



# **J Murphy and Sons Limited**

Newark Road, Ollerton  
Transport Assessment

February 2024



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# 1 INTRODUCTION

- 1.1.1 Transport Planning Practice has been appointed by J Murphy and Sons Limited (Murphy) to provide transport planning advice in relation to the proposed redevelopment and expansion of the existing Murphy Group Depot and offices at Newark Road, Ollerton. The redevelopment would combine the pipe manufacturing facilities from Long Causeway, Leeds with Ollerton depot facilities and include a new training academy.
- 1.1.2 The Newark Road site is located about 1km to the southeast of New Ollerton town centre and there are a range of shops, local facilities, schools and bus stops to the north on Forest Road.
- 1.1.3 Pedestrian, cycle and vehicle access to the site is from Newark Road. This has a 30mph speed limit adjacent to the site. The site location is shown on Inset 1.1.

**Inset 1.1 - Site Location**



- 1.1.4 The existing site provides a range of services for Murphy Group Limited including workshops, storage and offices. The redevelopment would combine the Ollerton

Newark Road operations with those at Long Causeway, Leeds to create a new regional hub for Murphy Group who are an important employer in the area.

1.1.5 This Transport Assessment (TA) provides supporting information in relation to the planning application submitted to Newark and Sherwood District Council. The remainder of the report is structured as follows:

- **Chapter 2: Transport policy** - provides a summary of the local, and national transport policies against which the proposals are assessed. These include the National Planning Policy Framework (2023) and Newark and Sherwood Amended Core Strategy.
- **Chapter 3: Existing and proposed development** – description of the existing site uses and the proposals in terms of floor areas, operation, access and parking.
- **Chapter 4: Site location and accessibility** – describes the site location and assesses the site’s accessibility by walking, cycling, bus and car.
- **Chapter 5: Trip generation** - provides a trip generation assessment for the proposed development.
- **Chapter 6: Highway impact** – Assesses the highway impacts of the proposed development.
- **Chapter 7: Sustainable transport impacts and strategy** – Outlines the impacts on walking, cycling and public transport and proposals to promote sustainable transport.
- **Chapter 8: Travel Plan** - Summarises the proposed Travel Plan for the development.
- **Chapter 9: Summary and conclusions** – provides a summary and presents the conclusions to the report.

## 2 TRANSPORT POLICY

2.1.1 This chapter provides a summary of the relevant transport policy against which the proposals are assessed. The main policy documents in this regard are:

- National Planning Policy Framework (2023)
- Nottinghamshire Local Transport Plan 2011-2026
- Newark & Sherwood Plan Review – Amended Core Strategy DPD (2019)

### 2.2 National Policy

#### ***National Planning Policy Framework 2023***

2.2.1 The NPPF sets out the Government’s planning policies for England and how these should be applied. It provides a framework within which locally prepared plans for housing and other development can be produced. The document was published on 24<sup>th</sup> July 2018 and updated on 19<sup>th</sup> February 2019, 20<sup>th</sup> July 2021, 5<sup>th</sup> September 2023 and 19<sup>th</sup> December 2023. This replaced the first NPPF published in March 2012.

2.2.2 The NPPF recognises that the transport system should be balanced in favour of sustainable transport modes so that people are given a real choice about how they travel. It encourages solutions which support reductions in both greenhouse gas emissions and congestion.

2.2.3 Chapter 9 – Promoting sustainable transport states in paragraph 108 that “Transport issues should be considered from the earliest stages of plan-making and development proposals, so that:

- the potential impacts of development on transport networks can be addressed.
- opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated.

- opportunities to promote walking, cycling and public transport use are identified and pursued.
- the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and
- patterns of movement, streets, parking and other transport considerations are integral to the design of schemes and contribute to making high quality places”.

2.2.4 Paragraphs 109 and 110 add:

*P.109, The planning system should actively manage patterns of growth in support of these objectives. Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health.*

2.2.5 P.110, Planning policies should:

*a) support an appropriate mix of uses across an area, and within larger scale sites, to minimise the number and length of journeys needed for employment, shopping, leisure, education and other activities;*

2.2.6 The proposals will, in line with Chapter 9 of the NPPF, be within walking and cycling distance of a large number of potential employees, accessible by bus and close to shops and other facilities. Cycle parking will be provided to encourage cycling as a mode of transport and the development would also provide lockers and changing facilities.

## **2.3 Local Policy**

### ***Nottinghamshire Local Transport Plan 2011-2026***

2.3.1 This document is the third Local Transport Plan (LTP3) to be produced by the County Council. LTP3 outlines the comprehensive transportation plan for the entire Nottinghamshire County, covering the period from 1st April 2011 to 31st March 2026.

2.3.2 The transportation objectives of LTP3 encompass the following aims:

- Establishing a dependable and robust transport infrastructure that fosters economic prosperity and growth, while promoting sustainable and health-conscious travel.
- Enhancing accessibility to essential services, particularly by facilitating employment and training opportunities.
- Mitigating the effects of transportation on individuals' lives, optimising possibilities to enhance the environment, and contributing to the reduction of carbon emissions."

***Newark & Sherwood Plan Review – Amended Core Strategy (2019)***

2.3.3 The central component of the LDF (Local Development Framework) is the Core Strategy DPD (Development Plan Document). This document outlines the significant challenges that the Newark and Sherwood District Council, along with public and private sector collaborators, must tackle in the district for the next twenty years. It presents a Vision, a set of Objectives, and various Policies designed to achieve these goals.

2.3.4 The objective of this initiative is to enhance accessibility for everyone to employment, services, community, leisure, and cultural activities. This will be achieved through various measures, including integrating development and transportation planning to ensure new developments are easily accessible via multiple modes of transport. Additionally, existing infrastructure, services, and facilities related to transport and communications will be preserved and improved. Furthermore, there will be an emphasis on promoting the use of public transport, walking, and cycling to further enhance accessibility.

2.3.5 Spatial Policy 7 – Sustainable Transport sets out the council’s aims to achieve an improved and integrated transport network and an emphasis on non-car modes as a means of access to services and facilities. It states that ‘Development proposals should contribute to, the implementation of the Nottinghamshire Local Transport Plan and should:



- minimise the need for travel, through measures such as travel plans for all development which generate significant amounts of movement, and the provision or enhancement of local services and facilities;
- provide safe, convenient and attractive accesses for all, including the elderly and disabled, and others with restricted mobility, and provide links to the existing network of footways, bridleways and cycleways, so as to maximise opportunities for their use;
- be appropriate for the highway network in terms of the volume and nature of traffic generated, and ensure that the safety, convenience and free flow of traffic using the highway are not adversely affected;
- avoid highway improvements which harm the environment and character of the area;
- provide appropriate and effective parking provision, both on and off-site, and vehicular servicing arrangements in line with Highways Authority best practice; and
- ensure that vehicular traffic generated does not create new, or exacerbate existing on street parking problems, nor materially increase other traffic problems, taking account of any contributions that have been secured for the provision of off-site works.'

2.3.6 The proposals meet the aims of Spatial Policy 7 and the overall policy objectives by increasing employment within proximity of a large number of people accessible by walking and cycling, as well as public transport modes, and within walking distance of local facilities.

### 3 EXISTING AND PROPOSED DEVELOPMENT

#### 3.1 Existing site uses

3.1.1 The location of the site is approximately 1 km to the southeast of New Ollerton's centre and approximately 800m east of the A616. The site is operated by J Murphy and Son's and provides offices, workshops and storage purposes, in addition to having agricultural land leased to a tenant farmer. The entrance for pedestrians, cyclists and vehicles is from a combined access located on the western boundary along Newark Road, with access controlled by a gatehouse.

3.1.2 The buildings at Ollerton currently provide 5,127 sqm of floorspace as shown on Inset 3.1 below in addition to the existing 60,000 sqm of open storage on the site. There are also approximately 100 car / van parking spaces provided for staff and visitors and 20 HGV spaces and parking for a range of construction vehicles. The site currently has eight cycle parking spaces on site, as well as showers and changing facilities.

**Inset 3.1 – Existing Buildings**

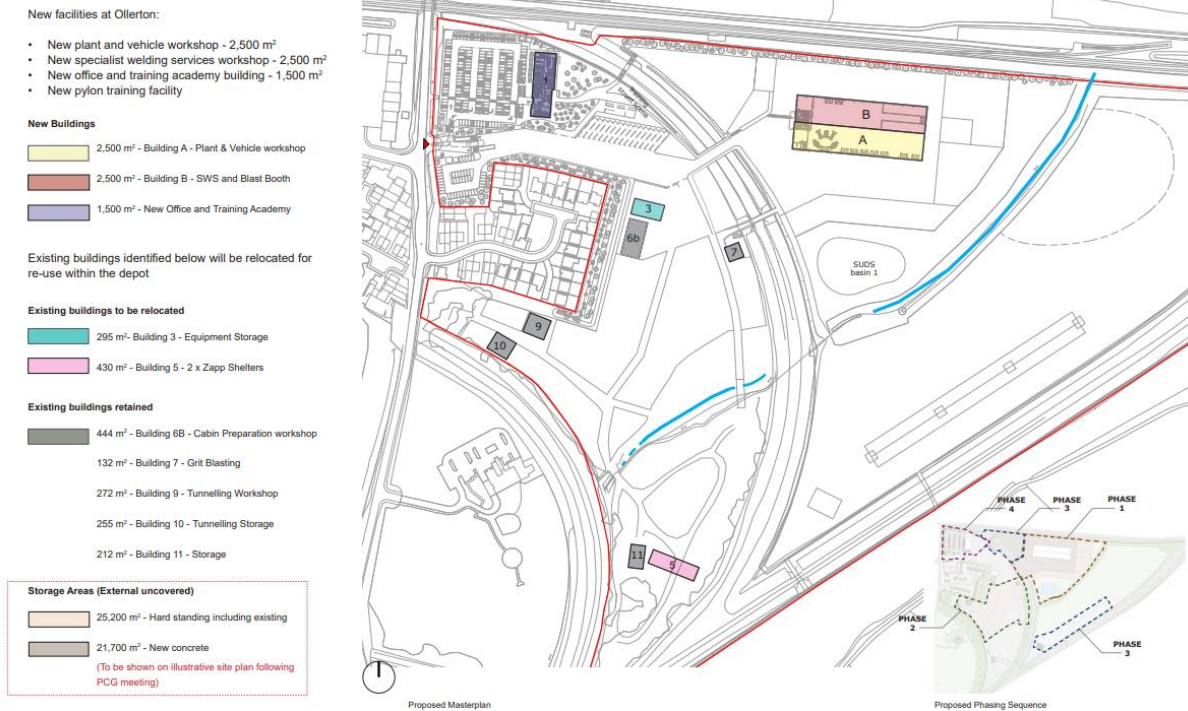
Building	Area	Function	Condition
1a	468m <sup>2</sup>	Office (2 storey)	Partially poor.
1b	1510m <sup>2</sup>	Workshop and storage	Refurbished (40yr old frame)
2	184m <sup>2</sup>	Paint prep area	Recent mobile
3	295m <sup>2</sup>	Equipment storage	Recent relocatable
4	129m <sup>2</sup>	Canteen	Mobile (poor condition)
5a	215m <sup>2</sup>	Covered storage	Mobile shelter
5b	215m <sup>2</sup>	Covered storage	Mobile shelter
6a	631m <sup>2</sup>	Heavy workshop	Permanent
6b	444m <sup>2</sup>	Cabin prep workshop	Permanent
7	132m <sup>2</sup>	Grit blasting	New (relocatable)
8	147m <sup>2</sup>	Grit blasting	Inadequate/temporary
9	272m <sup>2</sup>	Tunnelling workshop	Poor quality (time expired)
10	255m <sup>2</sup>	Tunnelling storage	Recent (relocatable)
11	212m <sup>2</sup>	Storage	Poor quality (time expired)
Total	5127m <sup>2</sup>		

#### 3.2 Proposed Redevelopment

3.2.1 The proposed redevelopment includes the consolidation of the Murphy depots in Leeds and Ollerton, relocating pipe manufacturing facilities from Long Causeway,

Leeds to Ollererton. The Long Causeway site includes a storage yard of 3.25 acres, and workshops of 2,371sqm. The proposals also comprise the reconfiguration and extension of the existing depot to provide new industrial and storage facilities (Use Class B2 and B8), a new office and training facility (Use Class E), additional car-parking, a designated pylon training area, and associated hardstanding and landscaping following demolition of some of the existing buildings. The current development proposals are shown on Inset 3.2.

### Inset 3.2 - Development Proposals



## 3.3 Comparison of existing and proposed development

3.3.1 The floor areas for the existing and proposed development are summarised in Table 3.1. This shows that the overall building area will increase from 5,127sqm to 8,540sqm and open storage will reduce from 60,000sqm to 46,700sqm, the number of staff will increase from 102 to 162 and the training centre will accommodate up to 50 people. Car parking will increase from approximately 100 to 217 spaces.

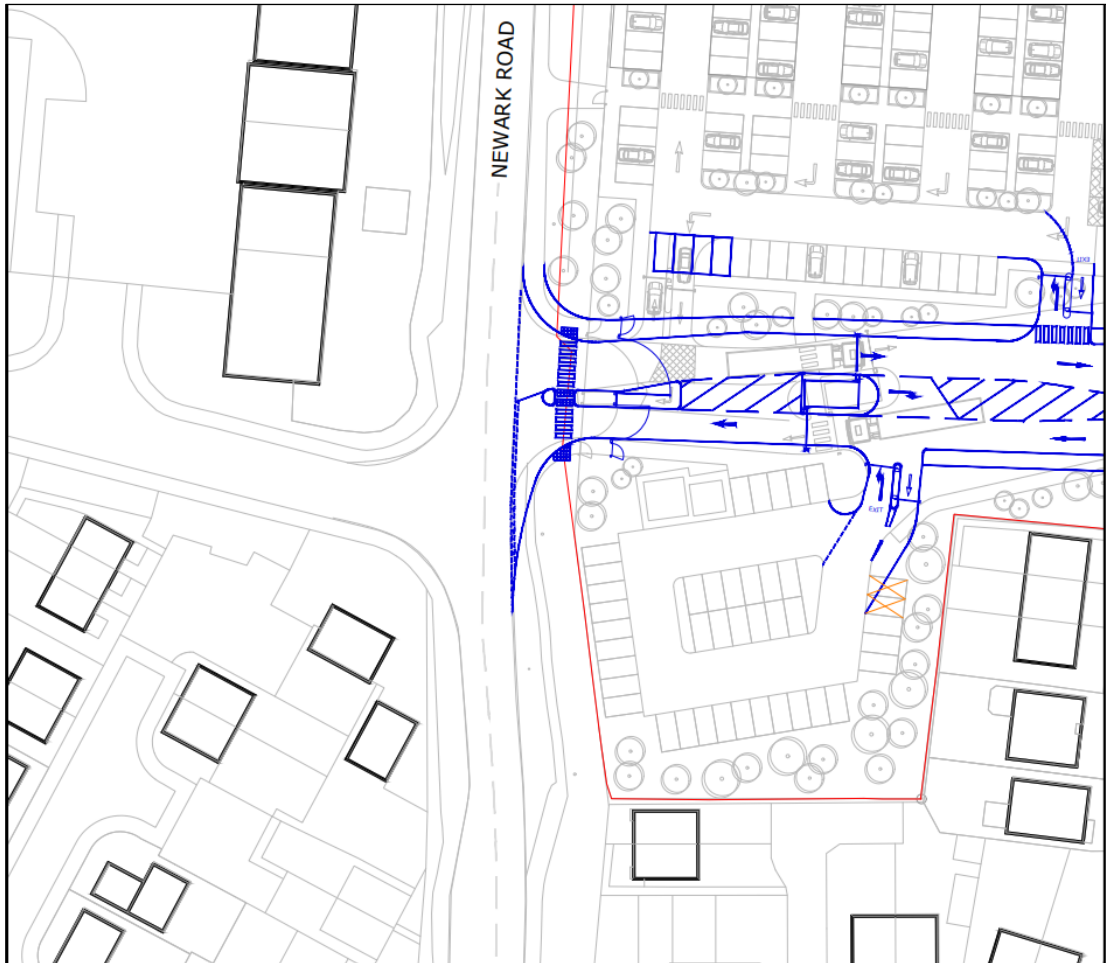
**Table 3.1 - Ollerton Existing and proposed floor areas (sqm)**

<b>Facility</b>	<b>Existing</b>	<b>Proposed</b>
Office and training	597 sqm	1,500 sqm
Workshop and storage	4,530 sqm	7,040 sqm
<b>Buildings total</b>	<b>5,127 sqm</b>	<b>8,540 sqm</b>
Open storage	60,000 sqm	46,700 sqm

### **3.4 Access**

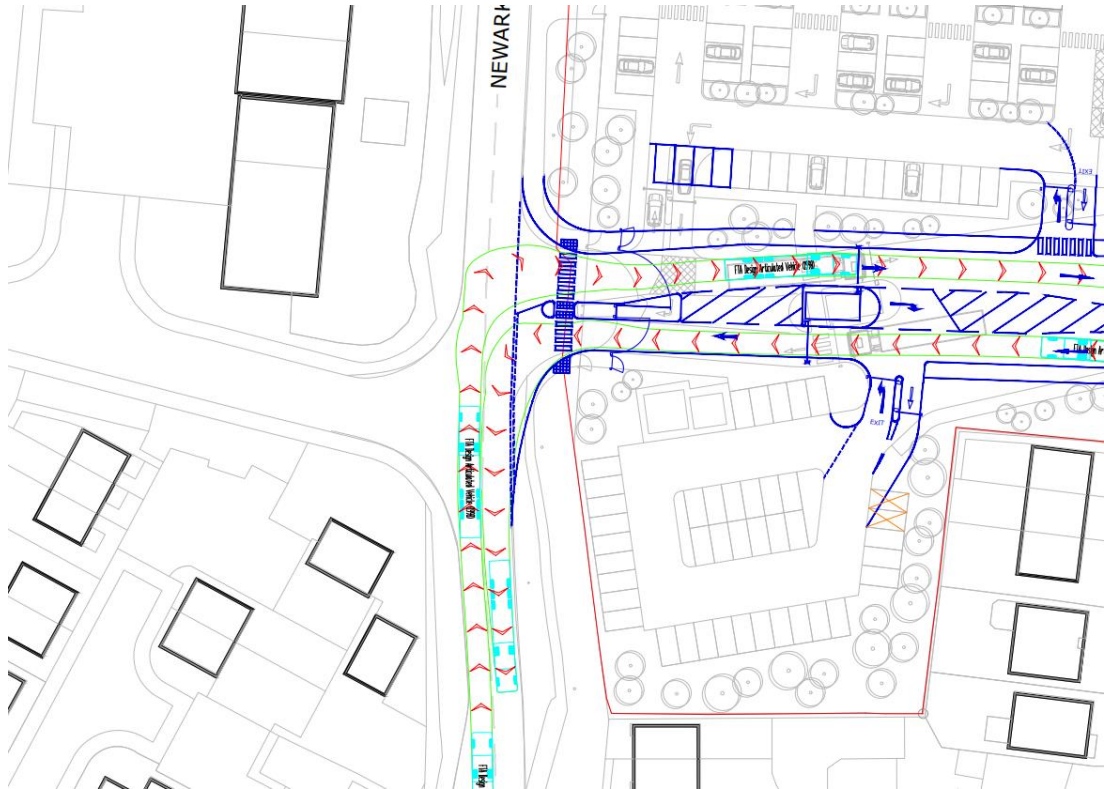
- 3.4.1 Access to the development for pedestrians, cyclists, cars and commercial vehicles will continue to be from Newark Road. However rather than pedestrians and cyclists having to use the same access as cars and HGV's there will be a new pedestrian and cyclist access linking into a pedestrian footway and avenue of trees on the approach to the office and training building.
- 3.4.2 The new access for vehicles includes enough space for two heavy goods vehicles, or approximately 6 cars, to wait off the highway before the security point so as not to impede the flow of traffic on Newark Road. A pedestrian crossing island is also provided for those walking along Newark Road past the site. A plan of the amended site access is shown at Inset 3.3.

### Inset 3.3 – Proposed site access

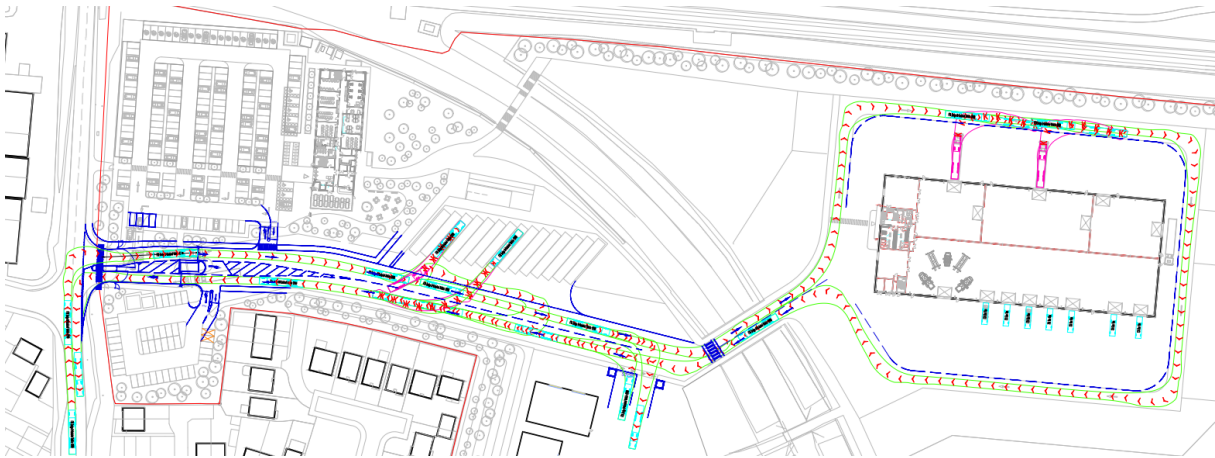


3.4.3 The swept path analysis of articulated vehicles at the proposed Murphy access point and manoeuvring within the site is shown on Insets 3.4 and 3.5. This shows that the access point provides for the largest 16.5m articulated vehicles without any overswing onto the opposing carriageway which is an improvement on the existing situation. The access point also provides the required visibility to ensure safe access and the layout within the site provides adequate space for the safe manoeuvring of large goods vehicles.

**Inset 3.4 – Swept path analysis – Proposed site access**



**Inset 3.5 – Swept path analysis – Internal site manoeuvres**



### **3.5 Car and cycle parking**

3.5.1 The development car parking provision is based on Murphy's estimates of the number of spaces that would be required to ensure that the development does not cause difficulties on the surrounding roads with overspill car parking from the site. The proposed car parking comprises 217, 177 in the main car park and 40 in the visitor car park. This includes disabled persons spaces and 20 electric vehicle charging spaces.

### ***Cycle parking***

- 3.5.2 Cycle parking for 28 bikes will be provided to encourage cycling. These spaces would be secure and covered with facilities for pedestrians and cyclists provided in the form of showers, changing rooms and lockers.

## **4 SITE LOCATION AND ACCESSIBILITY**

4.1.1 This section of the report describes the site location and the existing transport conditions in the area including traffic flows, accessibility to the site by walking, cycling and public transport and in addition reviews the recent accident data on local roads.

### **4.2 Site location**

4.2.1 The location of the Site is on the southeastern outskirts of Ollerton, situated about 1km to the southeast of New Ollerton's centre and approximately 800m east of the A616.

4.2.2 The closest supermarket is Tesco which is located about 900m to the northwest of the site and there are a range of local facilities in New Ollerton, these include a range of local shops, supermarkets, post office, pharmacies, and restaurants.

4.2.3 The closest train stations are Mansfield which is a 20-25 minute drive to the southwest, and Newark Northgate, which is a similar distance to the southeast. The closest bus stop is Tuxford Road (Newark Road stop) located approximately 900m (11-12 minute walk) north of the site and is served by bus routes 14, 15, 15A, 305 and SA Sherwood Arrow. A bus stop, a similar distance, is also located outside Tesco on Rufford Avenue and provides access to route 31.

4.2.4 The A616 passes south of the site, offering an east-west route to nearby locations. The primary road in the area is the A614, which provides a connection to other towns in Nottinghamshire.

4.2.5 Pedestrian, cycle and vehicle access to the site is from Newark Road. This has a 30mph speed limit adjacent to the site. The site location is shown on Inset 4.1.



#### Inset 4.1 – Site location



4.2.6 In summary the site is located close to the town centre and local services and has good access to the strategic road network. It also has access to local bus services located on Tuxford Road. There are a large number of people living within walking distance of the site with a local population of approximately 10,800 people in Ollerton as recorded in the 2021 Census.

### 4.3 Walking

#### *Local facilities*

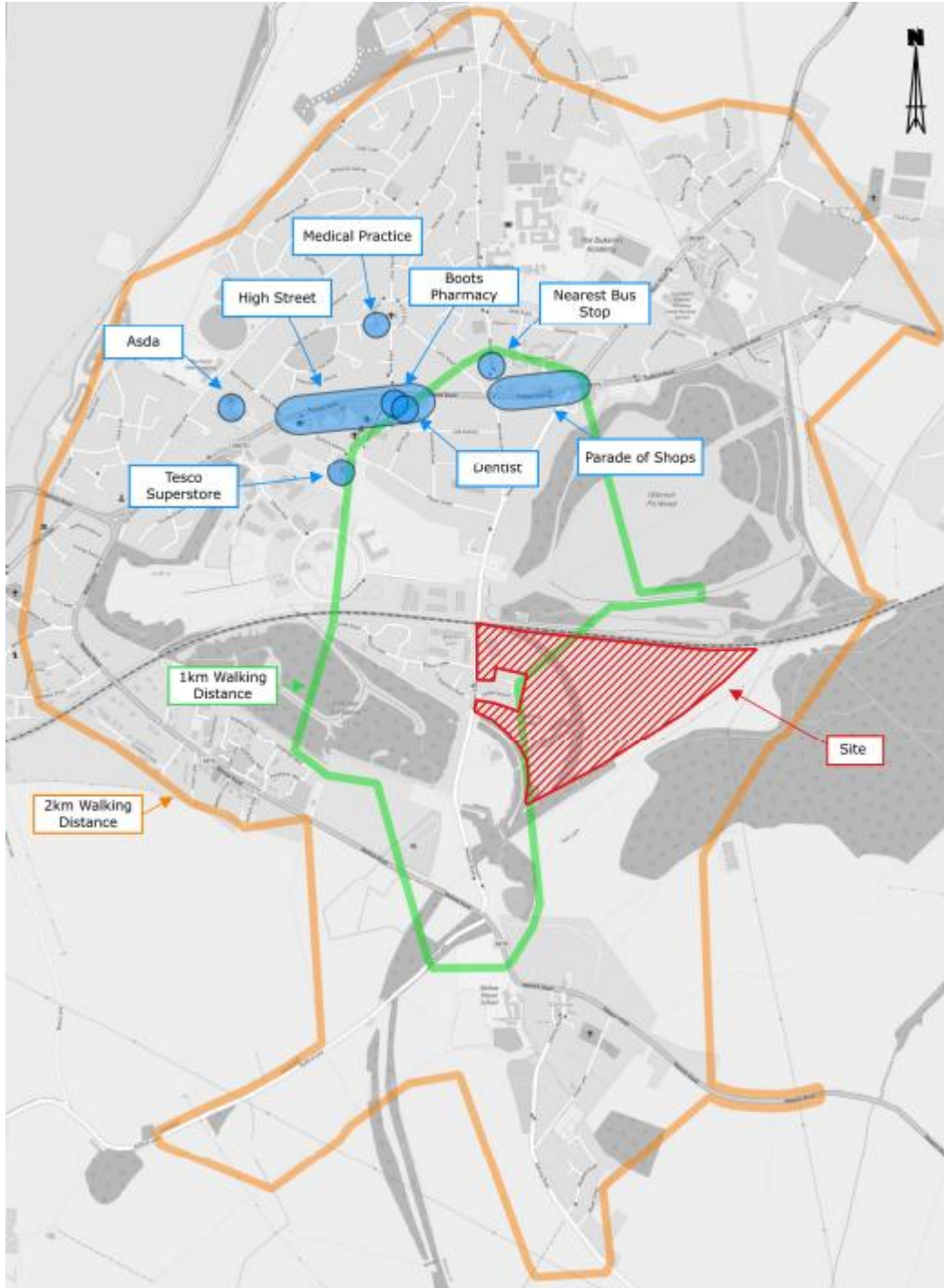
4.3.1 The site is within walking distance of local shops, the town centre, public transport and other facilities. The walking and cycling distance and times to some of these facilities are summarised in Table 4.1 below. The walking time is based on 80-100m per minute and the cycle time based on a speed of 16kph. The town centre has a range of shops, restaurants, pubs and other services.

**Table 4.1 - Local facilities**

<b>Facility</b>	<b>Distance</b>	<b>Walking time (mins)</b>	<b>Cycling time (mins)</b>
Tesco foodstore/ café / pharmacy	900m	9 to 12	3-4
Newark Road bus stop	900m	9 to 12	3-4
Seacrest Fish Bar	950m	10 to 12	3-4
New Ollerton Post Office	1,100m	11 to 13	4
Dr H E Ward - Middleton Lodge Practice	1,200m	12 to 14	4-5
Ollerton Pit Wood	240m	2 to 3	1
Opticians	1000m	10-13	4
Butchers	1000m	10-13	4
Boots Pharmacy	1000m	10-13	4
Sandwich Bar	1000m	10-13	4
Pizza	1,200m	12 to 14	4-5
Library	1,100m	11 to 13	4

- 4.3.2 The site is also accessible for potential employees by walking from the local area. The proposed development is within walking distance of the local residential population of approximately 10,800 people. Inset 4.2 indicates the area within 2km/25mins walking distance of the site.

#### Inset 4.2 - 2km walk isochrone

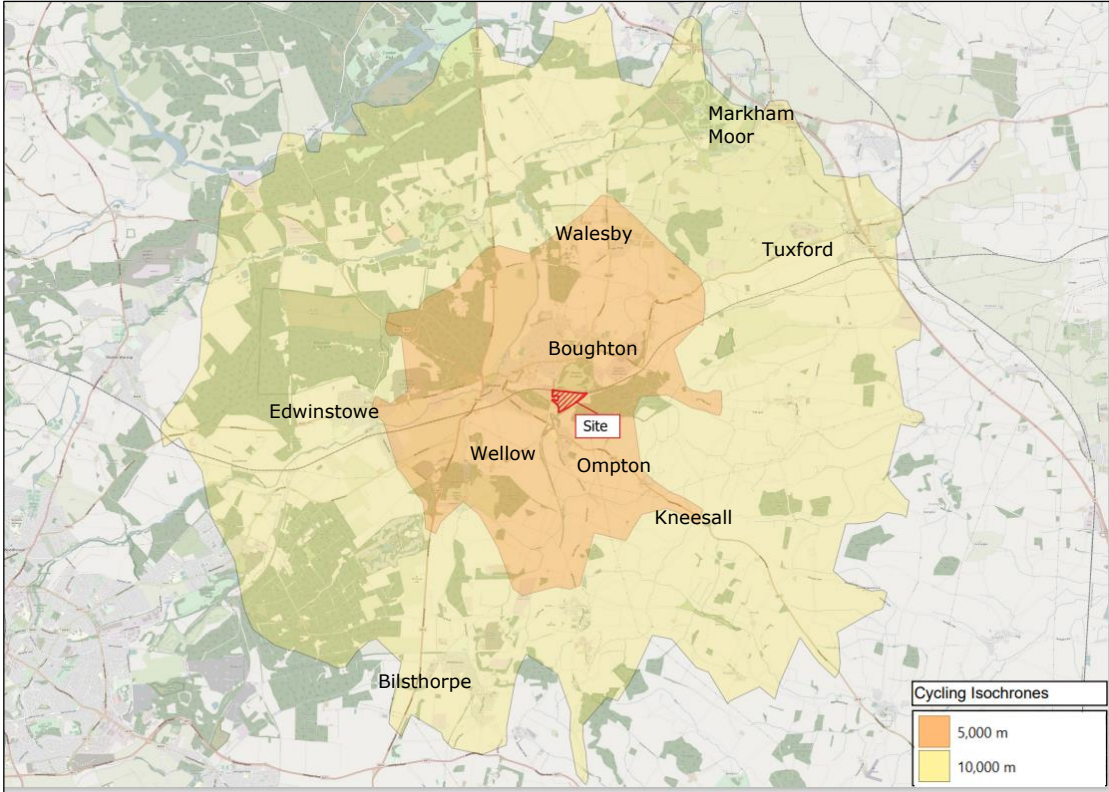


4.3.3 Newark Road provides a pedestrian route to the north and south of the site access. It is lit, with footway on both sides, outside the site and to the south, and on the eastern side only, to the north of the site entrance. The footpaths are in reasonable condition and provide a continuous route between the site and town centre.

**4.4 Cycling**

- 4.4.1 The site is accessible to a high number of potential employees and employment centres by cycling in the local area. Within 10km of the site, which is a reasonable cycling distance for commuting (approximately 37mins at 16kph), there are a number of towns including Tuxford, Elkesley, Markham Moor, Walesby, Laxton, Edwinstowe, Eakring and Clipstone. Inset 4.3 indicates the area accessible by bike within 10km of the site.
- 4.4.2 The proposed Murphy regional hub development would provide secure covered cycle parking in accordance with Council’s standards as well as lockers, showers and changing facilities to encourage cycling.
- 4.4.3 The site is also accessible to the local area by cycling being within easy cycling distance of all the local facilities including the town centre, shops and restaurants.
- 4.4.4 There is a signed shared cycle/footway along Forest Road through New Ollerton town centre, which is approximately 770m from the site.

**Inset 4.3 - 10km isochrone**



- 4.4.5 In summary the site is accessible to the local area and a number of towns by cycling providing a wide range of facilities within cycling distance and a catchment

of potential employees for the Murphy regional hub and employment opportunities for residents.

## **4.5 Local highway network**

4.5.1 The site is well-connected by roadways to nearby towns and cities. Approximately 800m to the south of the site, the A616 provides access to the A614 to the west and A1/A46 to the southeast, enabling heavy vehicles to use these strategic routes minimising the impact on local residents. The major roads in the vicinity include:

- A614: This primary route connects New Ollerton to other towns in Nottinghamshire.
- A1: The A1 (Great North Road) is one of the major arterial routes in the UK, and it is located east of the site. It provides access to further destinations including cities like Nottingham and Derby to the south, and Leeds and Newcastle upon Tyne to the north.

4.5.2 Local roads within the town typically provide access to residential areas, local amenities, and businesses. These roads are not strategic routes but rather smaller streets that serve the local community.

## **4.6 Personal Injury Collision Data**

4.6.1 Data related to personal injury accidents for Newark Road covering 1.6km between Tuxford Road (A6075) and Wellow Road (A616) was requested and obtained from East Midlands Ltd for the 5-year period to 31 August 2023, being the most recent data available.

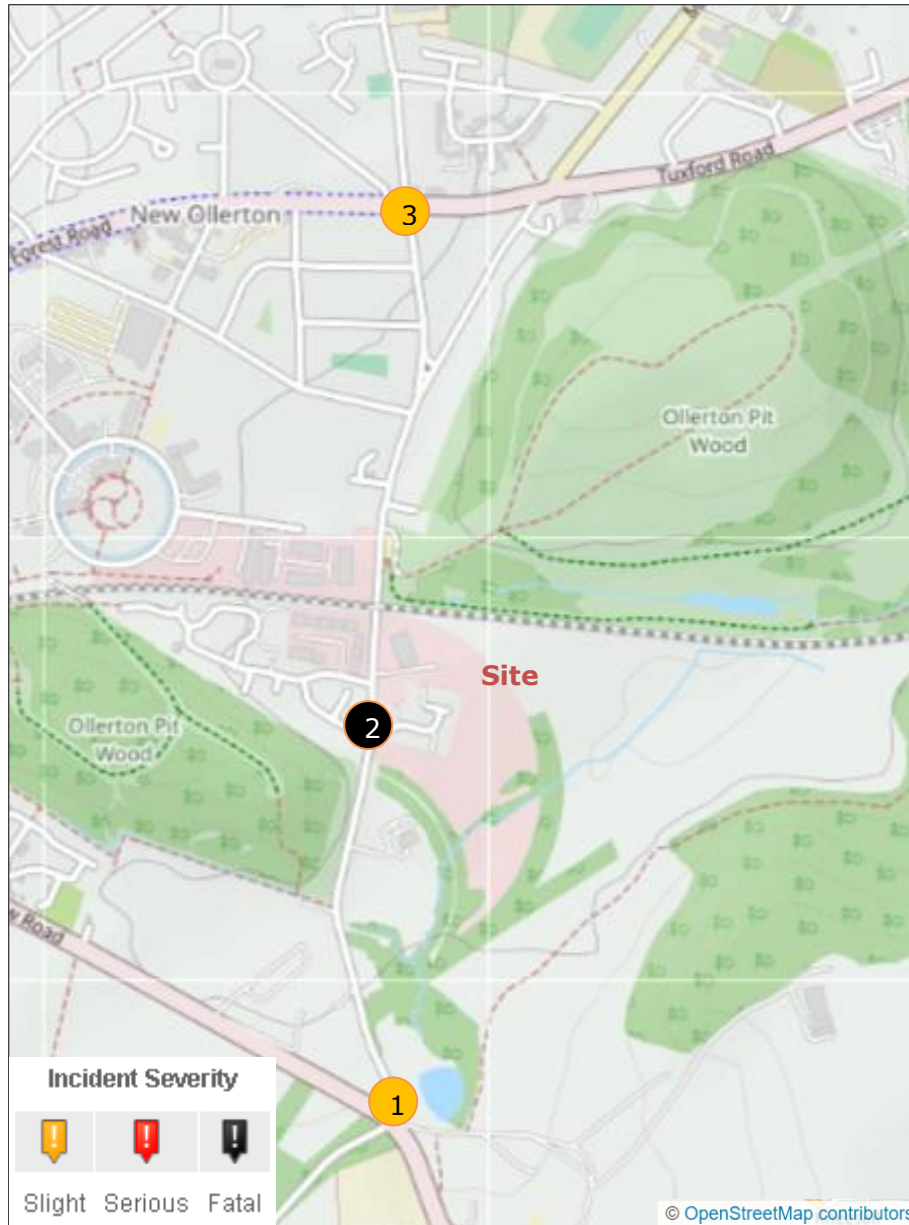
4.6.2 During this period only three personal injury accidents were recorded along this length of road, including two with slight injuries and one fatal accident involving a pedestrian. The details of these accidents are provided in Table 4.2.

