Lincolnshire Lakes NCA

Report Id 246124
Site Name Site 3 of 20
Description Scoter Road, 70m north of Brumby Common Lane
Direction Southbound

Sunday 16 June 2024

Time	Hourly Totals	00-15	15-30	30-45	45-00	Cycles	Motor Cycles	Car	Car Van Towing	Car Van Long	2 Axle Van Rigid	3 Axle Rigid	4 Axle Rigid	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <70mph	MPH 70 <80mph	85%	Average Speed	Standard Deviation
0000 - 0100	56	23	4	18	11	0	1	30	5	5	0	0	0	0	0	0	0	0	0	0	0	2	4	10	4	4	1	0	1	1	0	47	40.4	9.2
0100 - 0200	33	7	6	13	7	0	1	20	5	0	0	0	0	0	0	0	0	0	0	0	0	0	2	4	10	4	4	1	0	1	1	47	40.4	9.2
0200 - 0300	39	7	6	10	6	0	0	28	0	0	0	0	0	0	1	0	0	0	0	0	0	2	7	11	6	3	0	0	0	0	0	43.3	37.4	6.4
0300 - 0400	17	4	4	5	4	0	1	12	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	5	2	2	0	0	0	0	0	44.6	39.6	6.0
0400 - 0500	28	7	9	6	6	0	1	21	1	0	0	0	0	0	0	0	0	0	0	0	0	0	4	7	5	2	1	0	0	0	0	46.8	39.2	6.2
0500 - 0600	39	7	7	11	14	0	0	29	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	17	5	7	1	0	0	0	0	46.2	38.8	5.3
0600 - 0700	130	16	39	41	34	0	0	125	0	0	0	0	0	0	0	0	0	0	0	0	0	2	22	68	29	6	3	1	0	0	0	42.6	38.2	4.6
0700 - 0800	107	45	28	20	14	0	0	93	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	33	33	7	2	0	0	0	0	42.3	37.9	4.4
0800 - 0900	205	26	43	53	83	0	2	156	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	10	64	100	24	5	0	0	0	39.9	39.8	4
0900 - 1000	344	104	107	82	51	0	2	268	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	5	39	201	84	11	3	0	0	37.7	34.1	3.6
0000 - 1000	1026	304	309	282	131	0	6	797	3	0	0	0	0	0	0	0	0	0	0	0	0	0	4	19	146	534	222	33	9	0	0	37.7	34.1	3.6
1000 - 1100	696	177	135	183	180	0	4	571	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	50	340	264	18	4	0	0	0	37.7	34.3	3.3
1100 - 1200	657	177	163	163	154	0	4	526	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	55	316	249	18	4	0	0	0	37.9	33.9	3.6
1200 - 1300	596	141	152	154	149	0	1	579	4	0	0	1	0	0	1	0	0	0	0	0	0	0	2	51	248	269	24	2	0	0	0	36.2	34.6	3.0
1300 - 1400	584	134	147	150	153	0	4	565	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	37	237	274	43	3	0	0	0	36.8	35.4	3.3
1400 - 1500	692	158	185	182	167	0	3	662	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	157	358	112	5	0	0	0	36.2	34.2	3.0
1500 - 1600	783	198	195	192	198	0	2	682	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	167	358	92	5	0	0	0	36	34.2	3.0
1600 - 1700	849	211	223	206	209	0	2	797	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	75	491	221	8	0	0	0	36.2	33.7	3.0
1700 - 1800	599	163	160	151	125	0	3	549	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	26	198	309	13	0	0	0	36.2	35.7	3.9
1800 - 1900	399	83	80	83	63	0	0	355	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	8	63	157	96	3	2	0	0	40	38.8	3.7
1900 - 2000	275	58	63	72	82	0	0	246	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	33	89	108	6	0	0	0	42.6	39	4.8
2000 - 2100	194	46	32	39	77	0	0	166	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	34	89	63	3	1	0	0	41.3	39.2	4.1
2100 - 2200	139	36	33	34	36	0	0	118	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	34	69	23	3	0	0	0	41.3	38.2	4.1
2200 - 2300	83	18	18	13	13	0	0	80	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	17	37	7	0	0	0	0	41.5	37.2	5.7
2300 - 2400	76	28	15	18	14	0	1	73	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14	36	15	4	2	0	0	42.2	37.9	4.9
0000 - 1000	5458	1436	1507	1463	1514	0	29	4247	34	0	0	0	0	0	0	0	0	0	0	0	0	0	25	139	1000	3503	1479	129	31	2	0	41.8	36.4	4.6
1000 - 2000	7073	1999	1993	1965	1916	1	30	7062	57	0	0	0	0	0	0	0	0	0	1	0	1	20	157	663	2201	3217	467	49	5	2	1	38.3	34.6	4.0
0000 - 2000	12531	3435	3500	3428	3430	1	59	11309	91	0	0	0	0	0	0	0	0	0	1	0	1	20	157	663	2201	3217	467	49	5	2	1	38.3	34.6	4.0
2000 - 0000	3992	1005	1001	1000	986	0	29	3272	33	0	0	0	0	0	0	0	0	0	0	0	0	0	2	11	109	507	184	20	2	0	0	39.5	35.2	4.2
0000 - 0000	16523	4440	4501	4428	4416	1	88	14581	124	0	0	0	0	0	0	0	0	0	1	0	1	20	159	674	2310	3724	651	69	7	2	1	38.5	34.8	4.1

Monday 17 June 2024

Time	Hourly Totals	00-15	15-30	30-45	45-00	Cycles	Motor Cycles	Car	Car Van Towing	Car Van Long	2 Axle Van Rigid	3 Axle Rigid	4 Axle Rigid	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <70mph	MPH 70 <80mph	85%	Average Speed	Standard Deviation
0000 - 0100	47	18	11	6	12	0	0	44	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12	19	12	3	1	0	0	43.4	39.7	7.6
0100 - 0200	21	9	7	4	1	0	1	19	0	1	0	0	0	0	0	0	0	0	1	0	0	1	0	5	10	3	1	0	0	0	0	40.4	36.7	5
0200 - 0300	22	5	6	7	4	0	0	22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	5	7	4	0	0	0	0	46.5	38.1	7.3
0300 - 0400	13	3	3	4	3	0	0	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	5	3	1	0	0	0	46.4	40.1	6.4
0400 - 0500	17	3	3	7	10	0	0	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	8	7	0	0	0	0	49.2	40.4	6.9
0500 - 0600	59	12	24	17	16	0	1	53	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	6	21	18	14	0	0	0	0	41.4	38.1	4
0600 - 0700	138	26	15	36	49	0	0	129	3	1	0	0	0	0	0	0	0	0	0	0	0	0	2	16	54	22	9	1	0	0	0	41.9	37.6	5
0700 - 0800	253	72	73	70	107	0	4	222	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13	103	107	22	0	0	0	0	39.4	36.2	3.9
0800 - 0900	471	155	129	108	129	0	0	408	3	2	3	2	0	0	3	1	0	0	0	0	0	0	3	20	51	293	177	19	0	0	1	37.5	33.7	4.6
0900 - 1000	1103	316	301	239	247	0	6	1000	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	39	538	1000	114	10	0	0	37.6	34.2	3.4
0000 - 1000	4448	1113	1102	1031	1202	0	20	4004	36	3	3	2	0	0	3	1	0	0	1	0	0	0	3	38	238	1000	1818	344	29	2	1	37.6	34.2	3.4
1000 - 1100	944	230	195	145	134	0	5	894	7	0	1	0	0	0	0	0	0	0	0	0	0	0	2	11	85	279	158	8	1	0	0	0	36.7	33.1	3.7
1100 - 1200	642	147	146	125	134	0	3	624	3	0	1	2	0	0	0	0	0	0	0	0	0	0	0	4	61	298	215	11	1	0	0	37.5	34.1	3.6
1200 - 1400	1094	264	229	239	362	0	4	1033	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	99	515	393	68	8	0	0	0	37.2	33.2	4.6
1400 - 1500	1126	279	277	277	293	0	5	1066	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	74	515	435	89	12	0	0	0	37.9	33.9	3.9
1500 - 1600	1239	309	312	307	311	0	7	1177	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	74	515	485	137	17	0	0	0	37.8	34.1	3.7
1600 - 1700	1388	344	346	348	350	0	8	1317	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	74	515	548	227	24	0	0	0	38.1	34.3	3.6
1700 - 1800	1004	250	257	250	247	0	5	952	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	74	515	396	160	15	0	0	0	38.1	34.5	3.6
1800 - 1900	679	178	170	161	170	0	3	646	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	74	515	268	109	13	0	0	0	38.2	34.5	3.6
1900 - 2000	453	118	107	111	117	0	2	393	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	74	515	168	84	12	0	0	0	38.7	35	3.6
2000 - 2100	297	74	69	77	77	0	2	282	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	74	515	108	58	9	0	0	0	39.2	35.2	3.8
2100 - 2200	197	38	36	52	71	0	2	182	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	74	515	58	29	2	0	0	0	40.2	36.6	4.2
2200 - 2300	154	52	37	34	31	0	2	149	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	74	515	54	80	13	6	2	1	0	39.8	36.4	5.3
2300 - 2400	96	29	19	11	4	0	0	93	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	74	515	18	29	3	1	0	0	44.3	37.6	5.7
0000 - 1000	6998	1737	1779	1649	1672	1	33	6303	74	4	4	2	0	0	0	0	0	0	0	0	0	0	7	56	503	3073	2723	295	29	0	0	0	37.8	34.2	3.7
1000 - 2000	7516	1915	1907	1965	1829	0	29	6701	57	4	4	2	0	0	0	0	0	0	0	0	0	0	2	11	109	507	1184	467	49	5	2	1	38.3	34.6	4.0
0000 - 2000	14514	3652	3686	3614	3501	1	62	13004	131	4	4	2	0	0	0	0	0	0	0	0	0	0	9	67	612	3580	3907	762	78	5	3	1	38.1	34.4	3.9
2000 - 0000	5323	2140	1994	1864	2018	1	33	5472	63	438	16	17	5	10	22	23	0	1	0	1	20	159	681	2307	3421	479	79	5	4	2	2	39.3	34.8	4.1
0000 - 0000	19837	5792	5680	5478	5519	2	95	18476	194	442	20	19	5	10	22	23	0	1	0	1	20	159	690	2367	4033	4386	841	83	9	5	3	38.5	34.6	4.0

Tuesday 18 June 2024

Time	Hourly Totals	00-15	15-30	30-45	45-00	Cycles	Motor Cycles	Car	Car Van Towing	Car Van Long	2 Axle Van Rigid	3 Axle Rigid	4 Axle Rigid	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <70mph	MPH 70 <80mph	85%	Average Speed	Standard Deviation
0000 - 0100	22	8	6	6	2	0	0	19	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	1	11	4	2	1	0	0	0	46	38.2	6.8
0100 - 0200	10	1	3	4	2	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	1	3	1	0	0	0	0	44.8	39.5	5
0200 - 0300	13	6	2	2	3	0	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	5	3	0	0	0	0	49.2	39.6	6.5
0300 - 0400	21	2	8	7	4	0	0	17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	3	5	3	0	0	0	0	47.2	40.2	6.4
0400 - 0500	67	16	17	19	15	0	1	61	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	5	17	13	2	0	0	0	51.3	39.8	7.4
0500 - 0600	111	15	23	34	37	0	2	94	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	55	32	10	3	0	0	0	44.2	38.8	6.4
0600 - 0700	167	46	27	36	58	0	2	145	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	44	78	33	2	0	0	0	42.3	37.8	4.8
0700 - 0800	302	56	67	82	97	0	3	266	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	6	73	169	46	8	0	0	0	40.4	37.1	3.6
0800 - 0900	438	110	104	107	117	0	2	377	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0000 - 0900	1008	150	158	187	193	0	2	894	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900 - 1100	1471	121	115	111	124	0	3	414	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100 - 1200	522	127	145	128	122	0	2	472	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200 - 1300	560	139	126	147	148	0	7	502	6	31	3	2	0	2	1	2	0	0	0	0	0	0	0	5	73	246	217	14	2	0	0	37.9	34	3.6
1300 - 1400	599	150	147	148	154	0	5	554	4	38	2	1	0	2	1	2	0	0	0	0	0	0	0	2	73	246	217	14	2	0	0	0	37.9	34	3.6
1400 - 1500	630	148	157	160	165	0	5	594	4	38	2	1	0	2	1	2	0	0	0	0	0	0	0	2	73	246	217	14	2	0	0	0	38.1	34.3	3.7
1500 - 1600	693	157	163	168	165	0	7	644	10	45	2	2	0	1	1	1	0	0	0	0	0	0	0	4	98	340	246	21	0	0	0	0	37	33.7	3.5
1600 - 1700	694	159	169	170	156	0	5	644	5	32	6	1	0	1	1	1	0	0	0	0	0	0	0	1	54	65	360	203	11	0	0	0	37.6	34.2	3.6
1700 - 1800	764	200	207	190	167	0	5	725	7	28	0	1	0	0	0	0	0	0	0	0	0	0	0	3	11	51	352	311	28	3	0	0	37.9	34.5	3.6
1800 - 1900	479	116	119	127	117	0	3	448	3	23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	199	264	15	0	0	0	38.8	35.7	3.8
1900 - 2000	410	118	101	111	80	0	2	393	6	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	168	224	11	0	0	0	39.7	36	3.6
2000 - 2100	287	73	71	77	66	0	2	268	3	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100 - 2200	197	38	36	52	71	0	2	182	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	74	515	58	29	2	0	0	0	40.2	36.6	4.2
2200 - 2300	154	52	37	34	31	0	2	149	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	74	515	54	80	13	6	2	1	0	39.8	36.4	5.3
2300 - 2400	96	29	19	11	4	0	0	93	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	74	515	18	29	3	1	0	0	44.3	37.6	5.7
0000 - 1000	6998	1737	1779	1649	1672	1	33	6303	74	4	4	2	0	0	0	0	0	0	0	0	0	0	7	56	503	3073	2723	295	29	0	0	0	37.8	34.2	3.7
1000 - 2000	7516	1915	1907	1965	1829	0	29	6701	57	4	4	2	0	0	0	0	0	0	0	0	0	0	2	11	109	507	1184	467	49	5	2	1	38.3	34.6	4.0
0000 - 2000	14514	3652	3686	3614	3501	1	62	13004	131	4	4	2	0	0	0	0	0	0	0	0	0	0	9	67	612	3580	3907	762	78	5	3	1	38.1	34.4	3.9
2000 - 0000	5323	2140	1994	1864	2018	1	33	5472	63	438	16	17	5	10	22	23	0	1	0	1	20	159	681	2307	3421	479	79	5	4	2	2	39.3	34.8	4.1
0000 - 0000	19837	5792	5680	5478	5519	2	95	18476	194	442	20	19	5	10	22	23	0	1	0	1	20	159	690	2367	4033	4386	841	83	9	5	3	38.5	34.6	4.0

Wednesday 19 June 2024

Time	Hourly Totals	00-15	15-30	30-45	45-00	Cycles	Motor Cycles	Car	Car Van Towing	Car Van Long	2 Axle Van Rigid	3 Axle Rigid	4 Axle Rigid	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <70mph	MPH 70 <80mph	85%	Average Speed	Standard Deviation
0000 - 0100	41	14	11	10	6	0	0	38	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13	9	3	2	0	0	0	43.1	36.3	5.4
0100 - 0200	20	6	6	4	4	0	0	19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	8	4	2	0	0	0	46.3	40.2	6.3
0200 - 0300	13	3	3	4	3	0	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	8	2	1	0	0	0	46.2	40.2	6.1
0300 - 0400	13	5	2	3	3	0

Lincolnshire Lakes NCA

Report Id 246/24
Site Name Site 3 of 20
Description Scotter Road, 70m north of Brumby Common Lane
Direction Northbound

Sunday 16 June 2024

Time	Hourly Totals	00-15	15 Minute Bin Drops 15-30	30-45	45-00	Cycles	Motor Cycles	Car	Car Van Towing	Number Vehicle Classes ARX Scheme 2 Axle Van	2 Axle Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road	Triple Road	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <70mph	MPH 70 <80mph	85%	Average Speed	Standard Deviation
0000 - 0100	56	27	12	6	11	0	2	51	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3	2	4	2	0	0	1	0	42.4	37.7	4.9
0100 - 0200	22	9	5	4	4	0	2	19	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3	8	2	4	2	0	0	1	50.6	40.9	8.7
0200 - 0300	19	7	7	2	3	0	1	16	0	1	0	0	0	0	0	0	0	0	0	0	0	0	4	6	2	3	0	0	1	0	1	47.6	39.6	8.2
0300 - 0400	16	4	5	3	4	0	1	14	0	0	0	0	0	1	0	0	0	0	0	0	0	0	2	5	3	0	0	1	0	0	0	45	35.4	11
0400 - 0500	31	8	10	5	8	0	1	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	4	5	3	2	0	1	0	49.3	39.7	5.8
0500 - 0600	84	19	19	26	20	0	1	81	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	15	30	32	3	2	0	0	0	49.3	39.7	5.6
0600 - 0700	168	74	33	30	31	0	2	160	0	5	0	0	0	0	0	0	0	0	0	0	0	0	4	13	39	24	6	4	0	1	0	44.3	38.8	5.4
0700 - 0800	138	33	28	33	46	0	0	124	1	3	0	0	0	0	0	0	0	0	0	0	0	2	16	65	33	7	0	0	1	0	0	42.1	38.6	4.4
0800 - 0900	170	35	41	46	48	0	1	153	0	11	0	0	0	0	0	0	0	0	0	0	0	0	5	16	83	45	9	1	0	0	0	44.3	39.6	5.1
0900 - 1000	394	54	79	112	139	0	1	369	0	10	0	0	0	0	0	0	0	0	0	0	0	0	16	63	224	71	10	0	0	0	0	40.9	37.5	3.7
1000 - 1100	468	114	114	119	121	0	1	439	0	15	0	0	0	0	0	0	0	0	0	0	0	0	4	19	208	77	9	1	0	0	0	42.1	38	4
1100 - 1200	573	144	137	135	157	0	3	530	0	18	0	0	0	0	0	0	0	0	0	0	0	0	5	19	186	308	51	5	0	0	0	39	36.3	3.4
1200 - 1300	598	143	128	180	146	0	1	583	2	10	0	0	0	1	0	0	0	0	0	0	0	0	6	32	188	310	49	7	1	0	0	39.1	36.8	3.9
1300 - 1400	612	166	153	147	146	0	1	603	0	8	0	0	0	0	0	0	0	0	0	0	0	0	3	36	219	297	60	2	1	0	0	39	35.8	3.7
1400 - 1500	552	159	134	127	142	0	2	545	0	14	0	0	0	1	0	0	0	0	0	0	0	0	0	17	149	320	71	2	2	0	1	39.8	36.7	3.6
1500 - 1600	428	114	116	100	98	0	0	409	0	17	0	0	0	0	0	0	0	0	0	0	0	0	1	10	78	246	82	7	1	0	0	40.8	37.5	3.7
1600 - 1700	388	104	99	89	96	0	2	372	0	14	0	0	0	0	0	0	0	0	0	0	0	0	0	10	59	232	78	11	3	0	0	41.8	38.2	3.5
1700 - 1800	332	91	91	77	73	0	2	323	0	8	0	0	0	0	0	0	0	0	0	0	0	0	2	10	55	200	58	11	3	0	0	41.8	38.2	4.5
1800 - 1900	313	86	72	81	74	0	1	294	0	14	0	0	0	0	0	0	0	0	0	0	0	0	4	7	42	194	73	16	4	3	0	42.2	38.4	5.4
1900 - 2000	232	69	66	68	59	0	1	242	0	7	0	1	0	0	0	0	0	0	0	0	0	0	1	12	35	136	50	14	4	0	0	41.8	38	4.5
2000 - 2100	151	42	41	33	35	0	2	140	0	9	0	0	0	0	0	0	0	0	0	0	0	0	2	5	23	83	23	8	2	0	0	40.6	37.8	5.5
2100 - 2200	132	48	34	27	23	0	1	123	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	7	24	66	24	6	1	0	0	41.2	37.7	4.2
2200 - 2300	97	28	24	21	24	0	1	91	0	5	0	0	0	0	0	0	0	0	0	0	0	0	1	3	17	44	21	4	1	0	0	42.1	38.8	4.6
2300 - 2400	45	8	12	15	9	0	1	41	0	3	0	0	0	0	0	0	0	0	0	0	0	0	1	3	15	18	4	2	0	0	0	42	38.8	4.6
0700 - 1900	5151	1285	1216	1289	1361	1	26	4864	8	142	8	2	0	3	2	2	0	0	0	1	1	28	211	1225	2776	773	95	21	5	2	2	40.4	36.8	4.1
0600 - 2200	5358	1353	1254	1369	1377	1	27	5041	8	156	8	2	0	3	2	2	0	0	0	1	1	28	220	1345	2899	812	101	22	5	2	2	40.5	37.0	4.2
0000 - 0000	5903	1511	1393	1569	1541	1	32	5492	8	167	8	2	0	3	2	2	0	0	0	1	2	28	252	1528	3194	961	136	32	5	2	2	40.9	37.0	4.2
0000 - 2200	5745	1457	1347	1544	1597	1	31	5369	8	162	8	2	0	3	2	2	0	0	0	1	2	28	243	1469	3091	926	131	31	5	2	2	40.7	37.1	4.2

Monday 17 June 2024

Time	Hourly Totals	00-15	15 Minute Bin Drops 15-30	30-45	45-00	Cycles	Motor Cycles	Car	Car Van Towing	Number Vehicle Classes ARX Scheme 2 Axle Van	2 Axle Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road	Triple Road	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <70mph	MPH 70 <80mph	85%	Average Speed	Standard Deviation
0000 - 0100	30	14	5	8	3	0	1	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	3	13	2	0	0	0	0	43.2	37.7	7.4
0100 - 0200	13	3	2	6	4	0	1	11	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1	6	5	0	0	0	0	0	44.6	38.9	4.5
0200 - 0300	10	2	3	4	1	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	5	3	0	0	0	0	0	40	40.7	5.4
0300 - 0400	11	3	3	4	1	0	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	4	4	2	0	0	0	0	46.3	39.7	5.2
0400 - 0500	29	9	10	5	5	0	1	27	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	15	9	3	1	0	0	0	45.3	39.4	5.2
0500 - 0600	88	19	29	22	18	0	1	81	0	6	1	0	0	0	0	0	0	0	0	0	0	0	1	5	38	23	5	2	0	0	0	46.3	39.7	5.2
0600 - 0700	208	60	72	52	24	0	2	203	0	3	0	0	0	2	0	0	0	0	0	0	0	0	2	4	13	32	146	73	14	4	0	42.4	37.9	4.8
0700 - 0800	297	46	68	90	95	0	0	288	0	5	0	0	0	2	2	0	0	0	0	0	0	0	0	11	30	146	87	19	4	1	0	43.2	39	4.4
0800 - 0900	388	119	108	106	145	0	3	361	0	21	0	0	0	0	0	0	0	0	0	0	0	0	3	11	21	145	215	70	9	1	0	44.9	39.5	4
0900 - 1000	611	167	139	148	157	0	0	554	3	46	1	2	0	1	1	0	0	0	0	0	0	0	1	24	193	316	71	5	1	0	0	39.6	36.2	3.6
1000 - 1100	716	164	177	184	191	0	1	673	2	34	1	0	0	0	0	0	0	0	0	0	0	0	1	17	183	415	89	9	2	0	0	40.1	36.8	3.6
1100 - 1200	518	114	121	134	149	0	1	472	2	37	2	2	0	0	0	0	0	0	0	0	0	0	2	11	106	344	51	3	0	0	0	39.8	35.8	3.4
1200 - 1300	575	130	149	142	154	0	0	529	2	34	1	4	0	2	0	0	0	0	0	0	0	0	3	36	237	277	18	1	0	0	0	38.2	34.8	3.4
1300 - 1400	512	140	117	122	133	0	1	497	2	4	0	2	0	0	0	0	0	0	0	0	0	0	3	35	207	235	28	3	0	0	0	38.3	35	3.6
1400 - 1500	512	137	130	133	108	0	1	457	2	45	1	2	0	1	1	0	0	0	0	0	0	0	3	26	191	231	57	4	0	0	0	39.4	35.7	3.7
1500 - 1600	505	133	133	109	130	0	5	454	4	44	2	0	0	0	0	0	0	0	0	0	0	0	1	13	166	269	47	6	0	0	0	39.1	35.8	3.5
1600 - 1700	458	126	123	101	108	0	2	428	2	24	0	0	0	0	0	0	0	0	0	0	0	0	2	12	152	255	37	0	0	0	0	38.3	35.2	3.2
1700 - 1800	453	135	123	102	93	0	2	429	2	20	0	0	0	0	0	0	0	0	0	0	0	0	0	17	144	252	35	4	1	0	0	38.2	35.2	3.2
1800 - 1900	403	122	130	100	51	0	3	408	0	29	0	0	0	0	0	0	0	0	0	0	0	0	0	17	89	266	33	5	0	0	0	40.6	37.3	3.8
1900 - 2000	446	130	110	116	90	0	2	428	1	12	0	0	0	1	0	0	0	0	0	0	0	0	3	12	101	251	67	10	0	1	0	40.4	37	4
2000 - 2100	304	76	73	68	82	0	1	293	1	7	0	0	0	0	0	0	0	0	0	0	0	0	0	10	53	164	61	10	0	2	0	41.6	37.7	4.2
2100 - 2200	177	51	46	48	32	0	1	173	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	5	19	97	44	9	2	0	0	41.6	37.8	4.2
2200 - 2300	137	34	37	29	37	0	1	133	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4	19	74	32	7	1	0	0	41.9	37	4.9
2300 - 2400	80	24	30	20	16	0	1	77	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	7	16	49	23	4	1	0	0	42.1	37.8	4.9
0700 - 1900	40	12	11	6	11	0	1	39	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	16	13	2	0	1	0	45.4	38.6	6.9
0600 - 2200	5452	1399	1293	1367	1393	0	29	5013	18	316	7	11	0	7	3	3	0	0	0	0	1	27	299	2007	1977	1011	121	26	5	2	1	41.6	37.4	4.2
0000 - 2200	7290	1911	1762	1871	1916	0	39	6822	18	391	23	19	2	10	27	23	3	0	1	0	1	34	339	2764	3740	991	96	14	5	1	1	39.7	36.2	3.9
0000 - 2300	7429	1947	1797	1907	1968	0	39	6952	18	407	23	19	2	10	27	23	3	0	1	0	1	34	350	2819	3814	1008	98	14	5	1	1	39.7	36.2	3.9
0000 - 0000	7561	1971	1821	1951	2018	0	39	7067	18	421	23	19	2	10	27	23	3	0	1	0	1	34	350	2868	4013	1019	128	19	5	1	1	40.0	36.4	4.0

Tuesday 18 June 2024

Time	Hourly Totals	00-15	15 Minute Bin Drops 15-30	30-45	45-00	Cycles	Motor Cycles	Car	Car Van Towing	Number Vehicle Classes ARX Scheme 2 Axle Van	2 Axle Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road	Triple Road	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <70mph	MPH 70 <80mph	85%	Average Speed	Standard Deviation
0000 - 0100	22	9	6	6	1	0	0	20	0	2	0	0	0	0	0	0	0	0	0	0	0	1	0	4	3	6	0	0	0	0	0	53.9	39.2	9.7
0100 - 0200	16	3	4	3	6	0	0	13	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	5	2	1	0	0	0	44.6	39.3	5.7
0200 - 0300	12	4	2	4	2	0	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	6	2	1	0	0	0	44.5	39.6	5.7
0300 - 0400	17	4	3	4	6	0	0	16	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	9	2	1	0	0	0	46.5	39.4	5.7
0400 - 0500	54	2	11	20	21	0	1	48	2	3	0	0	0	0	0	0	0	0	0	0	0	0	1	6	9	24	15	2	1	0	0	49.6	39.1	6.1
0500 - 0600	256	45	70	115	66	1	1	224	1	15	0	0	0	0	0	0	0	0	0	0	0	0	1	13	22	142	66	13	4	0	0	42.6	38.8	4.8
0600 - 0700	533	133	74	86	107	0	3	482	2	33	0	0	0	0	0	0	0	0	0	0	0	0	0	5	41	194	20	4	0	0	0	41.6	37.1	4.1
0700 - 0800	562	116	132	168	146	0	0	492	3	58	0	3	0	3	4	0	0	0	0	0	0	0	0	14	73	334	131	9	2	0	0	41.2	38.1	3.4
0800 - 0900	612	154	139	158	161	0	1	556	2	49	0	0	0	0	0	0	0	0	0	0	0	0	0	10	39	384	170	9	0	0	0	42.1	38.6	3.4
0900 - 1000	513	114	109	135	155	0	1	456	2	42	0	0	0	0	0	0	0	0	0	0	0	0	0	11	72	294	61	10	0	0	0	39.6	36.2	3.4
1000 - 1100	558	157	143	130	124	1	1	524	2	27	1	0	1	0	0	0	0	0	0	0	0	0	3	20	187	312	32	0	0	0	0	39.5	35.5	3.1
1100 - 1200	534	137	139	119	131	0	0	494	2	30	2	0	0	0	0	0	0	0	0	0	0	0	2	29	220	253	29	1	0	0	0	38.6	35.2	3.4
1200 - 1300	533	123	122	140	137	0	4	494	0	41	2	0	0	2	3	0	0	0	0	0	0	0	8	54	206	229	25	0	0	0	0	36.3	34.5	3.7
1300 - 1400	530	133	132	130	135	0	2	488	1	37	0	0	0	1	3	0	0	0	0	0	0	0	3	39	230	222	33	3	0	0	0	38.2	34.9	3.5
1400 - 1500	548	133	137	152	126	0	4	503	2	41	0	0	0	0	0	0	0	0	0	0	0	0	3	34	230	233	46	2	0	0	0	38.6	34.8	3.6
1500 - 1600	490	115	120	136	119	0	2	447	0	33	2	0	1	1	0	0	0	0	0	0	0	0	5	37	183	226	39	0	0	0	0	38.7	35	3.6
1600 - 1700	512	134	134	145	109	0	2	474	1	30	0	0	0	0	0	0	0	0	0	0	0	0	1	23	188	267	45	3	0	0	0	38.9	35.9	3.5
1700 - 1800	508	128	124	127	129	0	5	437	1	33	2	0	0	0	0	0	0	0	0	0	0	0	2	21	151	233	61	0	0	0	0	39.6	36.4	3.3
1800 - 1900	433	107	98	101	127	0	3	405	2	19	0	0	0	0	0	0	0	0	0	0	0	0	1	17	77	232	97	9	0	0	0	40.7	37	4.2
1900 - 2000	340	94	85	79	82	0	0	333	1	6	0	0	0	0	0	0	0	0	0	0	0	0	0	16	49	227	42	6	0	0	0	41.1	37.6	3.9
2000 - 2100	248	64	60	70	54	0	1	233	1	13	0	0	0	0	0	0	0	0	0	0	0	0	0	6	34	167	37	4	0	0	0	41.3	37.8	3.8
2100 - 2200	158	49	40	38	31	0	2	158	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	12	34	89	19	4	0	0	0	41.1	37.1	4.3
2200 - 2300	99	30	34	15	20	0	1	96	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	10	13	49	19	5	1	1	0	42.6	37.6	5.5
2300 - 2400	61	16	16	14	15	0	1	58	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	4	11	32	11	2	0	0	0	42.7	37.8	5.1
0700 - 1900	5491	1393	1305	1464	1329	2	34	5099	22	459	16	12	3	13	17	12	1	4	0	0	2	39	254	2068	3286	627	33	7	0	0	0	39.2	35.8	3.7
0600 - 2200	5807	1484	1380	1554	1389	2	34	5399	22	488	17	13	3	14	18	12	1	4	0	0	2	39	269	2189	3478	664	34	7	0	0	0	39.2	35.8	3.7
0000 - 0000	7260	1868	1804	1963	1625	2	41	6813	25	638	19	12	3	16	26	19	1	4	0	0	3	39	340	2874	4564	1041	108	23	5	2	1	39.8	36.2	3.9
0000 - 2200	6719	1812	1663	1741	1601	2	41	6312	25	608	19	12	3	16	26	19	1	4	0	0	3	39	325	2723	4140	1041	108	23	5	2	1	39.8	36.2	3.9

Wednesday 19 June 2024

Time	Hourly Totals	00-15	15 Minute Bin Drops 15-30	30-45	45-00	Cycles	Motor Cycles	Car	Car Van Towing	Number Vehicle Classes ARX Scheme 2 Axle Van	2 Axle Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road	Triple Road	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <70mph	MPH 70 <80mph	85%	Average Speed	Standard Deviation
0000 - 0100	20	6	6	6	2	0	0	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	12	4	0	0	0	0	44.3	38.2	6.2
0100 - 0200	10	3	4	2	1	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	4	3	2	0	0	0	48.3	40.4	6.6
0200 - 0300	9	1	3	4	1	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	2	2	0	0	0	49.6	41.4	6
0300 - 0400	28	7	10	9	2	0	0	24	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	1	4	6	7	3	0	0	0	46.3	39.8	6.2
0400 - 0500	51	5	15	21	10	0	0	45	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	4	26	12	5	1	0	43.7	38.4	6.6
0500 - 0600	258	43	79	91	79	0	2	233	0	17	2	0	0	0	0	0	0	0	0	0	0	0	1	12	24	140	66	14	0	0	0	42.7	38.6	4.6
0600 - 0700	377	52	69	99	116	0

Lincolnshire Lakes A1c

Report Id 246124
Site Name Site 3 of 20
Description Scotter Road, 70m south of Brumby Common Lane
Direction Southbound

Sunday 16 June 2024

Time	Hourly Totals	00-15	15 Minute Bin Drops 15-30	30-45	45-00	Cycles	Motor Cycles	Car	Car Van Towing	Number Vehicle Classes ARX Scheme 2 Axle Van	2 Axle Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road	Double Road Train	Triple Road	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <70mph	MPH 70 <80mph	MPH 80 <100mph	85%	Average Speed	Standard Deviation
0000 - 0100	60	23	7	30	12	0	0	54	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3	8	13	7	4	2	0	0	2	41.7	40.7	10.2
0100 - 0200	40	13	7	14	6	1	1	38	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3	8	13	7	4	2	0	0	2	40.7	40.7	10.2
0200 - 0300	38	8	6	10	4	0	0	37	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2	2	14	8	1	1	0	0	0	0	0	43.8	38.6	5.7
0300 - 0400	20	5	4	5	6	0	0	18	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	5	5	2	2	0	0	0	0	0	45.6	39.9	6.1
0400 - 0500	24	6	7	11	0	0	0	23	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	1	6	14	1	1	0	0	0	0	0	47.2	39.6	4.8
0500 - 0600	51	11	11	19	10	0	0	50	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	4	14	5	7	1	0	0	0	0	46.3	40.1	6.9
0600 - 0700	63	13	7	13	30	0	0	57	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3	24	26	6	2	0	0	0	0	44.5	40	5.3
0700 - 0800	151	21	29	42	64	0	1	143	0	7	0	0	0	0	0	0	0	0	0	0	0	0	13	32	65	33	9	1	0	1	0	0	0	42.1	37.5	5.2
0800 - 0900	136	48	27	27	34	0	1	120	10	5	0	0	0	0	0	0	0	0	0	0	0	0	10	29	56	37	3	0	0	1	0	0	0	42.9	37.7	5.2
0900 - 1000	269	60	57	64	88	0	3	243	2	11	1	0	0	0	0	0	0	0	0	0	0	1	10	43	64	114	28	9	0	0	0	0	0	39.2	34.6	5.1
1000 - 1100	333	100	102	68	63	0	3	303	3	11	1	0	0	0	0	0	0	0	0	0	0	0	13	53	104	124	29	8	0	0	0	0	0	38.2	34.1	4.9
1100 - 1200	317	104	103	108	102	0	3	289	4	18	0	0	0	0	0	0	0	0	0	0	0	0	13	69	101	109	23	3	1	0	0	0	0	37.9	34.1	5.9
1200 - 1300	283	100	89	94	102	0	3	263	2	12	1	0	0	0	0	0	0	0	0	0	0	0	10	105	102	103	28	4	0	0	0	0	0	37.7	34.1	4.1
1300 - 1400	236	87	71	65	93	0	3	220	2	10	0	0	0	0	0	0	0	0	0	0	0	0	5	104	88	78	27	2	0	0	0	0	0	37.8	34.2	3.8
1400 - 1500	191	101	68	75	56	0	1	175	2	11	0	0	0	0	0	0	0	0	0	0	0	0	6	69	49	49	16	1	0	0	0	0	0	36.8	34.9	4
1500 - 1600	245	110	62	68	65	0	1	225	2	13	0	0	0	0	0	0	0	0	0	0	0	0	5	74	61	69	27	4	0	0	0	0	0	36.6	33.1	3.8
1600 - 1700	408	155	127	117	109	0	3	378	3	15	0	0	0	0	0	0	0	0	0	0	0	0	10	77	107	157	45	6	0	0	0	0	0	35.2	32.7	4.8
1700 - 1800	438	135	137	97	69	0	5	409	3	15	0	0	0	0	0	0	0	0	0	0	0	0	13	111	157	127	26	4	0	0	0	0	0	33.2	30.7	4.6
1800 - 1900	341	95	81	100	64	0	2	340	0	1	0	0	0	0	0	0	0	0	0	0	0	0	7	29	97	179	44	2	0	0	0	0	0	39.7	33.8	4.6
1900 - 2000	287	68	79	71	69	0	0	273	1	10	0	1	0	0	0	0	0	0	0	0	0	0	4	22	55	158	40	7	1	0	0	0	0	40.4	36.7	4.6
2000 - 2100	177	38	48	33	58	0	0	168	0	8	0	0	0	0	0	0	0	0	0	0	0	0	1	7	24	92	39	9	0	0	0	0	0	42	38.5	5.2
2100 - 2200	138	46	34	31	27	0	1	128	0	4	0	0	0	0	0	0	0	0	0	0	0	0	1	12	26	77	19	3	0	0	0	0	0	41.8	38.2	5.2
2200 - 2300	97	27	18	16	36	0	0	91	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3	16	51	19	3	0	0	0	0	0	41.1	37.3	5.9
2300 - 2400	53	21	14	10	8	0	0	49	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	1	7	14	20	8	3	0	0	0	0	43.7	39.6	4.9
0700 - 1900	5979	1443	1426	1461	1319	1	37	5624	33	191	4	3	3	3	1	4	0	0	0	0	0	4	87	649	1554	2649	455	49	6	2	2	2	39.8	35.6	4.3
0600 - 2200	6250	1549	1502	1549	1650	1	41	5941	35	202	4	3	3	3	1	4	0	0	0	0	0	4	91	702	1672	2791	500	58	8	2	2	2	40.2	35.8	4.4
0000 - 0000	9752	2697	2604	2701	2749	1	45	9208	54	297	5	3	3	7	1	5	0	0	0	1	0	4	107	1109	2733	4191	974	90	14	5	2	4	39.2	33.2	4.6
0000 - 2400	9962	2746	2660	2759	2796	1	45	9409	54	297	5	3	3	7	1	5	0	0	0	1	0	4	110	1135	2796	4281	991	100	15	5	2	4	39.4	33.4	4.6

Monday 17 June 2024

Time	Hourly Totals	00-15	15 Minute Bin Drops 15-30	30-45	45-00	Cycles	Motor Cycles	Car	Car Van Towing	Number Vehicle Classes ARX Scheme 2 Axle Van	2 Axle Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road	Double Road Train	Triple Road	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <70mph	MPH 70 <80mph	MPH 80 <100mph	85%	Average Speed	Standard Deviation
0000 - 0100	44	17	7	7	11	0	0	41	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	5	14	9	4	1	0	0	0	0	45.1	42.8	5.2
0100 - 0200	21	8	7	6	1	0	0	19	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	11	6	2	0	0	0	0	0	43.3	38.2	5
0200 - 0300	22	5	3	6	8	0	0	22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	5	7	3	0	0	0	0	49.8	39.6	6.2
0300 - 0400	19	3	4	5	7	0	0	19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	6	7	3	0	0	0	0	48.2	39.6	7.3
0400 - 0500	39	7	3	9	10	0	0	33	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	6	11	5	0	0	0	0	0	44.7	39.6	7.3
0500 - 0600	118	18	28	32	40	0	1	102	3	11	0	0	0	0	0	0	0	0	0	0	0	0	1	7	22	50	24	9	3	0	0	0	0	41.4	37.1	5.2
0600 - 0700	188	34	20	46	88	0	0	143	0	10	2	0	1	2	1	0	0	0	0	0	0	0	4	16	36	71	35	3	1	0	0	0	0	41.3	36.7	5.5
0700 - 0800	378	67	92	103	116	0	3	350	3	20	0	0	2	1	0	0	0	0	0	0	0	0	11	41	106	179	33	7	1	0	0	0	0	39.5	35.4	4.9
0800 - 0900	343	109	146	133	144	0	3	488	0	41	0	2	1	1	2	0	0	0	0	0	0	0	14	67	203	204	25	9	0	0	0	0	0	37.9	33.7	4.2
0900 - 1000	268	109	109	109	109	0	3	411	0	41	0	2	1	1	2	0	0	0	0	0	0	0	14	67	203	204	25	9	0	0	0	0	0	37.9	33.7	4.2
1000 - 1100	227	145	109	146	142	0	1	411	0	44	1	2	0	0	1	1	2	0	0	0	0	0	12	59	98	181	54	1	0	0	0	0	0	38	33.7	4.3
1100 - 1200	598	143	153	150	142	0	1	541	3	34	1	4	0	1	1	2	0	0	0	0	0	0	10	79	275	214	13	0	0	0	0	0	0	37.1	33.7	3.5
1200 - 1300	616	167	148	158	143	0	1	561	3	34	1	4	0	1	1	2	0	0	0	0	0	0	20	86	229	241	25	3	0	0	0	0	0	37.9	34.1	3.9
1300 - 1400	634	173	146	155	160	0	1	574	4	44	1	2	2	0	0	1	0	0	0	0	0	0	9	86	246	249	29	3	0	0	0	0	0	37.8	34.1	3.9
1400 - 1500	690	180	178	169	163	0	2	645	4	26	0	1	1	1	0	1	0	0	0	0	0	0	22	94	250	265	39	5	0	0	0	0	0	38	34.2	4
1500 - 1600	816	235	205	208	168	0	2	758	6	28	2	2	0	1	1	2	0	0	0	0	0	0	17	116	344	290	38	4	0	0	0	0	0	36.1	34.2	3.8
1600 - 1700	838	224	220	222	172	0	3	778	6	28	2	2	0	1	1	2	0	0	0	0	0	0	17	116	344	290	38	4	0	0	0	0	0	36.1	34.2	3.8
1700 - 1800	782	211	196	174	201	0	3	749	6	24	3	0	0	1	1	2	0	0	0	0	0	0	9	94	232	276	62	5	0	0	0	0	0	38.9	35.1	4
1800 - 1900	573	165	130	134	124	0	0	544	6	11	0	2	0	1	1	2	0	0	0	0	0	0	5	48	168	310	39	5	0	0	0	0	0	38.8	35.4	3.6
1900 - 2000	453	126	117	109	101	0	4	426	5	15	0	0	0	0	0	0	0	0	0	0	0	0	4	45	110	265	23	1	0	0	0	0	0	36.6	33.8	4.3
2000 - 2100	298	102	64	62	70	0	0	282	4	9	0	0	0	0	0	0	0	0	0	0	0	0	2	19	57	166	50	4	0	0	0	0	0	37.9	34.9	3.6
2100 - 2200	190	53	44	43	49	0	0	180	0	6	0	0	0	0	0	0	0	0	0	0	0	0	1	12	34	91	39	3	0	0	0	0	0	39.4	36.2	4.5
2200 - 2300	138	36	25	36	41	0	0	132	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	6	26	68	33	3	0	0	0	0	0	40.7	36.8	4.3
2300 - 2400	73	28	17	15	13	0	1	70	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	3	14	35	16	3	2	0	0	0	0	43.7	39.6	4.9
0700 - 1900	7478	1936	1802	1871	1869	2	41	6918	57	406	13	19	3	12	10	18	4	3	1	4	0	4	172	1111	2883	3736	599	44	7	2	2	1	38.4	34.5	4.6
0600 - 2200	8399	2273	2105	2121	2080	2	26	7918	57	456	13	19	3	12	10	18	4	3	1	4	0	4	172	1111	2883	3736	599	44	7	2	2	1	38.4	34.5	4.6
0000 - 0000	9869	2695	2507	2472	2195	2	26	9118	57	506	13	19	3	12	10	18	4	3	1	4	0	4	173	1158	3027	3884	620	46	7	2	2	1	38.6	34.6	4.6
0000 - 2400	9939	2714	2572	2527	2167	3	39	9249	65	521	14	19	3	12	10	22	4	3	1	4	1	4	173	1174	3062	3907	612	69	12	3	4	2	38.6	34.7	4.7

