5.4
1600 - 1700	7	1	0	5	0	0	0	0	0	0	0	0	0	0	0	2	3	1	0	0	0	0	0	0	0	0	0	-	16.9	5.1
1700 - 1800	6	0	0	6	0	0	0	0	0	0	0	0	0	0	1	2	3	1	0	0	0	0	0	0	0	0	0	-	16.1	4.2
1800 - 1900	7	0	0	6	0	0	0	0	0	0	0	0	0	0	0	3	3	1	0	0	0	0	0	0	0	0	0	-	15.5	3
1900 - 2000	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	-	17.2	5
2000 - 2100	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	-	17	3.8
2100 - 2200	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	-	16.5	5.5
2200 - 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	-	15.8	-
2300 - 0000	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	18	-
07-19	**82**	**2**	**1**	**75**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	**26**	**37**	**13**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**20.4**	**16.3**	**4.2**
06-22	**93**	**2**	**1**	**85**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	**29**	**43**	**15**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**20.4**	**16.4**	**4.2**
06-00	**94**	**2**	**1**	**86**	**0**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	**29**	**43**	**15**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**20.4**	**16.4**	**4.2**
00-00	**96**	**2**	**1**	**88**	**0**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	**31**	**43**	**15**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**20.4**	**16.4**	**4.2**

Virtual Week (1)

Time	Total	Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 0.85	Average Speed	Standard deviation
Mon	101	3	0	91	0	7	0	0	0	0	0	0	0	0	7	32	47	13	2	0	0	0	0	0	0	0	0	20	15.6	4.2
Tue	113	3	2	104	0	3	1	0	0	0	0	0	0	0	6	37	50	17	2	1	0	0	0	0	0	0	0	21.3	16.4	4.3
Wed	87	5	1	76	0	4	0	0	1	0	0	0	0	0	7	26	36	16	1	0	1	0	0	0	0	0	0	20.6	16.5	4.7
Thu	109	1	1	99	0	5	0	2	1	0	0	0	0	0	8	30	49	22	0	0	0	0	0	0	0	0	0	21	16.5	4.1
Fri	112	1	0	103	0	8	0	0	0	0	0	0	0	0	5	44	50	12	1	0	0	0	0	0	0	0	0	19.6	15.8	3.7
|Sat	82	2	1	77	0	2	0	0	0	0	0	0	0	0	2	29	35	13	2	0	1	0	0	0	0	0	0	20.5	17	4.6
|Sun	70	0	0	66	0	4	0	0	0	0	0	0	0	0	1	16	37	15	0	1	0	0	0	0	0	0	0	20.7	17.1	3.6
--	**674**	**15**	**5**	**616**	**0**	**33**	**1**	**2**	**2**	**0**	**0**	**0**	**0**	**0**	**36**	**214**	**304**	**108**	**8**	**2**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**20.4**	**16.4**	**4.2**

Grand Total

Time	Total	Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 0.85	Average Speed	Standard deviation
--	**674**	**15**	**5**	**616**	**0**	**33**	**1**	**2**	**2**	**0**	**0**	**0**	**0**	**0**	**36**	**214**	**304**	**108**	**8**	**2**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**20.4**	**16.4**	**4.2**

Woodward Court, Mirfield ATCs

Report Id 236/26
Site Name Site 4 of 4
Description Hepworth Lane, 15m west of Hepworth Drive
Direction Westbound

Monday 27 April 2026

Time	Total	Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 0.85	Average Speed	Standard deviation
00:00-00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
00:15-00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
00:30-00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
00:45-01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
01:00-01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
01:15-01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
01:30-01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
01:45-02:00	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	14.5	-
02:00-02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
02:15-02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
02:30-02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
02:45-03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
03:00-03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
03:15-03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
03:30-03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
03:45-04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
04:00-04:15	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	-	25.4	-
04:15-04:30	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	11	-
04:30-04:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
04:45-05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
05:00-05:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
05:15-05:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
05:30-05:45	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	-	18.5	-
05:45-06:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	-	20.8	-
06:00-06:15	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	-	21.6	-
06:15-06:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
06:30-06:45	2	0	0	2	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	-	14.4	9.2
06:45-07:00	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	-	17.5	0.8
07:00-07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
07:15-07:30	6	0	0	6	0	0	0	0	0	0	0	0	0	0	0	1	4	1	0	0	0	0	0	0	0	0	0	-	17.4	3.1
07:30-07:45	7	0	0	7	0	0	0	0	0	0	0	0	0	0	0	2	3	2	0	0	0	0	0	0	0	0	0	-	18	3.8
07:45-08:00	6	0	0	6	0	0	0	0	0	0	0	0	0	0	0	1	3	2	0	0	0	0	0	0	0	0	0	-	17.3	3.2
08:00-08:15	13	0	0	13	0	0	0	0	0	0	0	0	0	0	1	3	5	4	0	0	0	0	0	0	0	0	0	23.1	16.2	5.3
08:15-08:30	12	0	0	12	0	0	0	0	0	0	0	0	0	0	2	5	4	1	0	0	0	0	0	0	0	0	0	19.6	14.4	4.2
08:30-08:45	22	0	0	22	0	0	0	0	0	0	0	0	0	0	0	5	11	6	0	0	0	0	0	0	0	0	0	23.4	17.9	4.2
08:45-09:00	9	0	0	9	0	0	0	0	0	0	0	0	0	0	0	1	4	4	0	0	0	0	0	0	0	0	0	-	17.9	3.8
09:00-09:15	7	0	0	7	0	0	0	0	0	0	0	0	0	0	0	1	5	1	0	0	0	0	0	0	0	0	0	-	17	2.9
09:15-09:30	3	0	0	2	0	1	0	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	-	16.4	4.9
09:30-09:45	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	13.5	-
09:45-10:00	3	0	0	2	0	1	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	-	17.7	2.3
10:00-10:15	5	0	0	3	0	2	0	0	0	0	0	0	0	0	0	1	4	0	0	0	0	0	0	0	0	0	0	-	16.7	3.8
10:15-10:30	8	0	0	7	0	1	0	0	0	0	0	0	0	0	2	1	4	1	0	0	0	0	0	0	0	0	0	-	15.6	4.5
10:30-10:45	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	-	19.3	-
10:45-11:00	6	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	5	1	0	0	0	0	0	0	0	0	0	-	17.3	2.4
11:00-11:15	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	1	3	1	0	0	0	0	0	0	0	0	0	-	17.2	4.9
11:15-11:30	7	2	0	5	0	0	0	0	0	0	0	0	0	0	2	2	3	0	0	0	0	0	0	0	0	0	0	-	13.7	4.4
11:30-11:45	8	1	0	6	0	1	0	0	0	0	0	0	0	0	0	3	5	0	0	0	0	0	0	0	0	0	0	-	15.4	3.5
11:45-12:00	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	1	2	1	0	0	0	0	0	0	0	0	0	-	17.4	2.5
12:00-12:15	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	-	17.1	0.2
12:15-12:30	2	0	0	2	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	-	11.5	4
12:30-12:45	4	0	0	3	0	1	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	-	16.9	4.3
12:45-13:00	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	-	16.7	5
13:00-13:15	5	0	1	3	0	1	0	0	0	0	0	0	0	0	0	1	1	3	0	0	0	0	0	0	0	0	0	-	19.6	5.4
13:15-13:30	4	0	0	3	0	1	0	0	0	0	0	0	0	0	1	1	1	0	0	1	0	0	0	0	0	0	0	-	17.8	9.5
13:30-13:45	6	0	0	5	0	1	0	0	0	0	0	0	0	0	0	1	2	3	0	0	0	0	0	0	0	0	0	-	18.1	3.2
13:45-14:00	5	0	0	4	0	1	0	0	0	0	0	0	0	0	0	1	3	0	1	0	0	0	0	0	0	0	0	-	18.9	4.9
14:00-14:15	6	0	0	6	0	0	0	0	0	0	0	0	0	0	4	1	1	0	0	0	0	0	0	0	0	0	0	-	9.2	5.3
14:15-14:30	8	0	0	8	0	0	0	0	0	0	0	0	0	0	0	1	6	1	0	0	0	0	0	0	0	0	0	-	16.6	1.9
14:30-14:45	8	0	0	8	0	0	0	0	0	0	0	0	0	0	0	2	4	1	1	0	0	0	0	0	0	0	0	-	18	4.8
14:45-15:00	11	0	0	11	0	0	0	0	0	0	0	0	0	0	0	1	10	0	0	0	0	0	0	0	0	0	0	19.4	16.8	1.7
15:00-15:15	9	0	0	9	0	0	0	0	0	0	0	0	0	0	0	4	5	0	0	0	0	0	0	0	0	0	0	-	15.1	1.7
15:15-15:30	8	0	0	8	0	0	0	0	0	0	0	0	0	0	0	3	4	1	0	0	0	0	0	0	0	0	0	-	16.9	3.4
15:30-15:45	7	0	0	6	0	1	0	0	0	0	0	0	0	0	0	1	6	0	0	0	0	0	0	0	0	0	0	-	16.8	1.9
15:45-16:00	8	0	0	8	0	0	0	0	0	0	0	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	-	14.7	2.8
16:00-16:15	8	1	0	6	0	1	0	0	0	0	0	0	0	0	0	3	4	1	0	0	0	0	0	0	0	0	0	-	16.5	4
16:15-16:30	8	0	0	8	0	0	0	0	0	0	0	0	0	0	0	3	5	0	0	0	0	0	0	0	0	0	0	-	16.3	2.2
16:30-16:45	6	0	0	5	0	1	0	0	0	0	0	0	0	0	0	0	2	4	0	0	0	0	0	0	0	0	0	-	19.5	1.9
16:45-17:00	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	2	2	1	0	0	0	0	0	0	0	0	0	-	16.7	3.8
17:00-17:15	8	1	0	7	0	0	0	0	0	0	0	0	0	0	2	0	5	1	0	0	0	0	0	0	0	0	0	-	15.6	4.5
17:15-17:30	6	0	0	6	0	0	0	0	0	0	0	0	0	0	1	0	5	0	0	0	0	0	0	0	0	0	0	-	16.5	4.9
17:30-17:45	6	0	0	6	0	0	0	0	0	0	0	0	0	0	0	1	3	2	0	0	0	0	0	0	0	0	0	-	18.7	2.6
17:45-18:00	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	-	15.6	1.6
18:00-18:15	9	0	0	9	0	0	0	0	0	0	0	0	0	0	0	2	5	2	0	0	0	0	0	0	0	0	0	-	17.1	3.6
18:15-18:30	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	0	0	0	0	0	-	14.2	1
18:30-18:45	6	0	0	5	0	1	0	0	0	0	0	0	0	0	0	1	4	1	0	0	0	0	0	0	0	0	0	-	16.6	3.5
18:45-19:00	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	2	2	1	0	0	0	0	0	0	0	0	0	-	16.4	3.6
19:00-19:15	2	0	0	2	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	-	11.3	5.1
19:15-19:30	4	1	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	0	0	0	0	-	18.4	4.1
19:30-19:45	6	0	0	6	0	0	0	0	0	0	0	0	0	0	0	2	3	1	0	0	0	0	0	0	0	0	0	-	16.9	3
19:45-20:00	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	-	14.9	0.6
20:00-20:15	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	0	0	0	0	-	20.1	2
20:15-20:30	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	-	14.6	2.1

20:30-20:45	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	-	16.1	-
20:45-21:00	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	-	16.1	2.3
21:00-21:15	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	-	21.9	3.4
21:15-21:30	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	19.5	-
21:30-21:45	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	-	18.1	2
21:45-22:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	21.9	-
22:00-22:15	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	10.5	-
22:15-22:30	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	-	16.3	4.6
22:30-22:45	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	-	14	0.1
22:45-23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
23:00-23:15	2	0	0	2	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	-	11	4.3
23:15-23:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
23:30-23:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
23:45-00:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	-	19.4	-
07-19	**303**	**5**	**1**	**278**	**0**	**19**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**16**	**74**	**158**	**52**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**20.2**	**16.6**	**3.9**
06-22	**340**	**6**	**1**	**314**	**0**	**19**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**18**	**80**	**180**	**59**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**20.2**	**16.7**	**3.9**
06-00	**350**	**6**	**1**	**323**	**0**	**20**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**19**	**86**	**181**	**61**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**20.2**	**16.6**	**3.9**
00-00	**355**	**6**	**1**	**326**	**0**	**22**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**19**	**88**	**182**	**62**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**20.2**	**16.6**	**4**

Tuesday 28 April 2026

Time	Total	Cycles	Motor Cycles	Car	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 0.85	Average Speed	Standard deviation
00:00-00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
00:15-00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
00:30-00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
00:45-01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
01:00-01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
01:15-01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
01:30-01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
01:45-02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
02:00-02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
02:15-02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
02:30-02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
02:45-03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
03:00-03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
03:15-03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
03:30-03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
03:45-04:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	-	17.5	-
04:00-04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
04:15-04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
04:30-04:45	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	10.6	-
04:45-05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
05:00-05:15	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	-	15.7	-
05:15-05:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
05:30-05:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
05:45-06:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	-	22.6	-
06:00-06:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
06:15-06:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
06:30-06:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
06:45-07:00	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	3	0	1	0	0	0	0	0	0	0	0	-	20.5	4
07:00-07:15	4	0	0	3	0	1	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	-	17	1
07:15-07:30	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	2	3	0	0	0	0	0	0	0	0	0	0	-	14.9	1.9
07:30-07:45	8	0	0	8	0	0	0	0	0	0	0	0	0	0	0	1	4	3	0	0	0	0	0	0	0	0	0	-	18.7	2.8
07:45-08:00	4	0	0	3	0	1	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	-	14.8	1.2
08:00-08:15	16	0	0	16	0	0	0	0	0	0	0	0	0	0	0	5	8	3	0	0	0	0	0	0	0	0	0	22.5	17	3.7
08:15-08:30	12	0	0	12	0	0	0	0	0	0	0	0	0	0	1	2	8	1	0	0	0	0	0	0	0	0	0	19.8	16.2	3.7
08:30-08:45	21	0	0	21	0	0	0	0	0	0	0	0	0	0	1	9	7	3	1	0	0	0	0	0	0	0	0	20.7	16.1	3.7
08:45-09:00	8	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	5	3	0	0	0	0	0	0	0	0	0	-	20.3	2.6
09:00-09:15	3	0	0	2	0	1	0	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	-	16.6	4.2
09:15-09:30	2	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	-	16	3.6
09:30-09:45	4	0	0	4	0	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	-	13.7	3.4
09:45-10:00	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	0	0	0	0	0	-	14.8	1.2
10:00-10:15	4	0	0	4	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	-	12.3	6.4
10:15-10:30	7	0	0	6	0	1	0	0	0	0	0	0	0	0	0	5	2	0	0	0	0	0	0	0	0	0	0	-	13.5	2.4
10:30-10:45	3	0	0	2	0	1	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	-	14	3.9
10:45-11:00	2	0	0	1	0	1	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	-	13.9	4
11:00-11:15	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	-	21.6	2.6
11:15-11:30	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	-	15.8	3.5
11:30-11:45	8	0	0	7	0	1	0	0	0	0	0	0	0	0	0	2	3	3	0	0	0	0	0	0	0	0	0	-	17.9	3.7
11:45-12:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	-	22.5	-
12:00-12:15	8	0	0	7	0	1	0	0	0	0	0	0	0	0	2	3	2	1	0	0	0	0	0	0	0	0	0	-	14.9	5.8
12:15-12:30	9	0	0	9	0	0	0	0	0	0	0	0	0	0	0	2	6	1	0	0	0	0	0	0	0	0	0	-	17	2.8
12:30-12:45	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	12.9	-
12:45-13:00	8	0	0	7	0	1	0	0	0	0	0	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	-	13.9	2.8
13:00-13:15	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	-	15.1	1.6
13:15-13:30	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	1	4	0	0	0	0	0	0	0	0	0	0	-	15.7	2.4
13:30-13:45	7	0	0	7	0	0	0	0	0	0	0	0	0	0	0	3	3	1	0	0	0	0	0	0	0	0	0	-	15.8	3.9
13:45-14:00	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	-	16.1	2.6
14:00-14:15	7	0	2	5	0	0	0	0	0	0	0	0	0	0	2	2	1	2	0	0	0	0	0	0	0	0	0	-	14.7	5.7
14:15-14:30	8	0	0	8	0	0	0	0	0	0	0	0	0	0	1	3	4	0	0	0	0	0	0	0	0	0	0	-	14.8	3.1
14:30-14:45	9	0	0	9	0	0	0	0	0	0	0	0	0	0	0	4	4	1	0	0	0	0	0	0	0	0	0	-	14.8	2.9
14:45-15:00	8	0	0	7	0	1	0	0	0	0	0	0	0	0	0	1	5	2	0	0	0	0	0	0	0	0	0	-	18.5	4
15:00-15:15	16	0	0	16	0	0	0	0	0	0	0	0	0	0	1	4	10	1	0	0	0	0	0	0	0	0	0	19.9	16.4	3.4
15:15-15:30	11	0	0	10	0	1	0	0	0	0	0	0	0	0	0	3	5	3	0	0	0	0	0	0	0	0	0	22.6	18.1	4
15:30-15:45	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	1	3	0	0	0	0	0	0	0	0	0	0	-	16.1	2.4
15:45-16:00	5	0	0	5	0	0	0	0	0	0	0	0	0	0	1	1	1	2	0	0	0	0	0	0	0	0	0	-	17.3	5.8
16:00-16:15	5	0	0	4	0	1	0	0	0	0	0	0	0	0	0	2	1	2	0	0	0	0	0	0	0	0	0	-	18	5.4
16:15-16:30	8	0	0	8	0	0	0	0	0	0	0	0	0	0	0	3	5	0	0	0	0	0	0	0	0	0	0	-	15.6	3.3
16:30-16:45	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	0	0	0	0	-	19.9	3.3
16:45-17:00	10	0	0	10	0	0	0	0	0	0	0	0	0	0	1	0	6	2	1	0	0	0	0	0	0	0	0	-	18.6	4.5
17:00-17:15	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	-	21.3	1.8
17:15-17:30	9	0	0	9	0	0	0	0	0	0	0	0	0	0	0	3	2	4	0	0	0	0	0	0	0	0	0	-	16.5	4

17:30-17:45	11	0	1	10	0	0	0	0	0	0	0	0	0	0	0	1	5	4	1	0	0	0	0	0	0	0	0	23.8	19.8	3.9
17:45-18:00	5	0	0	5	0	0	0	0	0	0	0	0	0	0	1	1	2	1	0	0	0	0	0	0	0	0	0	-	14.5	4.2
18:00-18:15	6	0	0	6	0	0	0	0	0	0	0	0	0	0	2	4	0	0	0	0	0	0	0	0	0	0	0	-	10	1
18:15-18:30	10	0	1	9	0	0	0	0	0	0	0	0	0	0	6	2	2	0	0	0	0	0	0	0	0	0	0	-	10.4	4.3
18:30-18:45	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	2	1	1	0	0	0	0	0	0	0	0	0	-	16.4	3
18:45-19:00	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	1	3	1	0	0	0	0	0	0	0	0	0	-	17.3	3.2
19:00-19:15	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	-	18.2	-
19:15-19:30	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	1	2	2	0	0	0	0	0	0	0	0	0	-	17.8	4.6
19:30-19:45	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	-	20.9	2.1
19:45-20:00	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	3	2	0	0	0	0	0	0	0	0	0	0	-	15.3	3.4
20:00-20:15	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	-	18.5	3
20:15-20:30	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	12.8	-
20:30-20:45	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	1	0	2	0	0	0	0	0	0	0	0	0	-	18.9	5.5
20:45-21:00	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	-	17.6	1.4
21:00-21:15	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	10.2	-
21:15-21:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
21:30-21:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
21:45-22:00	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	0	0	0	0	-	18.2	1.7
22:00-22:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
22:15-22:30	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	1	3	0	0	0	0	0	0	0	0	0	0	-	17.8	3.1
22:30-22:45	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	1	1	0	1	0	0	0	0	0	0	0	0	-	19.2	5.7
22:45-23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
23:00-23:15	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	-	17.1	-
23:15-23:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
23:30-23:45	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	-	17	-
23:45-00:00	0	0	0	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	**315**	**0**	**4**	**297**	**0**	**13**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**22**	**95**	**144**	**51**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**20.5**	**16.2**	**4.1**
06-22	**348**	**0**	**4**	**329**	**0**	**14**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**22**	**103**	**159**	**60**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**20.7**	**16.4**	**4.1**
06-00	**357**	**0**	**4**	**338**	**0**	**14**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**22**	**105**	**165**	**60**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**20.7**	**16.4**	**4.1**
00-00	**361**	**0**	**4**	**342**	**0**	**14**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**22**	**106**	**167**	**61**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**20.7**	**16.4**	**4.1**

Wednesday 29 April 2026

Time	Total	Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 0.85	Average Speed	Standard deviation
00:00-00:15	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	14.6	-
00:15-00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
00:30-00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
00:45-01:00	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	-	23.3	-
01:00-01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
01:15-01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
01:30-01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
01:45-02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
02:00-02:15	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	-	17.6	-
02:15-02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
02:30-02:45	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	14.4	-
02:45-03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
03:00-03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
03:15-03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
03:30-03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
03:45-04:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	-	26.3	-
04:00-04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
04:15-04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
04:30-04:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
04:45-05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
05:00-05:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
05:15-05:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
05:30-05:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
05:45-06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
06:00-06:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
06:15-06:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
06:30-06:45	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	-	19	0.2
06:45-07:00	5	0	0	3	0	2	0	0	0	0	0	0	0	0	0	1	1	3	0	0	0	0	0	0	0	0	0	-	19.9	3
07:00-07:15	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	1	2	1	0	0	0	0	0	0	0	0	0	-	17.1	3.8
07:15-07:30	6	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	5	1	0	0	0	0	0	0	0	0	0	-	17.7	2.5
07:30-07:45	9	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	6	3	0	0	0	0	0	0	0	0	0	-	18.9	2
07:45-08:00	9	0	0	8	0	1	0	0	0	0	0	0	0	0	0	0	7	2	0	0	0	0	0	0	0	0	0	-	18.1	2.7
08:00-08:15	16	0	0	16	0	0	0	0	0	0	0	0	0	0	1	3	9	3	0	0	0	0	0	0	0	0	0	22.5	17.5	4.1
08:15-08:30	17	0	0	16	0	1	0	0	0	0	0	0	0	0	4	6	4	3	0	0	0	0	0	0	0	0	0	20.4	13.7	4.6
08:30-08:45	17	0	0	17	0	0	0	0	0	0	0	0	0	0	1	3	9	2	2	0	0	0	0	0	0	0	0	23.8	18.4	4.6
08:45-09:00	12	0	0	12	0	0	0	0	0	0	0	0	0	0	0	2	5	4	1	0	0	0	0	0	0	0	0	22.3	18.9	4.5
09:00-09:15	7	0	0	7	0	0	0	0	0	0	0	0	0	0	0	1	4	2	0	0	0	0	0	0	0	0	0	-	18	3.9
09:15-09:30	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	14.4	-
09:30-09:45	2	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	-	20.1	1.3
09:45-10:00	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	1	0	2	0	0	0	0	0	0	0	0	0	-	18.9	5.8
10:00-10:15	7	0	0	7	0	0	0	0	0	0	0	0	0	0	0	2	4	1	0	0	0	0	0	0	0	0	0	-	16.8	3.6
10:15-10:30	6	0	0	4	0	2	0	0	0	0	0	0	0	0	0	1	5	0	0	0	0	0	0	0	0	0	0	-	15.6	2.5
10:30-10:45	5	0	0	4	0	1	0	0	0	0	0	0	0	0	0	0	4	1	0	0	0	0	0	0	0	0	0	-	17.1	2.2
10:45-11:00	6	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	-	17.2	1.5
11:00-11:15	5	0	0	3	0	2	0	0	0	0	0	0	0	0	0	2	3	0	0	0	0	0	0	0	0	0	0	-	15.6	1
11:15-11:30	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	-	23.7	-
11:30-11:45	5	0	0	5	0	0	0	0	0	0	0	0	0	0	1	1	2	0	1	0	0	0	0	0	0	0	0	-	16.7	6.5
11:45-12:00	3	0	0	3	0	0	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	-	12.7	3.7
12:00-12:15	6	0	0	6	0	0	0	0	0	0	0	0	0	0	0	2	4	0	0	0	0	0	0	0	0	0	0	-	17	2.3
12:15-12:30	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	-	17.8	0.7
12:30-12:45	6	1	0	5	0	0	0	0	0	0	0	0	0	0	2	3	0	1	0	0	0	0	0	0	0	0	0	-	12.4	5.6
12:45-13:00	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	-	14.2	1.6
13:00-13:15	5	0	0	4	0	1	0	0	0	0	0	0	0	0	0	2	1	2	0	0	0	0	0	0	0	0	0	-	17.5	4.8
13:15-13:30	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	3	0	1	0	0	0	0	0	0	0	0	0	-	15.7	5.4
13:30-13:45	8	0	0	7	0	1	0	0	0	0	0	0	0	0	0	3	2	3	0	0	0	0	0	0	0	0	0	-	17.5	4.3
13:45-14:00	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	-	14.3	4
14:00-14:15	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	-	18.1	2.7
14:15-14:30	7	0	0	6	0	1	0	0	0	0	0	0	0	0	0	2	4	1	0	0	0	0	0	0	0	0	0	-	17.4	3.5

14:30-14:45	12	0	0	12	0	0	0	0	0	0	0	0	0	0	1	4	7	0	0	0	0	0	0	0	0	0	0	18.7	15.5	3.1
14:45-15:00	13	0	0	13	0	0	0	0	0	0	0	0	0	0	2	0	6	5	0	0	0	0	0	0	0	0	0	21.7	17.5	4.5
15:00-15:15	15	1	0	14	0	0	0	0	0	0	0	0	0	0	1	6	7	1	0	0	0	0	0	0	0	0	0	18.5	14.9	3.3
15:15-15:30	6	0	0	5	0	1	0	0	0	0	0	0	0	0	0	3	2	1	0	0	0	0	0	0	0	0	0	-	16.8	2.9
15:30-15:45	6	0	0	6	0	0	0	0	0	0	0	0	0	0	0	3	2	1	0	0	0	0	0	0	0	0	0	-	16	3.7
15:45-16:00	8	0	0	8	0	0	0	0	0	0	0	0	0	0	0	2	1	5	0	0	0	0	0	0	0	0	0	-	19.2	4
16:00-16:15	8	1	0	7	0	0	0	0	0	0	0	0	0	0	0	3	4	1	0	0	0	0	0	0	0	0	0	-	16.2	3.9
16:15-16:30	9	0	0	8	0	1	0	0	0	0	0	0	0	0	1	3	5	0	0	0	0	0	0	0	0	0	0	-	14.6	3.2
16:30-16:45	10	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0	8	2	0	0	0	0	0	0	0	0	0	-	18.4	2
16:45-17:00	7	0	0	5	0	1	0	0	1	0	0	0	0	0	0	4	2	1	0	0	0	0	0	0	0	0	0	-	15.6	3.7
17:00-17:15	8	0	0	8	0	0	0	0	0	0	0	0	0	0	0	2	2	3	1	0	0	0	0	0	0	0	0	-	18.3	5.1
17:15-17:30	7	0	0	7	0	0	0	0	0	0	0	0	0	0	0	1	4	1	1	0	0	0	0	0	0	0	0	-	18	4.4
17:30-17:45	6	0	0	6	0	0	0	0	0	0	0	0	0	0	0	1	2	3	0	0	0	0	0	0	0	0	0	-	19.5	3.5
17:45-18:00	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	3	2	0	0	0	0	0	0	0	0	0	-	19.2	3.8
18:00-18:15	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	1	4	0	0	0	0	0	0	0	0	0	0	-	16.8	1.8
18:15-18:30	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	-	20.7	2.4
18:30-18:45	12	0	0	12	0	0	0	0	0	0	0	0	0	0	0	7	4	1	0	0	0	0	0	0	0	0	0	17.8	14.4	3.6
18:45-19:00	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	-	12.6	1.5
19:00-19:15	3	0	0	3	0	0	0	0	0	0	0	0	0	0	1	0	2	0	0	0	0	0	0	0	0	0	0	-	14.4	4.3
19:15-19:30	2	0	0	1	0	1	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	-	14	1.7
19:30-19:45	5	0	0	5	0	0	0	0	0	0	0	0	0	0	1	3	0	1	0	0	0	0	0	0	0	0	0	-	13.2	5.4
19:45-20:00	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	-	14.3	1.9
20:00-20:15	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	2	3	0	0	0	0	0	0	0	0	0	0	-	16.4	3.3
20:15-20:30	3	0	0	2	0	1	0	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	-	16.9	5
20:30-20:45	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	-	19.5	2.8
20:45-21:00	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	-	18.9	1.5
21:00-21:15	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	-	14.5	4.7
21:15-21:30	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	14	-
21:30-21:45	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	1	2	1	0	0	0	0	0	0	0	0	0	-	17.1	3.6
21:45-22:00	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	-	19.1	5.5
22:00-22:15	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	-	15.3	-
22:15-22:30	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	-	19.6	-
22:30-22:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
22:45-23:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	14.7	-
23:00-23:15	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	-	18.3	-
23:15-23:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
23:30-23:45	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	-	21.8	0
23:45-00:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	-	20.2	-
07-19	**332**	**3**	**0**	**312**	**0**	**16**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**15**	**86**	**161**	**64**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**21.1**	**16.8**	**4**
06-22	**372**	**3**	**0**	**348**	**0**	**20**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**17**	**98**	**179**	**72**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**21.3**	**16.8**	**4**
06-00	**380**	**3**	**0**	**356**	**0**	**20**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**17**	**99**	**182**	**76**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**21.3**	**16.9**	**4**
00-00	**385**	**3**	**0**	**359**	**0**	**22**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**17**	**101**	**183**	**77**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**21.3**	**16.9**	**4**

Thursday 30 April 2026

Time	Total	Cycles	Motor	Car	Car Van	2 Axle Van	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road	Triple Road	MPH 0	MPH 10	MPH 15	MPH 20	MPH 25	MPH 30	MPH 35	MPH 40	MPH 45	MPH 50	MPH 55	MPH 60	MPH 65	P-Tile 0.85	Average Speed	Standard deviation
		Cycles	Motor	Van	Towing	Lorry							Train	Train	<10mph	<15mph	<20mph	<25mph	<30mph	<35mph	<40mph	<45mph	<50mph	<55mph	<60mph	<65mph	<140mph			
00:00-00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
00:15-00:30	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	13.2	-
00:30-00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
00:45-01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
01:00-01:15	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	-	20.9	-
01:15-01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
01:30-01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
01:45-02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
02:00-02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
02:15-02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
02:30-02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
02:45-03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
03:00-03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
03:15-03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
03:30-03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
03:45-04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
04:00-04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
04:15-04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
04:30-04:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
04:45-05:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	11.6	-
05:00-05:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
05:15-05:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
05:30-05:45	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	-	19	-
05:45-06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
06:00-06:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
06:15-06:30	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	-	22.2	-
06:30-06:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
06:45-07:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	-	21	-
07:00-07:15	4	0	0	3	0	1	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	-	13.7	5.3
07:15-07:30	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	4	1	0	0	0	0	0	0	0	0	0	-	17.7	2.5
07:30-07:45	7	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	3	4	0	0	0	0	0	0	0	0	0	-	19.9	2
07:45-08:00	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	1	4	0	0	0	0	0	0	0	0	0	0	-	16.6	1.2
08:00-08:15	19	0	0	19	0	0	0	0	0	0	0	0	0	0	0	6	7	6	0	0	0	0	0	0	0	0	0	22	18.2	3.6
08:15-08:30	10	0	0	10	0	0	0	0	0	0	0	0	0	0	2	3	2	2	1	0	0	0	0	0	0	0	0	-	16.4	6.2
08:30-08:45	21	0	0	21	0	0	0	0	0	0	0	0	0	0	1	3	11	5	1	0	0	0	0	0	0	0	0	22	17.9	3.7
08:45-09:00	6	0	0	5	0	0	0	0	1	0	0	0	0	0	0	3	2	1	0	0	0	0	0	0	0	0	0	-	15.5	5.5
09:00-09:15	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	-	19.7	-
09:15-09:30	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	-	13.3	1
09:30-09:45	4	0	0	3	0	1	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	-	17.3	1.1
09:45-10:00	8	0	0	7	0	1	0	0	0	0	0	0	0	0	0	4	3	1	0	0	0	0	0	0	0	0	0	-	15.8	2.9
10:00-10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
10:15-10:30	2	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	-	16.1	0.9
10:30-10:45	7	0	0	5	0	2	0	0	0	0	0	0	0	0	0	1	5	1	0	0	0	0	0	0	0	0	0	-	17.6	2.8
10:45-11:00	4	0	0	3	0	0	1	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	0	0	0	0	0	-	14.1	1.6
11:00-11:15	7	1	0	6	0	0	0	0	0	0	0	0	0	0	1	2	2	1	1	0	0	0	0	0	0	0	0	-	17	6.4
11:15-11:30	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	-	20.7	2.8

11:30-11:45	10	0	0	10	0	0	0	0	0	0	0	0	0	0	1	0	9	0	0	0	0	0	0	0	0	0	0	-	17	2.7
11:45-12:00	5	0	0	3	0	2	0	0	0	0	0	0	0	0	0	3	0	2	0	0	0	0	0	0	0	0	0	-	17	5.2
12:00-12:15	4	0	0	3	0	0	1	0	0	0	0	0	0	0	0	1	3	0	0	0	0	0	0	0	0	0	0	-	15.6	3.4
12:15-12:30	6	0	0	6	0	0	0	0	0	0	0	0	0	0	1	5	0	0	0	0	0	0	0	0	0	0	0	-	16	1.6
12:30-12:45	6	0	0	4	0	2	0	0	0	0	0	0	0	0	0	2	4	0	0	0	0	0	0	0	0	0	0	-	19.6	3.1
12:45-13:00	6	0	0	6	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	-	16	3.5
13:00-13:15	4	0	0	4	0	0	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	0	0	0	0	0	0	-	14.6	2.8
13:15-13:30	3	0	0	3	0	0	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	-	16.7	4.1
13:30-13:45	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	-	19.3	3.8
13:45-14:00	6	0	0	5	0	1	0	0	0	0	0	0	0	0	0	3	2	0	0	0	0	0	0	0	0	0	0	-	17.7	5
14:00-14:15	5	0	0	4	0	1	0	0	0	0	0	0	0	0	2	2	1	0	0	0	0	0	0	0	0	0	0	-	16.4	3
14:15-14:30	10	0	0	10	0	0	0	0	0	0	0	0	0	0	0	4	4	1	0	0	0	0	0	0	0	0	0	-	19.6	5.1
14:30-14:45	9	0	0	9	0	0	0	0	0	0	0	0	0	0	0	5	3	1	0	0	0	0	0	0	0	0	0	-	19.4	3.6
14:45-15:00	16	0	0	16	0	0	0	0	0	0	0	0	0	2	5	5	3	1	0	0	0	0	0	0	0	0	0	20.7	15.4	5.1
15:00-15:15	17	0	0	17	0	0	0	0	0	0	0	0	0	0	2	8	7	0	0	0	0	0	0	0	0	0	0	21.3	18.7	2.9
15:15-15:30	8	0	0	8	0	0	0	0	0	0	0	0	0	0	2	4	1	1	0	0	0	0	0	0	0	0	0	-	18.1	4.2
15:30-15:45	4	0	0	4	0	0	0	0	0	0	0	0	0	0	1	3	0	0	0	0	0	0	0	0	0	0	0	-	15.4	2.8
15:45-16:00	9	0	0	7	0	1	0	1	0	0	0	0	0	0	1	3	4	1	0	0	0	0	0	0	0	0	0	-	15.4	3.7
16:00-16:15	12	0	0	12	0	0	0	0	0	0	0	0	0	0	2	9	1	0	0	0	0	0	0	0	0	0	0	18.3	16.4	2.1
16:15-16:30	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	2	3	0	0	0	0	0	0	0	0	0	0	-	20.5	2
16:30-16:45	6	0	0	5	0	1	0	0	0	0	0	0	0	0	2	4	0	0	0	0	0	0	0	0	0	0	0	-	16.1	2.2
16:45-17:00	7	0	1	6	0	0	0	0	0	0	0	0	0	0	1	3	2	1	0	0	0	0	0	0	0	0	0	-	18.6	4.3
17:00-17:15	5	0	0	5	0	0	0	0	0	0	0	0	0	0	1	4	0	0	0	0	0	0	0	0	0	0	0	-	16.4	2.9
17:15-17:30	8	0	0	8	0	0	0	0	0	0	0	0	0	0	3	3	2	0	0	0	0	0	0	0	0	0	0	-	16.8	3.4
17:30-17:45	9	0	0	9	0	0	0	0	0	0	0	0	0	0	1	8	0	0	0	0	0	0	0	0	0	0	0	-	17	1.4
17:45-18:00	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	-	19.5	3.1
18:00-18:15	5	1	0	4	0	0	0	0	0	0	0	0	0	0	2	2	1	0	0	0	0	0	0	0	0	0	0	-	17	4.9
18:15-18:30	5	1	0	4	0	0	0	0	0	0	0	0	0	0	3	2	0	0	0	0	0	0	0	0	0	0	0	-	14.8	3.2
18:30-18:45	4	0	0	4	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	-	15.8	3.6
18:45-19:00	8	0	0	8	0	0	0	0	0	0	0	0	0	0	1	4	2	1	0	0	0	0	0	0	0	0	0	-	14.3	3.6
19:00-19:15	5	0	0	5	0	0	0	0	0	0	0	0	0	0	3	2	0	0	0	0	0	0	0	0	0	0	0	-	9.5	3.5
19:15-19:30	10	0	0	10	0	0	0	0	0	0	0	0	0	0	7	2	1	0	0	0	0	0	0	0	0	0	0	-	9.2	3.5
19:30-19:45	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	13.2	-
19:45-20:00	2	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	-	15.2	4.8
20:00-20:15	6	0	0	6	0	0	0	0	0	0	0	0	0	0	1	2	2	1	0	0	0	0	0	0	0	0	0	-	15.7	4.8
20:15-20:30	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	2	0	1	0	0	0	0	0	0	0	0	0	-	15.5	6.3
20:30-20:45	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	-	22.7	5.5
20:45-21:00	4	0	0	3	0	1	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	-	19	3.4
21:00-21:15	2	1	0	1	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	-	12.7	1.9
21:15-21:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
21:30-21:45	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	-	16.6	1.4
21:45-22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
22:00-22:15	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	19.8	-
22:15-22:30	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	-	13.4	-
22:30-22:45	3	0	0	3	0	0	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	-	17.8	3.8
22:45-23:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	-	11.6	-
23:00-23:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
23:15-23:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
23:30-23:45	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	-	20.1	-
23:45-00:00	0	0	0	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	**326**	**3**	**1**	**304**	**0**	**14**	**2**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**13**	**74**	**164**	**67**	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**21.1**	**17.1**	**3.8**
06-22	**365**	**4**	**1**	**339**	**0**	**15**	**4**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**24**	**87**	**172**	**73**	**9**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**21**	**16.8**	**4.2**
06-00	**372**	**4**	**1**	**346**	**0**	**15**	**4**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**24**	**90**	**174**	**75**	**9**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**21**	**16.8**	**4.1**
00-00	**376**	**4**	**1**	**350**	**0**	**15**	**4**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**24**	**92**	**175**	**76**	**9**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**21**	**16.8**	**4.1**

Friday 01 May 2026

Time	Total	Cycles	Motor Cycles	Car	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 0.85	Average Speed	Standard deviation
00:00-00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
00:15-00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
00:30-00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
00:45-01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
01:00-01:15	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	-	7.6	-
01:15-01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
01:30-01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
01:45-02:00	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	13.9	-
02:00-02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
02:15-02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
02:30-02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
02:45-03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
03:00-03:15	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	-	26.2	-
03:15-03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
03:30-03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
03:45-04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
04:00-04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
04:15-04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
04:30-04:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
04:45-05:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	13.7	-
05:00-05:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
05:15-05:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
05:30-05:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
05:45-06:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	-	20.1	-
06:00-06:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
06:15-06:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
06:30-06:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
06:45-07:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	-	16.9	-
07:00-07:15	6	0	0	5	0	1	0	0	0	0	0	0	0	0	0	1	4	1	0	0	0	0	0	0	0	0	0	-	16.9	3.3
07:15-07:30	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	-	17.4	-
07:30-07:45	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	4	1	0	0	0	0	0	0	0	0	0	-	18.5	2.4
07:45-08:00	7	0	0	6	0	1	0	0	0	0	0	0	0	0	1	0	6	0	0	0	0	0	0	0	0	0	0	-	16.6	3.1
08:00-08:15	17	1	0	16	0	0	0	0	0	0	0	0	0	0	0	2	13	2	0	0	0	0	0	0	0	0	0	20	17.6	2.4
08:15-08:30	13	0	0	11	0	2	0	0	0	0	0	0	0	0	1	4	6	2	0	0	0	0	0	0	0	0	0	22.9	16.2	4.4

08:30-08:45	20	0	0	20	0	0	0	0	0	0	0	0	0	0	1	5	6	7	1	0	0	0	0	0	0	0	0	23.5	18.5	4.6
08:45-09:00	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	2	1	2	0	0	0	0	0	0	0	0	-	21.4	3.6
09:00-09:15	6	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	-	19.8	2.1
09:15-09:30	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	-	13.8	0.2
09:30-09:45	3	0	0	3	0	0	0	0	0	0	0	0	0	0	1	0	1	1	0	0	0	0	0	0	0	0	0	-	16.3	10.2
09:45-10:00	5	0	0	4	0	1	0	0	0	0	0	0	0	0	0	2	3	0	0	0	0	0	0	0	0	0	0	-	14.7	2.8
10:00-10:15	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	0	0	0	0	0	-	14.1	3.1
10:15-10:30	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	2	1	1	0	0	0	0	0	0	0	0	0	-	16.8	3.9
10:30-10:45	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	1	2	2	0	0	0	0	0	0	0	0	0	-	17.7	3.3
10:45-11:00	5	0	0	4	0	1	0	0	0	0	0	0	0	0	0	1	2	2	0	0	0	0	0	0	0	0	0	-	17.5	4.6
11:00-11:15	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	1	2	1	0	0	0	0	0	0	0	0	0	-	17.8	3.9
11:15-11:30	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	-	15.2	3.3
11:30-11:45	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	-	18.1	4.5
11:45-12:00	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	1	2	1	0	0	0	0	0	0	0	0	0	-	16.9	4.4
12:00-12:15	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	3	1	1	0	0	0	0	0	0	0	0	0	-	15.3	4.6
12:15-12:30	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	1	2	1	0	0	0	0	0	0	0	0	0	-	17.7	3.9
12:30-12:45	6	0	0	5	0	1	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	-	15.8	0.3
12:45-13:00	6	0	0	5	0	1	0	0	0	0	0	0	0	0	0	2	2	1	1	0	0	0	0	0	0	0	0	-	18.2	4.6
13:00-13:15	8	0	0	8	0	0	0	0	0	0	0	0	0	1	2	5	0	0	0	0	0	0	0	0	0	0	0	-	15.6	3.5
13:15-13:30	7	0	0	6	0	1	0	0	0	0	0	0	0	0	2	5	0	0	0	0	0	0	0	0	0	0	0	-	16.1	2.1
13:30-13:45	5	0	0	5	0	0	0	0	0	0	0	0	0	0	1	3	1	0	0	0	0	0	0	0	0	0	0	-	17.9	2.8
13:45-14:00	4	0	0	4	0	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	-	19.3	3.2
14:00-14:15	5	0	0	4	0	1	0	0	0	0	0	0	0	1	3	1	0	0	0	0	0	0	0	0	0	0	0	-	13.1	4.1
14:15-14:30	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	-	20.1	1.9
14:30-14:45	12	1	0	11	0	0	0	0	0	0	0	0	0	0	4	7	1	0	0	0	0	0	0	0	0	0	0	19.9	16.2	2.9
14:45-15:00	17	0	0	17	0	0	0	0	0	0	0	0	0	0	6	6	5	0	0	0	0	0	0	0	0	0	0	22.4	17.4	3.9
15:00-15:15	21	0	0	20	0	1	0	0	0	0	0	0	0	4	5	10	2	0	0	0	0	0	0	0	0	0	0	19.4	14.9	4.3
15:15-15:30	10	0	0	10	0	0	0	0	0	0	0	0	0	0	2	5	3	0	0	0	0	0	0	0	0	0	0	-	17.6	3.6
15:30-15:45	11	0	0	10	0	1	0	0	0	0	0	0	0	3	4	3	1	0	0	0	0	0	0	0	0	0	0	18.8	14	4.5
15:45-16:00	2	0	0	2	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	-	14.9	3.9
16:00-16:15	12	0	0	12	0	0	0	0	0	0	0	0	0	0	5	5	2	0	0	0	0	0	0	0	0	0	0	21.3	16	3.4
16:15-16:30	9	0	0	9	0	0	0	0	0	0	0	0	0	0	1	6	2	0	0	0	0	0	0	0	0	0	0	-	17.7	2.9
16:30-16:45	6	0	0	6	0	0	0	0	0	0	0	0	0	0	2	2	1	0	1	0	0	0	0	0	0	0	0	-	19.6	8
16:45-17:00	6	0	0	5	0	1	0	0	0	0	0	0	0	1	4	1	0	0	0	0	0	0	0	0	0	0	0	-	13.7	3.7
17:00-17:15	4	0	0	4	0	0	0	0	0	0	0	0	0	0	1	0	3	0	0	0	0	0	0	0	0	0	0	-	19.6	4.7
17:15-17:30	7	0	0	7	0	0	0	0	0	0	0	0	0	0	2	5	0	0	0	0	0	0	0	0	0	0	0	-	16.9	2.2
17:30-17:45	4	0	0	4	0	0	0	0	0	0	0	0	0	0	1	2	1	0	0	0	0	0	0	0	0	0	0	-	16.6	4.2
17:45-18:00	5	0	0	3	0	2	0	0	0	0	0	0	0	0	1	4	0	0	0	0	0	0	0	0	0	0	0	-	16.9	2.7
18:00-18:15	7	0	0	7	0	0	0	0	0	0	0	0	0	0	2	5	0	0	0	0	0	0	0	0	0	0	0	-	16.5	3
18:15-18:30	7	0	0	7	0	0	0	0	0	0	0	0	0	0	3	4	0	0	0	0	0	0	0	0	0	0	0	-	16.5	2.9
18:30-18:45	5	0	0	5	0	0	0	0	0	0	0	0	0	0	2	2	1	0	0	0	0	0	0	0	0	0	0	-	16.1	3.3
18:45-19:00	3	0	0	2	0	1	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	-	20	1.1
19:00-19:15	6	0	0	6	0	0	0	0	0	0	0	0	0	0	4	1	0	1	0	0	0	0	0	0	0	0	0	-	16.6	5.8
19:15-19:30	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	19.5	-
19:30-19:45	6	0	0	6	0	0	0	0	0	0	0	0	0	0	2	1	3	0	0	0	0	0	0	0	0	0	0	-	17.6	3.6
19:45-20:00	5	0	0	4	0	1	0	0	0	0	0	0	0	1	0	3	1	0	0	0	0	0	0	0	0	0	0	-	16.8	5.3
20:00-20:15	6	0	1	4	0	1	0	0	0	0	0	0	0	2	0	3	1	0	0	0	0	0	0	0	0	0	0	-	14.1	5.4
20:15-20:30	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	-	11.6	-
20:30-20:45	2	0	0	2	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	-	15.2	2.9
20:45-21:00	3	0	0	3	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	-	15	3.1
21:00-21:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
21:15-21:30	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	-	10.9	-
21:30-21:45	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	-	12.9	-
21:45-22:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	15.9	-
22:00-22:15	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	-	18.3	0.4
22:15-22:30	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	22.7	-
22:30-22:45	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	20	-
22:45-23:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	-	10.2	-
23:00-23:15	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	18.8	-
23:15-23:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
23:30-23:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
23:45-00:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	15.6	-
07-19	**324**	**2**	**0**	**306**	**0**	**16**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**14**	**89**	**159**	**57**	**4**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**20.7**	**16.8**	**3.9**
06-22	**358**	**2**	**1**	**337**	**0**	**18**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**17**	**101**	**172**	**62**	**5**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**20.7**	**16.7**	**3.9**
06-00	**365**	**2**	**1**	**344**	**0**	**18**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**17**	**102**	**176**	**64**	**5**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**20.7**	**16.7**	**3.9**
00-00	**370**	**2**	**1**	**347**	**0**	**20**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**18**	**104**	**176**	**65**	**6**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**20.7**	**16.7**	**4**

Saturday 02 May 2026

Time	Total	Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 0.85	Average Speed	Standard deviation
00:00-00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
00:15-00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
00:30-00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
00:45-01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
01:00-01:15	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	14.7	-
01:15-01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
01:30-01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
01:45-02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
02:00-02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
02:15-02:30	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	-	30.4	-
02:30-02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
02:45-03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
03:00-03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
03:15-03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
03:30-03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
03:45-04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
04:00-04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
04:15-04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
04:30-04:45	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	-	17.1	-
04:45-05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
05:00-05:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
05:15-05:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-

05:30-05:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
05:45-06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
06:00-06:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
06:15-06:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
06:30-06:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
06:45-07:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	-	18.6	-
07:00-07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
07:15-07:30	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	-	16.1	-
07:30-07:45	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	-	17.6	3.2
07:45-08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
08:00-08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
08:15-08:30	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	-	18.9	-
08:30-08:45	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	-	14.9	1.3
08:45-09:00	2	0	0	1	0	1	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	-	12.2	2.7
09:00-09:15	2	0	0	1	0	1	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	-	18.8	1.8
09:15-09:30	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	-	19.8	2.9
09:30-09:45	2	0	0	2	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	-	17.1	3.6
09:45-10:00	4	0	0	4	0	0	0	0	0	0	0	0	0	0	1	2	1	0	0	0	0	0	0	0	0	0	0	-	17.3	2.8
10:00-10:15	8	0	0	5	0	3	0	0	0	0	0	0	0	0	4	2	2	0	0	0	0	0	0	0	0	0	0	-	16.1	4.4
10:15-10:30	4	0	0	4	0	0	0	0	0	0	0	0	0	2	1	0	1	0	0	0	0	0	0	0	0	0	0	-	13.2	5.8
10:30-10:45	5	0	0	5	0	0	0	0	0	0	0	0	0	0	1	2	2	0	0	0	0	0	0	0	0	0	0	-	17.2	3.9
10:45-11:00	3	0	0	3	0	0	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	-	16.9	5
11:00-11:15	8	0	0	7	0	1	0	0	0	0	0	0	0	0	1	6	0	1	0	0	0	0	0	0	0	0	0	-	17.3	4.3
11:15-11:30	5	0	0	5	0	0	0	0	0	0	0	0	0	0	1	0	4	0	0	0	0	0	0	0	0	0	0	-	20.6	3.5
11:30-11:45	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	15.3	-
11:45-12:00	7	0	0	6	0	1	0	0	0	0	0	0	0	0	4	2	1	0	0	0	0	0	0	0	0	0	0	-	15	3.9
12:00-12:15	7	0	0	6	0	1	0	0	0	0	0	0	0	0	2	4	1	0	0	0	0	0	0	0	0	0	0	-	17.5	3.5
12:15-12:30	7	0	0	7	0	0	0	0	0	0	0	0	0	0	3	3	1	0	0	0	0	0	0	0	0	0	0	-	16.8	3.1
12:30-12:45	3	0	0	3	0	0	0	0	0	0	0	0	0	0	1	0	2	0	0	0	0	0	0	0	0	0	0	-	19.8	4.9
12:45-13:00	5	0	0	5	0	0	0	0	0	0	0	0	0	1	1	1	2	0	0	0	0	0	0	0	0	0	0	-	16.7	6
13:00-13:15	5	0	0	4	0	1	0	0	0	0	0	0	0	0	1	3	1	0	0	0	0	0	0	0	0	0	0	-	16.4	2.7
13:15-13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
13:30-13:45	7	0	0	7	0	0	0	0	0	0	0	0	0	0	1	6	0	0	0	0	0	0	0	0	0	0	0	-	16.2	2.2
13:45-14:00	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	4	1	0	0	0	0	0	0	0	0	0	0	-	19.2	3
14:00-14:15	3	0	0	3	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	-	16.1	1.2
14:15-14:30	6	0	0	6	0	0	0	0	0	0	0	0	0	1	2	2	1	0	0	0	0	0	0	0	0	0	0	-	15.1	4.2
14:30-14:45	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	-	18	3.3
14:45-15:00	6	0	0	5	0	1	0	0	0	0	0	0	0	0	1	4	1	0	0	0	0	0	0	0	0	0	0	-	17.3	3.7
15:00-15:15	3	0	0	3	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	-	16.1	3.6
15:15-15:30	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	-	14.2	-
15:30-15:45	7	0	0	7	0	0	0	0	0	0	0	0	0	1	2	3	1	0	0	0	0	0	0	0	0	0	0	-	16.1	4.5
15:45-16:00	5	0	0	5	0	0	0	0	0	0	0	0	0	0	1	3	1	0	0	0	0	0	0	0	0	0	0	-	17.4	2.8
16:00-16:15	4	1	0	2	0	1	0	0	0	0	0	0	0	1	0	2	1	0	0	0	0	0	0	0	0	0	0	-	16.1	5.8
16:15-16:30	6	0	0	6	0	0	0	0	0	0	0	0	0	1	1	3	0	0	1	0	0	0	0	0	0	0	0	-	17	7.9
16:30-16:45	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	-	11.2	0.6
16:45-17:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	17.8	-
17:00-17:15	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	-	17.6	0.6
17:15-17:30	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	-	19.4	3.7
17:30-17:45	6	0	0	6	0	0	0	0	0	0	0	0	0	1	2	3	0	0	0	0	0	0	0	0	0	0	0	-	14.8	3.6
17:45-18:00	4	0	0	3	0	1	0	0	0	0	0	0	0	0	1	2	1	0	0	0	0	0	0	0	0	0	0	-	17	3.3
18:00-18:15	4	0	0	4	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	-	14.5	2.6
18:15-18:30	2	0	0	2	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	-	15	3.9
18:30-18:45	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	3	2	0	0	0	0	0	0	0	0	0	0	-	19	2.8
18:45-19:00	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	-	22.2	2.3
19:00-19:15	6	0	0	6	0	0	0	0	0	0	0	0	0	0	1	3	1	1	0	0	0	0	0	0	0	0	0	-	19.4	4.9
19:15-19:30	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	-	13.1	2.1
19:30-19:45	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	-	19.7	1
19:45-20:00	3	0	0	3	0	0	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	-	16.6	3.4
20:00-20:15	2	0	0	2	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	-	16.6	4
20:15-20:30	5	0	0	5	0	0	0	0	0	0	0	0	0	0	2	1	2	0	0	0	0	0	0	0	0	0	0	-	17.9	3.3
20:30-20:45	2	0	0	2	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	-	16	1.7
20:45-21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
21:00-21:15	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	-	21	3.1
21:15-21:30	2	0	0	2	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	-	14.2	4
21:30-21:45	3	0	0	3	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	-	16.1	3.6
21:45-22:00	3	1	0	1	0	1	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	-	16.6	3.4
22:00-22:15	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	18.2	-
22:15-22:30	1	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	-	8.1	-
22:30-22:45	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	-	12.3	-
22:45-23:00	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	-	21.9	4
23:00-23:15	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	-	12.3	2.5
23:15-23:30	2	0	0	2	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	-	18.9	7.4
23:30-23:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
23:45-00:00	0	0	0	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	**175**	**1**	**0**	**162**	**0**	**12**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**8**	**46**	**85**	**34**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**20.6**	**16.8**	**3.9**
06-22	**209**	**2**	**0**	**194**	**0**	**13**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**8**	**57**	**100**	**41**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**20.5**	**16.9**	**3.9**
06-00	**218**	**2**	**0**	**203**	**0**	**13**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**9**	**61**	**102**	**43**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**20.6**	**16.9**	**3.9**
00-00	**221**	**2**	**0**	**206**	**0**	**13**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**9**	**62**	**103**	**43**	**2**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**20.7**	**16.9**	**4**

Sunday 03 May 2026

Time	Total	Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 0.85	Average Speed	Standard deviation
00:00-00:15	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	-	19	-
00:15-00:30	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	-	15.6	-
00:30-00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
00:45-01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
01:00-01:15	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	-	9.2	-
01:15-01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
01:30-01:45	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	-	9.7	-
01:45-02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
02:00-02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
02:15-02:30	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	-	9.8	-

02:30-02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
02:45-03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
03:00-03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
03:15-03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
03:30-03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
03:45-04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
04:00-04:15	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	-	18.9	-
04:15-04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
04:30-04:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
04:45-05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
05:00-05:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
05:15-05:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
05:30-05:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
05:45-06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
06:00-06:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
06:15-06:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
06:30-06:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
06:45-07:00	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	-	18.9	3.5
07:00-07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
07:15-07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
07:30-07:45	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	-	16.3	0.3
07:45-08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
08:00-08:15	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	-	22.3	-
08:15-08:30	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	-	14.4	-
08:30-08:45	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	-	21.7	-
08:45-09:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	-	20.1	-
09:00-09:15	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	-	16.6	4.7
09:15-09:30	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	0	0	0	0	0	-	14.4	2.3
09:30-09:45	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	2	0	1	0	0	0	0	0	0	0	0	0	-	15.3	5.3
09:45-10:00	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	-	16.7	0.9
10:00-10:15	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	-	21	-
10:15-10:30	7	0	0	7	0	0	0	0	0	0	0	0	0	0	0	3	3	1	0	0	0	0	0	0	0	0	0	-	16.1	4.4
10:30-10:45	7	0	0	7	0	0	0	0	0	0	0	0	0	0	0	4	3	0	0	0	0	0	0	0	0	0	0	-	14.4	2.9
10:45-11:00	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	-	15.6	2.4
11:00-11:15	6	0	0	5	0	1	0	0	0	0	0	0	0	0	0	4	1	1	0	0	0	0	0	0	0	0	0	-	15.8	3.5
11:15-11:30	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	-	16.5	2.6
11:30-11:45	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	1	3	0	0	0	0	0	0	0	0	0	0	-	16.6	2.3
11:45-12:00	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	-	15	3
12:00-12:15	4	0	0	3	0	1	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	-	17.9	3.9
12:15-12:30	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	2	3	0	0	0	0	0	0	0	0	0	0	-	16.3	2.4
12:30-12:45	6	0	0	4	0	2	0	0	0	0	0	0	0	0	0	4	2	0	0	0	0	0	0	0	0	0	0	-	13.1	2.5
12:45-13:00	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	1	3	0	0	0	0	0	0	0	0	0	0	-	16	2.3
13:00-13:15	4	0	0	4	0	0	0	0	0	0	0	0	0	0	1	0	1	2	0	0	0	0	0	0	0	0	0	-	18.2	7.1
13:15-13:30	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	-	19.8	-
13:30-13:45	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	4	1	0	0	0	0	0	0	0	0	0	-	18.4	1.4
13:45-14:00	3	0	0	2	0	1	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	-	16	1.9
14:00-14:15	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	-	20.1	1.2
14:15-14:30	3	0	0	3	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	-	15.8	2.1
14:30-14:45	3	0	0	3	0	0	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	-	17	3.6
14:45-15:00	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	0	0	0	0	0	-	16.9	2.3
15:00-15:15	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	-	19.8	1.8
15:15-15:30	6	0	0	6	0	0	0	0	0	0	0	0	0	0	0	5	0	1	0	0	0	0	0	0	0	0	0	-	19	3.7
15:30-15:45	4	0	0	4	0	0	0	0	0	0	0	0	0	0	1	3	0	0	0	0	0	0	0	0	0	0	0	-	15	1.5
15:45-16:00	6	0	0	6	0	0	0	0	0	0	0	0	0	0	2	4	0	0	0	0	0	0	0	0	0	0	0	-	16.2	2.5
16:00-16:15	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	-	25.2	10.4
16:15-16:30	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	-	16.9	1.1
16:30-16:45	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	15.9	-
16:45-17:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	15.5	-
17:00-17:15	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	3	1	0	1	0	0	0	0	0	0	0	0	-	21.9	5.6
17:15-17:30	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	4	0	1	0	0	0	0	0	0	0	0	0	-	19.5	4.8
17:30-17:45	6	0	0	6	0	0	0	0	0	0	0	0	0	0	2	2	2	0	0	0	0	0	0	0	0	0	0	-	17	3.7
17:45-18:00	4	0	0	4	0	0	0	0	0	0	0	0	0	0	1	2	1	0	0	0	0	0	0	0	0	0	0	-	17.4	2.8
18:00-18:15	5	0	0	5	0	0	0	0	0	0	0	0	0	0	1	2	2	0	0	0	0	0	0	0	0	0	0	-	18	4.6
18:15-18:30	7	0	0	7	0	0	0	0	0	0	0	0	0	0	1	6	0	0	0	0	0	0	0	0	0	0	0	-	16	0.8
18:30-18:45	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	18	-
18:45-19:00	3	0	0	2	0	1	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	-	16.8	1.7
19:00-19:15	2	0	0	2	0	0	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	-	17.9	3.7
19:15-19:30	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	-	17.9	-
19:30-19:45	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	-	26.4	-
19:45-20:00	6	0	0	6	0	0	0	0	0	0	0	0	0	0	1	4	1	0	0	0	0	0	0	0	0	0	0	-	17	2.9
20:00-20:15	3	0	0	3	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	-	17.4	2.8
20:15-20:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
20:30-20:45	3	0	0	3	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	-	16.5	2.1
20:45-21:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	-	11.5	-
21:00-21:15	5	0	0	5	0	0	0	0	0	0	0	0	0	0	2	2	1	0	0	0	0	0	0	0	0	0	0	-	17.2	3.5
21:15-21:30	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	17.9	-
21:30-21:45	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	-	31.5	-
21:45-22:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	19.4	-
22:00-22:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
22:15-22:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
22:30-22:45	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	16.4	-
22:45-23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
23:00-23:15	2	0	0	1	0	1	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	-	19.5	3.2
23:15-23:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
23:30-23:45	3	0	0	3	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	-	14.6	3.8
23:45-00:00	0	0	0	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	**156**	**0**	**0**	**149**	**0**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**43**	**84**	**24**	**2**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**20.3**	**17**	**3.6**
06-22	**184**	**0**	**0**	**177**	**0**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**49**	**100**	**28**	**3**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**20.5**	**17.2**	**3.7**
06-00	**190**	**0**	**0**	**182**	**0**	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**50**	**104**	**29**	**3**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**20.5**	**17.1**	**3.7**
00-00	**196**	**0**	**0**	**188**	**0**	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**50**	**107**	**29**	**3**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**20.5**	**17**	**3.8**

Virtual Day (7)

Time	Total	Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 0.85	Average Speed	Standard deviation
0000 - 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	-	17.2	-
0100 - 0200	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	-	12.9	-
0200 - 0300	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	-	18.1	-
0300 - 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	-	23.3	-
0400 - 0500	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	15.5	-
0500 - 0600	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	-	19.5	-
0600 - 0700	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	-	19.1	3.5
0700 - 0800	16	0	0	15	0	1	0	0	0	0	0	0	0	0	0	2	11	3	0	0	0	0	0	0	0	0	0	20.5	17.4	2.9
0800 - 0900	42	0	0	41	0	1	0	0	0	0	0	0	0	0	2	11	19	9	1	0	0	0	0	0	0	0	0	21.9	17.2	4.3
0900 - 1000	13	0	0	12	0	1	0	0	0	0	0	0	0	0	0	4	6	3	0	0	0	0	0	0	0	0	0	20.4	16.6	3.5
1000 - 1100	18	0	0	15	0	3	0	0	0	0	0	0	0	0	1	6	9	3	0	0	0	0	0	0	0	0	0	19.9	15.9	3.6
1100 - 1200	19	1	0	17	0	1	0	0	0	0	0	0	0	0	1	5	9	3	0	0	0	0	0	0	0	0	0	21.1	16.8	4.1
1200 - 1300	20	0	0	17	0	2	0	0	0	0	0	0	0	0	1	6	9	3	0	0	0	0	0	0	0	0	0	20.2	16.2	3.8
1300 - 1400	18	0	0	17	0	1	0	0	0	0	0	0	0	0	1	5	9	4	0	0	0	0	0	0	0	0	0	21.3	17.1	3.9
1400 - 1500	29	0	0	28	0	1	0	0	0	0	0	0	0	0	2	7	15	5	1	0	0	0	0	0	0	0	0	20.6	16.5	4.1
1500 - 1600	31	0	0	30	0	1	0	0	0	0	0	0	0	0	2	9	16	5	0	0	0	0	0	0	0	0	0	20.1	16.5	3.7
1600 - 1700	24	0	0	23	0	1	0	0	0	0	0	0	0	0	1	6	13	4	0	0	0	0	0	0	0	0	0	20.6	17	4.1
1700 - 1800	23	0	0	22	0	0	0	0	0	0	0	0	0	0	1	4	12	5	1	0	0	0	0	0	0	0	0	21.4	17.7	3.8
1800 - 1900	21	0	0	20	0	0	0	0	0	0	0	0	0	0	1	8	9	3	0	0	0	0	0	0	0	0	0	19.7	15.7	3.9
1900 - 2000	14	0	0	13	0	0	0	0	0	0	0	0	0	0	2	4	5	2	0	0	0	0	0	0	0	0	0	20.6	15.6	4.9
2000 - 2100	11	0	0	10	0	0	0	0	0	0	0	0	0	0	0	3	5	2	0	0	0	0	0	0	0	0	0	20.9	16.8	3.8
2100 - 2200	7	0	0	6	0	0	0	0	0	0	0	0	0	0	0	2	4	1	0	0	0	0	0	0	0	0	0	-	17.3	4.2
2200 - 2300	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	2	2	1	0	0	0	0	0	0	0	0	0	-	16.7	4.2
2300 - 0000	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	-	17.2	4.2
07-19	**276**	**2**	**1**	**258**	**0**	**14**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**13**	**72**	**136**	**50**	**4**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**20.6**	**16.8**	**3.9**
06-22	**311**	**2**	**1**	**291**	**0**	**15**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**15**	**82**	**152**	**56**	**4**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**20.7**	**16.7**	**4**
06-00	**319**	**2**	**1**	**299**	**0**	**15**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**16**	**85**	**155**	**58**	**5**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**20.7**	**16.7**	**4**
00-00	**323**	**2**	**1**	**303**	**0**	**16**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**16**	**86**	**156**	**59**	**5**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**20.7**	**16.7**	**4**

Virtual Week (1)

Time	Total	Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 0.85	Average Speed	Standard deviation
Mon	355	6	1	326	0	22	0	0	0	0	0	0	0	0	19	88	182	62	3	1	0	0	0	0	0	0	0	20.2	16.6	4
Tue	361	0	4	342	0	14	1	0	0	0	0	0	0	0	22	106	167	61	5	0	0	0	0	0	0	0	0	20.7	16.4	4.1
Wed	385	3	0	359	0	22	0	0	1	0	0	0	0	0	17	101	183	77	7	0	0	0	0	0	0	0	0	21.3	16.9	4
Thu	376	4	1	350	0	15	4	1	1	0	0	0	0	0	24	92	175	76	9	0	0	0	0	0	0	0	0	21	16.8	4.1
Fri	370	2	1	347	0	20	0	0	0	0	0	0	0	0	18	104	176	65	6	1	0	0	0	0	0	0	0	20.7	16.7	4
|Sat	221	2	0	206	0	13	0	0	0	0	0	0	0	0	9	62	103	43	2	2	0	0	0	0	0	0	0	20.7	16.9	4
|Sun	196	0	0	188	0	8	0	0	0	0	0	0	0	0	4	50	107	29	3	3	0	0	0	0	0	0	0	20.5	17	3.8
--	**2264**	**17**	**7**	**2118**	**0**	**114**	**5**	**1**	**2**	**0**	**0**	**0**	**0**	**0**	**113**	**603**	**1093**	**413**	**35**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**20.7**	**16.7**	**4**

Grand Total

Time	Total	Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 0.85	Average Speed	Standard deviation
--	**2264**	**17**	**7**	**2118**	**0**	**114**	**5**	**1**	**2**	**0**	**0**	**0**	**0**	**0**	**113**	**603**	**1093**	**413**	**35**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**20.7**	**16.7**	**4**

Woodward Court, Mirfield
Classified Junction Count

Site 1 of 6
Woodward Court
Wellhouse Lane (South)
Wellhouse Lane (North)

Lat/Long
lat 53.686148° lon -1.687343°

Date
Wednesday 29 April 2026

Weather
sunny
Temp: 5°C

0700 - 1000 (Weekday AM Peak)

	Movement 1.1: Left from Woodward Court to Wellhouse Lane (South)								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	1	0	0	0	0	0	1	1.00
0715 - 0730	0	0	0	0	0	0	0	0	0	0.00
0730 - 0745	0	0	0	0	0	0	0	0	0	0.00
0745 - 0800	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	1	0	0	0	0	0	1	1.00
Hourly Average	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.25	0.25
0800 - 0815	0	0	0	0	0	0	0	0	0	0.00
0815 - 0830	0	0	0	0	0	0	0	0	0	0.00
0830 - 0845	0	0	1	1	0	0	0	0	2	2.00
0845 - 0900	0	0	9	1	0	0	0	0	10	10.00
Hourly Total	0	0	10	2	0	0	0	0	12	12.00
Hourly Average	0.00	0.00	2.50	0.50	0.00	0.00	0.00	0.00	3.00	3.00
0900 - 0915	0	0	1	0	0	0	0	0	1	1.00
0915 - 0930	0	0	0	0	0	0	0	0	0	0.00
0930 - 0945	0	0	0	0	0	0	0	0	0	0.00
0945 - 1000	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	1	0	0	0	0	0	1	1.00
Hourly Average	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.25	0.25

Session Total	0	0	12	2	0	0	0	0	14	14.00
Session Average	0.00	0.00	1.00	0.17	0.00	0.00	0.00	0.00	1.17	1.17

Date
Wednesday 29 April 2026

Weather
Cloudy
Temp: 16°C

1400 - 1900 (Weekday PM Peak)

	Movement 1.1: Left from Woodward Court to Wellhouse Lane (South)								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1400 - 1415	0	0	2	0	0	0	0	0	2	2.00
1415 - 1430	0	0	0	0	0	0	0	0	0	0.00
1430 - 1445	0	0	0	0	0	0	0	0	0	0.00
1445 - 1500	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	2	0	0	0	0	0	2	2.00
Hourly Average	0.00	0.00	0.50	0.00	0.00	0.00	0.00	0.00	0.50	0.50
1500 - 1515	0	0	0	0	0	0	0	0	0	0.00
1515 - 1530	0	0	19	0	1	0	0	0	20	20.00
1530 - 1545	0	0	0	0	0	0	0	0	0	0.00
1545 - 1600	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	19	0	1	0	0	0	20	20.00
Hourly Average	0.00	0.00	4.75	0.00	0.25	0.00	0.00	0.00	5.00	5.00
1600 - 1615	0	0	0	0	0	0	0	0	0	0.00
1615 - 1630	0	0	0	0	0	0	0	0	0	0.00
1630 - 1645	0	0	0	0	0	0	0	0	0	0.00
1645 - 1700	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
1700 - 1715	0	0	0	0	0	0	0	0	0	0.00
1715 - 1730	0	0	0	0	0	0	0	0	0	0.00
1730 - 1745	0	0	0	0	0	0	0	0	0	0.00
1745 - 1800	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
1800 - 1815	0	0	0	0	0	0	0	0	0	0.00
1815 - 1830	0	0	0	0	0	0	0	0	0	0.00
1830 - 1845	0	0	0	0	0	0	0	0	0	0.00
1845 - 1900	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Session Total	0	0	21	0	1	0	0	0	22	22.00
Session Average	0.00	0.00	1.05	0.00	0.05	0.00	0.00	0.00	1.10	1.10

Woodward Court, Mirfield
Classified Junction Count

Site 1 of 6
Woodward Court
Wellhouse Lane (South)
Wellhouse Lane (North)

Lat/Long
lat 53.686148° lon -1.687343°

Date
Wednesday 29 April 2026

Weather
sunny
Temp: 5°C

0700 - 1000 (Weekday AM Peak)

	Movement 1.2: Right from Woodward Court to Wellhouse Lane (North)								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	0	0	0	0	0	0	0	0.00
0715 - 0730	0	0	2	0	0	0	0	0	2	2.00
0730 - 0745	0	0	0	0	0	0	0	0	0	0.00
0745 - 0800	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	2	0	0	0	0	0	2	2.00
Hourly Average	0.00	0.00	0.50	0.00	0.00	0.00	0.00	0.00	0.50	0.50
0800 - 0815	0	0	1	0	0	0	0	0	1	1.00
0815 - 0830	0	0	0	0	0	0	0	0	0	0.00
0830 - 0845	0	0	1	1	0	0	0	0	2	2.00
0845 - 0900	0	0	3	1	0	0	0	0	4	4.00
Hourly Total	0	0	5	2	0	0	0	0	7	7.00
Hourly Average	0.00	0.00	1.25	0.50	0.00	0.00	0.00	0.00	1.75	1.75
0900 - 0915	0	0	1	0	0	0	0	0	1	1.00
0915 - 0930	0	0	0	0	0	0	0	0	0	0.00
0930 - 0945	0	0	0	0	0	0	0	0	0	0.00
0945 - 1000	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	1	0	0	0	0	0	1	1.00
Hourly Average	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.25	0.25

Session Total	0	0	8	2	0	0	0	0	10	10.00
Session Average	0.00	0.00	0.67	0.17	0.00	0.00	0.00	0.00	0.83	0.83

Date
Wednesday 29 April 2026

Weather
Cloudy
Temp: 16°C

1400 - 1900 (Weekday PM Peak)

	Movement 1.2: Right from Woodward Court to Wellhouse Lane (North)								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1400 - 1415	0	0	1	0	0	0	0	0	1	1.00
1415 - 1430	0	0	0	0	0	0	0	0	0	0.00
1430 - 1445	0	0	1	0	0	0	0	0	1	1.00
1445 - 1500	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	2	0	0	0	0	0	2	2.00
Hourly Average	0.00	0.00	0.50	0.00	0.00	0.00	0.00	0.00	0.50	0.50
1500 - 1515	0	0	0	0	0	0	0	0	0	0.00
1515 - 1530	0	0	7	0	0	0	0	0	7	7.00
1530 - 1545	0	0	1	0	0	0	0	0	1	1.00
1545 - 1600	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	0	0	9	0	0	0	0	0	9	9.00
Hourly Average	0.00	0.00	2.25	0.00	0.00	0.00	0.00	0.00	2.25	2.25
1600 - 1615	0	0	0	0	0	0	0	0	0	0.00
1615 - 1630	0	0	0	0	0	0	0	0	0	0.00
1630 - 1645	0	0	0	0	0	0	0	0	0	0.00
1645 - 1700	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	0	0	1	0	0	0	0	0	1	1.00
Hourly Average	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.25	0.25
1700 - 1715	0	0	0	0	0	0	0	0	0	0.00
1715 - 1730	0	0	1	0	0	0	0	0	1	1.00
1730 - 1745	0	0	0	0	0	0	0	0	0	0.00
1745 - 1800	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	0	0	2	0	0	0	0	0	2	2.00
Hourly Average	0.00	0.00	0.50	0.00	0.00	0.00	0.00	0.00	0.50	0.50
1800 - 1815	0	0	3	0	0	0	0	0	3	3.00
1815 - 1830	0	0	1	1	0	0	0	0	2	2.00
1830 - 1845	0	0	0	0	0	0	0	0	0	0.00
1845 - 1900	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	4	1	0	0	0	0	5	5.00
Hourly Average	0.00	0.00	1.00	0.25	0.00	0.00	0.00	0.00	1.25	1.25

Session Total	0	0	18	1	0	0	0	0	19	19.00
Session Average	0.00	0.00	0.90	0.05	0.00	0.00	0.00	0.00	0.95	0.95

Woodward Court, Mirfield
Classified Junction Count

Site 1 of 6
Woodward Court
Wellhouse Lane (South)
Wellhouse Lane (North)

Lat/Long
lat 53.686148° lon -1.687343°

Date
Wednesday 29 April 2026

Weather
sunny
Temp: 5°C

0700 - 1000 (Weekday AM Peak)

	Movement 1.3: Left from Wellhouse Lane (South) to Wellhouse Lane (North)								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	6	0	0	0	0	0	6	6.00
0715 - 0730	0	0	5	1	0	0	0	0	6	6.00
0730 - 0745	1	0	18	0	2	0	0	0	21	20.20
0745 - 0800	0	0	17	1	1	0	0	0	19	19.00
Hourly Total	**1**	**0**	**46**	**2**	**3**	**0**	**0**	**0**	52	51.20
Hourly Average	**0.25**	**0.00**	**11.50**	**0.50**	**0.75**	**0.00**	**0.00**	**0.00**	**13.00**	**12.80**
0800 - 0815	0	0	21	0	1	0	0	0	22	22.00
0815 - 0830	0	0	18	3	1	0	0	0	22	22.00
0830 - 0845	2	0	12	3	0	0	0	0	17	15.40
0845 - 0900	0	0	11	2	0	0	0	0	13	13.00
Hourly Total	**2**	**0**	**62**	**8**	**2**	**0**	**0**	**0**	74	72.40
Hourly Average	**0.50**	**0.00**	**15.50**	**2.00**	**0.50**	**0.00**	**0.00**	**0.00**	**18.50**	**18.10**
0900 - 0915	0	0	7	0	0	0	0	0	7	7.00
0915 - 0930	0	0	2	0	0	0	0	0	2	2.00
0930 - 0945	0	0	5	1	3	0	0	0	9	9.00
0945 - 1000	1	0	8	2	0	0	0	0	11	10.20
Hourly Total	**1**	**0**	**22**	**3**	**3**	**0**	**0**	**0**	29	28.20
Hourly Average	**0.25**	**0.00**	**5.50**	**0.75**	**0.75**	**0.00**	**0.00**	**0.00**	**7.25**	**7.05**

Session Total	**4**	**0**	**130**	**13**	**8**	**0**	**0**	**0**	155	151.80
Session Average	**0.33**	**0.00**	**10.83**	**1.08**	**0.67**	**0.00**	**0.00**	**0.00**	**12.92**	**12.65**

Date
Wednesday 29 April 2026

Weather
Cloudy
Temp: 16°C

1400 - 1900 (Weekday PM Peak)

	Movement 1.3: Left from Wellhouse Lane (South) to Wellhouse Lane (North)								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1400 - 1415	0	0	9	0	0	0	0	0	9	9.00
1415 - 1430	0	0	7	0	0	0	0	0	7	7.00
1430 - 1445	0	0	5	0	1	0	0	0	6	6.00
1445 - 1500	0	0	14	0	0	0	0	0	14	14.00
Hourly Total	**0**	**0**	**35**	**0**	**1**	**0**	**0**	**0**	36	36.00
Hourly Average	**0.00**	**0.00**	**8.75**	**0.00**	**0.25**	**0.00**	**0.00**	**0.00**	**9.00**	**9.00**
1500 - 1515	2	0	10	3	0	0	0	0	15	13.40
1515 - 1530	0	0	6	4	0	0	0	0	10	10.00
1530 - 1545	0	0	7	1	1	0	0	0	9	9.00
1545 - 1600	0	0	7	1	1	0	0	0	9	9.00
Hourly Total	**2**	**0**	**30**	**9**	**2**	**0**	**0**	**0**	43	41.40
Hourly Average	**0.50**	**0.00**	**7.50**	**2.25**	**0.50**	**0.00**	**0.00**	**0.00**	**10.75**	**10.35**
1600 - 1615	1	0	12	0	0	0	0	0	13	12.20
1615 - 1630	0	0	9	2	2	0	0	0	13	13.00
1630 - 1645	0	0	10	0	0	0	0	0	10	10.00
1645 - 1700	0	0	8	0	0	0	0	0	8	8.00
Hourly Total	**1**	**0**	**39**	**2**	**2**	**0**	**0**	**0**	44	43.20
Hourly Average	**0.25**	**0.00**	**9.75**	**0.50**	**0.50**	**0.00**	**0.00**	**0.00**	**11.00**	**10.80**
1700 - 1715	0	0	10	0	2	0	0	0	12	12.00
1715 - 1730	0	0	13	1	2	0	0	0	16	16.00
1730 - 1745	0	0	8	0	3	0	0	0	11	11.00
1745 - 1800	0	0	11	0	0	0	0	0	11	11.00
Hourly Total	**0**	**0**	**42**	**1**	**7**	**0**	**0**	**0**	50	50.00
Hourly Average	**0.00**	**0.00**	**10.50**	**0.25**	**1.75**	**0.00**	**0.00**	**0.00**	**12.50**	**12.50**
1800 - 1815	0	0	7	1	0	0	0	0	8	8.00
1815 - 1830	0	0	4	1	1	0	0	0	6	6.00
1830 - 1845	0	0	7	0	1	0	0	0	8	8.00
1845 - 1900	0	0	9	0	2	0	0	0	11	11.00
Hourly Total	**0**	**0**	**27**	**2**	**4**	**0**	**0**	**0**	33	33.00
Hourly Average	**0.00**	**0.00**	**6.75**	**0.50**	**1.00**	**0.00**	**0.00**	**0.00**	**8.25**	**8.25**