**Table 4.2 – Personal Injury Accident Data**

<b>Ref</b>	<b>Date</b>	<b>Location</b>	<b>Severity</b>	<b>Details</b>
1	31/12/2021	A616 Wellow Road (bend), at its junction with U/C Newark Road, Boughton	Slight	Wet, dark/lit, single car accident, early morning – young male drivers car left the carriageway at a bend and hit a tree. No other vehicles involved.
2	08/12/2022	U/C Newark Road, at its junction with U/C Kelsey Avenue, Boughton	Fatal	Hit & Run – snowy conditions, wet, dark/lit. Female pedestrian crossing road at 10pm. Struck by Van going southbound, who did not stop.
3	23/03/2023	A6075 Tuxford Road (M-RBT), at its junction with U/C Whinney Lane, Ollerton	Slight	Positive Breath Test – M/C rider injured after being struck by car overtaking on offside, whose driver gave a positive breath test.

4.6.3 A review of the accidents that took place, suggests that there is no causal factor. Accidents occurred in separate locations, in different conditions. At least one accident involved impaired judgement through consumption of alcohol. Inset 4.4 shows the location of each of the accidents and the severity of the injuries sustained.

#### Inset 4.4 – Location of Personal Injury Accidents



## 4.7 Existing Traffic Flows

4.7.1 Automatic Traffic Counters were installed on Newark Road, to the north of the site access to record traffic flows for a period of 7 days in September 2023. The peak period traffic flows 0700-1000 and 1600-1900 on Newark Road for an average weekday are provided in Table 4.3. These indicate that the two-way flows are generally below 500 vehicles in the peak hours which is low when compared with the design capacity of the road which is around 2,500 vehicles per hour. The full survey results can be seen in Appendix A.

**Table 4.3 – ATC two-way flows on Newark Road**

Hour beginning	Northbound			Southbound		
	Car/LGV	HGV	Total	Car/LGV	HGV	Total
07:00	134	3	137	148	0	148
08:00	244	1	245	227	1	228
09:00	166	2	168	123	0	123
16:00	256	0	256	207	0	207
17:00	268	1	269	175	0	175
18:00	153	0	153	119	0	119

## 4.8 Public Transport

### *Bus network*

- 4.8.1 The closest bus stop is located approximately 900m (11-12 minutes' walk) on Tuxford Road (Newark Road stop) north of the site and is served by bus routes 14, 15, 15A, 305 and SA Sherwood Arrow. Newark Road bus stop is equipped with a shelter. In addition, there are other bus stops in the vicinity on Whinney Lane and Briar Road that are also served by the same bus services. There is also a bus stop with shelter outside Tesco on Rufford Avenue which provides access to route 31.

**Table 4.4 - Bus services**

Route	Frequency	Destinations
14	1 per peak hour	Kirton Playing Fields
	1 per peak hour	Mansfield Bus Station
15	1 per peak hour	Walesby Manor Close
	1 per peak hour	Mansfield Bus Station
15A	4 services per day	Walesby Manor Close
	4 services per day	Mansfield Bus Station
305	1 service per day	Dukeries Academy
	1 service per day	Old Clipstone
SA Sherwood Arrow.	1 per peak hour	Nottingham
	1 per peak hour	Worksop

- 4.8.2 Table 4.4 shows there are a range of bus services close to the site which provide services to broad range of destinations. Bus services 14 and 15 provide transportation from Ollerton to Mansfield train station.



### ***Railway station***

- 4.8.3 The closest train station is Mansfield which is a 20 -25 minutes' drive southwest. The station is on the Robin Hood Line and is served by East Midland Railway services and has various facilities available for passengers and visitors.
- 4.8.4 The station offers one service each way during the morning peak hour and two services each way during the afternoon peak hour with services northbound to Worksop and southbound to Nottingham.
- 4.8.5 Newark North Gate Station is located approximately 25 minutes' drive to the southeast with services operated by London North Eastern Railway (LNER). Trains run between London King's Cross and locations to the north including Doncaster, York, Lincoln and Edinburgh. There are two trains per hour in each direction between London King's Cross and Newark North Gate, with a travel time of approximately 1hr 25mins providing good links between the site and Murphy's head office in North London for staff travelling on business between the two offices.

## **5 TRIP GENERATION**

5.1.1 This chapter outlines the trip generation assessment for the existing and proposed development. This is based on information from the existing operations and the TRIC's database.

### **5.2 Vehicle trip generation**

#### ***Existing development***

5.2.1 The existing site provides office space, workshop, depot yard and storage facilities for J. Murphy & Sons Limited. A summary of the existing uses is below:

- Ollerton office – 597sqm
- Ollerton workshops – yard 28 acres, workshops 4,530sqm
- Long Causeway workshops – yard 3.25 acres, workshops 2,371sqm

5.2.2 The vehicle trips at the existing Ollerton and Long Causeway depots are based on recent survey information from these locations. At Long Causeway, the highest mid-week car park flows have been used, along with the highest plant and delivery entrance flows to ensure a robust assessment of the number of HGVs accessing the site. The existing trip generation is summarised in Table 5.1 below.

**Table 5.1 - Existing vehicle trip generation**

Site	AM Peak (07:00-08:00)			AM Peak (08:00-09:00)		
	In	Out	Total	In	Out	Total
Ollerton office survey	22	2	24	7	0	7
Ollerton Workshops 4,530sqm	28	3	31	7	8	15
<b>Total</b>	50	5	55	14	8	22
Long Causeway 2,371sqm	16	6	22	15	3	18
<b>Total</b>	<b>66</b>	<b>11</b>	<b>77</b>	<b>29</b>	<b>11</b>	<b>40</b>

Site	PM Peak (16:00-17:00)			PM Peak (17:00-18:00)		
	In	Out	Total	In	Out	Total
Ollerton office survey	3	8	11	0	24	24
Ollerton Workshops 4,530sqm	4	16	20	1	13	14
<b>Total</b>	7	24	31	1	37	38
Long Causeway 2,371sqm	4	8	12	14	1	15
<b>Total</b>	<b>11</b>	<b>32</b>	<b>43</b>	<b>15</b>	<b>38</b>	<b>53</b>

5.2.3 It can be seen from Table 5.1 that the highest trip generation from the existing sites currently occurs between 07:00-08:00 in the morning and 17:00-18:00 in the evening.

### 5.3 Proposed Murphy development

5.3.1 A breakdown of the proposed development is outlined below:

- Proposed Ollerton Regional Hub Office: 1,500sqm
- Proposed Ollerton Regional Hub: workshops 7,040sqm, yard/storage 46,700sqm

5.3.2 The trip generation of the proposed Murphy development has been assessed on the same basis as the existing trips with a pro-rata allowance for the higher floor areas for the office use. The workshop trips for the two sites have been added together on the basis that the floor area will be broadly similar to the sum of these

with broadly the same activities taking place. The total vehicle trips from the proposed development are summarised in Table 5.2 below.

**Table 5.2 - Proposed development vehicle trip generation**

Site	AM Peak (07:00-08:00)			AM Peak (08:00-09:00)		
	In	Out	Total	In	Out	Total
<b>Office 1,500sqm</b>	55	5	60	18	0	18
<b>Workshops 7,040sqm</b>	44	9	53	22	11	33
<b>Redevelopment total</b>	<b>99</b>	<b>14</b>	<b>113</b>	<b>40</b>	<b>11</b>	<b>51</b>

Office	PM Peak (16:00-17:00)			PM Peak (17:00-18:00)		
	In	Out	Total	In	Out	Total
<b>Office 1,500sqm</b>	8	20	28	0	60	60
<b>Workshops 7,040sqm</b>	8	24	32	15	14	29
<b>Redevelopment total</b>	<b>16</b>	<b>44</b>	<b>60</b>	<b>15</b>	<b>74</b>	<b>89</b>

## 5.4 Comparison of trip rates

5.4.1 Given the bespoke nature of Murphy's operations, Nottinghamshire County Council have requested that a comparison against TRICS trips rates for the same use classes be undertaken to assess the likely trips that could be generated by the site should a different operator occupy the site.

5.4.2 The TRICS sites used for each of the land uses are set out in the following tables.

**Table 5.3 - TRICS sites - Office**

Reference	Date	Town/City	GFA sqm
LC-02-A-09	04/06/2013	Blackburn	2,600
TW-02-A-08	19/10/2018	Newcastle Upon Tyne	4,800
WY-02-A-05	23/05/2017	Castleford	1,230

**Table 5.4 – TRICS sites – Industrial Units**

Reference	Date	Town/City	GFA sqm
DV-02-C-02	06/07/2017	Exeter	3,513
WK-02-C-01	10/11/2021	Rugby	9,216
WM-02-C-04	21/11/2017	Stourbridge	4,324

5.4.3 The resulting trips that would be generated are shown in the tables below.

**Table 5.5 – Comparison of trips - TRICS Proposed development vehicle trips**

Site	AM Peak (07:00-08:00)			AM Peak (08:00-09:00)		
	In	Out	Total	In	Out	Total
<b>Office 1,500sqm</b>	5	1	6	24	3	27
<b>B2/B8 7,040sqm</b>	25	3	27	21	3	24
<b>Total</b>	<b>30</b>	<b>4</b>	<b>33</b>	<b>45</b>	<b>6</b>	<b>51</b>

Office	PM Peak (16:00-17:00)			PM Peak (17:00-18:00)		
	In	Out	Total	In	Out	Total
<b>Office 1,500sqm</b>	5	16	21	2	15	17
<b>B2/B8 7,040sqm</b>	2	27	29	1	5	6
<b>Total</b>	<b>7</b>	<b>43</b>	<b>50</b>	<b>3</b>	<b>20</b>	<b>23</b>

5.4.4 These trips are lower than those generated by the consolidated Murphy operations, which have been tested in the next chapter. Therefore, the Murphy vehicle trip rates represent a robust assessment of the proposals.

## 5.5 Multi Modal Trip Generation

5.5.1 Table 5.6 below shows the method of travel to work for the workday population in the local area based on the 2021 Census data. This has been used with the trip generation data above to calculate the number of trips by each mode for the Murphy development as shown in Table 5.6 below.

**Table 5.6 - Modal split workday population**

Mode	Travel to work (workday pop)
Train	73.8%
Bus	11.6%
Taxi	2.3%
Motorcycle	0.3%
Car	0.8%
Car passenger	2.2%
Bicycle	0.2%
On foot	8.9%
<b>Total</b>	<b>100%</b>

**Table 5.7 - Calculated multi modal trips Murphy development**

Mode	AM Peak (0800-0900)	PM Peak (1700-1800)
Car driver	51	89
Car passenger	8	14
Bus	2	3
Train	0	0
Taxi	0	0
Motorcycle	1	1
Bicycle	1	3
On foot	6	11
<b>Total</b>	<b>69</b>	<b>121</b>

5.5.2 It is apparent from Table 5.7 that the majority of trips are expected to be made by car, with 59 in the morning highway peak and 103 in the evening peak including passengers. The impact of these vehicle trips is considered in section 6 of this report. There would be 6 and 11 walking trips, 1 and 3 cycling trips, 2 and 3 bus trips, with 1 motorcycle in the AM and PM peaks. The impact of these trips is considered in section 7 together with the measures proposed to promote sustainable transport.

## 6 HIGHWAY IMPACT

### 6.1 Traffic Assignment

6.1.1 The Murphy traffic has been assigned to the road network in proportion to the existing traffic flows on Newark Road. All the existing Murphy traffic from the Ollerton and Long Causeway sites has also all been assumed to be new to the local road network, and no adjustment has been made to the background traffic to remove the existing Ollerton site traffic, effectively meaning that this is double counted. This is a worse case analysis and represents a robust assessment.

### 6.1 Highway Impact

6.1.1 The capacity of the access junction has been analysed for 2025, the proposed opening year of the development and considers the road network with and without the development. A TEMPRO growth factor has been used to growth traffic up from 2023 to 2025 and take into account the committed development in the surrounding area. The analysis is summarised below. The full PICADY results for each of the below scenarios can be found in Appendix B.

6.1.2 The results of the PICADY analysis for the existing Murphy access junction are summarised in Table 6.1 below.

**Table 6.1 - PICADY Analysis Existing Murphy Access**

<b>Vehicle Movement</b>	<b>07:00-08:00 Max RFC</b>	<b>08:00-09:00 Max RFC</b>	<b>16:00-17:00 Max RFC</b>	<b>17:00-18:00 Max RFC</b>
Site access to Newark Road north	0.02	0.04	0.06	0.01
Newark Road south to site access	0.07	0.69	0.01	0.00

6.1.3 The low flows on Newark Road are reflected in the operation of the junction.

#### ***Proposed Murphy access junction 2025***

6.1.4 The results of the PICADY analysis for the proposed Murphy access junction are summarised in Table 6.2 below. Flows on Newark Road have been adjusted to take into account traffic growth between 2023 and 2025.

**Table 6.2 - PICADY Analysis Proposed Murphy Access Junction 2025**

<b>Vehicle Movement</b>	<b>07:00-08:00 Max RFC</b>	<b>08:00-09:00 Max RFC</b>	<b>16:00-17:00 Max RFC</b>	<b>17:00-18:00 Max RFC</b>
Site access to Newark Road north	0.03	0.03	0.09	0.15
Newark Road south to site access	0.14	0.07	0.03	0.02

6.1.5 Table 6.2 shows the proposed Murphy site access will operate well within capacity in 2025, the opening year, with a maximum Ratio of Flow to Capacity (RFC) of 0.15, which occurs in the PM peak for vehicles leaving the site. The maximum queue length recorded was 0.2 PCUs on Newark Road Northbound in the 07:00-08:00 peak hour, and 0.2PCUs leaving the site between 17:00 and 18:00.



## 7 SUSTAINABLE TRANSPORT IMPACTS AND STRATEGY

7.1.1 This chapter outlines the positive and negative impacts the development would have on pedestrians, cyclists, bus passengers and the rail network. The trip generation of these modes is outlined in section 5 and summarised in Table 7.1 below.

**Table 7.1 – Multi-modal sustainable trips Murphy development**

<b>Mode</b>	<b>AM Peak (0800-0900)</b>	<b>PM Peak (1700-1800)</b>
<b>Bus</b>	2	3
<b>Train</b>	0	0
<b>Taxi</b>	0	0
<b>Motorcycle</b>	1	1
<b>Bicycle</b>	1	3
<b>On foot</b>	6	11

### 7.2 Pedestrians

7.2.1 There would be 6 and 11 walking trips in the AM and PM peaks as a main mode with an additional 2-3 trips walking to access public transport in both peaks. This level of trips would not have an adverse impact on the footway network. However, the development would include measures to promote walking both through the Travel Plan and as set out below.

- New pedestrian crossing islands across the site access on Newark Road.

### 7.3 Cycling

7.3.1 There would be circa 1-3 cycling trips at peak times and this level of trips would not have an adverse impact on the cycling network. The development would hope to encourage a higher level of cycling trips through the measures proposed to promote cycling as set out below.

- Cycle parking would be provided at the Murphy development.
- Showers, changing areas and lockers would be provided at the Murphy development for cyclists.

- The Travel Plan would include measures to promote cycling as set out in section 8.0 of this Transport Assessment and in the Travel Plan submitted as part of the Planning application.

## **7.4 Bus Travel**

7.4.1 There would be 2-3 bus trips at peak times and this level of trips would not have an adverse impact on the bus services. Indeed the additional trips should improve the financial viability of existing local bus services.

7.4.2 The development would include measures to promote bus travel through the Travel Plan.

## **7.5 Rail Travel**

7.5.1 There are currently no trips predicted by rail in the peak hours, however it is expected that there will be trips between Mansfield and London King's Cross station for staff travelling to/from the company's head office.

## **7.6 Motorcycles**

7.6.1 There would be 1 or so motorcycle trips at peak times and this level of trips has been tested on the road network and would not have an adverse impact. The development provides the capacity for parking motorcycles which have a lower environmental impact than cars.

## **7.7 Taxis**

7.7.1 There are not expected to be taxi trips at peak times.

## **8 TRAVEL PLAN**

8.1.1 A separate Framework Travel Plan report has been prepared as part of the planning application. This aims to increase the number of people traveling by non-car modes. The main objectives of the Travel Plan are as follows:

- Increase the mode share of employees and visitors walking and cycling to and from the development.
- Encourage employees and visitors to move up within the sustainable transport hierarchy.
- Ensure the development does not lead to on-street parking or servicing.
- Monitor travel patterns and identify opportunities to encourage travel by bus, rail, walking and cycling to reduce car driving mode share.

8.1.2 The Framework Travel Plan includes a range of measures to promote walking, cycling and public transport and is submitted with the planning application.

## 9 SUMMARY AND CONCLUSIONS

- 9.1.1 Transport Planning Practice has been appointed by J Murphy and Sons Limited to provide transport planning advice in relation to the proposed redevelopment and expansion of the existing Murphy Group Depot and offices at Newark Road, Ollerton. The redevelopment would combine the Newark Road operations with those at Long Causeway, Leeds to create the One Murphy Hub. Pedestrian, cycle and vehicle access to the Murphy site will be from Newark Road.
- 9.1.2 The location of the Site is on the southeastern outskirts of Ollerton, situated about 1km to the southeast of New Ollerton's centre and approximately 800m east of the A616. There are a range of local facilities in New Ollerton, these include a number of local shops, supermarkets, post office, pharmacies, and restaurants. The closest train stations are Mansfield which is a 20-25 minute drive to the southwest, and Newark Northgate, which is a similar distance to the southeast. This provides fast links to the Murphy head office in London as well as other destinations.
- 9.1.3 The site is also accessible for potential employees by walking and cycling. The proposed development is within walking distance of the local population in New Ollerton, which had a population of around 10,800 people based on 2021 Census data. Within 10km of the site, which is considered to be a reasonable cycling distance for commuting, there are a number of towns including Tuxford, Elkesley, Markham Moor, Walesby, Laxton, Edwinstowe, Eakring and Clipstone. Therefore, the site is accessible to a high number of potential employees and employment centres by walking and cycling.
- 9.1.4 The proposed regional hub development would provide secure covered cycle parking in accordance with Council standards as well as lockers, showers and changing facilities to encourage walking and cycling. Walking, cycling and public transport use will also be promoted within the framework Travel Plan for the site.
- 9.1.5 An assessment of transport impacts on the highway network has been undertaken. This has shown that there would be no noticeable impacts on highway safety or on the road network. Indeed, the development provides a range of benefits with new pedestrian access into the site and improved vehicle access and facilities for cyclists on site.

9.1.6 In summary the proposals for the Murphy site supports local policies being within walking and cycling distance of a large number of potential employees, and accessible by bus services. Cycle parking will be provided and lockers and changing facilities for Murphy employees. There would be no unacceptable impacts on highway safety and the impacts on the road network would be minor. Indeed, the development provides a range of benefits with new a new pedestrian access into the site, improved vehicle access including a pedestrian crossing islands and facilities for cyclists on site.

## Appendices

## **Appendix A**

ATC survey results



Site No.	Location.	Direction.	Speed Limit - PSL (mph)	Start Date.	End Date.	Total Vehicles.	5 Day Ave.	7 Day Ave.	No. > Speed Limit.	% > Speed Limit.	No. > ACPO Limit.	% > ACPO Limit.	No. > DfT Limit.	% > DfT Limit.	Mean Speed	85%ile Speed
1	New Ollerton - attached to lighting column	Northbound	30	Tuesday, 12 September 2023	Monday, 18 September 2023	16010	2560	2287	8323	52.0	2068	12.9	118	0.7	30.5	34.5
		Southbound	30	Tuesday, 12 September 2023	Monday, 18 September 2023	14121	2243	2017	7606	53.9	2708	19.2	179	1.3	31.0	36.0
		Two Way	30	Tuesday, 12 September 2023	Monday, 18 September 2023	30131	4803	4304	15929	52.9	4776	15.9	297	1.0	30.8	35.2



Site 1  
 Location New Ollerton - attached to lighting column  
 Direction Northbound

14487 - Ollerton  
 SEPTEMBER 2023  
 AUTOMATIC TRAFFIC COUNT

Tuesday, 12 September 2023

Time	Total	Classification												JPSL 30	JPSL% 30	JSL1 35 ACPO	JSL1% 35 ACPO	JSL2 45 DfT	JSL2% 45 DfT	Mean	Vpp 85		
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT										
0000	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	0	0.0	26.4	-
0100	2	0	2	0	0	0	0	0	0	0	0	0	0	2	100.0	2	100.0	0	0.0	0	0.0	40.7	-
0200	3	0	2	0	1	0	0	0	0	0	0	0	0	1	33.3	1	33.3	0	0.0	0	0.0	28.1	-
0300	4	0	2	0	2	0	0	0	0	0	0	0	0	1	25.0	0	0.0	0	0.0	0	0.0	29	-
0400	4	0	4	0	0	0	0	0	0	0	0	0	0	1	25.0	0	0.0	0	0.0	0	0.0	27.5	-
0500	28	1	26	0	1	0	0	0	0	0	0	0	0	15	53.6	4	14.3	0	0.0	0	0.0	29.6	35.4
0600	59	3	52	0	4	0	0	0	0	0	0	0	0	27	45.8	4	6.8	1	1.7	0	0.0	29.3	34
0700	140	1	125	0	14	0	0	0	0	0	0	0	0	58	41.4	17	12.1	0	0.0	0	0.0	29.3	34.4
<b>0800</b>	<b>249</b>	<b>1</b>	<b>237</b>	<b>0</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>112</b>	<b>45.0</b>	<b>17</b>	<b>6.8</b>	<b>1</b>	<b>0.4</b>	<b>0</b>	<b>0.0</b>	<b>29.8</b>	<b>33.1</b>
0900	161	0	150	0	9	2	0	0	0	0	0	0	0	82	50.9	12	7.5	0	0.0	0	0.0	30.1	33.5
1000	131	0	115	1	10	4	1	0	0	0	0	0	0	69	52.7	13	9.9	0	0.0	0	0.0	30.2	33.4
1100	120	0	108	1	11	0	0	0	0	0	0	0	0	45	37.5	9	7.5	0	0.0	0	0.0	29.4	32.9
1200	155	0	140	0	14	1	0	0	0	0	0	0	0	85	54.8	14	9.0	1	0.6	0	0.0	30.4	33.6
1300	132	1	121	1	9	0	0	0	0	0	0	0	0	77	58.3	16	12.1	0	0.0	0	0.0	30.8	34.8
1400	138	1	124	0	13	0	0	0	0	0	0	0	0	80	58.0	21	15.2	1	0.7	0	0.0	31.1	35.2
1500	193	0	182	0	10	0	1	0	0	0	0	0	0	98	50.8	30	15.5	0	0.0	0	0.0	30.5	35.2
1600	249	1	229	1	16	1	0	0	0	0	1	0	0	145	58.2	39	15.7	1	0.4	0	0.0	31	35.2
<b>1700</b>	<b>259</b>	<b>0</b>	<b>240</b>	<b>0</b>	<b>18</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>146</b>	<b>56.4</b>	<b>31</b>	<b>12.0</b>	<b>1</b>	<b>0.4</b>	<b>0</b>	<b>0.0</b>	<b>30.5</b>	<b>34.1</b>
1800	146	0	140	0	5	1	0	0	0	0	0	0	0	72	49.3	16	11.0	0	0.0	0	0.0	30.5	34.7
1900	92	1	86	0	4	1	0	0	0	0	0	0	0	48	52.2	16	17.4	1	1.1	0	0.0	30.8	35.7
2000	65	2	63	0	0	0	0	0	0	0	0	0	0	26	40.0	8	12.3	0	0.0	0	0.0	29.4	34.1
2100	33	0	31	0	2	0	0	0	0	0	0	0	0	20	60.6	8	24.2	0	0.0	0	0.0	31.1	36.5
2200	22	1	21	0	0	0	0	0	0	0	0	0	0	8	36.4	2	9.1	0	0.0	0	0.0	28.8	33.8
2300	5	0	4	0	1	0	0	0	0	0	0	0	0	3	60.0	2	40.0	0	0.0	0	0.0	30.9	-
<b>07-19</b>	<b>2073</b>	<b>5</b>	<b>1911</b>	<b>4</b>	<b>138</b>	<b>12</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1069</b>	<b>51.6</b>	<b>235</b>	<b>11.3</b>	<b>5</b>	<b>0.2</b>	<b>0</b>	<b>0.0</b>	<b>30.3</b>	<b>34.1</b>
<b>06-22</b>	<b>2322</b>	<b>11</b>	<b>2143</b>	<b>4</b>	<b>148</b>	<b>13</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1190</b>	<b>51.3</b>	<b>271</b>	<b>11.7</b>	<b>7</b>	<b>0.3</b>	<b>0</b>	<b>0.0</b>	<b>30.3</b>	<b>34.2</b>
<b>06-00</b>	<b>2349</b>	<b>12</b>	<b>2168</b>	<b>4</b>	<b>149</b>	<b>13</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1201</b>	<b>51.1</b>	<b>275</b>	<b>11.7</b>	<b>7</b>	<b>0.3</b>	<b>0</b>	<b>0.0</b>	<b>30.3</b>	<b>34.2</b>
<b>00-00</b>	<b>2393</b>	<b>13</b>	<b>2207</b>	<b>4</b>	<b>153</b>	<b>13</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1221</b>	<b>51.0</b>	<b>282</b>	<b>11.8</b>	<b>7</b>	<b>0.3</b>	<b>0</b>	<b>0.0</b>	<b>30.3</b>	<b>34.2</b>

Site 1  
 Location New Ollerton - attached to lighting column  
 Direction Northbound

14487 - Ollerton  
 SEPTEMBER 2023  
 AUTOMATIC TRAFFIC COUNT

Wednesday, 13 September 2023

Time	Total	Classification												JPSL 30	JPSL% 30	JSL1 35 ACPO	JSL1% 35 ACPO	JSL2 45 DfT	JSL2% 45 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	7	0	7	0	0	0	0	0	0	0	0	0	0	4	57.1	2	28.6	0	0.0	32.2	-
0100	2	0	2	0	0	0	0	0	0	0	0	0	0	1	50.0	1	50.0	0	0.0	34.7	-
0200	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	29.9	-
0300	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	24	-
0400	6	0	5	0	0	1	0	0	0	0	0	0	0	2	33.3	0	0.0	0	0.0	29.5	-
0500	25	0	24	0	0	1	0	0	0	0	0	0	0	8	32.0	3	12.0	0	0.0	29.9	33.7
0600	65	4	57	0	3	1	0	0	0	0	0	0	0	38	58.5	15	23.1	1	1.5	31.3	36.9
0700	151	1	134	1	8	6	1	0	0	0	0	0	0	84	55.6	15	9.9	0	0.0	30.3	33.8
<b>0800</b>	<b>269</b>	<b>1</b>	<b>246</b>	<b>4</b>	<b>16</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>150</b>	<b>55.8</b>	<b>12</b>	<b>4.5</b>	<b>0</b>	<b>0.0</b>	<b>30.2</b>	<b>32.7</b>
0900	176	1	157	0	18	0	0	0	0	0	0	0	0	78	44.3	21	11.9	1	0.6	30.1	34.5
1000	145	2	125	1	15	1	1	0	0	0	0	0	0	54	37.2	14	9.7	0	0.0	29.4	33.5
1100	131	1	116	1	13	0	0	0	0	0	0	0	0	58	44.3	12	9.2	0	0.0	29.9	33.2
1200	134	2	118	1	13	0	0	0	0	0	0	0	0	69	51.5	17	12.7	0	0.0	30	33.9
1300	142	5	117	1	19	0	0	0	0	0	0	0	0	54	38.0	13	9.2	1	0.7	29.1	33.9
1400	174	2	147	0	25	0	0	0	0	0	0	0	0	82	47.1	13	7.5	0	0.0	30	33.7
1500	196	3	176	1	15	1	0	0	0	0	0	0	0	104	53.1	27	13.8	1	0.5	30.5	34.7
1600	258	3	231	1	23	0	0	0	0	0	0	0	0	159	61.6	34	13.2	1	0.4	31	34.3
<b>1700</b>	<b>311</b>	<b>5</b>	<b>289</b>	<b>1</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>185</b>	<b>59.5</b>	<b>48</b>	<b>15.4</b>	<b>0</b>	<b>0.0</b>	<b>31</b>	<b>35.3</b>
1800	153	0	140	0	13	0	0	0	0	0	0	0	0	102	66.7	26	17.0	0	0.0	31.4	35.4
1900	112	1	106	1	4	0	0	0	0	0	0	0	0	63	56.3	13	11.6	3	2.7	30.6	34.2
2000	72	3	67	0	2	0	0	0	0	0	0	0	0	41	56.9	20	27.8	4	5.6	32.6	36.4
2100	27	2	24	0	1	0	0	0	0	0	0	0	0	20	74.1	8	29.6	2	7.4	34.3	41.7
2200	16	0	15	0	0	1	0	0	0	0	0	0	0	8	50.0	1	6.3	0	0.0	29.2	34.3
2300	9	0	9	0	0	0	0	0	0	0	0	0	0	4	44.4	1	11.1	0	0.0	30.4	-
<b>07-19</b>	<b>2240</b>	<b>26</b>	<b>1996</b>	<b>12</b>	<b>193</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1179</b>	<b>52.6</b>	<b>252</b>	<b>11.3</b>	<b>4</b>	<b>0.2</b>	<b>30.3</b>	<b>34.1</b>
<b>06-22</b>	<b>2516</b>	<b>36</b>	<b>2250</b>	<b>13</b>	<b>203</b>	<b>11</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1341</b>	<b>53.3</b>	<b>308</b>	<b>12.2</b>	<b>14</b>	<b>0.6</b>	<b>30.5</b>	<b>34.3</b>
<b>06-00</b>	<b>2541</b>	<b>36</b>	<b>2274</b>	<b>13</b>	<b>203</b>	<b>12</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1353</b>	<b>53.3</b>	<b>310</b>	<b>12.2</b>	<b>14</b>	<b>0.6</b>	<b>30.5</b>	<b>34.3</b>
<b>00-00</b>	<b>2583</b>	<b>36</b>	<b>2314</b>	<b>13</b>	<b>203</b>	<b>14</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1368</b>	<b>53.0</b>	<b>316</b>	<b>12.2</b>	<b>14</b>	<b>0.5</b>	<b>30.5</b>	<b>34.3</b>

Site 1  
 Location New Ollerton - attached to lighting column  
 Direction Northbound

14487 - Ollerton  
 SEPTEMBER 2023  
 AUTOMATIC TRAFFIC COUNT

Thursday, 14 September 2023

Time	Total	Classification												JPSL 30	JPSL% 30	JSL1 35 ACPO	JSL1% 35 ACPO	JSL2 45 DfT	JSL2% 45 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	3	0	3	0	0	0	0	0	0	0	0	0	0	1	33.3	1	33.3	0	0.0	31.2	-
0100	5	0	4	0	1	0	0	0	0	0	0	0	0	2	40.0	1	20.0	0	0.0	28.5	-
0200	2	0	1	0	1	0	0	0	0	0	0	0	0	2	100.0	1	50.0	0	0.0	34.4	-
0300	3	0	3	0	0	0	0	0	0	0	0	0	0	2	66.7	1	33.3	0	0.0	32.4	-
0400	5	0	5	0	0	0	0	0	0	0	0	0	0	2	40.0	1	20.0	0	0.0	30.4	-
0500	25	0	24	0	1	0	0	0	0	0	0	0	0	12	48.0	2	8.0	0	0.0	30.2	34.6
0600	65	3	58	0	3	1	0	0	0	0	0	0	0	36	55.4	9	13.9	1	1.5	30.6	34.9
0700	146	1	125	3	14	1	1	0	0	0	1	0	0	72	49.3	19	13.0	1	0.7	29.9	34.3
<b>0800</b>	<b>236</b>	<b>2</b>	<b>218</b>	<b>1</b>	<b>13</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>36.0</b>	<b>19</b>	<b>8.1</b>	<b>3</b>	<b>1.3</b>	<b>29.3</b>	<b>32.3</b>
0900	164	0	149	0	12	2	0	0	1	0	0	0	0	70	42.7	21	12.8	1	0.6	29.6	34
1000	136	0	119	0	14	3	0	0	0	0	0	0	0	58	42.7	13	9.6	1	0.7	29.7	33.8
1100	144	2	130	2	9	0	1	0	0	0	0	0	0	66	45.8	11	7.6	1	0.7	29.8	33.4
1200	154	1	137	0	16	0	0	0	0	0	0	0	0	75	48.7	22	14.3	1	0.6	30.1	34.6
1300	150	0	131	0	18	0	1	0	0	0	0	0	0	70	46.7	14	9.3	0	0.0	29.7	33.8
1400	168	1	149	1	17	0	0	0	0	0	0	0	0	68	40.5	19	11.3	2	1.2	30.1	34.1
1500	225	2	202	0	20	0	0	0	1	0	0	0	0	114	50.7	27	12.0	2	0.9	30.5	34.5
1600	253	1	224	1	27	0	0	0	0	0	0	0	0	138	54.6	40	15.8	1	0.4	31.1	35.3
<b>1700</b>	<b>275</b>	<b>2</b>	<b>253</b>	<b>1</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>151</b>	<b>54.9</b>	<b>37</b>	<b>13.5</b>	<b>2</b>	<b>0.7</b>	<b>31</b>	<b>34.6</b>
1800	153	1	143	1	8	0	0	0	0	0	0	0	0	97	63.4	23	15.0	0	0.0	31.2	35.2
1900	96	0	92	0	4	0	0	0	0	0	0	0	0	50	52.1	12	12.5	2	2.1	31.2	34.4
2000	74	2	69	0	3	0	0	0	0	0	0	0	0	34	46.0	15	20.3	1	1.4	30.9	36.2
2100	37	1	35	0	1	0	0	0	0	0	0	0	0	14	37.8	5	13.5	1	2.7	30.6	35
2200	15	0	15	0	0	0	0	0	0	0	0	0	0	6	40.0	1	6.7	0	0.0	28.7	33.1
2300	9	0	9	0	0	0	0	0	0	0	0	0	0	3	33.3	0	0.0	0	0.0	29.1	-
<b>07-19</b>	<b>2204</b>	<b>13</b>	<b>1980</b>	<b>10</b>	<b>187</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1064</b>	<b>48.3</b>	<b>265</b>	<b>12.0</b>	<b>15</b>	<b>0.7</b>	<b>30.2</b>	<b>34.2</b>
<b>06-22</b>	<b>2476</b>	<b>19</b>	<b>2234</b>	<b>10</b>	<b>198</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1198</b>	<b>48.4</b>	<b>306</b>	<b>12.4</b>	<b>20</b>	<b>0.8</b>	<b>30.3</b>	<b>34.3</b>
<b>06-00</b>	<b>2500</b>	<b>19</b>	<b>2258</b>	<b>10</b>	<b>198</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1207</b>	<b>48.3</b>	<b>307</b>	<b>12.3</b>	<b>20</b>	<b>0.8</b>	<b>30.3</b>	<b>34.3</b>
<b>00-00</b>	<b>2543</b>	<b>19</b>	<b>2298</b>	<b>10</b>	<b>201</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1228</b>	<b>48.3</b>	<b>314</b>	<b>12.4</b>	<b>20</b>	<b>0.8</b>	<b>30.3</b>	<b>34.3</b>

Site 1  
 Location New Ollerton - attached to lighting column  
 Direction Northbound

14487 - Ollerton  
 SEPTEMBER 2023  
 AUTOMATIC TRAFFIC COUNT

Friday, 15 September 2023

Time	Total	Classification												JPSL 30	JPSL% 30	JSL1 35 ACPO	JSL1% 35 ACPO	JSL2 45 DfT	JSL2% 45 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	5	1	4	0	0	0	0	0	0	0	0	0	0	3	60.0	1	20.0	1	20.0	33.8	-
0100	1	0	1	0	0	0	0	0	0	0	0	0	0	1	100.0	1	100.0	0	0.0	35.2	-
0200	4	0	4	0	0	0	0	0	0	0	0	0	0	2	50.0	1	25.0	0	0.0	30.5	-
0300	2	0	1	0	1	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	28	-
0400	3	0	3	0	0	0	0	0	0	0	0	0	0	2	66.7	0	0.0	0	0.0	31.3	-
0500	29	0	29	0	0	0	0	0	0	0	0	0	0	16	55.2	4	13.8	1	3.4	31.4	35.2
0600	76	4	68	0	1	1	2	0	0	0	0	0	0	46	60.5	17	22.4	0	0.0	31.2	36.1
0700	125	1	110	1	11	1	1	0	0	0	0	0	0	63	50.4	17	13.6	0	0.0	30.4	34.6
<b>0800</b>	<b>225</b>	<b>1</b>	<b>207</b>	<b>4</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>122</b>	<b>54.2</b>	<b>31</b>	<b>13.8</b>	<b>2</b>	<b>0.9</b>	<b>30.9</b>	<b>34.8</b>
0900	174	1	148	3	21	0	0	0	1	0	0	0	0	88	50.6	22	12.6	1	0.6	30.6	34.7
1000	141	4	123	1	13	0	0	0	0	0	0	0	0	63	44.7	16	11.4	0	0.0	29.8	33.4
1100	158	2	133	1	21	0	1	0	0	0	0	0	0	83	52.5	18	11.4	4	2.5	30.6	34.2
1200	175	6	155	1	12	1	0	0	0	0	0	0	0	85	48.6	17	9.7	0	0.0	30.2	33.6
1300	181	1	159	0	21	0	0	0	0	0	0	0	0	91	50.3	16	8.8	1	0.6	30.1	33.9
1400	245	8	214	0	23	0	0	0	0	0	0	0	0	136	55.5	25	10.2	1	0.4	30.4	33.7
1500	252	3	224	0	25	0	0	0	0	0	0	0	0	145	57.5	27	10.7	1	0.4	30.9	34
<b>1600</b>	<b>282</b>	<b>0</b>	<b>259</b>	<b>2</b>	<b>21</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>143</b>	<b>50.7</b>	<b>30</b>	<b>10.6</b>	<b>1</b>	<b>0.4</b>	<b>30.4</b>	<b>33.9</b>
1700	259	1	240	1	15	1	0	0	1	0	0	0	0	142	54.8	37	14.3	0	0.0	30.7	34.8
1800	176	0	167	0	9	0	0	0	0	0	0	0	0	108	61.4	28	15.9	0	0.0	31.2	35.4
1900	126	2	119	0	5	0	0	0	0	0	0	0	0	61	48.4	25	19.8	4	3.2	31.2	35.7
2000	72	2	67	0	3	0	0	0	0	0	0	0	0	31	43.1	4	5.6	0	0.0	29.8	33.5
2100	41	0	39	0	1	1	0	0	0	0	0	0	0	18	43.9	3	7.3	0	0.0	29.7	34.2
2200	27	0	24	0	3	0	0	0	0	0	0	0	0	14	51.9	12	44.4	0	0.0	32.1	40.2
2300	8	0	8	0	0	0	0	0	0	0	0	0	0	5	62.5	2	25.0	1	12.5	35.4	-
<b>07-19</b>	<b>2393</b>	<b>28</b>	<b>2139</b>	<b>14</b>	<b>204</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1269</b>	<b>53.0</b>	<b>284</b>	<b>11.9</b>	<b>11</b>	<b>0.5</b>	<b>30.6</b>	<b>34.2</b>
<b>06-22</b>	<b>2708</b>	<b>36</b>	<b>2432</b>	<b>14</b>	<b>214</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1425</b>	<b>52.6</b>	<b>333</b>	<b>12.3</b>	<b>15</b>	<b>0.6</b>	<b>30.6</b>	<b>34.3</b>
<b>06-00</b>	<b>2743</b>	<b>36</b>	<b>2464</b>	<b>14</b>	<b>217</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1444</b>	<b>52.6</b>	<b>347</b>	<b>12.7</b>	<b>16</b>	<b>0.6</b>	<b>30.6</b>	<b>34.4</b>
<b>00-00</b>	<b>2787</b>	<b>37</b>	<b>2506</b>	<b>14</b>	<b>218</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1468</b>	<b>52.7</b>	<b>354</b>	<b>12.7</b>	<b>18</b>	<b>0.6</b>	<b>30.6</b>	<b>34.4</b>