Tuesday 18 June 2024

Time	Hourly Totals	00-15	15 Minute Bin Drops 15-30	30-45	45-00	Cycles	Motor Cycles	Car	Car Van Towing	Number Vehicle Classes ARX Scheme 2 Axle Van	2 Axle Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road	Double Road Train	Triple Road	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <70mph	MPH 70 <80mph	MPH 80 <100mph	85%	Average Speed	Standard Deviation
0000 - 0100	31	8	4	7	2	0	0	31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	6	3	1	0	0	0	0	0	48.1	40.2	7
0100 - 0200	15	2	3	4	6	0	0	14	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	3	3	1	0	0	0	0	47.5	40.5	5.3
0200 - 0300	14	3	3	4	4	0	0	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	3	3	3	1	0	0	0	49.7	41.2	6.2
0300 - 0400	11	0	2	4	5	0	0	10	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	3	2	3	1	0	0	0	49.7	41.2	6.2
0400 - 0500	32	4	13	13	2	0	0	30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	4	10	9	3	1	0	0	0	48.8	38.9	6.8
0500 - 0600	146	21	33	48	44	0	3	121	5	13	0	0	0	0	0	0	0	0	0	0	0	0	3	7	17	62	45	10	1	1	0	0	0	43.6	38.4	6.2
0600 - 0700	282	58	49	70	105	0	3	178	7	22	3	0	0	0	0	0	0	0	0	0	0	0	5	17	46	93	61	3	0	0	0	0	0	43.4	37.3	5.6
0700 - 0800	357	76	83	85	113	0	3	304	2	39	1	0	0	0	0	0	0	0	0	0	0	0	10	46	66	171	57	7	0	0	0	0	0	40.5	35.9	5.1
0800 - 0900	408	122	109	109	68	0	3	371	4	29	1	0	0	0	0	0	0	0	0	0	0	0	7	70	146	159	23	3	0	0	0	0	0	36.3	34.1	3.9
0900 - 1000	497	132	118	113	134	0	1	415	4	42	3	1	0	0	0	0	0	0	0	0	0	0	7	70	146	239	33	2	0	0	0	0	0	36.3	34.8	3.9
1000 - 1100	549	138	139	129	148	0	3	493	3	42	2	1	0	2	0	3	0	0	0	0	0	0	15	83	188	225	23	2	0	0	0	0	0	37.6	33.8	4.2
1100 - 1200	573	129	153	145	146	0	3	522	3	36	2	1	0	2	0	3	0	0	0	0	0	0	13	84	206	216	51	2	0	0	0	0	0	37.4	33.8	3.8
1200 - 1300	627	154	149	160	164	0	3	574	2	36	2	3	0	2	2	2	0	0	0	0	0	0	14	108	236	246	20	2	0	0	0	0	0	37.8	33.7	4.2
1300 - 1400	578	168	142	138	130	0	2	534	3	34	2	3	0	2	2	2	0	0	0	0	0	0	14	108	236	246	20	2	0	0	0	0	0	37.8	33.7	4.2
1400 - 1500	616	168	152	156	140	0	4	569	3	41	2	1	0	2	0	2	0	0	0	0	0	0	12	78	183	268	31	3	0	0	0	0	0	38.2	34.7	4.3
1500 - 1600	818	219	194	210	195	0	5	755	6	46	1	0	0	2	0	2	0	0	0	0	0	0	26	120	333	312	26	1	0	0	0	0	0	37.8	33.7	4
1600 - 1700	803	225	201	190	187	0	3	769	5	26	0	0	0	0	0	0	0	0	0	0	0	0	14	110	335	297	47	1	0	0	0	0	0	37.6	34	3.8
1700 - 1800	870	237	237	212	184	0	1	820	12	33	1	0	0	0	0	0	0	0	0	0	0	0	14	108	340	368	38	1	0	0	0	0	0	37.8	34.4	4.2
1800 - 1900	637	180	158	174	125	0	2	611	2	21	0	0	0	0	0	0	0	0	0	0	0	0	5	83	251	246	51	1	0	0	0	0	0	36.5	33.8	4.1
1900 - 2000	494	137	108	114	135	0	2	453	3	11	0	0	0	0	0	0	0	0	0	0	0	0	3	54	99	240	94	4	0	0	0	0	0	39.2	34.6	4.4
2000 - 2100	284	77	58	71	78	0	0	271	2	11	0	0	0	0	0	0	0	0	0	0	0	0	1	19	54	145	61	4	0	0	0	0	0	39.2	35.6	4.3
2100 - 2200	152	50	41	39	22	0	2	147	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	10	27	81	33	4	1	1	0	1	0	40.8	36.6	5.5
2200 - 2300	89	29	11	19	30	0	2	87	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	3	14	46	19	3	0	0	0	0	0	43.9	39.1	5
0700 - 1900	7883	1942	1965	1953	1923	1	29	7522	56	473	22	11	3	15	22	22	2	0	0	0	1	101	1029	2984	3173	386	22	2	0	1	0	1	38.1	34.2	4.2
0600 - 2200	8660	2209	2173	2153	2125	1	31	8233	61	515	23	11	3	15	22	24	2	0	0	0	1	101	1029	2984	3173	386	22	2	0	1	0	1	38.1	34.2	4.2
0000 - 0000	9687	2668	2488	2469	2062	1	47	8352	68	597	23	11	3	15	22	24	2	0	0	0	1	101	1154	3386	3532	424	22	2	0	1	0	1	38.2	34.3	4.3
0000 - 2400	9769	2698	2496	2499	2077	1	47	8464	68	597	23	12	3	15	23	25	2	0	0	0	1	101	1158	3396	3562	424	23	2	0	1	0	1	38.2	34.3	4.3

Wednesday 19 June 2024

Time	Hourly Totals	00-15	15 Minute Bin Drops 15-30	30-45	45-00	Cycles	Motor Cycles	Car	Car Van Towing	Number Vehicle Classes ARX Scheme 2 Axle Van	2 Axle Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road	Double Road Train	Triple Road	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <70mph	MPH 70 <80mph	MPH 80 <100mph	85%	Average Speed	Standard Deviation
0000 - 0100	37	16	7	10	4	0	0	34	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	18	8	5	0	0	0	0	0	43.8	38	5.1
0100 - 0200	21	8	2	7	4	0	0	19	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	8	3	0	1	0	0	0	45.3	39.6	6.6
0200 - 0300	17	3	3	3	8	0	0	17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	8	4	3	0	1	0	0	0	47.2	40.2	6.4
0300 - 0400	16	5	4	6	1	0	0	16	0	0	0	0	0	0

Lincolnshire Lakes NCA

Report Id 246124
Site Name Site 3 of 20
Description Scoter Road, 70m south of Brumby Common Lane
Direction Northbound

Sunday 16 June 2024

Time	Hourly Totals	00-15	15-30	30-45	45-00	Cycles	Motor Cycles	Car	Car Van Towing	2 Axle Van	2 Axle Rigid Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <70mph	MPH 70 >70mph	85%ile	Average Speed	Standard Deviation
0000 - 0100	44	20	7	6	11	0	2	39	3	0	0	0	0	0	0	0	0	0	0	0	1	3	6	7	6	4	3	2	2	1	0	0	41.6	38.1	3.0
0100 - 0200	21	8	5	3	5	0	2	19	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3	5	2	6	0	1	1	2	0	0	60.7	53.3	24.5
0200 - 0300	19	6	6	3	4	0	2	14	0	0	2	1	0	0	0	0	0	0	0	0	0	1	3	6	4	1	0	0	1	0	0	0	43.7	38.9	6.7
0300 - 0400	23	4	3	5	3	0	0	12	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	5	4	0	0	0	0	0	0	0	42.2	39.6	5.9
0400 - 0500	49	7	16	13	13	0	1	41	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	6	5	4	0	0	0	0	0	44.2	41.2	5.4
0500 - 0600	73	7	18	22	26	0	0	71	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	32	27	6	4	0	0	0	0	44.2	49.1	5.4
0600 - 0700	74	12	11	24	27	0	0	70	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	2	7	40	19	4	2	0	0	0	42.7	50	4.3
0700 - 0800	137	39	34	33	31	0	0	132	0	1	2	0	0	0	0	0	0	0	0	0	0	0	2	15	86	33	3	1	0	0	0	0	40.8	38.3	5.4
0800 - 0900	160	34	41	42	43	0	0	154	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	4	13	81	53	3	1	0	0	0	43.3	39.4	4.6
0900 - 1000	389	61	78	107	143	0	1	377	2	7	0	0	0	0	0	0	0	0	0	0	0	0	12	94	225	53	3	0	0	0	0	0	40	36.7	3.5
0000 - 1000	1,007	224	233	265	285	0	4	955	5	19	3	0	0	1	0	0	0	0	0	0	1	3	33	294	748	196	16	5	1	0	0	0	41.2	37.4	4.2
1000 - 1100	666	154	159	169	184	0	3	646	4	15	1	0	0	0	0	0	0	0	0	0	1	9	90	330	230	29	3	1	0	0	0	0	37.6	34.1	3.5
1100 - 1200	705	177	149	208	171	0	3	685	3	11	0	1	1	0	0	0	0	0	0	0	0	13	108	325	225	26	5	1	0	0	0	0	37.4	33.8	4.7
1200 - 1300	718	178	168	173	199	0	1	708	2	5	1	0	0	0	0	0	0	0	0	0	0	5	69	362	277	23	2	0	0	0	0	0	38	34	3.5
1300 - 1400	651	167	152	152	180	0	3	632	2	14	0	0	0	0	0	0	0	0	0	0	0	3	54	314	249	28	1	1	0	0	1	0	38	34.5	3.8
1400 - 1500	591	139	132	116	204	0	0	491	3	15	0	0	0	0	0	0	0	0	0	0	0	2	32	160	261	43	2	0	0	0	0	0	39	35.7	3.5
1500 - 1600	636	116	159	163	198	0	0	618	2	10	0	0	0	0	0	0	0	0	0	0	0	0	14	135	322	98	3	0	0	0	0	0	40.2	36.7	3.8
1600 - 1700	738	177	183	183	195	0	0	729	2	7	0	0	0	0	0	0	0	0	0	0	0	0	14	113	322	268	10	0	0	0	0	0	40.3	37.5	3.8
1700 - 1800	532	95	72	87	78	0	0	510	1	11	0	0	0	0	0	0	0	0	0	0	0	0	10	80	192	48	7	2	1	0	0	0	40.3	37	4.4
1800 - 1900	278	81	68	67	62	0	1	266	2	6	1	0	0	0	0	0	0	0	0	0	0	1	10	78	138	43	8	0	0	0	0	0	40.4	36.7	3.8
1900 - 2000	145	28	33	31	53	0	0	138	0	6	0	0	0	0	0	0	0	0	0	0	0	0	2	14	75	31	5	0	0	0	0	0	41.6	37.4	4
2000 - 2100	118	43	29	21	25	0	0	112	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4	43	61	13	1	0	0	0	0	43.8	40.3	4.2
2100 - 2200	77	19	13	19	26	0	0	73	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3	21	23	3	1	0	0	0	0	42.2	39.3	4.3
2200 - 2300	40	9	11	14	6	0	0	37	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	11	23	3	1	0	0	0	0	39.2	36.1	3.7
2300 - 2400	40	10	15	5	9	0	1	39	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	14	12	9	3	0	0	0	0	42.1	37.3	4.7
0000 - 1000	1,754	1,196	1,113	1,369	1,196	0	27	1,722	12	79	10	0	0	1	0	0	0	0	0	0	3	23	211	1,107	1,161	1,015	151	39	9	3	0	0	41.8	37.8	4.2
0000 - 2200	6,229	2836	2851	2961	2042	2	39	7522	26	378	62	49	5	14	21	2	5	2	4	7	63	1537	3863	2991	405	36	9	1	2	2	0	37.9	34.2	4.3
0000 - 2300	6,269	2873	2877	2968	2052	2	39	7561	26	378	62	49	5	14	21	2	5	2	4	7	63	1548	3876	3007	424	36	9	1	2	2	0	38	34.2	4.3
0000 - 0000	6,763	3134	3264	3401	2172	2	39	8158	26	390	72	52	5	15	22	2	5	2	4	7	63	1949	3753	3387	545	39	10	1	2	2	0	38.3	34.3	4.4

Monday 17 June 2024

Time	Hourly Totals	00-15	15-30	30-45	45-00	Cycles	Motor Cycles	Car	Car Van Towing	2 Axle Van	2 Axle Rigid Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <70mph	MPH 70 >70mph	85%ile	Average Speed	Standard Deviation
0000 - 0100	32	14	7	7	4	0	0	32	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	13	6	1	0	0	0	0	41.8	36.7	3.9
0100 - 0200	12	2	1	5	4	0	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	7	3	1	0	0	0	0	0	0	44.5	39.2	3.4
0200 - 0300	19	4	6	2	5	0	0	18	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	4	5	2	0	0	0	0	0	0	44.1	37.8	5.3
0300 - 0400	11	3	2	3	3	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	4	3	2	0	0	0	0	0	46.1	41.2	4.6
0400 - 0500	31	7	7	10	7	0	0	29	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	11	10	3	1	0	0	0	47.6	44.2	3.6
0500 - 0600	71	7	23	18	23	0	0	69	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	4	9	41	13	3	1	0	0	0	46.2	50.2	3.6
0600 - 0700	201	45	61	66	59	0	2	194	2	4	0	0	0	0	0	0	0	0	0	0	0	0	0	3	24	73	74	7	0	0	0	0	42.4	39.8	3.2
0700 - 0800	280	62	68	72	100	0	0	258	1	10	11	2	0	0	0	0	0	0	0	0	0	2	2	40	163	64	12	4	0	0	0	0	42.1	38.4	3.9
0800 - 0900	379	174	112	92	161	0	4	353	3	13	2	0	0	0	0	0	0	0	0	0	0	0	6	56	240	236	37	3	1	0	0	0	38.3	34.4	3.9
0000 - 0900	708	194	170	173	171	1	6	661	3	23	13	2	0	0	0	0	0	0	0	1	1	1	7	127	350	201	17	0	0	0	0	0	36.8	33	4
0900 - 1000	1,097	264	269	283	281	0	4	1,041	5	29	12	10	0	0	0	0	0	0	0	0	0	1	13	194	511	328	46	4	0	0	0	0	39.1	35.6	3.8
1000 - 1100	597	137	159	146	155	0	2	566	2	20	4	1	0	0	0	0	0	0	0	0	0	2	5	61	330	174	17	2	0	0	0	0	37.1	33.6	3.5
1100 - 1200	642	153	170	156	164	0	0	600	2	32	1	3	0	1	2	1	0	0	0	0	0	1	1	110	335	183	9	0	0	0	0	0	36.4	33.2	3.2
1200 - 1300	644	163	139	139	203	0	0	599	1	26	2	4	0	0	0	0	0	0	0	0	0	1	3	87	298	232	12	1	0	0	0	0	36.7	33.6	7.7
1300 - 1400	607	157	177	149	124	0	2	561	2	33	2	2	0	0	0	0	0	0	0	0	0	1	5	106	294	189	13	2	1	0	0	0	37.1	33.6	3.8
1400 - 1500	600	161	149	142	148	0	2	558	2	32	1	2	0	0	0	0	0	0	0	0	0	2	6	90	290	205	16	0	0	0	0	0	37.5	34	3.9
1500 - 1600	691	146	185	180	180	0	2	654	2	23	2	1	0	0	0	0	0	0	0	0	0	0	4	85	335	210	28	1	0	0	0	0	37.8	34.2	3.7
1600 - 1700	731	198	175	183	175	0	2	691	2	29	3	1	0	0	0	0	0	0	0	0	0	0	4	84	346	276	20	1	0	0	0	0	38.1	34.8	3.8
1700 - 1800	503	145	125	121	112	0	2	482	2	13	0	2	1	0	2	0	0	0	0	0	0	0	0	38	221	217	23	3	1	0	0	0	38.1	34.8	3.6
1800 - 1900	243	80	61	52	50	0	1	237	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	24	100	101	15	3	0	0	0	0	39	35	4.5
1900 - 2000	169	52	43	44	30	0	0	167	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	12	73	72	11	1	0	0	0	0	39.9	36.1	3.9
2000 - 2100	99	29	24	23	23	0	0	94	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	7	29	54	10	0	0	0	0	0	39.8	36.4	4.3
2100 - 2200	104	29	30	32	13	0	1	97	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	7	29	54	10	3	1	0	0	0	39.8	36.4	4.5
2200 - 2300	40	10	15	5	9	0	1	39	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	14	12	9	3	0	0	0	0	42.1	37.3	4.7
0000 - 1000	1,754	1,196	1,113	1,369	1,196	0	27	1,722	12	79	10	0	0	1	0	0	0	0	0	0	3	23	211	1,107	1,161	1,015	151	39	9	3	0	0	41.8	37.8	4.2
0000 - 2200	6,229	2836	2851	2961	2042	2	39	7522	26	378	62	49	5	14	21	2	5	2	4	7	63	1537	3863	2991	405	36	9	1	2	2	0	37.9	34.2	4.3
0000 - 2300	6,269	2873	2877	2968	2052	2	39	7561	26	378	62	49	5	14	21	2	5	2	4	7	63	1548	3876	3007	424	36	9	1	2	2	0	38	34.2	4.3
0000 - 0000	6,763	3134	3264	3401	2172	2	39	8158	26	390	72	52	5	15	22	2	5	2	4	7	63	1949	3753	3387	545	39	10	1	2	2	0	38.3	34.3	4.4

Tuesday 18 June 2024

Time	Hourly Totals	00-15	15-30	30-45	45-00	Cycles	Motor Cycles	Car	Car Van Towing	2 Axle Van	2 Axle Rigid Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <70mph	MPH 70 >70mph	85%ile	Average Speed	Standard Deviation
0000 - 0100	19	10	3	4	2	0	0	18	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	3	7	7	0	1	0	0	0	0	44.9	40.1	6.4
0100 - 0200	15	3	4	3	5	0	0	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	8	3	0	0	0	0	0	42.7	39.1	4.3
0200 - 0300	11	4	1	5	1	0	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	7	2	0	0	0	0	0	45.2	39.3	4.6
0300 - 0400	14	4	4	3	3	0	0	13	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	7	5	0	0	0	0	0	45.2	41.3	3.5
0400 - 0500	49	2	13	19	15	0	0	46	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	3	9	14	9	2	0	0	0	0	42.1	39.1	3.8
0500 - 0600	243	35	57	90	54	1	1	223	2	4	5	1	0	0	0	0	0	0	0	0	0	0	5	140	79	3	5	0	0	0	0	0	42.2	39.8	6.1
0600 - 0700	518	132	71	91	104	1	2	487	2	11	12	3	0	0	0	0	0	0	0	0	0	0	0	53	196	195	50	4	0	0	0	0	40.9	37.9	3.5
0700 - 0800	619	115	139	192	173	1	0	556	2	44	3	3	0	4	2	4	0	0	0	0	0	0	6	24	178	346	62	2	0	0	0	0	39.4	36.1	3.7
0800 - 0900	1,018	251	249	259	259	0	3	916	3	68	7	2	0	0	0	0	0	0	0	0	0	0	0	13	124	554	299	24	4	0	0	0	38.1	34.8	3.6
0900 - 1000	578	131	150	148	149	0	2	539	2	27	1	1	0	0	0	0	0	0	0	0	0	0	1	24	233	264	29	3	0	0	0	0	37.9	34.3	3.6
1000 - 1100	632	163	165	166	138	0	1	575	2	31	0	1	0	0	0	0	0	0	0	0	0	0	0	10	114	286	207	14	1	0	0	0	39.7	33.3	3.7
1100 - 1200	609	157	158	142	154	0	0	563	1	29	5	1	0	0	0	0	0	0	0	0	0	0	0	7	103	300	179	19	1	0	0	0	37	33.3	3.7
1200 - 1300	599	151	149	158	146	0	0	516	3	34	3	1	0	0	2	4	1	0	0	0	0	0	0	10	85	271	176	16	1	0	0	0	37.1	33.3	3.8
1300 - 1400	622	152	148	158	164	0	0	587	2	27	2	1	0	0	0	2	1	0	0	0	0	0	0	12	91	282	194	13	0	0	0	0	37.6	33.8	4.1
1400 - 1500	623	152	160	151	160	0	0	589	2	28	1	1	0	0	0	0	0	0	0	0	0	0	0	17	102	282	174	13	1	0	0	0	38.2	33.5	4.1
1500 - 1600	595	146	153	152	144	0	1	558	3	28	1	3	0	0	0	0	0	0	0	0	0	0	0	17	133	269	158	16	1	0	0	0	36.6	33.6	5
1600 - 1700	647	160	161	162	139	0	4	599	3	29	5	1	0	0	0	0	0	0	0	0	0	0	0	13	78	318	223	11	0	0	0	0	37.4	33.6	3.8
1700 - 1800	668	143	171	184	170	0	3	632	1	27	1	0	0	0	0	0	0	0	0	0	0	0	0	10	66	321	253	14	1	0	0	0	37.6	34.1	3.9
1800 - 1900	318	109	77	70	62	0	1	299	1	14	0	0	0	0	0	0	0	0	0	0	0	0	0	5	29	200	72	7	0	0	0	0	38	34.8	3.6
1900 - 2000	169	59	37	51	22	0	2	161	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	3	21	102	32	6	0	0	0	0	38	34.9	3.9
2000 - 2100	102	32	23	27	20	0	0	94	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	3	21	51	22	4	0	0	0	0	40.1	36.2	4.2
2100 - 2200	92	46	10	20	16	0	2	173	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16	71	79	13	2	0	0	0	43.2	39.2	4
2200 - 2300	108	32	40	19	18	0	1	105	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	12	22	53	12	5	1	1	0	40.9	38.2	5.4
2300 - 2400	52	19	13	9	11	0	0	50	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	20	19	5	1	0	0	0	44.8	39.3	5.1
0000 - 1000	1,754	1,196	1,113	1,369	1,196	0	27	1,722	12	79	10	0	0	1	0	0	0	0	0	0	3	23	211	1,107	1,161	1,015	151	39	9	3	0	0	41.8	37.8	4.2
0000 - 2200	6,229	2836	2851	2961	2042	2	39	7522	26	378	62	49	5	14	21	2	5	2	4	7	63	1537	3863	2991	405	36	9	1	2	2	0	37.9	34.2	4.3
0000 - 2300	6,269	2873	2877	2968	2052	2	39	7561	26	378	62	49	5	14	21	2	5	2	4	7	63	1548	3876	3007	424	36	9	1	2	2	0	38	34.2	4.3
0000 - 0000	6,763	3134	3264	3401	2172	2	39	8158	26	390	72	52	5	15	22	2	5	2	4	7	63	1949	3753	3387	545	39	10	1	2	2	0	38.3	34.3	4.4

Wednesday 19 June 2024

Time	Hourly Totals	00-15	15-30	30-45	45-00	Cycles	Motor Cycles	Car	Car Van Towing	2 Axle Van	2 Axle Rigid Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <70mph	MPH 70 >70mph	85%ile	Average Speed	Standard Deviation
0000 - 0100	26	9	5	4	8	0	0	23	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	10	9	3	0	0	0	0	0	39.8	36.6	3.9
0100 - 0200	13	3	3	5	4	0	0	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	4	2	3	1	0	0	0	0	46.4	40.5	7.1
0200 - 0300	10	3	2	3	2	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3	3	0	0	0	0	0	46.9	39.3	10.5
0300 - 0400	30	1	6	13	10	0	0	24	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	13	8	4	0	0	0	0	47.7	42.7	4.4
0400 - 0500	47	4	11	18	14	0	0	44	0	0	3	0	0	0	0	0	0

Lincolnshire Lakes NCA

Report Id 346/24
Site Name Site 5 of 20
Description A1077, 290m north of A18 Doncaster Road
Direction Southbound

Sunday 16 June 2024

Time	Hourly Totals	00-15	15-30	30-45	45-00	Cycles	Motor Cycles	Car	Car Van Towing	2 Axle Van	3 Axle Lorry	4 Axle Rigid	5 Axle Rigid	6 Axle Rigid	Double Road Train	Triple Road Train	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <70mph	85%	Average Speed	Standard Deviation
0000 - 0100	24	9	12	3	0	0	0	21	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	48.3	42.7	7.1
0100 - 0200	6	3	1	2	0	0	0	5	0	0	0	0	0	1	0	0	0	0	0	0	0	1	3	0	0	0	0	0	0		46.8	6.2
0200 - 0300	13	3	6	2	2	0	0	10	0	0	0	0	1	2	0	0	0	0	0	0	0	3	2	4	4	0	0	0	0	51	45.4	5.9
0300 - 0400	10	4	2	3	1	0	0	7	0	0	0	0	0	3	0	0	0	0	0	0	0	2	3	3	0	0	0	0	0		43	2.6
0400 - 0500	17	5	7	5	0	0	0	17	0	0	0	0	2	4	0	0	0	0	0	0	1	6	7	9	13	1	0	0	0	52	46.1	5.8
0500 - 0600	43	16	13	9	5	0	0	33	0	3	1	0	0	4	0	0	0	0	0	0	0	4	7	17	8	6	3	0	0	58.8	48.6	6.3
0600 - 0700	53	30	39	6	15	0	0	45	0	8	0	0	0	1	4	0	0	0	0	0	0	2	7	10	13	15	1	2	3	64.6	48	7.9
0700 - 0800	90	20	24	16	29	0	1	73	0	4	0	0	0	2	10	0	0	0	0	0	0	0	4	15	28	25	7	2	1	54.3	47.8	6.6
0800 - 0900	174	34	37	45	58	0	1	153	0	8	0	0	1	2	7	0	0	0	0	0	0	1	4	16	66	54	23	7	2	1	51.4	45.8	5.8
0900 - 1000	174	47	47	45	35	0	0	153	0	8	0	0	1	3	7	0	0	0	0	0	0	0	4	16	68	54	23	7	2	1	51.4	45.8	5.8
1000 - 1100	415	108	94	109	104	0	1	383	0	15	0	0	1	5	10	0	0	0	0	0	0	0	2	12	91	151	104	43	12	2	49.7	43.9	5.7
1100 - 1200	447	105	118	95	129	0	0	427	0	12	0	0	0	4	0	0	0	0	0	0	0	0	0	6	24	103	163	112	28	4	3	49.4	42.6	5.1
1200 - 1300	445	109	114	116	106	0	0	425	0	12	0	0	0	4	0	0	0	0	0	0	0	0	0	4	19	118	187	79	29	7	1	47.8	42.4	5.1
1300 - 1400	407	105	94	100	88	0	2	370	1	19	1	0	2	3	9	0	0	0	0	0	0	2	12	32	96	130	107	20	8	0	47.3	42.1	6
1400 - 1500	307	82	64	73	64	0	1	288	0	10	0	0	0	2	6	0	0	0	0	0	0	0	4	14	35	115	81	38	9	0	49.9	42.3	6.5
1500 - 1600	332	78	88	88	78	0	0	302	0	13	0	0	0	1	3	0	0	0	0	0	0	0	3	12	37	89	94	72	20	4	51.3	43.5	6.4
1600 - 1700	337	96	48	93	100	0	0	322	0	12	0	0	0	0	2	0	0	0	0	0	0	0	3	12	32	89	94	72	20	4	51.3	43.5	6.4
1700 - 1800	232	58	49	55	70	0	0	208	0	12	0	0	0	0	2	0	0	0	0	0	0	0	3	11	27	62	64	52	11	1	50.3	43.4	6.2
1800 - 1900	142	48	41	27	26	0	1	141	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	5	15	28	52	33	14	4	54.5	47.6	6.9
1900 - 2000	112	32	37	19	24	0	1	101	0	5	0	0	0	1	4	0	0	0	0	0	0	0	1	10	23	36	19	14	4	3	56.1	48.8	7.3
2000 - 2100	72	22	18	13	19	0	2	58	0	3	0	0	0	2	4	0	0	0	0	0	0	0	2	2	23	23	13	6	1	0	54.6	48	6.9
2100 - 2200	61	24	11	13	13	0	1	44	0	3	0	0	0	2	6	0	0	0	0	0	0	0	2	11	24	13	9	2	0	0	52.2	46.2	6.4
2200 - 2300	24	6	8	5	5	0	0	14	0	1	0	0	0	0	3	0	0	0	0	0	0	0	0	3	6	4	3	2	1	0	52.2	46.3	9.5
2300 - 2400	27	21	15	14	17	0	1	49	0	3	0	0	1	9	3	1	0	0	0	0	0	0	4	3	15	18	16	3	1	0	50.8	43.4	7.6
0000 - 2400	1971	1466	1421	1364	1720	0	19	3549	1	146	1	0	14	42	74	0	0	0	0	0	1	27	101	267	767	1071	798	312	84	21	50.2	44.2	6.6
0000 - 2200	1982	1539	1391	1385	1646	0	19	3349	0	146	0	0	14	42	74	0	0	0	0	0	1	26	91	214	598	2166	2006	938	261	90	21	7	49.2	39.8	6.5
0600 - 1800	1728	1021	1022	1153	1552	0	22	3200	1	146	1	0	14	42	74	0	0	0	0	0	1	25	87	211	559	1871	1722	866	236	71	17	4	50.2	44.2	6.4
0000 - 0000	3953	2505	2413	2517	3272	0	41	6749	1	292	1	0	28	84	148	0	0	0	0	0	2	53	192	481	1325	2242	1804	1250	345	111	25	7	49.7	42.1	6.5

Monday 17 June 2024

Time	Hourly Totals	00-15	15-30	30-45	45-00	Cycles	Motor Cycles	Car	Car Van Towing	2 Axle Van	3 Axle Lorry	4 Axle Rigid	5 Axle Rigid	6 Axle Rigid	Double Road Train	Triple Road Train	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <70mph	85%	Average Speed	Standard Deviation
0000 - 0100	21	7	7	7	4	0	0	17	0	0	0	0	0	4	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0		42.8	5.7
0100 - 0200	19	1	7	6	5	0	0	10	0	2	0	0	0	3	4	0	0	0	0	0	0	3	4	8	1	1	0	0	0	44.7	40.6	5
0200 - 0300	11	2	4	2	3	0	0	4	0	1	0	0	0	2	3	0	0	0	0	0	0	0	1	4	2	3	0	0	0	49.8	43.8	4.5
0300 - 0400	10	3	2	3	2	0	0	7	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	2	5	0	0	0	0	47.6	42.2	5.1
0400 - 0500	34	16	17	26	39	0	0	34	1	4	0	0	0	2	8	0	0	0	0	0	0	0	0	2	15	33	34	12	3	0	49.4	43.2	5.1
0500 - 0600	119	33	40	37	71	0	1	80	0	16	4	1	0	5	12	0	0	0	0	0	0	0	0	5	18	46	62	30	5	4	48.8	41.1	5.6
0600 - 0700	226	65	45	56	60	0	0	145	4	28	1	0	0	6	11	33	1	0	0	0	0	0	0	0	15	65	73	44	23	9	1	0	49.7	42.9	5.9
0700 - 0800	359	82	73	84	88	0	0	269	4	37	2	0	0	7	17	23	0	0	0	0	0	0	0	0	10	55	107	83	28	5	1	0	50	42.3	6.6
0800 - 0900	371	89	89	100	93	0	1	247	4	51	5	3	1	7	16	31	2	3	1	0	1	2	7	42	109	152	48	5	2	1	45.1	40.2	5.6
0900 - 1000	369	93	89	100	87	0	1	247	4	51	5	3	1	7	16	31	2	3	1	0	1	2	7	42	109	152	48	5	2	1	45.1	40.2	5.6
1000 - 1100	468	103	111	122	132	0	1	393	5	43	2	0	2	12	10	0	0	0	0	0	0	0	0	2	10	63	153	94	9	1	0	0	44.6	39.5	5.6
1100 - 1200	544	137	135	137	155	0	1	390	6	69	4	2	0	12	28	28	2	1	0	0	0	0	0	2	10	43	92	191	146	53	4	0	0	44.1	37.8	6.2
1200 - 1300	574	159	147	137	131	0	2	445	6	64	2	0	0	7	15	38	2	0	0	0	0	0	0	2	9	36	119	208	145	41	20	3	0	42.7	36.3	6.7
1300 - 1400	549	128	137	117	167	0	1	412	4	47	6	3	1	8	26	38	3	0	3	2	6	19	44	115	183	123	44	7	3	0	43.3	38.6	7
1400 - 1500	634	161	167	160	153	0	1	499	4	54	5	4	0	8	26	37	2	0	0	0	0	0	0	4	16	102	197	206	77	12	0	0	47.6	42.8	6.9
1500 - 1600	655	215	197	165	164	0	0	512	4	63	3	2	0	8	23	37	1	0	0	0	0	0	0	0	9	82	245	277	69	23	1	0	49	44.2	6.5
1600 - 1700	612	215	198	160	164	0	0	512	4	63	3	2	0	8	23	37	1	0	0	0	0	0	0	0	9	82	245	277	69	23	1	0	49	44.2	6.5
1700 - 1800	599	205	198	146	151	0	0	519	6	21	0	0	0	4	20	15	0	0	0	0	0	0	0	0	10	76	190	198	128	32	7	0	49	42.7	6.7
1800 - 1900	315	131	83	71	43	0	3	272	2	15	1	1	0	1	9	11	0	0	0	0	0	0	0	1	10	35	89	96	53	24	7	1	52.9	46.4	6.5
1900 - 2000	197	55	53	42	52	0	0	168	2	7	0	0	0	1	12	5	0	0	0	0	0	0	0	0	5	17	73	65	28	9	2	0	54.6	48	6.9
2000 - 2100	124	41	31	29	23	0	0	114	0	6	0	0	0	0	2	2	0	0	0	0	0	0	0	0	2	16	34	42	19	11	0	0	56.2	49.3	6.8
2100 - 2200	79	24	21	21	13	0	0	71	0	3	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1	9	24	22	13	9	1	0	56.2	49.2	6.2
2200 - 2300	119	50	27	16	17	0	0	93	0	6	0	0	0	0	3	0	0	0	0	0	0	0	0	0	4	17	33	29	15	7	1	0	51.4	45	6.7
2300 - 2400	67	21	15	14	17	0	1	49	0	3	0	0	1	9	3	1	0	0	0	0	0	0	4	3	15	18	16	3	1	0	50.8	43.4	7.6
0000 - 2400	1971	1466	1421	1364	1720	0	19	3549	1	146	1	0	14	42	74	0	0	0	0	0	1	27	101	267	767	1071	798	312	84	21	50.2	44.2	6.6
0000 - 2200	1982	1539	1391	1385	1646	0	19	3349	0	146	0	0	14	42	74	0	0	0	0	0	1	26	91	214	598	2166	2006	938	261	90	21	7	49.2	39.8	6.5
0600 - 1800	1728	1021	1022	1153	1552	0	22	3200	1	146	1	0	14	42	74	0	0	0	0	0	1	25	87	211	559	1871	1722	866	236	71	17	4	50.2	44.2	6.4
0000 - 0000	3953	2505	2413	2517	3272	0	41	6749	1	292	1	0	28	84	148	0	0	0	0	0	2	53	192	481	1325	2242	1804	1250	345	111	25	7	49.7	42.1	6.5

Tuesday 18 June 2024

Time	Hourly Totals	00-15	15-30	30-45	45-00	Cycles	Motor Cycles	Car	Car Van Towing	2 Axle Van	3 Axle Lorry	4 Axle Rigid	5 Axle Rigid	6 Axle Rigid	Double Road Train	Triple Road Train	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <70mph	85%	Average Speed	Standard Deviation
0000 - 0100	30	8	13	4	5	0	0	13	0	2	0	0	0	0	0	0	0	0	0	0	0	0	4	6	6	2	2	1	0	1	49.4	42	7.3
0100 - 0200	14	7	3	5	3	0	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	5	3	2	1	0	0	46.8	42.6	5
0200 - 0300	9	3	1	4	1	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	1	2	1	0	0	49.6	43.7	5.3
0300 - 0400	27	13	9	20	17	0	0	27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	10	6	4	1	0	48.4	43.7	5.4
0400 - 0500	64	18	23	23	34	0	0	54	0	2	3	0	0	0	0	0	0	0	0	0	0	0	0	3	11	19	20	9	2	0	47.6	42.8	4
0500 - 0600	176	27	59	51	39	0	0	83	1	3	0	0	0	6	15	41	2	3	0	0	0	0	0	0	10	52	78	21	12	1	2	0	49.2	42	5.1
0600 - 0700	364	91	83	92	98	0	1	162	1	20	2	0	0	4	15	52	3	0	0	0	0	0	0	0	15	98	126	77	11	3	0	0	51.5	44.6	6.5
0700 - 0800	348	83	72	92	101	0	2	233	4	39	4	4	0	5	15	35	5	2	0	0	0	0	0	0	10	42	78	99	80	30	9	0	49.1	43.1	6.5
0800 - 0900	446	108	111	102	125	0	2	313	4	44	7	5	1	11	28	33	3	0	0	0	0	0	0	0	4	19	94	145	145	33	7	1	48.8	44.8	4.3
0900 - 1000	446	108	111	102	125	0	2	313	4	44	7	5	1	11	28	33	3	0	0	0	0	0	0	0	4	19	94	145	145	33	7	1	48.8	44.8	4.3
1000 - 1100	461	155	119	119	118	0	1	341	2	36	7	5	3	7	25	32	3	0	0	0	0	0	0	0	7	14	9	23	59	140	115	54	14	7	0	0	49.3	37.2	9.2
1100 - 1200	518	130	117	123	148	0	3	388	2	58	4	3	2	13	22	25	2	0	0	0	0	0	0	0	4	15	90	159	182	54	14	7	0	0	49.3	39	9.5
1200 - 1300	537	153	136	130	139	0	0	457	2	57	3	7	0	3	25	30	2	0	0	0	0	0	0	0	0	27	81	214	182	40	14	0	1	0	49.8	39.9	5.3
1300 - 1400	538	138	136	130	134	0	0	457	2	57	3	7	0	3	25	30	2	0	0	0	0	0	0	0	0	27	81	214	182	40	14	0	1	0	49.8	39.9	5.3
1400 - 1500	628	153	158	160	157	0	1	537	4	57	4	3	1	9	23	34	3	0	0	0	0	0	0	0	4	19	104	157	231	101	11	1	0	0	48.9	43.3	5.6
1500 - 1600	666	167	163	168	178	0	1	530	4	64	5	3	0	3	23	36	4	0	1	0	0	0	0	0	5	25	103	262	170	74	17	2	0	0	44.7	38.8	6
1600 - 1700	646	206	217	146	77	0	1	445	4	56	4	3	0	5	16	22	1	0	0	0	0	0	0	0	2	22	58	99	39	19	202	191	69	4	0	0	44	33.6	9.3
1700 - 1800	318	257	211	147	103	0	3	642	2	39	0	1	1	2	11	15	0	0	0	0	0	0	0	0	0	22	82	208	242	118	40	6	2	0	49.7	41.1	5.9
1800 - 1900	335	99	66	88	82	0	2	289	2	29	0	0	0	0	5	8	0	0	0	0	0	0	0	0	0	5	63	111	100	53	14	4	1	0	52.3	45.4	6.9
1900 - 1000	198	54	43	48	53	0	0	168	0	12	1	0	0	1	9	6	0	0	0	0	0	0	0	0	3	24	61	56	34	13	1	3	53.3	46.8	6.4
2000 - 2100	96	32	18	18	28	0	0	74	1	5	0	0	0	0	2	3	0	0	0	0	0	0	0	0	1	8	34	28	19	4	1	1	52.8	47.1	5.7
2100 - 2200	111	44	22	20	25	0	1	90	0	2	0	0	1	5	6	5	0	0	0	0	0	0	0	0	2	5	25	35	34	10	7	1	1	0	53.6	46.7	7.3
2200 - 2300	57	15	15	9	18	0	0	46	0	2	0	0	0	1	5	1	0	0	0	0	0	0	0	0	0	3	23	11	11	4	1	0	0	0	49.1	43.9	7.5
0000 - 2400	1971	1466	1421	1364	1720	0	19	3549	1	146	1	0	14	42	74	0	0	0	0	0	1	27	101	267	767	1071	798	312	84	21	50.2	44.2	6.6
0000 - 2200	1982	1539	1391	1385	1646	0	19	3349	0	146	0	0	14	42	74	0	0	0	0	0	1	26	91	214	598	2166	2006	938	261	90	21	7	49.2	39.8	6.5
0600 - 1800	1728	1021	1022	1153	1552	0	22	3200	1	146	1	0	14	42	74	0	0	0	0	0	1	25	87	211	559	1871	1722	866	236	71	17	4	50.2	44.2	6.4
0000 - 0000	3953	2505	2413	2517	3272	0	41	6749	1	292	1	0	28	84	148	0	0	0	0	0	2	53	192	481	1325	2242	1804	1250	345	111	25	7	49.7	42.1	6.5

Wednesday 19 June 2024

Time	Hourly Totals	00-15	15-30	30-45	45-00	Cycles	Motor Cycles	Car	Car Van Towing	2 Axle Van	3 Axle Lorry	4 Axle Rigid	5 Axle Rigid	6 Axle Rigid	Double Road Train	Triple Road Train	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <70mph	85%	Average Speed	Standard Deviation
0000 - 0100	42	16	15	13	8	0	0	32	0	4	0	0	0	3	3	0	0	0	0	0	0	0	0	2	5	11	13	6	2	0	50.7	43.4	6.2
0100 - 0200	47	10	9	9	19	0	0	34	0	3	0	0	0	7	3	0	0	0	0	0	0	0	0	0	6	5	13	11	5	2	0	0	49.2	45.6	4.8
0200 - 0300	27	7	12	4	4	0	0	24	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	2	2	11	5	2	0	0	0	48.2	43.6	4.2
0300 - 0400	55	11	15	11	18	0	0	39	0	5	0	0	0	5	10	0	0	0	0	0	0	0	0	0	4	5	14	14	4	2	0	0	48.8	44.8	4.3
0400 - 0500	57	18	10	21	32	0	0	44	0	5	3	1	0	1	10	29	0	0	0	0	0	0	0	0	4	5	29	48	8	2	0	0	49.5	45.2	4.4
0500 - 0600	193	47	43	50	53	0	0	153	0	15	2	0	0	3	9	11	0	0	0	0	0	0	0	0	4	26	58	73	22	7	3	0	51.5	45.1	5.8
0600 - 0700	292	80	73	66	73	0	0	198	1	24	1	2	0	7	19	34	0	2	0	0	0	0	0	0	6	64	91	70	36	17	8	0	50.1	45	6.4
0700 - 0800	429	115	100	109	105	0	0	329	1	34	2	2	0	5	14	27	0	1	0	0	0	0	0	0	4	29	118	150	91	27	9	0	49.8	44.3	5.6
0800 - 0900	429	115	100	109	105	0	0	329	1	34	2	2	0	5	14	27	0	1	0	0	0	0	0	0	4	29	118	150	91	27	9	0	49.8	44.3	5.6
0900 - 1000	440	114	120	109	97	0	1	335	3	57	5	2	0	7	21	27	1	0	0	0	0	0	0	0	2	23	63

Lincolnshire Lakes & Rivers

Report Id: 346/24
Site Name: Site 5 of 20
Description: A1077, 290m north of A18 Doncaster Road
Direction: Northbound

Sunday 16 June 2024

Time	Hourly Totals	00-15	15 Minute Bin Drops 15-30	30-45	45-00	Cycles	Motor Cycles	Car	Car Van Towing	2 Axle Van	2 Axle Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <70mph	MPH 70+mph	85%ile	Average Speed	Standard Deviation
0000 - 0100	37	8	6	7	16	0	0	19	0	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	52.6	40.6	6.1
0100 - 0200	20	5	5	5	5	0	0	18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	54.5	47.0	5.8
0200 - 0300	13	6	2	5	2	0	0	12	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	50.3	44.7	8.9
0300 - 0400	7	2	3	0	2	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		49.6	4.6
0400 - 0500	14	2	3	4	5	0	0	13	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	45	47.2	5.3
0500 - 0600	47	7	9	22	13	0	0	38	0	2	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	2	7	14	9	6	0	0	54.7	49.2	6.3
0600 - 0700	53	14	17	14	8	0	0	41	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	10	13	12	4	0	0	54.6	48.4	5.4
0700 - 0800	81	11	8	16	26	0	0	69	0	3	0	3	1	2	3	3	0	0	0	0	0	0	0	0	0	4	8	19	15	7	6	2	53.8	47.8	6.9
0800 - 0900	66	14	14	14	24	0	0	61	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	9	14	23	10	5	54.2	47	5.6
0900 - 1000	132	18	31	41	42	0	0	111	0	11	0	0	0	2	6	0	0	0	0	0	0	0	0	0	0	1	13	53	30	23	6	5	52.9	48.5	6.2
1000 - 1100	139	34	28	36	41	0	0	113	0	11	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	13	53	30	23	6	1	52.9	48.5	6.2
1100 - 1200	229	64	76	70	19	0	0	206	0	16	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	103	117	55	14	2	51.7	46.6	5.6
1200 - 1300	278	105	105	67	81	0	1	245	3	13	1	0	1	2	4	1	1	0	0	0	0	0	0	0	0	0	5	39	122	121	59	17	6	51.9	46.3	6.5
1300 - 1400	349	89	99	113	72	0	2	313	3	12	0	0	0	1	2	1	1	0	0	0	0	0	0	0	0	0	3	67	142	121	51	6	4	52.2	46.8	5.1
1400 - 1500	345	80	90	77	91	0	0	327	2	12	0	0	0	1	1	1	1	0	0	0	0	0	0	0	0	0	4	6	42	117	107	56	12	0	1	50.9	45.3	5.5
1500 - 1600	309	74	81	68	86	0	2	288	2	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	29	94	106	53	18	2	2	0	50	45.0	6.1
1600 - 1700	358	80	89	98	91	0	3	342	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	9	42	120	121	51	9	2	0	0	50.1	45.3	5.6
1700 - 1800	192	40	48	39	65	0	2	182	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	5	26	80	51	19	3	1	0	0	54.3	48.3	6.6
1800 - 1900	158	40	39	42	37	0	3	142	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	9	40	80	51	14	1	0	0	0	54.8	48.3	6.6
1900 - 2000	133	36	36	36	25	0	2	122	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	6	33	49	31	19	3	0	0	0	55.2	49.1	7.4
2000 - 2100	116	37	33	24	22	0	4	101	0	8	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	3	6	20	38	33	11	4	4	0	0	55.6	49.3	7.7
2100 - 2200	88	20	17	11	20	0	0	81	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	11	15	18	12	4	2	0	0	0	54.2	48.9	8.5
2200 - 2300	59	17	16	11	15	0	0	49	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	4	13	17	9	5	0	0	0	0	53.4	48.7	6.9
2300 - 0000	37	11	7	7	12	0	0	32	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	13	7	5	3	0	0	0	0	53.4	48.7	6.8
0700 - 1900	2693	712	684	709	748	0	15	2403	9	115	5	3	5	24	41	26	4	1	0	0	0	0	0	7	39	266	883	945	457	169	42	19	53.8	48.4	6.6
0600 - 2200	2755	719	701	717	842	0	19	2505	9	145	5	3	5	25	44	27	4	1	0	0	0	0	0	7	39	271	910	1011	548	189	42	19	54.2	48.6	6.6
0000 - 2200	3232	849	778	788	993	0	19	2909	9	161	5	3	5	25	54	31	5	1	0	0	0	0	0	10	52	321	994	1096	596	204	57	22	54.3	48.6	6.5
0000 - 2400	3357	844	805	833	875	0	20	3003	9	170	5	3	5	25	54	32	5	1	0	0	0	0	0	10	57	347	994	1096	582	204	57	22	54.3	48.6	6.3