Session Total	**3**	**0**	**173**	**14**	**16**	**0**	**0**	**0**	206	203.60
Session Average	**0.15**	**0.00**	**8.65**	**0.70**	**0.80**	**0.00**	**0.00**	**0.00**	**10.30**	**10.18**

Woodward Court, Mirfield
Classified Junction Count

Site 1 of 6
Woodward Court
Wellhouse Lane (South)
Wellhouse Lane (North)

Lat/Long
lat 53.686148° lon -1.687343°

Date
Wednesday 29 April 2026

Weather
sunny
Temp: 5°C

0700 - 1000 (Weekday AM Peak)

	Movement 1.4: Right from Wellhouse Lane (South) to Woodward Court								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	0	0	0	0	0	0	0	0.00
0715 - 0730	0	0	0	0	0	0	0	0	0	0.00
0730 - 0745	0	0	0	0	0	0	0	0	0	0.00
0745 - 0800	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
0800 - 0815	0	0	1	0	0	0	0	0	1	1.00
0815 - 0830	0	0	3	0	0	0	0	0	3	3.00
0830 - 0845	0	0	4	1	0	0	0	0	5	5.00
0845 - 0900	0	0	0	4	0	0	0	0	4	4.00
Hourly Total	0	0	8	5	0	0	0	0	13	13.00
Hourly Average	0.00	0.00	2.00	1.25	0.00	0.00	0.00	0.00	3.25	3.25
0900 - 0915	0	0	0	0	0	0	0	0	0	0.00
0915 - 0930	0	0	0	0	0	0	0	0	0	0.00
0930 - 0945	0	0	0	0	0	0	0	0	0	0.00
0945 - 1000	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Session Total	0	0	8	5	0	0	0	0	13	13.00
Session Average	0.00	0.00	0.67	0.42	0.00	0.00	0.00	0.00	1.08	1.08

Date
Wednesday 29 April 2026

Weather
Cloudy
Temp: 16°C

1400 - 1900 (Weekday PM Peak)

	Movement 1.4: Right from Wellhouse Lane (South) to Woodward Court								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1400 - 1415	0	0	2	0	0	0	0	0	2	2.00
1415 - 1430	0	0	2	0	0	0	0	0	2	2.00
1430 - 1445	0	0	4	0	0	0	0	0	4	4.00
1445 - 1500	0	0	3	0	0	0	0	0	3	3.00
Hourly Total	0	0	11	0	0	0	0	0	11	11.00
Hourly Average	0.00	0.00	2.75	0.00	0.00	0.00	0.00	0.00	2.75	2.75
1500 - 1515	0	0	6	0	0	0	0	0	6	6.00
1515 - 1530	0	0	0	0	0	0	0	0	0	0.00
1530 - 1545	0	0	2	0	0	0	0	0	2	2.00
1545 - 1600	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	8	0	0	0	0	0	8	8.00
Hourly Average	0.00	0.00	2.00	0.00	0.00	0.00	0.00	0.00	2.00	2.00
1600 - 1615	0	0	0	0	0	0	0	0	0	0.00
1615 - 1630	0	0	0	0	0	0	0	0	0	0.00
1630 - 1645	0	0	1	0	0	0	0	0	1	1.00
1645 - 1700	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	1	0	0	0	0	0	1	1.00
Hourly Average	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.25	0.25
1700 - 1715	0	0	0	0	0	0	0	0	0	0.00
1715 - 1730	0	0	1	0	0	0	0	0	1	1.00
1730 - 1745	0	0	1	0	0	0	0	0	1	1.00
1745 - 1800	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	2	0	0	0	0	0	2	2.00
Hourly Average	0.00	0.00	0.50	0.00	0.00	0.00	0.00	0.00	0.50	0.50
1800 - 1815	0	0	4	0	0	0	0	0	4	4.00
1815 - 1830	0	0	5	0	0	1	0	0	6	6.50
1830 - 1845	0	0	0	0	0	0	0	0	0	0.00
1845 - 1900	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	9	0	0	1	0	0	10	10.50
Hourly Average	0.00	0.00	2.25	0.00	0.00	0.25	0.00	0.00	2.50	2.63

Session Total	0	0	31	0	0	1	0	0	32	32.50
Session Average	0.00	0.00	1.55	0.00	0.00	0.05	0.00	0.00	1.60	1.63

Woodward Court, Mirfield
Classified Junction Count

Site 1 of 6
Woodward Court
Wellhouse Lane (South)
Wellhouse Lane (North)

Lat/Long
lat 53.686148° lon -1.687343°

Date
Wednesday 29 April 2026

Weather
sunny
Temp: 5°C

0700 - 1000 (Weekday AM Peak)

	Movement 1.5: U-Turn from Wellhouse Lane (South) to Wellhouse Lane (South)								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	0	0	0	0	0	0	0	0.00
0715 - 0730	0	0	0	0	0	0	0	0	0	0.00
0730 - 0745	0	0	1	0	0	0	0	0	1	1.00
0745 - 0800	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	1	1.00
Hourly Average	**0.00**	**0.00**	**0.25**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.25**	**0.25**
0800 - 0815	0	0	0	0	0	0	0	0	0	0.00
0815 - 0830	0	0	0	0	0	0	0	0	0	0.00
0830 - 0845	0	0	3	1	0	0	0	0	4	4.00
0845 - 0900	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	**0**	**0**	**4**	**1**	**0**	**0**	**0**	**0**	5	5.00
Hourly Average	**0.00**	**0.00**	**1.00**	**0.25**	**0.00**	**0.00**	**0.00**	**0.00**	**1.25**	**1.25**
0900 - 0915	0	0	0	0	0	0	0	0	0	0.00
0915 - 0930	0	0	0	0	0	0	0	0	0	0.00
0930 - 0945	0	0	0	0	0	0	0	0	0	0.00
0945 - 1000	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0	0.00
Hourly Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

Session Total	**0**	**0**	**5**	**1**	**0**	**0**	**0**	**0**	6	6.00
Session Average	**0.00**	**0.00**	**0.42**	**0.08**	**0.00**	**0.00**	**0.00**	**0.00**	**0.50**	**0.50**

Date
Wednesday 29 April 2026

Weather
Cloudy
Temp: 16°C

1400 - 1900 (Weekday PM Peak)

	Movement 1.5: U-Turn from Wellhouse Lane (South) to Wellhouse Lane (South)								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1400 - 1415	0	0	0	0	0	0	0	0	0	0.00
1415 - 1430	0	0	1	0	0	0	0	0	1	1.00
1430 - 1445	0	0	3	0	0	0	0	0	3	3.00
1445 - 1500	0	0	3	0	0	0	0	0	3	3.00
Hourly Total	**0**	**0**	**7**	**0**	**0**	**0**	**0**	**0**	7	7.00
Hourly Average	**0.00**	**0.00**	**1.75**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**1.75**	**1.75**
1500 - 1515	0	0	1	0	0	0	0	0	1	1.00
1515 - 1530	0	0	0	0	0	0	0	0	0	0.00
1530 - 1545	0	0	0	0	0	0	0	0	0	0.00
1545 - 1600	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	2	2.00
Hourly Average	**0.00**	**0.00**	**0.50**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.50**	**0.50**
1600 - 1615	0	0	0	0	0	0	0	0	0	0.00
1615 - 1630	0	0	0	0	0	0	0	0	0	0.00
1630 - 1645	0	0	1	0	0	0	0	0	1	1.00
1645 - 1700	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	1	1.00
Hourly Average	**0.00**	**0.00**	**0.25**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.25**	**0.25**
1700 - 1715	0	0	0	0	0	0	0	0	0	0.00
1715 - 1730	0	0	0	0	0	0	0	0	0	0.00
1730 - 1745	0	0	0	0	0	0	0	0	0	0.00
1745 - 1800	0	0	2	0	0	0	0	0	2	2.00
Hourly Total	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	2	2.00
Hourly Average	**0.00**	**0.00**	**0.50**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.50**	**0.50**
1800 - 1815	0	0	0	0	0	0	0	0	0	0.00
1815 - 1830	0	0	0	0	0	0	0	0	0	0.00
1830 - 1845	0	0	1	0	0	0	0	0	1	1.00
1845 - 1900	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	1	1.00
Hourly Average	**0.00**	**0.00**	**0.25**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.25**	**0.25**

Session Total	**0**	**0**	**13**	**0**	**0**	**0**	**0**	**0**	13	13.00
Session Average	**0.00**	**0.00**	**0.65**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.65**	**0.65**

Woodward Court, Mirfield
Classified Junction Count

Site 1 of 6
Woodward Court
Wellhouse Lane (South)
Wellhouse Lane (North)

Lat/Long
lat 53.686148° lon -1.687343°

Date
Wednesday 29 April 2026

Weather
sunny
Temp: 5°C

0700 - 1000 (Weekday AM Peak)

	Movement 1.6: Left from Wellhouse Lane (North) to Woodward Court								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	3	0	0	0	0	0	3	3.00
0715 - 0730	0	0	1	0	0	0	0	0	1	1.00
0730 - 0745	0	0	0	0	0	0	0	0	0	0.00
0745 - 0800	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	4	4.00
Hourly Average	**0.00**	**0.00**	**1.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**1.00**	**1.00**
0800 - 0815	0	0	2	0	0	0	0	0	2	2.00
0815 - 0830	0	0	1	0	0	0	0	0	1	1.00
0830 - 0845	0	0	1	1	0	0	0	0	2	2.00
0845 - 0900	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	**0**	**0**	**5**	**1**	**0**	**0**	**0**	**0**	6	6.00
Hourly Average	**0.00**	**0.00**	**1.25**	**0.25**	**0.00**	**0.00**	**0.00**	**0.00**	**1.50**	**1.50**
0900 - 0915	0	0	0	0	0	0	0	0	0	0.00
0915 - 0930	0	0	0	0	0	0	0	0	0	0.00
0930 - 0945	0	0	0	0	0	0	0	0	0	0.00
0945 - 1000	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0	0.00
Hourly Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

Session Total	**0**	**0**	**9**	**1**	**0**	**0**	**0**	**0**	10	10.00
Session Average	**0.00**	**0.00**	**0.75**	**0.08**	**0.00**	**0.00**	**0.00**	**0.00**	**0.83**	**0.83**

Date
Wednesday 29 April 2026

Weather
Cloudy
Temp: 16°C

1400 - 1900 (Weekday PM Peak)

	Movement 1.6: Left from Wellhouse Lane (North) to Woodward Court								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1400 - 1415	0	0	0	0	0	0	0	0	0	0.00
1415 - 1430	0	0	0	1	0	0	0	0	1	1.00
1430 - 1445	0	0	1	0	0	0	0	0	1	1.00
1445 - 1500	0	0	3	1	0	0	0	0	4	4.00
Hourly Total	**0**	**0**	**4**	**2**	**0**	**0**	**0**	**0**	6	6.00
Hourly Average	**0.00**	**0.00**	**1.00**	**0.50**	**0.00**	**0.00**	**0.00**	**0.00**	**1.50**	**1.50**
1500 - 1515	0	0	3	0	0	0	0	0	3	3.00
1515 - 1530	0	0	5	0	0	0	0	0	5	5.00
1530 - 1545	0	0	0	0	0	0	0	0	0	0.00
1545 - 1600	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	**0**	**0**	**8**	**0**	**0**	**0**	**0**	**0**	8	8.00
Hourly Average	**0.00**	**0.00**	**2.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**2.00**	**2.00**
1600 - 1615	0	0	0	0	0	0	0	0	0	0.00
1615 - 1630	0	0	1	0	0	0	0	0	1	1.00
1630 - 1645	0	0	0	0	0	0	0	0	0	0.00
1645 - 1700	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	1	1.00
Hourly Average	**0.00**	**0.00**	**0.25**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.25**	**0.25**
1700 - 1715	0	0	1	0	0	0	0	0	1	1.00
1715 - 1730	0	0	0	0	0	0	0	0	0	0.00
1730 - 1745	0	0	1	0	0	0	0	0	1	1.00
1745 - 1800	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	2	2.00
Hourly Average	**0.00**	**0.00**	**0.50**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.50**	**0.50**
1800 - 1815	0	0	0	0	0	0	0	0	0	0.00
1815 - 1830	0	0	1	0	0	0	0	0	1	1.00
1830 - 1845	0	0	0	0	0	0	0	0	0	0.00
1845 - 1900	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	2	2.00
Hourly Average	**0.00**	**0.00**	**0.50**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.50**	**0.50**

Session Total	**0**	**0**	**17**	**2**	**0**	**0**	**0**	**0**	19	19.00
Session Average	**0.00**	**0.00**	**0.85**	**0.10**	**0.00**	**0.00**	**0.00**	**0.00**	**0.95**	**0.95**

Woodward Court, Mirfield
Classified Junction Count

Site 1 of 6
Woodward Court
Wellhouse Lane (South)
Wellhouse Lane (North)

Lat/Long
lat 53.686148° lon -1.687343°

Date
Wednesday 29 April 2026

Weather
sunny
Temp: 5°C

0700 - 1000 (Weekday AM Peak)

	Movement 1.7: Right from Wellhouse Lane (North) to Wellhouse Lane (South)								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	3	0	0	0	0	0	3	3.00
0715 - 0730	0	0	2	0	0	0	0	0	2	2.00
0730 - 0745	0	0	3	0	0	0	0	0	3	3.00
0745 - 0800	0	0	6	0	1	0	0	0	7	7.00
Hourly Total	0	0	14	0	1	0	0	0	15	15.00
Hourly Average	0.00	0.00	3.50	0.00	0.25	0.00	0.00	0.00	3.75	3.75
0800 - 0815	0	0	7	1	2	0	0	0	10	10.00
0815 - 0830	0	0	11	1	0	0	0	0	12	12.00
0830 - 0845	0	0	40	2	0	0	0	0	42	42.00
0845 - 0900	0	0	34	2	2	0	0	0	38	38.00
Hourly Total	0	0	92	6	4	0	0	0	102	102.00
Hourly Average	0.00	0.00	23.00	1.50	1.00	0.00	0.00	0.00	25.50	25.50
0900 - 0915	0	0	6	2	1	0	0	0	9	9.00
0915 - 0930	0	0	3	0	1	0	0	0	4	4.00
0930 - 0945	0	0	4	0	0	1	0	0	5	5.50
0945 - 1000	0	0	4	0	0	0	0	0	4	4.00
Hourly Total	0	0	17	2	2	1	0	0	22	22.50
Hourly Average	0.00	0.00	4.25	0.50	0.50	0.25	0.00	0.00	5.50	5.63

Session Total	0	0	123	8	7	1	0	0	139	139.50
Session Average	0.00	0.00	10.25	0.67	0.58	0.08	0.00	0.00	11.58	11.63

Date
Wednesday 29 April 2026

Weather
Cloudy
Temp: 16°C

1400 - 1900 (Weekday PM Peak)

	Movement 1.7: Right from Wellhouse Lane (North) to Wellhouse Lane (South)								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1400 - 1415	0	0	4	0	0	0	0	0	4	4.00
1415 - 1430	0	0	5	0	0	0	0	0	5	5.00
1430 - 1445	0	0	2	0	1	0	0	0	3	3.00
1445 - 1500	0	0	3	0	1	0	0	0	4	4.00
Hourly Total	0	0	14	0	2	0	0	0	16	16.00
Hourly Average	0.00	0.00	3.50	0.00	0.50	0.00	0.00	0.00	4.00	4.00
1500 - 1515	0	0	10	0	0	0	0	0	10	10.00
1515 - 1530	4	0	26	0	0	0	0	0	30	26.80
1530 - 1545	0	0	10	0	0	0	0	0	10	10.00
1545 - 1600	0	0	7	0	0	0	0	0	7	7.00
Hourly Total	4	0	53	0	0	0	0	0	57	53.80
Hourly Average	1.00	0.00	13.25	0.00	0.00	0.00	0.00	0.00	14.25	13.45
1600 - 1615	3	1	4	0	0	0	0	0	8	5.00
1615 - 1630	0	0	9	0	1	0	0	0	10	10.00
1630 - 1645	1	0	13	0	1	0	0	0	15	14.20
1645 - 1700	0	0	7	0	2	0	0	0	9	9.00
Hourly Total	4	1	33	0	4	0	0	0	42	38.20
Hourly Average	1.00	0.25	8.25	0.00	1.00	0.00	0.00	0.00	10.50	9.55
1700 - 1715	0	0	6	0	1	0	0	0	7	7.00
1715 - 1730	1	1	7	0	0	0	0	0	9	7.60
1730 - 1745	0	0	15	0	0	0	0	0	15	15.00
1745 - 1800	0	0	14	0	0	0	0	0	14	14.00
Hourly Total	1	1	42	0	1	0	0	0	45	43.60
Hourly Average	0.25	0.25	10.50	0.00	0.25	0.00	0.00	0.00	11.25	10.90
1800 - 1815	0	0	7	0	0	0	0	0	7	7.00
1815 - 1830	0	0	8	0	0	0	0	0	8	8.00
1830 - 1845	0	0	4	0	1	0	0	0	5	5.00
1845 - 1900	0	0	3	0	0	0	0	0	3	3.00
Hourly Total	0	0	22	0	1	0	0	0	23	23.00
Hourly Average	0.00	0.00	5.50	0.00	0.25	0.00	0.00	0.00	5.75	5.75

Session Total	9	2	164	0	8	0	0	0	183	174.60
Session Average	0.45	0.10	8.20	0.00	0.40	0.00	0.00	0.00	9.15	8.73

Woodward Court, Mirfield
Classified Junction Count

Site 1 of 6
Woodward Court
Wellhouse Lane (South)
Wellhouse Lane (North)

Lat/Long
lat 53.686148° lon -1.687343°

Date
Wednesday 29 April 2026

Weather
sunny
Temp: 5°C

0700 - 1000 (Weekday AM Peak)

	Movement 1.8: U-Turn from Wellhouse Lane (North) to Wellhouse Lane (North)								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	0	0	0	0	0	0	0	0.00
0715 - 0730	0	0	0	0	0	0	0	0	0	0.00
0730 - 0745	0	0	0	0	0	0	0	0	0	0.00
0745 - 0800	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0	0.00
Hourly Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**
0800 - 0815	0	0	0	0	0	0	0	0	0	0.00
0815 - 0830	0	0	0	0	0	0	0	0	0	0.00
0830 - 0845	0	0	2	0	1	0	0	0	3	3.00
0845 - 0900	0	0	4	0	0	0	0	0	4	4.00
Hourly Total	**0**	**0**	**6**	**0**	**1**	**0**	**0**	**0**	7	7.00
Hourly Average	**0.00**	**0.00**	**1.50**	**0.00**	**0.25**	**0.00**	**0.00**	**0.00**	**1.75**	**1.75**
0900 - 0915	0	0	0	0	0	0	0	0	0	0.00
0915 - 0930	0	0	0	0	0	0	0	0	0	0.00
0930 - 0945	0	0	0	0	0	0	0	0	0	0.00
0945 - 1000	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0	0.00
Hourly Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

Session Total	**0**	**0**	**6**	**0**	**1**	**0**	**0**	**0**	7	7.00
Session Average	**0.00**	**0.00**	**0.50**	**0.00**	**0.08**	**0.00**	**0.00**	**0.00**	**0.58**	**0.58**

Date
Wednesday 29 April 2026

Weather
Cloudy
Temp: 16°C

1400 - 1900 (Weekday PM Peak)

	Movement 1.8: U-Turn from Wellhouse Lane (North) to Wellhouse Lane (North)								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1400 - 1415	0	0	0	0	0	0	0	0	0	0.00
1415 - 1430	0	0	0	0	0	0	0	0	0	0.00
1430 - 1445	0	0	0	0	0	0	0	0	0	0.00
1445 - 1500	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0	0.00
Hourly Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**
1500 - 1515	0	0	0	0	0	0	0	0	0	0.00
1515 - 1530	0	0	1	0	0	0	0	0	1	1.00
1530 - 1545	0	0	0	0	0	0	0	0	0	0.00
1545 - 1600	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	1	1.00
Hourly Average	**0.00**	**0.00**	**0.25**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.25**	**0.25**
1600 - 1615	0	0	1	0	0	0	0	0	1	1.00
1615 - 1630	0	0	0	0	0	0	0	0	0	0.00
1630 - 1645	0	0	0	0	0	0	0	0	0	0.00
1645 - 1700	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	1	1.00
Hourly Average	**0.00**	**0.00**	**0.25**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.25**	**0.25**
1700 - 1715	0	0	0	0	0	0	0	0	0	0.00
1715 - 1730	0	0	0	0	0	0	0	0	0	0.00
1730 - 1745	0	0	0	0	0	0	0	0	0	0.00
1745 - 1800	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0	0.00
Hourly Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**
1800 - 1815	0	0	0	0	0	0	0	0	0	0.00
1815 - 1830	0	0	0	0	0	0	0	0	0	0.00
1830 - 1845	0	0	0	0	0	0	0	0	0	0.00
1845 - 1900	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0	0.00
Hourly Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

Session Total	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	2	2.00
Session Average	**0.00**	**0.00**	**0.10**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.10**	**0.10**

Woodward Court, Mirfield
Classified Junction Count

Site 2 of 6
Hepworth Lane
Wellhouse Lane (South)
Pumphouse Lane
Wellhouse Lane (North)

Lat/Long
lat 53.684380° lon -1.686464°

Date
Wednesday 29 April 2026

Weather
sunny
Temp: 5°C

0700 - 1000 (Weekday AM Peak)

	Movement 2.1: Left from Hepworth Lane to Wellhouse Lane (South)								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	0	0	0	0	0	0	0	0.00
0715 - 0730	0	0	1	0	0	0	0	0	1	1.00
0730 - 0745	0	0	0	0	0	0	0	0	0	0.00
0745 - 0800	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	1	1.00
Hourly Average	**0.00**	**0.00**	**0.25**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.25**	**0.25**
0800 - 0815	0	0	0	0	0	0	0	0	0	0.00
0815 - 0830	0	0	0	0	1	0	0	0	1	1.00
0830 - 0845	0	0	1	0	0	0	0	0	1	1.00
0845 - 0900	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	**0**	**0**	**2**	**0**	**1**	**0**	**0**	**0**	3	3.00
Hourly Average	**0.00**	**0.00**	**0.50**	**0.00**	**0.25**	**0.00**	**0.00**	**0.00**	**0.75**	**0.75**
0900 - 0915	0	0	0	0	0	0	0	0	0	0.00
0915 - 0930	0	0	0	0	0	0	0	0	0	0.00
0930 - 0945	0	0	0	0	0	0	0	0	0	0.00
0945 - 1000	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0	0.00
Hourly Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

Session Total	**0**	**0**	**3**	**0**	**1**	**0**	**0**	**0**	4	4.00
Session Average	**0.00**	**0.00**	**0.25**	**0.00**	**0.08**	**0.00**	**0.00**	**0.00**	**0.33**	**0.33**

Date
Wednesday 29 April 2026

Weather
Cloudy
Temp: 16°C

1400 - 1900 (Weekday PM Peak)

	Movement 2.1: Left from Hepworth Lane to Wellhouse Lane (South)								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1400 - 1415	0	0	0	0	0	0	0	0	0	0.00
1415 - 1430	0	0	0	0	0	0	0	0	0	0.00
1430 - 1445	0	0	0	0	0	0	0	0	0	0.00
1445 - 1500	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0	0.00
Hourly Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**
1500 - 1515	0	0	0	0	0	0	0	0	0	0.00
1515 - 1530	0	0	0	0	0	0	0	0	0	0.00
1530 - 1545	0	0	0	0	1	0	0	0	1	1.00
1545 - 1600	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	1	1.00
Hourly Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.25**	**0.00**	**0.00**	**0.00**	**0.25**	**0.25**
1600 - 1615	0	0	0	0	0	0	0	0	0	0.00
1615 - 1630	0	0	0	0	0	0	0	0	0	0.00
1630 - 1645	0	0	0	0	0	0	0	0	0	0.00
1645 - 1700	0	0	0	0	1	0	0	0	1	1.00
Hourly Total	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	1	1.00
Hourly Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.25**	**0.00**	**0.00**	**0.00**	**0.25**	**0.25**
1700 - 1715	0	0	1	0	0	0	0	0	1	1.00
1715 - 1730	0	0	0	0	0	0	0	0	0	0.00
1730 - 1745	0	0	0	0	0	0	0	0	0	0.00
1745 - 1800	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	1	1.00
Hourly Average	**0.00**	**0.00**	**0.25**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.25**	**0.25**
1800 - 1815	0	0	1	0	0	0	0	0	1	1.00
1815 - 1830	0	0	0	0	0	0	0	0	0	0.00
1830 - 1845	0	0	0	0	0	0	0	0	0	0.00
1845 - 1900	0	0	2	0	0	0	0	0	2	2.00
Hourly Total	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	3	3.00
Hourly Average	**0.00**	**0.00**	**0.75**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.75**	**0.75**

Session Total	**0**	**0**	**4**	**0**	**2**	**0**	**0**	**0**	6	6.00
Session Average	**0.00**	**0.00**	**0.20**	**0.00**	**0.10**	**0.00**	**0.00**	**0.00**	**0.30**	**0.30**

Woodward Court, Mirfield
Classified Junction Count

Site 2 of 6
Hepworth Lane
Wellhouse Lane (South)
Pumphouse Lane
Wellhouse Lane (North)

Lat/Long
lat 53.684380° lon -1.686464°

Date
Wednesday 29 April 2026

Weather
sunny
Temp: 5°C

0700 - 1000 (Weekday AM Peak)

	Movement 2.2: Westbound from Hepworth Lane to Pumphouse Lane								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	0	0	0	0	0	0	0	0.00
0715 - 0730	0	0	0	0	3	0	0	0	3	3.00
0730 - 0745	0	0	0	0	0	0	0	0	0	0.00
0745 - 0800	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	3	3.00
Hourly Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.75**	**0.00**	**0.00**	**0.00**	**0.75**	**0.75**
0800 - 0815	0	0	0	0	0	0	0	0	0	0.00
0815 - 0830	0	0	0	0	0	0	0	0	0	0.00
0830 - 0845	0	0	0	0	0	0	0	0	0	0.00
0845 - 0900	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0	0.00
Hourly Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**
0900 - 0915	0	0	0	0	1	0	0	0	1	1.00
0915 - 0930	0	0	0	0	0	0	0	0	0	0.00
0930 - 0945	0	0	0	0	0	0	0	0	0	0.00
0945 - 1000	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	1	1.00
Hourly Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.25**	**0.00**	**0.00**	**0.00**	**0.25**	**0.25**

Session Total	**0**	**0**	**0**	**0**	**4**	**0**	**0**	**0**	4	4.00
Session Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.33**	**0.00**	**0.00**	**0.00**	**0.33**	**0.33**

Date
Wednesday 29 April 2026

Weather
Cloudy
Temp: 16°C

1400 - 1900 (Weekday PM Peak)

	Movement 2.2: Westbound from Hepworth Lane to Pumphouse Lane								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1400 - 1415	0	0	2	0	0	0	0	0	2	2.00
1415 - 1430	0	0	3	0	0	0	0	0	3	3.00
1430 - 1445	0	0	5	0	0	0	0	0	5	5.00
1445 - 1500	0	0	4	0	0	0	0	0	4	4.00
Hourly Total	**0**	**0**	**14**	**0**	**0**	**0**	**0**	**0**	14	14.00
Hourly Average	**0.00**	**0.00**	**3.50**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**3.50**	**3.50**
1500 - 1515	0	0	1	0	0	0	0	0	1	1.00
1515 - 1530	0	0	2	0	2	0	0	0	4	4.00
1530 - 1545	0	0	2	0	0	0	0	0	2	2.00
1545 - 1600	0	0	5	0	0	0	0	0	5	5.00
Hourly Total	**0**	**0**	**10**	**0**	**2**	**0**	**0**	**0**	12	12.00
Hourly Average	**0.00**	**0.00**	**2.50**	**0.00**	**0.50**	**0.00**	**0.00**	**0.00**	**3.00**	**3.00**
1600 - 1615	0	0	0	0	0	0	0	0	0	0.00
1615 - 1630	0	0	1	0	0	0	0	0	1	1.00
1630 - 1645	0	0	2	0	0	0	0	0	2	2.00
1645 - 1700	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	3	3.00
Hourly Average	**0.00**	**0.00**	**0.75**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.75**	**0.75**
1700 - 1715	0	0	0	0	0	0	0	0	0	0.00
1715 - 1730	0	0	1	0	0	0	0	0	1	1.00
1730 - 1745	0	0	0	0	0	0	0	0	0	0.00
1745 - 1800	0	0	3	0	0	0	0	0	3	3.00
Hourly Total	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	4	4.00
Hourly Average	**0.00**	**0.00**	**1.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**1.00**	**1.00**
1800 - 1815	0	0	0	0	0	0	0	0	0	0.00
1815 - 1830	0	0	0	0	0	0	0	0	0	0.00
1830 - 1845	0	0	0	0	1	0	0	0	1	1.00
1845 - 1900	0	0	0	1	0	0	0	0	1	1.00
Hourly Total	**0**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	2	2.00
Hourly Average	**0.00**	**0.00**	**0.00**	**0.25**	**0.25**	**0.00**	**0.00**	**0.00**	**0.50**	**0.50**

Session Total	**0**	**0**	**31**	**1**	**3**	**0**	**0**	**0**	35	35.00
Session Average	**0.00**	**0.00**	**1.55**	**0.05**	**0.15**	**0.00**	**0.00**	**0.00**	**1.75**	**1.75**

Woodward Court, Mirfield
Classified Junction Count

Site 2 of 6
Hepworth Lane
Wellhouse Lane (South)
Pumphouse Lane
Wellhouse Lane (North)

Lat/Long
lat 53.684380° lon -1.686464°

Date
Wednesday 29 April 2026

Weather
sunny
Temp: 5°C

0700 - 1000 (Weekday AM Peak)

	Movement 2.3: Right from Hepworth Lane to Wellhouse Lane (North)								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	2	0	0	0	0	0	2	2.00
0715 - 0730	0	0	2	0	0	0	0	0	2	2.00
0730 - 0745	1	0	7	0	1	0	0	0	9	8.20
0745 - 0800	0	0	8	1	0	0	0	0	9	9.00
Hourly Total	**1**	**0**	**19**	**1**	**1**	**0**	**0**	**0**	22	21.20
Hourly Average	**0.25**	**0.00**	**4.75**	**0.25**	**0.25**	**0.00**	**0.00**	**0.00**	5.50	5.30
0800 - 0815	0	0	16	0	1	0	0	0	17	17.00
0815 - 0830	0	0	13	1	0	0	0	0	14	14.00
0830 - 0845	2	0	14	3	0	0	0	0	19	17.40
0845 - 0900	0	0	14	0	0	0	0	0	14	14.00
Hourly Total	**2**	**0**	**57**	**4**	**1**	**0**	**0**	**0**	64	62.40
Hourly Average	**0.50**	**0.00**	**14.25**	**1.00**	**0.25**	**0.00**	**0.00**	**0.00**	16.00	15.60
0900 - 0915	0	0	5	0	0	0	0	0	5	5.00
0915 - 0930	0	0	2	0	0	0	0	0	2	2.00
0930 - 0945	0	0	2	0	2	0	0	0	4	4.00
0945 - 1000	0	0	3	1	0	0	0	0	4	4.00
Hourly Total	**0**	**0**	**12**	**1**	**2**	**0**	**0**	**0**	15	15.00
Hourly Average	**0.00**	**0.00**	**3.00**	**0.25**	**0.50**	**0.00**	**0.00**	**0.00**	3.75	3.75

Session Total	**3**	**0**	**88**	**6**	**4**	**0**	**0**	**0**	101	98.60
Session Average	**0.25**	**0.00**	**7.33**	**0.50**	**0.33**	**0.00**	**0.00**	**0.00**	8.42	8.22

Date
Wednesday 29 April 2026

Weather
Cloudy
Temp: 16°C

1400 - 1900 (Weekday PM Peak)

	Movement 2.3: Right from Hepworth Lane to Wellhouse Lane (North)								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1400 - 1415	0	0	1	0	0	0	0	0	1	1.00
1415 - 1430	0	0	4	0	0	0	0	0	4	4.00
1430 - 1445	0	0	9	0	1	0	0	0	10	10.00
1445 - 1500	0	0	11	0	0	0	0	0	11	11.00
Hourly Total	**0**	**0**	**25**	**0**	**1**	**0**	**0**	**0**	26	26.00
Hourly Average	**0.00**	**0.00**	**6.25**	**0.00**	**0.25**	**0.00**	**0.00**	**0.00**	6.50	6.50
1500 - 1515	1	0	9	2	0	0	0	0	12	11.20
1515 - 1530	0	0	4	0	0	0	0	0	4	4.00
1530 - 1545	0	0	3	1	0	0	0	0	4	4.00
1545 - 1600	0	0	6	0	0	0	0	0	6	6.00
Hourly Total	**1**	**0**	**22**	**3**	**0**	**0**	**0**	**0**	26	25.20
Hourly Average	**0.25**	**0.00**	**5.50**	**0.75**	**0.00**	**0.00**	**0.00**	**0.00**	6.50	6.30
1600 - 1615	1	0	6	0	0	0	0	0	7	6.20
1615 - 1630	0	0	6	1	1	0	0	0	8	8.00
1630 - 1645	0	0	7	0	0	0	0	0	7	7.00
1645 - 1700	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	**1**	**0**	**20**	**1**	**1**	**0**	**0**	**0**	23	22.20
Hourly Average	**0.25**	**0.00**	**5.00**	**0.25**	**0.25**	**0.00**	**0.00**	**0.00**	5.75	5.55
1700 - 1715	0	0	2	0	0	0	0	0	2	2.00
1715 - 1730	0	0	2	0	3	0	0	0	5	5.00
1730 - 1745	0	0	2	0	0	0	0	0	2	2.00
1745 - 1800	0	0	2	1	0	0	0	0	3	3.00
Hourly Total	**0**	**0**	**8**	**1**	**3**	**0**	**0**	**0**	12	12.00
Hourly Average	**0.00**	**0.00**	**2.00**	**0.25**	**0.75**	**0.00**	**0.00**	**0.00**	3.00	3.00
1800 - 1815	0	0	1	0	0	0	0	0	1	1.00
1815 - 1830	0	0	2	0	0	0	0	0	2	2.00
1830 - 1845	0	0	6	0	0	0	0	0	6	6.00
1845 - 1900	0	0	4	0	0	0	0	0	4	4.00
Hourly Total	**0**	**0**	**13**	**0**	**0**	**0**	**0**	**0**	13	13.00
Hourly Average	**0.00**	**0.00**	**3.25**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	3.25	3.25

Session Total	**2**	**0**	**88**	**5**	**5**	**0**	**0**	**0**	100	98.40
Session Average	**0.10**	**0.00**	**4.40**	**0.25**	**0.25**	**0.00**	**0.00**	**0.00**	5.00	4.92

Woodward Court, Mirfield
Classified Junction Count

Site 2 of 6
Hepworth Lane
Wellhouse Lane (South)
Pumphouse Lane
Wellhouse Lane (North)

Lat/Long
lat 53.684380° lon -1.686464°

Date
Wednesday 29 April 2026

Weather
sunny
Temp: 5°C

0700 - 1000 (Weekday AM Peak)

	Movement 2.4: Left from Wellhouse Lane (South) to Pumphouse Lane								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	0	0	0	0	0	0	0	0.00
0715 - 0730	0	0	0	0	0	0	0	0	0	0.00
0730 - 0745	0	0	0	0	0	0	0	0	0	0.00
0745 - 0800	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0	0.00
Hourly Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**
0800 - 0815	0	0	0	0	0	0	0	0	0	0.00
0815 - 0830	0	0	0	0	0	0	0	0	0	0.00
0830 - 0845	0	0	0	1	0	0	0	0	1	1.00
0845 - 0900	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	1	1.00
Hourly Average	**0.00**	**0.00**	**0.00**	**0.25**	**0.00**	**0.00**	**0.00**	**0.00**	**0.25**	**0.25**
0900 - 0915	0	0	0	0	0	0	0	0	0	0.00
0915 - 0930	0	0	0	0	0	0	0	0	0	0.00
0930 - 0945	0	0	0	0	0	0	0	0	0	0.00
0945 - 1000	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0	0.00
Hourly Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

Session Total	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	1	1.00
Session Average	**0.00**	**0.00**	**0.00**	**0.08**	**0.00**	**0.00**	**0.00**	**0.00**	**0.08**	**0.08**

Date
Wednesday 29 April 2026

Weather
Cloudy
Temp: 16°C

1400 - 1900 (Weekday PM Peak)

	Movement 2.4: Left from Wellhouse Lane (South) to Pumphouse Lane								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1400 - 1415	0	0	1	0	0	0	0	0	1	1.00
1415 - 1430	0	0	1	0	0	0	0	0	1	1.00
1430 - 1445	0	0	1	0	0	0	0	0	1	1.00
1445 - 1500	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	3	3.00
Hourly Average	**0.00**	**0.00**	**0.75**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.75**	**0.75**
1500 - 1515	0	0	0	1	0	0	0	0	1	1.00
1515 - 1530	0	0	0	0	1	0	0	0	1	1.00
1530 - 1545	0	0	0	0	0	0	0	0	0	0.00
1545 - 1600	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	**0**	**0**	**1**	**1**	**1**	**0**	**0**	**0**	3	3.00
Hourly Average	**0.00**	**0.00**	**0.25**	**0.25**	**0.25**	**0.00**	**0.00**	**0.00**	**0.75**	**0.75**
1600 - 1615	0	0	2	0	0	0	0	0	2	2.00
1615 - 1630	0	0	0	0	0	0	0	0	0	0.00
1630 - 1645	0	0	0	1	0	0	0	0	1	1.00
1645 - 1700	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	**0**	**0**	**2**	**1**	**0**	**0**	**0**	**0**	3	3.00
Hourly Average	**0.00**	**0.00**	**0.50**	**0.25**	**0.00**	**0.00**	**0.00**	**0.00**	**0.75**	**0.75**
1700 - 1715	0	0	0	1	0	0	0	0	1	1.00
1715 - 1730	0	0	0	0	0	0	0	0	0	0.00
1730 - 1745	0	0	0	0	0	0	0	0	0	0.00
1745 - 1800	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	1	1.00
Hourly Average	**0.00**	**0.00**	**0.00**	**0.25**	**0.00**	**0.00**	**0.00**	**0.00**	**0.25**	**0.25**
1800 - 1815	0	0	2	0	0	0	0	0	2	2.00
1815 - 1830	0	0	0	0	0	0	0	0	0	0.00
1830 - 1845	0	0	0	0	0	0	0	0	0	0.00
1845 - 1900	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	2	2.00
Hourly Average	**0.00**	**0.00**	**0.50**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.50**	**0.50**

Session Total	**0**	**0**	**8**	**3**	**1**	**0**	**0**	**0**	12	12.00
Session Average	**0.00**	**0.00**	**0.40**	**0.15**	**0.05**	**0.00**	**0.00**	**0.00**	**0.60**	**0.60**

Woodward Court, Mirfield
Classified Junction Count

Site 2 of 6
Hepworth Lane
Wellhouse Lane (South)
Pumphouse Lane
Wellhouse Lane (North)

Lat/Long
lat 53.684380° lon -1.686464°

Date
Wednesday 29 April 2026

Weather
sunny
Temp: 5°C

0700 - 1000 (Weekday AM Peak)

	Movement 2.5: Northbound from Wellhouse Lane (South) to Wellhouse Lane (North)								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	3	0	0	0	0	0	3	3.00
0715 - 0730	0	0	2	1	0	0	0	0	3	3.00
0730 - 0745	0	0	10	0	1	0	0	0	11	11.00
0745 - 0800	0	0	10	0	1	0	0	0	11	11.00
Hourly Total	**0**	**0**	**25**	**1**	**2**	**0**	**0**	**0**	28	28.00
Hourly Average	**0.00**	**0.00**	**6.25**	**0.25**	**0.50**	**0.00**	**0.00**	**0.00**	7.00	7.00
0800 - 0815	0	0	5	0	0	0	0	0	5	5.00
0815 - 0830	0	0	10	1	1	0	0	0	12	12.00
0830 - 0845	0	0	4	0	0	0	0	0	4	4.00
0845 - 0900	0	0	1	1	0	0	0	0	2	2.00
Hourly Total	**0**	**0**	**20**	**2**	**1**	**0**	**0**	**0**	23	23.00
Hourly Average	**0.00**	**0.00**	**5.00**	**0.50**	**0.25**	**0.00**	**0.00**	**0.00**	5.75	5.75
0900 - 0915	0	0	2	0	0	0	0	0	2	2.00
0915 - 0930	0	0	1	0	0	0	0	0	1	1.00
0930 - 0945	0	0	2	0	1	0	0	0	3	3.00
0945 - 1000	1	0	4	0	0	0	0	0	5	4.20
Hourly Total	**1**	**0**	**9**	**0**	**1**	**0**	**0**	**0**	11	10.20
Hourly Average	**0.25**	**0.00**	**2.25**	**0.00**	**0.25**	**0.00**	**0.00**	**0.00**	2.75	2.55

Session Total	**1**	**0**	**54**	**3**	**4**	**0**	**0**	**0**	62	61.20
Session Average	**0.08**	**0.00**	**4.50**	**0.25**	**0.33**	**0.00**	**0.00**	**0.00**	5.17	5.10

Date
Wednesday 29 April 2026

Weather
Cloudy
Temp: 16°C

1400 - 1900 (Weekday PM Peak)

	Movement 2.5: Northbound from Wellhouse Lane (South) to Wellhouse Lane (North)								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1400 - 1415	0	0	8	0	0	0	0	0	8	8.00
1415 - 1430	0	0	5	0	0	0	0	0	5	5.00
1430 - 1445	0	0	7	0	0	0	0	0	7	7.00
1445 - 1500	0	0	7	0	0	0	0	0	7	7.00
Hourly Total	**0**	**0**	**27**	**0**	**0**	**0**	**0**	**0**	27	27.00
Hourly Average	**0.00**	**0.00**	**6.75**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	6.75	6.75
1500 - 1515	1	0	9	1	0	0	0	0	11	10.20
1515 - 1530	0	0	1	0	0	0	0	0	1	1.00
1530 - 1545	0	0	1	0	1	0	0	0	2	2.00
1545 - 1600	0	0	6	0	1	0	0	0	7	7.00
Hourly Total	**1**	**0**	**17**	**1**	**2**	**0**	**0**	**0**	21	20.20
Hourly Average	**0.25**	**0.00**	**4.25**	**0.25**	**0.50**	**0.00**	**0.00**	**0.00**	5.25	5.05
1600 - 1615	0	0	1	0	1	0	0	0	2	2.00
1615 - 1630	0	0	9	0	0	0	0	0	9	9.00
1630 - 1645	0	0	5	0	0	0	0	0	5	5.00
1645 - 1700	0	0	5	0	0	0	0	0	5	5.00
Hourly Total	**0**	**0**	**20**	**0**	**1**	**0**	**0**	**0**	21	21.00
Hourly Average	**0.00**	**0.00**	**5.00**	**0.00**	**0.25**	**0.00**	**0.00**	**0.00**	5.25	5.25
1700 - 1715	0	0	5	0	1	0	0	0	6	6.00
1715 - 1730	0	0	11	0	1	0	0	0	12	12.00
1730 - 1745	0	0	9	0	3	0	0	0	12	12.00
1745 - 1800	0	0	12	0	0	0	0	0	12	12.00
Hourly Total	**0**	**0**	**37**	**0**	**5**	**0**	**0**	**0**	42	42.00
Hourly Average	**0.00**	**0.00**	**9.25**	**0.00**	**1.25**	**0.00**	**0.00**	**0.00**	10.50	10.50
1800 - 1815	0	0	12	0	1	0	0	0	13	13.00
1815 - 1830	0	0	5	1	0	1	0	0	7	7.50
1830 - 1845	0	0	4	0	1	0	0	0	5	5.00
1845 - 1900	0	0	3	0	0	0	0	0	3	3.00
Hourly Total	**0**	**0**	**24**	**1**	**2**	**1**	**0**	**0**	28	28.50
Hourly Average	**0.00**	**0.00**	**6.00**	**0.25**	**0.50**	**0.25**	**0.00**	**0.00**	7.00	7.13

Session Total	**1**	**0**	**125**	**2**	**10**	**1**	**0**	**0**	139	138.70
Session Average	**0.05**	**0.00**	**6.25**	**0.10**	**0.50**	**0.05**	**0.00**	**0.00**	6.95	6.94

Woodward Court, Mirfield
Classified Junction Count

Site 2 of 6
Hepworth Lane
Wellhouse Lane (South)
Pumphouse Lane
Wellhouse Lane (North)

Lat/Long
lat 53.684380° lon -1.686464°

Date
Wednesday 29 April 2026

Weather
sunny
Temp: 5°C

0700 - 1000 (Weekday AM Peak)

	Movement 2.6: U-Turn from Wellhouse Lane (South) to Wellhouse Lane (South)								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	0	0	0	0	0	0	0	0.00
0715 - 0730	0	0	0	0	0	0	0	0	0	0.00
0730 - 0745	0	0	0	0	0	0	0	0	0	0.00
0745 - 0800	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0	0.00
Hourly Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**
0800 - 0815	0	0	0	0	0	0	0	0	0	0.00
0815 - 0830	0	0	0	0	0	0	0	0	0	0.00
0830 - 0845	0	0	0	0	0	0	0	0	0	0.00
0845 - 0900	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0	0.00
Hourly Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**
0900 - 0915	0	0	0	0	0	0	0	0	0	0.00
0915 - 0930	0	0	0	0	0	0	0	0	0	0.00
0930 - 0945	0	0	0	0	0	0	0	0	0	0.00
0945 - 1000	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0	0.00
Hourly Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

Session Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0	0.00
Session Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

Date
Wednesday 29 April 2026

Weather
Cloudy
Temp: 16°C

1400 - 1900 (Weekday PM Peak)

	Movement 2.6: U-Turn from Wellhouse Lane (South) to Wellhouse Lane (South)								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1400 - 1415	0	0	0	0	0	0	0	0	0	0.00
1415 - 1430	0	0	0	0	0	0	0	0	0	0.00
1430 - 1445	0	0	0	0	0	0	0	0	0	0.00
1445 - 1500	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0	0.00
Hourly Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**
1500 - 1515	0	0	0	0	0	0	0	0	0	0.00
1515 - 1530	0	0	0	0	0	0	0	0	0	0.00
1530 - 1545	0	0	0	0	0	0	0	0	0	0.00
1545 - 1600	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0	0.00
Hourly Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**
1600 - 1615	0	0	0	0	0	0	0	0	0	0.00
1615 - 1630	0	0	0	0	0	0	0	0	0	0.00
1630 - 1645	0	0	0	0	0	0	0	0	0	0.00
1645 - 1700	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0	0.00
Hourly Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**
1700 - 1715	0	0	1	0	0	0	0	0	1	1.00
1715 - 1730	0	0	0	0	0	0	0	0	0	0.00
1730 - 1745	0	0	0	0	0	0	0	0	0	0.00
1745 - 1800	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	1	1.00
Hourly Average	**0.00**	**0.00**	**0.25**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.25**	**0.25**
1800 - 1815	0	0	0	0	0	0	0	0	0	0.00
1815 - 1830	0	0	0	0	0	0	0	0	0	0.00
1830 - 1845	0	0	0	0	0	0	0	0	0	0.00
1845 - 1900	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0	0.00
Hourly Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

Session Total	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	1	1.00
Session Average	**0.00**	**0.00**	**0.05**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.05**	**0.05**

Woodward Court, Mirfield
Classified Junction Count

Site 2 of 6
Hepworth Lane
Wellhouse Lane (South)
Pumphouse Lane
Wellhouse Lane (North)

Lat/Long
lat 53.684380° lon -1.686464°

Date
Wednesday 29 April 2026

Weather
sunny
Temp: 5°C

0700 - 1000 (Weekday AM Peak)

	Movement 2.7: Left from Pumphouse Lane to Wellhouse Lane (North)								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	2	0	0	0	0	0	2	2.00
0715 - 0730	0	0	0	0	0	0	0	0	0	0.00
0730 - 0745	0	0	0	0	0	0	0	0	0	0.00
0745 - 0800	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	2	0	0	0	0	0	2	2.00
Hourly Average	0.00	0.00	0.50	0.00	0.00	0.00	0.00	0.00	0.50	0.50
0800 - 0815	0	0	1	1	0	0	0	0	2	2.00
0815 - 0830	0	0	0	0	0	0	0	0	0	0.00
0830 - 0845	0	0	0	2	0	0	0	0	2	2.00
0845 - 0900	0	0	1	5	0	0	0	0	6	6.00
Hourly Total	0	0	2	8	0	0	0	0	10	10.00
Hourly Average	0.00	0.00	0.50	2.00	0.00	0.00	0.00	0.00	2.50	2.50
0900 - 0915	0	0	0	0	0	0	0	0	0	0.00
0915 - 0930	0	0	0	1	0	0	0	0	1	1.00
0930 - 0945	0	0	0	0	0	0	0	0	0	0.00
0945 - 1000	0	0	0	1	0	0	0	0	1	1.00
Hourly Total	0	0	0	2	0	0	0	0	2	2.00
Hourly Average	0.00	0.00	0.00	0.50	0.00	0.00	0.00	0.00	0.50	0.50

Session Total	0	0	4	10	0	0	0	0	14	14.00
Session Average	0.00	0.00	0.33	0.83	0.00	0.00	0.00	0.00	1.17	1.17

Date
Wednesday 29 April 2026

Weather
Cloudy
Temp: 16°C

1400 - 1900 (Weekday PM Peak)

	Movement 2.7: Left from Pumphouse Lane to Wellhouse Lane (North)								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1400 - 1415	0	0	1	0	0	0	0	0	1	1.00
1415 - 1430	0	0	0	0	0	0	0	0	0	0.00
1430 - 1445	0	0	0	0	0	0	0	0	0	0.00
1445 - 1500	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	1	0	0	0	0	0	1	1.00
Hourly Average	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.25	0.25
1500 - 1515	0	0	0	1	0	0	0	0	1	1.00
1515 - 1530	0	0	0	3	0	0	0	0	3	3.00
1530 - 1545	0	0	1	1	0	0	0	0	2	2.00
1545 - 1600	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	1	5	0	0	0	0	6	6.00
Hourly Average	0.00	0.00	0.25	1.25	0.00	0.00	0.00	0.00	1.50	1.50
1600 - 1615	0	0	0	1	0	0	0	0	1	1.00
1615 - 1630	0	0	0	0	0	0	0	0	0	0.00
1630 - 1645	0	0	1	0	0	0	0	0	1	1.00
1645 - 1700	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	1	1	0	0	0	0	2	2.00
Hourly Average	0.00	0.00	0.25	0.25	0.00	0.00	0.00	0.00	0.50	0.50
1700 - 1715	0	0	0	1	0	0	0	0	1	1.00
1715 - 1730	0	0	0	0	0	0	0	0	0	0.00
1730 - 1745	0	0	1	0	0	0	0	0	1	1.00
1745 - 1800	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	0	0	2	1	0	0	0	0	3	3.00
Hourly Average	0.00	0.00	0.50	0.25	0.00	0.00	0.00	0.00	0.75	0.75
1800 - 1815	0	0	0	0	2	0	0	0	2	2.00
1815 - 1830	0	0	0	0	0	0	0	0	0	0.00
1830 - 1845	0	0	0	0	0	0	0	0	0	0.00
1845 - 1900	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	2	0	0	0	2	2.00
Hourly Average	0.00	0.00	0.00	0.00	0.50	0.00	0.00	0.00	0.50	0.50

Session Total	0	0	5	7	2	0	0	0	14	14.00
Session Average	0.00	0.00	0.25	0.35	0.10	0.00	0.00	0.00	0.70	0.70

Woodward Court, Mirfield
Classified Junction Count

Site 2 of 6
Hepworth Lane
Wellhouse Lane (South)
Pumphouse Lane
Wellhouse Lane (North)

Lat/Long
lat 53.684380° lon -1.686464°

Date
Wednesday 29 April 2026

Weather
sunny
Temp: 5°C

0700 - 1000 (Weekday AM Peak)

	Movement 2.8: Right from Pumphouse Lane to Wellhouse Lane (South)								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	0	0	0	0	0	0	0	0.00
0715 - 0730	0	0	0	0	0	0	0	0	0	0.00
0730 - 0745	0	0	0	0	0	0	0	0	0	0.00
0745 - 0800	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	0	0	1	0	0	0	0	0	1	1.00
Hourly Average	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.25	0.25
0800 - 0815	0	0	0	0	0	0	0	0	0	0.00
0815 - 0830	0	0	0	0	0	0	0	0	0	0.00
0830 - 0845	0	0	0	0	0	0	0	0	0	0.00
0845 - 0900	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
0900 - 0915	0	0	0	0	0	0	0	0	0	0.00
0915 - 0930	0	0	0	0	0	0	0	0	0	0.00
0930 - 0945	0	0	0	2	0	0	0	0	2	2.00
0945 - 1000	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	2	0	0	0	0	2	2.00
Hourly Average	0.00	0.00	0.00	0.50	0.00	0.00	0.00	0.00	0.50	0.50

Session Total	0	0	1	2	0	0	0	0	3	3.00
Session Average	0.00	0.00	0.08	0.17	0.00	0.00	0.00	0.00	0.25	0.25

Date
Wednesday 29 April 2026

Weather
Cloudy
Temp: 16°C

1400 - 1900 (Weekday PM Peak)

	Movement 2.8: Right from Pumphouse Lane to Wellhouse Lane (South)								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1400 - 1415	0	0	1	0	0	0	0	0	1	1.00
1415 - 1430	0	0	0	0	0	0	0	0	0	0.00
1430 - 1445	0	0	1	0	0	0	0	0	1	1.00
1445 - 1500	0	0	0	1	0	0	0	0	1	1.00
Hourly Total	0	0	2	1	0	0	0	0	3	3.00
Hourly Average	0.00	0.00	0.50	0.25	0.00	0.00	0.00	0.00	0.75	0.75
1500 - 1515	0	0	0	0	0	0	0	0	0	0.00
1515 - 1530	0	0	0	4	0	0	0	0	4	4.00
1530 - 1545	0	0	0	0	0	0	0	0	0	0.00
1545 - 1600	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	4	0	0	0	0	4	4.00
Hourly Average	0.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00
1600 - 1615	0	0	0	1	0	0	0	0	1	1.00
1615 - 1630	0	0	1	0	0	0	0	0	1	1.00
1630 - 1645	0	0	0	0	0	0	0	0	0	0.00
1645 - 1700	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	1	1	0	0	0	0	2	2.00
Hourly Average	0.00	0.00	0.25	0.25	0.00	0.00	0.00	0.00	0.50	0.50
1700 - 1715	0	0	0	1	0	0	0	0	1	1.00
1715 - 1730	0	0	0	0	0	0	0	0	0	0.00
1730 - 1745	0	0	0	0	0	0	0	0	0	0.00
1745 - 1800	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	1	0	0	0	0	1	1.00
Hourly Average	0.00	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.25	0.25
1800 - 1815	0	0	1	0	2	0	0	0	3	3.00
1815 - 1830	0	0	0	0	0	0	0	0	0	0.00
1830 - 1845	0	0	0	0	0	0	0	0	0	0.00
1845 - 1900	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	1	0	2	0	0	0	3	3.00
Hourly Average	0.00	0.00	0.25	0.00	0.50	0.00	0.00	0.00	0.75	0.75

Session Total	0	0	4	7	2	0	0	0	13	13.00
Session Average	0.00	0.00	0.20	0.35	0.10	0.00	0.00	0.00	0.65	0.65

Woodward Court, Mirfield
Classified Junction Count

Site 2 of 6
Hepworth Lane
Wellhouse Lane (South)
Pumphouse Lane
Wellhouse Lane (North)

Lat/Long
lat 53.684380° lon -1.686464°

Date
Wednesday 29 April 2026

Weather
sunny
Temp: 5°C

0700 - 1000 (Weekday AM Peak)

	Movement 2.9: Eastbound from Pumphouse Lane to Hepworth Lane								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	0	0	0	0	0	0	0	0.00
0715 - 0730	0	0	0	0	0	0	0	0	0	0.00
0730 - 0745	0	0	0	0	0	0	0	0	0	0.00
0745 - 0800	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0	0.00
Hourly Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**
0800 - 0815	0	0	0	0	0	0	0	0	0	0.00
0815 - 0830	0	0	0	0	0	0	0	0	0	0.00
0830 - 0845	0	0	0	0	0	0	0	0	0	0.00
0845 - 0900	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0	0.00
Hourly Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**
0900 - 0915	0	0	0	0	0	0	0	0	0	0.00
0915 - 0930	0	0	0	0	0	0	0	0	0	0.00
0930 - 0945	0	0	0	0	0	0	0	0	0	0.00
0945 - 1000	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0	0.00
Hourly Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

Session Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0	0.00
Session Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

Date
Wednesday 29 April 2026

Weather
Cloudy
Temp: 16°C

1400 - 1900 (Weekday PM Peak)

	Movement 2.9: Eastbound from Pumphouse Lane to Hepworth Lane								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1400 - 1415	0	0	0	0	0	0	0	0	0	0.00
1415 - 1430	0	0	0	0	0	0	0	0	0	0.00
1430 - 1445	0	0	0	0	0	0	0	0	0	0.00
1445 - 1500	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0	0.00
Hourly Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**
1500 - 1515	0	0	0	0	0	0	0	0	0	0.00
1515 - 1530	3	0	0	0	0	0	0	0	3	0.60
1530 - 1545	0	0	0	0	0	0	0	0	0	0.00
1545 - 1600	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	3	0.60
Hourly Average	**0.75**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.75**	**0.15**
1600 - 1615	0	1	0	0	0	0	0	0	1	0.40
1615 - 1630	0	0	0	0	0	0	0	0	0	0.00
1630 - 1645	0	0	0	0	0	0	0	0	0	0.00
1645 - 1700	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	1	0.40
Hourly Average	**0.00**	**0.25**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.25**	**0.10**
1700 - 1715	0	0	0	0	0	0	0	0	0	0.00
1715 - 1730	1	0	0	0	0	0	0	0	1	0.20
1730 - 1745	0	0	0	0	0	0	0	0	0	0.00
1745 - 1800	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	2	1.20
Hourly Average	**0.25**	**0.00**	**0.25**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.50**	**0.30**
1800 - 1815	0	0	0	0	0	0	0	0	0	0.00
1815 - 1830	0	0	0	0	0	0	0	0	0	0.00
1830 - 1845	0	0	0	0	0	0	0	0	0	0.00
1845 - 1900	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0	0.00
Hourly Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

Session Total	**4**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	6	2.20
Session Average	**0.20**	**0.05**	**0.05**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.30**	**0.11**

Woodward Court, Mirfield
Classified Junction Count

Site 2 of 6
Hepworth Lane
Wellhouse Lane (South)
Pumphouse Lane
Wellhouse Lane (North)

Lat/Long
lat 53.684380° lon -1.686464°

Date
Wednesday 29 April 2026

Weather
sunny
Temp: 5°C

0700 - 1000 (Weekday AM Peak)

	Movement 2.10: Southbound from Wellhouse Lane (North) to Wellhouse Lane (South)								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	4	0	0	0	0	0	4	4.00
0715 - 0730	0	0	3	0	0	0	0	0	3	3.00
0730 - 0745	0	0	4	0	0	0	0	0	4	4.00
0745 - 0800	0	0	6	0	1	0	0	0	7	7.00
Hourly Total	0	0	17	0	1	0	0	0	18	18.00
Hourly Average	0.00	0.00	4.25	0.00	0.25	0.00	0.00	0.00	4.50	4.50
0800 - 0815	0	0	6	1	1	0	0	0	8	8.00
0815 - 0830	0	0	9	1	1	0	0	0	11	11.00
0830 - 0845	0	0	34	3	0	0	0	0	37	37.00
0845 - 0900	1	0	57	4	2	0	0	0	64	63.20
Hourly Total	1	0	106	9	4	0	0	0	120	119.20
Hourly Average	0.25	0.00	26.50	2.25	1.00	0.00	0.00	0.00	30.00	29.80
0900 - 0915	0	0	10	1	1	0	0	0	12	12.00
0915 - 0930	0	0	3	1	1	0	0	0	5	5.00
0930 - 0945	0	0	6	0	0	1	0	0	7	7.50
0945 - 1000	0	0	4	0	0	0	0	0	4	4.00
Hourly Total	0	0	23	2	2	1	0	0	28	28.50
Hourly Average	0.00	0.00	5.75	0.50	0.50	0.25	0.00	0.00	7.00	7.13

Session Total	1	0	146	11	7	1	0	0	166	165.70
Session Average	0.08	0.00	12.17	0.92	0.58	0.08	0.00	0.00	13.83	13.81

Date
Wednesday 29 April 2026

Weather
Cloudy
Temp: 16°C

1400 - 1900 (Weekday PM Peak)

	Movement 2.10: Southbound from Wellhouse Lane (North) to Wellhouse Lane (South)								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1400 - 1415	0	0	6	0	0	0	0	0	6	6.00
1415 - 1430	0	0	4	0	0	0	0	0	4	4.00
1430 - 1445	0	0	0	0	0	0	0	0	0	0.00
1445 - 1500	0	0	4	0	1	0	0	0	5	5.00
Hourly Total	0	0	14	0	1	0	0	0	15	15.00
Hourly Average	0.00	0.00	3.50	0.00	0.25	0.00	0.00	0.00	3.75	3.75
1500 - 1515	0	0	8	0	0	0	0	0	8	8.00
1515 - 1530	0	0	51	0	0	0	0	0	51	51.00
1530 - 1545	0	0	14	0	1	0	0	0	15	15.00
1545 - 1600	0	0	6	0	0	0	0	0	6	6.00
Hourly Total	0	0	79	0	1	0	0	0	80	80.00
Hourly Average	0.00	0.00	19.75	0.00	0.25	0.00	0.00	0.00	20.00	20.00
1600 - 1615	0	0	5	0	0	0	0	0	5	5.00
1615 - 1630	0	0	7	0	1	0	0	0	8	8.00
1630 - 1645	1	0	11	0	0	0	0	0	12	11.20
1645 - 1700	0	0	8	0	2	0	0	0	10	10.00
Hourly Total	1	0	31	0	3	0	0	0	35	34.20
Hourly Average	0.25	0.00	7.75	0.00	0.75	0.00	0.00	0.00	8.75	8.55
1700 - 1715	0	0	6	0	1	0	0	0	7	7.00
1715 - 1730	0	1	9	0	0	0	0	0	10	9.40
1730 - 1745	1	0	9	0	0	0	0	0	10	9.20
1745 - 1800	0	0	5	0	0	0	0	0	5	5.00
Hourly Total	1	1	29	0	1	0	0	0	32	30.60
Hourly Average	0.25	0.25	7.25	0.00	0.25	0.00	0.00	0.00	8.00	7.65
1800 - 1815	0	0	6	0	0	0	0	0	6	6.00
1815 - 1830	0	0	5	0	0	0	0	0	5	5.00
1830 - 1845	0	0	3	0	1	0	0	0	4	4.00
1845 - 1900	0	0	3	0	0	0	0	0	3	3.00
Hourly Total	0	0	17	0	1	0	0	0	18	18.00
Hourly Average	0.00	0.00	4.25	0.00	0.25	0.00	0.00	0.00	4.50	4.50

Session Total	2	1	170	0	7	0	0	0	180	177.80
Session Average	0.10	0.05	8.50	0.00	0.35	0.00	0.00	0.00	9.00	8.89

Woodward Court, Mirfield
Classified Junction Count

Site 2 of 6
Hepworth Lane
Wellhouse Lane (South)
Pumphouse Lane
Wellhouse Lane (North)

Lat/Long
lat 53.684380° lon -1.686464°

Date
Wednesday 29 April 2026

Weather
sunny
Temp: 5°C

0700 - 1000 (Weekday AM Peak)

	Movement 2.11: Right from Wellhouse Lane (North) to Pumphouse Lane								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	0	0	0	0	0	0	0	0.00
0715 - 0730	0	0	0	0	0	0	0	0	0	0.00
0730 - 0745	0	0	0	0	0	0	0	0	0	0.00
0745 - 0800	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
0800 - 0815	0	0	0	0	0	0	0	0	0	0.00
0815 - 0830	0	0	0	0	0	0	0	0	0	0.00
0830 - 0845	0	0	0	0	0	0	0	0	0	0.00
0845 - 0900	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
0900 - 0915	0	0	0	0	0	0	0	0	0	0.00
0915 - 0930	0	0	0	0	0	0	0	0	0	0.00
0930 - 0945	0	0	0	0	0	0	0	0	0	0.00
0945 - 1000	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Session Total	0	0	0	0	0	0	0	0	0	0.00
Session Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Date
Wednesday 29 April 2026

Weather
Cloudy
Temp: 16°C

1400 - 1900 (Weekday PM Peak)

	Movement 2.11: Right from Wellhouse Lane (North) to Pumphouse Lane								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1400 - 1415	0	0	0	0	0	0	0	0	0	0.00
1415 - 1430	0	0	0	0	0	0	0	0	0	0.00
1430 - 1445	0	0	1	0	0	0	0	0	1	1.00
1445 - 1500	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	1	0	0	0	0	0	1	1.00
Hourly Average	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.25	0.25
1500 - 1515	0	0	0	0	0	0	0	0	0	0.00
1515 - 1530	0	0	1	0	0	0	0	0	1	1.00
1530 - 1545	0	0	0	0	0	0	0	0	0	0.00
1545 - 1600	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	1	0	0	0	0	0	1	1.00
Hourly Average	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.25	0.25
1600 - 1615	0	0	0	0	0	0	0	0	0	0.00
1615 - 1630	0	0	0	0	0	0	0	0	0	0.00
1630 - 1645	0	0	0	0	1	0	0	0	1	1.00
1645 - 1700	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	1	0	0	0	1	1.00
Hourly Average	0.00	0.00	0.00	0.00	0.25	0.00	0.00	0.00	0.25	0.25
1700 - 1715	0	0	0	0	0	0	0	0	0	0.00
1715 - 1730	0	0	1	0	0	0	0	0	1	1.00
1730 - 1745	0	0	0	0	0	0	0	0	0	0.00
1745 - 1800	0	0	3	0	0	0	0	0	3	3.00
Hourly Total	0	0	4	0	0	0	0	0	4	4.00
Hourly Average	0.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00	1.00	1.00
1800 - 1815	0	0	0	0	0	0	0	0	0	0.00
1815 - 1830	0	0	0	0	0	0	0	0	0	0.00
1830 - 1845	0	0	0	0	0	0	0	0	0	0.00
1845 - 1900	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Session Total	0	0	6	0	1	0	0	0	7	7.00
Session Average	0.00	0.00	0.30	0.00	0.05	0.00	0.00	0.00	0.35	0.35

Woodward Court, Mirfield
Classified Junction Count

Site 2 of 6
Hepworth Lane
Wellhouse Lane (South)
Pumphouse Lane
Wellhouse Lane (North)

Lat/Long
lat 53.684380° lon -1.686464°

Date
Wednesday 29 April 2026

Weather
sunny
Temp: 5°C

0700 - 1000 (Weekday AM Peak)

	Movement 2.12: U-Turn from Wellhouse Lane (North) to Wellhouse Lane (North)								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	1	0	0	0	0	0	1	1.00
0715 - 0730	0	0	0	0	0	0	0	0	0	0.00
0730 - 0745	0	0	0	0	0	0	0	0	0	0.00
0745 - 0800	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	1	0	0	0	0	0	1	1.00
Hourly Average	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.25	0.25
0800 - 0815	0	0	0	0	0	0	0	0	0	0.00
0815 - 0830	0	0	0	0	0	0	0	0	0	0.00
0830 - 0845	0	0	0	0	0	0	0	0	0	0.00
0845 - 0900	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
0900 - 0915	0	0	0	0	0	0	0	0	0	0.00
0915 - 0930	0	0	0	0	0	0	0	0	0	0.00
0930 - 0945	0	0	0	0	0	0	0	0	0	0.00
0945 - 1000	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Session Total	0	0	1	0	0	0	0	0	1	1.00
Session Average	0.00	0.00	0.08	0.00	0.00	0.00	0.00	0.00	0.08	0.08

Date
Wednesday 29 April 2026

Weather
Cloudy
Temp: 16°C

1400 - 1900 (Weekday PM Peak)

	Movement 2.12: U-Turn from Wellhouse Lane (North) to Wellhouse Lane (North)								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1400 - 1415	0	0	0	0	0	0	0	0	0	0.00
1415 - 1430	0	0	0	0	0	0	0	0	0	0.00
1430 - 1445	0	0	0	0	0	0	0	0	0	0.00
1445 - 1500	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
1500 - 1515	0	0	0	0	0	0	0	0	0	0.00
1515 - 1530	0	0	0	0	0	0	0	0	0	0.00
1530 - 1545	0	0	1	0	0	0	0	0	1	1.00
1545 - 1600	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	1	0	0	0	0	0	1	1.00
Hourly Average	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.25	0.25
1600 - 1615	0	0	1	0	0	0	0	0	1	1.00
1615 - 1630	0	0	0	0	0	0	0	0	0	0.00
1630 - 1645	0	0	0	0	0	0	0	0	0	0.00
1645 - 1700	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	1	0	0	0	0	0	1	1.00
Hourly Average	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.25	0.25
1700 - 1715	0	0	0	0	0	0	0	0	0	0.00
1715 - 1730	0	0	0	0	0	0	0	0	0	0.00
1730 - 1745	0	0	0	0	0	0	0	0	0	0.00
1745 - 1800	0	0	4	0	0	0	0	0	4	4.00
Hourly Total	0	0	4	0	0	0	0	0	4	4.00
Hourly Average	0.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00	1.00	1.00
1800 - 1815	0	0	2	0	0	0	0	0	2	2.00
1815 - 1830	0	0	1	0	0	0	0	0	1	1.00
1830 - 1845	0	0	0	0	0	0	0	0	0	0.00
1845 - 1900	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	3	0	0	0	0	0	3	3.00
Hourly Average	0.00	0.00	0.75	0.00	0.00	0.00	0.00	0.00	0.75	0.75

Session Total	0	0	9	0	0	0	0	0	9	9.00
Session Average	0.00	0.00	0.45	0.00	0.00	0.00	0.00	0.00	0.45	0.45

Woodward Court, Mirfield
Classified Junction Count

Site 3 of 6
Flash Lane (East)
Flash Lane (West)
Wellhouse Lane

Lat/Long
lat 53.682732° lon -1.684813°

Date
Wednesday 29 April 2026

Weather
sunny
Temp: 5°C

0700 - 1000 (Weekday AM Peak)

	Movement 3.1: Westbound from Flash Lane (East) to Flash Lane (West)								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	2	23	4	3	0	0	2	34	34.80
0715 - 0730	0	0	15	2	3	1	1	0	22	23.80
0730 - 0745	0	1	41	1	3	1	0	1	48	48.90
0745 - 0800	0	0	46	1	4	0	0	0	51	51.00
Hourly Total	0	3	125	8	13	2	1	3	155	158.50
Hourly Average	0.00	0.75	31.25	2.00	3.25	0.50	0.25	0.75	38.75	39.63
0800 - 0815	1	0	68	4	2	0	2	1	78	80.80
0815 - 0830	0	0	53	6	5	0	0	1	65	66.00
0830 - 0845	1	1	46	3	4	0	0	0	55	53.60
0845 - 0900	0	0	41	1	5	1	0	1	49	50.50
Hourly Total	2	1	208	14	16	1	2	3	247	250.90
Hourly Average	0.50	0.25	52.00	3.50	4.00	0.25	0.50	0.75	61.75	62.73
0900 - 0915	0	0	34	1	4	1	1	0	41	42.80
0915 - 0930	0	0	27	1	6	0	0	2	36	38.00
0930 - 0945	0	0	29	4	2	0	0	1	36	37.00
0945 - 1000	0	0	26	2	3	0	0	0	31	31.00
Hourly Total	0	0	116	8	15	1	1	3	144	148.80
Hourly Average	0.00	0.00	29.00	2.00	3.75	0.25	0.25	0.75	36.00	37.20

Session Total	2	4	449	30	44	4	4	9	546	558.20
Session Average	0.17	0.33	37.42	2.50	3.67	0.33	0.33	0.75	45.50	46.52

Date
Wednesday 29 April 2026

Weather
Cloudy
Temp: 16°C

1400 - 1900 (Weekday PM Peak)

	Movement 3.1: Westbound from Flash Lane (East) to Flash Lane (West)								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1400 - 1415	2	0	37	3	6	1	1	2	52	54.20
1415 - 1430	2	0	31	4	3	0	2	0	42	43.00
1430 - 1445	0	0	32	3	6	0	0	0	41	41.00
1445 - 1500	0	0	45	0	1	0	0	1	47	48.00
Hourly Total	4	0	145	10	16	1	3	3	182	186.20
Hourly Average	1.00	0.00	36.25	2.50	4.00	0.25	0.75	0.75	45.50	46.55
1500 - 1515	0	0	47	5	4	0	0	1	57	58.00
1515 - 1530	1	0	48	3	1	0	1	1	55	56.50
1530 - 1545	0	0	31	4	2	0	0	1	38	39.00
1545 - 1600	0	0	38	1	5	1	0	1	46	47.50
Hourly Total	1	0	164	13	12	1	1	4	196	201.00
Hourly Average	0.25	0.00	41.00	3.25	3.00	0.25	0.25	1.00	49.00	50.25
1600 - 1615	1	0	52	1	8	0	0	1	63	63.20
1615 - 1630	3	0	44	3	7	0	0	1	58	56.60
1630 - 1645	1	0	32	2	2	0	0	0	37	36.20
1645 - 1700	0	0	29	2	3	0	0	0	34	34.00
Hourly Total	5	0	157	8	20	0	0	2	192	190.00
Hourly Average	1.25	0.00	39.25	2.00	5.00	0.00	0.00	0.50	48.00	47.50
1700 - 1715	0	2	35	0	1	0	0	1	39	38.80
1715 - 1730	1	0	39	1	6	0	0	1	48	48.20
1730 - 1745	0	0	38	0	6	0	0	1	45	46.00
1745 - 1800	0	0	27	1	3	0	0	0	31	31.00
Hourly Total	1	2	139	2	16	0	0	3	163	164.00
Hourly Average	0.25	0.50	34.75	0.50	4.00	0.00	0.00	0.75	40.75	41.00
1800 - 1815	0	1	33	1	2	0	0	0	37	36.40
1815 - 1830	0	0	18	3	1	0	0	2	24	26.00
1830 - 1845	0	0	21	0	1	0	0	1	23	24.00
1845 - 1900	0	0	39	5	1	0	0	2	47	49.00
Hourly Total	0	1	111	9	5	0	0	5	131	135.40
Hourly Average	0.00	0.25	27.75	2.25	1.25	0.00	0.00	1.25	32.75	33.85

Session Total	11	3	716	42	69	2	4	17	864	876.60
Session Average	0.55	0.15	35.80	2.10	3.45	0.10	0.20	0.85	43.20	43.83

Woodward Court, Mirfield
Classified Junction Count

Site 3 of 6
Flash Lane (East)
Flash Lane (West)
Wellhouse Lane

Lat/Long
lat 53.682732° lon -1.684813°

Date
Wednesday 29 April 2026

Weather
sunny
Temp: 5°C

0700 - 1000 (Weekday AM Peak)

	Movement 3.2: Right from Flash Lane (East) to Wellhouse Lane								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	1	1	0	0	0	0	2	2.00
0715 - 0730	0	0	1	0	0	0	0	0	1	1.00
0730 - 0745	0	0	1	0	0	0	0	0	1	1.00
0745 - 0800	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	**0**	**0**	**4**	**1**	**0**	**0**	**0**	**0**	5	5.00
Hourly Average	**0.00**	**0.00**	**1.00**	**0.25**	**0.00**	**0.00**	**0.00**	**0.00**	**1.25**	**1.25**
0800 - 0815	0	0	2	0	0	0	0	0	2	2.00
0815 - 0830	0	0	2	1	0	0	0	0	3	3.00
0830 - 0845	0	0	0	0	0	0	0	0	0	0.00
0845 - 0900	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	**0**	**0**	**4**	**1**	**0**	**0**	**0**	**0**	5	5.00
Hourly Average	**0.00**	**0.00**	**1.00**	**0.25**	**0.00**	**0.00**	**0.00**	**0.00**	**1.25**	**1.25**
0900 - 0915	0	0	0	0	0	0	0	0	0	0.00
0915 - 0930	0	0	0	0	0	0	0	0	0	0.00
0930 - 0945	0	0	0	0	1	0	0	0	1	1.00
0945 - 1000	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	1	1.00
Hourly Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.25**	**0.00**	**0.00**	**0.00**	**0.25**	**0.25**

Session Total	**0**	**0**	**8**	**2**	**1**	**0**	**0**	**0**	11	11.00
Session Average	**0.00**	**0.00**	**0.67**	**0.17**	**0.08**	**0.00**	**0.00**	**0.00**	**0.92**	**0.92**

Date
Wednesday 29 April 2026

Weather
Cloudy
Temp: 16°C

1400 - 1900 (Weekday PM Peak)

	Movement 3.2: Right from Flash Lane (East) to Wellhouse Lane								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1400 - 1415	0	0	0	0	0	0	0	0	0	0.00
1415 - 1430	0	0	1	0	0	0	0	0	1	1.00
1430 - 1445	0	0	2	0	0	0	0	0	2	2.00
1445 - 1500	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	4	4.00
Hourly Average	**0.00**	**0.00**	**1.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**1.00**	**1.00**
1500 - 1515	0	0	4	1	0	0	0	0	5	5.00
1515 - 1530	0	0	2	0	1	0	0	0	3	3.00
1530 - 1545	0	0	0	0	1	0	0	0	1	1.00
1545 - 1600	0	0	4	0	1	0	0	0	5	5.00
Hourly Total	**0**	**0**	**10**	**1**	**3**	**0**	**0**	**0**	14	14.00
Hourly Average	**0.00**	**0.00**	**2.50**	**0.25**	**0.75**	**0.00**	**0.00**	**0.00**	**3.50**	**3.50**
1600 - 1615	0	0	2	0	1	0	0	0	3	3.00
1615 - 1630	0	0	2	0	0	0	0	0	2	2.00
1630 - 1645	0	0	0	0	0	0	0	0	0	0.00
1645 - 1700	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	**0**	**0**	**5**	**0**	**1**	**0**	**0**	**0**	6	6.00
Hourly Average	**0.00**	**0.00**	**1.25**	**0.00**	**0.25**	**0.00**	**0.00**	**0.00**	**1.50**	**1.50**
1700 - 1715	0	0	1	0	1	0	0	0	2	2.00
1715 - 1730	0	0	0	0	0	0	0	0	0	0.00
1730 - 1745	0	0	0	0	0	0	0	0	0	0.00
1745 - 1800	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	**0**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	2	2.00
Hourly Average	**0.00**	**0.00**	**0.25**	**0.00**	**0.25**	**0.00**	**0.00**	**0.00**	**0.50**	**0.50**
1800 - 1815	0	0	3	0	0	0	0	0	3	3.00
1815 - 1830	0	0	0	0	0	1	0	0	1	1.50
1830 - 1845	0	0	1	0	0	0	0	0	1	1.00
1845 - 1900	0	0	2	0	0	0	0	0	2	2.00
Hourly Total	**0**	**0**	**6**	**0**	**0**	**1**	**0**	**0**	7	7.50
Hourly Average	**0.00**	**0.00**	**1.50**	**0.00**	**0.00**	**0.25**	**0.00**	**0.00**	**1.75**	**1.88**

Session Total	**0**	**0**	**26**	**1**	**5**	**1**	**0**	**0**	33	33.50
Session Average	**0.00**	**0.00**	**1.30**	**0.05**	**0.25**	**0.05**	**0.00**	**0.00**	**1.65**	**1.68**