Site 1  
 Location New Ollerton - attached to lighting column  
 Direction Northbound

14487 - Ollerton  
 SEPTEMBER 2023  
 AUTOMATIC TRAFFIC COUNT

Saturday, 16 September 2023

Time	Total	Classification												JPSL 30	JPSL% 30	JSL1 35 ACPO	JSL1% 35 ACPO	JSL2 45 DfT	JSL2% 45 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	5	0	5	0	0	0	0	0	0	0	0	0	0	3	60.0	1	20.0	1	20.0	34.1	-
0100	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	26.6	-
0200	6	0	5	0	1	0	0	0	0	0	0	0	0	3	50.0	2	33.3	0	0.0	32.4	-
0300	3	0	3	0	0	0	0	0	0	0	0	0	0	2	66.7	2	66.7	1	33.3	40	-
0400	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	22.3	-
0500	12	1	11	0	0	0	0	0	0	0	0	0	0	8	66.7	4	33.3	1	8.3	32.6	43.8
0600	25	2	22	0	1	0	0	0	0	0	0	0	0	8	32.0	3	12.0	0	0.0	28.2	33.8
0700	46	0	41	0	5	0	0	0	0	0	0	0	0	22	47.8	10	21.7	0	0.0	30.3	36.2
0800	72	0	70	0	2	0	0	0	0	0	0	0	0	38	52.8	6	8.3	0	0.0	30	34
0900	126	0	120	0	5	1	0	0	0	0	0	0	0	65	51.6	15	11.9	0	0.0	30.1	34.3
1000	145	1	132	0	12	0	0	0	0	0	0	0	0	58	40.0	10	6.9	1	0.7	29.5	33.2
1100	170	3	154	0	12	0	1	0	0	0	0	0	0	87	51.2	16	9.4	0	0.0	30.3	33.7
1200	175	7	157	0	11	0	0	0	0	0	0	0	0	97	55.4	22	12.6	5	2.9	31	34.8
1300	155	3	144	2	6	0	0	0	0	0	0	0	0	89	57.4	21	13.6	0	0.0	30.4	34.6
1400	126	4	113	1	8	0	0	0	0	0	0	0	0	77	61.1	19	15.1	3	2.4	31.4	35.4
1500	148	7	133	1	6	0	0	0	0	0	1	0	0	90	60.8	32	21.6	1	0.7	31.6	36.6
1600	147	2	132	1	11	0	1	0	0	0	0	0	0	81	55.1	27	18.4	1	0.7	31.1	36.6
1700	143	2	133	0	8	0	0	0	0	0	0	0	0	86	60.1	26	18.2	2	1.4	31.4	36.2
1800	98	0	94	1	3	0	0	0	0	0	0	0	0	54	55.1	12	12.2	1	1.0	30.9	34.8
1900	81	1	78	0	2	0	0	0	0	0	0	0	0	56	69.1	20	24.7	4	4.9	32.7	37.6
2000	51	1	49	0	1	0	0	0	0	0	0	0	0	29	56.9	8	15.7	2	3.9	30.7	35.1
2100	31	0	28	0	3	0	0	0	0	0	0	0	0	8	25.8	1	3.2	0	0.0	29.1	31.9
2200	17	0	16	0	1	0	0	0	0	0	0	0	0	9	52.9	4	23.5	0	0.0	30.2	40
2300	17	0	16	0	1	0	0	0	0	0	0	0	0	10	58.8	6	35.3	1	5.9	32.6	39.5
07-19	1551	29	1423	6	89	1	2	0	0	0	1	0	0	844	54.4	216	13.9	14	0.9	30.7	34.8
06-22	1739	33	1600	6	96	1	2	0	0	0	1	0	0	945	54.3	248	14.3	20	1.2	30.7	34.8
06-00	1773	33	1632	6	98	1	2	0	0	0	1	0	0	964	54.4	258	14.6	21	1.2	30.8	34.9
00-00	1802	34	1659	6	99	1	2	0	0	0	1	0	0	980	54.4	267	14.8	24	1.3	30.8	35

Site 1  
 Location New Ollerton - attached to lighting column  
 Direction Northbound

14487 - Ollerton  
 SEPTEMBER 2023  
 AUTOMATIC TRAFFIC COUNT

Sunday, 17 September 2023

Time	Total	Classification												JPSL 30	JPSL% 30	JSL1 35 ACPO	JSL1% 35 ACPO	JSL2 45 DfT	JSL2% 45 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	11	0	11	0	0	0	0	0	0	0	0	0	0	5	45.5	3	27.3	0	0.0	31	37.5
0100	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	29.9	-
0200	3	0	3	0	0	0	0	0	0	0	0	0	0	1	33.3	1	33.3	0	0.0	31.8	-
0300	3	0	3	0	0	0	0	0	0	0	0	0	0	1	33.3	0	0.0	0	0.0	27.4	-
0400	2	0	2	0	0	0	0	0	0	0	0	0	0	1	50.0	1	50.0	0	0.0	36.7	-
0500	7	0	7	0	0	0	0	0	0	0	0	0	0	4	57.1	2	28.6	2	28.6	36.5	-
0600	17	0	17	0	0	0	0	0	0	0	0	0	0	7	41.2	3	17.7	0	0.0	29.8	35.5
0700	32	0	28	0	4	0	0	0	0	0	0	0	0	20	62.5	7	21.9	1	3.1	31.9	37.7
0800	43	2	41	0	0	0	0	0	0	0	0	0	0	25	58.1	8	18.6	0	0.0	31.1	39.8
0900	78	4	69	1	4	0	0	0	0	0	0	0	0	36	46.2	12	15.4	0	0.0	30.4	35.1
<b>1000</b>	<b>134</b>	<b>8</b>	<b>119</b>	<b>1</b>	<b>5</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>50.0</b>	<b>19</b>	<b>14.2</b>	<b>1</b>	<b>0.7</b>	<b>30.3</b>	<b>34.6</b>
1100	117	4	105	0	6	0	1	0	1	0	0	0	0	54	46.2	17	14.5	1	0.9	30.1	35.2
<b>1200</b>	<b>147</b>	<b>2</b>	<b>140</b>	<b>1</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>62.6</b>	<b>19</b>	<b>12.9</b>	<b>0</b>	<b>0.0</b>	<b>31.5</b>	<b>34.9</b>
1300	125	1	117	1	5	0	0	0	0	0	1	0	0	71	56.8	25	20.0	4	3.2	31.2	37
1400	127	2	119	1	5	0	0	0	0	0	0	0	0	61	48.0	17	13.4	3	2.4	30.8	33.9
1500	132	2	127	1	2	0	0	0	0	0	0	0	0	81	61.4	11	8.3	1	0.8	30.7	34.2
1600	93	2	85	2	4	0	0	0	0	0	0	0	0	54	58.1	17	18.3	1	1.1	30.1	35.5
1700	98	1	87	0	10	0	0	0	0	0	0	0	0	59	60.2	23	23.5	1	1.0	31.5	37.5
1800	81	1	78	1	1	0	0	0	0	0	0	0	0	51	63.0	15	18.5	0	0.0	31.6	35.9
1900	70	0	68	0	2	0	0	0	0	0	0	0	0	42	60.0	14	20.0	1	1.4	31.6	36.6
2000	42	1	39	0	2	0	0	0	0	0	0	0	0	25	59.5	11	26.2	1	2.4	32	37.7
2100	22	0	20	0	1	0	1	0	0	0	0	0	0	11	50.0	6	27.3	1	4.5	31.4	40.2
2200	20	0	20	0	0	0	0	0	0	0	0	0	0	12	60.0	8	40.0	2	10.0	32.9	39.4
2300	1	0	1	0	0	0	0	0	0	0	0	0	0	1	100.0	0	0.0	0	0.0	30.5	-
<b>07-19</b>	<b>1207</b>	<b>29</b>	<b>1115</b>	<b>9</b>	<b>50</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>671</b>	<b>55.6</b>	<b>190</b>	<b>15.7</b>	<b>13</b>	<b>1.1</b>	<b>30.9</b>	<b>35.3</b>
<b>06-22</b>	<b>1358</b>	<b>30</b>	<b>1259</b>	<b>9</b>	<b>55</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>756</b>	<b>55.7</b>	<b>224</b>	<b>16.5</b>	<b>16</b>	<b>1.2</b>	<b>30.9</b>	<b>35.5</b>
<b>06-00</b>	<b>1379</b>	<b>30</b>	<b>1280</b>	<b>9</b>	<b>55</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>769</b>	<b>55.8</b>	<b>232</b>	<b>16.8</b>	<b>18</b>	<b>1.3</b>	<b>31</b>	<b>35.5</b>
<b>00-00</b>	<b>1406</b>	<b>30</b>	<b>1307</b>	<b>9</b>	<b>55</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>781</b>	<b>55.6</b>	<b>239</b>	<b>17.0</b>	<b>20</b>	<b>1.4</b>	<b>31</b>	<b>35.6</b>

Site 1  
 Location New Ollerton - attached to lighting column  
 Direction Northbound

14487 - Ollerton  
 SEPTEMBER 2023  
 AUTOMATIC TRAFFIC COUNT

Monday, 18 September 2023

Time	Total	Classification												JPSL 30	JPSL% 30	JSL1 35 ACPO	JSL1% 35 ACPO	JSL2 45 DfT	JSL2% 45 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	2	0	1	0	1	0	0	0	0	0	0	0	0	2	100.0	2	100.0	0	0.0	39.1	-
0100	1	0	1	0	0	0	0	0	0	0	0	0	0	1	100.0	1	100.0	1	100.0	46.3	-
0200	4	0	3	0	1	0	0	0	0	0	0	0	0	3	75.0	3	75.0	0	0.0	36.4	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-
0400	4	0	4	0	0	0	0	0	0	0	0	0	0	3	75.0	2	50.0	0	0.0	34.8	-
0500	34	0	32	0	2	0	0	0	0	0	0	0	0	13	38.2	3	8.8	0	0.0	30.1	34.3
0600	62	4	55	1	2	0	0	0	0	0	0	0	0	24	38.7	5	8.1	1	1.6	29.5	33.7
0700	126	1	112	0	10	1	0	0	1	1	0	0	0	58	46.0	14	11.1	2	1.6	30	33.8
<b>0800</b>	<b>258</b>	<b>1</b>	<b>233</b>	<b>1</b>	<b>21</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>128</b>	<b>49.6</b>	<b>19</b>	<b>7.4</b>	<b>0</b>	<b>0.0</b>	<b>30.2</b>	<b>33.5</b>
0900	168	2	145	1	18	0	1	0	1	0	0	0	0	84	50.0	15	8.9	0	0.0	29.7	33
1000	133	1	112	1	15	0	2	0	1	1	0	0	0	57	42.9	16	12.0	2	1.5	29.8	33.9
1100	145	0	132	0	11	0	1	0	1	0	0	0	0	65	44.8	16	11.0	3	2.1	30.1	34.5
1200	155	0	135	2	16	0	1	0	0	1	0	0	0	85	54.8	20	12.9	0	0.0	30.4	34.7
1300	162	1	143	2	16	0	0	0	0	0	0	0	0	92	56.8	31	19.1	1	0.6	31	36.4
1400	208	1	185	1	20	0	0	0	0	0	1	0	0	105	50.5	18	8.7	0	0.0	30	33.1
1500	198	1	183	0	13	0	1	0	0	0	0	0	0	104	52.5	23	11.6	0	0.0	30.8	34.5
<b>1600</b>	<b>249</b>	<b>2</b>	<b>226</b>	<b>1</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>137</b>	<b>55.0</b>	<b>27</b>	<b>10.8</b>	<b>0</b>	<b>0.0</b>	<b>30.6</b>	<b>34.1</b>
<b>1700</b>	<b>249</b>	<b>1</b>	<b>234</b>	<b>0</b>	<b>13</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>135</b>	<b>54.2</b>	<b>33</b>	<b>13.3</b>	<b>2</b>	<b>0.8</b>	<b>30.8</b>	<b>34.8</b>
1800	139	0	131	0	8	0	0	0	0	0	0	0	0	80	57.6	15	10.8	1	0.7	31.1	34.4
1900	95	1	90	0	3	1	0	0	0	0	0	0	0	44	46.3	13	13.7	0	0.0	29.9	34.3
2000	49	0	47	0	2	0	0	0	0	0	0	0	0	29	59.2	5	10.2	0	0.0	30.4	34.4
2100	26	0	26	0	0	0	0	0	0	0	0	0	0	16	61.5	8	30.8	1	3.8	33.2	38.8
2200	19	0	19	0	0	0	0	0	0	0	0	0	0	9	47.4	4	21.1	1	5.3	31	36.8
2300	10	0	8	0	2	0	0	0	0	0	0	0	0	3	30.0	3	30.0	0	0.0	31.9	-
<b>07-19</b>	<b>2190</b>	<b>11</b>	<b>1971</b>	<b>9</b>	<b>181</b>	<b>3</b>	<b>7</b>	<b>0</b>	<b>4</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1130</b>	<b>51.6</b>	<b>247</b>	<b>11.3</b>	<b>11</b>	<b>0.5</b>	<b>30.4</b>	<b>34.1</b>
<b>06-22</b>	<b>2422</b>	<b>16</b>	<b>2189</b>	<b>10</b>	<b>188</b>	<b>4</b>	<b>7</b>	<b>0</b>	<b>4</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1243</b>	<b>51.3</b>	<b>278</b>	<b>11.5</b>	<b>13</b>	<b>0.5</b>	<b>30.4</b>	<b>34.2</b>
<b>06-00</b>	<b>2451</b>	<b>16</b>	<b>2216</b>	<b>10</b>	<b>190</b>	<b>4</b>	<b>7</b>	<b>0</b>	<b>4</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1255</b>	<b>51.2</b>	<b>285</b>	<b>11.6</b>	<b>14</b>	<b>0.6</b>	<b>30.4</b>	<b>34.2</b>
<b>00-00</b>	<b>2496</b>	<b>16</b>	<b>2257</b>	<b>10</b>	<b>194</b>	<b>4</b>	<b>7</b>	<b>0</b>	<b>4</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1277</b>	<b>51.2</b>	<b>296</b>	<b>11.9</b>	<b>15</b>	<b>0.6</b>	<b>30.4</b>	<b>34.2</b>

Site 1  
 Location New Ollerton - attached to lighting column  
 Direction Northbound

14487 - Ollerton  
 SEPTEMBER 2023  
 AUTOMATIC TRAFFIC COUNT

Virtual Day (7)

Time	Total	Classification												]PSL 30	]PSL% 30	]SL1 35 ACPO	]SL1% 35 ACPO	]SL2 45 DfT	]SL2% 45 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	5	0	5	0	0	0	0	0	0	0	0	0	0	3	50.0	1	27.8	0	5.6	32.1	-
0100	2	0	2	0	0	0	0	0	0	0	0	0	0	1	50.0	1	42.9	0	7.1	32.7	-
0200	3	0	3	0	1	0	0	0	0	0	0	0	0	2	52.2	1	39.1	0	0.0	32.2	-
0300	2	0	2	0	0	0	0	0	0	0	0	0	0	1	37.5	0	18.8	0	6.3	31	-
0400	4	0	3	0	0	0	0	0	0	0	0	0	0	2	44.0	1	16.0	0	0.0	30.7	-
0500	23	0	22	0	1	0	0	0	0	0	0	0	0	11	47.5	3	13.8	1	2.5	30.7	34.8
0600	53	3	47	0	2	0	0	0	0	0	0	0	0	27	50.4	8	15.2	1	1.1	30.2	35
0700	109	1	96	1	9	1	0	0	0	0	0	0	0	54	49.2	14	12.9	1	0.5	30.1	34.2
<b>0800</b>	<b>193</b>	<b>1</b>	<b>179</b>	<b>1</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>48.8</b>	<b>16</b>	<b>8.3</b>	<b>1</b>	<b>0.4</b>	<b>30.1</b>	<b>33.3</b>
0900	150	1	134	1	12	1	0	0	0	0	0	0	0	72	48.0	17	11.3	0	0.3	30.1	34
1000	138	2	121	1	12	1	1	0	0	0	0	0	0	61	44.2	14	10.5	1	0.5	29.8	33.6
1100	141	2	125	1	12	0	1	0	0	0	0	0	0	65	46.5	14	10.1	1	0.9	30.1	33.7
1200	156	3	140	1	12	0	0	0	0	0	0	0	0	84	53.7	19	12.0	1	0.6	30.5	34.4
1300	150	2	133	1	13	0	0	0	0	0	0	0	0	78	52.0	19	13.0	1	0.7	30.3	34.6
1400	169	3	150	1	16	0	0	0	0	0	0	0	0	87	51.4	19	11.1	1	0.8	30.5	33.9
1500	192	3	175	0	13	0	0	0	0	0	0	0	0	105	54.8	25	13.2	1	0.4	30.8	34.6
1600	219	2	198	1	17	0	0	0	0	0	0	0	0	122	56.0	31	14.0	1	0.4	30.8	34.7
<b>1700</b>	<b>228</b>	<b>2</b>	<b>211</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>129</b>	<b>56.7</b>	<b>34</b>	<b>14.7</b>	<b>1</b>	<b>0.5</b>	<b>30.9</b>	<b>34.9</b>
1800	135	0	128	0	7	0	0	0	0	0	0	0	0	81	59.6	19	14.3	0	0.2	31.1	34.9
1900	96	1	91	0	3	0	0	0	0	0	0	0	0	52	54.2	16	16.8	2	2.2	31.1	35.5
2000	61	2	57	0	2	0	0	0	0	0	0	0	0	31	50.6	10	16.7	1	1.9	30.8	35.2
2100	31	0	29	0	1	0	0	0	0	0	0	0	0	15	49.3	6	18.0	1	2.3	31.1	35.9
2200	19	0	19	0	1	0	0	0	0	0	0	0	0	9	48.5	5	23.5	0	2.2	30.6	37
2300	8	0	8	0	1	0	0	0	0	0	0	0	0	4	49.2	2	23.7	0	3.4	31.8	-
<b>07-19</b>	<b>1980</b>	<b>20</b>	<b>1791</b>	<b>9</b>	<b>149</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1032</b>	<b>52.1</b>	<b>241</b>	<b>12.2</b>	<b>10</b>	<b>0.5</b>	<b>30.5</b>	<b>34.3</b>
<b>06-22</b>	<b>2220</b>	<b>26</b>	<b>2015</b>	<b>9</b>	<b>157</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1157</b>	<b>52.1</b>	<b>281</b>	<b>12.7</b>	<b>15</b>	<b>0.7</b>	<b>30.5</b>	<b>34.4</b>
<b>06-00</b>	<b>2248</b>	<b>26</b>	<b>2042</b>	<b>9</b>	<b>159</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1170</b>	<b>52.1</b>	<b>288</b>	<b>12.8</b>	<b>16</b>	<b>0.7</b>	<b>30.5</b>	<b>34.4</b>
<b>00-00</b>	<b>2287</b>	<b>26</b>	<b>2078</b>	<b>9</b>	<b>160</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1189</b>	<b>52.0</b>	<b>295</b>	<b>12.9</b>	<b>17</b>	<b>0.7</b>	<b>30.5</b>	<b>34.5</b>

Virtual Weekday (5)

Time	Total	Classification												]PSL 30	]PSL% 30	]SL1 35 ACPO	]SL1% 35 ACPO	]SL2 45 DfT	]SL2% 45 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	5	0	5	0	0	0	0	0	0	0	0	0	0	2	42	1	30	0	3	27	0
0100	2	0	2	0	0	0	0	0	0	0	0	0	0	1	65	1	62	0	17	31	0
0200	2	0	2	0	1	0	0	0	0	0	0	0	0	1	43	1	31	0	0	27	0
0300	2	0	1	0	1	0	0	0	0	0	0	0	0	1	15	0	6	0	0	23	0
0400	4	0	4	0	0	0	0	0	0	0	0	0	0	2	40	1	12	0	0	26	0
0500	24	0	23	0	1	0	0	0	0	0	0	0	0	11	38	3	9	0	1	25	29
0600	55	3	48	0	2	1	0	0	0	0	0	0	0	29	43	8	12	1	1	25	29
0700	115	1	101	1	10	2	1	0	0	0	0	0	0	56	40	14	10	1	0	25	28
0800	206	1	190	2	12	1	0	0	0	0	0	0	0	100	40	16	7	1	0	25	28
0900	141	1	125	1	13	1	0	0	1	0	0	0	0	67	40	15	9	1	0	25	28
1000	114	1	99	1	11	1	1	0	0	0	0	0	0	50	37	12	9	1	0	25	28
1100	116	1	103	1	11	0	1	0	0	0	0	0	0	53	37	11	8	1	1	25	28



Site 1  
 Location New Ollerton - attached to lighting column  
 Direction Northbound

14487 - Ollerton  
 SEPTEMBER 2023  
 AUTOMATIC TRAFFIC COUNT

1200	129	2	114	1	12	0	0	0	0	0	0	0	0	67	43	15	10	0	0	25	28
1300	128	1	112	1	14	0	0	0	0	0	0	0	0	64	42	15	10	1	0	25	29
1400	156	2	137	0	16	0	0	0	0	0	0	0	0	79	42	16	9	1	0	25	28
1500	177	2	161	0	14	0	0	0	0	0	0	0	0	94	44	22	11	1	0	26	29
1600	215	1	195	1	18	0	0	0	0	0	0	0	0	120	47	28	11	1	0	26	29
1700	226	2	209	1	13	1	0	0	0	0	0	0	0	127	47	31	11	1	0	26	29
1800	128	0	120	0	7	0	0	0	0	0	0	0	0	77	50	18	12	0	0	26	29
1900	87	1	82	0	3	0	0	0	0	0	0	0	0	44	43	13	13	2	2	26	29
2000	55	2	52	0	2	0	0	0	0	0	0	0	0	27	41	9	13	1	1	26	29
2100	27	1	26	0	1	0	0	0	0	0	0	0	0	15	46	5	18	1	2	26	31
2200	17	0	16	0	1	0	0	0	0	0	0	0	0	8	38	3	15	0	1	25	30
2300	7	0	6	0	1	0	0	0	0	0	0	0	0	3	38	1	18	0	2	26	0
<b>07-19</b>	<b>1980</b>	<b>20</b>	<b>1791</b>	<b>9</b>	<b>149</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1032</b>	<b>52.1</b>	<b>241</b>	<b>12.2</b>	<b>10</b>	<b>0.5</b>	<b>30.5</b>	<b>34.3</b>
<b>06-22</b>	<b>2220</b>	<b>26</b>	<b>2015</b>	<b>9</b>	<b>157</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1157</b>	<b>52.1</b>	<b>281</b>	<b>12.7</b>	<b>15</b>	<b>0.7</b>	<b>30.5</b>	<b>34.4</b>
<b>06-00</b>	<b>2248</b>	<b>26</b>	<b>2042</b>	<b>9</b>	<b>159</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1170</b>	<b>52.1</b>	<b>288</b>	<b>12.8</b>	<b>16</b>	<b>0.7</b>	<b>30.5</b>	<b>34.4</b>
<b>00-00</b>	<b>2287</b>	<b>26</b>	<b>2078</b>	<b>9</b>	<b>160</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1189</b>	<b>52.0</b>	<b>295</b>	<b>12.9</b>	<b>17</b>	<b>0.7</b>	<b>30.5</b>	<b>34.5</b>

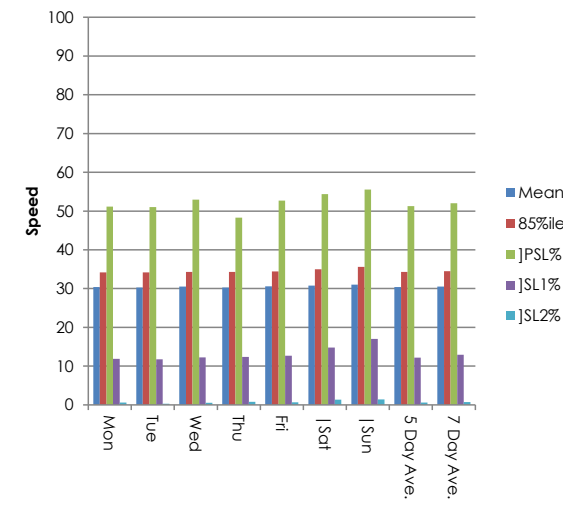
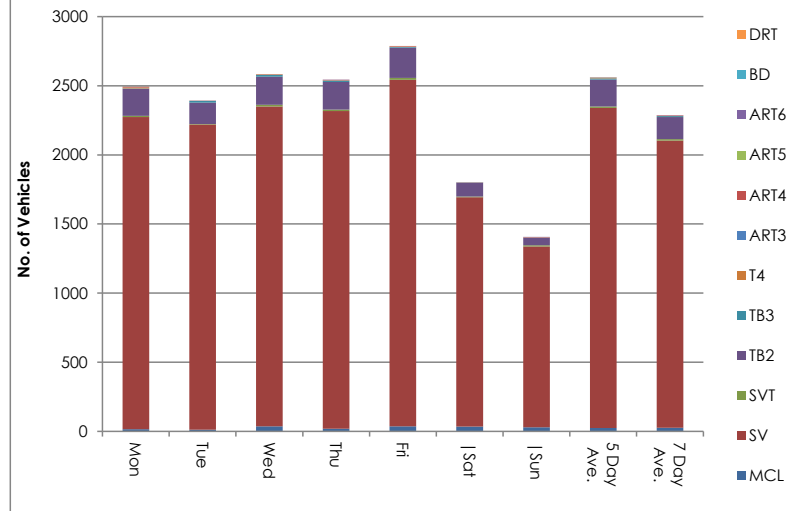
Site 1  
 Location New Ollerton - attached to lighting column  
 Direction Northbound

14487 - Ollerton  
 SEPTEMBER 2023  
 AUTOMATIC TRAFFIC COUNT

Virtual Week (1)

Time	Total	Classification												]PSL 30	]PSL% 30	]SL1 35 ACPO	]SL1% 35 ACPO	]SL2 45 DfT	]SL2% 45 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
Mon	2496	16	2257	10	194	4	7	0	4	3	1	0	0	1277	51.2	296	11.9	15	0.6	30.4	34.2
Tue	2393	13	2207	4	153	13	2	0	0	0	1	0	0	1221	51.0	282	11.8	7	0.3	30.3	34.2
Wed	2583	36	2314	13	203	14	2	0	1	0	0	0	0	1368	53.0	316	12.2	14	0.5	30.5	34.3
Thu	2543	19	2298	10	201	9	3	0	2	0	1	0	0	1228	48.3	314	12.4	20	0.8	30.3	34.3
Fri	2787	37	2506	14	218	5	4	0	3	0	0	0	0	1468	52.7	354	12.7	18	0.6	30.6	34.4
Sat	1802	34	1659	6	99	1	2	0	0	0	1	0	0	980	54.4	267	14.8	24	1.3	30.8	35
Sun	1406	30	1307	9	55	0	3	0	1	0	1	0	0	781	55.6	239	17.0	20	1.4	31	35.6
<b>5 Day Ave.</b>	<b>2560</b>	<b>24</b>	<b>2316</b>	<b>10</b>	<b>194</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1312</b>	<b>51.3</b>	<b>312</b>	<b>12.2</b>	<b>15</b>	<b>0.6</b>	<b>30.4</b>	<b>34.3</b>
<b>7 Day Ave.</b>	<b>2287</b>	<b>26</b>	<b>2078</b>	<b>9</b>	<b>160</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1189</b>	<b>52.0</b>	<b>295</b>	<b>12.9</b>	<b>17</b>	<b>0.7</b>	<b>30.5</b>	<b>34.5</b>
--	<b>16010</b>	<b>185</b>	<b>14548</b>	<b>66</b>	<b>1123</b>	<b>46</b>	<b>23</b>	<b>0</b>	<b>11</b>	<b>3</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>8323</b>	<b>52.0</b>	<b>2068</b>	<b>12.9</b>	<b>118</b>	<b>0.7</b>	<b>30.5</b>	<b>34.5</b>

Summary Graphs



Site 1  
 Location New Ollerton - attached to lighting column  
 Direction Northbound

14487 - Ollerton  
 SEPTEMBER 2023  
 AUTOMATIC TRAFFIC COUNT

Tuesday, 12 September 2023

Time	Total	Speed Bins (mph)																										
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135
0000	3	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	2	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	3	0	0	0	0	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	4	0	0	0	0	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	4	0	0	0	0	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	28	0	0	1	0	3	9	11	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	59	0	0	0	2	5	25	23	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	140	0	0	1	1	15	65	41	17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>0800</b>	<b>249</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>12</b>	<b>124</b>	<b>95</b>	<b>15</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
0900	161	0	0	0	1	7	71	70	10	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	131	0	0	0	0	9	53	56	12	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	120	0	0	0	1	12	62	36	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	155	0	0	0	1	11	58	71	11	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	132	0	0	1	1	8	45	61	13	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	138	0	0	0	0	3	55	59	18	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	193	0	0	0	1	14	80	68	26	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	249	0	0	0	0	13	91	106	33	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>1700</b>	<b>259</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>90</b>	<b>115</b>	<b>24</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
1800	146	0	0	0	1	9	64	56	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	92	0	0	0	1	5	38	32	13	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	65	0	0	1	1	6	31	18	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	33	0	0	0	1	2	10	12	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	22	0	0	0	1	3	10	6	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	5	0	0	0	0	1	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>07-19</b>	<b>2073</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>8</b>	<b>135</b>	<b>858</b>	<b>834</b>	<b>203</b>	<b>27</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-22</b>	<b>2322</b>	<b>0</b>	<b>1</b>	<b>3</b>	<b>13</b>	<b>153</b>	<b>962</b>	<b>919</b>	<b>232</b>	<b>32</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-00</b>	<b>2349</b>	<b>0</b>	<b>1</b>	<b>3</b>	<b>14</b>	<b>157</b>	<b>973</b>	<b>926</b>	<b>235</b>	<b>33</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>00-00</b>	<b>2393</b>	<b>0</b>	<b>1</b>	<b>4</b>	<b>14</b>	<b>163</b>	<b>990</b>	<b>939</b>	<b>241</b>	<b>34</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

Site 1  
 Location New Ollerton - attached to lighting column  
 Direction Northbound

14487 - Ollerton  
 SEPTEMBER 2023  
 AUTOMATIC TRAFFIC COUNT

Wednesday, 13 September 2023

Time	Total	Speed Bins (mph)																										
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135
0000	7	0	0	0	0	0	3	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	2	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	6	0	0	0	0	0	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	25	0	0	0	0	2	15	5	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	65	0	0	1	1	2	23	23	11	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	151	0	0	0	1	13	53	69	13	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>0800</b>	<b>269</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>9</b>	<b>109</b>	<b>138</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
0900	176	0	0	0	2	13	83	57	16	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	145	0	1	0	2	16	72	40	10	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	131	0	0	0	1	10	62	46	11	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	134	0	1	1	1	9	53	52	16	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	142	0	0	3	0	23	62	41	10	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	174	0	0	0	2	14	76	69	12	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	196	0	0	0	1	15	76	77	23	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	258	0	0	1	2	10	86	125	28	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>1700</b>	<b>311</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>16</b>	<b>108</b>	<b>137</b>	<b>42</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
1800	153	0	0	0	1	6	44	76	22	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	112	0	0	1	0	9	39	50	7	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	72	0	0	1	0	1	29	21	14	2	1	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	27	0	0	0	0	0	7	12	4	2	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	16	0	0	1	0	2	5	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	9	0	0	0	0	0	5	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>07-19</b>	<b>2240</b>	<b>0</b>	<b>2</b>	<b>5</b>	<b>16</b>	<b>154</b>	<b>884</b>	<b>927</b>	<b>213</b>	<b>35</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-22</b>	<b>2516</b>	<b>0</b>	<b>2</b>	<b>8</b>	<b>17</b>	<b>166</b>	<b>982</b>	<b>1033</b>	<b>249</b>	<b>45</b>	<b>8</b>	<b>2</b>	<b>1</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-00</b>	<b>2541</b>	<b>0</b>	<b>2</b>	<b>9</b>	<b>17</b>	<b>168</b>	<b>992</b>	<b>1043</b>	<b>251</b>	<b>45</b>	<b>8</b>	<b>2</b>	<b>1</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>00-00</b>	<b>2583</b>	<b>0</b>	<b>2</b>	<b>9</b>	<b>17</b>	<b>171</b>	<b>1016</b>	<b>1052</b>	<b>253</b>	<b>49</b>	<b>8</b>	<b>2</b>	<b>1</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

Site 1  
 Location New Ollerton - attached to lighting column  
 Direction Northbound

14487 - Ollerton  
 SEPTEMBER 2023  
 AUTOMATIC TRAFFIC COUNT

Thursday, 14 September 2023

Time	Total	Speed Bins (mph)																										
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135
0000	3	0	0	0	0	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	5	0	0	0	0	2	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	2	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	3	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	5	0	0	0	0	0	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	25	0	0	0	0	2	11	10	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	65	0	0	0	2	2	25	27	5	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	146	0	0	0	0	18	56	53	17	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>0800</b>	<b>236</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>5</b>	<b>19</b>	<b>126</b>	<b>66</b>	<b>13</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
0900	164	0	0	0	1	17	76	49	17	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	136	0	0	0	1	16	61	45	7	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	144	0	0	0	1	9	68	55	8	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	154	0	0	0	2	15	62	53	18	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	150	0	0	0	0	19	61	56	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	168	0	0	1	2	13	84	49	11	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	225	0	0	0	0	16	95	87	21	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	253	0	0	0	2	12	101	98	31	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>1700</b>	<b>275</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>114</b>	<b>114</b>	<b>27</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
1800	153	0	0	0	0	6	50	74	20	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	96	0	0	0	1	2	43	38	5	5	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	74	0	0	0	1	4	35	19	10	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	37	0	0	0	0	4	19	9	3	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	15	0	0	0	1	1	7	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	9	0	0	0	0	1	5	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>07-19</b>	<b>2204</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>14</b>	<b>170</b>	<b>954</b>	<b>799</b>	<b>204</b>	<b>46</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-22</b>	<b>2476</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>18</b>	<b>182</b>	<b>1076</b>	<b>892</b>	<b>227</b>	<b>59</b>	<b>18</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-00</b>	<b>2500</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>19</b>	<b>184</b>	<b>1088</b>	<b>900</b>	<b>228</b>	<b>59</b>	<b>18</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>00-00</b>	<b>2543</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>19</b>	<b>188</b>	<b>1106</b>	<b>914</b>	<b>235</b>	<b>59</b>	<b>18</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

Site 1  
 Location New Ollerton - attached to lighting column  
 Direction Northbound

14487 - Ollerton  
 SEPTEMBER 2023  
 AUTOMATIC TRAFFIC COUNT

Friday, 15 September 2023

Time	Total	Speed Bins (mph)																												
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140	
0000	5	0	0	0	0	0	2	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0100	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0200	4	0	0	0	0	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0300	2	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0400	3	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0500	29	0	0	0	0	0	13	12	2	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0600	76	0	0	0	1	1	28	29	16	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0700	125	0	0	0	1	10	51	46	13	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
<b>0800</b>	<b>225</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>93</b>	<b>91</b>	<b>26</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
0900	174	0	0	0	1	11	74	66	16	5	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1000	141	0	0	1	2	13	62	47	13	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1100	158	0	0	1	1	10	63	65	8	6	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1200	175	0	0	0	2	14	74	68	14	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1300	181	0	0	0	1	11	78	75	15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1400	245	0	0	1	4	7	97	111	19	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1500	252	0	0	4	2	6	95	118	19	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
<b>1600</b>	<b>282</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>130</b>	<b>113</b>	<b>26</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
1700	259	0	0	1	1	23	92	105	29	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1800	176	0	0	0	0	6	62	80	23	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1900	126	0	0	0	1	8	56	36	17	4	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2000	72	0	0	1	0	5	35	27	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2100	41	0	0	0	1	5	17	15	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2200	27	0	0	0	1	2	10	2	8	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2300	8	0	0	0	1	0	2	3	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>07-19</b>	<b>2393</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>15</b>	<b>130</b>	<b>971</b>	<b>985</b>	<b>221</b>	<b>52</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>06-22</b>	<b>2708</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>18</b>	<b>149</b>	<b>1107</b>	<b>1092</b>	<b>258</b>	<b>60</b>	<b>12</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>06-00</b>	<b>2743</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>20</b>	<b>151</b>	<b>1119</b>	<b>1097</b>	<b>266</b>	<b>65</b>	<b>12</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>00-00</b>	<b>2787</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>20</b>	<b>152</b>	<b>1138</b>	<b>1114</b>	<b>270</b>	<b>66</b>	<b>12</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	

Site 1  
 Location New Ollerton - attached to lighting column  
 Direction Northbound