Monday 17 June 2024

Time	Hourly Totals	00-15	15 Minute Bin Drops 15-30	30-45	45-00	Cycles	Motor Cycles	Car	Car Van Towing	2 Axle Van	2 Axle Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <70mph	MPH 70+mph	85%ile	Average Speed	Standard Deviation
0000 - 0100	32	14	3	5	4	0	0	24	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	53.5	42.1	6.8
0100 - 0200	19	5	3	4	7	0	0	11	0	2	0	0	0	2	1	3	0	0	0	0	0	0	0	0	4	4	8	5	2	0	0	0	49.1	43.0	4.8
0200 - 0300	11	3	2	3	3	0	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3	4	3	0	0	50.1	47.7	2.4
0300 - 0400	4	0	1	2	1	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	50.1	45.8	3.2
0400 - 0500	11	2	2	3	4	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	49.5	45.6	5.2
0500 - 0600	36	10	7	13	6	0	0	30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	15	14	2	0	0	49.5	45.6	6.2
0600 - 0700	58	16	14	15	13	0	0	46	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3	9	16	13	5	1	0	49.5	45.6	6.2
0700 - 0800	236	36	58	81	61	0	2	212	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	16	74	84	39	12	4	0	0	0	52.4	46.7	6.7
0800 - 0900	239	58	57	76	87	0	2	195	1	22	4	3	0	0	6	19	25	0	0	0	0	0	0	0	0	0	1	6	65	87	69	23	13	1	0	0	49.7	45.4	6.1
0900 - 1000	396	85	116	107	188	0	2	343	0	34	5	2	0	0	4	5	5	0	0	0	0	0	0	0	0	0	0	2	28	141	153	137	68	14	1	0	49.9	45.8	5.8
1000 - 1100	396	145	169	135	152	0	0	415	4	64	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28	186	183	138	53	7	1	0	48.5	43.3	5.6
1100 - 1200	422	123	98	109	192	0	3	381	2	31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	140	156	122	41	4	0	0	48.7	43.6	5.4
1200 - 1300	422	123	98	109	192	0	3	391	4	21	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	145	145	122	43	4	0	0	47	41.7	5.6
1300 - 1400	468	110	133	106	119	0	1	337	2	54	3	2	0	0	7	27	23	1	0	0	0	0	0	0	0	0	1	27	141	164	105	25	7	2	0	0	47.3	42.2	5.2
1400 - 1500	469	112	126	135	111	0	3	347	4	58	1	0	0	0	0	28	25	2	0	0	0	0	0	0	0	0	1	30	135	166	99	16	4	0	0	0	48.4	42.8	5.6
1500 - 1600	493	153	129	105	132	0	3	343	2	42	6	3	0	6	27	25	3	1	0	0	0	0	0	0	0	0	1	16	130	163	111	29	3	4	0	0	47.7	42.6	5.4
1600 - 1700	445	115	122	107	103	0	3	325	1	45	4	0	0	0	2	23	24	3	0	0	0	0	0	0	0	0	0	7	107	151	92	29	6	1	0	0	48.4	42.9	5.6
1700 - 1800	418	113	89	102	114	0	2	332	2	43	6	0	0	0	3	15	14	2	0	0	0	0	0	0	0	0	0	5	88	144	112	33	10	1	0	0	48.3	42.8	5.2
1800 - 1900	312	82	69	68	93	0	1	282	3	16	1	0	0	0	1	5	3	0	0	0	0	0	0	0	0	0	0	3	68	111	85	33	10	1	0	0	48.3	42.9	5.1
1900 - 2000	290	84	72	69	65	0	1	253	2	23	0	0	0	0	0	4	7	0	0	0	0	0	0	0	0	0	0	2	49	131	103	39	17	3	1	0	49.3	43.5	6.1
2000 - 2100	274	82	67	60	65	0	1	231	3	16	1	0	1	3	14	13	0	0	0	0	0	0	0	0	0	0	0	6	39	83	80	51	10	3	1	1	51.7	45.7	6
2100 - 2200	165	52	37	33	43	0	2	138	0	5	1	0	0	0	2	6	13	0	0	0	0	0	0	0	0	0	0	1	25	57	57	19	7	0	0	0	52.3	46.8	7.3
2200 - 2300	117	29	33	31	24	0	0	113	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	14	42	39	16	4	1	0	0	53.1	48.1	5.9
2300 - 0000	82	30	13	17	22	0	0	69	0	4	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	13	33	19	11	3	0	0	0	54.2	49.1	7.7
0700 - 2000	3062	1139	1007	1049	1267	0	24	2687	19	316	27	11	0	0	29	170	138	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600 - 2200	3123	1154	1027	1059	1283	0	24	2727	19	321	27	11	0	0	29	170	138	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0000 - 2200	3123	1154	1027	1059	1283	0	24	2727	19	321	27	11	0	0	29	170	138	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0000 - 2400	3263	1195	1067	1099	1302	0	24	2863	19	321	27	11	0	0	29	170	138	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Tuesday 18 June 2024

Time	Hourly Totals	00-15	15 Minute Bin Drops 15-30	30-45	45-00	Cycles	Motor Cycles	Car	Car Van Towing	2 Axle Van	2 Axle Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <70mph	MPH 70+mph	85%ile	Average Speed	Standard Deviation
0000 - 0100	31	6	8	4	13	0	0	25	0	0	0	0	0	1	4	0	0	0	0	0	0	0	0	0	0	0	6	11	9	3	0	0	50.7	45.6	6.9
0100 - 0200	29	4	11	4	10	0	0	23	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	1	7	4	5	0	0	49.5	45.3	6.2
0200 - 0300	20	6	5	5	4	0	0	19	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	4	6	5	3	1	0	51.9	46.6	7.9
0300 - 0400	13	4	1	3	5	0	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	4	5	3	0	0	51.9	47.2	4.6
0400 - 0500	43	16	9	13	5	0	0	30	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	22	7	1	0	50.1	44.6	5.6
0500 - 0600	255	33	69	93	60	0	3	215	0	5	0	0	0	6	12	1	0	0	0	0	0	0	0	0	0	0	0	9	33	88	82	33	8	0	1	1	51.2	45.8	6.7
0600 - 0700	273	46	73	97	57	0	2	253	0	2	0	0	0	2	14	0	0	0	0	0	0	0	0	0	0	0	0	2	25	111	123	56	17	3	1	0	52.9	47.1	6.8
0700 - 0800	619	159	134	174	211	0	2	486	4	63	4	6	0	5	28	24	0	0	0	0	0	0	0	0	0	0	3	43	133	294	146	68	18	1	0	0	49.7	43.5	6
0800 - 0900	554	145	117	139	153	0	6	397	1	55	3	2	0	3	23	23	0	0	0	0	0	0	0	0	0	0	0	3	42	142	155	93	39	7	0	0	49.1	43.7	5.8
0900 - 1000	444	100	121	127	96	0	2	330	6	44	7	2	0	7	29	24	1	0	0	0	0	0	0	0	0	0	0	1	31	144	155	83	32	1	2	0	49.6	43.7	5.4
1000 - 1100	442	104	125	105	107	0	2	326	4	45	7	2	0	5	26	22	0	0	0	0	0	0	0	0	0	0	0	2	33	119	164	110	29	3	1	0	49.6	43.9	5.6
1100 - 1200	439	103	92	113	131	0	1	302	3	63	3	5	0	10	30	24	3	0	0	0	0	0	0	0	0	0	0	2	26	126	158	93	27	4	2	1	47.9	42.5	5.4
1200 - 1300	468	104	107	122	135	0	2	337	2	67	5	3	0	7	31	14	1	0	0	0	0	0	0	0	0	0	0	1	24	126	177	107	27	5	1	0	48.8	43.4	5.7
1300 - 1400	455	106	97	132	120	0	2	337	2	47	5	3	0	5	17	13	1	0	0	0	0	0	0	0	0	0	0	1	34	108	166	117	27	6	0	0	47.8	42.4	5.7
1400 - 1500	433	98	110	123	104	0	2	337	2	47	5	3	0	5	17	13	1	0	0	0	0	0	0	0	0	0	0	1	24	85	177	95	42	7	1	0	49	43.2	5.5
1500 - 1600	414	109	112	90	103	0	3	364	2	32	2	0	0	5	11	0	0	0	0	0	0	0	0	0	0	0	0	2	13	80	160	139	38	11	0	0	49.1	43.7	5.7
1600 - 1700	403	108	98	109	88	0	3	363	0	16	1	1	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5	64	156	138	54	16	4	0	51.4	45.5	6.8
1700 - 1800	353	89	73	82	109	0	2	315	0	13	1	0	0	0	3	11	1	0	0	0	0	0	0	0	0	0	0	0	3	43	77	84	53	24	6	1	53.3	46.7	6.6
1800 - 1900	214	56	39	52	67	0	3	191	1	13	0	0	0	0	2	5	0	0	0	0	0	0	0	0	0	0	0	0	2	26	71	61	34	13	3	1	51.9	45.1	6.1
1900 - 2000	178	47	36	39	56	0	2	161	0	7	0	0	0	0	1	7	0	0	0	0	0	0	0	0	0	0	0	0	1	11	44	69	37	13	3	0	52.3	46.3	6.8
2000 - 2100	116	32	28	34	22	0	1	97	0	4	0	0	0	0	1	5	0	0	0	0	0	0	0	0	0	0	0	0	1	11	44	28	23	8	0	0	51.6	46.2	6.8
2100 - 2200	83	22	19	20	22	0	0	73	0	2	0	0	0	0	1	5	0	0	0	0	0	0	0	0	0	0	0	0	1	13	22	21	18	5	1	1	53.8	47.2	7.2
2200 - 2300	53	12	13	12	16	0	0	46	0	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	5	19	16	8	4	0	0	51.6	46	6.3
0700 - 1900	3388	1332	1377	1463	1616	0	24	4312	27	516	36	20	2	60	252	229	18	17	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600 - 2200	3471	1344	1396	1485	1646	0	24	4392	27	521	36	20	2	60	256	234	18	17	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0000 - 2200	3474	1344	1396	1485	1649	0	24	4392	27	521	36	20	2	60	256	234	18	17	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0000 - 2400	3608	1410	1412	1509	1777	0	24	4696	27	521	36	20	2	60	256	234	18	17	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Wednesday 19 June 2024

Time	Hourly Totals	00-15	15 Minute Bin Drops 15-30	30-45	45-00	Cycles	Motor Cycles	Car	Car Van Towing	2 Axle Van	2 Axle Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <70mph	MPH 70+mph	85%ile	Average Speed	Standard Deviation
0000 - 0100	36	7	6	8	15	0	0	32	0	1	0	0	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	3	8	12	5	3	0	56.4	46.2	12.2
0100 - 0200	11	3	1	3	4	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	2	3	0	0	0	0
0200 - 0300	21	11	4	1	5

Unclassified for Labels & PLs

Report Id 346/24
Site Name Site 15 of 20
Description A18 Doncaster Road, 85m west of Scorter Road
Direction Westbound

Sunday 16 June 2024

Time	Hourly Totals	00-15	15 Minute Bin Drops 15-30	30-45	45-00	Cycles	Motor Cycles	Car	Car Van Towing	Car Van Lorry	2 Axle Van	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Number Vehicle Classes ARX Scheme 8 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	Vehicle Speed MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <70mph	MPH 70 <80mph	85%	Average Speed	Standard Deviation
0000 - 0100	96	38	29	22	10	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	36.2	30.0	3.9
0100 - 0200	45	13	14	6	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	36.4	31.1	4.8
0200 - 0300	41	14	8	10	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	13	19	6	1	0	0	0	0	0	36.1	31	4.2
0300 - 0400	33	8	11	5	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	9	15	4	1	0	0	0	0	35.2	31	4.4
0400 - 0500	58	17	20	12	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	15	16	6	1	0	0	0	36.5	33.2	3.6
0500 - 0600	108	17	32	37	22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	35	50	21	3	0	0	0	0	38.5	35.2	4.6
0600 - 0700	130	32	24	33	42	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	43	59	23	3	0	0	0	0	38.5	31.1	3.9
0700 - 0800	201	35	45	54	66	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	12	73	96	13	3	0	0	0	0	0	33.4	32.2	3.4
0800 - 0900	284	60	63	76	85	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	59	121	74	27	0	0	0	0	0	34.1	33.3	3.6
0900 - 1000	615	151	137	161	216	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	39	333	219	28	3	2	1	0	0	32.7	29.6	3.4
1000 - 1100	1029	264	249	255	261	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17	550	396	59	6	1	0	0	0	32.6	29.8	3.5
1100 - 1200	1029	264	249	255	261	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13	550	396	59	6	1	0	0	0	32.6	29.8	3.5
1200 - 1300	1093	232	232	298	253	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17	618	396	54	6	1	0	0	0	32.6	29.8	3.5
1300 - 1400	1019	266	234	241	278	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	593	378	37	4	1	0	0	0	32.6	29.8	3.5
1400 - 1500	933	230	229	265	231	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	7	9	177	585	173	10	1	0	0	0	0	30.6	27.5	5.8
1500 - 1600	726	209	183	153	182	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	9	6	85	347	240	22	2	0	0	0	0	28.6	25.3	4.3
1600 - 1700	648	166	153	138	142	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	6	3	63	339	216	15	1	0	0	0	0	28.6	25.2	3.7
1700 - 1800	497	138	110	120	129	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	5	2	43	259	174	10	1	0	0	0	0	28.6	25.3	3.8
1800 - 1900	447	108	130	99	109	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	3	2	36	201	185	13	1	0	0	0	0	31.7	30	3.8
1900 - 2000	364	91	103	92	78	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	9	4	94	143	102	11	1	0	0	0	0	34.5	30.6	3.8
2000 - 2100	246	72	52	53	69	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	6	58	93	70	5	0	0	0	0	0	34.8	31.4	3.5
2100 - 2200	217	56	60	49	52	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3	3	43	102	61	4	0	0	0	0	0	34.1	30.7	3.6
2200 - 2300	177	46	43	44	44	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	30	77	59	7	0	0	0	0	0	34.1	30.7	3.8
2300 - 2400	108	37	22	21	18	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	3	24	39	35	4	0	0	0	0	0	34.4	31	4.9
0700 - 1900	8467	2146	2039	2123	2147	5	31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	91	1139	4648	2329	258	30	9	3	0	0	1	0	31.8	28.3	4.3
0600 - 2200	9912	2523	2387	2500	2501	7	42	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	97	1319	5249	2707	312	39	9	3	0	0	1	0	32.2	28.8	4.4
0000 - 2400	10118	2622	2468	2586	2589	7	42	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	97	1319	5249	2707	312	39	9	3	0	0	1	0	32.2	28.7	4.4

Monday 17 June 2024

Time	Hourly Totals	00-15	15 Minute Bin Drops 15-30	30-45	45-00	Cycles	Motor Cycles	Car	Car Van Towing	Car Van Lorry	2 Axle Van	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Number Vehicle Classes ARX Scheme 8 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	Vehicle Speed MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <70mph	MPH 70 <80mph	85%	Average Speed	Standard Deviation
0000 - 0100	52	12	12	18	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	35.1	31.4	4.4
0100 - 0200	33	2	7	4	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	8	6	2	0	0	0	0	0	32.9	29.2	4.4
0200 - 0300	22	4	5	3	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	6	8	2	0	0	0	0	0	30.8	31.4	5.8
0300 - 0400	17	4	3	2	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	5	5	2	0	0	0	0	34.2	30.1	5.6
0400 - 0500	112	18	32	33	29	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	36	57	15	1	0	0	0	36.2	31.4	5.6
0500 - 0600	234	67	75	97	95	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	6	22	102	161	92	10	1	0	0	0	0	34.4	31.3	3.8
0600 - 0700	486	94	117	145	130	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	6	10	187	256	22	5	0	0	0	0	0	32.3	28.7	4.1
0700 - 0800	760	170	203	202	185	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	15	19	266	345	104	7	0	0	0	0	0	30	26.3	3.8
0800 - 0900	743	181	174	176	212	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	19	17	43	194	352	105	13	0	0	0	0	30.1	25.7	5.3
0900 - 1000	1000	249	249	251	251	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	8	5	22	342	477	135	9	0	0	0	0	30.6	27.1	4.7
1000 - 1100	1000	249	249	251	251	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	8	5	22	342	477	135	9	0	0	0	0	30.6	27.1	4.7
1100 - 1200	933	239	227	232	235	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13	5	35	233	515	122	9	3	0	0	0	30	26.6	4
1200 - 1300	1009	260	249	227	273	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	13	13	39	281	660	135	12	0	0	0	0	29.7	26.4	4.3
1300 - 1400	898	232	236	211	219	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	9	21	232	496	125	7	1	0	0	0	30	26.5	4
1400 - 1500	925	230	246	224	225	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	10	24	238	471	151	9	1	0	0	0	29.8	25.7	4.5
1500 - 1600	816	240	203	205	168	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13	12	36	222	427	100	6	0	0	0	0	29.8	25.8	4.5
1600 - 1700	718	241	203	186	248	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13	5	25	233	515	122	9	3	0	0	0	30	26.6	4
1700 - 1800	686	179	196	175	136	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	7	18	191	427	100	6	0	0	0	0	29.8	25.8	4.5
1800 - 1900	517	133	122	132	130	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	2	11	150	296	48	3	0	0	0	0	29.8	25.8	4.5
1900 - 2000	377	103	78	93	103	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	7	117	206	33	1	0	0	0	0	29.8	25.7	4.5
2000 - 2100	244	72	52	53	67	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	5	77	134	20	1	0	0	0	0	29.8	25.7	4.5
2100 - 2200	217	56	60	49	52	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3	68	118	24	2	0	0	0	0	29.8	25.8	4.5
2200 - 2300	177	46	43	44	44	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	50	96	24	2	0	0	0	0	29.8	25.8	4.5
2300 - 2400	100	34	20	22	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	45	33	9	0	0	0	0	0	30.2	26.6	5.5
0700 - 1900	10041	2547	2402	2477	2615	7	39	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	118	1412	5179	2796	328	37	9	3	0	0	1	0	30.6	26.9	4.6
0600 - 2200	12244	3099	3172	3069	2973	9	45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	117	1511	5746	3122	393	38	7	2	0	0	1	0	31.0	27.1	4.5
0000 - 2400	12548	3187	3252	3071	3038	9	47	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	117	1511	5746	3122	393	38	7	2	0	0	1	0	30.9	27.0	4.6
0000 - 0000	13123	3285	3387	3208	3047	10	49	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	118	1512	5746	3127	393	38	7	2	0	0	1	0	31.0	27.0	4.6

Tuesday 18 June 2024

Time	Hourly Totals	00-15	15 Minute Bin Drops 15-30	30-45	45-00	Cycles	Motor Cycles	Car	Car Van Towing	Car Van Lorry	2 Axle Van	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Number Vehicle Classes ARX Scheme 8 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	Vehicle Speed MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <70mph	MPH 70 <80mph	85%	Average Speed	Standard Deviation
0000 - 0100	38	16	8	10	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	4	8	19	5	0	0	0	0	34.4	30.3	4.3
0100 - 0200	24	4	5	8	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	3	13	3	1	0	0	0	33.6	31.7	5.3
0200 - 0300	17	3	4	3	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3	7	4	2	0	0	0	35.2	31.2	5.2
0300 - 0400	37	8	6	7	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	14	11	7	3	0	0	34.3	31.2	4.8
0400 - 0500	87	19	24	18	26	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	4	36	30	11	4	0	0	34	30.4	4
0500 - 0600	233	58	77	101	104	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	5	5	55	102	70	14	0	0	0	0	0	31.3	28.3	3.9
0600 - 0700	535	137	116	146	174	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	5	53	160	260	46	2	1	0	0	0	32.5	28.7	4.2
0700 - 0800	769	167	187	204	211	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	3	4	51	63	375	254	26	2	1	0	0	32.4	28.6	4.2
0800 - 0900	1000	249	249	251	251	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	8	5	22	342	477	135	9	0	0	0	0	30.6	27.1	4.7
0900 - 1000	782	197	194	177	214	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	10	3	68	164	372	150	10	1	0	0	0	30.8	27.3	3.7
1000 - 1100	878	233	237	215	204	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	9	5	68	140	372	167	4	3	0	0	0	30.3	27.0	3.1
1100 - 1200	852	198	240	196	218	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3	3	24	223	529	146	3	1	0	0	0	30.2	26.7	3.7
1200 - 1300	931	247	257	186	241	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	3	3	11	20	22	211	607	145	14	1	0	30.3	26.5	4.5
1300 - 1400	1000	249	249	251	251	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	8	5	22	342	477	135	9	0	0	0	0	30.6	27.1	4.7
1400 - 1500	1000	249	249	251	251	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	8	5	22	342	477	135	9	0	0	0	0	30.6	27.1	4.7
1500 - 1600	904	218	223	221	242	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	5	3	16	67	323	387	83	7	1	0	0	29	24.7	4.9
1600 - 1700	845	222	226	208	189	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	9	19	130	446	206	23	2	1	0	0	31.5	27.7	4.6
1700 - 1800	633	216	249	137	223	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	13	8	94	366	183	15	0	0	0	0	31	26.8	5.1
1800 - 1900	686	179	196	175	136	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	7	18	191	427	100	6	0	0	0	0	29.8	25.8	4.5
1900 - 2000	580	163	164	146	107	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	3	9	83	292	180	10	0	0	0	0	30.4	26.7	4.6
2000 - 2100	362	103	92	89	78	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	6	49	199	93	9	1	0	0	0	30.2	26.8	4.6
2100 - 2200	213	69	75	34	35	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	3	5	49	103	47	3	0	0	0	0	30.1	26.7	4.9
2200 - 2300	217	62	67	52	46	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	5	15	87	75	21	10	2	0	0	32.3	30.4	5.8
2300 - 2400	102	35	20	14	33	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	9	43	32	11	3	0	0	0	36.2	31	6
0700 - 1900	10257	2535	2604	2469	2599	3	33	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	58	1139	5139	2992	361	41	11	3	0	0	2	0	30.9	26.8	4.9
0600 - 2200	12244	3099	3172	3069	2973	9	45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	117	1511	5746	3122	393	38	7	2	0	0	1	0	31.0	27.1	4.5
0000 - 2400	12548	3187	3252	3071	3038	9	47	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	117	1511	5746	3122	393	38	7	2	0	0	1	0	30.9	27.0	4.6
0000 - 0000	13123	3285	3387	3208	3047	10	49	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	118	1512	5746	3127	393	38	7	2	0	0	1	0	31.0	27.0	4.6

Wednesday 19 June 2024

Time	Hourly Totals	00-15	15 Minute Bin Drops 15-30	30-45	45-00	Cycles	Motor Cycles	Car	Car Van Towing	Car Van Lorry	2 Axle Van	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Number Vehicle Classes ARX Scheme 8 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	Vehicle Speed MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <70mph	MPH 70 <80mph	85%	Average Speed	Standard Deviation
0000 - 0100	39	9	11	10	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	12	9	7	1	0	0	36.6	31.3	5.4
0100 - 0200	21	3	4	6	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	4

Lincolnshire Lakes A1c4

Report Id 346/24
Site Name Site 15 of 25
Description A16 Doncaster Road, 60m west of Scotter Road
Direction Eastbound

Sunday 16 June 2024

Time	Hourly Totals	00-15	15 Minute Bin Drops 15-30	30-45	45-00	Cycles	Motor Cycles	Car	Car Van Towing	Number Vehicle Classes ARX Scheme 2 Axle Van	2 Axle Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road	Triple Road	Vehicle Speed MPH <10mph	MPH <15mph	MPH <20mph	MPH <25mph	MPH <30mph	MPH <35mph	MPH <40mph	MPH <45mph	MPH <50mph	MPH <55mph	MPH <60mph	MPH <65mph	MPH >65mph	85%ile	Average Speed	Standard Deviation
0000 - 0100	168	53	39	40	37	0	0	73	5	3	0	0	0	0	1	0	0	0	0	0	1	3	20	37	64	1	0	0	0	0	0	35.3	31.2	4.5
0100 - 0200	77	24	24	22	7	0	0	33	5	3	0	0	0	0	0	0	0	0	0	0	0	1	3	20	37	14	1	0	0	0	0	36.4	33.3	4.6
0200 - 0300	69	17	13	30	9	0	0	65	0	2	0	0	0	0	0	0	0	0	0	0	3	3	21	32	4	1	0	0	0	0	0	33.4	29	6.2
0300 - 0400	45	20	9	7	9	0	0	43	0	2	0	0	0	0	0	0	0	0	0	0	0	1	5	13	23	4	1	0	0	0	0	35.1	31.7	5.7
0400 - 0500	77	13	18	31	15	0	0	68	0	8	0	0	0	0	0	0	0	0	0	0	1	1	1	15	39	21	3	0	0	0	0	36.7	31.3	6.8
0500 - 0600	138	31	23	41	43	0	0	118	2	12	3	0	0	0	0	0	0	0	0	0	3	2	11	29	65	27	0	0	0	0	0	36	31	6.2
0600 - 0700	188	38	40	51	59	0	0	174	0	13	1	0	0	0	0	0	0	0	0	0	1	4	2	53	95	31	0	0	0	0	0	33.5	31.6	4.5
0700 - 0800	310	41	48	66	72	0	0	287	2	11	0	0	0	0	0	0	0	0	0	0	0	4	9	39	163	91	3	0	0	0	0	33.5	31	5
0800 - 0900	336	70	77	90	109	0	6	311	1	18	0	0	0	0	0	0	0	0	0	0	3	14	17	137	130	33	1	1	0	0	0	34.4	29.7	4.8
0900 - 1000	298	73	77	68	80	0	4	271	0	15	0	0	0	0	0	0	0	0	0	0	0	10	14	97	127	50	0	0	0	0	0	33.4	29	5.1
0000 - 1000	943	205	199	258	281	0	10	864	3	59	1	0	0	0	0	0	0	0	0	0	4	33	62	387	579	139	3	1	0	0	0	34.2	30.1	5.6
1000 - 1100	1061	250	266	299	292	1	7	1000	5	46	3	0	0	0	0	0	0	0	1	0	179	297	186	195	237	53	4	0	0	0	0	27.7	18.7	7.8
1100 - 1200	1063	243	249	253	318	2	7	1002	5	42	4	4	2	0	0	0	1	0	0	0	179	297	186	195	237	53	4	0	0	0	0	27.7	18.7	7.8
1200 - 1300	1063	243	249	253	318	2	7	1002	5	42	4	4	2	0	0	0	1	0	0	0	179	297	186	195	237	53	4	0	0	0	0	27.7	18.7	7.8
1300 - 1400	980	236	247	260	237	0	3	913	13	24	3	12	2	4	1	2	0	3	0	0	76	180	152	202	246	116	10	1	0	0	0	29.5	21.7	8.7
1400 - 1500	1022	247	277	255	243	0	2	962	11	17	8	4	2	0	0	0	0	0	0	0	56	162	152	215	313	100	14	2	0	0	0	29.8	22.2	7.4
1500 - 1600	994	188	193	242	371	0	3	923	5	18	4	4	0	0	0	0	0	0	0	0	12	80	178	288	342	81	11	2	0	0	0	32.8	26.2	6.7
1600 - 1700	1046	183	198	245	420	0	5	972	5	19	0	0	0	0	0	0	0	0	0	0	2	12	35	179	395	371	51	2	0	0	0	33.6	28.2	5.7
1700 - 1800	994	148	158	192	496	0	4	934	6	21	3	1	0	0	0	0	0	0	0	0	7	11	28	49	183	270	41	4	0	0	0	33.6	29.2	5.6
1800 - 1900	676	130	117	126	151	0	2	646	2	21	0	2	0	0	0	0	0	0	0	0	4	10	53	181	186	33	7	2	0	0	0	34.1	29.7	4.7
1900 - 2000	516	99	89	83	62	0	1	485	3	18	1	0	0	0	0	0	0	0	0	0	0	5	12	72	183	185	11	0	0	0	0	33.6	31.1	5.5
2000 - 2100	397	76	79	91	151	0	3	348	0	16	3	1	0	0	0	0	0	0	0	0	0	6	10	50	97	155	40	4	0	0	0	36.2	32.8	5.8
2100 - 2200	290	71	74	67	78	0	2	262	0	9	1	0	0	0	0	0	0	0	0	0	0	6	9	37	106	96	24	2	0	0	0	35.8	32.6	5.8
2200 - 2300	196	71	39	46	40	0	0	184	0	7	0	0	0	0	0	0	0	0	0	0	0	2	7	32	96	49	8	0	0	0	0	35.1	30.8	5
0700 - 1900	8447	2022	2169	2121	2145	14	39	7822	83	315	41	68	5	36	9	13	0	8	480	844	1009	1504	2574	1882	364	27	8	3	0	0	1	31.7	24.2	7.9
0700 - 2200	10554	2512	2708	2677	2657	15	51	9812	91	378	46	78	5	36	9	14	0	8	600	1060	1265	1886	3199	2419	459	40	12	3	0	0	1	31.8	24.6	7.8
0000 - 2200	10739	2600	2747	2703	2689	16	53	9914	91	396	50	82	5	37	9	13	0	10	621	1091	1302	1943	3299	2502	509	41	13	3	0	0	1	32.0	25.0	7.8
0000 - 2300	10889	2622	2803	2697	2767	16	53	9914	92	372	54	72	5	37	9	13	0	10	621	1091	1302	1943	3299	2502	509	41	13	3	0	0	1	32.0	25.0	7.8

Monday 17 June 2024

Time	Hourly Totals	00-15	15 Minute Bin Drops 15-30	30-45	45-00	Cycles	Motor Cycles	Car	Car Van Towing	Number Vehicle Classes ARX Scheme 2 Axle Van	2 Axle Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road	Triple Road	Vehicle Speed MPH <10mph	MPH <15mph	MPH <20mph	MPH <25mph	MPH <30mph	MPH <35mph	MPH <40mph	MPH <45mph	MPH <50mph	MPH <55mph	MPH <60mph	MPH <65mph	MPH >65mph	85%ile	Average Speed	Standard Deviation
0000 - 0100	104	30	30	19	25	0	0	96	0	5	0	0	0	0	1	0	0	0	0	0	0	0	2	27	46	25	2	0	0	0	0	33.6	30.6	6.1
0100 - 0200	62	19	15	21	6	0	0	56	0	0	0	0	0	0	0	0	0	0	0	0	0	3	2	11	29	14	3	0	0	0	0	33.7	27.5	5.3
0200 - 0300	34	12	5	8	9	0	0	32	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	5	13	14	1	0	0	0	0	34.8	29.6	5.6
0300 - 0400	24	9	5	10	0	0	0	22	0	2	0	0	0	0	0	0	0	0	0	0	0	1	2	6	7	6	0	0	0	0	0	33.1	29.3	7.6
0400 - 0500	53	11	14	17	11	0	0	46	0	5	0	0	0	0	0	0	0	0	0	0	1	2	6	14	21	8	2	0	0	0	0	34.3	29.3	7.6
0500 - 0600	103	31	32	40	0	0	0	143	0	10	0	0	0	0	0	0	0	0	0	0	1	4	11	22	63	28	0	0	0	0	0	34.2	29.7	6.9
0600 - 0700	323	59	63	80	122	1	3	289	3	18	1	0	0	0	3	3	2	0	0	0	3	9	14	27	90	132	36	1	0	0	0	34.3	29.6	6.3
0700 - 0800	592	176	155	166	220	1	4	557	3	19	2	0	0	0	0	0	0	0	0	0	27	40	71	120	242	150	30	0	0	0	0	33.8	25.4	7
0800 - 0900	606	215	206	246	241	1	5	555	6	33	11	10	0	4	3	3	0	0	0	0	132	192	164	154	154	54	6	0	0	0	0	27.3	19.6	7.6
0900 - 1000	538	169	158	156	255	0	3	503	4	20	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0000 - 1000	1838	550	512	548	728	2	15	1729	16	80	14	10	0	7	6	6	2	0	0	0	159	232	235	274	396	204	36	0	0	0	0	29.4	23.7	8.1
1000 - 1100	1023	237	232	238	316	1	5	898	11	46	6	8	1	6	2	4	1	0	0	0	81	171	152	248	217	70	7	1	0	0	0	28.6	21.6	7.4
1100 - 1200	975	240	233	254	248	1	6	897	10	33	7	17	1	10	4	2	1	0	1	0	51	86	156	274	281	78	8	0	0	0	0	26.7	22.1	6.6
1200 - 1300	1004	233	250	243	278	0	4	939	5	36	2	11	2	4	1	0	0	0	0	0	122	233	212	197	209	84	2	0	0	0	0	26.8	18.8	7.1
1300 - 1400	1023	256	234	265	268	0	5	972	13	20	4	5	0	2	0	0	0	0	0	0	113	192	186	233	197	94	8	0	0	0	0	26.8	19.8	7.2
1400 - 1500	1060	233	255	280	292	0	6	972	13	49	11	11	0	4	0	0	0	0	0	0	113	192	186	233	197	94	8	0	0	0	0	26.8	19.8	7.2
1500 - 1600	1042	270	261	234	277	0	3	967	11	47	8	4	0	2	0	0	0	0	0	0	142	233	187	197	209	44	2	0	0	0	0	25.8	18.2	7.1
1600 - 1700	874	236	218	208	212	1	5	796	12	37	4	6	2	4	2	1	1	3	11	22	100	218	209	145	95	3	0	0	0	0	0	30.9	25.6	5.6
1700 - 1800	665	188	159	160	158	0	4	617	3	31	1	2	0	0	0	0	0	0	0	2	5	16	104	237	203	91	6	0	0	0	0	33.2	28.2	5.2
1800 - 1900	510	130	122	97	161	0	4	474	3	11	1	0	0	0	0	0	0	0	0	0	0	8	23	119	243	106	8	0	0	0	0	34.3	29.9	4.7
1900 - 2000	379	79	93	94	113	0	2	359	2	12	0	0	0	0	0	0	0	0	0	0	0	4	22	69	169	101	14	0	0	0	0	34.3	30.1	5.6
2000 - 2100	183	52	39	37	55	0	1	157	0	9	0	1	0	0	0	0	0	0	0	0	0	5	10	42	69	26	7	0	0	0	0	34.2	30.6	5.6
0000 - 1900	10619	2699	2712	2705	2703	23	59	9788	114	474	74	79	6	46	17	18	4	3	12	24	1210	1999	1865	2067	2445	1045	97	3	0	0	0	29.8	23.4	7.9
0000 - 2200	12741	3139	3166	3082	3353	26	68	11605	139	605	75	120	12	57	21	28	4	11	1015	1538	1527	2129	3315	1984	299	25	2	0	0	1	1	30.2	22.4	7.7
0000 - 2300	13190	3251	3298	3189	3452	26	68	12020	143	625	75	121	12	57	21	30	4	11	1015	1538	1527	2129	3315	1984	299	25	2	0	0	1	1	30.2	22.4	7.7
0000 - 0000	13632	3239	3288	3468	3467	29	72	12426	159	652	80	124	12	58	23	32	4	11	1018	1552	1573	2214	3732	2027	417	54	7	5	0	1	1	30.8	23.9	7.9

Tuesday 18 June 2024

Time	Hourly Totals	00-15	15 Minute Bin Drops 15-30	30-45	45-00	Cycles	Motor Cycles	Car	Car Van Towing	Number Vehicle Classes ARX Scheme 2 Axle Van	2 Axle Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road	Triple Road	Vehicle Speed MPH <10mph	MPH <15mph	MPH <20mph	MPH <25mph	MPH <30mph	MPH <35mph	MPH <40mph	MPH <45mph	MPH <50mph	MPH <55mph	MPH <60mph	MPH <65mph	MPH >65mph	85%ile	Average Speed	Standard Deviation
0000 - 0100	69	27	19	13	10	0	0	68	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	4	18	28	8	3	1	0	0	30.7	30.2	6.4
0100 - 0200	48	13	12	12	11	0	0	45	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	5	13	21	6	2	0	0	0	34.9	29.9	5.9
0200 - 0300	33	8	13	4	7	0	0	30	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	1	14	9	5	0	0	0	0	36.1	32	6.6
0300 - 0400	24	7	6	4	7	0	0	23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	9	4	0	0	0	0	36.1	32.1	6.6
0400 - 0500	54	7	8	21	18	0	0	49	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	2	5	23	9	2	0	0	0	35.3	29.4	7.3
0500 - 0600	170	36	42	54	37	1	3	153	1	10	2	0	0	0	0	0	0	0	0	0	0	6	14	22	65	51	7	2	0	0	0	33.7	29.7	7
0600 - 0700	360	69	72	105	112	4	3	315	2	20	4	1	0	0	0	0	0	0	0	0	0	2	12	83	140	99	19	1	0	0	0	33.5	30.5	6.4
0700 - 0800	745	155	159	195	237	1	2	652	2	72	3	6	0	4	1	1	0	1	0	0	20	63	168	163	200	178	29	1	0	0	0	33	24.7	7.3
0800 - 0900	644	166	158	158	162	0	3	577	3	39	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900 - 1000	644	156	139	153	196	2	3	591	5	29	4	2	0	1	0	0	0	0	0	0	28	74	107	133	196	96	9	0	0	0	0	29.6	22.6	6.5
1000 - 1100	778	182	195	207	200	1	6	685	9	54	5	8	3	4	2	1	1	0	0	0	67	212	310	172	182	35	0	0	0	0	0	30.2	25.1	5.4
1100 - 1200	876	200	220	193	263	0	3	788	4	48	3	14	3	2	0	0	0	0	0	0	20	86	158	271	260	80	3	0	0	0	0	29	23.3	6
1200 - 1300	944	222	216	237	249	2	3	868	9	35	6	5	2	7	2	3	1	0	0	0	67	197	170	200	239	68	6	0	0	0	0	26.2	20.7	7.1
1300 - 1400	1000	249	249	254	248	1	4	911	8	46	4	5	2	3	0	0	0	0	0	0	82	140	146	256	197	55	6	1	0	0	0	26.2	20.6	7.7
1400 - 1500	997	238	233	257	269	0	4	877	9	58	5	12	0	4	0	0	0	0	0	0	93	168	152	233	246	95	6	2	0	0	0	26.8	20.5	7.6
1500 - 1600	948	245	224	238	241	0	6	846	12	62	9	14	0	4	2	2	0	1	116	188	191	243	186	69	9	2	3	0	0	1	0	28.5	20.1	8
1600 - 1700	971	219	240	249	263	0	4	892	3	44	9	8	0	2	0	0	0	0	0	0	178	280	196	169	126	33	3	0	0	0	0	25.5	18.9	7
1700 - 1800	1027	254	260	260	253	6	4	951	3	33	14	10	1	2	1	1	0	0	0	0	123	233	172	262	149	62	10	0	0	0	0	26.7	18.9	7.4
1800 - 1900	708	169	177	182	180	10	5	675	6	33	4	3	0	1	0	0	0	0	0	0	39	116	140	202	157	48	6	0	0	0	0	27.6	19.2	8.9
1900 - 2000	569	140	142	137	150	2	3	531	3	30	2	1	0	0	0	0	0	0	0	0	32	110	145	203	111	19	3	0	0	0	0	29.9	23.1	6.9
2000 - 2100	408	127	119	114	148	0	2	373	2	16	1	1	0	0	0	0	0	0	0	0	4	9	41	170	135	50	4	0	0	0	0	34.4	30	4.9
2100 - 2200	287	102	110	77	78	0	1	260	1	16	1	1	0	0	0	0	0	0	0	0	6	9	25	114	100	43	4	0	0	0	0	34.3	30.4	4.7
2200 - 2300	218	91	75	50	72	0	0	193	0	10	0	0	0	0	0	0	0	0	0	0	0	4	10	24	106	67	7	0	0	0	0	35	30.7	5.3
0700 - 1900	11178	2639	2699	2728	2943	33	63	9903	79	580	66	99	11	54	20	27	0	12	1246	1706	1791	2304	2905	1621	228	13	2	0	0	2	0	29.8	22.7	8.3
0700 - 2200	12741	3139	3166	3082	3353	26	68	11605	139	605	75	120	12	57	21	28	4	11	1015	1538	1527	2129	3315	1984	299	25	2	0	0	1	1	30.2	22.4	7.7
0000 - 2200	13086	3223	3268	3186	3409	29	71	11923	143	633	80	124	12	58	23	32	4	11	1018	1552	1573	2214	3732	2027	417	54	7	5	0	1	1	30.8	23.9	7.9
0000 - 0000	13632	3239	3288	3468	3467	29	72	12426	159	652	80	124	12	58	23	32	4	11	1018	1552	1573	2214	3732	2027	417	54	7	5	0	1	1	30.8	23.9	7.9

Wednesday 19 June 2024

Time	Hourly Totals	00-15	15 Minute Bin Drops 15-30	30-45	45-00	Cycles	Motor Cycles	Car	Car Van Towing	Number Vehicle Classes ARX Scheme 2 Axle Van	2 Axle Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road	Triple Road	Vehicle Speed MPH <10mph	MPH <15mph	MPH <20mph	MPH <25mph	MPH <30mph	MPH <35mph	MPH <40mph	MPH <45mph	MPH <50mph	MPH <55mph	MPH <60mph	MPH <65mph	MPH >65mph	85%ile	Average Speed	Standard Deviation
0000 - 0100	80	35	11	20	14	0	0	71	0	5	0	0	0	0	0	0	0	0	0	0	0	0	3	5	25	29	9	4	0	0	0	36.4	31.1	5.3
0100 - 0200	57	17	13	14	13	0	0	51	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3	13	22	12	4	0	0	0	36.2	33.3	5.8
0200 - 0300	44	10	10	14	10	0	0	37	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	3	9	18	6	1	0	0	0	36.2	32.8	6.6
0300 - 0400	49	5	13	8	17	0	0	41	0	2	0	0	0	0	0	0	0	0	0	0	0	1	2	2	11	22	7	2	0	0	0	36.2	34	5.4
0400 - 0500	42	3	6	16	16	1	0	33	0	7	0	0	0	0	0	0	0	0	0	0	0	4	2	5	12	8	0	0	0	0	0	37	32.7	7.9
0500 - 0600	168	25	21	47	75	0	0	133	0	13	0	0	0	0	0	0	0	0	0	0	0	1	7	14	51	73	21	6	0	0	0	35.5	29.9	7.1
0600 - 0700	393	69	89	105	123	0	4	332	0	36	4	1	0	0	0	2	0	0	1	2	9	23	54	89	151	70	13	0	0	0	0	36.1	30.2	6.3
0700 - 0800	739	170	170	183	216	0	3	647	2	61	5	6	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800 - 0900	639	214	233	207	185	0	4	584	2	34	6	1	0	1	0	0	0	0	1	0	392	218	107	103	134	30	3	0	0	0	0	24.6	19.6	7.9
0900 - 1000	778	190	192	204	212	1	2	691	4	39	3	5	1	3	4	2	0	0	0	0	93	66	104	199	269	56	13	1	0	0	0	29.9	24.1	8
0000 - 1000	799	188	215	201	195	0	2	713	4	53	7	4	0	2	0	0	0	0	0	0	29	60	110	198	261	100	10	0	0	0	0	29.9	24.2	6.6
1000 - 1100	897	217	209	204	267	0	3	791	10

Lincolnshire Lakes NCA

Report Id 348/24
Site Name Site 11 of 20
Description Scoiter Road, 50m north of A18 Doncaster Road
Direction Southbound