Woodward Court, Mirfield
Classified Junction Count

Site 3 of 6
Flash Lane (East)
Flash Lane (West)
Wellhouse Lane

Lat/Long
lat 53.682732° lon -1.684813°

Date
Wednesday 29 April 2026

Weather
sunny
Temp: 5°C

0700 - 1000 (Weekday AM Peak)

	Movement 3.3: U-Turn from Flash Lane (East) to Flash Lane (East)								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	0	0	0	0	0	0	0	0.00
0715 - 0730	0	0	0	0	0	0	0	0	0	0.00
0730 - 0745	0	0	0	0	0	0	0	0	0	0.00
0745 - 0800	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0	0.00
Hourly Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	0.00	0.00
0800 - 0815	0	0	0	0	0	0	0	0	0	0.00
0815 - 0830	0	0	0	0	0	0	0	0	0	0.00
0830 - 0845	0	0	0	0	0	0	0	0	0	0.00
0845 - 0900	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0	0.00
Hourly Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	0.00	0.00
0900 - 0915	0	0	0	0	0	0	0	0	0	0.00
0915 - 0930	0	0	0	0	0	0	0	0	0	0.00
0930 - 0945	0	0	0	0	0	0	0	0	0	0.00
0945 - 1000	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0	0.00
Hourly Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	0.00	0.00

Session Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0	0.00
Session Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	0.00	0.00

Date
Wednesday 29 April 2026

Weather
Cloudy
Temp: 16°C

1400 - 1900 (Weekday PM Peak)

	Movement 3.3: U-Turn from Flash Lane (East) to Flash Lane (East)								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1400 - 1415	0	0	0	0	0	0	0	0	0	0.00
1415 - 1430	0	0	1	0	0	0	0	0	1	1.00
1430 - 1445	0	0	0	0	0	0	0	0	0	0.00
1445 - 1500	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	1	1.00
Hourly Average	**0.00**	**0.00**	**0.25**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	0.25	0.25
1500 - 1515	0	0	0	0	0	0	0	0	0	0.00
1515 - 1530	0	0	0	0	0	0	0	0	0	0.00
1530 - 1545	0	0	0	0	0	0	0	0	0	0.00
1545 - 1600	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0	0.00
Hourly Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	0.00	0.00
1600 - 1615	0	0	0	0	0	0	0	0	0	0.00
1615 - 1630	0	0	0	0	0	0	0	0	0	0.00
1630 - 1645	0	0	0	0	0	0	0	0	0	0.00
1645 - 1700	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0	0.00
Hourly Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	0.00	0.00
1700 - 1715	0	0	0	0	0	0	0	0	0	0.00
1715 - 1730	0	0	0	0	0	0	0	0	0	0.00
1730 - 1745	0	0	0	0	0	0	0	0	0	0.00
1745 - 1800	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0	0.00
Hourly Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	0.00	0.00
1800 - 1815	0	0	0	0	0	0	0	0	0	0.00
1815 - 1830	0	0	0	0	0	0	0	0	0	0.00
1830 - 1845	0	0	0	0	0	0	0	0	0	0.00
1845 - 1900	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0	0.00
Hourly Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	0.00	0.00

Session Total	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	1	1.00
Session Average	**0.00**	**0.00**	**0.05**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	0.05	0.05

Woodward Court, Mirfield
Classified Junction Count

Site 3 of 6
Flash Lane (East)
Flash Lane (West)
Wellhouse Lane

Lat/Long
lat 53.682732° lon -1.684813°

Date
Wednesday 29 April 2026

Weather
sunny
Temp: 5°C

0700 - 1000 (Weekday AM Peak)

	Movement 3.4: Left from Flash Lane (West) to Wellhouse Lane								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	1	0	0	0	0	0	1	1.00
0715 - 0730	0	0	5	0	0	0	0	0	5	5.00
0730 - 0745	0	0	4	0	1	0	0	0	5	5.00
0745 - 0800	0	0	9	0	1	0	0	0	10	10.00
Hourly Total	**0**	**0**	**19**	**0**	**2**	**0**	**0**	**0**	21	21.00
Hourly Average	**0.00**	**0.00**	**4.75**	**0.00**	**0.50**	**0.00**	**0.00**	**0.00**	**5.25**	**5.25**
0800 - 0815	0	0	4	0	0	0	0	0	4	4.00
0815 - 0830	0	0	5	1	1	0	0	0	7	7.00
0830 - 0845	0	0	4	0	0	0	0	0	4	4.00
0845 - 0900	0	0	1	1	0	0	0	0	2	2.00
Hourly Total	**0**	**0**	**14**	**2**	**1**	**0**	**0**	**0**	17	17.00
Hourly Average	**0.00**	**0.00**	**3.50**	**0.50**	**0.25**	**0.00**	**0.00**	**0.00**	**4.25**	**4.25**
0900 - 0915	0	0	2	0	0	0	0	0	2	2.00
0915 - 0930	0	0	1	0	0	0	0	0	1	1.00
0930 - 0945	0	0	3	0	0	0	0	0	3	3.00
0945 - 1000	1	0	3	0	0	0	0	0	4	3.20
Hourly Total	**1**	**0**	**9**	**0**	**0**	**0**	**0**	**0**	10	9.20
Hourly Average	**0.25**	**0.00**	**2.25**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**2.50**	**2.30**

Session Total	**1**	**0**	**42**	**2**	**3**	**0**	**0**	**0**	48	47.20
Session Average	**0.08**	**0.00**	**3.50**	**0.17**	**0.25**	**0.00**	**0.00**	**0.00**	**4.00**	**3.93**

Date
Wednesday 29 April 2026

Weather
Cloudy
Temp: 16°C

1400 - 1900 (Weekday PM Peak)

	Movement 3.4: Left from Flash Lane (West) to Wellhouse Lane								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1400 - 1415	0	0	11	0	0	0	0	0	11	11.00
1415 - 1430	0	0	1	0	0	0	0	0	1	1.00
1430 - 1445	0	0	5	0	0	0	0	0	5	5.00
1445 - 1500	0	0	6	1	0	0	0	0	7	7.00
Hourly Total	**0**	**0**	**23**	**1**	**0**	**0**	**0**	**0**	24	24.00
Hourly Average	**0.00**	**0.00**	**5.75**	**0.25**	**0.00**	**0.00**	**0.00**	**0.00**	**6.00**	**6.00**
1500 - 1515	0	0	6	0	0	0	0	0	6	6.00
1515 - 1530	0	0	1	0	0	0	0	0	1	1.00
1530 - 1545	0	0	2	0	0	0	0	0	2	2.00
1545 - 1600	0	0	4	0	0	0	0	0	4	4.00
Hourly Total	**0**	**0**	**13**	**0**	**0**	**0**	**0**	**0**	13	13.00
Hourly Average	**0.00**	**0.00**	**3.25**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**3.25**	**3.25**
1600 - 1615	0	0	2	0	1	0	0	0	3	3.00
1615 - 1630	0	0	10	1	0	0	0	0	11	11.00
1630 - 1645	0	0	4	0	0	0	0	0	4	4.00
1645 - 1700	0	0	8	1	0	0	0	0	9	9.00
Hourly Total	**0**	**0**	**24**	**2**	**1**	**0**	**0**	**0**	27	27.00
Hourly Average	**0.00**	**0.00**	**6.00**	**0.50**	**0.25**	**0.00**	**0.00**	**0.00**	**6.75**	**6.75**
1700 - 1715	0	0	5	0	1	0	0	0	6	6.00
1715 - 1730	0	0	18	0	1	0	0	0	19	19.00
1730 - 1745	0	0	10	0	2	0	0	0	12	12.00
1745 - 1800	0	0	13	0	1	0	0	0	14	14.00
Hourly Total	**0**	**0**	**46**	**0**	**5**	**0**	**0**	**0**	51	51.00
Hourly Average	**0.00**	**0.00**	**11.50**	**0.00**	**1.25**	**0.00**	**0.00**	**0.00**	**12.75**	**12.75**
1800 - 1815	0	0	13	0	3	0	0	0	16	16.00
1815 - 1830	0	0	6	1	0	0	0	0	7	7.00
1830 - 1845	0	0	5	0	0	0	0	0	5	5.00
1845 - 1900	0	0	5	0	0	0	0	0	5	5.00
Hourly Total	**0**	**0**	**29**	**1**	**3**	**0**	**0**	**0**	33	33.00
Hourly Average	**0.00**	**0.00**	**7.25**	**0.25**	**0.75**	**0.00**	**0.00**	**0.00**	**8.25**	**8.25**

Session Total	**0**	**0**	**135**	**4**	**9**	**0**	**0**	**0**	148	148.00
Session Average	**0.00**	**0.00**	**6.75**	**0.20**	**0.45**	**0.00**	**0.00**	**0.00**	**7.40**	**7.40**

Woodward Court, Mirfield
Classified Junction Count

Site 3 of 6
Flash Lane (East)
Flash Lane (West)
Wellhouse Lane

Lat/Long
lat 53.682732° lon -1.684813°

Date
Wednesday 29 April 2026

Weather
sunny
Temp: 5°C

0700 - 1000 (Weekday AM Peak)

	Movement 3.5: Eastbound from Flash Lane (West) to Flash Lane (East)								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	26	2	8	0	0	1	37	38.00
0715 - 0730	1	0	38	4	6	0	0	1	50	50.20
0730 - 0745	0	1	64	1	10	0	0	1	77	77.40
0745 - 0800	0	0	90	4	22	0	0	0	116	116.00
Hourly Total	1	1	218	11	46	0	0	3	280	281.60
Hourly Average	0.25	0.25	54.50	2.75	11.50	0.00	0.00	0.75	70.00	70.40
0800 - 0815	0	0	99	7	14	1	0	1	122	123.50
0815 - 0830	0	0	128	13	6	0	0	1	148	149.00
0830 - 0845	1	0	92	5	9	0	0	1	108	108.20
0845 - 0900	0	0	55	4	5	0	0	1	65	66.00
Hourly Total	1	0	374	29	34	1	0	4	443	446.70
Hourly Average	0.25	0.00	93.50	7.25	8.50	0.25	0.00	1.00	110.75	111.68
0900 - 0915	0	0	72	9	9	0	0	1	91	92.00
0915 - 0930	1	3	51	4	7	2	0	1	69	68.40
0930 - 0945	1	0	43	3	8	0	0	1	56	56.20
0945 - 1000	0	0	46	0	4	0	0	0	50	50.00
Hourly Total	2	3	212	16	28	2	0	3	266	266.60
Hourly Average	0.50	0.75	53.00	4.00	7.00	0.50	0.00	0.75	66.50	66.65

Session Total	4	4	804	56	108	3	0	10	989	994.90
Session Average	0.33	0.33	67.00	4.67	9.00	0.25	0.00	0.83	82.42	82.91

Date
Wednesday 29 April 2026

Weather
Cloudy
Temp: 16°C

1400 - 1900 (Weekday PM Peak)

	Movement 3.5: Eastbound from Flash Lane (West) to Flash Lane (East)								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1400 - 1415	0	0	29	2	11	2	0	0	44	45.00
1415 - 1430	0	0	34	6	13	0	0	2	55	57.00
1430 - 1445	0	0	34	7	5	2	0	0	48	49.00
1445 - 1500	0	0	43	4	7	0	0	1	55	56.00
Hourly Total	0	0	140	19	36	4	0	3	202	207.00
Hourly Average	0.00	0.00	35.00	4.75	9.00	1.00	0.00	0.75	50.50	51.75
1500 - 1515	0	0	51	2	3	0	0	0	56	56.00
1515 - 1530	1	0	81	12	7	0	0	0	101	100.20
1530 - 1545	0	2	110	10	10	0	0	2	134	134.80
1545 - 1600	0	1	75	7	12	0	0	0	95	94.40
Hourly Total	1	3	317	31	32	0	0	2	386	385.40
Hourly Average	0.25	0.75	79.25	7.75	8.00	0.00	0.00	0.50	96.50	96.35
1600 - 1615	1	0	74	5	8	0	0	1	89	89.20
1615 - 1630	1	0	97	4	9	0	0	0	111	110.20
1630 - 1645	0	0	84	11	13	0	0	2	110	112.00
1645 - 1700	1	3	72	0	9	0	0	0	85	82.40
Hourly Total	3	3	327	20	39	0	0	3	395	393.80
Hourly Average	0.75	0.75	81.75	5.00	9.75	0.00	0.00	0.75	98.75	98.45
1700 - 1715	0	0	68	3	9	0	0	1	81	82.00
1715 - 1730	0	1	64	5	8	0	0	0	78	77.40
1730 - 1745	1	0	76	0	3	0	0	1	81	81.20
1745 - 1800	0	3	52	2	3	0	0	1	61	60.20
Hourly Total	1	4	260	10	23	0	0	3	301	300.80
Hourly Average	0.25	1.00	65.00	2.50	5.75	0.00	0.00	0.75	75.25	75.20
1800 - 1815	0	0	53	4	4	0	0	1	62	63.00
1815 - 1830	0	0	45	8	5	0	0	0	58	58.00
1830 - 1845	0	1	50	0	3	0	0	1	55	55.40
1845 - 1900	0	0	60	4	5	0	0	0	69	69.00
Hourly Total	0	1	208	16	17	0	0	2	244	245.40
Hourly Average	0.00	0.25	52.00	4.00	4.25	0.00	0.00	0.50	61.00	61.35

Session Total	5	11	1252	96	147	4	0	13	1528	1532.40
Session Average	0.25	0.55	62.60	4.80	7.35	0.20	0.00	0.65	76.40	76.62

Woodward Court, Mirfield
Classified Junction Count

Site 3 of 6
Flash Lane (East)
Flash Lane (West)
Wellhouse Lane

Lat/Long
lat 53.682732° lon -1.684813°

Date
Wednesday 29 April 2026

Weather
sunny
Temp: 5°C

0700 - 1000 (Weekday AM Peak)

	Movement 3.6: U-Turn from Flash Lane (West) to Flash Lane (West)								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	0	0	0	0	0	0	0	0.00
0715 - 0730	0	0	0	0	0	0	0	0	0	0.00
0730 - 0745	0	0	0	0	1	0	0	0	1	1.00
0745 - 0800	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	1	1.00
Hourly Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.25**	**0.00**	**0.00**	**0.00**	0.25	0.25
0800 - 0815	0	0	0	0	0	0	0	0	0	0.00
0815 - 0830	0	0	0	0	0	0	0	0	0	0.00
0830 - 0845	0	0	0	0	0	0	0	0	0	0.00
0845 - 0900	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0	0.00
Hourly Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	0.00	0.00
0900 - 0915	0	0	0	0	0	0	0	0	0	0.00
0915 - 0930	0	0	0	0	0	0	0	0	0	0.00
0930 - 0945	0	0	0	0	0	0	0	0	0	0.00
0945 - 1000	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0	0.00
Hourly Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	0.00	0.00

Session Total	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	1	1.00
Session Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.08**	**0.00**	**0.00**	**0.00**	0.08	0.08

Date
Wednesday 29 April 2026

Weather
Cloudy
Temp: 16°C

1400 - 1900 (Weekday PM Peak)

	Movement 3.6: U-Turn from Flash Lane (West) to Flash Lane (West)								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1400 - 1415	0	0	0	0	0	0	0	0	0	0.00
1415 - 1430	0	0	0	0	0	0	0	0	0	0.00
1430 - 1445	0	0	0	0	0	0	0	0	0	0.00
1445 - 1500	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0	0.00
Hourly Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	0.00	0.00
1500 - 1515	0	0	0	0	0	0	0	0	0	0.00
1515 - 1530	0	0	0	0	0	0	0	0	0	0.00
1530 - 1545	0	0	0	0	0	0	0	0	0	0.00
1545 - 1600	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0	0.00
Hourly Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	0.00	0.00
1600 - 1615	0	0	0	0	0	0	0	0	0	0.00
1615 - 1630	0	0	0	0	0	0	0	0	0	0.00
1630 - 1645	0	0	0	0	0	0	0	0	0	0.00
1645 - 1700	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0	0.00
Hourly Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	0.00	0.00
1700 - 1715	0	0	0	0	0	0	0	0	0	0.00
1715 - 1730	0	0	0	0	0	0	0	0	0	0.00
1730 - 1745	0	0	0	0	0	0	0	0	0	0.00
1745 - 1800	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0	0.00
Hourly Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	0.00	0.00
1800 - 1815	0	0	0	1	0	0	0	0	1	1.00
1815 - 1830	0	0	0	0	0	0	0	0	0	0.00
1830 - 1845	0	0	0	0	0	0	0	0	0	0.00
1845 - 1900	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	1	1.00
Hourly Average	**0.00**	**0.00**	**0.00**	**0.25**	**0.00**	**0.00**	**0.00**	**0.00**	0.25	0.25

Session Total	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	1	1.00
Session Average	**0.00**	**0.00**	**0.00**	**0.05**	**0.00**	**0.00**	**0.00**	**0.00**	0.05	0.05

Woodward Court, Mirfield
Classified Junction Count

Site 3 of 6
Flash Lane (East)
Flash Lane (West)
Wellhouse Lane

Lat/Long
lat 53.682732° lon -1.684813°

Date
Wednesday 29 April 2026

Weather
sunny
Temp: 5°C

0700 - 1000 (Weekday AM Peak)

	Movement 3.7: Left from Wellhouse Lane to Flash Lane (East)								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	2	0	0	0	0	0	2	2.00
0715 - 0730	0	0	4	0	0	0	0	0	4	4.00
0730 - 0745	0	0	1	0	0	0	0	0	1	1.00
0745 - 0800	0	0	4	0	1	0	0	0	5	5.00
Hourly Total	**0**	**0**	**11**	**0**	**1**	**0**	**0**	**0**	12	12.00
Hourly Average	**0.00**	**0.00**	**2.75**	**0.00**	**0.25**	**0.00**	**0.00**	**0.00**	3.00	3.00
0800 - 0815	0	0	6	0	0	0	0	0	6	6.00
0815 - 0830	0	0	7	1	0	0	0	0	8	8.00
0830 - 0845	0	0	11	2	0	0	0	0	13	13.00
0845 - 0900	1	0	38	5	2	0	0	0	46	45.20
Hourly Total	**1**	**0**	**62**	**8**	**2**	**0**	**0**	**0**	73	72.20
Hourly Average	**0.25**	**0.00**	**15.50**	**2.00**	**0.50**	**0.00**	**0.00**	**0.00**	18.25	18.05
0900 - 0915	0	0	10	0	0	0	0	0	10	10.00
0915 - 0930	0	0	3	0	0	0	0	0	3	3.00
0930 - 0945	0	0	1	1	0	0	0	0	2	2.00
0945 - 1000	0	0	1	1	0	0	0	0	2	2.00
Hourly Total	**0**	**0**	**15**	**2**	**0**	**0**	**0**	**0**	17	17.00
Hourly Average	**0.00**	**0.00**	**3.75**	**0.50**	**0.00**	**0.00**	**0.00**	**0.00**	4.25	4.25

Session Total	**1**	**0**	**88**	**10**	**3**	**0**	**0**	**0**	102	101.20
Session Average	**0.08**	**0.00**	**7.33**	**0.83**	**0.25**	**0.00**	**0.00**	**0.00**	8.50	8.43

Date
Wednesday 29 April 2026

Weather
Cloudy
Temp: 16°C

1400 - 1900 (Weekday PM Peak)

	Movement 3.7: Left from Wellhouse Lane to Flash Lane (East)								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1400 - 1415	0	0	2	0	0	0	0	0	2	2.00
1415 - 1430	0	0	1	0	0	0	0	0	1	1.00
1430 - 1445	0	0	0	0	0	0	0	0	0	0.00
1445 - 1500	0	0	3	0	1	0	0	0	4	4.00
Hourly Total	**0**	**0**	**6**	**0**	**1**	**0**	**0**	**0**	7	7.00
Hourly Average	**0.00**	**0.00**	**1.50**	**0.00**	**0.25**	**0.00**	**0.00**	**0.00**	1.75	1.75
1500 - 1515	0	0	4	1	0	0	0	0	5	5.00
1515 - 1530	0	0	26	2	0	0	0	0	28	28.00
1530 - 1545	0	0	17	2	1	0	0	0	20	20.00
1545 - 1600	0	0	6	0	0	0	0	0	6	6.00
Hourly Total	**0**	**0**	**53**	**5**	**1**	**0**	**0**	**0**	59	59.00
Hourly Average	**0.00**	**0.00**	**13.25**	**1.25**	**0.25**	**0.00**	**0.00**	**0.00**	14.75	14.75
1600 - 1615	0	0	6	0	0	0	0	0	6	6.00
1615 - 1630	0	0	7	1	0	0	0	0	8	8.00
1630 - 1645	0	0	7	0	0	0	0	0	7	7.00
1645 - 1700	0	0	6	0	1	0	0	0	7	7.00
Hourly Total	**0**	**0**	**26**	**1**	**1**	**0**	**0**	**0**	28	28.00
Hourly Average	**0.00**	**0.00**	**6.50**	**0.25**	**0.25**	**0.00**	**0.00**	**0.00**	7.00	7.00
1700 - 1715	0	0	3	0	0	0	0	0	3	3.00
1715 - 1730	0	0	6	1	0	0	0	0	7	7.00
1730 - 1745	0	0	5	0	0	0	0	0	5	5.00
1745 - 1800	0	0	2	0	0	0	0	0	2	2.00
Hourly Total	**0**	**0**	**16**	**1**	**0**	**0**	**0**	**0**	17	17.00
Hourly Average	**0.00**	**0.00**	**4.00**	**0.25**	**0.00**	**0.00**	**0.00**	**0.00**	4.25	4.25
1800 - 1815	0	0	3	0	1	0	0	0	4	4.00
1815 - 1830	0	0	2	0	1	0	0	0	3	3.00
1830 - 1845	0	0	1	0	1	0	0	0	2	2.00
1845 - 1900	0	0	2	0	0	0	0	0	2	2.00
Hourly Total	**0**	**0**	**8**	**0**	**3**	**0**	**0**	**0**	11	11.00
Hourly Average	**0.00**	**0.00**	**2.00**	**0.00**	**0.75**	**0.00**	**0.00**	**0.00**	2.75	2.75

Session Total	**0**	**0**	**109**	**7**	**6**	**0**	**0**	**0**	122	122.00
Session Average	**0.00**	**0.00**	**5.45**	**0.35**	**0.30**	**0.00**	**0.00**	**0.00**	6.10	6.10

Woodward Court, Mirfield
Classified Junction Count

Site 3 of 6
Flash Lane (East)
Flash Lane (West)
Wellhouse Lane

Lat/Long
lat 53.682732° lon -1.684813°

Date
Wednesday 29 April 2026

Weather
sunny
Temp: 5°C

0700 - 1000 (Weekday AM Peak)

	Movement 3.8: Right from Wellhouse Lane to Flash Lane (West)								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	4	0	0	0	0	0	4	4.00
0715 - 0730	0	0	1	0	0	0	0	0	1	1.00
0730 - 0745	0	0	2	0	0	0	0	0	2	2.00
0745 - 0800	0	0	5	0	0	0	0	0	5	5.00
Hourly Total	0	0	12	0	0	0	0	0	12	12.00
Hourly Average	0.00	0.00	3.00	0.00	0.00	0.00	0.00	0.00	3.00	3.00
0800 - 0815	0	0	5	0	1	0	0	0	6	6.00
0815 - 0830	0	0	5	1	0	0	0	0	6	6.00
0830 - 0845	0	0	25	0	1	0	0	0	26	26.00
0845 - 0900	0	0	23	0	2	0	0	0	25	25.00
Hourly Total	0	0	58	1	4	0	0	0	63	63.00
Hourly Average	0.00	0.00	14.50	0.25	1.00	0.00	0.00	0.00	15.75	15.75
0900 - 0915	0	0	4	0	1	0	0	0	5	5.00
0915 - 0930	0	0	1	2	2	0	0	0	5	5.00
0930 - 0945	0	0	4	0	0	1	0	0	5	5.50
0945 - 1000	0	0	4	0	0	0	0	0	4	4.00
Hourly Total	0	0	13	2	3	1	0	0	19	19.50
Hourly Average	0.00	0.00	3.25	0.50	0.75	0.25	0.00	0.00	4.75	4.88

Session Total	0	0	83	3	7	1	0	0	94	94.50
Session Average	0.00	0.00	6.92	0.25	0.58	0.08	0.00	0.00	7.83	7.88

Date
Wednesday 29 April 2026

Weather
Cloudy
Temp: 16°C

1400 - 1900 (Weekday PM Peak)

	Movement 3.8: Right from Wellhouse Lane to Flash Lane (West)								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1400 - 1415	0	0	4	0	0	0	0	0	4	4.00
1415 - 1430	0	0	1	0	0	0	0	0	1	1.00
1430 - 1445	0	0	2	0	0	0	0	0	2	2.00
1445 - 1500	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	7	0	0	0	0	0	7	7.00
Hourly Average	0.00	0.00	1.75	0.00	0.00	0.00	0.00	0.00	1.75	1.75
1500 - 1515	0	0	2	0	1	0	0	0	3	3.00
1515 - 1530	0	0	15	0	0	0	0	0	15	15.00
1530 - 1545	0	0	12	0	0	0	0	0	12	12.00
1545 - 1600	0	0	4	0	1	0	0	0	5	5.00
Hourly Total	0	0	33	0	2	0	0	0	35	35.00
Hourly Average	0.00	0.00	8.25	0.00	0.50	0.00	0.00	0.00	8.75	8.75
1600 - 1615	0	0	5	0	0	0	0	0	5	5.00
1615 - 1630	0	0	1	0	1	0	0	0	2	2.00
1630 - 1645	1	0	2	0	0	0	0	0	3	2.20
1645 - 1700	0	0	3	0	2	0	0	0	5	5.00
Hourly Total	1	0	11	0	3	0	0	0	15	14.20
Hourly Average	0.25	0.00	2.75	0.00	0.75	0.00	0.00	0.00	3.75	3.55
1700 - 1715	0	0	4	0	1	0	0	0	5	5.00
1715 - 1730	0	1	6	0	0	0	0	0	7	6.40
1730 - 1745	0	0	1	0	0	0	0	0	1	1.00
1745 - 1800	0	0	5	0	0	0	0	0	5	5.00
Hourly Total	0	1	16	0	1	0	0	0	18	17.40
Hourly Average	0.00	0.25	4.00	0.00	0.25	0.00	0.00	0.00	4.50	4.35
1800 - 1815	0	0	9	0	0	0	0	0	9	9.00
1815 - 1830	0	0	4	0	0	0	0	0	4	4.00
1830 - 1845	0	0	2	0	0	0	0	0	2	2.00
1845 - 1900	0	0	3	0	0	0	0	0	3	3.00
Hourly Total	0	0	18	0	0	0	0	0	18	18.00
Hourly Average	0.00	0.00	4.50	0.00	0.00	0.00	0.00	0.00	4.50	4.50

Session Total	1	1	85	0	6	0	0	0	93	91.60
Session Average	0.05	0.05	4.25	0.00	0.30	0.00	0.00	0.00	4.65	4.58

Woodward Court, Mirfield
Classified Junction Count

Site 4 of 6
Shillbank Lane
Flash Lane
Hepworth Lane

Lat/Long
lat 53.683904° lon -1.682241°

Date
Wednesday 29 April 2026

Weather
sunny
Temp: 5°C

0700 - 1000 (Weekday AM Peak)

	Movement 4.1: Left from Shillbank Lane to Flash Lane								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	2	16	5	4	0	0	2	29	29.80
0715 - 0730	0	0	18	2	0	1	1	0	22	23.80
0730 - 0745	0	1	32	2	4	1	0	1	41	41.90
0745 - 0800	0	0	46	0	3	0	0	0	49	49.00
Hourly Total	**0**	**3**	**112**	**9**	**11**	**2**	**1**	**3**	**141**	**144.50**
Hourly Average	**0.00**	**0.75**	**28.00**	**2.25**	**2.75**	**0.50**	**0.25**	**0.75**	**35.25**	**36.13**
0800 - 0815	1	0	61	4	1	0	2	1	70	72.80
0815 - 0830	0	1	56	7	5	0	0	1	70	70.40
0830 - 0845	0	0	39	4	4	0	0	0	47	47.00
0845 - 0900	0	0	38	0	5	1	0	1	45	46.50
Hourly Total	**1**	**1**	**194**	**15**	**15**	**1**	**2**	**3**	**232**	**236.70**
Hourly Average	**0.25**	**0.25**	**48.50**	**3.75**	**3.75**	**0.25**	**0.50**	**0.75**	**58.00**	**59.18**
0900 - 0915	0	0	30	2	1	1	1	0	35	36.80
0915 - 0930	0	0	22	0	6	0	0	2	30	32.00
0930 - 0945	0	0	25	6	3	0	0	1	35	36.00
0945 - 1000	0	0	23	0	3	0	0	0	26	26.00
Hourly Total	**0**	**0**	**100**	**8**	**13**	**1**	**1**	**3**	**126**	**130.80**
Hourly Average	**0.00**	**0.00**	**25.00**	**2.00**	**3.25**	**0.25**	**0.25**	**0.75**	**31.50**	**32.70**

Session Total	**1**	**4**	**406**	**32**	**39**	**4**	**4**	**9**	**499**	**512.00**
Session Average	**0.08**	**0.33**	**33.83**	**2.67**	**3.25**	**0.33**	**0.33**	**0.75**	**41.58**	**42.67**

Date
Wednesday 29 April 2026

Weather
Cloudy
Temp: 16°C

1400 - 1900 (Weekday PM Peak)

	Movement 4.1: Left from Shillbank Lane to Flash Lane								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1400 - 1415	1	0	32	4	5	0	0	2	44	45.20
1415 - 1430	2	0	30	3	3	0	2	0	40	41.00
1430 - 1445	0	0	29	3	6	0	0	1	39	40.00
1445 - 1500	0	0	41	0	1	0	0	0	42	42.00
Hourly Total	**3**	**0**	**132**	**10**	**15**	**0**	**2**	**3**	**165**	**168.20**
Hourly Average	**0.75**	**0.00**	**33.00**	**2.50**	**3.75**	**0.00**	**0.50**	**0.75**	**41.25**	**42.05**
1500 - 1515	0	0	52	7	4	0	0	1	64	65.00
1515 - 1530	1	0	44	1	3	0	1	1	51	52.50
1530 - 1545	0	0	36	5	4	0	0	1	46	47.00
1545 - 1600	0	0	39	0	4	1	0	1	45	46.50
Hourly Total	**1**	**0**	**171**	**13**	**15**	**1**	**1**	**4**	**206**	**211.00**
Hourly Average	**0.25**	**0.00**	**42.75**	**3.25**	**3.75**	**0.25**	**0.25**	**1.00**	**51.50**	**52.75**
1600 - 1615	2	0	50	3	8	0	0	1	64	63.40
1615 - 1630	2	0	43	1	6	0	0	1	53	52.40
1630 - 1645	1	0	29	3	3	0	0	0	36	35.20
1645 - 1700	0	0	28	1	2	0	0	0	31	31.00
Hourly Total	**5**	**0**	**150**	**8**	**19**	**0**	**0**	**2**	**184**	**182.00**
Hourly Average	**1.25**	**0.00**	**37.50**	**2.00**	**4.75**	**0.00**	**0.00**	**0.50**	**46.00**	**45.50**
1700 - 1715	0	2	34	1	2	0	0	1	40	39.80
1715 - 1730	1	0	39	0	6	0	0	1	47	47.20
1730 - 1745	1	0	30	1	5	0	0	1	38	38.20
1745 - 1800	0	0	24	0	2	0	0	0	26	26.00
Hourly Total	**2**	**2**	**127**	**2**	**15**	**0**	**0**	**3**	**151**	**151.20**
Hourly Average	**0.50**	**0.50**	**31.75**	**0.50**	**3.75**	**0.00**	**0.00**	**0.75**	**37.75**	**37.80**
1800 - 1815	0	1	27	3	1	0	0	0	32	31.40
1815 - 1830	0	0	18	1	1	1	0	2	23	25.50
1830 - 1845	0	0	17	1	0	0	0	1	19	20.00
1845 - 1900	0	0	34	3	1	0	0	2	40	42.00
Hourly Total	**0**	**1**	**96**	**8**	**3**	**1**	**0**	**5**	**114**	**118.90**
Hourly Average	**0.00**	**0.25**	**24.00**	**2.00**	**0.75**	**0.25**	**0.00**	**1.25**	**28.50**	**29.73**

Session Total	**11**	**3**	**676**	**41**	**67**	**2**	**3**	**17**	**820**	**831.30**
Session Average	**0.55**	**0.15**	**33.80**	**2.05**	**3.35**	**0.10**	**0.15**	**0.85**	**41.00**	**41.57**

Woodward Court, Mirfield
Classified Junction Count

Site 4 of 6
Shillbank Lane
Flash Lane
Hepworth Lane

Lat/Long
lat 53.683904° lon -1.682241°

Date
Wednesday 29 April 2026

Weather
sunny
Temp: 5°C

0700 - 1000 (Weekday AM Peak)

	Movement 4.2: Right from Shillbank Lane to Hepworth Lane								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	0	0	1	0	0	0	1	1.00
0715 - 0730	0	0	5	0	0	0	0	0	5	5.00
0730 - 0745	1	0	4	0	0	0	0	0	5	4.20
0745 - 0800	0	0	3	1	0	0	0	0	4	4.00
Hourly Total	**1**	**0**	**12**	**1**	**1**	**0**	**0**	**0**	15	14.20
Hourly Average	**0.25**	**0.00**	**3.00**	**0.25**	**0.25**	**0.00**	**0.00**	**0.00**	3.75	3.55
0800 - 0815	0	0	11	0	1	0	0	0	12	12.00
0815 - 0830	0	0	11	1	0	0	0	0	12	12.00
0830 - 0845	0	0	13	3	0	0	0	0	16	16.00
0845 - 0900	0	0	7	0	0	0	0	0	7	7.00
Hourly Total	**0**	**0**	**42**	**4**	**1**	**0**	**0**	**0**	47	47.00
Hourly Average	**0.00**	**0.00**	**10.50**	**1.00**	**0.25**	**0.00**	**0.00**	**0.00**	11.75	11.75
0900 - 0915	0	0	4	0	0	0	0	0	4	4.00
0915 - 0930	0	0	2	0	0	0	0	0	2	2.00
0930 - 0945	0	0	1	1	0	0	0	0	2	2.00
0945 - 1000	0	0	2	0	0	0	0	0	2	2.00
Hourly Total	**0**	**0**	**9**	**1**	**0**	**0**	**0**	**0**	10	10.00
Hourly Average	**0.00**	**0.00**	**2.25**	**0.25**	**0.00**	**0.00**	**0.00**	**0.00**	2.50	2.50

Session Total	**1**	**0**	**63**	**6**	**2**	**0**	**0**	**0**	72	71.20
Session Average	**0.08**	**0.00**	**5.25**	**0.50**	**0.17**	**0.00**	**0.00**	**0.00**	6.00	5.93

Date
Wednesday 29 April 2026

Weather
Cloudy
Temp: 16°C

1400 - 1900 (Weekday PM Peak)

	Movement 4.2: Right from Shillbank Lane to Hepworth Lane								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1400 - 1415	0	0	2	0	0	0	0	0	2	2.00
1415 - 1430	0	0	1	0	0	0	0	0	1	1.00
1430 - 1445	0	0	12	0	0	0	0	0	12	12.00
1445 - 1500	0	0	11	0	0	0	0	0	11	11.00
Hourly Total	**0**	**0**	**26**	**0**	**0**	**0**	**0**	**0**	26	26.00
Hourly Average	**0.00**	**0.00**	**6.50**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	6.50	6.50
1500 - 1515	0	0	7	1	0	0	0	0	8	8.00
1515 - 1530	0	0	3	1	0	0	0	0	4	4.00
1530 - 1545	0	0	2	0	0	0	0	0	2	2.00
1545 - 1600	0	0	6	0	0	0	0	0	6	6.00
Hourly Total	**0**	**0**	**18**	**2**	**0**	**0**	**0**	**0**	20	20.00
Hourly Average	**0.00**	**0.00**	**4.50**	**0.50**	**0.00**	**0.00**	**0.00**	**0.00**	5.00	5.00
1600 - 1615	0	0	1	0	0	0	0	0	1	1.00
1615 - 1630	0	0	3	0	0	0	0	0	3	3.00
1630 - 1645	0	0	4	0	0	0	0	0	4	4.00
1645 - 1700	0	0	3	0	0	0	0	0	3	3.00
Hourly Total	**0**	**0**	**11**	**0**	**0**	**0**	**0**	**0**	11	11.00
Hourly Average	**0.00**	**0.00**	**2.75**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	2.75	2.75
1700 - 1715	0	0	1	0	0	0	0	0	1	1.00
1715 - 1730	0	0	2	0	3	0	0	0	5	5.00
1730 - 1745	0	0	1	0	0	0	0	0	1	1.00
1745 - 1800	0	0	2	1	0	0	0	0	3	3.00
Hourly Total	**0**	**0**	**6**	**1**	**3**	**0**	**0**	**0**	10	10.00
Hourly Average	**0.00**	**0.00**	**1.50**	**0.25**	**0.75**	**0.00**	**0.00**	**0.00**	2.50	2.50
1800 - 1815	0	0	3	0	0	0	0	0	3	3.00
1815 - 1830	0	0	4	0	0	0	0	0	4	4.00
1830 - 1845	0	0	3	1	0	0	0	0	4	4.00
1845 - 1900	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	**0**	**0**	**11**	**1**	**0**	**0**	**0**	**0**	12	12.00
Hourly Average	**0.00**	**0.00**	**2.75**	**0.25**	**0.00**	**0.00**	**0.00**	**0.00**	3.00	3.00

Session Total	**0**	**0**	**72**	**4**	**3**	**0**	**0**	**0**	79	79.00
Session Average	**0.00**	**0.00**	**3.60**	**0.20**	**0.15**	**0.00**	**0.00**	**0.00**	3.95	3.95

Woodward Court, Mirfield
Classified Junction Count

Site 4 of 6
Shillbank Lane
Flash Lane
Hepworth Lane

Lat/Long
lat 53.683904° lon -1.682241°

Date
Wednesday 29 April 2026

Weather
sunny
Temp: 5°C

0700 - 1000 (Weekday AM Peak)

	Movement 4.3: Left from Flash Lane to Hepworth Lane								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	2	0	0	0	0	0	2	2.00
0715 - 0730	0	0	2	0	1	0	0	0	3	3.00
0730 - 0745	0	0	4	0	0	0	0	0	4	4.00
0745 - 0800	0	0	4	0	2	0	0	0	6	6.00
Hourly Total	0	0	12	0	3	0	0	0	15	15.00
Hourly Average	0.00	0.00	3.00	0.00	0.75	0.00	0.00	0.00	3.75	3.75
0800 - 0815	0	0	5	0	0	0	0	0	5	5.00
0815 - 0830	0	0	3	0	1	0	0	0	4	4.00
0830 - 0845	1	0	2	0	0	0	0	0	3	2.20
0845 - 0900	0	0	4	0	0	0	0	0	4	4.00
Hourly Total	1	0	14	0	1	0	0	0	16	15.20
Hourly Average	0.25	0.00	3.50	0.00	0.25	0.00	0.00	0.00	4.00	3.80
0900 - 0915	0	0	4	0	1	0	0	0	5	5.00
0915 - 0930	0	0	1	0	0	0	0	0	1	1.00
0930 - 0945	0	0	0	0	2	0	0	0	2	2.00
0945 - 1000	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	0	0	6	0	3	0	0	0	9	9.00
Hourly Average	0.00	0.00	1.50	0.00	0.75	0.00	0.00	0.00	2.25	2.25

Session Total	1	0	32	0	7	0	0	0	40	39.20
Session Average	0.08	0.00	2.67	0.00	0.58	0.00	0.00	0.00	3.33	3.27

Date
Wednesday 29 April 2026

Weather
Cloudy
Temp: 16°C

1400 - 1900 (Weekday PM Peak)

	Movement 4.3: Left from Flash Lane to Hepworth Lane								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1400 - 1415	0	0	2	0	0	0	0	0	2	2.00
1415 - 1430	0	0	5	0	1	0	0	0	6	6.00
1430 - 1445	0	0	0	0	0	0	0	0	0	0.00
1445 - 1500	0	0	2	1	0	0	0	0	3	3.00
Hourly Total	0	0	9	1	1	0	0	0	11	11.00
Hourly Average	0.00	0.00	2.25	0.25	0.25	0.00	0.00	0.00	2.75	2.75
1500 - 1515	1	0	4	0	0	0	0	0	5	4.20
1515 - 1530	0	0	3	0	2	0	0	0	5	5.00
1530 - 1545	0	0	4	0	1	0	0	0	5	5.00
1545 - 1600	0	0	2	0	0	0	0	0	2	2.00
Hourly Total	1	0	13	0	3	0	0	0	17	16.20
Hourly Average	0.25	0.00	3.25	0.00	0.75	0.00	0.00	0.00	4.25	4.05
1600 - 1615	0	0	4	1	0	0	0	0	5	5.00
1615 - 1630	0	0	5	0	1	0	0	0	6	6.00
1630 - 1645	0	0	7	0	1	0	0	0	8	8.00
1645 - 1700	0	0	6	0	1	0	0	0	7	7.00
Hourly Total	0	0	22	1	3	0	0	0	26	26.00
Hourly Average	0.00	0.00	5.50	0.25	0.75	0.00	0.00	0.00	6.50	6.50
1700 - 1715	0	0	3	0	1	0	0	0	4	4.00
1715 - 1730	0	0	4	0	0	0	0	0	4	4.00
1730 - 1745	0	0	7	0	0	0	0	0	7	7.00
1745 - 1800	0	0	5	0	0	0	0	0	5	5.00
Hourly Total	0	0	19	0	1	0	0	0	20	20.00
Hourly Average	0.00	0.00	4.75	0.00	0.25	0.00	0.00	0.00	5.00	5.00
1800 - 1815	0	0	2	0	1	0	0	0	3	3.00
1815 - 1830	0	0	1	0	0	0	0	0	1	1.00
1830 - 1845	0	0	4	0	0	0	0	0	4	4.00
1845 - 1900	0	0	3	0	0	0	0	0	3	3.00
Hourly Total	0	0	10	0	1	0	0	0	11	11.00
Hourly Average	0.00	0.00	2.50	0.00	0.25	0.00	0.00	0.00	2.75	2.75

Session Total	1	0	73	2	9	0	0	0	85	84.20
Session Average	0.05	0.00	3.65	0.10	0.45	0.00	0.00	0.00	4.25	4.21

Woodward Court, Mirfield
Classified Junction Count

Site 4 of 6
Shillbank Lane
Flash Lane
Hepworth Lane

Lat/Long
lat 53.683904° lon -1.682241°

Date
Wednesday 29 April 2026

Weather
sunny
Temp: 5°C

0700 - 1000 (Weekday AM Peak)

	Movement 4.4: Right from Flash Lane to Shillbank Lane								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	1	0	31	1	6	0	0	1	40	40.20
0715 - 0730	1	0	36	5	10	0	0	1	53	53.20
0730 - 0745	0	1	66	1	7	0	0	1	76	76.40
0745 - 0800	1	0	84	4	21	0	0	0	110	109.20
Hourly Total	**3**	**1**	**217**	**11**	**44**	**0**	**0**	**3**	279	279.00
Hourly Average	**0.75**	**0.25**	**54.25**	**2.75**	**11.00**	**0.00**	**0.00**	**0.75**	**69.75**	**69.75**
0800 - 0815	0	0	105	6	12	1	0	1	125	126.50
0815 - 0830	0	0	123	15	7	0	0	1	146	147.00
0830 - 0845	1	0	106	7	8	0	0	1	123	123.20
0845 - 0900	0	0	87	9	8	0	0	1	105	106.00
Hourly Total	**1**	**0**	**421**	**37**	**35**	**1**	**0**	**4**	499	502.70
Hourly Average	**0.25**	**0.00**	**105.25**	**9.25**	**8.75**	**0.25**	**0.00**	**1.00**	**124.75**	**125.68**
0900 - 0915	0	0	74	7	8	0	0	1	90	91.00
0915 - 0930	1	3	53	6	5	2	0	1	71	70.40
0930 - 0945	0	0	46	2	6	0	0	1	55	56.00
0945 - 1000	1	0	41	3	5	0	0	0	50	49.20
Hourly Total	**2**	**3**	**214**	**18**	**24**	**2**	**0**	**3**	266	266.60
Hourly Average	**0.50**	**0.75**	**53.50**	**4.50**	**6.00**	**0.50**	**0.00**	**0.75**	**66.50**	**66.65**

Session Total	**6**	**4**	**852**	**66**	**103**	**3**	**0**	**10**	1044	1048.30
Session Average	**0.50**	**0.33**	**71.00**	**5.50**	**8.58**	**0.25**	**0.00**	**0.83**	**87.00**	**87.36**

Date
Wednesday 29 April 2026

Weather
Cloudy
Temp: 16°C

1400 - 1900 (Weekday PM Peak)

	Movement 4.4: Right from Flash Lane to Shillbank Lane								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1400 - 1415	0	0	33	2	9	2	0	0	46	47.00
1415 - 1430	0	0	29	6	11	0	0	2	48	50.00
1430 - 1445	0	0	30	7	7	2	0	0	46	47.00
1445 - 1500	0	0	41	2	8	0	0	1	52	53.00
Hourly Total	**0**	**0**	**133**	**17**	**35**	**4**	**0**	**3**	192	197.00
Hourly Average	**0.00**	**0.00**	**33.25**	**4.25**	**8.75**	**1.00**	**0.00**	**0.75**	**48.00**	**49.25**
1500 - 1515	0	0	43	4	6	0	0	0	53	53.00
1515 - 1530	0	0	102	12	4	0	0	0	118	118.00
1530 - 1545	0	2	111	14	8	0	0	2	137	137.80
1545 - 1600	0	1	77	7	10	0	0	0	95	94.40
Hourly Total	**0**	**3**	**333**	**37**	**28**	**0**	**0**	**2**	403	403.20
Hourly Average	**0.00**	**0.75**	**83.25**	**9.25**	**7.00**	**0.00**	**0.00**	**0.50**	**100.75**	**100.80**
1600 - 1615	1	0	78	4	9	0	0	1	93	93.20
1615 - 1630	1	0	96	4	7	0	0	0	108	107.20
1630 - 1645	0	0	75	12	11	0	0	2	100	102.00
1645 - 1700	1	3	73	0	9	0	0	0	86	83.40
Hourly Total	**3**	**3**	**322**	**20**	**36**	**0**	**0**	**3**	387	385.80
Hourly Average	**0.75**	**0.75**	**80.50**	**5.00**	**9.00**	**0.00**	**0.00**	**0.75**	**96.75**	**96.45**
1700 - 1715	0	0	62	3	8	0	0	1	74	75.00
1715 - 1730	0	1	60	5	6	0	0	0	72	71.40
1730 - 1745	1	0	67	1	4	0	0	1	74	74.20
1745 - 1800	0	3	47	2	2	0	0	1	55	54.20
Hourly Total	**1**	**4**	**236**	**11**	**20**	**0**	**0**	**3**	275	274.80
Hourly Average	**0.25**	**1.00**	**59.00**	**2.75**	**5.00**	**0.00**	**0.00**	**0.75**	**68.75**	**68.70**
1800 - 1815	0	0	50	4	2	0	0	1	57	58.00
1815 - 1830	0	0	41	7	6	0	0	0	54	54.00
1830 - 1845	0	1	45	1	4	0	0	1	52	52.40
1845 - 1900	0	0	49	1	5	0	0	0	55	55.00
Hourly Total	**0**	**1**	**185**	**13**	**17**	**0**	**0**	**2**	218	219.40
Hourly Average	**0.00**	**0.25**	**46.25**	**3.25**	**4.25**	**0.00**	**0.00**	**0.50**	**54.50**	**54.85**

Session Total	**4**	**11**	**1209**	**98**	**136**	**4**	**0**	**13**	1475	1480.20
Session Average	**0.20**	**0.55**	**60.45**	**4.90**	**6.80**	**0.20**	**0.00**	**0.65**	**73.75**	**74.01**

Woodward Court, Mirfield
Classified Junction Count

Site 4 of 6
Shillbank Lane
Flash Lane
Hepworth Lane

Lat/Long
lat 53.683904° lon -1.682241°

Date
Wednesday 29 April 2026

Weather
sunny
Temp: 5°C

0700 - 1000 (Weekday AM Peak)

	Movement 4.5: U-Turn from Flash Lane to Flash Lane								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	0	0	0	0	0	0	0	0.00
0715 - 0730	0	0	0	0	0	0	0	0	0	0.00
0730 - 0745	0	0	0	0	0	0	0	0	0	0.00
0745 - 0800	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0	0.00
Hourly Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**
0800 - 0815	0	0	0	0	0	0	0	0	0	0.00
0815 - 0830	0	0	0	0	0	0	0	0	0	0.00
0830 - 0845	0	0	0	0	0	0	0	0	0	0.00
0845 - 0900	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0	0.00
Hourly Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**
0900 - 0915	0	0	0	0	0	0	0	0	0	0.00
0915 - 0930	0	0	0	0	0	0	0	0	0	0.00
0930 - 0945	0	0	0	0	0	0	0	0	0	0.00
0945 - 1000	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0	0.00
Hourly Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

Session Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0	0.00
Session Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

Date
Wednesday 29 April 2026

Weather
Cloudy
Temp: 16°C

1400 - 1900 (Weekday PM Peak)

	Movement 4.5: U-Turn from Flash Lane to Flash Lane								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1400 - 1415	0	0	0	0	0	0	0	0	0	0.00
1415 - 1430	0	0	0	0	0	0	0	0	0	0.00
1430 - 1445	0	0	0	0	0	0	0	0	0	0.00
1445 - 1500	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0	0.00
Hourly Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**
1500 - 1515	0	0	0	0	0	0	0	0	0	0.00
1515 - 1530	0	0	0	0	0	0	0	0	0	0.00
1530 - 1545	0	0	0	0	0	0	0	0	0	0.00
1545 - 1600	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0	0.00
Hourly Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**
1600 - 1615	0	0	0	0	0	0	0	0	0	0.00
1615 - 1630	0	0	0	0	0	0	0	0	0	0.00
1630 - 1645	0	0	0	0	0	0	0	0	0	0.00
1645 - 1700	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0	0.00
Hourly Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**
1700 - 1715	0	0	0	0	0	0	0	0	0	0.00
1715 - 1730	0	0	0	0	0	0	0	0	0	0.00
1730 - 1745	0	0	0	0	0	0	0	0	0	0.00
1745 - 1800	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0	0.00
Hourly Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**
1800 - 1815	0	0	0	0	0	0	0	0	0	0.00
1815 - 1830	0	0	0	0	0	0	0	0	0	0.00
1830 - 1845	0	0	0	0	0	0	0	0	0	0.00
1845 - 1900	0	0	0	1	0	0	0	0	1	1.00
Hourly Total	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	1	1.00
Hourly Average	**0.00**	**0.00**	**0.00**	**0.25**	**0.00**	**0.00**	**0.00**	**0.00**	**0.25**	**0.25**

Session Total	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	1	1.00
Session Average	**0.00**	**0.00**	**0.00**	**0.05**	**0.00**	**0.00**	**0.00**	**0.00**	**0.05**	**0.05**

Woodward Court, Mirfield
Classified Junction Count

Site 4 of 6
Shillbank Lane
Flash Lane
Hepworth Lane

Lat/Long
lat 53.683904° lon -1.682241°

Date
Wednesday 29 April 2026

Weather
sunny
Temp: 5°C

0700 - 1000 (Weekday AM Peak)

	Movement 4.6: Left from Hepworth Lane to Shillbank Lane								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	0	0	0	0	0	0	0	0.00
0715 - 0730	0	0	2	0	0	0	0	0	2	2.00
0730 - 0745	0	0	1	1	0	0	0	0	2	2.00
0745 - 0800	0	0	2	0	0	0	0	0	2	2.00
Hourly Total	**0**	**0**	**5**	**1**	**0**	**0**	**0**	**0**	6	6.00
Hourly Average	**0.00**	**0.00**	**1.25**	**0.25**	**0.00**	**0.00**	**0.00**	**0.00**	1.50	1.50
0800 - 0815	0	0	0	0	0	0	0	0	0	0.00
0815 - 0830	0	0	1	0	0	0	0	0	1	1.00
0830 - 0845	0	0	0	0	0	0	0	0	0	0.00
0845 - 0900	0	0	2	0	0	0	0	0	2	2.00
Hourly Total	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	3	3.00
Hourly Average	**0.00**	**0.00**	**0.75**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	0.75	0.75
0900 - 0915	0	0	1	0	0	0	0	0	1	1.00
0915 - 0930	0	0	2	0	0	0	0	0	2	2.00
0930 - 0945	0	0	1	0	1	0	0	0	2	2.00
0945 - 1000	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	**0**	**0**	**5**	**0**	**1**	**0**	**0**	**0**	6	6.00
Hourly Average	**0.00**	**0.00**	**1.25**	**0.00**	**0.25**	**0.00**	**0.00**	**0.00**	1.50	1.50

Session Total	**0**	**0**	**13**	**1**	**1**	**0**	**0**	**0**	15	15.00
Session Average	**0.00**	**0.00**	**1.08**	**0.08**	**0.08**	**0.00**	**0.00**	**0.00**	1.25	1.25

Date
Wednesday 29 April 2026

Weather
Cloudy
Temp: 16°C

1400 - 1900 (Weekday PM Peak)

	Movement 4.6: Left from Hepworth Lane to Shillbank Lane								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1400 - 1415	0	0	0	0	0	0	0	0	0	0.00
1415 - 1430	0	0	0	0	0	0	0	0	0	0.00
1430 - 1445	0	0	0	0	0	0	0	0	0	0.00
1445 - 1500	0	0	2	0	0	0	0	0	2	2.00
Hourly Total	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	2	2.00
Hourly Average	**0.00**	**0.00**	**0.50**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	0.50	0.50
1500 - 1515	0	0	0	0	0	0	0	0	0	0.00
1515 - 1530	0	0	0	0	1	0	0	0	1	1.00
1530 - 1545	0	0	2	0	0	0	0	0	2	2.00
1545 - 1600	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	**0**	**0**	**3**	**0**	**1**	**0**	**0**	**0**	4	4.00
Hourly Average	**0.00**	**0.00**	**0.75**	**0.00**	**0.25**	**0.00**	**0.00**	**0.00**	1.00	1.00
1600 - 1615	0	1	0	0	1	0	0	0	2	1.40
1615 - 1630	0	0	1	0	0	0	0	0	1	1.00
1630 - 1645	0	0	0	0	0	0	0	0	0	0.00
1645 - 1700	0	0	2	0	0	0	0	0	2	2.00
Hourly Total	**0**	**1**	**3**	**0**	**1**	**0**	**0**	**0**	5	4.40
Hourly Average	**0.00**	**0.25**	**0.75**	**0.00**	**0.25**	**0.00**	**0.00**	**0.00**	1.25	1.10
1700 - 1715	0	0	0	0	0	0	0	0	0	0.00
1715 - 1730	0	0	1	0	0	0	0	0	1	1.00
1730 - 1745	0	0	2	0	0	0	0	0	2	2.00
1745 - 1800	0	0	3	0	0	0	0	0	3	3.00
Hourly Total	**0**	**0**	**6**	**0**	**0**	**0**	**0**	**0**	6	6.00
Hourly Average	**0.00**	**0.00**	**1.50**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	1.50	1.50
1800 - 1815	0	0	0	0	0	0	0	0	0	0.00
1815 - 1830	0	0	0	0	0	0	0	0	0	0.00
1830 - 1845	0	0	1	0	0	0	0	0	1	1.00
1845 - 1900	0	0	2	0	0	0	0	0	2	2.00
Hourly Total	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	3	3.00
Hourly Average	**0.00**	**0.00**	**0.75**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	0.75	0.75

Session Total	**0**	**1**	**17**	**0**	**2**	**0**	**0**	**0**	20	19.40
Session Average	**0.00**	**0.05**	**0.85**	**0.00**	**0.10**	**0.00**	**0.00**	**0.00**	1.00	0.97

Woodward Court, Mirfield
Classified Junction Count

Site 4 of 6
Shillbank Lane
Flash Lane
Hepworth Lane

Lat/Long
lat 53.683904° lon -1.682241°

Date
Wednesday 29 April 2026

Weather
sunny
Temp: 5°C

0700 - 1000 (Weekday AM Peak)

	Movement 4.7: Right from Hepworth Lane to Flash Lane								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	2	0	0	0	0	0	2	2.00
0715 - 0730	0	0	0	0	1	0	0	0	1	1.00
0730 - 0745	0	0	3	0	0	0	0	0	3	3.00
0745 - 0800	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	5	0	1	0	0	0	6	6.00
Hourly Average	0.00	0.00	1.25	0.00	0.25	0.00	0.00	0.00	1.50	1.50
0800 - 0815	0	0	2	0	0	0	0	0	2	2.00
0815 - 0830	0	0	0	0	0	0	0	0	0	0.00
0830 - 0845	0	0	0	0	0	0	0	0	0	0.00
0845 - 0900	0	0	2	0	0	0	0	0	2	2.00
Hourly Total	0	0	4	0	0	0	0	0	4	4.00
Hourly Average	0.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00	1.00	1.00
0900 - 0915	0	0	1	0	0	0	0	0	1	1.00
0915 - 0930	0	0	2	0	0	0	0	0	2	2.00
0930 - 0945	0	0	2	0	1	0	0	0	3	3.00
0945 - 1000	0	0	2	0	1	0	0	0	3	3.00
Hourly Total	0	0	7	0	2	0	0	0	9	9.00
Hourly Average	0.00	0.00	1.75	0.00	0.50	0.00	0.00	0.00	2.25	2.25

Session Total	0	0	16	0	3	0	0	0	19	19.00
Session Average	0.00	0.00	1.33	0.00	0.25	0.00	0.00	0.00	1.58	1.58

Date
Wednesday 29 April 2026

Weather
Cloudy
Temp: 16°C

1400 - 1900 (Weekday PM Peak)

	Movement 4.7: Right from Hepworth Lane to Flash Lane								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1400 - 1415	0	0	1	0	0	0	0	0	1	1.00
1415 - 1430	0	0	1	0	0	0	0	0	1	1.00
1430 - 1445	0	0	1	0	0	0	0	0	1	1.00
1445 - 1500	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	0	0	4	0	0	0	0	0	4	4.00
Hourly Average	0.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00	1.00	1.00
1500 - 1515	0	0	1	0	0	0	0	0	1	1.00
1515 - 1530	0	0	0	1	0	0	0	0	1	1.00
1530 - 1545	0	0	1	0	0	0	0	0	1	1.00
1545 - 1600	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	2	1	0	0	0	0	3	3.00
Hourly Average	0.00	0.00	0.50	0.25	0.00	0.00	0.00	0.00	0.75	0.75
1600 - 1615	0	0	0	0	0	0	0	0	0	0.00
1615 - 1630	0	0	0	0	0	0	0	0	0	0.00
1630 - 1645	0	0	1	0	0	0	0	0	1	1.00
1645 - 1700	0	0	0	0	1	0	0	0	1	1.00
Hourly Total	0	0	1	0	1	0	0	0	2	2.00
Hourly Average	0.00	0.00	0.25	0.00	0.25	0.00	0.00	0.00	0.50	0.50
1700 - 1715	0	0	1	0	0	0	0	0	1	1.00
1715 - 1730	0	0	1	0	0	0	0	0	1	1.00
1730 - 1745	0	0	1	0	1	0	0	0	2	2.00
1745 - 1800	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	0	0	4	0	1	0	0	0	5	5.00
Hourly Average	0.00	0.00	1.00	0.00	0.25	0.00	0.00	0.00	1.25	1.25
1800 - 1815	0	0	4	0	0	0	0	0	4	4.00
1815 - 1830	0	0	1	0	0	0	0	0	1	1.00
1830 - 1845	0	0	0	0	0	0	0	0	0	0.00
1845 - 1900	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	5	0	0	0	0	0	5	5.00
Hourly Average	0.00	0.00	1.25	0.00	0.00	0.00	0.00	0.00	1.25	1.25

Session Total	0	0	16	1	2	0	0	0	19	19.00
Session Average	0.00	0.00	0.80	0.05	0.10	0.00	0.00	0.00	0.95	0.95

Woodward Court, Mirfield
Classified Junction Count

Site 5 of 6
Jenny Lane
Greenside Road (South)
Greenside Estate
Greenside Road (North)

Lat/Long
lat 53.688038° lon -1.691114°

Date
Wednesday 29 April 2026

Weather
sunny
Temp: 5°C

0700 - 1000 (Weekday AM Peak)

	Movement 5.1: Left from Jenny Lane to Greenside Road (South)								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	0	0	0	0	0	0	0	0.00
0715 - 0730	0	0	0	0	0	0	0	0	0	0.00
0730 - 0745	0	0	0	0	0	0	0	0	0	0.00
0745 - 0800	0	0	5	0	0	0	0	0	5	5.00
Hourly Total	0	0	5	0	0	0	0	0	5	5.00
Hourly Average	0.00	0.00	1.25	0.00	0.00	0.00	0.00	0.00	1.25	1.25
0800 - 0815	0	0	2	0	1	0	0	0	3	3.00
0815 - 0830	0	0	7	0	0	0	0	0	7	7.00
0830 - 0845	0	0	2	0	0	0	0	0	2	2.00
0845 - 0900	0	0	14	0	0	0	0	0	14	14.00
Hourly Total	0	0	25	0	1	0	0	0	26	26.00
Hourly Average	0.00	0.00	6.25	0.00	0.25	0.00	0.00	0.00	6.50	6.50
0900 - 0915	0	0	4	0	0	0	0	0	4	4.00
0915 - 0930	0	0	3	1	1	0	0	0	5	5.00
0930 - 0945	0	0	3	0	0	0	0	0	3	3.00
0945 - 1000	0	0	1	0	1	0	0	0	2	2.00
Hourly Total	0	0	11	1	2	0	0	0	14	14.00
Hourly Average	0.00	0.00	2.75	0.25	0.50	0.00	0.00	0.00	3.50	3.50

Session Total	0	0	41	1	3	0	0	0	45	45.00
Session Average	0.00	0.00	3.42	0.08	0.25	0.00	0.00	0.00	3.75	3.75

Date
Wednesday 29 April 2026

Weather
Cloudy
Temp: 16°C

1400 - 1900 (Weekday PM Peak)

	Movement 5.1: Left from Jenny Lane to Greenside Road (South)								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1400 - 1415	0	0	0	0	1	0	0	0	1	1.00
1415 - 1430	0	0	2	0	1	0	0	0	3	3.00
1430 - 1445	0	0	2	0	0	0	0	0	2	2.00
1445 - 1500	0	0	2	0	0	0	0	0	2	2.00
Hourly Total	0	0	6	0	2	0	0	0	8	8.00
Hourly Average	0.00	0.00	1.50	0.00	0.50	0.00	0.00	0.00	2.00	2.00
1500 - 1515	0	0	2	0	0	0	0	0	2	2.00
1515 - 1530	0	0	14	0	0	0	0	0	14	14.00
1530 - 1545	0	0	6	0	1	0	0	0	7	7.00
1545 - 1600	0	0	4	0	0	0	0	0	4	4.00
Hourly Total	0	0	26	0	1	0	0	0	27	27.00
Hourly Average	0.00	0.00	6.50	0.00	0.25	0.00	0.00	0.00	6.75	6.75
1600 - 1615	0	0	1	0	0	0	0	0	1	1.00
1615 - 1630	0	0	3	0	1	0	0	0	4	4.00
1630 - 1645	0	0	6	1	0	0	0	0	7	7.00
1645 - 1700	0	0	3	0	0	0	0	0	3	3.00
Hourly Total	0	0	13	1	1	0	0	0	15	15.00
Hourly Average	0.00	0.00	3.25	0.25	0.25	0.00	0.00	0.00	3.75	3.75
1700 - 1715	0	0	3	0	0	0	0	0	3	3.00
1715 - 1730	0	0	5	0	1	0	0	0	6	6.00
1730 - 1745	0	0	2	0	2	0	0	0	4	4.00
1745 - 1800	0	0	3	0	0	0	0	0	3	3.00
Hourly Total	0	0	13	0	3	0	0	0	16	16.00
Hourly Average	0.00	0.00	3.25	0.00	0.75	0.00	0.00	0.00	4.00	4.00
1800 - 1815	0	0	4	0	1	0	0	0	5	5.00
1815 - 1830	0	0	1	0	0	0	0	0	1	1.00
1830 - 1845	0	0	2	0	0	0	0	0	2	2.00
1845 - 1900	0	0	4	0	0	0	0	0	4	4.00
Hourly Total	0	0	11	0	1	0	0	0	12	12.00
Hourly Average	0.00	0.00	2.75	0.00	0.25	0.00	0.00	0.00	3.00	3.00

Session Total	0	0	69	1	8	0	0	0	78	78.00
Session Average	0.00	0.00	3.45	0.05	0.40	0.00	0.00	0.00	3.90	3.90

Woodward Court, Mirfield
Classified Junction Count

Site 5 of 6
Jenny Lane
Greenside Road (South)
Greenside Estate
Greenside Road (North)

Lat/Long
lat 53.688038° lon -1.691114°

Date
Wednesday 29 April 2026

Weather
sunny
Temp: 5°C

0700 - 1000 (Weekday AM Peak)

	Movement 5.2: Westbound from Jenny Lane to Greenside Estate								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	0	0	0	0	0	0	0	0.00
0715 - 0730	0	0	0	0	0	0	0	0	0	0.00
0730 - 0745	0	0	0	0	0	0	0	0	0	0.00
0745 - 0800	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0.00**
Hourly Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**
0800 - 0815	0	0	0	0	0	0	0	0	0	0.00
0815 - 0830	0	0	0	0	0	0	0	0	0	0.00
0830 - 0845	0	0	0	0	0	0	0	0	0	0.00
0845 - 0900	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0.00**
Hourly Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**
0900 - 0915	0	0	0	0	0	0	0	0	0	0.00
0915 - 0930	0	0	0	0	0	0	0	0	0	0.00
0930 - 0945	0	0	0	0	0	0	0	0	0	0.00
0945 - 1000	0	0	0	0	1	0	0	0	1	1.00
Hourly Total	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**1.00**
Hourly Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.25**	**0.00**	**0.00**	**0.00**	**0.25**	**0.25**

Session Total	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**1.00**
Session Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.08**	**0.00**	**0.00**	**0.00**	**0.08**	**0.08**

Date
Wednesday 29 April 2026

Weather
Cloudy
Temp: 16°C

1400 - 1900 (Weekday PM Peak)

	Movement 5.2: Westbound from Jenny Lane to Greenside Estate								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1400 - 1415	0	0	0	0	0	0	0	0	0	0.00
1415 - 1430	0	0	0	0	0	0	0	0	0	0.00
1430 - 1445	0	0	0	0	0	0	0	0	0	0.00
1445 - 1500	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0.00**
Hourly Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**
1500 - 1515	0	0	0	0	0	0	0	0	0	0.00
1515 - 1530	0	0	0	0	0	0	0	0	0	0.00
1530 - 1545	0	0	0	0	0	0	0	0	0	0.00
1545 - 1600	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0.00**
Hourly Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**
1600 - 1615	0	0	0	0	0	0	0	0	0	0.00
1615 - 1630	0	0	1	0	0	0	0	0	1	1.00
1630 - 1645	0	0	0	0	0	0	0	0	0	0.00
1645 - 1700	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**1.00**
Hourly Average	**0.00**	**0.00**	**0.25**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.25**	**0.25**
1700 - 1715	0	0	0	0	0	0	0	0	0	0.00
1715 - 1730	0	0	0	0	1	0	0	0	1	1.00
1730 - 1745	0	0	0	0	0	0	0	0	0	0.00
1745 - 1800	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**1.00**
Hourly Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.25**	**0.00**	**0.00**	**0.00**	**0.25**	**0.25**
1800 - 1815	0	0	0	0	0	0	0	0	0	0.00
1815 - 1830	0	0	0	0	0	0	0	0	0	0.00
1830 - 1845	0	0	0	0	0	0	0	0	0	0.00
1845 - 1900	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**1.00**
Hourly Average	**0.00**	**0.00**	**0.25**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.25**	**0.25**

Session Total	**0**	**0**	**2**	**0**	**1**	**0**	**0**	**0**	**3**	**3.00**
Session Average	**0.00**	**0.00**	**0.10**	**0.00**	**0.05**	**0.00**	**0.00**	**0.00**	**0.15**	**0.15**

Woodward Court, Mirfield
Classified Junction Count

Site 5 of 6
Jenny Lane
Greenside Road (South)
Greenside Estate
Greenside Road (North)

Lat/Long
lat 53.688038° lon -1.691114°

Date
Wednesday 29 April 2026

Weather
sunny
Temp: 5°C

0700 - 1000 (Weekday AM Peak)

	Movement 5.3: Right from Jenny Lane to Greenside Road (North)								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	13	0	2	0	0	0	15	15.00
0715 - 0730	0	0	15	1	2	0	0	0	18	18.00
0730 - 0745	0	0	24	1	4	0	0	0	29	29.00
0745 - 0800	0	0	17	1	3	0	0	0	21	21.00
Hourly Total	**0**	**0**	**69**	**3**	**11**	**0**	**0**	**0**	83	83.00
Hourly Average	**0.00**	**0.00**	**17.25**	**0.75**	**2.75**	**0.00**	**0.00**	**0.00**	20.75	20.75
0800 - 0815	0	0	35	1	1	0	0	0	37	37.00
0815 - 0830	0	0	22	0	4	0	0	0	26	26.00
0830 - 0845	0	0	18	4	3	0	0	0	25	25.00
0845 - 0900	0	0	37	4	2	0	0	0	43	43.00
Hourly Total	**0**	**0**	**112**	**9**	**10**	**0**	**0**	**0**	131	131.00
Hourly Average	**0.00**	**0.00**	**28.00**	**2.25**	**2.50**	**0.00**	**0.00**	**0.00**	32.75	32.75
0900 - 0915	0	0	20	1	0	0	0	0	21	21.00
0915 - 0930	0	0	18	1	0	0	0	0	19	19.00
0930 - 0945	0	0	14	0	3	0	0	0	17	17.00
0945 - 1000	0	0	14	0	2	0	0	0	16	16.00
Hourly Total	**0**	**0**	**66**	**2**	**5**	**0**	**0**	**0**	73	73.00
Hourly Average	**0.00**	**0.00**	**16.50**	**0.50**	**1.25**	**0.00**	**0.00**	**0.00**	18.25	18.25

Session Total	**0**	**0**	**247**	**14**	**26**	**0**	**0**	**0**	287	287.00
Session Average	**0.00**	**0.00**	**20.58**	**1.17**	**2.17**	**0.00**	**0.00**	**0.00**	23.92	23.92

Date
Wednesday 29 April 2026

Weather
Cloudy
Temp: 16°C

1400 - 1900 (Weekday PM Peak)

	Movement 5.3: Right from Jenny Lane to Greenside Road (North)								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1400 - 1415	0	0	17	0	2	0	0	0	19	19.00
1415 - 1430	0	0	11	0	0	0	0	0	11	11.00
1430 - 1445	0	0	9	0	0	0	0	0	9	9.00
1445 - 1500	0	0	16	0	1	0	0	0	17	17.00
Hourly Total	**0**	**0**	**53**	**0**	**3**	**0**	**0**	**0**	56	56.00
Hourly Average	**0.00**	**0.00**	**13.25**	**0.00**	**0.75**	**0.00**	**0.00**	**0.00**	14.00	14.00
1500 - 1515	0	0	18	2	0	0	0	0	20	20.00
1515 - 1530	0	0	36	1	1	0	0	0	38	38.00
1530 - 1545	0	0	27	3	4	0	0	0	34	34.00
1545 - 1600	0	0	21	0	2	0	0	0	23	23.00
Hourly Total	**0**	**0**	**102**	**6**	**7**	**0**	**0**	**0**	115	115.00
Hourly Average	**0.00**	**0.00**	**25.50**	**1.50**	**1.75**	**0.00**	**0.00**	**0.00**	28.75	28.75
1600 - 1615	1	0	20	0	0	0	0	0	21	20.20
1615 - 1630	0	0	16	1	4	0	0	0	21	21.00
1630 - 1645	0	0	15	0	3	0	0	0	18	18.00
1645 - 1700	0	0	18	0	2	0	0	0	20	20.00
Hourly Total	**1**	**0**	**69**	**1**	**9**	**0**	**0**	**0**	80	79.20
Hourly Average	**0.25**	**0.00**	**17.25**	**0.25**	**2.25**	**0.00**	**0.00**	**0.00**	20.00	19.80
1700 - 1715	2	0	24	1	0	0	0	0	27	25.40
1715 - 1730	0	0	20	1	3	0	0	0	24	24.00
1730 - 1745	0	0	17	0	1	0	0	0	18	18.00
1745 - 1800	0	0	24	0	1	0	0	0	25	25.00
Hourly Total	**2**	**0**	**85**	**2**	**5**	**0**	**0**	**0**	94	92.40
Hourly Average	**0.50**	**0.00**	**21.25**	**0.50**	**1.25**	**0.00**	**0.00**	**0.00**	23.50	23.10
1800 - 1815	0	0	22	2	1	0	0	0	25	25.00
1815 - 1830	0	0	18	1	0	0	0	0	19	19.00
1830 - 1845	0	0	24	1	1	1	0	0	27	27.50
1845 - 1900	0	0	10	2	0	0	0	0	12	12.00
Hourly Total	**0**	**0**	**74**	**6**	**2**	**1**	**0**	**0**	83	83.50
Hourly Average	**0.00**	**0.00**	**18.50**	**1.50**	**0.50**	**0.25**	**0.00**	**0.00**	20.75	20.88

Session Total	**3**	**0**	**383**	**15**	**26**	**1**	**0**	**0**	428	426.10
Session Average	**0.15**	**0.00**	**19.15**	**0.75**	**1.30**	**0.05**	**0.00**	**0.00**	21.40	21.31

Woodward Court, Mirfield
Classified Junction Count

Site 5 of 6
Jenny Lane
Greenside Road (South)
Greenside Estate
Greenside Road (North)

Lat/Long
lat 53.688038° lon -1.691114°

Date
Wednesday 29 April 2026

Weather
sunny
Temp: 5°C

0700 - 1000 (Weekday AM Peak)

	Movement 5.4: U-Turn from Jenny Lane to Jenny Lane								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	0	0	0	0	0	0	0	0.00
0715 - 0730	0	0	0	0	0	0	0	0	0	0.00
0730 - 0745	0	0	0	0	0	0	0	0	0	0.00
0745 - 0800	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
0800 - 0815	0	0	0	0	0	0	0	0	0	0.00
0815 - 0830	0	0	0	0	0	0	0	0	0	0.00
0830 - 0845	0	0	0	0	0	0	0	0	0	0.00
0845 - 0900	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
0900 - 0915	0	0	0	0	0	0	0	0	0	0.00
0915 - 0930	0	0	0	0	0	0	0	0	0	0.00
0930 - 0945	0	0	0	0	0	0	0	0	0	0.00
0945 - 1000	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Session Total	0	0	0	0	0	0	0	0	0	0.00
Session Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Date
Wednesday 29 April 2026

Weather
Cloudy
Temp: 16°C

1400 - 1900 (Weekday PM Peak)

	Movement 5.4: U-Turn from Jenny Lane to Jenny Lane								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1400 - 1415	0	0	0	0	0	0	0	0	0	0.00
1415 - 1430	0	0	0	0	0	0	0	0	0	0.00
1430 - 1445	0	0	0	0	0	0	0	0	0	0.00
1445 - 1500	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
1500 - 1515	0	0	0	0	0	0	0	0	0	0.00
1515 - 1530	0	0	0	0	0	0	0	0	0	0.00
1530 - 1545	0	0	0	0	0	0	0	0	0	0.00
1545 - 1600	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
1600 - 1615	0	0	0	0	0	0	0	0	0	0.00
1615 - 1630	0	0	0	0	0	0	0	0	0	0.00
1630 - 1645	0	0	0	0	0	0	0	0	0	0.00
1645 - 1700	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
1700 - 1715	0	0	0	0	0	0	0	0	0	0.00
1715 - 1730	0	0	1	0	0	0	0	0	1	1.00
1730 - 1745	0	0	1	0	0	0	0	0	1	1.00
1745 - 1800	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	2	0	0	0	0	0	2	2.00
Hourly Average	0.00	0.00	0.50	0.00	0.00	0.00	0.00	0.00	0.50	0.50
1800 - 1815	0	0	0	0	0	0	0	0	0	0.00
1815 - 1830	0	0	0	0	0	0	0	0	0	0.00
1830 - 1845	0	0	0	0	0	0	0	0	0	0.00
1845 - 1900	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Session Total	0	0	2	0	0	0	0	0	2	2.00
Session Average	0.00	0.00	0.10	0.00	0.00	0.00	0.00	0.00	0.10	0.10

Woodward Court, Mirfield
Classified Junction Count

Site 5 of 6
Jenny Lane
Greenside Road (South)
Greenside Estate
Greenside Road (North)

Lat/Long
lat 53.688038° lon -1.691114°

Date
Wednesday 29 April 2026

Weather
sunny
Temp: 5°C

0700 - 1000 (Weekday AM Peak)

	Movement 5.5: Left from Greenside Road (South) to Greenside Estate								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	0	0	0	0	0	0	0	0.00
0715 - 0730	0	0	0	0	0	0	0	0	0	0.00
0730 - 0745	0	0	0	0	0	0	0	0	0	0.00
0745 - 0800	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	1	1.00
Hourly Average	**0.00**	**0.00**	**0.25**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.25**	**0.25**
0800 - 0815	0	0	0	0	1	0	0	0	1	1.00
0815 - 0830	0	0	1	0	0	0	0	0	1	1.00
0830 - 0845	0	0	1	0	0	0	0	0	1	1.00
0845 - 0900	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	**0**	**0**	**3**	**0**	**1**	**0**	**0**	**0**	4	4.00
Hourly Average	**0.00**	**0.00**	**0.75**	**0.00**	**0.25**	**0.00**	**0.00**	**0.00**	**1.00**	**1.00**
0900 - 0915	0	0	2	0	0	0	0	0	2	2.00
0915 - 0930	0	0	0	0	0	0	0	0	0	0.00
0930 - 0945	0	0	0	0	1	0	0	0	1	1.00
0945 - 1000	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	**0**	**0**	**3**	**0**	**1**	**0**	**0**	**0**	4	4.00
Hourly Average	**0.00**	**0.00**	**0.75**	**0.00**	**0.25**	**0.00**	**0.00**	**0.00**	**1.00**	**1.00**

Session Total	**0**	**0**	**7**	**0**	**2**	**0**	**0**	**0**	9	9.00
Session Average	**0.00**	**0.00**	**0.58**	**0.00**	**0.17**	**0.00**	**0.00**	**0.00**	**0.75**	**0.75**

Date
Wednesday 29 April 2026

Weather
Cloudy
Temp: 16°C

1400 - 1900 (Weekday PM Peak)

	Movement 5.5: Left from Greenside Road (South) to Greenside Estate								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1400 - 1415	0	0	1	0	0	0	0	0	1	1.00
1415 - 1430	0	0	0	0	0	0	0	0	0	0.00
1430 - 1445	0	0	1	0	0	0	0	0	1	1.00
1445 - 1500	0	0	2	0	0	0	0	0	2	2.00
Hourly Total	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	4	4.00
Hourly Average	**0.00**	**0.00**	**1.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**1.00**	**1.00**
1500 - 1515	0	0	2	0	1	0	0	0	3	3.00
1515 - 1530	0	0	1	0	1	0	0	0	2	2.00
1530 - 1545	0	0	3	0	0	0	0	0	3	3.00
1545 - 1600	0	0	3	0	1	0	0	0	4	4.00
Hourly Total	**0**	**0**	**9**	**0**	**3**	**0**	**0**	**0**	12	12.00
Hourly Average	**0.00**	**0.00**	**2.25**	**0.00**	**0.75**	**0.00**	**0.00**	**0.00**	**3.00**	**3.00**
1600 - 1615	0	0	0	0	0	0	0	0	0	0.00
1615 - 1630	0	0	2	0	1	0	0	0	3	3.00
1630 - 1645	0	0	3	0	0	0	0	0	3	3.00
1645 - 1700	0	0	2	0	1	0	0	0	3	3.00
Hourly Total	**0**	**0**	**7**	**0**	**2**	**0**	**0**	**0**	9	9.00
Hourly Average	**0.00**	**0.00**	**1.75**	**0.00**	**0.50**	**0.00**	**0.00**	**0.00**	**2.25**	**2.25**
1700 - 1715	1	0	5	0	0	0	0	0	6	5.20
1715 - 1730	0	0	3	0	0	0	0	0	3	3.00
1730 - 1745	0	0	1	0	0	0	0	0	1	1.00
1745 - 1800	0	0	1	1	0	0	0	0	2	2.00
Hourly Total	**1**	**0**	**10**	**1**	**0**	**0**	**0**	**0**	12	11.20
Hourly Average	**0.25**	**0.00**	**2.50**	**0.25**	**0.00**	**0.00**	**0.00**	**0.00**	**3.00**	**2.80**
1800 - 1815	0	0	0	0	0	0	0	0	0	0.00
1815 - 1830	0	0	1	0	0	0	0	0	1	1.00
1830 - 1845	0	0	0	0	0	0	0	0	0	0.00
1845 - 1900	0	0	2	0	0	0	0	0	2	2.00
Hourly Total	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	3	3.00
Hourly Average	**0.00**	**0.00**	**0.75**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.75**	**0.75**