14487 - Ollerton  
 SEPTEMBER 2023  
 AUTOMATIC TRAFFIC COUNT

Saturday, 16 September 2023

Time	Total	Speed Bins (mph)																										
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135
0000	5	0	0	0	0	0	2	2	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	2	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	6	0	0	0	0	0	3	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	3	0	0	0	0	0	1	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	12	0	0	0	0	2	2	4	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	25	0	0	1	0	4	12	5	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	46	0	0	0	1	2	21	12	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	72	0	0	0	1	5	28	32	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	126	0	0	0	1	13	47	50	13	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	145	0	0	2	0	14	71	48	5	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	170	0	0	0	1	8	74	71	13	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	175	0	1	0	2	11	64	75	15	2	4	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	155	0	0	1	4	8	53	68	19	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	126	0	0	0	1	5	43	58	15	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	148	0	0	2	1	9	46	58	23	8	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	147	0	0	2	1	5	58	54	20	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	143	0	0	1	0	14	42	60	17	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	98	0	0	0	1	6	37	42	9	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	81	0	0	0	1	2	22	36	10	6	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	51	0	0	1	1	4	16	21	5	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	31	0	0	0	0	2	21	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	17	0	0	0	0	4	4	5	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	17	0	0	0	0	4	3	4	4	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	1551	0	1	8	14	100	584	628	164	38	11	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	1739	0	1	10	16	112	655	697	183	45	16	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	1773	0	1	10	16	120	662	706	189	48	16	2	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	1802	0	1	10	16	123	672	713	193	50	18	2	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0

Site 1  
 Location New Ollerton - attached to lighting column  
 Direction Northbound

14487 - Ollerton  
 SEPTEMBER 2023  
 AUTOMATIC TRAFFIC COUNT

Sunday, 17 September 2023

Time	Total	Speed Bins (mph)																										
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135
0000	11	0	0	0	0	0	6	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	3	0	0	0	0	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	3	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	2	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	7	0	0	0	0	0	3	2	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	17	0	0	0	0	1	9	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	32	0	0	0	0	2	10	13	5	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	43	0	1	1	0	2	14	17	2	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	78	0	0	1	1	4	36	24	8	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	134	0	0	0	3	7	57	48	17	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	117	0	0	1	3	10	49	37	11	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	147	0	0	0	0	3	52	73	14	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	125	0	0	2	1	4	47	46	20	1	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	127	0	0	0	2	4	60	44	12	2	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	132	0	0	0	0	10	41	70	9	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	93	0	0	1	5	10	23	37	15	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	98	0	1	0	5	5	28	36	12	10	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	81	0	0	0	0	5	25	36	11	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	70	0	0	0	2	1	25	28	9	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	42	0	0	0	0	2	15	14	8	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	22	0	0	1	1	2	7	5	3	2	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	20	0	0	0	1	2	5	4	6	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	1207	0	2	6	20	66	442	481	136	41	8	3	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	1358	0	2	7	23	72	498	532	159	49	10	3	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	1379	0	2	7	24	74	503	537	165	49	11	3	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	1406	0	2	7	24	75	517	542	169	50	11	4	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0



Site 1  
 Location New Ollerton - attached to lighting column  
 Direction Northbound

14487 - Ollerton  
 SEPTEMBER 2023  
 AUTOMATIC TRAFFIC COUNT

Monday, 18 September 2023

Time	Total	Speed Bins (mph)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	2	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	4	0	0	0	0	0	1	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	4	0	0	0	0	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	34	0	0	0	0	2	19	10	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	62	0	0	0	1	6	31	19	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	126	0	0	0	1	17	50	44	8	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>0800</b>	<b>258</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>116</b>	<b>109</b>	<b>17</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
0900	168	0	1	1	1	10	71	69	13	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	133	0	0	0	0	17	59	41	11	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	145	0	0	0	0	13	67	49	12	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	155	0	0	0	0	17	53	65	17	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	162	0	1	0	0	12	57	61	24	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	208	0	0	1	1	14	87	87	15	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	198	0	0	0	0	6	88	81	17	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>1600</b>	<b>249</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>10</b>	<b>100</b>	<b>110</b>	<b>22</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>1700</b>	<b>249</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>10</b>	<b>103</b>	<b>102</b>	<b>27</b>	<b>4</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
1800	139	0	0	0	0	6	53	65	11	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	95	0	0	0	3	7	41	31	9	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	49	0	0	0	0	3	17	24	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	26	0	0	0	0	0	10	8	6	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	19	0	0	0	0	1	9	5	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	10	0	0	0	0	0	7	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>07-19</b>	<b>2190</b>	<b>0</b>	<b>2</b>	<b>3</b>	<b>5</b>	<b>146</b>	<b>904</b>	<b>883</b>	<b>194</b>	<b>42</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-22</b>	<b>2422</b>	<b>0</b>	<b>2</b>	<b>3</b>	<b>9</b>	<b>162</b>	<b>1003</b>	<b>965</b>	<b>217</b>	<b>48</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-00</b>	<b>2451</b>	<b>0</b>	<b>2</b>	<b>3</b>	<b>9</b>	<b>163</b>	<b>1019</b>	<b>970</b>	<b>222</b>	<b>49</b>	<b>11</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>00-00</b>	<b>2496</b>	<b>0</b>	<b>2</b>	<b>3</b>	<b>9</b>	<b>165</b>	<b>1040</b>	<b>981</b>	<b>225</b>	<b>56</b>	<b>12</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>



Site 1  
 Location New Ollerton - attached to lighting column  
 Direction Northbound

14487 - Ollerton  
 SEPTEMBER 2023  
 AUTOMATIC TRAFFIC COUNT

1200	129	0	0	0	1	11	50	52	13	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	128	0	0	1	0	12	51	49	13	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	156	0	0	1	2	9	67	63	13	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	177	0	0	1	1	10	72	72	18	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	215	0	0	0	1	9	85	92	23	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	226	0	0	0	1	14	85	96	25	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	128	0	0	0	0	6	46	59	15	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	87	0	0	0	1	5	36	31	9	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	55	0	0	1	0	3	25	18	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	27	0	0	0	0	2	11	9	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	17	0	0	0	1	2	7	4	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	7	0	0	0	0	0	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>07-19</b>	<b>1980</b>	<b>0</b>	<b>1</b>	<b>5</b>	<b>13</b>	<b>129</b>	<b>800</b>	<b>791</b>	<b>191</b>	<b>40</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-22</b>	<b>2220</b>	<b>0</b>	<b>1</b>	<b>6</b>	<b>16</b>	<b>142</b>	<b>898</b>	<b>876</b>	<b>218</b>	<b>48</b>	<b>11</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-00</b>	<b>2248</b>	<b>0</b>	<b>1</b>	<b>6</b>	<b>17</b>	<b>145</b>	<b>908</b>	<b>883</b>	<b>222</b>	<b>50</b>	<b>12</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>00-00</b>	<b>2287</b>	<b>0</b>	<b>1</b>	<b>6</b>	<b>17</b>	<b>148</b>	<b>926</b>	<b>894</b>	<b>227</b>	<b>52</b>	<b>12</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

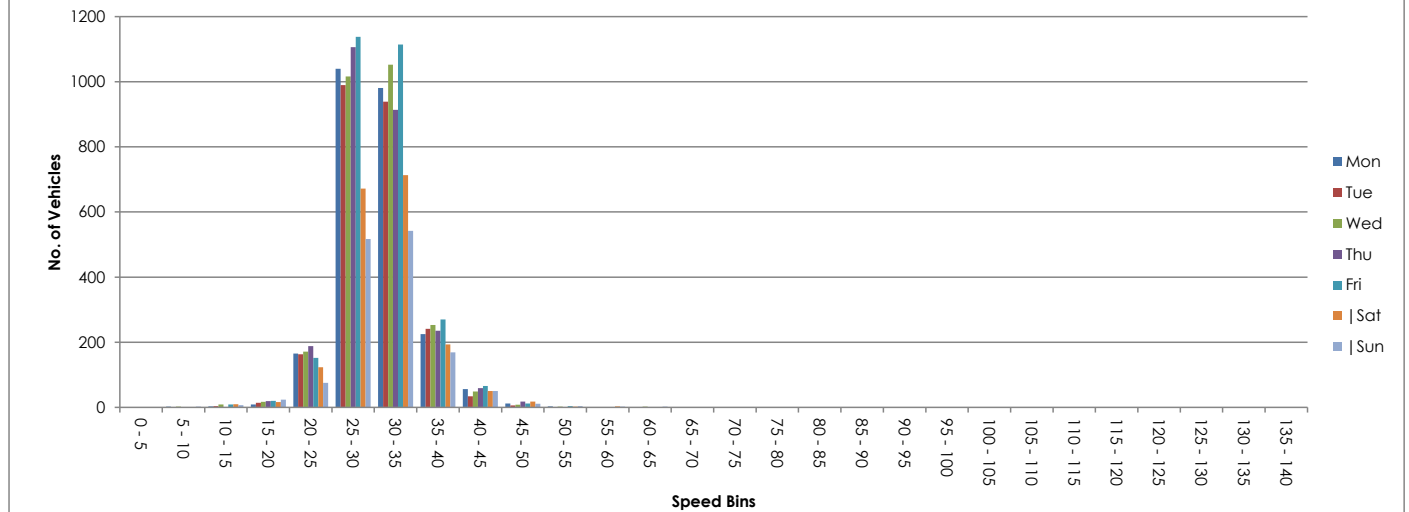
Site 1  
 Location New Ollerton - attached to lighting column  
 Direction Northbound

14487 - Ollerton  
 SEPTEMBER 2023  
 AUTOMATIC TRAFFIC COUNT

Virtual Week (1)

Time	Total	Speed Bins (mph)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
Mon	2496	0	2	3	9	165	1040	981	225	56	12	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Tue	2393	0	1	4	14	163	990	939	241	34	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Wed	2583	0	2	9	17	171	1016	1052	253	49	8	2	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Thu	2543	0	1	1	19	188	1106	914	235	59	18	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Fri	2787	0	0	9	20	152	1138	1114	270	66	12	4	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sat	1802	0	1	10	16	123	672	713	193	50	18	2	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sun	1406	0	2	7	24	75	517	542	169	50	11	4	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>5 Day Ave.</b>	<b>2560</b>	<b>0</b>	<b>1</b>	<b>5</b>	<b>16</b>	<b>168</b>	<b>1058</b>	<b>1000</b>	<b>245</b>	<b>53</b>	<b>11</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>7 Day Ave.</b>	<b>2287</b>	<b>0</b>	<b>1</b>	<b>6</b>	<b>17</b>	<b>148</b>	<b>926</b>	<b>894</b>	<b>227</b>	<b>52</b>	<b>12</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
--	16010	0	9	43	119	1037	6479	6255	1586	364	85	17	7	5	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Summary Graphs



Site 1  
 Location New Ollerton - attached to lighting column  
 Direction Southbound

14487 - Ollerton  
 SEPTEMBER 2023  
 AUTOMATIC TRAFFIC COUNT

Tuesday, 12 September 2023

Time	Total	Classification												JPSL 30	JPSL% 30	JSL1 35 ACPO	JSL1% 35 ACPO	JSL2 45 DfT	JSL2% 45 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	24.4	-
0100	3	0	3	0	0	0	0	0	0	0	0	0	0	2	66.7	1	33.3	0	0.0	30.4	-
0200	3	0	3	0	0	0	0	0	0	0	0	0	0	1	33.3	1	33.3	1	33.3	33.6	-
0300	6	0	5	0	1	0	0	0	0	0	0	0	0	5	83.3	2	33.3	0	0.0	33.2	-
0400	14	0	11	0	3	0	0	0	0	0	0	0	0	11	78.6	4	28.6	0	0.0	33.7	39.9
0500	43	0	43	0	0	0	0	0	0	0	0	0	0	29	67.4	19	44.2	3	7.0	33.6	38.3
0600	99	1	85	0	12	0	1	0	0	0	0	0	0	53	53.5	28	28.3	0	0.0	31.3	36.4
0700	149	2	134	0	13	0	0	0	0	0	0	0	0	82	55.0	28	18.8	1	0.7	31.2	35.6
<b>0800</b>	<b>234</b>	<b>2</b>	<b>209</b>	<b>0</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>126</b>	<b>53.9</b>	<b>33</b>	<b>14.1</b>	<b>0</b>	<b>0.0</b>	<b>30.7</b>	<b>34.7</b>
0900	110	1	92	1	15	0	1	0	0	0	0	0	0	51	46.4	16	14.6	1	0.9	30.2	34.8
1000	101	0	89	0	11	0	1	0	0	0	0	0	0	56	55.5	15	14.9	0	0.0	30.8	35
1100	112	0	96	1	14	1	0	0	0	0	0	0	0	56	50.0	18	16.1	0	0.0	30.6	35.5
1200	117	0	104	0	12	0	1	0	0	0	0	0	0	51	43.6	16	13.7	0	0.0	30.2	34.3
1300	123	1	108	0	13	0	1	0	0	0	0	0	0	71	57.7	19	15.5	3	2.4	31	35.5
1400	119	0	104	1	14	0	0	0	0	0	0	0	0	66	55.5	18	15.1	3	2.5	31	35.1
<b>1500</b>	<b>211</b>	<b>2</b>	<b>193</b>	<b>0</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>42.2</b>	<b>22</b>	<b>10.4</b>	<b>1</b>	<b>0.5</b>	<b>30</b>	<b>33.9</b>
1600	206	2	187	0	17	0	0	0	0	0	0	0	0	104	50.5	32	15.5	0	0.0	30.7	35.1
1700	170	0	163	0	7	0	0	0	0	0	0	0	0	95	55.9	25	14.7	2	1.2	30.7	35
1800	97	1	95	0	1	0	0	0	0	0	0	0	0	60	61.9	27	27.8	7	7.2	32.7	38
1900	96	0	88	0	8	0	0	0	0	0	0	0	0	45	46.9	15	15.6	1	1.0	30.2	35.4
2000	50	2	48	0	0	0	0	0	0	0	0	0	0	18	36.0	6	12.0	1	2.0	29.2	33.5
2100	29	0	28	0	1	0	0	0	0	0	0	0	0	16	55.2	5	17.2	0	0.0	30.5	35.5
2200	18	0	18	0	0	0	0	0	0	0	0	0	0	9	50.0	3	16.7	0	0.0	30.3	35.1
2300	5	0	5	0	0	0	0	0	0	0	0	0	0	3	60.0	3	60.0	1	20.0	36.4	-
<b>07-19</b>	<b>1749</b>	<b>11</b>	<b>1574</b>	<b>3</b>	<b>155</b>	<b>1</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>907</b>	<b>51.9</b>	<b>269</b>	<b>15.4</b>	<b>18</b>	<b>1.0</b>	<b>30.8</b>	<b>35.1</b>
<b>06-22</b>	<b>2023</b>	<b>14</b>	<b>1823</b>	<b>3</b>	<b>176</b>	<b>1</b>	<b>5</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1039</b>	<b>51.4</b>	<b>323</b>	<b>16.0</b>	<b>20</b>	<b>1.0</b>	<b>30.7</b>	<b>35.2</b>
<b>06-00</b>	<b>2046</b>	<b>14</b>	<b>1846</b>	<b>3</b>	<b>176</b>	<b>1</b>	<b>5</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1051</b>	<b>51.4</b>	<b>329</b>	<b>16.1</b>	<b>21</b>	<b>1.0</b>	<b>30.7</b>	<b>35.2</b>
<b>00-00</b>	<b>2116</b>	<b>14</b>	<b>1912</b>	<b>3</b>	<b>180</b>	<b>1</b>	<b>5</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1099</b>	<b>51.9</b>	<b>356</b>	<b>16.8</b>	<b>25</b>	<b>1.2</b>	<b>30.8</b>	<b>35.4</b>

Site 1  
 Location New Ollerton - attached to lighting column  
 Direction Southbound

14487 - Ollerton  
 SEPTEMBER 2023  
 AUTOMATIC TRAFFIC COUNT

Wednesday, 13 September 2023

Time	Total	Classification												JPSL 30	JPSL% 30	JSL1 35 ACPO	JSL1% 35 ACPO	JSL2 45 DfT	JSL2% 45 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	6	0	6	0	0	0	0	0	0	0	0	0	0	2	33.3	0	0.0	0	0.0	28	-
0100	4	0	4	0	0	0	0	0	0	0	0	0	0	3	75.0	2	50.0	1	25.0	36.9	-
0200	2	0	2	0	0	0	0	0	0	0	0	0	0	1	50.0	1	50.0	1	50.0	40.5	-
0300	4	0	4	0	0	0	0	0	0	0	0	0	0	1	25.0	0	0.0	0	0.0	27.3	-
0400	13	0	11	0	2	0	0	0	0	0	0	0	0	11	84.6	6	46.2	1	7.7	34.7	41
0500	52	0	49	0	2	1	0	0	0	0	0	0	0	38	73.1	23	44.2	2	3.8	34	40.5
0600	92	1	82	0	6	0	0	0	1	1	1	0	0	59	64.1	28	30.4	0	0.0	32.5	38.8
0700	160	3	138	0	18	1	0	0	0	0	0	0	0	94	58.8	43	26.9	3	1.9	32.2	37.4
<b>0800</b>	<b>228</b>	<b>2</b>	<b>212</b>	<b>0</b>	<b>11</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>119</b>	<b>52.2</b>	<b>33</b>	<b>14.5</b>	<b>0</b>	<b>0.0</b>	<b>30.7</b>	<b>34.9</b>
0900	130	3	115	0	12	0	0	0	0	0	0	0	0	71	54.6	22	16.9	1	0.8	30.7	35.3
1000	101	2	85	1	13	0	0	0	0	0	0	0	0	49	48.5	16	15.8	1	1.0	30.4	35.4
1100	141	4	124	0	13	0	0	0	0	0	0	0	0	82	58.2	30	21.3	2	1.4	30.9	35.7
1200	119	1	103	0	14	0	0	0	0	1	0	0	0	66	55.5	20	16.8	0	0.0	30.9	35.6
1300	133	6	112	1	13	0	1	0	0	0	0	0	0	75	56.4	20	15.0	1	0.8	30.9	35.1
1400	122	2	106	1	12	0	0	1	0	0	0	0	0	61	50.0	13	10.7	1	0.8	30.3	33.7
1500	207	3	183	1	19	1	0	0	0	0	0	0	0	103	49.8	33	15.9	2	1.0	30.6	35.2
<b>1600</b>	<b>213</b>	<b>5</b>	<b>192</b>	<b>0</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>115</b>	<b>54.0</b>	<b>34</b>	<b>16.0</b>	<b>0</b>	<b>0.0</b>	<b>30.6</b>	<b>35.2</b>
1700	208	2	190	0	14	1	0	0	0	0	1	0	0	106	51.0	40	19.2	2	1.0	30.8	36.6
1800	113	4	93	0	15	0	1	0	0	0	0	0	0	66	58.4	19	16.8	1	0.9	31.1	35.8
1900	99	0	92	2	5	0	0	0	0	0	0	0	0	44	44.4	14	14.1	1	1.0	29.8	34.4
2000	66	1	61	0	4	0	0	0	0	0	0	0	0	31	47.0	11	16.7	2	3.0	31	35.3
2100	36	1	32	0	3	0	0	0	0	0	0	0	0	20	55.6	7	19.4	1	2.8	31.6	36.3
2200	22	0	22	0	0	0	0	0	0	0	0	0	0	15	68.2	8	36.4	0	0.0	33.1	41.6
2300	6	0	6	0	0	0	0	0	0	0	0	0	0	3	50.0	2	33.3	0	0.0	31.5	-
<b>07-19</b>	<b>1875</b>	<b>37</b>	<b>1653</b>	<b>4</b>	<b>170</b>	<b>6</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1007</b>	<b>53.7</b>	<b>323</b>	<b>17.2</b>	<b>14</b>	<b>0.7</b>	<b>30.8</b>	<b>35.5</b>
<b>06-22</b>	<b>2168</b>	<b>40</b>	<b>1920</b>	<b>6</b>	<b>188</b>	<b>6</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>1161</b>	<b>53.6</b>	<b>383</b>	<b>17.7</b>	<b>18</b>	<b>0.8</b>	<b>30.9</b>	<b>35.6</b>
<b>06-00</b>	<b>2196</b>	<b>40</b>	<b>1948</b>	<b>6</b>	<b>188</b>	<b>6</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>1179</b>	<b>53.7</b>	<b>393</b>	<b>17.9</b>	<b>18</b>	<b>0.8</b>	<b>30.9</b>	<b>35.6</b>
<b>00-00</b>	<b>2277</b>	<b>40</b>	<b>2024</b>	<b>6</b>	<b>192</b>	<b>7</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>1235</b>	<b>54.2</b>	<b>425</b>	<b>18.7</b>	<b>23</b>	<b>1.0</b>	<b>31</b>	<b>35.8</b>

Site 1  
 Location New Ollerton - attached to lighting column  
 Direction Southbound

14487 - Ollerton  
 SEPTEMBER 2023  
 AUTOMATIC TRAFFIC COUNT

Thursday, 14 September 2023

Time	Total	Classification												JPSL 30	JPSL% 30	JSL1 35 ACPO	JSL1% 35 ACPO	JSL2 45 DfT	JSL2% 45 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	1	0	1	0	0	0	0	0	0	0	0	0	0	1	100.0	0	0.0	0	0.0	32.3	-
0100	5	0	4	0	1	0	0	0	0	0	0	0	0	2	40.0	1	20.0	0	0.0	31	-
0200	4	0	3	0	1	0	0	0	0	0	0	0	0	1	25.0	1	25.0	0	0.0	28.4	-
0300	2	0	1	0	1	0	0	0	0	0	0	0	0	1	50.0	0	0.0	0	0.0	28.3	-
0400	13	0	12	0	1	0	0	0	0	0	0	0	0	10	76.9	5	38.5	0	0.0	34.1	41.4
0500	56	1	52	0	3	0	0	0	0	0	0	0	0	34	60.7	21	37.5	1	1.8	33	39.1
0600	100	3	88	1	7	0	0	0	0	0	1	0	0	61	61.0	31	31.0	3	3.0	32.3	38.5
0700	160	2	133	1	23	0	0	0	0	0	1	0	0	93	58.1	31	19.4	2	1.3	31.3	36
<b>0800</b>	<b>232</b>	<b>2</b>	<b>201</b>	<b>0</b>	<b>28</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>104</b>	<b>44.8</b>	<b>33</b>	<b>14.2</b>	<b>1</b>	<b>0.4</b>	<b>30.2</b>	<b>35</b>
0900	136	0	122	2	11	0	0	0	1	0	0	0	0	68	50.0	20	14.7	1	0.7	30.3	35
1000	130	0	104	3	22	1	0	0	0	0	0	0	0	62	47.7	26	20.0	1	0.8	30.7	37.2
1100	119	0	99	0	20	0	0	0	0	0	0	0	0	61	51.3	15	12.6	1	0.8	30.6	34.3
1200	127	0	117	1	9	0	0	0	0	0	0	0	0	41	32.3	15	11.8	0	0.0	29.5	33.4
1300	129	2	110	0	17	0	0	0	0	0	0	0	0	62	48.1	23	17.8	0	0.0	30.2	35.7
1400	133	1	118	1	12	0	1	0	0	0	0	0	0	53	39.9	18	13.5	0	0.0	29.6	34.8
1500	189	1	166	0	22	0	0	0	0	0	0	0	0	85	45.0	24	12.7	1	0.5	30.2	34.6
<b>1600</b>	<b>209</b>	<b>4</b>	<b>180</b>	<b>2</b>	<b>23</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>47.9</b>	<b>38</b>	<b>18.2</b>	<b>1</b>	<b>0.5</b>	<b>30.4</b>	<b>35.7</b>
1700	189	3	175	0	9	0	1	0	1	0	0	0	0	110	58.2	33	17.5	0	0.0	31.1	35.4
1800	128	1	122	0	5	0	0	0	0	0	0	0	0	72	56.3	28	21.9	1	0.8	31.3	36
1900	92	0	87	0	5	0	0	0	0	0	0	0	0	41	44.6	15	16.3	0	0.0	30.4	36.4
2000	52	1	49	0	2	0	0	0	0	0	0	0	0	26	50.0	10	19.2	2	3.8	30.9	35.6
2100	39	0	38	0	1	0	0	0	0	0	0	0	0	17	43.6	4	10.3	0	0.0	29.4	32.8
2200	11	1	10	0	0	0	0	0	0	0	0	0	0	5	45.5	1	9.1	1	9.1	29.2	36.6
2300	12	0	12	0	0	0	0	0	0	0	0	0	0	6	50.0	0	0.0	0	0.0	29.3	32.8
<b>07-19</b>	<b>1881</b>	<b>16</b>	<b>1647</b>	<b>10</b>	<b>201</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>911</b>	<b>48.4</b>	<b>304</b>	<b>16.2</b>	<b>9</b>	<b>0.5</b>	<b>30.5</b>	<b>35.2</b>
<b>06-22</b>	<b>2164</b>	<b>20</b>	<b>1909</b>	<b>11</b>	<b>216</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>1056</b>	<b>48.8</b>	<b>364</b>	<b>16.8</b>	<b>14</b>	<b>0.6</b>	<b>30.5</b>	<b>35.4</b>
<b>06-00</b>	<b>2187</b>	<b>21</b>	<b>1931</b>	<b>11</b>	<b>216</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>1067</b>	<b>48.8</b>	<b>365</b>	<b>16.7</b>	<b>15</b>	<b>0.7</b>	<b>30.5</b>	<b>35.3</b>
<b>00-00</b>	<b>2268</b>	<b>22</b>	<b>2004</b>	<b>11</b>	<b>223</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>1116</b>	<b>49.2</b>	<b>393</b>	<b>17.3</b>	<b>16</b>	<b>0.7</b>	<b>30.6</b>	<b>35.5</b>

Site 1  
 Location New Ollerton - attached to lighting column  
 Direction Southbound

14487 - Ollerton  
 SEPTEMBER 2023  
 AUTOMATIC TRAFFIC COUNT

Friday, 15 September 2023

Time	Total	Classification												JPSL 30	JPSL% 30	JSL1 35 ACPO	JSL1% 35 ACPO	JSL2 45 DfT	JSL2% 45 DfT	Mean	Vpp 85			
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT											
0000	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	0	0.0	25.5	-	
0100	2	0	2	0	0	0	0	0	0	0	0	0	0	0	1	50.0	0	0.0	0	0.0	0	0.0	31.6	-
0200	2	0	2	0	0	0	0	0	0	0	0	0	0	0	1	50.0	0	0.0	0	0.0	0	0.0	28.9	-
0300	3	0	2	0	1	0	0	0	0	0	0	0	0	0	3	100.0	2	66.7	1	33.3	1	33.3	39.1	-
0400	17	0	14	0	3	0	0	0	0	0	0	0	0	0	13	76.5	5	29.4	1	5.9	1	5.9	34.2	42.9
0500	54	0	51	0	2	0	0	0	0	1	0	0	0	0	35	64.8	19	35.2	2	3.7	2	3.7	33.5	40.2
0600	107	2	95	0	9	0	0	0	0	0	1	0	0	0	68	63.6	31	29.0	3	2.8	3	2.8	32.4	38
0700	137	2	119	2	13	0	0	0	0	1	0	0	0	0	92	67.2	38	27.7	6	4.4	6	4.4	32.9	37.4
<b>0800</b>	<b>212</b>	<b>2</b>	<b>190</b>	<b>0</b>	<b>19</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>125</b>	<b>59.0</b>	<b>44</b>	<b>20.8</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>31.5</b>	<b>36.6</b>
0900	120	1	100	3	15	1	0	0	0	0	0	0	0	0	62	51.7	32	26.7	2	1.7	2	1.7	31.7	38.3
1000	125	3	109	1	10	0	2	0	0	0	0	0	0	0	72	57.6	31	24.8	2	1.6	2	1.6	31.4	37.3
1100	145	2	121	0	17	1	4	0	0	0	0	0	0	0	79	54.5	15	10.3	1	0.7	1	0.7	30.4	34.5
1200	131	1	116	1	12	0	1	0	0	0	0	0	0	0	87	66.4	26	19.9	3	2.3	3	2.3	31.9	36.9
1300	165	1	144	0	20	0	0	0	0	0	0	0	0	0	97	58.8	36	21.8	2	1.2	2	1.2	31.7	36.5
1400	169	2	152	0	15	0	0	0	0	0	0	0	0	0	111	65.7	46	27.2	3	1.8	3	1.8	32.2	37.1
1500	203	4	185	0	14	0	0	0	0	0	0	0	0	0	105	51.7	33	16.3	3	1.5	3	1.5	30.8	35.2
<b>1600</b>	<b>231</b>	<b>4</b>	<b>209</b>	<b>0</b>	<b>17</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>119</b>	<b>51.5</b>	<b>42</b>	<b>18.2</b>	<b>3</b>	<b>1.3</b>	<b>3</b>	<b>1.3</b>	<b>30.6</b>	<b>35.5</b>
1700	170	0	150	2	17	1	0	0	0	0	0	0	0	0	88	51.8	33	19.4	2	1.2	2	1.2	31.1	36.5
1800	146	6	134	0	6	0	0	0	0	0	0	0	0	0	96	65.8	32	21.9	2	1.4	2	1.4	32	36.4
1900	104	0	101	0	3	0	0	0	0	0	0	0	0	0	57	54.8	14	13.5	1	1.0	1	1.0	30.9	34.9
2000	73	1	69	0	3	0	0	0	0	0	0	0	0	0	32	43.8	14	19.2	1	1.4	1	1.4	30.1	35.7
2100	44	0	44	0	0	0	0	0	0	0	0	0	0	0	20	45.5	9	20.5	0	0.0	0	0.0	30.5	35.7
2200	29	0	27	0	2	0	0	0	0	0	0	0	0	0	14	48.3	9	31.0	4	13.8	4	13.8	33	44.9
2300	19	0	18	0	1	0	0	0	0	0	0	0	0	0	10	52.6	5	26.3	0	0.0	0	0.0	31	36.6
<b>07-19</b>	<b>1954</b>	<b>28</b>	<b>1729</b>	<b>9</b>	<b>175</b>	<b>3</b>	<b>9</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1133</b>	<b>58.0</b>	<b>408</b>	<b>20.9</b>	<b>29</b>	<b>1.5</b>	<b>29</b>	<b>1.5</b>	<b>31.5</b>	<b>36.4</b>
<b>06-22</b>	<b>2282</b>	<b>31</b>	<b>2038</b>	<b>9</b>	<b>190</b>	<b>3</b>	<b>9</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1310</b>	<b>57.4</b>	<b>476</b>	<b>20.9</b>	<b>34</b>	<b>1.5</b>	<b>34</b>	<b>1.5</b>	<b>31.4</b>	<b>36.4</b>
<b>06-00</b>	<b>2330</b>	<b>31</b>	<b>2083</b>	<b>9</b>	<b>193</b>	<b>3</b>	<b>9</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1334</b>	<b>57.3</b>	<b>490</b>	<b>21.0</b>	<b>38</b>	<b>1.6</b>	<b>38</b>	<b>1.6</b>	<b>31.4</b>	<b>36.4</b>
<b>00-00</b>	<b>2411</b>	<b>31</b>	<b>2157</b>	<b>9</b>	<b>199</b>	<b>3</b>	<b>9</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1387</b>	<b>57.5</b>	<b>516</b>	<b>21.4</b>	<b>42</b>	<b>1.7</b>	<b>42</b>	<b>1.7</b>	<b>31.5</b>	<b>36.5</b>



Site 1  
 Location New Ollerton - attached to lighting column  
 Direction Southbound

14487 - Ollerton  
 SEPTEMBER 2023  
 AUTOMATIC TRAFFIC COUNT

Saturday, 16 September 2023

Time	Total	Classification												JPSL 30	JPSL% 30	JSL1 35 ACPO	JSL1% 35 ACPO	JSL2 45 DfT	JSL2% 45 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	8	0	7	0	1	0	0	0	0	0	0	0	0	2	25.0	0	0.0	0	0.0	28.4	-
0100	2	0	2	0	0	0	0	0	0	0	0	0	0	1	50.0	0	0.0	0	0.0	31.1	-
0200	3	0	2	0	1	0	0	0	0	0	0	0	0	2	66.7	2	66.7	0	0.0	36.8	-
0300	3	0	3	0	0	0	0	0	0	0	0	0	0	2	66.7	1	33.3	0	0.0	33.2	-
0400	8	0	8	0	0	0	0	0	0	0	0	0	0	6	75.0	4	50.0	2	25.0	36.7	-
0500	18	0	18	0	0	0	0	0	0	0	0	0	0	12	66.7	9	50.0	2	11.1	34.5	44
0600	28	3	23	0	2	0	0	0	0	0	0	0	0	15	53.6	8	28.6	3	10.7	31.9	41.7
0700	52	1	45	0	6	0	0	0	0	0	0	0	0	29	55.8	16	30.8	1	1.9	30.8	36.7
0800	77	3	68	0	6	0	0	0	0	0	0	0	0	40	52.0	16	20.8	3	3.9	31.1	36.4
0900	105	1	96	2	5	0	1	0	0	0	0	0	0	63	60.0	16	15.2	1	1.0	31	35.6
<b>1000</b>	<b>130</b>	<b>3</b>	<b>113</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>53.1</b>	<b>23</b>	<b>17.7</b>	<b>1</b>	<b>0.8</b>	<b>30.9</b>	<b>35.3</b>
1100	116	4	100	1	11	0	0	0	0	0	0	0	0	65	56.0	20	17.2	1	0.9	30.9	35.6
<b>1200</b>	<b>150</b>	<b>2</b>	<b>140</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>58.0</b>	<b>32</b>	<b>21.3</b>	<b>2</b>	<b>1.3</b>	<b>31.3</b>	<b>36.2</b>
1300	125	2	118	0	4	0	1	0	0	0	0	0	0	67	53.6	31	24.8	2	1.6	31.9	37.7
1400	129	4	117	1	7	0	0	0	0	0	0	0	0	82	63.6	24	18.6	1	0.8	31.2	35.7
1500	117	6	105	1	5	0	0	0	0	0	0	0	0	66	56.4	28	23.9	4	3.4	31.3	36.8
1600	102	1	96	0	5	0	0	0	0	0	0	0	0	59	57.8	29	28.4	0	0.0	31.9	37.2
1700	112	1	106	0	5	0	0	0	0	0	0	0	0	67	59.8	25	22.3	0	0.0	31.7	37
1800	100	0	93	0	7	0	0	0	0	0	0	0	0	58	58.0	15	15.0	1	1.0	31	35
1900	69	1	63	0	5	0	0	0	0	0	0	0	0	37	53.6	13	18.8	0	0.0	30.9	36.1
2000	50	0	49	0	1	0	0	0	0	0	0	0	0	26	52.0	9	18.0	1	2.0	30.7	35.5
2100	31	0	31	0	0	0	0	0	0	0	0	0	0	18	58.1	10	32.3	0	0.0	31.6	37.1
2200	22	0	22	0	0	0	0	0	0	0	0	0	0	12	54.6	3	13.6	0	0.0	31.2	36.3
2300	18	0	18	0	0	0	0	0	0	0	0	0	0	7	38.9	4	22.2	1	5.6	31.5	39.5
<b>07-19</b>	<b>1315</b>	<b>28</b>	<b>1197</b>	<b>5</b>	<b>82</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>752</b>	<b>57.2</b>	<b>275</b>	<b>20.9</b>	<b>17</b>	<b>1.3</b>	<b>31.3</b>	<b>36.2</b>
<b>06-22</b>	<b>1493</b>	<b>32</b>	<b>1363</b>	<b>5</b>	<b>90</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>848</b>	<b>56.8</b>	<b>315</b>	<b>21.1</b>	<b>21</b>	<b>1.4</b>	<b>31.3</b>	<b>36.2</b>
<b>06-00</b>	<b>1533</b>	<b>32</b>	<b>1403</b>	<b>5</b>	<b>90</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>867</b>	<b>56.6</b>	<b>322</b>	<b>21.0</b>	<b>22</b>	<b>1.4</b>	<b>31.3</b>	<b>36.2</b>
<b>00-00</b>	<b>1575</b>	<b>32</b>	<b>1443</b>	<b>5</b>	<b>92</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>892</b>	<b>56.6</b>	<b>338</b>	<b>21.5</b>	<b>26</b>	<b>1.7</b>	<b>31.3</b>	<b>36.4</b>

Site 1  
 Location New Ollerton - attached to lighting column  
 Direction Southbound