Sunday 16 June 2024

Time	Hourly Totals	00-15	15 Minute Bin Drops 15-30	30-45	45-60	Cycles	Motor Cycles	Car	Car Van Towing	Number Vehicle Classes ARX Scheme 2 Axle Van	2 Axle Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <70mph	MPH 70 <80mph	85%	Average Speed	Standard Deviation
0000 - 0100	37	16	7	9	5	0	1	34	5	0	0	0	0	0	0	0	0	0	0	0	2	10	12	7	2	0	0	0	0	0	0	29.1	23.2	3.2
0100 - 0200	16	4	3	4	5	0	1	14	5	1	0	0	0	0	0	0	0	0	0	0	2	5	3	2	0	0	0	0	0	0	0	29.1	23.6	4.1
0200 - 0300	14	6	2	1	5	0	0	14	6	0	0	0	0	0	0	0	0	0	0	0	1	1	8	4	0	0	0	0	0	0	0	27.6	23.6	4.1
0300 - 0400	11	7	3	1	0	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	3	5	1	0	0	0	0	0	0	0	28.5	22.2	4.6
0400 - 0500	29	9	5	10	5	0	0	28	5	0	0	0	0	0	0	0	0	0	0	0	0	1	13	8	1	0	0	0	0	0	0	28.1	23.6	3.6
0500 - 0600	58	9	12	16	21	0	2	53	5	0	0	0	0	0	0	0	0	0	0	0	0	5	15	8	1	0	0	0	0	0	0	28.7	23.9	3.8
0600 - 0700	51	14	10	11	16	0	2	46	3	0	0	0	0	0	0	0	0	0	0	0	1	3	27	12	3	0	0	0	0	0	0	28.1	24.4	3.8
0700 - 0800	82	31	15	16	20	0	0	79	0	3	0	0	0	0	0	0	0	0	0	0	3	19	27	20	3	0	0	0	0	0	0	26.6	22.6	4.2
0800 - 0900	117	36	23	26	32	0	1	104	6	12	0	0	0	0	0	0	0	0	0	0	1	22	68	22	4	0	0	0	0	0	0	28.1	22.8	3.5
0900 - 1000	222	46	40	62	69	0	1	212	1	9	0	0	0	0	0	0	0	0	0	0	9	24	76	103	18	1	0	0	0	0	0	24.1	20	4
1000 - 1100	234	66	43	57	68	0	1	213	1	19	0	0	0	0	0	0	0	0	0	0	4	24	76	103	26	1	0	0	0	0	0	24.1	20.1	4.1
1100 - 1200	434	90	100	124	120	0	1	410	6	12	1	2	0	0	0	0	0	0	0	0	139	67	137	80	9	0	0	0	0	0	0	20.2	14.3	5.6
1200 - 1300	374	88	101	92	93	0	2	360	3	8	0	1	0	0	0	0	0	0	0	0	141	56	113	62	7	0	0	0	0	0	0	20.7	14.5	5.6
1300 - 1400	404	102	97	105	100	0	2	381	6	10	0	3	0	0	0	0	0	0	0	0	141	66	91	66	11	0	0	0	0	0	0	20.4	13.6	5.9
1400 - 1500	366	92	100	80	94	1	3	352	2	10	0	1	0	0	0	0	0	0	0	0	54	114	123	63	11	1	0	0	0	0	0	20.8	15.8	5.1
1500 - 1600	358	90	85	93	90	1	1	347	4	4	0	0	0	0	0	0	0	0	0	0	18	62	108	104	12	0	0	0	0	0	0	22.5	18	4.4
1600 - 1700	318	79	69	81	89	1	3	292	2	8	0	0	0	0	0	0	0	0	0	0	14	23	92	133	28	1	0	0	0	0	0	23.3	18.7	4.8
1700 - 1800	259	59	57	77	66	1	3	232	2	13	0	0	0	0	0	0	0	0	0	0	7	19	62	133	29	1	0	0	0	0	0	24.3	20.7	4.7
1800 - 1900	248	76	64	57	49	2	3	239	2	4	0	0	0	0	0	0	0	0	0	0	3	13	60	133	39	1	0	0	0	0	0	25.2	21.4	4
1900 - 2000	214	59	71	48	36	0	1	206	1	6	0	0	0	0	0	0	0	0	0	0	2	6	49	127	27	2	0	1	0	0	0	24.8	21.8	3.9
2000 - 2100	122	27	28	33	34	0	1	119	2	1	0	0	0	0	0	0	0	0	0	0	1	5	16	72	25	1	0	0	0	0	0	26.6	23.7	4.1
2100 - 2200	112	27	29	30	26	0	1	98	8	1	0	0	0	0	0	0	0	0	0	0	1	2	21	68	17	0	0	0	0	0	0	26	22.4	3.6
2200 - 2300	112	41	28	20	23	0	1	107	4	1	0	0	0	0	0	0	0	0	0	0	2	4	29	61	13	1	0	0	0	0	0	26.2	22.3	3.7
2300 - 2400	41	20	9	7	5	0	2	39	0	0	0	0	0	0	0	0	0	0	0	0	1	3	22	11	4	0	0	0	0	0	0	26.9	23.6	3.8
0000 - 0000	4264	1118	1009	1144	993	11	29	4071	114	176	2	10	0	0	0	0	0	0	0	0	479	645	1245	1468	362	26	2	1	0	0	0	25.8	19.3	5.7
0600 - 2200	3287	1006	1257	1305	1319	11	26	4079	54	249	21	20	0	0	1	0	1	0	0	0	1333	1137	1490	1139	211	16	0	0	0	0	1	21.9	15.4	6.2
0700 - 2200	3053	1000	1252	1264	1536	12	30	3975	54	249	21	20	0	0	1	0	1	0	0	0	1302	1040	1391	1053	203	16	0	0	0	0	1	22.2	15.8	6.2
0000 - 0000	5016	1507	1223	1371	1462	14	32	5119	54	247	23	22	0	0	1	0	1	0	0	0	1334	1144	1340	1301	307	24	1	0	0	0	1	22.6	15.8	6.2

Monday 17 June 2024

Time	Hourly Totals	00-15	15 Minute Bin Drops 15-30	30-45	45-60	Cycles	Motor Cycles	Car	Car Van Towing	Number Vehicle Classes ARX Scheme 2 Axle Van	2 Axle Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <70mph	MPH 70 <80mph	85%	Average Speed	Standard Deviation
0000 - 0100	20	9	3	6	1	0	0	19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	3	0	0	0	0	0	0	0	29.4	23.7	3.4
0100 - 0200	9	2	0	3	4	0	1	6	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	1	0	0	0	0	0	0	0	-	22.1	4.9
0200 - 0300	6	3	2	0	1	0	0	5	0	1	0	0	0	0	0	0	0	0	0	0	0	1	2	2	1	0	0	0	0	0	0	-	25.1	6.5
0300 - 0400	7	1	4	2	0	0	0	6	0	1	0	0	0	0	0	0	0	0	0	0	0	0	3	3	1	0	0	0	0	0	0	28.9	26.1	3.6
0400 - 0500	16	3	3	7	3	0	0	12	0	3	0	0	0	0	0	0	0	0	0	0	0	1	6	5	0	0	0	0	0	0	0	30	25.1	3.9
0500 - 0600	110	19	27	29	35	0	1	96	8	1	0	0	0	0	0	0	0	0	0	0	1	2	21	58	27	1	0	0	0	0	0	26	22.4	3.6
0600 - 0700	148	31	27	37	54	0	2	133	5	10	3	0	0	0	0	0	0	0	0	0	0	5	45	75	24	3	0	0	0	0	1	25.7	22.3	5
0700 - 0800	288	58	61	82	87	0	2	266	4	23	2	1	0	0	0	0	0	0	0	0	0	4	40	136	104	21	0	0	0	0	0	23.4	19.3	4.2
0800 - 0900	413	109	99	104	110	0	2	378	4	26	1	1	0	0	0	0	0	0	0	0	141	112	96	58	6	0	0	0	0	0	0	20.1	13.5	5.6
0900 - 1000	344	84	83	91	86	0	1	318	2	20	0	3	0	0	0	0	0	0	0	0	54	76	108	89	15	0	0	0	0	0	0	21.6	15	5.5
1000 - 1100	360	94	83	103	80	0	3	338	6	15	1	2	0	0	0	0	0	0	0	0	67	146	82	51	11	0	0	0	0	0	0	22.1	16.6	5.5
1100 - 1200	360	89	88	87	103	1	3	338	6	13	1	2	0	0	0	0	0	0	0	0	114	119	55	9	0	0	0	0	0	0	0	20.5	13	5.1
1200 - 1300	394	107	86	93	108	0	2	358	3	15	3	1	0	0	0	0	0	0	0	0	92	149	89	53	2	0	0	0	0	0	0	19.9	13.8	5.1
1300 - 1400	409	106	95	100	108	0	2	387	5	12	0	3	0	2	0	0	0	0	0	0	155	106	98	41	9	1	0	0	0	0	0	19.7	13	5.8
1400 - 1500	399	108	92	99	100	0	2	381	3	10	4	0	0	1	0	0	0	0	0	0	160	86	97	38	9	0	0	0	0	0	0	19.6	12.9	5.6
1500 - 1600	418	105	111	110	92	0	3	402	3	11	0	1	0	0	0	0	0	0	0	0	202	106	77	27	6	0	0	0	0	0	0	18.6	12.1	5.2
1600 - 1700	448	122	118	113	123	0	3	432	3	9	2	0	0	0	0	0	0	0	0	0	252	98	72	42	14	1	0	0	0	0	0	18.6	12.1	4.7
1700 - 1800	392	90	105	101	96	0	3	363	4	14	1	4	0	0	0	0	0	0	0	0	122	100	111	69	10	0	0	0	0	0	0	20.8	14.1	5.3
1800 - 1900	316	104	67	70	75	3	3	294	4	14	1	0	0	0	0	0	0	0	0	0	38	47	113	105	13	0	0	0	0	0	0	23.1	17.6	5.5
1900 - 2000	276	58	53	100	65	0	2	261	5	6	0	0	0	0	0	0	0	0	0	0	13	17	84	118	23	1	0	0	0	0	0	23.8	19.8	4.3
2000 - 2100	210	51	43	62	54	0	2	193	6	10	0	0	0	0	0	0	0	0	0	0	4	9	39	123	29	0	0	0	0	0	0	25.6	21.2	4.4
2100 - 2200	131	31	29	39	32	0	2	122	3	4	0	0	0	0	0	0	0	0	0	0	1	8	29	73	19	1	0	0	0	0	0	26.6	23.2	3.7
2200 - 2300	108	53	24	12	19	0	2	97	4	5	0	0	0	0	0	0	0	0	0	0	1	3	18	62	21	2	0	0	0	0	0	26.2	23.2	3.4
2300 - 2400	41	20	9	7	5	0	2	39	0	0	0	0	0	0	0	0	0	0	0	0	1	3	22	11	4	0	0	0	0	0	0	26.9	23.6	3.8
0000 - 0000	4264	1118	1009	1144	993	11	29	4071	114	176	2	10	0	0	0	0	0	0	0	0	479	645	1245	1468	362	26	2	1	0	0	0	25.8	19.3	5.7
0600 - 2200	3287	1006	1257	1305	1319	11	26	4079	54	249	21	20	0	0	1	0	1	0	0	0	1333	1137	1490	1139	211	16	0	0	0	0	1	21.9	15.4	6.2
0700 - 2200	3053	1000	1252	1264	1536	12	30	3975	54	249	21	20	0	0	1	0	1	0	0	0	1302	1040	1391	1053	203	16	0	0	0	0	1	22.2	15.8	6.2
0000 - 0000	5016	1507	1223	1371	1462	14	32	5119	54	247	23	22	0	0	1	0	1	0	0	0	1334	1144	1340	1301	307	24	1	0	0	0	1	22.6	15.8	6.2

Tuesday 18 June 2024

Time	Hourly Totals	00-15	15 Minute Bin Drops 15-30	30-45	45-60	Cycles	Motor Cycles	Car	Car Van Towing	Number Vehicle Classes ARX Scheme 2 Axle Van	2 Axle Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <70mph	MPH 70 <80mph	85%	Average Speed	Standard Deviation
0000 - 0100	16	6	6	4	0	0	1	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	6	0	0	0	0	0	0	0	30.6	25.7	3.4
0100 - 0200	22	10	3	3	6	0	0	19	0	1	0	0	0	0	0	0	0	0	0	0	0	0	7	8	2	0	0	0	0	0	0	32.9	26	6.4
0200 - 0300	9	2	2	4	1	0	0	6	0	1	0	0	0	0	0	0	0	0	0	0	0	1	2	4	0	0	0	0	0	0	0	-	24.9	3.7
0300 - 0400	9	3	2	2	2	0	0	8	0	1	0	0	0	0	0	0	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	-	25.3	3.2
0400 - 0500	29	4	5	8	12	0	0	26	0	3	0	0	0	0	0	0	0	0	0	0	0	0	11	14	3	0	0	0	0	0	0	27.2	24.2	3
0500 - 0600	107	15	28	31	33	0	2	86	5	8	1	0	0	0	0	0	0	0	0	0	0	6	16	55	31	2	0	0	0	0	0	27.1	23.3	3.5
0600 - 0700	152	47	31	34	40	0	2	134	4	13	0	1	0	0	0	0	0	0	0	0	0	2	26	77	36	5	0	0	0	0	0	27.1	23	3.8
0700 - 0800	296	67	70	67	92	1	1	263	4	24	0	2	0	1	0	0	0	0	0	0	18	31	109	114	19	2	0	0	0	0	0	23.8	19.7	8.8
0800 - 0900	396	104	94	96	102	0	2	361	3	29	1	2	0	0	0	0	0	0	0	0	56	83	146	97	14	0	0	0	0	0	0	21.6	15.7	5
0900 - 1000	335	90	69	81	95	0	2	299	4	23	1	1	0	0	0	0	0	0	0	0	16	70	139	82	7	0	0	0	0	0	0	19.6	12.7	4.5
1000 - 1100	344	103	84	70	82	1	1	317	5	16	1	1	0	0	0	0	0	0	0	0	29	64	144	89	9	0	0	0	0	0	0	21.7	17.4	4.6
1100 - 1200	368	106	87	110	65	0	1	337	4	20	0	1	0	0	0	0	0	0	0	0	66	83	146	81	10	0	0	0	0	0	0	21.4	16	5
1200 - 1300	388	94	84	98	92	2	1	337	4	33	1	2	0	0	0	0	0	0	0	0	56	80	146	76	6	0	0	0	0	1	0	21	16.2	6.1
1300 - 1400	415	98	103	113	101	0	3	388	5	18	1	2	0	0	0	0	0	0	0	0	104	110	122	72	7	0	0	0	0	0	0	19.8	13.3	5.5
1400 - 1500	410	106	113	100	91	0	3	388	6	16	0	0	0	0	0	0	0	0	0	0	104	107	122	72	5	0	0	0	0	0	0	19.8	13.3	4.5
1500 - 1600	465	113	132	121	99	0	4	434	1	18	5	2	1	0	0	0	0	0	0	0	271	108	45	34	6	1	0	0	0	0	0	15.9	10.6	5.1
1600 - 1700	392	96	108	95	93	0	3	363	3	15	3	1	0	0	0	0	0	0	0	0	156	75	83	43	9	0	0	0	0	0	0	20.8	13.6	6.1
1700 - 1800	344	91	82	79	92	0	3	322	3	13	0	1	0	2	0	0	0	0	0	0	206	51	40	39	7	1	0	0	0	0	0	19.2	11.2	6.1
1800 - 1900	349	100	74	84	91	0	3	330	5	13	1	0	0	0	0	0	0	0	0	0	72	84	87	100	7	0	0	0	0	0	0	20.9	16.5	4.4
1900 - 2000	291	89	69	65	68	1	3	275	6	9	1	0	0	0	0	0	0	0	0	0	18	29	97	108	39	0	0	0	0	0	0	24.2	19.8	4.5
2000 - 2100	182	44	44	50	44	0	2	169	3	8	0	0	0	0	0	0	0	0	0	0	3	7	51	91	29	0	0	0	0	0	0	25.6	22.1	3.6
2100 - 2200	140	56	20	28	36	0	2	131	5	3	0	0	0	0	0	0	0	0	0	0	2	2	32	86	16	2	0	0	0	0	0	24.8	22	3.1
2200 - 2300	82	44	13	7	18	1	2	77	1	0	0	0	0	0	0	0	0	0	0	0	0	2	9	42	25	1	0	0	0	0	0	27.1	23.7	3.4
2300 - 2400	40	16	8	10	6	0	1	37	2	0	0	0	0	0	0	0	0	0	0	0	0	1	5	22	11	0	0	0	0	0	0	26.8	23.9	3.5
0000 - 0000	4264	1118	1009	1144	993	11	29	4071	114	176	2	10	0	0	0	0	0	0	0	0	479	645	1245	1468	362	26	2	1	0	0	0	25.8	19.3	5.7
0600 - 2200	3287	1006	1257	1305	1319	11	26	4079	54	249	21	20	0	0	1	0	1	0	0	0	1333	1137	1490	1139	211	16	0	0	0	0	1	21.9	15.4	6.2
0700 - 2200	3053	1000	1252	1264	1536	12	30	3975	54	249	21	20	0	0	1	0	1	0	0	0	1302	1040	1391	1053	203	16	0	0	0	0	1	22.2	15.8	6.2
0000 - 0000	5016	1507	1223	1371	1462	14	32	5119	54	247	23	22	0	0	1	0	1	0	0	0	1334	1144	1340	1301	307	24	1	0	0	0	1	22.6	15.8	6.2

Wednesday 19 June 2024

Time	Hourly Totals	00-15	15 Minute Bin Drops 15-30	30-45	45-60	Cycles	Motor Cycles	Car	Car Van Towing	Number Vehicle Classes ARX Scheme 2 Axle Van	2 Axle Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <70mph	MPH 70 <80mph	85%	Average Speed	Standard Deviation
0000 - 0100	19	6	6	4	3	0	0	17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	10	5	0	0	0	0	0	0	29.2	25.8	4.1
0100 - 0200	13	3	4	4	2	0	0	12	0	1	0	0	0	0	0	0	0	0	0	0	0	0	3	3	3	0	0	0	0	0	0	31.2	27.1	3.4
0200 - 0300	10	3	3	3	1	0	0	9	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	5	3	0	0	0	0	0	0	-	26.3	3.4
0300 - 0400	9	5	1	2	1	0	0	7	0	2	0	0	0	0	0	0	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	-	24.2	1.7
0400 - 0500	25	2	5	8	5	0	0	23	0	2	0	0	0	0	0	0	0	0	0	0	1	0	5	8	1	0	0	0	0	0	0	27.1	24.6	2.7
0500 - 0600	113	10	29	44	30	0	2	113	0	4	0	0	0	0	0	0	0	0	0	0	1	4	20	61	26	0	0	0	0	0	0	26.7	23	4.2
0600 - 0700	164	53	30	31	50	0	2	154	2	6	0	0	0	0	0	0	0	0	0	0	0	3	25	94	41	2	0	0	0	0	0	26.8	23	3.4
0700 - 0800	307	77	70	77

Lincolnshire Lakes NCA

Report Id 246/24
Site Name Site 11 of 20
Description Scoter Road, 50m north of A18 Doncaster Road
Direction Northbound

Sunday 16 June 2024

Time	Hourly Totals	00-15	15-Minute Bin Drops 15-30	30-45	45-00	Cycles	Motor Cycles	Car	Car Van Towing	Number Vehicle Classes ARX Scheme 2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	5 Axle Artic	6 Axle Artic	Double Road Trains	Triple Road Trains	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 >=65mph	85%ile	Average Speed	Standard Deviation
0000 - 0100	54	19	16	6	13	0	0	2	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	29.8	26.5	3.6
0100 - 0200	14	3	4	6	1	0	0	2	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	31.7	26.1	3.8
0200 - 0300	19	8	5	5	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	1	3	13	1	0	0	0	0	0	0	29	29.6	3.9
0300 - 0400	10	7	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	-	24.5	2.7
0400 - 0500	9	5	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	-	26.2	3.5
0500 - 0600	76	5	15	25	31	2	1	1	0	0	0	0	0	0	0	0	0	0	1	0	33	45	7	0	0	0	0	0	0	29.5	36.2	5.5
0600 - 0700	38	6	10	5	17	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	7	27	4	0	0	0	0	0	0	35.6	38.8	2.6
0700 - 0800	82	21	23	13	25	0	0	0	1	0	0	0	0	0	0	0	0	0	2	0	39	33	6	0	0	0	0	0	0	26	38.6	2.8
0800 - 0900	95	21	23	22	29	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28	53	10	0	0	0	0	0	0	29.3	39.1	3.2
0900 - 1000	200	33	44	59	69	0	2	194	1	0	0	0	0	0	0	0	0	0	0	0	16	86	92	13	1	0	0	0	0	28.1	49.9	3.2
1000 - 1100	279	64	68	68	79	0	2	264	1	8	0	0	0	0	0	0	0	0	0	0	5	39	187	48	0	0	0	0	0	29.8	54.2	3.4
1100 - 1200	319	94	90	101	34	0	3	307	0	4	0	0	0	0	0	0	0	0	0	0	12	7	29	166	104	11	0	0	0	27	53.4	4.9
1200 - 1300	281	56	97	85	97	2	2	270	2	5	0	0	0	0	0	0	0	0	0	5	6	36	209	115	8	2	0	0	0	37	53.6	4.2
1300 - 1400	423	108	116	103	96	0	2	412	0	6	0	0	0	0	0	0	0	0	0	11	10	33	258	79	5	0	0	0	0	36	53.1	4.7
1400 - 1500	388	89	103	94	102	3	2	373	0	9	0	0	0	0	0	0	0	0	0	6	27	163	152	14	1	1	0	0	0	27.3	54.2	4.1
1500 - 1600	376	109	102	80	85	0	2	366	0	4	0	0	0	0	0	0	0	0	0	2	21	178	164	10	0	0	0	0	0	27.8	54.6	3.4
1600 - 1700	392	78	87	72	154	0	0	382	0	10	0	0	0	0	0	0	0	0	0	4	18	120	198	51	1	0	0	0	0	28.7	54.8	3.6
1700 - 1800	283	78	63	72	72	0	0	272	0	11	0	0	0	0	0	0	0	0	0	4	16	131	108	23	1	0	0	0	0	28.7	54.8	3.5
1800 - 1900	273	61	62	66	84	0	1	261	0	6	0	0	0	0	0	0	0	0	0	3	23	98	134	15	1	0	0	0	0	28.7	53.7	4.6
1900 - 2000	203	69	54	73	57	1	0	248	2	1	0	0	0	0	0	0	0	0	1	2	12	79	108	31	2	1	0	0	0	29.9	56.1	3.9
2000 - 2100	135	40	38	31	26	0	0	130	0	3	0	0	0	0	0	0	0	0	0	0	7	52	62	12	0	0	0	0	0	29.6	55.7	3.6
2100 - 2200	112	36	25	24	27	0	0	108	0	4	0	0	0	0	0	0	0	0	0	0	2	39	54	6	0	0	0	0	0	29.4	55.8	4.2
2200 - 2300	82	28	20	21	13	0	0	81	0	1	0	0	0	0	0	0	0	0	0	0	2	20	46	14	0	0	0	0	0	29.1	55.6	3.6
2300 - 0000	52	16	10	14	12	0	0	51	0	1	0	0	0	0	0	0	0	0	0	0	2	20	26	4	0	0	0	0	0	29.1	55.6	3.6
0700 - 1900	3364	881	899	850	921	21	15	3476	7	73	1	0	0	0	1	0	0	42	44	287	1139	1345	747	15	4	0	0	0	0	27.7	54.2	4.1
0600 - 2200	4124	1042	1049	1008	1025	23	17	4269	9	92	1	0	0	0	1	0	0	46	45	311	1269	1616	877	21	7	1	0	0	0	28.3	54.6	4.0
0000 - 0000	5497	1503	1508	1362	1991	41	31	5767	9	98	1	0	0	0	1	0	0	46	46	373	1568	1986	1077	27	7	1	0	0	0	28.3	54.6	4.1
0600 - 0000	4466	1123	1152	1152	1139	27	21	4293	9	95	1	0	0	0	1	0	0	46	46	328	1268	1701	1018	27	7	1	0	0	0	28.2	54.5	4.1

Monday 17 June 2024

Time	Hourly Totals	00-15	15-Minute Bin Drops 15-30	30-45	45-00	Cycles	Motor Cycles	Car	Car Van Towing	Number Vehicle Classes ARX Scheme 2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	5 Axle Artic	6 Axle Artic	Double Road Trains	Triple Road Trains	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 >=65mph	85%ile	Average Speed	Standard Deviation
0000 - 0100	31	11	10	3	7	0	0	28	0	1	0	0	0	0	0	0	0	0	0	0	0	3	13	12	0	0	0	0	0	31.1	34.8	4.6
0100 - 0200	17	4	1	8	4	0	0	16	0	1	0	0	0	0	0	0	0	0	1	0	0	5	4	2	0	0	0	0	0	27.7	33.6	5.1
0200 - 0300	10	2	3	2	3	0	0	9	0	1	0	0	0	0	0	0	0	0	0	0	1	2	5	1	0	0	0	0	0	30.7	35.1	4.6
0300 - 0400	9	4	1	2	2	0	0	8	0	1	0	0	0	0	0	0	0	0	0	0	0	1	5	2	0	0	0	0	0	29.9	34.9	3.9
0400 - 0500	30	7	4	13	6	0	0	29	0	1	0	0	0	0	0	0	0	0	0	0	0	1	6	4	0	0	0	0	0	29.9	35.2	3.9
0500 - 0600	49	7	9	17	16	0	0	43	0	1	0	0	0	0	0	0	0	0	0	0	1	17	20	6	0	0	0	0	0	29.8	35.7	4.6
0600 - 0700	248	37	54	103	54	7	3	234	0	2	0	0	0	0	0	0	0	0	0	3	2	64	154	22	2	0	0	0	0	29.6	39.6	3.4
0700 - 0800	177	24	39	46	68	3	2	163	0	8	1	0	0	0	0	0	0	0	0	0	2	29	104	16	1	0	0	0	0	29.3	39.6	3.1
0800 - 0900	421	67	103	119	133	5	3	393	1	19	1	0	0	0	0	0	0	0	4	5	25	207	170	14	1	0	0	0	0	27.7	54.3	3.9
0900 - 1000	314	71	86	81	76	2	2	303	0	9	0	0	0	0	0	0	0	0	0	2	22	108	170	4	1	0	0	0	0	28.3	52.7	4.1
1000 - 1100	314	93	89	71	61	3	3	300	0	11	0	0	0	0	0	0	0	0	0	4	22	108	170	4	1	0	0	0	0	28.3	52.7	4.1
1100 - 1200	366	94	92	100	80	0	0	341	1	21	0	0	0	0	0	0	0	0	2	4	34	218	90	7	1	0	0	0	0	28.3	53.3	3.6
1200 - 1300	400	98	105	100	97	0	2	367	1	25	0	0	0	0	0	0	0	0	0	5	7	84	222	103	13	0	0	0	0	28.6	53.2	4
1300 - 1400	398	98	100	105	95	1	2	363	2	25	1	0	1	2	1	0	0	0	0	7	1	67	208	109	6	0	0	1	0	26.2	53.9	4.8
1400 - 1500	362	92	87	106	77	0	2	334	1	17	0	0	0	0	0	0	0	0	0	0	3	56	216	77	4	0	0	0	0	28.3	53.7	4.5
1500 - 1600	340	82	105	98	55	1	2	314	0	17	0	0	0	0	0	0	0	0	0	0	11	73	210	43	3	0	0	0	0	27.8	52.7	4.6
1600 - 1700	377	102	87	72	116	7	5	346	2	15	0	0	0	0	0	0	0	0	0	0	23	11	88	193	63	4	0	0	0	25.8	51	5.3
1700 - 1800	397	107	89	106	101	3	3	373	1	16	0	0	0	0	0	0	0	0	0	0	6	41	217	104	6	0	0	0	0	28.1	53.5	5.1
1800 - 1900	386	84	85	102	115	5	2	364	2	11	2	0	0	0	0	0	0	0	0	0	20	8	36	216	83	11	1	0	0	29.3	53.5	5.5
1900 - 2000	300	90	77	66	67	1	1	282	0	9	0	0	0	0	0	0	0	0	0	0	3	4	97	137	113	10	0	0	0	29.5	54.1	4.6
2000 - 2100	201	73	49	48	31	1	1	190	0	6	0	0	0	0	0	0	0	0	0	0	1	13	70	102	15	0	0	0	0	29.8	54.9	3.8
2100 - 2200	152	48	40	36	27	1	1	146	0	4	0	0	0	0	0	0	0	0	0	0	1	14	56	70	8	2	0	0	0	29.4	54.8	3.8
2200 - 2300	97	26	30	29	12	0	0	94	0	1	1	0	0	0	0	0	0	0	0	0	2	1	33	45	15	1	0	0	0	30.4	56.5	4
2300 - 0000	49	14	12	9	14	0	0	48	0	1	0	0	0	0	0	0	0	0	0	0	1	1	20	17	7	0	0	0	0	28.6	55.4	3.9
0700 - 1900	4173	1158	1149	1203	1263	37	32	4429	19	246	7	1	4	5	2	2	0	0	127	63	598	2445	1263	96	9	1	0	0	0	2	26.3	53.9	4.6
0600 - 2200	4773	1330	1317	1374	1452	45	38	5019	13	247	7	4	2	2	0	1	0	0	92	109	552	2743	1670	157	12	1	0	0	1	27.1	53.4	4.5
0000 - 0000	5863	1585	1589	1567	1601	46	38	6138	14	248	7	4	2	2	0	1	0	0	92	111	556	2789	1701	160	12	1	0	0	1	27.2	53.4	4.5
0600 - 0000	5373	1434	1423	1462	1491	54	43	5470	14	249	8	4	2	2	0	1	0	0	94	110	557	2812	1913	207	14	2	0	0	1	27.4	53.6	4.3

Tuesday 18 June 2024

Time	Hourly Totals	00-15	15-Minute Bin Drops 15-30	30-45	45-00	Cycles	Motor Cycles	Car	Car Van Towing	Number Vehicle Classes ARX Scheme 2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	5 Axle Artic	6 Axle Artic	Double Road Trains	Triple Road Trains	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 >=65mph	85%ile	Average Speed	Standard Deviation
0000 - 0100	21	9	3	4	5	0	0	19	0	0	0	0	0	0	0	0	0	0	0	0	3	4	10	1	0	0	0	0	0	29.7	29.8	4.2
0100 - 0200	7	2	1	4	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	2	3	1	0	0	0	0	0	-	27.6	3.3
0200 - 0300	8	4	1	2	1	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	1	5	1	0	0	0	0	0	-	29.1	2.3
0300 - 0400	13	4	4	2	3	0	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0	4	7	1	0	0	0	0	0	28.4	29.3	3.3
0400 - 0500	49	7	9	17	16	0	0	43	0	1	0	0	0	0	0	0	0	0	0	0	1	17	20	6	0	0	0	0	0	29.8	35.7	4.6
0500 - 0600	248	37	54	103	54	7	3	234	0	2	0	0	0	0	0	0	0	0	0	3	2	64	154	22	2	0	0	0	0	29.6	39.6	3.4
0600 - 0700	177	24	39	46	68	3	2	163	0	8	1	0	0	0	0	0	0	0	0	0	2	29	104	16	1	0	0	0	0	29.3	39.6	3.1
0700 - 0800	421	67	103	119	133	5	3	393	1	19	1	0	0	0	0	0	0	0	4	5	25	207	170	14	1	0	0	0	0	27.7	54.3	3.9
0800 - 0900	314	71	86	81	76	2	2	303	0	9	0	0	0	0	0	0	0	0	0	2	22	108	170	4	1	0	0	0	0	28.3	52.7	4.1
0900 - 1000	314	93	89	71	61	3	3	300	0	11	0	0	0	0	0	0	0	0	0	4	22	108	170	4	1	0	0	0	0	28.3	52.7	4.1
1000 - 1100	366	94	92	100	80	0	0	341	1	21	0	0	0	0	0	0	0	0	2	4	34	218	90	7	1	0	0	0	0	28.3	53.3	3.6
1100 - 1200	400	98	105	100	97	0	2	367	1	25	0	0	0	0	0	0	0	0	0	5	7	84	222	103	13	0	0	0	0	28.6	53.2	4
1200 - 1300	398	98	100	105	95	1	2	363	2	25	1	0	1	2	1	0	0	0	0	7	1	67	208	109	6	0	0	1	0	26.2	53.9	4.8
1300 - 1400	362	92	87	106	77	0	2	334	1	17	0	0	0	0	0	0	0	0	0	0	3	56	216	77	4	0	0	0	0	28.3	53.7	4.5
1400 - 1500	340	82	105	98	55	1	2	314	0	17	0	0	0	0	0	0	0	0	0	0	11	73	210	43	3	0	0	0	0	27.8	52.7	4.6
1500 - 1600	377	102	87	72	116	7	5	346	2	15	0	0	0	0	0	0	0	0	0	0	23	11	88	193	63	4	0	0	0	25.8	51	5.3
1600 - 1700	397	107	89	106	101	3	3	373	1	16	0	0	0	0	0	0	0	0	0	0	6	41	217	104	6	0	0	0	0	28.1	53.5	5.1
1700 - 1800	386	84	85	102	115	5	2	364	2	11	2	0	0	0	0	0	0	0	0	0	20	8	36	216	83	11	1	0	0	29.3	53.5	5.5
1800 - 1900	300	90	77	66	67	1	1	282	0	9	0	0	0	0	0	0	0	0	0	0	3	4	97	137	113	10	0	0	0	29.5	54.1	4.6
1900 - 2000	201	73	49	48	31	1	1	190	0	6	0	0	0	0	0	0	0	0	0	0	1	13	70	102	15	0	0	0	0	29.8	54.9	3.8
2000 - 2100	152	48	40	36	27	1	1	146	0	4	0	0	0	0	0	0	0	0	0	0	1	14	56	70	8	2	0	0	0	29.4	54.8	3.8
2100 - 2200	97	26	30	29	12	0	0	94	0	1	1	0	0	0	0	0	0	0	0	0	2	1	33	45	15	1	0	0	0	30.4	56.5	4
2200 - 2300	49	14	12	9	14	0	0	48	0	1	0	0	0	0	0	0	0	0	0	0	1	1	20	17	7	0	0	0	0	28.6	55.4	3.9
0700 - 1900	4173	1158	1149	1203	1263	37	32	4429	19	246	7	1	4	5	2	2	0	0	127	63	598	2445	1263	96	9	1	0	0	0	2	26.3	53.9	4.6
0600 - 2200	4773	1330	1317	1374	1452	45	38	5019	13	247	7	4	2	2	0	1	0	0	92	109	552	2743	1670	157	12	1	0	0	1	27.1	53.4	4.5
0000 - 0000	5863	1585	1589	1567	1601	46	38	6138	14	248	7	4	2	2	0	1	0	0	92	111	556	2789	1701	160	12	1	0	0	1	27.2	53.4	4.5
0600 - 0000	5373	1434	1423	1462	1491	54	43	5470	14	249	8	4	2	2	0	1	0	0	94	110	557	2812	1913	207	14	2	0	0	1	27.4	53.6	4.3

Wednesday 19 June 2024

Time	Hourly Totals	00-15	15-Minute Bin Drops 15-30	30-45	45-00	Cycles	Motor Cycles	Car	Car Van Towing	Number Vehicle Classes ARX Scheme 2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	5 Axle Artic	6 Axle Artic	Double Road Trains	Triple Road Trains	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 >=65mph	85%ile	Average Speed	Standard Deviation
0000 - 0100	17	2	3	7	4	0	0	17	0	0	0	0	0	0	0	0	0	0	0	0	0	2	7	6	0	0	0	0	0	30	25.7	5.6
0100 - 0200	10	4	2	3	1	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	3	4	2	0	0	0	0	0	32.3	29.2	5.3
0200 - 0300	11	3	2	5	1	0	0	9	0	1	0	0	0	0	0	0	0	0	0	0	0	1	7	2	0	0	0	0	0	-	29.6	3.6
0300 - 0400	16	2	1	8	5	0	0	13	0	3	0	0	0	0	0	0	0	0	0	0	0	4	6	3	0	0	0	0	0	32.6	28.3	4.4
0400 - 0500	46	7	9	12	20	1	0	45	0	1	0	0	0	0	0	0	0	0	0	1	0	15	21	8	2	0	0	0	0	31.4	30.1	4.6
0500 - 0600	258	38	64	86	70	3	3	244	0	4	0	0	0	0	0	0	0	0	0	1	0	63	164	26	3	0	0	0	0	29	35.3	3.1
0600 - 0700	159	27	35	49	48	2	3	148	0	6	0	0	0	0	0	0	0	0	0	1	0	36	99	14	3	0	0	0	0	29.3	35.5	3.6
0700 - 0800	444	118	115	117	94	2	3	409	0	22	1	0	0	0	0	0	0	0	0	0	23	14	68	243	83	14	1	0	0	30.1	51.8	5.3
0800 - 0900	377	101	100	94	82	1	3	347	0	25	1	0	0	0	0	0	0	0	0	0	4	46	214	102	5	1	0	0	0	27	53.1	3.8
0900 - 1000	360	88	94	94	84	1	3	329	0	26	0	0	0	0	0	0	0	0	0	0	2	46	200	102	7	2	0	0	0	28.4	53.1	3.7
1000 - 1100	350	94	111	90	56	3	3	328	0	19	0	0	0	0	0	0	0	0	0	0	7	6	43	233	93	8	1	0	0	26.5	53.9	4.2
1100 - 1200	400	98	105	100	97	0	2	367	1	25	0	0	0	0	0	0	0	0	0	5	7	84	222	103	13	0	0	0	0	28.6	53.2	4
1200 - 1300	434	104	100	105	125	2	3	403	2	22	1	0	2	0	0	0	0	0	0	2	37	38	195	102	9	0	0	0	0	25.5	52.3	5
1300 - 1400	390	113	92	78	107	5	4	363	0	16	2	0	0	0	0	0	0	0	0	0	41	42	195	147	50	4	1	0	0	24.8	50.1	6.2
1400 - 1500	374	96	94	86	98	2

Lincolnshire Lakes NCA

Report Id 346/24
Site Name Site 12 of 20
Description Doncaster Road, 65m east of Scorter Road
Direction Eastbound

Sunday 16 June 2024

Time	Hourly Totals	00-15	15 Minute Bin Drops 15-30	30-45	45-00	Cycles	Motor Cycles	Car	Car Van Towing	Number Vehicle Classes ARX Scheme 2 Axle Van Lorry	2 Axle Rigid	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <70mph	MPH 70 <80mph	MPH 80 <160mph	85Tile	Average Speed	Standard Deviation
0000 - 0100	74	24	18	18	14	0	1	26	5	4	0	0	0	1	0	0	0	0	0	0	0	1	5	13	8	7	3	1	0	0	0	0	0	40.7	34.8	4.6
0100 - 0200	31	14	6	10	1	0	1	20	5	4	0	0	0	0	0	0	0	0	0	0	0	1	1	5	8	7	3	1	0	0	0	0	0	40.1	37.7	6.0
0200 - 0300	35	10	5	6	4	0	0	24	0	1	0	0	0	0	0	0	0	0	0	0	1	4	5	7	5	3	0	0	0	0	0	0	0	44.3	37	6.6
0300 - 0400	26	10	4	5	7	0	0	23	0	2	0	0	0	0	0	0	0	0	0	0	0	2	3	11	6	5	0	0	0	0	0	0	0	41.2	34.8	5.4
0400 - 0500	31	5	4	7	15	0	0	30	0	0	0	0	0	0	0	0	0	0	0	0	0	2	4	12	7	4	0	0	0	0	0	0	0	41.9	36	4.4
0500 - 0600	45	4	9	13	11	0	0	37	0	3	0	0	0	0	0	0	0	0	0	0	0	0	2	14	12	7	0	0	0	0	0	0	0	39.8	35.2	4.3
0600 - 0700	66	15	10	18	23	0	0	60	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	19	19	8	1	0	0	0	0	0	0	40	35.4	4.3
0700 - 0800	82	14	18	13	19	0	0	68	0	2	0	0	0	0	0	0	0	0	0	0	0	4	28	19	8	1	0	0	0	0	0	0	0	39.9	35.3	5
0800 - 0900	88	14	18	40	16	0	0	85	0	2	0	0	0	0	0	0	0	0	0	0	0	1	13	28	34	9	1	0	0	0	0	0	0	39.9	35.3	5
0900 - 1000	152	31	35	42	54	0	2	143	0	7	0	0	0	0	0	0	0	0	0	0	1	1	17	58	60	14	0	1	0	0	0	0	0	39.5	34.6	4.8
1000 - 1100	158	58	42	32	26	0	1	145	0	7	0	0	0	0	0	0	0	0	0	0	0	1	8	49	69	16	2	0	0	0	0	0	0	39.2	34.5	4.5
1100 - 1200	208	58	62	52	36	0	1	245	0	10	0	0	0	0	0	0	0	0	0	0	0	0	4	46	109	83	16	2	0	0	0	0	0	39.2	34.1	4.5
1200 - 1300	263	65	63	61	75	0	3	254	0	5	0	0	0	0	0	0	0	0	0	0	0	0	6	36	125	76	11	3	1	0	0	0	0	39	33.6	4.6
1300 - 1400	241	52	73	61	55	0	2	271	0	7	0	0	0	0	0	0	0	0	0	0	0	1	2	45	140	77	12	3	0	0	0	0	0	38.9	33.1	4.1
1400 - 1500	296	70	74	83	69	0	2	287	0	7	0	0	0	0	0	0	0	0	0	0	0	1	1	43	148	87	13	4	0	1	0	0	0	37.7	34.1	4.1
1500 - 1600	260	56	73	61	70	0	1	251	0	7	0	0	0	0	0	0	0	0	0	0	0	0	3	29	107	91	25	3	1	0	0	0	0	38.7	34.9	4.3
1600 - 1700	316	68	82	82	84	0	2	297	0	9	0	0	0	0	0	0	0	0	0	0	0	0	2	22	82	72	29	4	3	0	0	0	0	40.2	35.8	4.2
1700 - 1800	288	66	53	72	97	0	0	277	0	8	0	0	0	0	0	0	0	0	0	0	0	0	2	20	92	79	24	3	0	0	0	0	0	40.2	35.8	4.2
1800 - 1900	209	54	52	51	52	0	1	194	0	13	0	0	0	0	0	0	0	0	0	0	0	0	1	19	73	86	15	6	2	0	0	0	0	39.5	35.6	5.3
1900 - 2000	178	47	38	45	48	0	1	164	0	13	0	0	0	0	0	0	0	0	0	0	0	0	2	19	67	67	17	4	2	0	0	0	0	39.6	35.3	4.7
2000 - 2100	145	47	23	33	42	0	0	136	0	5	0	0	0	0	0	0	0	0	0	0	0	0	1	11	55	57	7	3	1	0	0	0	0	39.3	35.3	4.9
2100 - 2200	108	28	31	24	25	0	1	97	0	6	0	0	0	0	0	0	0	0	0	0	0	0	1	7	39	44	14	3	0	0	0	0	0	39.6	34.7	5.4
2200 - 2300	138	48	37	31	21	0	1	123	0	3	0	0	0	0	0	0	0	0	0	0	0	0	1	19	49	42	14	3	0	0	0	0	0	39.3	34.9	5.1
2300 - 0000	87	29	13	18	27	0	0	78	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	5	27	34	8	3	0	0	0	0	0	39.5	35.7	5
0700 - 1900	**2355**	**600**	**591**	**662**	**672**	**0**	**22**	**2421**	**3**	**94**	**0**	**0**	**0**	**1**	**0**	**2**	**1**	**0**	**0**	**1**	**1**	**4**	**23**	**219**	**1159**	**845**	**186**	**39**	**12**	**2**	**1**	**2**	**39.5**	**34.5**	**4.5**
0600 - 2200	**2599**	**656**	**630**	**719**	**894**	**0**	**25**	**2682**	**3**	**116**	**0**	**0**	**0**	**1**	**0**	**2**	**1**	**0**	**0**	**1**	**1**	**4**	**25**	**239**	**1405**	**1002**	**233**	**43**	**13**	**2**	**1**	**2**	**39.6**	**34.7**	**4.6**
0000 - 2400	**2870**	**863**	**732**	**921**	**991**	**0**	**29**	**2979**	**3**	**119**	**0**	**1**	**0**	**1**	**0**	**2**	**1**	**0**	**0**	**1**	**1**	**4**	**32**	**262**	**1529**	**1170**	**325**	**49**	**16**	**5**	**1**	**2**	**39.8**	**35.2**	**4.6**
0000 - 0600	**3426**	**969**	**776**	**1001**	**980**	**0**	**29**	**3605**	**3**	**147**	**0**	**1**	**0**	**2**	**1**	**0**	**1**	**0**	**0**	**1**	**1**	**4**	**37**	**402**	**1456**	**1173**	**299**	**58**	**18**	**5**	**1**	**2**	**39.8**	**34.8**	**4.7**

Monday 17 June 2024

Time	Hourly Totals	00-15	15 Minute Bin Drops 15-30	30-45	45-00	Cycles	Motor Cycles	Car	Car Van Towing	Number Vehicle Classes ARX Scheme 2 Axle Van Lorry	2 Axle Rigid	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <70mph	MPH 70 <80mph	MPH 80 <160mph	85Tile	Average Speed	Standard Deviation
0000 - 0100	40	13	10	6	11	0	0	38	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	10	14	6	2	0	0	0	0	0	41.4	34.8	6
0100 - 0200	4	3	0	1	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	3	0	0	0	0	0	0	0	-	30.6	4.6
0200 - 0300	5	2	1	0	2	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	-	31.2	10.8
0300 - 0400	10	3	3	1	3	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	5	1	1	0	0	0	0	0	41.6	36.1	5.9
0400 - 0500	9	3	1	5	3	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	4	2	0	0	0	0	0	0	39.4	36.1	5.9
0500 - 0600	33	11	10	10	14	0	0	32	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	7	7	9	4	0	0	0	0	0	0	39.8	34.3	4.2
0600 - 0700	72	10	22	18	22	0	0	63	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	6	29	24	5	1	0	0	0	0	0	39.5	34.8	4.2
0700 - 0800	210	31	39	50	90	0	1	199	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	26	94	76	13	0	0	0	0	0	0	38.5	34.4	4
0800 - 0900	222	77	75	60	90	0	1	200	2	20	1	0	0	0	0	0	0	0	0	0	1	4	58	103	70	17	3	0	1	0	0	0	0	37.5	33.4	4.3
0900 - 1000	164	54	43	39	28	0	1	153	0	9	0	0	0	0	0	0	0	0	0	0	0	1	17	58	63	19	4	1	0	0	0	0	0	38.5	34.1	4.6
1000 - 1100	104	34	23	24	23	0	1	96	0	7	0	0	0	0	0	0	0	0	0	0	0	0	3	32	43	19	3	2	0	0	0	0	0	36.5	33.8	5.6
1100 - 1200	99	21	25	23	30	0	0	89	0	9	0	0	0	0	0	0	0	0	0	0	0	0	2	22	43	23	6	3	0	0	0	0	0	38	33.9	5.2
1200 - 1300	114	25	38	21	30	0	1	103	0	10	0	0	0	0	0	0	0	0	0	0	0	0	3	24	49	27	8	3	0	0	0	0	0	38.2	34.1	5.1
1300 - 1400	87	17	18	17	15	0	0	64	0	3	0	0	0	0	0	0	0	0	0	0	0	0	1	7	22	26	10	0	0	0	0	0	0	40.9	35.9	5
0700 - 1900	**1054**	**305**	**319**	**272**	**358**	**0**	**6**	**791**	**2**	**78**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**5**	**37**	**365**	**491**	**192**	**45**	**14**	**2**	**0**	**1**	**0**	**0**	**37.8**	**34.4**	**4.6**
0600 - 2200	**4010**	**947**	**1017**	**1044**	**1010**	**1**	**22**	**3868**	**14**	**299**	**3**	**2**	**2**	**1**	**4**	**0**	**0**	**0**	**0**	**0**	**1**	**9**	**91**	**720**	**1912**	**1841**	**512**	**94**	**31**	**9**	**2**	**0**	**1**	**37.5**	**33.8**	**4.4**
0000 - 2400	**4708**	**1099**	**1073**	**1162**	**1060**	**1**	**22**	**4553**	**14**	**321**	**3**	**2**	**2**	**1**	**4**	**0**	**0**	**0**	**0**	**0**	**1**	**9**	**91**	**760**	**2021**	**1979**	**552**	**98**	**32**	**9**	**2**	**0**	**1**	**37.5**	**33.8**	**4.5**
0000 - 0600	**4336**	**1026**	**1111**	**1123**	**1074**	**1**	**23**	**3968**	**14**	**321**	**4**	**2**	**2**	**1**	**4**	**0**	**0**	**0**	**0**	**0**	**1**	**9**	**72**	**764**	**2023**	**1948**	**549**	**98**	**32**	**9**	**2**	**0**	**1**	**37.7**	**33.9**	**4.5**