Session Total	**1**	**0**	**33**	**1**	**5**	**0**	**0**	**0**	40	39.20
Session Average	**0.05**	**0.00**	**1.65**	**0.05**	**0.25**	**0.00**	**0.00**	**0.00**	**2.00**	**1.96**

Woodward Court, Mirfield
Classified Junction Count

Site 5 of 6
Jenny Lane
Greenside Road (South)
Greenside Estate
Greenside Road (North)

Lat/Long
lat 53.688038° lon -1.691114°

Date
Wednesday 29 April 2026

Weather
sunny
Temp: 5°C

0700 - 1000 (Weekday AM Peak)

	Movement 5.6: Northbound from Greenside Road (South) to Greenside Road (North)								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	1	0	44	4	8	1	0	2	60	61.70
0715 - 0730	0	0	37	1	3	2	0	0	43	44.00
0730 - 0745	0	0	50	0	5	3	0	0	58	59.50
0745 - 0800	0	0	51	2	6	0	2	1	62	65.60
Hourly Total	1	0	182	7	22	6	2	3	223	230.80
Hourly Average	0.25	0.00	45.50	1.75	5.50	1.50	0.50	0.75	55.75	57.70
0800 - 0815	0	2	46	0	7	0	0	1	56	55.80
0815 - 0830	0	0	57	2	6	0	0	1	66	67.00
0830 - 0845	0	0	37	1	9	1	3	0	51	55.40
0845 - 0900	0	0	36	2	8	1	0	1	48	49.50
Hourly Total	0	2	176	5	30	2	3	3	221	227.70
Hourly Average	0.00	0.50	44.00	1.25	7.50	0.50	0.75	0.75	55.25	56.93
0900 - 0915	0	0	63	0	5	1	0	0	69	69.50
0915 - 0930	0	0	36	5	7	1	0	2	51	53.50
0930 - 0945	0	0	45	2	7	0	0	0	54	54.00
0945 - 1000	0	0	33	2	2	1	0	1	39	40.50
Hourly Total	0	0	177	9	21	3	0	3	213	217.50
Hourly Average	0.00	0.00	44.25	2.25	5.25	0.75	0.00	0.75	53.25	54.38

Session Total	1	2	535	21	73	11	5	9	657	676.00
Session Average	0.08	0.17	44.58	1.75	6.08	0.92	0.42	0.75	54.75	56.33

Date
Wednesday 29 April 2026

Weather
Cloudy
Temp: 16°C

1400 - 1900 (Weekday PM Peak)

	Movement 5.6: Northbound from Greenside Road (South) to Greenside Road (North)								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1400 - 1415	1	1	39	1	9	0	1	2	54	55.90
1415 - 1430	0	0	35	1	4	0	0	0	40	40.00
1430 - 1445	1	0	53	2	12	1	0	0	69	68.70
1445 - 1500	0	0	42	1	8	0	0	1	52	53.00
Hourly Total	2	1	169	5	33	1	1	3	215	217.60
Hourly Average	0.50	0.25	42.25	1.25	8.25	0.25	0.25	0.75	53.75	54.40
1500 - 1515	0	0	52	2	7	0	0	0	61	61.00
1515 - 1530	1	0	36	1	8	0	0	2	48	49.20
1530 - 1545	1	0	76	1	14	0	0	1	93	93.20
1545 - 1600	0	0	53	6	9	2	0	1	71	73.00
Hourly Total	2	0	217	10	38	2	0	4	273	276.40
Hourly Average	0.50	0.00	54.25	2.50	9.50	0.50	0.00	1.00	68.25	69.10
1600 - 1615	0	1	51	2	11	0	0	1	66	66.40
1615 - 1630	0	1	49	2	5	0	0	0	57	56.40
1630 - 1645	2	0	64	2	9	0	0	1	78	77.40
1645 - 1700	0	1	42	0	6	0	0	0	49	48.40
Hourly Total	2	3	206	6	31	0	0	2	250	248.60
Hourly Average	0.50	0.75	51.50	1.50	7.75	0.00	0.00	0.50	62.50	62.15
1700 - 1715	0	1	58	0	6	0	0	1	66	66.40
1715 - 1730	1	0	36	0	2	0	0	1	40	40.20
1730 - 1745	0	2	44	3	5	0	0	1	55	54.80
1745 - 1800	0	0	37	0	2	0	0	0	39	39.00
Hourly Total	1	3	175	3	15	0	0	3	200	200.40
Hourly Average	0.25	0.75	43.75	0.75	3.75	0.00	0.00	0.75	50.00	50.10
1800 - 1815	0	1	50	0	0	0	0	0	51	50.40
1815 - 1830	0	0	42	1	5	0	0	2	50	52.00
1830 - 1845	0	1	29	0	4	0	0	1	35	35.40
1845 - 1900	0	0	39	5	3	0	0	2	49	51.00
Hourly Total	0	2	160	6	12	0	0	5	185	188.80
Hourly Average	0.00	0.50	40.00	1.50	3.00	0.00	0.00	1.25	46.25	47.20

Session Total	7	9	927	30	129	3	1	17	1123	1131.80
Session Average	0.35	0.45	46.35	1.50	6.45	0.15	0.05	0.85	56.15	56.59

Woodward Court, Mirfield
Classified Junction Count

Site 5 of 6
Jenny Lane
Greenside Road (South)
Greenside Estate
Greenside Road (North)

Lat/Long
lat 53.688038° lon -1.691114°

Date
Wednesday 29 April 2026

Weather
sunny
Temp: 5°C

0700 - 1000 (Weekday AM Peak)

	Movement 5.7: Right from Greenside Road (South) to Jenny Lane								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	1	0	0	0	0	0	1	1.00
0715 - 0730	0	0	0	0	0	0	0	0	0	0.00
0730 - 0745	0	0	0	0	0	0	0	0	0	0.00
0745 - 0800	0	0	3	0	0	0	0	0	3	3.00
Hourly Total	0	0	4	0	0	0	0	0	4	4.00
Hourly Average	0.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00	1.00	1.00
0800 - 0815	0	0	6	0	0	0	0	0	6	6.00
0815 - 0830	0	0	12	0	0	0	0	0	12	12.00
0830 - 0845	0	0	16	1	1	0	0	0	18	18.00
0845 - 0900	0	0	8	0	0	0	0	0	8	8.00
Hourly Total	0	0	42	1	1	0	0	0	44	44.00
Hourly Average	0.00	0.00	10.50	0.25	0.25	0.00	0.00	0.00	11.00	11.00
0900 - 0915	0	0	2	0	2	0	0	0	4	4.00
0915 - 0930	0	0	6	0	0	0	0	0	6	6.00
0930 - 0945	0	0	2	0	1	0	0	0	3	3.00
0945 - 1000	0	0	2	0	1	0	0	0	3	3.00
Hourly Total	0	0	12	0	4	0	0	0	16	16.00
Hourly Average	0.00	0.00	3.00	0.00	1.00	0.00	0.00	0.00	4.00	4.00

Session Total	0	0	58	1	5	0	0	0	64	64.00
Session Average	0.00	0.00	4.83	0.08	0.42	0.00	0.00	0.00	5.33	5.33

Date
Wednesday 29 April 2026

Weather
Cloudy
Temp: 16°C

1400 - 1900 (Weekday PM Peak)

	Movement 5.7: Right from Greenside Road (South) to Jenny Lane								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1400 - 1415	0	0	2	0	0	0	0	0	2	2.00
1415 - 1430	0	0	0	0	0	0	0	0	0	0.00
1430 - 1445	0	0	1	0	0	0	0	0	1	1.00
1445 - 1500	0	0	4	0	0	0	0	0	4	4.00
Hourly Total	0	0	7	0	0	0	0	0	7	7.00
Hourly Average	0.00	0.00	1.75	0.00	0.00	0.00	0.00	0.00	1.75	1.75
1500 - 1515	0	0	8	0	1	0	0	0	9	9.00
1515 - 1530	0	0	6	0	1	0	0	0	7	7.00
1530 - 1545	0	0	5	0	1	0	0	0	6	6.00
1545 - 1600	0	0	6	0	0	0	0	0	6	6.00
Hourly Total	0	0	25	0	3	0	0	0	28	28.00
Hourly Average	0.00	0.00	6.25	0.00	0.75	0.00	0.00	0.00	7.00	7.00
1600 - 1615	0	0	0	0	1	0	0	0	1	1.00
1615 - 1630	0	0	4	0	0	0	0	0	4	4.00
1630 - 1645	1	0	4	0	0	0	0	0	5	4.20
1645 - 1700	0	0	4	0	1	0	0	0	5	5.00
Hourly Total	1	0	12	0	2	0	0	0	15	14.20
Hourly Average	0.25	0.00	3.00	0.00	0.50	0.00	0.00	0.00	3.75	3.55
1700 - 1715	0	0	2	0	0	0	0	0	2	2.00
1715 - 1730	0	0	5	0	0	0	0	0	5	5.00
1730 - 1745	0	0	4	0	0	0	0	0	4	4.00
1745 - 1800	0	0	3	0	1	0	0	0	4	4.00
Hourly Total	0	0	14	0	1	0	0	0	15	15.00
Hourly Average	0.00	0.00	3.50	0.00	0.25	0.00	0.00	0.00	3.75	3.75
1800 - 1815	0	0	4	0	0	0	0	0	4	4.00
1815 - 1830	0	0	2	1	1	0	0	0	4	4.00
1830 - 1845	0	0	1	0	1	0	0	0	2	2.00
1845 - 1900	0	0	0	1	0	0	0	0	1	1.00
Hourly Total	0	0	7	2	2	0	0	0	11	11.00
Hourly Average	0.00	0.00	1.75	0.50	0.50	0.00	0.00	0.00	2.75	2.75

Session Total	1	0	65	2	8	0	0	0	76	75.20
Session Average	0.05	0.00	3.25	0.10	0.40	0.00	0.00	0.00	3.80	3.76

Woodward Court, Mirfield
Classified Junction Count

Site 5 of 6
Jenny Lane
Greenside Road (South)
Greenside Estate
Greenside Road (North)

Lat/Long
lat 53.688038° lon -1.691114°

Date
Wednesday 29 April 2026

Weather
sunny
Temp: 5°C

0700 - 1000 (Weekday AM Peak)

	Movement 5.8: U-Turn from Greenside Road (South) to Greenside Road (South)								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	0	0	0	0	0	0	0	0.00
0715 - 0730	0	0	0	0	0	0	0	0	0	0.00
0730 - 0745	0	0	0	0	0	0	0	0	0	0.00
0745 - 0800	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0	0.00
Hourly Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**
0800 - 0815	0	0	0	0	0	0	0	0	0	0.00
0815 - 0830	0	0	0	0	0	0	0	0	0	0.00
0830 - 0845	0	0	0	0	0	0	0	0	0	0.00
0845 - 0900	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0	0.00
Hourly Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**
0900 - 0915	0	0	1	0	0	0	0	0	1	1.00
0915 - 0930	0	0	0	0	0	0	0	0	0	0.00
0930 - 0945	0	0	0	0	0	0	0	0	0	0.00
0945 - 1000	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	1	1.00
Hourly Average	**0.00**	**0.00**	**0.25**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.25**	**0.25**

Session Total	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	1	1.00
Session Average	**0.00**	**0.00**	**0.08**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.08**	**0.08**

Date
Wednesday 29 April 2026

Weather
Cloudy
Temp: 16°C

1400 - 1900 (Weekday PM Peak)

	Movement 5.8: U-Turn from Greenside Road (South) to Greenside Road (South)								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1400 - 1415	0	0	0	0	0	0	0	0	0	0.00
1415 - 1430	0	0	0	0	0	0	0	0	0	0.00
1430 - 1445	0	0	0	0	0	0	0	0	0	0.00
1445 - 1500	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0	0.00
Hourly Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**
1500 - 1515	0	0	0	0	0	0	0	0	0	0.00
1515 - 1530	0	0	0	0	0	0	0	0	0	0.00
1530 - 1545	0	0	0	0	0	0	0	0	0	0.00
1545 - 1600	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0	0.00
Hourly Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**
1600 - 1615	0	0	0	0	0	0	0	0	0	0.00
1615 - 1630	0	0	0	0	0	0	0	0	0	0.00
1630 - 1645	0	0	0	0	0	0	0	0	0	0.00
1645 - 1700	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0	0.00
Hourly Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**
1700 - 1715	0	0	0	0	0	0	0	0	0	0.00
1715 - 1730	0	0	0	0	0	0	0	0	0	0.00
1730 - 1745	0	0	0	0	0	0	0	0	0	0.00
1745 - 1800	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0	0.00
Hourly Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**
1800 - 1815	0	0	0	0	0	0	0	0	0	0.00
1815 - 1830	0	0	0	0	0	0	0	0	0	0.00
1830 - 1845	0	0	0	0	0	0	0	0	0	0.00
1845 - 1900	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0	0.00
Hourly Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

Session Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0	0.00
Session Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

Woodward Court, Mirfield
Classified Junction Count

Site 5 of 6
Jenny Lane
Greenside Road (South)
Greenside Estate
Greenside Road (North)

Lat/Long
lat 53.688038° lon -1.691114°

Date
Wednesday 29 April 2026

Weather
sunny
Temp: 5°C

0700 - 1000 (Weekday AM Peak)

	Movement 5.9: Left from Greenside Estate to Greenside Road (North)								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	4	0	0	0	0	0	4	4.00
0715 - 0730	0	0	2	0	0	0	0	0	2	2.00
0730 - 0745	0	0	2	0	0	0	0	0	2	2.00
0745 - 0800	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	0	0	9	0	0	0	0	0	9	9.00
Hourly Average	0.00	0.00	2.25	0.00	0.00	0.00	0.00	0.00	2.25	2.25
0800 - 0815	0	0	4	0	2	0	0	0	6	6.00
0815 - 0830	0	0	2	0	1	0	0	0	3	3.00
0830 - 0845	0	0	0	0	0	0	0	0	0	0.00
0845 - 0900	0	0	3	0	0	0	0	0	3	3.00
Hourly Total	0	0	9	0	3	0	0	0	12	12.00
Hourly Average	0.00	0.00	2.25	0.00	0.75	0.00	0.00	0.00	3.00	3.00
0900 - 0915	0	0	0	0	0	0	0	0	0	0.00
0915 - 0930	0	0	1	1	1	0	0	0	3	3.00
0930 - 0945	0	0	3	0	1	0	0	0	4	4.00
0945 - 1000	0	0	3	1	0	0	0	0	4	4.00
Hourly Total	0	0	7	2	2	0	0	0	11	11.00
Hourly Average	0.00	0.00	1.75	0.50	0.50	0.00	0.00	0.00	2.75	2.75

Session Total	0	0	25	2	5	0	0	0	32	32.00
Session Average	0.00	0.00	2.08	0.17	0.42	0.00	0.00	0.00	2.67	2.67

Date
Wednesday 29 April 2026

Weather
Cloudy
Temp: 16°C

1400 - 1900 (Weekday PM Peak)

	Movement 5.9: Left from Greenside Estate to Greenside Road (North)								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1400 - 1415	0	0	2	0	0	0	0	0	2	2.00
1415 - 1430	0	0	1	0	1	0	0	0	2	2.00
1430 - 1445	0	0	2	0	0	0	0	0	2	2.00
1445 - 1500	0	0	2	0	2	0	0	0	4	4.00
Hourly Total	0	0	7	0	3	0	0	0	10	10.00
Hourly Average	0.00	0.00	1.75	0.00	0.75	0.00	0.00	0.00	2.50	2.50
1500 - 1515	0	0	2	0	2	0	0	0	4	4.00
1515 - 1530	0	0	2	0	2	0	0	0	4	4.00
1530 - 1545	0	0	2	0	2	0	0	0	4	4.00
1545 - 1600	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	0	0	7	0	6	0	0	0	13	13.00
Hourly Average	0.00	0.00	1.75	0.00	1.50	0.00	0.00	0.00	3.25	3.25
1600 - 1615	0	0	2	0	2	0	0	0	4	4.00
1615 - 1630	0	0	1	0	1	0	0	0	2	2.00
1630 - 1645	0	0	1	0	1	0	0	0	2	2.00
1645 - 1700	0	0	1	0	1	0	0	0	2	2.00
Hourly Total	0	0	5	0	5	0	0	0	10	10.00
Hourly Average	0.00	0.00	1.25	0.00	1.25	0.00	0.00	0.00	2.50	2.50
1700 - 1715	0	0	4	0	1	0	0	0	5	5.00
1715 - 1730	0	0	2	0	0	0	0	0	2	2.00
1730 - 1745	0	0	2	0	1	0	0	0	3	3.00
1745 - 1800	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	0	0	9	0	2	0	0	0	11	11.00
Hourly Average	0.00	0.00	2.25	0.00	0.50	0.00	0.00	0.00	2.75	2.75
1800 - 1815	0	0	1	0	0	0	0	0	1	1.00
1815 - 1830	0	0	4	0	1	0	0	0	5	5.00
1830 - 1845	0	0	0	0	2	0	0	0	2	2.00
1845 - 1900	0	0	2	0	0	0	0	0	2	2.00
Hourly Total	0	0	7	0	3	0	0	0	10	10.00
Hourly Average	0.00	0.00	1.75	0.00	0.75	0.00	0.00	0.00	2.50	2.50

Session Total	0	0	35	0	19	0	0	0	54	54.00
Session Average	0.00	0.00	1.75	0.00	0.95	0.00	0.00	0.00	2.70	2.70

Woodward Court, Mirfield
Classified Junction Count

Site 5 of 6
Jenny Lane
Greenside Road (South)
Greenside Estate
Greenside Road (North)

Lat/Long
lat 53.688038° lon -1.691114°

Date
Wednesday 29 April 2026

Weather
sunny
Temp: 5°C

0700 - 1000 (Weekday AM Peak)

	Movement 5.10: Eastbound from Greenside Estate to Jenny Lane								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	0	0	0	0	0	0	0	0.00
0715 - 0730	0	0	0	0	0	0	0	0	0	0.00
0730 - 0745	0	0	0	0	0	0	0	0	0	0.00
0745 - 0800	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0	0.00
Hourly Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**
0800 - 0815	0	0	0	0	0	0	0	0	0	0.00
0815 - 0830	0	0	1	0	0	0	0	0	1	1.00
0830 - 0845	0	0	0	0	0	0	0	0	0	0.00
0845 - 0900	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	1	1.00
Hourly Average	**0.00**	**0.00**	**0.25**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.25**	**0.25**
0900 - 0915	0	0	1	0	1	0	0	0	2	2.00
0915 - 0930	0	0	0	0	0	0	0	0	0	0.00
0930 - 0945	0	0	0	0	1	0	0	0	1	1.00
0945 - 1000	0	0	0	0	1	0	0	0	1	1.00
Hourly Total	**0**	**0**	**1**	**0**	**3**	**0**	**0**	**0**	4	4.00
Hourly Average	**0.00**	**0.00**	**0.25**	**0.00**	**0.75**	**0.00**	**0.00**	**0.00**	**1.00**	**1.00**

Session Total	**0**	**0**	**2**	**0**	**3**	**0**	**0**	**0**	5	5.00
Session Average	**0.00**	**0.00**	**0.17**	**0.00**	**0.25**	**0.00**	**0.00**	**0.00**	**0.42**	**0.42**

Date
Wednesday 29 April 2026

Weather
Cloudy
Temp: 16°C

1400 - 1900 (Weekday PM Peak)

	Movement 5.10: Eastbound from Greenside Estate to Jenny Lane								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1400 - 1415	0	0	0	0	0	0	0	0	0	0.00
1415 - 1430	0	0	0	0	0	0	0	0	0	0.00
1430 - 1445	0	0	0	0	0	0	0	0	0	0.00
1445 - 1500	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0	0.00
Hourly Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**
1500 - 1515	0	0	1	0	0	0	0	0	1	1.00
1515 - 1530	0	0	0	0	0	0	0	0	0	0.00
1530 - 1545	0	0	0	0	0	0	0	0	0	0.00
1545 - 1600	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	2	2.00
Hourly Average	**0.00**	**0.00**	**0.50**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.50**	**0.50**
1600 - 1615	0	0	0	0	0	0	0	0	0	0.00
1615 - 1630	0	0	1	0	0	0	0	0	1	1.00
1630 - 1645	1	0	0	0	0	0	0	0	1	0.20
1645 - 1700	0	0	0	0	1	0	0	0	1	1.00
Hourly Total	**1**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	3	2.20
Hourly Average	**0.25**	**0.00**	**0.25**	**0.00**	**0.25**	**0.00**	**0.00**	**0.00**	**0.75**	**0.55**
1700 - 1715	0	0	0	0	0	0	0	0	0	0.00
1715 - 1730	0	0	0	0	0	0	0	0	0	0.00
1730 - 1745	0	0	0	0	0	0	0	0	0	0.00
1745 - 1800	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0	0.00
Hourly Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**
1800 - 1815	0	0	0	0	0	0	0	0	0	0.00
1815 - 1830	0	0	0	0	0	0	0	0	0	0.00
1830 - 1845	0	0	0	0	0	0	0	0	0	0.00
1845 - 1900	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0	0.00
Hourly Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

Session Total	**1**	**0**	**3**	**0**	**1**	**0**	**0**	**0**	5	4.20
Session Average	**0.05**	**0.00**	**0.15**	**0.00**	**0.05**	**0.00**	**0.00**	**0.00**	**0.25**	**0.21**

Woodward Court, Mirfield
Classified Junction Count

Site 5 of 6
Jenny Lane
Greenside Road (South)
Greenside Estate
Greenside Road (North)

Lat/Long
lat 53.688038° lon -1.691114°

Date
Wednesday 29 April 2026

Weather
sunny
Temp: 5°C

0700 - 1000 (Weekday AM Peak)

	Movement 5.11: Right from Greenside Estate to Greenside Road (South)								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	1	0	0	0	0	0	1	1.00
0715 - 0730	0	0	0	0	0	0	0	0	0	0.00
0730 - 0745	0	0	1	0	0	0	0	0	1	1.00
0745 - 0800	0	0	2	0	0	0	0	0	2	2.00
Hourly Total	0	0	4	0	0	0	0	0	4	4.00
Hourly Average	0.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00	1.00	1.00
0800 - 0815	0	0	1	0	0	0	0	0	1	1.00
0815 - 0830	0	0	0	0	0	0	0	0	0	0.00
0830 - 0845	0	0	1	0	0	0	0	0	1	1.00
0845 - 0900	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	2	0	0	0	0	0	2	2.00
Hourly Average	0.00	0.00	0.50	0.00	0.00	0.00	0.00	0.00	0.50	0.50
0900 - 0915	0	0	1	0	0	0	0	0	1	1.00
0915 - 0930	0	0	0	0	0	0	0	0	0	0.00
0930 - 0945	0	0	1	0	0	0	0	0	1	1.00
0945 - 1000	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	2	0	0	0	0	0	2	2.00
Hourly Average	0.00	0.00	0.50	0.00	0.00	0.00	0.00	0.00	0.50	0.50

Session Total	0	0	8	0	0	0	0	0	8	8.00
Session Average	0.00	0.00	0.67	0.00	0.00	0.00	0.00	0.00	0.67	0.67

Date
Wednesday 29 April 2026

Weather
Cloudy
Temp: 16°C

1400 - 1900 (Weekday PM Peak)

	Movement 5.11: Right from Greenside Estate to Greenside Road (South)								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1400 - 1415	0	0	1	0	0	0	0	0	1	1.00
1415 - 1430	0	0	0	0	1	0	0	0	1	1.00
1430 - 1445	0	0	1	0	0	0	0	0	1	1.00
1445 - 1500	0	0	3	0	0	0	0	0	3	3.00
Hourly Total	0	0	5	0	1	0	0	0	6	6.00
Hourly Average	0.00	0.00	1.25	0.00	0.25	0.00	0.00	0.00	1.50	1.50
1500 - 1515	0	0	0	0	0	0	0	0	0	0.00
1515 - 1530	0	0	1	0	0	0	0	0	1	1.00
1530 - 1545	0	0	1	0	0	0	0	0	1	1.00
1545 - 1600	0	1	3	0	2	0	0	0	6	5.40
Hourly Total	0	1	5	0	2	0	0	0	8	7.40
Hourly Average	0.00	0.25	1.25	0.00	0.50	0.00	0.00	0.00	2.00	1.85
1600 - 1615	0	0	1	0	0	0	0	0	1	1.00
1615 - 1630	0	0	2	0	0	0	0	0	2	2.00
1630 - 1645	0	0	0	0	1	0	0	0	1	1.00
1645 - 1700	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	3	0	1	0	0	0	4	4.00
Hourly Average	0.00	0.00	0.75	0.00	0.25	0.00	0.00	0.00	1.00	1.00
1700 - 1715	0	0	0	0	0	0	0	0	0	0.00
1715 - 1730	0	0	0	0	1	0	0	0	1	1.00
1730 - 1745	0	0	2	0	1	0	0	0	3	3.00
1745 - 1800	0	0	0	0	1	0	0	0	1	1.00
Hourly Total	0	0	2	0	3	0	0	0	5	5.00
Hourly Average	0.00	0.00	0.50	0.00	0.75	0.00	0.00	0.00	1.25	1.25
1800 - 1815	0	0	1	1	0	0	0	0	2	2.00
1815 - 1830	0	0	2	0	0	0	0	0	2	2.00
1830 - 1845	0	0	1	0	0	0	0	0	1	1.00
1845 - 1900	0	0	2	0	0	0	0	0	2	2.00
Hourly Total	0	0	6	1	0	0	0	0	7	7.00
Hourly Average	0.00	0.00	1.50	0.25	0.00	0.00	0.00	0.00	1.75	1.75

Session Total	0	1	21	1	7	0	0	0	30	29.40
Session Average	0.00	0.05	1.05	0.05	0.35	0.00	0.00	0.00	1.50	1.47

Woodward Court, Mirfield
Classified Junction Count

Site 5 of 6
Jenny Lane
Greenside Road (South)
Greenside Estate
Greenside Road (North)

Lat/Long
lat 53.688038° lon -1.691114°

Date
Wednesday 29 April 2026

Weather
sunny
Temp: 5°C

0700 - 1000 (Weekday AM Peak)

	Movement 5.12: Left from Greenside Road (North) to Jenny Lane								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	5	0	1	0	0	0	6	6.00
0715 - 0730	0	0	10	1	0	0	0	0	11	11.00
0730 - 0745	0	0	9	1	0	0	0	0	10	10.00
0745 - 0800	0	0	9	1	1	0	0	0	11	11.00
Hourly Total	0	0	33	3	2	0	0	0	38	38.00
Hourly Average	0.00	0.00	8.25	0.75	0.50	0.00	0.00	0.00	9.50	9.50
0800 - 0815	0	0	17	2	2	0	0	1	22	23.00
0815 - 0830	0	0	18	3	1	0	0	0	22	22.00
0830 - 0845	0	0	39	5	4	0	0	0	48	48.00
0845 - 0900	0	0	16	1	1	0	0	0	18	18.00
Hourly Total	0	0	90	11	8	0	0	1	110	111.00
Hourly Average	0.00	0.00	22.50	2.75	2.00	0.00	0.00	0.25	27.50	27.75
0900 - 0915	0	0	11	1	1	0	0	0	13	13.00
0915 - 0930	0	0	9	1	2	0	0	0	12	12.00
0930 - 0945	0	0	9	0	0	1	0	0	10	10.50
0945 - 1000	0	0	7	0	1	0	0	0	8	8.00
Hourly Total	0	0	36	2	4	1	0	0	43	43.50
Hourly Average	0.00	0.00	9.00	0.50	1.00	0.25	0.00	0.00	10.75	10.88

Session Total	0	0	159	16	14	1	0	1	191	192.50
Session Average	0.00	0.00	13.25	1.33	1.17	0.08	0.00	0.08	15.92	16.04

Date
Wednesday 29 April 2026

Weather
Cloudy
Temp: 16°C

1400 - 1900 (Weekday PM Peak)

	Movement 5.12: Left from Greenside Road (North) to Jenny Lane								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1400 - 1415	0	0	8	0	1	0	0	0	9	9.00
1415 - 1430	0	0	12	1	0	0	0	0	13	13.00
1430 - 1445	0	0	15	1	1	0	0	0	17	17.00
1445 - 1500	0	0	25	3	2	0	0	0	30	30.00
Hourly Total	0	0	60	5	4	0	0	0	69	69.00
Hourly Average	0.00	0.00	15.00	1.25	1.00	0.00	0.00	0.00	17.25	17.25
1500 - 1515	0	0	28	1	2	0	0	0	31	31.00
1515 - 1530	0	0	19	2	0	0	0	0	21	21.00
1530 - 1545	0	0	10	0	2	0	0	0	12	12.00
1545 - 1600	0	0	12	0	1	0	0	0	13	13.00
Hourly Total	0	0	69	3	5	0	0	0	77	77.00
Hourly Average	0.00	0.00	17.25	0.75	1.25	0.00	0.00	0.00	19.25	19.25
1600 - 1615	1	0	11	1	2	0	0	0	15	14.20
1615 - 1630	0	0	20	0	2	0	0	0	22	22.00
1630 - 1645	0	0	15	0	4	0	0	0	19	19.00
1645 - 1700	1	0	17	0	2	0	0	0	20	19.20
Hourly Total	2	0	63	1	10	0	0	0	76	74.40
Hourly Average	0.50	0.00	15.75	0.25	2.50	0.00	0.00	0.00	19.00	18.60
1700 - 1715	0	0	20	1	3	0	0	0	24	24.00
1715 - 1730	0	0	17	0	2	0	0	0	19	19.00
1730 - 1745	1	0	14	0	0	0	0	0	15	14.20
1745 - 1800	0	0	19	3	1	0	0	0	23	23.00
Hourly Total	1	0	70	4	6	0	0	0	81	80.20
Hourly Average	0.25	0.00	17.50	1.00	1.50	0.00	0.00	0.00	20.25	20.05
1800 - 1815	0	0	21	2	0	0	0	0	23	23.00
1815 - 1830	0	0	12	0	2	0	0	0	14	14.00
1830 - 1845	0	1	14	0	3	0	0	0	18	17.40
1845 - 1900	0	0	8	0	1	0	0	0	9	9.00
Hourly Total	0	1	55	2	6	0	0	0	64	63.40
Hourly Average	0.00	0.25	13.75	0.50	1.50	0.00	0.00	0.00	16.00	15.85

Session Total	3	1	317	15	31	0	0	0	367	364.00
Session Average	0.15	0.05	15.85	0.75	1.55	0.00	0.00	0.00	18.35	18.20

Woodward Court, Mirfield
Classified Junction Count

Site 5 of 6
Jenny Lane
Greenside Road (South)
Greenside Estate
Greenside Road (North)

Lat/Long
lat 53.688038° lon -1.691114°

Date
Wednesday 29 April 2026

Weather
sunny
Temp: 5°C

0700 - 1000 (Weekday AM Peak)

	Movement 5.13: Southbound from Greenside Road (North) to Greenside Road (South)								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	33	0	8	0	0	1	42	43.00
0715 - 0730	0	0	48	3	7	1	0	1	60	61.50
0730 - 0745	0	4	50	1	11	0	0	1	67	65.60
0745 - 0800	0	0	79	1	15	3	0	1	99	101.50
Hourly Total	0	4	210	5	41	4	0	4	268	271.60
Hourly Average	0.00	1.00	52.50	1.25	10.25	1.00	0.00	1.00	67.00	67.90
0800 - 0815	0	0	82	2	13	1	0	0	98	98.50
0815 - 0830	0	0	78	3	13	0	0	2	96	98.00
0830 - 0845	0	0	56	2	15	1	0	0	74	74.50
0845 - 0900	0	0	47	2	11	1	0	1	62	63.50
Hourly Total	0	0	263	9	52	3	0	3	330	334.50
Hourly Average	0.00	0.00	65.75	2.25	13.00	0.75	0.00	0.75	82.50	83.63
0900 - 0915	0	1	43	3	11	1	0	0	59	58.90
0915 - 0930	0	0	39	1	10	1	0	1	52	53.50
0930 - 0945	0	0	42	2	15	1	0	1	61	62.50
0945 - 1000	0	0	59	3	13	0	1	0	76	77.30
Hourly Total	0	1	183	9	49	3	1	2	248	252.20
Hourly Average	0.00	0.25	45.75	2.25	12.25	0.75	0.25	0.50	62.00	63.05

Session Total	0	5	656	23	142	10	1	9	846	858.30
Session Average	0.00	0.42	54.67	1.92	11.83	0.83	0.08	0.75	70.50	71.53

Date
Wednesday 29 April 2026

Weather
Cloudy
Temp: 16°C

1400 - 1900 (Weekday PM Peak)

	Movement 5.13: Southbound from Greenside Road (North) to Greenside Road (South)								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1400 - 1415	0	0	31	3	12	2	0	0	48	49.00
1415 - 1430	0	1	46	2	7	1	0	2	59	60.90
1430 - 1445	0	0	46	6	10	1	0	0	63	63.50
1445 - 1500	0	0	66	2	7	2	0	1	78	80.00
Hourly Total	0	1	189	13	36	6	0	3	248	253.40
Hourly Average	0.00	0.25	47.25	3.25	9.00	1.50	0.00	0.75	62.00	63.35
1500 - 1515	0	1	73	3	11	1	0	0	89	88.90
1515 - 1530	0	0	75	1	15	0	0	1	92	93.00
1530 - 1545	0	0	84	2	6	0	0	1	93	94.00
1545 - 1600	0	0	62	1	12	0	1	0	76	77.30
Hourly Total	0	1	294	7	44	1	1	2	350	353.20
Hourly Average	0.00	0.25	73.50	1.75	11.00	0.25	0.25	0.50	87.50	88.30
1600 - 1615	1	0	77	1	10	0	1	1	91	92.50
1615 - 1630	0	3	91	5	17	0	0	1	117	116.20
1630 - 1645	0	0	93	3	9	0	0	1	106	107.00
1645 - 1700	1	1	78	2	19	1	0	0	102	101.10
Hourly Total	2	4	339	11	55	1	1	3	416	416.80
Hourly Average	0.50	1.00	84.75	2.75	13.75	0.25	0.25	0.75	104.00	104.20
1700 - 1715	1	0	84	2	8	1	1	1	98	100.00
1715 - 1730	0	2	101	2	7	0	1	0	113	113.10
1730 - 1745	0	0	71	4	9	0	0	2	86	88.00
1745 - 1800	0	0	89	2	7	0	0	0	98	98.00
Hourly Total	1	2	345	10	31	1	2	3	395	399.10
Hourly Average	0.25	0.50	86.25	2.50	7.75	0.25	0.50	0.75	98.75	99.78
1800 - 1815	0	1	75	1	10	0	0	1	88	88.40
1815 - 1830	1	0	65	0	6	0	0	0	72	71.20
1830 - 1845	0	1	54	3	7	0	1	1	67	68.70
1845 - 1900	0	0	44	4	4	0	0	0	52	52.00
Hourly Total	1	2	238	8	27	0	1	2	279	280.30
Hourly Average	0.25	0.50	59.50	2.00	6.75	0.00	0.25	0.50	69.75	70.08

Session Total	4	10	1405	49	193	9	5	13	1688	1702.80
Session Average	0.20	0.50	70.25	2.45	9.65	0.45	0.25	0.65	84.40	85.14

Woodward Court, Mirfield
Classified Junction Count

Site 5 of 6
Jenny Lane
Greenside Road (South)
Greenside Estate
Greenside Road (North)

Lat/Long
lat 53.688038° lon -1.691114°

Date
Wednesday 29 April 2026

Weather
sunny
Temp: 5°C

0700 - 1000 (Weekday AM Peak)

	Movement 5.14: Right from Greenside Road (North) to Greenside Estate								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	0	0	0	0	0	0	0	0.00
0715 - 0730	0	0	1	0	0	0	0	0	1	1.00
0730 - 0745	0	0	1	0	0	0	0	0	1	1.00
0745 - 0800	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	2	2.00
Hourly Average	**0.00**	**0.00**	**0.50**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	0.50	0.50
0800 - 0815	0	0	0	0	0	0	0	0	0	0.00
0815 - 0830	0	0	0	0	1	0	0	0	1	1.00
0830 - 0845	0	0	3	0	0	0	0	0	3	3.00
0845 - 0900	0	0	1	0	1	0	0	0	2	2.00
Hourly Total	**0**	**0**	**4**	**0**	**2**	**0**	**0**	**0**	6	6.00
Hourly Average	**0.00**	**0.00**	**1.00**	**0.00**	**0.50**	**0.00**	**0.00**	**0.00**	1.50	1.50
0900 - 0915	0	0	2	0	1	0	0	0	3	3.00
0915 - 0930	0	0	1	0	0	0	0	0	1	1.00
0930 - 0945	0	0	1	0	1	0	0	0	2	2.00
0945 - 1000	0	0	5	0	1	0	0	0	6	6.00
Hourly Total	**0**	**0**	**9**	**0**	**3**	**0**	**0**	**0**	12	12.00
Hourly Average	**0.00**	**0.00**	**2.25**	**0.00**	**0.75**	**0.00**	**0.00**	**0.00**	3.00	3.00

Session Total	**0**	**0**	**15**	**0**	**5**	**0**	**0**	**0**	20	20.00
Session Average	**0.00**	**0.00**	**1.25**	**0.00**	**0.42**	**0.00**	**0.00**	**0.00**	1.67	1.67

Date
Wednesday 29 April 2026

Weather
Cloudy
Temp: 16°C

1400 - 1900 (Weekday PM Peak)

	Movement 5.14: Right from Greenside Road (North) to Greenside Estate								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1400 - 1415	0	0	0	0	1	0	0	0	1	1.00
1415 - 1430	0	0	3	0	1	0	0	0	4	4.00
1430 - 1445	0	0	4	0	2	0	0	0	6	6.00
1445 - 1500	0	0	3	0	0	0	0	0	3	3.00
Hourly Total	**0**	**0**	**10**	**0**	**4**	**0**	**0**	**0**	14	14.00
Hourly Average	**0.00**	**0.00**	**2.50**	**0.00**	**1.00**	**0.00**	**0.00**	**0.00**	3.50	3.50
1500 - 1515	0	0	3	0	1	0	0	0	4	4.00
1515 - 1530	0	0	0	0	1	0	0	0	1	1.00
1530 - 1545	0	1	5	0	2	0	0	0	8	7.40
1545 - 1600	0	0	4	0	2	0	0	0	6	6.00
Hourly Total	**0**	**1**	**12**	**0**	**6**	**0**	**0**	**0**	19	18.40
Hourly Average	**0.00**	**0.25**	**3.00**	**0.00**	**1.50**	**0.00**	**0.00**	**0.00**	4.75	4.60
1600 - 1615	0	0	2	0	1	0	0	0	3	3.00
1615 - 1630	0	0	3	0	0	0	0	0	3	3.00
1630 - 1645	0	0	3	0	1	0	0	0	4	4.00
1645 - 1700	0	0	5	0	1	0	0	0	6	6.00
Hourly Total	**0**	**0**	**13**	**0**	**3**	**0**	**0**	**0**	16	16.00
Hourly Average	**0.00**	**0.00**	**3.25**	**0.00**	**0.75**	**0.00**	**0.00**	**0.00**	4.00	4.00
1700 - 1715	0	0	0	0	3	0	0	0	3	3.00
1715 - 1730	0	0	3	0	2	0	0	0	5	5.00
1730 - 1745	0	0	2	0	1	0	0	0	3	3.00
1745 - 1800	0	0	3	0	1	0	0	0	4	4.00
Hourly Total	**0**	**0**	**8**	**0**	**7**	**0**	**0**	**0**	15	15.00
Hourly Average	**0.00**	**0.00**	**2.00**	**0.00**	**1.75**	**0.00**	**0.00**	**0.00**	3.75	3.75
1800 - 1815	0	0	4	0	0	0	0	0	4	4.00
1815 - 1830	0	0	0	0	1	0	0	0	1	1.00
1830 - 1845	0	0	1	0	0	0	0	0	1	1.00
1845 - 1900	0	0	4	0	1	0	0	0	5	5.00
Hourly Total	**0**	**0**	**9**	**0**	**2**	**0**	**0**	**0**	11	11.00
Hourly Average	**0.00**	**0.00**	**2.25**	**0.00**	**0.50**	**0.00**	**0.00**	**0.00**	2.75	2.75

Session Total	**0**	**1**	**52**	**0**	**22**	**0**	**0**	**0**	75	74.40
Session Average	**0.00**	**0.05**	**2.60**	**0.00**	**1.10**	**0.00**	**0.00**	**0.00**	3.75	3.72

Woodward Court, Mirfield
Classified Junction Count

Site 5 of 6
Jenny Lane
Greenside Road (South)
Greenside Estate
Greenside Road (North)

Lat/Long
lat 53.688038° lon -1.691114°

Date
Wednesday 29 April 2026

Weather
sunny
Temp: 5°C

0700 - 1000 (Weekday AM Peak)

	Movement 5.15: U-Turn from Greenside Road (North) to Greenside Road (North)								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	0	0	0	0	0	0	0	0.00
0715 - 0730	0	0	0	0	0	0	0	0	0	0.00
0730 - 0745	0	0	0	0	0	0	0	0	0	0.00
0745 - 0800	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0	0.00
Hourly Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**
0800 - 0815	0	0	0	0	0	0	0	0	0	0.00
0815 - 0830	0	0	0	0	0	0	0	0	0	0.00
0830 - 0845	0	0	0	0	0	0	0	0	0	0.00
0845 - 0900	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0	0.00
Hourly Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**
0900 - 0915	0	0	0	0	0	0	0	0	0	0.00
0915 - 0930	0	0	0	0	0	0	0	0	0	0.00
0930 - 0945	0	0	0	0	0	0	0	0	0	0.00
0945 - 1000	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0	0.00
Hourly Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

Session Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0	0.00
Session Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

Date
Wednesday 29 April 2026

Weather
Cloudy
Temp: 16°C

1400 - 1900 (Weekday PM Peak)

	Movement 5.15: U-Turn from Greenside Road (North) to Greenside Road (North)								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1400 - 1415	0	0	0	0	0	0	0	0	0	0.00
1415 - 1430	0	0	0	0	0	0	0	0	0	0.00
1430 - 1445	0	0	0	0	0	0	0	0	0	0.00
1445 - 1500	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0	0.00
Hourly Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**
1500 - 1515	0	0	0	0	0	0	0	0	0	0.00
1515 - 1530	0	0	0	0	0	0	0	0	0	0.00
1530 - 1545	0	0	0	0	0	0	0	0	0	0.00
1545 - 1600	0	0	0	0	1	0	0	0	1	1.00
Hourly Total	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	1	1.00
Hourly Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.25**	**0.00**	**0.00**	**0.00**	**0.25**	**0.25**
1600 - 1615	0	0	0	0	0	0	0	0	0	0.00
1615 - 1630	0	0	0	0	0	0	0	0	0	0.00
1630 - 1645	0	0	0	0	0	0	0	0	0	0.00
1645 - 1700	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0	0.00
Hourly Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**
1700 - 1715	0	0	0	0	0	0	0	0	0	0.00
1715 - 1730	0	0	0	0	0	0	0	0	0	0.00
1730 - 1745	0	0	0	0	0	0	0	0	0	0.00
1745 - 1800	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0	0.00
Hourly Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**
1800 - 1815	0	0	1	0	0	0	0	0	1	1.00
1815 - 1830	0	0	0	0	0	0	0	0	0	0.00
1830 - 1845	0	0	0	0	0	0	0	0	0	0.00
1845 - 1900	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	2	2.00
Hourly Average	**0.00**	**0.00**	**0.50**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.50**	**0.50**

Session Total	**0**	**0**	**2**	**0**	**1**	**0**	**0**	**0**	3	3.00
Session Average	**0.00**	**0.00**	**0.10**	**0.00**	**0.05**	**0.00**	**0.00**	**0.00**	**0.15**	**0.15**

Woodward Court, Mirfield

Direction: Southbound

Survey Date: Wednesday 29 April 2026

Survey Period: 0800 - 0900

Ref.	Type	Description	REAL TIME hh:mm:ss	ELAPSED TIME hh:mm:ss	ELAPSED TIME secs	Running Speed between points kph
1	GW	North Place / Greenside Road / Sunny Bank Road	08:08:19	00:00:00	0	
2	ZEB	Greenside Road	08:08:24	00:00:05	5	**44.21**
3	GW	Greenside Road / Dunbottle Lane / Lee Green	08:09:20	00:01:01	61	**35.33**
4	GW	Flash Lane / Dunbottle Lane	08:09:48	00:01:29	89	**32.96**
5	BS	Balderstone Hall Lane / Shillbank Lane	08:11:16	00:02:57	177	**12.92**
				00:02:57	177	
				00:02:57		

TOTAL JOURNEY TIME	177
DISTANCE (km)	1.183
SPEED (km/h)	**24.1**

Woodward Court, Mirfield

Direction: Southbound

Survey Date: Wednesday 29 April 2026

Survey Period: 0800 - 0900

Ref.	Type	Description	REAL TIME hh:mm:ss	ELAPSED TIME hh:mm:ss	ELAPSED TIME secs	Running Speed between points kph
1	GW	North Place / Greenside Road / Sunny Bank Road	08:18:58	00:00:00	0	
2	ZEB	Greenside Road	08:19:03	00:00:05	5	**44.21**
3	GW	Greenside Road / Dunbottle Lane / Lee Green	08:20:03	00:01:05	65	**32.97**
4	GW	Flash Lane / Dunbottle Lane	08:21:03	00:02:05	125	**15.38**
5	BS	Balderstone Hall Lane / Shillbank Lane	08:22:02	00:03:04	184	**19.27**
				00:03:04	184	
				00:03:04		

TOTAL JOURNEY TIME	184
DISTANCE (km)	1.183
SPEED (km/h)	**23.1**

Woodward Court, Mirfield

Direction: Southbound

Survey Date: Wednesday 29 April 2026

Survey Period: 0800 - 0900

Ref.	Type	Description	REAL TIME hh:mm:ss	ELAPSED TIME hh:mm:ss	ELAPSED TIME secs	Running Speed between points kph
1	GW	North Place / Greenside Road / Sunny Bank Road	08:31:04	00:00:00	0	
2	ZEB	Greenside Road	08:31:09	00:00:05	5	**44.21**
3	GW	Greenside Road / Dunbottle Lane / Lee Green	08:32:03	00:00:59	59	**36.63**
4	GW	Flash Lane / Dunbottle Lane	08:32:31	00:01:27	87	**32.96**
5	BS	Balderstone Hall Lane / Shillbank Lane	08:33:06	00:02:02	122	**32.49**
				00:02:02	122	
				00:02:02		

TOTAL JOURNEY TIME	122
DISTANCE (km)	1.183
SPEED (km/h)	**34.9**

Woodward Court, Mirfield

Direction: Southbound

Survey Date: Wednesday 29 April 2026

Survey Period: 0800 - 0900

Ref.	Type	Description	REAL TIME hh:mm:ss	ELAPSED TIME hh:mm:ss	ELAPSED TIME secs	Running Speed between points kph
1	GW	North Place / Greenside Road / Sunny Bank Road	08:38:31	00:00:00	0	
2	ZEB	Greenside Road	08:38:37	00:00:06	6	**36.84**
3	GW	Greenside Road / Dunbottle Lane / Lee Green	08:39:42	00:01:11	71	**30.43**
4	GW	Flash Lane / Dunbottle Lane	08:40:09	00:01:38	98	**34.18**
5	BS	Balderstone Hall Lane / Shillbank Lane	08:40:47	00:02:16	136	**29.92**
				00:02:16	136	
				00:02:16		

TOTAL JOURNEY TIME	136
DISTANCE (km)	1.183
SPEED (km/h)	**31.3**

Woodward Court, Mirfield

Direction: Southbound

Survey Date: Wednesday 29 April 2026

Survey Period: 0800 - 0900

Ref.	Type	Description	REAL TIME hh:mm:ss	ELAPSED TIME hh:mm:ss	ELAPSED TIME secs	Running Speed between points kph
1	GW	North Place / Greenside Road / Sunny Bank Road	08:45:33	00:00:00	0	
2	ZEB	Greenside Road	08:45:38	00:00:05	5	**44.21**
3	GW	Greenside Road / Dunbottle Lane / Lee Green	08:47:00	00:01:27	87	**24.12**
4	GW	Flash Lane / Dunbottle Lane	08:47:34	00:02:01	121	**27.15**
5	BS	Balderstone Hall Lane / Shillbank Lane	08:48:17	00:02:44	164	**26.44**
				00:02:44	164	
				00:02:44		

TOTAL JOURNEY TIME	164
DISTANCE (km)	1.183
SPEED (km/h)	**26.0**

Woodward Court, Mirfield

Direction: Southbound

Survey Date: Wednesday 29 April 2026

Survey Period: 0800 - 0900

Ref.	Type	Description	REAL TIME hh:mm:ss	ELAPSED TIME hh:mm:ss	ELAPSED TIME secs	Running Speed between points kph
1	GW	North Place / Greenside Road / Sunny Bank Road	08:54:17	00:00:00	0	
2	ZEB	Greenside Road	08:54:21	00:00:04	4	**55.26**
3	GW	Greenside Road / Dunbottle Lane / Lee Green	08:55:10	00:00:53	53	**40.37**
4	GW	Flash Lane / Dunbottle Lane	08:55:34	00:01:17	77	**38.46**
5	BS	Balderstone Hall Lane / Shillbank Lane	08:56:45	00:02:28	148	**16.01**
				00:02:28	148	
				00:02:28		

TOTAL JOURNEY TIME	148
DISTANCE (km)	1.183
SPEED (km/h)	**28.8**

Woodward Court, Mirfield

Direction: Southbound

Survey Date: Wednesday 29 April 2026

Survey Period: 1000 - 1100

Ref.	Type	Description	REAL TIME hh:mm:ss	ELAPSED TIME hh:mm:ss	ELAPSED TIME secs	Running Speed between points kph
1	GW	North Place / Greenside Road / Sunny Bank Road	10:00:10	00:00:00	0	
2	ZEB	Greenside Road	10:00:15	00:00:05	5	**44.21**
3	GW	Greenside Road / Dunbottle Lane / Lee Green	10:01:05	00:00:55	55	**39.56**
4	GW	Flash Lane / Dunbottle Lane	10:01:30	00:01:20	80	**36.92**
5	BS	Balderstone Hall Lane / Shillbank Lane	10:02:00	00:01:50	110	**37.90**
				00:01:50	110	
				00:01:50		

TOTAL JOURNEY TIME	110
DISTANCE (km)	1.183
SPEED (km/h)	**38.7**

Woodward Court, Mirfield

Direction: Southbound

Survey Date: Wednesday 29 April 2026

Survey Period: 1000 - 1100

Ref.	Type	Description	REAL TIME hh:mm:ss	ELAPSED TIME hh:mm:ss	ELAPSED TIME secs	Running Speed between points kph
1	GW	North Place / Greenside Road / Sunny Bank Road	10:06:07	00:00:00	0	
2	ZEB	Greenside Road	10:06:12	00:00:05	5	**44.21**
3	GW	Greenside Road / Dunbottle Lane / Lee Green	10:07:02	00:00:55	55	**39.56**
4	GW	Flash Lane / Dunbottle Lane	10:07:29	00:01:22	82	**34.18**
5	BS	Balderstone Hall Lane / Shillbank Lane	10:08:06	00:01:59	119	**30.73**
				00:01:59	119	
				00:01:59		

TOTAL JOURNEY TIME	119
DISTANCE (km)	1.183
SPEED (km/h)	**35.8**

Woodward Court, Mirfield

Direction: Southbound

Survey Date: Wednesday 29 April 2026

Survey Period: 1000 - 1100

Ref.	Type	Description	REAL TIME hh:mm:ss	ELAPSED TIME hh:mm:ss	ELAPSED TIME secs	Running Speed between points kph
1	GW	North Place / Greenside Road / Sunny Bank Road	10:12:50	00:00:00	0	
2	ZEB	Greenside Road	10:12:55	00:00:05	5	**44.21**
3	GW	Greenside Road / Dunbottle Lane / Lee Green	10:13:47	00:00:57	57	**38.04**
4	GW	Flash Lane / Dunbottle Lane	10:14:15	00:01:25	85	**32.96**
5	BS	Balderstone Hall Lane / Shillbank Lane	10:14:43	00:01:53	113	**40.61**
				00:01:53	113	
				00:01:53		

TOTAL JOURNEY TIME	113
DISTANCE (km)	1.183
SPEED (km/h)	**37.7**

Woodward Court, Mirfield

Direction: Southbound

Survey Date: Wednesday 29 April 2026

Survey Period: 1000 - 1100

Ref.	Type	Description	REAL TIME hh:mm:ss	ELAPSED TIME hh:mm:ss	ELAPSED TIME secs	Running Speed between points kph
1	GW	North Place / Greenside Road / Sunny Bank Road	10:19:01	00:00:00	0	
2	ZEB	Greenside Road	10:19:05	00:00:04	4	**55.26**
3	GW	Greenside Road / Dunbottle Lane / Lee Green	10:19:57	00:00:56	56	**38.04**
4	GW	Flash Lane / Dunbottle Lane	10:20:23	00:01:22	82	**35.50**
5	BS	Balderstone Hall Lane / Shillbank Lane	10:20:52	00:01:51	111	**39.21**
				00:01:51	111	
				00:01:51		

TOTAL JOURNEY TIME	111
DISTANCE (km)	1.183
SPEED (km/h)	**38.4**

Woodward Court, Mirfield

Direction: Southbound

Survey Date: Wednesday 29 April 2026

Survey Period: 1000 - 1100

Ref.	Type	Description	REAL TIME hh:mm:ss	ELAPSED TIME hh:mm:ss	ELAPSED TIME secs	Running Speed between points kph
1	GW	North Place / Greenside Road / Sunny Bank Road	10:25:31	00:00:00	0	
2	ZEB	Greenside Road	10:25:36	00:00:05	5	**44.21**
3	GW	Greenside Road / Dunbottle Lane / Lee Green	10:26:31	00:01:00	60	**35.97**
4	GW	Flash Lane / Dunbottle Lane	10:27:04	00:01:33	93	**27.97**
5	BS	Balderstone Hall Lane / Shillbank Lane	10:27:33	00:02:02	122	**39.21**
				00:02:02	122	
				00:02:02		

TOTAL JOURNEY TIME	122
DISTANCE (km)	1.183
SPEED (km/h)	**34.9**

Woodward Court, Mirfield

Direction: Southbound

Survey Date: Wednesday 29 April 2026

Survey Period: 1000 - 1100

Ref.	Type	Description	REAL TIME hh:mm:ss	ELAPSED TIME hh:mm:ss	ELAPSED TIME secs	Running Speed between points kph
1	GW	North Place / Greenside Road / Sunny Bank Road	10:31:45	00:00:00	0	
2	ZEB	Greenside Road	10:31:50	00:00:05	5	**44.21**
3	GW	Greenside Road / Dunbottle Lane / Lee Green	10:32:38	00:00:53	53	**41.21**
4	GW	Flash Lane / Dunbottle Lane	10:33:10	00:01:25	85	**28.84**
5	BS	Balderstone Hall Lane / Shillbank Lane	10:33:41	00:01:56	116	**36.68**
				00:01:56	116	
				00:01:56		

TOTAL JOURNEY TIME	116
DISTANCE (km)	1.183
SPEED (km/h)	**36.7**

Woodward Court, Mirfield

Direction: Southbound

Survey Date: Wednesday 29 April 2026

Survey Period: 1000 - 1100

Ref.	Type	Description	REAL TIME hh:mm:ss	ELAPSED TIME hh:mm:ss	ELAPSED TIME secs	Running Speed between points kph
1	GW	North Place / Greenside Road / Sunny Bank Road	10:37:38	00:00:00	0	
2	ZEB	Greenside Road	10:37:44	00:00:06	6	**36.84**
3	GW	Greenside Road / Dunbottle Lane / Lee Green	10:38:35	00:00:57	57	**38.79**
4	GW	Flash Lane / Dunbottle Lane	10:39:04	00:01:26	86	**31.83**
5	BS	Balderstone Hall Lane / Shillbank Lane	10:39:38	00:02:00	120	**33.44**
				00:02:00	120	
				00:02:00		

TOTAL JOURNEY TIME	120
DISTANCE (km)	1.183
SPEED (km/h)	**35.5**

Woodward Court, Mirfield

Direction: Southbound

Survey Date: Wednesday 29 April 2026

Survey Period: 1000 - 1100

Ref.	Type	Description	REAL TIME hh:mm:ss	ELAPSED TIME hh:mm:ss	ELAPSED TIME secs	Running Speed between points kph
1	GW	North Place / Greenside Road / Sunny Bank Road	10:44:08	00:00:00	0	
2	ZEB	Greenside Road	10:44:14	00:00:06	6	**36.84**
3	GW	Greenside Road / Dunbottle Lane / Lee Green	10:45:05	00:00:57	57	**38.79**
4	GW	Flash Lane / Dunbottle Lane	10:45:32	00:01:24	84	**34.18**
5	BS	Balderstone Hall Lane / Shillbank Lane	10:46:02	00:01:54	114	**37.90**
				00:01:54	114	
				00:01:54		

TOTAL JOURNEY TIME	114
DISTANCE (km)	1.183
SPEED (km/h)	**37.4**

Woodward Court, Mirfield

Direction: Southbound

Survey Date: Wednesday 29 April 2026

Survey Period: 1000 - 1100

Ref.	Type	Description	REAL TIME hh:mm:ss	ELAPSED TIME hh:mm:ss	ELAPSED TIME secs	Running Speed between points kph
1	GW	North Place / Greenside Road / Sunny Bank Road	10:52:11	00:00:00	0	
2	ZEB	Greenside Road	10:52:16	00:00:05	5	**44.21**
3	GW	Greenside Road / Dunbottle Lane / Lee Green	10:53:09	00:00:58	58	**37.33**
4	GW	Flash Lane / Dunbottle Lane	10:53:37	00:01:26	86	**32.96**
5	BS	Balderstone Hall Lane / Shillbank Lane	10:54:29	00:02:18	138	**21.87**
				00:02:18	138	
				00:02:18		

TOTAL JOURNEY TIME	138
DISTANCE (km)	1.183
SPEED (km/h)	**30.9**

Woodward Court, Mirfield

Direction: Southbound

Survey Date: Wednesday 29 April 2026

Survey Period: 1445 - 1545

Ref.	Type	Description	REAL TIME hh:mm:ss	ELAPSED TIME hh:mm:ss	ELAPSED TIME secs	Running Speed between points kph
1	GW	North Place / Greenside Road / Sunny Bank Road	14:44:49	00:00:00	0	
2	ZEB	Greenside Road	14:44:54	00:00:05	5	**44.21**
3	GW	Greenside Road / Dunbottle Lane / Lee Green	14:45:53	00:01:04	64	**33.53**
4	GW	Flash Lane / Dunbottle Lane	14:46:21	00:01:32	92	**32.96**
5	BS	Balderstone Hall Lane / Shillbank Lane	14:46:57	00:02:08	128	**31.59**
				00:02:08	128	
				00:02:08		

TOTAL JOURNEY TIME	128
DISTANCE (km)	1.183
SPEED (km/h)	**33.3**

Woodward Court, Mirfield

Direction: Southbound

Survey Date: Wednesday 29 April 2026

Survey Period: 1445 - 1545

Ref.	Type	Description	REAL TIME hh:mm:ss	ELAPSED TIME hh:mm:ss	ELAPSED TIME secs	Running Speed between points kph
1	GW	North Place / Greenside Road / Sunny Bank Road	14:52:19	00:00:00	0	
2	ZEB	Greenside Road	14:52:24	00:00:05	5	**44.21**
3	GW	Greenside Road / Dunbottle Lane / Lee Green	14:53:20	00:01:01	61	**35.33**
4	GW	Flash Lane / Dunbottle Lane	14:53:46	00:01:27	87	**35.50**
5	BS	Balderstone Hall Lane / Shillbank Lane	14:54:23	00:02:04	124	**30.73**
				00:02:04	124	
				00:02:04		

TOTAL JOURNEY TIME	124
DISTANCE (km)	1.183
SPEED (km/h)	**34.3**

Woodward Court, Mirfield

Direction: Southbound

Survey Date: Wednesday 29 April 2026

Survey Period: 1445 - 1545

Ref.	Type	Description	REAL TIME hh:mm:ss	ELAPSED TIME hh:mm:ss	ELAPSED TIME secs	Running Speed between points kph
1	GW	North Place / Greenside Road / Sunny Bank Road	15:00:31	00:00:00	0	
2	ZEB	Greenside Road	15:00:36	00:00:05	5	**44.21**
3	GW	Greenside Road / Dunbottle Lane / Lee Green	15:01:31	00:01:00	60	**35.97**
4	GW	Flash Lane / Dunbottle Lane	15:01:58	00:01:27	87	**34.18**
5	BS	Balderstone Hall Lane / Shillbank Lane	15:02:34	00:02:03	123	**31.59**
				00:02:03	123	
				00:02:03		

TOTAL JOURNEY TIME	123
DISTANCE (km)	1.183
SPEED (km/h)	**34.6**

Woodward Court, Mirfield

Direction: Southbound

Survey Date: Wednesday 29 April 2026

Survey Period: 1445 - 1545

Ref.	Type	Description	REAL TIME hh:mm:ss	ELAPSED TIME hh:mm:ss	ELAPSED TIME secs	Running Speed between points kph
1	GW	North Place / Greenside Road / Sunny Bank Road	15:08:50	00:00:00	0	
2	ZEB	Greenside Road	15:08:55	00:00:05	5	**44.21**
3	GW	Greenside Road / Dunbottle Lane / Lee Green	15:09:54	00:01:04	64	**33.53**
4	GW	Flash Lane / Dunbottle Lane	15:10:20	00:01:30	90	**35.50**
5	BS	Balderstone Hall Lane / Shillbank Lane	15:11:04	00:02:14	134	**25.84**
				00:02:14	134	
				00:02:14		

TOTAL JOURNEY TIME	134
DISTANCE (km)	1.183
SPEED (km/h)	**31.8**

Woodward Court, Mirfield

Direction: Southbound

Survey Date: Wednesday 29 April 2026

Survey Period: 1445 - 1545

Ref.	Type	Description	REAL TIME hh:mm:ss	ELAPSED TIME hh:mm:ss	ELAPSED TIME secs	Running Speed between points kph
1	GW	North Place / Greenside Road / Sunny Bank Road	15:16:38	00:00:00	0	
2	ZEB	Greenside Road	15:16:42	00:00:04	4	**55.26**
3	GW	Greenside Road / Dunbottle Lane / Lee Green	15:18:07	00:01:29	89	**23.27**
4	GW	Flash Lane / Dunbottle Lane	15:18:36	00:01:58	118	**31.83**
5	BS	Balderstone Hall Lane / Shillbank Lane	15:19:14	00:02:36	156	**29.92**
				00:02:36	156	
				00:02:36		

TOTAL JOURNEY TIME	156
DISTANCE (km)	1.183
SPEED (km/h)	**27.3**

Woodward Court, Mirfield

Direction: Southbound

Survey Date: Wednesday 29 April 2026

Survey Period: 1445 - 1545

Ref.	Type	Description	REAL TIME hh:mm:ss	ELAPSED TIME hh:mm:ss	ELAPSED TIME secs	Running Speed between points kph
1	GW	North Place / Greenside Road / Sunny Bank Road	15:27:24	00:00:00	0	
2	ZEB	Greenside Road	15:27:29	00:00:05	5	**44.21**
3	GW	Greenside Road / Dunbottle Lane / Lee Green	15:29:07	00:01:43	103	**20.19**
4	GW	Flash Lane / Dunbottle Lane	15:29:36	00:02:12	132	**31.83**
5	BS	Balderstone Hall Lane / Shillbank Lane	15:30:23	00:02:59	179	**24.19**
				00:02:59	179	
				00:02:59		

TOTAL JOURNEY TIME	179
DISTANCE (km)	1.183
SPEED (km/h)	**23.8**

Woodward Court, Mirfield

Direction: Southbound

Survey Date: Wednesday 29 April 2026

Survey Period: 1445 - 1545

Ref.	Type	Description	REAL TIME hh:mm:ss	ELAPSED TIME hh:mm:ss	ELAPSED TIME secs	Running Speed between points kph
1	GW	North Place / Greenside Road / Sunny Bank Road	15:36:21	00:00:00	0	
2	ZEB	Greenside Road	15:36:26	00:00:05	5	**44.21**
3	GW	Greenside Road / Dunbottle Lane / Lee Green	15:37:35	00:01:14	74	**28.67**
4	GW	Flash Lane / Dunbottle Lane	15:38:04	00:01:43	103	**31.83**
5	BS	Balderstone Hall Lane / Shillbank Lane	15:38:58	00:02:37	157	**21.06**
				00:02:37	157	
				00:02:37		

TOTAL JOURNEY TIME	157
DISTANCE (km)	1.183
SPEED (km/h)	**27.1**

Woodward Court, Mirfield

Direction: Southbound

Survey Date: Wednesday 29 April 2026

Survey Period: 1600 - 1700

Ref.	Type	Description	REAL TIME hh:mm:ss	ELAPSED TIME hh:mm:ss	ELAPSED TIME secs	Running Speed between points kph
1	GW	North Place / Greenside Road / Sunny Bank Road	16:00:11	00:00:00	0	
2	ZEB	Greenside Road	16:00:16	00:00:05	5	**44.21**
3	GW	Greenside Road / Dunbottle Lane / Lee Green	16:01:13	00:01:02	62	**34.71**
4	GW	Flash Lane / Dunbottle Lane	16:01:42	00:01:31	91	**31.83**
5	BS	Balderstone Hall Lane / Shillbank Lane	16:02:16	00:02:05	125	**33.44**
				00:02:05	125	
				00:02:05		

TOTAL JOURNEY TIME	125
DISTANCE (km)	1.183
SPEED (km/h)	**34.1**

Woodward Court, Mirfield

Direction: Southbound

Survey Date: Wednesday 29 April 2026

Survey Period: 1600 - 1700

Ref.	Type	Description	REAL TIME hh:mm:ss	ELAPSED TIME hh:mm:ss	ELAPSED TIME secs	Running Speed between points kph
1	GW	North Place / Greenside Road / Sunny Bank Road	16:06:45	00:00:00	0	
2	ZEB	Greenside Road	16:06:50	00:00:05	5	**44.21**
3	GW	Greenside Road / Dunbottle Lane / Lee Green	16:07:45	00:01:00	60	**35.97**
4	GW	Flash Lane / Dunbottle Lane	16:08:12	00:01:27	87	**34.18**
5	BS	Balderstone Hall Lane / Shillbank Lane	16:08:44	00:01:59	119	**35.53**
				00:01:59	119	
				00:01:59		

TOTAL JOURNEY TIME	119
DISTANCE (km)	1.183
SPEED (km/h)	**35.8**

Woodward Court, Mirfield

Direction: Southbound

Survey Date: Wednesday 29 April 2026

Survey Period: 1600 - 1700

Ref.	Type	Description	REAL TIME hh:mm:ss	ELAPSED TIME hh:mm:ss	ELAPSED TIME secs	Running Speed between points kph
1	GW	North Place / Greenside Road / Sunny Bank Road	16:13:55	00:00:00	0	
2	ZEB	Greenside Road	16:14:00	00:00:05	5	**44.21**
3	GW	Greenside Road / Dunbottle Lane / Lee Green	16:14:54	00:00:59	59	**36.63**
4	GW	Flash Lane / Dunbottle Lane	16:15:21	00:01:26	86	**34.18**
5	BS	Balderstone Hall Lane / Shillbank Lane	16:16:09	00:02:14	134	**23.69**
				00:02:14	134	
				00:02:14		

TOTAL JOURNEY TIME	134
DISTANCE (km)	1.183
SPEED (km/h)	**31.8**

Woodward Court, Mirfield

Direction: Southbound

Survey Date: Wednesday 29 April 2026

Survey Period: 1600 - 1700

Ref.	Type	Description	REAL TIME hh:mm:ss	ELAPSED TIME hh:mm:ss	ELAPSED TIME secs	Running Speed between points kph
1	GW	North Place / Greenside Road / Sunny Bank Road	16:21:01	00:00:00	0	
2	ZEB	Greenside Road	16:21:06	00:00:05	5	**44.21**
3	GW	Greenside Road / Dunbottle Lane / Lee Green	16:22:03	00:01:02	62	**34.71**
4	GW	Flash Lane / Dunbottle Lane	16:22:33	00:01:32	92	**30.76**
5	BS	Balderstone Hall Lane / Shillbank Lane	16:23:15	00:02:14	134	**27.07**
				00:02:14	134	
				00:02:14		

TOTAL JOURNEY TIME	134
DISTANCE (km)	1.183
SPEED (km/h)	**31.8**

Woodward Court, Mirfield

Direction: Southbound

Survey Date: Wednesday 29 April 2026

Survey Period: 1600 - 1700

Ref.	Type	Description	REAL TIME hh:mm:ss	ELAPSED TIME hh:mm:ss	ELAPSED TIME secs	Running Speed between points kph
1	GW	North Place / Greenside Road / Sunny Bank Road	16:30:10	00:00:00	0	
2	ZEB	Greenside Road	16:30:15	00:00:05	5	**44.21**
3	GW	Greenside Road / Dunbottle Lane / Lee Green	16:31:25	00:01:15	75	**28.26**
4	GW	Flash Lane / Dunbottle Lane	16:32:22	00:02:12	132	**16.19**
5	BS	Balderstone Hall Lane / Shillbank Lane	16:32:59	00:02:49	169	**30.73**
				00:02:49	169	
				00:02:49		

TOTAL JOURNEY TIME	169
DISTANCE (km)	1.183
SPEED (km/h)	**25.2**

Woodward Court, Mirfield

Direction: Southbound

Survey Date: Wednesday 29 April 2026

Survey Period: 1600 - 1700

Ref.	Type	Description	REAL TIME hh:mm:ss	ELAPSED TIME hh:mm:ss	ELAPSED TIME secs	Running Speed between points kph
1	GW	North Place / Greenside Road / Sunny Bank Road	16:37:26	00:00:00	0	
2	ZEB	Greenside Road	16:37:31	00:00:05	5	**44.21**
3	GW	Greenside Road / Dunbottle Lane / Lee Green	16:38:23	00:00:57	57	**38.04**
4	GW	Flash Lane / Dunbottle Lane	16:38:49	00:01:23	83	**35.50**
5	BS	Balderstone Hall Lane / Shillbank Lane	16:39:20	00:01:54	114	**36.68**
				00:01:54	114	
				00:01:54		

TOTAL JOURNEY TIME	114
DISTANCE (km)	1.183
SPEED (km/h)	**37.4**

Woodward Court, Mirfield

Direction: Southbound

Survey Date: Wednesday 29 April 2026

Survey Period: 0800 - 0900

Ref.	Type	Description	REAL TIME hh:mm:ss	ELAPSED TIME hh:mm:ss	ELAPSED TIME secs	Running Speed between points kph
1	GW	North Place / Greenside Road / Sunny Bank Road	08:01:54	00:00:00	0	
2	ZEB	Greenside Road	08:02:01	00:00:07	7	**31.58**
3	GW	Greenside Road / Jenny Lane	08:02:08	00:00:14	14	**25.35**
4	GW	Jenny Lane / Wellhouse Lane	08:02:24	00:00:30	30	**21.20**
5	GW	Flash Lane / Wellhouse Lane	08:05:13	00:03:19	199	**15.78**
6	BS	Balderstone Hall Lane / Shillbank Lane	08:05:45	00:03:51	231	**28.12**
				00:03:51	231	
				00:03:51		

TOTAL JOURNEY TIME	231
DISTANCE (km)	1.196
SPEED (km/h)	**18.6**

Woodward Court, Mirfield

Direction: Southbound

Survey Date: Wednesday 29 April 2026

Survey Period: 0800 - 0900

Ref.	Type	Description	REAL TIME hh:mm:ss	ELAPSED TIME hh:mm:ss	ELAPSED TIME secs	Running Speed between points kph
1	GW	North Place / Greenside Road / Sunny Bank Road	08:14:48	00:00:00	0	
2	ZEB	Greenside Road	08:14:54	00:00:06	6	**36.84**
3	GW	Greenside Road / Jenny Lane	08:15:02	00:00:14	14	**22.18**
4	GW	Jenny Lane / Wellhouse Lane	08:15:17	00:00:29	29	**22.61**
5	GW	Flash Lane / Wellhouse Lane	08:17:20	00:02:32	152	**21.69**
6	BS	Balderstone Hall Lane / Shillbank Lane	08:18:07	00:03:19	199	**19.14**
				00:03:19	199	
				00:03:19		

TOTAL JOURNEY TIME	199
DISTANCE (km)	1.196
SPEED (km/h)	**21.6**

Woodward Court, Mirfield

Direction: Southbound

Survey Date: Wednesday 29 April 2026

Survey Period: 0800 - 0900

Ref.	Type	Description	REAL TIME hh:mm:ss	ELAPSED TIME hh:mm:ss	ELAPSED TIME secs	Running Speed between points kph
1	GW	North Place / Greenside Road / Sunny Bank Road	08:24:41	00:00:00	0	
2	ZEB	Greenside Road	08:24:47	00:00:06	6	**0.00**
3	GW	Greenside Road / Jenny Lane	08:24:53	00:00:12	12	**0.00**
4	GW	Jenny Lane / Wellhouse Lane	08:25:08	00:00:27	27	**0.00**
5	GW	Flash Lane / Wellhouse Lane	08:27:12	00:02:31	151	**0.00**
6	BS	Balderstone Hall Lane / Shillbank Lane	08:27:44	00:03:03	183	**0.00**
				00:03:03	183	
				00:03:03		

TOTAL JOURNEY TIME	183
DISTANCE (km)	1.196
SPEED (km/h)	**23.5**

Woodward Court, Mirfield

Direction: Southbound

Survey Date: Wednesday 29 April 2026

Survey Period: 0800 - 0900

Ref.	Type	Description	REAL TIME hh:mm:ss	ELAPSED TIME hh:mm:ss	ELAPSED TIME secs	Running Speed between points kph
1	GW	North Place / Greenside Road / Sunny Bank Road	08:33:44	00:00:00	0	
2	ZEB	Greenside Road	08:33:50	00:00:06	6	**0.00**
3	GW	Greenside Road / Jenny Lane	08:33:58	00:00:14	14	**0.00**
4	GW	Jenny Lane / Wellhouse Lane	08:34:20	00:00:36	36	**0.00**
5	GW	Flash Lane / Wellhouse Lane	08:36:47	00:03:03	183	**0.00**
6	BS	Balderstone Hall Lane / Shillbank Lane	08:37:27	00:03:43	223	**0.00**
				00:03:43	223	
				00:03:43		

TOTAL JOURNEY TIME	223
DISTANCE (km)	1.196
SPEED (km/h)	**19.3**

Woodward Court, Mirfield

Direction: Southbound

Survey Date: Wednesday 29 April 2026

Survey Period: 0800 - 0900

Ref.	Type	Description	REAL TIME hh:mm:ss	ELAPSED TIME hh:mm:ss	ELAPSED TIME secs	Running Speed between points kph
1	GW	North Place / Greenside Road / Sunny Bank Road	08:43:06	00:00:00	0	
2	ZEB	Greenside Road	08:43:12	00:00:06	6	**0.00**
3	GW	Greenside Road / Jenny Lane	08:43:18	00:00:12	12	**0.00**
4	GW	Jenny Lane / Wellhouse Lane	08:43:43	00:00:37	37	**0.00**
5	GW	Flash Lane / Wellhouse Lane	08:46:11	00:03:05	185	**0.00**
6	BS	Balderstone Hall Lane / Shillbank Lane	08:46:45	00:03:39	219	**0.00**
				00:03:39	219	
				00:03:39		

TOTAL JOURNEY TIME	219
DISTANCE (km)	1.196
SPEED (km/h)	**19.7**

Woodward Court, Mirfield

Direction: Southbound

Survey Date: Wednesday 29 April 2026

Survey Period: 0800 - 0900

Ref.	Type	Description	REAL TIME hh:mm:ss	ELAPSED TIME hh:mm:ss	ELAPSED TIME secs	Running Speed between points kph
1	GW	North Place / Greenside Road / Sunny Bank Road	08:53:34	00:00:00	0	
2	ZEB	Greenside Road	08:53:40	00:00:06	6	**0.00**
3	GW	Greenside Road / Jenny Lane	08:53:47	00:00:13	13	**0.00**
4	GW	Jenny Lane / Wellhouse Lane	08:54:02	00:00:28	28	**0.00**
5	GW	Flash Lane / Wellhouse Lane	08:56:39	00:03:05	185	**0.00**
6	BS	Balderstone Hall Lane / Shillbank Lane	08:57:35	00:04:01	241	**0.00**
				00:04:01	241	
				00:04:01		

TOTAL JOURNEY TIME	241
DISTANCE (km)	1.196
SPEED (km/h)	**17.9**

Woodward Court, Mirfield

Direction: Southbound

Survey Date: Wednesday 29 April 2026

Survey Period: 1000 - 1100

Ref.	Type	Description	REAL TIME hh:mm:ss	ELAPSED TIME hh:mm:ss	ELAPSED TIME secs	Running Speed between points kph
1	GW	North Place / Greenside Road / Sunny Bank Road	10:08:14	00:00:00	0	
2	ZEB	Greenside Road	10:08:19	00:00:05	5	**0.00**
3	GW	Greenside Road / Jenny Lane	10:08:25	00:00:11	11	**0.00**
4	GW	Jenny Lane / Wellhouse Lane	10:08:39	00:00:25	25	**0.00**
5	GW	Flash Lane / Wellhouse Lane	10:10:29	00:02:15	135	**0.00**
6	BS	Balderstone Hall Lane / Shillbank Lane	10:11:00	00:02:46	166	**0.00**
				00:02:46	166	
				00:02:46		

TOTAL JOURNEY TIME	166
DISTANCE (km)	1.196
SPEED (km/h)	**25.9**

Woodward Court, Mirfield

Direction: Southbound

Survey Date: Wednesday 29 April 2026

Survey Period: 1000 - 1100

Ref.	Type	Description	REAL TIME hh:mm:ss	ELAPSED TIME hh:mm:ss	ELAPSED TIME secs	Running Speed between points kph
1	GW	North Place / Greenside Road / Sunny Bank Road	10:15:13	00:00:00	0	
2	ZEB	Greenside Road	10:15:19	00:00:06	6	**0.00**
3	GW	Greenside Road / Jenny Lane	10:15:25	00:00:12	12	**0.00**
4	GW	Jenny Lane / Wellhouse Lane	10:15:39	00:00:26	26	**0.00**
5	GW	Flash Lane / Wellhouse Lane	10:17:35	00:02:22	142	**0.00**
6	BS	Balderstone Hall Lane / Shillbank Lane	10:18:05	00:02:52	172	**0.00**
				00:02:52	172	
				00:02:52		

TOTAL JOURNEY TIME	172
DISTANCE (km)	1.196
SPEED (km/h)	**25.0**

Woodward Court, Mirfield

Direction: Southbound

Survey Date: Wednesday 29 April 2026

Survey Period: 1000 - 1100

Ref.	Type	Description	REAL TIME hh:mm:ss	ELAPSED TIME hh:mm:ss	ELAPSED TIME secs	Running Speed between points kph
1	GW	North Place / Greenside Road / Sunny Bank Road	10:22:27	00:00:00	0	
2	ZEB	Greenside Road	10:22:33	00:00:06	6	**0.00**
3	GW	Greenside Road / Jenny Lane	10:22:39	00:00:12	12	**0.00**
4	GW	Jenny Lane / Wellhouse Lane	10:22:51	00:00:24	24	**0.00**
5	GW	Flash Lane / Wellhouse Lane	10:24:50	00:02:23	143	**0.00**
6	BS	Balderstone Hall Lane / Shillbank Lane	10:25:22	00:02:55	175	**0.00**
				00:02:55	175	
				00:02:55		