14487 - Ollerton  
 SEPTEMBER 2023  
 AUTOMATIC TRAFFIC COUNT

Sunday, 17 September 2023

Time	Total	Classification												JPSL 30	JPSL% 30	JSL1 35 ACPO	JSL1% 35 ACPO	JSL2 45 DfT	JSL2% 45 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	7	0	7	0	0	0	0	0	0	0	0	0	0	6	85.7	2	28.6	0	0.0	32.7	-
0100	5	0	5	0	0	0	0	0	0	0	0	0	0	3	60.0	0	0.0	0	0.0	30.6	-
0200	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	27.3	-
0300	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	19.9	-
0400	5	0	5	0	0	0	0	0	0	0	0	0	0	4	80.0	3	60.0	1	20.0	34.3	-
0500	11	0	9	0	1	0	0	0	0	0	1	0	0	8	72.7	4	36.4	0	0.0	34	43.8
0600	25	3	22	0	0	0	0	0	0	0	0	0	0	12	48.0	6	24.0	0	0.0	29.4	37.3
0700	30	2	25	1	2	0	0	0	0	0	0	0	0	21	70.0	10	33.3	1	3.3	31.8	37.8
0800	59	2	53	0	4	0	0	0	0	0	0	0	0	43	72.9	14	23.7	3	5.1	33.5	37.4
0900	77	3	68	3	2	0	1	0	0	0	0	0	0	51	66.2	19	24.7	1	1.3	31.8	37.9
1000	93	4	85	0	4	0	0	0	0	0	0	0	0	49	53.3	16	17.4	0	0.0	30.8	36.2
<b>1100</b>	<b>123</b>	<b>5</b>	<b>112</b>	<b>2</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>61.8</b>	<b>28</b>	<b>22.8</b>	<b>1</b>	<b>0.8</b>	<b>31.6</b>	<b>36.6</b>
1200	114	3	106	1	4	0	0	0	0	0	0	0	0	72	63.2	30	26.3	2	1.8	32.2	37.9
<b>1300</b>	<b>117</b>	<b>4</b>	<b>106</b>	<b>1</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>57.3</b>	<b>26</b>	<b>22.2</b>	<b>1</b>	<b>0.9</b>	<b>30.6</b>	<b>36</b>
1400	97	2	90	0	5	0	0	0	0	0	0	0	0	48	49.5	19	19.6	1	1.0	30.9	35.7
1500	107	3	102	0	2	0	0	0	0	0	0	0	0	66	61.7	25	23.4	1	0.9	31.7	37.2
1600	114	1	104	1	7	0	1	0	0	0	0	0	0	61	53.5	23	20.2	0	0.0	31	37.3
1700	96	2	89	0	4	0	0	1	0	0	0	0	0	56	58.3	22	22.9	4	4.2	31.5	37.3
1800	92	7	80	0	5	0	0	0	0	0	0	0	0	59	64.1	38	41.3	7	7.6	34.2	40.2
1900	65	0	63	1	1	0	0	0	0	0	0	0	0	31	47.7	7	10.8	1	1.5	30.9	34.3
2000	41	1	37	0	3	0	0	0	0	0	0	0	0	18	43.9	4	9.8	0	0.0	29.6	34.6
2100	25	0	24	0	1	0	0	0	0	0	0	0	0	12	48.0	6	24.0	0	0.0	30.6	38.1
2200	20	0	20	0	0	0	0	0	0	0	0	0	0	11	55.0	8	40.0	2	10.0	33.7	38.6
2300	6	0	6	0	0	0	0	0	0	0	0	0	0	4	66.7	2	33.3	0	0.0	30.3	-
<b>07-19</b>	<b>1119</b>	<b>38</b>	<b>1020</b>	<b>9</b>	<b>49</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>669</b>	<b>59.8</b>	<b>270</b>	<b>24.2</b>	<b>22</b>	<b>2.0</b>	<b>31.7</b>	<b>37.2</b>
<b>06-22</b>	<b>1275</b>	<b>42</b>	<b>1166</b>	<b>10</b>	<b>54</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>742</b>	<b>58.2</b>	<b>293</b>	<b>23.0</b>	<b>23</b>	<b>1.8</b>	<b>31.5</b>	<b>37.1</b>
<b>06-00</b>	<b>1301</b>	<b>42</b>	<b>1192</b>	<b>10</b>	<b>54</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>757</b>	<b>58.2</b>	<b>303</b>	<b>23.3</b>	<b>25</b>	<b>1.9</b>	<b>31.6</b>	<b>37.1</b>
<b>00-00</b>	<b>1331</b>	<b>42</b>	<b>1220</b>	<b>10</b>	<b>55</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>778</b>	<b>58.5</b>	<b>312</b>	<b>23.5</b>	<b>26</b>	<b>2.0</b>	<b>31.6</b>	<b>37.1</b>

Site 1  
 Location New Ollerton - attached to lighting column  
 Direction Southbound

14487 - Ollerton  
 SEPTEMBER 2023  
 AUTOMATIC TRAFFIC COUNT

Monday, 18 September 2023

Time	Total	Classification												JPSL 30	JPSL% 30	JSL1 35 ACPO	JSL1% 35 ACPO	JSL2 45 DfT	JSL2% 45 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	1	0	1	0	0	0	0	0	0	0	0	0	0	1	100.0	0	0.0	0	0.0	34.2	-
0100	2	0	2	0	0	0	0	0	0	0	0	0	0	2	100.0	0	0.0	0	0.0	33.2	-
0200	5	0	4	0	1	0	0	0	0	0	0	0	0	4	80.0	3	60.0	1	20.0	37.8	-
0300	9	0	9	0	0	0	0	0	0	0	0	0	0	4	44.4	4	44.4	0	0.0	32.9	-
0400	11	0	8	0	3	0	0	0	0	0	0	0	0	9	81.8	6	54.6	0	0.0	33.9	41.2
0500	59	0	54	0	4	0	0	0	0	1	0	0	0	34	57.6	13	22.0	1	1.7	31.6	37.6
0600	103	2	94	0	6	0	0	0	0	0	1	0	0	46	44.7	18	17.5	1	1.0	30.1	35.7
0700	147	1	133	0	13	0	0	0	0	0	0	0	0	85	57.8	23	15.7	1	0.7	31.3	35.7
<b>0800</b>	<b>246</b>	<b>0</b>	<b>213</b>	<b>0</b>	<b>31</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>113</b>	<b>45.9</b>	<b>34</b>	<b>13.8</b>	<b>0</b>	<b>0.0</b>	<b>30.3</b>	<b>34.7</b>
0900	129	1	108	1	18	0	0	1	0	0	0	0	0	51	39.5	16	12.4	0	0.0	29.7	34.7
1000	100	2	80	2	16	0	0	0	0	0	0	0	0	55	55.0	20	20.0	1	1.0	31	35.5
1100	125	0	111	1	11	0	2	0	0	0	0	0	0	72	57.6	21	16.8	3	2.4	31.4	36.2
1200	136	0	124	2	10	0	0	0	0	0	0	0	0	63	46.3	21	15.4	2	1.5	30.5	35.2
1300	120	1	109	0	9	0	1	0	0	0	0	0	0	51	42.5	18	15.0	0	0.0	29.3	35
1400	127	1	112	1	12	1	0	0	0	0	0	0	0	68	53.5	26	20.5	1	0.8	31.1	35.6
<b>1500</b>	<b>192</b>	<b>0</b>	<b>169</b>	<b>2</b>	<b>21</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>97</b>	<b>50.5</b>	<b>31</b>	<b>16.2</b>	<b>1</b>	<b>0.5</b>	<b>30.4</b>	<b>35.3</b>
<b>1600</b>	<b>192</b>	<b>2</b>	<b>178</b>	<b>1</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>106</b>	<b>55.2</b>	<b>33</b>	<b>17.2</b>	<b>1</b>	<b>0.5</b>	<b>30.9</b>	<b>36</b>
1700	146	0	139	0	7	0	0	0	0	0	0	0	0	84	57.5	23	15.8	1	0.7	31.4	35.1
1800	122	0	113	0	9	0	0	0	0	0	0	0	0	66	54.1	31	25.4	3	2.5	31.8	36.9
1900	67	0	63	0	4	0	0	0	0	0	0	0	0	31	46.3	6	9.0	0	0.0	29.7	34
2000	47	0	43	0	3	0	1	0	0	0	0	0	0	24	51.1	9	19.2	2	4.3	31.1	37
2100	32	0	30	0	2	0	0	0	0	0	0	0	0	19	59.4	8	25.0	2	6.3	32.4	41.6
2200	17	0	17	0	0	0	0	0	0	0	0	0	0	10	58.8	2	11.8	0	0.0	30.4	33.6
2300	8	0	8	0	0	0	0	0	0	0	0	0	0	4	50.0	2	25.0	0	0.0	32.3	-
<b>07-19</b>	<b>1782</b>	<b>8</b>	<b>1589</b>	<b>10</b>	<b>168</b>	<b>3</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>911</b>	<b>51.1</b>	<b>297</b>	<b>16.7</b>	<b>14</b>	<b>0.8</b>	<b>30.7</b>	<b>35.3</b>
<b>06-22</b>	<b>2031</b>	<b>10</b>	<b>1819</b>	<b>10</b>	<b>183</b>	<b>3</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1031</b>	<b>50.8</b>	<b>338</b>	<b>16.6</b>	<b>19</b>	<b>0.9</b>	<b>30.7</b>	<b>35.3</b>
<b>06-00</b>	<b>2056</b>	<b>10</b>	<b>1844</b>	<b>10</b>	<b>183</b>	<b>3</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1045</b>	<b>50.8</b>	<b>342</b>	<b>16.6</b>	<b>19</b>	<b>0.9</b>	<b>30.7</b>	<b>35.3</b>
<b>00-00</b>	<b>2143</b>	<b>10</b>	<b>1922</b>	<b>10</b>	<b>191</b>	<b>3</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1099</b>	<b>51.3</b>	<b>368</b>	<b>17.2</b>	<b>21</b>	<b>1.0</b>	<b>30.8</b>	<b>35.4</b>

Site 1  
 Location New Ollerton - attached to lighting column  
 Direction Southbound

14487 - Ollerton  
 SEPTEMBER 2023  
 AUTOMATIC TRAFFIC COUNT

Virtual Day (7)

Time	Total	Classification												]PSL 30	]PSL% 30	]SL1 35 ACPO	]SL1% 35 ACPO	]SL2 45 DfT	]SL2% 45 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	4	0	4	0	0	0	0	0	0	0	0	0	0	2	44.4	0	7.4	0	0.0	29.3	-
0100	3	0	3	0	0	0	0	0	0	0	0	0	0	2	60.9	1	17.4	0	4.3	32.1	-
0200	3	0	2	0	0	0	0	0	0	0	0	0	0	1	50.0	1	40.0	0	15.0	34	-
0300	4	0	4	0	0	0	0	0	0	0	0	0	0	2	57.1	1	32.1	0	3.6	32.1	-
0400	12	0	10	0	2	0	0	0	0	0	0	0	0	9	79.0	5	40.7	1	6.2	34.4	41.2
0500	42	0	39	0	2	0	0	0	0	0	0	0	0	27	64.9	15	36.9	2	3.8	33.2	39.4
0600	79	2	70	0	6	0	0	0	0	0	1	0	0	45	56.7	21	27.1	1	1.8	31.6	37.7
0700	119	2	104	1	13	0	0	0	0	0	0	0	0	71	59.4	27	22.6	2	1.8	31.7	36.7
<b>0800</b>	<b>184</b>	<b>2</b>	<b>164</b>	<b>0</b>	<b>17</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>96</b>	<b>52.0</b>	<b>30</b>	<b>16.1</b>	<b>1</b>	<b>0.5</b>	<b>30.8</b>	<b>35.2</b>
0900	115	1	100	2	11	0	0	0	0	0	0	0	0	60	51.7	20	17.5	1	0.9	30.7	35.6
1000	111	2	95	1	13	0	0	0	0	0	0	0	0	59	52.9	21	18.9	1	0.8	30.9	35.8
1100	126	2	109	1	13	0	1	0	0	0	0	0	0	70	55.7	21	16.7	1	1.0	30.9	35.3
1200	128	1	116	1	10	0	0	0	0	0	0	0	0	67	52.2	23	17.9	1	1.0	30.9	35.9
1300	130	2	115	0	12	0	1	0	0	0	0	0	0	70	53.7	25	19.0	1	1.0	30.9	36
1400	128	2	114	1	11	0	0	0	0	0	0	0	0	70	54.6	23	18.3	1	1.1	31	35.7
1500	175	3	158	1	14	0	0	0	0	0	0	0	0	87	49.8	28	16.0	2	1.1	30.6	35.2
<b>1600</b>	<b>181</b>	<b>3</b>	<b>164</b>	<b>1</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>95</b>	<b>52.4</b>	<b>33</b>	<b>18.2</b>	<b>1</b>	<b>0.4</b>	<b>30.8</b>	<b>35.6</b>
1700	156	1	145	0	9	0	0	0	0	0	0	0	0	87	55.6	29	18.4	2	1.0	31.1	35.6
1800	114	3	104	0	7	0	0	0	0	0	0	0	0	68	59.8	27	23.8	3	2.8	31.9	36.9
1900	85	0	80	0	4	0	0	0	0	0	0	0	0	41	48.3	12	14.2	1	0.7	30.4	34.7
2000	54	1	51	0	2	0	0	0	0	0	0	0	0	25	46.2	9	16.6	1	2.4	30.4	35.4
2100	34	0	32	0	1	0	0	0	0	0	0	0	0	17	51.7	7	20.8	0	1.3	30.9	36.7
2200	20	0	19	0	0	0	0	0	0	0	0	0	0	11	54.7	5	24.5	1	5.0	31.9	37.1
2300	11	0	10	0	0	0	0	0	0	0	0	0	0	5	50.0	3	24.3	0	2.7	31.3	36.7
<b>07-19</b>	<b>1668</b>	<b>24</b>	<b>1487</b>	<b>7</b>	<b>143</b>	<b>2</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>899</b>	<b>53.9</b>	<b>307</b>	<b>18.4</b>	<b>18</b>	<b>1.1</b>	<b>31</b>	<b>35.7</b>
<b>06-22</b>	<b>1919</b>	<b>27</b>	<b>1720</b>	<b>8</b>	<b>157</b>	<b>2</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1027</b>	<b>53.5</b>	<b>356</b>	<b>18.6</b>	<b>21</b>	<b>1.1</b>	<b>31</b>	<b>35.8</b>
<b>06-00</b>	<b>1950</b>	<b>27</b>	<b>1750</b>	<b>8</b>	<b>157</b>	<b>2</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1043</b>	<b>53.5</b>	<b>363</b>	<b>18.6</b>	<b>23</b>	<b>1.2</b>	<b>31</b>	<b>35.8</b>
<b>00-00</b>	<b>2017</b>	<b>27</b>	<b>1812</b>	<b>8</b>	<b>162</b>	<b>2</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1087</b>	<b>53.9</b>	<b>387</b>	<b>19.2</b>	<b>26</b>	<b>1.3</b>	<b>31</b>	<b>36</b>

Virtual Weekday (5)

Time	Total	Classification												]PSL 30	]PSL% 30	]SL1 35 ACPO	]SL1% 35 ACPO	]SL2 45 DfT	]SL2% 45 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	5	0	5	0	0	0	0	0	0	0	0	0	0	1	39	0	0	0	0	24	0
0100	3	0	3	0	0	0	0	0	0	0	0	0	0	2	55	1	17	0	4	27	0
0200	3	0	2	0	0	0	0	0	0	0	0	0	0	1	40	1	28	1	17	28	0
0300	4	0	4	0	1	0	0	0	0	0	0	0	0	2	50	1	24	0	6	27	0
0400	11	0	9	0	2	0	0	0	0	0	0	0	0	9	66	4	33	0	2	28	34
0500	44	0	42	0	2	0	0	0	0	0	0	0	0	28	54	16	31	2	3	28	33
0600	84	2	74	0	7	0	0	0	0	0	1	0	0	48	48	23	23	1	1	26	31
0700	126	2	110	1	13	0	0	0	0	0	0	0	0	74	49	27	18	2	1	26	30
0800	192	1	171	0	19	1	0	0	0	0	0	0	0	98	43	30	13	0	0	26	29
0900	104	1	90	1	12	0	0	0	0	0	0	0	0	51	40	18	14	1	1	25	30
1000	93	1	78	1	12	0	1	0	0	0	0	0	0	49	44	18	16	1	1	26	30
1100	107	1	92	0	13	0	1	0	0	0	0	0	0	58	45	17	13	1	1	26	29

Site 1  
 Location New Ollerton - attached to lighting column  
 Direction Southbound

14487 - Ollerton  
 SEPTEMBER 2023  
 AUTOMATIC TRAFFIC COUNT

1200	105	0	94	1	10	0	0	0	0	0	0	0	0	51	41	16	13	1	1	26	29
1300	112	2	97	0	12	0	1	0	0	0	0	0	0	59	44	19	14	1	1	26	30
1400	112	1	99	1	11	0	0	0	0	0	0	0	0	60	44	20	15	1	1	26	29
1500	167	2	149	1	15	0	0	0	0	0	0	0	0	80	40	24	12	1	1	25	29
1600	175	3	158	1	14	0	0	0	0	0	0	0	0	91	43	30	14	1	0	26	30
1700	147	1	136	0	9	0	0	0	0	0	0	0	0	81	46	26	14	1	1	26	30
1800	101	2	93	0	6	0	0	0	0	0	0	0	0	60	49	23	19	2	2	26	31
1900	76	0	72	0	4	0	0	0	0	0	0	0	0	36	39	11	11	1	1	25	29
2000	48	1	45	0	2	0	0	0	0	0	0	0	0	22	38	8	14	1	2	25	30
2100	30	0	29	0	1	0	0	0	0	0	0	0	0	15	43	6	15	1	2	26	30
2200	16	0	16	0	0	0	0	0	0	0	0	0	0	9	45	4	17	1	4	26	32
2300	8	0	8	0	0	0	0	0	0	0	0	0	0	4	44	2	24	0	3	27	23
<b>07-19</b>	<b>1980</b>	<b>20</b>	<b>1791</b>	<b>9</b>	<b>149</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1032</b>	<b>52.1</b>	<b>241</b>	<b>12.2</b>	<b>10</b>	<b>0.5</b>	<b>30.5</b>	<b>34.3</b>
<b>06-22</b>	<b>2220</b>	<b>26</b>	<b>2015</b>	<b>9</b>	<b>157</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1157</b>	<b>52.1</b>	<b>281</b>	<b>12.7</b>	<b>15</b>	<b>0.7</b>	<b>30.5</b>	<b>34.4</b>
<b>06-00</b>	<b>2248</b>	<b>26</b>	<b>2042</b>	<b>9</b>	<b>159</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1170</b>	<b>52.1</b>	<b>288</b>	<b>12.8</b>	<b>16</b>	<b>0.7</b>	<b>30.5</b>	<b>34.4</b>
<b>00-00</b>	<b>2287</b>	<b>26</b>	<b>2078</b>	<b>9</b>	<b>160</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1189</b>	<b>52.0</b>	<b>295</b>	<b>12.9</b>	<b>17</b>	<b>0.7</b>	<b>30.5</b>	<b>34.5</b>

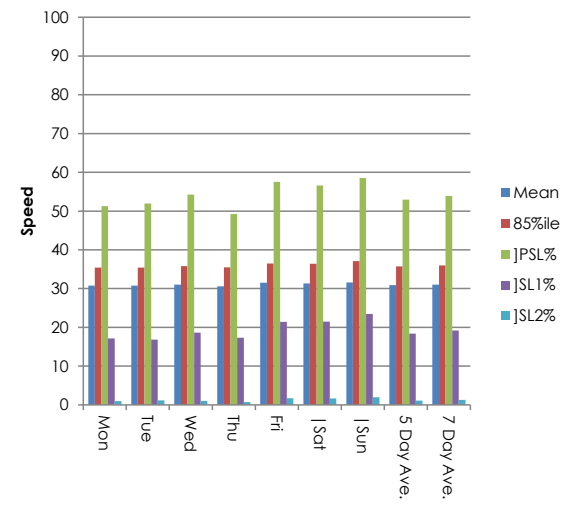
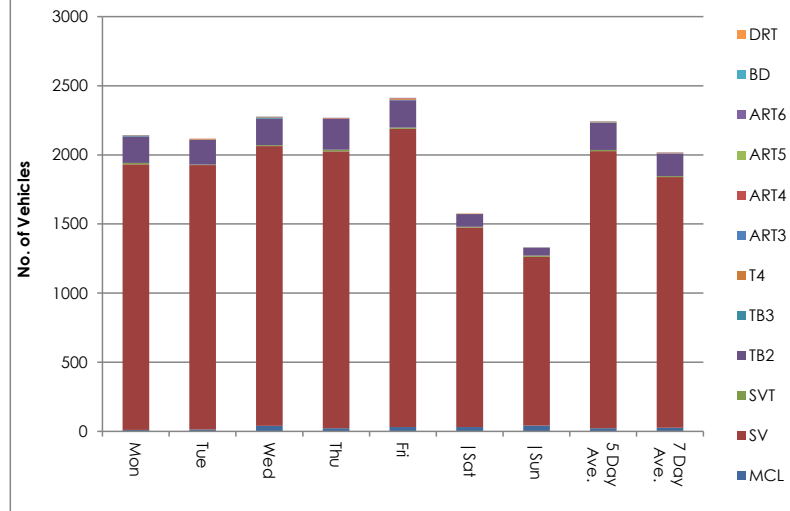
Site 1  
 Location New Ollerton - attached to lighting column  
 Direction Southbound

14487 - Ollerton  
 SEPTEMBER 2023  
 AUTOMATIC TRAFFIC COUNT

Virtual Week (1)

Time	Total	Classification												]PSL 30	]PSL% 30	]SL1 35 ACPO	]SL1% 35 ACPO	]SL2 45 DfT	]SL2% 45 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
Mon	2143	10	1922	10	191	3	4	1	0	1	1	0	0	1099	51.3	368	17.2	21	1.0	30.8	35.4
Tue	2116	14	1912	3	180	1	5	0	1	0	0	0	0	1099	51.9	356	16.8	25	1.2	30.8	35.4
Wed	2277	40	2024	6	192	7	2	1	1	2	2	0	0	1235	54.2	425	18.7	23	1.0	31	35.8
Thu	2268	22	2004	11	223	2	2	0	2	0	2	0	0	1116	49.2	393	17.3	16	0.7	30.6	35.5
Fri	2411	31	2157	9	199	3	9	0	2	0	1	0	0	1387	57.5	516	21.4	42	1.7	31.5	36.5
Sat	1575	32	1443	5	92	0	3	0	0	0	0	0	0	892	56.6	338	21.5	26	1.7	31.3	36.4
Sun	1331	42	1220	10	55	0	2	1	0	0	1	0	0	778	58.5	312	23.5	26	2.0	31.6	37.1
<b>5 Day Ave.</b>	<b>2243</b>	<b>23</b>	<b>2004</b>	<b>8</b>	<b>197</b>	<b>3</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1187</b>	<b>52.9</b>	<b>412</b>	<b>18.4</b>	<b>25</b>	<b>1.1</b>	<b>30.9</b>	<b>35.7</b>
<b>7 Day Ave.</b>	<b>2017</b>	<b>27</b>	<b>1812</b>	<b>8</b>	<b>162</b>	<b>2</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1087</b>	<b>53.9</b>	<b>387</b>	<b>19.2</b>	<b>26</b>	<b>1.3</b>	<b>31.0</b>	<b>36.0</b>
--	14121	191	12682	54	1132	16	27	3	6	3	7	0	0	7606	53.9	2708	19.2	179	1.3	31.0	36.0

Summary Graphs



Site 1  
 Location New Ollerton - attached to lighting column  
 Direction Southbound

14487 - Ollerton  
 SEPTEMBER 2023  
 AUTOMATIC TRAFFIC COUNT

Tuesday, 12 September 2023

Time	Total	Speed Bins (mph)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	3	0	0	0	0	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	3	0	0	0	0	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	6	0	0	0	1	0	0	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	14	0	0	0	0	0	3	7	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	43	0	0	0	0	0	14	10	14	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	99	0	0	0	0	9	37	25	24	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	149	0	1	0	0	4	62	54	22	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>0800</b>	<b>234</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>12</b>	<b>94</b>	<b>93</b>	<b>30</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
0900	110	0	0	0	0	15	44	35	10	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	101	0	0	0	1	5	39	41	14	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	112	0	0	0	1	5	50	38	13	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	117	0	0	0	1	10	55	35	14	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	123	0	0	0	0	13	39	52	13	3	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	119	0	0	0	0	11	42	48	12	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>1500</b>	<b>211</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>14</b>	<b>107</b>	<b>67</b>	<b>16</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
1600	206	0	0	0	0	13	89	72	26	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	170	0	0	0	0	15	60	70	19	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	97	0	1	0	0	3	33	33	14	6	5	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	96	0	0	0	1	9	41	30	12	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	50	0	1	1	0	5	25	12	5	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	29	0	0	0	0	2	11	11	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	18	0	0	0	0	3	6	6	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	5	0	0	0	0	0	2	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>07-19</b>	<b>1749</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>5</b>	<b>120</b>	<b>714</b>	<b>638</b>	<b>203</b>	<b>48</b>	<b>15</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-22</b>	<b>2023</b>	<b>0</b>	<b>3</b>	<b>2</b>	<b>6</b>	<b>145</b>	<b>828</b>	<b>716</b>	<b>249</b>	<b>54</b>	<b>17</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-00</b>	<b>2046</b>	<b>0</b>	<b>3</b>	<b>2</b>	<b>6</b>	<b>148</b>	<b>836</b>	<b>722</b>	<b>252</b>	<b>56</b>	<b>18</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>00-00</b>	<b>2116</b>	<b>0</b>	<b>3</b>	<b>2</b>	<b>7</b>	<b>150</b>	<b>855</b>	<b>743</b>	<b>270</b>	<b>61</b>	<b>22</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

Site 1  
 Location New Ollerton - attached to lighting column  
 Direction Southbound

14487 - Ollerton  
 SEPTEMBER 2023  
 AUTOMATIC TRAFFIC COUNT

Wednesday, 13 September 2023

Time	Total	Speed Bins (mph)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	6	0	0	0	0	2	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	4	0	0	0	0	0	1	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	2	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	4	0	0	0	0	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	13	0	0	0	0	0	2	5	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	52	0	0	0	0	5	9	15	15	6	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	92	0	0	0	0	3	30	31	22	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	160	0	1	0	2	3	60	51	33	7	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>0800</b>	<b>228</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>94</b>	<b>86</b>	<b>22</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
0900	130	0	1	0	1	14	43	49	16	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	101	0	1	1	0	10	40	33	12	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	141	0	2	0	3	8	46	52	21	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	119	0	0	1	1	8	43	46	15	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	133	0	1	1	0	6	50	55	16	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	122	0	1	0	1	7	52	48	5	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	207	0	0	0	0	10	94	70	24	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>1600</b>	<b>213</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>11</b>	<b>85</b>	<b>81</b>	<b>29</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
1700	208	0	0	0	4	16	82	66	33	5	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	113	0	2	0	1	3	41	47	13	5	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	99	0	0	1	2	9	43	30	13	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	66	0	0	0	0	5	30	20	6	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	36	0	0	0	0	2	14	13	5	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	22	0	0	0	0	2	5	7	5	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	6	0	0	0	0	0	3	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>07-19</b>	<b>1875</b>	<b>0</b>	<b>10</b>	<b>4</b>	<b>14</b>	<b>110</b>	<b>730</b>	<b>684</b>	<b>239</b>	<b>70</b>	<b>11</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-22</b>	<b>2168</b>	<b>0</b>	<b>10</b>	<b>5</b>	<b>16</b>	<b>129</b>	<b>847</b>	<b>778</b>	<b>285</b>	<b>80</b>	<b>14</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-00</b>	<b>2196</b>	<b>0</b>	<b>10</b>	<b>5</b>	<b>16</b>	<b>131</b>	<b>855</b>	<b>786</b>	<b>292</b>	<b>83</b>	<b>14</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>00-00</b>	<b>2277</b>	<b>0</b>	<b>10</b>	<b>5</b>	<b>16</b>	<b>139</b>	<b>872</b>	<b>810</b>	<b>312</b>	<b>90</b>	<b>17</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>



Site 1  
 Location New Ollerton - attached to lighting column  
 Direction Southbound

14487 - Ollerton  
 SEPTEMBER 2023  
 AUTOMATIC TRAFFIC COUNT

Thursday, 14 September 2023

Time	Total	Speed Bins (mph)																										
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135
0000	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	5	0	0	0	0	0	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	4	0	0	0	0	1	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	2	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	13	0	0	0	0	0	3	5	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	56	0	0	0	0	2	20	13	14	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	100	0	0	0	1	6	32	30	20	8	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	160	0	1	0	0	9	57	62	21	8	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>0800</b>	<b>232</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>24</b>	<b>102</b>	<b>71</b>	<b>22</b>	<b>10</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
0900	136	0	0	0	3	11	54	48	17	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	130	0	0	0	0	12	56	36	21	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	119	0	0	0	0	6	52	46	12	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	127	0	0	0	1	8	77	26	12	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	129	0	1	0	0	12	54	39	22	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	133	0	0	2	0	9	69	35	16	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	189	0	0	0	0	16	88	61	18	5	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>1600</b>	<b>209</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>23</b>	<b>85</b>	<b>62</b>	<b>34</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
1700	189	0	0	0	1	7	71	77	28	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	128	0	0	0	0	9	47	44	25	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	92	0	0	0	0	11	40	26	10	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	52	0	0	0	0	3	23	16	8	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	39	0	0	0	0	7	15	13	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	11	0	0	0	1	1	4	4	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	12	0	0	0	0	0	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>07-19</b>	<b>1881</b>	<b>0</b>	<b>3</b>	<b>2</b>	<b>7</b>	<b>146</b>	<b>812</b>	<b>607</b>	<b>248</b>	<b>47</b>	<b>6</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-22</b>	<b>2164</b>	<b>0</b>	<b>3</b>	<b>2</b>	<b>8</b>	<b>173</b>	<b>922</b>	<b>692</b>	<b>288</b>	<b>62</b>	<b>7</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-00</b>	<b>2187</b>	<b>0</b>	<b>3</b>	<b>2</b>	<b>9</b>	<b>174</b>	<b>932</b>	<b>702</b>	<b>288</b>	<b>62</b>	<b>8</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>00-00</b>	<b>2268</b>	<b>0</b>	<b>3</b>	<b>2</b>	<b>9</b>	<b>177</b>	<b>961</b>	<b>723</b>	<b>307</b>	<b>70</b>	<b>9</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

Site 1  
 Location New Ollerton - attached to lighting column  
 Direction Southbound

14487 - Ollerton  
 SEPTEMBER 2023  
 AUTOMATIC TRAFFIC COUNT

Friday, 15 September 2023

Time	Total	Speed Bins (mph)																										
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135
0000	3	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	2	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	2	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	3	0	0	0	0	0	0	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	17	0	0	0	0	0	4	8	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	54	0	0	0	0	2	17	16	11	6	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	107	0	1	0	0	7	31	37	21	7	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	137	0	0	0	0	5	40	54	26	6	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>0800</b>	<b>212</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>82</b>	<b>81</b>	<b>37</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
0900	120	0	0	0	0	7	51	30	24	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	125	0	0	4	4	3	42	41	21	8	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	145	0	1	0	0	14	51	64	9	5	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	131	0	0	1	0	9	34	61	19	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	165	0	0	0	2	6	60	61	24	10	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	169	0	0	2	1	4	51	65	32	11	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	203	0	0	0	1	9	88	72	26	4	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>1600</b>	<b>231</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>22</b>	<b>88</b>	<b>77</b>	<b>35</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
1700	170	0	0	0	0	18	64	55	25	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	146	0	0	1	1	1	47	64	21	9	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	104	0	0	0	0	7	40	43	8	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	73	0	0	0	1	9	31	18	12	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	44	0	0	0	0	3	21	11	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	29	0	0	0	0	1	14	5	4	1	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	19	0	0	0	0	2	7	5	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>07-19</b>	<b>1954</b>	<b>0</b>	<b>2</b>	<b>9</b>	<b>10</b>	<b>102</b>	<b>698</b>	<b>725</b>	<b>299</b>	<b>80</b>	<b>20</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-22</b>	<b>2282</b>	<b>0</b>	<b>3</b>	<b>9</b>	<b>11</b>	<b>128</b>	<b>821</b>	<b>834</b>	<b>348</b>	<b>94</b>	<b>23</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-00</b>	<b>2330</b>	<b>0</b>	<b>3</b>	<b>9</b>	<b>11</b>	<b>131</b>	<b>842</b>	<b>844</b>	<b>355</b>	<b>97</b>	<b>25</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>00-00</b>	<b>2411</b>	<b>0</b>	<b>3</b>	<b>9</b>	<b>11</b>	<b>134</b>	<b>867</b>	<b>871</b>	<b>369</b>	<b>105</b>	<b>27</b>	<b>11</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

Site 1  
 Location New Ollerton - attached to lighting column  
 Direction Southbound

14487 - Ollerton  
 SEPTEMBER 2023  
 AUTOMATIC TRAFFIC COUNT

Saturday, 16 September 2023

Time	Total	Speed Bins (mph)																										
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135
0000	8	0	0	0	0	1	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	2	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	3	0	0	0	0	0	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	3	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	8	0	0	0	0	0	2	2	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	18	0	0	0	0	2	4	3	4	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	28	0	1	1	0	3	8	7	3	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	52	0	1	2	0	2	18	13	14	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	77	0	0	1	1	3	32	24	9	4	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	105	0	0	0	1	11	30	47	11	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>1000</b>	<b>130</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>2</b>	<b>5</b>	<b>52</b>	<b>46</b>	<b>15</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
1100	116	0	1	1	1	4	44	45	15	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>1200</b>	<b>150</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>12</b>	<b>49</b>	<b>55</b>	<b>24</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
1300	125	0	0	0	0	4	54	36	19	10	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	129	0	1	1	1	6	38	58	17	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	117	0	2	1	0	7	41	38	22	2	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	102	0	0	0	0	5	38	30	24	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	112	0	1	0	0	2	42	42	18	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	100	0	0	0	0	6	36	43	12	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	69	0	0	0	0	6	26	24	8	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	50	0	0	0	1	2	21	17	6	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	31	0	0	0	0	3	10	8	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	22	0	0	0	0	0	10	9	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	18	0	0	0	0	3	8	3	2	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>07-19</b>	<b>1315</b>	<b>0</b>	<b>7</b>	<b>7</b>	<b>8</b>	<b>67</b>	<b>474</b>	<b>477</b>	<b>200</b>	<b>58</b>	<b>14</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-22</b>	<b>1493</b>	<b>0</b>	<b>8</b>	<b>8</b>	<b>9</b>	<b>81</b>	<b>539</b>	<b>533</b>	<b>226</b>	<b>68</b>	<b>18</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-00</b>	<b>1533</b>	<b>0</b>	<b>8</b>	<b>8</b>	<b>9</b>	<b>84</b>	<b>557</b>	<b>545</b>	<b>229</b>	<b>71</b>	<b>18</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>00-00</b>	<b>1575</b>	<b>0</b>	<b>8</b>	<b>8</b>	<b>9</b>	<b>87</b>	<b>571</b>	<b>554</b>	<b>237</b>	<b>75</b>	<b>22</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

Site 1  
 Location New Ollerton - attached to lighting column  
 Direction Southbound

14487 - Ollerton  
 SEPTEMBER 2023  
 AUTOMATIC TRAFFIC COUNT

Sunday, 17 September 2023

Time	Total	Speed Bins (mph)																										
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135
0000	7	0	0	0	0	1	0	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	5	0	0	0	0	0	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	5	0	0	0	0	1	0	1	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	11	0	0	0	1	0	2	4	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	25	0	2	1	0	0	10	6	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	30	0	1	1	0	1	6	11	9	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	59	0	0	0	0	0	16	29	7	4	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	77	0	0	1	2	3	20	32	12	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	93	0	0	1	2	3	37	33	10	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1100	123	0	0	1	2	6	38	48	21	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	114	0	0	1	1	0	40	42	23	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	117	0	2	4	0	4	40	41	23	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	97	0	0	0	0	10	39	29	13	5	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	107	0	0	1	1	4	35	41	19	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	114	0	2	0	2	4	45	38	15	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	96	0	0	1	2	8	29	34	16	2	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	92	0	0	0	0	3	30	21	23	8	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	65	0	0	0	0	1	33	24	4	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	41	0	0	1	0	6	16	14	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	25	0	0	0	1	2	10	6	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	20	0	0	0	0	3	6	3	6	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	6	0	0	0	0	2	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	1119	0	5	11	12	46	375	399	191	57	10	10	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
06-22	1275	0	7	13	13	55	444	449	209	61	11	10	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
06-00	1301	0	7	13	13	60	450	454	217	61	11	10	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
00-00	1331	0	7	13	15	62	455	466	222	64	12	10	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1

Site 1  
 Location New Ollerton - attached to lighting column  
 Direction Southbound

14487 - Ollerton  
 SEPTEMBER 2023  
 AUTOMATIC TRAFFIC COUNT

Monday, 18 September 2023

Time	Total	Speed Bins (mph)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	5	0	0	0	0	0	1	1	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	9	0	0	1	0	0	4	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	11	0	0	0	0	1	1	3	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	59	0	0	0	0	2	23	21	10	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	103	0	1	0	1	9	46	28	13	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	147	0	0	0	0	2	60	62	17	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>0800</b>	<b>246</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>18</b>	<b>113</b>	<b>79</b>	<b>24</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
0900	129	0	1	0	0	8	69	35	14	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	100	0	0	1	0	7	37	35	16	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	125	0	0	0	0	1	52	51	12	6	2	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	136	0	0	0	0	10	63	42	17	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	120	0	5	0	1	11	52	33	15	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	127	0	0	1	0	3	55	42	22	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>1500</b>	<b>192</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>19</b>	<b>73</b>	<b>66</b>	<b>18</b>	<b>12</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>1600</b>	<b>192</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>11</b>	<b>74</b>	<b>73</b>	<b>28</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
1700	146	0	0	0	0	5	57	61	19	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	122	0	0	0	1	4	51	35	24	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	67	0	0	0	0	8	28	25	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	47	0	0	0	0	6	17	15	5	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	32	0	0	0	0	1	12	11	3	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	17	0	0	0	0	1	6	8	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	8	0	0	0	0	0	4	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>07-19</b>	<b>1782</b>	<b>0</b>	<b>6</b>	<b>2</b>	<b>8</b>	<b>99</b>	<b>756</b>	<b>614</b>	<b>226</b>	<b>57</b>	<b>12</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-22</b>	<b>2031</b>	<b>0</b>	<b>7</b>	<b>2</b>	<b>9</b>	<b>123</b>	<b>859</b>	<b>693</b>	<b>253</b>	<b>66</b>	<b>16</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-00</b>	<b>2056</b>	<b>0</b>	<b>7</b>	<b>2</b>	<b>9</b>	<b>124</b>	<b>869</b>	<b>703</b>	<b>257</b>	<b>66</b>	<b>16</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>00-00</b>	<b>2143</b>	<b>0</b>	<b>7</b>	<b>3</b>	<b>9</b>	<b>127</b>	<b>898</b>	<b>731</b>	<b>272</b>	<b>75</b>	<b>18</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

Site 1  
Location New Ollerton - attached to lighting column  
Direction Southbound

14487 - Ollerton  
SEPTEMBER 2023  
AUTOMATIC TRAFFIC COUNT

Virtual Day (7)

Time	Total	Speed Bins (mph)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	4	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	3	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	3	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	4	0	0	0	0	0	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	12	0	0	0	0	0	2	4	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	42	0	0	0	0	2	13	12	10	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	79	0	1	0	0	5	28	23	15	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	119	0	1	0	0	4	43	44	20	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	184	0	0	0	1	11	76	66	22	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	115	0	0	0	1	10	44	39	15	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	111	0	0	1	1	6	43	38	16	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	126	0	1	0	1	6	48	49	15	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	128	0	0	0	1	8	52	44	18	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	130	0	1	1	0	8	50	45	19	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	128	0	0	1	0	7	49	46	17	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	175	0	0	0	1	11	75	59	20	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	181	0	0	0	1	13	72	62	27	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	156	0	0	0	1	10	58	58	23	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	114	0	0	0	0	4	41	41	19	5	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	85	0	0	0	0	7	36	29	9	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	54	0	0	0	0	5	23	16	7	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	34	0	0	0	0	3	13	10	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	20	0	0	0	0	2	7	6	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	11	0	0	0	0	1	4	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	1668	0	5	5	9	99	651	592	229	60	13	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	1919	0	6	6	10	119	751	671	265	69	15	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	1950	0	6	6	10	122	763	679	270	71	16	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	2017	0	6	6	11	125	783	700	284	77	18	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Virtual Weekday (5)