Tuesday 18 June 2024

Time	Hourly Totals	00-15	15 Minute Bin Drops 15-30	30-45	45-00	Cycles	Motor Cycles	Car	Car Van Towing	Number Vehicle Classes ARX Scheme 2 Axle Van Lorry	2 Axle Rigid	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <70mph	MPH 70 <80mph	MPH 80 <160mph	85Tile	Average Speed	Standard Deviation
0000 - 0100	36	4	11	6	5	0	0	25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	7	12	2	1	0	0	0	0	0	0	42.3	36.6	5.7
0100 - 0200	24	4	7	5	8	0	0	20	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4	1	0	0	0	0	0	0	0	41.7	34.6	5.1
0200 - 0300	11	3	3	4	1	0	0	10	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4	1	0	0	0	0	0	0	0	40.6	35.8	5.3
0300 - 0400	17	3	4	3	7	0	0	13	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	3	4	1	0	0	0	0	0	0	0	39.8	35.2	5.3
0400 - 0500	32	7	9	6	10	0	0	29	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	6	8	3	0	0	0	0	0	0	0	39.4	34.7	4.7
0500 - 0600	52	10	13	16	13	0	0	43	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	2	16	23	10	1	0	0	0	0	0	42.1	36.6	4.2
0600 - 0700	75	16	13	19	27	0	0	63	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	2	20	37	11	3	0	0	0	0	0	40.7	35.5	5.2
0700 - 0800	226	30	33	67	96	0	0	202	0	24	0	0	0	0	0	0	0	0	0	0	1	0	28	93	90	21	3	0	0	0	0	0	0	39.4	34.9	4.6
0800 - 0900	208	58	53	46	51	0	0	192	0	16	0	0	0	0	0	0	0	0	0	0	0	0	4	52	102	41	7	2	0	0	0	0	0	38.7	34.5	4.5
0900 - 1000	133	40	39	31	23	0	0	120	0	13	0	0	0	0	0	0	0	0	0	0	0	0	2	19	64	38	8	2	0	0	0	0	0	38.7	34.5	5.1
1000 - 1100	102	27	25	26	24	0	0	94	0	8	0	0	0	0	0	0	0	0	0	0	0	0	1	7	39	37	13	3	0	0	0	0	0	39.2	34.7	4.3
1100 - 1200	114	25	38	21	30	0	1	103	0	10	0	0	0	0	0	0	0	0	0	0	0	0	3	24	49	27	8	3	0	0	0	0	0	38.2	34.1	5.1
1200 - 1300	87	17	18	17	15	0	0	64	0	3	0	0	0	0	0	0	0	0	0	0	0	0	1	7	22	26	10	0	0	0	0	0	0	40.9	35.9	5
0700 - 1900	**1054**	**305**	**319**	**272**	**358**	**0**	**6**	**791**	**2**	**78**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**5**	**37**	**365**	**491**	**192**	**45**	**14**	**2**	**0**	**1**	**0**	**0**	**37.8**	**34.4**	**4.6**
0600 - 2200	**4010**	**947**	**1017**	**1044**	**1010**	**1**	**22**	**3868**	**14**	**299**	**3**	**2**	**2**	**1**	**4**	**0**	**0**	**0**	**0**	**0**	**1**	**9**	**91**	**720**	**1912**	**1841**	**512**	**94**	**31**	**9**	**2**	**0**	**1**	**37.5**	**33.8**	**4.4**
0000 - 2400	**4708**	**1099**	**1073**	**1162**	**1060**	**1**	**22**	**4553**	**14**	**321**	**3**	**2**	**2**	**1**	**4**	**0**	**0**	**0**	**0**	**0**	**1**	**9**	**91**	**760**	**2021**	**1979**	**552**	**98**	**32**	**9**	**2**	**0**	**1**	**37.5**	**33.8**	**4.5**
0000 - 0600	**4336**	**1026**	**1111**	**1123**	**1074**	**1**	**23**	**3968**	**14**	**321**	**4**	**2**	**2**	**1**	**4**	**0**	**0**	**0**	**0**	**0**	**1**	**9**	**72**	**764**	**2023**	**1948**	**549**	**98**	**32**	**9**	**2**	**0**	**1**	**37.7**	**33.9**	**4.5**

Wednesday 19 June 2024

Time	Hourly Totals	00-15	15 Minute Bin Drops 15-30	30-45	45-00	Cycles	Motor Cycles	Car	Car Van Towing	Number Vehicle Classes ARX Scheme 2 Axle Van Lorry	2 Axle Rigid	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <70mph	MPH 70 <80mph	MPH 80 <160mph	85Tile	Average Speed	Standard Deviation
0000 - 0100	34	10	11	8	15	0	0	32	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	10	10	4	3	0	0	0	0	0	0	41.9	36.2	6.4
0100 - 0200	29	3	5	5	3	0	0	19	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	6	7	10	2	0	0	0	0	0	0	39.6	35.2	5.1
0200 - 0300	9	3	2	3	2	0	0	8	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	4	3	0	0	0	0	0	0	0	-	34.1	4.6
0300 - 0400	16	7	3	6	4	0	0	11	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	2	4	4	2	0	0	0	0	0	0	41.8	35.7	4.4
0400 - 0500	15	3	4	5	3	0	0	13	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	5	7	2	0	0	0	0	0	0	0	40.3	36.4	5.2
0500 - 0600	51	11	16	15	9	0	0	46	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	3	12	26	8	2	0	0	0	0	0	39.3	35.5	4.2
0600 - 0700	92	14	18	30	30	0	1	87	0	4	0	0	0	0	0	0	0	0	0	0	0	0	3	28	42	18	1	0	0	0	0	0	0	41.6	36.9	3.9
0700 - 0800	214	54	52	60	48	0	0	195	0	19	0	0	0	0	0	0	0	0	0	0	0	0	3	39	97	61	12	2	0	0	0	0	0	39.2	34.8	4.5
0800 - 0900	146	74	102	80	50	0	1	116	0	29	0	0	0	0	0	0	0	0	0	0	0	0	3	9	59	61	13	2	0	0	0	0	0	37.7	33.6	4.5
0900 - 1000	118	78	78	78	88	0	2	283	1	31	0	0	0	0	0	0	0	0	0	0	0	0	8	46	152	101	7	2	1	0	0	0	0	37	33.4	4.4
1000 - 1100	87	64	80	87	73	0	0	78	0	9	0	0	0	0	0	0	0	0	0	0	0	0	4	24	61	157	54	7	1	0	0	0	0	36.4	32.6	3.7
1100 - 1200	291	67	81	71	72	0	1	268	0	23	0	0	0	0	0	0	0	0	0	0	0	0	8	68	135	69	9	0	0	0	0	0	0	36.7	32.6	4.1
1200 - 1300	318	78	83	90	67	0	1	285	0	28	0	0	0	0	0	0	0	0	0	0	0	0	7	70	161	64	15	1	0	0	0	0	0	36.6	33.3	4.3
1300 - 1400	318	78	83	90	67	0	1	285	0	28	0	0	0	0	0	0	0	0	0	0	0	0	7	70	161	64	15	1	0	0	0	0	0	36.6	33.3	4.3
1400 - 1500	291	83	80	84	74	0	0	266	0	24	0	0	0	0	0	0	0	0	0	0	0	1	7	53	151	66	14	1	0	0	0	0	0	37.6	33.4	5.4
1500 - 1600	296	79	66	71	80	0	3	269	1	23	0	0	0	0	0	0	0	0	0	0	0	0	3	56	127	77	12	1	0	0	0	0	0	37.5	33.5	5.1
1600 - 1700	287	58	78	65	86	0	1	243	0	16	0	0	0	0	0	0	0	0	0	0	0	2	4	42	115	71	19	4	4	0	0	0	0	38.7	33.4	6.7
1700 - 1800	295	79	73	74	69	0	0	269	0	17	0	0	0	0	0	0	0	0	0	0	0	0	3	42	116	84	19	4	3	0	0	0	0	38.2	33.3	4.9
1800 - 1900	201	56	73	70	74	0	0	181	0	17	0	0	0	0	0	0	0	0	0	0	0	0	1	42	102	66	20	1	1	0	0	0	0	37.9	34.1	4.2
1900 - 2000	173	40	49	43	41	0	0	161	0	12	0	0	0	0	0	0	0	0	0	0	0	0	2	19	55	73	22	2	0	0	0	0	0	40.3	35.9	5.1
2000 - 2100	118	40	24	33	21	0	0	114	0	4	0	0	0	0	0	0	0	0	0	0	0	0	2	11	50	40	13	1	1	0	0	0	0	39.6	35	5.1
2100 - 2200	77	20	24	20	13	0	0	69	0	3	0	0	0	0	0	0	0	0	0	0	0	0	1	9	34	24	8	0	0	0	0	0	0	39.8	34.7	5
2200 - 2300	60	17	11	20	12	0	0	57	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	4	19	22	11	3	1	0	0	0	0	40	36.8	5.6
0700 - 1900	**1886**	**519**	**597**	**550**	**519**	**0**	**11**	**1677**	**1**	**168**	**0**	**0**	**0**	**0**	**0**	**0**

Lincolnshire Lakes NCA

Report Id 346/24
Site Name Site 12 of 20
Description Doncaster Road, 65m east of Scorter Road
Direction Westbound

Sunday 16 June 2024

Time	Hourly Totals	00-15	15 Minute Bin Drops 15-30	30-45	45-60	Cycles	Motor Cycles	Car	Car Van Towing	Car Van Long	Number Vehicle Classes ARX Scheme 2 Axle Rigid	3 Axle Rigid	4 Axle Rigid	2 Axle Artic	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <70mph	MPH 70 <80mph	85%	Average Speed	Standard Deviation
0000 - 0100	56	21	15	13	7	1	0	51	4	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	46	38.5	7.2
0100 - 0200	33	5	10	9	9	0	0	31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	41	38.3	6.6
0200 - 0300	22	5	7	6	4	1	0	21	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	3	13	3	2	0	0	0	0	39.5	33.1	6.1
0300 - 0400	22	4	5	5	8	0	0	22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	5	2	0	0	0	0	41.5	36.2	6.5
0400 - 0500	37	12	9	6	10	0	0	36	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	15	9	1	0	0	0	0	42	35.6	7.2
0500 - 0600	43	9	7	15	12	0	0	39	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	19	9	3	0	0	0	0	38.4	34.3	4
0600 - 0700	76	5	15	28	28	0	2	72	0	1	1	0	0	0	0	0	0	0	0	0	0	0	1	6	22	25	13	5	0	0	0	0	0	40.6	35.7	5.1
0700 - 0800	105	23	22	37	23	0	2	97	3	3	0	0	0	0	0	0	0	0	0	0	0	0	1	5	21	42	33	4	0	0	0	0	0	38.2	34	4.7
0800 - 0900	168	30	43	45	50	0	0	163	1	2	2	1	0	0	0	0	0	0	0	0	0	0	3	21	94	40	7	3	0	0	0	0	0	37.1	33.5	3.9
0900 - 1000	168	40	43	43	42	0	0	163	1	2	2	0	0	0	0	0	0	0	0	0	0	0	2	16	96	42	7	3	0	0	0	0	0	37.5	34.1	4
1000 - 1100	107	70	19	14	4	0	0	99	2	1	1	0	0	0	0	0	0	0	0	0	0	1	3	10	55	30	5	3	0	0	0	0	0	34.4	30.5	3
1100 - 1200	366	150	91	83	82	2	3	344	3	11	3	2	0	0	0	0	0	0	0	0	0	0	43	32	51	74	80	62	14	3	2	0	0	31.9	28.6	6.9
1200 - 1300	347	88	83	74	102	2	1	338	3	3	0	0	0	0	0	0	0	0	0	0	0	0	48	30	24	49	82	78	23	3	1	0	0	32.9	29.4	5.7
1300 - 1400	333	83	68	98	84	0	1	321	2	8	0	0	0	0	0	0	0	0	0	0	0	1	6	31	98	145	39	11	1	1	0	0	0	30.5	30.6	5.2
1400 - 1500	271	76	73	50	72	0	2	259	2	6	0	0	0	0	0	0	0	0	0	0	0	0	2	20	60	91	57	11	4	2	0	0	0	31.6	32.2	6.3
1500 - 1600	248	63	69	59	57	0	2	234	3	10	0	0	0	0	0	0	0	0	0	0	0	0	1	7	42	102	66	19	2	0	0	0	0	32.2	32.6	4.5
1600 - 1700	298	82	66	68	82	0	0	284	3	10	0	0	0	0	0	0	0	0	0	0	0	0	1	7	49	132	86	18	3	1	0	0	0	32.2	33.5	4.8
1700 - 1800	216	56	59	55	46	0	2	205	3	8	0	0	0	0	0	0	0	0	0	0	0	0	0	5	23	97	70	11	3	0	0	0	0	32.7	34.1	4
1800 - 1900	173	33	46	56	38	0	0	168	0	4	0	0	0	0	1	0	0	0	0	0	0	1	1	1	18	61	71	15	5	0	0	0	0	33.5	35.1	4.9
1900 - 2000	136	38	43	28	27	0	0	130	2	3	1	0	0	0	0	0	0	0	0	0	0	0	0	2	14	49	48	7	5	0	0	0	0	33.8	35	4.6
2000 - 2100	107	46	30	24	7	0	1	101	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	1	9	43	43	9	2	0	0	0	0	33.8	34.2	3.9
2100 - 2200	137	46	39	29	23	0	1	127	2	6	0	0	0	0	0	0	0	0	0	0	0	0	0	1	14	49	49	14	0	0	0	0	0	33.8	34.2	3.9
2200 - 2300	70	19	14	23	14	0	0	68	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	23	24	10	1	0	0	0	0	33.8	33.1	4.2
2300 - 2400	61	19	13	17	12	0	1	58	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	6	24	22	8	0	0	0	0	0	33.5	34.6	4.9
0000 - 2400	4117	1111	990	966	950	5	19	3973	44	87	10	3	0	0	1	0	0	0	0	0	0	4	49	299	1326	1151	499	151	31	9	3	0	0	34.2	31.6	5.5
0000 - 0600	445	147	112	112	74	1	2	419	4	14	1	0	0	0	0	0	0	0	0	0	0	1	10	56	241	198	78	24	4	1	0	0	0	32.5	29.5	5.4
0600 - 1000	1045	268	248	230	299	2	6	1000	11	23	3	1	0	0	0	0	0	0	0	0	0	0	9	68	345	417	158	41	6	1	0	0	0	34.2	32.1	5.2
1000 - 1400	1274	346	317	312	299	2	5	1220	12	32	3	1	0	0	0	0	0	0	0	0	0	0	11	73	337	435	299	97	19	3	1	0	0	33.1	30.5	5.4
1400 - 1800	1109	283	276	263	287	2	5	1060	11	28	2	0	0	0	0	0	0	0	0	0	0	0	5	39	230	362	299	131	34	7	2	0	0	33.8	32.5	5.4
1800 - 2200	489	122	112	102	153	2	3	463	5	14	1	0	0	0	0	0	0	0	0	0	0	0	2	16	101	172	134	49	11	3	1	0	0	33.8	33.1	5.1
2200 - 2400	200	57	43	41	59	0	1	189	2	7	0	0	0	0	0	0	0	0	0	0	0	0	0	2	28	72	70	20	5	1	0	0	0	34.2	34.2	4.6
0000 - 2400	7617	2076	1806	1748	1987	13	36	7324	80	193	19	5	0	0	1	0	0	0	0	0	0	5	77	535	2351	2100	869	262	56	16	5	0	0	33.9	31.3	5.6

Monday 17 June 2024

Time	Hourly Totals	00-15	15 Minute Bin Drops 15-30	30-45	45-60	Cycles	Motor Cycles	Car	Car Van Towing	Car Van Long	Number Vehicle Classes ARX Scheme 2 Axle Rigid	3 Axle Rigid	4 Axle Rigid	2 Axle Artic	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <70mph	MPH 70 <80mph	85%	Average Speed	Standard Deviation
0000 - 0100	38	7	9	8	12	0	0	34	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33	31.7	4.9
0100 - 0200	14	1	5	3	5	0	0	14	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3	2	6	0	0	0	0	0	0	0	0	34.1	29.6	5.3
0200 - 0300	6	3	1	2	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	-	32.2	4.1
0300 - 0400	13	3	4	2	4	0	0	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	-	33.4	3.7
0400 - 0500	10	1	2	2	5	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	5	1	0	0	0	0	0	36.4	33.4	4.1
0500 - 0600	70	13	16	20	21	0	1	66	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	1	9	28	22	13	3	0	0	0	0	41	32.7	6.1
0600 - 0700	115	23	28	33	31	2	1	89	0	5	3	0	0	0	0	0	0	0	0	0	0	0	2	7	10	46	40	13	0	0	0	0	0	38.3	33.8	5.2
0700 - 0800	173	27	43	56	47	0	0	157	1	9	4	0	0	0	0	0	0	0	0	0	0	0	1	4	29	81	46	9	3	0	0	0	0	37.8	33	4.6
0800 - 0900	231	53	64	51	63	0	0	215	1	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	15	67	115	28	6	0	0	0	0	35	31.2	4
0900 - 1000	199	52	54	49	44	0	0	189	1	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	10	58	97	28	6	0	0	0	0	34.2	32	3.9
1000 - 1100	151	72	29	21	29	0	0	140	2	5	1	0	0	0	0	0	0	0	0	0	0	0	0	3	32	109	33	4	1	0	0	0	0	32	30.6	3.9
1100 - 1200	313	80	79	82	88	2	1	297	1	11	3	2	0	0	0	0	0	0	0	0	0	1	10	33	110	121	34	4	0	0	0	0	0	34.3	29.8	4.7
1200 - 1300	347	90	106	81	70	0	1	347	0	0	1	0	0	0	0	0	0	0	0	0	0	0	7	6	29	73	121	115	2	3	0	0	0	33	27.3	6.2
1300 - 1400	336	79	86	76	94	0	1	308	1	21	2	3	0	0	0	0	0	0	0	0	0	0	7	3	18	41	123	110	35	3	0	0	0	33.8	29.1	5.2
1400 - 1500	346	81	79	87	99	0	2	312	1	24	2	3	0	0	0	0	0	0	0	0	0	0	11	4	20	46	94	84	15	3	0	0	0	32.1	24.5	6.6
1500 - 1600	292	76	80	70	66	0	2	248	2	32	0	0	0	0	0	0	0	0	0	0	0	0	3	5	23	63	95	75	2	0	0	0	0	32.8	28.5	5.6
1600 - 1700	265	76	82	60	47	0	1	246	2	12	0	0	0	0	0	0	0	0	0	0	0	0	0	3	23	63	85	78	10	0	0	0	0	32.8	29.5	5.2
1700 - 1800	402	117	101	96	88	0	2	378	2	20	1	0	0	0	0	0	0	0	0	0	0	0	1	2	45	40	67	74	86	69	16	2	0	33	33.1	5.1
1800 - 1900	276	75	73	74	54	0	1	261	0	13	0	1	0	0	0	0	0	0	0	0	0	0	0	0	5	19	74	66	73	8	1	0	0	36.7	31.9	5
1900 - 2000	230	56	62	64	48	0	1	216	0	9	1	0	0	0	0	0	0	0	0	0	0	0	0	2	7	61	65	65	7	2	0	0	0	33.3	34.2	5.2
2000 - 2100	199	58	39	46	56	0	0	186	0	13	0	0	0	0	0	0	0	0	0	0	0	0	0	1	13	53	64	57	10	1	0	0	0	33.8	34.2	4.3
2100 - 2200	158	39	34	40	45	0	0	152	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	43	63	34	10	1	0	0	0	33.8	34.2	4.3
2200 - 2300	107	33	31	16	27	0	0	102	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	19	48	14	2	0	0	0	0	33.4	33.8	4.2
2300 - 2400	61	19	13	17	12	0	1	56	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3	6	24	22	0	0	0	0	0	33.5	34.6	4.9
0000 - 2400	4117	1111	990	966	950	5	19	3973	44	87	10	3	0	0	1	0	0	0	0	0	0	4	49	299	1326	1151	499	151	31	9	3	0	0	34.2	31.6	5.5
0000 - 0600	445	147	112	112	74	1	2	419	4	14	1	0	0	0	0	0	0	0	0	0	0	1	10	56	241	198	78	24	4	1	0	0	0	32.5	29.5	5.4
0600 - 1000	1045	268	248	230	299	2	6	1000	11	23	3	1	0	0	0	0	0	0	0	0	0	0	9	68	345	417	158	41	6	1	0	0	0	34.2	32.1	5.2
1000 - 1400	1274	346	317	312	299	2	5	1220	12	32	3	1	0	0	0	0	0	0	0	0	0	0	11	73	337	435	299	97	19	3	1	0	0	33.1	30.5	5.4
1400 - 1800	1109	283	276	263	287	2	5	1060	11	28	2	0	0	0	0	0	0	0	0	0	0	0	5	39	230	362	299	131	34	7	2	0	0	33.8	32.5	5.4
1800 - 2200	489	122	112	102	153	2	3	463	5	14	1	0	0	0	0	0	0	0	0	0	0	0	2	16	101	172	134	49	11	3	1	0	0	33.8	33.1	5.1
2200 - 2400	200	57	43	41	59	0	1	189	2	7	0	0	0	0	0	0	0	0	0	0	0	0	0	2	28	72	70	20	5	1	0	0	0	34.2	34.2	4.6
0000 - 2400	7617	2076	1806	1748	1987	13	36	7324	80	193	19	5	0	0	1	0	0	0	0	0	0	5	77	535	2351	2100	869	262	56	16	5	0	0	33.9	31.3	5.6

Tuesday 18 June 2024

Time	Hourly Totals	00-15	15 Minute Bin Drops 15-30	30-45	45-60	Cycles	Motor Cycles	Car	Car Van Towing	Car Van Long	Number Vehicle Classes ARX Scheme 2 Axle Rigid	3 Axle Rigid	4 Axle Rigid	2 Axle Artic	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <70mph	MPH 70 <80mph	85%	Average Speed	Standard Deviation
0000 - 0100	19	5	2	6	3	0	0	17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	6	6	4	1	0	0	0	0	44	36.6	5.3
0100 - 0200	12	3	1	2	4	0	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4	3	1	0	0	0	0	43.1	37.3	4.9
0200 - 0300	9	2	2	2	3	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3	3	2	0	0	0	0	0	-	40.2	6.2
0300 - 0400	22	4	5	4	7	0	0	22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	3	2	1	0	0	0	0	-	40.2	6.2
0400 - 0500	22	3	6	6	7	0	0	19	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	3	1	0	0	0	0	39	36.4	3.7
0500 - 0600	71	13	20	17	21	1	0	64	0	2	4	0	0	0	0	0	0	0	0	0	0	0	2	0	2	23	24	4	1	0	0	0	0	38.7	34.5	4.7
0600 - 0700	120	23	38	37	22	0	1	107	0	6	4	0	0	0	0	0	0	0	0	0	0	0	0	2	16	33	37	20	2	0	0	0	0	41.7	33.5	7
0700 - 0800	222	58	55	63	66	0	1	204	1	15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	3	37	108	66	6	1	0	0	0	36.8	33.1	4
0800 - 0900	230	48	58	62	62	0	0	214	1	13	1	0	0	0	0	0	0	0	0	0	0	0	0	0	11	58	107	46	8	0	0	0	0	34	32.2	4.2
0900 - 1000	201	62	70	36	33	0	0	196	0	5	0	0	0	0	0	0	0	0	0	0	0	0	1	2	12	77	79	27	3	0	0	0	0	33.8	31.6	4.6
1000 - 1100	168	100	68	71	89	0	4	157	1	10	1	0	0	0	0	0	0	0	0	0	0	0	3	9	6	31	127	12	2	0	0	0	0	33.8	29.2	5.5
1100 - 1200	336	81	71	72	80	0	2	302	1	23	0	0	0	0	0	0	0	0	0	0	0	0	1	5	15	59	116	97	34	1	0	0	0	34.1	29.6	5.8
1200 - 1300	336	87	94	69	86	0	2	302	0	33	0	2	0	0	0	0	0	0	0	0	0	0	1	0	5	20	143	124	35	6	0	0	0	34.2	30.1	4.3
1300 - 1400	331	82	85	79	85	0	1	298	0	32	0	2	0	0	0	0	0	0	0	0	0	0	0	0	4	20	136	120	47	4	0	0	0	34.2	30.6	4.5
1400 - 1500	315	92	105	59	59	0	2	285	0	28	0	2	0	0	0	0	0	0	0	0	0	0	1	0	5	14	80	113	39	3	0	0	0	33.8	29.1	5.6
1500 - 1600	376	86	79	91	118	1	2	347	2	22	0	2	0	0	0	0	0	0	0	0	0	0	2	0	6	47	73	79	49	15	3	0	1	0	31	29.2	6.5
1600 - 1700	400	105	101	110	84	0	2	382	2	13	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	32	81	116	104	54	9	2	0	0	33.8	28.7	7.8
1700 - 1800	400	103	113	92	92	1	1	383	2	13	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3	33	64	86	77	65	24	3	2	0	32.4	32.7	6.3
1800 - 1900	287	67	71	69	80	0	0	253	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	8	27	60	111	57	19	3	1	0	35.8	33	4.9
1900 - 2000	240	61	63	54	62	0	0	231	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	38	102	77	14	2	0	0	0	37.8	33.9	4.9
2000 - 2100	190	54	43	44	49	0	0	181	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	27	72	61	20	4	1	0	0	41.2	34.3	5.1
2100 - 2200	138	36	34	36	32	0	0	134	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	23	51	33	13	3	0	0	0	41.2	36.3	7.2
2200 - 2300	104	35	27	19	23	0	0	100	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	12	31	43	11	0	0	0	39	34	5.6
2300 - 2400	57	17	18	12	10	0	0	53	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3	14	14	13	5	1	0	0	41.2	37.5	5
0000 - 2400	3971	969	869	947	993	5	19	3873	14	280	7	9	0	1	0	0	0	0	0	0	0	2	112	186	298	515	1004	1169	375	78	12	5	0	0	34.2	27.1	6.2
0000 - 0600	445	147	112	112	74	1	2	419	4	14	1	0	0	0	0	0	0	0	0	0	0	1	10	56

Lincolnshire Lakes A1c

Report Id: 246124
Site Name: Site 14 of 20
Description: Scotter Road, 20m south of Kingsway
Direction: Southbound

Sunday 16 June 2024

Time	Hourly Totals	00-15	15 Minute Bin Drops 15-30	30-45	45-00	Cycles	Motor Cycles	Car	Car Van Towing	2 Axle Van	2 Axle Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <70mph	MPH 70 <80mph	85%	Average Speed	Standard Deviation
0000 - 0100	42	20	6	16	10	1	1	40	5	0	0	0	0	0	0	0	0	0	0	0	2	3	3	12	13	4	2	2	0	0	1	0	37.4	35.0	9.6
0100 - 0200	43	8	13	13	9	0	1	40	5	0	0	0	0	0	1	0	0	0	0	0	2	3	3	12	13	4	2	2	0	0	1	0	37.4	35.0	9.6
0200 - 0300	33	6	6	13	8	0	0	31	0	1	0	0	0	0	1	0	0	0	0	0	1	2	18	6	4	0	0	0	0	0	0	0	33.3	39	4.3
0300 - 0400	20	5	4	6	5	0	0	20	0	0	0	0	0	0	0	0	0	0	0	0	0	4	2	7	5	2	0	0	0	0	0	0	34.6	31.9	5.8
0400 - 0500	41	11	7	15	8	0	0	34	6	0	0	0	0	0	0	0	0	0	0	0	0	3	5	11	15	6	1	0	0	0	0	0	33.6	35.2	5.1
0500 - 0600	97	19	16	37	25	0	0	81	4	0	0	0	0	0	0	0	0	0	0	0	1	2	9	20	25	9	3	0	0	0	0	0	34.1	29.0	4.9
0600 - 0700	137	38	23	33	55	0	0	125	5	0	0	0	0	0	0	0	0	0	0	0	1	5	23	49	37	11	1	0	0	0	0	0	34.1	28.6	5
0700 - 0800	159	36	29	30	64	0	0	133	13	0	0	0	0	0	0	0	0	0	0	0	0	7	22	57	39	16	1	0	0	0	0	0	32.8	28.1	4.8
0800 - 0900	202	38	45	52	67	0	1	192	9	0	0	0	0	0	0	0	0	0	0	0	3	6	23	36	97	33	7	0	0	0	0	0	30.8	26	5.5
0900 - 1000	157	39	36	43	39	0	1	150	6	0	0	0	0	0	0	0	0	0	0	0	0	4	15	39	68	27	4	0	0	0	0	0	32.1	27.8	5.1
1000 - 1100	186	52	36	50	48	0	2	164	7	0	0	0	0	0	0	0	0	0	0	0	0	3	14	38	68	39	13	0	0	0	0	0	32.7	28.1	5.6
1100 - 1200	183	60	50	51	22	0	2	163	9	0	0	0	0	0	0	0	0	0	0	0	0	2	11	41	68	31	9	0	0	0	0	0	32.7	28.2	5.2
1200 - 1300	174	44	41	46	43	0	2	152	10	0	0	0	0	0	0	0	0	0	0	0	0	3	13	39	68	37	11	0	0	0	0	0	32.8	28.2	5.2
1300 - 1400	190	59	49	56	26	0	2	173	9	0	0	0	0	0	0	0	0	0	0	0	0	2	11	41	68	39	11	0	0	0	0	0	32.8	28.1	5.2
1400 - 1500	190	59	49	56	26	0	2	173	9	0	0	0	0	0	0	0	0	0	0	0	0	2	11	41	68	39	11	0	0	0	0	0	32.8	28.1	5.2
1500 - 1600	190	59	49	56	26	0	2	173	9	0	0	0	0	0	0	0	0	0	0	0	0	2	11	41	68	39	11	0	0	0	0	0	32.8	28.1	5.2
1600 - 1700	190	59	49	56	26	0	2	173	9	0	0	0	0	0	0	0	0	0	0	0	0	2	11	41	68	39	11	0	0	0	0	0	32.8	28.1	5.2
1700 - 1800	190	59	49	56	26	0	2	173	9	0	0	0	0	0	0	0	0	0	0	0	0	2	11	41	68	39	11	0	0	0	0	0	32.8	28.1	5.2
1800 - 1900	190	59	49	56	26	0	2	173	9	0	0	0	0	0	0	0	0	0	0	0	0	2	11	41	68	39	11	0	0	0	0	0	32.8	28.1	5.2
1900 - 2000	190	59	49	56	26	0	2	173	9	0	0	0	0	0	0	0	0	0	0	0	0	2	11	41	68	39	11	0	0	0	0	0	32.8	28.1	5.2
2000 - 2100	190	59	49	56	26	0	2	173	9	0	0	0	0	0	0	0	0	0	0	0	0	2	11	41	68	39	11	0	0	0	0	0	32.8	28.1	5.2
2100 - 2200	190	59	49	56	26	0	2	173	9	0	0	0	0	0	0	0	0	0	0	0	0	2	11	41	68	39	11	0	0	0	0	0	32.8	28.1	5.2
2200 - 2300	190	59	49	56	26	0	2	173	9	0	0	0	0	0	0	0	0	0	0	0	0	2	11	41	68	39	11	0	0	0	0	0	32.8	28.1	5.2
2300 - 2400	190	59	49	56	26	0	2	173	9	0	0	0	0	0	0	0	0	0	0	0	0	2	11	41	68	39	11	0	0	0	0	0	32.8	28.1	5.2
0700 - 1900	5127	1272	1263	1252	1339	5	26	4604	48	121	2	11	2	3	1	2	0	0	0	125	340	672	1306	1044	640	85	9	0	2	0	0	0	29.8	24.3	6.5
0000 - 2400	5317	1331	1312	1307	1367	5	26	4777	51	122	2	11	2	3	1	2	0	0	0	141	356	716	1362	1079	649	89	9	0	2	0	0	0	29.8	24.4	6.5
0000 - 0600	5099	1334	1309	1317	1349	5	27	4609	42	112	2	11	2	3	1	2	0	0	0	141	356	712	1358	1072	641	89	9	0	2	0	0	0	29.8	24.4	6.5
0600 - 2400	5317	1272	1263	1252	1339	5	26	4604	48	121	2	11	2	3	1	2	0	0	0	125	340	672	1306	1044	640	85	9	0	2	0	0	0	29.8	24.3	6.5

Monday 17 June 2024

Time	Hourly Totals	00-15	15 Minute Bin Drops 15-30	30-45	45-00	Cycles	Motor Cycles	Car	Car Van Towing	2 Axle Van	2 Axle Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <70mph	MPH 70 <80mph	85%	Average Speed	Standard Deviation
0000 - 0100	59	17	15	12	15	0	1	56	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	5	22	15	7	2	0	0	0	0	36	34.4	6.7
0100 - 0200	19	7	4	4	4	1	1	16	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1	10	6	1	1	0	0	0	0	0	34.6	39	6.3
0200 - 0300	26	9	4	5	8	0	0	24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	12	4	3	0	0	0	0	0	34.1	35.4	4.3
0300 - 0400	10	1	3	4	2	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	7	1	0	0	0	0	0	0	35.2	39.2	3.9
0400 - 0500	16	4	1	6	5	0	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	10	6	2	0	0	0	0	0	35.2	39.4	3.8
0500 - 0600	56	15	23	11	7	0	1	51	0	0	0	0	0	0	0	0	0	0	0	0	0	1	4	14	45	27	4	0	0	0	0	0	32.5	32.2	4.2
0600 - 0700	147	28	22	41	55	0	0	128	2	12	1	0	0	0	2	2	0	0	0	0	1	7	22	65	36	8	4	0	0	0	0	0	32.7	28.1	5
0700 - 0800	267	51	62	66	88	0	1	231	7	26	2	0	0	0	2	1	0	0	0	0	0	9	11	70	89	143	24	0	0	0	0	0	39.6	25.4	5.9
0800 - 0900	442	116	103	98	125	1	2	393	2	43	2	2	0	2	2	1	0	0	0	10	24	84	114	170	32	6	2	0	0	0	0	0	26.7	23.6	5.8
0900 - 1000	305	78	60	72	95	0	1	280	2	19	0	0	0	0	2	0	0	0	0	0	8	37	69	116	62	12	1	0	0	0	0	0	31.8	26.3	5.5
1000 - 1100	465	139	95	122	109	0	2	428	4	23	0	1	0	0	2	0	0	0	0	7	30	80	156	179	30	4	0	0	0	0	0	0	28.4	23.4	5.5
1100 - 1200	516	119	132	135	140	2	6	468	4	27	1	1	0	0	0	0	0	0	0	4	31	84	166	173	34	1	0	0	0	0	0	0	28.1	23.3	4.9
1200 - 1300	534	123	139	148	124	2	6	485	4	30	0	1	0	0	0	0	0	0	0	2	34	98	163	141	31	4	0	0	0	0	0	0	27.4	21.9	5.6
1300 - 1400	510	138	119	124	134	2	9	470	2	29	1	1	0	2	0	3	0	0	0	0	13	55	108	159	151	23	4	2	0	0	0	0	27.7	22.1	5.9
1400 - 1500	604	147	156	152	149	2	9	549	5	29	1	1	0	2	0	3	0	0	0	0	20	71	132	177	176	30	3	0	0	0	0	0	27.7	21.9	5.9
1500 - 1600	662	182	165	167	148	2	11	603	3	31	2	1	0	2	0	3	0	0	0	0	23	78	166	177	176	30	4	0	0	0	0	0	27.7	21.9	5.9
1600 - 1700	662	182	165	167	148	2	11	603	3	31	2	1	0	2	0	3	0	0	0	0	23	78	166	177	176	30	4	0	0	0	0	0	27.7	21.9	5.9
1700 - 1800	662	182	165	167	148	2	11	603	3	31	2	1	0	2	0	3	0	0	0	0	23	78	166	177	176	30	4	0	0	0	0	0	27.7	21.9	5.9
1800 - 1900	558	160	137	132	119	1	7	533	2	15	1	1	0	1	0	1	0	0	0	0	14	55	111	249	105	16	2	1	0	0	0	0	31.2	26.3	5.5
1900 - 2000	401	108	100	90	103	0	5	373	5	10	0	0	0	0	0	0	0	0	0	0	2	5	42	68	187	81	9	0	0	0	0	0	33.5	28.7	5.1
2000 - 2100	299	83	71	69	76	0	3	268	3	15	0	0	0	0	0	0	0	0	0	0	2	11	19	103	82	9	1	0	0	0	0	0	32.7	29.1	5.4
2100 - 2200	198	46	46	39	67	0	1	169	3	10	0	0	0	0	0	0	0	0	0	0	2	10	30	61	63	9	2	0	0	0	0	0	32.2	29.1	5.8
2200 - 2300	152	75	38	27	12	0	2	142	2	5	0	0	0	0	0	0	0	0	0	0	0	12	17	61	52	9	1	0	0	0	0	0	30.1	28	5.8
2300 - 2400	84	33	19	18	14	0	1	82	0	0	0	0	0	0	0	0	0	0	0	0	0	7	13	25	21	10	2	0	0	0	0	0	30.1	30.2	6.2
0700 - 1900	5184	1439	1417	1389	1539	13	51	4748	43	276	11	8	2	9	6	9	0	0	0	173	614	1761	1972	1499	298	54	9	4	2	0	0	0	29.3	23.8	6.3
0000 - 2400	7427	1941	1745	1621	1920	14	26	6853	46	392	17	24	7	9	10	9	0	0	0	173	638	1247	1965	2539	735	93	22	3	1	0	2	0	29.4	23.5	6.6
0000 - 0600	1573	2648	1882	1666	1910	14	26	6853	46	392	17	24	7	9	10	9	0	0	0	173	638	1247	1965	2539	735	93	22	3	1	0	2	0	29.4	23.5	6.6
0600 - 2400	7301	2162	1827	1849	2022	13	31	7301	48	412	19	24	7	9	10	9	0	0	0	173	638	1262	2039	2741	698	124	32	4	0	1	0	2	29.8	23.8	6.6

Tuesday 18 June 2024

Time	Hourly Totals	00-15	15 Minute Bin Drops 15-30	30-45	45-00	Cycles	Motor Cycles	Car	Car Van Towing	2 Axle Van	2 Axle Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <70mph	MPH 70 <80mph	85%	Average Speed	Standard Deviation
0000 - 0100	32	10	7	10	5	1	0	29	0	0	0	0	0	0	0	0	0	0	0	0	1	2	8	7	5	1	0	0	0	0	0	0	30.8	27.9	7.4
0100 - 0200	21	3	8	5	5	0	0	19	0	0	0	0	0	0	0	0	0	0	0	0	0	2	3	2	12	0	0	0	0	0	0	0	34.5	29.6	6.3
0200 - 0300	16	6	2	4	4	0	0	15	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	1	9	2	0	0	0	0	0	0	34.9	31.7	4.2
0300 - 0400	9	3	1	2	3	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	6	1	0	0	0	0	0	0	34.9	34.7	4.9
0400 - 0500	29	5	11	11	2	0	0	27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3	11	9	2	0	0	0	0	0	33.4	29.7	4.4
0500 - 0600	130	23	32	37	38	0	1	117	0	9	1	0	0	0	1	2	0	0	0	0	1	2	39	55	44	9	0	0	0	0	0	0	32.8	29	4.9
0600 - 0700	219	54	47	48	70	0	2	193	2	19	1	1	0	0	0	0	0	0	0	0	0	10	28	96	65	16	4	0	0	0	0	0	33.1	28.6	5
0700 - 0800	304	64	73	83	82	1	1	270	2	24	1	1	0	0	0	0	0	0	0	0	3	4	29	91	167	38	4	3	0	0	0	0	30	26.3	4.9
0800 - 0900	438	108	97	106	127	1	2	393	2	38	1	1	0	0	0	0	0	0	0	0	10	24	84	114	170	32	6	2	0	0	0	0	26.7	23.6	5.8
0900 - 1000	428	106	97	96	118	1	2	383	2	40	1	1	0	2	0	0	0	0	0	0	13	22	44	87	166	51	9	0	0	0	0	0	30	24.9	6.1
1000 - 1100	591	133	133	125	200	2	2	445	7	33	3	4	0	1	0	0	0	0	0	0	7	30	80	170	141	43	8	1	0	0	0	0	28.6	22.9	6.1
1100 - 1200	517	117	140	136	124	2	3	484	7	16	4	3	0	1	0	0	0	0	0	0	4	16	84	180	217	30	3	2	0	0	0	0	28.5	24.1	4.9
1200 - 1300	517	125	109	133	133	0	4	463	7	33	4	3	1	2	0	1	0	1	0	0	9	47	74	161	201	40	4	0	0	0	0	0	26.7	23.4	5.9
1300 - 1400	633	154	157	158	164	2	4	572	8	42	3	3	0	2	0	1	0	0	0	0	13	56	108	198	232	24	2	0	0	0	0	0	27.5	22.5	5.8
1400 - 1500	633	154	157	158	164	2	4	572	8	42	3	3	0	2	0	1	0	0	0	0	13	56	108	198	232	24	2	0	0	0	0	0	27.5	22.5	5.8
1500 - 1600	696	167	180	177	140	2	4	622	4	22	0	1	0	0	0	0	0	0	0	0	22	91	187	173	163	20	0	0	0	0	0	0	26.7	20.6	5.8
1600 - 1700	671	161	167	162	181	2	4	622	4	22	0	1	0	0	0	0	0	0	0	0	13	56	108	198	232	24	2	0	0	0	0	0	26.7	22.5	5.8
1700 - 1800	718	187	181	197	153	0	1	673	5	32	2	1	0	0	0	2	1	0	0	0	13	56	108	201	257	32	4	0	0	0	0	0	26	21.8	6
1800 - 1900	490	147	122	115	106	0	3	455	4	21	2	3	0	0	0	0	0	0	0	0	7	29	66	113	209	61	5	0	0	0	0	0	30.5	24.5	5.9
1900 - 2000	439	109	104	97	129	0	2	412	3	8	0	0	0	0	0	0	0	0	0	0	2	20	57	100	186	66	7	0	0	0	0	0	31.2	26.7	5.9
2000 - 2100	312	68	77	74	93	0	2	292	3	11	0	0	0	0	0	0	0	0	0	0	0	8	31	67	151	48	6	1	0	0	0	0	32.8	27.8	5.6
2100 - 2200	212	47	49	44	72	0	2	194	2	12	0	0	0	0	0	0	0	0	0	0	0	2	22	54	81	47	5	0	0	0	0	0	32.8	27.8	5.6
2200 - 2300	152	52	37	34	29	1	2	133	1	0	0	0	0	0	0	0	0	0	0	0	0	2	7	11	70	45	11	0	1	1	0	0	33.6	30.2	5.7
2300 - 2400	82	26	18	11	27	0	2	69	0	0	0	0	0	0	0	0	0	0	0	0	0	2	5	8	19	13	3	0	0	0	0	0	34	29	5.6
0700 - 1900	5304	1349	1329	1363	1574	9	32	5071	42	267	25	14	6	10	12	12	1	3	173	633	1630	1739	2329	536	93	7	0	1	1	0	0	0	29.9	23.1	6.2
0000 - 2400	6584	1640	1629	1663	1652	9	32	6233	46	307	25	14	6	10	12	12	1	3	173	638	1247	1965	2539	735	93	22	3	1	0	2	0	0	29.4	23.5	6.6
0000 - 0600	1280	311	300	300	369	0	0	1280	4	42	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600 - 2400	7304	1951	1929	1963	1952	9	32	7304	46	349	25	14	6	10	12	12	1	3	173	638	1247	1965	2539	735	93	22	3	1	0	2	0	0	29.4	23.5	6.6
0700 - 1900	5304	1349	1329	1363	1574	9	32	5071	42	267	25	14	6	10	12	12	1	3	173	633	1630	1739	2329	536	93	7	0	1	1	0	0	0	29.9	23.1	6.2
0000 - 2400	6584	1640	1629	1663	1652	9	32	6233	46	307	25	14	6	10	12	12	1	3	173	638	1247	1965	2539	735	93	22	3	1	0	2	0	0	29.4	23.5	6.6
0000 - 0600	1280	311	300	300	369	0	0	1280	4	42	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600 - 2400	7304	1951	1929	1963	1952	9	32	7304	46	349	25	14	6	10	12	12	1	3	173	638	1247	1965	2539	735	93	22	3	1	0	2	0	0	29.4	23.5	6.6

Wednesday 19 June 2024

Time	Hourly Totals	00-15	15 Minute Bin Drops 15-30	30-45	45-00	Cycles	Motor Cycles	Car	Car Van Towing	2 Axle Van	2 Axle Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <70mph	MPH 70 <80mph	85%	Average Speed	Standard Deviation
0000 - 0100	47	17	6	9	13	0	0	43	0	0	0	0	0	0	0	0	0	0	0	0	0	3	5	11	20	3	0	0	0	0	0	0	36	35.2	5.4
0100 - 0200	21	7	3	4	7	0	0	19	0	0	0

Lincolnshire Lakes A1c4

Report Id 246/24
Site Name Site 14 of 20
Description Scoter Road, 20m south of Kingsway
Direction Northbound

