



TRANSPORT STATEMENT

Proposed Expansion of Thorpe Leazes Cheese Factory, Stockton-on-Tees

September 2023

Tom Walker and Sons Ltd

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| Checked by: | JT | | | |
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1. INTRODUCTION

Introduction

- 1.1 TPS Transport Consultants Ltd. (TPS) has been appointed by Tom Walker and Sons Ltd to prepare a Transport Statement to accompany a planning application for the expansion of Tom Walker & Sons, a distributor, importer and packager of cheese.

Site Location and Development Proposals

- 1.2 The site is located approximately 2.1km northeast of Stillington and approximately 3km northwest of Thorpe Thewles. The site is bound by Thorpe Leazes Lane to the north, and farmland to the east / south / west. The location of the development is shown in **Figure 1.1** below, whilst the proposed site layout plan is provided at **Appendix A**.

Figure 1.1: Indicative Site Location



(Source: Google Maps)

- 1.3 The proposals are to expand the existing business to provide a new storage warehouse of approximately 3,662 sqm, with associated HGV loading bays. A new car park comprising 66 spaces is also to be provided as a means to rationalise pockets of parking across the existing site, and (it is assumed), to provide an uplift to cater for the increased size of the operation.
- 1.4 It should be noted that Hedley Planning Services provided pre-application support with regards to the principle of the development, amenity, environmental considerations, and highways. Upon receipt of the pre-application advice in February 2022, no response had been provided by Stockton-on-Tees Borough Council Highways Officers.



Report Structure

1.5 Following this introductory section:

Section 2 describes the transport planning policy context within which the proposals will be assessed;

Section 3 details the accessibility of the development site by non-car modes;

Section 4 presents historic road safety records;

Section 5 summarises the trip generation of the development proposals;

Section 6 considers the access, parking and servicing arrangements; and

Section 7 offers a summary and conclusion.



2. POLICY REVIEW

Introduction

- 2.1 This section of the Transport Statement identifies the policy context within which the development proposals have been assessed; it clearly demonstrates how the proposed development would contribute to the overarching principles of national and local transport policy.

National Policy Context

National Planning Policy Framework (NPPF – MHCLG, July 2021)

- 2.2 The revised National Planning Policy Framework was revised in July 2021 and sets out the government's planning policies for England and how these are expected to be applied. This revised Framework replaces the previous National Planning Policy Framework from February 2019.
- 2.3 The NPPF continues to encourage development through the planning system, with a presumption in favour of sustainable development.
- 2.4 The NPPF states that "*Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe*" (Paragraph 111). Whilst Paragraph 112 sets out that development proposals should seek to:
- Give priority first to pedestrian and cycle movements, both within the scheme and connecting with neighbouring areas; and second – so far as possible – to facilitate access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;
 - Address the needs of people with disabilities and reduced mobility in relation to all modes of transport;
 - Create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;
 - Allow for the efficient delivery of goods, and access by service and emergency vehicles; and



- Be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible, and convenient locations.

2.5 This Transport Statement will demonstrate that the development proposals will not result in a significant traffic impact on the local road network, therefore, satisfying the requirements of the NPPF.

Local Policy

Stockton-on-Tees Borough Council Local Plan

2.6 The Stockton-on-Tees Borough Council Local Plan was adopted on 30th January 2019 and replaces in full the Core Strategy (2010), Stockton-on-Tees Local Plan policies (1997) and Stockton-on-Tees Alteration Number 1 to the Adopted Local Plan policies (2006). The Local Plan sets out the overall strategy and policies for the development and use of land in locations across the Borough up to 2032.

2.7 This Local Plan is a key element to the Borough's Economic Growth Strategy with the vision that:

"The businesses and people of Stockton-on-Tees are part of a thriving and productive Tees Valley economy, a City Region that is driving economic growth across northern and national economies."

2.8 Of the policies provided within the Local Plan, the most relevant to the development proposals are:

"Policy T11 – Transport Infrastructure – Delivering a Sustainable Transport Network: To support economic growth and provide realistic alternatives to the private car, the Council will work with partners to deliver an accessible and sustainable transport network. This will be achieved through improvements to the public transport network and routes for pedestrians, cyclists and other users."

"Policy SD7 – Infrastructure Delivery and Viability: The council will ensure appropriate infrastructure is delivered when it is required so it can support new development."

2.9 New development will be required to contribute to infrastructure provision to meet the impact of that growth through the use of planning obligations and other means including the Community Infrastructure Levy (CIL).

3. DEVELOPMENT ACCESSIBILITY

Introduction

- 3.1 This section of the Transport Statement describes the existing infrastructure that will facilitate and encourage local trips to be made on foot, by bike and by public transport.

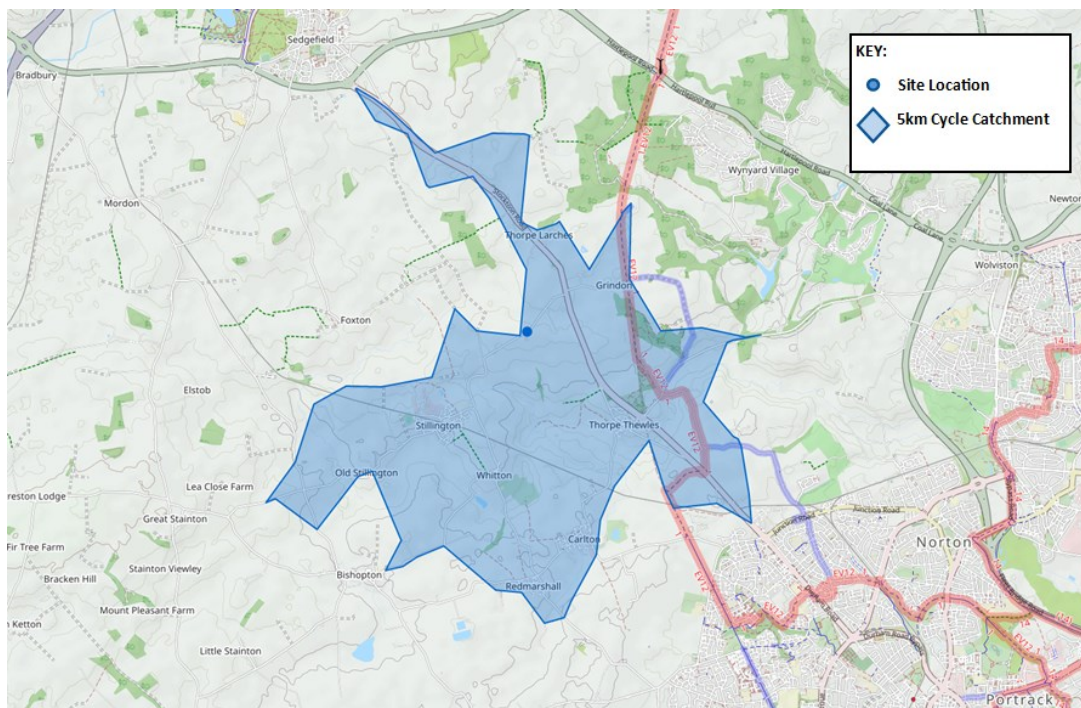
Sustainable Modes

- 3.2 Accessibility by sustainable modes is summarised as follows:

- Local roads can be utilised by cyclists, with the A177 Durham Road running north – south, to the east of the site.
- Approximately 1.7km (6 minutes) to the east of the site, via Grindon Lane, cyclists can access National Cycle Network (NCN) Route 1, a long-distance route in sections that extends from Dover to the north of Scotland.

- 3.3 **Figure 3.1** illustrates a 5km cycle catchment from the site. The cycling catchment includes Thorpe Larches, Grindon, Thorpe Thewles, Stillington, Whitton, Carlton and Redmarshall.

Figure 3.1: 5km Cycle Catchment



(Source: Open Cycle Map)



- Bus stops are available within 800m / 950m of the site, on A177 Durham Road. The stops comprise a flag and pole. Service X22 travels between Peterlee and Middlesbrough and is operated by Arriva Bus. It provides an hourly service Monday to Saturday daytime.
- A range of amenities are available in the centre of Stillington, to the southwest of the site, including Stillington Post Office and Premier Store, The Royal Pub, Park Lane Surgery and William Cassidi C of E Primary School. The village can be accessed within 9 minutes by bike.

4. LOCAL HIGHWAY NETWORK AND ROAD SAFETY

Introduction

- 4.1 This section of the Transport Statement considers the nature of the existing highway network and summarises the historic accident data for the area surrounding the site.

Local Highway Network

- 4.2 A description is provided below of the local highway network in the immediate vicinity of the site; for ease, it is also shown in **Figure 4.1**.

Figure 4.1: Existing Highway Network



(Source: Google Maps)

- 4.3 The development will take access via the existing site entrance on Thorpe Leazes Lane. The road is approximately 6.5m wide and is subject to the national speed limit.
- 4.4 From the site entrance, Thorpe Leazes Lane extends west / southwest with dwellings taking access on the northern boundary of the carriageway. After approximately 1.6km, Thorpe Leazes Lane restricts vehicles to 30mph on the approach to a minor T-junction that provides access to Whitton in the south, via Whitton Road, or west along Morrison Road, to Stillington.

A 2m wide footway with street lighting is present along the northern boundary of Morrison Street. Parking restrictions are in place, extending west into Stillington.

- 4.5 Back to the site, Thorpe Leazes Lane extends east / north east for approximately 800m, subject to national speed limits before arriving at the junction of Thorpe Leazes Lane / A177 Durham Road. Signage at the T-junction indicates a 50mph speed limit which extends north for approximately 4.3km before arriving at a 4-arm roundabout that provides access to the A689.

Road Safety

- 4.6 Accident data has been obtained from www.crashmap.co.uk for the network surrounding the site across the latest 5-year period (2017-2021). Crashmap offers a definitive map of the official road collision statistics. The locations of the accidents in the vicinity of the site are shown in **Figure 4.2**.

Figure 4.2: Accident Study Area



(Source: Crashmap)



- 4.7 As can be seen in **Figure 4.2**, 2 accidents have been recorded in the study area, equating to an average of 0.4 accidents per year during the latest five-year period. These accidents occurred at the junction of Durham Road / Thorpe Leazes Lane and were recorded in 2017. Both involved motor vehicles and no vulnerable road users were injured.
- 4.8 Based on the quantum and frequency of the accidents recorded, it is not considered that there are any existing road safety issues that would be exacerbated by the development proposals.



5. TRIP GENERATION

Introduction

- 5.1 As has been discussed, the development proposals comprise a new storage warehouse of approximately 3,662sqm, with associated HGV loading bays. A new car park comprising 66 spaces is also to be provided as a means to rationalise pockets of parking across the existing site, and (it is assumed), to provide an uplift to cater for the increased size of the operation.
- 5.2 This section of the Transport Statement sets out the vehicle trip generation associated with proposed development.

Trip Generation

- 5.3 Anticipated factory usage information has been provided for the proposed extension by the client. A first principles approach to trip generation has been adopted, based on the information supplied, which considers current and forecasted staff numbers in addition to current and forecasted operational traffic movements.
- 5.4 The proposed new buildings will be used for manufacturing (mainly cheese cutting and packing, contract packing (mainly food products) and storage, most of which will be controlled temperature.
- 5.5 Twenty-seven members of staff are currently employed on a permanent basis at the site. Temporary staff are employed when workload requires. It is envisaged that the number of permanent staff will increase gradually as the business grows. Car parking is available for 20 cars; employees currently car share or commute to site by alternative modes of travel.
- 5.6 An approximate projection of staff numbers up until 2026 is set out below, in **Table 5.1**.

Table 5.1: Forecasted Number of Employees

| Year | Staff |
|------|---------|
| 2023 | 40-50 |
| 2024 | 60-80 |
| 2025 | 100-120 |
| 2026 | 130-150 |

(Source: Tom Walker and Sons Ltd)

- 5.7 There is currently one shift per day, 7am to 5pm Monday to Friday. In November and December, the client has confirmed that this will include some Saturday working with an increase in hours from 7am to 7pm. It is expected that at some point, likely in 2023 / 2024,



the factory will move to two shifts per day across 5 / 6 days per week. Shifts will likely be from 6am to 2pm and 2pm to 10pm. With this in mind, vehicular trips to/from the site at the start and end of shifts would be outside the expected peak operating hours of the local highway network.

- 5.8 Current operational traffic movements (per day) and the projected increase in vehicle trips is set out below in **Table 5.2**.

Table 5.2: Current and Forecasted Operational Traffic Movements

| Year | Operational Movements Per Day | Vehicle Trips Two-Way |
|-------------|-------------------------------------|-----------------------|
| Current | Delivery | 4-6 |
| | Collection <i>12pm & 4pm</i> | 4 |
| 2024 | Delivery | 8-10 |
| | Collection <i>12pm & 4pm</i> | 6 |
| 2025 / 2026 | Delivery | 10-12 |
| | Collection <i>12pm & 4pm</i> | 8 |

- 5.9 On site operational vehicles comprise forklift trucks. This is not expected to change although an additional 1 or 2 forklift trucks could be introduced over the next three years. The trucks operate within the site for the movement of product only, and do not generate trips to or from the factory.
- 5.10 Overall, the projected increase in operational traffic movements associated with the proposed extension to the factory is considered to be modest, with an additional collection per day per year up until 2025 / 2026 and an additional 1 – 2 deliveries per day per year up until 2025 / 2026. It should be noted that product collections take place outside the traditional weekday AM and PM peak hours. Beyond the site access junction, traffic will dissipate through the local road network, such that the impact at any one off-site junction is not likely to be material. No further assessment is considered necessary.
- 5.11 Refuse collection will continue to take place, as it does at present, with vehicles accessing the site via the HGV access, to the western boundary of the site.

Summary

- 5.12 As set out above, the predicted trip generation of the proposed development, over and above what it currently generates cannot be considered to be a severe impact. In addition,



the proposed amendment to the shift pattern, would result in all staff trips at the start and end of shifts being outside the peak hours of the local highway network.



6. ACCESS, PARKING AND SERVICING

Introduction

- 6.1 This section of the Transport Statement considers the proposed parking and servicing arrangements for the development proposals.

Access and Servicing

- 6.2 It is proposed to access the site via the existing access points from Thorpe Leazes Lane. The drawing attached at **Appendix B** demonstrates visibility splays from the car park and delivery accesses in line with recorded 85th percentile speeds.
- 6.3 ATCs were undertaken on Thorpe Leazes Lane in August 2022 to understand the existing 85th percentile speed of vehicles. The full ATC data is attached at **Appendix C**. It is noted that the survey was undertaken during school holidays, however, given that the data is being used to determine speeds only and not vehicle volume, it is considered suitable for use for this assessment.
- 6.4 The results of the ATCs demonstrate that the 85th percentile speed vehicles is 43.6mph and 53.7mph for westbound and eastbound vehicles, respectively.
- 6.5 In order to calculate the likely visibility splay requirements from the access, reference has been made to DMRB CD123, given the posted speed limit. Paragraph 3.5 of DMRB CD123 states that:

"The speed of the major road for determining point Y in the visibility splay shall be based on:

- 1. Design speed only for direct accesses and priority junctions on new major roads;*
- 2. Design speed only for priority junctions that form part of a through route on existing major roads; and*
- 3. Design speed or speed measurement for direct accesses and priority junctions that do not form part of a through route on a major road.*

NOTE – Speed measurement of an existing major road involves calculating the 85th percentile speed of traffic."

- 6.6 CD123 goes on to state that:

"Visibility is measured from the eye height and to the objects height using the envelope of visibility in TD 9".



- 6.7 The table below summarises the Sight Stopping Distances identified in TD9, as required by CD123. For ease, mph conversions are also provided.

Table 6.1 - SSD identified in TD9/93

| Design Speed | Kph | 120 | 100 | 85 | 70 | 60 | 50 |
|-------------------------|-----|-------|-------|-------|-------|-------|-------|
| | Mph | 74.56 | 62.14 | 52.82 | 43.50 | 37.28 | 31.07 |
| Sight Stopping Distance | | 295 | 215 | 160 | 120 | 90 | 70 |

(Source: DMRB TD9/93, Table 3)

- 6.8 As can be seen, **Table 6.1** identifies benchmark speeds and required SSD's. In order to calculate the required visibility, based on observed 85th percentile speed measurements, as permitted in Paragraph 3.5 of CD123, reference has been made to the following SSD calculation:
- $$SSD = vt + v^2 / (2 \cdot d)$$
- v = speed (m/s)
- t = driver perception – reaction time (seconds)
- d = deceleration (m/s²)
- 6.9 Based on the calculations above, visibility splays of 2.4m x 119m for westbound vehicles and 2.4m x 178 for eastbound vehicles are required. The drawing attached at **Appendix B** demonstrates this visibility splay (Drg. No. P1968 – V – 1001).
- 6.10 As can be seen on the attached drawing, from the existing access into the proposed parking area, visibility can be achieved to the east of the site. With regard to the visibility to the west, this is slightly obscured by the existing picket fence along the site frontage and, therefore, this will be set back behind the line of visibility, with no landscaping above 0.6m provided in the required line of sight.
- 6.11 With regard to the visibility splays from the HGV/Delivery entrance, these can be achieved within the client's land ownership and the expected boundary of the adopted highway. The setting back of the existing fence, as set out above, will benefit the visibility to the right of the HGV access also.
- 6.12 Given the existing level of development accessed via the junction with Thorpe Leazes Lane, it is considered that the access would already facilitate movements of fire tenders, refuse vehicles and other servicing vehicles associated with the farm.