TOTAL JOURNEY TIME	175
DISTANCE (km)	1.196
SPEED (km/h)	**24.6**

Woodward Court, Mirfield

Direction: Southbound

Survey Date: Wednesday 29 April 2026

Survey Period: 1000 - 1100

Ref.	Type	Description	REAL TIME hh:mm:ss	ELAPSED TIME hh:mm:ss	ELAPSED TIME secs	Running Speed between points kph
1	GW	North Place / Greenside Road / Sunny Bank Road	10:30:45	00:00:00	0	
2	ZEB	Greenside Road	10:30:50	00:00:05	5	**0.00**
3	GW	Greenside Road / Jenny Lane	10:30:57	00:00:12	12	**0.00**
4	GW	Jenny Lane / Wellhouse Lane	10:31:12	00:00:27	27	**0.00**
5	GW	Flash Lane / Wellhouse Lane	10:33:26	00:02:41	161	**0.00**
6	BS	Balderstone Hall Lane / Shillbank Lane	10:33:56	00:03:11	191	**0.00**
				00:03:11	191	
				00:03:11		

TOTAL JOURNEY TIME	191
DISTANCE (km)	1.196
SPEED (km/h)	**22.5**

Woodward Court, Mirfield

Direction: Southbound

Survey Date: Wednesday 29 April 2026

Survey Period: 1000 - 1100

Ref.	Type	Description	REAL TIME hh:mm:ss	ELAPSED TIME hh:mm:ss	ELAPSED TIME secs	Running Speed between points kph
1	GW	North Place / Greenside Road / Sunny Bank Road	10:38:12	00:00:00	0	
2	ZEB	Greenside Road	10:38:18	00:00:06	6	**0.00**
3	GW	Greenside Road / Jenny Lane	10:38:24	00:00:12	12	**0.00**
4	GW	Jenny Lane / Wellhouse Lane	10:38:36	00:00:24	24	**0.00**
5	GW	Flash Lane / Wellhouse Lane	10:40:43	00:02:31	151	**0.00**
6	BS	Balderstone Hall Lane / Shillbank Lane	10:41:31	00:03:19	199	**0.00**
				00:03:19	199	
				00:03:19		

TOTAL JOURNEY TIME	199
DISTANCE (km)	1.196
SPEED (km/h)	**21.6**

Woodward Court, Mirfield

Direction: Southbound

Survey Date: Wednesday 29 April 2026

Survey Period: 1000 - 1100

Ref.	Type	Description	REAL TIME hh:mm:ss	ELAPSED TIME hh:mm:ss	ELAPSED TIME secs	Running Speed between points kph
1	GW	North Place / Greenside Road / Sunny Bank Road	10:45:40	00:00:00	0	
2	ZEB	Greenside Road	10:45:45	00:00:05	5	**0.00**
3	GW	Greenside Road / Jenny Lane	10:45:51	00:00:11	11	**0.00**
4	GW	Jenny Lane / Wellhouse Lane	10:46:04	00:00:24	24	**0.00**
5	GW	Flash Lane / Wellhouse Lane	10:48:18	00:02:38	158	**0.00**
6	BS	Balderstone Hall Lane / Shillbank Lane	10:48:47	00:03:07	187	**0.00**
				00:03:07	187	
				00:03:07		

TOTAL JOURNEY TIME	187
DISTANCE (km)	1.196
SPEED (km/h)	**23.0**

Woodward Court, Mirfield

Direction: Southbound

Survey Date: Wednesday 29 April 2026

Survey Period: 1000 - 1100

Ref.	Type	Description	REAL TIME hh:mm:ss	ELAPSED TIME hh:mm:ss	ELAPSED TIME secs	Running Speed between points kph
1	GW	North Place / Greenside Road / Sunny Bank Road	10:52:38	00:00:00	0	
2	ZEB	Greenside Road	10:52:44	00:00:06	6	**0.00**
3	GW	Greenside Road / Jenny Lane	10:52:50	00:00:12	12	**0.00**
4	GW	Jenny Lane / Wellhouse Lane	10:53:02	00:00:24	24	**0.00**
5	GW	Flash Lane / Wellhouse Lane	10:55:05	00:02:27	147	**0.00**
6	BS	Balderstone Hall Lane / Shillbank Lane	10:55:34	00:02:56	176	**0.00**
				00:02:56	176	
				00:02:56		

TOTAL JOURNEY TIME	176
DISTANCE (km)	1.196
SPEED (km/h)	**24.5**

Woodward Court, Mirfield

Direction: Southbound

Survey Date: Wednesday 29 April 2026

Survey Period: 1445 - 1545

Ref.	Type	Description	REAL TIME hh:mm:ss	ELAPSED TIME hh:mm:ss	ELAPSED TIME secs	Running Speed between points kph
1	GW	North Place / Greenside Road / Sunny Bank Road	14:45:20	00:00:00	0	
2	ZEB	Greenside Road	14:45:27	00:00:07	7	**0.00**
3	GW	Greenside Road / Jenny Lane	14:45:33	00:00:13	13	**0.00**
4	GW	Jenny Lane / Wellhouse Lane	14:45:47	00:00:27	27	**0.00**
5	GW	Flash Lane / Wellhouse Lane	14:47:43	00:02:23	143	**0.00**
6	BS	Balderstone Hall Lane / Shillbank Lane	14:48:24	00:03:04	184	**0.00**
				00:03:04	184	
				00:03:04		

TOTAL JOURNEY TIME	184
DISTANCE (km)	1.196
SPEED (km/h)	**23.4**

Woodward Court, Mirfield

Direction: Southbound

Survey Date: Wednesday 29 April 2026

Survey Period: 1445 - 1545

Ref.	Type	Description	REAL TIME hh:mm:ss	ELAPSED TIME hh:mm:ss	ELAPSED TIME secs	Running Speed between points kph
1	GW	North Place / Greenside Road / Sunny Bank Road	14:53:15	00:00:00	0	
2	ZEB	Greenside Road	14:53:21	00:00:06	6	**0.00**
3	GW	Greenside Road / Jenny Lane	14:53:29	00:00:14	14	**0.00**
4	GW	Jenny Lane / Wellhouse Lane	14:53:55	00:00:40	40	**0.00**
5	GW	Flash Lane / Wellhouse Lane	14:55:55	00:02:40	160	**0.00**
6	BS	Balderstone Hall Lane / Shillbank Lane	14:56:41	00:03:26	206	**0.00**
				00:03:26	206	
				00:03:26		

TOTAL JOURNEY TIME	206
DISTANCE (km)	1.196
SPEED (km/h)	**20.9**

Woodward Court, Mirfield

Direction: Southbound

Survey Date: Wednesday 29 April 2026

Survey Period: 1445 - 1545

Ref.	Type	Description	REAL TIME hh:mm:ss	ELAPSED TIME hh:mm:ss	ELAPSED TIME secs	Running Speed between points kph
1	GW	North Place / Greenside Road / Sunny Bank Road	15:02:37	00:00:00	0	
2	ZEB	Greenside Road	15:02:43	00:00:06	6	**0.00**
3	GW	Greenside Road / Jenny Lane	15:02:50	00:00:13	13	**0.00**
4	GW	Jenny Lane / Wellhouse Lane	15:03:04	00:00:27	27	**0.00**
5	GW	Flash Lane / Wellhouse Lane	15:07:09	00:04:32	272	**0.00**
6	BS	Balderstone Hall Lane / Shillbank Lane	15:07:51	00:05:14	314	**0.00**
				00:05:14	314	
				00:05:14		

TOTAL JOURNEY TIME	314
DISTANCE (km)	1.196
SPEED (km/h)	**13.7**

Woodward Court, Mirfield

Direction: Southbound

Survey Date: Wednesday 29 April 2026

Survey Period: 1445 - 1545

Ref.	Type	Description	REAL TIME hh:mm:ss	ELAPSED TIME hh:mm:ss	ELAPSED TIME secs	Running Speed between points kph
1	GW	North Place / Greenside Road / Sunny Bank Road	15:14:13	00:00:00	0	
2	ZEB	Greenside Road	15:14:19	00:00:06	6	**0.00**
3	GW	Greenside Road / Jenny Lane	15:14:26	00:00:13	13	**0.00**
4	GW	Jenny Lane / Wellhouse Lane	15:14:53	00:00:40	40	**0.00**
5	GW	Flash Lane / Wellhouse Lane	15:18:05	00:03:52	232	**0.00**
6	BS	Balderstone Hall Lane / Shillbank Lane	15:18:43	00:04:30	270	**0.00**
				00:04:30	270	
				00:04:30		

TOTAL JOURNEY TIME	270
DISTANCE (km)	1.196
SPEED (km/h)	**15.9**

Woodward Court, Mirfield

Direction: Southbound

Survey Date: Wednesday 29 April 2026

Survey Period: 1445 - 1545

Ref.	Type	Description	REAL TIME hh:mm:ss	ELAPSED TIME hh:mm:ss	ELAPSED TIME secs	Running Speed between points kph
1	GW	North Place / Greenside Road / Sunny Bank Road	15:26:17	00:00:00	0	
2	ZEB	Greenside Road	15:26:24	00:00:07	7	**0.00**
3	GW	Greenside Road / Jenny Lane	15:26:30	00:00:13	13	**0.00**
4	GW	Jenny Lane / Wellhouse Lane	15:26:59	00:00:42	42	**0.00**
5	GW	Flash Lane / Wellhouse Lane	15:33:24	00:07:07	427	**0.00**
6	BS	Balderstone Hall Lane / Shillbank Lane	15:34:02	00:07:45	465	**0.00**
				00:07:45	465	
				00:07:45		

TOTAL JOURNEY TIME	465
DISTANCE (km)	1.196
SPEED (km/h)	**9.3**

Woodward Court, Mirfield

Direction: Southbound

Survey Date: Wednesday 29 April 2026

Survey Period: 1600 - 1700

Ref.	Type	Description	REAL TIME hh:mm:ss	ELAPSED TIME hh:mm:ss	ELAPSED TIME secs	Running Speed between points kph
1	GW	North Place / Greenside Road / Sunny Bank Road	16:01:55	00:00:00	0	
2	ZEB	Greenside Road	16:02:12	00:00:17	17	**0.00**
3	GW	Greenside Road / Jenny Lane	16:02:21	00:00:26	26	**0.00**
4	GW	Jenny Lane / Wellhouse Lane	16:02:36	00:00:41	41	**0.00**
5	GW	Flash Lane / Wellhouse Lane	16:04:33	00:02:38	158	**0.00**
6	BS	Balderstone Hall Lane / Shillbank Lane	16:05:04	00:03:09	189	**0.00**
				00:03:09	189	
				00:03:09		

TOTAL JOURNEY TIME	189
DISTANCE (km)	1.196
SPEED (km/h)	**22.8**

Woodward Court, Mirfield

Direction: Southbound

Survey Date: Wednesday 29 April 2026

Survey Period: 1600 - 1700

Ref.	Type	Description	REAL TIME hh:mm:ss	ELAPSED TIME hh:mm:ss	ELAPSED TIME secs	Running Speed between points kph
1	GW	North Place / Greenside Road / Sunny Bank Road	16:09:26	00:00:00	0	
2	ZEB	Greenside Road	16:09:33	00:00:07	7	**0.00**
3	GW	Greenside Road / Jenny Lane	16:09:39	00:00:13	13	**0.00**
4	GW	Jenny Lane / Wellhouse Lane	16:09:53	00:00:27	27	**0.00**
5	GW	Flash Lane / Wellhouse Lane	16:11:46	00:02:20	140	**0.00**
6	BS	Balderstone Hall Lane / Shillbank Lane	16:12:20	00:02:54	174	**0.00**
				00:02:54	174	
				00:02:54		

TOTAL JOURNEY TIME	174
DISTANCE (km)	1.196
SPEED (km/h)	**24.7**

Woodward Court, Mirfield

Direction: Southbound

Survey Date: Wednesday 29 April 2026

Survey Period: 1600 - 1700

Ref.	Type	Description	REAL TIME hh:mm:ss	ELAPSED TIME hh:mm:ss	ELAPSED TIME secs	Running Speed between points kph
1	GW	North Place / Greenside Road / Sunny Bank Road	16:16:53	00:00:00	0	
2	ZEB	Greenside Road	16:16:58	00:00:05	5	**0.00**
3	GW	Greenside Road / Jenny Lane	16:17:04	00:00:11	11	**0.00**
4	GW	Jenny Lane / Wellhouse Lane	16:17:19	00:00:26	26	**0.00**
5	GW	Flash Lane / Wellhouse Lane	16:19:29	00:02:36	156	**0.00**
6	BS	Balderstone Hall Lane / Shillbank Lane	16:20:39	00:03:46	226	**0.00**
				00:03:46	226	
				00:03:46		

TOTAL JOURNEY TIME	226
DISTANCE (km)	1.196
SPEED (km/h)	**19.0**

Woodward Court, Mirfield

Direction: Southbound

Survey Date: Wednesday 29 April 2026

Survey Period: 1600 - 1700

Ref.	Type	Description	REAL TIME hh:mm:ss	ELAPSED TIME hh:mm:ss	ELAPSED TIME secs	Running Speed between points kph
1	GW	North Place / Greenside Road / Sunny Bank Road	16:25:32	00:00:00	0	
2	ZEB	Greenside Road	16:25:50	00:00:18	18	**0.00**
3	GW	Greenside Road / Jenny Lane	16:25:59	00:00:27	27	**0.00**
4	GW	Jenny Lane / Wellhouse Lane	16:26:14	00:00:42	42	**0.00**
5	GW	Flash Lane / Wellhouse Lane	16:28:51	00:03:19	199	**0.00**
6	BS	Balderstone Hall Lane / Shillbank Lane	16:29:39	00:04:07	247	**0.00**
				00:04:07	247	
				00:04:07		

TOTAL JOURNEY TIME	247
DISTANCE (km)	1.196
SPEED (km/h)	**17.4**

Woodward Court, Mirfield

Direction: Southbound

Survey Date: Wednesday 29 April 2026

Survey Period: 1600 - 1700

Ref.	Type	Description	REAL TIME hh:mm:ss	ELAPSED TIME hh:mm:ss	ELAPSED TIME secs	Running Speed between points kph
1	GW	North Place / Greenside Road / Sunny Bank Road	16:33:52	00:00:00	0	
2	ZEB	Greenside Road	16:34:05	00:00:13	13	**0.00**
3	GW	Greenside Road / Jenny Lane	16:34:13	00:00:21	21	**0.00**
4	GW	Jenny Lane / Wellhouse Lane	16:34:26	00:00:34	34	**0.00**
5	GW	Flash Lane / Wellhouse Lane	16:36:37	00:02:45	165	**0.00**
6	BS	Balderstone Hall Lane / Shillbank Lane	16:37:09	00:03:17	197	**0.00**
				00:03:17	197	
				00:03:17		

TOTAL JOURNEY TIME	197
DISTANCE (km)	1.196
SPEED (km/h)	**21.9**

Woodward Court, Mirfield

Direction: Southbound

Survey Date: Wednesday 29 April 2026

Survey Period: 1600 - 1700

Ref.	Type	Description	REAL TIME hh:mm:ss	ELAPSED TIME hh:mm:ss	ELAPSED TIME secs	Running Speed between points kph
1	GW	North Place / Greenside Road / Sunny Bank Road	16:40:52	00:00:00	0	
2	ZEB	Greenside Road	16:40:57	00:00:05	5	**0.00**
3	GW	Greenside Road / Jenny Lane	16:41:04	00:00:12	12	**0.00**
4	GW	Jenny Lane / Wellhouse Lane	16:41:16	00:00:24	24	**0.00**
5	GW	Flash Lane / Wellhouse Lane	16:43:18	00:02:26	146	**0.00**
6	BS	Balderstone Hall Lane / Shillbank Lane	16:43:46	00:02:54	174	**0.00**
				00:02:54	174	
				00:02:54		

TOTAL JOURNEY TIME	174
DISTANCE (km)	1.196
SPEED (km/h)	**24.7**

Woodward Court, Mirfield

Direction: Southbound

Survey Date: Wednesday 29 April 2026

Survey Period: 1600 - 1700

Ref.	Type	Description	REAL TIME hh:mm:ss	ELAPSED TIME hh:mm:ss	ELAPSED TIME secs	Running Speed between points kph
1	GW	North Place / Greenside Road / Sunny Bank Road	16:49:20	00:00:00	0	
2	ZEB	Greenside Road	16:49:26	00:00:06	6	**0.00**
3	GW	Greenside Road / Jenny Lane	16:49:32	00:00:12	12	**0.00**
4	GW	Jenny Lane / Wellhouse Lane	16:49:45	00:00:25	25	**0.00**
5	GW	Flash Lane / Wellhouse Lane	16:52:21	00:03:01	181	**0.00**
6	BS	Balderstone Hall Lane / Shillbank Lane	16:52:52	00:03:32	212	**0.00**
				00:03:32	212	
				00:03:32		

TOTAL JOURNEY TIME	212
DISTANCE (km)	1.196
SPEED (km/h)	**20.3**

Woodward Court, Mirfield

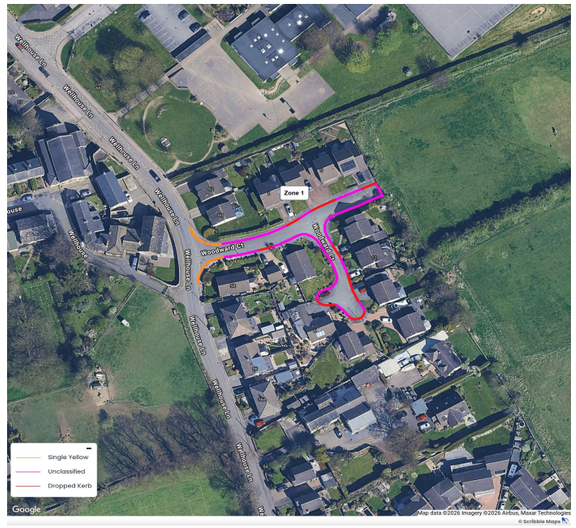
Direction: Southbound

Survey Date: Wednesday 29 April 2026

Survey Period: 1600 - 1700

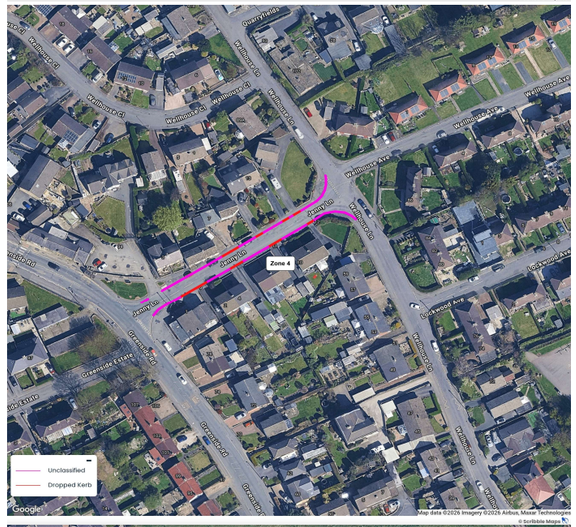
Ref.	Type	Description	REAL TIME hh:mm:ss	ELAPSED TIME hh:mm:ss	ELAPSED TIME secs	Running Speed between points kph
1	GW	North Place / Greenside Road / Sunny Bank Road	16:57:13	00:00:00	0	
2	ZEB	Greenside Road	16:57:19	00:00:06	6	**0.00**
3	GW	Greenside Road / Jenny Lane	16:57:26	00:00:13	13	**0.00**
4	GW	Jenny Lane / Wellhouse Lane	16:57:38	00:00:25	25	**0.00**
5	GW	Flash Lane / Wellhouse Lane	16:59:29	00:02:16	136	**0.00**
6	BS	Balderstone Hall Lane / Shillbank Lane	17:00:00	00:02:47	167	**0.00**
				00:02:47	167	
				00:02:47		

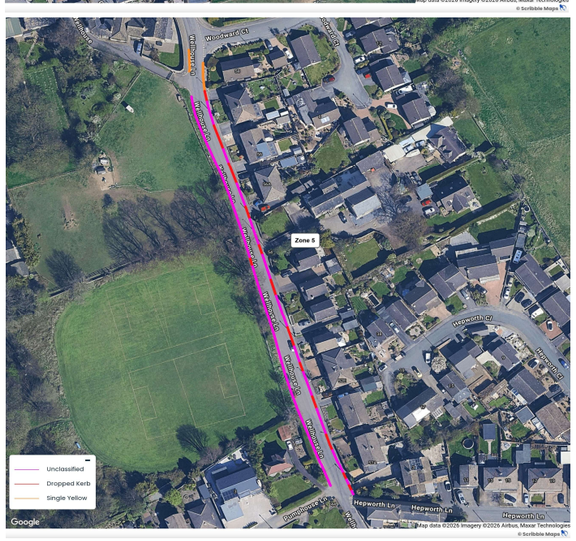
TOTAL JOURNEY TIME	167
DISTANCE (km)	1.196
SPEED (km/h)	**25.8**


Zone 1
Single Yellow
Unclassified
Dropped Kerb
Google
Map data ©2026 Imagery ©2026 Airbus, Maxar Technologies
© Scribble Maps

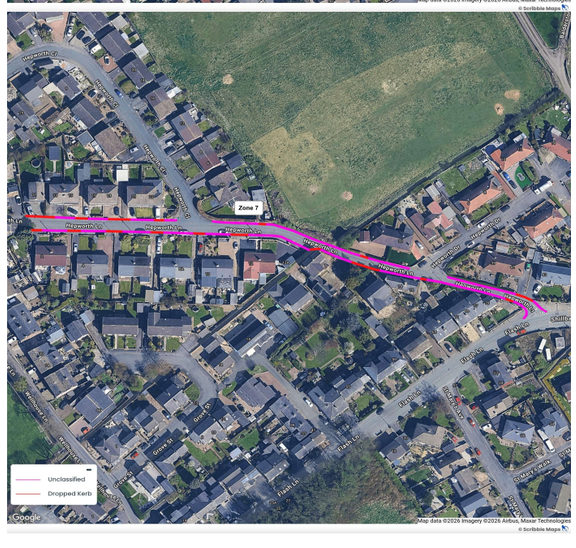

Zone 2
Single Yellow
Dropped Kerb
Keep Clear
School Drop And Go Zone
Unclassified
Google
Map data ©2026 Imagery ©2026 Airbus, Maxar Technologies
© Scribble Maps


Zone 3
Dropped Kerb
Unclassified
Keep Clear
Google
Map data ©2026 Imagery ©2026 Airbus, Maxar Technologies
© Scribble Maps


Zone 4
Unclassified
Dropped Kerb
Google
Map data ©2026 Imagery ©2026 Airbus, Maxar Technologies
© Scribble Maps


Zone 5
Unclassified
Dropped Kerb
Single Yellow
Google
Map data ©2026 Imagery ©2026 Airbus, Maxar Technologies
© Scribble Maps


Zone 6
Private Parking
Unclassified
Keep Clear
Dropped Kerb
Google
Map data ©2026 Imagery ©2026 Airbus, Maxar Technologies
© Scribble Maps


Zone 7
Unclassified
Dropped Kerb
Google
Map data ©2026 Imagery ©2026 Airbus, Maxar Technologies
© Scribble Maps

Legend	
UN	Unclassified
KC	Keep Clear
SY	Single Yellow
DK	Dropped Kerb
SDAGZ	School Drop And Go Zone
PP	Private Parking
SD	School Drop

Woodward Court, Mirfield
Parking Beat

Date
Wednesday 29 April 2026

		07:30		07:35		07:40		07:45		07:50		07:55	
Road Name	**Capacity**	**Vehicles**	**Stress**	**Vehicles**	**Stress**	**Vehicles**	**Stress**	**Vehicles**	**Stress**	**Vehicles**	**Stress**	**Vehicles**	**Stress**
Hepworth Lane	26	6	23%	6	23%	6	23%	6	23%	6	23%	5	19%
Woodward Court	22	3	14%	3	14%	3	14%	3	14%	3	14%	3	14%
Jenny Lane	15	1	7%	1	7%	2	13%	2	13%	1	7%	2	13%
Wellhouse Lane	132	24	18%	25	19%	25	19%	24	18%	24	18%	23	17%
TOTAL	195	34	17%	35	18%	36	18%	35	18%	34	17%	33	17%

08:00		08:05		08:10		08:15		08:20		08:25		08:30		08:35	
Vehicles	Stress	Vehicles	Stress	Vehicles	Stress	Vehicles	Stress	Vehicles	Stress	Vehicles	Stress	Vehicles	Stress	Vehicles	Stress
6	23%	5	19%	4	15%	5	19%	4	15%	5	19%	4	15%	4	15%
3	14%	3	14%	4	18%	5	23%	7	32%	8	36%	10	45%	9	41%
1	7%	3	20%	3	20%	1	7%	1	7%	2	13%	1	7%	5	33%
24	18%	24	18%	28	21%	30	23%	33	25%	36	27%	43	33%	51	39%
34	17%	35	18%	39	20%	41	21%	45	23%	51	26%	58	30%	69	35%

08:40		08:45		08:50		08:55		09:00		09:05		09:10	
Vehicles	Stress	Vehicles	Stress	Vehicles	Stress	Vehicles	Stress	Vehicles	Stress	Vehicles	Stress	Vehicles	Stress
4	15%	4	15%	4	15%	4	15%	3	12%	3	12%	3	12%
9	41%	12	55%	9	41%	5	23%	5	23%	4	18%	4	18%
7	47%	10	67%	5	33%	4	27%	5	33%	3	20%	3	20%
54	41%	57	43%	41	31%	35	27%	26	20%	25	19%	24	18%

74	38%	83	43%	59	30%	48	25%	39	20%	35	18%	34	17%

09:15		09:20		09:25		09:30		14:15		14:20		14:25	
Vehicles	Stress	Vehicles	Stress	Vehicles	Stress	Vehicles	Stress	Vehicles	Stress	Vehicles	Stress	Vehicles	Stress
3	12%	3	12%	3	12%	3	12%	2	8%	2	8%	2	8%
4	18%	4	18%	4	18%	4	18%	4	18%	5	23%	5	23%
3	20%	3	20%	4	27%	3	20%	3	20%	3	20%	3	20%
24	18%	24	18%	23	17%	23	17%	26	20%	27	20%	29	22%
34	17%	34	17%	34	17%	33	17%	35	18%	37	19%	39	20%

14:30		14:35		14:40		14:45		14:50		14:55		15:00	
Vehicles	Stress	Vehicles	Stress	Vehicles	Stress	Vehicles	Stress	Vehicles	Stress	Vehicles	Stress	Vehicles	Stress
2	8%	2	8%	2	8%	3	12%	3	12%	2	8%	2	8%
6	27%	6	27%	7	32%	10	45%	11	50%	14	64%	15	68%
2	13%	3	20%	4	27%	3	20%	4	27%	6	40%	8	53%
30	23%	32	24%	37	28%	40	30%	41	31%	48	36%	51	39%
40	21%	43	22%	50	26%	56	29%	59	30%	70	36%	76	39%

15:05		15:10		15:15		15:20		15:25		15:30		15:35	
Vehicles	Stress	Vehicles	Stress	Vehicles	Stress	Vehicles	Stress	Vehicles	Stress	Vehicles	Stress	Vehicles	Stress
4	15%	4	15%	6	23%	6	23%	6	23%	8	31%	3	12%
17	77%	22	100%	23	105%	23	105%	19	86%	2	9%	2	9%
9	60%	10	67%	11	73%	12	80%	10	67%	4	27%	3	20%
53	40%	58	44%	59	45%	63	48%	44	33%	19	14%	17	13%
83	43%	94	48%	99	51%	104	53%	79	41%	33	17%	25	13%

15:40		15:45		15:50		15:55		16:00		16:05		16:10	
Vehicles	Stress	Vehicles	Stress	Vehicles	Stress	Vehicles	Stress	Vehicles	Stress	Vehicles	Stress	Vehicles	Stress
3	12%	3	12%	3	12%	3	12%	3	12%	3	12%	3	12%
2	9%	2	9%	2	9%	2	9%	2	9%	2	9%	2	9%
3	20%	2	13%	4	27%	2	13%	2	13%	1	7%	2	13%
20	15%	17	13%	18	14%	18	14%	20	15%	18	14%	19	14%
28	14%	24	12%	27	14%	25	13%	27	14%	24	12%	26	13%

16:15	
Vehicles	Stress
4	15%
2	9%
2	13%
18	14%

26	13%

Woodward Court, Mirfield
Parking Beat

Date
Wednesday 29 April 2026

S.No.	Road Name	Side	Feature	Length	Capacity	0730	0735	0740	0745	0750	0755	0800	0805	0810	0815	0820	0825	0830	0835	0840	0845	0850	0855	0900	0905	0910	0915	0920	0925	0930	1415	1420	1425	1430	1435	1440	1445	1450	1455	1500	1505	1510	1515	1520	1525	1530	1535	1540	1545	1550	1555	1600	1605	1610	1615
START AT JUNCTION WITH FLASH LANE, LEFT SIDE HEADING WESTBOUND (53.683916, -1.682330)																																																							
1	Hepworth Lane	SS	UN	11.5																																																			
2	Hepworth Lane	SS	UN																																																				
3	Hepworth Lane	SS	DK	3																																																		
4	Hepworth Lane	SS	UN	36.5																																																		
5	Hepworth Lane	SS	UN																																																			
6	Hepworth Lane	SS	UN																																																		
7	Hepworth Lane	SS	UN																																																		
8	Hepworth Lane	SS	UN																																																		
9	Hepworth Lane	SS	UN																																																		
10	Hepworth Lane	SS	UN																																																		
11	Hepworth Lane	SS	DK	2.5																																																	
12	Hepworth Lane	SS	UN	19	3																																																	
13	Hepworth Lane	SS	UN																																																		
14	Hepworth Lane	SS	UN																																																		
15	Hepworth Lane	SS	DK	13													X																															X							
16	Hepworth Lane	SS	DK																																																		
17	Hepworth Lane	SS	UN																																																		
18	Hepworth Lane	SS	UN	15																																																	
19	Hepworth Lane	SS	UN																																																		
20	Hepworth Lane	SS	DK	4.5																																																	
21	Hepworth Lane	SS	UN	28.5	5																																																
22	Hepworth Lane	SS	UN			X	X	X	X	X																																			X	X	X	X	X	X	X	X	X	X
23	Hepworth Lane	SS	UN			X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X							X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
24	Hepworth Lane	SS	UN																																																	
25	Hepworth Lane	SS	UN												X																																						
26	Hepworth Lane	SS	DK	9																																																	
27	Hepworth Lane	SS	UN	11.5	2	X	X	X	X	X	X	X	X																																							
28	Hepworth Lane	SS	UN			X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X																						
29	Hepworth Lane	SS	DK	5																																																
30	Hepworth Lane	SS	UN	13.5	2																																															
31	Hepworth Lane	SS	UN			X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X							X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
32	Hepworth Lane	SS	DK	5																																															
33	Hepworth Lane	SS	UN	13	2	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X																						
34	Hepworth Lane	SS	UN									X																																	X	X	X							
35	Hepworth Lane	SS	DK	7																																															
36	Hepworth Lane	SS	UN	11.5	2																																															
37	Hepworth Lane	SS	UN																																																	
38	Hepworth Lane	SS	DK	5.5																											X	X	X	X	X	X	X	X														
39	Hepworth Lane	SS	UN	11.5	2																																															
40	Hepworth Lane	SS	UN																																											X	X	X	X						
41	Hepworth Lane	SS	DK	3.5																																																
CROSS OVER AND GO BACK EASTBOUND																																																			
42	Hepworth Lane	NS	DK	13.5																																																
43	Hepworth Lane	NS	DK																																																	
44	Hepworth Lane	NS	UN	9	1																																														X
45	Hepworth Lane	NS	DK	5																																															
46	Hepworth Lane	NS	UN	9	1																																														
47	Hepworth Lane	NS	DK	10																																															
48	Hepworth Lane	NS	DK																																																
49	Hepworth Lane	NS	UN	10	2																																														
50	Hepworth Lane	NS	UN																																																
51	Hepworth Lane	NS	DK	4.5																																															
52	Hepworth Lane	NS	UN	4																																															
CROSS OVER AT HEPWORTH CLOSE																																																		
53	Hepworth Lane	NS	UN	20	4																																														
54	Hepworth Lane	NS	UN																																																
55	Hepworth Lane	NS	UN																																																
56	Hepworth Lane	NS	UN																																																
57	Hepworth Lane	NS	DK	3.5																																															
58	Hepworth Lane	NS	UN	45.5																																															
59	Hepworth Lane	NS	UN																																															
60	Hepworth Lane	NS	UN																																															
61	Hepworth Lane	NS	UN																																															
62	Hepworth Lane	NS	UN																																															
63	Hepworth Lane	NS	UN																																															
64	Hepworth Lane	NS	UN																																															
65	Hepworth Lane	NS	UN																																															
66	Hepworth Lane	NS	UN																																															
67	Hepworth Lane	NS	DK	4																																															
68	Hepworth Lane	NS	UN	19.5																																															
69	Hepworth Lane	NS	UN																																																
70	Hepworth Lane	NS	UN																																																
CROSS OVER AT HEPWORTH DRIVE																																																		
71	Hepworth Lane	NS	UN	31.5																																															
72	Hepworth Lane	NS	UN																																																
73	Hepworth Lane	NS	UN																																																
74	Hepworth Lane	NS	UN																																																
75	Hepworth Lane	NS	UN																																																
76	Hepworth Lane	NS	UN																																																
77	Hepworth Lane	NS	DK	8.5																																															
78	Hepworth Lane	NS	UN	8																																															
END AT JUNCTION WITH SHILLBANK LANE (53.683940, -1.682184)																																																		

Woodward Court, Mirfield
Parking Beat

Date
Wednesday 29 April 2026

S.No.	Road Name	Side	Feature	Length	Capacity	0730	0735	0740	0745	0750	0755	0800	0805	0810	0815	0820	0825	0830	0835	0840	0845	0850	0855	0900	0905	0910	0915	0920	0925	0930	1415	1420	1425	1430	1435	1440	1445	1450	1455	1500	1505	1510	1515	1520	1525	1530	1535	1540	1545	1550	1555	1600	1605	1610	1615
START AT JUNCTION WITH WELLHOUSE LANE, LEFT SIDE HEADING EASTBOUND (53.686223, -1.687325)																																																							
1	Woodward Court	NS	SY	11.5																	X	X																			X	X	X	X												
2	Woodward Court	NS	SY																																																				
3	Woodward Court	NS	UN			X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X							X	X	X	X	X	X	X	X											
4	Woodward Court	NS	UN	27	5	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
5	Woodward Court	NS	UN											X	X	X	X	X	X	X	X	X	X	X								X	X	X	X	X	X	X	X	X	X	X	X											
6	Woodward Court	NS	UN												X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
7	Woodward Court	NS	UN													X	X	X	X	X	X	X																																		
8	Woodward Court	NS	DK	5.5																											X	X	X	X	X	X	X	X	X	X	X	X	X		X										
9	Woodward Court	NS	UN	5	1																																																		
10	Woodward Court	NS	DK	10.5																																																		
11	Woodward Court	NS	DK																																								X	X	X	X											
12	Woodward Court	NS	UN	10.5	2																															X	X	X	X	X	X	X	X	X	X											
13	Woodward Court	NS	UN															X	X	X	X	X																			X	X	X	X											
14	Woodward Court	NS	DK	6.5																																																			
15	Woodward Court	NS	UN	6	1																																																		
GO WESTBOUND																																																						
16	Woodward Court	SS	UN																																	X	X	X	X	X	X	X	X	X	X											
17	Woodward Court	SS	UN																																	X	X	X	X	X	X	X	X	X	X											
18	Woodward Court	SS	UN	25	5	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X				X	X	X	X	X	X	X	X	X	X	X										
19	Woodward Court	SS	UN															X																						X	X	X	X	X	X	X										
20	Woodward Court	SS	UN																																																			
GO SOUTHBOUND																																																					
21	Woodward Court	ES	UN	11																																																		
22	Woodward Court	ES	UN																																																		
23	Woodward Court	ES	DK	5																																																	
24	Woodward Court	ES	UN	7.5																																																	
25	Woodward Court	ES	DK	12.5																																																
26	Woodward Court	ES	DK																																																		
27	Woodward Court	ES	UN	4.5																																								X	X	X										
28	Woodward Court	ES	DK	8																																																	
GO NORTHBOUND																																																						
29	Woodward Court	WS	UN	7	1																																																	
30	Woodward Court	WS	DK	8																																																	
31	Woodward Court	WS	UN	12	2																																					X	X	X	X	X										
32	Woodward Court	WS	UN																																							X	X	X	X										
33	Woodward Court	WS	UN																																																	
34	Woodward Court	WS	UN																																																	
35	Woodward Court	WS	UN	25																																							X	X	X	X										
36	Woodward Court	WS	UN																																					X	X	X	X										
37	Woodward Court	WS	UN																																				X	X	X	X	X	X	X										
GO WESTBOUND																																																					
38	Woodward Court	SS	UN	15	3																																			X	X	X	X	X	X	X										
39	Woodward Court	SS	UN																		X	X																X	X	X	X	X	X	X										
40	Woodward Court	SS	UN																																																		
41	Woodward Court	SS	DK	5																																																	
42	Woodward Court	SS	UN	14	2											X	X	X	X	X	X																																	
43	Woodward Court	SS	UN														X	X	X	X	X											X	X	X	X	X	X	X	X	X	X	X	X											
44	Woodward Court	SS	SY	13																	X																						X	X	X	X										
45	Woodward Court	SS	SY																																																		
END AT JUNCTION WITH WELLHOUSE LANE (53.686079, -1.687286)																																																					

Woodward Court, Mirfield
Parking Beat

Date
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S.No.	Road Name	Side	Feature	Length	Capacity	0730	0735	0740	0745	0750	0755	0800	0805	0810	0815	0820	0825	0830	0835	0840	0845	0850	0855	0900	0905	0910	0915	0920	0925	0930	1415	1420	1425	1430	1435	1440	1445	1450	1455	1500	1505	1510	1515	1520	1525	1530	1535	1540	1545	1550	1555	1600	1605	1610	1615
START AT JUNCTION WITH WELLHOUSE LANE, LEFT SIDE HEADING WESTBOUND (53.688438, -1.689725)																																																							
1	Jenny Lane	SS	UN	18																	X	X	X	X																	X	X	X	X	X	X										
2	Jenny Lane	SS	UN																																			X	X	X	X	X	X										
3	Jenny Lane	SS	DK	3																																																		
4	Jenny Lane	SS	UN	12	2														X	X	X		X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X									
5	Jenny Lane	SS	UN																X	X	X			X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X									
6	Jenny Lane	SS	DK	6																																																	
7	Jenny Lane	SS	UN	12.5	2															X	X																	X	X	X	X	X	X										
8	Jenny Lane	SS	UN																X	X	X																X	X	X	X	X	X										
9	Jenny Lane	SS	UN																																																		
10	Jenny Lane	SS	DK	5.5																																																	
11	Jenny Lane	SS	UN	11	2															X																					X	X	X	X	X									
12	Jenny Lane	SS	UN																																																		
13	Jenny Lane	SS	DK	12									X																																									
14	Jenny Lane	SS	DK																																																		
15	Jenny Lane	SS	UN	13.5	2				X		X			X																X																							
16	Jenny Lane	SS	UN																					X												X					X										X	X
CROSS OVER AND GO BACK EASTBOUND																																																			
17	Jenny Lane	NS	UN	3																																															X				
CROSS OVER AT LOCAL ACCESS																																																			
18	Jenny Lane	NS	UN	27.5	5																	X									X	X	X															X	X	X	X	X			
19	Jenny Lane	NS	UN					X											X		X																										X	X	X	X					
20	Jenny Lane	NS	UN			X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
21	Jenny Lane	NS	UN																																																	
22	Jenny Lane	NS	UN																																																	
23	Jenny Lane	NS	DK	8									X	X																																							
24	Jenny Lane	NS	UN	8	1																				X	X	X	X	X	X																X	X	X					
25	Jenny Lane	NS	DK	3																																																
26	Jenny Lane	NS	UN	9	1															X	X																																
27	Jenny Lane	NS	DK	3													X																															X	X					
28	Jenny Lane	NS	UN	2																																																
29	Jenny Lane	NS	DK	3.5																																																
30	Jenny Lane	NS	UN	20																																																
31	Jenny Lane	NS	UN																		X	X																									X	X	X	X					
32	Jenny Lane	NS	UN																																																	
33	Jenny Lane	NS	UN																		X	X	X	X																						X	X	X	X	X					
END AT JUNCTION WITH WELLHOUSE LANE (53.688599, -1.689899)																																																					

Woodward Court, Mirfield
Parking Beat

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Wednesday 29 April 2026

S.No.	Road Name	Side	Feature	Length	Capacity	0730	0735	0740	0745	0750	0755	0800	0805	0810	0815	0820	0825	0830	0835	0840	0845	0850	0855	0900	0905	0910	0915	0920	0925	0930	1415	1420	1425	1430	1435	1440	1445	1450	1455	1500	1505	1510	1515	1520	1525	1530	1535	1540	1545	1550	1555	1600	1605	1610	1615
START AT JUNCTION WITH FLASH LANE, LEFT SIDE HEADING NORTHBOUND (53.682730, -1.684879)																																																						
1	Wellhouse Lane	WS	UN	16.5	3																																																	
2	Wellhouse Lane	WS	UN																																																			
3	Wellhouse Lane	WS	UN																																																		
4	Wellhouse Lane	WS	DK	4.5																																																	
5	Wellhouse Lane	WS	UN	11.5	2																																																
6	Wellhouse Lane	WS	UN																																																		
7	Wellhouse Lane	WS	DK	7																																																
8	Wellhouse Lane	WS	UN	14.5	2																																																
9	Wellhouse Lane	WS	UN			X	X	X																										X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
10	Wellhouse Lane	WS	KC	13																																																	
11	Wellhouse Lane	WS	KC			X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X																								
12	Wellhouse Lane	WS	UN	9	1	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
13	Wellhouse Lane	WS	DK	2																																																	
14	Wellhouse Lane	WS	UN	58	11																																																	
15	Wellhouse Lane	WS	UN																																																		
16	Wellhouse Lane	WS	UN																																																	
17	Wellhouse Lane	WS	UN											X																										X													
18	Wellhouse Lane	WS	UN			X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
19	Wellhouse Lane	WS	UN			X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
20	Wellhouse Lane	WS	UN			X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
21	Wellhouse Lane	WS	UN																																																	
22	Wellhouse Lane	WS	UN																																																	
23	Wellhouse Lane	WS	UN																																																	
24	Wellhouse Lane	WS	UN																																																	
25	Wellhouse Lane	WS	PP																																																	
26	Wellhouse Lane	WS	PP			X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X																								
27	Wellhouse Lane	WS	PP																																				X														
28	Wellhouse Lane	WS	PP														X	X	X																																		
29	Wellhouse Lane	WS	PP	26.5																																																	
30	Wellhouse Lane	WS	PP													X																																					
31	Wellhouse Lane	WS	PP			X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X																		
32	Wellhouse Lane	WS	PP																																																	
33	Wellhouse Lane	WS	PP																																																	
34	Wellhouse Lane	WS	DK	5																																																
35	Wellhouse Lane	WS	UN	13	2																																															
36	Wellhouse Lane	WS	UN																																																	
37	Wellhouse Lane	WS	DK	5																																															
38	Wellhouse Lane	WS	UN	12	2																																														
39	Wellhouse Lane	WS	UN																																																	
40	Wellhouse Lane	WS	DK	4.5																																															
41	Wellhouse Lane	WS	UN	11.5	2																																														
42	Wellhouse Lane	WS	UN																																																	
CROSS OVER AT PUMPHOUSE LANE																																																			
43	Wellhouse Lane	WS	UN																																																	
44	Wellhouse Lane	WS	UN																																																	
45	Wellhouse Lane	WS	UN																																																	
46	Wellhouse Lane	WS	UN			X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
47	Wellhouse Lane	WS	UN																																					X	X	X	X										
48	Wellhouse Lane	WS	UN			X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X																								
49	Wellhouse Lane	WS	UN																																																	
50	Wellhouse Lane	WS	UN																																																	
51	Wellhouse Lane	WS	UN																																																	
52	Wellhouse Lane	WS	UN	100	20	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X																																
53	Wellhouse Lane	WS	UN																																																	
54	Wellhouse Lane	WS	UN																																																	
55	Wellhouse Lane	WS	UN																																																	
56	Wellhouse Lane	WS	UN																																																	
57	Wellhouse Lane	WS	UN																X																																		
58	Wellhouse Lane	WS	UN																																																	
59	Wellhouse Lane	WS	UN																																																X	X	X	X
60	Wellhouse Lane	WS	UN																																																	
61	Wellhouse Lane	WS	UN																																			X														
62	Wellhouse Lane	WS	UN																																																	
63	Wellhouse Lane	WS	DK	3																																																
64	Wellhouse Lane	WS	UN	73	14																																															
65	Wellhouse Lane	WS	UN																																																	
66	Wellhouse Lane	WS	UN																																																	
67	Wellhouse Lane	WS	UN																																																	
68	Wellhouse Lane	WS	UN																																																	
69	Wellhouse Lane	WS	UN																																																	
70	Wellhouse Lane	WS	UN																																																	
71	Wellhouse Lane	WS	UN																																																	
72	Wellhouse Lane	WS	UN																																																	
73	Wellhouse Lane	WS	UN																																																	
74	Wellhouse Lane	WS	UN																																																	
75	Wellhouse Lane	WS	UN																																																	
76	Wellhouse Lane	WS	UN																																																	
77	Wellhouse Lane	WS	UN																																																	
CROSS OVER AT WELLHOUSE																																																			
78	Wellhouse Lane	WS	SY	38	7																																															
79	Wellhouse Lane	WS	SY																																																	
80	Wellhouse Lane	WS	SY																																																	
81	Wellhouse Lane	WS	SY																																																	
82	Wellhouse Lane	WS	SY																																																	
83	Wellhouse Lane	WS	SY																																																	
84	Wellhouse Lane	WS	SY																																																	
85	Wellhouse Lane	WS	DK	4.5																																															
86	Wellhouse Lane	WS	KC	60.5																																															
87	Wellhouse Lane	WS	KC																																																	
88	Wellhouse Lane	WS	KC																																																	
89	Wellhouse Lane	WS	KC																																																	
90	Wellhouse Lane	WS	KC																																																	
91	Wellhouse Lane	WS	KC																																																	
92	Wellhouse Lane	WS	KC																																																	
93	Wellhouse Lane	WS	KC																																																X	
94	Wellhouse Lane	WS	KC																																																	
95	Wellhouse Lane	WS	KC																																																	
96	Wellhouse Lane	WS	KC							X																																									
97	Wellhouse Lane	WS	KC																		X	X																X	X	X											
98	Wellhouse Lane	WS	UN								X							X	X	X	X	X									X	X	X	X	X	X	X	X	X	X	X	X	X	X			X	X	X	X				
99	Wellhouse Lane	WS	UN	21.5	4				X								X	X	X	X	X	X	X	X	X						X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X								
100	Wellhouse Lane	WS	UN										X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X			X					
101	Wellhouse Lane	WS	UN			X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
102	Wellhouse Lane	WS	DK	5.5																																															
103	Wellhouse Lane	WS	UN	24	4									X	X	X	X	X	X	X	X		X				X	X			X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
104	Wellhouse Lane	WS	UN			X	X	X	X	X	X	X	X	X				X	X		X	X	X	X							X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
105	Wellhouse Lane	WS	UN			X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X									X	X	X	X	X	X	X	X	X	X	X	X	X				X					
106	Wellhouse Lane	WS	UN			X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X				X	X	X				X	X	X	X	X	X	X	X	X	X	X	X									
107	Wellhouse Lane	WS	DK	3																		X													X	X	X	X	X	X	X	X	X								
108	Wellhouse Lane	WS	UN	12.5	2										X	X	X	X	X	X	X		X								X	X	X	X	X	X	X	X	X	X	X	X	X	X									
109	Wellhouse Lane	WS	UN															X	X	X	X										X	X	X	X	X	X	X	X	X	X	X	X	X									
110	Wellhouse Lane	WS	DK	4.5													X	X	X	X	X	X																														
111	Wellhouse Lane	WS	UN	17	3														X	X	X										X	X	X																		
112	Wellhouse Lane	WS	UN																	X	X														X	X	X	X	X	X	X	X	X	X						X	X	X	X
113	Wellhouse Lane	WS	UN			X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
114	Wellhouse Lane	WS	DK	8.5																																															
115	Wellhouse Lane	WS	UN	9	1														X	X	X	X									X	X	X	X	X	X	X	X	X	X	X	X	X	X									
116	Wellhouse Lane	WS	DK	7																																															

117	Wellhouse Lane	WS	UN	8.5	1														X		X																																				
118	Wellhouse Lane	WS	KC	25.5																																					X	X	X	X	X	X	X	X	X										
119	Wellhouse Lane	WS	KC																																																						
120	Wellhouse Lane	WS	KC																																																						
121	Wellhouse Lane	WS	KC																																																						
122	Wellhouse Lane	WS	KC																																																						
123	Wellhouse Lane	WS	UN	7.5	1											X	X	X	X	X	X	X	X											X	X	X	X	X	X	X	X	X	X	X	X										
124	Wellhouse Lane	WS	DK	6.5																						X																															
125	Wellhouse Lane	WS	UN	12	2																																																				
126	Wellhouse Lane	WS	UN													X	X	X	X	X	X										X	X	X	X	X	X	X	X	X		X	X	X	X											
127	Wellhouse Lane	WS	DK	7.5																																																					
128	Wellhouse Lane	WS	UN	12	2													X	X	X	X															X	X			X	X	X	X	X	X										
129	Wellhouse Lane	WS	UN															X	X	X	X	X															X	X	X	X	X	X	X	X	X			X							
130	Wellhouse Lane	WS	DK	3																																																					
131	Wellhouse Lane	WS	UN	15	3																																								X	X	X											
132	Wellhouse Lane	WS	UN																X	X	X	X	X																					X												
133	Wellhouse Lane	WS	UN																	X	X																																			
CROSS OVER AT JENNY LANE AND GO BACK SOUTHBOUND																																																							
134	Wellhouse Lane	ES	UN	12	2	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X									X	X	X	X	X	X	X										
135	Wellhouse Lane	ES	UN			X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
136	Wellhouse Lane	ES	DK	5		X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
137	Wellhouse Lane	ES	UN	9	1													X	X	X	X	X																X	X	X	X	X	X	X	X										
138	Wellhouse Lane	ES	DK	3															X																							X	X	X	X										
139	Wellhouse Lane	ES	UN	21	4	X	X	X								X	X	X	X	X	X																			X	X	X	X	X	X										
140	Wellhouse Lane	ES	UN			X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X									X	X	X	X	X	X											
141	Wellhouse Lane	ES	UN										X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X										
142	Wellhouse Lane	ES	UN																																																						
CROSS OVER AT LOCKWOOD AVENUE																																																							
143	Wellhouse Lane	ES	UN	11	2													X	X	X											X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
144	Wellhouse Lane	ES	UN			X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
145	Wellhouse Lane	ES	KC	24																X																																					
146	Wellhouse Lane	ES	KC																																																						
147	Wellhouse Lane	ES	KC																																																						
148	Wellhouse Lane	ES	KC																																																						
149	Wellhouse Lane	ES	DK	3																																																					
150	Wellhouse Lane	ES	UN	8	1											X	X	X	X	X	X										X	X	X	X	X	X	X	X	X	X	X	X	X	X	X										
151	Wellhouse Lane	ES	DK	3.5																																																					
152	Wellhouse Lane	ES	UN	11	2		X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X																									
153	Wellhouse Lane	ES	UN																																																						
154	Wellhouse Lane	ES	DK	4.5																																																					
155	Wellhouse Lane	ES	UN	3																																																					
156	Wellhouse Lane	ES	DK	2.5																																																					
157	Wellhouse Lane	ES	UN	15	3																																																				
158	Wellhouse Lane	ES	UN																																																						
159	Wellhouse Lane	ES	UN																																																						
160	Wellhouse Lane	ES	DK	9.5																																																					
161	Wellhouse Lane	ES	UN	11	2																																																				
162	Wellhouse Lane	ES	UN																																																						
163	Wellhouse Lane	ES	DK	3																																																					
164	Wellhouse Lane	ES	KC	21																																																					
165	Wellhouse Lane	ES	KC																																																						
166	Wellhouse Lane	ES	KC																																																						
167	Wellhouse Lane	ES	KC																																																						
CROSS OVER AT LOCAL ACCESS																																																							
168	Wellhouse Lane	ES	KC	43.5																																																					
169	Wellhouse Lane	ES	KC																																																						
170	Wellhouse Lane	ES	KC																																																						
171	Wellhouse Lane	ES	KC																																																						
172	Wellhouse Lane	ES	KC																																																						
173	Wellhouse Lane	ES	KC																																																						
174	Wellhouse Lane	ES	KC																																																						
175	Wellhouse Lane	ES	KC																		X																																			
176	Wellhouse Lane	ES	SDAGZ	21.5	4																X																																			
177	Wellhouse Lane	ES	SDAGZ																	X	X	X																						X											
178	Wellhouse Lane	ES	SDAGZ											X	X							X																				X	X	X	X										
179	Wellhouse Lane	ES	SDAGZ												X					X																																			
180	Wellhouse Lane	ES	SY	2.5																																																					
181	Wellhouse Lane	ES	DK	3.5																X																				X	X	X	X		X										
182	Wellhouse Lane	ES	SY	7	1														X				X	X														X	X	X	X	X	X	X							X				
183	Wellhouse Lane	ES	DK	4																																																					
184	Wellhouse Lane	ES	SY	6	1														X				X																				X	X	X										
CROSS OVER AT WOODWARD COURT																																																							
185	Wellhouse Lane	ES	SY	13	2																																							X											
186	Wellhouse Lane	ES	SY																													X	X	X	X	X	X	X	X	X	X	X	X	X	X										
187	Wellhouse Lane	ES	DK	4.5																											X	X	X	X	X	X	X	X	X	X	X	X	X	X	X										
188	Wellhouse Lane	ES	UN	10.5	2															X	X																		X	X	X	X	X	X											
189	Wellhouse Lane	ES	UN																	X	X	X														X	X	X	X	X	X	X	X	X		X									
190	Wellhouse Lane	ES	DK	11																																																					
191	Wellhouse Lane	ES	DK																																									X	X										
192	Wellhouse Lane	ES	UN	6.5	1												X	X	X	X	X		X													X	X	X	X	X	X	X	X	X											
193	Wellhouse Lane	ES	DK	9																																								X											
194	Wellhouse Lane	ES	UN	10.5	2																																		X	X	X	X	X	X	X										
195	Wellhouse Lane	ES	UN											X	X	X	X	X	X	X	X	X	X																			X	X	X											
196	Wellhouse Lane	ES	DK	5.5																																																					
197	Wellhouse Lane	ES	UN	11.5	2																																			X	X	X	X	X											
198	Wellhouse Lane	ES	UN																	X	X	X													X	X	X	X	X	X	X	X	X	X	X										
199	Wellhouse Lane	ES	DK	4																																																					
200	Wellhouse Lane	ES	UN	11	2														X	X	X																		X	X	X	X			X										
201	Wellhouse Lane	ES	UN																																																						
202	Wellhouse Lane	ES	DK	7																																																					
203	Wellhouse Lane	ES	UN	14.5	2																																		X	X	X	X	X	X	X										
204	Wellhouse Lane	ES	UN																		X																			X	X	X	X	X	X										
205	Wellhouse Lane	ES	DK	8.5											X	X	X	X			X	X	X	X	X	X	X	X	X	X																									
206	Wellhouse Lane	ES	UN	7.5	1																																					X	X	X	X										
207	Wellhouse Lane	ES	DK	4																																																					
208	Wellhouse Lane	ES	UN	11	2																																																				
209	Wellhouse Lane	ES	UN			X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X														
210	Wellhouse Lane	ES	DK	5.5																																																					
211	Wellhouse Lane	ES	UN	11.5	2																																																				
212	Wellhouse Lane	ES	UN																		X	X																						X											
213	Wellhouse Lane	ES	DK	7																																																					
214	Wellhouse Lane	ES	UN	11	2																																																				
215	Wellhouse Lane	ES	UN			X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X															X	X	X	X	X	X	X							
216	Wellhouse Lane	ES	DK	3																																																					
217	Wellhouse Lane	ES	UN	2.5																																																					
218	Wellhouse Lane	ES	DK	2.5																																																X				
219	Wellhouse Lane	ES	UN	1.5																																																					
CROSS OVER AT HEPWORTH LANE																																																							
220	Wellhouse Lane	ES	UN	23.5																																																					
221	Wellhouse Lane	ES	UN																																																						
222	Wellhouse Lane	ES	UN																																																						
223	Wellhouse Lane	ES	UN																																																						
224	Wellhouse Lane	ES	DK	5.5																																																					
225	Wellhouse Lane	ES	UN	10																																																					
226	Wellhouse Lane	ES	UN																																																						
227	Wellhouse Lane	ES	DK	5.5																																																					
228	Wellhouse Lane	ES	UN	5.5																																																					
229	Wellhouse Lane	ES	DK	6																																																					
230	Wellhouse Lane	ES	UN	5																																																					
231	Wellhouse Lane	ES	DK	16																																																					
232	Wellhouse Lane	ES	DK																																																						
233	Wellhouse Lane	ES	DK																																																						
234	Wellhouse Lane	ES	UN	6.5																																																					
235	Wellhouse Lane	ES	DK	9																																																					
236	Wellhouse Lane	ES	UN	5																																																					
237	Wellhouse Lane	ES	DK	5.5																															X																						
238	Wellhouse Lane	ES	UN	4.5																																																					

239	Wellhouse Lane	ES	DK	6.5																																																			
240	Wellhouse Lane	ES	UN	7																																																			
241	Wellhouse Lane	ES	DK	5																																																			
242	Wellhouse Lane	ES	UN	21																																																			
243	Wellhouse Lane	ES	UN																																																				
244	Wellhouse Lane	ES	UN																																																				
245	Wellhouse Lane	ES	UN																																																				
CROSS OVER AT GROVE STREET																																																							
246	Wellhouse Lane	ES	UN	17																																																			
247	Wellhouse Lane	ES	UN																																																				
248	Wellhouse Lane	ES	UN																																																				
249	Wellhouse Lane	ES	DK	8.5																																																			
250	Wellhouse Lane	ES	UN	23																																																			
251	Wellhouse Lane	ES	UN																																																				
252	Wellhouse Lane	ES	UN																																																				
253	Wellhouse Lane	ES	UN																																																				
END AT JUNCTION WITH FLASH LANE (53.682795, -1.684766)																																																							


Zone 1
Single Yellow
Unclassified
Dropped Kerb
Zone 4
Unclassified
Dropped Kerb
Zone 7
Unclassified
Dropped Kerb
Google
Map data ©2026 Imagery ©2026 Airbus, Maxar Technologies
© Scribble Maps


Zone 2
Zone 5
Single Yellow
Dropped Kerb
Keep Clear
School Drop And Go Zone
Unclassified
Unclassified
Dropped Kerb
Single Yellow
Google
Map data ©2026 Imagery ©2026 Airbus, Maxar Technologies
© Scribble Maps


Zone 3
Zone 6
Dropped Kerb
Unclassified
Keep Clear
Private Parking
Unclassified
Keep Clear
Dropped Kerb
Google
Map data ©2026 Imagery ©2026 Airbus, Maxar Technologies
© Scribble Maps

Legend	
UN	Unclassified
KC	Keep Clear
SY	Single Yellow
DK	Dropped Kerb
SDAGZ	School Drop And Go Zone
PP	Private Parking

Woodward Court, Mirfield
Parking Beat

Date
Tuesday 28 April 2026
Wednesday 29 April 2026

		28/04/2026 0530		29/04/2026 0530	
Road Name	**Capacity**	**Vehicles**	**Stress**	**Vehicles**	**Stress**
Hepworth Lane	26	6	23%	5	19%
Woodward Court	22	1	5%	1	5%
Jenny Lane	15	1	7%	1	7%
Wellhouse Lane	132	23	17%	23	17%
TOTAL	195	31	16%	30	15%

Woodward Court, Mirfield
Parking Beat

Date
Tuesday 28 April 2026
Wednesday 29 April 2026

S.No.	Road Name	Side	Feature	Length	Capacity	28/04/2026 0530	29/04/2026 0530
START AT JUNCTION WITH FLASH LANE, LEFT SIDE HEADING WESTBOUND (53.683916, -1.682330)							
1	Hepworth Lane	SS	UN	11.5			
2	Hepworth Lane	SS	UN				
3	Hepworth Lane	SS	DK	3			
4	Hepworth Lane	SS	UN	36.5			
5	Hepworth Lane	SS	UN				
6	Hepworth Lane	SS	UN				
7	Hepworth Lane	SS	UN				
8	Hepworth Lane	SS	UN				
9	Hepworth Lane	SS	UN				
10	Hepworth Lane	SS	UN				
11	Hepworth Lane	SS	DK	2.5			
12	Hepworth Lane	SS	UN	19	3		
13	Hepworth Lane	SS	UN				
14	Hepworth Lane	SS	UN				
15	Hepworth Lane	SS	DK	13			
16	Hepworth Lane	SS	DK				
17	Hepworth Lane	SS	UN	15			
18	Hepworth Lane	SS	UN				
19	Hepworth Lane	SS	UN				
20	Hepworth Lane	SS	DK	4.5			
21	Hepworth Lane	SS	UN	28.5	5		
22	Hepworth Lane	SS	UN			X	X
23	Hepworth Lane	SS	UN			X	X
24	Hepworth Lane	SS	UN				
25	Hepworth Lane	SS	UN				
26	Hepworth Lane	SS	DK	9			
27	Hepworth Lane	SS	UN	11.5	2	X	X
28	Hepworth Lane	SS	UN			X	X
29	Hepworth Lane	SS	DK	5			
30	Hepworth Lane	SS	UN	13.5	2		
31	Hepworth Lane	SS	UN			X	X
32	Hepworth Lane	SS	DK	5			
33	Hepworth Lane	SS	UN	13	2		
34	Hepworth Lane	SS	UN				
35	Hepworth Lane	SS	DK	7			
36	Hepworth Lane	SS	UN	11.5	2	X	
37	Hepworth Lane	SS	UN				
38	Hepworth Lane	SS	DK	5.5			
39	Hepworth Lane	SS	UN	11.5	2		
40	Hepworth Lane	SS	UN				
41	Hepworth Lane	SS	DK	3.5			
CROSS OVER AND GO BACK EASTBOUND							
42	Hepworth Lane	NS	DK	13.5			
43	Hepworth Lane	NS	DK				
44	Hepworth Lane	NS	UN	9	1		
45	Hepworth Lane	NS	DK	5			
46	Hepworth Lane	NS	UN	9	1		
47	Hepworth Lane	NS	DK	10			
48	Hepworth Lane	NS	DK				
49	Hepworth Lane	NS	UN	10	2		
50	Hepworth Lane	NS	UN				
51	Hepworth Lane	NS	DK	4.5			
52	Hepworth Lane	NS	UN	4			
CROSS OVER AT HEPWORTH CLOSE							
53	Hepworth Lane	NS	UN	20	4		
54	Hepworth Lane	NS	UN				
55	Hepworth Lane	NS	UN				
56	Hepworth Lane	NS	UN				
57	Hepworth Lane	NS	DK	3.5			

58	Hepworth Lane	NS	UN				
59	Hepworth Lane	NS	UN				
60	Hepworth Lane	NS	UN				
61	Hepworth Lane	NS	UN				
62	Hepworth Lane	NS	UN	45.5			
63	Hepworth Lane	NS	UN				
64	Hepworth Lane	NS	UN				
65	Hepworth Lane	NS	UN				
66	Hepworth Lane	NS	UN				
67	Hepworth Lane	NS	DK	4			
68	Hepworth Lane	NS	UN				
69	Hepworth Lane	NS	UN	19.5			
70	Hepworth Lane	NS	UN				
CROSS OVER AT HEPWORTH DRIVE							
71	Hepworth Lane	NS	UN				
72	Hepworth Lane	NS	UN				
73	Hepworth Lane	NS	UN				
74	Hepworth Lane	NS	UN	31.5			
75	Hepworth Lane	NS	UN				
76	Hepworth Lane	NS	UN				
77	Hepworth Lane	NS	DK	8.5			
78	Hepworth Lane	NS	UN	8			
END AT JUNCTION WITH SHILLBANK LANE (53.683940, -1.682184)							

Woodward Court, Mirfield
Parking Beat

Date
Tuesday 28 April 2026
Wednesday 29 April 2026

S.No.	Road Name	Side	Feature	Length	Capacity	28/04/2026 0530	29/04/2026 0530
START AT JUNCTION WITH WELLHOUSE LANE, LEFT SIDE HEADING EASTBOUND (53.686223, -1.687325)							
1	Woodward Court	NS	SY	11.5			
2	Woodward Court	NS	SY				
3	Woodward Court	NS	UN	27	5		
4	Woodward Court	NS	UN				
5	Woodward Court	NS	UN				
6	Woodward Court	NS	UN				
7	Woodward Court	NS	UN				
8	Woodward Court	NS	DK	5.5			
9	Woodward Court	NS	UN	5	1		
10	Woodward Court	NS	DK	10.5			
11	Woodward Court	NS	DK				
12	Woodward Court	NS	UN	10.5	2		
13	Woodward Court	NS	UN				
14	Woodward Court	NS	DK	6.5			
15	Woodward Court	NS	UN	6	1		
GO WESTBOUND							
16	Woodward Court	SS	UN	25	5		
17	Woodward Court	SS	UN				
18	Woodward Court	SS	UN			X	X
19	Woodward Court	SS	UN				
20	Woodward Court	SS	UN				
GO SOUTHBOUND							
21	Woodward Court	ES	UN	11			
22	Woodward Court	ES	UN				
23	Woodward Court	ES	DK	5			
24	Woodward Court	ES	UN	7.5			
25	Woodward Court	ES	DK	12.5			
26	Woodward Court	ES	DK				
27	Woodward Court	ES	UN	4.5			
28	Woodward Court	ES	DK	8			
GO NORTHBOUND							
29	Woodward Court	WS	UN	7	1		
30	Woodward Court	WS	DK	8			
31	Woodward Court	WS	UN	12	2		
32	Woodward Court	WS	UN				
33	Woodward Court	WS	UN	25			
34	Woodward Court	WS	UN				
35	Woodward Court	WS	UN				
36	Woodward Court	WS	UN				
37	Woodward Court	WS	UN				
GO WESTBOUND							
38	Woodward Court	SS	UN	15	3		
39	Woodward Court	SS	UN				
40	Woodward Court	SS	UN				
41	Woodward Court	SS	DK	5			
42	Woodward Court	SS	UN	14	2		
43	Woodward Court	SS	UN				
44	Woodward Court	SS	SY	13			
45	Woodward Court	SS	SY				
END AT JUNCTION WITH WELLHOUSE LANE (53.686079, -1.687286)							

Woodward Court, Mirfield
Parking Beat

Date
Tuesday 28 April 2026
Wednesday 29 April 2026

S.No.	Road Name	Side	Feature	Length	Capacity	28/04/2026 0530	29/04/2026 0530
START AT JUNCTION WITH WELLHOUSE LANE, LEFT SIDE HEADING WESTBOUND (53.688438, -1.689725)							
1	Jenny Lane	SS	UN	18			
2	Jenny Lane	SS	UN				
3	Jenny Lane	SS	UN				
4	Jenny Lane	SS	DK	3			
5	Jenny Lane	SS	UN	12	2		
6	Jenny Lane	SS	UN				
7	Jenny Lane	SS	DK	6			
8	Jenny Lane	SS	UN	12.5	2		
9	Jenny Lane	SS	UN				
10	Jenny Lane	SS	DK	5.5			
11	Jenny Lane	SS	UN	11	2		
12	Jenny Lane	SS	UN				
13	Jenny Lane	SS	DK	12			
14	Jenny Lane	SS	DK				
15	Jenny Lane	SS	UN	13.5	2		
16	Jenny Lane	SS	UN				
CROSS OVER AND GO BACK EASTBOUND							
17	Jenny Lane	NS	UN	3			
CROSS OVER AT LOCAL ACCESS							
18	Jenny Lane	NS	UN	27.5	5		
19	Jenny Lane	NS	UN				
20	Jenny Lane	NS	UN			X	X
21	Jenny Lane	NS	UN				
22	Jenny Lane	NS	UN				
23	Jenny Lane	NS	DK	8			
24	Jenny Lane	NS	UN	8	1		
25	Jenny Lane	NS	DK	3			
26	Jenny Lane	NS	UN	9	1		
27	Jenny Lane	NS	DK	3			
28	Jenny Lane	NS	UN	2			
29	Jenny Lane	NS	DK	3.5			
30	Jenny Lane	NS	UN	20			
31	Jenny Lane	NS	UN				
32	Jenny Lane	NS	UN				
33	Jenny Lane	NS	UN				
END AT JUNCTION WITH WELLHOUSE LANE (53.688599, -1.689899)							

Woodward Court, Mirfield
Parking Beat

Date
Tuesday 28 April 2026
Wednesday 29 April 2026

S.No.	Road Name	Side	Feature	Length	Capacity	28/04/2026 0530	29/04/2026 0530
START AT JUNCTION WITH FLASH LANE, LEFT SIDE HEADING NORTHBOUND (53.682730, -1.684879)							
1	Wellhouse Lane	WS	UN	16.5	3		
2	Wellhouse Lane	WS	UN				
3	Wellhouse Lane	WS	UN				
4	Wellhouse Lane	WS	DK	4.5			
5	Wellhouse Lane	WS	UN	11.5	2		
6	Wellhouse Lane	WS	UN				
7	Wellhouse Lane	WS	DK	7			
8	Wellhouse Lane	WS	UN	14.5	2		
9	Wellhouse Lane	WS	UN			X	X
10	Wellhouse Lane	WS	KC	13			
11	Wellhouse Lane	WS	KC			X	X
12	Wellhouse Lane	WS	UN	9	1	X	X
13	Wellhouse Lane	WS	DK	2			
14	Wellhouse Lane	WS	UN	58	11		
15	Wellhouse Lane	WS	UN				
16	Wellhouse Lane	WS	UN				
17	Wellhouse Lane	WS	UN				
18	Wellhouse Lane	WS	UN				
19	Wellhouse Lane	WS	UN			X	X
20	Wellhouse Lane	WS	UN			X	X
21	Wellhouse Lane	WS	UN				
22	Wellhouse Lane	WS	UN				
23	Wellhouse Lane	WS	UN				
24	Wellhouse Lane	WS	UN				
25	Wellhouse Lane	WS	PP	26.5			
26	Wellhouse Lane	WS	PP				
27	Wellhouse Lane	WS	PP				
28	Wellhouse Lane	WS	PP				
29	Wellhouse Lane	WS	PP				
30	Wellhouse Lane	WS	PP				
31	Wellhouse Lane	WS	PP				X
32	Wellhouse Lane	WS	PP				
33	Wellhouse Lane	WS	PP				
34	Wellhouse Lane	WS	DK	5			
35	Wellhouse Lane	WS	UN	13	2		
36	Wellhouse Lane	WS	UN				
37	Wellhouse Lane	WS	DK	5			
38	Wellhouse Lane	WS	UN	12	2		
39	Wellhouse Lane	WS	UN				
40	Wellhouse Lane	WS	DK	4.5			
41	Wellhouse Lane	WS	UN	11.5	2		
42	Wellhouse Lane	WS	UN				
CROSS OVER AT PUMPHOUSE LANE							
43	Wellhouse Lane	WS	UN	100	20		
44	Wellhouse Lane	WS	UN			X	X
45	Wellhouse Lane	WS	UN				
46	Wellhouse Lane	WS	UN			X	
47	Wellhouse Lane	WS	UN				
48	Wellhouse Lane	WS	UN			X	X
49	Wellhouse Lane	WS	UN				
50	Wellhouse Lane	WS	UN				
51	Wellhouse Lane	WS	UN				
52	Wellhouse Lane	WS	UN				
53	Wellhouse Lane	WS	UN				
54	Wellhouse Lane	WS	UN				
55	Wellhouse Lane	WS	UN				
56	Wellhouse Lane	WS	UN				
57	Wellhouse Lane	WS	UN				
58	Wellhouse Lane	WS	UN				

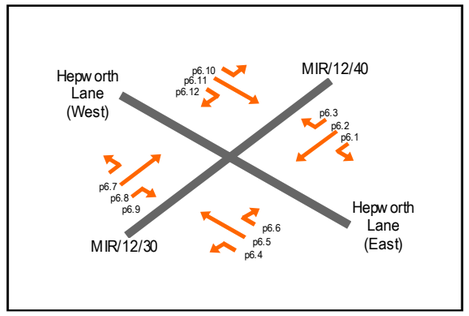
59	Wellhouse Lane	WS	UN				
60	Wellhouse Lane	WS	UN				
61	Wellhouse Lane	WS	UN				
62	Wellhouse Lane	WS	UN				
63	Wellhouse Lane	WS	DK	3			
64	Wellhouse Lane	WS	UN				
65	Wellhouse Lane	WS	UN				
66	Wellhouse Lane	WS	UN				
67	Wellhouse Lane	WS	UN				
68	Wellhouse Lane	WS	UN				
69	Wellhouse Lane	WS	UN				
70	Wellhouse Lane	WS	UN	73	14		
71	Wellhouse Lane	WS	UN				
72	Wellhouse Lane	WS	UN				
73	Wellhouse Lane	WS	UN				
74	Wellhouse Lane	WS	UN				
75	Wellhouse Lane	WS	UN				
76	Wellhouse Lane	WS	UN				
77	Wellhouse Lane	WS	UN				
CROSS OVER AT WELLHOUSE							
78	Wellhouse Lane	WS	SY				
79	Wellhouse Lane	WS	SY				
80	Wellhouse Lane	WS	SY				
81	Wellhouse Lane	WS	SY	38	7		
82	Wellhouse Lane	WS	SY				
83	Wellhouse Lane	WS	SY				
84	Wellhouse Lane	WS	SY				
85	Wellhouse Lane	WS	DK	4.5			
86	Wellhouse Lane	WS	KC				
87	Wellhouse Lane	WS	KC				
88	Wellhouse Lane	WS	KC				X
89	Wellhouse Lane	WS	KC				
90	Wellhouse Lane	WS	KC				
91	Wellhouse Lane	WS	KC				
92	Wellhouse Lane	WS	KC	60.5			
93	Wellhouse Lane	WS	KC				
94	Wellhouse Lane	WS	KC				
95	Wellhouse Lane	WS	KC				
96	Wellhouse Lane	WS	KC				
97	Wellhouse Lane	WS	KC				
98	Wellhouse Lane	WS	UN			X	X
99	Wellhouse Lane	WS	UN	21.5	4		
100	Wellhouse Lane	WS	UN			X	
101	Wellhouse Lane	WS	UN			X	X
102	Wellhouse Lane	WS	DK	5.5			
103	Wellhouse Lane	WS	UN				
104	Wellhouse Lane	WS	UN	24	4	X	X
105	Wellhouse Lane	WS	UN			X	X
106	Wellhouse Lane	WS	UN			X	X
107	Wellhouse Lane	WS	DK	3			
108	Wellhouse Lane	WS	UN	12.5	2		
109	Wellhouse Lane	WS	UN				
110	Wellhouse Lane	WS	DK	4.5			
111	Wellhouse Lane	WS	UN				X
112	Wellhouse Lane	WS	UN	17	3	X	
113	Wellhouse Lane	WS	UN			X	X
114	Wellhouse Lane	WS	DK	8.5			
115	Wellhouse Lane	WS	UN	9	1		
116	Wellhouse Lane	WS	DK	7			
117	Wellhouse Lane	WS	UN	8.5	1		
118	Wellhouse Lane	WS	KC				
119	Wellhouse Lane	WS	KC				
120	Wellhouse Lane	WS	KC	25.5			
121	Wellhouse Lane	WS	KC				
122	Wellhouse Lane	WS	KC				
123	Wellhouse Lane	WS	UN	7.5	1		
124	Wellhouse Lane	WS	DK	6.5			
125	Wellhouse Lane	WS	UN	12	2		

126	Wellhouse Lane	WS	UN	12	2		
127	Wellhouse Lane	WS	DK	7.5			
128	Wellhouse Lane	WS	UN	12	2		
129	Wellhouse Lane	WS	UN				
130	Wellhouse Lane	WS	DK	3			
131	Wellhouse Lane	WS	UN	15	3		
132	Wellhouse Lane	WS	UN				
133	Wellhouse Lane	WS	UN				
CROSS OVER AT JENNY LANE AND GO BACK SOUTHBOUND							
134	Wellhouse Lane	ES	UN	12	2	X	X
135	Wellhouse Lane	ES	UN			X	X
136	Wellhouse Lane	ES	DK	5		X	X
137	Wellhouse Lane	ES	UN	9	1		
138	Wellhouse Lane	ES	DK	3			
139	Wellhouse Lane	ES	UN	21	4		
140	Wellhouse Lane	ES	UN			X	X
141	Wellhouse Lane	ES	UN				
142	Wellhouse Lane	ES	UN				
CROSS OVER AT LOCKWOOD AVENUE							
143	Wellhouse Lane	ES	UN	11	2		
144	Wellhouse Lane	ES	UN				
145	Wellhouse Lane	ES	KC	24			
146	Wellhouse Lane	ES	KC				
147	Wellhouse Lane	ES	KC				
148	Wellhouse Lane	ES	KC				
149	Wellhouse Lane	ES	DK	3			
150	Wellhouse Lane	ES	UN	8	1		
151	Wellhouse Lane	ES	DK	3.5			
152	Wellhouse Lane	ES	UN	11	2		
153	Wellhouse Lane	ES	UN				
154	Wellhouse Lane	ES	DK	4.5			
155	Wellhouse Lane	ES	UN	3			
156	Wellhouse Lane	ES	DK	2.5			
157	Wellhouse Lane	ES	UN	15	3		
158	Wellhouse Lane	ES	UN				
159	Wellhouse Lane	ES	UN				
160	Wellhouse Lane	ES	DK	9.5			
161	Wellhouse Lane	ES	UN	11	2		
162	Wellhouse Lane	ES	UN				
163	Wellhouse Lane	ES	DK	3			
164	Wellhouse Lane	ES	KC	21			
165	Wellhouse Lane	ES	KC				
166	Wellhouse Lane	ES	KC				
167	Wellhouse Lane	ES	KC				
CROSS OVER AT LOCAL ACCESS							
168	Wellhouse Lane	ES	KC	43.5			
169	Wellhouse Lane	ES	KC				
170	Wellhouse Lane	ES	KC				
171	Wellhouse Lane	ES	KC				
172	Wellhouse Lane	ES	KC				
173	Wellhouse Lane	ES	KC				
174	Wellhouse Lane	ES	KC				
175	Wellhouse Lane	ES	KC				
176	Wellhouse Lane	ES	SDAGZ	21.5	4		
177	Wellhouse Lane	ES	SDAGZ				
178	Wellhouse Lane	ES	SDAGZ				
179	Wellhouse Lane	ES	SDAGZ				
180	Wellhouse Lane	ES	SY	2.5			
181	Wellhouse Lane	ES	DK	3.5			
182	Wellhouse Lane	ES	SY	7	1		
183	Wellhouse Lane	ES	DK	4			
184	Wellhouse Lane	ES	SY	6	1		
CROSS OVER AT WOODWARD COURT							
185	Wellhouse Lane	ES	SY	13	2		
186	Wellhouse Lane	ES	SY				
187	Wellhouse Lane	ES	DK	4.5			
188	Wellhouse Lane	ES	UN	10.5	2		
189	Wellhouse Lane	ES	UN				