Sunday 16 June 2024

Time	Hourly Totals	00-15	15-30	30-45	45-00	Cycles	Motor Cycles	Car	Car Van Towing	2 Axle Van	2 Axle Rigid Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <70mph	85%	Average Speed	Standard Deviation
0000 - 0100	60	20	16	9	15	0	0	3	2	1	0	0	0	0	0	0	0	0	0	0	1	1	4	11	6	2	0	0	0	0	0	32.7	27.6	6.9
0100 - 0200	35	12	4	3	16	0	0	3	21	0	1	0	0	0	0	0	0	0	0	0	0	1	1	4	11	6	2	0	1	0	0	32.7	29	6.2
0200 - 0300	36	12	6	6	2	0	0	0	24	0	1	0	0	0	0	1	0	0	0	0	0	2	5	8	4	1	0	0	0	0	0	30.8	24.4	6.9
0300 - 0400	18	4	5	2	7	0	0	1	10	0	0	0	0	0	0	0	0	0	0	0	0	2	3	5	3	0	0	0	0	0	0	34.9	25.6	8.1
0400 - 0500	47	13	9	10	15	0	0	0	32	0	0	0	0	0	0	0	0	0	0	0	0	0	2	7	13	7	5	0	0	0	0	34.9	28.3	5.8
0500 - 0600	107	32	25	19	31	2	0	4	69	0	0	0	0	0	0	0	0	0	0	0	0	0	4	6	17	11	5	0	0	0	0	33.9	28.3	5.8
0600 - 0700	78	16	19	17	27	0	0	1	71	0	1	0	0	0	0	0	0	0	0	0	0	0	4	6	19	22	7	0	0	0	0	31.9	27.3	5.9
0700 - 0800	135	47	32	32	44	0	0	0	122	0	1	0	0	0	0	0	0	0	0	0	0	0	5	8	34	72	23	2	0	0	0	30.4	26.5	4.8
0800 - 0900	182	42	52	51	37	0	0	6	161	0	6	1	0	0	0	0	0	0	0	0	0	0	11	10	20	112	25	2	0	0	0	30.7	26.3	5.1
0900 - 1000	416	58	81	119	158	2	1	3	393	3	14	2	1	0	0	0	0	0	0	0	0	0	21	51	165	153	21	2	0	0	0	28	23.6	4.9
0000 - 1000	1,252	291	299	301	361	4	1	19	1,183	3	23	3	1	0	0	0	0	0	0	0	0	0	46	96	396	485	110	8	0	0	0	30.7	26.3	5.1
1000 - 1100	638	169	157	147	165	3	1	3	572	2	28	1	4	0	0	0	0	0	0	0	0	0	115	138	118	173	61	5	0	0	0	24	17	6.6
1100 - 1200	585	150	135	165	135	1	0	5	555	6	8	5	3	1	0	0	0	0	0	0	0	0	93	118	147	123	78	15	2	0	0	25.3	18.9	6.5
1200 - 1300	593	134	137	134	188	1	0	5	533	6	8	5	3	1	0	0	0	0	0	0	0	0	67	94	131	207	69	7	2	0	0	24.6	18.6	6.1
1300 - 1400	562	151	137	143	131	0	0	3	543	3	14	1	4	0	0	0	0	0	0	0	0	0	26	59	142	214	106	13	1	0	0	26.2	20.6	5.9
1400 - 1500	439	137	110	103	89	0	4	4	422	4	9	0	2	0	0	0	0	0	0	0	0	0	10	29	110	155	107	18	0	0	0	27.3	22.5	5.3
1500 - 1600	431	110	110	110	101	0	2	2	405	3	11	1	1	0	0	0	0	0	0	0	0	0	4	45	91	138	103	25	2	0	0	28	23.1	5.8
1600 - 1700	530	153	133	119	125	0	7	4	488	5	18	1	3	0	0	0	0	0	0	0	0	0	3	45	91	194	163	33	1	0	0	29.2	23.4	5.8
1700 - 1800	342	96	72	66	68	0	0	3	315	2	11	1	1	0	0	0	0	0	0	0	0	0	2	23	38	139	108	29	1	0	0	28.7	24.6	5.7
1800 - 1900	290	72	76	73	69	1	1	1	273	0	11	1	1	0	0	0	0	0	0	0	0	0	0	15	34	85	123	24	3	3	1	0	29.3	24.6	5.3
1900 - 2000	182	37	40	50	55	0	2	2	168	0	3	0	0	0	0	0	0	0	0	0	0	0	0	10	22	73	57	18	2	0	0	30.2	25.1	4.8
2000 - 2100	137	42	37	28	30	0	2	2	119	0	7	0	0	0	0	0	0	0	0	0	0	0	1	13	21	80	14	4	0	0	0	29.8	26.5	4.2
2100 - 2200	89	30	17	20	22	0	0	0	77	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3	4	39	15	2	0	0	0	31.2	28.2	4.8
2200 - 2300	60	14	9	18	19	0	0	1	57	0	1	0	0	0	0	0	0	0	0	0	0	0	0	3	7	28	13	2	0	0	0	31.2	28.2	4.8
2300 - 2400	47	13	13	8	13	0	0	0	45	1	0	0	0	0	0	0	0	0	0	0	0	0	0	4	6	12	15	5	1	0	0	34.9	27.8	7.2
0000 - 0600	1,012	1,004	1,003	1,013	1,011	11	21	45	1,000	14	87	21	20	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600 - 1200	3,504	1,013	1,005	1,013	1,473	11	21	45	3,344	14	87	21	20	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200 - 1800	3,504	1,013	1,005	1,013	1,473	11	21	45	3,344	14	87	21	20	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800 - 2400	2,012	1,004	1,003	1,013	1,011	11	21	45	1,000	14	87	21	20	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0000 - 2400	5,516	2,017	2,008	2,026	2,484	22	42	90	4,344	28	174	42	40	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Vehicle Speed

Monday 17 June 2024

Time	Hourly Totals	00-15	15-30	30-45	45-00	Cycles	Motor Cycles	Car	Car Van Towing	2 Axle Van	2 Axle Rigid Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <70mph	85%	Average Speed	Standard Deviation
0000 - 0100	42	14	14	10	8	0	0	3	34	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	34	28	7.2
0100 - 0200	16	3	2	6	5	1	0	0	13	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	6	1	0	0	0	0	31.7	27.3	7.2
0200 - 0300	16	5	4	3	4	0	0	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	6	4	0	0	0	0	29.6	21.1	7.8
0300 - 0400	11	3	3	2	3	0	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	5	3	0	0	0	0	34.9	27.6	7.4
0400 - 0500	39	11	11	7	10	0	0	0	33	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	9	14	4	0	0	0	34.9	27.9	5.4
0500 - 0600	102	30	24	24	24	0	0	2	89	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	6	14	47	28	3	0	0	32.2	28.1	4.5
0600 - 0700	319	59	75	101	83	2	0	0	281	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16	34	74	145	41	7	0	0	30.2	26.4	5.3
0700 - 0800	580	126	126	169	159	5	0	3	531	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	76	96	133	204	67	10	0	0	29.4	18.8	6.7
0800 - 0900	652	163	139	146	174	2	2	4	599	4	43	4	1	1	1	2	0	0	0	0	0	0	0	0	61	62	181	241	76	0	1	0	24.3	18.8	5.6
0900 - 1000	1,103	276	276	276	275	3	1	5	1,013	3	37	6	4	1	0	2	0	0	0	0	0	0	0	0	0	101	337	482	167	17	0	0	24.7	19.4	5.7
1000 - 1100	545	136	135	135	139	1	2	3	493	3	37	4	4	0	0	2	0	0	0	0	0	0	0	0	0	101	105	192	67	3	0	0	23.7	17.3	6.1
1100 - 1200	547	142	137	140	119	1	1	3	494	3	33	5	3	0	2	1	0	0	0	0	0	0	0	0	0	62	89	136	198	59	3	0	0	24.6	18.7	6
1200 - 1300	534	134	139	127	134	1	1	3	516	3	33	5	3	0	2	1	0	0	0	0	0	0	0	0	0	63	193	137	70	13	2	0	0	22.9	14.3	6.8
1300 - 1400	552	151	159	136	117	1	3	3	492	2	45	3	5	0	0	1	0	0	0	0	0	0	0	0	0	71	106	148	171	49	7	0	0	24.2	17.8	6
1400 - 1500	597	154	147	144	152	2	3	4	534	2	47	4	1	0	0	0	0	0	0	0	0	0	0	0	0	66	102	160	217	51	1	0	0	24.3	17.7	6.6
1500 - 1600	597	156	138	155	148	0	2	3	551	3	23	2	4	0	0	0	0	0	0	0	0	0	0	0	0	69	114	155	217	41	5	0	0	23.7	16.7	6.8
1600 - 1700	534	135	128	133	138	0	0	3	475	3	27	2	3	0	0	0	0	0	0	0	0	0	0	0	0	59	133	137	117	27	2	0	0	23.3	15.2	6.9
1700 - 1800	534	123	133	140	138	0	2	3	496	2	23	2	2	0	0	0	0	0	0	0	0	0	0	0	0	31	57	94	174	164	22	2	0	27.5	21.8	6.3
1800 - 1900	434	111	110	106	107	0	1	2	405	1	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21	58	104	174	44	4	0	0	26.5	20.9	6
1900 - 2000	268	67	66	66	69	0	0	2	239	1	11	0	0	0	0	0	0	0	0	0	0	0	0	5	23	33	57	128	19	3	0	0	29.3	25	4.6
2000 - 2100	201	51	54	47	49	0	1	2	182	0	4	0	0	0	0	0	0	0	0	0	0	0	0	3	6	22	52	87	27	4	0	0	29.3	25.3	5.1
2100 - 2200	131	34	32	40	25	0	1	2	112	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	3	13	36	49	26	4	0	0	30.2	26.4	4.6
2200 - 2300	103	32	24	25	22	0	0	2	92	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	11	13	44	18	10	0	0	32.2	28.7	6.4
2300 - 2400	47	13	13	13	8	0	0	1	45	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	6	12	15	5	1	0	0	34.9	27.8	7.2
0000 - 0600	1,012	1,004	1,003	1,013	1,011	11	21	45	1,000	14	87	21	20	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600 - 1200	3,504	1,013	1,005	1,013	1,473	11	21	45	3,344	14	87	21	20	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200 - 1800	3,504	1,013	1,005	1,013	1,473	11	21	45	3,344	14	87	21	20	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800 - 2400	2,012	1,004	1,003	1,013	1,011	11	21	45	1,000	14	87	21	20	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0000 - 2400	5,516	2,017	2,008	2,026	2,484	22	42	90	4,344	28	174	42	40	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Vehicle Speed

Tuesday 18 June 2024

Time	Hourly Totals	00-15	15-30	30-45	45-00	Cycles	Motor Cycles	Car	Car Van Towing	2 Axle Van	2 Axle Rigid Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <70mph	85%	Average Speed	Standard Deviation
0000 - 0100	33	9	6	6	3	0	0	0	23	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	4	7	3	0	0	0	30.4	26.2	6.7
0100 - 0200	15	2	3	4	6	0	0	0	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	6	3	0	0	0	32.8	27.8	5
0200 - 0300	21	3	5	4	9	0	0	0	19	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2	2	7	4	4	2	0	0	34.9	27.6	6.2
0300 - 0400	14	3	3	4	4	0	0	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	3	4	1	1	0	0	34.9	27.6	6.2
0400 - 0500	73	19	18	19	17	0	0	0	59	0	1	0	0	0	0	0	0	0	0	0	0	0	0	4	9	25	19	9	2	0	0	32.2	27.3	6.2
0500 - 0600	133	35	33	33	32	1	0	0	107	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14	44	28	15	2	0	0	32.7	27.1	6.3
0600 - 0700	333	83	80	135	83	1	3	3	322	0	12	5	1	0	0	1	0	0	0	0	0	0	0	0	10	19	64	168	71	11	0	0	32.7	27.1	4.7
0700 - 0800	586	88	153	165	180	1	3	3	544	1	32	3	3	0	0	0	0	0	0	0	0	0	0	0	41	57	133	196	172	32	0	0	30.6	25.4	5.7
0800 - 0900	602	169	147	173	173	0	1	1	531	1	52	2	5	3	2	2	0	0	0	0	0	0	132	73	74	158	141	23	1	0	0	0	26.8	18.9	7.8
0900 - 1000	1,103	276	276	276	275	3	1	5	1,013	3	37	6	4	1	0	2	0	0	0	0	0	0	0	0	0	101	337	482	167	17	0	0	24.7	19.4	5.7
1000 - 1100	533	138	133	132	130	1	0	3	497	1	33	4	2	0	0	1	0	0	0	0	0	0	0	0	0	77	109	148	153	39	3	0	0	25.5	18.9	6.3
1100 - 1200	599	144	154	152	152	1	0	2	533	2	39	4	3	0	0	0	0	0	0	0	0	0	0	0	0	97	197	168	209	59	4	1	0	24.5	17.8	6.6
1200 - 1300	560	163	136	144	117	0	1	3	523	2	40	2	2	0	0	0	0	0	0	0	0	0	0	0	0	54	101	142	197	60	8	1	0	24.5	18.5	6.1
1300 - 1400	549	155	146	135	153	1	3	3	498	4	33	8	7	1	1	3	0	0	0	0	0	0	0	0	0	62	102	163	144	63	3	1	1	0	24.7	18.4	7.2
1400 - 1500	597	154	147	144	152	2	3	4	534	2	47	4	1	0	0	0	0	0	0	0	0	0	0	0	0	66	102	160	217	51	1	0	0	24.3	17.7	6.6
1500 - 1600	588	153	137	155	143	0	2	3	543	3	23	2	4	0	0	0	0	0	0	0	0	0	0	0	0	69	133	137	117	27	2	0	0	23.7	16.7	6.8
1600 - 1700	582	162	131	139	150	0	7	3	538	1	31	10	4	0	0	1	0	0	0	0	0	0	0	0	0	59	133	106	161	73	15	6	0	21.4	11.8	6.6
1700 - 1800	542	136	139	133	134	0	1	3	511	1	25	3	6	0	0	0	0	0	0	0	0	0	0	0	0	42	82	117	183	127	9	0	0	26.3	20.2	6.4
1800 - 1900	617	150	135	155	177	3	4	5	575	1	27	2	3	0	0	1	0	0	0	0	0	0	0	0	0	48	83	103	213	154	14	3	1	0	26.6	20.7	6.2
1900 - 2000	432	103	97	116	116	2	3	3	410	2	14	0	2	0	0	0	0	0	0	0	0	0	0	0	0	7	46	92	169	107	9	1	0	28.4	23	4.9
2000 - 2100	299	69	69	82	79	0	3	3	282	0	10	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	27	56	98	94	20	3	0	28.1	25.3	4.8
2100 - 2200	182	46	46	46	44	0	1	2	168	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	40	82	39	9	1	0	30.2	26.4	4.6
2200 - 2300	103	29	27	18	29	0	0	0	100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	10	12	40	25	6	0	0	32	26.6	6.7
2300 - 2400	60	16	13	12	19	0	0	0	55	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	7	9	14	5	1	0	38.1	29.9	6
0000 - 0600	1,012	1,004	1,003	1,013	1,011	11	21	45	1,000	14	87	21	20	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600 - 1200	3,504	1,013	1,005	1,013	1,473	11	21	45	3,344	14	87	21	20	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200 - 1800	3,504	1,013	1,005	1,013	1,473	11	21	45	3,344	14	87	21	20	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800 - 2400	2,012	1,004	1,003	1,013	1,011	11	21	45	1,000	14	87	21	20	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0000 - 2400	5,516	2,017	2,008	2,026	2,484	22	42	90	4,344	28	174	42	40	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Vehicle Speed

Wednesday 19 June 2024

Time	Hourly Totals	00-15	15-30	30-45	45-00	Cycles	Motor Cycles	Car	Car Van Towing	2 Axle Van	2 Axle Rigid Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <70mph	85%	Average Speed	Standard Deviation
0000 - 0100	28	8	5	10	5	0	0	0	25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	10	8	3	2	0	30.7	28.6	6.4
0100 - 0200	18	4	4	6	4	0	0	0	17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	6	4	2	2	0	0	34.9	31.2	7
0200 - 0300	13	3	3	3	4	0	0	0	11	0	0	0	0

Lincolnshire Lakes NCA

Report Id: 246124
Site Name: Site 17 of 20
Description: A1073 Phoenix, 350m east of Ferry Road West
Direction: Westbound

Sunday 16 June 2024

Time	Hourly Totals	00-15	15 Minute Bin Drops 15-30	30-45	45-00	Cycles	Motor Cycles	Car	Car Van Towing	Number Vehicle Classes ARX Scheme 2 Axle Van	3 Axle Rigid Lorry	4 Axle Rigid	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <70mph	MPH 70+	85%	Average Speed	Standard Deviation
0000 - 0100	30	10	3	8	3	0	0	7	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	49.9	43.2	7
0100 - 0200	10	4	2	3	1	0	0	7	6	0	0	0	0	0	0	0	0	0	0	0	0	3	3	2	1	1	0	0	0	44.4	43.2	6.3
0200 - 0300	11	1	6	1	3	0	0	7	6	0	0	0	0	1	2	0	0	0	0	0	0	4	2	1	4	0	0	0	0	52.6	44.7	6.3
0300 - 0400	6	2	2	0	2	0	0	4	3	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	1	0	0	0	0	-	43.6	5.3
0400 - 0500	24	11	3	7	3	0	0	15	9	0	2	0	0	2	4	0	0	0	0	0	0	2	4	4	3	1	0	0	0	46	39.5	6.2
0500 - 0600	34	7	7	11	9	0	0	15	9	0	2	0	0	2	4	0	0	0	0	0	0	2	8	11	7	3	0	0	0	50.4	44.1	6.2
0600 - 0700	53	14	7	7	25	0	0	29	13	1	3	0	0	2	5	0	0	0	0	0	0	5	10	11	4	2	1	0	0	51.8	46.1	5.9
0700 - 0800	41	11	13	7	10	0	0	28	6	0	0	0	0	2	3	0	0	0	0	0	0	2	4	11	10	8	3	1	0	55.4	47.0	6.3
0800 - 0900	68	16	17	15	21	0	0	33	7	0	0	0	0	2	7	0	0	0	0	0	0	1	5	8	22	23	5	1	0	53.4	47.8	6.4
0900 - 1000	138	37	27	34	50	0	1	119	7	0	0	0	1	2	7	0	0	0	0	0	0	1	5	28	33	50	16	4	1	50.1	44.6	6
1000 - 1100	168	42	41	44	41	0	1	153	8	0	0	0	1	1	3	0	0	0	0	0	0	0	3	15	46	69	24	6	0	-	46.1	5.6
1100 - 1200	165	102	30	16	17	0	1	143	9	0	0	0	0	5	4	0	0	0	0	0	0	0	6	42	99	140	39	11	2	50.7	45.8	5.1
1200 - 1300	181	98	52	10	20	0	1	161	2	0	0	0	0	0	4	0	0	0	0	0	0	0	6	43	104	147	62	10	4	51.4	46	5.3
1300 - 1400	192	91	56	10	35	0	1	164	7	0	0	0	0	0	4	0	0	0	0	0	0	0	5	52	103	129	59	7	2	49.9	44.5	4.7
1400 - 1500	341	159	75	82	79	0	1	313	7	0	0	0	1	2	10	0	1	0	0	0	0	0	6	38	118	131	39	7	1	49.8	45.3	4.9
1500 - 1600	276	77	60	66	73	0	2	256	7	0	0	0	0	1	4	2	0	0	0	0	0	0	9	22	74	93	45	17	2	52	46	6.9
1600 - 1700	193	64	33	36	60	0	3	179	1	0	0	0	0	2	2	0	0	0	0	0	0	0	3	9	37	43	24	10	4	53.8	48.5	6.6
1700 - 1800	112	41	22	20	29	0	3	101	4	0	0	0	0	0	3	0	0	0	0	0	0	0	3	7	26	31	28	11	3	54.4	47.7	6.8
1800 - 1900	112	40	27	17	28	0	4	103	4	0	0	0	0	0	3	0	0	0	0	0	0	0	3	7	26	31	28	11	3	54.4	47.7	6.8
1900 - 2000	85	26	20	13	21	0	1	80	1	0	0	0	0	1	2	0	0	0	0	0	0	0	0	7	16	29	22	6	1	2	54.4	48.7	6.1
2000 - 2100	59	18	9	13	19	0	2	46	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	15	14	9	6	3	58.6	49	6.6
2100 - 2200	44	10	9	11	14	0	1	37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	11	12	12	5	0	0	51.3	45.4	5.9
2200 - 2300	29	5	6	4	8	0	0	27	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2	11	4	4	0	0	0	51.3	42.9	4.9
2300 - 2400	20	3	6	4	7	0	0	19	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	3	4	4	3	1	0	52.9	46.1	7.2
0700 - 1900	2787	733	600	647	672	1	15	2476	15	192	4	2	3	6	31	49	1	2	0	0	1	9	13	58	320	813	966	385	103	24	14	51.1	45.7	5.7
0600 - 2200	4569	991	799	940	1141	1	19	4062	24	315	5	2	4	10	45	70	1	2	0	0	1	9	16	74	445	1161	1535	626	143	29	15	51.2	45.9	5.8
0000 - 2200	5969	1018	799	1000	1152	2	19	4969	15	332	5	2	4	10	45	70	1	2	0	1	1	9	16	74	494	1279	1849	890	185	35	21	51.2	45.8	6.0
0000 - 2400	5969	1018	799	1000	1152	2	19	4969	15	332	5	2	4	10	45	70	1	2	0	1	1	9	16	74	494	1279	1849	890	185	35	21	51.2	45.8	6.0

Monday 17 June 2024

Time	Hourly Totals	00-15	15 Minute Bin Drops 15-30	30-45	45-00	Cycles	Motor Cycles	Car	Car Van Towing	Number Vehicle Classes ARX Scheme 2 Axle Van	3 Axle Rigid Lorry	4 Axle Rigid	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <70mph	MPH 70+	85%	Average Speed	Standard Deviation
0000 - 0100	18	6	2	6	4	0	0	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	47.8	42.6	6.1
0100 - 0200	16	3	5	4	4	0	0	5	6	0	0	0	0	0	3	0	0	0	0	0	0	0	3	4	4	3	0	0	0	46.3	40.2	4.7
0200 - 0300	10	2	3	2	3	0	0	7	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	2	1	2	0	0	-	42.5	5.9
0300 - 0400	7	3	2	1	1	0	0	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	3	0	0	0	0	-	43.6	5.2
0400 - 0500	19	8	3	3	5	0	0	13	5	0	0	0	0	0	1	0	0	0	0	0	0	0	0	2	6	4	3	0	0	-	46.1	6.2
0500 - 0600	29	8	13	3	5	0	0	23	5	0	0	0	0	0	1	0	0	0	0	0	0	0	0	2	6	4	3	0	0	-	46.1	6.2
0600 - 0700	33	11	4	7	11	0	0	27	5	0	0	0	0	0	1	0	0	0	0	0	0	0	0	2	6	4	3	0	0	-	46.1	6.2
0700 - 0800	58	16	11	15	16	0	0	49	4	0	0	0	0	0	1	0	0	0	0	0	0	0	0	2	9	23	12	7	2	54.8	47.7	6.2
0800 - 0900	104	32	19	24	29	0	0	89	3	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2	15	34	31	15	7	57.6	49.8	6.3
0900 - 1000	158	37	38	50	43	0	0	89	5	0	3	0	0	0	4	0	0	0	0	0	0	0	0	7	60	68	21	11	2	49.2	42	5.3
1000 - 1100	196	47	29	55	65	0	1	169	5	0	3	0	0	0	4	0	0	0	0	0	0	0	0	7	37	82	45	24	14	51.7	44.1	7
1100 - 1200	262	51	62	73	96	0	1	198	4	27	2	3	0	2	19	26	0	1	0	0	0	0	4	19	72	92	75	18	3	0	47.9	43.6	5.3
1200 - 1300	334	82	78	77	97	0	1	268	7	37	2	3	0	2	15	27	0	1	0	0	0	0	1	15	87	127	77	23	3	0	48.8	43.9	5.1
1300 - 1400	334	82	78	77	97	0	1	268	7	37	2	3	0	2	15	27	0	1	0	0	0	0	1	15	87	127	77	23	3	0	48.8	43.9	5.1
1400 - 1500	412	103	100	100	110	0	1	330	1	37	6	2	0	3	19	20	0	1	0	0	0	0	0	7	10	40	106	141	85	21	0	47.2	41.2	5
1500 - 1600	434	91	95	112	137	0	1	401	2	14	2	0	0	0	4	10	0	1	0	0	0	0	0	2	14	92	173	110	37	5	0	49.2	43.4	5.3
1600 - 1700	478	117	113	130	118	0	3	375	3	44	5	6	0	4	15	17	3	3	0	0	0	0	0	0	22	120	194	106	24	8	2	0	47.9	42.8	5.4
1700 - 1800	536	148	140	141	107	0	4	433	2	53	4	3	0	2	20	14	0	1	0	0	0	0	0	0	33	134	193	121	48	7	0	48.6	42.8	5.3
1800 - 1900	536	148	140	141	107	0	4	433	2	53	4	3	0	2	20	14	0	1	0	0	0	0	0	0	33	134	193	121	48	7	0	48.6	42.8	5.3
1900 - 2000	582	156	120	161	145	0	2	473	2	58	2	2	0	2	20	19	0	2	0	0	0	0	0	7	36	172	196	130	33	5	0	47.5	42.1	5.3
2000 - 2100	498	92	108	151	160	0	2	403	4	49	3	4	0	2	12	13	0	0	0	0	0	0	0	8	49	173	247	103	18	2	0	48	43.5	5.4
2100 - 1800	542	207	133	108	74	1	4	488	2	28	0	1	0	0	6	10	0	0	0	0	0	0	0	11	50	6	5	38	152	154	122	61	12	0	2	49.7	41.8	5
2200 - 2300	263	92	57	59	55	0	1	233	0	17	0	1	0	0	5	6	0	0	0	0	0	0	0	1	25	73	85	59	7	1	0	51.2	45.9	5.9
2300 - 2400	158	44	30	44	40	0	0	137	0	11	0	0	0	0	6	2	0	0	0	0	0	0	0	1	12	51	62	24	8	1	0	53.2	46.2	5.7
0000 - 0600	87	26	9	17	35	0	1	71	1	5	0	0	0	0	1	3	0	0	0	0	0	0	0	2	8	19	37	22	3	1	0	52.3	47	5
2200 - 2400	80	40	21	6	20	0	4	70	0	1	0	0	0	1	5	2	0	0	0	0	0	0	0	1	7	17	25	25	9	1	1	52.3	45	7.1
0600 - 1800	81	17	10	16	38	0	0	70	4	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	34.2	34.2	0
0700 - 1900	3383	1439	1315	1314	1315	2	21	4362	21	476	24	22	1	42	155	216	10	12	0	12	28	11	41	220	1287	1999	1205	418	93	16	7	49.2	43.6	5.9
0600 - 2200	4883	1568	1403	1468	1443	2	26	6066	28	549	31	32	1	51	205	230	11	12	0	12	28	12	43	262	1394	2411	1394	347	109	18	10	49.2	43.9	5.9
0000 - 2200	5883	1568	1403	1468	1443	2	26	6066	28	549	31	32	1	51	205	230	11	12	0	12	28	12	43	262	1394	2411	1394	347	109	18	10	49.2	43.9	5.9
0000 - 2400	5883	1568	1403	1468	1444	2	26	6066	28	549	31	32	1	51	205	230	11	12	0	12	28	12	43	262	1394	2411	1394	347	109	18	10	49.2	43.9	5.9

Wednesday 19 June 2024

Time	Hourly Totals	00-15	15 Minute Bin Drops 15-30	30-45	45-00	Cycles	Motor Cycles	Car	Car Van Towing	Number Vehicle Classes ARX Scheme 2 Axle Van	3 Axle Rigid Lorry	4 Axle Rigid	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <70mph	MPH 70+	85%	Average Speed	Standard Deviation
0000 - 0100	34	15	13	10	11	0	0	25	6	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	48	43.8	6.5
0100 - 0200	24	9	6	11	10	0	0	20	2	0	0	0	0	1	1	0	0	0	0	0	0	0	1	3	11	5	3	0	0	0	46.1	5.7
0200 - 0300	12	4	3	4	1	0	0	9	2	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	3	4	3	0	0	0	47.9	42.9	4.6
0300 - 0400	42	16	10	11	15	0	0	31	4	0	0	0	0	1	7	0	0	0	0	0	0	0	0	0	13	15	11	3	0	0	46.3	43.1	4.7
0400 - 0500	56	17	24	22	31	0	0	52	0	0	0	0	3	7	21	0	0	0	0	0	0	0	1	5	17	27	3	3	0	0	43.6	39.9	5.7
0500 - 0600	103	36	23	41	38	0	0	96	5	0	0	0	0	1	21	0	0	0	0	0	0	0	0	1	5	55	29	7	0	0	49.9	45.5	4.7
0600 - 0700	229	58	44	74	53	1	0	151	1	19	3	5	0	2	19	29	1	0	0	0	0	0	0	11	69	64	61	11	3	0	49.1	43.1	6.2
0700 - 0800	329	85	69	94	81	0	1	249	3	45	4	2	0	3	13	9	0	0	0	0	0	0	0	2	21	75	104	78	37	9	3	0	49.8	44.2	5.6
0800 - 0900	335	80	89	92	74	0	1	249	1	45	4	2	0	3	23	7	0	0	0	0	0	0	0	2	21	75	107	104	28	6	2	0	49.6	43.9	5.6
0900 - 1000	377	112	81	89	95	0	1	251	1	58	2	2	0	1	25	34	0	2	0	0	0	0	0	0	6	123	137	81	21	8	1	0	48	42.6	5.1
1000 - 1100	449	82	110	112	145	0	1	344	2	44	10	5	0	3	17	23	0	0	0	0	0	0	0	0	20	150	182	96	16	3	0	47	42.5	5
1100 - 1200	497	114	123	120	140	0	1	378	1	60	4	3	0	1	19	30	0	2	0	0	0	0	0	2	23	133	220	94	17	1	1	0	46.3	41.8	4.7
1200 - 1300	506	128	125	119	134	0	0	384	2	48	2	3	0	1	19	26	0	1	0	0	0	0	0	0	21	122	214	115	24	6	3	0	47.6	42.8	4.8
1300 - 1400	506	128	125	119	134	0	0	384	2	48	2	3	0	1	19	26	0	1	0	0	0	0	0	0	21	122	214	115	24	6	3	0	47.6	42.8	4.8
1400 - 1500	591	135	133	133	130	1	5	416	4	64	1	1	1	2	22	23	0	1	0	0	0	0	0	2	37	130	181	130	36	6	2	0	49.5	43	5.6
1500 - 1600	643	138	136	148	121	0	3	429	3	67	6	4	0	3	23	25	0	1	0	0	0	0	0	0	19	157	240	140	38	6	2	0	47.9	43	5.6
1600 - 1700	681	213	132	157	139	0	5	573	2	57	4	3	0	5	18	19	0	0	0	0	0	0	0	2	4	72	192	222	156	25	7	1	47.9	42.2	5.6
1700 - 1800	514	162	117	112	123	0	4	451	2	38	0	2	0	2	9	10	0	0	0	0	0	0	0	0	5	83	158	158	97	12	1	0	48.8	43.3	5.4
1800 - 1900	279	90	69	66	54	0	2	237	1	8	0	0	0	1	12	7	0	0	0	0	0	0	0	0	3	23	82	91	59	13	3	2	50.7	45.2	6.2
1900 - 2000	212	71	48	50	43	0	1	181	1	7	0	0	0	0	5	7	0	0	0	0	0	0	0	0	3	23	66	61	39	10	1	0	52.1	46.6	6.4
2000 - 2100	117	31	26	28	32	0	1	85	1	6	0	0	0	0	7	3	0	0	0	0	0	0	0	0	4	13	36	32	7	5	1	1	51.2	45.5	6.7
2100 - 2200	103	26	21	28	28	0	1	85	0	6	0	0	0	0	7	3	0	0	0	0	0	0	0	0	4	13	36	32	7	5	1	1	51.2	45.5	6.7
2200 - 2300	81	17	10	16	38	0	0	70	4	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	34.2	34.2	0
0700 - 1900	3383	1439	1315	1314	1315	2	21	4362	21	476	24	22	1	42	155	216	10	12	0	12	28	11	41	220	1287	1999	1205	418	93	16	7	49.2	43.6	5.9
0600 - 2200	4883	1568	1403	1468	1443	2	26	6066	28	549	31	32	1	51	205	230	11	12	0	12	28	12	43	262	1394	2411	1394	347	109	18	10	49.2	43.9	5.9
0000 - 2200	5883	1568	1403	1468	1443	2	26	6066	28	549	31	32	1	51	205	230	11	12	0	12	28	12	43	262	1394	2411	1394	347	109	18	10	49.2	43.9	5.9
0000 - 2400	5883	1568	1403	1468	1444	2	26	6066	28	549	31	32	1	51	205	230	11	12	0	12	28	12	43	262	1394	2411	1394	347	109	18	10	49.2	43.9	5.9

Thursday 20 June 2024

Time	Hourly Totals	00-15	15 Minute Bin Drops 15-30	30-45	45-00	Cycles	Motor Cycles	Car	Car Van Towing	Number Vehicle Classes ARX Scheme 2 Axle Van	3 Axle Rigid Lorry	4 Axle Rigid	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <70mph	MPH 70+	85%	Average Speed	Standard Deviation
0000 - 0100	26	11	2	9	4	0	0	19	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	46	40.7	4.1
0100 - 0200	17	7	1	7	2	0	0	12	2	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	44.1	41.2	3.6
0200 - 0300	12	5	3	2	2	0	0	8	2	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	44.1	42.3	2.9
0300 - 0400	24	6	5	6	7	0	0	20	3	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	44.4	42.3	2.9
0400 - 0500	30	12	10	13	9	0	0	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	44.3	41.6	3.6
0500 - 0600	86	14	17	27	28	0	0	74	2	0	0	0	0	0	4	0	0	0	0	0	0	0	0	1	2	9	25	26	10	3	0	47.9	43.4	4.8
0600 - 0700	150	29	51	31	47	0	0	105	1	0	2	0	0	2	17	26	0	1	0	0	0	0	0	1	3	50	56	32	11	1	0	47.5	43.5	5.2
0700 - 0800	213	57	52	51	53	0	0	177	2	0	0	0	0	0	11	23	0	0	0	0	0	0	0	0	5	57	91	41	16	3	0	48.8	43.9	5.2
0800 - 0900	313

Report Id 348/24
Site Name Site 17-of-20
Description A/937 Phoenix, 350m east of Ferry Road West
Direction Eastbound

Sunday 16 June 2024

Time	Hourly Totals	00-15	15 Minute Bin Dropp 15-30	30-45	45-00	Cycles	Motor Cycles	Car	Car Van Towing	2 Axle Van	2 Axle Larg	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road	Triple Road	Trains	MPH 0	MPH 10	MPH 15	MPH 20	MPH 25	MPH 30	MPH 35	MPH 40	MPH 45	MPH 50	MPH 55	MPH 60	MPH 65	85%ile	Average Speed	Standard Deviation
												Number Vehicle Classes ARX Scheme									Vehicle Speed														
																					MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH
																					<10mph	<15mph	<20mph	<25mph	<30mph	<35mph	<40mph	<45mph	<50mph	<55mph	<60mph	<65mph	<70mph	85%ile	Speed	Deviation
0000 - 0100	16	5	4	4	3	0	0	13	5	0	0	0	0	1	1	0	0	0	0	0	0	0	4	5	4	2	0	0	54.7	48.7	9.2
0100 - 0200	15	6	5	3	1	0	0	13	5	0	0	0	0	2	0	0	0	0	0	0	0	0	4	5	4	2	0	0	54.7	48.7	9.2
0200 - 0300	14	6	1	5	2	0	0	11	0	0	0	0	0	2	1	0	0	0	0	0	0	0	1	3	4	2	0	0	59.6	48.9	8.1
0300 - 0400	7	2	2	3	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	3	1	0	0	-	50.6	6.2
0400 - 0500	19	4	3	7	5	0	0	17	2	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1	3	1	0	0	-	52.8	6.2
0500 - 0600	59	14	12	14	19	0	0	53	6	0	0	0	0	0	0	0	0	0	0	0	0	0	2	8	9	9	0	0	52	49.2	6.8
0600 - 0700	98	24	17	32	25	0	0	93	2	0	0	0	0	2	0	0	0	1	0	0	0	0	1	10	13	8	4	0	55	47.8	8.7
0700 - 0800	51	9	6	14	22	0	0	29	5	0	0	3	3	3	3	0	0	0	0	0	0	0	1	6	17	10	9	2	0	51.8	46	5.2
0800 - 0900	86	14	15	15	42	0	0	33	5	0	0	2	0	2	0	0	0	0	0	0	0	0	0	4	23	21	11	3	0	53.2	47	5.5
0900 - 1000	134	15	28	46	45	0	0	115	9	0	0	3	0	2	6	0	0	0	0	0	0	0	2	17	53	42	12	4	3	49.8	44.8	5.5
1000 - 1100	154	30	38	46	40	0	0	133	9	0	0	2	0	0	2	0	0	0	0	0	0	0	1	12	57	49	19	5	0	49.8	44.8	5.6
1100 - 1200	164	79	60	13	12	0	0	153	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	55	134	100	17	6	49.8	44.3	4.6
1200 - 1300	155	95	51	80	69	0	0	138	2	0	0	1	0	2	2	0	0	0	0	0	0	0	1	10	85	137	75	16	2	0	47.3	42.4	4.7
1300 - 1400	109	54	73	67	68	0	0	97	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	83	179	59	11	2	0	46.1	42.3	4.5
1400 - 1500	308	84	79	62	83	0	0	292	3	0	1	1	0	1	2	1	0	0	0	0	0	0	0	11	63	125	88	17	0	2	46.2	43.3	4.6
1500 - 1600	266	58	64	77	69	0	0	250	2	0	0	2	0	2	2	0	0	0	0	0	0	0	0	4	42	82	105	31	4	2	0	47.1	43.3	5.2
1600 - 1700	142	38	33	37	34	0	0	128	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	18	46	49	23	3	1	52.6	47.1	5.6
1700 - 1800	142	28	32	39	42	0	0	128	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	9	30	68	28	7	0	53.8	47.4	6.6
1800 - 1900	121	31	26	27	37	0	0	105	5	0	0	0	0	3	4	1	0	0	0	0	0	0	0	3	4	22	45	32	10	4	54.3	48.9	6.3
1900 - 2000	85	26	20	17	16	0	2	74	0	0	1	0	0	1	2	0	0	0	0	0	0	0	0	1	18	36	21	6	2	1	53.9	48.8	5.3
2000 - 2100	52	16	5	13	18	0	1	42	0	1	0	0	0	0	3	0	0	0	0	0	0	0	0	2	8	20	12	5	4	0	54.1	48.5	6.3
2100 - 2200	47	13	13	11	10	0	0	38	4	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	7	16	13	5	4	1	53.2	48.2	6.4
2200 - 2300	41	13	8	9	11	0	0	34	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	1	9	9	10	3	1	0	53.8	48.5	6.4
2300 - 2400	21	6	2	5	8	0	0	19	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	7	4	6	3	1	0	53.8	48.5	6.3
0700 - 1900	2358	630	608	638	654	2	15	2301	51	10	5	9	1	21	43	20	2	1	1	2	2	0	3	59	449	964	739	227	52	26	8	49.4	44.3	5.5
0000 - 2400	2726	692	639	689	775	2	16	2618	61	10	5	9	1	23	45	20	2	1	1	2	2	0	3	66	502	1018	841	276	63	26	8	49.6	44.7	5.6
0600 - 2200	2569	713	649	708	721	2	16	2426	71	10	5	9	1	26	53	20	2	1	2	2	2	0	3	66	498	1041	842	267	72	26	10	50.0	45.1	5.9
0000 - 2400	2969	735	680	739	815	2	16	2804	71	10	5	9	1	26	53	20	2	1	2	2	2	0	3	66	477	1043	873	312	80	26	10	50.1	44.8	5.9

Monday 17 June 2024

Time	Hourly Totals	00-15	15 Minute Bin Dropp 15-30	30-45	45-00	Cycles	Motor Cycles	Car	Car Van Towing	2 Axle Van	2 Axle Larg	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road	Triple Road	Trains	MPH 0	MPH 10	MPH 15	MPH 20	MPH 25	MPH 30	MPH 35	MPH 40	MPH 45	MPH 50	MPH 55	MPH 60	MPH 65	85%ile	Average Speed	Standard Deviation
												Number Vehicle Classes ARX Scheme									Vehicle Speed														
																					MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH
																					<10mph	<15mph	<20mph	<25mph	<30mph	<35mph	<40mph	<45mph	<50mph	<55mph	<60mph	<65mph	<70mph	85%ile	Speed	Deviation
0000 - 0100	27	13	3	3	3	0	0	17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3	2	3	1	0	0	54.3	47.9	6.7
0100 - 0200	9	2	2	2	3	0	0	6	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	3	2	3	0	1	0	0	49.0	6	
0200 - 0300	17	4	4	5	4	0	0	15	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	3	4	2	1	0	59.9	49.4	8.5
0300 - 0400	7	1	1	4	1	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	2	1	0	0	56.8	49.2	6.9
0400 - 0500	21	3	5	7	6	0	0	19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	10	11	12	4	0	0	49.8	45.5	4.9
0500 - 0600	57	16	12	14	15	0	0	54	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15	15	12	4	0	0	48.8	45.3	4.9
0600 - 0700	92	26	14	24	28	0	0	84	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19	39	22	9	3	0	50.3	46.3	4.7
0700 - 0800	186	34	37	43	68	1	2	169	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	6	16	52	45	48	14	2	0	49.6	45.7	5.2
0800 - 0900	435	77	89	127	142	2	2	396	23	3	1	2	0	0	0	0	0	0	0	0	0	0	0	0	17	20	45	141	107	30	14	2	0	49.6	45.6	5.6
0900 - 1000	501	120	135	133	113	0	1	398	3	0	4	3	0	2	0	0	0	0	0	0	0	0	3	54	232	151	49	11	1	0	0	44.2	39.9	5.9
1000 - 1100	588	150	130	153	155	0	0	556	4	0	0	2	0	0	0	0	0	0	0	0	0	0	0	16	196	259	97	17	3	0	0	44.2	40.1	
1100 - 1200	588	100	86	93	309	0	0	561	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	42	148	139	43	8	3	0	44.6	40.1	4.6
1200 - 1300	434	104	114	89	127	0	1	349	4	0	1	0	0	4	0	0	0	0	0	0	0	0	0	3	53	163	104	49	1	1	0	44.7	40.1	4.2
1300 - 1400	434	104	94	117	103	0	1	372	4	0	0	0	0	4	0	0	0	0	0	0	0	0	0	3	31	144	172	74	8	1	0	46	41.3	4.7
1400 - 1500	394	81	118	89	96	0	3	323	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	22	126	168	67	8	3	1	0	46.2	41.6	4.4
1500 - 1600	377	106	83	79	109	0	2	306	3	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	20	93	124	56	8	3	0	0	46.8	42.2	5.3
1600 - 1700	360	86	107	92	75	0	0	333	6	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	22	112	153	39	12	2	0	0	47.4	42.4	5.6
1700 - 1800	366	98	107	92	69	0	0	329	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	95	150	82	15	3	0	0	47.9	42.8	5.6
1800 - 1900	232	71	57	51	53	0	1	198	2	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	33	81	83	31	2	1	0	0	50	45.2	4.6
1900 - 2000	158	47	33	33	45	0	0	132	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21	43	62	25	5	1	0	0	51.8	46.4	5.3
2000 - 2100	107	28	23	24	32	0	0	89	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13	30	43	13	3	4	1	0	50.6	46.2	5.4
2100 - 2200	67	20	13	21	13	0	0	61	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12	22	23	10	0	0	0	0	52.6	47.3	4.7
2200 - 2300	43	13	6	14	10	0	0	40	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3	5	9	12	4	9	1	0	59.9	48.8	6.6
0700 - 1900	2486	1114	1114	1101	1157	1	19	2187	46	20	10	7	0	10	0	0	0	0	0	0	0	0	0	196	1139	1594	913	225	39	5	12	46.8	41.3	5.5
0000 - 2400	2873	1296	1288	1263	1336	4	20	4203	25	412	38	25	0	21	167	193	4	7	0	1	2	0	10	56	436	1626	1094	913	225	39	5	12	46.8	41.3	5.5
0600 - 2200	2523	1139	1139	1159	1186	4	20	4203	25	412	38	25	0	20	167	193	4	7	0	1	2	0	10	56	436	1624	1093	913	225	39	5	12	46.8	41.6	5.6
0000 - 2400	3014	1344	1275	1462	1442	5	22	4344	33	434	23	28	0	28	226	224	4	7	0	1	2	0	10	58	452	1664	2069	1024	273	59	14	14	47.5	41.7	5.7