General Servicing

- 6.13 Servicing of the proposed unit will take place in a new service yard. Swept path analysis has been undertaken of a 16.5m articulated vehicle, in order to demonstrate that this vehicle can turn around within the site. This is provided on the drawing attached at **Appendix D**.

Fire Appliance Access

- 6.14 Manual for Streets (MfS) indicates that the access requirement for emergency vehicles are generally stipulated by the Fire Service. Consulting national guidance, *The Building Regulations 2010 'Fire Safety' (2019) Approved Document B Section 5 'Access and Facilities for the Fire and Rescue Service'*, Table 8 sets out that 'Typical Fire and Rescue Service Vehicle Access Route Specification' which stipulates that a minimum road width of 3.7m be provided and turning facilities should be provided in any cul-de-sac that is more than 20m long. Fire tenders and emergency vehicles will access the site via Thorpe Leazes Lane.

Parking

- 6.15 20 parking spaces are provided on site. Most workers share transport or use other means of travel to commute to and from site.
- 6.16 A new car park comprising 66 spaces is also to be provided as a means to rationalise pockets of parking across the existing site, and (it is assumed), to provide an uplift to cater for the increased size of the operation.



7. SUMMARY & CONCLUSIONS

Summary

7.1 TPS has prepared this Transport Statement to accompany a planning application for the expansion of Tom Walker & Sons Ltd, a distributor, importer and packager of cheese. The following summarises the key points:

- The proposals are in keeping with both the local and national transport and the land use planning policy agenda;
- The site benefits from good connectivity with a range of amenities available in the local area;
- An analysis of accident data shows that there are no existing road safety issues within the vicinity of the site that would be exacerbated by the minimal addition of traffic associated with the development proposals;
- An assessment of the trip generating potential of the proposed development has demonstrated that the trips would have a negligible impact on the surrounding highway network and would take place outside the peak hours of the local highway network;
- Car parking has been provided at an appropriate ratio for the type and nature of the development proposals;
- It has been demonstrated that visibility splays at the site access can be achieved in line with recorded 85th percentile speeds; and
- Refuse and servicing has been considered, with vehicle tracking of the proposed service yard being undertaken.

Conclusion

7.2 Given the above, it is considered that the proposals will by no means result in a 'severe residual cumulative impact' (the test set out in NPPF); indeed, they will be complementary to the prevailing policy agenda. As such, there are no substantive highway grounds why the development should not be granted consent.



Appendix A

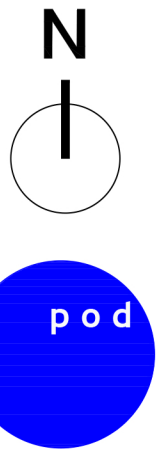
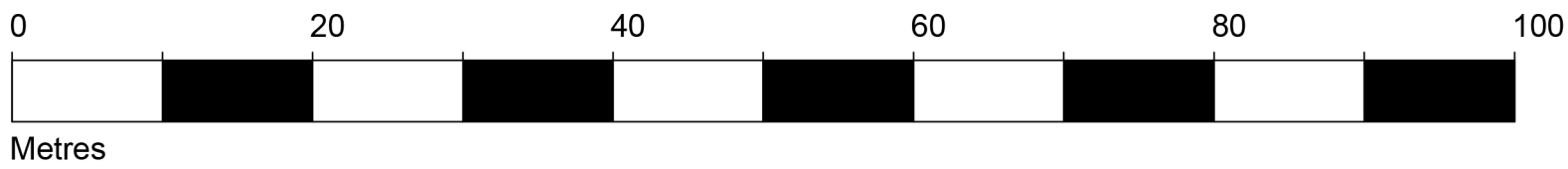
Indicative Site Layout

Do not scale from this drawing. Only figured dimensions are to be taken from this drawing. The contractor must verify all dimensions on site before commencing any work or shop drawings. The contractor must report any discrepancies to POD NEWCASTLE LTD before commencing work. If this drawing exceeds the quantities taken in any way, POD NEWCASTLE LTD it to be informed before the work is initiated. Ordnance Survey information is used on POD NEWCASTLE LTD drawings. POD NEWCASTLE LTD is not responsible for the accuracy of dimensions relating to any Ordnance Survey data, or beyond the boundary of the inserted topographic survey data. Work within The Construction (Design and Management) Regulations 2015 is not to start until a Health and Safety Plan has been produced. COPYRIGHT © POD NEWCASTLE LTD. This drawing is Copyright and must not be reproduced in any format or media without written/ verbal consent of POD NEWCASTLE LTD.

| REV | BY | DATE | NOTE |
|-----|----|----------|------|
| X | XX | XX/XX/XX | NOTE |

KEY:

- EV Parking
- Vegetation to be removed
- HGV Turning Circle
- Temporary Structures to be removed
- Thorpe Leazes Lane 3m Offset



TOFFEE FACTORY | NEWCASTLE-UPON-TYNE | NE1 2DF | 0191 495 7700 | INFO@PODNEWCASTLE.CO.UK

PROJECT: Thorpe Leazes Farm

DRAWING TITLE: Proposed Site Plan

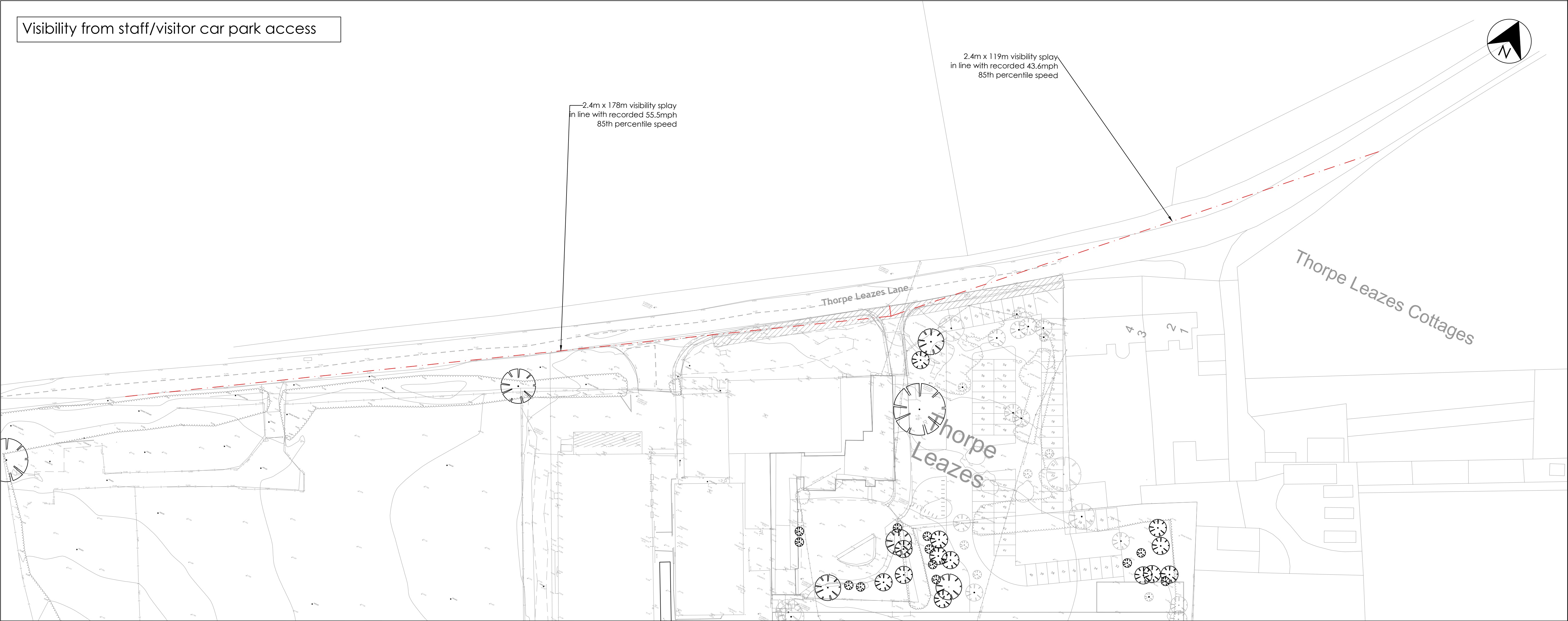
| | | | | |
|------------------------------|-------------------|-------------------------|---------------------|--------------------|
| CLIENT: Tom Walker & Sons | | | STATUS: Planning | |
| SCALE: 1:500 | SHEET SIZE: A1 | DATE: 08.23 | DWN BY: MG | CHECKED BY: CVB |
| PROJECT NO: 1450-WAL | | DRAWING NO: PD-10.01 | | REVISION: |



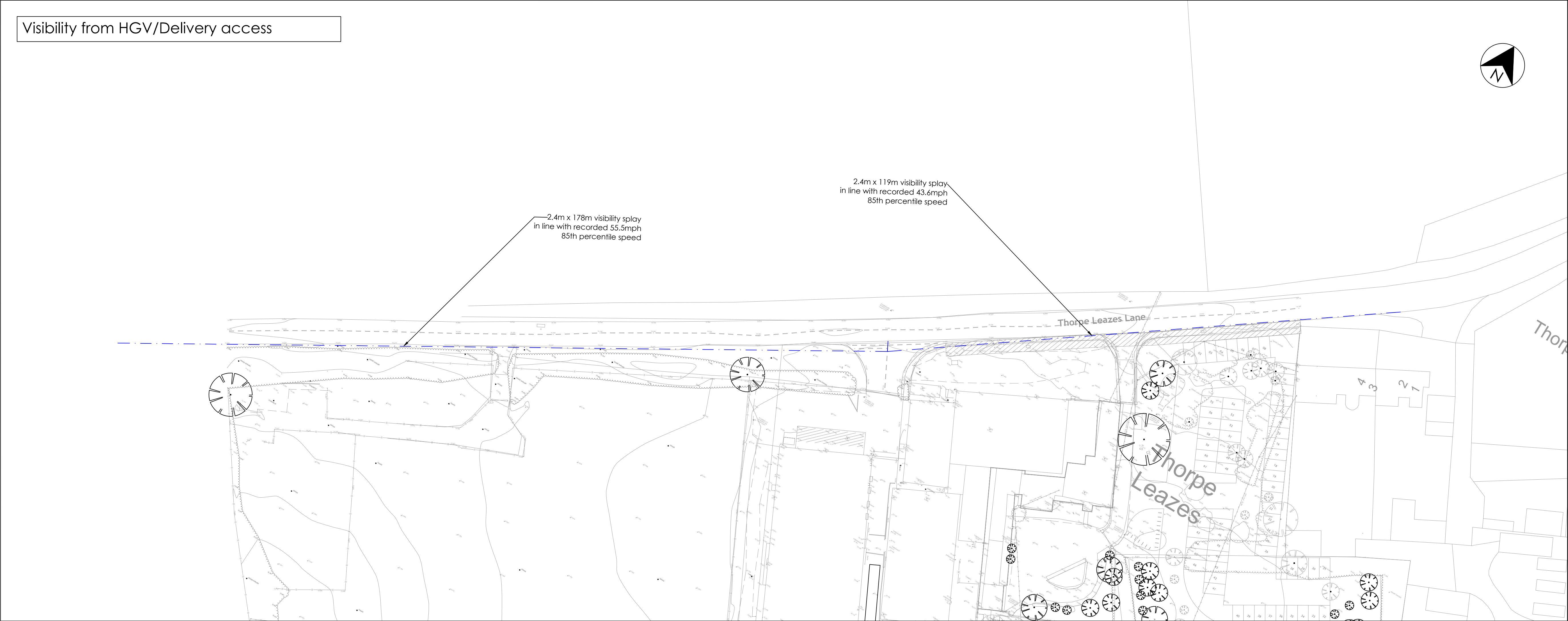
Appendix B

Visibility Splay Drawing

Visibility from staff/visitor car park access



Visibility from HGV/Delivery access




Standard Notes

1. This drawing is to be read in conjunction with all relevant Architect's and Engineer's drawings and specification.
2. This drawing should not be scaled.

Location Plan

Notes and Keys

| | | | | | |
|---|--------------------------|-------------|---------------|----------|------|
| | | | | | |
| | --- | ----- | | -- | -- |
| Date | Rev | Description | | Drawn | Chkd |
| <div><div>ADDRESS TPS Business Centre 151-153 Waterfield Road, Horbury, Wakefield, WF4 5HQ. Tel: 01924 664638 www.tpsconsultants.co.uk</div></div> | | | | | |
| Project Thorpe Leazes Cheese Factory | | | | | |
| Title Visibility Splays from existing access points | | | | | |
| Status INFORMATION | | | | | |
| Scale @ A1 1:500 | Date Created 06.09.23 | Drawn JT | Checked CG | | |
| TPS Project Number P1968 | | | | Revision | |
| Drawing Number V - 1001 | | | | | |



Appendix C

ATC Result

Stockton-on-Tees ATC 1, Unnamed Road

Produced by Streetwise Services Ltd.



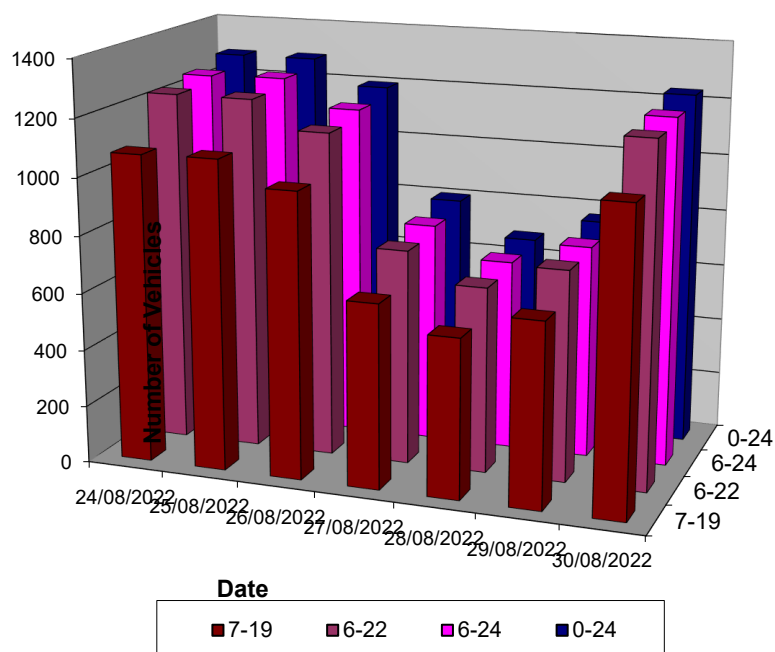
Channel 1 - Eastbound

Vehicle Flow

Week 1

| Hr Ending | 24/08/2022 Wednesday | 25/08/2022 Thursday | 26/08/2022 Friday | 27/08/2022 Saturday | 28/08/2022 Sunday | 29/08/2022 Monday | 30/08/2022 Tuesday | 5 Day Ave | 7 Day Ave |
|-----------|-------------------------|------------------------|----------------------|------------------------|----------------------|----------------------|-----------------------|-----------|-----------|
| 1 | 5 | 3 | 4 | 9 | 1 | 8 | 3 | 5 | 5 |
| 2 | 3 | 2 | 3 | 1 | 0 | 1 | 2 | 2 | 2 |
| 3 | 1 | 1 | 0 | 4 | 2 | 0 | 1 | 1 | 1 |
| 4 | 2 | 1 | 4 | 4 | 3 | 0 | 2 | 2 | 2 |
| 5 | 5 | 3 | 5 | 2 | 2 | 4 | 5 | 4 | 4 |
| 6 | 17 | 18 | 17 | 9 | 6 | 9 | 14 | 15 | 13 |
| 7 | 68 | 65 | 54 | 19 | 18 | 25 | 61 | 55 | 44 |
| 8 | 77 | 73 | 67 | 27 | 15 | 15 | 74 | 61 | 50 |
| 9 | 69 | 81 | 76 | 39 | 21 | 27 | 72 | 65 | 55 |
| 10 | 68 | 98 | 75 | 54 | 43 | 46 | 64 | 70 | 64 |
| 11 | 86 | 72 | 77 | 56 | 74 | 51 | 79 | 73 | 71 |
| 12 | 80 | 88 | 166 | 75 | 65 | 78 | 85 | 99 | 91 |
| 13 | 80 | 79 | 128 | 73 | 72 | 56 | 74 | 83 | 80 |
| 14 | 62 | 54 | 92 | 62 | 54 | 72 | 56 | 67 | 65 |
| 15 | 67 | 67 | 60 | 57 | 52 | 66 | 67 | 65 | 62 |
| 16 | 76 | 76 | 70 | 36 | 41 | 54 | 69 | 69 | 60 |
| 17 | 220 | 206 | 51 | 50 | 35 | 66 | 211 | 151 | 120 |
| 18 | 112 | 111 | 70 | 63 | 47 | 65 | 114 | 94 | 83 |
| 19 | 78 | 75 | 62 | 50 | 36 | 44 | 79 | 68 | 61 |
| 20 | 41 | 41 | 40 | 32 | 36 | 29 | 46 | 39 | 38 |
| 21 | 23 | 27 | 21 | 33 | 24 | 26 | 22 | 24 | 25 |
| 22 | 24 | 18 | 25 | 25 | 16 | 15 | 19 | 20 | 20 |
| 23 | 11 | 19 | 20 | 15 | 9 | 5 | 11 | 13 | 13 |
| 24 | 10 | 8 | 10 | 7 | 9 | 5 | 7 | 8 | 8 |
| 7-19 | 1075 | 1080 | 994 | 642 | 555 | 640 | 1044 | 967 | 861 |
| 6-22 | 1231 | 1231 | 1134 | 751 | 649 | 735 | 1192 | 1105 | 989 |
| 6-24 | 1252 | 1258 | 1164 | 773 | 667 | 745 | 1210 | 1126 | 1010 |
| 0-24 | 1285 | 1286 | 1197 | 802 | 681 | 767 | 1237 | 1154 | 1036 |

Vehicle Flow (Channel 1)



Stockton-on-Tees ATC 1, Unnamed Road

Produced by Streetwise Services Ltd.