Time	Total	Speed Bins (mph)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	5	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	3	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	3	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	4	0	0	0	0	0	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	11	0	0	0	0	0	2	5	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	44	0	0	0	0	2	14	13	11	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	84	0	0	0	0	6	29	25	17	5	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	126	0	1	0	0	4	47	47	20	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	192	0	0	0	1	12	81	68	23	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	104	0	0	0	1	9	44	33	14	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	93	0	0	1	1	6	36	31	14	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	107	0	1	0	1	6	42	42	11	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Site 1  
 Location New Ollerton - attached to lighting column  
 Direction Southbound

14487 - Ollerton  
 SEPTEMBER 2023

**AUTOMATIC TRAFFIC COUNT**

1200	105	0	0	0	1	8	45	35	13	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1300	112	0	1	0	1	8	43	40	15	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1400	112	0	0	1	0	6	45	40	15	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1500	167	0	0	0	1	11	75	56	17	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1600	175	0	0	0	1	13	70	61	25	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1700	147	0	0	0	1	10	56	55	21	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1800	101	0	1	0	1	3	37	37	16	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1900	76	0	0	0	1	7	32	26	8	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2000	48	0	0	0	0	5	21	14	6	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2100	30	0	0	0	0	3	12	10	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	16	0	0	0	0	1	6	5	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	8	0	0	0	0	0	4	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>07-19</b>	<b>1980</b>	<b>0</b>	<b>1</b>	<b>5</b>	<b>13</b>	<b>129</b>	<b>800</b>	<b>791</b>	<b>191</b>	<b>40</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-22</b>	<b>2220</b>	<b>0</b>	<b>1</b>	<b>6</b>	<b>16</b>	<b>142</b>	<b>898</b>	<b>876</b>	<b>218</b>	<b>48</b>	<b>11</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-00</b>	<b>2248</b>	<b>0</b>	<b>1</b>	<b>6</b>	<b>17</b>	<b>145</b>	<b>908</b>	<b>883</b>	<b>222</b>	<b>50</b>	<b>12</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>00-00</b>	<b>2287</b>	<b>0</b>	<b>1</b>	<b>6</b>	<b>17</b>	<b>148</b>	<b>926</b>	<b>894</b>	<b>227</b>	<b>52</b>	<b>12</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

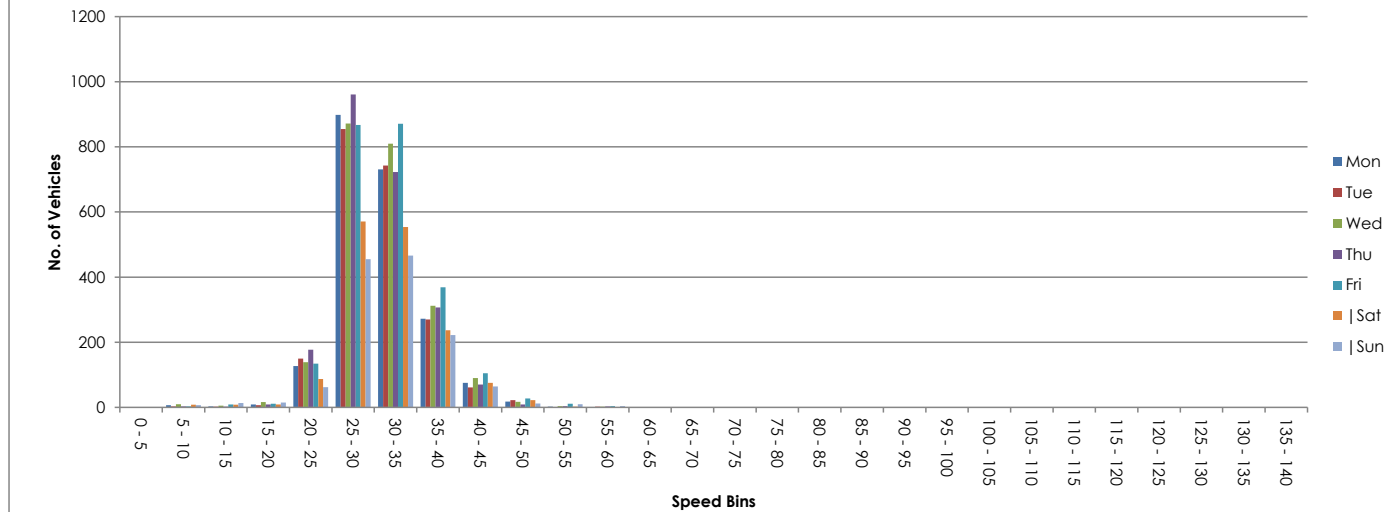
Site 1  
 Location New Ollerton - attached to lighting column  
 Direction Southbound

14487 - Ollerton  
 SEPTEMBER 2023  
 AUTOMATIC TRAFFIC COUNT

Virtual Week (1)

Time	Total	Speed Bins (mph)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
Mon	2143	0	7	3	9	127	898	731	272	75	18	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Tue	2116	0	3	2	7	150	855	743	270	61	22	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Wed	2277	0	10	5	16	139	872	810	312	90	17	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Thu	2268	0	3	2	9	177	961	723	307	70	9	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Fri	2411	0	3	9	11	134	867	871	369	105	27	11	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sat	1575	0	8	8	9	87	571	554	237	75	22	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sun	1331	0	7	13	15	62	455	466	222	64	12	10	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
<b>5 Day Ave.</b>	<b>2243</b>	<b>0</b>	<b>5</b>	<b>4</b>	<b>10</b>	<b>145</b>	<b>891</b>	<b>776</b>	<b>306</b>	<b>80</b>	<b>19</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>7 Day Ave.</b>	<b>2017</b>	<b>0</b>	<b>6</b>	<b>6</b>	<b>11</b>	<b>125</b>	<b>783</b>	<b>700</b>	<b>284</b>	<b>77</b>	<b>18</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
--	14121	0	41	42	76	876	5479	4898	1989	540	127	34	16	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1

Summary Graphs





Site 1  
 Location New Ollerton - attached to lighting column  
 Direction Two Way

14487 - Ollerton  
 SEPTEMBER 2023  
 AUTOMATIC TRAFFIC COUNT

Tuesday, 12 September 2023

Time	Total	Classification												JPSL 30	JPSL% 30	JSL1 35 ACPO	JSL1% 35 ACPO	JSL2 45 DfT	JSL2% 45 DfT	Mean	Vpp 85			
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT											
0000	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	0	0.0	25.9	-	
0100	5	0	5	0	0	0	0	0	0	0	0	0	0	0	4	80.0	3	60.0	0	0.0	0	0.0	34.5	-
0200	6	0	5	0	1	0	0	0	0	0	0	0	0	0	2	33.3	2	33.3	1	16.7	0	0.0	30.9	-
0300	10	0	7	0	3	0	0	0	0	0	0	0	0	0	6	60.0	2	20.0	0	0.0	0	0.0	31.5	-
0400	18	0	15	0	3	0	0	0	0	0	0	0	0	0	12	66.7	4	22.2	0	0.0	0	0.0	32.3	38.8
0500	71	1	69	0	1	0	0	0	0	0	0	0	0	0	44	62.0	23	32.4	3	4.2	0	0.0	32	37.8
0600	158	4	137	0	16	0	1	0	0	0	0	0	0	0	80	50.6	32	20.3	1	0.6	0	0.0	30.5	35.9
0700	289	3	259	0	27	0	0	0	0	0	0	0	0	0	140	48.4	45	15.6	1	0.3	0	0.0	30.3	35
<b>0800</b>	<b>483</b>	<b>3</b>	<b>446</b>	<b>0</b>	<b>31</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>238</b>	<b>49.3</b>	<b>50</b>	<b>10.4</b>	<b>1</b>	<b>0.2</b>	<b>0</b>	<b>0.0</b>	<b>30.3</b>	<b>33.9</b>	
0900	271	1	242	1	24	2	1	0	0	0	0	0	0	0	133	49.1	28	10.3	1	0.4	0	0.0	30.2	34
1000	232	0	204	1	21	4	2	0	0	0	0	0	0	0	125	53.9	28	12.1	0	0.0	0	0.0	30.5	34.6
1100	232	0	204	2	25	1	0	0	0	0	0	0	0	0	101	43.5	27	11.6	0	0.0	0	0.0	30	33.6
1200	272	0	244	0	26	1	1	0	0	0	0	0	0	0	136	50.0	30	11.0	1	0.4	0	0.0	30.3	33.9
1300	255	2	229	1	22	0	1	0	0	0	0	0	0	0	148	58.0	35	13.7	3	1.2	0	0.0	30.9	34.9
1400	257	1	228	1	27	0	0	0	0	0	0	0	0	0	146	56.8	39	15.2	4	1.6	0	0.0	31	35.1
1500	404	2	375	0	26	0	1	0	0	0	0	0	0	0	187	46.3	52	12.9	1	0.2	0	0.0	30.3	34.2
<b>1600</b>	<b>455</b>	<b>3</b>	<b>416</b>	<b>1</b>	<b>33</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>249</b>	<b>54.7</b>	<b>71</b>	<b>15.6</b>	<b>1</b>	<b>0.2</b>	<b>0</b>	<b>0.0</b>	<b>30.9</b>	<b>35.1</b>	
1700	429	0	403	0	25	1	0	0	0	0	0	0	0	0	241	56.2	56	13.1	3	0.7	0	0.0	30.6	34.4
1800	243	1	235	0	6	1	0	0	0	0	0	0	0	0	132	54.3	43	17.7	7	2.9	0	0.0	31.4	36.1
1900	188	1	174	0	12	1	0	0	0	0	0	0	0	0	93	49.5	31	16.5	2	1.1	0	0.0	30.5	35.4
2000	115	4	111	0	0	0	0	0	0	0	0	0	0	0	44	38.3	14	12.2	1	0.9	0	0.0	29.3	33.9
2100	62	0	59	0	3	0	0	0	0	0	0	0	0	0	36	58.1	13	21.0	0	0.0	0	0.0	30.8	35.9
2200	40	1	39	0	0	0	0	0	0	0	0	0	0	0	17	42.5	5	12.5	0	0.0	0	0.0	29.5	34.7
2300	10	0	9	0	1	0	0	0	0	0	0	0	0	0	6	60.0	5	50.0	1	10.0	0	0.0	33.7	-
<b>07-19</b>	<b>3822</b>	<b>16</b>	<b>3485</b>	<b>7</b>	<b>293</b>	<b>13</b>	<b>6</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1976</b>	<b>51.7</b>	<b>504</b>	<b>13.2</b>	<b>23</b>	<b>0.6</b>	<b>0</b>	<b>0.0</b>	<b>30.5</b>	<b>34.6</b>	
<b>06-22</b>	<b>4345</b>	<b>25</b>	<b>3966</b>	<b>7</b>	<b>324</b>	<b>14</b>	<b>7</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>2229</b>	<b>51.3</b>	<b>594</b>	<b>13.7</b>	<b>27</b>	<b>0.6</b>	<b>0</b>	<b>0.0</b>	<b>30.5</b>	<b>34.7</b>	
<b>06-00</b>	<b>4395</b>	<b>26</b>	<b>4014</b>	<b>7</b>	<b>325</b>	<b>14</b>	<b>7</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>2252</b>	<b>51.2</b>	<b>604</b>	<b>13.7</b>	<b>28</b>	<b>0.6</b>	<b>0</b>	<b>0.0</b>	<b>30.5</b>	<b>34.7</b>	
<b>00-00</b>	<b>4509</b>	<b>27</b>	<b>4119</b>	<b>7</b>	<b>333</b>	<b>14</b>	<b>7</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>2320</b>	<b>51.5</b>	<b>638</b>	<b>14.2</b>	<b>32</b>	<b>0.7</b>	<b>0</b>	<b>0.0</b>	<b>30.5</b>	<b>34.8</b>	

Site 1  
 Location New Ollerton - attached to lighting column  
 Direction Two Way

14487 - Ollerton  
 SEPTEMBER 2023  
 AUTOMATIC TRAFFIC COUNT

Wednesday, 13 September 2023

Time	Total	Classification												JPSL 30	JPSL% 30	JSL1 35 ACPO	JSL1% 35 ACPO	JSL2 45 DfT	JSL2% 45 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	13	0	13	0	0	0	0	0	0	0	0	0	0	6	46.2	2	15.4	0	0.0	30.3	37.5
0100	6	0	6	0	0	0	0	0	0	0	0	0	0	4	66.7	3	50.0	1	16.7	36.2	-
0200	3	0	3	0	0	0	0	0	0	0	0	0	0	1	33.3	1	33.3	1	33.3	37	-
0300	5	0	5	0	0	0	0	0	0	0	0	0	0	1	20.0	0	0.0	0	0.0	26.7	-
0400	19	0	16	0	2	1	0	0	0	0	0	0	0	13	68.4	6	31.6	1	5.3	33.1	38.4
0500	77	0	73	0	2	2	0	0	0	0	0	0	0	46	59.7	26	33.8	2	2.6	32.7	39.3
0600	157	5	139	0	9	1	0	0	1	1	1	0	0	97	61.8	43	27.4	1	0.6	32	38.1
0700	311	4	272	1	26	7	1	0	0	0	0	0	0	178	57.2	58	18.7	3	1.0	31.3	36.1
<b>0800</b>	<b>497</b>	<b>3</b>	<b>458</b>	<b>4</b>	<b>27</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>269</b>	<b>54.1</b>	<b>45</b>	<b>9.1</b>	<b>0</b>	<b>0.0</b>	<b>30.4</b>	<b>33.5</b>
0900	306	4	272	0	30	0	0	0	0	0	0	0	0	149	48.7	43	14.1	2	0.7	30.3	34.8
1000	246	4	210	2	28	1	1	0	0	0	0	0	0	103	41.9	30	12.2	1	0.4	29.8	34.4
1100	272	5	240	1	26	0	0	0	0	0	0	0	0	140	51.5	42	15.4	2	0.7	30.4	35.1
1200	253	3	221	1	27	0	0	0	0	1	0	0	0	135	53.4	37	14.6	0	0.0	30.4	34.9
1300	275	11	229	2	32	0	1	0	0	0	0	0	0	129	46.9	33	12.0	2	0.7	30	34.4
1400	296	4	253	1	37	0	0	1	0	0	0	0	0	143	48.3	26	8.8	1	0.3	30.1	33.7
1500	403	6	359	2	34	2	0	0	0	0	0	0	0	207	51.4	60	14.9	3	0.7	30.6	35
1600	471	8	423	1	39	0	0	0	0	0	0	0	0	274	58.2	68	14.4	1	0.2	30.8	34.7
<b>1700</b>	<b>519</b>	<b>7</b>	<b>479</b>	<b>1</b>	<b>29</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>291</b>	<b>56.1</b>	<b>88</b>	<b>17.0</b>	<b>2</b>	<b>0.4</b>	<b>30.9</b>	<b>35.6</b>
1800	266	4	233	0	28	0	1	0	0	0	0	0	0	168	63.2	45	16.9	1	0.4	31.3	35.6
1900	211	1	198	3	9	0	0	0	0	0	0	0	0	107	50.7	27	12.8	4	1.9	30.2	34.2
2000	138	4	128	0	6	0	0	0	0	0	0	0	0	72	52.2	31	22.5	6	4.3	31.9	36.1
2100	63	3	56	0	4	0	0	0	0	0	0	0	0	40	63.5	15	23.8	3	4.8	32.8	37.4
2200	38	0	37	0	0	1	0	0	0	0	0	0	0	23	60.5	9	23.7	0	0.0	31.5	39.1
2300	15	0	15	0	0	0	0	0	0	0	0	0	0	7	46.7	3	20.0	0	0.0	30.8	35.5
<b>07-19</b>	<b>4115</b>	<b>63</b>	<b>3649</b>	<b>16</b>	<b>363</b>	<b>16</b>	<b>4</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>2186</b>	<b>53.1</b>	<b>575</b>	<b>14.0</b>	<b>18</b>	<b>0.4</b>	<b>30.6</b>	<b>34.8</b>
<b>06-22</b>	<b>4684</b>	<b>76</b>	<b>4170</b>	<b>19</b>	<b>391</b>	<b>17</b>	<b>4</b>	<b>1</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2502</b>	<b>53.4</b>	<b>691</b>	<b>14.8</b>	<b>32</b>	<b>0.7</b>	<b>30.7</b>	<b>35</b>
<b>06-00</b>	<b>4737</b>	<b>76</b>	<b>4222</b>	<b>19</b>	<b>391</b>	<b>18</b>	<b>4</b>	<b>1</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2532</b>	<b>53.5</b>	<b>703</b>	<b>14.8</b>	<b>32</b>	<b>0.7</b>	<b>30.7</b>	<b>35</b>
<b>00-00</b>	<b>4860</b>	<b>76</b>	<b>4338</b>	<b>19</b>	<b>395</b>	<b>21</b>	<b>4</b>	<b>1</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2603</b>	<b>53.6</b>	<b>741</b>	<b>15.3</b>	<b>37</b>	<b>0.8</b>	<b>30.7</b>	<b>35.1</b>

Site 1  
 Location New Ollerton - attached to lighting column  
 Direction Two Way

14487 - Ollerton  
 SEPTEMBER 2023  
 AUTOMATIC TRAFFIC COUNT

Thursday, 14 September 2023

Time	Total	Classification												JPSL 30	JPSL% 30	JSL1 35 ACPO	JSL1% 35 ACPO	JSL2 45 DfT	JSL2% 45 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	4	0	4	0	0	0	0	0	0	0	0	0	0	2	50.0	1	25.0	0	0.0	31.5	-
0100	10	0	8	0	2	0	0	0	0	0	0	0	0	4	40.0	2	20.0	0	0.0	29.7	-
0200	6	0	4	0	2	0	0	0	0	0	0	0	0	3	50.0	2	33.3	0	0.0	30.4	-
0300	5	0	4	0	1	0	0	0	0	0	0	0	0	3	60.0	1	20.0	0	0.0	30.8	-
0400	18	0	17	0	1	0	0	0	0	0	0	0	0	12	66.7	6	33.3	0	0.0	33.1	39.4
0500	81	1	76	0	4	0	0	0	0	0	0	0	0	46	56.8	23	28.4	1	1.2	32.2	37.9
0600	165	6	146	1	10	1	0	0	0	0	1	0	0	97	58.8	40	24.2	4	2.4	31.7	37.1
0700	306	3	258	4	37	1	1	0	0	0	2	0	0	165	53.9	50	16.3	3	1.0	30.7	35.3
<b>0800</b>	<b>468</b>	<b>4</b>	<b>419</b>	<b>1</b>	<b>41</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>189</b>	<b>40.4</b>	<b>52</b>	<b>11.1</b>	<b>4</b>	<b>0.9</b>	<b>29.7</b>	<b>34.1</b>
0900	300	0	271	2	23	2	0	0	2	0	0	0	0	138	46.0	41	13.7	2	0.7	29.9	34.8
1000	266	0	223	3	36	4	0	0	0	0	0	0	0	120	45.1	39	14.7	2	0.8	30.2	34.9
1100	263	2	229	2	29	0	1	0	0	0	0	0	0	127	48.3	26	9.9	2	0.8	30.1	33.7
1200	281	1	254	1	25	0	0	0	0	0	0	0	0	116	41.3	37	13.2	1	0.4	29.8	34
1300	279	2	241	0	35	0	1	0	0	0	0	0	0	132	47.3	37	13.3	0	0.0	29.9	34.8
1400	301	2	267	2	29	0	1	0	0	0	0	0	0	121	40.2	37	12.3	2	0.7	29.9	34.4
1500	414	3	368	0	42	0	0	0	1	0	0	0	0	199	48.1	51	12.3	3	0.7	30.4	34.6
1600	462	5	404	3	50	0	0	0	0	0	0	0	0	238	51.5	78	16.9	2	0.4	30.8	35.5
<b>1700</b>	<b>464</b>	<b>5</b>	<b>428</b>	<b>1</b>	<b>28</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>261</b>	<b>56.3</b>	<b>70</b>	<b>15.1</b>	<b>2</b>	<b>0.4</b>	<b>31</b>	<b>35.1</b>
1800	281	2	265	1	13	0	0	0	0	0	0	0	0	169	60.1	51	18.2	1	0.4	31.2	35.7
1900	188	0	179	0	9	0	0	0	0	0	0	0	0	91	48.4	27	14.4	2	1.1	30.8	34.9
2000	126	3	118	0	5	0	0	0	0	0	0	0	0	60	47.6	25	19.8	3	2.4	30.9	36.1
2100	76	1	73	0	2	0	0	0	0	0	0	0	0	31	40.8	9	11.8	1	1.3	30	34.1
2200	26	1	25	0	0	0	0	0	0	0	0	0	0	11	42.3	2	7.7	1	3.8	28.9	33.3
2300	21	0	21	0	0	0	0	0	0	0	0	0	0	9	42.9	0	0.0	0	0.0	29.2	32.3
<b>07-19</b>	<b>4085</b>	<b>29</b>	<b>3627</b>	<b>20</b>	<b>388</b>	<b>10</b>	<b>5</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>1975</b>	<b>48.4</b>	<b>569</b>	<b>13.9</b>	<b>24</b>	<b>0.6</b>	<b>30.3</b>	<b>34.7</b>
<b>06-22</b>	<b>4640</b>	<b>39</b>	<b>4143</b>	<b>21</b>	<b>414</b>	<b>11</b>	<b>5</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>2254</b>	<b>48.6</b>	<b>670</b>	<b>14.4</b>	<b>34</b>	<b>0.7</b>	<b>30.4</b>	<b>34.8</b>
<b>06-00</b>	<b>4687</b>	<b>40</b>	<b>4189</b>	<b>21</b>	<b>414</b>	<b>11</b>	<b>5</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>2274</b>	<b>48.5</b>	<b>672</b>	<b>14.3</b>	<b>35</b>	<b>0.7</b>	<b>30.4</b>	<b>34.8</b>
<b>00-00</b>	<b>4811</b>	<b>41</b>	<b>4302</b>	<b>21</b>	<b>424</b>	<b>11</b>	<b>5</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>2344</b>	<b>48.7</b>	<b>707</b>	<b>14.7</b>	<b>36</b>	<b>0.7</b>	<b>30.4</b>	<b>35</b>

Site 1  
 Location New Ollerton - attached to lighting column  
 Direction Two Way

14487 - Ollerton  
 SEPTEMBER 2023  
 AUTOMATIC TRAFFIC COUNT

Friday, 15 September 2023

Time	Total	Classification												JPSL 30	JPSL% 30	JSL1 35 ACPO	JSL1% 35 ACPO	JSL2 45 DfT	JSL2% 45 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	8	1	7	0	0	0	0	0	0	0	0	0	0	3	37.5	1	12.5	1	12.5	30.7	-
0100	3	0	3	0	0	0	0	0	0	0	0	0	0	2	66.7	1	33.3	0	0.0	32.8	-
0200	6	0	6	0	0	0	0	0	0	0	0	0	0	3	50.0	1	16.7	0	0.0	29.9	-
0300	5	0	3	0	2	0	0	0	0	0	0	0	0	3	60.0	2	40.0	1	20.0	34.7	-
0400	20	0	17	0	3	0	0	0	0	0	0	0	0	15	75.0	5	25.0	1	5.0	33.8	41.8
0500	83	0	80	0	2	0	0	0	1	0	0	0	0	51	61.5	23	27.7	3	3.6	32.8	38.5
0600	183	6	163	0	10	1	2	0	0	0	1	0	0	114	62.3	48	26.2	3	1.6	31.9	37.7
0700	262	3	229	3	24	1	1	0	1	0	0	0	0	155	59.2	55	21.0	6	2.3	31.7	36.3
<b>0800</b>	<b>437</b>	<b>3</b>	<b>397</b>	<b>4</b>	<b>31</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>247</b>	<b>56.5</b>	<b>75</b>	<b>17.2</b>	<b>2</b>	<b>0.5</b>	<b>31.2</b>	<b>35.9</b>
0900	294	2	248	6	36	1	0	0	1	0	0	0	0	150	51.0	54	18.4	3	1.0	31.1	36
1000	266	7	232	2	23	0	2	0	0	0	0	0	0	135	50.8	47	17.7	2	0.8	30.6	35.8
1100	303	4	254	1	38	1	5	0	0	0	0	0	0	162	53.5	33	10.9	5	1.7	30.5	34.2
1200	306	7	271	2	24	1	1	0	0	0	0	0	0	172	56.2	43	14.1	3	1.0	30.9	34.9
1300	346	2	303	0	41	0	0	0	0	0	0	0	0	188	54.3	52	15.0	3	0.9	30.9	35
1400	414	10	366	0	38	0	0	0	0	0	0	0	0	247	59.7	71	17.2	4	1.0	31.2	35.5
1500	455	7	409	0	39	0	0	0	0	0	0	0	0	250	55.0	60	13.2	4	0.9	30.8	34.5
<b>1600</b>	<b>513</b>	<b>4</b>	<b>468</b>	<b>2</b>	<b>38</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>262</b>	<b>51.1</b>	<b>72</b>	<b>14.0</b>	<b>4</b>	<b>0.8</b>	<b>30.5</b>	<b>34.7</b>
1700	429	1	390	3	32	2	0	0	1	0	0	0	0	230	53.6	70	16.3	2	0.5	30.9	35.6
1800	322	6	301	0	15	0	0	0	0	0	0	0	0	204	63.4	60	18.6	2	0.6	31.6	35.8
1900	230	2	220	0	8	0	0	0	0	0	0	0	0	118	51.3	39	17.0	5	2.2	31.1	35.6
2000	145	3	136	0	6	0	0	0	0	0	0	0	0	63	43.5	18	12.4	1	0.7	29.9	34
2100	85	0	83	0	1	1	0	0	0	0	0	0	0	38	44.7	12	14.1	0	0.0	30.1	35
2200	56	0	51	0	5	0	0	0	0	0	0	0	0	28	50.0	21	37.5	4	7.1	32.6	41.2
2300	27	0	26	0	1	0	0	0	0	0	0	0	0	15	55.6	7	25.9	1	3.7	32.3	39.3
<b>07-19</b>	<b>4347</b>	<b>56</b>	<b>3868</b>	<b>23</b>	<b>379</b>	<b>6</b>	<b>11</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2402</b>	<b>55.3</b>	<b>692</b>	<b>15.9</b>	<b>40</b>	<b>0.9</b>	<b>31</b>	<b>35.2</b>
<b>06-22</b>	<b>4990</b>	<b>67</b>	<b>4470</b>	<b>23</b>	<b>404</b>	<b>8</b>	<b>13</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>2735</b>	<b>54.8</b>	<b>809</b>	<b>16.2</b>	<b>49</b>	<b>1.0</b>	<b>31</b>	<b>35.3</b>
<b>06-00</b>	<b>5073</b>	<b>67</b>	<b>4547</b>	<b>23</b>	<b>410</b>	<b>8</b>	<b>13</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>2778</b>	<b>54.8</b>	<b>837</b>	<b>16.5</b>	<b>54</b>	<b>1.1</b>	<b>31</b>	<b>35.3</b>
<b>00-00</b>	<b>5198</b>	<b>68</b>	<b>4663</b>	<b>23</b>	<b>417</b>	<b>8</b>	<b>13</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>2855</b>	<b>54.9</b>	<b>870</b>	<b>16.7</b>	<b>60</b>	<b>1.2</b>	<b>31</b>	<b>35.4</b>

Site 1  
 Location New Ollerton - attached to lighting column  
 Direction Two Way

14487 - Ollerton  
 SEPTEMBER 2023  
 AUTOMATIC TRAFFIC COUNT

Saturday, 16 September 2023

Time	Total	Classification												JPSL 30	JPSL% 30	JSL1 35 ACPO	JSL1% 35 ACPO	JSL2 45 DfT	JSL2% 45 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	13	0	12	0	1	0	0	0	0	0	0	0	0	5	38.5	1	7.7	1	7.7	30.6	34.6
0100	4	0	4	0	0	0	0	0	0	0	0	0	0	1	25.0	0	0.0	0	0.0	28.9	-
0200	9	0	7	0	2	0	0	0	0	0	0	0	0	5	55.6	4	44.4	0	0.0	33.9	-
0300	6	0	6	0	0	0	0	0	0	0	0	0	0	4	66.7	3	50.0	1	16.7	36.6	-
0400	9	0	9	0	0	0	0	0	0	0	0	0	0	6	66.7	4	44.4	2	22.2	35.1	-
0500	30	1	29	0	0	0	0	0	0	0	0	0	0	20	66.7	13	43.3	3	10.0	33.7	43.6
0600	53	5	45	0	3	0	0	0	0	0	0	0	0	23	43.4	11	20.8	3	5.7	30.2	38.3
0700	98	1	86	0	11	0	0	0	0	0	0	0	0	51	52.0	26	26.5	1	1.0	30.6	36.3
0800	149	3	138	0	8	0	0	0	0	0	0	0	0	78	52.4	22	14.8	3	2.0	30.6	35.1
0900	231	1	216	2	10	1	1	0	0	0	0	0	0	128	55.4	31	13.4	1	0.4	30.5	34.7
1000	275	4	245	0	26	0	0	0	0	0	0	0	0	127	46.2	33	12.0	2	0.7	30.1	34.2
<b>1100</b>	<b>286</b>	<b>7</b>	<b>254</b>	<b>1</b>	<b>23</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>152</b>	<b>53.2</b>	<b>36</b>	<b>12.6</b>	<b>1</b>	<b>0.4</b>	<b>30.5</b>	<b>34.1</b>
<b>1200</b>	<b>325</b>	<b>9</b>	<b>297</b>	<b>0</b>	<b>18</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>184</b>	<b>56.6</b>	<b>54</b>	<b>16.6</b>	<b>7</b>	<b>2.2</b>	<b>31.1</b>	<b>35.6</b>
1300	280	5	262	2	10	0	1	0	0	0	0	0	0	156	55.7	52	18.6	2	0.7	31.1	35.8
1400	255	8	230	2	15	0	0	0	0	0	0	0	0	159	62.4	43	16.9	4	1.6	31.3	35.5
1500	265	13	238	2	11	0	0	0	0	0	1	0	0	156	58.9	60	22.6	5	1.9	31.5	36.7
1600	249	3	228	1	16	0	1	0	0	0	0	0	0	140	56.2	56	22.5	1	0.4	31.4	36.8
1700	255	3	239	0	13	0	0	0	0	0	0	0	0	153	60.0	51	20.0	2	0.8	31.5	36.5
1800	198	0	187	1	10	0	0	0	0	0	0	0	0	112	56.6	27	13.6	2	1.0	30.9	34.8
1900	150	2	141	0	7	0	0	0	0	0	0	0	0	93	62.0	33	22.0	4	2.7	31.9	36.9
2000	101	1	98	0	2	0	0	0	0	0	0	0	0	55	54.5	17	16.8	3	3.0	30.7	35.1
2100	62	0	59	0	3	0	0	0	0	0	0	0	0	26	41.9	11	17.7	0	0.0	30.4	36.4
2200	39	0	38	0	1	0	0	0	0	0	0	0	0	21	53.9	7	18.0	0	0.0	30.8	38.1
2300	35	0	34	0	1	0	0	0	0	0	0	0	0	17	48.6	10	28.6	2	5.7	32	39.1
<b>07-19</b>	<b>2866</b>	<b>57</b>	<b>2620</b>	<b>11</b>	<b>171</b>	<b>1</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1596</b>	<b>55.7</b>	<b>491</b>	<b>17.1</b>	<b>31</b>	<b>1.1</b>	<b>31</b>	<b>35.5</b>
<b>06-22</b>	<b>3232</b>	<b>65</b>	<b>2963</b>	<b>11</b>	<b>186</b>	<b>1</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1793</b>	<b>55.5</b>	<b>563</b>	<b>17.4</b>	<b>41</b>	<b>1.3</b>	<b>31</b>	<b>35.6</b>
<b>06-00</b>	<b>3306</b>	<b>65</b>	<b>3035</b>	<b>11</b>	<b>188</b>	<b>1</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1831</b>	<b>55.4</b>	<b>580</b>	<b>17.5</b>	<b>43</b>	<b>1.3</b>	<b>31</b>	<b>35.6</b>
<b>00-00</b>	<b>3377</b>	<b>66</b>	<b>3102</b>	<b>11</b>	<b>191</b>	<b>1</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1872</b>	<b>55.4</b>	<b>605</b>	<b>17.9</b>	<b>50</b>	<b>1.5</b>	<b>31</b>	<b>35.7</b>

Site 1  
 Location New Ollerton - attached to lighting column  
 Direction Two Way

14487 - Ollerton  
 SEPTEMBER 2023  
 AUTOMATIC TRAFFIC COUNT

Sunday, 17 September 2023

Time	Total	Classification												JPSL 30	JPSL% 30	JSL1 35 ACPO	JSL1% 35 ACPO	JSL2 45 DfT	JSL2% 45 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	18	0	18	0	0	0	0	0	0	0	0	0	0	11	61.1	5	27.8	0	0.0	31.7	37.2
0100	6	0	6	0	0	0	0	0	0	0	0	0	0	3	50.0	0	0.0	0	0.0	30.5	-
0200	4	0	4	0	0	0	0	0	0	0	0	0	0	1	25.0	1	25.0	0	0.0	30.6	-
0300	4	0	4	0	0	0	0	0	0	0	0	0	0	1	25.0	0	0.0	0	0.0	25.5	-
0400	7	0	7	0	0	0	0	0	0	0	0	0	0	5	71.4	4	57.1	1	14.3	35	-
0500	18	0	16	0	1	0	0	0	0	0	1	0	0	12	66.7	6	33.3	2	11.1	35	45
0600	42	3	39	0	0	0	0	0	0	0	0	0	0	19	45.2	9	21.4	0	0.0	29.6	36.7
0700	62	2	53	1	6	0	0	0	0	0	0	0	0	41	66.1	17	27.4	2	3.2	31.8	37.6
0800	102	4	94	0	4	0	0	0	0	0	0	0	0	68	66.7	22	21.6	3	2.9	32.5	38.6
0900	155	7	137	4	6	0	1	0	0	0	0	0	0	87	56.1	31	20.0	1	0.6	31.1	36.2
1000	227	12	204	1	9	0	1	0	0	0	0	0	0	116	51.3	35	15.5	1	0.4	30.5	35.2
<b>1100</b>	<b>240</b>	<b>9</b>	<b>217</b>	<b>2</b>	<b>10</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>130</b>	<b>54.2</b>	<b>45</b>	<b>18.8</b>	<b>2</b>	<b>0.8</b>	<b>30.9</b>	<b>36.2</b>
<b>1200</b>	<b>261</b>	<b>5</b>	<b>246</b>	<b>2</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>164</b>	<b>62.8</b>	<b>49</b>	<b>18.8</b>	<b>2</b>	<b>0.8</b>	<b>31.8</b>	<b>36.4</b>
1300	242	5	223	2	11	0	0	0	0	0	1	0	0	138	57.0	51	21.1	5	2.1	30.9	36.2
1400	224	4	209	1	10	0	0	0	0	0	0	0	0	109	48.7	36	16.1	4	1.8	30.8	35.2
1500	239	5	229	1	4	0	0	0	0	0	0	0	0	147	61.5	36	15.1	2	0.8	31.2	35
1600	207	3	189	3	11	0	1	0	0	0	0	0	0	115	55.6	40	19.3	1	0.5	30.6	36.6
1700	194	3	176	0	14	0	0	1	0	0	0	0	0	115	59.3	45	23.2	5	2.6	31.5	37.3
1800	173	8	158	1	6	0	0	0	0	0	0	0	0	110	63.6	53	30.6	7	4.0	33	38.9
1900	135	0	131	1	3	0	0	0	0	0	0	0	0	73	54.1	21	15.6	2	1.5	31.2	35.3
2000	83	2	76	0	5	0	0	0	0	0	0	0	0	43	51.8	15	18.1	1	1.2	30.8	35.9
2100	47	0	44	0	2	0	1	0	0	0	0	0	0	23	48.9	12	25.5	1	2.1	31	38.6
2200	40	0	40	0	0	0	0	0	0	0	0	0	0	23	57.5	16	40.0	4	10.0	33.3	39
2300	7	0	7	0	0	0	0	0	0	0	0	0	0	5	71.4	2	28.6	0	0.0	30.3	-
<b>07-19</b>	<b>2326</b>	<b>67</b>	<b>2135</b>	<b>18</b>	<b>99</b>	<b>0</b>	<b>4</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1340</b>	<b>57.6</b>	<b>460</b>	<b>19.8</b>	<b>35</b>	<b>1.5</b>	<b>31.3</b>	<b>36.2</b>
<b>06-22</b>	<b>2633</b>	<b>72</b>	<b>2425</b>	<b>19</b>	<b>109</b>	<b>0</b>	<b>5</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1498</b>	<b>56.9</b>	<b>517</b>	<b>19.6</b>	<b>39</b>	<b>1.5</b>	<b>31.2</b>	<b>36.2</b>
<b>06-00</b>	<b>2680</b>	<b>72</b>	<b>2472</b>	<b>19</b>	<b>109</b>	<b>0</b>	<b>5</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1526</b>	<b>57.0</b>	<b>535</b>	<b>20.0</b>	<b>43</b>	<b>1.6</b>	<b>31.2</b>	<b>36.2</b>
<b>00-00</b>	<b>2737</b>	<b>72</b>	<b>2527</b>	<b>19</b>	<b>110</b>	<b>0</b>	<b>5</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>1559</b>	<b>57.0</b>	<b>551</b>	<b>20.1</b>	<b>46</b>	<b>1.7</b>	<b>31.3</b>	<b>36.3</b>

Site 1  
 Location New Ollerton - attached to lighting column  
 Direction Two Way