Tuesday 18 June 2024

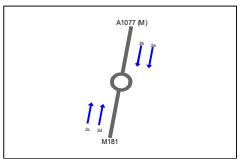
Time	Hourly Totals	00-15	15 Minute Bin Dropp 15-30	30-45	45-00	Cycles	Motor Cycles	Car	Car Van Towing	2 Axle Van	2 Axle Larg	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road	Triple Road	Trains	MPH 0	MPH 10	MPH 15	MPH 20	MPH 25	MPH 30	MPH 35	MPH 40	MPH 45	MPH 50	MPH 55	MPH 60	MPH 65	85%ile	Average Speed	Standard Deviation
												Number Vehicle Classes ARX Scheme									Vehicle Speed														
																					MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH
																					<10mph	<15mph	<20mph	<25mph	<30mph	<35mph	<40mph	<45mph	<50mph	<55mph	<60mph	<65mph	<70mph	85%ile	Speed	Deviation
0000 - 0100	34	13	6	4	11	0	0	30	0	0	1	0	0	0	0	3	0	0	0	0	0	0	0	0	14	10	2	1	1	1	52.4	47.5	6.1
0100 - 0200	22	7	5	5	5	0	0	20	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	3	10	5	2	0	1	53.5	48.6	6.3
0200 - 0300	9	5	1	1	1	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	1	1	1	0	59.9	50.1	7.8
0300 - 0400	14	4	3	6	1	0	0	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	3	7	1	2	0	57.9	49.5	7.3
0400 - 0500	54	16	7	11	20	0	1	46	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2	18	29	3	0	0	49.6	46	7.7
0500 - 0600	192	33	48	62	50	0	3	173	0	0	1	0	0	0	0	3	0	0	0	0	0	0	1	16	70	57	38	10	0	0	51.3	46.2	4.9
0600 - 0700	390	77	82	107	124	0	3	357	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16	73	87	25	7	3	0	50.8	45.5	5.5
0700 - 0800	490	76	96	147	171	1	3	413	1	0	2	7	0	1	1	0	0	0	0	0	0	0	0	0	11	16	49	155	131	69	16	0	0	49.7	38.3	7.8
0800 - 0900	642	129	150	169	194	0	2	577	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	11	13	29	56	155	131	69	16	0	0	49.7	38.3	7.8
0900 - 1000	448	109	98	98	143	0	4	346	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	34	170	158	59	11	1	0	0	49.4	40.7	5
1000 - 1100	393	89	103	108	93	0	2	309	2	0	3	4	0	0	0	0	0	0	0	0	0	0	0	2	29	154	122	32	3	0	0	44.7	40.6	4.5
1100 - 1200	411	74	117	109	111	0	2	339	3	0	2	4	0	0	0	0	0	0	0	0	0	0	0	1	36	136	159	46	13	0	0	46.4	40.2	4.9
1200 - 1300	377	101	77	95	104	0	1	282	2	0	0	0	0	4	0	0	0	0	0	0	0	0	0	1	47	134	129	54	12	0	0	45.4	40.4	4.7
1300 - 1400	360	85	102	84	89	0	0	288	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33	127	127	63	9	1	0	46.4	40.9	
1400 - 1500	397	106	103	103	85	0	1	355	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33	177	125	59	3	0	0	45.4	39.6	5.6
1500 - 1600	383	94	94	100	95	0	0	334	1	0	2	2	0	2	0	0	0	0	0	0	0	0	0	0	44	158	122	45	9	2	0	46.2	40.2	4.9
1600 - 1700	353	93	77	84	99	0	2	307	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17	97	150	69	16	3	0	46.9	42.2	4.8
1700 - 1800	313	88	60	72	63	0	2	287	3	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	32	75	110	72	15	2	1	47.1	41.9	5.8
1800 - 1900	258	69	63	61	65	0	0	238	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	44	93	84	24	4	0	50.1	45.1	5.7
1900 - 2000	178	48	43	46	41	0	2	163	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	29	52	69	21	3	0	50.3	45.8	6.1
2000 - 2100	119	39	20	29	31	0	0	98	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	20	32	49	15	1	0	52.3	47.1	5.7
2100 - 2200	92	29	21	25	17	0	0	82	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	11	22	41	9	2	0	52.6	48.1	6.2
2200 - 2300	75	28	18	17	12	0	0	64	0	0	1	1	0	0	0	2	0	0	0	0	0	0	0	0	1	9	29	21	9	1	1	51.8	46.5	7.9
0700 - 1900	2533	1168	1167	1169	1169	2	18	2382	20	386	48	39	0	26	152	150	2	7	0	0	10	12	23	78	421	1013	1027	728	152	27	7	4	46.8	40.7	5.6
0000 - 2400	3014	1344	1275	1462	1442	5	22	4344	33	434	23	28	0	28	226	224	4	7	0	1	2	0	10	58	452	1664	2069	1024	273	59	14	14	47.5	41.7	5.7
0600 - 2200	2523	1139	1139	1159	1186	4	20	4203	25	412	38	25	0	20	167	193	4	7	0	1	2	0	10	56	436	1624	1093	913	225	39	5	12	46.8	41.6	5.6
0000 - 2400	3062	1349	1416	1463	1493	5	23	4601	28	441	39	28	0	29	169	184	4	8	0	1	2	0	10	58	452	1704	1992	1126	246	56	20	19	47.3	41.8	5.7

Wednesday 19 June 2024

Time	Hourly Totals	00-15	15 Minute Bin Dropp 15-30	30-45	45-00	Cycles	Motor Cycles	Car	Car Van Towing	2 Axle Van	2 Axle Larg	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road	Triple Road	Trains	MPH 0	MPH 10	MPH 15	MPH 20	MPH 25	MPH 30	MPH 35	MPH 40	MPH 45	MPH 50	MPH 55	MPH 60	MPH 65	85%ile	Average Speed	Standard Deviation
												Number Vehicle Classes ARX Scheme									Vehicle Speed														
																					MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH
																					<10mph	<15mph	<20mph	<25mph	<30mph	<35mph	<40mph	<45mph	<50mph	<55mph	<60mph	<65mph	<70mph	85%ile	Speed	Deviation
0000 - 0100	27	6	7	8	6	0	0	23	0	0	1	0	0	0	0	2	0	0	0	0	0	0	0	0	5	3	9	5	2	0	60.1	53.3	8.9
0100 - 0200	17	4	3	5	5	0	0	14	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	5	2	5	3	2	0	58.5	51.7	8.2
0200 - 0300	8	2	2	3	1	0	0	7	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	2	3	0	0	0	58.7	47	6.2
0300 - 0400	33	8	6	13	6	0	0	30	0	0	1	0	0	0	0	2	0	0	0	0	0	0	0	0	4	5	16	3	0	0	53.8	47.4	7.3
0400 - 0500	65	10	19	15	25	0	0	62	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	4	5	33	14	14	2	0	53.5	44.7	5.7
0500 - 0600	193	34	52	52	53	0	1	175	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	30	84

Lincolnshire Lakes
Queue Length Survey

Site 5 of 10
A1077 (M)
M181



Lat/Long
lat 53.576760° lon -0.700174°

Date
Wednesday 19 June 2024

Weather
Cloudy
Temp: 9°C

0700 - 1000 (Weekday AM Peak)

TIME	2a	2b	2c	2d
0700 - 0702	0	0	0	0
0702 - 0704	0	0	0	0
0704 - 0706	0	0	0	0
0706 - 0708	0	0	0	0
0708 - 0710	0	0	0	0
0710 - 0712	0	0	0	0
0712 - 0714	0	0	0	0
0714 - 0716	0	0	0	0
0716 - 0718	0	0	0	0
0718 - 0720	0	0	0	0
0720 - 0722	0	0	0	0
0722 - 0724	0	0	0	0
0724 - 0726	0	0	0	0
0726 - 0728	0	0	0	0
0728 - 0730	0	0	0	0
0730 - 0732	0	0	0	0
0732 - 0734	0	0	0	0
0734 - 0736	0	0	0	0
0736 - 0738	0	0	0	0
0738 - 0740	0	0	0	0
0740 - 0742	0	0	0	0
0742 - 0744	0	0	0	0
0744 - 0746	0	0	0	0
0746 - 0748	0	0	0	0
0748 - 0750	1	0	0	0
0750 - 0752	0	0	0	0
0752 - 0754	0	0	0	0
0754 - 0756	0	0	0	0
0756 - 0758	0	0	0	0
0758 - 0800	1	0	0	0
Hourly Average	**0.07**	**0.00**	**0.00**	**0.00**
0800 - 0802	0	0	0	0
0802 - 0804	0	0	0	0
0804 - 0806	0	1	0	0
0806 - 0808	0	0	0	0
0808 - 0810	0	0	0	0
0810 - 0812	0	0	0	0
0812 - 0814	0	0	0	0
0814 - 0816	0	0	0	0
0816 - 0818	0	0	0	0
0818 - 0820	0	0	0	0
0820 - 0822	0	0	0	0
0822 - 0824	0	0	0	0
0824 - 0826	0	1	0	0
0826 - 0828	0	0	0	0
0828 - 0830	0	0	0	0
MIN	**0**	**0**	**0**	**0**
MAX	**1**	**1**	**0**	**0**
AVERAGE	**0**	**0**	**0**	**0**
0830 - 0832	0	0	0	0
0832 - 0834	0	0	0	0
0834 - 0836	0	0	0	0
0836 - 0838	0	0	0	0
0838 - 0840	0	0	0	0
0840 - 0842	0	0	0	0
0842 - 0844	1	0	0	0
0844 - 0846	0	0	0	0
0846 - 0848	0	0	0	0
0848 - 0850	0	0	0	0
0850 - 0852	0	0	0	0
0852 - 0854	0	0	0	0
0854 - 0856	0	0	0	0
0856 - 0858	0	0	0	0
0858 - 0900	0	0	0	0
Hourly Average	**1.13**	**1.13**	**1.13**	**1.13**
0900 - 0902	0	0	0	0
0902 - 0904	0	0	0	0
0904 - 0906	0	0	0	0
0906 - 0908	0	0	0	0
0908 - 0910	0	0	0	0
0910 - 0912	0	0	0	0
0912 - 0914	0	0	0	0
0914 - 0916	0	0	0	0
0916 - 0918	0	0	0	0
0918 - 0920	0	0	0	0
0920 - 0922	0	0	0	0
0922 - 0924	0	0	0	0
0924 - 0926	0	0	0	0
0926 - 0928	0	0	0	0
0928 - 0930	0	0	0	0
0930 - 0932	0	0	0	0
0932 - 0934	0	0	0	0
0934 - 0936	0	0	0	0
0936 - 0938	0	0	0	0
0938 - 0940	0	0	0	0
0940 - 0942	0	0	0	0
0942 - 0944	0	0	0	0
0944 - 0946	0	0	0	0
0946 - 0948	0	0	0	0
0948 - 0950	0	0	0	0
0950 - 0952	0	0	0	0
0952 - 0954	0	0	0	0
0954 - 0956	0	0	0	0
0956 - 0958	0	0	0	0
0958 - 1000	0	0	0	0
Hourly Average	**0.00**	**0.00**	**0.00**	**0.00**
Session Total	**0.04**	**0.03**	**0.00**	**0.00**

Date
Wednesday 19 June 2024

Weather
Sunny Intervals
Temp: 19°C

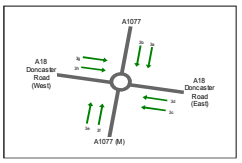
1600 - 1900 (Weekday PM Peak)

TIME	2a	2b	2c	2d
1600 - 1602	0	0	0	0
1602 - 1604	0	0	0	0
1604 - 1606	0	0	0	0
1606 - 1608	0	0	0	0
1608 - 1610	0	0	0	0
1610 - 1612	0	0	0	0
1612 - 1614	1	0	0	0
1614 - 1616	0	0	0	0
1616 - 1618	0	0	0	0
1618 - 1620	0	0	0	0
1620 - 1622	0	0	0	0
1622 - 1624	0	0	0	0
1624 - 1626	0	0	1	1
1626 - 1628	0	0	0	0
1628 - 1630	0	0	0	0
1630 - 1632	0	0	0	0
1632 - 1634	0	0	0	0
1634 - 1636	0	0	0	0
1636 - 1638	0	0	0	0
1638 - 1640	0	0	0	0
1640 - 1642	0	0	0	0
1642 - 1644	0	0	0	0
1644 - 1646	0	0	0	0
1646 - 1648	0	0	0	0
1648 - 1650	0	0	0	0
1650 - 1652	0	0	0	0
1652 - 1654	0	0	0	0
1654 - 1656	0	0	0	0
1656 - 1658	0	0	0	0
1658 - 1700	0	0	0	0
MIN	**0**	**0**	**0**	**0**
MAX	**1**	**0**	**1**	**1**
AVERAGE	**0**	**0**	**0**	**0**
Hourly Average	**0.03**	**0.00**	**0.03**	**0.03**
1700 - 1702	0	0	0	0
1702 - 1704	0	0	0	0
1704 - 1706	0	0	0	0
1706 - 1708	0	0	0	0
1708 - 1710	0	0	0	0
1710 - 1712	0	0	0	0
1712 - 1714	0	0	0	0
1714 - 1716	0	0	0	0
1716 - 1718	0	0	0	0
1718 - 1720	0	0	0	0
1720 - 1722	0	0	0	0
1722 - 1724	0	0	0	0
1724 - 1726	0	0	0	0
1726 - 1728	0	0	0	0
1728 - 1730	0	0	0	0
1730 - 1732	0	0	0	0
1732 - 1734	1	0	0	0
1734 - 1736	0	0	0	0
1736 - 1738	0	0	0	0
1738 - 1740	0	0	0	0
1740 - 1742	0	0	0	0
1742 - 1744	0	0	0	0
1744 - 1746	0	0	0	0
1746 - 1748	0	0	0	0
1748 - 1750	0	0	0	0
1750 - 1752	1	0	0	0
1752 - 1754	0	0	0	0
1754 - 1756	0	0	0	0
1756 - 1758	0	0	0	0
1758 - 1800	0	0	0	0
Hourly Average	**0.07**	**0.00**	**0.00**	**0.00**
1800 - 1802	0	0	0	0
1802 - 1804	0	0	0	0
1804 - 1806	0	0	0	0
1806 - 1808	0	1	1	0
1808 - 1810	0	0	0	0
1810 - 1812	0	0	0	0
1812 - 1814	0	0	0	0
1814 - 1816	0	0	0	0
1816 - 1818	0	0	1	0
1818 - 1820	0	0	0	0
1820 - 1822	0	0	0	0
1822 - 1824	0	0	0	0
1824 - 1826	0	0	0	0
1826 - 1828	0	0	0	0
1828 - 1830	0	0	0	0
1830 - 1832	0	0	0	0
1832 - 1834	0	0	0	0
1834 - 1836	0	0	0	0
1836 - 1838	0	0	0	0
1838 - 1840	0	0	0	0
1840 - 1842	0	0	0	0
1842 - 1844	0	0	0	0
1844 - 1846	0	0	0	0
1846 - 1848	0	0	0	0
1848 - 1850	0	0	0	0
1850 - 1852	0	0	0	0
1852 - 1854	0	0	0	0
1854 - 1856	0	0	0	0
1856 - 1858	0	0	0	0
1858 - 1900	0	0	0	0
Hourly Average	**0.00**	**0.03**	**0.07**	**0.00**

Session Total	**0.03**	**0.01**	**0.03**	**0.01**

Lincolnshire Lakes
Queue Length Survey

Site 6 of 10
A1077
A18 Doncaster Road (East)
A1077 (M)
A18 Doncaster Road (West)



Lat/Long
lat 53.589415° lon -0.698393°

Date
Wednesday 19 June 2024

Weather
Cloudy
Temp: 9°C

0700 - 1000 (Weekday AM Peak)

TIME	1a	1b	1c	1d	1e	1f	1g	1h
0700 - 0702	3	0	4	0	2	2	2	0
0702 - 0704	2	0	4	1	3	2	1	4
0704 - 0706	1	0	0	0	1	3	1	0
0706 - 0708	3	0	6	0	0	3	2	1
0708 - 0710	2	0	3	1	1	2	0	1
0710 - 0712	3	0	4	1	3	1	1	0
0712 - 0714	1	0	4	0	1	0	1	2
0714 - 0716	3	0	6	0	0	4	0	1
0716 - 0718	2	0	0	1	1	1	3	2
0718 - 0720	3	0	8	2	3	2	1	1
0720 - 0722	4	0	0	1	2	6	1	1
0722 - 0724	2	1	4	1	2	1	1	1
0724 - 0726	1	1	6	0	0	1	0	0
0726 - 0728	0	0	7	0	1	2	0	1
0728 - 0730	0	0	4	2	5	0	3	0
0730 - 0732	6	1	2	1	1	2	3	3
0732 - 0734	2	1	2	0	2	3	3	1
0734 - 0736	4	1	4	0	1	3	3	2
0736 - 0738	7	0	2	1	2	1	2	5
0738 - 0740	3	0	2	0	4	1	3	2
0740 - 0742	2	3	6	1	0	2	4	2
0742 - 0744	2	1	4	1	4	4	10	4
0744 - 0746	4	0	7	2	1	1	7	3
0746 - 0748	3	2	1	2	4	6	5	1
0748 - 0750	3	4	0	1	3	4	10	3
0750 - 0752	4	1	2	1	4	4	10	5
0752 - 0754	3	0	2	0	2	5	7	5
0754 - 0756	5	5	2	1	2	2	12	2
0756 - 0758	2	0	4	0	5	2	10	2
0758 - 0800	1	0	3	1	3	1	3	3
Hourly Average	**2.73**	**0.57**	**3.43**	**0.73**	**2.10**	**2.50**	**3.63**	**2.07**
0800 - 0802	2	1	3	1	1	1	3	3
0802 - 0804	4	0	2	1	1	1	4	4
0804 - 0806	3	0	4	1	2	3	5	4
0806 - 0808	2	2	1	0	2	2	5	5
0808 - 0810	7	3	2	0	0	2	4	4
0810 - 0812	4	3	4	1	3	4	1	2
0812 - 0814	2	2	3	1	2	5	5	4
0814 - 0816	3	3	4	1	1	1	2	3
0816 - 0818	3	3	2	1	1	1	3	3
0818 - 0820	4	2	3	1	2	6	4	2
0820 - 0822	3	4	2	0	1	2	5	2
0822 - 0824	2	2	2	0	4	5	3	2
0824 - 0826	1	1	2	1	1	3	6	1
0826 - 0828	8	1	0	1	2	2	9	1
0828 - 0830	3	0	2	0	2	2	6	2
MIN	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**1**
MAX	**8**	**5**	**7**	**2**	**5**	**6**	**12**	**5**
AVERAGE	**3**	**1**	**3**	**1**	**2**	**3**	**5**	**3**
0830 - 0832	1	3	2	1	3	4	5	4
0832 - 0834	2	4	3	0	3	4	4	2
0834 - 0836	3	0	1	0	1	9	4	3
0836 - 0838	1	0	3	1	6	7	5	4
0838 - 0840	3	3	0	0	0	3	8	4
0840 - 0842	12	4	5	1	2	6	12	4
0842 - 0844	12	4	4	1	5	8	4	1
0844 - 0846	7	3	3	1	1	2	3	2
0846 - 0848	1	1	1	1	2	3	6	2
0848 - 0850	1	2	2	2	6	1	6	10
0850 - 0852	3	0	3	0	1	2	7	8
0852 - 0854	6	1	1	0	1	2	4	1
0854 - 0856	4	0	2	1	1	0	5	1
0856 - 0858	4	1	1	0	2	2	1	3
0858 - 0900	11	4	1	0	0	2	3	3
Hourly Average	**4.11**	**1.5**	**2.42**	**0.5**	**2.07**	**3.21**	**4.71**	**3.24**
0900 - 0902	3	2	0	1	3	5	2	2
0902 - 0904	4	0	2	0	1	2	4	1
0904 - 0906	4	0	0	0	2	3	4	1
0906 - 0908	4	2	2	1	1	4	4	1
0908 - 0910	2	2	7	0	1	3	2	2
0910 - 0912	3	2	4	0	0	1	1	1
0912 - 0914	2	0	1	1	1	1	0	1
0914 - 0916	3	1	5	1	1	3	5	1
0916 - 0918	4	3	4	0	5	3	2	1
0918 - 0920	2	2	3	1	1	3	4	1
0920 - 0922	3	0	3	0	1	1	1	1
0922 - 0924	0	0	2	0	0	2	1	1
0924 - 0926	3	1	5	1	2	1	3	2
0926 - 0928	1	2	3	0	0	0	4	1
0928 - 0930	4	1	8	0	1	2	5	2
0930 - 0932	3	0	0	1	1	3	4	2
0932 - 0934	1	0	2	0	2	2	2	1
0934 - 0936	6	1	4	0	1	1	3	2
0936 - 0938	1	0	2	0	3	2	1	1
0938 - 0940	3	1	4	1	0	1	2	1
0940 - 0942	2	1	3	1	2	6	1	0
0942 - 0944	2	1	0	0	0	1	3	1
0944 - 0946	1	1	1	0	1	2	3	0
0946 - 0948	3	1	2	1	1	2	4	2
0948 - 0950	5	1	2	1	1	3	2	1
0950 - 0952	2	1	5	0	1	2	3	0
0952 - 0954	5	1	1	0	1	4	1	1
0954 - 0956	3	0	0	0	1	2	1	1
0956 - 0958	2	2	2	1	2	2	1	2
0958 - 1000	3	2	2	1	2	3	1	2
Hourly Average	**2.92**	**1.29**	**2.63**	**0.42**	**1.38**	**2.27**	**2.42**	**1.17**
Session Total	**2.24**	**1.20**	**2.81**	**0.61**	**1.83**	**2.60**	**3.67**	**2.19**

Date
Wednesday 19 June 2024

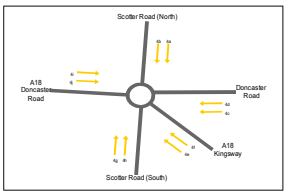
Weather
Sunny Intervals
Temp: 19°C

1600 - 1900 (Weekday PM Peak)

TIME	1a	1b	1c	1d	1e	1f	1g	1h
1600 - 1602	4	3	4	1	1	5	1	2
1602 - 1604	5	3	7	0	1	3	3	6
1604 - 1606	21	0	8	0	1	4	1	2
1606 - 1608	5	4	13	2	2	1	2	0
1608 - 1610	7	2	10	1	3	1	2	1
1610 - 1612	7	3	8	0	1	2	5	3
1612 - 1614	4	1	2	1	1	2	5	0
1614 - 1616	6	3	12	2	1	1	1	2
1616 - 1618	8	2	8	0	1	1	2	0
1618 - 1620	4	1	4	0	1	3	2	0
1620 - 1622	8	3	4	0	1	10	2	1
1622 - 1624	6	2	14	1	4	5	2	3
1624 - 1626	5	3	19	1	1	4	1	0
1626 - 1628	3	1	17	2	2	6	3	1
1628 - 1630	4	2	13	1	2	3	2	1
1630 - 1632	16	2	10	2	2	2	2	2
1632 - 1634	6	2	17	2	0	2	2	2
1634 - 1636	1	1	15	2	2	3	2	2
1636 - 1638	4	2	11	1	1	5	1	1
1638 - 1640	4	2	6	0	1	4	1	2
1640 - 1642	2	2	6	1	2	3	1	1
1642 - 1644	3	2	7	1	0	1	0	1
1644 - 1646	3	2	7	3	3	4	2	1
1646 - 1648	4	2	4	1	2	4	1	2
1648 - 1650	3	1	4	1	2	4	2	0
1650 - 1652	4	4	3	1	1	4	2	1
1652 - 1654	7	3	3	1	1	5	2	1
1654 - 1656	7	2	6	0	2	5	1	2
1656 - 1658	4	2	14	2	4	4	2	0
1658 - 1700	7	0	1	0	0	4	0	0
MIN	**1**	**0**	**1**	**0**	**0**	**1**	**0**	**0**
MAX	**21**	**4**	**19**	**3**	**4**	**10**	**5**	**6**
AVERAGE	**6**	**2**	**9**	**1**	**2**	**4**	**2**	**1**
Hourly Average	**5.70**	**2.03**	**5.63**	**1.07**	**1.63**	**3.70**	**1.90**	**1.30**
1700 - 1702	4	0	4	0	3	1	2	3
1702 - 1704	5	3	9	1	2	5	2	2
1704 - 1706	5	2	17	2	1	6	2	1
1706 - 1708	7	3	11	1	2	6	4	0
1708 - 1710	5	1	18	2	2	4	2	0
1710 - 1712	7	8	12	1	1	3	1	1
1712 - 1714	17	2	4	2	2	5	1	0
1714 - 1716	5	4	12	2	1	4	1	1
1716 - 1718	3	0	11	1	0	3	1	1
1718 - 1720	3	2	11	1	2	2	2	3
1720 - 1722	4	1	7	0	2	4	3	1
1722 - 1724	4	1	3	1	3	12	2	1
1724 - 1726	4	2	5	1	1	2	1	1
1726 - 1728	2	0	6	0	2	4	2	0
1728 - 1730	10	3	4	0	1	4	1	1
1730 - 1732	2	1	4	2	5	1	2	1
1732 - 1734	2	2	4	1	2	1	6	1
1734 - 1736	4	2	2	1	0	3	4	0
1736 - 1738	6	1	3	0	0	3	2	1
1738 - 1740	4	2	2	1	3	4	2	1
1740 - 1742	3	2	1	1	1	11	7	1
1742 - 1744	4	2	2	1	2	4	6	1
1744 - 1746	2	1	6	0	0	1	2	1
1746 - 1748	1	3	2	0	1	0	1	1
1748 - 1750	7	1	2	1	4	7	1	0
1750 - 1752	2	1	2	0	1	5	4	0
1752 - 1754	3	1	2	2	1	3	2	1
1754 - 1756	1	0	1	1	2	2	4	1
1756 - 1758	3	1	3	0	1	2	2	0
1758 - 1800	2	1	2	1	1	10	5	1
Hourly Average	**4.40**	**1.80**	**5.73**	**0.90**	**1.63**	**4.20**	**2.57**	**0.93**
1800 - 1802	3	2	1	0	1	3	1	0
1802 - 1804	1	0	5	0	0	3	1	0
1804 - 1806	1	0	2	0	1	1	2	0
1806 - 1808	2	1	6	1	1	2	2	2
1808 - 1810	4	2	6	1	1	2	1	3
1810 - 1812	1	2	5	1	2	4	2	0
1812 - 1814	4	1	5	2	1	4	2	2
1814 - 1816	4	1	3	2	1	3	3	0
1816 - 1818	2	0	1	0	1	2	1	3
1818 - 1820	2	1	0	1	1	3	3	1
1820 - 1822	4	1	2	1	1	2	1	0
1822 - 1824	1	0	3	0	1	1	0	0
1824 - 1826	1	1	2	0	2	1	3	1
1826 - 1828	2	0	0	0	1	2	3	1
1828 - 1830	2	1	0	0	0	0	0	0
1830 - 1832	1	0	0	1	1	3	2	1
1832 - 1834	1	0	2	0	1	2	2	1
1834 - 1836	1	0	2	0	1	3	2	0
1836 - 1838	1	0	1	1	1	1	1	1
1838 - 1840	4	0	1	1	1	2	4	1
1840 - 1842	3	1	2	1	1	4	1	1
1842 - 1844	2	1	1	1	0	1	1	1
1844 - 1846	1	1	1	1	0	1	2	0
1846 - 1848	0	1	1	0	2	3	2	0
1848 - 1850	0	1	0	0	1	4	2	1
1850 - 1852	3	1	0	0	1	1	0	0
1852 - 1854	3	1	0	0	2	0	1	1
1854 - 1856	2	2	3	1	1	2	0	0
1856 - 1858	0	2	4	1	1	2	2	0
1858 - 1900	1	1	1	0	0	2	3	1
Hourly Average	**2.03**	**0.98**	**2.00**	**0.67**	**0.97**	**2.20**	**1.60**	**0.73**
Session Total	**4.04**	**1.58**	**5.46**	**0.88**	**1.41**	**3.37**	**2.02**	**0.99**

Lincolnshire Lakes
Queue Length Survey

Site 7 of 10
Scotter Road (North)
Doncaster Road
A18 Kingsway
Scotter Road (South)
A18 Doncaster Road



Lat/Long
lat 53.580148° lon -0.683589°

Date
Wednesday 19 June 2024

Weather
Cloudy
Temp: 9°C

0700 - 1000 (Weekday AM Peak)

TIME	4a	4b	4c	4d	4e	4f	4g	4h	4i	4j
0700 - 0702	0	3	2	0	2	0	6	0	1	0
0702 - 0704	0	1	1	0	1	0	2	0	2	1
0704 - 0706	0	4	1	0	2	0	3	1	0	2
0706 - 0708	0	1	2	0	1	1	4	0	0	4
0708 - 0710	0	2	2	0	2	1	8	0	4	5
0710 - 0712	0	2	1	0	4	1	5	3	1	1
0712 - 0714	0	1	5	0	1	1	3	1	0	1
0714 - 0716	0	1	1	0	3	0	1	2	2	1
0716 - 0718	0	3	6	1	4	1	8	1	0	3
0718 - 0720	0	2	1	0	1	0	5	0	0	3
0720 - 0722	0	5	1	0	1	0	4	1	1	6
0722 - 0724	0	2	1	0	2	2	4	1	5	3
0724 - 0726	0	3	2	0	1	1	1	2	1	2
0726 - 0728	0	1	2	0	4	2	8	0	0	4
0728 - 0730	0	6	1	1	4	2	7	1	1	2
0730 - 0732	0	3	3	1	3	1	6	1	4	2
0732 - 0734	0	3	3	0	2	0	5	1	3	9
0734 - 0736	0	6	1	1	3	0	3	1	4	7
0736 - 0738	0	2	2	0	4	1	10	0	1	4
0738 - 0740	0	4	4	0	3	1	9	1	2	5
0740 - 0742	0	2	0	0	0	0	5	1	4	4
0742 - 0744	0	2	1	0	2	1	7	0	3	3
0744 - 0746	0	2	2	0	4	2	8	1	3	9
0746 - 0748	0	3	1	0	4	2	10	1	4	5
0748 - 0750	0	5	3	0	2	2	12	0	4	7
0750 - 0752	0	4	1	1	1	1	6	0	5	14
0752 - 0754	0	6	5	0	2	1	4	1	4	11
0754 - 0756	0	7	6	0	7	3	4	2	4	7
0756 - 0758	0	4	2	0	5	2	9	2	3	12
0758 - 0800	0	4	4	0	6	1	3	1	3	8
Hourly Average	**0.27**	**3.07**	**2.23**	**0.20**	**2.77**	**1.00**	**5.03**	**0.83**	**2.10**	**4.70**
0800 - 0802	0	8	3	0	9	1	10	1	1	4
0802 - 0804	0	12	5	1	7	2	4	2	1	9
0804 - 0806	0	4	4	0	5	2	4	2	2	5
0806 - 0808	0	4	2	0	4	1	7	1	2	10
0808 - 0810	0	5	3	0	2	2	8	2	2	14
0810 - 0812	1	7	2	0	1	1	4	1	1	5
0812 - 0814	1	8	3	1	2	1	6	0	2	10
0814 - 0816	0	8	2	0	1	0	8	2	2	12
0816 - 0818	0	10	3	0	3	2	6	1	3	4
0818 - 0820	0	6	6	1	3	1	2	1	4	11
0820 - 0822	0	11	6	0	3	1	4	1	1	12
0822 - 0824	1	7	3	0	4	1	7	2	1	7
0824 - 0826	0	5	3	2	6	3	6	4	6	17
0826 - 0828	0	4	3	1	3	1	8	2	11	12
0828 - 0830	0	8	2	1	2	0	6	0	1	10
MIN	**0**	**2**	**0**	**0**	**0**	**0**	**2**	**0**	**1**	**2**
MAX	**1**	**12**	**6**	**2**	**9**	**4**	**12**	**4**	**11**	**17**
AVERAGE	**0**	**5**	**3**	**0**	**3**	**1**	**6**	**1**	**3**	**8**
0830 - 0832	1	3	2	1	4	1	7	2	3	11
0832 - 0834	0	7	3	0	2	1	7	2	4	13
0834 - 0836	0	9	9	0	3	5	8	2	4	6
0836 - 0838	0	12	9	0	4	2	7	2	1	13
0838 - 0840	0	10	2	0	1	1	4	3	2	7
0840 - 0842	0	10	4	1	3	2	7	2	3	8
0842 - 0844	0	7	3	0	3	1	12	2	3	13
0844 - 0846	0	9	6	0	4	2	9	0	3	7
0846 - 0848	0	9	4	1	3	2	7	2	3	11
0848 - 0850	0	8	2	0	1	1	5	1	4	11
0850 - 0852	1	10	3	1	3	3	5	1	2	7
0852 - 0854	0	11	3	1	0	2	8	1	1	6
0854 - 0856	0	10	5	0	5	1	8	2	3	4
0856 - 0858	0	3	2	0	4	1	4	1	4	9
0858 - 0900	0	3	5	0	5	1	7	1	2	5
Hourly Average	**0.15**	**7.50**	**3.65**	**0.50**	**3.25**	**1.71**	**6.62**	**1.50**	**3.38**	**9.10**
0900 - 0902	0	4	0	1	1	0	7	2	5	6
0902 - 0904	0	7	2	0	1	3	5	1	4	3
0904 - 0906	0	4	2	0	2	0	8	0	0	1
0906 - 0908	0	7	2	1	0	2	12	1	3	6
0908 - 0910	0	7	1	1	2	1	8	1	3	2
0910 - 0912	0	3	3	0	6	1	4	3	3	4
0912 - 0914	0	3	3	0	10	2	6	1	1	4
0914 - 0916	0	4	2	2	11	1	3	3	2	1
0916 - 0918	0	5	1	0	3	1	1	1	1	0
0918 - 0920	0	5	2	0	4	2	10	1	1	3
0920 - 0922	0	3	2	1	3	3	12	3	4	5
0922 - 0924	0	2	3	0	1	1	5	1	2	5
0924 - 0926	0	2	2	0	4	1	4	2	1	7
0926 - 0928	1	4	3	0	2	1	5	1	3	4
0928 - 0930	0	2	2	0	1	1	4	0	3	5
0930 - 0932	0	1	2	0	3	1	11	1	2	3
0932 - 0934	1	5	3	0	4	1	12	3	2	5
0934 - 0936	0	4	4	1	3	0	5	3	1	1
0936 - 0938	0	2	5	1	1	2	2	1	4	3
0938 - 0940	0	3	4	0	2	1	6	1	1	3
0940 - 0942	0	3	3	1	4	3	11	1	1	5
0942 - 0944	0	2	1	0	2	0	6	2	3	6
0944 - 0946	0	3	1	0	2	0	4	1	1	3
0946 - 0948	0	2	5	1	4	0	6	0	1	0
0948 - 0950	0	4	3	1	1	1	8	1	4	8
0950 - 0952	0	6	7	0	4	1	3	0	3	10
0952 - 0954	0	6	7	0	4	1	6	2	2	2
0954 - 0956	0	4	4	2	6	1	7	2	3	8
0956 - 0958	0	6	5	1	11	2	6	2	4	4
0958 - 1000	0	4	5	0	11	1	9	1	4	5
Hourly Average	**0.07**	**3.90**	**2.97**	**0.47**	**3.77**	**1.23**	**6.53**	**1.40**	**2.30**	**3.97**
Session Total	**0.88**	**4.91**	**2.98**	**0.39**	**3.26**	**1.33**	**6.28**	**1.26**	**2.61**	**6.02**

Date
Wednesday 19 June 2024

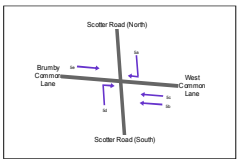
Weather
Sunny Intervals
Temp: 19°C

1600 - 1900 (Weekday PM Peak)

TIME	4a	4b	4c	4d	4e	4f	4g	4h	4i	4j
1600 - 1602	0	13	18	4	8	1	5	1	8	5
1602 - 1604	0	8	21	0	11	1	9	3	3	6
1604 - 1606	0	14	24	2	14	1	6	3	3	6
1606 - 1608	0	15	25	3	15	4	3	1	4	6
1608 - 1610	0	15	22	2	18	4	8	4	3	20
1610 - 1612	0	14	18	3	18	4	6	1	3	16
1612 - 1614	0	15	23	1	19	5	6	1	4	14
1614 - 1616	0	13	22	6	20	6	4	1	2	13
1616 - 1618	0	15	24	1	19	4	4	0	3	11
1618 - 1620	0	16	28	3	19	3	6	1	4	11
1620 - 1622	1	14	25	1	16	2	11	1	2	6
1622 - 1624	0	13	24	2	18	3	11	4	5	10
1624 - 1626	0	16	20	3	16	2	12	0	4	15
1626 - 1628	0	9	9	2	19	1	10	1	4	12
1628 - 1630	0	11	8	2	18	2	3	2	2	6
1630 - 1632	0	7	7	1	12	2	4	1	3	10
1632 - 1634	0	11	5	1	6	1	5	1	1	4
1634 - 1636	0	13	9	1	6	1	6	0	2	6
1636 - 1638	0	15	10	1	10	2	5	2	2	4
1638 - 1640	0	14	14	1	12	3	6	2	2	7
1640 - 1642	0	16	21	1	9	0	7	1	3	6
1642 - 1644	1	14	20	2	4	1	8	1	4	8
1644 - 1646	0	15	26	2	10	1	4	1	1	9
1646 - 1648	0	13	18	1	10	1	6	2	2	4
1648 - 1650	0	16	19	2	6	1	4	2	2	4
1650 - 1652	0	14	18	1	3	1	3	0	4	10
1652 - 1654	0	9	15	1	2	0	4	3	1	5
1654 - 1656	0	8	17	4	3	3	6	1	3	8
1656 - 1658	1	9	12	2	9	0	3	1	2	4
1658 - 1700	0	5	9	0	12	0	6	0	1	0
MIN	**0**	**5**	**5**	**0**	**2**	**0**	**3**	**0**	**1**	**3**
MAX	**1**	**16**	**28**	**6**	**20**	**6**	**12**	**4**	**8**	**20**
AVERAGE	**0**	**13**	**18**	**2**	**12**	**2**	**6**	**1**	**3**	**8**
Hourly Average	**0.13**	**12.57**	**17.67**	**1.87**	**11.50**	**2.23**	**6.10**	**1.33**	**2.33**	**8.17**
1700 - 1702	0	2	6	1	9	1	4	1	2	3
1702 - 1704	1	5	4	1	10	2	7	1	2	7
1704 - 1706	0	8	8	3	16	2	2	1	1	7
1706 - 1708	0	13	11	1	14	20	5	1	2	5
1708 - 1710	0	13	22	7	15	7	4	2	4	8
1710 - 1712	0	15	25	3	13	7	8	2	3	10
1712 - 1714	0	15	29	3	12	3	6	2	3	7
1714 - 1716	0	16	28	0	10	2	9	1	3	8
1716 - 1718	1	15	26	2	15	4	8	0	3	9
1718 - 1720	0	14	24	2	18	1	5	2	1	5
1720 - 1722	0	15	25	0	17	1	3	2	2	5
1722 - 1724	0	16	27	1	14	1	6	1	2	3
1724 - 1726	1	14	28	3	12	1	6	1	2	4
1726 - 1728	0	15	27	4	14	1	9	1	2	7
1728 - 1730	0	15	19	1	11	4	4	2	2	6
1730 - 1732	1	16	26	3	14	2	8	2	4	9
1732 - 1734	0	15	24	1	9	2	2	2	4	5
1734 - 1736	0	13	25	1	3	3	2	2	4	9
1736 - 1738	0	12	18	1	4	1	6	1	6	7
1738 - 1740	1	12	12	4	7	3	7	2	5	5
1740 - 1742	0	10	12	1	9	1	9	2	5	16
1742 - 1744	0	7	10	1	8	2	12	2	3	9
1744 - 1746	0	10	8	2	8	1	9	1	5	15
1746 - 1748	1	5	11	0	7	1	3	0	4	6
1748 - 1750	0	12	16	0	3	1	9	0	4	9
1750 - 1752	0	10	11	2	2	2	7	2	2	3
1752 - 1754	0	4	5	1	3	2	1	1	3	4
1754 - 1756	0	3	5	1	4	2	4	1	2	7
1756 - 1758	1	6	2	0	4	1	7	1	3	12
1758 - 1800	0	2	8	0	7	1	7	1	2	6
Hourly Average	**0.23**	**10.03**	**13.70**	**1.67**	**9.73**	**2.13**	**5.77**	**1.30**	**2.97**	**7.20**
1800 - 1802	0	2	3	1	3	2	6	3	6	9
1802 - 1804	0	12	6	0	4	2	6	1	3	13
1804 - 1806	0	8	4	2	7	2	4	2	2	10
1806 - 1808	0	17	9	0	2	4	3	1	1	4
1808 - 1810	0	12	4	0	3	1	4	3	2	5
1810 - 1812	0	7	4	1	6	1	3	0	1	2
1812 - 1814	1	6	6	0	4	1	3	1	2	7
1814 - 1816	0	5	13	1	5	2	3	1	3	4
1816 - 1818	0	10	11	3	5	1	4	1	1	5
1818 - 1820	0	7	5	0	4	2	5	2	1	3
1820 - 1822	1	5	2	0	3	2	6	0	2	6
1822 - 1824	0	8	6	2	2	1	3	3	1	4
1824 - 1826	0	5	3	0	9	1	7	1	1	3
1826 - 1828	0	6	2	1	5	2	8	1	1	7
1828 - 1830	0	10	8	0	3	3	4	1	1	5
1830 - 1832	0	2	6	1	5	1	9	1	1	4
1832 - 1834	0	2	2	1	5	0	2	1	1	3
1834 - 1836	0	3	3	0	3	2	3	1	1	2
1836 - 1838	0	6	3	0	3	1	3	1	3	7
1838 - 1840	0	8	5	1	2	1	2	1	2	13
1840 - 1842	0	2	9	1	1	1	1	1	2	5
1842 - 1844	0	5	5	0	4	1	9	2	0	6
1844 - 1846	0	2	3	1	7	2	5	2	3	7
1846 - 1848	0	3	4	0	8	1	5	1	6	3
1848 - 1850	0	4	4	0	2	0	2	1	3	2
1850 - 1852	0	3	4	1	1	2	3	0	3	4
1852 - 1854	0	3	3	1	3	0	1	1	2	3
1854 - 1856	0	3	3	0	6	0	4	3	2	6
1856 - 1858	0	1	1	1	1	0	2	1	2	0
1858 - 1900	0	2	2	1	3	1	5	1	2	3
Hourly Average	**0.07**	**3.47**	**4.63**	**0.63**	**3.57**	**1.37**	**4.10**	**1.33**	**2.33**	**5.17**
Session Total	**0.14**	**9.66**	**13.00**	**1.39**	**8.33**	**2.18**	**5.32**	**1.32**	**2.58**	**6.91**

Lincolnshire Lakes
Queue Length Survey

Site 8 of 10
Scotter Road (North)
West Common Lane
Scotter Road (South)
Brumby Common Lane



Lat/Long
lat 53.574418° lon -0.683131°

Date
Wednesday 19 June 2024

Weather
Cloudy
Temp: 9°C

0700 - 1000 (Weekday AM Peak)

TIME	5a	5b	5c	5d	5e
0700 - 0702	0	1	1	0	0
0702 - 0704	0	1	0	0	0
0704 - 0706	0	1	1	1	1
0706 - 0708	0	0	2	0	0
0708 - 0710	0	0	1	1	0
0710 - 0712	0	0	0	0	0
0712 - 0714	0	0	1	1	0
0714 - 0716	0	1	0	0	0
0716 - 0718	0	1	1	1	0
0718 - 0720	0	1	0	0	0
0720 - 0722	0	0	0	0	0
0722 - 0724	0	1	0	1	0
0724 - 0726	0	0	0	0	0
0726 - 0728	0	1	0	0	0
0728 - 0730	0	1	1	0	0
0730 - 0732	0	0	1	1	0
0732 - 0734	0	1	1	2	0
0734 - 0736	0	1	0	0	0
0736 - 0738	0	1	2	1	0
0738 - 0740	0	0	2	1	0
0740 - 0742	0	1	1	0	0
0742 - 0744	0	2	2	1	0
0744 - 0746	0	0	1	0	0
0746 - 0748	0	0	1	1	0
0748 - 0750	0	1	1	1	1
0750 - 0752	0	1	1	0	0
0752 - 0754	0	1	0	1	0
0754 - 0756	0	2	0	0	0
0756 - 0758	0	1	1	2	0
0758 - 0800	1	1	0	3	0
Hourly Average	**0.00**	**0.73**	**0.80**	**0.63**	**0.07**
0800 - 0802	0	1	1	1	0
0802 - 0804	0	2	1	0	0
0804 - 0806	0	1	1	3	0
0806 - 0808	0	3	4	5	1
0808 - 0810	0	1	1	1	0
0810 - 0812	0	1	1	1	0
0812 - 0814	0	2	1	2	0
0814 - 0816	0	3	1	1	0
0816 - 0818	0	2	1	1	0
0818 - 0820	0	1	0	2	0
0820 - 0822	0	2	0	3	0
0822 - 0824	0	0	2	3	1
0824 - 0826	0	1	1	2	0
0826 - 0828	0	3	1	1	0
0828 - 0830	0	1	3	1	0
MIN	**0**	**0**	**0**	**0**	**0**
MAX	**1**	**3**	**4**	**5**	**1**
AVERAGE	**0**	**1**	**1**	**1**	**0**
0830 - 0832	0	2	1	2	0
0832 - 0834	0	0	1	1	0
0834 - 0836	1	1	2	2	0
0836 - 0838	0	2	2	5	0
0838 - 0840	0	2	1	1	0
0840 - 0842	1	1	0	4	0
0842 - 0844	0	2	0	1	0
0844 - 0846	0	1	1	1	0
0846 - 0848	0	1	4	2	0
0848 - 0850	0	2	1	1	1
0850 - 0852	0	3	2	2	0
0852 - 0854	0	1	3	1	0
0854 - 0856	0	2	0	0	0
0856 - 0858	0	1	2	2	0
0858 - 0900	0	2	1	3	0
Hourly Average	**0.20**	**1.53**	**1.14**	**1.83**	**0.13**
0900 - 0902	0	4	1	1	1
0902 - 0904	0	2	1	2	0
0904 - 0906	0	0	2	1	0
0906 - 0908	0	1	1	1	0
0908 - 0910	0	1	1	0	0
0910 - 0912	0	1	0	0	0
0912 - 0914	0	2	0	2	0
0914 - 0916	0	2	1	1	0
0916 - 0918	0	2	0	1	0
0918 - 0920	0	1	1	1	1
0920 - 0922	0	2	1	0	0
0922 - 0924	0	0	1	0	0
0924 - 0926	0	1	0	0	0
0926 - 0928	0	0	0	0	0
0928 - 0930	0	0	1	1	0
0930 - 0932	0	1	0	1	1
0932 - 0934	0	0	1	1	0
0934 - 0936	1	0	2	1	1
0936 - 0938	0	0	1	1	0
0938 - 0940	0	1	3	1	0
0940 - 0942	0	2	2	2	2
0942 - 0944	0	1	0	1	0
0944 - 0946	0	1	1	1	1
0946 - 0948	0	1	2	1	0
0948 - 0950	0	1	1	0	0
0950 - 0952	0	0	1	1	1
0952 - 0954	0	2	1	1	0
0954 - 0956	0	1	2	0	0
0956 - 0958	0	1	1	1	0
0958 - 1000	0	1	1	1	0
Hourly Average	**0.20**	**1.27**	**0.97**	**0.83**	**0.27**
Session Total	**0.05**	**1.13**	**1.04**	**1.13**	**0.15**