Channel 1 - Eastbound

Average Speed

Week 1

| Hr Ending | 24/08/2022 Wednesday | 25/08/2022 Thursday | 26/08/2022 Friday | 27/08/2022 Saturday | 28/08/2022 Sunday | 29/08/2022 Monday | 30/08/2022 Tuesday |
|-----------|-------------------------|------------------------|----------------------|------------------------|----------------------|----------------------|-----------------------|
| 1 | 42.5 | 49.7 | 43.0 | 35.8 | 25.5 | 38.6 | 38.8 |
| 2 | 35.5 | 35.5 | 46.3 | 25.5 | - | 38.0 | 40.5 |
| 3 | 33.0 | 38.0 | - | 34.2 | 33.0 | - | 43.0 |
| 4 | 43.0 | 48.0 | 43.0 | 35.5 | 39.7 | - | 43.0 |
| 5 | 39.0 | 44.7 | 47.0 | 34.2 | 43.0 | 44.2 | 39.0 |
| 6 | 40.1 | 39.7 | 39.5 | 39.7 | 40.5 | 40.5 | 42.3 |
| 7 | 40.7 | 41.5 | 41.1 | 44.8 | 43.8 | 46.0 | 41.2 |
| 8 | 40.0 | 39.5 | 41.2 | 41.2 | 39.5 | 41.0 | 40.7 |
| 9 | 39.7 | 38.9 | 41.7 | 41.8 | 41.0 | 41.2 | 41.1 |
| 10 | 38.6 | 40.1 | 39.7 | 39.6 | 42.8 | 39.4 | 39.1 |
| 11 | 39.7 | 39.3 | 40.5 | 41.7 | 41.1 | 41.3 | 38.1 |
| 12 | 38.6 | 39.7 | 41.2 | 41.0 | 40.4 | 39.2 | 39.4 |
| 13 | 40.2 | 39.0 | 42.3 | 42.0 | 40.6 | 41.9 | 39.1 |
| 14 | 39.5 | 38.5 | 40.5 | 42.1 | 41.4 | 40.5 | 39.2 |
| 15 | 38.4 | 39.8 | 42.1 | 40.5 | 41.9 | 39.7 | 39.8 |
| 16 | 40.1 | 39.2 | 40.9 | 41.2 | 39.2 | 39.5 | 39.3 |
| 17 | 42.7 | 42.4 | 41.9 | 42.2 | 40.5 | 39.8 | 40.4 |
| 18 | 40.1 | 40.1 | 40.2 | 41.2 | 40.0 | 39.3 | 40.5 |
| 19 | 42.1 | 41.8 | 42.4 | 41.8 | 44.7 | 39.7 | 42.1 |
| 20 | 41.7 | 42.3 | 41.8 | 42.7 | 40.2 | 39.6 | 41.2 |
| 21 | 39.3 | 43.4 | 43.6 | 39.4 | 39.5 | 41.8 | 38.7 |
| 22 | 42.7 | 38.0 | 37.5 | 38.2 | 40.5 | 37.7 | 41.7 |
| 23 | 42.5 | 41.4 | 37.2 | 39.0 | 39.4 | 36.0 | 33.5 |
| 24 | 41.5 | 48.0 | 37.2 | 48.0 | 32.4 | 36.0 | 40.1 |
| 10-12 | 39.2 | 39.5 | 41.0 | 41.3 | 40.8 | 40.0 | 38.7 |
| 14-16 | 39.3 | 39.5 | 41.5 | 40.8 | 40.7 | 39.6 | 39.5 |
| 0-24 | 40.5 | 40.5 | 41.1 | 41.1 | 40.9 | 40.2 | 40.1 |

7 Day Ave 40.6

85th Percentile

| Hr Ending | 24/08/2022 Wednesday | 25/08/2022 Thursday | 26/08/2022 Friday | 27/08/2022 Saturday | 28/08/2022 Sunday | 29/08/2022 Monday | 30/08/2022 Tuesday |
|-----------|-------------------------|------------------------|----------------------|------------------------|----------------------|----------------------|-----------------------|
| 1 | 58.7 | 53.6 | 49.0 | 43.6 | 25.7 | 38.7 | 53.0 |
| 2 | 43.5 | 38.3 | 48.4 | 26.2 | - | 38.1 | 48.3 |
| 3 | 33.6 | 38.3 | - | 38.9 | 33.9 | - | 43.8 |
| 4 | 43.3 | 48.8 | 53.3 | 38.8 | 43.7 | - | 53.3 |
| 5 | 48.3 | 48.8 | 58.2 | 43.0 | 43.5 | 48.7 | 48.2 |
| 6 | 43.8 | 43.6 | 43.2 | 43.5 | 48.4 | 48.9 | 48.5 |
| 7 | 48.0 | 49.0 | 48.6 | 48.9 | 48.1 | 53.5 | 48.3 |
| 8 | 43.8 | 43.9 | 48.4 | 53.4 | 43.8 | 48.1 | 43.3 |
| 9 | 43.8 | 43.2 | 48.4 | 48.7 | 48.5 | 48.8 | 48.0 |
| 10 | 43.7 | 48.7 | 43.7 | 48.5 | 48.8 | 43.4 | 43.5 |
| 11 | 48.0 | 49.0 | 48.3 | 48.5 | 48.6 | 43.5 | 43.2 |
| 12 | 48.4 | 43.2 | 48.6 | 48.5 | 48.8 | 48.5 | 43.9 |
| 13 | 43.9 | 48.5 | 48.2 | 48.4 | 48.0 | 48.2 | 48.6 |
| 14 | 48.8 | 43.1 | 48.2 | 48.4 | 43.2 | 43.3 | 48.8 |
| 15 | 43.4 | 44.0 | 48.6 | 48.3 | 48.1 | 48.1 | 43.9 |
| 16 | 49.0 | 43.7 | 48.1 | 48.1 | 43.1 | 43.6 | 43.3 |
| 17 | 48.9 | 48.0 | 48.5 | 48.2 | 48.3 | 48.2 | 48.5 |
| 18 | 43.1 | 43.6 | 48.9 | 44.0 | 48.1 | 48.9 | 43.1 |
| 19 | 48.9 | 48.1 | 48.3 | 48.1 | 53.0 | 43.1 | 48.6 |
| 20 | 48.4 | 48.1 | 48.8 | 48.4 | 48.5 | 48.4 | 48.4 |
| 21 | 43.5 | 53.8 | 53.4 | 48.4 | 48.7 | 48.3 | 44.0 |
| 22 | 53.8 | 43.3 | 43.3 | 43.5 | 43.5 | 43.9 | 58.1 |
| 23 | 48.1 | 48.0 | 38.9 | 48.2 | 43.8 | 43.8 | 38.9 |
| 24 | 53.6 | 53.3 | 43.6 | 53.5 | 38.1 | 53.3 | 48.6 |
| 10-12 | 48.5 | 48.4 | 48.6 | 48.3 | 48.2 | 43.7 | 43.3 |
| 14-16 | 48.3 | 43.3 | 48.4 | 48.6 | 48.7 | 48.3 | 43.1 |
| 0-24 | 48.6 | 48.9 | 48.1 | 48.5 | 48.5 | 48.1 | 48.5 |

7 Day Ave 48.5

Stockton-on-Tees ATC 1, Unnamed Road

Produced by Streetwise Services Ltd.



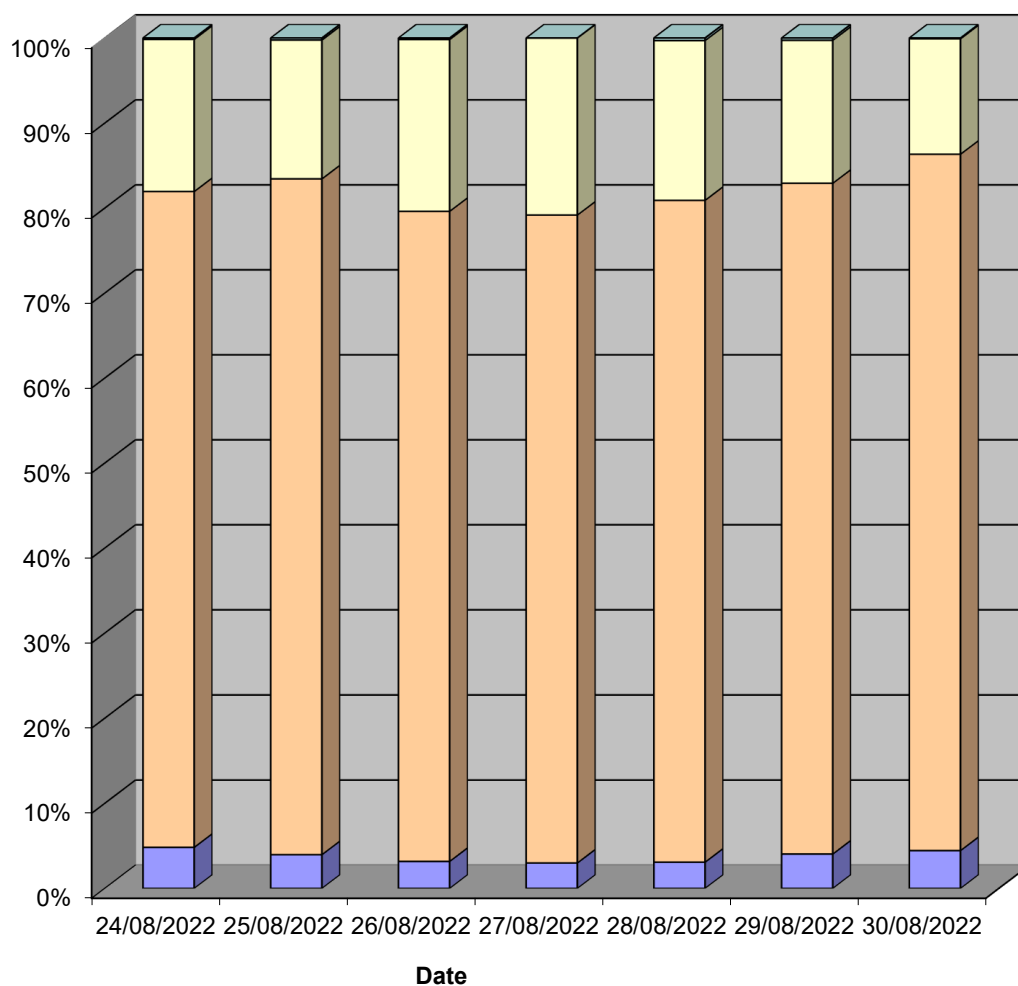
Channel 1 - Eastbound

Speed Summary

Week 1

| Speed (MPH) | 24/08/2022 Wednesday | 25/08/2022 Thursday | 26/08/2022 Friday | 27/08/2022 Saturday | 28/08/2022 Sunday | 29/08/2022 Monday | 30/08/2022 Tuesday |
|--------------|-------------------------|------------------------|----------------------|------------------------|----------------------|----------------------|-----------------------|
| 0-30 | 62 | 51 | 38 | 24 | 21 | 31 | 55 |
| 31-45 | 991 | 1022 | 915 | 611 | 530 | 605 | 1013 |
| 46-60 | 230 | 210 | 242 | 167 | 128 | 129 | 168 |
| 61-100 | 2 | 3 | 2 | 0 | 2 | 2 | 1 |
| TOTAL | 1285 | 1286 | 1197 | 802 | 681 | 767 | 1237 |

Speed Summary (MPH)



0-30

31-45

46-60

61-100

Stockton-on-Tees ATC 1, Unnamed Road

Produced by Streetwise Services Ltd.



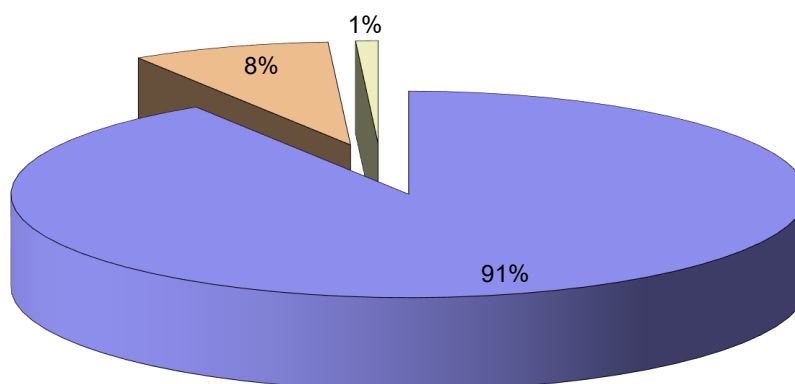
Channel 1 - Eastbound

Vehicle Class

Week 1

| Classes Day / Time | Car / LGV / Caravan - 1 | OGV1 / Bus - 2,3,5,6,7,12 | OGV2 - 4,8,9,10,11,13 | TOTAL - 1-13 |
|-----------------------|----------------------------|------------------------------|--------------------------|-----------------|
| 24/08/2022 | | | | |
| 7-19 | 952 | 105 | 18 | 1075 |
| 6-22 | 1088 | 122 | 21 | 1231 |
| 6-24 | 1107 | 124 | 21 | 1252 |
| 0-24 | 1135 | 129 | 21 | 1285 |
| 25/08/2022 | | | | |
| 7-19 | 950 | 113 | 17 | 1080 |
| 6-22 | 1093 | 121 | 17 | 1231 |
| 6-24 | 1120 | 121 | 17 | 1258 |
| 0-24 | 1146 | 123 | 17 | 1286 |
| 26/08/2022 | | | | |
| 7-19 | 896 | 86 | 12 | 994 |
| 6-22 | 1025 | 96 | 13 | 1134 |
| 6-24 | 1054 | 97 | 13 | 1164 |
| 0-24 | 1084 | 100 | 13 | 1197 |
| 27/08/2022 | | | | |
| 7-19 | 605 | 36 | 1 | 642 |
| 6-22 | 710 | 40 | 1 | 751 |
| 6-24 | 729 | 43 | 1 | 773 |
| 0-24 | 757 | 44 | 1 | 802 |
| 28/08/2022 | | | | |
| 7-19 | 526 | 28 | 1 | 555 |
| 6-22 | 614 | 34 | 1 | 649 |
| 6-24 | 632 | 34 | 1 | 667 |
| 0-24 | 645 | 35 | 1 | 681 |
| 29/08/2022 | | | | |
| 7-19 | 610 | 27 | 3 | 640 |
| 6-22 | 701 | 31 | 3 | 735 |
| 6-24 | 710 | 32 | 3 | 745 |
| 0-24 | 730 | 34 | 3 | 767 |
| 30/08/2022 | | | | |
| 7-19 | 927 | 108 | 9 | 1044 |
| 6-22 | 1064 | 119 | 9 | 1192 |
| 6-24 | 1082 | 119 | 9 | 1210 |
| 0-24 | 1106 | 121 | 10 | 1237 |
| Average | | | | |
| 7-19 | 781 | 72 | 9 | 861 |
| 6-22 | 899 | 80 | 9 | 989 |
| 6-24 | 919 | 81 | 9 | 1010 |
| 0-24 | 943 | 84 | 9 | 1036 |

Total Vehicle Class Distribution



Stockton-on-Tees ATC 1, Unnamed Road

Produced by Streetwise Services Ltd.