14487 - Ollerton  
 SEPTEMBER 2023  
 AUTOMATIC TRAFFIC COUNT

Monday, 18 September 2023

Time	Total	Classification												JPSL 30	JPSL% 30	JSL1 35 ACPO	JSL1% 35 ACPO	JSL2 45 DfT	JSL2% 45 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	3	0	2	0	1	0	0	0	0	0	0	0	0	3	100.0	2	66.7	0	0.0	37.4	-
0100	3	0	3	0	0	0	0	0	0	0	0	0	0	3	100.0	1	33.3	1	33.3	37.6	-
0200	9	0	7	0	2	0	0	0	0	0	0	0	0	7	77.8	6	66.7	1	11.1	37.2	-
0300	9	0	9	0	0	0	0	0	0	0	0	0	0	4	44.4	4	44.4	0	0.0	32.9	-
0400	15	0	12	0	3	0	0	0	0	0	0	0	0	12	80.0	8	53.3	0	0.0	34.2	41.2
0500	93	0	86	0	6	0	0	0	0	1	0	0	0	47	50.5	16	17.2	1	1.1	31	36.7
0600	165	6	149	1	8	0	0	0	0	0	1	0	0	70	42.4	23	13.9	2	1.2	29.9	35
0700	273	2	245	0	23	1	0	0	1	1	0	0	0	143	52.4	37	13.6	3	1.1	30.7	34.6
<b>0800</b>	<b>504</b>	<b>1</b>	<b>446</b>	<b>1</b>	<b>52</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>241</b>	<b>47.8</b>	<b>53</b>	<b>10.5</b>	<b>0</b>	<b>0.0</b>	<b>30.3</b>	<b>34</b>
0900	297	3	253	2	36	0	1	1	1	0	0	0	0	135	45.5	31	10.4	0	0.0	29.7	33.4
1000	233	3	192	3	31	0	2	0	1	1	0	0	0	112	48.1	36	15.5	3	1.3	30.3	35.1
1100	270	0	243	1	22	0	3	0	1	0	0	0	0	137	50.7	37	13.7	6	2.2	30.7	34.7
1200	291	0	259	4	26	0	1	0	0	1	0	0	0	148	50.9	41	14.1	2	0.7	30.5	34.9
1300	282	2	252	2	25	0	1	0	0	0	0	0	0	143	50.7	49	17.4	1	0.4	30.3	35.8
1400	335	2	297	2	32	1	0	0	0	0	1	0	0	173	51.6	44	13.1	1	0.3	30.4	34.4
1500	390	1	352	2	34	0	1	0	0	0	0	0	0	201	51.5	54	13.9	1	0.3	30.6	34.7
<b>1600</b>	<b>441</b>	<b>4</b>	<b>404</b>	<b>2</b>	<b>31</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>243</b>	<b>55.1</b>	<b>60</b>	<b>13.6</b>	<b>1</b>	<b>0.2</b>	<b>30.7</b>	<b>34.7</b>
1700	395	1	373	0	20	1	0	0	0	0	0	0	0	219	55.4	56	14.2	3	0.8	31	34.8
1800	261	0	244	0	17	0	0	0	0	0	0	0	0	146	55.9	46	17.6	4	1.5	31.4	35.6
1900	162	1	153	0	7	1	0	0	0	0	0	0	0	75	46.3	19	11.7	0	0.0	29.8	34.1
2000	96	0	90	0	5	0	1	0	0	0	0	0	0	53	55.2	14	14.6	2	2.1	30.8	34.9
2100	58	0	56	0	2	0	0	0	0	0	0	0	0	35	60.3	16	27.6	3	5.2	32.8	38.8
2200	36	0	36	0	0	0	0	0	0	0	0	0	0	19	52.8	6	16.7	1	2.8	30.7	35.6
2300	18	0	16	0	2	0	0	0	0	0	0	0	0	7	38.9	5	27.8	0	0.0	32.1	39
<b>07-19</b>	<b>3972</b>	<b>19</b>	<b>3560</b>	<b>19</b>	<b>349</b>	<b>6</b>	<b>10</b>	<b>1</b>	<b>4</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>2041</b>	<b>51.4</b>	<b>544</b>	<b>13.7</b>	<b>25</b>	<b>0.6</b>	<b>30.6</b>	<b>34.7</b>
<b>06-22</b>	<b>4453</b>	<b>26</b>	<b>4008</b>	<b>20</b>	<b>371</b>	<b>7</b>	<b>11</b>	<b>1</b>	<b>4</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2274</b>	<b>51.1</b>	<b>616</b>	<b>13.8</b>	<b>32</b>	<b>0.7</b>	<b>30.5</b>	<b>34.8</b>
<b>06-00</b>	<b>4507</b>	<b>26</b>	<b>4060</b>	<b>20</b>	<b>373</b>	<b>7</b>	<b>11</b>	<b>1</b>	<b>4</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2300</b>	<b>51.0</b>	<b>627</b>	<b>13.9</b>	<b>33</b>	<b>0.7</b>	<b>30.5</b>	<b>34.8</b>
<b>00-00</b>	<b>4639</b>	<b>26</b>	<b>4179</b>	<b>20</b>	<b>385</b>	<b>7</b>	<b>11</b>	<b>1</b>	<b>4</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2376</b>	<b>51.2</b>	<b>664</b>	<b>14.3</b>	<b>36</b>	<b>0.8</b>	<b>30.6</b>	<b>34.8</b>

Site 1  
 Location New Ollerton - attached to lighting column  
 Direction Two Way

14487 - Ollerton  
 SEPTEMBER 2023  
 AUTOMATIC TRAFFIC COUNT

Virtual Day (7)

Time	Total	Classification												JPSL 30	JPSL% 30	JSL1 35 ACPO	JSL1% 35 ACPO	JSL2 45 DfT	JSL2% 45 DfT	Mean	Vpp 85	
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT									
0000	9	0	9	0	0	0	0	0	0	0	0	0	0	0	4	47.6	2	19.1	0	3.2	30.9	-
0100	5	0	5	0	0	0	0	0	0	0	0	0	0	0	3	56.8	1	27.0	0	5.4	32.3	-
0200	6	0	5	0	1	0	0	0	0	0	0	0	0	0	3	51.2	2	39.5	0	7.0	33	-
0300	6	0	5	0	1	0	0	0	0	0	0	0	0	0	3	50.0	2	27.3	0	4.5	31.7	-
0400	15	0	13	0	2	0	0	0	0	0	0	0	0	0	11	70.8	5	34.9	1	4.7	33.5	40.4
0500	65	0	61	0	2	0	0	0	0	0	0	0	0	0	38	58.7	19	28.7	2	3.3	32.3	38.2
0600	132	5	117	0	8	0	0	0	0	0	1	0	0	0	71	54.2	29	22.3	2	1.5	31.1	36.7
0700	229	3	200	1	22	1	0	0	0	0	0	0	0	0	125	54.5	41	18.0	3	1.2	30.9	35.6
<b>0800</b>	<b>377</b>	<b>3</b>	<b>343</b>	<b>1</b>	<b>28</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>190</b>	<b>50.4</b>	<b>46</b>	<b>12.1</b>	<b>2</b>	<b>0.5</b>	<b>30.5</b>	<b>34.3</b>	
0900	265	3	234	2	24	1	1	0	1	0	0	0	0	0	131	49.6	37	14.0	1	0.5	30.3	34.8
1000	249	4	216	2	25	1	1	0	0	0	0	0	0	0	120	48.1	35	14.2	2	0.6	30.3	34.8
1100	267	4	234	1	25	0	2	0	0	0	0	0	0	0	136	50.9	35	13.2	3	1.0	30.5	34.5
1200	284	4	256	1	22	0	1	0	0	0	0	0	0	0	151	53.0	42	14.6	2	0.8	30.7	35
1300	280	4	248	1	25	0	1	0	0	0	0	0	0	0	148	52.8	44	15.8	2	0.8	30.6	35.2
1400	297	4	264	1	27	0	0	0	0	0	0	0	0	0	157	52.7	42	14.2	3	1.0	30.7	34.8
1500	367	5	333	1	27	0	0	0	0	0	0	0	0	0	192	52.4	53	14.5	3	0.7	30.7	34.9
<b>1600</b>	<b>400</b>	<b>4</b>	<b>362</b>	<b>2</b>	<b>31</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>217</b>	<b>54.4</b>	<b>64</b>	<b>15.9</b>	<b>2</b>	<b>0.4</b>	<b>30.8</b>	<b>35.2</b>	
1700	384	3	355	1	23	1	0	0	0	0	0	0	0	0	216	56.2	62	16.2	3	0.7	31	35.4
1800	249	3	232	0	14	0	0	0	0	0	0	0	0	0	149	59.7	46	18.6	3	1.4	31.5	35.8
1900	181	1	171	1	8	0	0	0	0	0	0	0	0	0	93	51.4	28	15.6	3	1.5	30.8	35.3
2000	115	2	108	0	4	0	0	0	0	0	0	0	0	0	56	48.5	19	16.7	2	2.1	30.6	35.3
2100	65	1	61	0	2	0	0	0	0	0	0	0	0	0	33	50.6	13	19.4	1	1.8	31	36.2
2200	39	0	38	0	1	0	0	0	0	0	0	0	0	0	20	51.6	9	24.0	1	3.6	31.2	37
2300	19	0	18	0	1	0	0	0	0	0	0	0	0	0	9	49.6	5	24.1	1	3.0	31.5	36.7
<b>07-19</b>	<b>3648</b>	<b>44</b>	<b>3278</b>	<b>16</b>	<b>292</b>	<b>7</b>	<b>6</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1931</b>	<b>52.9</b>	<b>548</b>	<b>15.0</b>	<b>28</b>	<b>0.8</b>	<b>30.7</b>	<b>35</b>	
<b>06-22</b>	<b>4140</b>	<b>53</b>	<b>3735</b>	<b>17</b>	<b>314</b>	<b>8</b>	<b>7</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2184</b>	<b>52.8</b>	<b>637</b>	<b>15.4</b>	<b>36</b>	<b>0.9</b>	<b>30.7</b>	<b>35.1</b>	
<b>06-00</b>	<b>4198</b>	<b>53</b>	<b>3791</b>	<b>17</b>	<b>316</b>	<b>8</b>	<b>7</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2213</b>	<b>52.7</b>	<b>651</b>	<b>15.5</b>	<b>38</b>	<b>0.9</b>	<b>30.7</b>	<b>35.1</b>	
<b>00-00</b>	<b>4304</b>	<b>54</b>	<b>3890</b>	<b>17</b>	<b>322</b>	<b>9</b>	<b>7</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2276</b>	<b>52.9</b>	<b>682</b>	<b>15.9</b>	<b>42</b>	<b>1.0</b>	<b>30.8</b>	<b>35.2</b>	

Virtual Weekday (5)

Time	Total	Classification												JPSL 30	JPSL% 30	JSL1 35 ACPO	JSL1% 35 ACPO	JSL2 45 DfT	JSL2% 45 DfT	Mean	Vpp 85	
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT									
0000	5	0	5	0	0	0	0	0	0	0	0	0	0	0	2	39	1	20	0	2	26	19
0100	5	0	4	0	0	0	0	0	0	0	0	0	0	0	3	59	2	33	0	8	28	0
0200	5	0	4	0	1	0	0	0	0	0	0	0	0	0	3	41	2	31	1	10	28	0
0300	6	0	5	0	1	0	0	0	0	0	0	0	0	0	3	41	2	21	0	3	26	0
0400	15	0	13	0	2	0	0	0	0	0	0	0	0	0	11	59	5	28	0	2	28	33
0500	68	0	64	0	3	0	0	0	0	0	0	0	0	0	39	48	19	23	2	2	27	32
0600	138	5	122	0	9	1	1	0	0	0	1	0	0	0	76	46	31	19	2	1	26	31
0700	240	3	211	1	23	2	1	0	0	0	0	0	0	0	130	45	41	14	3	1	26	30
0800	398	2	361	2	30	2	0	0	0	0	0	0	0	0	197	41	46	10	1	0	25	29
0900	245	2	214	2	25	1	0	0	1	0	0	0	0	0	118	40	33	11	1	0	25	29
1000	207	2	177	2	23	2	1	0	0	0	0	0	0	0	99	40	30	12	1	1	25	29
1100	223	2	195	1	23	0	2	0	0	0	0	0	0	0	111	41	28	10	3	1	25	29



Site 1  
 Location New Ollerton - attached to lighting column  
 Direction Two Way

14487 - Ollerton  
 SEPTEMBER 2023  
 AUTOMATIC TRAFFIC COUNT

1200	234	2	208	1	21	0	1	0	0	0	0	0	0	118	42	31	11	1	0	25	29
1300	240	3	209	1	26	0	1	0	0	0	0	0	0	123	43	34	12	2	1	25	29
1400	267	3	235	1	27	0	0	0	0	0	0	0	0	138	43	36	11	2	1	25	29
1500	344	3	311	1	29	0	0	0	0	0	0	0	0	174	42	46	11	2	0	25	29
1600	390	4	353	2	32	0	0	0	0	0	0	0	0	211	45	58	12	2	0	26	29
1700	373	2	346	1	22	1	0	0	1	0	0	0	0	207	46	57	13	2	0	26	29
1800	229	2	213	0	13	0	0	0	0	0	0	0	0	137	49	41	15	3	1	26	30
1900	163	1	154	1	8	0	0	0	0	0	0	0	0	81	41	24	12	2	1	25	29
2000	103	2	97	0	4	0	0	0	0	0	0	0	0	49	39	17	14	2	2	25	29
2100	57	1	55	0	2	0	0	0	0	0	0	0	0	30	45	11	16	1	2	26	30
2200	33	0	31	0	1	0	0	0	0	0	0	0	0	16	41	7	16	1	2	26	31
2300	15	0	15	0	1	0	0	0	0	0	0	0	0	7	41	3	21	0	2	26	29
<b>07-19</b>	<b>1980</b>	<b>20</b>	<b>1791</b>	<b>9</b>	<b>149</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1032</b>	<b>52.1</b>	<b>241</b>	<b>12.2</b>	<b>10</b>	<b>0.5</b>	<b>30.5</b>	<b>34.3</b>
<b>06-22</b>	<b>2220</b>	<b>26</b>	<b>2015</b>	<b>9</b>	<b>157</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1157</b>	<b>52.1</b>	<b>281</b>	<b>12.7</b>	<b>15</b>	<b>0.7</b>	<b>30.5</b>	<b>34.4</b>
<b>06-00</b>	<b>2248</b>	<b>26</b>	<b>2042</b>	<b>9</b>	<b>159</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1170</b>	<b>52.1</b>	<b>288</b>	<b>12.8</b>	<b>16</b>	<b>0.7</b>	<b>30.5</b>	<b>34.4</b>
<b>00-00</b>	<b>2287</b>	<b>26</b>	<b>2078</b>	<b>9</b>	<b>160</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1189</b>	<b>52.0</b>	<b>295</b>	<b>12.9</b>	<b>17</b>	<b>0.7</b>	<b>30.5</b>	<b>34.5</b>

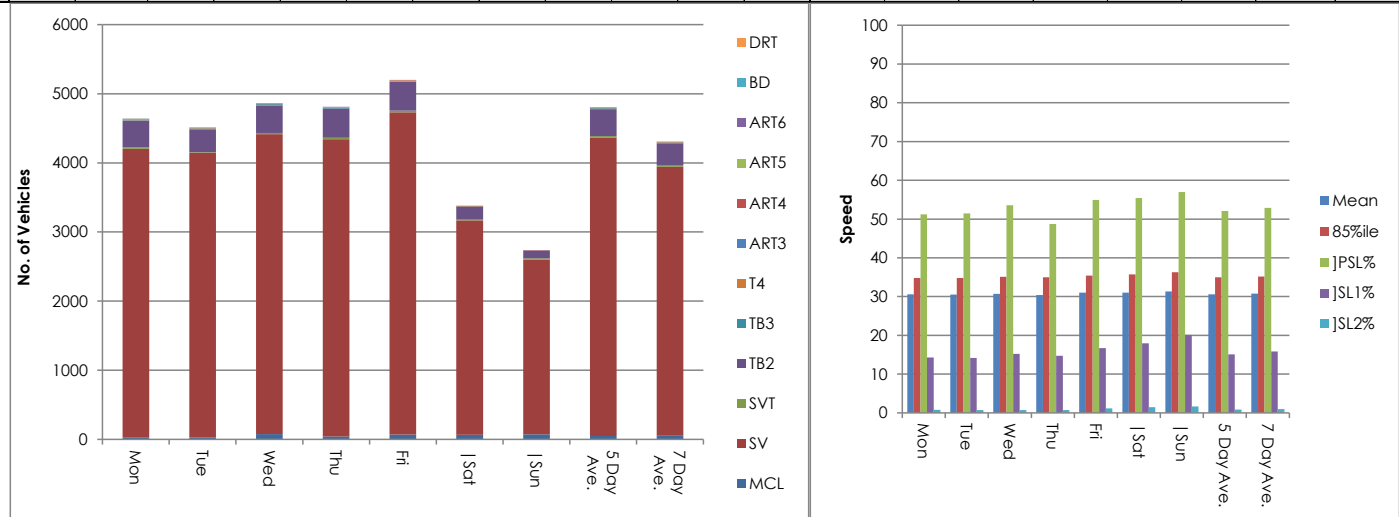
Site 1  
 Location New Ollerton - attached to lighting column  
 Direction Two Way

14487 - Ollerton  
 SEPTEMBER 2023  
 AUTOMATIC TRAFFIC COUNT

Virtual Week (1)

Time	Total	Classification												]PSL 30	]PSL% 30	]SL1 35 ACPO	]SL1% 35 ACPO	]SL2 45 DfT	]SL2% 45 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
Mon	4639	26	4179	20	385	7	11	1	4	4	2	0	0	2376	51.2	664	14.3	36	0.8	30.6	34.8
Tue	4509	27	4119	7	333	14	7	0	1	0	1	0	0	2320	51.5	638	14.2	32	0.7	30.5	34.8
Wed	4860	76	4338	19	395	21	4	1	2	2	2	0	0	2603	53.6	741	15.3	37	0.8	30.7	35.1
Thu	4811	41	4302	21	424	11	5	0	4	0	3	0	0	2344	48.7	707	14.7	36	0.7	30.4	35
Fri	5198	68	4663	23	417	8	13	0	5	0	1	0	0	2855	54.9	870	16.7	60	1.2	31	35.4
Sat	3377	66	3102	11	191	1	5	0	0	0	1	0	0	1872	55.4	605	17.9	50	1.5	31	35.7
Sun	2737	72	2527	19	110	0	5	1	1	0	2	0	0	1559	57.0	551	20.1	46	1.7	31.3	36.3
<b>5 Day Ave.</b>	<b>4803</b>	<b>48</b>	<b>4320</b>	<b>18</b>	<b>391</b>	<b>12</b>	<b>8</b>	<b>0</b>	<b>3</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2500</b>	<b>52.1</b>	<b>724</b>	<b>15.1</b>	<b>40</b>	<b>0.8</b>	<b>30.6</b>	<b>35.0</b>
<b>7 Day Ave.</b>	<b>4304</b>	<b>54</b>	<b>3890</b>	<b>17</b>	<b>322</b>	<b>9</b>	<b>7</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2276</b>	<b>52.9</b>	<b>682</b>	<b>15.9</b>	<b>42</b>	<b>1.0</b>	<b>30.8</b>	<b>35.2</b>
--	<b>30131</b>	<b>376</b>	<b>27230</b>	<b>120</b>	<b>2255</b>	<b>62</b>	<b>50</b>	<b>3</b>	<b>17</b>	<b>6</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>15929</b>	<b>52.9</b>	<b>4776</b>	<b>15.9</b>	<b>297</b>	<b>1.0</b>	<b>30.8</b>	<b>35.2</b>

Summary Graphs



Site 1  
 Location New Ollerton - attached to lighting column  
 Direction Two Way

14487 - Ollerton  
 SEPTEMBER 2023  
 AUTOMATIC TRAFFIC COUNT

Tuesday, 12 September 2023

Time	Total	Speed Bins (mph)																										
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135
0000	4	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	5	0	0	0	0	1	0	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	6	0	0	0	0	1	3	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	10	0	0	0	1	0	3	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	18	0	0	0	0	1	5	8	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	71	0	0	1	0	3	23	21	18	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	158	0	0	0	2	14	62	48	26	5	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	289	0	1	1	1	19	127	95	39	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>0800</b>	<b>483</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>24</b>	<b>218</b>	<b>188</b>	<b>45</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
0900	271	0	0	0	1	22	115	105	20	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	232	0	0	0	1	14	92	97	26	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	232	0	0	0	2	17	112	74	21	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	272	0	0	0	2	21	113	106	25	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	255	0	0	1	1	21	84	113	26	6	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	257	0	0	0	0	14	97	107	30	5	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	404	0	0	0	2	28	187	135	42	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>1600</b>	<b>455</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>180</b>	<b>178</b>	<b>59</b>	<b>11</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
1700	429	0	1	0	0	37	150	185	43	10	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	243	0	1	0	1	12	97	89	30	6	5	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	188	0	0	0	2	14	79	62	25	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	115	0	1	2	1	11	56	30	12	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	62	0	0	0	1	4	21	23	12	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	40	0	0	0	1	6	16	12	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	10	0	0	0	0	1	3	1	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>07-19</b>	<b>3822</b>	<b>0</b>	<b>3</b>	<b>3</b>	<b>13</b>	<b>255</b>	<b>1572</b>	<b>1472</b>	<b>406</b>	<b>75</b>	<b>20</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-22</b>	<b>4345</b>	<b>0</b>	<b>4</b>	<b>5</b>	<b>19</b>	<b>298</b>	<b>1790</b>	<b>1635</b>	<b>481</b>	<b>86</b>	<b>23</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-00</b>	<b>4395</b>	<b>0</b>	<b>4</b>	<b>5</b>	<b>20</b>	<b>305</b>	<b>1809</b>	<b>1648</b>	<b>487</b>	<b>89</b>	<b>24</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>00-00</b>	<b>4509</b>	<b>0</b>	<b>4</b>	<b>6</b>	<b>21</b>	<b>313</b>	<b>1845</b>	<b>1682</b>	<b>511</b>	<b>95</b>	<b>28</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

Site 1  
 Location New Ollerton - attached to lighting column  
 Direction Two Way

14487 - Ollerton  
 SEPTEMBER 2023  
 AUTOMATIC TRAFFIC COUNT

Wednesday, 13 September 2023

Time	Total	Speed Bins (mph)																										
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135
0000	13	0	0	0	0	2	5	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	6	0	0	0	0	0	2	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	3	0	0	0	0	0	2	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	5	0	0	0	0	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	19	0	0	0	0	0	6	7	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	77	0	0	0	0	7	24	20	16	8	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	157	0	0	1	1	5	53	54	33	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	311	0	1	0	3	16	113	120	46	9	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>0800</b>	<b>497</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>23</b>	<b>203</b>	<b>224</b>	<b>32</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
0900	306	0	1	0	3	27	126	106	32	9	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	246	0	2	1	2	26	112	73	22	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	272	0	2	0	4	18	108	98	32	8	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	253	0	1	2	2	17	96	98	31	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	275	0	1	4	0	29	112	96	26	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	296	0	1	0	3	21	128	117	17	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	403	0	0	0	1	25	170	147	47	10	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	471	0	1	1	3	21	171	206	57	10	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>1700</b>	<b>519</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>32</b>	<b>190</b>	<b>203</b>	<b>75</b>	<b>11</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
1800	266	0	2	0	2	9	85	123	35	9	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	211	0	0	2	2	18	82	80	20	3	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	138	0	0	1	0	6	59	41	20	5	3	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	63	0	0	0	0	2	21	25	9	3	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	38	0	0	1	0	4	10	14	6	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	15	0	0	0	0	0	8	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>07-19</b>	<b>4115</b>	<b>0</b>	<b>12</b>	<b>9</b>	<b>30</b>	<b>264</b>	<b>1614</b>	<b>1611</b>	<b>452</b>	<b>105</b>	<b>14</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-22</b>	<b>4684</b>	<b>0</b>	<b>12</b>	<b>13</b>	<b>33</b>	<b>295</b>	<b>1829</b>	<b>1811</b>	<b>534</b>	<b>125</b>	<b>22</b>	<b>4</b>	<b>3</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-00</b>	<b>4737</b>	<b>0</b>	<b>12</b>	<b>14</b>	<b>33</b>	<b>299</b>	<b>1847</b>	<b>1829</b>	<b>543</b>	<b>128</b>	<b>22</b>	<b>4</b>	<b>3</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>00-00</b>	<b>4860</b>	<b>0</b>	<b>12</b>	<b>14</b>	<b>33</b>	<b>310</b>	<b>1888</b>	<b>1862</b>	<b>565</b>	<b>139</b>	<b>25</b>	<b>6</b>	<b>3</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

Site 1  
 Location New Ollerton - attached to lighting column  
 Direction Two Way

14487 - Ollerton  
 SEPTEMBER 2023  
 AUTOMATIC TRAFFIC COUNT

Thursday, 14 September 2023

Time	Total	Speed Bins (mph)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	4	0	0	0	0	0	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	10	0	0	0	0	2	4	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	6	0	0	0	0	1	2	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	5	0	0	0	0	0	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	18	0	0	0	0	0	6	6	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	81	0	0	0	0	4	31	23	16	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	165	0	0	0	3	8	57	57	25	11	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	306	0	1	0	0	27	113	115	38	9	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>0800</b>	<b>468</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>6</b>	<b>43</b>	<b>228</b>	<b>137</b>	<b>35</b>	<b>13</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
0900	300	0	0	0	4	28	130	97	34	5	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	266	0	0	0	1	28	117	81	28	9	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	263	0	0	0	1	15	120	101	20	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	281	0	0	0	3	23	139	79	30	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	279	0	1	0	0	31	115	95	36	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	301	0	0	3	2	22	153	84	27	8	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	414	0	0	0	0	32	183	148	39	9	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	462	0	0	0	3	35	186	160	65	11	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>1700</b>	<b>464</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>17</b>	<b>185</b>	<b>191</b>	<b>55</b>	<b>13</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
1800	281	0	0	0	0	15	97	118	45	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	188	0	0	0	1	13	83	64	15	10	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	126	0	0	0	1	7	58	35	18	4	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	76	0	0	0	0	11	34	22	5	3	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	26	0	0	0	2	2	11	9	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	21	0	0	0	0	1	11	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>07-19</b>	<b>4085</b>	<b>0</b>	<b>4</b>	<b>3</b>	<b>21</b>	<b>316</b>	<b>1766</b>	<b>1406</b>	<b>452</b>	<b>93</b>	<b>21</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-22</b>	<b>4640</b>	<b>0</b>	<b>4</b>	<b>3</b>	<b>26</b>	<b>355</b>	<b>1998</b>	<b>1584</b>	<b>515</b>	<b>121</b>	<b>25</b>	<b>5</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-00</b>	<b>4687</b>	<b>0</b>	<b>4</b>	<b>3</b>	<b>28</b>	<b>358</b>	<b>2020</b>	<b>1602</b>	<b>516</b>	<b>121</b>	<b>26</b>	<b>5</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>00-00</b>	<b>4811</b>	<b>0</b>	<b>4</b>	<b>3</b>	<b>28</b>	<b>365</b>	<b>2067</b>	<b>1637</b>	<b>542</b>	<b>129</b>	<b>27</b>	<b>5</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

Site 1  
 Location New Ollerton - attached to lighting column  
 Direction Two Way

14487 - Ollerton  
 SEPTEMBER 2023  
 AUTOMATIC TRAFFIC COUNT

Friday, 15 September 2023

Time	Total	Speed Bins (mph)																										
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135
0000	8	0	0	0	0	1	4	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	3	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	6	0	0	0	0	1	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	5	0	0	0	0	0	2	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	20	0	0	0	0	0	5	10	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	83	0	0	0	0	2	30	28	13	7	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	183	0	1	0	1	8	59	66	37	8	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	262	0	0	0	1	15	91	100	39	10	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>0800</b>	<b>437</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>175</b>	<b>172</b>	<b>63</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
0900	294	0	0	0	1	18	125	96	40	11	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	266	0	0	5	6	16	104	88	34	11	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	303	0	1	1	1	24	114	129	17	11	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	306	0	0	1	2	23	108	129	33	7	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	346	0	0	0	3	17	138	136	39	10	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	414	0	0	3	5	11	148	176	51	16	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	455	0	0	4	3	15	183	190	45	11	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>1600</b>	<b>513</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>31</b>	<b>218</b>	<b>190</b>	<b>61</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
1700	429	0	0	1	1	41	156	160	54	14	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	322	0	0	1	1	7	109	144	44	14	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	230	0	0	0	1	15	96	79	25	9	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	145	0	0	1	1	14	66	45	15	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	85	0	0	0	1	8	38	26	9	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	56	0	0	0	1	3	24	7	12	5	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	27	0	0	0	1	2	9	8	3	3	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>07-19</b>	<b>4347</b>	<b>0</b>	<b>2</b>	<b>17</b>	<b>25</b>	<b>232</b>	<b>1669</b>	<b>1710</b>	<b>520</b>	<b>132</b>	<b>29</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-22</b>	<b>4990</b>	<b>0</b>	<b>3</b>	<b>18</b>	<b>29</b>	<b>277</b>	<b>1928</b>	<b>1926</b>	<b>606</b>	<b>154</b>	<b>35</b>	<b>10</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-00</b>	<b>5073</b>	<b>0</b>	<b>3</b>	<b>18</b>	<b>31</b>	<b>282</b>	<b>1961</b>	<b>1941</b>	<b>621</b>	<b>162</b>	<b>37</b>	<b>12</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>00-00</b>	<b>5198</b>	<b>0</b>	<b>3</b>	<b>18</b>	<b>31</b>	<b>286</b>	<b>2005</b>	<b>1985</b>	<b>639</b>	<b>171</b>	<b>39</b>	<b>15</b>	<b>5</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

Site 1  
 Location New Ollerton - attached to lighting column  
 Direction Two Way

14487 - Ollerton  
 SEPTEMBER 2023  
 AUTOMATIC TRAFFIC COUNT

Saturday, 16 September 2023

Time	Total	Speed Bins (mph)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	13	0	0	0	0	1	7	4	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	4	0	0	0	0	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	9	0	0	0	0	0	4	1	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	6	0	0	0	0	0	2	1	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	9	0	0	0	0	1	2	2	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	30	0	0	0	0	4	6	7	6	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	53	0	1	2	0	7	20	12	6	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	98	0	1	2	1	4	39	25	24	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	149	0	0	1	2	8	60	56	14	5	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	231	0	0	0	2	24	77	97	24	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	275	0	1	3	2	19	123	94	20	11	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	286	0	1	1	2	12	118	116	28	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	325	0	1	0	4	23	113	130	39	8	5	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	280	0	0	1	4	12	107	104	38	12	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	255	0	1	1	2	11	81	116	32	7	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	265	0	2	3	1	16	87	96	45	10	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	249	0	0	2	1	10	96	84	44	11	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	255	0	1	1	0	16	84	102	35	14	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	198	0	0	0	1	12	73	85	21	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	150	0	0	0	1	8	48	60	18	11	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	101	0	0	1	2	6	37	38	11	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	62	0	0	0	0	5	31	15	10	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	39	0	0	0	0	4	14	14	3	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	35	0	0	0	0	7	11	7	6	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	2866	0	8	15	22	167	1058	1105	364	96	25	3	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	3232	0	9	18	25	193	1194	1230	409	113	34	4	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	3306	0	9	18	25	204	1219	1251	418	119	34	4	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	3377	0	9	18	25	210	1243	1267	430	125	40	4	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Site 1  
 Location New Ollerton - attached to lighting column  
 Direction Two Way

14487 - Ollerton  
 SEPTEMBER 2023  
 AUTOMATIC TRAFFIC COUNT

Sunday, 17 September 2023

Time	Total	Speed Bins (mph)																										
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135
0000	18	0	0	0	0	1	6	6	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	6	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	4	0	0	0	0	0	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	4	0	0	0	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	7	0	0	0	0	1	1	1	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	18	0	0	0	1	0	5	6	1	3	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	42	0	2	1	0	1	19	10	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	62	0	1	1	0	3	16	24	14	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	102	0	1	1	0	2	30	46	9	10	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	155	0	0	2	3	7	56	56	20	10	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	227	0	0	1	5	10	94	81	27	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1100	240	0	0	2	5	16	87	85	32	11	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	261	0	0	1	1	3	92	115	37	10	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	242	0	2	6	1	8	87	87	43	3	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	224	0	0	0	2	14	99	73	25	7	1	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	239	0	0	1	1	14	76	111	28	6	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	207	0	2	1	7	14	68	75	30	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	194	0	1	1	7	13	57	70	28	12	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	173	0	0	0	0	8	55	57	34	12	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	135	0	0	0	2	2	58	52	13	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	83	0	0	1	0	8	31	28	12	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	47	0	0	1	2	4	17	11	8	3	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	40	0	0	0	1	5	11	7	12	0	1	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	7	0	0	0	0	2	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	2326	0	7	17	32	112	817	880	327	98	18	13	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1
06-22	2633	0	9	20	36	127	942	981	368	110	21	13	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	1
06-00	2680	0	9	20	37	134	953	991	382	110	22	13	5	2	1	0	0	0	0	0	0	0	0	0	0	0	0	1
00-00	2737	0	9	20	39	137	972	1008	391	114	23	14	6	2	1	0	0	0	0	0	0	0	0	0	0	0	0	1



Site 1  
 Location New Ollerton - attached to lighting column  
 Direction Two Way

14487 - Ollerton  
 SEPTEMBER 2023  
 AUTOMATIC TRAFFIC COUNT

Monday, 18 September 2023

Time	Total	Speed Bins (mph)																										
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135
0000	3	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	3	0	0	0	0	0	0	2	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	9	0	0	0	0	0	2	1	1	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	9	0	0	1	0	0	4	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	15	0	0	0	0	1	2	4	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	93	0	0	0	0	4	42	31	11	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	165	0	1	0	2	15	77	47	17	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	273	0	0	0	1	19	110	106	25	9	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>0800</b>	<b>504</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>32</b>	<b>229</b>	<b>188</b>	<b>41</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
0900	297	0	2	1	1	18	140	104	27	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	233	0	0	1	0	24	96	76	27	6	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	270	0	0	0	0	14	119	100	24	7	5	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	291	0	0	0	0	27	116	107	34	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	282	0	6	0	1	23	109	94	39	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	335	0	0	2	1	17	142	129	37	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	390	0	0	0	3	25	161	147	35	18	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>1600</b>	<b>441</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>21</b>	<b>174</b>	<b>183</b>	<b>50</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
1700	395	0	0	0	1	15	160	163	46	7	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	261	0	0	0	1	10	104	100	35	7	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	162	0	0	0	3	15	69	56	15	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	96	0	0	0	0	9	34	39	9	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	58	0	0	0	0	1	22	19	9	4	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	36	0	0	0	0	2	15	13	5	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	18	0	0	0	0	0	11	2	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>07-19</b>	<b>3972</b>	<b>0</b>	<b>8</b>	<b>5</b>	<b>13</b>	<b>245</b>	<b>1660</b>	<b>1497</b>	<b>420</b>	<b>99</b>	<b>21</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-22</b>	<b>4453</b>	<b>0</b>	<b>9</b>	<b>5</b>	<b>18</b>	<b>285</b>	<b>1862</b>	<b>1658</b>	<b>470</b>	<b>114</b>	<b>26</b>	<b>5</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-00</b>	<b>4507</b>	<b>0</b>	<b>9</b>	<b>5</b>	<b>18</b>	<b>287</b>	<b>1888</b>	<b>1673</b>	<b>479</b>	<b>115</b>	<b>27</b>	<b>5</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>00-00</b>	<b>4639</b>	<b>0</b>	<b>9</b>	<b>6</b>	<b>18</b>	<b>292</b>	<b>1938</b>	<b>1712</b>	<b>497</b>	<b>131</b>	<b>30</b>	<b>5</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

Site 1  
 Location New Ollerton - attached to lighting column  
 Direction Two Way

14487 - Ollerton  
 SEPTEMBER 2023  
 AUTOMATIC TRAFFIC COUNT

Virtual Day (7)

Time	Total	Speed Bins (mph)																										
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135
0000	9	0	0	0	0	1	4	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	5	0	0	0	0	0	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	6	0	0	0	0	0	3	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	6	0	0	0	0	0	2	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	15	0	0	0	0	1	4	5	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	65	0	0	0	0	3	23	19	12	5	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	132	0	1	1	1	8	50	42	22	6	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	229	0	1	1	1	15	87	84	32	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	377	0	1	1	2	21	163	144	34	10	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	265	0	0	0	2	21	110	94	28	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	249	0	0	2	2	20	105	84	26	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	267	0	1	1	2	17	111	100	25	8	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	284	0	0	1	2	20	111	109	33	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	280	0	1	2	1	20	107	104	35	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	297	0	0	1	2	16	121	115	31	8	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	367	0	0	1	2	22	150	139	40	10	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	400	0	0	1	2	23	156	154	52	10	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	384	0	0	0	2	24	140	153	48	12	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	249	0	0	0	1	10	89	102	35	8	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	181	0	0	0	2	12	74	65	19	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	115	0	0	1	1	9	49	37	14	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	65	0	0	0	1	5	26	20	9	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	39	0	0	0	1	4	14	11	6	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	19	0	0	0	0	2	8	5	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	3648	0	6	10	22	227	1451	1383	420	100	21	5	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	4140	0	7	12	27	261	1649	1546	483	118	27	6	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	4198	0	7	12	27	267	1671	1562	492	121	27	6	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	4304	0	7	12	28	273	1708	1593	511	129	30	7	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0

Virtual Weekday (5)

Time	Total	Speed Bins (mph)																										
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135
0000	5	0	0	0	0	1	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	5	0	0	0	0	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	5	0	0	0	0	1	2	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	6	0	0	0	0	0	2	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	15	0	0	0	0	0	4	6	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	68	0	0	0	0	3	25	21	12	5	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	138	0	0	0	2	8	51	45	23	6	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	240	0	1	0	1	16	92	89	31	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	398	0	1	0	2	23	176	152	36	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	245	0	1	0	2	19	106	85	26	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	207	0	0	1	2	18	87	69	23	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	223	0	1	0	1	15	96	84	19	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Site 1  
 Location New Ollerton - attached to lighting column  
 Direction Two Way

14487 - Ollerton  
 SEPTEMBER 2023

AUTOMATIC TRAFFIC COUNT

1200	234	0	0	1	2	19	95	87	26	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	240	0	1	1	1	20	93	89	28	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1400	267	0	0	1	2	14	111	102	27	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1500	344	0	0	1	2	21	147	128	35	10	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1600	390	0	0	1	2	22	155	153	49	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1700	373	0	0	0	2	24	140	150	46	9	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1800	229	0	1	0	1	9	82	96	32	7	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1900	163	0	0	0	2	13	68	57	17	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2000	103	0	0	1	1	8	46	32	12	3	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2100	57	0	0	0	0	4	23	19	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2200	33	0	0	0	1	3	13	9	5	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2300	15	0	0	0	0	1	7	4	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
<b>07-19</b>	<b>1980</b>	<b>0</b>	<b>1</b>	<b>5</b>	<b>13</b>	<b>129</b>	<b>800</b>	<b>791</b>	<b>191</b>	<b>40</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>		
<b>06-22</b>	<b>2220</b>	<b>0</b>	<b>1</b>	<b>6</b>	<b>16</b>	<b>142</b>	<b>898</b>	<b>876</b>	<b>218</b>	<b>48</b>	<b>11</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>06-00</b>	<b>2248</b>	<b>0</b>	<b>1</b>	<b>6</b>	<b>17</b>	<b>145</b>	<b>908</b>	<b>883</b>	<b>222</b>	<b>50</b>	<b>12</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>00-00</b>	<b>2287</b>	<b>0</b>	<b>1</b>	<b>6</b>	<b>17</b>	<b>148</b>	<b>926</b>	<b>894</b>	<b>227</b>	<b>52</b>	<b>12</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	