190	Wellhouse Lane	ES	DK	11			
191	Wellhouse Lane	ES	DK				
192	Wellhouse Lane	ES	UN	6.5	1	X	X
193	Wellhouse Lane	ES	DK	9			
194	Wellhouse Lane	ES	UN	10.5	2		
195	Wellhouse Lane	ES	UN				
196	Wellhouse Lane	ES	DK	5.5			
197	Wellhouse Lane	ES	UN	11.5	2	X	X
198	Wellhouse Lane	ES	UN				
199	Wellhouse Lane	ES	DK	4			
200	Wellhouse Lane	ES	UN	11	2		
201	Wellhouse Lane	ES	UN				
202	Wellhouse Lane	ES	DK	7			
203	Wellhouse Lane	ES	UN	14.5	2		
204	Wellhouse Lane	ES	UN				
205	Wellhouse Lane	ES	DK	8.5			
206	Wellhouse Lane	ES	UN	7.5	1		
207	Wellhouse Lane	ES	DK	4			
208	Wellhouse Lane	ES	UN	11	2		
209	Wellhouse Lane	ES	UN				
210	Wellhouse Lane	ES	DK	5.5			
211	Wellhouse Lane	ES	UN	11.5	2		
212	Wellhouse Lane	ES	UN				
213	Wellhouse Lane	ES	DK	7			
214	Wellhouse Lane	ES	UN	11	2		
215	Wellhouse Lane	ES	UN			X	X
216	Wellhouse Lane	ES	DK	3			
217	Wellhouse Lane	ES	UN	2.5			
218	Wellhouse Lane	ES	DK	2.5			
219	Wellhouse Lane	ES	UN	1.5			
CROSS OVER AT HEPWORTH LANE							
220	Wellhouse Lane	ES	UN	23.5			
221	Wellhouse Lane	ES	UN				
222	Wellhouse Lane	ES	UN				
223	Wellhouse Lane	ES	UN				
224	Wellhouse Lane	ES	DK	5.5			
225	Wellhouse Lane	ES	UN	10			
226	Wellhouse Lane	ES	UN				
227	Wellhouse Lane	ES	DK	5.5			
228	Wellhouse Lane	ES	UN	5.5			
229	Wellhouse Lane	ES	DK	6			
230	Wellhouse Lane	ES	UN	5			
231	Wellhouse Lane	ES	DK	16			
232	Wellhouse Lane	ES	DK				
233	Wellhouse Lane	ES	DK				
234	Wellhouse Lane	ES	UN	6.5			
235	Wellhouse Lane	ES	DK	9			
236	Wellhouse Lane	ES	UN	5			
237	Wellhouse Lane	ES	DK	5.5			
238	Wellhouse Lane	ES	UN	4.5			
239	Wellhouse Lane	ES	DK	6.5			
240	Wellhouse Lane	ES	UN	7			
241	Wellhouse Lane	ES	DK	5			
242	Wellhouse Lane	ES	UN	21			
243	Wellhouse Lane	ES	UN				
244	Wellhouse Lane	ES	UN				
245	Wellhouse Lane	ES	UN				
CROSS OVER AT GROVE STREET							
246	Wellhouse Lane	ES	UN	17			
247	Wellhouse Lane	ES	UN				
248	Wellhouse Lane	ES	UN				
249	Wellhouse Lane	ES	DK	8.5			
250	Wellhouse Lane	ES	UN	23			
251	Wellhouse Lane	ES	UN				
252	Wellhouse Lane	ES	UN				
253	Wellhouse Lane	ES	UN				
END AT JUNCTION WITH FLASH LANE (53.682795, -1.684766)							

Woodward Court, Mirfield
Pedestrian Survey

Site 6 of 6
MIR/12/40
Hepworth Lane (East)
MIR/12/30
Hepworth Lane (West)



Lat/Long
lat 53.684220° lon -1.683712°

Date
Wednesday 29 April 2026

Weather
Sunny
Temp: 15°C

0700 - 1900 (Weekday 12H Session)

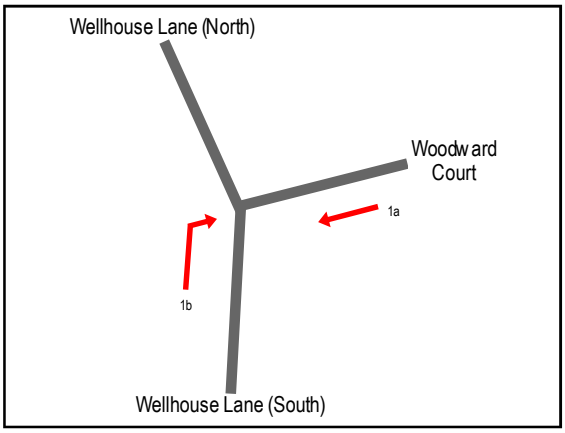
TIME	p6.1		p6.2		p6.3		p6.4		p6.5		p6.6		p6.7		p6.8		p6.9		p6.10		p6.11		p6.12	
	Pedestrian	Cyclist	Pedestrian	Cyclist	Pedestrian	Cyclist	Pedestrian	Cyclist	Pedestrian	Cyclist	Pedestrian	Cyclist	Pedestrian	Cyclist	Pedestrian	Cyclist	Pedestrian	Cyclist	Pedestrian	Cyclist	Pedestrian	Cyclist	Pedestrian	Cyclist
0700 - 0715	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0
0730 - 0745	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2	0
0745 - 0800	0	0	1	0	0	0	2	0	3	0	0	0	0	0	0	0	0	0	2	0	1	0	1	0
Hourly Total	**0**	**0**	**2**	**0**	**0**	**0**	**2**	**0**	**4**	**1**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**2**	**0**	**2**	**0**	**3**	**0**
Hourly Average	**0.00**	**0.00**	**0.50**	**0.00**	**0.00**	**0.00**	**0.50**	**0.00**	**1.00**	**0.25**	**0.00**	**0.00**	**0.00**	**0.00**	**0.25**	**0.00**	**0.00**	**0.00**	**0.50**	**0.00**	**0.50**	**0.00**	**0.75**	**0.00**
0800 - 0815	0	0	1	0	0	0	2	0	16	0	0	0	0	0	0	0	1	0	0	0	1	0	3	0
0815 - 0830	0	0	0	0	1	0	0	0	16	0	0	0	0	0	0	0	0	0	4	0	0	0	1	0
0830 - 0845	0	0	1	0	1	0	0	0	7	3	1	0	0	0	0	0	0	0	0	0	1	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	0	0	0
Hourly Total	**0**	**0**	**2**	**0**	**2**	**0**	**2**	**0**	**39**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**4**	**0**	**10**	**0**	**4**	**0**
Hourly Average	**0.00**	**0.00**	**0.50**	**0.00**	**0.50**	**0.00**	**0.50**	**0.00**	**9.75**	**0.75**	**0.25**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.25**	**0.00**	**1.00**	**0.00**	**2.50**	**0.00**	**1.00**	**0.00**
0900 - 0915	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	1	0	2	0	0	0
0915 - 0930	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
0930 - 0945	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
0945 - 1000	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
Hourly Total	**0**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**2**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**2**	**0**	**3**	**0**	**0**	**0**
Hourly Average	**0.00**	**0.00**	**0.25**	**0.00**	**0.25**	**0.00**	**0.00**	**0.00**	**0.50**	**0.50**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.25**	**0.00**	**0.50**	**0.00**	**0.75**	**0.00**	**0.00**	**0.00**
1000 - 1015	0	0	0	0	3	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1015 - 1030	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	2	0
1030 - 1045	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1	0	0
1045 - 1100	0	0	0	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**5**	**0**	**1**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**3**	**1**	**2**	**0**
Hourly Average	**0.00**	**0.00**	**0.00**	**0.00**	**1.25**	**0.00**	**0.25**	**0.00**	**0.50**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.25**	**0.00**	**0.00**	**0.00**	**0.75**	**0.25**	**0.50**	**0.00**
1100 - 1115	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1115 - 1130	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0
1130 - 1145	0	0	1	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0
1145 - 1200	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0
Hourly Total	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**4**	**0**	**0**	**0**
Hourly Average	**0.00**	**0.00**	**0.25**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.75**	**0.00**	**0.25**	**0.00**	**0.25**	**0.00**	**0.00**	**0.00**	**0.25**	**0.00**	**0.00**	**0.00**	**1.00**	**0.00**	**0.00**	**0.00**
1200 - 1215	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
1215 - 1230	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0
1230 - 1245	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0
1245 - 1300	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**2**	**0**	**1**	**0**	**4**	**1**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**2**	**0**	**0**	**0**
Hourly Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.50**	**0.00**	**0.25**	**0.00**	**1.00**	**0.25**	**0.00**	**0.00**	**0.00**	**0.00**	**0.25**	**0.00**	**0.00**	**0.00**	**0.25**	**0.00**	**0.50**	**0.00**	**0.00**	**0.00**
1300 - 1315	0	0	0	0	1	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1315 - 1330	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1330 - 1345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1	0	1	0	0	0
1345 - 1400	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**4**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**1**	**0**	**5**	**0**	**0**	**0**
Hourly Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.25**	**0.00**	**0.00**	**0.00**	**1.00**	**0.00**	**0.25**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.50**	**0.00**	**0.25**	**0.00**	**1.25**	**0.00**	**0.00**	**0.00**
1400 - 1415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0
1415 - 1430	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1430 - 1445	0	0	0	0	0	0	0	0	1	0	1	0	0	0	2	0	0	0	0	0	1	0	0	0
1445 - 1500	1	0	0	0	2	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	**2**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**3**	**0**	**4**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**0**
Hourly Average	**0.50**	**0.00**	**0.00**	**0.00**	**0.50**	**0.00**	**0.00**	**0.00**	**0.75**	**0.00**	**1.00**	**0.00**	**0.00**	**0.00**	**0.50**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.75**	**0.00**	**0.00**	**0.00**
1500 - 1515	0	0	0	0	0	0	0	0	10	1	0	0	0	0	0	0	3	0	0	0	1	0	0	0
1515 - 1530	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	7	0	30	4	0	0
1530 - 1545	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0	22	0	0	0
1545 - 1600	0	0	0	0	0	0	0	0	1	0	0	0	1	0	4	0	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**12**	**1**	**0**	**0**	**2**	**0**	**5**	**0**	**4**	**0**	**7**	**0**	**53**	**4**	**0**	**0**
Hourly Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**3.00**	**0.25**	**0.00**	**0.00**	**0.50**	**0.00**	**1.25**	**0.00**	**1.00**	**0.00**	**1.75**	**0.00**	**13.25**	**1.00**	**0.00**	**0.00**
1600 - 1615	0	0	1	0	0	0	0	0	1	1	0	0	0	0	1	0	0	0	0	0	2	2	0	0
1615 - 1630	0	0	0	0	0	0	1	0	2	0	0	0	2	0	1	0	2	0	2	0	5	0	1	0
1630 - 1645	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	2	0
1645 - 1700	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0
Hourly Total	**0**	**0**	**2**	**0**	**0**	**0**	**1**	**0**	**4**	**1**	**0**	**0**	**2**	**0**	**3**	**0**	**2**	**0**	**2**	**0**	**9**	**2**	**3**	**0**
Hourly Average	**0.00**	**0.00**	**0.50**	**0.00**	**0.00**	**0.00**	**0.25**	**0.00**	**1.00**	**0.25**	**0.00**	**0.00**	**0.50**	**0.00**	**0.75**	**0.00**	**0.50**	**0.00**	**0.50**	**0.00**	**2.25**	**0.50**	**0.75**	**0.00**
1700 - 1715	0	0	0	0	0	0	1	0	0	0	0	0	0	0	2	0	0	0	1	0	2	0	0	0
1715 - 1730	0	0	3	0	0	0	3	0	3	0	0	0	1	0	4	0	0	0	0	0	1	1	0	0
1730 - 1745	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	1	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0

Hourly Total	0	0	5	0	1	0	4	0	5	0	0	0	1	0	6	0	0	0	2	0	3	1	1	0
Hourly Average	0.00	0.00	1.25	0.00	0.25	0.00	1.00	0.00	1.25	0.00	0.00	0.00	0.25	0.00	1.50	0.00	0.00	0.00	0.50	0.00	0.75	0.25	0.25	0.00
1800 - 1815	0	0	0	0	1	0	0	0	1	0	0	0	2	0	0	0	0	0	0	0	3	0	0	0
1815 - 1830	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
1830 - 1845	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	2	0	0	0	1	0
1845 - 1900	1	0	2	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
Hourly Total	1	0	4	0	2	0	0	0	3	0	0	0	2	0	0	0	1	0	4	0	3	0	1	0
Hourly Average	0.25	0.00	1.00	0.00	0.50	0.00	0.00	0.00	0.75	0.00	0.00	0.00	0.50	0.00	0.00	0.00	0.25	0.00	1.00	0.00	0.75	0.00	0.25	0.00

Session Total	3	0	17	0	16	0	11	0	85	9	7	0	8	0	18	0	13	0	25	0	100	8	14	0
Session Average	0.06	0.00	0.35	0.00	0.33	0.00	0.23	0.00	1.77	0.19	0.15	0.00	0.17	0.00	0.38	0.00	0.27	0.00	0.52	0.00	2.08	0.17	0.29	0.00

Woodward Court, Mirfield
Queue Length Survey

Site 1 of 5
Woodward Court
Wellhouse Lane (South)
Wellhouse Lane (North)



Lat/Long
lat 53.686148° lon -1.687343°

Date
Wednesday 29 April 2026

Weather
Cloudy
Temp: 5°C

0700 - 1000 (Weekday AM Peak)

TIME	1a			1b		
	Vehicles	PCU	Delay	Vehicles	PCU	Delay
0700 - 0705	0	0	00:00:00	0	0	00:00:00
0705 - 0710	0	0	00:00:00	0	0	00:00:00
0710 - 0715	0	0	00:00:00	0	0	00:00:00
0715 - 0720	1	1	00:00:04	0	0	00:00:00
0720 - 0725	0	0	00:00:00	0	0	00:00:00
0725 - 0730	0	0	00:00:00	0	0	00:00:00
0730 - 0735	0	0	00:00:00	0	0	00:00:00
0735 - 0740	0	0	00:00:00	0	0	00:00:00
0740 - 0745	0	0	00:00:00	0	0	00:00:00
0745 - 0750	0	0	00:00:00	0	0	00:00:00
0750 - 0755	0	0	00:00:00	0	0	00:00:00
0755 - 0800	0	0	00:00:00	0	0	00:00:00
Hourly Average	**0.08**	**0.08**	**00:00:00**	**0.00**	**0.00**	**00:00:00**
0800 - 0805	0	0	00:00:00	0	0	00:00:00
0805 - 0810	0	0	00:00:00	0	0	00:00:00
0810 - 0815	1	1	00:00:03	0	0	00:00:00
0815 - 0820	0	0	00:00:00	0	0	00:00:00
0820 - 0825	0	0	00:00:00	0	0	00:00:00
0825 - 0830	0	0	00:00:00	0	0	00:00:00
0830 - 0835	1	1	00:00:05	0	0	00:00:00
0835 - 0840	0	0	00:00:00	0	0	00:00:00
0840 - 0845	1	1	00:00:15	1	1	00:00:04
0845 - 0850	2	2	00:00:16	1	1	00:00:30
0850 - 0855	1	1	00:00:05	0	0	00:00:00
0855 - 0900	0	0	00:00:00	0	0	00:00:00
Hourly Average	**0.50**	**0.50**	**00:00:04**	**0.17**	**0.17**	**00:00:03**
0900 - 0905	1	1	00:00:02	0	0	00:00:00
0905 - 0910	0	0	00:00:00	0	0	00:00:00
0910 - 0915	0	0	00:00:00	0	0	00:00:00
0915 - 0920	0	0	00:00:00	0	0	00:00:00
0920 - 0925	0	0	00:00:00	0	0	00:00:00
0925 - 0930	0	0	00:00:00	0	0	00:00:00
0930 - 0935	0	0	00:00:00	0	0	00:00:00
0935 - 0940	0	0	00:00:00	0	0	00:00:00
0940 - 0945	0	0	00:00:00	0	0	00:00:00
0945 - 0950	0	0	00:00:00	0	0	00:00:00
0950 - 0955	0	0	00:00:00	0	0	00:00:00
0955 - 1000	0	0	00:00:00	0	0	00:00:00
Hourly Average	**0.08**	**0.08**	**00:00:00**	**0.00**	**0.00**	**00:00:00**

Session Total	**0.22**	**0.22**	**00:00:01**	**0.06**	**0.06**	**00:00:01**

Date
Wednesday 29 April 2026

Weather
Cloudy
Temp: 16°C

1400 - 1900 (Weekday PM Peak)

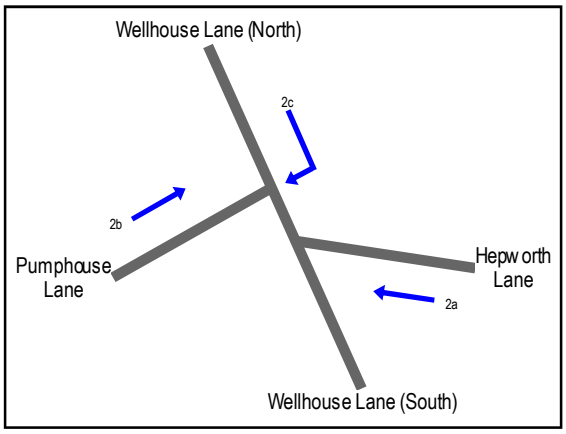
TIME	1a			1b		
	Vehicles	PCU	Delay	Vehicles	PCU	Delay
1400 - 1405	1	1	00:00:03	0	0	00:00:00
1405 - 1410	0	0	00:00:00	0	0	00:00:00
1410 - 1415	0	0	00:00:00	0	0	00:00:00
1415 - 1420	0	0	00:00:00	0	0	00:00:00
1420 - 1425	0	0	00:00:00	0	0	00:00:00
1425 - 1430	0	0	00:00:00	0	0	00:00:00
1430 - 1435	0	0	00:00:00	0	0	00:00:00

1435 - 1440	0	0	00:00:00	0	0	00:00:00
1440 - 1445	1	1	00:00:04	0	0	00:00:00
1445 - 1450	0	0	00:00:00	0	0	00:00:00
1450 - 1455	0	0	00:00:00	0	0	00:00:00
1455 - 1500	0	0	00:00:00	0	0	00:00:00
Hourly Average	**0.17**	**0.17**	**00:00:01**	**0.00**	**0.00**	**00:00:00**
1500 - 1505	0	0	00:00:00	0	0	00:00:00
1505 - 1510	0	0	00:00:00	1	1	00:00:08
1510 - 1515	0	0	00:00:00	0	0	00:00:00
1515 - 1520	0	0	00:00:00	0	0	00:00:00
1520 - 1525	1	1	00:00:12	0	0	00:00:00
1525 - 1530	1	1	00:00:10	0	0	00:00:00
1530 - 1535	0	0	00:00:00	0	0	00:00:00
1535 - 1540	1	1	00:00:04	0	0	00:00:00
1540 - 1545	0	0	00:00:00	0	0	00:00:00
1545 - 1550	0	0	00:00:00	0	0	00:00:00
1550 - 1555	0	0	00:00:00	0	0	00:00:00
1555 - 1600	0	0	00:00:00	0	0	00:00:00
Hourly Average	**0.25**	**0.25**	**00:00:02**	**0.08**	**0.08**	**00:00:01**
1600 - 1605	0	0	00:00:00	0	0	00:00:00
1605 - 1610	0	0	00:00:00	0	0	00:00:00
1610 - 1615	0	0	00:00:00	0	0	00:00:00
1615 - 1620	0	0	00:00:00	0	0	00:00:00
1620 - 1625	0	0	00:00:00	0	0	00:00:00
1625 - 1630	0	0	00:00:00	0	0	00:00:00
1630 - 1635	0	0	00:00:00	0	0	00:00:00
1635 - 1640	0	0	00:00:00	0	0	00:00:00
1640 - 1645	0	0	00:00:00	0	0	00:00:00
1645 - 1650	1	1	00:00:04	0	0	00:00:00
1650 - 1655	0	0	00:00:00	0	0	00:00:00
1655 - 1700	0	0	00:00:00	0	0	00:00:00
Hourly Average	**0.08**	**0.08**	**00:00:00**	**0.00**	**0.00**	**00:00:00**
1700 - 1705	0	0	00:00:00	0	0	00:00:00
1705 - 1710	0	0	00:00:00	0	0	00:00:00
1710 - 1715	0	0	00:00:00	0	0	00:00:00
1715 - 1720	0	0	00:00:00	1	1	00:00:04
1720 - 1725	1	1	00:00:03	0	0	00:00:00
1725 - 1730	0	0	00:00:00	0	0	00:00:00
1730 - 1735	0	0	00:00:00	0	0	00:00:00
1735 - 1740	0	0	00:00:00	0	0	00:00:00
1740 - 1745	0	0	00:00:00	0	0	00:00:00
1745 - 1750	0	0	00:00:00	0	0	00:00:00
1750 - 1755	0	0	00:00:00	0	0	00:00:00
1755 - 1800	0	0	00:00:00	0	0	00:00:00
Hourly Average	**0.08**	**0.08**	**00:00:00**	**0.08**	**0.08**	**00:00:00**
1800 - 1805	1	1	00:00:03	1	1	00:00:04
1805 - 1810	1	1	00:00:03	0	0	00:00:00
1810 - 1815	0	0	00:00:00	0	0	00:00:00
1815 - 1820	0	0	00:00:00	0	0	00:00:00
1820 - 1825	1	1	00:00:03	0	0	00:00:00
1825 - 1830	0	0	00:00:00	0	0	00:00:00
1830 - 1835	0	0	00:00:00	0	0	00:00:00
1835 - 1840	0	0	00:00:00	0	0	00:00:00
1840 - 1845	0	0	00:00:00	0	0	00:00:00
1845 - 1850	0	0	00:00:00	0	0	00:00:00
1850 - 1855	0	0	00:00:00	0	0	00:00:00
1855 - 1900	0	0	00:00:00	0	0	00:00:00
Hourly Average	**0.25**	**0.25**	**00:00:01**	**0.08**	**0.08**	**00:00:00**

Session Total	**0.17**	**0.17**	**00:00:01**	**0.05**	**0.05**	**00:00:00**

Woodward Court, Mirfield
Queue Length Survey

Site 2 of 5
Hepworth Lane
Wellhouse Lane (South)
Pumphouse Lane
Wellhouse Lane (North)



Lat/Long
lat 53.684380° lon -1.686464°

Date
Wednesday 29 April 2026

Weather
Cloudy
Temp: 5°C

0700 - 1000 (Weekday AM Peak)

TIME	2a			2b			2c		
	Vehicles	PCU	Delay	Vehicles	PCU	Delay	Vehicles	PCU	Delay
0700 - 0705	1	1	00:00:03	1	1	00:00:07	0	0	00:00:00
0705 - 0710	0	0	00:00:00	0	0	00:00:00	0	0	00:00:00
0710 - 0715	0	0	00:00:00	0	0	00:00:00	0	0	00:00:00
0715 - 0720	1	1	00:00:04	0	0	00:00:00	0	0	00:00:00
0720 - 0725	1	1	00:00:02	0	0	00:00:00	0	0	00:00:00
0725 - 0730	1	1	00:00:02	0	0	00:00:00	0	0	00:00:00
0730 - 0735	1	1	00:00:01	0	0	00:00:00	0	0	00:00:00
0735 - 0740	1	1	00:00:03	0	0	00:00:00	0	0	00:00:00
0740 - 0745	0	0	00:00:00	0	0	00:00:00	0	0	00:00:00
0745 - 0750	1	1	00:00:02	1	1	00:00:02	0	0	00:00:00
0750 - 0755	1	1	00:00:02	0	0	00:00:00	0	0	00:00:00
0755 - 0800	1	1	00:00:02	0	0	00:00:00	0	0	00:00:00
Hourly Average	**0.75**	**0.75**	**00:00:02**	**0.17**	**0.17**	**00:00:01**	**0.00**	**0.00**	**00:00:00**
0800 - 0805	1	1	00:00:01	1	1	00:00:01	0	0	00:00:00
0805 - 0810	1	1	00:00:01	0	0	00:00:00	0	0	00:00:00
0810 - 0815	2	2	00:00:10	1	1	00:00:01	0	0	00:00:00
0815 - 0820	1	1	00:00:01	0	0	00:00:00	0	0	00:00:00
0820 - 0825	2	2	00:00:02	0	0	00:00:00	0	0	00:00:00
0825 - 0830	2	2	00:00:02	0	0	00:00:00	0	0	00:00:00
0830 - 0835	1	1	00:00:02	0	0	00:00:00	0	0	00:00:00
0835 - 0840	1	1	00:00:01	0	0	00:00:00	0	0	00:00:00
0840 - 0845	2	2	00:00:01	0	0	00:00:00	0	0	00:00:00
0845 - 0850	1	1	00:00:02	0	0	00:00:00	0	0	00:00:00
0850 - 0855	2	2	00:00:05	0	0	00:00:00	0	0	00:00:00
0855 - 0900	2	2	00:00:01	1	1	00:00:02	0	0	00:00:00
Hourly Average	**1.50**	**1.50**	**00:00:02**	**0.25**	**0.25**	**00:00:00**	**0.00**	**0.00**	**00:00:00**
0900 - 0905	2	2	00:00:13	0	0	00:00:00	0	0	00:00:00
0905 - 0910	1	1	00:00:01	0	0	00:00:00	0	0	00:00:00
0910 - 0915	1	1	00:00:01	0	0	00:00:00	0	0	00:00:00
0915 - 0920	0	0	00:00:00	0	0	00:00:00	0	0	00:00:00
0920 - 0925	1	1	00:00:01	0	0	00:00:00	0	0	00:00:00
0925 - 0930	1	1	00:00:02	0	0	00:00:00	0	0	00:00:00
0930 - 0935	1	1	00:00:03	0	0	00:00:00	0	0	00:00:00
0935 - 0940	0	0	00:00:00	0	0	00:00:00	0	0	00:00:00
0940 - 0945	0	0	00:00:00	0	0	00:00:00	0	0	00:00:00
0945 - 0950	0	0	00:00:00	0	0	00:00:00	0	0	00:00:00
0950 - 0955	1	1	00:00:01	0	0	00:00:00	0	0	00:00:00
0955 - 1000	0	0	00:00:00	0	0	00:00:00	0	0	00:00:00
Hourly Average	**0.67**	**0.67**	**00:00:02**	**0.00**	**0.00**	**00:00:00**	**0.00**	**0.00**	**00:00:00**

Session Total	**0.97**	**0.97**	**00:00:02**	**0.14**	**0.14**	**00:00:00**	**0.00**	**0.00**	**00:00:00**

Date
Wednesday 29 April 2026

Weather
Cloudy
Temp: 16°C

1400 - 1900 (Weekday PM Peak)

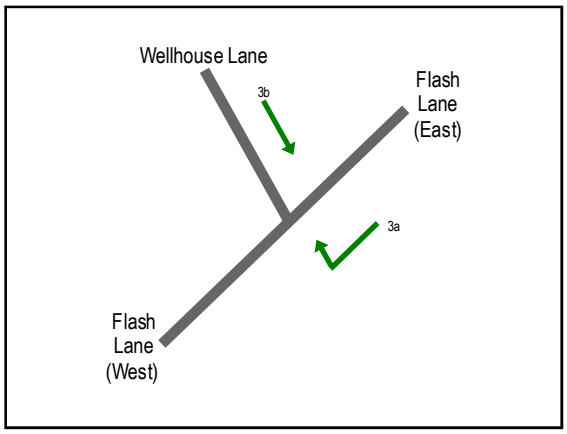
TIME	2a			2b			2c		
	Vehicles	PCU	Delay	Vehicles	PCU	Delay	Vehicles	PCU	Delay
1400 - 1405	0	0	00:00:00	1	1	00:00:01	0	0	00:00:00
1405 - 1410	0	0	00:00:00	1	1	00:00:02	0	0	00:00:00
1410 - 1415	0	0	00:00:00	0	0	00:00:00	0	0	00:00:00
1415 - 1420	1	1	00:00:06	0	0	00:00:00	0	0	00:00:00
1420 - 1425	0	0	00:00:00	0	0	00:00:00	0	0	00:00:00
1425 - 1430	0	0	00:00:00	0	0	00:00:00	0	0	00:00:00
1430 - 1435	1	1	00:00:01	0	0	00:00:00	0	0	00:00:00

1435 - 1440	1	1	00:00:01	1	1	00:00:04	0	0	00:00:00
1440 - 1445	1	1	00:00:02	0	0	00:00:00	0	0	00:00:00
1445 - 1450	1	1	00:00:01	0	0	00:00:00	0	0	00:00:00
1450 - 1455	1	1	00:00:02	0	0	00:00:00	0	0	00:00:00
1455 - 1500	1	1	00:00:01	0	0	00:00:00	0	0	00:00:00
Hourly Average	**0.58**	**0.58**	**00:00:01**	**0.25**	**0.25**	**00:00:01**	**0.00**	**0.00**	**00:00:00**
1500 - 1505	1	1	00:00:03	1	1	00:00:02	0	0	00:00:00
1505 - 1510	1	1	00:00:04	0	0	00:00:00	0	0	00:00:00
1510 - 1515	1	1	00:00:02	0	0	00:00:00	0	0	00:00:00
1515 - 1520	1	1	00:00:02	0	0	00:00:00	0	0	00:00:00
1520 - 1525	0	0	00:00:00	0	0	00:00:00	0	0	00:00:00
1525 - 1530	1	1	00:00:14	0	0	00:00:00	1	1	00:00:46
1530 - 1535	1	1	00:00:14	0	0	00:00:00	0	0	00:00:00
1535 - 1540	1	1	00:00:02	0	0	00:00:00	0	0	00:00:00
1540 - 1545	1	1	00:00:01	0	0	00:00:00	0	0	00:00:00
1545 - 1550	1	1	00:00:04	0	0	00:00:00	0	0	00:00:00
1550 - 1555	1	1	00:00:01	0	0	00:00:00	0	0	00:00:00
1555 - 1600	1	1	00:00:09	0	0	00:00:00	0	0	00:00:00
Hourly Average	**0.92**	**0.92**	**00:00:05**	**0.08**	**0.08**	**00:00:00**	**0.08**	**0.08**	**00:00:04**
1600 - 1605	1	1	00:00:02	0	0	00:00:00	0	0	00:00:00
1605 - 1610	1	1	00:00:01	0	0	00:00:00	0	0	00:00:00
1610 - 1615	1	1	00:00:02	0	0	00:00:00	0	0	00:00:00
1615 - 1620	1	1	00:00:01	1	1	00:00:02	0	0	00:00:00
1620 - 1625	1	1	00:00:01	0	0	00:00:00	0	0	00:00:00
1625 - 1630	1	1	00:00:06	0	0	00:00:00	0	0	00:00:00
1630 - 1635	1	1	00:00:02	0	0	00:00:00	0	0	00:00:00
1635 - 1640	1	1	00:00:01	0	0	00:00:00	0	0	00:00:00
1640 - 1645	1	1	00:00:01	1	1	00:00:02	0	0	00:00:00
1645 - 1650	0	0	00:00:00	0	0	00:00:00	0	0	00:00:00
1650 - 1655	0	0	00:00:00	0	0	00:00:00	0	0	00:00:00
1655 - 1700	0	0	00:00:00	0	0	00:00:00	0	0	00:00:00
Hourly Average	**0.75**	**0.75**	**00:00:01**	**0.17**	**0.17**	**00:00:00**	**0.00**	**0.00**	**00:00:00**
1700 - 1705	0	0	00:00:00	0	0	00:00:00	0	0	00:00:00
1705 - 1710	0	0	00:00:00	0	0	00:00:00	0	0	00:00:00
1710 - 1715	1	1	00:00:09	0	0	00:00:00	0	0	00:00:00
1715 - 1720	1	1	00:00:02	0	0	00:00:00	0	0	00:00:00
1720 - 1725	1	1	00:00:04	0	0	00:00:00	0	0	00:00:00
1725 - 1730	1	1	00:00:02	0	0	00:00:00	0	0	00:00:00
1730 - 1735	1	1	00:00:04	0	0	00:00:00	0	0	00:00:00
1735 - 1740	0	0	00:00:00	0	0	00:00:00	0	0	00:00:00
1740 - 1745	0	0	00:00:00	1	1	00:00:02	0	0	00:00:00
1745 - 1750	0	0	00:00:00	0	0	00:00:00	0	0	00:00:00
1750 - 1755	1	1	00:00:01	1	1	00:00:02	0	0	00:00:00
1755 - 1800	1	1	00:00:03	0	0	00:00:00	0	0	00:00:00
Hourly Average	**0.58**	**0.58**	**00:00:02**	**0.17**	**0.17**	**00:00:00**	**0.00**	**0.00**	**00:00:00**
1800 - 1805	1	1	00:00:02	1	1	00:00:05	0	0	00:00:00
1805 - 1810	1	1	00:00:03	0	0	00:00:00	0	0	00:00:00
1810 - 1815	1	1	00:00:04	0	0	00:00:00	0	0	00:00:00
1815 - 1820	1	1	00:00:03	0	0	00:00:00	0	0	00:00:00
1820 - 1825	1	1	00:00:05	0	0	00:00:00	0	0	00:00:00
1825 - 1830	0	0	00:00:00	0	0	00:00:00	0	0	00:00:00
1830 - 1835	1	1	00:00:03	0	0	00:00:00	0	0	00:00:00
1835 - 1840	0	0	00:00:00	0	0	00:00:00	0	0	00:00:00
1840 - 1845	1	1	00:00:01	0	0	00:00:00	0	0	00:00:00
1845 - 1850	1	1	00:00:03	0	0	00:00:00	0	0	00:00:00
1850 - 1855	0	0	00:00:00	0	0	00:00:00	0	0	00:00:00
1855 - 1900	1	1	00:00:04	0	0	00:00:00	0	0	00:00:00
Hourly Average	**0.75**	**0.75**	**00:00:02**	**0.08**	**0.08**	**00:00:00**	**0.00**	**0.00**	**00:00:00**

Session Total	**0.72**	**0.72**	**00:00:02**	**0.15**	**0.15**	**00:00:00**	**0.02**	**0.02**	**00:00:01**

Woodward Court, Mirfield
Queue Length Survey

Site 3 of 5
Flash Lane (East)
Flash Lane (West)
Wellhouse Lane



Lat/Long
lat 53.682732° lon -1.684813°

Date
Wednesday 29 April 2026

Weather
Cloudy
Temp: 5°C

0700 - 1000 (Weekday AM Peak)

TIME	3a			3b		
	Vehicles	PCU	Delay	Vehicles	PCU	Delay
0700 - 0705	1	1	00:00:01	1	1	00:00:02
0705 - 0710	0	0	00:00:00	0	0	00:00:00
0710 - 0715	0	0	00:00:00	1	1	00:00:02
0715 - 0720	0	0	00:00:00	1	1	00:00:02
0720 - 0725	0	0	00:00:00	1	1	00:00:02
0725 - 0730	0	0	00:00:00	1	1	00:00:01
0730 - 0735	0	0	00:00:00	1	1	00:00:11
0735 - 0740	0	0	00:00:00	0	0	00:00:00
0740 - 0745	0	0	00:00:00	1	1	00:00:02
0745 - 0750	0	0	00:00:00	1	1	00:00:02
0750 - 0755	0	0	00:00:00	1	1	00:00:09
0755 - 0800	0	0	00:00:00	1	1	00:00:04
Hourly Average	**0.08**	**0.08**	**00:00:00**	**0.83**	**0.83**	**00:00:03**
0800 - 0805	0	0	00:00:00	2	2	00:00:14
0805 - 0810	1	1	00:00:02	1	1	00:00:07
0810 - 0815	0	0	00:00:00	2	2	00:00:29
0815 - 0820	2	2	00:00:05	2	2	00:00:17
0820 - 0825	0	0	00:00:00	3	3	00:00:59
0825 - 0830	0	0	00:00:00	3	3	00:01:23
0830 - 0835	0	0	00:00:00	3	3	00:00:25
0835 - 0840	0	0	00:00:00	2	2	00:00:13
0840 - 0845	0	0	00:00:00	4	4	00:00:26
0845 - 0850	0	0	00:00:00	2	2	00:00:07
0850 - 0855	0	0	00:00:00	6	6	00:00:29
0855 - 0900	0	0	00:00:00	3	3	00:00:31
Hourly Average	**0.25**	**0.25**	**00:00:01**	**2.75**	**2.75**	**00:00:28**
0900 - 0905	0	0	00:00:00	1	1	00:00:04
0905 - 0910	0	0	00:00:00	1	1	00:00:04
0910 - 0915	0	0	00:00:00	1	1	00:00:13
0915 - 0920	0	0	00:00:00	1	1	00:00:02
0920 - 0925	0	0	00:00:00	1	1	00:00:09
0925 - 0930	0	0	00:00:00	1	1	00:00:02
0930 - 0935	0	0	00:00:00	1	1	00:00:06
0935 - 0940	0	0	00:00:00	0	0	00:00:00
0940 - 0945	0	0	00:00:00	1	1	00:00:01
0945 - 0950	0	0	00:00:00	1	1	00:00:07
0950 - 0955	0	0	00:00:00	0	0	00:00:00
0955 - 1000	0	0	00:00:00	1	1	00:00:02
Hourly Average	**0.00**	**0.00**	**00:00:00**	**0.83**	**0.83**	**00:00:04**

Session Total	**0.11**	**0.11**	**00:00:00**	**1.47**	**1.47**	**00:00:12**

Date
Wednesday 29 April 2026

Weather
Cloudy
Temp: 16°C

1400 - 1900 (Weekday PM Peak)

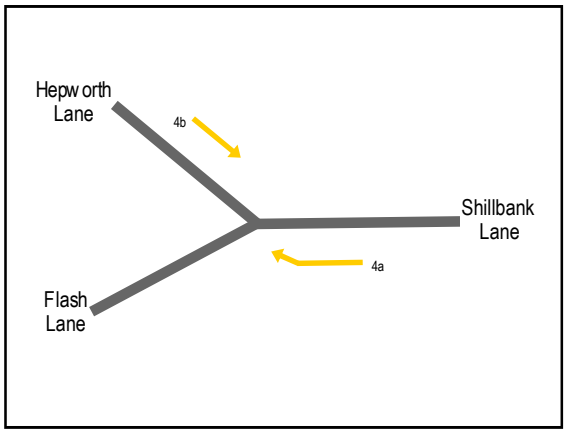
TIME	3a			3b		
	Vehicles	PCU	Delay	Vehicles	PCU	Delay
1400 - 1405	0	0	00:00:00	1	1	00:00:05
1405 - 1410	0	0	00:00:00	1	1	00:00:12
1410 - 1415	0	0	00:00:00	1	1	00:00:03
1415 - 1420	0	0	00:00:00	1	1	00:00:05
1420 - 1425	0	0	00:00:00	0	0	00:00:00
1425 - 1430	0	0	00:00:00	1	1	00:00:02
1430 - 1435	0	0	00:00:00	1	1	00:00:02

1435 - 1440	0	0	00:00:00	1	1	00:00:02
1440 - 1445	0	0	00:00:00	0	0	00:00:00
1445 - 1450	0	0	00:00:00	0	0	00:00:00
1450 - 1455	1	1	00:00:02	1	1	00:00:02
1455 - 1500	0	0	00:00:00	0	0	00:00:00
Hourly Average	**0.08**	**0.08**	**00:00:00**	**0.67**	**0.67**	**00:00:03**
1500 - 1505	0	0	00:00:00	1	1	00:00:01
1505 - 1510	1	1	00:00:03	2	2	00:00:06
1510 - 1515	1	1	00:00:03	1	1	00:00:09
1515 - 1520	1	1	00:00:02	1	1	00:00:14
1520 - 1525	0	0	00:00:00	1	1	00:00:02
1525 - 1530	1	1	00:00:13	5	5	00:00:25
1530 - 1535	0	0	00:00:00	5	5	00:00:43
1535 - 1540	1	1	00:00:01	3	3	00:00:13
1540 - 1545	0	0	00:00:00	2	2	00:00:45
1545 - 1550	2	2	00:00:52	2	2	00:00:06
1550 - 1555	0	0	00:00:00	2	2	00:00:10
1555 - 1600	0	0	00:00:00	1	1	00:00:03
Hourly Average	**0.58**	**0.58**	**00:00:06**	**2.17**	**2.17**	**00:00:15**
1600 - 1605	1	1	00:00:07	1	1	00:00:03
1605 - 1610	0	0	00:00:00	1	1	00:00:04
1610 - 1615	0	0	00:00:00	1	1	00:00:04
1615 - 1620	0	0	00:00:00	1	1	00:00:02
1620 - 1625	0	0	00:00:00	1	1	00:00:01
1625 - 1630	1	1	00:00:04	1	1	00:00:05
1630 - 1635	0	0	00:00:00	1	1	00:00:01
1635 - 1640	0	0	00:00:00	2	2	00:00:08
1640 - 1645	0	0	00:00:00	1	1	00:00:04
1645 - 1650	0	0	00:00:00	1	1	00:00:15
1650 - 1655	0	0	00:00:00	1	1	00:00:06
1655 - 1700	0	0	00:00:00	1	1	00:00:02
Hourly Average	**0.17**	**0.17**	**00:00:01**	**1.08**	**1.08**	**00:00:05**
1700 - 1705	0	0	00:00:00	0	0	00:00:00
1705 - 1710	0	0	00:00:00	2	2	00:00:08
1710 - 1715	0	0	00:00:00	1	1	00:00:01
1715 - 1720	0	0	00:00:00	1	1	00:00:03
1720 - 1725	0	0	00:00:00	1	1	00:00:08
1725 - 1730	0	0	00:00:00	2	2	00:00:07
1730 - 1735	0	0	00:00:00	1	1	00:00:08
1735 - 1740	0	0	00:00:00	0	0	00:00:00
1740 - 1745	0	0	00:00:00	0	0	00:00:00
1745 - 1750	0	0	00:00:00	1	1	00:00:02
1750 - 1755	0	0	00:00:00	1	1	00:00:06
1755 - 1800	0	0	00:00:00	1	1	00:00:02
Hourly Average	**0.00**	**0.00**	**00:00:00**	**0.92**	**0.92**	**00:00:04**
1800 - 1805	0	0	00:00:00	2	2	00:00:06
1805 - 1810	1	1	00:00:01	2	2	00:00:06
1810 - 1815	1	1	00:00:02	0	0	00:00:00
1815 - 1820	0	0	00:00:00	1	1	00:00:09
1820 - 1825	0	0	00:00:00	1	1	00:00:05
1825 - 1830	1	2	00:00:01	0	0	00:00:00
1830 - 1835	0	0	00:00:00	1	1	00:00:01
1835 - 1840	0	0	00:00:00	0	0	00:00:00
1840 - 1845	0	0	00:00:00	1	1	00:00:02
1845 - 1850	0	0	00:00:00	1	1	00:00:09
1850 - 1855	1	1	00:00:02	0	0	00:00:00
1855 - 1900	0	0	00:00:00	1	1	00:00:04
Hourly Average	**0.33**	**0.42**	**00:00:01**	**0.83**	**0.83**	**00:00:04**

Session Total	**0.23**	**0.25**	**00:00:02**	**1.13**	**1.13**	**00:00:06**

Woodward Court, Mirfield
Queue Length Survey

Site 4 of 5
Shillbank Lane
Flash Lane
Hepworth Lane



Lat/Long
lat 53.683904° lon -1.682241°

Date
Wednesday 29 April 2026

Weather
Cloudy
Temp: 5°C

0700 - 1000 (Weekday AM Peak)

TIME	4a			4b		
	Vehicles	PCU	Delay	Vehicles	PCU	Delay
0700 - 0705	0	0	00:00:00	0	0	00:00:00
0705 - 0710	0	0	00:00:00	1	1	00:00:02
0710 - 0715	0	0	00:00:00	0	0	00:00:00
0715 - 0720	0	0	00:00:00	0	0	00:00:00
0720 - 0725	0	0	00:00:00	1	1	00:00:03
0725 - 0730	0	0	00:00:00	0	0	00:00:00
0730 - 0735	0	0	00:00:00	0	0	00:00:00
0735 - 0740	0	0	00:00:00	0	0	00:00:00
0740 - 0745	1	1	00:00:10	1	1	00:00:05
0745 - 0750	0	0	00:00:00	0	0	00:00:00
0750 - 0755	0	0	00:00:00	0	0	00:00:00
0755 - 0800	0	0	00:00:00	0	0	00:00:00
Hourly Average	**0.08**	**0.08**	**00:00:01**	**0.25**	**0.25**	**00:00:01**
0800 - 0805	0	0	00:00:00	1	1	00:00:02
0805 - 0810	1	1	00:00:04	0	0	00:00:00
0810 - 0815	2	2	00:00:08	1	1	00:00:20
0815 - 0820	1	1	00:00:04	1	1	00:00:08
0820 - 0825	4	4	00:00:12	0	0	00:00:00
0825 - 0830	0	0	00:00:00	0	0	00:00:00
0830 - 0835	1	1	00:00:03	0	0	00:00:00
0835 - 0840	1	1	00:00:05	0	0	00:00:00
0840 - 0845	2	2	00:00:04	0	0	00:00:00
0845 - 0850	1	1	00:00:05	0	0	00:00:00
0850 - 0855	1	1	00:00:04	1	1	00:00:05
0855 - 0900	0	0	00:00:00	0	0	00:00:00
Hourly Average	**1.17**	**1.17**	**00:00:04**	**0.33**	**0.33**	**00:00:03**
0900 - 0905	0	0	00:00:00	0	0	00:00:00
0905 - 0910	0	0	00:00:00	0	0	00:00:00
0910 - 0915	0	0	00:00:00	1	1	00:00:19
0915 - 0920	1	1	00:00:04	0	0	00:00:00
0920 - 0925	0	0	00:00:00	1	1	00:00:06
0925 - 0930	0	0	00:00:00	0	0	00:00:00
0930 - 0935	0	0	00:00:00	0	0	00:00:00
0935 - 0940	0	0	00:00:00	1	1	00:00:03
0940 - 0945	0	0	00:00:00	1	1	00:00:04
0945 - 0950	1	1	00:00:03	0	0	00:00:00
0950 - 0955	0	0	00:00:00	1	1	00:00:04
0955 - 1000	0	0	00:00:00	1	1	00:00:03
Hourly Average	**0.17**	**0.17**	**00:00:01**	**0.50**	**0.50**	**00:00:03**
Session Total	**0.47**	**0.47**	**00:00:02**	**0.36**	**0.36**	**00:00:02**

Date
Wednesday 29 April 2026

Weather
Cloudy
Temp: 16°C

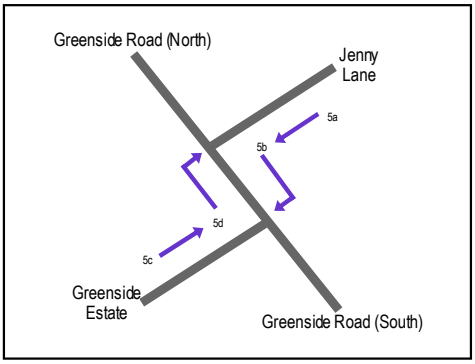
1400 - 1900 (Weekday PM Peak)

TIME	4a			4b		
	Vehicles	PCU	Delay	Vehicles	PCU	Delay
1400 - 1405	0	0	00:00:00	0	0	00:00:00
1405 - 1410	0	0	00:00:00	1	1	00:00:07
1410 - 1415	1	1	00:00:04	0	0	00:00:00
1415 - 1420	0	0	00:00:00	0	0	00:00:00
1420 - 1425	0	0	00:00:00	1	1	00:00:04
1425 - 1430	0	0	00:00:00	0	0	00:00:00
1430 - 1435	0	0	00:00:00	0	0	00:00:00

1435 - 1440	0	0	00:00:00	0	0	00:00:00
1440 - 1445	2	2	00:00:10	1	1	00:00:04
1445 - 1450	0	0	00:00:00	1	1	00:00:06
1450 - 1455	1	1	00:00:10	0	0	00:00:00
1455 - 1500	1	1	00:00:05	0	0	00:00:00
Hourly Average	**0.42**	**0.42**	**00:00:02**	**0.33**	**0.33**	**00:00:02**
1500 - 1505	1	1	00:00:04	0	0	00:00:00
1505 - 1510	0	0	00:00:00	0	0	00:00:00
1510 - 1515	1	1	00:00:04	0	0	00:00:00
1515 - 1520	1	1	00:00:08	0	0	00:00:00
1520 - 1525	0	0	00:00:00	1	1	00:00:08
1525 - 1530	0	0	00:00:00	1	1	00:00:05
1530 - 1535	0	0	00:00:00	1	1	00:00:07
1535 - 1540	0	0	00:00:00	0	0	00:00:00
1540 - 1545	1	1	00:00:03	0	0	00:00:00
1545 - 1550	1	1	00:00:03	0	0	00:00:00
1550 - 1555	0	0	00:00:00	0	0	00:00:00
1555 - 1600	0	0	00:00:00	0	0	00:00:00
Hourly Average	**0.42**	**0.42**	**00:00:02**	**0.25**	**0.25**	**00:00:02**
1600 - 1605	0	0	00:00:00	0	0	00:00:00
1605 - 1610	0	0	00:00:00	0	0	00:00:00
1610 - 1615	1	1	00:00:04	0	0	00:00:00
1615 - 1620	0	0	00:00:00	0	0	00:00:00
1620 - 1625	1	1	00:00:05	0	0	00:00:00
1625 - 1630	0	0	00:00:00	0	0	00:00:00
1630 - 1635	1	1	00:00:07	1	1	00:00:15
1635 - 1640	1	1	00:00:05	0	0	00:00:00
1640 - 1645	0	0	00:00:00	0	0	00:00:00
1645 - 1650	0	0	00:00:00	0	0	00:00:00
1650 - 1655	0	0	00:00:00	0	0	00:00:00
1655 - 1700	0	0	00:00:00	1	1	00:00:02
Hourly Average	**0.33**	**0.33**	**00:00:02**	**0.17**	**0.17**	**00:00:01**
1700 - 1705	1	1	00:00:05	0	0	00:00:00
1705 - 1710	0	0	00:00:00	1	1	00:00:06
1710 - 1715	1	1	00:00:05	0	0	00:00:00
1715 - 1720	0	0	00:00:00	0	0	00:00:00
1720 - 1725	0	0	00:00:00	1	1	00:00:05
1725 - 1730	0	0	00:00:00	0	0	00:00:00
1730 - 1735	0	0	00:00:00	0	0	00:00:00
1735 - 1740	0	0	00:00:00	1	1	00:00:10
1740 - 1745	0	0	00:00:00	1	1	00:00:22
1745 - 1750	0	0	00:00:00	0	0	00:00:00
1750 - 1755	0	0	00:00:00	1	1	00:00:07
1755 - 1800	0	0	00:00:00	1	1	00:00:05
Hourly Average	**0.17**	**0.17**	**00:00:01**	**0.50**	**0.50**	**00:00:05**
1800 - 1805	1	1	00:00:25	0	0	00:00:00
1805 - 1810	0	0	00:00:00	1	1	00:00:09
1810 - 1815	0	0	00:00:00	0	0	00:00:00
1815 - 1820	0	0	00:00:00	0	0	00:00:00
1820 - 1825	1	1	00:00:04	0	0	00:00:00
1825 - 1830	1	1	00:00:03	0	0	00:00:00
1830 - 1835	0	0	00:00:00	0	0	00:00:00
1835 - 1840	0	0	00:00:00	0	0	00:00:00
1840 - 1845	1	1	00:00:03	0	0	00:00:00
1845 - 1850	0	0	00:00:00	0	0	00:00:00
1850 - 1855	0	0	00:00:00	0	0	00:00:00
1855 - 1900	0	0	00:00:00	0	0	00:00:00
Hourly Average	**0.33**	**0.33**	**00:00:03**	**0.08**	**0.08**	**00:00:01**
Session Total	**0.33**	**0.33**	**00:00:02**	**0.27**	**0.27**	**00:00:02**

Woodward Court, Mirfield
Queue Length Survey

Site 5 of 5
Jenny Lane
Greenside Road (South)
Greenside Road (North)



Lat/Long
lat 53.688038° lon -1.691114°

Date
Wednesday 29 April 2026

Weather
Cloudy
Temp: 5°C

0700 - 1000 (Weekday AM Peak)

TIME	5a			5b			5c			5d		
	Vehicles	PCU	Delay	Vehicles	PCU	Delay	Vehicles	PCU	Delay	Vehicles	PCU	Delay
0700 - 0705	1	1	00:00:05	0	0	00:00:00	0	0	00:00:00	0	0	00:00:00
0705 - 0710	1	1	00:00:02	0	0	00:00:00	1	1	00:00:02	0	0	00:00:00
0710 - 0715	1	1	00:00:05	0	0	00:00:00	1	1	00:00:04	0	0	00:00:00
0715 - 0720	1	1	00:00:09	0	0	00:00:00	0	0	00:00:00	0	0	00:00:00
0720 - 0725	1	1	00:00:09	0	0	00:00:00	0	0	00:00:00	0	0	00:00:00
0725 - 0730	1	1	00:00:02	0	0	00:00:00	1	1	00:00:02	0	0	00:00:00
0730 - 0735	1	1	00:00:06	0	0	00:00:00	1	1	00:00:11	0	0	00:00:00
0735 - 0740	3	3	00:00:18	0	0	00:00:00	0	0	00:00:00	0	0	00:00:00
0740 - 0745	2	2	00:00:12	0	0	00:00:00	1	1	00:00:02	0	0	00:00:00
0745 - 0750	2	2	00:00:15	0	0	00:00:00	1	1	00:00:18	0	0	00:00:00
0750 - 0755	1	1	00:00:07	0	0	00:00:00	0	0	00:00:00	0	0	00:00:00
0755 - 0800	2	2	00:00:06	0	0	00:00:00	1	1	00:00:02	0	0	00:00:00
Hourly Average	**1.42**	**1.42**	**00:00:08**	**0.00**	**0.00**	**00:00:00**	**0.58**	**0.58**	**00:00:03**	**0.00**	**0.00**	**00:00:00**
0800 - 0805	2	2	00:00:20	0	0	00:00:00	1	1	00:00:03	0	0	00:00:00
0805 - 0810	2	2	00:00:07	0	0	00:00:00	1	1	00:00:03	0	0	00:00:00
0810 - 0815	5	5	00:00:19	0	0	00:00:00	1	1	00:00:04	2	2	00:00:11
0815 - 0820	2	2	00:00:13	0	0	00:00:00	2	2	00:00:40	2	2	00:00:15
0820 - 0825	2	2	00:00:07	0	0	00:00:00	1	1	00:00:02	1	1	00:00:03
0825 - 0830	1	1	00:00:05	1	1	00:00:01	1	1	00:00:02	0	0	00:00:00
0830 - 0835	4	4	00:00:15	0	0	00:00:00	1	1	00:00:01	0	0	00:00:00
0835 - 0840	3	3	00:00:38	0	0	00:00:00	0	0	00:00:00	1	1	00:00:07
0840 - 0845	2	2	00:01:00	0	0	00:00:00	0	0	00:00:00	1	1	00:00:08
0845 - 0850	3	3	00:00:25	0	0	00:00:00	0	0	00:00:00	1	1	00:00:04
0850 - 0855	2	2	00:00:08	0	0	00:00:00	1	1	00:00:02	1	1	00:00:04
0855 - 0900	2	2	00:00:12	0	0	00:00:00	0	0	00:00:00	0	0	00:00:00
Hourly Average	**2.50**	**2.50**	**00:00:19**	**0.08**	**0.08**	**00:00:00**	**0.75**	**0.75**	**00:00:05**	**0.75**	**0.75**	**00:00:04**
0900 - 0905	2	2	00:00:13	0	0	00:00:00	1	1	00:00:03	0	0	00:00:00
0905 - 0910	1	1	00:00:07	0	0	00:00:00	1	1	00:00:26	0	0	00:00:00
0910 - 0915	2	2	00:00:14	1	1	00:00:05	0	0	00:00:00	1	1	00:00:03
0915 - 0920	1	1	00:00:06	0	0	00:00:00	1	1	00:00:01	0	0	00:00:00
0920 - 0925	2	2	00:00:13	0	0	00:00:00	1	1	00:00:01	1	1	00:00:06
0925 - 0930	1	1	00:00:08	0	0	00:00:00	0	0	00:00:00	0	0	00:00:00
0930 - 0935	2	2	00:00:09	0	0	00:00:00	1	1	00:00:15	0	0	00:00:00
0935 - 0940	1	1	00:00:03	0	0	00:00:00	1	1	00:00:03	0	0	00:00:00
0940 - 0945	2	2	00:00:20	0	0	00:00:00	1	1	00:00:29	0	0	00:00:00
0945 - 0950	3	3	00:00:22	0	0	00:00:00	0	0	00:00:00	1	1	00:00:07
0950 - 0955	1	1	00:00:08	0	0	00:00:00	1	1	00:00:03	0	0	00:00:00
0955 - 1000	1	1	00:00:05	0	0	00:00:00	1	1	00:00:03	1	1	00:00:06
Hourly Average	**1.58**	**1.58**	**00:00:11**	**0.08**	**0.08**	**00:00:00**	**0.75**	**0.75**	**00:00:07**	**0.33**	**0.33**	**00:00:02**
Session Total	**1.83**	**1.83**	**00:00:13**	**0.06**	**0.06**	**00:00:00**	**0.69**	**0.69**	**00:00:05**	**0.36**	**0.36**	**00:00:02**

Date
Wednesday 29 April 2026

Weather
Cloudy
Temp: 16°C

1400 - 1900 (Weekday PM Peak)

TIME	5a			5b			5c			5d		
	Vehicles	PCU	Delay	Vehicles	PCU	Delay	Vehicles	PCU	Delay	Vehicles	PCU	Delay
1400 - 1405	2	2	00:00:10	0	0	00:00:00	1	1	00:00:08	0	0	00:00:00
1405 - 1410	1	1	00:00:06	0	0	00:00:00	1	1	00:00:09	0	0	00:00:00
1410 - 1415	1	1	00:00:06	0	0	00:00:00	0	0	00:00:00	0	0	00:00:00
1415 - 1420	0	0	00:00:00	0	0	00:00:00	1	1	00:00:04	0	0	00:00:00
1420 - 1425	1	1	00:00:04	1	1	00:00:05	0	0	00:00:00	0	0	00:00:00
1425 - 1430	1	1	00:00:12	0	0	00:00:00	0	0	00:00:00	0	0	00:00:00
1430 - 1435	0	0	00:00:00	0	0	00:00:00	1	1	00:00:02	0	0	00:00:00
1435 - 1440	1	1	00:00:07	0	0	00:00:00	1	1	00:00:13	0	0	00:00:00
1440 - 1445	1	1	00:00:04	0	0	00:00:00	0	0	00:00:00	0	0	00:00:00
1445 - 1450	2	2	00:00:24	0	0	00:00:00	1	1	00:00:04	0	0	00:00:00
1450 - 1455	1	1	00:00:06	0	0	00:00:00	1	1	00:00:05	0	0	00:00:00
1455 - 1500	1	1	00:00:04	0	0	00:00:00	1	1	00:00:04	1	1	00:00:06
Hourly Average	**1.00**	**1.00**	**00:00:07**	**0.08**	**0.08**	**00:00:00**	**0.67**	**0.67**	**00:00:04**	**0.08**	**0.08**	**00:00:00**
1500 - 1505	3	3	00:00:08	1	1	00:00:05	0	0	00:00:00	0	0	00:00:00
1505 - 1510	2	2	00:00:46	0	0	00:00:00	1	1	00:00:10	1	1	00:00:03
1510 - 1515	3	3	00:00:28	0	0	00:00:00	1	1	00:00:59	0	0	00:00:00
1515 - 1520	2	2	00:00:10	0	0	00:00:00	0	0	00:00:00	1	1	00:00:06
1520 - 1525	3	3	00:00:34	0	0	00:00:00	1	1	00:00:04	0	0	00:00:00
1525 - 1530	9	9	00:01:26	0	0	00:00:00	1	1	00:00:02	1	1	00:00:04
1530 - 1535	3	3	00:00:15	0	0	00:00:00	1	1	00:00:05	0	0	00:00:00
1535 - 1540	2	2	00:00:24	0	0	00:00:00	0	0	00:00:00	0	0	00:00:00
1540 - 1545	1	1	00:00:25	0	0	00:00:00	1	1	00:00:04	1	1	00:00:09
1545 - 1550	1	1	00:00:04	0	0	00:00:00	1	1	00:00:16	0	0	00:00:00

1550 - 1555	3	3	00:00:33	0	0	00:00:00	1	1	00:00:03	1	1	00:00:14
1555 - 1600	1	1	00:00:05	0	0	00:00:00	1	1	00:00:07	1	1	00:00:05
Hourly Average	**2.75**	**2.75**	**00:00:27**	**0.08**	**0.08**	**00:00:00**	**0.75**	**0.75**	**00:00:09**	**0.50**	**0.50**	**00:00:03**
1600 - 1605	1	1	00:00:03	1	1	00:00:03	1	1	00:00:19	1	1	00:00:12
1605 - 1610	1	1	00:00:15	1	1	00:00:06	0	0	00:00:00	0	0	00:00:00
1610 - 1615	1	1	00:00:05	0	0	00:00:00	1	1	00:00:07	0	0	00:00:00
1615 - 1620	2	2	00:00:31	0	0	00:00:00	1	1	00:00:14	1	1	00:00:06
1620 - 1625	1	1	00:00:05	0	0	00:00:00	1	1	00:00:09	0	0	00:00:00
1625 - 1630	3	3	00:00:30	1	1	00:00:06	0	0	00:00:00	0	0	00:00:00
1630 - 1635	5	5	00:01:01	0	0	00:00:00	1	1	00:00:06	1	1	00:00:07
1635 - 1640	2	2	00:00:11	0	0	00:00:00	0	0	00:00:00	1	1	00:00:05
1640 - 1645	1	1	00:00:06	0	0	00:00:00	0	0	00:00:00	0	0	00:00:00
1645 - 1650	1	1	00:00:19	0	0	00:00:00	1	1	00:00:07	0	0	00:00:00
1650 - 1655	1	1	00:00:09	0	0	00:00:00	1	1	00:00:03	0	0	00:00:00
1655 - 1700	1	1	00:00:08	0	0	00:00:00	0	0	00:00:00	0	0	00:00:00
Hourly Average	**1.67**	**1.67**	**00:00:17**	**0.25**	**0.25**	**00:00:01**	**0.58**	**0.58**	**00:00:05**	**0.33**	**0.33**	**00:00:03**
1700 - 1705	2	2	00:00:16	0	0	00:00:00	1	1	00:00:03	0	0	00:00:00
1705 - 1710	3	3	00:00:41	0	0	00:00:00	1	1	00:00:04	0	0	00:00:00
1710 - 1715	2	2	00:00:29	1	1	00:00:05	1	1	00:00:21	0	0	00:00:00
1715 - 1720	3	3	00:00:35	0	0	00:00:00	1	1	00:00:27	0	0	00:00:00
1720 - 1725	3	3	00:00:21	1	1	00:00:06	1	1	00:00:04	1	1	00:00:06
1725 - 1730	2	2	00:00:16	0	0	00:00:00	1	1	00:00:06	0	0	00:00:00
1730 - 1735	2	2	00:00:15	0	0	00:00:00	1	1	00:00:10	0	0	00:00:00
1735 - 1740	1	1	00:00:04	1	1	00:00:06	1	1	00:00:05	0	0	00:00:00
1740 - 1745	1	1	00:00:07	0	0	00:00:00	1	1	00:00:04	0	0	00:00:00
1745 - 1750	1	1	00:00:04	0	0	00:00:00	1	1	00:00:03	0	0	00:00:00
1750 - 1755	1	1	00:00:20	0	0	00:00:00	1	1	00:00:10	0	0	00:00:00
1755 - 1800	2	2	00:00:15	0	0	00:00:00	1	1	00:00:03	0	0	00:00:00
Hourly Average	**1.92**	**1.92**	**00:00:19**	**0.25**	**0.25**	**00:00:01**	**1.00**	**1.00**	**00:00:08**	**0.08**	**0.08**	**00:00:00**
1800 - 1805	1	1	00:00:09	0	0	00:00:00	0	0	00:00:00	1	1	00:00:06
1805 - 1810	3	3	00:00:18	0	0	00:00:00	1	1	00:00:04	0	0	00:00:00
1810 - 1815	3	3	00:00:23	0	0	00:00:00	1	1	00:00:04	0	0	00:00:00
1815 - 1820	1	1	00:00:17	0	0	00:00:00	1	1	00:00:03	1	1	00:00:03
1820 - 1825	1	1	00:00:06	0	0	00:00:00	1	1	00:00:03	0	0	00:00:00
1825 - 1830	1	1	00:00:23	0	0	00:00:00	1	1	00:00:12	0	0	00:00:00
1830 - 1835	1	1	00:00:03	0	0	00:00:00	1	1	00:00:06	0	0	00:00:00
1835 - 1840	2	2	00:00:11	0	0	00:00:00	1	1	00:00:04	0	0	00:00:00
1840 - 1845	1	1	00:00:08	0	0	00:00:00	0	0	00:00:00	0	0	00:00:00
1845 - 1850	1	1	00:00:04	0	0	00:00:00	1	1	00:00:09	0	0	00:00:00
1850 - 1855	1	1	00:00:08	0	0	00:00:00	1	1	00:00:07	0	0	00:00:00
1855 - 1900	1	1	00:00:04	0	0	00:00:00	0	0	00:00:00	0	0	00:00:00
Hourly Average	**1.42**	**1.42**	**00:00:11**	**0.00**	**0.00**	**00:00:00**	**0.75**	**0.75**	**00:00:04**	**0.17**	**0.17**	**00:00:01**

Session Total	**1.75**	**1.75**	**00:00:16**	**0.13**	**0.13**	**00:00:01**	**0.75**	**0.75**	**00:00:06**	**0.23**	**0.23**	**00:00:02**

Appendix D Personal Injury Accident Data

1
1114
181

3
P
1303
874

2
1232
740

4
1591
454

RTCs Flash Lane, Mirfield

01.03.2021-28.02.2026

22/04/2026 N.T.S

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OS AC0000815564

- Fatal
- Serious
- Slight

P indicates pedestrian

For reference purposes only. No further copies may be made

Flash Lane RTCs 01.03.2021-28.02.2026

ACCIDENT SEVERITY UPTO 2026

		2021	2022	2023	2024	2025	2026	Total
Fatal	0%	0	0	0	0	0	0	**0**
Serious	0%	0	0	0	0	0	0	**0**
Slight	100%	1	1	1	0	1	0	**4**
TOTAL		**1**	**1**	**1**	**0**	**1**	**0**	**4**

WEATHER

	No.	%
Fine	3	75
Rain	1	25
TOTAL	**4**	

ROAD SURFACE

	Number	%
Dry	3	75
Wet	1	25
TOTAL	**4**	

LIGHT CONDITIONS

	Number	%
Light	3	75
Dark	1	25
TOTAL	**4**	

PEDESTRIAN ACCIDENTS	**No.**	**%**
	1	25

SKIDDING ACCIDENTS	**No.**	**%**
	1	25

ACCIDENTS BY DAY AND TIME

	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Total
00.00 - 00:59	1	0	0	0	0	0	0	**1**
01:00 - 01:59	0	0	0	0	0	0	0	**0**
02:00 - 02:59	0	0	0	0	0	0	0	**0**
03:00 - 03:59	0	0	0	0	0	0	0	**0**
04:00 - 04:59	0	0	0	0	0	0	0	**0**
05:00 - 05:59	0	0	0	0	0	0	0	**0**
06:00 - 06:59	0	0	0	0	0	0	0	**0**
07:00 - 07:59	0	0	0	0	0	0	0	**0**
08:00 - 08:59	0	0	0	0	0	0	0	**0**
09:00 - 09:59	0	0	0	0	0	0	0	**0**
10:00 - 10:59	0	0	0	0	0	0	0	**0**
11:00 - 11:59	0	0	0	0	0	0	0	**0**
12:00 - 12:59	0	0	0	0	0	0	0	**0**
13:00 - 13:59	0	0	0	0	1	0	0	**1**
14:00 - 14:59	0	0	0	0	0	0	0	**0**
15:00 - 15:59	0	0	0	1	0	0	0	**1**
16:00 - 16:59	0	0	0	0	1	0	0	**1**
17:00 - 17:59	0	0	0	0	0	0	0	**0**
18:00 - 18:59	0	0	0	0	0	0	0	**0**
19:00 - 19:59	0	0	0	0	0	0	0	**0**
20:00 - 20:59	0	0	0	0	0	0	0	**0**
21:00 - 21:59	0	0	0	0	0	0	0	**0**
22:00 - 22:59	0	0	0	0	0	0	0	**0**
23:00 - 23:59	0	0	0	0	0	0	0	**0**
TOTAL	**1**	**0**	**0**	**1**	**2**	**0**	**0**	**4**
%	25%	0%	0%	25%	50%	0%	0%	100%

ACCIDENTS BY MONTH AND YEAR UPTO 2026

	2021	2022	2023	2024	2025	2026	Total
Jan	0	0	0	0	0	0	**0**
Feb	0	0	0	0	0	0	**0**
Mar	0	0	0	0	0	0	**0**
Apr	0	0	0	0	0	0	**0**
May	0	0	1	0	1	0	**2**
June	0	0	0	0	0	0	**0**
July	0	0	0	0	0	0	**0**
Aug	0	0	0	0	0	0	**0**
Sep	0	0	0	0	0	0	**0**
Oct	0	1	0	0	0	0	**1**
Nov	1	0	0	0	0	0	**1**
Dec	0	0	0	0	0	0	**0**
TOTAL	**1**	**1**	**1**	**0**	**1**	**0**	**4**
%	25%	25%	25%	0%	25%	0%	100%

Flash Lane RTCs 01.03.2021-28.02.2026

CASUALTY SEVERITY UPTO 2026

	2021	2022	2023	2024	2025	2026	Total
Fatal	0	0	0	0	0	0	**0**
Serious	0	0	0	0	0	0	**0**
Slight	1	1	1	0	1	0	**4**
TOTAL	**1**	**1**	**1**	**0**	**1**	**0**	**4**

JUNCTION DETAIL

	Number	%
T or staggered	1	25
Cross roads	1	25
Other junction	1	25
Not at junction	1	25
TOTAL	**4**	

JUNCTION CONTROLS

	Number	%
Give way sign	3	75
Not at junction	1	25
TOTAL	**4**	

CASUALTIES BY TYPE AND AGE GROUPING

	0 to 4	5 to 15	16 to 19	20 to 29	30 to 59	60 Plus	Total	%
Pedestrian	0	0	0	1	0	0	**1**	25
Pedal cyclist	0	1	0	0	0	0	**1**	25
Car driver	0	0	0	2	0	0	**2**	50
TOTAL	**0**	**1**	**0**	**3**	**0**	**0**	**4**	
%	0	25	0	75	0	0		

Number of Casualties with unknown age: 0

SPEED LIMIT

	Number	%
30 MPH	4	100
TOTAL	**4**	

ROAD CLASS

	Number	%
TOTAL		

VEHICLES INVOLVED BY TYPE AND AGE OF DRIVER

	0 to 15	16 to 19	20 to 29	30 to 59	60 Plus	Unknown	Total	%
Pedal Cycle	1	0	0	0	0	0	**1**	14
Car	0	0	2	2	0	2	**6**	86
TOTAL	**1**	**0**	**2**	**2**	**0**	**2**	**7**	
%	14	0	29	29	0	29		

VEHICLE MANOEUVRES

	Number	%
	1	14
Parked	1	14
Starting	1	14
Turning right	1	14
Overtaking moving veh on its nearside	1	14
Going ahead other	2	29
TOTAL	**7**	

BREATH TEST

	Number	%
Not applicable	3	43
Negative	1	14
Not requested	2	29
Driver not contacted	1	14
TOTAL	**7**	

Appendix E Proposed Woodward Court Site Access & Wellhouse Lane Improvements (Optima Drawing.25033/GA/02 Rev D)

INSET 1
SCALE: 1:250

SCHOOL KEEP CLEAR MARKINGS TO BE CONFIRMED AT DETAILED DESIGN STAGE

2.5M WIDE FLAT TOP ROAD HUMP. 75MM HIGH WITH 1.125M RAMP AT 1:15 GRADIENT.

KEEP CLEAR

SCHOOL

1.125M

2.5M

1.125M

INSET 2
SCALE: 1:250

2.5M WIDE FLAT TOP ROAD HUMP. 75MM HIGH WITH 1.125M RAMP AT 1:15 GRADIENT.

1.125M

2.5M

1.125M

INSET 3
SCALE: 1:250

2.7M WIDE FLAT TOP ROAD HUMP. 75MM HIGH WITH 1.125M RAMP AT 1:15 GRADIENT.

SCHOOL KEEP CLEAR MARKINGS TO BE CONFIRMED AT DETAILED DESIGN STAGE

SCHOOL

KEEP

1.125M

2.7M

1.125M

EXISTING PEDESTRIAN FOOTPATH

INSET 4
SCALE: 1:250

DO NOT SCALE

2.5M WIDE FLAT TOP ROAD HUMP. 75MM HIGH WITH 1.125M RAMP AT 1:15 GRADIENT.

DY

1.125M

2.5M

1.125M

N

LOCKWOOD AVE

PROW MIR/16/20

GATED ACCESS TO WELLHOUSE PRE-SCHOOL

KEEP CLEAR

SCHOOL

INSET 1
PROPOSED FLAT-TOP ROAD HUMP

WELLHOUSE PRE-SCHOOL

PROW MIR/16/10

INSET 2
PROPOSED FLAT-TOP ROAD HUMP

CROSSLEY FIELDS JUNIOR AND INFANT SCHOOL

INSET 3
PROPOSED FLAT-TOP ROAD HUMP

SCHOOL KEEP CLEAR

PROW MIR/19/10

PEDESTRIAN ACCESS TO PRIMARY SCHOOL

WELLHOUSE LANE

INSET 5
SCALE: 1:250

6.0M

METAL BOLLARD. 0.45M CLEARANCE FROM EDGE OF FOOTWAY

R10.0M

B

6.0M

6.0M

WOODWARD C

SY

R10.0M

EXISTING OVERGROWN VEGETATION TO BE CUT BACK/MAINTAINED BY OWNER/COUNCIL TO ENSURE VISIBILITY CAN BE ACHIEVED

INSET 6
SCALE: 1:250

PROW MIR/19/10 - TO INCLUDE VEGETATION CUT BACK AND SUITABLE BOUND SURFACE BETWEEN PROPOSED CAR PARK FOOTPATH AND WELLHOUSE LANE TO BE SECURED THROUGH S106 AGREEMENT.

PROVIDE SURFACED 2.0M FOOTPATH TO THE SITE BOUNDARY (TO CONNECT WITH EXISTING IMPROVED PROW)

450MM MIN. GRASS VERGE AROUND PARKING SPACES

2.5M X 5.0M STANDARD CAR PARKING SPACE

2.0M

DY

5.5M

5.0M

2.5m

R6.0M

R6.0M

DY

5.5M

DY

6.0M

2.0M

DY

TANGENTIAL VISIBILITY SPLAY (14M)

2.4M X 25M VISIBILITY SPLAY

PROPOSED 5.5M CARRIAGEWAY

DY

DY

VP

VP

VP

VP

VP

2.4M X 30.2M VISIBILITY SPLAY

PROPOSED 2.0M FOOTWAY

WOODWARD COURT

SY

EXISTING TRO:
NO PARKING MON TO FRI
08:00 TO 09:30AM
03:00 TO 04:00PM

EXISTING TRO:
NO PARKING MON TO FRI
08:00 TO 09:30AM
03:00 TO 04:00PM

PROPOSED EXTENSION OF EXISTING TRAFFIC REGULATION ORDER (YELLOW LINING)

REFER TO PARKER PEEL DWG FOR FULL SITE LAYOUT

SY

6.1M

ADY

EXISTING 2.4M X 29.3M VISIBILITY SPLAY (TO KERBLINE)

2.4M X 33M VISIBILITY SPLAY MEASURED 1.0M INTO CARRIAGEWAY(SEE NOTE 4)

PROPOSED TRAFFIC REGULATION ORDER 'NO WAITING AT ANY TIME' (DOUBLE YELLOW LINING)

2.4M X 43M VISIBILITY SPLAY (TO CENTRE OF NORTHBOUND LANE)

DY

INSET 4
PROPOSED FLAT-TOP ROAD HUMP

KEY:

- INDICATIVE SITE BOUNDARY (TRANSPOSED FROM OS MAPPING)
- HIGHWAY ADOPTION LIMIT (TRANSPOSED FROM OS MAPPING)
- EXISTING PUBLIC RIGHT OF WAY
- EXISTING SINGLE YELLOW TRO
- SY SY PROPOSED SINGLE YELLOW TRO
- DY DY PROPOSED DOUBLE YELLOW TRO
- PROPOSED SPEED RESTRAINT MEASURE
- PROPOSED CARRIAGEWAY
- PROPOSED FOOTWAY
- EXISTING PUBLIC RIGHT OF WAY
- PROPOSED TACTILE PAVING
- B PROPOSED METAL BOLLARD (SEE NOTE 5)
- 2.4M X 30.2M VISIBILITY SPLAY (SEE NOTE 2)
- 2.4M X 43M 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 30.2M VISIBILITY SPLAY IN ACCORDANCE WITH MFS FOR A RECORDED 85TH PERCENTILE SOUTHBOUND SPEED OF 24.6MPH. ATC SPEED SURVEY UNDERTAKEN 23/09/25 TO 29/09/25.
3. 2.4M X 43M VISIBILITY SPLAY TO CENTRE OF NORTHBOUND TRAFFIC LANE IN ACCORDANCE WITH MFS FOR A RECORDED 85TH PERCENTILE NORTHBOUND SPEED OF 30MPH. ATC SPEED SURVEY UNDERTAKEN 23/09/25 TO 29/09/25.
4. 2.4M X 33M VISIBILITY SPLAY IN ACCORDANCE WITH MFS FOR A RECORDED 85TH PERCENTILE NORTHBOUND SPEED OF 25.4MPH. ATC SPEED SURVEY UNDERTAKEN 27/04/26 TO 03/05/26
5. BOLLARD TO BE PLACED 450MM FROM THE EDGE OF THE ROAD, AS PER INCLUSIVE MOBILITY GUIDANCE. BOLLARD PLACED TO PREVENT VEHICLES PARKING ON THE JUNCTION RADIUS.
6. EXISTING STREET LIGHTING WITHIN THE VICINITY OF THE WORKS SHALL BE REVIEWED AT DETAILED DESIGN STAGE AND UPGRADED WHERE NECESSARY.

REV	DATE	BY	DESCRIPTION	CHK	APP
D	28/07/26	KP	UPDATED PER RSA STAGE 1 COMMENTS	PMO	PMO
C	03/06/26	KP	UPDATED PER COUNCIL COMMENTS	PMO	PMO
B	01/06/26	KP	UPDATED PER FURTHER COUNCIL DISCUSSIONS	PMO	PMO
A	15/05/26	KP	UPDATED PER COUNCIL DISCUSSIONS	PMO	PMO

STATUS: PRELIMINARY

PROJECT: WOODWARD COURT, MIRFIELD

CLIENT: BELLWAY HOMES LIMITED (YORKSHIRE)

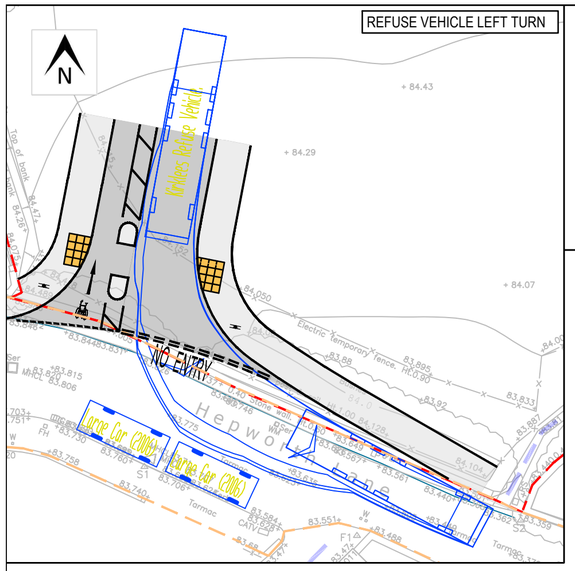
DRAWING TITLE: PROPOSED WOODWARD COURT SITE ACCESS AND WELLHOUSE LANE SPEED RESTRAINT IMPROVEMENTS

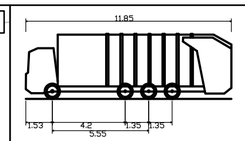
CHECKED	APPROVED	DRG No.	
KP	PMO	25033/GA/02	
DRAWN BY:	SCALE @ A1	DATE	REV.
KP	1:250 AND 1:500	JULY 2026	D

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Appendix F Proposed Hepworth Lane Site Egress (Optima Drawing No.25033-GA-10 Rev E)

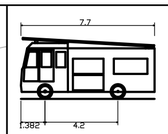
REFUSE VEHICLE LEFT TURN





Kirklees Refuse Vehicle.