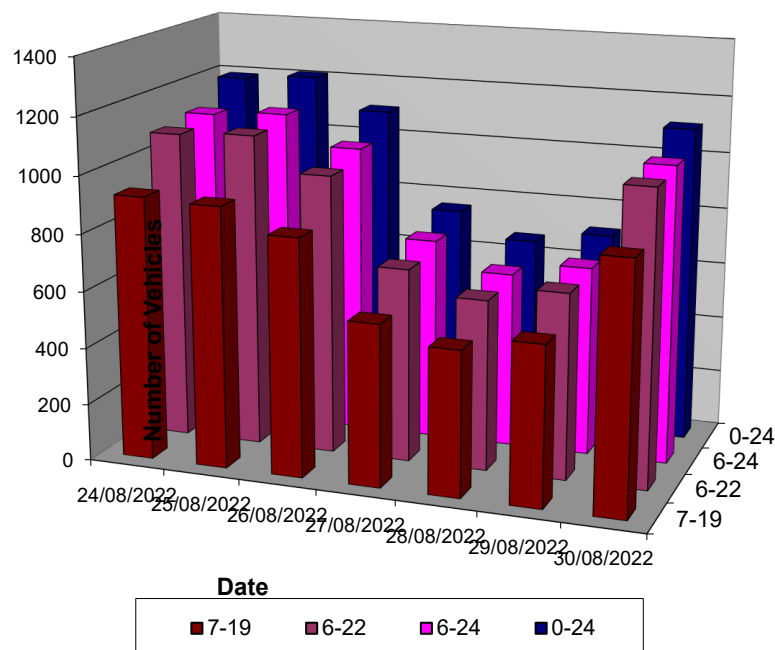
Channel 2 - Westbound

Vehicle Flow

Week 1

| Hr Ending | 24/08/2022 Wednesday | 25/08/2022 Thursday | 26/08/2022 Friday | 27/08/2022 Saturday | 28/08/2022 Sunday | 29/08/2022 Monday | 30/08/2022 Tuesday | 5 Day Ave | 7 Day Ave |
|-----------|-------------------------|------------------------|----------------------|------------------------|----------------------|----------------------|-----------------------|-----------|-----------|
| 1 | 4 | 6 | 7 | 5 | 12 | 10 | 2 | 6 | 7 |
| 2 | 3 | 1 | 2 | 2 | 3 | 1 | 1 | 2 | 2 |
| 3 | 2 | 1 | 2 | 2 | 4 | 2 | 1 | 2 | 2 |
| 4 | 1 | 1 | 1 | 3 | 2 | 1 | 1 | 1 | 1 |
| 5 | 4 | 0 | 3 | 0 | 0 | 4 | 3 | 3 | 2 |
| 6 | 71 | 78 | 67 | 32 | 30 | 29 | 61 | 61 | 53 |
| 7 | 57 | 53 | 43 | 10 | 6 | 14 | 63 | 46 | 35 |
| 8 | 142 | 150 | 138 | 11 | 13 | 16 | 158 | 121 | 90 |
| 9 | 75 | 65 | 53 | 22 | 12 | 16 | 54 | 53 | 42 |
| 10 | 52 | 59 | 40 | 39 | 35 | 32 | 52 | 47 | 44 |
| 11 | 54 | 64 | 54 | 32 | 53 | 42 | 62 | 55 | 52 |
| 12 | 54 | 72 | 57 | 57 | 59 | 48 | 58 | 58 | 58 |
| 13 | 69 | 69 | 83 | 64 | 47 | 60 | 66 | 69 | 65 |
| 14 | 57 | 53 | 62 | 56 | 48 | 53 | 54 | 56 | 55 |
| 15 | 71 | 60 | 51 | 55 | 59 | 57 | 61 | 60 | 59 |
| 16 | 87 | 68 | 67 | 60 | 49 | 55 | 49 | 65 | 62 |
| 17 | 86 | 84 | 71 | 55 | 49 | 63 | 77 | 76 | 69 |
| 18 | 120 | 110 | 77 | 66 | 56 | 68 | 115 | 98 | 87 |
| 19 | 57 | 60 | 79 | 50 | 28 | 47 | 58 | 60 | 54 |
| 20 | 44 | 54 | 47 | 42 | 32 | 33 | 45 | 45 | 42 |
| 21 | 31 | 40 | 26 | 32 | 32 | 26 | 32 | 31 | 31 |
| 22 | 29 | 38 | 32 | 29 | 21 | 21 | 24 | 29 | 28 |
| 23 | 17 | 14 | 27 | 18 | 11 | 6 | 7 | 14 | 14 |
| 24 | 4 | 10 | 12 | 14 | 7 | 8 | 7 | 8 | 9 |
| 7-19 | 924 | 914 | 832 | 567 | 508 | 557 | 864 | 818 | 738 |
| 6-22 | 1085 | 1099 | 980 | 680 | 599 | 651 | 1028 | 969 | 875 |
| 6-24 | 1106 | 1123 | 1019 | 712 | 617 | 665 | 1042 | 991 | 898 |
| 0-24 | 1191 | 1210 | 1101 | 756 | 668 | 712 | 1111 | 1065 | 964 |

Vehicle Flow (Channel 2)



Stockton-on-Tees ATC 1, Unnamed Road

Produced by Streetwise Services Ltd.



Channel 2 - Westbound

Average Speed

Week 1

| Hr Ending | 24/08/2022 Wednesday | 25/08/2022 Thursday | 26/08/2022 Friday | 27/08/2022 Saturday | 28/08/2022 Sunday | 29/08/2022 Monday | 30/08/2022 Tuesday |
|-----------|-------------------------|------------------------|----------------------|------------------------|----------------------|----------------------|-----------------------|
| 1 | 39.2 | 38.0 | 41.6 | 36.0 | 37.6 | 37.8 | 38.0 |
| 2 | 39.7 | 58.0 | 38.0 | 35.5 | 37.2 | 43.0 | 38.0 |
| 3 | 38.0 | 33.0 | 40.5 | 29.2 | 35.5 | 31.8 | 43.0 |
| 4 | 33.0 | 25.5 | 38.0 | 33.8 | 35.5 | 33.0 | 33.0 |
| 5 | 34.9 | - | 35.5 | - | - | 40.5 | 33.8 |
| 6 | 39.6 | 39.9 | 39.8 | 40.0 | 42.4 | 38.9 | 40.0 |
| 7 | 38.7 | 37.9 | 38.3 | 38.8 | 38.8 | 38.2 | 38.3 |
| 8 | 38.1 | 38.6 | 39.1 | 37.5 | 42.6 | 38.8 | 40.2 |
| 9 | 36.7 | 36.4 | 37.8 | 38.0 | 39.0 | 37.2 | 35.2 |
| 10 | 35.5 | 36.5 | 38.3 | 38.2 | 36.6 | 39.3 | 34.6 |
| 11 | 36.5 | 36.6 | 37.5 | 38.1 | 38.0 | 37.5 | 37.3 |
| 12 | 37.6 | 37.7 | 36.8 | 36.6 | 37.3 | 37.3 | 37.7 |
| 13 | 37.0 | 39.3 | 36.9 | 36.8 | 38.9 | 38.8 | 37.7 |
| 14 | 37.7 | 39.0 | 38.4 | 38.7 | 37.3 | 37.6 | 39.1 |
| 15 | 36.3 | 37.0 | 39.0 | 38.9 | 37.2 | 37.3 | 37.1 |
| 16 | 37.7 | 37.5 | 38.5 | 37.1 | 37.0 | 38.8 | 35.0 |
| 17 | 39.5 | 39.8 | 38.6 | 39.5 | 37.6 | 38.2 | 38.5 |
| 18 | 38.2 | 39.9 | 39.9 | 38.3 | 38.3 | 38.7 | 39.2 |
| 19 | 37.6 | 38.4 | 37.5 | 39.3 | 37.9 | 40.1 | 37.7 |
| 20 | 39.1 | 37.8 | 39.3 | 39.8 | 40.7 | 38.4 | 38.8 |
| 21 | 36.9 | 39.8 | 38.7 | 38.5 | 39.2 | 38.2 | 39.3 |
| 22 | 38.5 | 37.9 | 36.8 | 37.7 | 40.9 | 37.3 | 39.4 |
| 23 | 40.1 | 40.0 | 37.5 | 36.1 | 39.4 | 40.5 | 43.7 |
| 24 | 40.5 | 40.0 | 39.9 | 38.5 | 35.9 | 38.9 | 34.8 |
| 10-12 | 37.1 | 37.2 | 37.1 | 37.1 | 37.6 | 37.4 | 37.5 |
| 14-16 | 37.1 | 37.3 | 38.7 | 38.0 | 37.1 | 38.0 | 36.2 |
| 0-24 | 37.8 | 38.4 | 38.4 | 38.2 | 38.3 | 38.3 | 38.2 |

7 Day Ave 38.2

85th Percentile

| Hr Ending | 24/08/2022 Wednesday | 25/08/2022 Thursday | 26/08/2022 Friday | 27/08/2022 Saturday | 28/08/2022 Sunday | 29/08/2022 Monday | 30/08/2022 Tuesday |
|-----------|-------------------------|------------------------|----------------------|------------------------|----------------------|----------------------|-----------------------|
| 1 | 43.2 | 48.5 | 48.5 | 43.3 | 43.4 | 43.0 | 43.9 |
| 2 | 44.0 | 58.7 | 43.1 | 38.4 | 43.7 | 43.2 | 38.3 |
| 3 | 38.1 | 33.9 | 43.1 | 33.4 | 43.1 | 38.2 | 43.3 |
| 4 | 33.0 | 25.9 | 38.2 | 43.9 | 38.8 | 33.5 | 33.2 |
| 5 | 43.3 | - | 43.0 | - | - | 43.4 | 43.3 |
| 6 | 43.5 | 43.3 | 43.7 | 43.1 | 48.7 | 43.1 | 43.0 |
| 7 | 43.9 | 43.3 | 43.5 | 43.6 | 48.5 | 43.3 | 43.7 |
| 8 | 43.5 | 43.2 | 43.6 | 43.3 | 48.2 | 43.6 | 43.8 |
| 9 | 43.4 | 43.5 | 43.2 | 43.1 | 48.2 | 43.8 | 43.3 |
| 10 | 38.8 | 43.2 | 43.5 | 43.2 | 43.3 | 43.5 | 43.7 |
| 11 | 43.8 | 43.6 | 43.7 | 43.1 | 43.8 | 43.2 | 43.4 |
| 12 | 43.7 | 43.4 | 43.8 | 43.4 | 43.1 | 43.9 | 43.8 |
| 13 | 43.7 | 43.9 | 43.4 | 44.0 | 43.5 | 43.4 | 43.7 |
| 14 | 44.0 | 43.5 | 43.9 | 43.5 | 43.8 | 43.3 | 43.4 |
| 15 | 43.3 | 43.2 | 43.7 | 43.5 | 43.8 | 43.8 | 43.1 |
| 16 | 43.5 | 43.7 | 43.1 | 44.0 | 43.3 | 43.2 | 43.4 |
| 17 | 43.4 | 43.7 | 43.6 | 43.2 | 44.0 | 43.4 | 43.3 |
| 18 | 43.7 | 43.6 | 43.7 | 43.4 | 43.8 | 43.2 | 43.7 |
| 19 | 43.2 | 43.8 | 43.0 | 43.4 | 43.7 | 43.9 | 43.3 |
| 20 | 43.4 | 43.2 | 43.4 | 43.3 | 48.9 | 43.6 | 43.8 |
| 21 | 43.5 | 43.8 | 43.4 | 43.5 | 43.9 | 43.4 | 43.2 |
| 22 | 43.8 | 43.2 | 43.3 | 43.1 | 48.4 | 43.4 | 43.6 |
| 23 | 48.5 | 49.0 | 44.0 | 43.5 | 48.1 | 48.9 | 54.0 |
| 24 | 48.4 | 43.1 | 43.8 | 44.0 | 44.0 | 58.6 | 43.2 |
| 10-12 | 43.5 | 43.1 | 43.7 | 43.6 | 43.8 | 43.9 | 43.9 |
| 14-16 | 43.2 | 43.8 | 43.4 | 43.9 | 43.7 | 43.5 | 43.1 |
| 0-24 | 43.6 | 43.4 | 43.7 | 43.7 | 43.4 | 43.3 | 44.0 |

7 Day Ave 43.6

Stockton-on-Tees ATC 1, Unnamed Road

Produced by Streetwise Services Ltd.



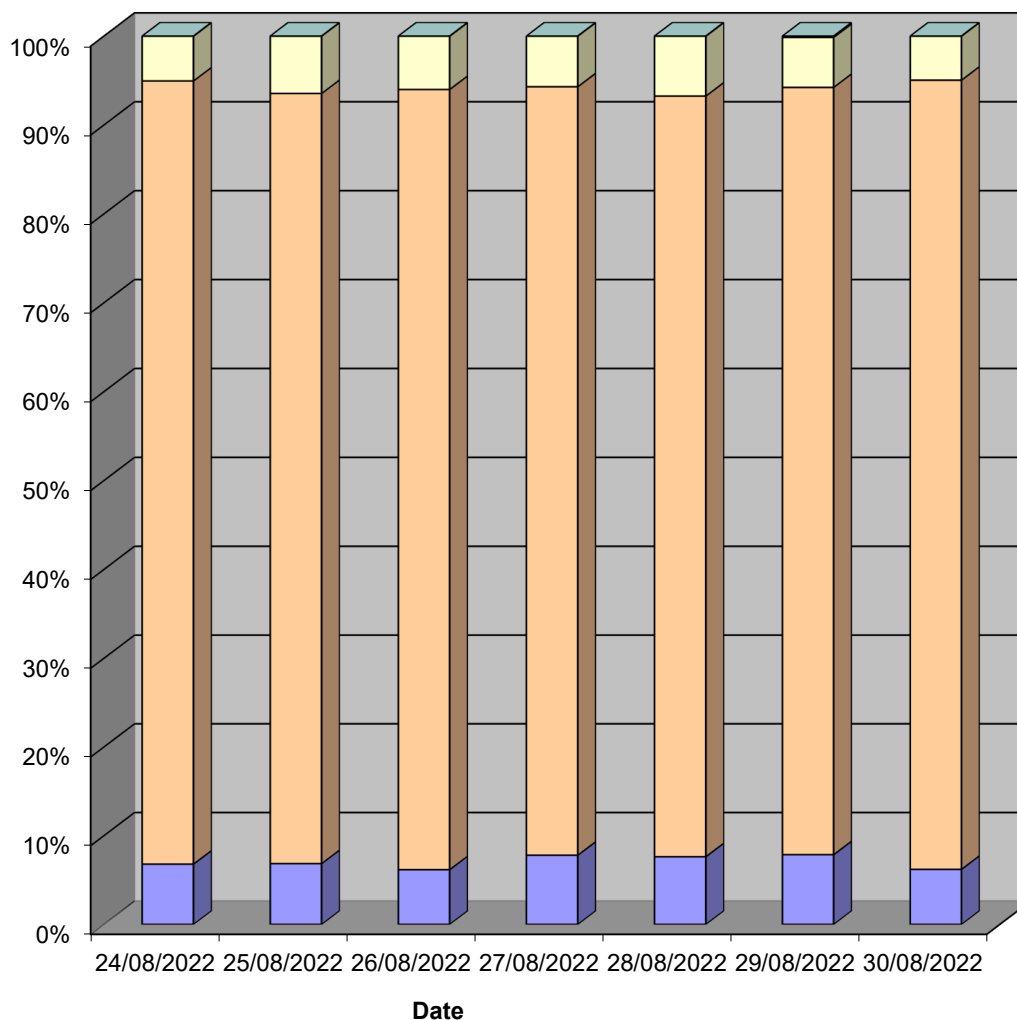
Channel 2 - Westbound

Speed Summary

Week 1

| Speed (MPH) | 24/08/2022 Wednesday | 25/08/2022 Thursday | 26/08/2022 Friday | 27/08/2022 Saturday | 28/08/2022 Sunday | 29/08/2022 Monday | 30/08/2022 Tuesday |
|--------------|-------------------------|------------------------|----------------------|------------------------|----------------------|----------------------|-----------------------|
| 0-30 | 81 | 83 | 68 | 59 | 51 | 56 | 69 |
| 31-45 | 1050 | 1049 | 967 | 654 | 572 | 615 | 987 |
| 46-60 | 60 | 78 | 66 | 43 | 45 | 40 | 55 |
| 61-100 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| TOTAL | 1191 | 1210 | 1101 | 756 | 668 | 712 | 1111 |

Speed Summary (MPH)



0-30

31-45

46-60

61-100

Stockton-on-Tees ATC 1, Unnamed Road

Produced by Streetwise Services Ltd.