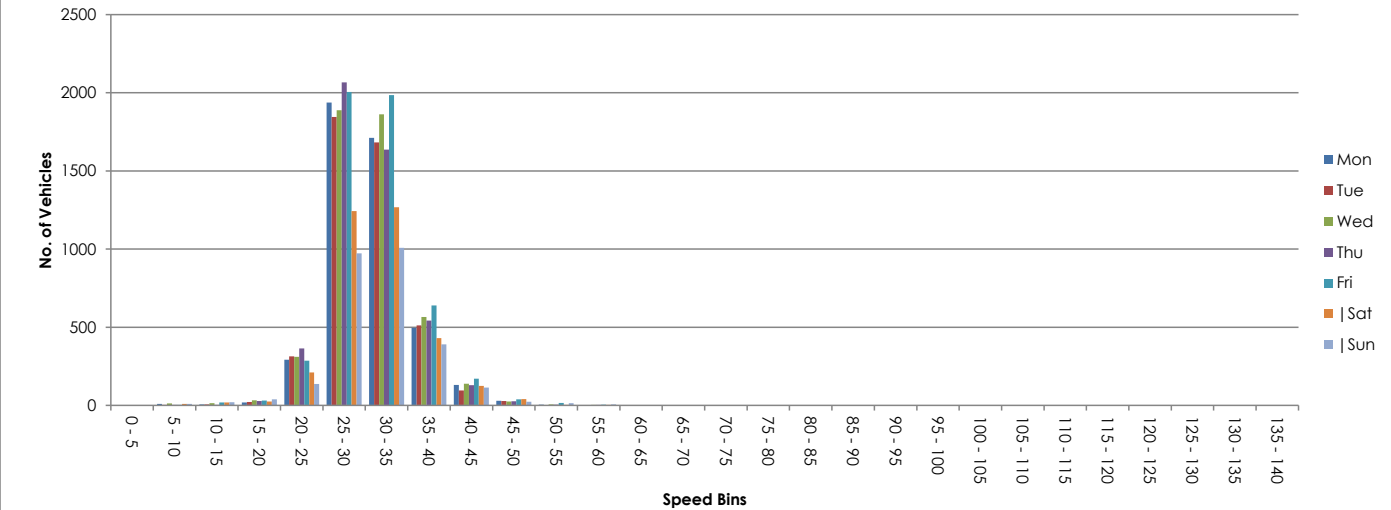
Site 1  
 Location New Ollerton - attached to lighting column  
 Direction Two Way

14487 - Ollerton  
 SEPTEMBER 2023  
 AUTOMATIC TRAFFIC COUNT












Virtual Week (1)

Time	Total	Speed Bins (mph)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
Mon	4639	0	9	6	18	292	1938	1712	497	131	30	5	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Tue	4509	0	4	6	21	313	1845	1682	511	95	28	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Wed	4860	0	12	14	33	310	1888	1862	565	139	25	6	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Thu	4811	0	4	3	28	365	2067	1637	542	129	27	5	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Fri	5198	0	3	18	31	286	2005	1985	639	171	39	15	5	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sat	3377	0	9	18	25	210	1243	1267	430	125	40	4	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sun	2737	0	9	20	39	137	972	1008	391	114	23	14	6	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
<b>5 Day Ave.</b>	<b>4803</b>	<b>0</b>	<b>6</b>	<b>9</b>	<b>26</b>	<b>313</b>	<b>1949</b>	<b>1776</b>	<b>551</b>	<b>133</b>	<b>30</b>	<b>7</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>7 Day Ave.</b>	<b>4304</b>	<b>0</b>	<b>7</b>	<b>12</b>	<b>28</b>	<b>273</b>	<b>1708</b>	<b>1593</b>	<b>511</b>	<b>129</b>	<b>30</b>	<b>7</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
--	<b>30131</b>	<b>0</b>	<b>50</b>	<b>85</b>	<b>195</b>	<b>1913</b>	<b>11958</b>	<b>11153</b>	<b>3575</b>	<b>904</b>	<b>212</b>	<b>51</b>	<b>23</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>

Summary Graphs



**ATC VEHICLE CATEGORIES**

Axles	Groups	Description	Class		Parameters	Dominant Vehicle	Aggregate
2	1 or 2	Very Short - Bicycle or Motorcycle	MC	1	d(1)<1.7m & axles=2		
2	1 or 2	Short - Sedan, Wagon, 4WD, Utility, Light Van	SV	2	d(1)>=1.7m, d(1)<=3.2m & axles=2		
3, 4 or 5	3	Short Towing - Trailer, Caravan, Boat, etc.	SVT	3	d(1)>=2.1m, d(1)<=3.2m, d(2)>=2.1m & axles=3,4,5		1 (Light)
2	2	Two axle truck or Bus	TB2	4	d(1)>3.2m & axles=2		
3	2	Three axle truck or Bus	TB3	5	axles=3 & groups=2		
>3	2	Four axle truck	T4	6	axles>3 & groups=2		2 (Medium)
3	3	Three axle articulated vehicle or Rigid vehicle and trailer	ART3	7	d(1)>3.2m, axles=3 & groups=3		
4	>2	Four axle articulated vehicle or Rigid vehicle and trailer	ART4	8	d(2)<2.1m or d(1)<2.1m or d(1)>3.2m axles = 4 & groups>2		
5	>2	Five axle articulated vehicle or Rigid vehicle and trailer	ART5	9	d(2)<2.1m or d(1)<2.1m or d(1)>3.2m axles=5 & groups>2		
>=6	>2	Six (or more) axle articulated vehicle or Rigid vehicle and trailer	ART6	10	axles=6 & groups>2 or axles>6 & groups=3		
>6	4	B-Double or Heavy truck and trailer	BD	11	groups=4 & axles>6		
>6	>=5	Double or triple road train or Heavy truck and two (or more) trailers	DRT	12	groups>=5 & axles>6		3 (Heavy)

**ATC SPEED BINS & DATA HEADINGS**

Heading	Description
0 - 5	Speed bin totals 0 - 5 mph
5 - 10	Speed bin totals 5 - 10 mph
10-15	Speed bin totals 10 - 15 mph
15 - 20	Speed bin totals 15 - 20 mph
20 - 25	Speed bin totals 20 - 25 mph
25 - 30	Speed bin totals 25 - 30 mph
30 - 35	Speed bin totals 30 - 35 mph
35 - 40	Speed bin totals 35 - 40 mph
40 - 45	Speed bin totals 40 - 45 mph
45 - 50	Speed bin totals 45 - 50 mph
50 - 55	Speed bin totals 50 - 55 mph
55 - 60	Speed bin totals 55 - 60 mph
60 - 65	Speed bin totals 60 - 65 mph
65 - 70	Speed bin totals 65 - 70 mph
70 - 75	Speed bin totals 70 - 75 mph
75 - 80	Speed bin totals 75 - 80 mph
80 - 85	Speed bin totals 80 - 85 mph
85 - 90	Speed bin totals 85 - 90 mph
90 - 95	Speed bin totals 90 - 95 mph
95 - 100	Speed bin totals 95 - 100 mph
100 - 105	Speed bin totals 100 - 105 mph
105 - 110	Speed bin totals 105 - 110 mph
110 - 115	Speed bin totals 110 - 115 mph
115 - 120	Speed bin totals 115 - 120 mph
120 - 125	Speed bin totals 120 - 125 mph
125 - 130	Speed bin totals 125 - 130 mph
130 - 135	Speed bin totals 130 - 135 mph
135 - 140	Speed bin totals 135 - 140 mph

Heading	Description
>PSL	Greater than the posted speed limit
>PSL%	Greater than the posted speed limit as a percentage
>SL1 ACPO	Greater than ACPO (Association of Chief Police Officers) standard. ACPO is PSL x 10%+2mph
>SL1% ACPO	Greater than ACPO displayed as a percentage
>SL2 DfT	Greater than DfT (Department For Transport) standard. DfT is PSL plus 15mph.
>SL2% DfT	Greater than DfT displayed as a percentage
Mean	Average speed
Vpp 85	85th percentile speed

## Appendix B

### PICADY junction analysis

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

**Filename:** Murphy Site Access - Existing.j9  
**Path:** C:\Users\tech user\Transport Planning Practice LTD\TPP - 30000 Projects\31310 Ollerton Newark Road\Calculations\Junction Assessment  
**Report generation date:** 12/12/2023 08:09:49

- »Existing 2023, 0700-0800
- »Existing 2023, 0800-0900

**Summary of junction performance**

	0700-0800								0800-0900							
	Set ID	Q (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Res Cap	Set ID	Q (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Res Cap
<b>Existing 2023</b>																
Stream B-AC	D1	0.0	10.15	0.02	B	1.02	A	401 %	D2	0.1	14.59	0.04	B	4.27	A	25 %
Stream C-AB		0.1	5.75	0.07	A			[Stream C-AB]		3.0	15.10	0.69	C			[Stream C-AB]

*Values shown are the highest values encountered over all time segments. Delay is the maximum value of Av. delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted Av.s. Res Cap indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.*

**File summary**

**File Description**

<b>Title</b>	
<b>Location</b>	
<b>Site number</b>	
<b>Date</b>	11/12/2023
<b>Version</b>	
<b>Status</b>	(new file)
<b>Identifier</b>	
<b>Client</b>	
<b>Jobnumber</b>	
<b>Enumerator</b>	TPP111\tech user
<b>Description</b>	

**Units**

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

**Analysis Options**

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



### Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	Existing 2023	0700-0800	DIRECT	07:00	08:00	60	15	✓
D2	Existing 2023	0800-0900	DIRECT	08:00	09:00	60	15	✓
D3	Existing 2023 [D3]	1600-1700	DIRECT	16:00	17:00	60	15	
D4	Existing 2023 [D4]	1700-1800	DIRECT	17:00	18:00	60	15	

### Analysis Set Details

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

# Existing 2023, 0700-0800

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Murphy Site Access	T-Junction	Two-way		1.02	A

### Junction Network Options

Driving side	Lighting	Res Cap (%)	First arm reaching threshold
Left	Normal/unknown	401	Stream C-AB

## Arms

### Arms

Arm	Name	Description	Arm type
A	Newark Rd N		Major
B	Murphy Site Access		Minor
C	Newark Rd S	Northbound Arm	Major

### Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	6.60			200.0	✓	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	One lane	4.20	16	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	550	0.097	0.246	0.155	0.352
B-C	710	0.106	0.268	-	-
C-B	690	0.260	0.260	-	-

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

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

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

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	Existing 2023	0700-0800	DIRECT	07:00	08:00	60	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	HV Percentages	2.00	✓

### Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000

## Origin-Destination Data

### Demand (Veh/hr)

07:00 - 07:15

		To		
		A	B	C
From	A	0	15	104
	B	2	0	2
	C	108	25	0

### Demand (Veh/hr)

07:15 - 07:30

		To		
		A	B	C
From	A	0	22	156
	B	2	0	4
	C	162	38	0

### Demand (Veh/hr)

07:30 - 07:45

		To		
		A	B	C
From	A	0	22	156
	B	2	0	4
	C	162	38	0

### Demand (Veh/hr)

07:45 - 08:00

		To		
		A	B	C
From	A	0	15	104
	B	2	0	2
	C	108	25	0

## Vehicle Mix

### HV %s

		To		
		A	B	C
From	A	0	0	0
	B	60	0	60
	C	1	13	0

## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.02	10.15	0.0	B	8	8
C-AB	0.07	5.75	0.1	A	44	44
C-A					128	128
A-B					19	19
A-C					130	130

### Main Results for each time segment

#### 07:00 - 07:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	6	2	574	0.011	6	0.0	0.0	10.151	B
C-AB	33	8	728	0.046	33	0.0	0.1	5.750	A
C-A	104	26			104				
A-B	15	4			15				
A-C	104	26			104				

#### 07:15 - 07:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	10	2	584	0.016	10	0.0	0.0	10.032	B
C-AB	55	14	749	0.073	55	0.1	0.1	5.734	A
C-A	152	38			152				
A-B	22	6			22				
A-C	156	39			156				

#### 07:30 - 07:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	10	2	584	0.016	10	0.0	0.0	10.028	B
C-AB	55	14	749	0.074	55	0.1	0.1	5.717	A
C-A	152	38			152				
A-B	22	6			22				
A-C	156	39			156				

#### 07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	6	2	574	0.011	6	0.0	0.0	10.147	B
C-AB	33	8	728	0.046	33	0.1	0.1	5.727	A
C-A	104	26			104				
A-B	15	4			15				
A-C	104	26			104				

# Existing 2023, 0800-0900

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Murphy Site Access	T-Junction	Two-way		4.27	A

### Junction Network Options

Driving side	Lighting	Res Cap (%)	First arm reaching threshold
Left	Normal/unknown	25	Stream C-AB

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D2	Existing 2023	0800-0900	DIRECT	08:00	09:00	60	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	HV Percentages	2.00	✓

### Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000

## Origin-Destination Data

### Demand (Veh/hr)

		To			
		A	B	C	
08:00 - 08:15	From	A	0	4	178
		B	3	0	4
		C	196	7	0

### Demand (Veh/hr)

		To			
		A	B	C	
08:15 - 08:30	From	A	0	6	267
		B	4	0	6
		C	295	10	0

### Demand (Veh/hr)

		To			
		A	B	C	
08:30 - 08:45	From	A	0	6	267
		B	4	0	6
		C	295	295	0

**Demand (Veh/hr)**

08:45 - 09:00

		To		
		A	B	C
From	A	0	4	178
	B	3	0	4
	C	196	7	0

## Vehicle Mix

HV %s

		To		
		A	B	C
From	A	0	19	0
	B	75	0	75
	C	1	21	0

## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.04	14.59	0.1	B	15	15
C-AB	0.69	15.10	3.0	C	152	152
C-A					193	193
A-B					6	6
A-C					223	223

### Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	12	3	564	0.022	12	0.0	0.0	11.405	B
C-AB	11	3	770	0.015	11	0.0	0.0	5.466	A
C-A	195	49			195				
A-B	5	1			5				
A-C	178	45			178				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	18	4	536	0.033	17	0.0	0.1	12.144	B
C-AB	19	5	814	0.023	19	0.0	0.0	5.147	A
C-A	291	73			291				
A-B	7	2			7				
A-C	267	67			267				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	18	4	449	0.039	17	0.1	0.1	14.586	B
C-AB	563	141	814	0.692	551	0.0	3.0	15.099	C
C-A	92	23			92				
A-B	7	2			7				
A-C	267	67			267				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	12	3	562	0.022	12	0.1	0.0	11.455	B
C-AB	14	4	772	0.018	26	3.0	0.0	5.529	A
C-A	192	48			192				
A-B	5	1			5				
A-C	178	45			178				

Junctions 9
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**Filename:** Murphy Site Access - Existing.j9  
**Path:** C:\Users\tech user\Transport Planning Practice LTD\TPP - 30000 Projects\31310 Ollerton Newark Road\Calculations\Junction Assessment  
**Report generation date:** 12/12/2023 08:10:51

- »Existing 2023 [D3], 1600-1700
- »Existing 2023 [D4], 1700-1800

**Summary of junction performance**

	1600-1700								1700-1800							
	Set ID	Q (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Res Cap	Set ID	Q (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Res Cap
<b>Existing 2023 [D3]</b>																
Stream B-AC	D3	0.1	7.34	0.06	A	0.48	A	285 %								
Stream C-AB		0.0	6.11	0.01	A			[Stream B-AC]								
<b>Existing 2023 [D4]</b>																
Stream B-AC	D4	0.1	7.33	0.08	A	0.61	A	282 %								
Stream C-AB		0.0	4.33	0.00	A			[Stream B-AC]								

*Values shown are the highest values encountered over all time segments. Delay is the maximum value of Av. delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted Av.s. Res Cap indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.*

**File summary**

**File Description**

<b>Title</b>	
<b>Location</b>	
<b>Site number</b>	
<b>Date</b>	11/12/2023
<b>Version</b>	
<b>Status</b>	(new file)
<b>Identifier</b>	
<b>Client</b>	
<b>Jobnumber</b>	
<b>Enumerator</b>	TPP111\tech user
<b>Description</b>	

**Units**

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



### Analysis Options

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

### Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	Existing 2023	0700-0800	DIRECT	07:00	08:00	60	15	
D2	Existing 2023	0800-0900	DIRECT	08:00	09:00	60	15	
D3	Existing 2023 [D3]	1600-1700	DIRECT	16:00	17:00	60	15	✓
D4	Existing 2023 [D4]	1700-1800	DIRECT	17:00	18:00	60	15	✓

### Analysis Set Details

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

# Existing 2023 [D3], 1600-1700

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Murphy Site Access	T-Junction	Two-way		0.48	A

### Junction Network Options

Driving side	Lighting	Res Cap (%)	First arm reaching threshold
Left	Normal/unknown	285	Stream B-AC

## Arms

### Arms

Arm	Name	Description	Arm type
A	Newark Rd N		Major
B	Murphy Site Access		Minor
C	Newark Rd S	Northbound Arm	Major

### Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	6.60			200.0	✓	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	One lane	4.20	16	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	550	0.097	0.246	0.155	0.352
B-C	710	0.106	0.268	-	-
C-B	690	0.260	0.260	-	-

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

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

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

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D3	Existing 2023 [D3]	1600-1700	DIRECT	16:00	17:00	60	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	HV Percentages	2.00	✓

### Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000

## Origin-Destination Data

### Demand (Veh/hr)

16:00 - 16:15

		To		
		A	B	C
From	A	0	2	164
	B	2	0	12
	C	198	4	0

### Demand (Veh/hr)

16:15 - 16:30

		To		
		A	B	C
From	A	0	3	246
	B	12	0	17
	C	297	5	0

### Demand (Veh/hr)

16:30 - 16:45

		To		
		A	B	C
From	A	0	3	246
	B	12	0	17
	C	297	5	0

### Demand (Veh/hr)

16:45 - 17:00

		To		
		A	B	C
From	A	0	2	164
	B	8	0	12
	C	198	4	0

## Vehicle Mix

### HV %s

		To		
		A	B	C
From	A	0	38	0
	B	4	0	4
	C	0	45	0

## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.06	7.34	0.1	A	24	24
C-AB	0.01	6.11	0.0	A	10	10
C-A					244	244
A-B					3	3
A-C					205	205

### Main Results for each time segment

#### 16:00 - 16:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	15	4	630	0.023	14	0.0	0.0	6.081	A
C-AB	8	2	773	0.010	8	0.0	0.0	6.113	A
C-A	196	49			196				
A-B	3	0.69			3				
A-C	164	41			164				

#### 16:15 - 16:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	30	8	540	0.056	30	0.0	0.1	7.333	A
C-AB	11	3	819	0.014	11	0.0	0.0	5.652	A
C-A	293	73			293				
A-B	4	1			4				
A-C	246	62			246				

#### 16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	30	8	540	0.056	30	0.1	0.1	7.338	A
C-AB	11	3	819	0.014	11	0.0	0.0	5.555	A
C-A	293	73			293				
A-B	4	1			4				
A-C	246	62			246				

#### 16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	21	5	574	0.036	21	0.1	0.0	6.767	A
C-AB	8	2	773	0.010	8	0.0	0.0	5.959	A
C-A	196	49			196				
A-B	3	0.69			3				
A-C	164	41			164				

# Existing 2023 [D4], 1700-1800

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Murphy Site Access	T-Junction	Two-way		0.61	A

### Junction Network Options

Driving side	Lighting	Res Cap (%)	First arm reaching threshold
Left	Normal/unknown	282	Stream B-AC

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D4	Existing 2023 [D4]	1700-1800	DIRECT	17:00	18:00	60	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	HV Percentages	2.00	✓

### Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000

## Origin-Destination Data

### Demand (Veh/hr)

17:00 - 17:15

		To		
		A	B	C
From	A	0	0	139
	B	11	0	18
	C	204	0	0

### Demand (Veh/hr)

17:15 - 17:30

		To		
		A	B	C
From	A	0	0	209
	B	17	0	28
	C	306	1	0

### Demand (Veh/hr)

17:30 - 17:45

		To		
		A	B	C
From	A	0	0	209
	B	17	0	28
	C	306	1	0

**Demand (Veh/hr)**

17:45 - 18:00

		To		
		A	B	C
From	A	0	0	139
	B	11	0	18
	C	204	0	0

## Vehicle Mix

HV %s

		To		
		A	B	C
From	A	0	0	0
	B	9	0	0
	C	0	0	0

## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.08	7.33	0.1	A	38	38
C-AB	0.00	4.33	0.0	A	0.79	0.79
C-A					255	255
A-B					0	0
A-C					174	174

### Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	30	7	582	0.052	30	0.0	0.1	6.737	A
C-AB	0	0	654	0.000	0	0.0	0.0	0.000	A
C-A	204	51			204				
A-B	0	0			0				
A-C	139	35			139				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	47	12	554	0.084	46	0.1	0.1	7.328	A
C-AB	2	0.40	833	0.002	2	0.0	0.0	4.327	A
C-A	305	76			305				
A-B	0	0			0				
A-C	209	52			209				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	47	12	554	0.084	47	0.1	0.1	7.330	A
C-AB	2	0.40	833	0.002	2	0.0	0.0	4.329	A
C-A	305	76			305				
A-B	0	0			0				
A-C	209	52			209				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	30	7	582	0.052	30	0.1	0.1	6.747	A
C-AB	0	0	654	0.000	0.01	0.0	0.0	0.000	A
C-A	204	51			204				
A-B	0	0			0				
A-C	139	35			139				

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**Filename:** Murphy Site Access - Proposed rev.j9  
**Path:** C:\Users\tech user\Transport Planning Practice LTD\TPP - 30000 Projects\31310 Ollerton Newark Road\Calculations\Junction Assessment  
**Report generation date:** 12/12/2023 07:47:43

- «Proposed 2023, 0700-0800
  - »Junction Network
  - »Arms
  - »Traffic Demand
  - »Origin-Destination Data
  - »Vehicle Mix
  - »Results

### Summary of junction performance

	0700-0800								0800-0900							
	Set ID	Q (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Res Cap	Set ID	Q (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Res Cap
Proposed 2023																
Stream B-AC	D1	0.0	7.91	0.03	A	1.56	A	250 %	D2	0.1	9.13	0.03	A	0.72	A	272 %
Stream C-AB		0.2	6.02	0.14	A			[Stream C-AB]		0.1	5.44	0.07	A			[Stream C-AB]

*Values shown are the highest values encountered over all time segments. Delay is the maximum value of Av. delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted Av.s. Res Cap indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.*

### File summary

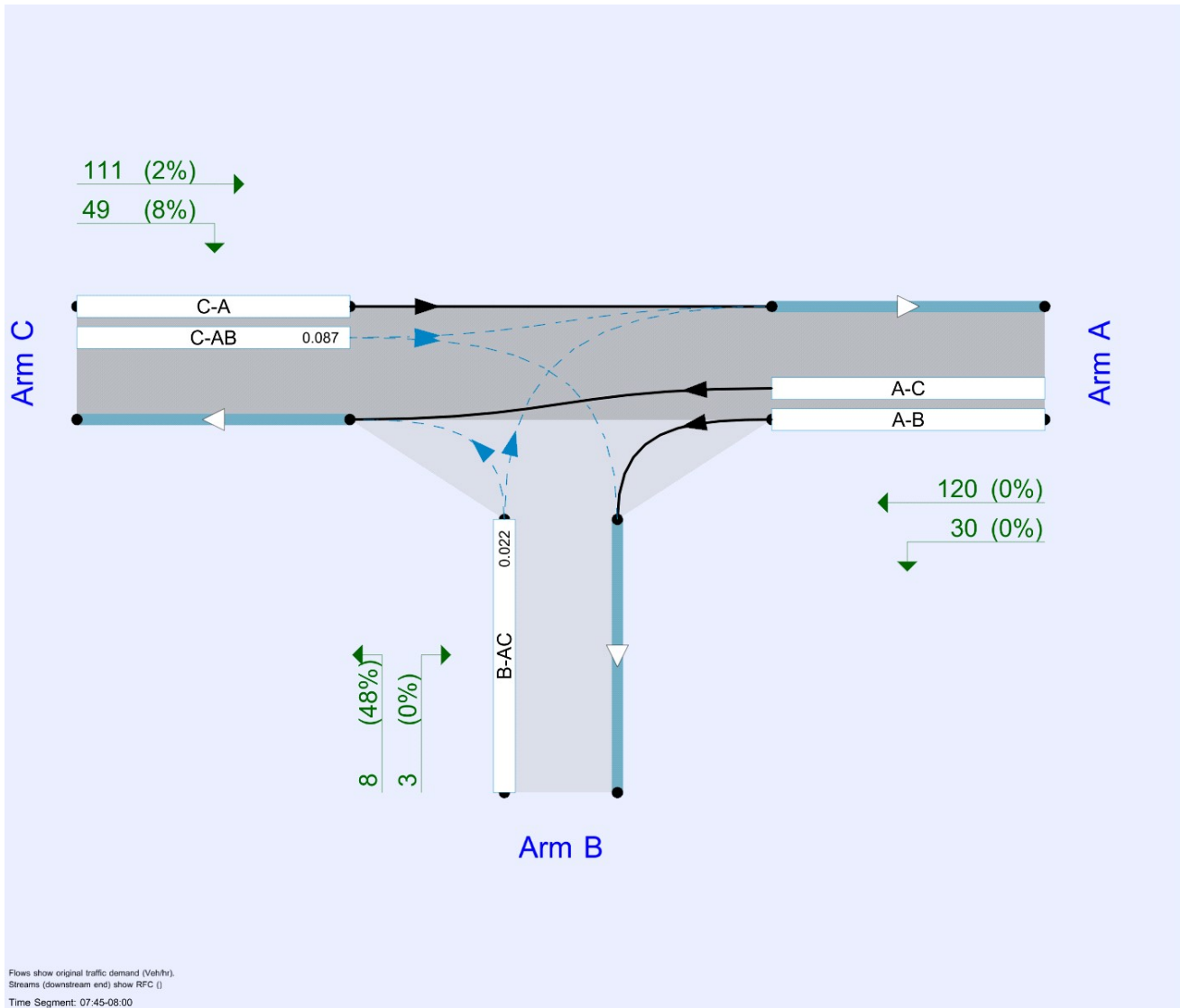
#### File Description

<b>Title</b>	Ollerton
<b>Location</b>	Murphy Site Access
<b>Site number</b>	
<b>Date</b>	11/12/2023
<b>Version</b>	
<b>Status</b>	(new file)
<b>Identifier</b>	
<b>Client</b>	J Murphy Ltd
<b>Jobnumber</b>	
<b>Enumerator</b>	TPP111\tech user
<b>Description</b>	

### Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Av. delay units	Total delay units	Rate of delay units
m	mph	Veh	PCU	perHour	s	-Min	perMin





The junction diagram reflects the last run of Junctions.

**Analysis Options**

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

**Analysis Set Details**

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

**Demand Set Details**

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	Proposed 2023	0700-0800	DIRECT	07:00	08:00	60	15	✓

# Proposed 2023, 0700-0800

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Murphy Site Access	T-Junction	Two-way		1.56	A

### Junction Network Options

Driving side	Lighting	Res Cap (%)	First arm reaching threshold
Left	Normal/unknown	250	Stream C-AB

## Arms

### Arms

Arm	Name	Description	Arm type
A	Newark Rd N		Major
B	Murphy Site Access		Minor
C	Newark Rd S	Northbound Arm	Major

### Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	6.60			200.0	✓	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	One lane	4.68	66	25

## 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	597	0.106	0.268	0.168	0.383
B-C	747	0.112	0.282	-	-
C-B	690	0.260	0.260	-	-

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

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

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

## Traffic Demand

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	HV Percentages	2.00	✓

### Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000

## Origin-Destination Data

#### Demand (Veh/hr)

		To			
		A	B	C	
07:00 - 07:15	From	A	0	30	120
		B	3	0	8
		C	111	49	0

#### Demand (Veh/hr)

		To			
		A	B	C	
07:15 - 07:30	From	A	0	45	181
		B	4	0	12
		C	167	74	0

#### Demand (Veh/hr)

		To			
		A	B	C	
07:30 - 07:45	From	A	0	45	181
		B	4	0	12
		C	167	74	0

#### Demand (Veh/hr)

		To			
		A	B	C	
07:45 - 08:00	From	A	0	30	120
		B	3	0	8
		C	111	49	0

## Vehicle Mix

#### HV %s

		To		
		A	B	C
From	A	0	0	0
	B	0	0	48
	C	2	8	0

## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.03	7.91	0.0	A	18	18
C-AB	0.14	6.02	0.2	A	83	83
C-A					125	125
A-B					38	38
A-C					151	151

**Main Results for each time segment**

**07:00 - 07:15**

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	15	4	662	0.022	15	0.0	0.0	7.502	A
C-AB	63	16	723	0.087	62	0.0	0.1	5.827	A
C-A	103	26			103				
A-B	30	8			30				
A-C	120	30			120				

**07:15 - 07:30**

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	22	5	641	0.034	22	0.0	0.0	7.878	A
C-AB	104	26	742	0.140	103	0.1	0.2	6.023	A
C-A	146	37			146				
A-B	45	11			45				
A-C	181	45			181				

**07:30 - 07:45**

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	22	5	641	0.034	22	0.0	0.0	7.907	A
C-AB	104	26	742	0.140	104	0.2	0.2	6.019	A
C-A	146	37			146				
A-B	45	11			45				
A-C	181	45			181				

**07:45 - 08:00**

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	15	4	662	0.022	15	0.0	0.0	7.544	A
C-AB	63	16	723	0.087	63	0.2	0.1	5.827	A
C-A	103	26			103				
A-B	30	8			30				
A-C	120	30			120				

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**Filename:** Murphy Site Access - Proposed rev.j9  
**Path:** C:\Users\tech user\Transport Planning Practice LTD\TPP - 30000 Projects\31310 Ollerton Newark Road\Calculations\Junction Assessment  
**Report generation date:** 12/12/2023 07:49:05

- «Proposed 2023, 1700-1800
  - »Junction Network
  - »Arms
  - »Traffic Demand
  - »Origin-Destination Data
  - »Vehicle Mix
  - »Results

**Summary of junction performance**

	1600-1700								1700-1800							
	Set ID	Q (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Res Cap	Set ID	Q (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Res Cap
Proposed 2023																
Stream B-AC	D3	0.1	7.11	0.09	A	0.83	A	238 %	D4	0.2	7.39	0.15	A	1.14	A	199 %
Stream C-AB		0.1	5.63	0.03	A			[Stream B-AC]		0.0	4.61	0.02	A			[Stream B-AC]

*Values shown are the highest values encountered over all time segments. Delay is the maximum value of Av. delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted Av.s. Res Cap indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.*

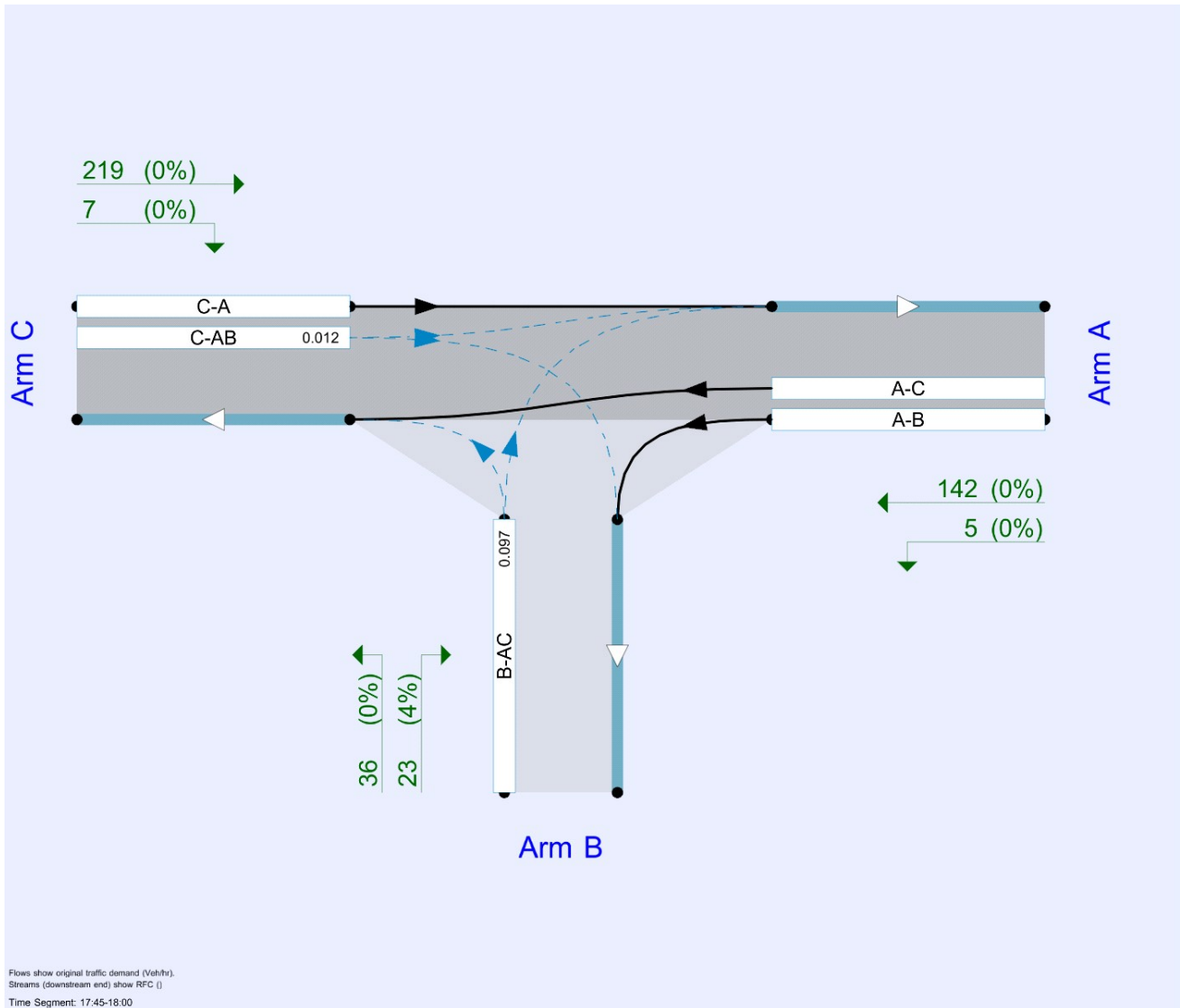
**File summary**

**File Description**

<b>Title</b>	Ollerton
<b>Location</b>	Murphy Site Access
<b>Site number</b>	
<b>Date</b>	11/12/2023
<b>Version</b>	
<b>Status</b>	(new file)
<b>Identifier</b>	
<b>Client</b>	J Murphy Ltd
<b>Jobnumber</b>	
<b>Enumerator</b>	TPP111\tech user
<b>Description</b>	

**Units**

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Av. delay units	Total delay units	Rate of delay units
m	mph	Veh	PCU	perHour	s	-Min	perMin



Flows show original traffic demand (Veh/hr).  
Streams (downstream end) show RFC ( ).  
Time Segment: 17:45-18:00  
*The junction diagram reflects the last run of Junctions.*

**Analysis Options**

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

**Analysis Set Details**

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

**Demand Set Details**

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D4	Proposed 2023	1700-1800	DIRECT	17:00	18:00	60	15	✓

# Proposed 2023, 1700-1800

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Murphy Site Access	T-Junction	Two-way		1.14	A

### Junction Network Options

Driving side	Lighting	Res Cap (%)	First arm reaching threshold
Left	Normal/unknown	199	Stream B-AC

## Arms

### Arms

Arm	Name	Description	Arm type
A	Newark Rd N		Major
B	Murphy Site Access		Minor
C	Newark Rd S	Northbound Arm	Major

### Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	6.60			200.0	✓	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	One lane	4.68	66	25

## 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	597	0.106	0.268	0.168	0.383
B-C	747	0.112	0.282	-	-
C-B	690	0.260	0.260	-	-

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

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

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

## Traffic Demand

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	HV Percentages	2.00	✓

### Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000

## Origin-Destination Data

### Demand (Veh/hr)

17:00 - 17:15

		To		
		A	B	C
From	A	0	5	142
	B	23	0	36
	C	219	7	0

### Demand (Veh/hr)

17:15 - 17:30

		To		
		A	B	C
From	A	0	7	213
	B	35	0	54
	C	328	11	0

### Demand (Veh/hr)

17:30 - 17:45

		To		
		A	B	C
From	A	0	7	213
	B	35	0	54
	C	328	11	0

### Demand (Veh/hr)

17:45 - 18:00

		To		
		A	B	C
From	A	0	5	142
	B	23	0	36
	C	219	7	0

## Vehicle Mix

### HV %s

		To		
		A	B	C
From	A	0	0	0
	B	4	0	0
	C	0	0	0

## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.15	7.39	0.2	A	75	75
C-AB	0.02	4.61	0.0	A	14	14
C-A					269	269
A-B					6	6
A-C					178	178



### Main Results for each time segment

#### 17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	60	15	618	0.097	59	0.0	0.1	6.547	A
C-AB	10	2	791	0.012	10	0.0	0.0	4.605	A
C-A	216	54			216				
A-B	5	1			5				
A-C	142	36			142				

#### 17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	90	23	585	0.155	90	0.1	0.2	7.381	A
C-AB	18	5	845	0.021	18	0.0	0.0	4.351	A
C-A	321	80			321				
A-B	7	2			7				
A-C	213	53			213				

#### 17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	90	23	585	0.155	90	0.2	0.2	7.391	A
C-AB	18	5	845	0.021	18	0.0	0.0	4.353	A
C-A	321	80			321				
A-B	7	2			7				
A-C	213	53			213				

#### 17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	60	15	618	0.097	60	0.2	0.1	6.563	A
C-AB	10	2	791	0.012	10	0.0	0.0	4.608	A
C-A	216	54			216				
A-B	5	1			5				
A-C	142	36			142				



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