Overall Length	11.850m
Overall Width	2.500m
Overall Body Height	3.749m
Min Body Ground Clearance	0.302m
Track Width	2.490m
Lock to lock time	6.00s
Wall to Wall Turning Radius	11.000m

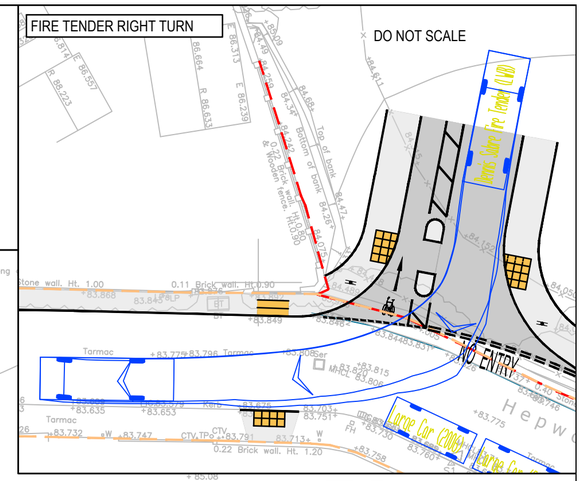


Dennis Sabre Fire Tender (LWB)

Overall Length	7.700m
Overall Width	2.430m
Overall Body Height	3.512m
Min Body Ground Clearance	0.397m
Track Width	2.380m
Lock to lock time	5.00s
Kerb to Kerb Turning Radius	7.400m

FIRE TENDER RIGHT TURN

DO NOT SCALE



CARRIAGEWAY WIDTH TO TAPER DOWN TO 3.0M WITHIN THE SITE. APPROPRIATE SIGNAGE, ROAD MARKINGS AND OTHER MEASURES TO BE INCORPORATED AT DETAILED DESIGN STAGE. FOR DETAILS OF INTERNAL SITE LAYOUT, REFER TO PARKER PEEL DWG.

PROPOSED SOUTHBOUND ONLY EGRESS WITH CONTRAFLOW CYCLE LANE

PROPOSED CYCLE LANE SIGN (TSRGD DIAGRAM NO. 955).

PROPOSED NO ENTRY SIGNS (TSRGD DIAGRAM NO. 616).

2.4M X 28M VISIBILITY SPLAY MEASURED 1M INTO THE CARRIAGEWAY

PROPOSED FOOTPATH TO TIE INTO EXISTING PUBLIC FOOTPATH MIR/12/40

OBSERVED ON STREET PARKING

EXISTING PUBLIC FOOTPATH MIR/12/30

2.4M X 28M VISIBILITY SPLAY MEASURED 1M INTO THE CARRIAGEWAY

EXISTING 30MPH SPEED LIMIT ON HEPWORTH LANE BUT SEE NOTE 2 FOR ACTUAL SPEEDS

30

KEY

- INDICATIVE SITE BOUNDARY (TRANSPOSED FROM OS)
- INDICATIVE ADOPTED HIGHWAY BOUNDARY (TRANSPOSED FROM OS)
- EXISTING PRIVATE DRIVEWAY
- EXISTING PUBLIC RIGHT OF WAY
- PROPOSED CARRIAGEWAY
- PROPOSED FOOTWAY / HARD MARGIN
- PROPOSED 2.4M X 28M JUNCTION VISIBILITY SPLAY (SEE NOTE 2)
- PROPOSED TACTILE PAVING

NOTES

1. 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. EASTBOUND 85TH PERCENTILE SPEED IS 18MPH WHICH EQUATES TO A REQUIRED VISIBILITY SPEED OF 2.4M X 22M. WESTBOUND 85TH PERCENTILE SPEED IS 21.7MPH WHICH EQUATES TO A REQUIRED VISIBILITY SPEED OF 2.4M X 28M. (ATC SPEED SURVEY UNDERTAKEN 23/09/25 TO 29/09/25). WORST CASE 28M SPLAY APPLIED IN BOTH DIRECTIONS.
3. EXISTING STREET LIGHTING WITHIN THE VICINITY OF THE WORKS SHALL BE REVIEWED AT DETAILED DESIGN STAGE AND UPGRADED WHERE NECESSARY.

REV	DATE	BY	DESCRIPTION	CHK	APP
E	27/07/26	KP	REVISED FOLLOWING RSA STAGE 1 COMMENTS	PMO	PMO
D	15/06/26	KP	MINOR REVISION TO WESTERN RED LINE BOUNDARY	PMO	PMO
C	02/06/26	KP	UPDATED FOLLOWING FURTHER COUNCIL DISCUSSIONS	PMO	PMO

STATUS: PRELIMINARY

PROJECT: WOODWARD COURT, MIRFIELD

CLIENT: BELLWAY HOMES

DRAWING TITLE: PROPOSED HEPWORTH LANE SECONDARY SITE ACCESS

CHECKED	APPROVED	DRG No.	
PMO	PMO	25033/GA/10	
DRAWN BY:	SCALE @ A2	DATE	REV.
KP	1:250	JULY 2026	E

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Appendix G Proposed Flash Lane Pedestrian Crossing Facility (Optima Drawing No.25033-GA-03)

N

DO NOT SCALE

Wellhouse Ln

Flash Ln

EXISTING BUS STOP

KEY

- EXISTING PRIVATE DRIVEWAY
- PROPOSED DROPPED KERB
- PROPOSED FOOTWAY RESURFACING
- PROPOSED TACTILE PAVING (450 x 450MM)

NOTES

1. LAYOUT SUBJECT TO DETAILED DESIGN INCLUDING FULL CDM COMPLIANCE, STATUTORY UNDERTAKERS SEARCH/ DIVERSION REQUIREMENTS, HIGHWAY DRAINAGE PROVISION, LAND AVAILABILITY AND LOCAL AUTHORITY APPROVAL.

REV	DATE	BY	DESCRIPTION	CHK	APP
-	28/07/26	KP	INITIAL ISSUE	PMO	PMO

STATUS: PRELIMINARY

PROJECT: WOODWARD COURT, MIRFIELD

CLIENT: BELLWAY HOMES

DRAWING TITLE: FLASH LANE / WELLHOUSE LANE PROPOSED PEDESTRIAN CROSSING FACILITY

CHECKED	APPROVED	DRG No.	
PMO	PMO	25033/GA/03	
DRAWN BY:	SCALE @ A3	DATE	REV.
KP	1:200	JULY 2026	-

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Appendix H Woodward Court / Wellhouse Lane Junctions 9 Output

Junctions 11

PICADY 11 - Priority Intersection Module

Version: 11.2.0.2510
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The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution

Filename: 260622 J1 Woodward Court - Wellhouse Lane.j11
Path: C:\Users\Optima\OneDrive - Optima Highways\Projects - Documents\Woodward Court, Mirfield\ANALYSIS\CAPACITY\Priority Junctions\260618 Modelling
Report generation date: 30/07/2026 11:07:46

»D1 - 2026 | Count | AM
»D2 - 2026 | Count | PM (1 - INT)
»D3 - 2026 | Count | PM (2 - EXT)
»D4 - 2030 | Base | AM
»D5 - 2030 | Base | PM (1 - INT)
»D6 - 2030 | Base | PM (2 - EXT)
»D7 - 2030 | Design | AM
»D8 - 2030 | Design | PM (1 - INT)
»D9 - 2030 | Design | PM (2 - EXT)

Summary of junction performance

	AM						PM (1 - INT)						PM (2 - EXT)					
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity
	2026 - Count																	
Stream B-AC	D1	0.1	6.90	0.06	A	538 % [Stream B-AC]	D2	0.1	6.36	0.06	A	773 % [Stream B-AC]	D3	0.0	0.00	0.00	A	900 % []
Stream C-AB		0.0	6.01	0.04	A			0.0	6.05	0.03	A			0.0	5.92	0.01	A	
	2030 - Base																	
Stream B-AC	D4	0.1	6.97	0.07	A	504 % [Stream B-AC]	D5	0.1	6.37	0.06	A	742 % [Stream B-AC]	D6	0.0	0.00	0.00	A	900 % []
Stream C-AB		0.1	6.01	0.04	A			0.0	6.05	0.03	A			0.0	5.91	0.01	A	
	2030 - Design																	
Stream B-AC	D7	0.1	7.50	0.09	A	411 % [Stream B-AC]	D8	0.1	6.76	0.07	A	630 % [Stream B-AC]	D9	0.0	7.20	0.02	A	900 % []
Stream C-AB		0.1	6.08	0.05	A			0.1	6.12	0.04	A			0.0	6.01	0.03	A	

There are warnings associated with one or more model runs - see the 'Data Errors and Warnings' tables for each Analysis or Demand Set.

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.

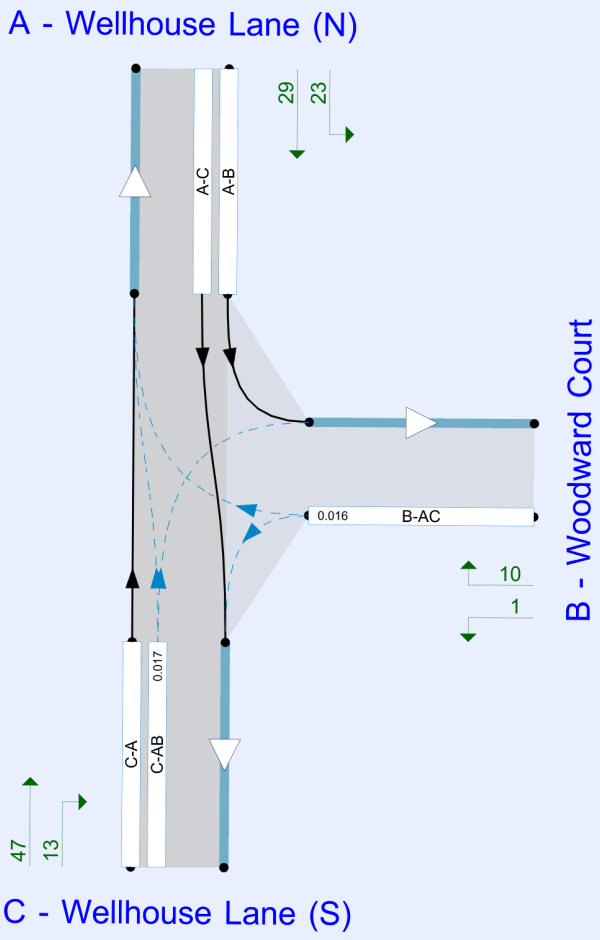
File summary

File Description

Title	
Location	
Site number	
Date	16/09/2025
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



Flows show original traffic demand (PCU/hr)
Streams (downstream end) show RFC ()

The junction diagram reflects the last run of Junctions.

Analysis Options

PICADY short flare model	Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	Residual capacity criteria type	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use simulation for HCM roundabouts	Use iterations for HCM roundabouts
JUNCTIONS 11.1	5.75					✓	Delay	0.85	36.00	20.00		

Demand Set Summary

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Results for central hour only	Locked	Run automatically
D1	2026	Count	AM	ONE HOUR	07:45	09:15	15			✓
D2	2026	Count	PM (1 - INT)	ONE HOUR	14:30	16:00	15			✓
D3	2026	Count	PM (2 - EXT)	ONE HOUR	15:15	16:45	15			✓
D4	2030	Base	AM	ONE HOUR	07:45	09:15	15			✓
D5	2030	Base	PM (1 - INT)	ONE HOUR	14:30	16:00	15			✓
D6	2030	Base	PM (2 - EXT)	ONE HOUR	15:15	16:45	15			✓
D7	2030	Design	AM	ONE HOUR	07:45	09:15	15			✓
D8	2030	Design	PM (1 - INT)	ONE HOUR	14:30	16:00	15			✓
D9	2030	Design	PM (2 - EXT)	ONE HOUR	15:15	16:45	15			✓

Analysis Set Details

ID	Use Lane Simulation	Include in report	Use specific Demand Set(s)	Locked	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1		✓			100.000	100.000

D1 - 2026 | Count | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix	1 - untitled	HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way	1.45	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	538	Stream B-AC	1.45	A

Arms

Arms

Arm	Name	Arm type
A	Wellhouse Lane (N)	Major
B	Woodward Court	Minor
C	Wellhouse Lane (S)	Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Wellhouse Lane (S)	6.00			36.0	✓	0.00

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 - Woodward Court	One lane	3.56	22	22

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	523	0.095	0.241	0.152	0.344
B-C	674	0.103	0.261	-	-
C-B	595	0.230	0.230	-	-

The slopes and intercepts shown above include custom intercept adjustments only.

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	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Results for central hour only	Locked	Run automatically
D1	2026	Count	AM	ONE HOUR	07:45	09:15	15			✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Wellhouse Lane (N)		ONE HOUR	✓	108	100.000
B - Woodward Court		ONE HOUR	✓	31	100.000
C - Wellhouse Lane (S)		ONE HOUR	✓	92	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Wellhouse Lane (N)	B - Woodward Court	C - Wellhouse Lane (S)
From	A - Wellhouse Lane (N)	0	6	102
	B - Woodward Court	14	0	17
	C - Wellhouse Lane (S)	74	18	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts
HV Percentages	2.00		

Heavy Vehicle %

		To		
		A - Wellhouse Lane (N)	B - Woodward Court	C - Wellhouse Lane (S)
From	A - Wellhouse Lane (N)	0	0	0
	B - Woodward Court	0	0	0
	C - Wellhouse Lane (S)	0	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	0.06	6.90	0.1	A	28	43
C-AB	0.04	6.01	0.0	A	19	28
C-A					66	99
A-B					6	8
A-C					94	140

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	23	6	0.00	569	0.041	23	0.0	0.0	6.600	A
C-AB	15	4	0.00	614	0.024	15	0.0	0.0	6.008	A
C-A	54	14	0.00			54				
A-B	5	1	0.00			5				
A-C	77	19	0.00			77				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	28	7	0.00	563	0.049	28	0.0	0.1	6.725	A
C-AB	18	5	0.00	618	0.029	18	0.0	0.0	6.002	A
C-A	65	16	0.00			65				
A-B	5	1	0.00			5				
A-C	92	23	0.00			92				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	34	9	0.00	556	0.061	34	0.1	0.1	6.903	A
C-AB	23	6	0.00	623	0.037	23	0.0	0.0	5.995	A
C-A	78	20	0.00			78				
A-B	7	2	0.00			7				
A-C	112	28	0.00			112				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	34	9	0.00	556	0.061	34	0.1	0.1	6.903	A
C-AB	23	6	0.00	623	0.037	23	0.0	0.0	5.998	A
C-A	78	20	0.00			78				
A-B	7	2	0.00			7				
A-C	112	28	0.00			112				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	28	7	0.00	563	0.050	28	0.1	0.1	6.729	A
C-AB	18	5	0.00	618	0.029	18	0.0	0.0	6.004	A
C-A	65	16	0.00			65				
A-B	5	1	0.00			5				
A-C	92	23	0.00			92				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	23	6	0.00	568	0.041	23	0.1	0.0	6.606	A
C-AB	15	4	0.00	614	0.024	15	0.0	0.0	6.009	A
C-A	54	14	0.00			54				
A-B	5	1	0.00			5				
A-C	77	19	0.00			77				

D2 - 2026 | Count | PM (1 - INT)

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix	1 - untitled	HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way	1.89	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	773	Stream B-AC	1.89	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Results for central hour only	Locked	Run automatically
D2	2026	Count	PM (1 - INT)	ONE HOUR	14:30	16:00	15			✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Wellhouse Lane (N)		ONE HOUR	✓	67	100.000
B - Woodward Court		ONE HOUR	✓	33	100.000
C - Wellhouse Lane (S)		ONE HOUR	✓	63	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Wellhouse Lane (N)	B - Woodward Court	C - Wellhouse Lane (S)
From	A - Wellhouse Lane (N)	0	13	54
	B - Woodward Court	9	0	24
	C - Wellhouse Lane (S)	48	15	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts
HV Percentages	2.00		

Heavy Vehicle %

		To		
		A - Wellhouse Lane (N)	B - Woodward Court	C - Wellhouse Lane (S)
From	A - Wellhouse Lane (N)	0	0	0
	B - Woodward Court	0	0	0
	C - Wellhouse Lane (S)	0	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	0.06	6.36	0.1	A	30	45
C-AB	0.03	6.05	0.0	A	15	22
C-A					43	64
A-B					12	18
A-C					50	74

Main Results for each time segment

14:30 - 14:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	25	6	0.00	610	0.041	25	0.0	0.0	6.154	A
C-AB	12	3	0.00	608	0.020	12	0.0	0.0	6.043	A
C-A	35	9	0.00			35				
A-B	10	2	0.00			10				
A-C	41	10	0.00			41				

14:45 - 15:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	30	7	0.00	607	0.049	30	0.0	0.1	6.239	A
C-AB	15	4	0.00	610	0.024	14	0.0	0.0	6.043	A
C-A	42	11	0.00			42				
A-B	12	3	0.00			12				
A-C	49	12	0.00			49				

15:00 - 15:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	36	9	0.00	602	0.060	36	0.1	0.1	6.358	A
C-AB	18	5	0.00	614	0.029	18	0.0	0.0	6.043	A
C-A	51	13	0.00			51				
A-B	14	4	0.00			14				
A-C	59	15	0.00			59				

15:15 - 15:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	36	9	0.00	602	0.060	36	0.1	0.1	6.358	A
C-AB	18	5	0.00	614	0.029	18	0.0	0.0	6.043	A
C-A	51	13	0.00			51				
A-B	14	4	0.00			14				
A-C	59	15	0.00			59				

15:30 - 15:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	30	7	0.00	607	0.049	30	0.1	0.1	6.243	A
C-AB	15	4	0.00	610	0.024	15	0.0	0.0	6.046	A
C-A	42	11	0.00			42				
A-B	12	3	0.00			12				
A-C	49	12	0.00			49				

15:45 - 16:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	25	6	0.00	609	0.041	25	0.1	0.0	6.157	A
C-AB	12	3	0.00	608	0.020	12	0.0	0.0	6.044	A
C-A	35	9	0.00			35				
A-B	10	2	0.00			10				
A-C	41	10	0.00			41				

D3 - 2026 | Count | PM (2 - EXT)

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix	1 - untitled	HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way	0.23	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	Network delay (s)	Network LOS
Left	Normal/unknown	900	0.23	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Results for central hour only	Locked	Run automatically
D3	2026	Count	PM (2 - EXT)	ONE HOUR	15:15	16:45	15			✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Wellhouse Lane (N)		ONE HOUR	✓	37	100.000
B - Woodward Court		ONE HOUR	✓	4	100.000
C - Wellhouse Lane (S)		ONE HOUR	✓	47	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Wellhouse Lane (N)	B - Woodward Court	C - Wellhouse Lane (S)
From	A - Wellhouse Lane (N)	0	2	35
	B - Woodward Court	3	0	1
	C - Wellhouse Lane (S)	44	3	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts
HV Percentages	2.00		

Heavy Vehicle %

		To		
		A - Wellhouse Lane (N)	B - Woodward Court	C - Wellhouse Lane (S)
From	A - Wellhouse Lane (N)	0	0	0
	B - Woodward Court	0	0	0
	C - Wellhouse Lane (S)	0	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	0.00	0.00	0.0	A	0	0
C-AB	0.01	5.92	0.0	A	3	4
C-A					40	60
A-B					2	3
A-C					32	48

Main Results for each time segment

15:15 - 15:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0	0.00	579	0.000	0	0.0	0.0	0.000	A
C-AB	2	0.60	0.00	611	0.004	2	0.0	0.0	5.917	A
C-A	33	8	0.00			33				
A-B	2	0.38	0.00			2				
A-C	26	7	0.00			26				

15:30 - 15:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0	0.00	576	0.000	0	0.0	0.0	0.000	A
C-AB	3	0.72	0.00	614	0.005	3	0.0	0.0	5.892	A
C-A	39	10	0.00			39				
A-B	2	0.45	0.00			2				
A-C	31	8	0.00			31				

15:45 - 16:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0	0.00	574	0.000	0	0.0	0.0	0.000	A
C-AB	4	0.90	0.00	618	0.006	4	0.0	0.0	5.857	A
C-A	48	12	0.00			48				
A-B	2	0.55	0.00			2				
A-C	39	10	0.00			39				

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0	0.00	574	0.000	0	0.0	0.0	0.000	A
C-AB	4	0.90	0.00	618	0.006	4	0.0	0.0	5.859	A
C-A	48	12	0.00			48				
A-B	2	0.55	0.00			2				
A-C	39	10	0.00			39				

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0	0.00	576	0.000	0	0.0	0.0	0.000	A
C-AB	3	0.72	0.00	614	0.005	3	0.0	0.0	5.894	A
C-A	39	10	0.00			39				
A-B	2	0.45	0.00			2				
A-C	31	8	0.00			31				

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0	0.00	579	0.000	0	0.0	0.0	0.000	A
C-AB	2	0.60	0.00	611	0.004	2	0.0	0.0	5.919	A
C-A	33	8	0.00			33				
A-B	2	0.38	0.00			2				
A-C	26	7	0.00			26				

D4 - 2030 | Base | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix	1 - untitled	HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way	1.48	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	504	Stream B-AC	1.48	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Results for central hour only	Locked	Run automatically
D4	2030	Base	AM	ONE HOUR	07:45	09:15	15			✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Wellhouse Lane (N)		ONE HOUR	✓	113	100.000
B - Woodward Court		ONE HOUR	✓	33	100.000
C - Wellhouse Lane (S)		ONE HOUR	✓	96	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Wellhouse Lane (N)	B - Woodward Court	C - Wellhouse Lane (S)
From	A - Wellhouse Lane (N)	0	6	107
	B - Woodward Court	15	0	18
	C - Wellhouse Lane (S)	77	19	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts
HV Percentages	2.00		

Heavy Vehicle %

		To		
		A - Wellhouse Lane (N)	B - Woodward Court	C - Wellhouse Lane (S)
From	A - Wellhouse Lane (N)	0	0	0
	B - Woodward Court	0	0	0
	C - Wellhouse Lane (S)	0	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	0.07	6.97	0.1	A	30	45
C-AB	0.04	6.01	0.1	A	20	30
C-A					68	102
A-B					6	8
A-C					98	147

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	25	6	0.00	567	0.044	25	0.0	0.0	6.640	A
C-AB	16	4	0.00	615	0.026	16	0.0	0.0	6.010	A
C-A	56	14	0.00			56				
A-B	5	1	0.00			5				
A-C	81	20	0.00			81				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	30	7	0.00	561	0.053	30	0.0	0.1	6.774	A
C-AB	19	5	0.00	619	0.031	19	0.0	0.0	6.005	A
C-A	67	17	0.00			67				
A-B	5	1	0.00			5				
A-C	96	24	0.00			96				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	36	9	0.00	553	0.066	36	0.1	0.1	6.965	A
C-AB	24	6	0.00	624	0.039	24	0.0	0.1	5.998	A
C-A	81	20	0.00			81				
A-B	7	2	0.00			7				
A-C	118	29	0.00			118				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	36	9	0.00	553	0.066	36	0.1	0.1	6.965	A
C-AB	24	6	0.00	624	0.039	24	0.1	0.1	5.999	A
C-A	81	20	0.00			81				
A-B	7	2	0.00			7				
A-C	118	29	0.00			118				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	30	7	0.00	561	0.053	30	0.1	0.1	6.778	A
C-AB	19	5	0.00	619	0.031	19	0.1	0.0	6.006	A
C-A	67	17	0.00			67				
A-B	5	1	0.00			5				
A-C	96	24	0.00			96				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	25	6	0.00	567	0.044	25	0.1	0.0	6.644	A
C-AB	16	4	0.00	615	0.026	16	0.0	0.0	6.011	A
C-A	56	14	0.00			56				
A-B	5	1	0.00			5				
A-C	81	20	0.00			81				

D5 - 2030 | Base | PM (1 - INT)

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix	1 - untitled	HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way	1.88	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	742	Stream B-AC	1.88	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Results for central hour only	Locked	Run automatically
D5	2030	Base	PM (1 - INT)	ONE HOUR	14:30	16:00	15			✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Wellhouse Lane (N)		ONE HOUR	✓	71	100.000
B - Woodward Court		ONE HOUR	✓	34	100.000
C - Wellhouse Lane (S)		ONE HOUR	✓	66	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Wellhouse Lane (N)	B - Woodward Court	C - Wellhouse Lane (S)
From	A - Wellhouse Lane (N)	0	14	57
	B - Woodward Court	9	0	25
	C - Wellhouse Lane (S)	50	16	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts
HV Percentages	2.00		

Heavy Vehicle %

		To		
		A - Wellhouse Lane (N)	B - Woodward Court	C - Wellhouse Lane (S)
From	A - Wellhouse Lane (N)	0	0	0
	B - Woodward Court	0	0	0
	C - Wellhouse Lane (S)	0	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	0.06	6.37	0.1	A	31	47
C-AB	0.03	6.05	0.0	A	16	24
C-A					45	67
A-B					13	19
A-C					52	78

Main Results for each time segment

14:30 - 14:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	26	6	0.00	610	0.042	25	0.0	0.0	6.156	A
C-AB	13	3	0.00	608	0.021	13	0.0	0.0	6.048	A
C-A	37	9	0.00			37				
A-B	11	3	0.00			11				
A-C	43	11	0.00			43				

14:45 - 15:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	31	8	0.00	607	0.050	31	0.0	0.1	6.244	A
C-AB	16	4	0.00	611	0.025	16	0.0	0.0	6.049	A
C-A	44	11	0.00			44				
A-B	13	3	0.00			13				
A-C	51	13	0.00			51				

15:00 - 15:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	37	9	0.00	603	0.062	37	0.1	0.1	6.368	A
C-AB	19	5	0.00	614	0.032	19	0.0	0.0	6.051	A
C-A	53	13	0.00			53				
A-B	15	4	0.00			15				
A-C	63	16	0.00			63				

15:15 - 15:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	37	9	0.00	603	0.062	37	0.1	0.1	6.368	A
C-AB	19	5	0.00	614	0.032	19	0.0	0.0	6.051	A
C-A	53	13	0.00			53				
A-B	15	4	0.00			15				
A-C	63	16	0.00			63				

15:30 - 15:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	31	8	0.00	607	0.050	31	0.1	0.1	6.246	A
C-AB	16	4	0.00	611	0.025	16	0.0	0.0	6.052	A
C-A	44	11	0.00			44				
A-B	13	3	0.00			13				
A-C	51	13	0.00			51				

15:45 - 16:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	26	6	0.00	610	0.042	26	0.1	0.0	6.159	A
C-AB	13	3	0.00	608	0.021	13	0.0	0.0	6.049	A
C-A	37	9	0.00			37				
A-B	11	3	0.00			11				
A-C	43	11	0.00			43				

D6 - 2030 | Base | PM (2 - EXT)

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix	1 - untitled	HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way	0.22	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	Network delay (s)	Network LOS
Left	Normal/unknown	900	0.22	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Results for central hour only	Locked	Run automatically
D6	2030	Base	PM (2 - EXT)	ONE HOUR	15:15	16:45	15			✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Wellhouse Lane (N)		ONE HOUR	✓	39	100.000
B - Woodward Court		ONE HOUR	✓	4	100.000
C - Wellhouse Lane (S)		ONE HOUR	✓	49	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Wellhouse Lane (N)	B - Woodward Court	C - Wellhouse Lane (S)
From	A - Wellhouse Lane (N)	0	2	37
	B - Woodward Court	3	0	1
	C - Wellhouse Lane (S)	46	3	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts
HV Percentages	2.00		

Heavy Vehicle %

		To		
		A - Wellhouse Lane (N)	B - Woodward Court	C - Wellhouse Lane (S)
From	A - Wellhouse Lane (N)	0	0	0
	B - Woodward Court	0	0	0
	C - Wellhouse Lane (S)	0	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	0.00	0.00	0.0	A	0	0
C-AB	0.01	5.91	0.0	A	3	4
C-A					42	63
A-B					2	3
A-C					34	51

Main Results for each time segment

15:15 - 15:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0	0.00	578	0.000	0	0.0	0.0	0.000	A
C-AB	2	0.60	0.00	611	0.004	2	0.0	0.0	5.910	A
C-A	34	9	0.00			34				
A-B	2	0.38	0.00			2				
A-C	28	7	0.00			28				

15:30 - 15:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0	0.00	576	0.000	0	0.0	0.0	0.000	A
C-AB	3	0.72	0.00	615	0.005	3	0.0	0.0	5.884	A
C-A	41	10	0.00			41				
A-B	2	0.45	0.00			2				
A-C	33	8	0.00			33				

15:45 - 16:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0	0.00	573	0.000	0	0.0	0.0	0.000	A
C-AB	4	0.90	0.00	619	0.006	4	0.0	0.0	5.848	A
C-A	50	13	0.00			50				
A-B	2	0.55	0.00			2				
A-C	41	10	0.00			41				

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0	0.00	573	0.000	0	0.0	0.0	0.000	A
C-AB	4	0.90	0.00	619	0.006	4	0.0	0.0	5.848	A
C-A	50	13	0.00			50				
A-B	2	0.55	0.00			2				
A-C	41	10	0.00			41				

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0	0.00	576	0.000	0	0.0	0.0	0.000	A
C-AB	3	0.72	0.00	615	0.005	3	0.0	0.0	5.886	A
C-A	41	10	0.00			41				
A-B	2	0.45	0.00			2				
A-C	33	8	0.00			33				

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0	0.00	578	0.000	0	0.0	0.0	0.000	A
C-AB	2	0.60	0.00	611	0.004	2	0.0	0.0	5.911	A
C-A	34	9	0.00			34				
A-B	2	0.38	0.00			2				
A-C	28	7	0.00			28				

D7 - 2030 | Design | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix	1 - untitled	HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way	1.80	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	411	Stream B-AC	1.80	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Results for central hour only	Locked	Run automatically
D7	2030	Design	AM	ONE HOUR	07:45	09:15	15			✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Wellhouse Lane (N)		ONE HOUR	✓	121	100.000
B - Woodward Court		ONE HOUR	✓	41	100.000
C - Wellhouse Lane (S)		ONE HOUR	✓	105	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Wellhouse Lane (N)	B - Woodward Court	C - Wellhouse Lane (S)
From	A - Wellhouse Lane (N)	0	36	85
	B - Woodward Court	26	0	15
	C - Wellhouse Lane (S)	80	25	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts
HV Percentages	2.00		

Heavy Vehicle %

		To		
		A - Wellhouse Lane (N)	B - Woodward Court	C - Wellhouse Lane (S)
From	A - Wellhouse Lane (N)	0	0	0
	B - Woodward Court	0	0	0
	C - Wellhouse Lane (S)	0	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	0.09	7.50	0.1	A	38	56
C-AB	0.05	6.08	0.1	A	26	39
C-A					70	105
A-B					33	50
A-C					78	117

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	31	8	0.00	539	0.057	31	0.0	0.1	7.074	A
C-AB	21	5	0.00	615	0.034	21	0.0	0.0	6.057	A
C-A	58	15	0.00			58				
A-B	27	7	0.00			27				
A-C	64	16	0.00			64				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	37	9	0.00	533	0.069	37	0.1	0.1	7.250	A
C-AB	25	6	0.00	619	0.041	25	0.0	0.1	6.065	A
C-A	69	17	0.00			69				
A-B	32	8	0.00			32				
A-C	76	19	0.00			76				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	45	11	0.00	525	0.086	45	0.1	0.1	7.501	A
C-AB	32	8	0.00	625	0.051	32	0.1	0.1	6.074	A
C-A	84	21	0.00			84				
A-B	40	10	0.00			40				
A-C	94	23	0.00			94				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	45	11	0.00	525	0.086	45	0.1	0.1	7.501	A
C-AB	32	8	0.00	625	0.051	32	0.1	0.1	6.075	A
C-A	84	21	0.00			84				
A-B	40	10	0.00			40				
A-C	94	23	0.00			94				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	37	9	0.00	533	0.069	37	0.1	0.1	7.256	A
C-AB	25	6	0.00	619	0.041	26	0.1	0.1	6.069	A
C-A	69	17	0.00			69				
A-B	32	8	0.00			32				
A-C	76	19	0.00			76				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	31	8	0.00	539	0.057	31	0.1	0.1	7.084	A
C-AB	21	5	0.00	615	0.034	21	0.1	0.0	6.063	A
C-A	58	15	0.00			58				
A-B	27	7	0.00			27				
A-C	64	16	0.00			64				

D8 - 2030 | Design | PM (1 - INT)

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix	1 - untitled	HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way	2.07	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	630	Stream B-AC	2.07	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Results for central hour only	Locked	Run automatically
D8	2030	Design	PM (1 - INT)	ONE HOUR	14:30	16:00	15			✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Wellhouse Lane (N)		ONE HOUR	✓	78	100.000
B - Woodward Court		ONE HOUR	✓	37	100.000
C - Wellhouse Lane (S)		ONE HOUR	✓	73	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Wellhouse Lane (N)	B - Woodward Court	C - Wellhouse Lane (S)
From	A - Wellhouse Lane (N)	0	33	45
	B - Woodward Court	16	0	21
	C - Wellhouse Lane (S)	52	21	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts
HV Percentages	2.00		

Heavy Vehicle %

		To		
		A - Wellhouse Lane (N)	B - Woodward Court	C - Wellhouse Lane (S)
From	A - Wellhouse Lane (N)	0	0	0
	B - Woodward Court	0	0	0
	C - Wellhouse Lane (S)	0	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	0.07	6.76	0.1	A	34	51
C-AB	0.04	6.12	0.1	A	21	31
C-A					46	69
A-B					30	45
A-C					41	62

Main Results for each time segment

14:30 - 14:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	28	7	0.00	582	0.048	28	0.0	0.0	6.498	A
C-AB	17	4	0.00	608	0.028	17	0.0	0.0	6.091	A
C-A	38	10	0.00			38				
A-B	25	6	0.00			25				
A-C	34	8	0.00			34				

14:45 - 15:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	33	8	0.00	578	0.058	33	0.0	0.1	6.607	A
C-AB	20	5	0.00	610	0.034	20	0.0	0.0	6.101	A
C-A	45	11	0.00			45				
A-B	30	7	0.00			30				
A-C	40	10	0.00			40				

15:00 - 15:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	41	10	0.00	573	0.071	41	0.1	0.1	6.759	A
C-AB	26	6	0.00	614	0.042	25	0.0	0.1	6.116	A
C-A	55	14	0.00			55				
A-B	36	9	0.00			36				
A-C	50	12	0.00			50				

15:15 - 15:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	41	10	0.00	573	0.071	41	0.1	0.1	6.759	A
C-AB	26	6	0.00	614	0.042	26	0.1	0.1	6.119	A
C-A	55	14	0.00			55				
A-B	36	9	0.00			36				
A-C	50	12	0.00			50				

15:30 - 15:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	33	8	0.00	578	0.058	33	0.1	0.1	6.608	A
C-AB	20	5	0.00	610	0.034	21	0.1	0.0	6.103	A
C-A	45	11	0.00			45				
A-B	30	7	0.00			30				
A-C	40	10	0.00			40				

15:45 - 16:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	28	7	0.00	582	0.048	28	0.1	0.1	6.502	A
C-AB	17	4	0.00	608	0.028	17	0.0	0.0	6.092	A
C-A	38	10	0.00			38				
A-B	25	6	0.00			25				
A-C	34	8	0.00			34				

D9 - 2030 | Design | PM (2 - EXT)

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix	1 - untitled	HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way	1.33	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	Network delay (s)	Network LOS
Left	Normal/unknown	900	1.33	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Results for central hour only	Locked	Run automatically
D9	2030	Design	PM (2 - EXT)	ONE HOUR	15:15	16:45	15			✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Wellhouse Lane (N)		ONE HOUR	✓	52	100.000
B - Woodward Court		ONE HOUR	✓	11	100.000
C - Wellhouse Lane (S)		ONE HOUR	✓	60	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Wellhouse Lane (N)	B - Woodward Court	C - Wellhouse Lane (S)
From	A - Wellhouse Lane (N)	0	23	29
	B - Woodward Court	10	0	1
	C - Wellhouse Lane (S)	47	13	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts
HV Percentages	2.00		

Heavy Vehicle %

		To		
		A - Wellhouse Lane (N)	B - Woodward Court	C - Wellhouse Lane (S)
From	A - Wellhouse Lane (N)	0	0	0
	B - Woodward Court	0	0	0
	C - Wellhouse Lane (S)	0	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	0.02	7.20	0.0	A	10	15
C-AB	0.03	6.01	0.0	A	13	19
C-A					42	63
A-B					21	32
A-C					27	40

Main Results for each time segment

15:15 - 15:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	8	2	0.00	519	0.016	8	0.0	0.0	7.049	A
C-AB	10	3	0.00	610	0.017	10	0.0	0.0	6.006	A
C-A	35	9	0.00			35				
A-B	17	4	0.00			17				
A-C	22	5	0.00			22				

15:30 - 15:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	10	2	0.00	516	0.019	10	0.0	0.0	7.113	A
C-AB	13	3	0.00	613	0.021	13	0.0	0.0	5.999	A
C-A	41	10	0.00			41				
A-B	21	5	0.00			21				
A-C	26	7	0.00			26				

15:45 - 16:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	12	3	0.00	512	0.024	12	0.0	0.0	7.203	A
C-AB	16	4	0.00	617	0.025	16	0.0	0.0	5.989	A
C-A	50	13	0.00			50				
A-B	25	6	0.00			25				
A-C	32	8	0.00			32				

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	12	3	0.00	512	0.024	12	0.0	0.0	7.203	A
C-AB	16	4	0.00	617	0.025	16	0.0	0.0	5.989	A
C-A	50	13	0.00			50				
A-B	25	6	0.00			25				
A-C	32	8	0.00			32				

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	10	2	0.00	516	0.019	10	0.0	0.0	7.114	A
C-AB	13	3	0.00	613	0.021	13	0.0	0.0	6.002	A
C-A	41	10	0.00			41				
A-B	21	5	0.00			21				
A-C	26	7	0.00			26				

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	8	2	0.00	519	0.016	8	0.0	0.0	7.050	A
C-AB	10	3	0.00	610	0.017	10	0.0	0.0	6.007	A
C-A	35	9	0.00			35				
A-B	17	4	0.00			17				
A-C	22	5	0.00			22				

Appendix I Jenny Lane / Greenside Road Junctions 9 Output

Junctions 11

PICADY 11 - Priority Intersection Module

Version: 11.1.0.2307
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Filename: 260622 J5 Jenny Lane - Greenside Lane.j11
Path: C:\Users\Optima\OneDrive - Optima Highways\Projects - Documents\Woodward Court, Mirfield\ANALYSIS\CAPACITY\Priority Junctions\260618 Modelling
Report generation date: 22/06/2026 15:35:44

»D1 - 2026 | Count | AM
»D2 - 2026 | Count | PM (1 - INT)
»D3 - 2026 | Count | PM (2 - EXT)
»D4 - 2030 | Base | AM
»D5 - 2030 | Base | PM (1 - INT)
»D6 - 2030 | Base | PM (2 - EXT)
»D7 - 2030 | Design | AM
»D8 - 2030 | Design | PM (1 - INT)
»D9 - 2030 | Design | PM (2 - EXT)

Summary of junction performance

	AM						PM (1 - INT)						PM (2 - EXT)					
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity
2026 - Count																		
Stream B-CD	D1	0.1	8.36	0.06	A	43 % [Stream B-AD]	D2	0.1	8.05	0.06	A	52 % [Stream B-AD]	D3	0.0	7.87	0.04	A	55 % [Stream B-AD]
Stream B-AD		0.6	15.47	0.38	C			0.5	14.45	0.33	B			0.4	14.11	0.30	B	
Stream A-BCD		0.0	6.55	0.01	A			0.0	6.61	0.03	A			0.0	6.68	0.04	A	
Stream D-ABC		0.0	7.47	0.03	A			0.1	8.09	0.05	A			0.1	9.49	0.06	A	
Stream C-ABD		0.1	8.18	0.10	A			0.1	8.00	0.06	A			0.0	7.90	0.04	A	
2030 - Base																		
Stream B-CD	D4	0.1	8.63	0.07	A	37 % [Stream B-AD]	D5	0.1	8.27	0.06	A	45 % [Stream B-AD]	D6	0.0	8.27	0.04	A	47 % [Stream B-AD]
Stream B-AD		0.7	16.45	0.41	C			0.5	15.27	0.35	C			0.5	14.97	0.33	B	
Stream A-BCD		0.0	6.58	0.01	A			0.0	6.64	0.03	A			0.0	6.72	0.04	A	
Stream D-ABC		0.0	7.50	0.04	A			0.1	8.15	0.05	A			0.1	9.58	0.07	A	
Stream C-ABD		0.1	8.27	0.11	A			0.1	8.10	0.07	A			0.0	7.99	0.04	A	
2030 - Design																		
Stream B-CD	D7	0.1	9.01	0.07	A	30 % [Stream B-AD]	D8	0.1	8.45	0.06	A	40 % [Stream B-AD]	D9	0.0	8.43	0.04	A	43 % [Stream B-AD]
Stream B-AD		0.8	17.73	0.45	C			0.6	15.89	0.37	C			0.5	15.54	0.35	C	
Stream A-BCD		0.0	6.58	0.01	A			0.0	6.64	0.03	A			0.0	6.71	0.04	A	
Stream D-ABC		0.0	7.51	0.04	A			0.1	8.16	0.05	A			0.1	9.61	0.07	A	
Stream C-ABD		0.1	8.30	0.11	A			0.1	8.13	0.07	A			0.0	8.05	0.04	A	

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

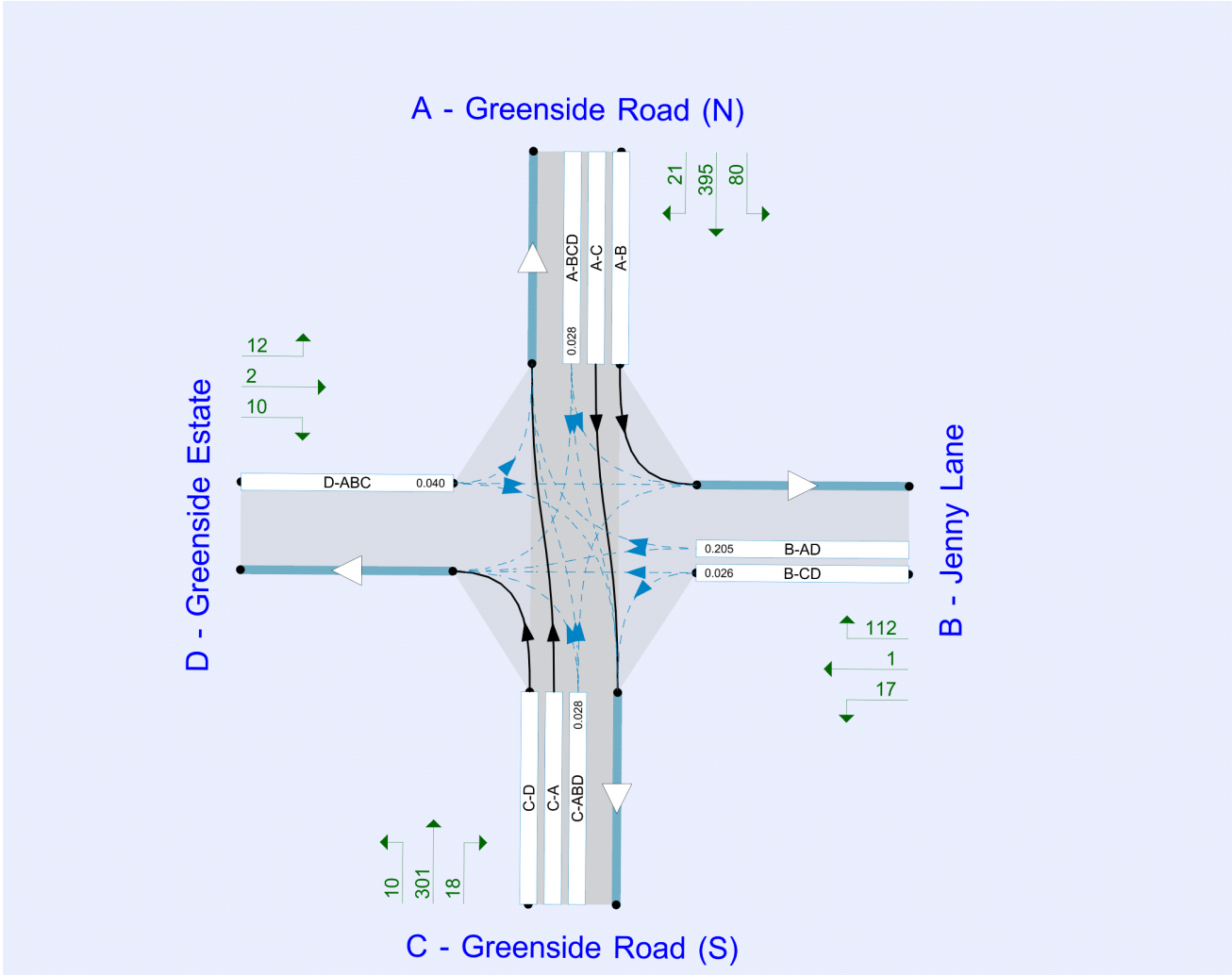
File summary

File Description

Title	
Location	
Site number	
Date	19/09/2025
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



Flows show original traffic demand (PCU/hr)
Streams (downstream end) show RFC ()

The junction diagram reflects the last run of Junctions.

Analysis Options

PICADY short flare model	Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	Residual capacity criteria type	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use simulation for HCM roundabouts	Use iterations for HCM roundabouts
JUNCTIONS 11.1	5.75					✓	Delay	0.85	36.00	20.00		

Demand Set Summary

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2026	Count	AM	ONE HOUR	07:45	09:15	15	✓
D2	2026	Count	PM (1 - INT)	ONE HOUR	14:30	16:00	15	✓
D3	2026	Count	PM (2 - EXT)	ONE HOUR	15:15	16:45	15	✓
D4	2030	Base	AM	ONE HOUR	07:45	09:15	15	✓
D5	2030	Base	PM (1 - INT)	ONE HOUR	14:30	16:00	15	✓
D6	2030	Base	PM (2 - EXT)	ONE HOUR	15:15	16:45	15	✓
D7	2030	Design	AM	ONE HOUR	07:45	09:15	15	✓
D8	2030	Design	PM (1 - INT)	ONE HOUR	14:30	16:00	15	✓
D9	2030	Design	PM (2 - EXT)	ONE HOUR	15:15	16:45	15	✓

Analysis Set Details

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

D1 - 2026 | Count | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way	Two-way	Two-way	Two-way		3.12	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	43	Stream B-AD	3.12	A

Arms

Arms

Arm	Name	Description	Arm type
A	Greenside Road (N)		Major
B	Jenny Lane		Minor
C	Greenside Road (S)		Major
D	Greenside Estate		Minor

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Width for right-turn storage (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
A - Greenside Road (N)	6.50		✓	2.20	90.0	✓	1.00
C - Greenside Road (S)	6.50		✓	2.20	0.0	✓	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)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B - Jenny Lane	One lane plus flare		10.00	5.10	2.80	2.80	2.80	✓	1.00	29	48
D - Greenside Estate	One lane	2.75								16	17

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-A	Slope for B-C	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-A	Slope for D-B	Slope for D-C
A-D	626	-	-	-	-	-	-	0.237	0.339	0.237	-	-	-
B-A	536	0.095	0.241	0.241	-	-	-	0.152	0.344	-	0.241	0.241	0.121
B-C	637	0.095	0.241	-	-	-	-	-	-	-	-	-	-
B-D, nearside lane	497	0.089	0.224	0.224	-	-	-	0.141	0.320	0.141	-	-	-
B-D, offside lane	536	0.095	0.241	0.241	-	-	-	0.152	0.344	0.152	-	-	-
C-B	574	0.218	0.218	0.311	-	-	-	-	-	-	-	-	-
D-A	619	-	-	-	-	-	-	0.234	-	0.093	-	-	-
D-B, nearside lane	479	0.136	0.136	0.308	-	-	-	0.216	0.216	0.085	-	-	-
D-B, offside lane	479	0.136	0.136	0.308	-	-	-	0.216	0.216	0.085	-	-	-
D-C	479	-	0.136	0.308	0.108	0.216	0.216	0.216	0.216	0.085	-	-	-

The slopes and intercepts shown above include custom intercept adjustments only.

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	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2026	Count	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Greenside Road (N)		ONE HOUR	✓	446	100.000
B - Jenny Lane		ONE HOUR	✓	157	100.000
C - Greenside Road (S)		ONE HOUR	✓	269	100.000
D - Greenside Estate		ONE HOUR	✓	15	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - Greenside Road (N)	B - Jenny Lane	C - Greenside Road (S)	D - Greenside Estate
From	A - Greenside Road (N)	0	110	330	6
	B - Jenny Lane	131	0	26	0
	C - Greenside Road (S)	221	44	0	4
	D - Greenside Estate	12	1	2	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To			
		A - Greenside Road (N)	B - Jenny Lane	C - Greenside Road (S)	D - Greenside Estate
From	A - Greenside Road (N)	0	1	2	0
	B - Jenny Lane	0	0	0	0
	C - Greenside Road (S)	4	0	0	0
	D - Greenside Estate	0	0	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-CD	0.06	8.36	0.1	A	24	36
B-AD	0.38	15.47	0.6	C	120	180
A-BCD	0.01	6.55	0.0	A	6	8
A-B					101	151
A-C					303	454
D-ABC	0.03	7.47	0.0	A	14	21
C-ABD	0.10	8.18	0.1	A	42	63
C-D					4	5
C-A					201	302

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	20	5	0.00	530	0.037	19	0.0	0.0	7.048	A
B-AD	99	25	0.00	427	0.231	97	0.0	0.3	10.872	B
A-BCD	5	1	0.00	577	0.008	5	0.0	0.0	6.285	A
A-B	83	21	0.00			83				
A-C	248	62	0.00			248				
D-ABC	11	3	0.00	527	0.021	11	0.0	0.0	6.980	A
C-ABD	34	8	0.00	512	0.066	34	0.0	0.1	7.533	A
C-D	3	0.75	0.00			3				
C-A	166	41	0.00			166				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	23	6	0.00	503	0.046	23	0.0	0.0	7.500	A
B-AD	118	29	0.00	406	0.290	117	0.3	0.4	12.447	B
A-BCD	5	1	0.00	568	0.010	5	0.0	0.0	6.395	A
A-B	99	25	0.00			99				
A-C	297	74	0.00			297				
D-ABC	13	3	0.00	515	0.026	13	0.0	0.0	7.175	A
C-ABD	41	10	0.00	503	0.081	41	0.1	0.1	7.803	A
C-D	4	0.89	0.00			4				
C-A	197	49	0.00			197				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	29	7	0.00	460	0.062	29	0.0	0.1	8.340	A
B-AD	144	36	0.00	377	0.383	143	0.4	0.6	15.368	C
A-BCD	7	2	0.00	557	0.012	7	0.0	0.0	6.547	A
A-B	121	30	0.00			121				
A-C	363	91	0.00			363				
D-ABC	17	4	0.00	498	0.033	16	0.0	0.0	7.470	A
C-ABD	51	13	0.00	492	0.104	51	0.1	0.1	8.173	A
C-D	4	1	0.00			4				
C-A	241	60	0.00			241				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	29	7	0.00	459	0.062	29	0.1	0.1	8.356	A
B-AD	144	36	0.00	377	0.383	144	0.6	0.6	15.471	C
A-BCD	7	2	0.00	557	0.012	7	0.0	0.0	6.547	A
A-B	121	30	0.00			121				
A-C	363	91	0.00			363				
D-ABC	17	4	0.00	498	0.033	17	0.0	0.0	7.471	A
C-ABD	51	13	0.00	492	0.104	51	0.1	0.1	8.177	A
C-D	4	1	0.00			4				
C-A	241	60	0.00			241				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	23	6	0.00	502	0.047	23	0.1	0.0	7.516	A
B-AD	118	29	0.00	406	0.290	119	0.6	0.4	12.554	B
A-BCD	5	1	0.00	568	0.010	5	0.0	0.0	6.398	A
A-B	99	25	0.00			99				
A-C	297	74	0.00			297				
D-ABC	13	3	0.00	515	0.026	14	0.0	0.0	7.177	A
C-ABD	41	10	0.00	503	0.081	41	0.1	0.1	7.810	A
C-D	4	0.89	0.00			4				
C-A	197	49	0.00			197				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	20	5	0.00	529	0.037	20	0.0	0.0	7.065	A
B-AD	99	25	0.00	427	0.231	99	0.4	0.3	10.986	B
A-BCD	5	1	0.00	577	0.008	5	0.0	0.0	6.289	A
A-B	83	21	0.00			83				
A-C	248	62	0.00			248				
D-ABC	11	3	0.00	527	0.021	11	0.0	0.0	6.981	A
C-ABD	34	8	0.00	512	0.066	34	0.1	0.1	7.541	A
C-D	3	0.75	0.00			3				
C-A	166	41	0.00			166				

D2 - 2026 | Count | PM (1 - INT)

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way	Two-way	Two-way	Two-way		2.51	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	52	Stream B-AD	2.51	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2026	Count	PM (1 - INT)	ONE HOUR	14:30	16:00	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Greenside Road (N)		ONE HOUR	✓	462	100.000
B - Jenny Lane		ONE HOUR	✓	134	100.000
C - Greenside Road (S)		ONE HOUR	✓	290	100.000
D - Greenside Estate		ONE HOUR	✓	22	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - Greenside Road (N)	B - Jenny Lane	C - Greenside Road (S)	D - Greenside Estate
From	A - Greenside Road (N)	0	94	352	16
	B - Jenny Lane	109	0	25	0
	C - Greenside Road (S)	254	26	0	10
	D - Greenside Estate	16	1	5	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To			
		A - Greenside Road (N)	B - Jenny Lane	C - Greenside Road (S)	D - Greenside Estate
From	A - Greenside Road (N)	0	0	1	0
	B - Jenny Lane	0	0	0	0
	C - Greenside Road (S)	1	0	0	0
	D - Greenside Estate	0	0	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-CD	0.06	8.05	0.1	A	23	34
B-AD	0.33	14.45	0.5	B	100	150
A-BCD	0.03	6.61	0.0	A	15	22
A-B					86	129
A-C					323	484
D-ABC	0.05	8.09	0.1	A	20	30
C-ABD	0.06	8.00	0.1	A	25	37
C-D					9	14
C-A					232	349

Main Results for each time segment

14:30 - 14:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	19	5	0.00	536	0.035	19	0.0	0.0	6.955	A
B-AD	82	21	0.00	422	0.195	81	0.0	0.2	10.543	B
A-BCD	12	3	0.00	579	0.021	12	0.0	0.0	6.347	A
A-B	71	18	0.00			71				
A-C	265	66	0.00			265				
D-ABC	17	4	0.00	504	0.033	16	0.0	0.0	7.385	A
C-ABD	20	5	0.00	505	0.039	20	0.0	0.0	7.417	A
C-D	8	2	0.00			8				
C-A	191	48	0.00			191				

14:45 - 15:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	22	6	0.00	512	0.044	22	0.0	0.0	7.349	A
B-AD	98	24	0.00	400	0.245	98	0.2	0.3	11.909	B
A-BCD	15	4	0.00	572	0.026	15	0.0	0.0	6.458	A
A-B	84	21	0.00			84				
A-C	316	79	0.00			316				
D-ABC	20	5	0.00	489	0.040	20	0.0	0.0	7.663	A
C-ABD	24	6	0.00	494	0.048	24	0.0	0.1	7.663	A
C-D	9	2	0.00			9				
C-A	228	57	0.00			228				

15:00 - 15:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	28	7	0.00	475	0.058	27	0.0	0.1	8.041	A
B-AD	120	30	0.00	369	0.325	119	0.3	0.5	14.376	B
A-BCD	18	5	0.00	563	0.032	18	0.0	0.0	6.605	A
A-B	103	26	0.00			103				
A-C	387	97	0.00			387				
D-ABC	24	6	0.00	469	0.052	24	0.0	0.1	8.086	A
C-ABD	30	7	0.00	480	0.062	30	0.1	0.1	8.002	A
C-D	11	3	0.00			11				
C-A	279	70	0.00			279				

15:15 - 15:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	28	7	0.00	475	0.058	28	0.1	0.1	8.051	A
B-AD	120	30	0.00	369	0.325	120	0.5	0.5	14.445	B
A-BCD	18	5	0.00	563	0.032	18	0.0	0.0	6.606	A
A-B	103	26	0.00			103				
A-C	387	97	0.00			387				
D-ABC	24	6	0.00	469	0.052	24	0.1	0.1	8.089	A
C-ABD	30	7	0.00	480	0.062	30	0.1	0.1	8.004	A
C-D	11	3	0.00			11				
C-A	279	70	0.00			279				

15:30 - 15:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	22	6	0.00	512	0.044	23	0.1	0.0	7.360	A
B-AD	98	24	0.00	400	0.245	99	0.5	0.3	11.985	B
A-BCD	15	4	0.00	572	0.026	15	0.0	0.0	6.459	A
A-B	84	21	0.00			84				
A-C	316	79	0.00			316				
D-ABC	20	5	0.00	489	0.040	20	0.1	0.0	7.669	A
C-ABD	24	6	0.00	494	0.048	24	0.1	0.1	7.668	A
C-D	9	2	0.00			9				
C-A	228	57	0.00			228				

15:45 - 16:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	19	5	0.00	535	0.035	19	0.0	0.0	6.968	A
B-AD	82	21	0.00	422	0.195	82	0.3	0.2	10.626	B
A-BCD	12	3	0.00	579	0.021	12	0.0	0.0	6.348	A
A-B	71	18	0.00			71				
A-C	265	66	0.00			265				
D-ABC	17	4	0.00	504	0.033	17	0.0	0.0	7.390	A
C-ABD	20	5	0.00	505	0.039	20	0.1	0.0	7.422	A
C-D	8	2	0.00			8				
C-A	191	48	0.00			191				

D3 - 2026 | Count | PM (2 - EXT)

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way	Two-way	Two-way	Two-way		2.22	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	55	Stream B-AD	2.22	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2026	Count	PM (2 - EXT)	ONE HOUR	15:15	16:45	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Greenside Road (N)		ONE HOUR	✓	460	100.000
B - Jenny Lane		ONE HOUR	✓	116	100.000
C - Greenside Road (S)		ONE HOUR	✓	314	100.000
D - Greenside Estate		ONE HOUR	✓	23	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - Greenside Road (N)	B - Jenny Lane	C - Greenside Road (S)	D - Greenside Estate
From	A - Greenside Road (N)	0	63	377	20
	B - Jenny Lane	100	0	16	0
	C - Greenside Road (S)	287	17	0	10
	D - Greenside Estate	11	2	10	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To			
		A - Greenside Road (N)	B - Jenny Lane	C - Greenside Road (S)	D - Greenside Estate
From	A - Greenside Road (N)	0	0	1	0
	B - Jenny Lane	0	0	0	0
	C - Greenside Road (S)	2	0	0	0
	D - Greenside Estate	0	0	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-CD	0.04	7.87	0.0	A	15	22
B-AD	0.30	14.11	0.4	B	92	138
A-BCD	0.04	6.68	0.0	A	19	28
A-B					58	87
A-C					346	518
D-ABC	0.06	9.49	0.1	A	21	32
C-ABD	0.04	7.90	0.0	A	16	24
C-D					9	14
C-A					263	395

Main Results for each time segment

15:15 - 15:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	12	3	0.00	534	0.023	12	0.0	0.0	6.899	A
B-AD	75	19	0.00	420	0.179	74	0.0	0.2	10.401	B
A-BCD	15	4	0.00	577	0.026	15	0.0	0.0	6.403	A
A-B	47	12	0.00			47				
A-C	284	71	0.00			284				
D-ABC	17	4	0.00	448	0.039	17	0.0	0.0	8.351	A
C-ABD	13	3	0.00	503	0.026	13	0.0	0.0	7.344	A
C-D	8	2	0.00			8				
C-A	216	54	0.00			216				

15:30 - 15:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	14	4	0.00	511	0.028	14	0.0	0.0	7.252	A
B-AD	90	22	0.00	397	0.227	90	0.2	0.3	11.710	B
A-BCD	18	5	0.00	570	0.032	18	0.0	0.0	6.523	A
A-B	57	14	0.00			57				
A-C	339	85	0.00			339				
D-ABC	21	5	0.00	430	0.048	21	0.0	0.1	8.792	A
C-ABD	16	4	0.00	491	0.032	16	0.0	0.0	7.577	A
C-D	9	2	0.00			9				
C-A	258	64	0.00			258				

15:45 - 16:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	18	4	0.00	475	0.037	18	0.0	0.0	7.865	A
B-AD	110	28	0.00	365	0.302	110	0.3	0.4	14.055	B
A-BCD	23	6	0.00	562	0.041	23	0.0	0.0	6.680	A
A-B	69	17	0.00			69				
A-C	414	104	0.00			414				
D-ABC	25	6	0.00	405	0.063	25	0.1	0.1	9.488	A
C-ABD	19	5	0.00	475	0.041	19	0.0	0.0	7.903	A
C-D	11	3	0.00			11				
C-A	315	79	0.00			315				

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	18	4	0.00	475	0.037	18	0.0	0.0	7.872	A
B-AD	110	28	0.00	365	0.302	110	0.4	0.4	14.110	B
A-BCD	23	6	0.00	562	0.041	23	0.0	0.0	6.683	A
A-B	69	17	0.00			69				
A-C	414	104	0.00			414				
D-ABC	25	6	0.00	405	0.063	25	0.1	0.1	9.491	A
C-ABD	19	5	0.00	475	0.041	19	0.0	0.0	7.904	A
C-D	11	3	0.00			11				
C-A	315	79	0.00			315				

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	14	4	0.00	510	0.028	14	0.0	0.0	7.260	A
B-AD	90	22	0.00	397	0.227	90	0.4	0.3	11.773	B
A-BCD	18	5	0.00	570	0.032	18	0.0	0.0	6.524	A
A-B	57	14	0.00			57				
A-C	339	85	0.00			339				
D-ABC	21	5	0.00	430	0.048	21	0.1	0.1	8.798	A
C-ABD	16	4	0.00	491	0.032	16	0.0	0.0	7.578	A
C-D	9	2	0.00			9				
C-A	258	64	0.00			258				

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	12	3	0.00	533	0.023	12	0.0	0.0	6.907	A
B-AD	75	19	0.00	420	0.179	76	0.3	0.2	10.474	B
A-BCD	15	4	0.00	577	0.026	15	0.0	0.0	6.404	A
A-B	47	12	0.00			47				
A-C	284	71	0.00			284				
D-ABC	17	4	0.00	448	0.039	17	0.1	0.0	8.360	A
C-ABD	13	3	0.00	503	0.026	13	0.0	0.0	7.348	A
C-D	8	2	0.00			8				
C-A	216	54	0.00			216				

D4 - 2030 | Base | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way	Two-way	Two-way	Two-way		3.28	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	37	Stream B-AD	3.28	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2030	Base	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Greenside Road (N)		ONE HOUR	✓	466	100.000
B - Jenny Lane		ONE HOUR	✓	164	100.000
C - Greenside Road (S)		ONE HOUR	✓	281	100.000
D - Greenside Estate		ONE HOUR	✓	16	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - Greenside Road (N)	B - Jenny Lane	C - Greenside Road (S)	D - Greenside Estate
From	A - Greenside Road (N)	0	115	345	6
	B - Jenny Lane	137	0	27	0
	C - Greenside Road (S)	231	46	0	4
	D - Greenside Estate	13	1	2	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To			
		A - Greenside Road (N)	B - Jenny Lane	C - Greenside Road (S)	D - Greenside Estate
From	A - Greenside Road (N)	0	1	2	0
	B - Jenny Lane	0	0	0	0
	C - Greenside Road (S)	4	0	0	0
	D - Greenside Estate	0	0	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-CD	0.07	8.63	0.1	A	25	37
B-AD	0.41	16.45	0.7	C	126	189
A-BCD	0.01	6.58	0.0	A	6	8
A-B					106	158
A-C					317	475
D-ABC	0.04	7.50	0.0	A	15	22
C-ABD	0.11	8.27	0.1	A	44	66
C-D					4	5
C-A					210	315

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	20	5	0.00	524	0.039	20	0.0	0.0	7.141	A
B-AD	103	26	0.00	422	0.244	102	0.0	0.3	11.189	B
A-BCD	5	1	0.00	575	0.008	5	0.0	0.0	6.309	A
A-B	87	22	0.00			87				
A-C	260	65	0.00			260				
D-ABC	12	3	0.00	527	0.023	12	0.0	0.0	6.985	A
C-ABD	35	9	0.00	510	0.070	35	0.0	0.1	7.590	A
C-D	3	0.75	0.00			3				
C-A	173	43	0.00			173				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	24	6	0.00	495	0.049	24	0.0	0.1	7.643	A
B-AD	123	31	0.00	400	0.308	123	0.3	0.4	12.949	B
A-BCD	5	1	0.00	566	0.010	5	0.0	0.0	6.424	A
A-B	103	26	0.00			103				
A-C	310	78	0.00			310				
D-ABC	14	4	0.00	515	0.028	14	0.0	0.0	7.188	A
C-ABD	43	11	0.00	500	0.086	43	0.1	0.1	7.877	A
C-D	4	0.89	0.00			4				
C-A	206	52	0.00			206				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	30	7	0.00	448	0.066	30	0.1	0.1	8.612	A
B-AD	151	38	0.00	370	0.408	150	0.4	0.7	16.315	C
A-BCD	7	2	0.00	553	0.012	7	0.0	0.0	6.583	A
A-B	127	32	0.00			127				
A-C	380	95	0.00			380				
D-ABC	18	4	0.00	498	0.035	18	0.0	0.0	7.496	A
C-ABD	54	13	0.00	490	0.110	54	0.1	0.1	8.264	A
C-D	4	1	0.00			4				
C-A	251	63	0.00			251				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	30	7	0.00	447	0.067	30	0.1	0.1	8.632	A
B-AD	151	38	0.00	370	0.408	151	0.7	0.7	16.450	C
A-BCD	7	2	0.00	553	0.012	7	0.0	0.0	6.584	A
A-B	127	32	0.00			127				
A-C	380	95	0.00			380				
D-ABC	18	4	0.00	498	0.035	18	0.0	0.0	7.497	A
C-ABD	54	13	0.00	490	0.110	54	0.1	0.1	8.268	A
C-D	4	1	0.00			4				
C-A	251	63	0.00			251				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	24	6	0.00	494	0.049	24	0.1	0.1	7.662	A
B-AD	123	31	0.00	400	0.308	124	0.7	0.5	13.079	B
A-BCD	5	1	0.00	566	0.010	5	0.0	0.0	6.425	A
A-B	103	26	0.00			103				
A-C	310	78	0.00			310				
D-ABC	14	4	0.00	515	0.028	14	0.0	0.0	7.193	A
C-ABD	43	11	0.00	501	0.086	43	0.1	0.1	7.885	A
C-D	4	0.89	0.00			4				
C-A	206	52	0.00			206				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	20	5	0.00	523	0.039	20	0.1	0.0	7.160	A
B-AD	103	26	0.00	422	0.244	104	0.5	0.3	11.317	B
A-BCD	5	1	0.00	575	0.008	5	0.0	0.0	6.313	A
A-B	87	22	0.00			87				
A-C	260	65	0.00			260				
D-ABC	12	3	0.00	527	0.023	12	0.0	0.0	6.987	A
C-ABD	35	9	0.00	510	0.070	36	0.1	0.1	7.605	A
C-D	3	0.75	0.00			3				
C-A	173	43	0.00			173				

D5 - 2030 | Base | PM (1 - INT)

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way	Two-way	Two-way	Two-way		2.61	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	45	Stream B-AD	2.61	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2030	Base	PM (1 - INT)	ONE HOUR	14:30	16:00	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Greenside Road (N)		ONE HOUR	✓	485	100.000
B - Jenny Lane		ONE HOUR	✓	140	100.000
C - Greenside Road (S)		ONE HOUR	✓	303	100.000
D - Greenside Estate		ONE HOUR	✓	23	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - Greenside Road (N)	B - Jenny Lane	C - Greenside Road (S)	D - Greenside Estate
From	A - Greenside Road (N)	0	99	369	17
	B - Jenny Lane	114	0	26	0
	C - Greenside Road (S)	266	27	0	10
	D - Greenside Estate	17	1	5	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To			
		A - Greenside Road (N)	B - Jenny Lane	C - Greenside Road (S)	D - Greenside Estate
From	A - Greenside Road (N)	0	0	1	0
	B - Jenny Lane	0	0	0	0
	C - Greenside Road (S)	1	0	0	0
	D - Greenside Estate	0	0	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-CD	0.06	8.27	0.1	A	24	36
B-AD	0.35	15.27	0.5	C	105	157
A-BCD	0.03	6.64	0.0	A	16	24
A-B					91	136
A-C					338	507
D-ABC	0.05	8.15	0.1	A	21	32
C-ABD	0.07	8.10	0.1	A	26	38
C-D					9	14
C-A					243	365

Main Results for each time segment

14:30 - 14:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	20	5	0.00	531	0.037	19	0.0	0.0	7.041	A
B-AD	86	21	0.00	416	0.206	85	0.0	0.3	10.829	B
A-BCD	13	3	0.00	578	0.022	13	0.0	0.0	6.373	A
A-B	74	19	0.00			74				
A-C	278	69	0.00			278				
D-ABC	17	4	0.00	503	0.034	17	0.0	0.0	7.407	A
C-ABD	21	5	0.00	502	0.041	21	0.0	0.0	7.478	A
C-D	8	2	0.00			8				
C-A	200	50	0.00			200				

14:45 - 15:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	23	6	0.00	505	0.046	23	0.0	0.0	7.476	A
B-AD	102	26	0.00	393	0.261	102	0.3	0.3	12.354	B
A-BCD	16	4	0.00	570	0.027	16	0.0	0.0	6.488	A
A-B	89	22	0.00			89				
A-C	331	83	0.00			331				
D-ABC	21	5	0.00	488	0.042	21	0.0	0.0	7.699	A
C-ABD	25	6	0.00	490	0.051	25	0.0	0.1	7.737	A
C-D	9	2	0.00			9				
C-A	239	60	0.00			239				

15:00 - 15:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	29	7	0.00	464	0.062	29	0.0	0.1	8.262	A
B-AD	126	31	0.00	361	0.347	125	0.3	0.5	15.183	C
A-BCD	19	5	0.00	562	0.034	19	0.0	0.0	6.639	A
A-B	109	27	0.00			109				
A-C	406	101	0.00			406				
D-ABC	25	6	0.00	467	0.054	25	0.0	0.1	8.146	A
C-ABD	31	8	0.00	476	0.065	31	0.1	0.1	8.094	A
C-D	11	3	0.00			11				
C-A	292	73	0.00			292				

15:15 - 15:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	29	7	0.00	464	0.062	29	0.1	0.1	8.275	A
B-AD	126	31	0.00	361	0.348	125	0.5	0.5	15.268	C
A-BCD	19	5	0.00	562	0.034	19	0.0	0.0	6.640	A
A-B	109	27	0.00			109				
A-C	406	101	0.00			406				
D-ABC	25	6	0.00	467	0.054	25	0.1	0.1	8.148	A
C-ABD	31	8	0.00	476	0.065	31	0.1	0.1	8.096	A
C-D	11	3	0.00			11				
C-A	292	73	0.00			292				

15:30 - 15:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	23	6	0.00	504	0.046	23	0.1	0.0	7.489	A
B-AD	102	26	0.00	393	0.261	103	0.5	0.4	12.444	B
A-BCD	16	4	0.00	570	0.027	16	0.0	0.0	6.492	A
A-B	89	22	0.00			89				
A-C	331	83	0.00			331				
D-ABC	21	5	0.00	488	0.042	21	0.1	0.0	7.702	A
C-ABD	25	6	0.00	490	0.051	25	0.1	0.1	7.740	A
C-D	9	2	0.00			9				
C-A	239	60	0.00			239				

15:45 - 16:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	20	5	0.00	530	0.037	20	0.0	0.0	7.058	A
B-AD	86	21	0.00	416	0.206	86	0.4	0.3	10.924	B
A-BCD	13	3	0.00	578	0.022	13	0.0	0.0	6.377	A
A-B	74	19	0.00			74				
A-C	278	69	0.00			278				
D-ABC	17	4	0.00	503	0.034	17	0.0	0.0	7.415	A
C-ABD	21	5	0.00	502	0.041	21	0.1	0.0	7.486	A
C-D	8	2	0.00			8				
C-A	200	50	0.00			200				

D6 - 2030 | Base | PM (2 - EXT)

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way	Two-way	Two-way	Two-way		2.34	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	47	Stream B-AD	2.34	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2030	Base	PM (2 - EXT)	ONE HOUR	15:15	16:45	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Greenside Road (N)		ONE HOUR	✓	482	100.000
B - Jenny Lane		ONE HOUR	✓	123	100.000
C - Greenside Road (S)		ONE HOUR	✓	329	100.000
D - Greenside Estate		ONE HOUR	✓	24	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - Greenside Road (N)	B - Jenny Lane	C - Greenside Road (S)	D - Greenside Estate
From	A - Greenside Road (N)	0	66	395	21
	B - Jenny Lane	105	0	17	1
	C - Greenside Road (S)	301	18	0	10
	D - Greenside Estate	12	2	10	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To			
		A - Greenside Road (N)	B - Jenny Lane	C - Greenside Road (S)	D - Greenside Estate
From	A - Greenside Road (N)	0	0	1	0
	B - Jenny Lane	0	0	0	0
	C - Greenside Road (S)	2	0	0	0
	D - Greenside Estate	0	0	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-CD	0.04	8.27	0.0	A	16	24
B-AD	0.33	14.97	0.5	B	97	145
A-BCD	0.04	6.72	0.0	A	20	30
A-B					60	91
A-C					362	543
D-ABC	0.07	9.58	0.1	A	22	33
C-ABD	0.04	7.99	0.0	A	17	25
C-D					9	14
C-A					276	414

Main Results for each time segment

15:15 - 15:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	13	3	0.00	521	0.025	13	0.0	0.0	7.091	A
B-AD	79	20	0.00	414	0.192	78	0.0	0.2	10.711	B
A-BCD	16	4	0.00	576	0.028	16	0.0	0.0	6.431	A
A-B	50	12	0.00			50				
A-C	297	74	0.00			297				
D-ABC	18	5	0.00	448	0.040	18	0.0	0.0	8.379	A
C-ABD	14	3	0.00	500	0.027	14	0.0	0.0	7.401	A
C-D	8	2	0.00			8				
C-A	226	57	0.00			226				

15:30 - 15:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	16	4	0.00	495	0.032	16	0.0	0.0	7.511	A
B-AD	95	24	0.00	390	0.243	94	0.2	0.3	12.182	B
A-BCD	19	5	0.00	568	0.034	19	0.0	0.0	6.558	A
A-B	59	15	0.00			59				
A-C	355	89	0.00			355				
D-ABC	22	5	0.00	429	0.050	22	0.0	0.1	8.841	A
C-ABD	17	4	0.00	487	0.034	16	0.0	0.0	7.647	A
C-D	9	2	0.00			9				
C-A	270	68	0.00			270				

15:45 - 16:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	19	5	0.00	455	0.043	19	0.0	0.0	8.261	A
B-AD	116	29	0.00	356	0.325	115	0.3	0.5	14.893	B
A-BCD	24	6	0.00	560	0.043	24	0.0	0.0	6.720	A
A-B	73	18	0.00			73				
A-C	434	109	0.00			434				
D-ABC	26	7	0.00	402	0.066	26	0.1	0.1	9.582	A
C-ABD	20	5	0.00	471	0.043	20	0.0	0.0	7.991	A
C-D	11	3	0.00			11				
C-A	331	83	0.00			331				

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	19	5	0.00	455	0.043	19	0.0	0.0	8.272	A
B-AD	116	29	0.00	356	0.325	116	0.5	0.5	14.968	B
A-BCD	24	6	0.00	560	0.043	24	0.0	0.0	6.720	A
A-B	73	18	0.00			73				
A-C	434	109	0.00			434				
D-ABC	26	7	0.00	402	0.066	26	0.1	0.1	9.584	A
C-ABD	20	5	0.00	471	0.043	20	0.0	0.0	7.993	A
C-D	11	3	0.00			11				
C-A	331	83	0.00			331				

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	16	4	0.00	494	0.032	16	0.0	0.0	7.522	A
B-AD	95	24	0.00	390	0.243	95	0.5	0.3	12.260	B
A-BCD	19	5	0.00	568	0.034	19	0.0	0.0	6.559	A
A-B	59	15	0.00			59				
A-C	355	89	0.00			355				
D-ABC	22	5	0.00	429	0.050	22	0.1	0.1	8.849	A
C-ABD	17	4	0.00	487	0.034	17	0.0	0.0	7.651	A
C-D	9	2	0.00			9				
C-A	270	68	0.00			270				

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	13	3	0.00	520	0.025	13	0.0	0.0	7.104	A
B-AD	79	20	0.00	413	0.192	80	0.3	0.2	10.798	B
A-BCD	16	4	0.00	576	0.028	16	0.0	0.0	6.435	A
A-B	50	12	0.00			50				
A-C	297	74	0.00			297				
D-ABC	18	5	0.00	447	0.040	18	0.1	0.0	8.386	A
C-ABD	14	3	0.00	500	0.027	14	0.0	0.0	7.405	A
C-D	8	2	0.00			8				
C-A	226	57	0.00			226				

D7 - 2030 | Design | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way	Two-way	Two-way	Two-way		3.67	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	30	Stream B-AD	3.67	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2030	Design	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Greenside Road (N)		ONE HOUR	✓	474	100.000
B - Jenny Lane		ONE HOUR	✓	178	100.000
C - Greenside Road (S)		ONE HOUR	✓	281	100.000
D - Greenside Estate		ONE HOUR	✓	16	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - Greenside Road (N)	B - Jenny Lane	C - Greenside Road (S)	D - Greenside Estate
From	A - Greenside Road (N)	0	123	345	6
	B - Jenny Lane	151	0	27	0
	C - Greenside Road (S)	231	46	0	4
	D - Greenside Estate	13	1	2	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To			
		A - Greenside Road (N)	B - Jenny Lane	C - Greenside Road (S)	D - Greenside Estate
From	A - Greenside Road (N)	0	1	2	0
	B - Jenny Lane	0	0	0	0
	C - Greenside Road (S)	4	0	0	0
	D - Greenside Estate	0	0	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-CD	0.07	9.01	0.1	A	25	37
B-AD	0.45	17.73	0.8	C	139	208
A-BCD	0.01	6.58	0.0	A	6	8
A-B					113	169
A-C					317	475
D-ABC	0.04	7.51	0.0	A	15	22
C-ABD	0.11	8.30	0.1	A	44	66
C-D					4	5
C-A					210	315

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	20	5	0.00	517	0.039	20	0.0	0.0	7.244	A
B-AD	114	28	0.00	422	0.269	112	0.0	0.4	11.555	B
A-BCD	5	1	0.00	575	0.008	5	0.0	0.0	6.308	A
A-B	93	23	0.00			93				
A-C	260	65	0.00			260				
D-ABC	12	3	0.00	527	0.023	12	0.0	0.0	6.990	A
C-ABD	35	9	0.00	508	0.070	35	0.0	0.1	7.611	A
C-D	3	0.75	0.00			3				
C-A	173	43	0.00			173				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	24	6	0.00	485	0.050	24	0.0	0.1	7.815	A
B-AD	136	34	0.00	400	0.339	135	0.4	0.5	13.560	B
A-BCD	5	1	0.00	566	0.010	5	0.0	0.0	6.423	A
A-B	111	28	0.00			111				
A-C	310	78	0.00			310				
D-ABC	14	4	0.00	515	0.028	14	0.0	0.0	7.195	A
C-ABD	43	11	0.00	499	0.086	43	0.1	0.1	7.903	A
C-D	4	0.89	0.00			4				
C-A	206	52	0.00			206				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	30	7	0.00	430	0.069	30	0.1	0.1	8.979	A
B-AD	166	42	0.00	369	0.450	165	0.5	0.8	17.537	C
A-BCD	7	2	0.00	554	0.012	7	0.0	0.0	6.582	A
A-B	135	34	0.00			135				
A-C	380	95	0.00			380				
D-ABC	18	4	0.00	497	0.035	18	0.0	0.0	7.506	A
C-ABD	54	13	0.00	488	0.110	54	0.1	0.1	8.299	A
C-D	4	1	0.00			4				
C-A	251	63	0.00			251				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	30	7	0.00	429	0.069	30	0.1	0.1	9.011	A
B-AD	166	42	0.00	369	0.450	166	0.8	0.8	17.725	C
A-BCD	7	2	0.00	554	0.012	7	0.0	0.0	6.583	A
A-B	135	34	0.00			135				
A-C	380	95	0.00			380				
D-ABC	18	4	0.00	497	0.035	18	0.0	0.0	7.507	A
C-ABD	54	13	0.00	488	0.110	54	0.1	0.1	8.303	A
C-D	4	1	0.00			4				
C-A	251	63	0.00			251				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	24	6	0.00	483	0.050	24	0.1	0.1	7.842	A
B-AD	136	34	0.00	400	0.339	137	0.8	0.5	13.740	B
A-BCD	5	1	0.00	566	0.010	5	0.0	0.0	6.424	A
A-B	111	28	0.00			111				
A-C	310	78	0.00			310				
D-ABC	14	4	0.00	515	0.028	14	0.0	0.0	7.200	A
C-ABD	43	11	0.00	499	0.086	43	0.1	0.1	7.910	A
C-D	4	0.89	0.00			4				
C-A	206	52	0.00			206				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	20	5	0.00	516	0.039	20	0.1	0.0	7.268	A
B-AD	114	28	0.00	422	0.269	114	0.5	0.4	11.711	B
A-BCD	5	1	0.00	575	0.008	5	0.0	0.0	6.310	A
A-B	93	23	0.00			93				
A-C	260	65	0.00			260				
D-ABC	12	3	0.00	527	0.023	12	0.0	0.0	6.995	A
C-ABD	35	9	0.00	508	0.070	36	0.1	0.1	7.623	A
C-D	3	0.75	0.00			3				
C-A	173	43	0.00			173				