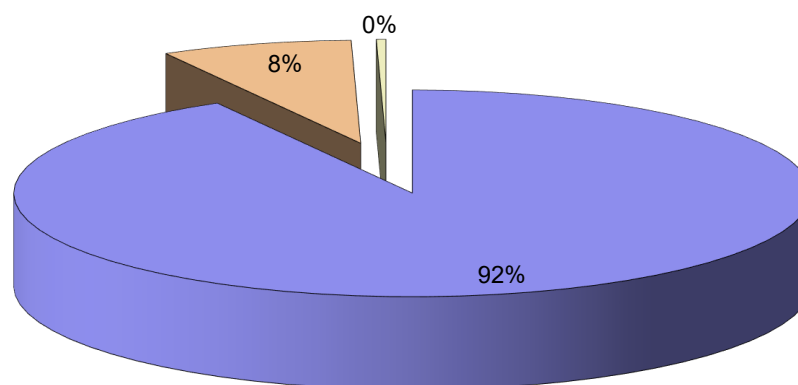
Channel 2 - Westbound

Vehicle Class

Week 1

| Classes Day / Time | Car / LGV / Caravan - 1 | OGV1 / Bus - 2,3,5,6,7,12 | OGV2 - 4,8,9,10,11,13 | TOTAL - 1-13 |
|-----------------------|----------------------------|------------------------------|--------------------------|-----------------|
| 24/08/2022 | | | | |
| 7-19 | 826 | 88 | 10 | 924 |
| 6-22 | 984 | 91 | 10 | 1085 |
| 6-24 | 1004 | 92 | 10 | 1106 |
| 0-24 | 1085 | 96 | 10 | 1191 |
| 25/08/2022 | | | | |
| 7-19 | 818 | 94 | 2 | 914 |
| 6-22 | 991 | 106 | 2 | 1099 |
| 6-24 | 1014 | 107 | 2 | 1123 |
| 0-24 | 1096 | 112 | 2 | 1210 |
| 26/08/2022 | | | | |
| 7-19 | 747 | 78 | 7 | 832 |
| 6-22 | 887 | 86 | 7 | 980 |
| 6-24 | 926 | 86 | 7 | 1019 |
| 0-24 | 1004 | 90 | 7 | 1101 |
| 27/08/2022 | | | | |
| 7-19 | 527 | 40 | 0 | 567 |
| 6-22 | 634 | 46 | 0 | 680 |
| 6-24 | 664 | 48 | 0 | 712 |
| 0-24 | 706 | 50 | 0 | 756 |
| 28/08/2022 | | | | |
| 7-19 | 482 | 25 | 1 | 508 |
| 6-22 | 564 | 34 | 1 | 599 |
| 6-24 | 582 | 34 | 1 | 617 |
| 0-24 | 631 | 36 | 1 | 668 |
| 29/08/2022 | | | | |
| 7-19 | 529 | 26 | 2 | 557 |
| 6-22 | 619 | 30 | 2 | 651 |
| 6-24 | 633 | 30 | 2 | 665 |
| 0-24 | 679 | 31 | 2 | 712 |
| 30/08/2022 | | | | |
| 7-19 | 764 | 96 | 4 | 864 |
| 6-22 | 921 | 103 | 4 | 1028 |
| 6-24 | 934 | 104 | 4 | 1042 |
| 0-24 | 998 | 109 | 4 | 1111 |
| Average | | | | |
| 7-19 | 670 | 64 | 4 | 738 |
| 6-22 | 800 | 71 | 4 | 875 |
| 6-24 | 822 | 72 | 4 | 898 |
| 0-24 | 886 | 75 | 4 | 964 |

Total Vehicle Class Distribution



Stockton-on-Tees ATC 1, Unnamed Road

Produced by Streetwise Services Ltd.



Channel 1 - Eastbound

| | 24/08/2022 Wednesday | 25/08/2022 Thursday | 26/08/2022 Friday | 27/08/2022 Saturday | 28/08/2022 Sunday | 29/08/2022 Monday | 30/08/2022 Tuesday | 5-DAY MEAN | 7-DAY MEAN |
|-----------------------------|-------------------------|------------------------|----------------------|------------------------|----------------------|----------------------|-----------------------|---------------|---------------|
| 0000-2400 Vehicle Flow | 1288 | 1296 | 1197 | 802 | 881 | 767 | 1237 | 1154 | 1036 |
| Mean Speed | 40.5 | 40.5 | 41.1 | 41.1 | 40.9 | 40.2 | 40.1 | 40.5 | 40.6 |
| 85%ile Speed | 48.6 | 48.9 | 48.1 | 48.5 | 48.5 | 48.1 | 48.5 | 48.4 | 48.5 |
| No. Vehicles > 60 MPH Limit | 2 | 3 | 2 | 0 | 2 | 2 | 1 | 2 | 2 |
| % Vehicles > 60 MPH Limit | 0.2 | 0.2 | 0.2 | 0.0 | 0.3 | 0.3 | 0.1 | 0.2 | 0.2 |
| No. Vehicles > 75 MPH | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| % Vehicles > 75 MPH | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

Channel 2 - Westbound

| | 24/08/2022 Wednesday | 25/08/2022 Thursday | 26/08/2022 Friday | 27/08/2022 Saturday | 28/08/2022 Sunday | 29/08/2022 Monday | 30/08/2022 Tuesday | 5-DAY MEAN | 7-DAY MEAN |
|-----------------------------|-------------------------|------------------------|----------------------|------------------------|----------------------|----------------------|-----------------------|---------------|---------------|
| 0000-2400 Vehicle Flow | 1191 | 1210 | 1101 | 756 | 868 | 712 | 1111 | 1065 | 964 |
| Mean Speed | 37.8 | 38.4 | 38.4 | 38.2 | 38.3 | 38.3 | 38.2 | 38.2 | 38.2 |
| 85%ile Speed | 43.6 | 43.4 | 43.7 | 43.7 | 43.4 | 43.3 | 44.0 | 43.6 | 43.6 |
| No. Vehicles > 60 MPH Limit | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| % Vehicles > 60 MPH Limit | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.1 | 0.0 | 0.0 | 0.0 |
| No. Vehicles > 75 MPH | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| % Vehicles > 75 MPH | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

Channels 1+2 - Eastbound & Westbound

| | 24/08/2022 Wednesday | 25/08/2022 Thursday | 26/08/2022 Friday | 27/08/2022 Saturday | 28/08/2022 Sunday | 29/08/2022 Monday | 30/08/2022 Tuesday | 5-DAY MEAN | 7-DAY MEAN |
|-----------------------------|-------------------------|------------------------|----------------------|------------------------|----------------------|----------------------|-----------------------|---------------|---------------|
| 0000-2400 Vehicle Flow | 2476 | 2496 | 2298 | 1558 | 1749 | 1479 | 2348 | 2219 | 2001 |
| Mean Speed | 39.2 | 39.5 | 39.8 | 39.7 | 39.6 | 39.3 | 39.2 | 39.4 | 39.4 |
| 85%ile Speed | 46.1 | 46.2 | 45.9 | 46.1 | 46.0 | 45.7 | 46.3 | 46.0 | 46.0 |
| No. Vehicles > 60 MPH Limit | 2 | 3 | 2 | 0 | 2 | 3 | 1 | 2 | 2 |
| % Vehicles > 60 MPH Limit | 0.1 | 0.1 | 0.1 | 0.0 | 0.1 | 0.2 | 0.0 | 0.1 | 0.1 |
| No. Vehicles > 75 MPH | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| % Vehicles > 75 MPH | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

| Class No | Vehicle Description | Class No | Vehicle Description |
|----------|---|----------|---|
| 1 | Car, Light Van Taxi | 5 | Rigid 2 Axle HGV + 2 Axle (Close coupled) Trailer |
| 1 | Light Goods Vehicle | 6 | Rigid 3 Axle HGV + 2 Axle Drawbar Trailer |
| 1 | Car or Light Goods Vehicle + 1 Axle Catenary or Trailer | 6 | Rigid 3 Axle HGV + 3 Axle Drawbar Trailer |
| 1 | Car or Light Goods Vehicle + 2 Axle Catenary or Trailer | 7 | Artic. 2 Axle Tractor + 1 Axle Semi-Trailer |
| 2 | Rigid 2 Axle Heavy Goods Vehicle | 8 | Artic. 2 Axle Tractor + 2 Axle Semi-Trailer |
| 3 | Rigid 3 Axle Heavy Goods Vehicle | 9 | Artic. 2 Axle Tractor + 3 Axle Semi-Trailer |
| 3 | Rigid 3 Axle Heavy Goods Vehicle | 10 | Artic. 3 Axle Tractor + 1 Axle Semi-Trailer |
| 4 | Rigid 4 Axle Heavy Goods Vehicle | 10 | Artic. 3 Axle Tractor + 2 Axle Semi-Trailer |
| 4 | Rigid 4 Axle Heavy Goods Vehicle | 11 | Artic. 2 Axle Tractor + 3 Axle Semi-Trailer |
| 5 | Rigid 2 Axle HGV + 2 Axle Drawbar Trailer | 12 | Bus or Coach, 2 Axle |
| 5 | Rigid 2 Axle HGV + 3 Axle Drawbar Trailer | 12 | Bus or Coach, 3 Axle |
| 5 | Rigid 2 Axle HGV + 1 Axle Catenary or Trailer | 13 | Vehicle with 7 or more Axles |

Stockton-on-Tees ATC 1, Unnamed Road

Produced by Streetwise Services Ltd.



Channel 1 - Eastbound

| | 24/08/2022 Wednesday | 25/08/2022 Thursday | 26/08/2022 Friday | 27/08/2022 Saturday | 28/08/2022 Sunday | 29/08/2022 Monday | 30/08/2022 Tuesday | 5-DAY MEAN | 7-DAY MEAN |
|-----------------------------|-------------------------|------------------------|----------------------|------------------------|----------------------|----------------------|-----------------------|---------------|---------------|
| Vehicle Flow | 807 | 815 | 933 | 623 | 563 | 594 | 766 | 783 | 729 |
| Mean Speed | 39.9 | 41.4 | 41.4 | 39.3 | 39.5 | 40.0 | 40.0 | 40.5 | 40.2 |
| 85%ile Speed | 47.0 | 46.8 | 47.9 | 45.6 | 44.6 | 46.0 | 47.3 | 47.0 | 46.4 |
| No. Vehicles > 60 MPH Limit | 1 | 3 | 2 | 0 | 2 | 2 | 1 | 2 | 2 |
| % Vehicles > 60 MPH Limit | 0.1 | 0.4 | 0.2 | 0.0 | 0.4 | 0.3 | 0.1 | 0.2 | 0.2 |
| No. Vehicles > 75 MPH | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| % Vehicles > 75 MPH | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

Channel 2 - Westbound

| | 24/08/2022 Wednesday | 25/08/2022 Thursday | 26/08/2022 Friday | 27/08/2022 Saturday | 28/08/2022 Sunday | 29/08/2022 Monday | 30/08/2022 Tuesday | 5-DAY MEAN | 7-DAY MEAN |
|-----------------------------|-------------------------|------------------------|----------------------|------------------------|----------------------|----------------------|-----------------------|---------------|---------------|
| Vehicle Flow | 768 | 801 | 762 | 602 | 538 | 549 | 707 | 717 | 675 |
| Mean Speed | 37.7 | 38.4 | 38.3 | 37.2 | 38.1 | 38.2 | 37.8 | 38.1 | 38.0 |
| 85%ile Speed | 43.0 | 43.4 | 43.5 | 42.7 | 44.6 | 43.7 | 43.2 | 43.4 | 43.4 |
| No. Vehicles > 60 MPH Limit | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| % Vehicles > 60 MPH Limit | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.2 | 0.0 | 0.0 | 0.0 |
| No. Vehicles > 75 MPH | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| % Vehicles > 75 MPH | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

Channels 1+2 - Eastbound & Westbound

| | 24/08/2022 Wednesday | 25/08/2022 Thursday | 26/08/2022 Friday | 27/08/2022 Saturday | 28/08/2022 Sunday | 29/08/2022 Monday | 30/08/2022 Tuesday | 5-DAY MEAN | 7-DAY MEAN |
|-----------------------------|-------------------------|------------------------|----------------------|------------------------|----------------------|----------------------|-----------------------|---------------|---------------|
| Vehicle Flow | 1575 | 1616 | 1695 | 1225 | 1101 | 1143 | 1473 | 1500 | 1404 |
| Mean Speed | 38.8 | 39.9 | 39.9 | 38.3 | 38.8 | 39.1 | 38.9 | 39.3 | 39.1 |
| 85%ile Speed | 45.0 | 45.1 | 45.7 | 44.1 | 44.6 | 44.8 | 45.2 | 45.2 | 44.9 |
| No. Vehicles > 60 MPH Limit | 1 | 3 | 2 | 0 | 2 | 3 | 1 | 2 | 2 |
| % Vehicles > 60 MPH Limit | 0.1 | 0.2 | 0.1 | 0.0 | 0.2 | 0.3 | 0.1 | 0.1 | 0.1 |
| No. Vehicles > 75 MPH | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| % Vehicles > 75 MPH | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

Note: All figures are based on data from the hours 0000-0700, 0900-1600 & 1800-2400.

Stockton-on-Tees ATC 2, Unnamed Road

Produced by Streetwise Services Ltd.



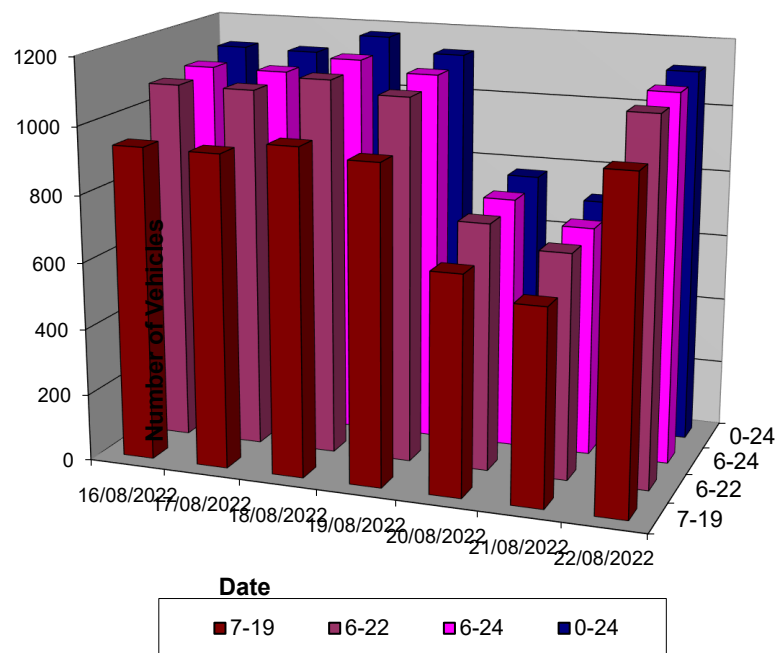
Channel 1 - Eastbound

Vehicle Flow

Week 1

| Hr Ending | 16/08/2022 Tuesday | 17/08/2022 Wednesday | 18/08/2022 Thursday | 19/08/2022 Friday | 20/08/2022 Saturday | 21/08/2022 Sunday | 22/08/2022 Monday | 5 Day Ave | 7 Day Ave |
|-----------|-----------------------|-------------------------|------------------------|----------------------|------------------------|----------------------|----------------------|-----------|-----------|
| 1 | 4 | 2 | 6 | 3 | 3 | 9 | 1 | 3 | 4 |
| 2 | 0 | 0 | 2 | 1 | 3 | 1 | 2 | 1 | 1 |
| 3 | 0 | 0 | 1 | 2 | 2 | 2 | 2 | 1 | 1 |
| 4 | 0 | 2 | 4 | 2 | 3 | 3 | 1 | 2 | 2 |
| 5 | 5 | 4 | 2 | 3 | 1 | 6 | 3 | 3 | 3 |
| 6 | 18 | 17 | 20 | 12 | 7 | 3 | 12 | 16 | 13 |
| 7 | 60 | 46 | 57 | 50 | 14 | 10 | 35 | 50 | 39 |
| 8 | 61 | 64 | 66 | 51 | 30 | 21 | 54 | 59 | 50 |
| 9 | 70 | 68 | 71 | 66 | 36 | 18 | 59 | 67 | 55 |
| 10 | 47 | 56 | 67 | 60 | 57 | 45 | 64 | 59 | 57 |
| 11 | 57 | 67 | 76 | 76 | 64 | 64 | 84 | 72 | 70 |
| 12 | 61 | 60 | 71 | 167 | 78 | 52 | 58 | 83 | 78 |
| 13 | 73 | 64 | 69 | 128 | 82 | 90 | 76 | 82 | 83 |
| 14 | 68 | 57 | 63 | 75 | 53 | 69 | 73 | 67 | 65 |
| 15 | 54 | 61 | 70 | 62 | 70 | 59 | 61 | 62 | 62 |
| 16 | 71 | 65 | 56 | 67 | 39 | 48 | 69 | 66 | 59 |
| 17 | 188 | 204 | 194 | 73 | 53 | 46 | 205 | 173 | 138 |
| 18 | 96 | 86 | 92 | 61 | 43 | 42 | 97 | 86 | 74 |
| 19 | 91 | 83 | 77 | 59 | 47 | 29 | 74 | 77 | 66 |
| 20 | 31 | 42 | 42 | 44 | 36 | 37 | 30 | 38 | 37 |
| 21 | 31 | 32 | 31 | 30 | 18 | 30 | 21 | 29 | 28 |
| 22 | 18 | 21 | 18 | 16 | 18 | 13 | 24 | 19 | 18 |
| 23 | 12 | 11 | 14 | 16 | 13 | 11 | 13 | 13 | 13 |
| 24 | 4 | 5 | 7 | 9 | 4 | 5 | 5 | 6 | 6 |
| 7-19 | 937 | 935 | 972 | 945 | 652 | 583 | 974 | 953 | 857 |
| 6-22 | 1077 | 1076 | 1120 | 1085 | 738 | 673 | 1084 | 1088 | 979 |
| 6-24 | 1093 | 1092 | 1141 | 1110 | 755 | 689 | 1102 | 1108 | 997 |
| 0-24 | 1120 | 1117 | 1176 | 1133 | 774 | 713 | 1123 | 1134 | 1022 |

Vehicle Flow (Channel 1)



Stockton-on-Tees ATC 2, Unnamed Road

Produced by Streetwise Services Ltd.



Channel 1 - Eastbound

Average Speed

Week 1

| Hr Ending | 16/08/2022 Tuesday | 17/08/2022 Wednesday | 18/08/2022 Thursday | 19/08/2022 Friday | 20/08/2022 Saturday | 21/08/2022 Sunday | 22/08/2022 Monday |
|-----------|-----------------------|-------------------------|------------------------|----------------------|------------------------|----------------------|----------------------|
| 1 | 50.5 | 48.0 | 43.0 | 46.3 | 56.3 | 44.7 | 58.0 |
| 2 | - | - | 69.2 | 58.0 | 53.0 | 43.0 | 43.0 |
| 3 | - | - | 53.0 | 48.0 | 48.0 | 45.5 | 45.5 |
| 4 | - | 48.0 | 41.8 | 53.0 | 49.7 | 43.0 | 43.0 |
| 5 | 56.0 | 50.5 | 50.5 | 41.3 | 53.0 | 46.3 | 43.0 |
| 6 | 49.4 | 45.4 | 51.0 | 48.0 | 47.3 | 39.7 | 45.5 |
| 7 | 48.1 | 49.5 | 48.2 | 48.7 | 48.4 | 50.0 | 50.1 |
| 8 | 49.4 | 50.8 | 47.5 | 50.1 | 52.0 | 51.1 | 48.9 |
| 9 | 48.7 | 49.3 | 48.8 | 49.6 | 49.4 | 49.1 | 49.4 |
| 10 | 45.7 | 48.4 | 48.3 | 47.3 | 48.3 | 49.8 | 45.5 |
| 11 | 46.9 | 46.4 | 48.1 | 47.1 | 47.3 | 47.2 | 44.6 |
| 12 | 43.5 | 48.9 | 45.6 | 47.0 | 50.0 | 51.0 | 46.8 |
| 13 | 47.9 | 47.8 | 46.6 | 43.2 | 48.9 | 46.9 | 47.3 |
| 14 | 46.8 | 46.1 | 47.2 | 48.3 | 49.8 | 49.5 | 46.1 |
| 15 | 47.8 | 45.4 | 47.0 | 46.9 | 50.2 | 48.6 | 45.7 |
| 16 | 46.2 | 49.5 | 47.2 | 46.9 | 49.8 | 49.4 | 45.5 |
| 17 | 46.9 | 49.1 | 47.9 | 50.3 | 51.2 | 47.0 | 47.8 |
| 18 | 47.5 | 50.4 | 49.3 | 49.2 | 49.7 | 48.0 | 46.2 |
| 19 | 44.6 | 51.6 | 49.2 | 50.7 | 50.2 | 49.9 | 49.4 |
| 20 | 48.6 | 49.1 | 48.0 | 49.0 | 45.9 | 49.9 | 49.8 |
| 21 | 49.0 | 48.8 | 47.7 | 47.1 | 41.3 | 49.1 | 49.2 |
| 22 | 47.7 | 48.0 | 47.2 | 51.8 | 41.9 | 47.2 | 47.5 |
| 23 | 45.5 | 53.7 | 48.4 | 43.6 | 46.1 | 47.1 | 44.5 |
| 24 | 53.0 | 46.0 | 53.0 | 49.7 | 45.5 | 51.0 | 50.0 |
| 10-12 | 45.2 | 47.6 | 46.9 | 47.0 | 48.8 | 48.9 | 45.5 |
| 14-16 | 46.9 | 47.5 | 47.1 | 46.9 | 50.0 | 49.0 | 45.6 |
| 0-24 | 47.1 | 48.9 | 47.9 | 47.7 | 49.0 | 48.6 | 47.2 |

7 Day Ave 48.1

85th Percentile

| Hr Ending | 16/08/2022 Tuesday | 17/08/2022 Wednesday | 18/08/2022 Thursday | 19/08/2022 Friday | 20/08/2022 Saturday | 21/08/2022 Sunday | 22/08/2022 Monday |
|-----------|-----------------------|-------------------------|------------------------|----------------------|------------------------|----------------------|----------------------|
| 1 | 58.7 | 53.5 | 63.0 | 53.6 | 63.5 | 48.2 | 58.1 |
| 2 | - | - | 85.8 | 58.6 | 58.3 | 43.7 | 43.0 |
| 3 | - | - | 53.4 | 53.4 | 53.6 | 48.5 | 53.3 |
| 4 | - | 48.3 | 58.3 | 58.1 | 53.5 | 48.4 | 43.8 |
| 5 | 63.5 | 53.6 | 53.9 | 48.6 | 53.2 | 53.1 | 48.3 |
| 6 | 58.6 | 58.6 | 59.0 | 53.7 | 53.9 | 43.7 | 53.2 |
| 7 | 53.3 | 53.3 | 58.4 | 53.9 | 58.7 | 58.9 | 58.5 |
| 8 | 53.3 | 58.3 | 53.3 | 58.8 | 58.5 | 58.5 | 58.3 |
| 9 | 58.8 | 58.8 | 58.2 | 58.0 | 58.4 | 58.1 | 58.3 |
| 10 | 53.0 | 53.8 | 58.2 | 53.5 | 53.1 | 53.8 | 53.0 |
| 11 | 53.8 | 53.6 | 53.6 | 53.9 | 53.8 | 53.4 | 53.5 |
| 12 | 48.8 | 54.0 | 53.4 | 53.4 | 58.5 | 58.5 | 58.2 |
| 13 | 53.7 | 53.9 | 53.4 | 53.7 | 58.8 | 58.5 | 53.9 |
| 14 | 53.0 | 53.2 | 58.7 | 53.5 | 58.6 | 58.2 | 53.6 |
| 15 | 58.4 | 53.7 | 53.3 | 53.5 | 58.8 | 58.3 | 53.8 |
| 16 | 53.9 | 54.0 | 58.6 | 53.5 | 58.0 | 58.1 | 53.9 |
| 17 | 53.8 | 53.2 | 53.2 | 58.4 | 58.2 | 53.6 | 53.3 |
| 18 | 53.4 | 53.5 | 53.2 | 58.4 | 58.1 | 58.2 | 53.5 |
| 19 | 54.0 | 58.1 | 53.6 | 58.3 | 58.1 | 63.9 | 53.1 |
| 20 | 58.9 | 54.0 | 58.1 | 58.1 | 53.3 | 58.1 | 58.6 |
| 21 | 58.1 | 58.7 | 53.5 | 53.2 | 48.1 | 58.4 | 58.4 |
| 22 | 53.9 | 53.0 | 53.9 | 59.0 | 48.0 | 58.3 | 54.0 |
| 23 | 53.4 | 63.6 | 58.3 | 53.1 | 53.5 | 53.9 | 53.1 |
| 24 | 68.5 | 53.1 | 58.8 | 58.4 | 58.7 | 63.8 | 53.9 |
| 10-12 | 53.8 | 53.1 | 53.4 | 53.4 | 53.5 | 58.3 | 53.6 |
| 14-16 | 53.1 | 53.8 | 58.3 | 53.5 | 58.8 | 58.7 | 53.3 |
| 0-24 | 53.6 | 53.3 | 53.9 | 58.2 | 58.1 | 58.3 | 53.1 |

7 Day Ave 55.5

Stockton-on-Tees ATC 2, Unnamed Road

Produced by Streetwise Services Ltd.



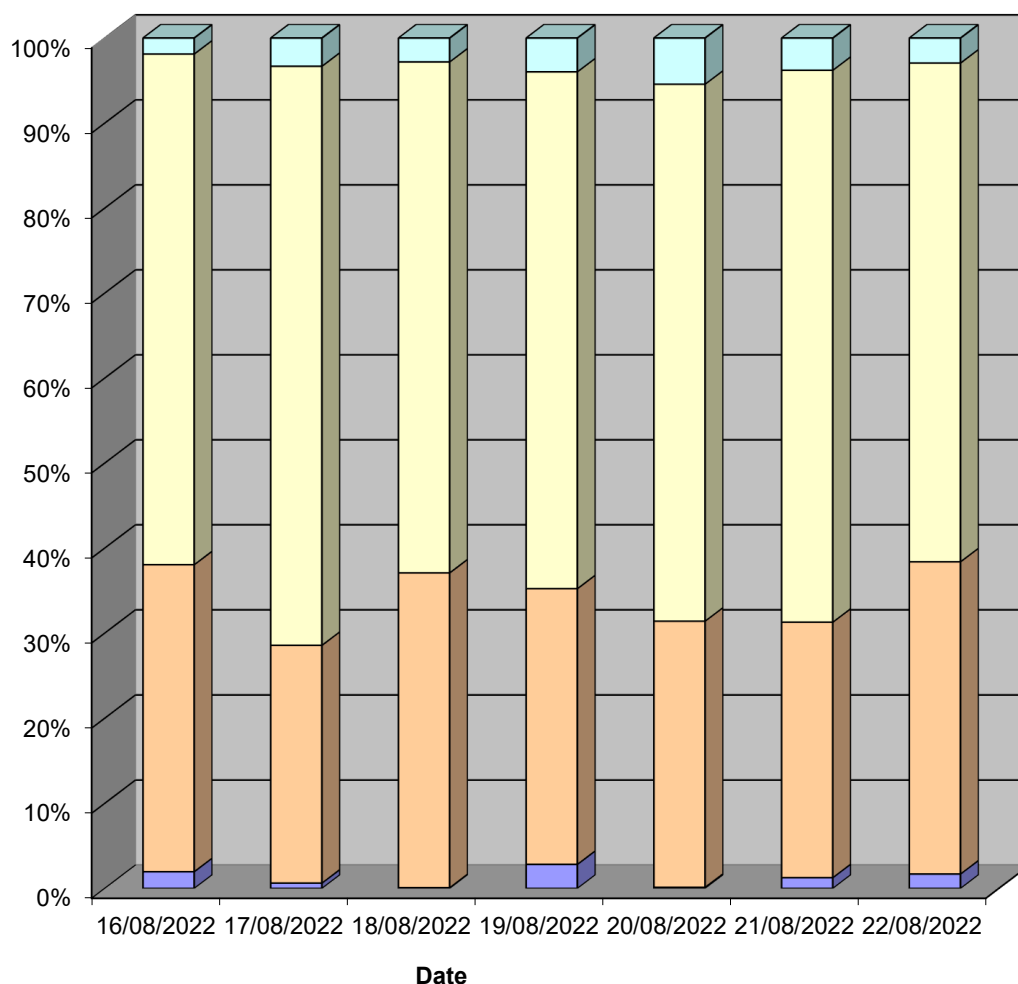
Channel 1 - Eastbound

Speed Summary

Week 1

| Speed (MPH) | 16/08/2022 Tuesday | 17/08/2022 Wednesday | 18/08/2022 Thursday | 19/08/2022 Friday | 20/08/2022 Saturday | 21/08/2022 Sunday | 22/08/2022 Monday |
|--------------|-----------------------|-------------------------|------------------------|----------------------|------------------------|----------------------|----------------------|
| 0-30 | 22 | 7 | 1 | 32 | 1 | 9 | 19 |
| 31-45 | 404 | 312 | 435 | 367 | 242 | 214 | 412 |
| 46-60 | 673 | 761 | 707 | 689 | 489 | 463 | 659 |
| 61-100 | 21 | 37 | 33 | 45 | 42 | 27 | 33 |
| TOTAL | 1120 | 1117 | 1176 | 1133 | 774 | 713 | 1123 |

Speed Summary (MPH)



0-30

31-45

46-60

61-100

Stockton-on-Tees ATC 2, Unnamed Road

Produced by Streetwise Services Ltd.



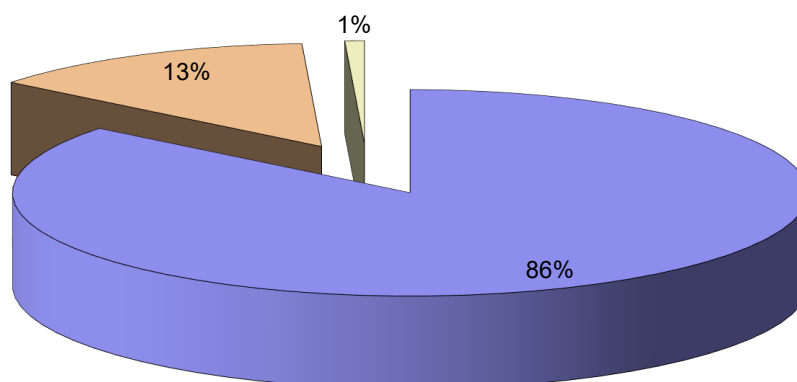
Channel 1 - Eastbound

Vehicle Class

Week 1

| Classes Day / Time | Car / LGV / Caravan - 1 | OGV1 / Bus - 2,3,5,6,7,12 | OGV2 - 4,8,9,10,11,13 | TOTAL - 1-13 |
|-----------------------|----------------------------|------------------------------|--------------------------|-----------------|
| 16/08/2022 | | | | |
| 7-19 | 775 | 152 | 10 | 937 |
| 6-22 | 895 | 172 | 10 | 1077 |
| 6-24 | 909 | 174 | 10 | 1093 |
| 0-24 | 931 | 179 | 10 | 1120 |
| 17/08/2022 | | | | |
| 7-19 | 797 | 129 | 9 | 935 |
| 6-22 | 922 | 145 | 9 | 1076 |
| 6-24 | 937 | 146 | 9 | 1092 |
| 0-24 | 958 | 149 | 10 | 1117 |
| 18/08/2022 | | | | |
| 7-19 | 799 | 160 | 13 | 972 |
| 6-22 | 935 | 171 | 14 | 1120 |
| 6-24 | 955 | 172 | 14 | 1141 |
| 0-24 | 983 | 179 | 14 | 1176 |
| 19/08/2022 | | | | |
| 7-19 | 807 | 133 | 5 | 945 |
| 6-22 | 937 | 142 | 6 | 1085 |
| 6-24 | 957 | 147 | 6 | 1110 |
| 0-24 | 975 | 152 | 6 | 1133 |
| 20/08/2022 | | | | |
| 7-19 | 577 | 73 | 2 | 652 |
| 6-22 | 661 | 75 | 2 | 738 |
| 6-24 | 676 | 77 | 2 | 755 |
| 0-24 | 694 | 78 | 2 | 774 |
| 21/08/2022 | | | | |
| 7-19 | 525 | 58 | 0 | 583 |
| 6-22 | 606 | 67 | 0 | 673 |
| 6-24 | 619 | 70 | 0 | 689 |
| 0-24 | 641 | 72 | 0 | 713 |
| 22/08/2022 | | | | |
| 7-19 | 826 | 133 | 15 | 974 |
| 6-22 | 919 | 150 | 15 | 1084 |
| 6-24 | 936 | 151 | 15 | 1102 |
| 0-24 | 951 | 157 | 15 | 1123 |
| Average | | | | |
| 7-19 | 729 | 120 | 8 | 857 |
| 6-22 | 839 | 132 | 8 | 979 |
| 6-24 | 856 | 134 | 8 | 997 |
| 0-24 | 876 | 138 | 8 | 1022 |

Total Vehicle Class Distribution



Stockton-on-Tees ATC 2, Unnamed Road

Produced by Streetwise Services Ltd.