D8 - 2030 | Design | PM (1 - INT)

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way	Two-way	Two-way	Two-way		2.78	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	40	Stream B-AD	2.78	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2030	Design	PM (1 - INT)	ONE HOUR	14:30	16:00	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Greenside Road (N)		ONE HOUR	✓	493	100.000
B - Jenny Lane		ONE HOUR	✓	148	100.000
C - Greenside Road (S)		ONE HOUR	✓	303	100.000
D - Greenside Estate		ONE HOUR	✓	23	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - Greenside Road (N)	B - Jenny Lane	C - Greenside Road (S)	D - Greenside Estate
From	A - Greenside Road (N)	0	107	369	17
	B - Jenny Lane	122	0	26	0
	C - Greenside Road (S)	266	27	0	10
	D - Greenside Estate	17	1	5	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To			
		A - Greenside Road (N)	B - Jenny Lane	C - Greenside Road (S)	D - Greenside Estate
From	A - Greenside Road (N)	0	0	1	0
	B - Jenny Lane	0	0	0	0
	C - Greenside Road (S)	1	0	0	0
	D - Greenside Estate	0	0	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-CD	0.06	8.45	0.1	A	24	36
B-AD	0.37	15.89	0.6	C	112	168
A-BCD	0.03	6.64	0.0	A	16	24
A-B					98	147
A-C					338	507
D-ABC	0.05	8.16	0.1	A	21	32
C-ABD	0.07	8.13	0.1	A	26	38
C-D					9	14
C-A					243	365

Main Results for each time segment

14:30 - 14:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	20	5	0.00	526	0.037	19	0.0	0.0	7.099	A
B-AD	92	23	0.00	416	0.221	91	0.0	0.3	11.028	B
A-BCD	13	3	0.00	578	0.022	13	0.0	0.0	6.372	A
A-B	81	20	0.00			81				
A-C	278	69	0.00			278				
D-ABC	17	4	0.00	503	0.034	17	0.0	0.0	7.412	A
C-ABD	21	5	0.00	501	0.041	21	0.0	0.0	7.498	A
C-D	8	2	0.00			8				
C-A	200	50	0.00			200				

14:45 - 15:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	23	6	0.00	499	0.047	23	0.0	0.0	7.565	A
B-AD	110	27	0.00	393	0.279	109	0.3	0.4	12.675	B
A-BCD	16	4	0.00	571	0.027	16	0.0	0.0	6.486	A
A-B	96	24	0.00			96				
A-C	331	83	0.00			331				
D-ABC	21	5	0.00	488	0.042	21	0.0	0.0	7.706	A
C-ABD	25	6	0.00	489	0.051	25	0.0	0.1	7.762	A
C-D	9	2	0.00			9				
C-A	239	60	0.00			239				

15:00 - 15:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	29	7	0.00	455	0.063	29	0.0	0.1	8.433	A
B-AD	134	34	0.00	361	0.372	134	0.4	0.6	15.788	C
A-BCD	19	5	0.00	562	0.034	19	0.0	0.0	6.636	A
A-B	118	29	0.00			118				
A-C	406	101	0.00			406				
D-ABC	25	6	0.00	467	0.054	25	0.0	0.1	8.155	A
C-ABD	31	8	0.00	474	0.065	31	0.1	0.1	8.128	A
C-D	11	3	0.00			11				
C-A	292	73	0.00			292				

15:15 - 15:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	29	7	0.00	455	0.063	29	0.1	0.1	8.449	A
B-AD	134	34	0.00	361	0.372	134	0.6	0.6	15.894	C
A-BCD	19	5	0.00	562	0.034	19	0.0	0.0	6.636	A
A-B	118	29	0.00			118				
A-C	406	101	0.00			406				
D-ABC	25	6	0.00	467	0.054	25	0.1	0.1	8.158	A
C-ABD	31	8	0.00	474	0.065	31	0.1	0.1	8.131	A
C-D	11	3	0.00			11				
C-A	292	73	0.00			292				

15:30 - 15:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	23	6	0.00	498	0.047	23	0.1	0.0	7.583	A
B-AD	110	27	0.00	393	0.279	110	0.6	0.4	12.782	B
A-BCD	16	4	0.00	571	0.027	16	0.0	0.0	6.490	A
A-B	96	24	0.00			96				
A-C	331	83	0.00			331				
D-ABC	21	5	0.00	488	0.042	21	0.1	0.0	7.709	A
C-ABD	25	6	0.00	489	0.051	25	0.1	0.1	7.767	A
C-D	9	2	0.00			9				
C-A	239	60	0.00			239				

15:45 - 16:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	20	5	0.00	526	0.037	20	0.0	0.0	7.115	A
B-AD	92	23	0.00	416	0.221	92	0.4	0.3	11.137	B
A-BCD	13	3	0.00	578	0.022	13	0.0	0.0	6.373	A
A-B	81	20	0.00			81				
A-C	278	69	0.00			278				
D-ABC	17	4	0.00	503	0.034	17	0.0	0.0	7.418	A
C-ABD	21	5	0.00	501	0.041	21	0.1	0.0	7.506	A
C-D	8	2	0.00			8				
C-A	200	50	0.00			200				

D9 - 2030 | Design | PM (2 - EXT)

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way	Two-way	Two-way	Two-way		2.47	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	43	Stream B-AD	2.47	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D9	2030	Design	PM (2 - EXT)	ONE HOUR	15:15	16:45	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Greenside Road (N)		ONE HOUR	✓	496	100.000
B - Jenny Lane		ONE HOUR	✓	130	100.000
C - Greenside Road (S)		ONE HOUR	✓	329	100.000
D - Greenside Estate		ONE HOUR	✓	24	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - Greenside Road (N)	B - Jenny Lane	C - Greenside Road (S)	D - Greenside Estate
From	A - Greenside Road (N)	0	80	395	21
	B - Jenny Lane	112	0	17	1
	C - Greenside Road (S)	301	18	0	10
	D - Greenside Estate	12	2	10	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To			
		A - Greenside Road (N)	B - Jenny Lane	C - Greenside Road (S)	D - Greenside Estate
From	A - Greenside Road (N)	0	0	1	0
	B - Jenny Lane	0	0	0	0
	C - Greenside Road (S)	2	0	0	0
	D - Greenside Estate	0	0	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-CD	0.04	8.43	0.0	A	16	24
B-AD	0.35	15.54	0.5	C	103	155
A-BCD	0.04	6.71	0.0	A	20	30
A-B					73	110
A-C					362	543
D-ABC	0.07	9.61	0.1	A	22	33
C-ABD	0.04	8.05	0.0	A	17	25
C-D					9	14
C-A					276	414

Main Results for each time segment

15:15 - 15:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	13	3	0.00	517	0.026	13	0.0	0.0	7.148	A
B-AD	85	21	0.00	413	0.205	84	0.0	0.3	10.898	B
A-BCD	16	4	0.00	576	0.028	16	0.0	0.0	6.428	A
A-B	60	15	0.00			60				
A-C	297	74	0.00			297				
D-ABC	18	5	0.00	447	0.040	18	0.0	0.0	8.389	A
C-ABD	14	3	0.00	498	0.028	14	0.0	0.0	7.436	A
C-D	8	2	0.00			8				
C-A	226	57	0.00			226				

15:30 - 15:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	16	4	0.00	490	0.032	16	0.0	0.0	7.597	A
B-AD	101	25	0.00	389	0.260	101	0.3	0.3	12.481	B
A-BCD	19	5	0.00	569	0.034	19	0.0	0.0	6.553	A
A-B	72	18	0.00			72				
A-C	355	89	0.00			355				
D-ABC	22	5	0.00	428	0.050	22	0.0	0.1	8.855	A
C-ABD	17	4	0.00	485	0.034	16	0.0	0.0	7.691	A
C-D	9	2	0.00			9				
C-A	270	68	0.00			270				

15:45 - 16:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	19	5	0.00	447	0.044	19	0.0	0.0	8.419	A
B-AD	124	31	0.00	355	0.348	123	0.3	0.5	15.449	C
A-BCD	24	6	0.00	561	0.043	24	0.0	0.0	6.712	A
A-B	88	22	0.00			88				
A-C	434	109	0.00			434				
D-ABC	26	7	0.00	401	0.066	26	0.1	0.1	9.603	A
C-ABD	20	5	0.00	468	0.044	20	0.0	0.0	8.049	A
C-D	11	3	0.00			11				
C-A	331	83	0.00			331				

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	19	5	0.00	446	0.044	19	0.0	0.0	8.433	A
B-AD	124	31	0.00	355	0.348	124	0.5	0.5	15.540	C
A-BCD	24	6	0.00	561	0.043	24	0.0	0.0	6.712	A
A-B	88	22	0.00			88				
A-C	434	109	0.00			434				
D-ABC	26	7	0.00	401	0.066	26	0.1	0.1	9.606	A
C-ABD	20	5	0.00	468	0.044	20	0.0	0.0	8.051	A
C-D	11	3	0.00			11				
C-A	331	83	0.00			331				

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	16	4	0.00	489	0.032	16	0.0	0.0	7.613	A
B-AD	101	25	0.00	389	0.260	102	0.5	0.4	12.576	B
A-BCD	19	5	0.00	569	0.034	19	0.0	0.0	6.557	A
A-B	72	18	0.00			72				
A-C	355	89	0.00			355				
D-ABC	22	5	0.00	428	0.050	22	0.1	0.1	8.862	A
C-ABD	17	4	0.00	485	0.034	17	0.0	0.0	7.693	A
C-D	9	2	0.00			9				
C-A	270	68	0.00			270				

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	13	3	0.00	516	0.026	13	0.0	0.0	7.162	A
B-AD	85	21	0.00	413	0.205	85	0.4	0.3	10.996	B
A-BCD	16	4	0.00	576	0.028	16	0.0	0.0	6.434	A
A-B	60	15	0.00			60				
A-C	297	74	0.00			297				
D-ABC	18	5	0.00	447	0.040	18	0.1	0.0	8.396	A
C-ABD	14	3	0.00	498	0.028	14	0.0	0.0	7.443	A
C-D	8	2	0.00			8				
C-A	226	57	0.00			226				

Appendix J Proposed Hepworth Lane Site Egress Junctions 9 Output

Junctions 11

PICADY 11 - Priority Intersection Module

Version: 11.1.0.2307
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Filename: 260618 J2 Hepworth Lane Egress.j11
Path: C:\Users\Optima\OneDrive - Optima Highways\Projects - Documents\Woodward Court, Mirfield\ANALYSIS\CAPACITY\Priority Junctions\260618 Modelling
Report generation date: 22/06/2026 11:35:29

»D1 - 2030 | Design | AM
»D2 - 2030 | Design | PM (1 - INT)
»D3 - 2030 | Design | PM (2 - EXT)

Summary of junction performance

	AM						PM (1 - INT)						PM (2 - EXT)					
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity
	2030 - Design																	
Stream B-AC	D1	0.1	5.56	0.06	A	900 %	D2	0.0	5.48	0.04	A	900 %	D3	0.0	5.45	0.02	A	900 %
Stream C-AB		0.0	0.00	0.00	A	[]		0.0	0.00	0.00	A	[]		0.0	0.00	0.00	A	[]

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

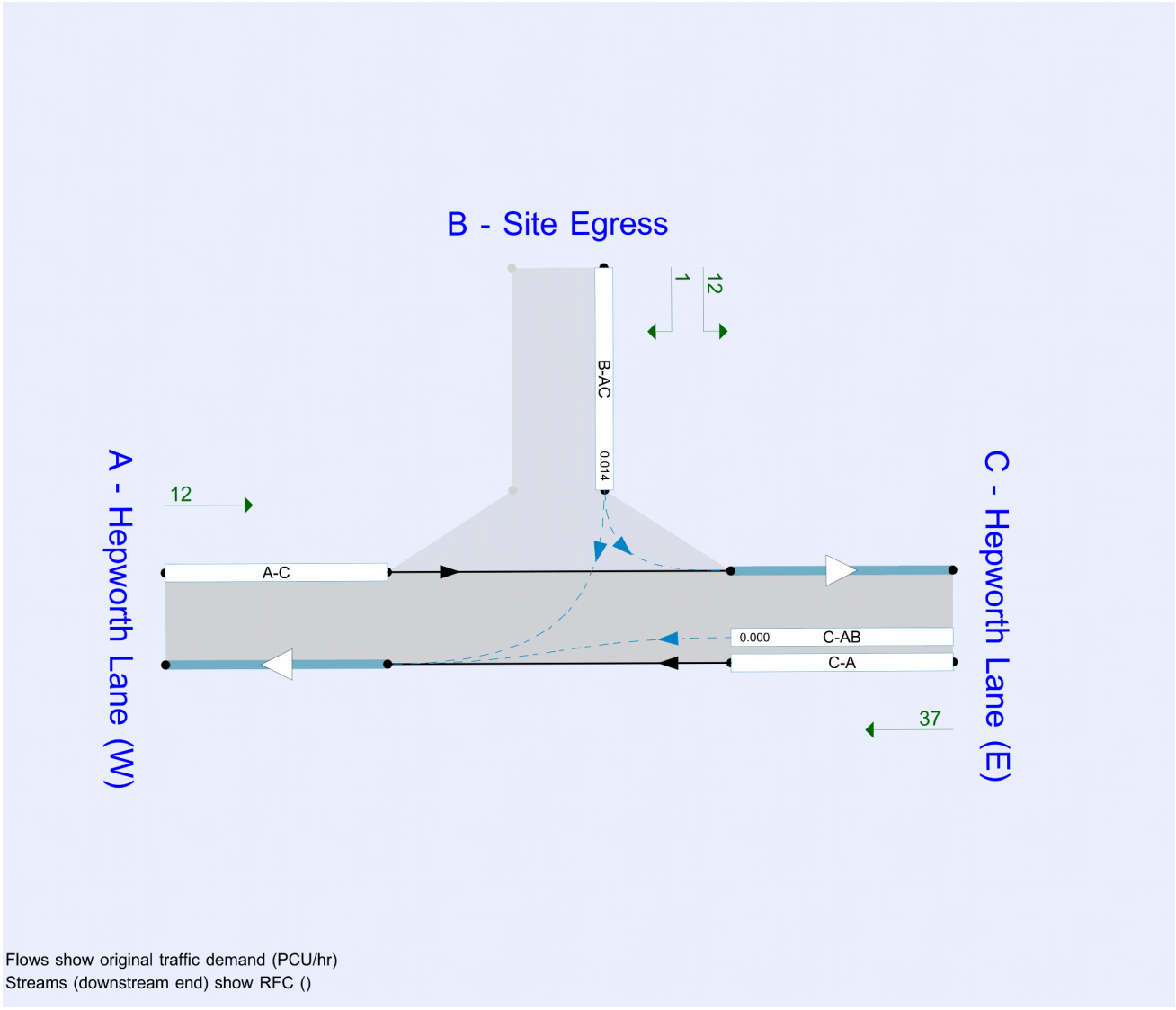
File summary

File Description

Title	
Location	
Site number	
Date	26/11/2025
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



Flows show original traffic demand (PCU/hr)
Streams (downstream end) show RFC ()

The junction diagram reflects the last run of Junctions.

Analysis Options

PICADY short flare model	Calculate Queue Percentiles	Calculate residual capacity	Residual capacity criteria type	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
JUNCTIONS 11.1		✓	Delay	0.85	36.00	20.00

Demand Set Summary

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2030	Design	AM	ONE HOUR	07:45	09:15	15
D2	2030	Design	PM (1 - INT)	ONE HOUR	14:30	16:00	15
D3	2030	Design	PM (2 - EXT)	ONE HOUR	15:15	16:45	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

D1 - 2030 | Design | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Entry Only	Two-way		1.87	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	900		1.87	A

Arms

Arms

Arm	Name	Description	Arm type
A	Hepworth Lane (W)		Major
B	Site Egress		Minor
C	Hepworth Lane (E)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Hepworth Lane (E)	6.00			0.0	✓	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 - Site Egress	One lane	3.82	28	28

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	542	0.099	0.249	0.157	0.356
B-C	694	0.106	0.269	-	-
C-B	574	0.222	0.222	-	-

The slopes and intercepts shown above include custom intercept adjustments only.

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	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2030	Design	AM	ONE HOUR	07:45	09:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Hepworth Lane (W)		✓	6	100.000
B - Site Egress		✓	35	100.000
C - Hepworth Lane (E)		✓	63	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Hepworth Lane (W)	B - Site Egress	C - Hepworth Lane (E)
From	A - Hepworth Lane (W)	0	0	6
	B - Site Egress	1	0	34
	C - Hepworth Lane (E)	63	0	0

Vehicle Mix

Heavy Vehicle %

		To		
		A - Hepworth Lane (W)	B - Site Egress	C - Hepworth Lane (E)
From	A - Hepworth Lane (W)	0	0	3
	B - Site Egress	0	0	0
	C - Hepworth Lane (E)	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.06	5.56	0.1	A
C-AB	0.00	0.00	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	26	0.00	687	0.038	26	0.0	5.445	A
C-AB	0	0.00	1152	0.000	0	0.0	0.000	A
C-A	47	0.00			47			
A-B	0	0.00			0			
A-C	5	0.00			5			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	31	0.00	687	0.046	31	0.0	5.492	A
C-AB	0	0.00	1151	0.000	0	0.0	0.000	A
C-A	57	0.00			57			
A-B	0	0.00			0			
A-C	5	0.00			5			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	39	0.00	686	0.056	38	0.1	5.556	A
C-AB	0	0.00	1151	0.000	0	0.0	0.000	A
C-A	69	0.00			69			
A-B	0	0.00			0			
A-C	7	0.00			7			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	39	0.00	686	0.056	39	0.1	5.556	A
C-AB	0	0.00	1151	0.000	0	0.0	0.000	A
C-A	69	0.00			69			
A-B	0	0.00			0			
A-C	7	0.00			7			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	31	0.00	687	0.046	32	0.0	5.493	A
C-AB	0	0.00	1151	0.000	0	0.0	0.000	A
C-A	57	0.00			57			
A-B	0	0.00			0			
A-C	5	0.00			5			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	26	0.00	687	0.038	26	0.0	5.450	A
C-AB	0	0.00	1152	0.000	0	0.0	0.000	A
C-A	47	0.00			47			
A-B	0	0.00			0			
A-C	5	0.00			5			

D2 - 2030 | Design | PM (1 - INT)

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Entry Only	Two-way		1.50	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	900		1.50	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2030	Design	PM (1 - INT)	ONE HOUR	14:30	16:00	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Hepworth Lane (W)		✓	12	100.000
B - Site Egress		✓	23	100.000
C - Hepworth Lane (E)		✓	49	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Hepworth Lane (W)	B - Site Egress	C - Hepworth Lane (E)
From	A - Hepworth Lane (W)	0	0	12
	B - Site Egress	1	0	22
	C - Hepworth Lane (E)	49	0	0

Vehicle Mix

Heavy Vehicle %

		To		
		A - Hepworth Lane (W)	B - Site Egress	C - Hepworth Lane (E)
From	A - Hepworth Lane (W)	0	0	9
	B - Site Egress	0	0	0
	C - Hepworth Lane (E)	3	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.04	5.48	0.0	A
C-AB	0.00	0.00	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

14:30 - 14:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	17	0.00	683	0.025	17	0.0	5.407	A
C-AB	0	0.00	1161	0.000	0	0.0	0.000	A
C-A	37	0.00			37			
A-B	0	0.00			0			
A-C	9	0.00			9			

14:45 - 15:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	21	0.00	682	0.030	21	0.0	5.439	A
C-AB	0	0.00	1160	0.000	0	0.0	0.000	A
C-A	44	0.00			44			
A-B	0	0.00			0			
A-C	11	0.00			11			

15:00 - 15:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	25	0.00	682	0.037	25	0.0	5.484	A
C-AB	0	0.00	1159	0.000	0	0.0	0.000	A
C-A	54	0.00			54			
A-B	0	0.00			0			
A-C	13	0.00			13			

15:15 - 15:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	25	0.00	682	0.037	25	0.0	5.484	A
C-AB	0	0.00	1159	0.000	0	0.0	0.000	A
C-A	54	0.00			54			
A-B	0	0.00			0			
A-C	13	0.00			13			

15:30 - 15:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	21	0.00	682	0.030	21	0.0	5.442	A
C-AB	0	0.00	1160	0.000	0	0.0	0.000	A
C-A	44	0.00			44			
A-B	0	0.00			0			
A-C	11	0.00			11			

15:45 - 16:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	17	0.00	683	0.025	17	0.0	5.409	A
C-AB	0	0.00	1161	0.000	0	0.0	0.000	A
C-A	37	0.00			37			
A-B	0	0.00			0			
A-C	9	0.00			9			

D3 - 2030 | Design | PM (2 - EXT)

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Entry Only	Two-way		1.14	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	900		1.14	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	2030	Design	PM (2 - EXT)	ONE HOUR	15:15	16:45	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Hepworth Lane (W)		✓	12	100.000
B - Site Egress		✓	13	100.000
C - Hepworth Lane (E)		✓	37	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Hepworth Lane (W)	B - Site Egress	C - Hepworth Lane (E)
From	A - Hepworth Lane (W)	0	0	12
	B - Site Egress	1	0	12
	C - Hepworth Lane (E)	37	0	0

Vehicle Mix

Heavy Vehicle %

		To		
		A - Hepworth Lane (W)	B - Site Egress	C - Hepworth Lane (E)
From	A - Hepworth Lane (W)	0	0	7
	B - Site Egress	0	0	0
	C - Hepworth Lane (E)	4	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.02	5.45	0.0	A
C-AB	0.00	0.00	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

15:15 - 15:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	10	0.00	677	0.014	10	0.0	5.398	A
C-AB	0	0.00	1167	0.000	0	0.0	0.000	A
C-A	28	0.00			28			
A-B	0	0.00			0			
A-C	9	0.00			9			

15:30 - 15:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	12	0.00	676	0.017	12	0.0	5.418	A
C-AB	0	0.00	1166	0.000	0	0.0	0.000	A
C-A	33	0.00			33			
A-B	0	0.00			0			
A-C	11	0.00			11			

15:45 - 16:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	14	0.00	675	0.021	14	0.0	5.446	A
C-AB	0	0.00	1165	0.000	0	0.0	0.000	A
C-A	41	0.00			41			
A-B	0	0.00			0			
A-C	13	0.00			13			

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	14	0.00	675	0.021	14	0.0	5.446	A
C-AB	0	0.00	1165	0.000	0	0.0	0.000	A
C-A	41	0.00			41			
A-B	0	0.00			0			
A-C	13	0.00			13			

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	12	0.00	676	0.017	12	0.0	5.421	A
C-AB	0	0.00	1166	0.000	0	0.0	0.000	A
C-A	33	0.00			33			
A-B	0	0.00			0			
A-C	11	0.00			11			

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	10	0.00	677	0.014	10	0.0	5.401	A
C-AB	0	0.00	1167	0.000	0	0.0	0.000	A
C-A	28	0.00			28			
A-B	0	0.00			0			
A-C	9	0.00			9			

Appendix K Hepworth Lane / Flash Lane / Shillbank Lane Junctions 9 Output

Junctions 11

PICADY 11 - Priority Intersection Module

Version: 11.1.0.2307
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Filename: 260622 J4 Hepworth Lane - Shillbank Lane.j11
Path: C:\Users\Optima\OneDrive - Optima Highways\Projects - Documents\Woodward Court, Mirfield\ANALYSIS\CAPACITY\Priority Junctions\260618 Modelling
Report generation date: 22/06/2026 15:31:33

»D1 - 2026 | Count | AM
»D2 - 2026 | Count | PM (1 - INT)
»D3 - 2026 | Count | PM (2 - EXT)
»D4 - 2030 | Base | AM
»D5 - 2030 | Base | PM (1 - INT)
»D6 - 2030 | Base | PM (2 - EXT)
»D7 - 2030 | Design | AM
»D8 - 2030 | Design | PM (1 - INT)
»D9 - 2030 | Design | PM (2 - EXT)

Summary of junction performance

	AM						PM (1 - INT)						PM (2 - EXT)					
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity
	2026 - Count																	
Stream B-AC	D1	0.0	8.49	0.02	A	154 % [Stream B-AC]	D2	0.0	7.36	0.02	A	248 % [Stream B-AC]	D3	0.0	6.80	0.01	A	246 % [Stream B-AC]
Stream C-AB		0.2	6.28	0.13	A			0.1	5.85	0.06	A			0.0	5.80	0.03	A	
	2030 - Base																	
Stream B-AC	D4	0.0	8.66	0.02	A	144 % [Stream B-AC]	D5	0.0	7.45	0.02	A	233 % [Stream B-AC]	D6	0.0	6.89	0.01	A	229 % [Stream B-AC]
Stream C-AB		0.3	6.31	0.13	A			0.1	5.83	0.07	A			0.0	5.79	0.03	A	
	2030 - Design																	
Stream B-AC	D7	0.1	7.78	0.09	A	152 % [Stream B-AC]	D8	0.1	7.07	0.06	A	235 % [Stream B-AC]	D9	0.0	7.08	0.04	A	217 % [Stream B-AC]
Stream C-AB		0.3	6.32	0.14	A			0.1	5.85	0.07	A			0.1	5.83	0.05	A	

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

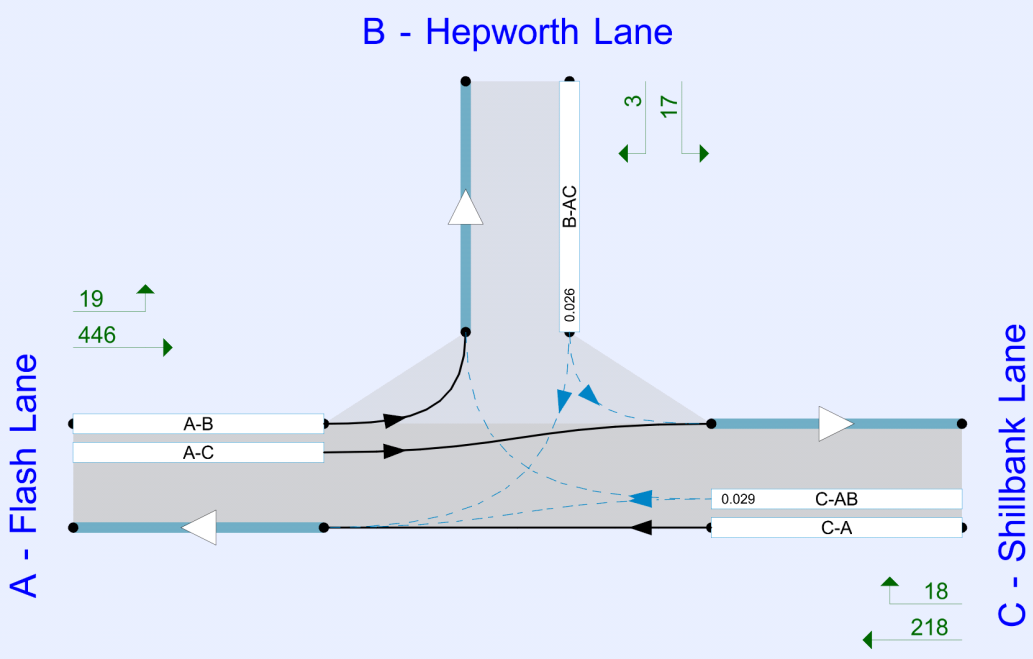
File summary

File Description

Title	
Location	
Site number	
Date	27/11/2025
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



Flows show original traffic demand (PCU/hr)
Streams (downstream end) show RFC ()

The junction diagram reflects the last run of Junctions.

Analysis Options

PICADY short flare model	Calculate Queue Percentiles	Calculate residual capacity	Residual capacity criteria type	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
JUNCTIONS 11.1		✓	Delay	0.85	36.00	20.00

Demand Set Summary

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2026	Count	AM	ONE HOUR	07:45	09:15	15
D2	2026	Count	PM (1 - INT)	ONE HOUR	14:30	16:00	15
D3	2026	Count	PM (2 - EXT)	ONE HOUR	15:15	16:45	15
D4	2030	Base	AM	ONE HOUR	07:45	09:15	15
D5	2030	Base	PM (1 - INT)	ONE HOUR	14:30	16:00	15
D6	2030	Base	PM (2 - EXT)	ONE HOUR	15:15	16:45	15
D7	2030	Design	AM	ONE HOUR	07:45	09:15	15
D8	2030	Design	PM (1 - INT)	ONE HOUR	14:30	16:00	15
D9	2030	Design	PM (2 - EXT)	ONE HOUR	15:15	16:45	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

D1 - 2026 | Count | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.63	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	154	Stream B-AC	0.63	A

Arms

Arms

Arm	Name	Description	Arm type
A	Flash Lane		Major
B	Hepworth Lane		Minor
C	Shillbank Lane		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Shillbank Lane	7.95			40.0	✓	0.00

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 - Hepworth Lane	One lane	3.16	95	80

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	558	0.093	0.235	0.148	0.336
B-C	685	0.096	0.243	-	-
C-B	597	0.212	0.212	-	-

The slopes and intercepts shown above include custom intercept adjustments only.

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	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2026	Count	AM	ONE HOUR	07:45	09:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Flash Lane		✓	515	100.000
B - Hepworth Lane		✓	7	100.000
C - Shillbank Lane		✓	279	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Flash Lane	B - Hepworth Lane	C - Shillbank Lane
From	A - Flash Lane	0	16	499
	B - Hepworth Lane	4	0	3
	C - Shillbank Lane	232	47	0

Vehicle Mix

Heavy Vehicle %

		To		
		A - Flash Lane	B - Hepworth Lane	C - Shillbank Lane
From	A - Flash Lane	0	31	1
	B - Hepworth Lane	0	0	0
	C - Shillbank Lane	3	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.02	8.49	0.0	A
C-AB	0.13	6.28	0.2	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	5	0.00	488	0.011	5	0.0	7.461	A
C-AB	49	0.00	640	0.076	48	0.1	6.134	A
C-A	161	0.00			161			
A-B	12	0.00			12			
A-C	376	0.00			376			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	6	0.00	464	0.014	6	0.0	7.861	A
C-AB	62	0.00	650	0.096	62	0.2	6.183	A
C-A	188	0.00			188			
A-B	14	0.00			14			
A-C	449	0.00			449			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	8	0.00	432	0.018	8	0.0	8.493	A
C-AB	84	0.00	665	0.127	84	0.2	6.268	A
C-A	223	0.00			223			
A-B	18	0.00			18			
A-C	549	0.00			549			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	8	0.00	432	0.018	8	0.0	8.494	A
C-AB	84	0.00	665	0.127	84	0.2	6.277	A
C-A	223	0.00			223			
A-B	18	0.00			18			
A-C	549	0.00			549			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	6	0.00	464	0.014	6	0.0	7.864	A
C-AB	63	0.00	650	0.096	63	0.2	6.204	A
C-A	188	0.00			188			
A-B	14	0.00			14			
A-C	449	0.00			449			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	5	0.00	488	0.011	5	0.0	7.466	A
C-AB	49	0.00	640	0.076	49	0.1	6.154	A
C-A	161	0.00			161			
A-B	12	0.00			12			
A-C	376	0.00			376			

D2 - 2026 | Count | PM (1 - INT)

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.44	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	248	Stream B-AC	0.44	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2026	Count	PM (1 - INT)	ONE HOUR	14:30	16:00	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Flash Lane		✓	378	100.000
B - Hepworth Lane		✓	9	100.000
C - Shillbank Lane		✓	228	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Flash Lane	B - Hepworth Lane	C - Shillbank Lane
From	A - Flash Lane	0	18	360
	B - Hepworth Lane	4	0	5
	C - Shillbank Lane	203	25	0

Vehicle Mix

Heavy Vehicle %

		To		
		A - Flash Lane	B - Hepworth Lane	C - Shillbank Lane
From	A - Flash Lane	0	0	1
	B - Hepworth Lane	0	0	0
	C - Shillbank Lane	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.02	7.36	0.0	A
C-AB	0.06	5.85	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

14:30 - 14:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	7	0.00	538	0.013	7	0.0	6.771	A
C-AB	25	0.00	644	0.038	24	0.1	5.835	A
C-A	147	0.00			147			
A-B	14	0.00			14			
A-C	271	0.00			271			

14:45 - 15:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	8	0.00	522	0.016	8	0.0	7.005	A
C-AB	31	0.00	654	0.048	31	0.1	5.807	A
C-A	174	0.00			174			
A-B	16	0.00			16			
A-C	324	0.00			324			

15:00 - 15:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	10	0.00	499	0.020	10	0.0	7.360	A
C-AB	41	0.00	669	0.062	41	0.1	5.767	A
C-A	210	0.00			210			
A-B	20	0.00			20			
A-C	396	0.00			396			

15:15 - 15:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	10	0.00	499	0.020	10	0.0	7.360	A
C-AB	41	0.00	669	0.062	41	0.1	5.775	A
C-A	210	0.00			210			
A-B	20	0.00			20			
A-C	396	0.00			396			

15:30 - 15:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	8	0.00	522	0.016	8	0.0	7.006	A
C-AB	31	0.00	655	0.048	31	0.1	5.815	A
C-A	174	0.00			174			
A-B	16	0.00			16			
A-C	324	0.00			324			

15:45 - 16:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	7	0.00	538	0.013	7	0.0	6.772	A
C-AB	25	0.00	644	0.038	25	0.1	5.846	A
C-A	147	0.00			147			
A-B	14	0.00			14			
A-C	271	0.00			271			

D3 - 2026 | Count | PM (2 - EXT)

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.22	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	246	Stream B-AC	0.22	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	2026	Count	PM (2 - EXT)	ONE HOUR	15:15	16:45	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Flash Lane		✓	451	100.000
B - Hepworth Lane		✓	7	100.000
C - Shillbank Lane		✓	220	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Flash Lane	B - Hepworth Lane	C - Shillbank Lane
From	A - Flash Lane	0	18	433
	B - Hepworth Lane	1	0	6
	C - Shillbank Lane	208	12	0

Vehicle Mix

Heavy Vehicle %

		To		
		A - Flash Lane	B - Hepworth Lane	C - Shillbank Lane
From	A - Flash Lane	0	0	1
	B - Hepworth Lane	0	0	0
	C - Shillbank Lane	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.01	6.80	0.0	A
C-AB	0.03	5.80	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

15:15 - 15:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	5	0.00	577	0.009	5	0.0	6.294	A
C-AB	12	0.00	636	0.019	12	0.0	5.795	A
C-A	154	0.00			154			
A-B	14	0.00			14			
A-C	326	0.00			326			

15:30 - 15:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	6	0.00	560	0.011	6	0.0	6.498	A
C-AB	15	0.00	645	0.024	15	0.0	5.744	A
C-A	183	0.00			183			
A-B	16	0.00			16			
A-C	389	0.00			389			

15:45 - 16:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	8	0.00	537	0.014	8	0.0	6.803	A
C-AB	20	0.00	658	0.031	20	0.0	5.676	A
C-A	222	0.00			222			
A-B	20	0.00			20			
A-C	477	0.00			477			

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	8	0.00	537	0.014	8	0.0	6.803	A
C-AB	20	0.00	658	0.031	20	0.0	5.680	A
C-A	222	0.00			222			
A-B	20	0.00			20			
A-C	477	0.00			477			

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	6	0.00	560	0.011	6	0.0	6.498	A
C-AB	15	0.00	645	0.024	15	0.0	5.754	A
C-A	183	0.00			183			
A-B	16	0.00			16			
A-C	389	0.00			389			

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	5	0.00	577	0.009	5	0.0	6.297	A
C-AB	12	0.00	636	0.019	12	0.0	5.799	A
C-A	154	0.00			154			
A-B	14	0.00			14			
A-C	326	0.00			326			

D4 - 2030 | Base | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.64	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	144	Stream B-AC	0.64	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	2030	Base	AM	ONE HOUR	07:45	09:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Flash Lane		✓	538	100.000
B - Hepworth Lane		✓	7	100.000
C - Shillbank Lane		✓	291	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Flash Lane	B - Hepworth Lane	C - Shillbank Lane
From	A - Flash Lane	0	17	521
	B - Hepworth Lane	4	0	3
	C - Shillbank Lane	242	49	0

Vehicle Mix

Heavy Vehicle %

		To		
		A - Flash Lane	B - Hepworth Lane	C - Shillbank Lane
From	A - Flash Lane	0	31	1
	B - Hepworth Lane	0	0	0
	C - Shillbank Lane	3	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.02	8.66	0.0	A
C-AB	0.13	6.31	0.3	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	5	0.00	482	0.011	5	0.0	7.543	A
C-AB	52	0.00	642	0.080	51	0.1	6.141	A
C-A	168	0.00			168			
A-B	13	0.00			13			
A-C	392	0.00			392			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	6	0.00	458	0.014	6	0.0	7.972	A
C-AB	66	0.00	653	0.102	66	0.2	6.199	A
C-A	195	0.00			195			
A-B	15	0.00			15			
A-C	468	0.00			468			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	8	0.00	424	0.018	8	0.0	8.654	A
C-AB	90	0.00	669	0.135	90	0.3	6.294	A
C-A	230	0.00			230			
A-B	19	0.00			19			
A-C	574	0.00			574			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	8	0.00	424	0.018	8	0.0	8.655	A
C-AB	90	0.00	669	0.135	90	0.3	6.306	A
C-A	230	0.00			230			
A-B	19	0.00			19			
A-C	574	0.00			574			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	6	0.00	458	0.014	6	0.0	7.975	A
C-AB	66	0.00	653	0.102	67	0.2	6.221	A
C-A	195	0.00			195			
A-B	15	0.00			15			
A-C	468	0.00			468			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	5	0.00	482	0.011	5	0.0	7.549	A
C-AB	52	0.00	642	0.081	52	0.1	6.165	A
C-A	167	0.00			167			
A-B	13	0.00			13			
A-C	392	0.00			392			

D5 - 2030 | Base | PM (1 - INT)

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.44	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	233	Stream B-AC	0.44	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D5	2030	Base	PM (1 - INT)	ONE HOUR	14:30	16:00	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Flash Lane		✓	396	100.000
B - Hepworth Lane		✓	9	100.000
C - Shillbank Lane		✓	239	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Flash Lane	B - Hepworth Lane	C - Shillbank Lane
From	A - Flash Lane	0	19	377
	B - Hepworth Lane	4	0	5
	C - Shillbank Lane	213	26	0

Vehicle Mix

Heavy Vehicle %

		To		
		A - Flash Lane	B - Hepworth Lane	C - Shillbank Lane
From	A - Flash Lane	0	0	1
	B - Hepworth Lane	0	0	0
	C - Shillbank Lane	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.02	7.45	0.0	A
C-AB	0.07	5.83	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

14:30 - 14:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	7	0.00	534	0.013	7	0.0	6.822	A
C-AB	26	0.00	647	0.040	26	0.1	5.824	A
C-A	154	0.00			154			
A-B	14	0.00			14			
A-C	284	0.00			284			

14:45 - 15:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	8	0.00	517	0.016	8	0.0	7.071	A
C-AB	33	0.00	658	0.050	33	0.1	5.795	A
C-A	182	0.00			182			
A-B	17	0.00			17			
A-C	339	0.00			339			

15:00 - 15:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	10	0.00	493	0.020	10	0.0	7.450	A
C-AB	44	0.00	674	0.065	44	0.1	5.756	A
C-A	219	0.00			219			
A-B	21	0.00			21			
A-C	415	0.00			415			

15:15 - 15:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	10	0.00	493	0.020	10	0.0	7.451	A
C-AB	44	0.00	674	0.065	44	0.1	5.759	A
C-A	219	0.00			219			
A-B	21	0.00			21			
A-C	415	0.00			415			

15:30 - 15:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	8	0.00	517	0.016	8	0.0	7.072	A
C-AB	33	0.00	658	0.050	33	0.1	5.805	A
C-A	182	0.00			182			
A-B	17	0.00			17			
A-C	339	0.00			339			

15:45 - 16:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	7	0.00	534	0.013	7	0.0	6.826	A
C-AB	26	0.00	647	0.040	26	0.1	5.835	A
C-A	154	0.00			154			
A-B	14	0.00			14			
A-C	284	0.00			284			

D6 - 2030 | Base | PM (2 - EXT)

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.22	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	229	Stream B-AC	0.22	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D6	2030	Base	PM (2 - EXT)	ONE HOUR	15:15	16:45	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Flash Lane		✓	473	100.000
B - Hepworth Lane		✓	7	100.000
C - Shillbank Lane		✓	231	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Flash Lane	B - Hepworth Lane	C - Shillbank Lane
From	A - Flash Lane	0	19	454
	B - Hepworth Lane	1	0	6
	C - Shillbank Lane	218	13	0

Vehicle Mix

Heavy Vehicle %

		To		
		A - Flash Lane	B - Hepworth Lane	C - Shillbank Lane
From	A - Flash Lane	0	0	1
	B - Hepworth Lane	0	0	0
	C - Shillbank Lane	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.01	6.89	0.0	A
C-AB	0.03	5.79	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

15:15 - 15:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	5	0.00	573	0.009	5	0.0	6.341	A
C-AB	13	0.00	638	0.021	13	0.0	5.787	A
C-A	161	0.00			161			
A-B	14	0.00			14			
A-C	342	0.00			342			

15:30 - 15:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	6	0.00	555	0.011	6	0.0	6.558	A
C-AB	17	0.00	648	0.026	17	0.0	5.735	A
C-A	191	0.00			191			
A-B	17	0.00			17			
A-C	408	0.00			408			

15:45 - 16:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	8	0.00	530	0.015	8	0.0	6.885	A
C-AB	23	0.00	662	0.034	22	0.0	5.666	A
C-A	232	0.00			232			
A-B	21	0.00			21			
A-C	500	0.00			500			

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	8	0.00	530	0.015	8	0.0	6.885	A
C-AB	23	0.00	662	0.034	23	0.0	5.670	A
C-A	232	0.00			232			
A-B	21	0.00			21			
A-C	500	0.00			500			

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	6	0.00	555	0.011	6	0.0	6.558	A
C-AB	17	0.00	648	0.026	17	0.0	5.743	A
C-A	191	0.00			191			
A-B	17	0.00			17			
A-C	408	0.00			408			

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	5	0.00	573	0.009	5	0.0	6.341	A
C-AB	13	0.00	638	0.021	13	0.0	5.791	A
C-A	161	0.00			161			
A-B	14	0.00			14			
A-C	342	0.00			342			

D7 - 2030 | Design | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.98	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	152	Stream B-AC	0.98	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D7	2030	Design	AM	ONE HOUR	07:45	09:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Flash Lane		✓	513	100.000
B - Hepworth Lane		✓	41	100.000
C - Shillbank Lane		✓	295	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Flash Lane	B - Hepworth Lane	C - Shillbank Lane
From	A - Flash Lane	0	17	496
	B - Hepworth Lane	7	0	34
	C - Shillbank Lane	242	53	0

Vehicle Mix

Heavy Vehicle %

		To		
		A - Flash Lane	B - Hepworth Lane	C - Shillbank Lane
From	A - Flash Lane	0	31	1
	B - Hepworth Lane	0	0	0
	C - Shillbank Lane	3	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.09	7.78	0.1	A
C-AB	0.14	6.32	0.3	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	31	0.00	557	0.055	31	0.1	6.841	A
C-AB	56	0.00	645	0.086	55	0.1	6.146	A
C-A	166	0.00			166			
A-B	13	0.00			13			
A-C	373	0.00			373			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	37	0.00	536	0.069	37	0.1	7.208	A
C-AB	71	0.00	657	0.109	71	0.2	6.209	A
C-A	194	0.00			194			
A-B	15	0.00			15			
A-C	446	0.00			446			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	45	0.00	508	0.089	45	0.1	7.778	A
C-AB	97	0.00	673	0.144	97	0.3	6.311	A
C-A	228	0.00			228			
A-B	19	0.00			19			
A-C	546	0.00			546			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	45	0.00	508	0.089	45	0.1	7.782	A
C-AB	97	0.00	674	0.144	97	0.3	6.324	A
C-A	228	0.00			228			
A-B	19	0.00			19			
A-C	546	0.00			546			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	37	0.00	536	0.069	37	0.1	7.211	A
C-AB	72	0.00	657	0.109	72	0.2	6.232	A
C-A	194	0.00			194			
A-B	15	0.00			15			
A-C	446	0.00			446			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	31	0.00	557	0.055	31	0.1	6.849	A
C-AB	56	0.00	646	0.086	56	0.1	6.168	A
C-A	166	0.00			166			
A-B	13	0.00			13			
A-C	373	0.00			373			

D8 - 2030 | Design | PM (1 - INT)

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.72	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	235	Stream B-AC	0.72	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D8	2030	Design	PM (1 - INT)	ONE HOUR	14:30	16:00	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Flash Lane		✓	380	100.000
B - Hepworth Lane		✓	31	100.000
C - Shillbank Lane		✓	243	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Flash Lane	B - Hepworth Lane	C - Shillbank Lane
From	A - Flash Lane	0	19	361
	B - Hepworth Lane	6	0	25
	C - Shillbank Lane	213	30	0

Vehicle Mix

Heavy Vehicle %

		To		
		A - Flash Lane	B - Hepworth Lane	C - Shillbank Lane
From	A - Flash Lane	0	0	1
	B - Hepworth Lane	0	0	0
	C - Shillbank Lane	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.06	7.07	0.1	A
C-AB	0.07	5.85	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

14:30 - 14:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	23	0.00	580	0.040	23	0.0	6.468	A
C-AB	30	0.00	649	0.046	30	0.1	5.840	A
C-A	153	0.00			153			
A-B	14	0.00			14			
A-C	272	0.00			272			

14:45 - 15:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	28	0.00	565	0.049	28	0.1	6.707	A
C-AB	38	0.00	661	0.058	38	0.1	5.814	A
C-A	180	0.00			180			
A-B	17	0.00			17			
A-C	325	0.00			325			

15:00 - 15:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	34	0.00	544	0.063	34	0.1	7.065	A
C-AB	51	0.00	677	0.075	51	0.1	5.785	A
C-A	217	0.00			217			
A-B	21	0.00			21			
A-C	397	0.00			397			

15:15 - 15:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	34	0.00	544	0.063	34	0.1	7.066	A
C-AB	51	0.00	677	0.075	51	0.1	5.793	A
C-A	217	0.00			217			
A-B	21	0.00			21			
A-C	397	0.00			397			

15:30 - 15:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	28	0.00	565	0.049	28	0.1	6.711	A
C-AB	38	0.00	661	0.058	38	0.1	5.825	A
C-A	180	0.00			180			
A-B	17	0.00			17			
A-C	325	0.00			325			

15:45 - 16:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	23	0.00	580	0.040	23	0.0	6.474	A
C-AB	30	0.00	649	0.046	30	0.1	5.851	A
C-A	153	0.00			153			
A-B	14	0.00			14			
A-C	272	0.00			272			

D9 - 2030 | Design | PM (2 - EXT)

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.41	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	217	Stream B-AC	0.41	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D9	2030	Design	PM (2 - EXT)	ONE HOUR	15:15	16:45	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Flash Lane		✓	465	100.000
B - Hepworth Lane		✓	20	100.000
C - Shillbank Lane		✓	236	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Flash Lane	B - Hepworth Lane	C - Shillbank Lane
From	A - Flash Lane	0	19	446
	B - Hepworth Lane	3	0	17
	C - Shillbank Lane	218	18	0

Vehicle Mix

Heavy Vehicle %

		To		
		A - Flash Lane	B - Hepworth Lane	C - Shillbank Lane
From	A - Flash Lane	0	0	1
	B - Hepworth Lane	0	0	0
	C - Shillbank Lane	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.04	7.08	0.0	A
C-AB	0.05	5.83	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

15:15 - 15:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	15	0.00	573	0.026	15	0.0	6.454	A
C-AB	18	0.00	639	0.029	18	0.0	5.823	A
C-A	159	0.00			159			
A-B	14	0.00			14			
A-C	336	0.00			336			

15:30 - 15:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	18	0.00	555	0.032	18	0.0	6.701	A
C-AB	23	0.00	649	0.036	23	0.0	5.781	A
C-A	189	0.00			189			
A-B	17	0.00			17			
A-C	401	0.00			401			

15:45 - 16:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	22	0.00	531	0.042	22	0.0	7.076	A
C-AB	31	0.00	664	0.047	31	0.1	5.728	A
C-A	229	0.00			229			
A-B	21	0.00			21			
A-C	491	0.00			491			

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	22	0.00	531	0.042	22	0.0	7.076	A
C-AB	31	0.00	664	0.047	31	0.1	5.735	A
C-A	229	0.00			229			
A-B	21	0.00			21			
A-C	491	0.00			491			

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	18	0.00	555	0.032	18	0.0	6.704	A
C-AB	23	0.00	649	0.036	23	0.0	5.790	A
C-A	189	0.00			189			
A-B	17	0.00			17			
A-C	401	0.00			401			

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	15	0.00	573	0.026	15	0.0	6.455	A
C-AB	18	0.00	639	0.029	18	0.0	5.830	A
C-A	159	0.00			159			
A-B	14	0.00			14			
A-C	336	0.00			336			

Appendix L Wellhouse Lane / Flash Lane Junctions 9 Output

Junctions 11

PICADY 11 - Priority Intersection Module

Version: 11.1.0.2307
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Filename: 260622 J3 Wellhouse Lane - Flash Lane.j11
Path: C:\Users\Optima\OneDrive - Optima Highways\Projects - Documents\Woodward Court, Mirfield\ANALYSIS\CAPACITY\Priority Junctions\260618 Modelling
Report generation date: 23/06/2026 10:48:37

»D1 - 2026 | Count | AM
»D2 - 2026 | Count | PM (1 - INT)
»D3 - 2026 | Count | PM (2 - EXT)
»D4 - 2030 | Base | AM
»D5 - 2030 | Base | PM (1 - INT)
»D6 - 2030 | Base | PM (2 - EXT)
»D7 - 2030 | Design | AM
»D8 - 2030 | Design | PM (1 - INT)
»D9 - 2030 | Design | PM (2 - EXT)

Summary of junction performance

	AM						PM (1 - INT)						PM (2 - EXT)					
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity
	2026 - Count																	
Stream B-AC	D1	0.6	13.46	0.36	B	59 % [Stream B-AC]	D2	0.3	9.78	0.21	A	134 % [Stream B-AC]	D3	0.2	9.81	0.16	A	134 % [Stream B-AC]
Stream C-AB		0.0	5.48	0.01	A			0.0	5.63	0.02	A			0.0	5.70	0.03	A	
	2030 - Base																	
Stream B-AC	D4	0.6	14.13	0.38	B	52 % [Stream B-AC]	D5	0.3	10.02	0.22	B	124 % [Stream B-AC]	D6	0.2	10.06	0.17	B	123 % [Stream B-AC]
Stream C-AB		0.0	5.46	0.01	A			0.0	5.61	0.02	A			0.0	5.70	0.03	A	
	2030 - Design																	
Stream B-AC	D7	0.5	13.63	0.33	B	60 % [Stream B-AC]	D8	0.2	9.95	0.19	A	135 % [Stream B-AC]	D9	0.2	10.14	0.16	B	125 % [Stream B-AC]
Stream C-AB		0.0	5.45	0.01	A			0.0	5.61	0.02	A			0.0	5.70	0.03	A	

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

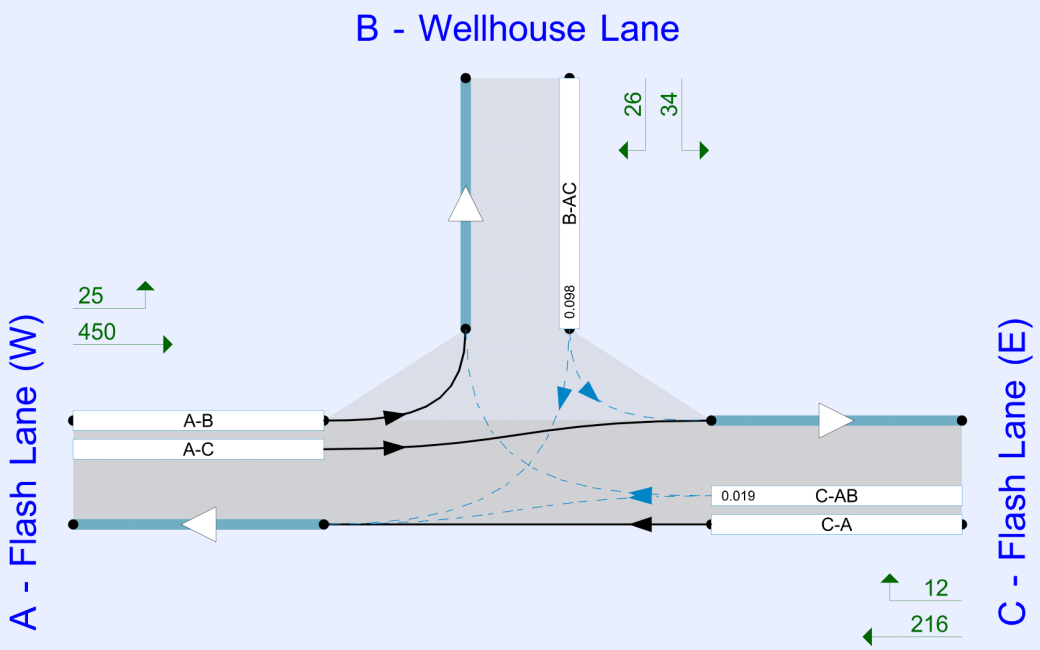
File summary

File Description

Title	
Location	
Site number	
Date	16/09/2025
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



Flows show original traffic demand (PCU/hr)
Streams (downstream end) show RFC ()

The junction diagram reflects the last run of Junctions.

Analysis Options

PICADY short flare model	Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	Residual capacity criteria type	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use simulation for HCM roundabouts	Use iterations for HCM roundabouts
JUNCTIONS 11.1	5.75					✓	Delay	0.85	36.00	20.00		

Demand Set Summary

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2026	Count	AM	ONE HOUR	07:45	09:15	15	✓
D2	2026	Count	PM (1 - INT)	ONE HOUR	14:30	16:00	15	✓
D3	2026	Count	PM (2 - EXT)	ONE HOUR	15:15	16:45	15	✓
D4	2030	Base	AM	ONE HOUR	07:45	09:15	15	✓
D5	2030	Base	PM (1 - INT)	ONE HOUR	14:30	16:00	15	✓
D6	2030	Base	PM (2 - EXT)	ONE HOUR	15:15	16:45	15	✓
D7	2030	Design	AM	ONE HOUR	07:45	09:15	15	✓
D8	2030	Design	PM (1 - INT)	ONE HOUR	14:30	16:00	15	✓
D9	2030	Design	PM (2 - EXT)	ONE HOUR	15:15	16:45	15	✓

Analysis Set Details

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

D1 - 2026 | Count | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		2.21	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	59	Stream B-AC	2.21	A

Arms

Arms

Arm	Name	Description	Arm type
A	Flash Lane (W)		Major
B	Wellhouse Lane		Minor
C	Flash Lane (E)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Flash Lane (E)	8.12			62.0	✓	0.00

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 - Wellhouse Lane	One lane	2.76	15	16

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	479	0.079	0.200	0.126	0.286
B-C	619	0.086	0.218	-	-
C-B	610	0.215	0.215	-	-

The slopes and intercepts shown above include custom intercept adjustments only.

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	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2026	Count	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Flash Lane (W)		ONE HOUR	✓	460	100.000
B - Wellhouse Lane		ONE HOUR	✓	136	100.000
C - Flash Lane (E)		ONE HOUR	✓	252	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Flash Lane (W)	B - Wellhouse Lane	C - Flash Lane (E)
From	A - Flash Lane (W)	0	17	443
	B - Wellhouse Lane	63	0	73
	C - Flash Lane (E)	247	5	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To		
		A - Flash Lane (W)	B - Wellhouse Lane	C - Flash Lane (E)
From	A - Flash Lane (W)	0	0	1
	B - Wellhouse Lane	0	0	0
	C - Flash Lane (E)	2	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	0.36	13.46	0.6	B	125	187
C-AB	0.01	5.48	0.0	A	7	10
C-A					224	336
A-B					16	23
A-C					407	610

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	102	26	0.00	458	0.224	101	0.0	0.3	10.029	B
C-AB	5	1	0.00	666	0.008	5	0.0	0.0	5.475	A
C-A	184	46	0.00			184				
A-B	13	3	0.00			13				
A-C	334	83	0.00			334				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	122	31	0.00	441	0.277	122	0.3	0.4	11.272	B
C-AB	7	2	0.00	679	0.010	7	0.0	0.0	5.387	A
C-A	220	55	0.00			220				
A-B	15	4	0.00			15				
A-C	398	100	0.00			398				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	150	37	0.00	417	0.359	149	0.4	0.5	13.398	B
C-AB	9	2	0.00	697	0.013	9	0.0	0.0	5.266	A
C-A	268	67	0.00			268				
A-B	19	5	0.00			19				
A-C	488	122	0.00			488				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	150	37	0.00	417	0.359	150	0.5	0.6	13.464	B
C-AB	9	2	0.00	697	0.013	9	0.0	0.0	5.271	A
C-A	268	67	0.00			268				
A-B	19	5	0.00			19				
A-C	488	122	0.00			488				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	122	31	0.00	441	0.277	123	0.6	0.4	11.345	B
C-AB	7	2	0.00	679	0.010	7	0.0	0.0	5.395	A
C-A	220	55	0.00			220				
A-B	15	4	0.00			15				
A-C	398	100	0.00			398				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	102	26	0.00	458	0.224	103	0.4	0.3	10.148	B
C-AB	5	1	0.00	666	0.008	5	0.0	0.0	5.479	A
C-A	184	46	0.00			184				
A-B	13	3	0.00			13				
A-C	334	83	0.00			334				

D2 - 2026 | Count | PM (1 - INT)

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		1.42	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	134	Stream B-AC	1.42	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2026	Count	PM (1 - INT)	ONE HOUR	14:30	16:00	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Flash Lane (W)		ONE HOUR	✓	362	100.000
B - Wellhouse Lane		ONE HOUR	✓	87	100.000
C - Flash Lane (E)		ONE HOUR	✓	207	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Flash Lane (W)	B - Wellhouse Lane	C - Flash Lane (E)
From	A - Flash Lane (W)	0	16	346
	B - Wellhouse Lane	30	0	57
	C - Flash Lane (E)	197	10	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To		
		A - Flash Lane (W)	B - Wellhouse Lane	C - Flash Lane (E)
From	A - Flash Lane (W)	0	0	1
	B - Wellhouse Lane	0	0	0
	C - Flash Lane (E)	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	0.21	9.78	0.3	A	80	120
C-AB	0.02	5.63	0.0	A	13	19
C-A					177	266
A-B					15	22
A-C					317	476

Main Results for each time segment

14:30 - 14:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	65	16	0.00	495	0.132	65	0.0	0.2	8.356	A
C-AB	10	2	0.00	654	0.015	10	0.0	0.0	5.621	A
C-A	146	37	0.00			146				
A-B	12	3	0.00			12				
A-C	260	65	0.00			260				

14:45 - 15:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	78	20	0.00	482	0.162	78	0.2	0.2	8.909	A
C-AB	12	3	0.00	664	0.018	12	0.0	0.0	5.563	A
C-A	174	43	0.00			174				
A-B	14	4	0.00			14				
A-C	311	78	0.00			311				

15:00 - 15:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	96	24	0.00	464	0.207	96	0.2	0.3	9.771	A
C-AB	16	4	0.00	678	0.024	16	0.0	0.0	5.485	A
C-A	212	53	0.00			212				
A-B	18	4	0.00			18				
A-C	381	95	0.00			381				

15:15 - 15:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	96	24	0.00	464	0.207	96	0.3	0.3	9.785	A
C-AB	16	4	0.00	678	0.024	16	0.0	0.0	5.492	A
C-A	212	53	0.00			212				
A-B	18	4	0.00			18				
A-C	381	95	0.00			381				

15:30 - 15:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	78	20	0.00	482	0.162	78	0.3	0.2	8.929	A
C-AB	12	3	0.00	664	0.019	12	0.0	0.0	5.572	A
C-A	174	43	0.00			174				
A-B	14	4	0.00			14				
A-C	311	78	0.00			311				

15:45 - 16:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	65	16	0.00	495	0.132	66	0.2	0.2	8.386	A
C-AB	10	2	0.00	654	0.015	10	0.0	0.0	5.628	A
C-A	146	37	0.00			146				
A-B	12	3	0.00			12				
A-C	260	65	0.00			260				

D3 - 2026 | Count | PM (2 - EXT)

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.98	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	134	Stream B-AC	0.98	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2026	Count	PM (2 - EXT)	ONE HOUR	15:15	16:45	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Flash Lane (W)		ONE HOUR	✓	449	100.000
B - Wellhouse Lane		ONE HOUR	✓	64	100.000
C - Flash Lane (E)		ONE HOUR	✓	216	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Flash Lane (W)	B - Wellhouse Lane	C - Flash Lane (E)
From	A - Flash Lane (W)	0	20	429
	B - Wellhouse Lane	24	0	40
	C - Flash Lane (E)	205	11	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To		
		A - Flash Lane (W)	B - Wellhouse Lane	C - Flash Lane (E)
From	A - Flash Lane (W)	0	0	1
	B - Wellhouse Lane	0	0	0
	C - Flash Lane (E)	2	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	0.16	9.81	0.2	A	59	88
C-AB	0.03	5.70	0.0	A	14	22
C-A					184	276
A-B					18	28
A-C					394	590

Main Results for each time segment

15:15 - 15:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	48	12	0.00	476	0.101	48	0.0	0.1	8.399	A
C-AB	11	3	0.00	646	0.017	11	0.0	0.0	5.697	A
C-A	152	38	0.00			152				
A-B	15	4	0.00			15				
A-C	323	81	0.00			323				

15:30 - 15:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	58	14	0.00	460	0.125	57	0.1	0.1	8.942	A
C-AB	14	3	0.00	654	0.021	14	0.0	0.0	5.651	A
C-A	180	45	0.00			180				
A-B	18	4	0.00			18				
A-C	386	96	0.00			386				

15:45 - 16:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	70	18	0.00	438	0.161	70	0.1	0.2	9.797	A
C-AB	18	5	0.00	666	0.028	18	0.0	0.0	5.589	A
C-A	219	55	0.00			219				
A-B	22	6	0.00			22				
A-C	472	118	0.00			472				

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	70	18	0.00	438	0.161	70	0.2	0.2	9.807	A
C-AB	18	5	0.00	666	0.028	18	0.0	0.0	5.592	A
C-A	219	55	0.00			219				
A-B	22	6	0.00			22				
A-C	472	118	0.00			472				

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	58	14	0.00	460	0.125	58	0.2	0.1	8.956	A
C-AB	14	3	0.00	654	0.021	14	0.0	0.0	5.660	A
C-A	180	45	0.00			180				
A-B	18	4	0.00			18				
A-C	386	96	0.00			386				

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	48	12	0.00	476	0.101	48	0.1	0.1	8.421	A
C-AB	11	3	0.00	646	0.017	11	0.0	0.0	5.701	A
C-A	152	38	0.00			152				
A-B	15	4	0.00			15				
A-C	323	81	0.00			323				

D4 - 2030 | Base | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		2.31	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	52	Stream B-AC	2.31	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2030	Base	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Flash Lane (W)		ONE HOUR	✓	481	100.000
B - Wellhouse Lane		ONE HOUR	✓	142	100.000
C - Flash Lane (E)		ONE HOUR	✓	263	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Flash Lane (W)	B - Wellhouse Lane	C - Flash Lane (E)
From	A - Flash Lane (W)	0	18	463
	B - Wellhouse Lane	66	0	76
	C - Flash Lane (E)	258	5	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To		
		A - Flash Lane (W)	B - Wellhouse Lane	C - Flash Lane (E)
From	A - Flash Lane (W)	0	0	1
	B - Wellhouse Lane	0	0	0
	C - Flash Lane (E)	2	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	0.38	14.13	0.6	B	130	195
C-AB	0.01	5.46	0.0	A	7	11
C-A					234	351
A-B					17	25
A-C					425	637

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	107	27	0.00	454	0.236	106	0.0	0.3	10.306	B
C-AB	5	1	0.00	669	0.008	5	0.0	0.0	5.454	A
C-A	193	48	0.00			193				
A-B	14	3	0.00			14				
A-C	349	87	0.00			349				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	128	32	0.00	436	0.293	127	0.3	0.4	11.647	B
C-AB	7	2	0.00	682	0.010	7	0.0	0.0	5.361	A
C-A	230	57	0.00			230				
A-B	16	4	0.00			16				
A-C	416	104	0.00			416				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	156	39	0.00	411	0.380	156	0.4	0.6	14.054	B
C-AB	9	2	0.00	702	0.013	9	0.0	0.0	5.234	A
C-A	280	70	0.00			280				
A-B	20	5	0.00			20				
A-C	510	127	0.00			510				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	156	39	0.00	411	0.380	156	0.6	0.6	14.134	B
C-AB	9	2	0.00	702	0.013	9	0.0	0.0	5.237	A
C-A	280	70	0.00			280				
A-B	20	5	0.00			20				
A-C	510	127	0.00			510				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	128	32	0.00	436	0.293	128	0.6	0.4	11.735	B
C-AB	7	2	0.00	682	0.010	7	0.0	0.0	5.370	A
C-A	230	57	0.00			230				
A-B	16	4	0.00			16				
A-C	416	104	0.00			416				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	107	27	0.00	454	0.236	107	0.4	0.3	10.404	B
C-AB	5	1	0.00	669	0.008	5	0.0	0.0	5.460	A
C-A	193	48	0.00			193				
A-B	14	3	0.00			14				
A-C	349	87	0.00			349				

D5 - 2030 | Base | PM (1 - INT)

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		1.44	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	124	Stream B-AC	1.44	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2030	Base	PM (1 - INT)	ONE HOUR	14:30	16:00	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Flash Lane (W)		ONE HOUR	✓	380	100.000
B - Wellhouse Lane		ONE HOUR	✓	91	100.000
C - Flash Lane (E)		ONE HOUR	✓	216	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Flash Lane (W)	B - Wellhouse Lane	C - Flash Lane (E)
From	A - Flash Lane (W)	0	17	363
	B - Wellhouse Lane	31	0	60
	C - Flash Lane (E)	206	10	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To		
		A - Flash Lane (W)	B - Wellhouse Lane	C - Flash Lane (E)
From	A - Flash Lane (W)	0	0	1
	B - Wellhouse Lane	0	0	0
	C - Flash Lane (E)	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	0.22	10.02	0.3	B	84	125
C-AB	0.02	5.61	0.0	A	13	19
C-A					185	278
A-B					16	23
A-C					333	500

Main Results for each time segment

14:30 - 14:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	69	17	0.00	493	0.139	68	0.0	0.2	8.464	A
C-AB	10	2	0.00	656	0.015	10	0.0	0.0	5.606	A
C-A	153	38	0.00			153				
A-B	13	3	0.00			13				
A-C	273	68	0.00			273				

14:45 - 15:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	82	20	0.00	479	0.171	82	0.2	0.2	9.061	A
C-AB	12	3	0.00	667	0.019	12	0.0	0.0	5.544	A
C-A	182	45	0.00			182				
A-B	15	4	0.00			15				
A-C	326	82	0.00			326				

15:00 - 15:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	100	25	0.00	460	0.218	100	0.2	0.3	9.999	A
C-AB	17	4	0.00	681	0.024	17	0.0	0.0	5.463	A
C-A	221	55	0.00			221				
A-B	19	5	0.00			19				
A-C	400	100	0.00			400				

15:15 - 15:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	100	25	0.00	460	0.218	100	0.3	0.3	10.015	B
C-AB	17	4	0.00	681	0.024	17	0.0	0.0	5.469	A
C-A	221	55	0.00			221				
A-B	19	5	0.00			19				
A-C	400	100	0.00			400				

15:30 - 15:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	82	20	0.00	479	0.171	82	0.3	0.2	9.082	A
C-AB	12	3	0.00	667	0.019	13	0.0	0.0	5.556	A
C-A	182	45	0.00			182				
A-B	15	4	0.00			15				
A-C	326	82	0.00			326				

15:45 - 16:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	69	17	0.00	493	0.139	69	0.2	0.2	8.498	A
C-AB	10	2	0.00	656	0.015	10	0.0	0.0	5.613	A
C-A	153	38	0.00			153				
A-B	13	3	0.00			13				
A-C	273	68	0.00			273				

D6 - 2030 | Base | PM (2 - EXT)

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		1.01	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	123	Stream B-AC	1.01	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2030	Base	PM (2 - EXT)	ONE HOUR	15:15	16:45	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Flash Lane (W)		ONE HOUR	✓	471	100.000
B - Wellhouse Lane		ONE HOUR	✓	67	100.000
C - Flash Lane (E)		ONE HOUR	✓	227	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Flash Lane (W)	B - Wellhouse Lane	C - Flash Lane (E)
From	A - Flash Lane (W)	0	21	450
	B - Wellhouse Lane	25	0	42
	C - Flash Lane (E)	215	12	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To		
		A - Flash Lane (W)	B - Wellhouse Lane	C - Flash Lane (E)
From	A - Flash Lane (W)	0	0	1
	B - Wellhouse Lane	0	0	0
	C - Flash Lane (E)	2	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	0.17	10.06	0.2	B	61	92
C-AB	0.03	5.70	0.0	A	16	24
C-A					192	289
A-B					19	29
A-C					413	619

Main Results for each time segment

15:15 - 15:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	50	13	0.00	472	0.107	50	0.0	0.1	8.518	A
C-AB	12	3	0.00	648	0.019	12	0.0	0.0	5.691	A
C-A	159	40	0.00			159				
A-B	16	4	0.00			16				
A-C	339	85	0.00			339				

15:30 - 15:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	60	15	0.00	455	0.132	60	0.1	0.2	9.107	A
C-AB	15	4	0.00	657	0.023	15	0.0	0.0	5.643	A
C-A	189	47	0.00			189				
A-B	19	5	0.00			19				
A-C	405	101	0.00			405				

15:45 - 16:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	74	18	0.00	432	0.171	74	0.2	0.2	10.043	B
C-AB	20	5	0.00	670	0.031	20	0.0	0.0	5.579	A
C-A	229	57	0.00			229				
A-B	23	6	0.00			23				
A-C	495	124	0.00			495				

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	74	18	0.00	432	0.171	74	0.2	0.2	10.055	B
C-AB	20	5	0.00	670	0.031	20	0.0	0.0	5.585	A
C-A	229	57	0.00			229				
A-B	23	6	0.00			23				
A-C	495	124	0.00			495				

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	60	15	0.00	455	0.132	60	0.2	0.2	9.124	A
C-AB	15	4	0.00	657	0.023	15	0.0	0.0	5.650	A
C-A	189	47	0.00			189				
A-B	19	5	0.00			19				
A-C	405	101	0.00			405				

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	50	13	0.00	472	0.107	51	0.2	0.1	8.542	A
C-AB	12	3	0.00	648	0.019	12	0.0	0.0	5.697	A
C-A	159	40	0.00			159				
A-B	16	4	0.00			16				
A-C	339	85	0.00			339				

D7 - 2030 | Design | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		1.90	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	60	Stream B-AC	1.90	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2030	Design	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Flash Lane (W)		ONE HOUR	✓	483	100.000
B - Wellhouse Lane		ONE HOUR	✓	118	100.000
C - Flash Lane (E)		ONE HOUR	✓	266	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Flash Lane (W)	B - Wellhouse Lane	C - Flash Lane (E)
From	A - Flash Lane (W)	0	20	463
	B - Wellhouse Lane	67	0	51
	C - Flash Lane (E)	261	5	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To		
		A - Flash Lane (W)	B - Wellhouse Lane	C - Flash Lane (E)
From	A - Flash Lane (W)	0	0	1
	B - Wellhouse Lane	0	0	0
	C - Flash Lane (E)	2	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	0.33	13.63	0.5	B	108	162
C-AB	0.01	5.45	0.0	A	7	11
C-A					237	355
A-B					18	28
A-C					425	637

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	89	22	0.00	438	0.203	88	0.0	0.3	10.262	B
C-AB	5	1	0.00	670	0.008	5	0.0	0.0	5.444	A
C-A	195	49	0.00			195				
A-B	15	4	0.00			15				
A-C	349	87	0.00			349				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	106	27	0.00	419	0.253	106	0.3	0.3	11.463	B
C-AB	7	2	0.00	684	0.010	7	0.0	0.0	5.349	A
C-A	232	58	0.00			232				
A-B	18	4	0.00			18				
A-C	416	104	0.00			416				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	130	32	0.00	394	0.330	129	0.3	0.5	13.570	B
C-AB	9	2	0.00	704	0.013	9	0.0	0.0	5.220	A
C-A	284	71	0.00			284				
A-B	22	6	0.00			22				
A-C	510	127	0.00			510				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	130	32	0.00	394	0.330	130	0.5	0.5	13.629	B
C-AB	9	2	0.00	704	0.013	9	0.0	0.0	5.223	A
C-A	284	71	0.00			284				
A-B	22	6	0.00			22				
A-C	510	127	0.00			510				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	106	27	0.00	419	0.253	107	0.5	0.3	11.530	B
C-AB	7	2	0.00	684	0.010	7	0.0	0.0	5.356	A
C-A	232	58	0.00			232				
A-B	18	4	0.00			18				
A-C	416	104	0.00			416				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	89	22	0.00	438	0.203	89	0.3	0.3	10.339	B
C-AB	5	1	0.00	670	0.008	5	0.0	0.0	5.447	A
C-A	195	49	0.00			195				
A-B	15	4	0.00			15				
A-C	349	87	0.00			349				

D8 - 2030 | Design | PM (1 - INT)

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		1.22	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	135	Stream B-AC	1.22	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2030	Design	PM (1 - INT)	ONE HOUR	14:30	16:00	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Flash Lane (W)		ONE HOUR	✓	382	100.000
B - Wellhouse Lane		ONE HOUR	✓	75	100.000
C - Flash Lane (E)		ONE HOUR	✓	218	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Flash Lane (W)	B - Wellhouse Lane	C - Flash Lane (E)
From	A - Flash Lane (W)	0	19	363
	B - Wellhouse Lane	32	0	43
	C - Flash Lane (E)	208	10	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To		
		A - Flash Lane (W)	B - Wellhouse Lane	C - Flash Lane (E)
From	A - Flash Lane (W)	0	0	1
	B - Wellhouse Lane	0	0	0
	C - Flash Lane (E)	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	0.19	9.95	0.2	A	69	103
C-AB	0.02	5.61	0.0	A	13	20
C-A					187	281
A-B					17	26
A-C					333	500

Main Results for each time segment

14:30 - 14:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	56	14	0.00	478	0.118	56	0.0	0.1	8.517	A
C-AB	10	2	0.00	657	0.015	10	0.0	0.0	5.600	A
C-A	154	39	0.00			154				
A-B	14	4	0.00			14				
A-C	273	68	0.00			273				

14:45 - 15:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	67	17	0.00	464	0.145	67	0.1	0.2	9.072	A
C-AB	13	3	0.00	668	0.019	12	0.0	0.0	5.537	A
C-A	183	46	0.00			183				
A-B	17	4	0.00			17				
A-C	326	82	0.00			326				

15:00 - 15:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	83	21	0.00	444	0.186	82	0.2	0.2	9.939	A
C-AB	17	4	0.00	683	0.024	17	0.0	0.0	5.454	A
C-A	223	56	0.00			223				
A-B	21	5	0.00			21				
A-C	400	100	0.00			400				

15:15 - 15:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	83	21	0.00	444	0.186	83	0.2	0.2	9.951	A
C-AB	17	4	0.00	683	0.024	17	0.0	0.0	5.459	A
C-A	223	56	0.00			223				
A-B	21	5	0.00			21				
A-C	400	100	0.00			400				

15:30 - 15:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	67	17	0.00	464	0.145	68	0.2	0.2	9.087	A
C-AB	13	3	0.00	668	0.019	13	0.0	0.0	5.547	A
C-A	183	46	0.00			183				
A-B	17	4	0.00			17				
A-C	326	82	0.00			326				

15:45 - 16:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	56	14	0.00	478	0.118	57	0.2	0.1	8.545	A
C-AB	10	2	0.00	657	0.015	10	0.0	0.0	5.607	A
C-A	154	39	0.00			154				
A-B	14	4	0.00			14				
A-C	273	68	0.00			273				

D9 - 2030 | Design | PM (2 - EXT)

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.93	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	125	Stream B-AC	0.93	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D9	2030	Design	PM (2 - EXT)	ONE HOUR	15:15	16:45	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Flash Lane (W)		ONE HOUR	✓	475	100.000
B - Wellhouse Lane		ONE HOUR	✓	60	100.000
C - Flash Lane (E)		ONE HOUR	✓	228	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Flash Lane (W)	B - Wellhouse Lane	C - Flash Lane (E)
From	A - Flash Lane (W)	0	25	450
	B - Wellhouse Lane	26	0	34
	C - Flash Lane (E)	216	12	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To		
		A - Flash Lane (W)	B - Wellhouse Lane	C - Flash Lane (E)
From	A - Flash Lane (W)	0	0	1
	B - Wellhouse Lane	0	0	0
	C - Flash Lane (E)	2	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	0.16	10.14	0.2	B	55	83
C-AB	0.03	5.70	0.0	A	16	24
C-A					193	290
A-B					23	34
A-C					413	619

Main Results for each time segment

15:15 - 15:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	45	11	0.00	462	0.098	45	0.0	0.1	8.619	A
C-AB	12	3	0.00	648	0.019	12	0.0	0.0	5.691	A
C-A	160	40	0.00			160				
A-B	19	5	0.00			19				
A-C	339	85	0.00			339				

15:30 - 15:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	54	13	0.00	445	0.121	54	0.1	0.1	9.203	A
C-AB	15	4	0.00	657	0.023	15	0.0	0.0	5.644	A
C-A	190	47	0.00			190				
A-B	22	6	0.00			22				
A-C	405	101	0.00			405				

15:45 - 16:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	66	17	0.00	421	0.157	66	0.1	0.2	10.132	B
C-AB	21	5	0.00	670	0.031	20	0.0	0.0	5.580	A
C-A	231	58	0.00			231				
A-B	28	7	0.00			28				
A-C	495	124	0.00			495				

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	66	17	0.00	421	0.157	66	0.2	0.2	10.142	B
C-AB	21	5	0.00	670	0.031	21	0.0	0.0	5.586	A
C-A	230	58	0.00			230				
A-B	28	7	0.00			28				
A-C	495	124	0.00			495				

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	54	13	0.00	445	0.121	54	0.2	0.1	9.219	A
C-AB	15	4	0.00	657	0.023	15	0.0	0.0	5.651	A
C-A	190	47	0.00			190				
A-B	22	6	0.00			22				
A-C	405	101	0.00			405				

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	45	11	0.00	462	0.098	45	0.1	0.1	8.643	A
C-AB	12	3	0.00	648	0.019	12	0.0	0.0	5.697	A
C-A	160	40	0.00			160				
A-B	19	5	0.00			19				
A-C	339	85	0.00			339				