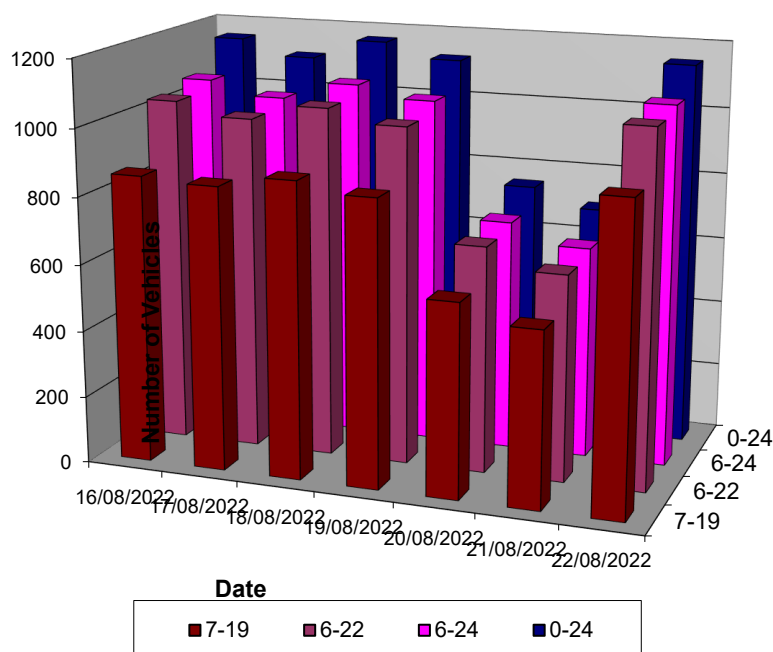
Channel 2 - Westbound

Vehicle Flow

Week 1

| Hr Ending | 16/08/2022 Tuesday | 17/08/2022 Wednesday | 18/08/2022 Thursday | 19/08/2022 Friday | 20/08/2022 Saturday | 21/08/2022 Sunday | 22/08/2022 Monday | 5 Day Ave | 7 Day Ave |
|-----------|-----------------------|-------------------------|------------------------|----------------------|------------------------|----------------------|----------------------|-----------|-----------|
| 1 | 7 | 1 | 7 | 4 | 10 | 13 | 7 | 5 | 7 |
| 2 | 0 | 4 | 4 | 1 | 4 | 3 | 1 | 2 | 2 |
| 3 | 1 | 0 | 3 | 2 | 2 | 2 | 1 | 1 | 2 |
| 4 | 1 | 1 | 1 | 0 | 0 | 4 | 0 | 1 | 1 |
| 5 | 4 | 2 | 0 | 2 | 1 | 4 | 2 | 2 | 2 |
| 6 | 80 | 79 | 79 | 75 | 39 | 34 | 65 | 76 | 64 |
| 7 | 48 | 45 | 50 | 41 | 14 | 7 | 51 | 47 | 37 |
| 8 | 164 | 157 | 140 | 135 | 26 | 17 | 163 | 152 | 115 |
| 9 | 53 | 51 | 58 | 57 | 19 | 18 | 57 | 55 | 45 |
| 10 | 45 | 50 | 63 | 45 | 43 | 27 | 44 | 49 | 45 |
| 11 | 48 | 48 | 72 | 68 | 52 | 44 | 65 | 60 | 57 |
| 12 | 53 | 50 | 61 | 66 | 46 | 48 | 52 | 56 | 54 |
| 13 | 65 | 73 | 64 | 68 | 65 | 50 | 71 | 68 | 65 |
| 14 | 73 | 59 | 60 | 67 | 49 | 67 | 69 | 66 | 63 |
| 15 | 58 | 68 | 60 | 60 | 48 | 63 | 79 | 65 | 62 |
| 16 | 63 | 70 | 60 | 66 | 49 | 53 | 69 | 66 | 61 |
| 17 | 82 | 76 | 71 | 78 | 72 | 54 | 83 | 78 | 74 |
| 18 | 97 | 91 | 104 | 74 | 66 | 43 | 113 | 96 | 84 |
| 19 | 58 | 54 | 69 | 68 | 43 | 40 | 44 | 59 | 54 |
| 20 | 59 | 44 | 48 | 47 | 31 | 35 | 44 | 48 | 44 |
| 21 | 36 | 38 | 37 | 27 | 25 | 22 | 31 | 34 | 31 |
| 22 | 33 | 23 | 27 | 39 | 29 | 29 | 19 | 28 | 28 |
| 23 | 18 | 16 | 19 | 15 | 9 | 12 | 15 | 17 | 15 |
| 24 | 7 | 6 | 10 | 18 | 7 | 6 | 3 | 9 | 8 |
| 7-19 | 859 | 847 | 882 | 852 | 578 | 524 | 909 | 870 | 779 |
| 6-22 | 1035 | 997 | 1044 | 1006 | 677 | 617 | 1054 | 1027 | 919 |
| 6-24 | 1060 | 1019 | 1073 | 1039 | 693 | 635 | 1072 | 1053 | 942 |
| 0-24 | 1153 | 1106 | 1167 | 1123 | 749 | 695 | 1148 | 1139 | 1020 |

Vehicle Flow (Channel 2)



Stockton-on-Tees ATC 2, Unnamed Road

Produced by Streetwise Services Ltd.



Channel 2 - Westbound

Average Speed

Week 1

| Hr Ending | 16/08/2022 Tuesday | 17/08/2022 Wednesday | 18/08/2022 Thursday | 19/08/2022 Friday | 20/08/2022 Saturday | 21/08/2022 Sunday | 22/08/2022 Monday |
|-----------|-----------------------|-------------------------|------------------------|----------------------|------------------------|----------------------|----------------------|
| 1 | 47.3 | 48.0 | 44.4 | 44.2 | 50.2 | 44.2 | 49.1 |
| 2 | - | 48.0 | 55.5 | 38.0 | 48.0 | 58.8 | 43.0 |
| 3 | 48.0 | - | 41.3 | 43.0 | 45.5 | 43.0 | 43.0 |
| 4 | 43.0 | 48.0 | 43.0 | - | - | 41.8 | - |
| 5 | 45.5 | 45.5 | - | 48.0 | 48.0 | 41.8 | 48.0 |
| 6 | 50.0 | 48.4 | 49.0 | 48.9 | 48.9 | 48.6 | 48.5 |
| 7 | 46.1 | 45.9 | 45.2 | 45.7 | 48.4 | 46.6 | 46.7 |
| 8 | 47.8 | 47.2 | 47.2 | 47.6 | 45.0 | 44.8 | 47.4 |
| 9 | 44.5 | 45.7 | 44.1 | 42.6 | 46.2 | 46.9 | 44.7 |
| 10 | 42.9 | 44.2 | 44.1 | 44.7 | 44.3 | 43.9 | 42.0 |
| 11 | 40.7 | 44.3 | 44.1 | 45.1 | 45.0 | 44.4 | 42.4 |
| 12 | 40.7 | 43.0 | 43.0 | 43.8 | 44.2 | 45.2 | 43.2 |
| 13 | 45.6 | 45.6 | 45.4 | 45.1 | 47.2 | 43.9 | 46.3 |
| 14 | 45.7 | 45.7 | 46.2 | 44.5 | 46.4 | 46.0 | 44.5 |
| 15 | 45.4 | 45.4 | 44.9 | 45.8 | 45.4 | 44.4 | 44.1 |
| 16 | 44.6 | 45.0 | 45.1 | 44.9 | 47.8 | 46.6 | 44.3 |
| 17 | 47.3 | 47.0 | 45.9 | 46.7 | 46.1 | 44.8 | 45.2 |
| 18 | 46.1 | 48.4 | 46.8 | 47.2 | 47.0 | 46.4 | 46.0 |
| 19 | 44.2 | 49.7 | 46.4 | 46.2 | 46.1 | 45.8 | 48.8 |
| 20 | 47.4 | 47.4 | 48.0 | 44.8 | 43.5 | 45.7 | 47.3 |
| 21 | 47.4 | 46.7 | 47.9 | 48.0 | 41.2 | 46.8 | 46.7 |
| 22 | 45.3 | 47.8 | 47.3 | 48.4 | 39.1 | 47.5 | 45.2 |
| 23 | 48.0 | 48.3 | 45.0 | 46.7 | 43.6 | 46.3 | 48.7 |
| 24 | 45.9 | 46.3 | 46.0 | 50.5 | 42.6 | 49.7 | 44.7 |

| | | | | | | | |
|-------|------|------|------|------|------|------|------|
| 10-12 | 40.7 | 43.6 | 43.6 | 44.5 | 44.7 | 44.8 | 42.8 |
| 14-16 | 45.0 | 45.2 | 45.0 | 45.3 | 46.6 | 45.4 | 44.2 |
| 0-24 | 45.9 | 46.5 | 46.0 | 46.1 | 45.7 | 45.6 | 45.7 |

| | |
|-----------|------|
| 7 Day Ave | 45.9 |
|-----------|------|

85th Percentile

| Hr Ending | 16/08/2022 Tuesday | 17/08/2022 Wednesday | 18/08/2022 Thursday | 19/08/2022 Friday | 20/08/2022 Saturday | 21/08/2022 Sunday | 22/08/2022 Monday |
|-----------|-----------------------|-------------------------|------------------------|----------------------|------------------------|----------------------|----------------------|
| 1 | 48.5 | 48.2 | 58.8 | 53.7 | 63.6 | 48.8 | 68.9 |
| 2 | - | 53.6 | 68.4 | 38.4 | 58.9 | 86.2 | 43.5 |
| 3 | 48.2 | - | 48.5 | 43.7 | 48.7 | 53.4 | 43.3 |
| 4 | 44.0 | 48.5 | 43.1 | - | - | 48.0 | - |
| 5 | 63.1 | 53.7 | - | 58.3 | 48.4 | 48.2 | 53.9 |
| 6 | 58.0 | 53.9 | 58.1 | 53.4 | 53.7 | 53.2 | 53.3 |
| 7 | 53.3 | 53.4 | 53.2 | 53.4 | 58.1 | 53.5 | 58.3 |
| 8 | 53.5 | 53.3 | 53.0 | 53.9 | 53.8 | 53.4 | 53.2 |
| 9 | 53.9 | 53.3 | 48.7 | 48.1 | 53.7 | 53.1 | 53.3 |
| 10 | 48.5 | 48.2 | 53.5 | 48.6 | 48.5 | 53.3 | 53.0 |
| 11 | 48.4 | 53.5 | 48.6 | 53.3 | 48.2 | 48.6 | 48.7 |
| 12 | 48.8 | 48.2 | 48.2 | 48.1 | 48.2 | 48.8 | 53.8 |
| 13 | 53.8 | 53.6 | 53.5 | 53.2 | 53.3 | 48.5 | 53.3 |
| 14 | 53.7 | 53.4 | 53.7 | 53.1 | 53.8 | 53.2 | 53.7 |
| 15 | 48.7 | 53.9 | 53.8 | 53.4 | 53.1 | 48.9 | 48.4 |
| 16 | 49.0 | 53.5 | 53.4 | 54.0 | 53.5 | 53.4 | 53.8 |
| 17 | 53.3 | 53.2 | 53.9 | 53.5 | 53.8 | 53.3 | 48.7 |
| 18 | 53.5 | 58.7 | 53.7 | 53.5 | 53.8 | 53.8 | 53.4 |
| 19 | 53.4 | 58.7 | 53.1 | 54.0 | 53.3 | 53.2 | 58.1 |
| 20 | 53.7 | 53.6 | 53.6 | 48.2 | 49.0 | 53.4 | 53.4 |
| 21 | 53.2 | 53.8 | 53.7 | 53.4 | 48.8 | 58.2 | 53.3 |
| 22 | 53.4 | 53.2 | 53.0 | 53.4 | 48.7 | 53.9 | 53.7 |
| 23 | 53.5 | 58.8 | 48.4 | 53.3 | 48.9 | 53.6 | 58.3 |
| 24 | 48.8 | 53.2 | 48.4 | 58.5 | 48.9 | 58.4 | 48.8 |

| | | | | | | | |
|-------|------|------|------|------|------|------|------|
| 10-12 | 48.5 | 54.0 | 48.3 | 48.1 | 48.4 | 48.4 | 48.2 |
| 14-16 | 48.4 | 53.1 | 54.0 | 53.5 | 53.1 | 53.9 | 53.6 |
| 0-24 | 53.5 | 53.1 | 53.8 | 54.0 | 54.0 | 53.6 | 54.0 |

| | |
|-----------|------|
| 7 Day Ave | 53.7 |
|-----------|------|

Stockton-on-Tees ATC 2, Unnamed Road

Produced by Streetwise Services Ltd.



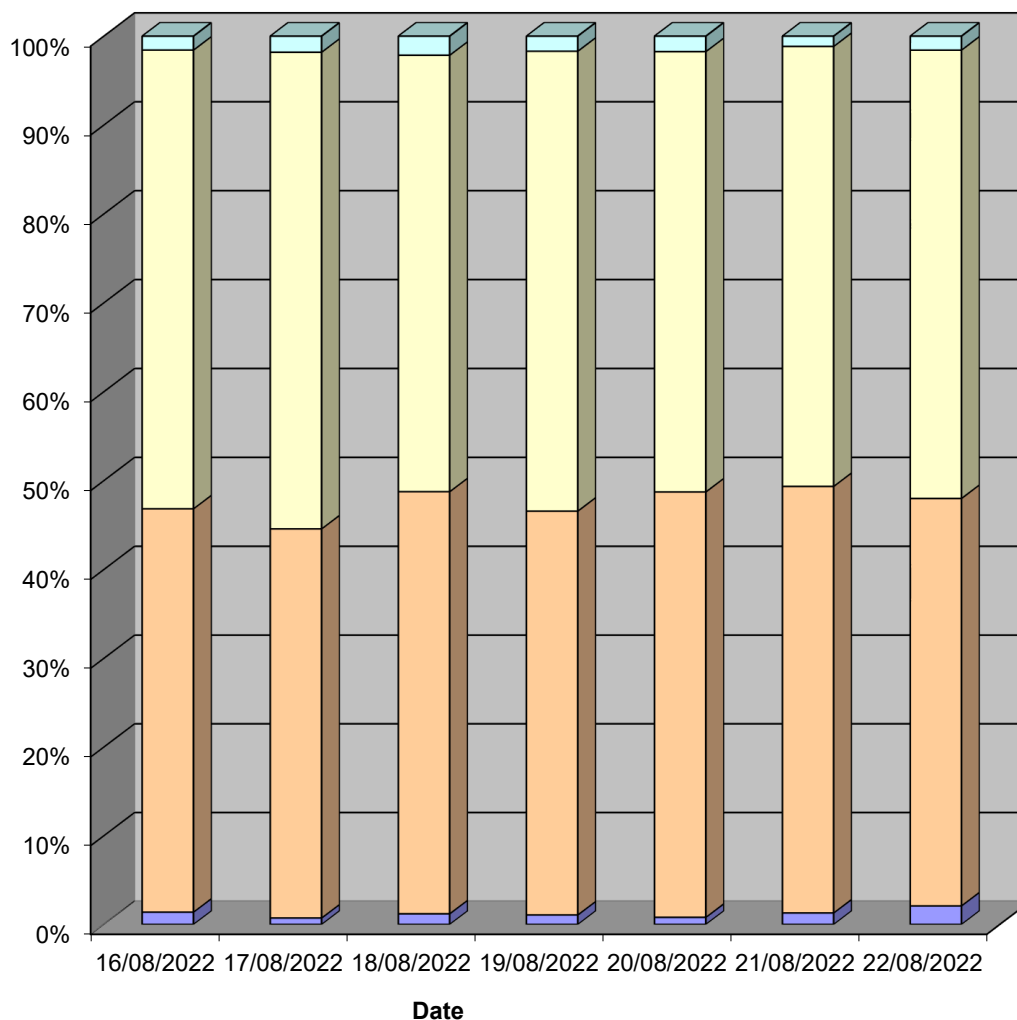
Channel 2 - Westbound

Speed Summary

Week 1

| Speed (MPH) | 16/08/2022 Tuesday | 17/08/2022 Wednesday | 18/08/2022 Thursday | 19/08/2022 Friday | 20/08/2022 Saturday | 21/08/2022 Sunday | 22/08/2022 Monday |
|--------------|-----------------------|-------------------------|------------------------|----------------------|------------------------|----------------------|----------------------|
| 0-30 | 16 | 8 | 14 | 12 | 6 | 9 | 24 |
| 31-45 | 524 | 485 | 555 | 511 | 359 | 334 | 527 |
| 46-60 | 595 | 593 | 573 | 581 | 371 | 344 | 579 |
| 61-100 | 18 | 20 | 25 | 19 | 13 | 8 | 18 |
| TOTAL | 1153 | 1106 | 1167 | 1123 | 749 | 695 | 1148 |

Speed Summary (MPH)



0-30

31-45

46-60

61-100

Stockton-on-Tees ATC 2, Unnamed Road

Produced by Streetwise Services Ltd.



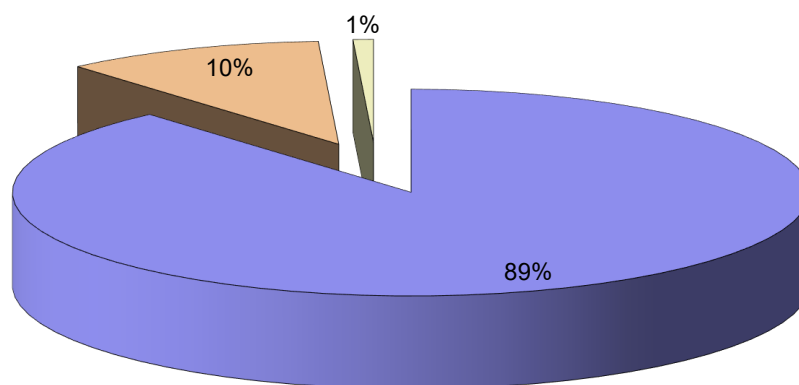
Channel 2 - Westbound

Vehicle Class

Week 1

| Classes Day / Time | Car / LGV / Caravan - 1 | OGV1 / Bus - 2,3,5,6,7,12 | OGV2 - 4,8,9,10,11,13 | TOTAL - 1-13 |
|-----------------------|----------------------------|------------------------------|--------------------------|-----------------|
| 16/08/2022 | | | | |
| 7-19 | 729 | 121 | 9 | 859 |
| 6-22 | 886 | 140 | 9 | 1035 |
| 6-24 | 911 | 140 | 9 | 1060 |
| 0-24 | 1000 | 144 | 9 | 1153 |
| 17/08/2022 | | | | |
| 7-19 | 738 | 98 | 11 | 847 |
| 6-22 | 874 | 112 | 11 | 997 |
| 6-24 | 895 | 113 | 11 | 1019 |
| 0-24 | 978 | 117 | 11 | 1106 |
| 18/08/2022 | | | | |
| 7-19 | 744 | 124 | 14 | 882 |
| 6-22 | 898 | 132 | 14 | 1044 |
| 6-24 | 926 | 133 | 14 | 1073 |
| 0-24 | 1016 | 137 | 14 | 1167 |
| 19/08/2022 | | | | |
| 7-19 | 729 | 113 | 10 | 852 |
| 6-22 | 871 | 124 | 11 | 1006 |
| 6-24 | 902 | 126 | 11 | 1039 |
| 0-24 | 983 | 128 | 12 | 1123 |
| 20/08/2022 | | | | |
| 7-19 | 535 | 42 | 1 | 578 |
| 6-22 | 626 | 50 | 1 | 677 |
| 6-24 | 642 | 50 | 1 | 693 |
| 0-24 | 696 | 52 | 1 | 749 |
| 21/08/2022 | | | | |
| 7-19 | 497 | 27 | 0 | 524 |
| 6-22 | 583 | 34 | 0 | 617 |
| 6-24 | 600 | 35 | 0 | 635 |
| 0-24 | 656 | 39 | 0 | 695 |
| 22/08/2022 | | | | |
| 7-19 | 773 | 126 | 10 | 909 |
| 6-22 | 909 | 133 | 12 | 1054 |
| 6-24 | 926 | 134 | 12 | 1072 |
| 0-24 | 998 | 138 | 12 | 1148 |
| Average | | | | |
| 7-19 | 678 | 93 | 8 | 779 |
| 6-22 | 807 | 104 | 8 | 919 |
| 6-24 | 829 | 104 | 8 | 942 |
| 0-24 | 904 | 108 | 8 | 1020 |

Total Vehicle Class Distribution



Stockton-on-Tees ATC 2, Unnamed Road

Produced by Streetwise Services Ltd.



Channel 1 - Eastbound

| | 16/08/2022 Tuesday | 17/08/2022 Wednesday | 18/08/2022 Thursday | 19/08/2022 Friday | 20/08/2022 Saturday | 21/08/2022 Sunday | 22/08/2022 Monday | 5-DAY MEAN | 7-DAY MEAN |
|-----------------------------|-----------------------|-------------------------|------------------------|----------------------|------------------------|----------------------|----------------------|---------------|---------------|
| 0000-2400 Vehicle Flow | 1120 | 1131 | 1176 | 1133 | 774 | 113 | 1125 | 1134 | 1022 |
| Mean Speed | 47.1 | 48.9 | 47.9 | 47.7 | 49.0 | 48.6 | 47.2 | 47.8 | 48.1 |
| 85%ile Speed | 53.6 | 53.3 | 53.9 | 58.2 | 58.1 | 58.3 | 53.1 | 54.4 | 55.5 |
| No. Vehicles > 60 MPH Limit | 21 | 37 | 33 | 45 | 42 | 27 | 33 | 34 | 34 |
| % Vehicles > 60 MPH Limit | 1.9 | 3.3 | 2.8 | 4.0 | 5.4 | 3.8 | 2.9 | 3.0 | 3.4 |
| No. Vehicles > 75 MPH | 0 | 1 | 0 | 1 | 1 | 1 | 1 | 1 | 1 |
| % Vehicles > 75 MPH | 0.0 | 0.1 | 0.0 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 |

Channel 2 - Westbound

| | 16/08/2022 Tuesday | 17/08/2022 Wednesday | 18/08/2022 Thursday | 19/08/2022 Friday | 20/08/2022 Saturday | 21/08/2022 Sunday | 22/08/2022 Monday | 5-DAY MEAN | 7-DAY MEAN |
|-----------------------------|-----------------------|-------------------------|------------------------|----------------------|------------------------|----------------------|----------------------|---------------|---------------|
| 0000-2400 Vehicle Flow | 1183 | 1106 | 1167 | 1123 | 749 | 395 | 1148 | 1139 | 1020 |
| Mean Speed | 45.9 | 46.5 | 46.0 | 46.1 | 45.7 | 45.6 | 45.7 | 46.0 | 45.9 |
| 85%ile Speed | 53.5 | 53.1 | 53.8 | 54.0 | 54.0 | 53.6 | 54.0 | 53.7 | 53.7 |
| No. Vehicles > 60 MPH Limit | 18 | 20 | 25 | 19 | 13 | 8 | 18 | 20 | 17 |
| % Vehicles > 60 MPH Limit | 1.5 | 1.8 | 2.1 | 1.7 | 1.7 | 1.2 | 1.6 | 1.8 | 1.7 |
| No. Vehicles > 75 MPH | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| % Vehicles > 75 MPH | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

Channels 1+2 - Eastbound & Westbound

| | 16/08/2022 Tuesday | 17/08/2022 Wednesday | 18/08/2022 Thursday | 19/08/2022 Friday | 20/08/2022 Saturday | 21/08/2022 Sunday | 22/08/2022 Monday | 5-DAY MEAN | 7-DAY MEAN |
|-----------------------------|-----------------------|-------------------------|------------------------|----------------------|------------------------|----------------------|----------------------|---------------|---------------|
| 0000-2400 Vehicle Flow | 2273 | 2235 | 2343 | 2256 | 1523 | 1408 | 2271 | 2273 | 2042 |
| Mean Speed | 46.5 | 47.7 | 47.0 | 46.9 | 47.4 | 47.1 | 46.5 | 46.9 | 47.0 |
| 85%ile Speed | 53.5 | 53.2 | 53.9 | 56.1 | 56.0 | 55.9 | 53.5 | 54.0 | 54.6 |
| No. Vehicles > 60 MPH Limit | 39 | 57 | 58 | 64 | 55 | 35 | 51 | 54 | 51 |
| % Vehicles > 60 MPH Limit | 1.7 | 2.6 | 2.5 | 2.8 | 3.6 | 2.5 | 2.2 | 2.4 | 2.6 |
| No. Vehicles > 75 MPH | 0 | 1 | 0 | 1 | 1 | 1 | 1 | 1 | 1 |
| % Vehicles > 75 MPH | 0.0 | 0.0 | 0.0 | 0.0 | 0.1 | 0.1 | 0.0 | 0.0 | 0.0 |

| Class No | Vehicle Description | Class No | Vehicle Description |
|----------|--|----------|---|
| 1 | Car, Light Van Taxi | 5 | Rigid 2 Axle HGV + 2 Axle (Close coupled) Trailer |
| 1 | Light Goods Vehicle | 6 | Rigid 3 Axle HGV + 2 Axle Drawbar Trailer |
| 1 | Car or Light Goods Vehicle + 1 Axle Caravan or Trailer | 6 | Rigid 3 Axle HGV + 3 Axle Drawbar Trailer |
| 1 | Car or Light Goods Vehicle + 3 Axle Caravan or Trailer | 7 | Artic. 2 Axle Tractor + 1 Axle Semi-Trailer |
| 2 | Rigid 2 Axle Heavy Goods Vehicle | 8 | Artic. 2 Axle Tractor + 2 Axle Semi-Trailer |
| 3 | Rigid 3 Axle Heavy Goods Vehicle | 9 | Artic. 2 Axle Tractor + 3 Axle Semi-Trailer |
| 3 | Rigid 3 Axle Heavy Goods Vehicle | 10 | Artic. 3 Axle Tractor + 1 Axle Semi-Trailer |
| 4 | Rigid 4 Axle Heavy Goods Vehicle | 10 | Artic. 3 Axle Tractor + 2 Axle Semi-Trailer |
| 4 | Rigid 4 Axle Heavy Goods Vehicle | 11 | Artic. 2 Axle Tractor + 3 Axle Semi-Trailer |
| 5 | Rigid 2 Axle HGV + 2 Axle Drawbar Trailer | 12 | Bus or Coach, 2 Axle |
| 5 | Rigid 2 Axle HGV + 3 Axle Drawbar Trailer | 12 | Bus or Coach, 3 Axle |
| 5 | Rigid 2 Axle HGV + 1 Axle Caravan or Trailer | 13 | Vehicle with 7 or more Axles |

Stockton-on-Tees ATC 2, Unnamed Road

Produced by Streetwise Services Ltd.



Channel 1 - Eastbound

| | 16/08/2022 Tuesday | 17/08/2022 Wednesday | 18/08/2022 Thursday | 19/08/2022 Friday | 20/08/2022 Saturday | 21/08/2022 Sunday | 22/08/2022 Monday | 5-DAY MEAN | 7-DAY MEAN |
|-----------------------------|-----------------------|-------------------------|------------------------|----------------------|------------------------|----------------------|----------------------|---------------|---------------|
| Vehicle Flow | 705 | 695 | 753 | 882 | 612 | 586 | 708 | 749 | 706 |
| Mean Speed | 48.1 | 48.4 | 49.0 | 48.1 | 48.5 | 47.4 | 47.0 | 48.1 | 48.1 |
| 85%ile Speed | 56.2 | 54.7 | 57.9 | 54.8 | 55.7 | 55.0 | 53.5 | 55.4 | 55.4 |
| No. Vehicles > 60 MPH Limit | 16 | 25 | 23 | 30 | 32 | 21 | 21 | 23 | 24 |
| % Vehicles > 60 MPH Limit | 2.3 | 3.6 | 3.1 | 3.4 | 5.2 | 3.6 | 3.0 | 3.1 | 3.4 |
| No. Vehicles > 75 MPH | 0 | 1 | 0 | 1 | 1 | 1 | 1 | 1 | 1 |
| % Vehicles > 75 MPH | 0.0 | 0.1 | 0.0 | 0.1 | 0.2 | 0.2 | 0.1 | 0.1 | 0.1 |

Channel 2 - Westbound

| | 16/08/2022 Tuesday | 17/08/2022 Wednesday | 18/08/2022 Thursday | 19/08/2022 Friday | 20/08/2022 Saturday | 21/08/2022 Sunday | 22/08/2022 Monday | 5-DAY MEAN | 7-DAY MEAN |
|-----------------------------|-----------------------|-------------------------|------------------------|----------------------|------------------------|----------------------|----------------------|---------------|---------------|
| Vehicle Flow | 757 | 731 | 794 | 779 | 566 | 563 | 732 | 759 | 703 |
| Mean Speed | 45.5 | 46.5 | 45.9 | 45.6 | 45.5 | 46.1 | 45.6 | 45.8 | 45.8 |
| 85%ile Speed | 51.7 | 53.0 | 52.9 | 51.9 | 52.0 | 53.8 | 53.2 | 52.5 | 52.6 |
| No. Vehicles > 60 MPH Limit | 12 | 11 | 18 | 11 | 7 | 6 | 10 | 12 | 11 |
| % Vehicles > 60 MPH Limit | 1.6 | 1.5 | 2.3 | 1.4 | 1.2 | 1.1 | 1.4 | 1.6 | 1.5 |
| No. Vehicles > 75 MPH | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| % Vehicles > 75 MPH | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

Channels 1+2 - Eastbound & Westbound

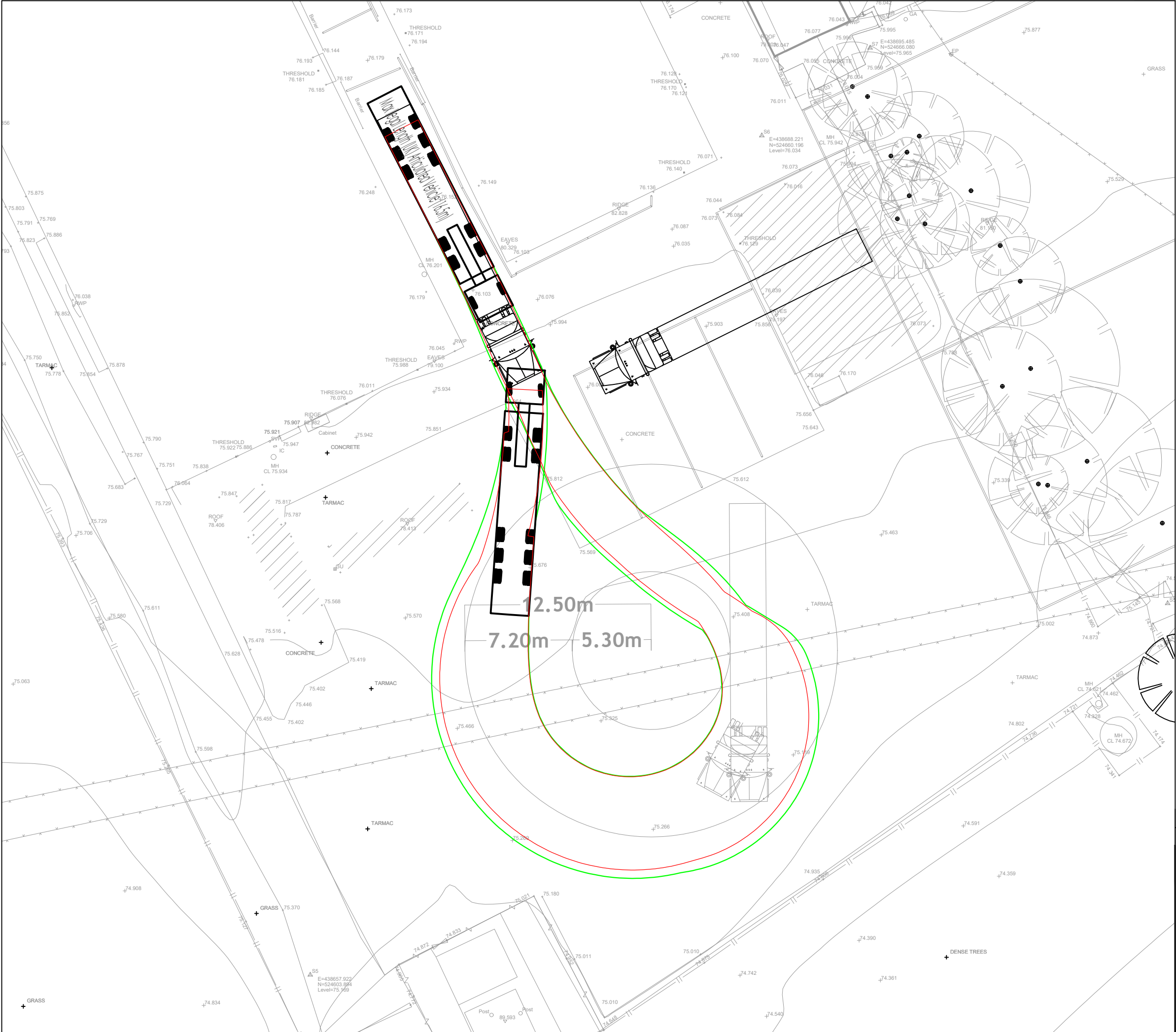
| | 16/08/2022 Tuesday | 17/08/2022 Wednesday | 18/08/2022 Thursday | 19/08/2022 Friday | 20/08/2022 Saturday | 21/08/2022 Sunday | 22/08/2022 Monday | 5-DAY MEAN | 7-DAY MEAN |
|-----------------------------|-----------------------|-------------------------|------------------------|----------------------|------------------------|----------------------|----------------------|---------------|---------------|
| Vehicle Flow | 1462 | 1426 | 1547 | 1661 | 1178 | 1149 | 1440 | 1507 | 1409 |
| Mean Speed | 46.8 | 47.4 | 47.4 | 46.8 | 47.0 | 46.7 | 46.3 | 47.0 | 46.9 |
| 85%ile Speed | 53.9 | 53.8 | 55.4 | 53.3 | 53.8 | 54.4 | 53.3 | 54.0 | 54.0 |
| No. Vehicles > 60 MPH Limit | 28 | 36 | 41 | 41 | 39 | 27 | 31 | 35 | 35 |
| % Vehicles > 60 MPH Limit | 1.9 | 2.5 | 2.7 | 2.5 | 3.3 | 2.3 | 2.2 | 2.3 | 2.5 |
| No. Vehicles > 75 MPH | 0 | 1 | 0 | 1 | 1 | 1 | 1 | 1 | 1 |
| % Vehicles > 75 MPH | 0.0 | 0.1 | 0.0 | 0.1 | 0.1 | 0.1 | 0.1 | 0.0 | 0.1 |


Note: All figures are based on data from the hours 0000-0700, 0900-1600 & 1800-2400.



Appendix D

Swept Path Analysis



| Date | Rev | Description | Drawn | Chkd |
|--|-----|----------------------------|---------------------|------|
| <div></div> | | | | |
| Project Thorpe Leazes Cheese Factory | | | Revision - | |
| Title Swept Path Analysis | | | Scale @ A3 1:250 | |
| TPS Project Number P1968 | | Drawing Number T - 1001 | | |