Date
Wednesday 19 June 2024

Weather
Sunny Intervals
Temp: 19°C

1600 - 1900 (Weekday PM Peak)

TIME	5a	5b	5c	5d	5e
1600 - 1602	0	3	0	1	0
1602 - 1604	0	2	2	1	0
1604 - 1606	0	5	3	3	0
1606 - 1608	0	4	2	3	0
1608 - 1610	0	2	3	0	0
1610 - 1612	0	4	3	2	0
1612 - 1614	0	3	3	4	0
1614 - 1616	0	3	0	1	0
1616 - 1618	0	1	1	3	0
1618 - 1620	0	2	3	2	1
1620 - 1622	0	2	1	1	0
1622 - 1624	0	2	0	2	0
1624 - 1626	0	1	1	0	0
1626 - 1628	0	4	1	0	0
1628 - 1630	0	1	1	1	1
1630 - 1632	0	1	2	3	0
1632 - 1634	0	3	1	2	0
1634 - 1636	0	3	1	2	0
1636 - 1638	0	1	2	4	0
1638 - 1640	0	1	2	2	0
1640 - 1642	0	2	2	0	0
1642 - 1644	0	1	1	2	0
1644 - 1646	0	6	0	1	0
1646 - 1648	0	1	2	1	0
1648 - 1650	0	1	1	1	1
1650 - 1652	0	3	1	0	0
1652 - 1654	1	1	1	1	0
1654 - 1656	0	1	1	1	1
1656 - 1658	0	2	0	1	0
1658 - 1700	0	4	2	0	0
MIN	**0**	**1**	**0**	**0**	**0**
MAX	**1**	**6**	**3**	**4**	**1**
AVERAGE	**0**	**2**	**1**	**1**	**0**
Hourly Average	**0.03**	**2.40**	**1.60**	**1.60**	**0.13**
1700 - 1702	0	3	1	1	0
1702 - 1704	0	3	1	1	0
1704 - 1706	0	4	1	2	0
1706 - 1708	0	4	1	1	0
1708 - 1710	0	1	1	4	0
1710 - 1712	0	4	1	5	0
1712 - 1714	0	1	0	1	0
1714 - 1716	0	2	1	2	0
1716 - 1718	0	2	0	3	0
1718 - 1720	0	1	2	3	0
1720 - 1722	0	0	1	1	0
1722 - 1724	1	0	0	3	1
1724 - 1726	0	1	0	1	0
1726 - 1728	0	2	2	3	0
1728 - 1730	0	1	1	1	0
1730 - 1732	0	3	1	0	0
1732 - 1734	0	4	1	1	0
1734 - 1736	0	2	2	2	0
1736 - 1738	0	3	1	1	0
1738 - 1740	0	0	1	4	0
1740 - 1742	0	5	1	1	0
1742 - 1744	0	0	1	2	2
1744 - 1746	0	3	0	3	0
1746 - 1748	0	2	0	1	0
1748 - 1750	0	1	0	3	0
1750 - 1752	0	1	0	1	0
1752 - 1754	0	1	1	2	1
1754 - 1756	0	2	1	2	0
1756 - 1758	0	2	0	2	0
1758 - 1800	0	0	2	1	0
Hourly Average	**0.03**	**1.90**	**0.87**	**1.93**	**0.13**
1800 - 1802	0	2	0	2	0
1802 - 1804	0	2	1	3	0
1804 - 1806	0	1	2	2	0
1806 - 1808	0	1	1	1	1
1808 - 1810	0	0	1	0	0
1810 - 1812	0	4	1	0	0
1812 - 1814	0	2	0	3	1
1814 - 1816	0	0	0	2	0
1816 - 1818	0	2	1	1	0
1818 - 1820	0	1	1	1	0
1820 - 1822	0	2	1	3	0
1822 - 1824	0	1	2	1	0
1824 - 1826	0	0	2	1	0
1826 - 1828	0	3	1	1	1
1828 - 1830	1	1	1	2	0
1830 - 1832	0	2	0	1	0
1832 - 1834	0	1	1	1	0
1834 - 1836	0	2	0	1	0
1836 - 1838	0	1	0	0	0
1838 - 1840	0	1	1	2	0
1840 - 1842	0	0	0	1	0
1842 - 1844	0	0	2	1	1
1844 - 1846	0	1	0	1	0
1846 - 1848	0	1	0	0	0
1848 - 1850	0	0	0	1	0
1850 - 1852	0	1	1	1	1
1852 - 1854	0	1	0	1	0
1854 - 1856	0	2	1	1	0
1856 - 1858	0	0	0	2	1
1858 - 1900	0	2	1	0	0
Hourly Average	**0.03**	**1.27**	**0.73**	**1.23**	**0.20**
Session Total	**0.03**	**1.86**	**1.07**	**1.59**	**0.16**

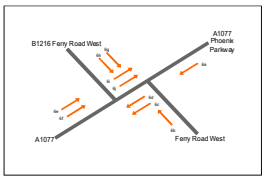
Lincolnshire Lakes
Queue Length Survey

Site 9 of 10
A1077 Phoenix Parkway
Ferry Road West
A1077
B1216 Ferry Road West

Lat/Long
lat 53.60388° lon -0.688675°

Date
Wednesday 19 June 2024

Weather
Cloudy
Temp: 9°C



0700 - 1000 (Weekday AM Peak)

TIME	6a	6b	6c	6d	6e	6f	6g	6h	6i	6j
0700 - 0702	2	2	0	0	0	0	1	0	0	0
0702 - 0704	3	3	2	0	1	2	0	0	0	1
0704 - 0706	4	1	0	1	0	1	0	0	0	0
0706 - 0708	4	2	1	0	0	4	0	3	0	0
0708 - 0710	3	3	0	1	0	3	1	1	0	0
0710 - 0712	4	3	2	0	0	2	1	1	0	0
0712 - 0714	0	1	1	1	0	4	0	1	0	3
0714 - 0716	1	1	4	0	1	4	0	3	0	0
0716 - 0718	5	2	1	1	0	3	0	1	0	0
0718 - 0720	1	4	0	0	0	2	1	1	0	1
0720 - 0722	1	2	3	2	2	5	0	1	1	0
0722 - 0724	1	2	0	1	2	3	1	1	0	0
0724 - 0726	2	1	0	1	0	4	0	1	0	0
0726 - 0728	3	1	0	1	0	5	1	2	1	0
0728 - 0730	4	0	1	1	0	4	0	1	0	2
0730 - 0732	2	0	0	1	0	5	1	1	0	1
0732 - 0734	4	0	3	2	0	5	1	1	0	0
0734 - 0736	5	1	0	1	2	2	2	1	1	1
0736 - 0738	4	1	0	2	3	0	1	2	1	0
0738 - 0740	4	7	3	5	2	7	1	1	0	2
0740 - 0742	0	1	2	2	0	7	1	0	0	0
0742 - 0744	10	3	1	2	1	5	2	1	1	3
0744 - 0746	2	2	1	2	4	17	1	2	0	1
0746 - 0748	0	1	1	0	0	14	3	1	3	3
0748 - 0750	1	3	1	2	1	9	2	3	1	1
0750 - 0752	1	7	0	2	1	9	2	8	0	2
0752 - 0754	4	3	2	6	1	15	2	3	2	1
0754 - 0756	1	6	3	2	0	15	0	0	1	0
0756 - 0758	2	1	1	1	1	5	0	3	0	0
0758 - 0800	3	2	0	0	0	4	0	2	0	0
Hourly Average	**2.73**	**2.17**	**0.90**	**1.40**	**0.80**	**5.47**	**0.77**	**1.57**	**0.47**	**0.83**
0800 - 0802	3	3	1	2	1	11	0	3	1	3
0802 - 0804	4	2	1	1	1	8	1	1	1	3
0804 - 0806	5	1	4	3	1	4	1	1	0	1
0806 - 0808	2	1	0	1	0	6	2	1	0	3
0808 - 0810	3	2	1	3	3	4	1	2	1	1
0810 - 0812	4	3	0	2	0	9	2	3	0	0
0812 - 0814	2	3	2	2	0	6	3	4	1	2
0814 - 0816	2	2	1	1	0	8	2	2	1	2
0816 - 0818	5	3	3	5	1	8	1	0	3	0
0818 - 0820	1	2	1	0	1	9	3	1	3	3
0820 - 0822	3	2	2	1	0	4	1	0	0	1
0822 - 0824	4	0	0	1	0	2	1	3	0	0
0824 - 0826	7	2	2	2	0	7	0	1	0	0
0826 - 0828	2	0	0	0	1	4	1	0	0	0
0828 - 0830	6	1	1	0	0	8	1	4	0	2
AVG	**6**	**2**	**6**	**6**	**6**	**2**	**6**	**6**	**6**	**6**
MAX	**10**	**7**	**4**	**6**	**5**	**17**	**3**	**8**	**3**	**3**
AVERAGE	**3**	**2**	**1**	**2**	**1**	**7**	**1**	**2**	**1**	**1**
0830 - 0832	2	1	2	3	1	11	3	3	0	3
0832 - 0834	3	0	0	1	0	10	1	2	0	1
0834 - 0836	0	3	0	1	1	2	1	1	0	1
0836 - 0838	2	1	1	0	0	2	1	5	0	0
0838 - 0840	7	2	4	1	1	4	1	1	0	2
0840 - 0842	2	2	4	1	2	5	0	2	0	3
0842 - 0844	5	1	1	1	0	6	3	2	0	3
0844 - 0846	5	3	0	1	1	8	2	1	0	2
0846 - 0848	1	0	1	0	1	3	0	1	0	1
0848 - 0850	3	3	0	3	0	4	0	2	0	0
0850 - 0852	7	0	0	0	0	6	1	2	0	0
0852 - 0854	6	1	0	3	0	5	1	1	0	1
0854 - 0856	0	2	1	2	0	2	2	1	1	1
0856 - 0858	4	1	0	1	0	4	3	1	0	0
0858 - 0900	4	1	1	1	1	4	3	1	0	1
Hourly Average	**3.73**	**1.58**	**1.21**	**1.51**	**1.03**	**5.71**	**1.34**	**1.84**	**0.34**	**1.47**
0900 - 0902	7	1	2	0	0	1	1	0	0	0
0902 - 0904	4	1	1	1	0	7	1	1	1	1
0904 - 0906	2	3	0	1	1	4	2	4	0	2
0906 - 0908	4	1	2	3	0	9	0	1	1	3
0908 - 0910	3	2	1	2	0	2	1	1	0	1
0910 - 0912	11	2	0	1	1	4	1	0	0	2
0912 - 0914	3	4	1	0	0	7	1	2	0	1
0914 - 0916	2	1	4	0	0	3	1	0	0	0
0916 - 0918	10	1	2	0	0	3	1	0	1	1
0918 - 0920	7	1	0	1	1	5	1	1	1	2
0920 - 0922	1	2	2	0	1	2	1	1	0	1
0922 - 0924	3	3	2	1	0	4	2	2	0	3
0924 - 0926	1	1	1	1	0	7	0	1	0	1
0926 - 0928	8	1	0	3	1	2	0	2	0	1
0928 - 0930	5	3	0	1	1	4	3	0	0	0
0930 - 0932	4	1	1	2	0	5	1	1	0	1
0932 - 0934	1	3	3	0	0	1	1	1	1	2
0934 - 0936	1	2	0	2	0	4	2	2	0	2
0936 - 0938	4	2	0	0	0	3	1	1	0	0
0938 - 0940	2	5	0	2	0	5	1	0	1	1
0940 - 0942	4	1	0	0	0	3	0	2	0	2
0942 - 0944	3	2	1	1	1	1	2	0	0	2
0944 - 0946	3	1	1	0	0	10	0	1	0	0
0946 - 0948	2	1	1	1	0	4	1	2	0	0
0948 - 0950	3	2	0	3	0	4	0	0	3	0
0950 - 0952	3	1	1	1	0	3	2	0	1	2
0952 - 0954	4	0	0	1	0	6	2	2	0	1
0954 - 0956	3	2	0	2	0	4	0	1	0	0
0956 - 0958	2	1	1	2	0	7	1	2	0	0
0958 - 1000	2	5	1	2	0	7	1	1	1	1
Hourly Average	**3.73**	**1.87**	**0.93**	**1.10**	**0.23**	**4.17**	**1.03**	**1.07**	**0.33**	**1.03**
Session Total	**3.36**	**1.90**	**1.04**	**1.34**	**0.38**	**5.15**	**1.06**	**1.50**	**0.46**	**1.13**

Date
Wednesday 19 June 2024

Weather
Sunny Intervals
Temp: 19°C

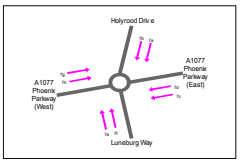
1600 - 1900 (Weekday PM Peak)

TIME	6a	6b	6c	6d	6e	6f	6g	6h	6i	6j
1600 - 1602	6	6	4	2	0	4	1	0	0	1
1602 - 1604	8	4	0	5	1	8	3	1	2	2
1604 - 1606	13	3	5	2	1	8	0	9	2	3
1606 - 1608	12	3	4	2	0	8	4	9	1	4
1608 - 1610	10	4	3	1	0	6	2	0	3	2
1610 - 1612	8	4	3	1	1	5	3	6	0	2
1612 - 1614	11	5	4	2	0	6	2	9	0	4
1614 - 1616	10	3	3	1	0	5	3	1	1	3
1616 - 1618	7	5	1	1	0	6	4	0	2	3
1618 - 1620	5	2	1	1	0	1	0	4	0	3
1620 - 1622	12	4	5	0	0	5	2	5	2	2
1622 - 1624	3	5	5	1	0	4	1	4	0	2
1624 - 1626	5	3	4	0	1	5	0	1	0	2
1626 - 1628	7	3	3	2	0	3	1	3	0	0
1628 - 1630	8	1	0	0	0	3	1	3	0	2
1630 - 1632	4	1	1	1	0	2	2	2	0	2
1632 - 1634	7	3	3	1	1	4	1	0	1	0
1634 - 1636	7	3	1	1	0	2	1	3	0	0
1636 - 1638	6	1	1	1	0	4	1	1	0	2
1638 - 1640	6	4	4	1	0	6	1	4	0	2
1640 - 1642	9	5	6	2	0	5	2	5	0	1
1642 - 1644	5	3	4	1	1	5	0	5	0	2
1644 - 1646	6	2	2	0	1	3	2	3	0	1
1646 - 1648	3	4	4	1	0	4	2	4	0	0
1648 - 1650	4	4	3	2	0	3	2	0	1	0
1650 - 1652	6	3	1	2	0	3	2	4	0	2
1652 - 1654	11	2	2	0	0	3	2	1	0	2
1654 - 1656	7	7	5	1	1	7	0	0	2	1
1656 - 1658	7	4	3	1	0	5	0	0	0	0
1658 - 1700	3	2	4	1	0	4	1	1	1	0
MIN	**3**	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**
MAX	**13**	**7**	**6**	**5**	**1**	**8**	**4**	**9**	**3**	**4**
AVERAGE	**7**	**3**	**3**	**1**	**0**	**5**	**2**	**3**	**1**	**2**
Hourly Average	**7.23**	**3.33**	**2.77**	**1.37**	**0.23**	**3.93**	**1.77**	**3.23**	**0.57**	**2.00**
1700 - 1702	11	4	4	1	0	5	1	9	0	1
1702 - 1704	10	2	3	2	0	5	3	2	0	0
1704 - 1706	0	4	4	2	0	2	2	5	3	4
1706 - 1708	6	8	6	1	0	3	4	6	1	2
1708 - 1710	14	2	6	3	1	5	2	7	3	4
1710 - 1712	11	1	1	0	1	5	2	5	1	3
1712 - 1714	10	7	5	0	1	1	4	4	1	1
1714 - 1716	9	5	4	3	2	2	1	5	3	2
1716 - 1718	8	0	1	3	0	6	0	4	0	3
1718 - 1720	10	7	6	2	0	5	0	1	0	2
1720 - 1722	7	4	4	0	1	3	1	1	1	1
1722 - 1724	3	2	0	1	0	6	0	3	0	2
1724 - 1726	2	1	1	1	0	5	0	5	0	0
1726 - 1728	8	6	4	1	0	6	1	4	0	1
1728 - 1730	4	3	1	2	0	3	2	1	0	1
1730 - 1732	4	3	3	1	0	3	1	2	0	2
1732 - 1734	7	2	2	2	0	3	0	2	0	2
1734 - 1736	5	1	0	0	0	4	1	1	0	1
1736 - 1738	6	3	0	3	0	1	2	4	1	2
1738 - 1740	7	5	3	2	1	3	1	1	0	1
1740 - 1742	2	5	2	0	0	3	0	3	0	0
1742 - 1744	9	2	1	3	0	3	1	2	0	2
1744 - 1746	4	3	1	2	1	2	1	1	0	4
1746 - 1748	2	4	2	1	0	4	2	1	1	1
1748 - 1750	4	2	1	2	1	4	0	1	0	2
1750 - 1752	4	3	1	3	0	6	2	1	2	3
1752 - 1754	2	6	0	0	1	7	0	3	0	2
1754 - 1756	3	1	0	5	0	2	0	1	0	0
1756 - 1758	1	2	0	1	1	5	0	1	0	2
1758 - 1800	2	3	0	2	1	0	1	1	1	2
Hourly Average	**5.83**	**3.27**	**2.27**	**1.63**	**0.43**	**3.83**	**1.17**	**2.77**	**0.63**	**1.80**
1800 - 1802	1	1	0	0	0	3	3	0	0	0
1802 - 1804	4	2	0	0	0	3	4	2	0	5
1804 - 1806	6	2	2	4	1	5	5	6	0	5
1806 - 1808	8	3	1	2	0	1	4	0	1	5
1808 - 1810	4	3	2	1	0	3	1	4	0	3
1810 - 1812	4	0	0	0	2	3	3	1	0	1
1812 - 1814	7	6	2	0	1	0	0	1	0	1
1814 - 1816	4	0	0	0	0	4	1	0	0	1
1816 - 1818	3	2	1	1	0	2	1	1	2	0
1818 - 1820	3	0	0	1	0	3	1	2	0	1
1820 - 1822	2	3	1	1	1	3	1	0	0	0
1822 - 1824	4	1	0	0	0	4	2	0	1	3
1824 - 1826	1	1	0	0	0	1	0	1	0	1
1826 - 1828	3	3	1	1	0	5	0	1	0	0
1828 - 1830	2	1	0	1	1	1	1	1	1	0
1830 - 1832	2	0	0	1	0	0	0	1	0	0
1832 - 1834	1	2	0	0	0	0	0	1	1	0
1834 - 1836	2	1	1	0	0	2	2	1	0	2
1836 - 1838	3	1	1	0	0	3	2	1	1	2
1838 - 1840	4	2	1	0	0	5	1	2	0	4
1840 - 1842	3	1	0	0	0	1	1	1	0	2
1842 - 1844	0	1	0	0	0	5	0	3	0	1
1844 - 1846	2	1	0	0	0	2	0	1	0	1
1846 - 1848	2	0	0	0	0	5	1	1	0	1
1848 - 1850	2	1	2	0	0	2	1	1	1	0
1850 - 1852	2	2	2	1	0	5	1	0	0	1
1852 - 1854	0	3	0	0	1	2	0	2	0	1
1854 - 1856	0	2	0	1	0	6	0	1	0	0
1856 - 1858	0	2	0	1	0	7	1	0	0	1
1858 - 1900	0	1	0	0	0	4	0	0	1	1
Hourly Average	**2.67**	**1.53**	**0.60**	**0.53**	**0.23**	**2.90**	**1.17**	**1.17**	**0.30**	**1.53**

Session Total	**5.24**	**2.71**	**1.69**	**1.18**	**0.30**	**3.56**	**1.37**	**2.39**	**0.50**	**1.78**

Lincolnshire Lakes
Queue Length Survey

Site 10 of 10
Holyrood Drive
A1077 Phoenix Parkway (East)
Lunebury Way
A1077 Phoenix Parkway (West)



Lat/Long
lat 53.605448° lon -0.675218°

Date
Wednesday 19 June 2024

Weather
Cloudy
Temp: 9°C

0700 - 1000 (Weekday AM Peak)

TIME	7a	7b	7c	7d	7e	7f	7g	7h
0700 - 0702	0	0	0	0	1	0	0	0
0702 - 0704	0	0	0	0	1	2	2	0
0704 - 0706	0	0	0	0	0	0	2	0
0706 - 0708	0	0	0	0	0	2	2	0
0708 - 0710	0	0	0	0	0	2	0	0
0710 - 0712	0	0	0	0	0	2	2	0
0712 - 0714	0	0	0	0	0	2	1	0
0714 - 0716	0	0	0	0	0	0	4	0
0716 - 0718	0	0	0	0	1	0	4	0
0718 - 0720	0	0	0	0	0	3	5	0
0720 - 0722	0	0	0	0	0	0	4	0
0722 - 0724	0	0	0	0	0	1	5	0
0724 - 0726	0	0	0	0	1	1	2	0
0726 - 0728	0	0	0	0	0	1	3	0
0728 - 0730	0	0	0	0	0	0	1	0
0730 - 0732	0	0	0	0	0	0	0	0
0732 - 0734	0	0	0	0	0	0	4	0
0734 - 0736	0	1	0	0	1	2	7	0
0736 - 0738	0	0	0	0	1	1	6	0
0738 - 0740	0	0	0	0	3	2	3	0
0740 - 0742	0	0	0	0	1	3	4	0
0742 - 0744	1	0	0	0	1	3	3	0
0744 - 0746	0	0	0	0	0	2	6	0
0746 - 0748	0	0	0	0	1	1	1	1
0748 - 0750	0	0	0	0	1	1	7	0
0750 - 0752	0	0	0	0	0	2	0	0
0752 - 0754	0	0	0	0	0	0	5	1
0754 - 0756	0	1	0	0	0	0	7	0
0756 - 0758	1	0	0	0	0	1	5	0
0758 - 0800	1	0	0	0	0	0	1	0
Hourly Average	**0.13**	**0.10**	**0.10**	**0.00**	**0.43**	**1.07**	**3.33**	**0.07**
0800 - 0802	0	0	0	0	0	0	5	1
0802 - 0804	1	1	0	0	0	0	4	0
0804 - 0806	1	0	0	0	0	0	2	0
0806 - 0808	2	0	2	0	1	1	0	0
0808 - 0810	1	1	0	0	1	4	1	0
0810 - 0812	1	0	0	0	1	2	2	1
0812 - 0814	0	0	0	0	0	0	3	0
0814 - 0816	0	1	3	0	4	2	8	0
0816 - 0818	0	0	0	0	1	6	7	0
0818 - 0820	2	0	0	0	1	5	3	0
0820 - 0822	1	0	0	0	0	2	3	0
0822 - 0824	0	1	1	1	1	1	4	0
0824 - 0826	1	0	0	0	0	0	4	0
0826 - 0828	2	0	0	0	1	1	6	0
0828 - 0830	1	0	0	0	0	1	6	0
AVG	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
MAX	**2**	**1**	**3**	**1**	**4**	**6**	**8**	**1**
AVERAGE	**1**	**0**	**0**	**0**	**1**	**1**	**4**	**0**
0830 - 0832	0	1	4	0	0	1	4	0
0832 - 0834	0	0	0	0	0	1	2	0
0834 - 0836	1	1	0	0	0	0	2	0
0836 - 0838	0	1	3	1	1	3	7	0
0838 - 0840	0	1	3	0	3	0	3	0
0840 - 0842	1	1	2	0	1	2	6	0
0842 - 0844	0	0	0	0	0	0	4	0
0844 - 0846	0	0	0	0	0	0	7	0
0846 - 0848	1	0	0	0	0	0	5	0
0848 - 0850	0	0	0	0	2	2	2	0
0850 - 0852	1	0	2	0	1	4	2	0
0852 - 0854	0	1	1	0	2	0	3	0
0854 - 0856	1	0	0	0	2	1	1	0
0856 - 0858	0	0	0	0	2	1	4	0
0858 - 0900	1	0	0	0	0	0	2	0
Hourly Average	**0.50**	**0.37**	**1.03**	**0.13**	**1.10**	**1.50**	**3.73**	**0.00**
0900 - 0902	0	1	0	0	1	0	5	0
0902 - 0904	0	1	0	0	2	1	0	0
0904 - 0906	1	0	0	0	1	1	5	1
0906 - 0908	1	0	0	0	1	0	3	0
0908 - 0910	1	1	0	0	0	2	0	0
0910 - 0912	0	1	0	0	0	2	3	0
0912 - 0914	1	0	0	0	0	0	1	0
0914 - 0916	1	1	3	0	1	2	3	0
0916 - 0918	0	1	3	0	1	2	1	0
0918 - 0920	1	1	3	0	0	0	1	0
0920 - 0922	0	0	0	1	1	0	1	0
0922 - 0924	1	0	0	0	1	0	4	0
0924 - 0926	0	0	0	0	1	1	5	0
0926 - 0928	2	0	0	0	0	1	8	0
0928 - 0930	1	0	0	0	1	1	0	0
0930 - 0932	1	0	2	1	1	1	0	0
0932 - 0934	1	1	0	0	0	1	5	0
0934 - 0936	1	1	1	1	1	0	4	0
0936 - 0938	1	0	0	0	0	1	2	0
0938 - 0940	0	1	1	0	0	0	0	0
0940 - 0942	1	0	0	0	0	1	5	0
0942 - 0944	1	1	0	0	0	1	0	0
0944 - 0946	3	1	0	0	2	1	5	0
0946 - 0948	1	1	2	0	3	1	2	0
0948 - 0950	2	0	0	0	0	0	0	0
0950 - 0952	1	0	0	0	1	1	0	0
0952 - 0954	2	0	3	0	1	2	6	0
0954 - 0956	3	1	2	0	1	2	0	0
0956 - 0958	2	0	0	0	0	1	4	0
0958 - 1000	1	1	0	0	0	3	1	0
Hourly Average	**1.37**	**0.50**	**0.73**	**0.10**	**0.73**	**0.93**	**2.53**	**0.03**
Session Total	**0.62**	**0.33**	**0.50**	**0.06**	**0.70**	**1.13**	**3.24**	**0.07**

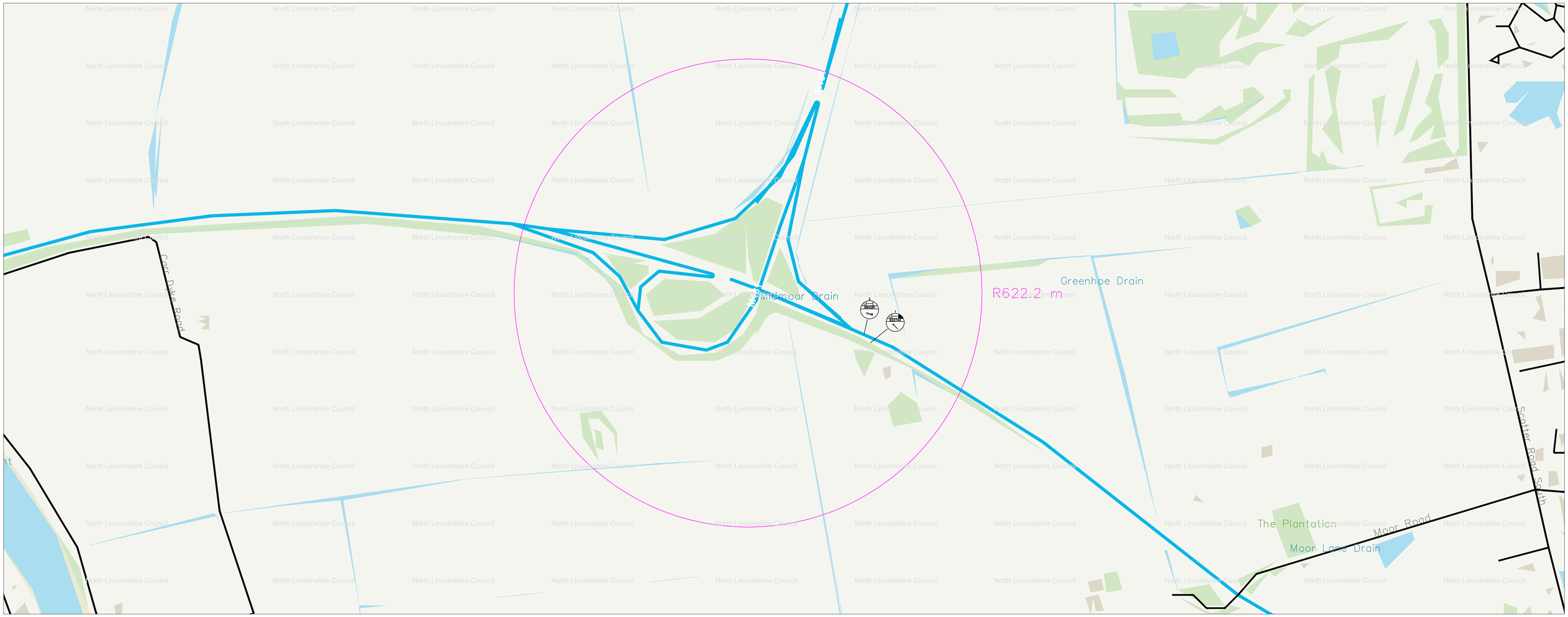
Date
Wednesday 19 June 2024

Weather
Sunny Intervals
Temp: 19°C

1600 - 1900 (Weekday PM Peak)

TIME	7a	7b	7c	7d	7e	7f	7g	7h
1600 - 1602	2	2	2	1	1	2	2	0
1602 - 1604	2	1	3	0	0	3	3	0
1604 - 1606	3	2	3	1	2	3	3	0
1606 - 1608	6	1	7	0	1	2	3	0
1608 - 1610	3	1	5	1	0	0	2	0
1610 - 1612	2	2	3	2	1	2	0	0
1612 - 1614	0	1	3	0	2	1	0	0
1614 - 1616	0	2	4	0	3	1	0	0
1616 - 1618	0	1	5	1	1	1	0	0
1618 - 1620	4	0	3	0	2	3	1	0
1620 - 1622	1	0	1	0	1	0	0	0
1622 - 1624	3	0	4	0	1	1	0	0
1624 - 1626	1	1	0	0	0	1	1	1
1626 - 1628	1	1	0	0	3	1	6	0
1628 - 1630	2	1	4	0	2	2	3	0
1630 - 1632	2	1	8	0	0	1	2	0
1632 - 1634	4	1	0	0	1	2	2	0
1634 - 1636	0	0	1	0	1	2	0	0
1636 - 1638	1	0	2	0	1	0	1	0
1638 - 1640	1	0	2	0	1	0	5	0
1640 - 1642	0	0	0	0	1	2	4	0
1642 - 1644	1	1	3	1	0	1	1	0
1644 - 1646	3	1	3	0	1	1	2	0
1646 - 1648	1	1	2	0	1	1	3	0
1648 - 1650	4	1	4	0	1	0	0	0
1650 - 1652	0	0	0	0	0	3	0	0
1652 - 1654	2	1	2	0	1	1	2	0
1654 - 1656	0	1	2	1	0	1	1	0
1656 - 1658	1	0	0	0	1	1	0	0
1658 - 1700	1	1	0	0	1	1	0	0
MIN	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
MAX	**6**	**2**	**7**	**2**	**3**	**3**	**6**	**1**
AVERAGE	**2**	**1**	**2**	**0**	**1**	**1**	**2**	**0**
Hourly Average	**2.00**	**0.87**	**2.30**	**0.27**	**1.03**	**1.60**	**1.87**	**0.03**
1700 - 1702	3	0	3	0	1	3	0	0
1702 - 1704	3	0	0	0	1	3	6	0
1704 - 1706	1	0	4	1	1	1	0	0
1706 - 1708	3	0	8	0	1	0	3	0
1708 - 1710	1	0	2	1	0	0	1	1
1710 - 1712	0	1	0	0	0	1	0	0
1712 - 1714	2	1	3	0	3	1	3	0
1714 - 1716	1	0	0	0	1	0	3	0
1716 - 1718	1	0	2	1	2	2	3	0
1718 - 1720	0	0	1	0	1	3	0	0
1720 - 1722	0	0	3	0	2	1	0	0
1722 - 1724	1	1	0	0	0	2	8	0
1724 - 1726	1	1	0	0	0	1	1	0
1726 - 1728	2	0	0	1	1	1	1	0
1728 - 1730	0	1	2	0	1	0	2	0
1730 - 1732	1	0	0	0	1	0	4	0
1732 - 1734	1	0	0	0	1	0	1	0
1734 - 1736	1	0	2	1	2	2	2	0
1736 - 1738	0	0	0	0	0	0	0	0
1738 - 1740	1	1	1	0	1	2	4	0
1740 - 1742	1	1	1	0	1	1	2	0
1742 - 1744	2	1	0	0	1	1	0	0
1744 - 1746	1	0	0	0	2	0	0	0
1746 - 1748	1	0	3	2	0	1	0	0
1748 - 1750	0	1	2	0	0	1	1	0
1750 - 1752	1	0	2	0	0	2	0	0
1752 - 1754	5	1	0	0	0	0	2	0
1754 - 1756	1	0	0	0	1	0	2	2
1756 - 1758	1	0	0	0	0	1	0	0
1758 - 1800	0	0	0	0	0	0	0	1
Hourly Average	**1.20**	**0.40**	**1.30**	**0.27**	**0.83**	**1.10**	**1.67**	**0.13**
1800 - 1802	0	0	0	0	0	0	1	0
1802 - 1804	1	0	1	0	0	1	2	0
1804 - 1806	0	0	3	0	1	1	0	0
1806 - 1808	1	0	2	0	0	0	0	0
1808 - 1810	1	1	1	0	1	2	0	0
1810 - 1812	1	0	2	0	0	0	4	0
1812 - 1814	2	0	1	1	2	0	0	0
1814 - 1816	0	0	2	0	0	0	0	0
1816 - 1818	0	0	0	0	0	1	0	0
1818 - 1820	1	0	1	0	0	1	3	0
1820 - 1822	0	0	0	0	0	0	3	0
1822 - 1824	1	0	1	1	1	1	0	0
1824 - 1826	1	0	0	0	0	0	1	0
1826 - 1828	1	0	1	0	1	0	0	0
1828 - 1830	1	0	0	1	0	0	0	0
1830 - 1832	0	0	0	0	0	0	0	0
1832 - 1834	0	0	0	0	0	0	0	0
1834 - 1836	0	0	0	0	0	0	0	0
1836 - 1838	1	1	0	0	0	0	0	0
1838 - 1840	0	1	0	0	1	1	0	0
1840 - 1842	1	0	0	0	0	0	1	0
1842 - 1844	1	0	0	0	0	0	1	0
1844 - 1846	1	1	2	0	0	0	2	0
1846 - 1848	1	0	0	0	1	0	0	0
1848 - 1850	1	0	0	0	0	0	3	0
1850 - 1852	0	0	0	0	1	0	1	0
1852 - 1854	0	0	0	0	0	0	0	0
1854 - 1856	1	0	0	0	1	0	0	0
1856 - 1858	0	1	1	0	0	1	0	0
1858 - 1900	0	0	0	0	0	0	0	0
Hourly Average	**0.57**	**0.27**	**0.60**	**0.13**	**0.33**	**0.30**	**0.73**	**0.00**
Session Total	**1.29**	**0.51**	**1.40**	**0.22**	**0.73**	**1.00**	**1.42**	**0.06**

Appendix 4: Collision Records



Reference Number	1	2
	9227 44	9842 81
Date / Day	Th 23	Mo 21
Month	Jan	Sep
Year	2020	2020
Time	2030	0945
Severity	SI	SI
Dark / Lit		
Weather Conditions		
Road Surface		
Special Conditions		
Carriageway Hazards		
Vehicle Manoeuvres		
Vehicle 1 5 e		
Vehicle 2 6 t		
Vehicle 3 7 c		
Vehicle 4 8		
Casualty /age	47 55 27	29
Failed to Give–Way		
Signal Ignored		
Loss of Control		
Hit Object IN C'way		
Hit Object OFF C'way		
Vehicle Left C'way		
Breath Test		
Contributory Factors 1/2	V1 ** 405 V1 ** 602	V1 * 405 V2 * 405
3/4	V1 ** 406	
* possible, ** very likely 5/6		
School No./Ref.		
User fields: 1		
2		
3		
4		

REV	DETAILS	APPROVED BY	DATE APPROVED

North Lincolnshire Council

Director Communities
Lesley Potts

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Drawing Title: Junction 1 (5 Year Injury Related Collision Data - 23/11/2019 to the 22/11/2024)

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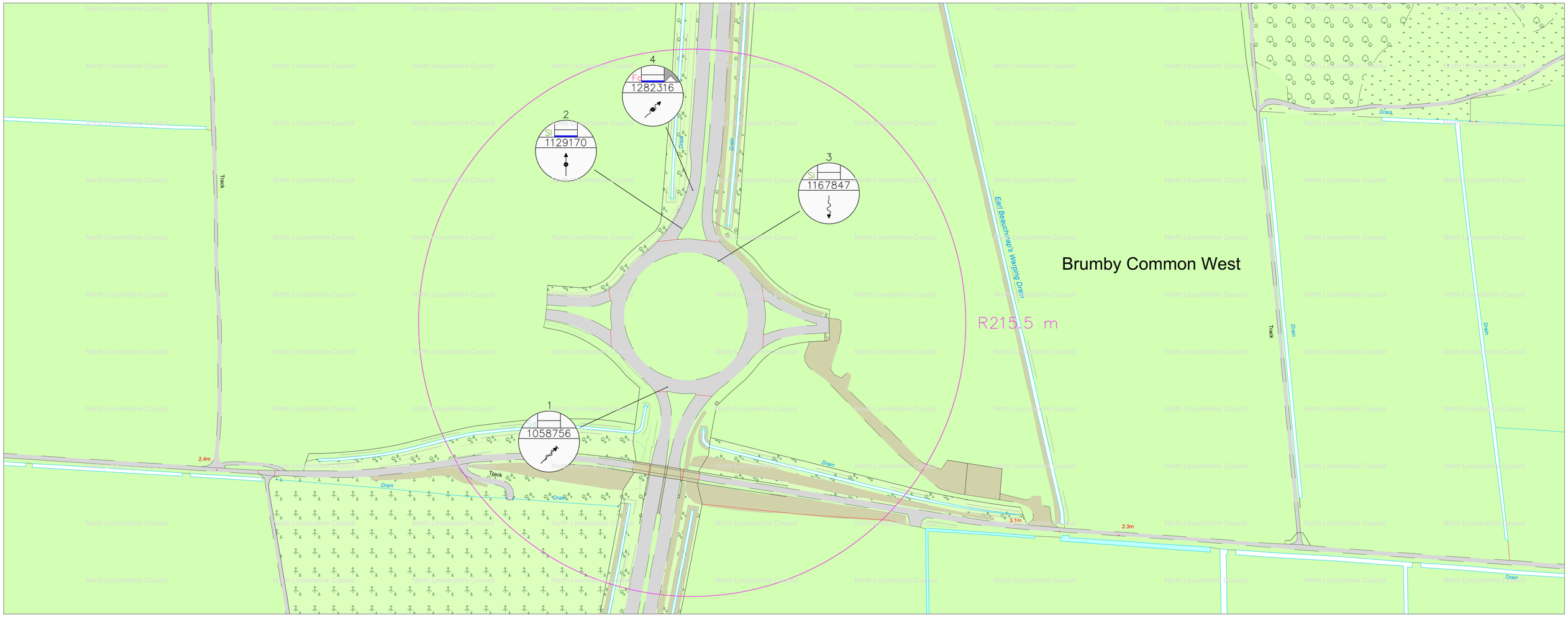

Reference Number	1	2	3	4
	1058 756	1129 170	1167 847	1282 316
Date / Day	Tu22	Th06	Sa16	Fr24
Month	Jun	Jan	Apr	Feb
Year	2021	2022	2022	2023
Time	0754	1445	1217	2145
Severity	Se	SI	SI	Fa
Dark / Lit				
Weather Conditions				
Road Surface				
Special Conditions				
Carriageway Hazards				
Vehicle Manoeuvres				
Vehicle 1 5 e	55	43	33	34
Vehicle 2 6 t	33			
Vehicle 3 7 c				
Vehicle 4 8				
Casualty /age	33	43	33	34 22
Failed to Give-Way				
Signal Ignored				
Loss of Control				
Hit Object IN C'way				
Hit Object OFF C'way				
Vehicle Left C'way				
Breath Test	O	S	S	N
Contributory Factors 1/2	V1 * 405 V1 * 410	V1 * 903 V1 * 103	V1 ** 502	V1 ** 601 V1 * 602
3/4		V1 * 410		V1 ** 306 V1 ** 410
* possible, ** very likely 5/6				V1 * 502
School No./Ref.				
User fields: 1				
2				
3				
4				

REV	DETAILS	APPROVED BY	DATE APPROVED

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Drawing Title: Junction 2 (5 Year Injury Related Collision Data - 23/11/2019 to the 22/11/2024)

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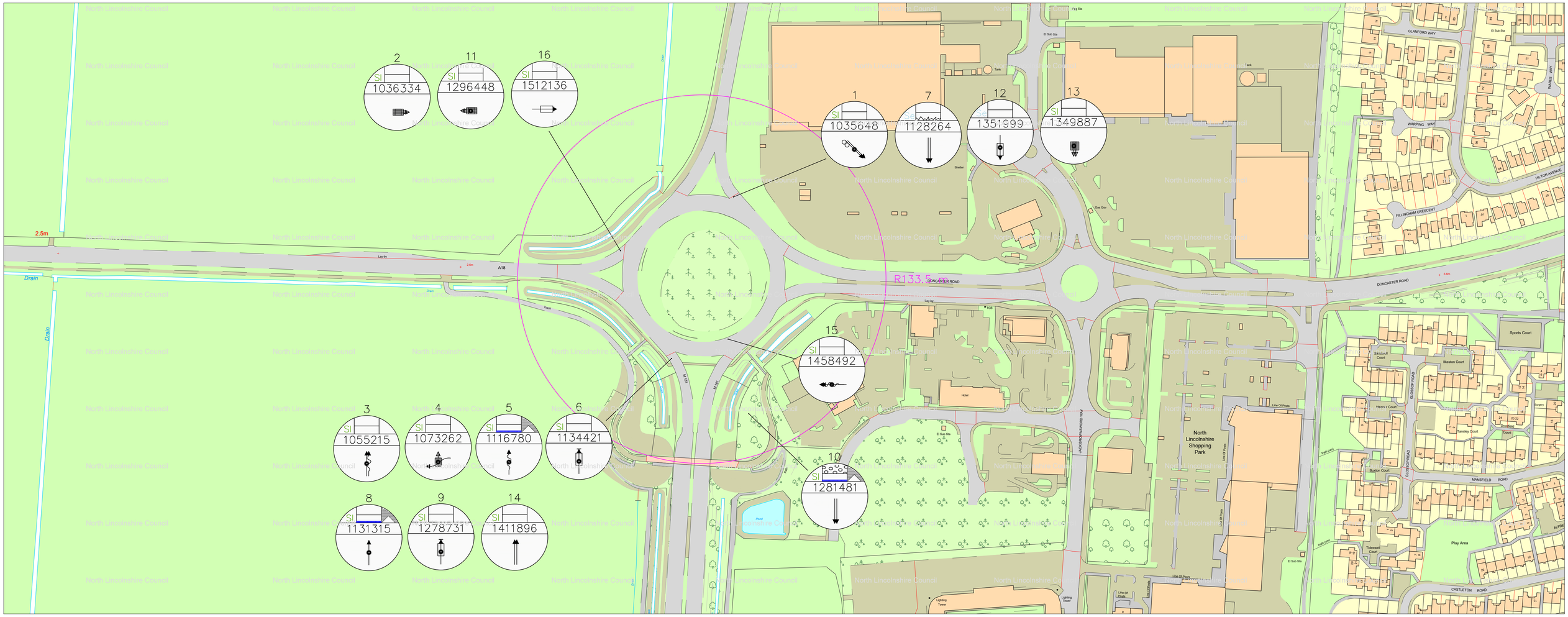

Reference Number	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
	1035 648	1036 334	1055 215	1073 262	1116 780	1134 421	1128 264	1131 315	1278 731	1281 481	1296 448	1351 999	1349 887	1411 896	1458 492	1512 136
Date / Day	We14	Fr16	Su13	Fr09	Th02	Sa11	Tu04	We12	Th28	Mo27	Fr17	Th31	Sa02	Su18	Fr21	Fr01
Month	Apr	Apr	Jun	Jul	Dec	Dec	Jan	Jan	Jul	Feb	Mar	Aug	Sep	Feb	Jun	Nov
Year	2021	2021	2021	2021	2021	2021	2022	2022	2022	2023	2023	2023	2023	2024	2024	2024
Time	0558	1140	0727	1036	1555	1050	0945	2200	1316	1912	1421	1710	0220	1105	1200	1207
Severity	SI	SI	SI	SI	SI	SI	Se	SI	SI	SI	SI	Se	SI	SI	SI	SI
Dark / Lit																
Weather Conditions																
Road Surface																
Special Conditions																
Carriageway Hazards																
Vehicle Manoeuvres																
Vehicle 1 5 e	32	34	49	25	85	60	27	63	18	63	29	49	18	33	56	60
Vehicle 2 6 t	54	86	31	54		29	40		77	78	60		77	77	68	70
Vehicle 3 7 c																
Vehicle 4 8																
Casualty /age	54	34 86	31	54	85	60	5	63	20	63	56 60	40	19 20 19	33	56 56	60
Failed to Give-Way																
Signal Ignored																
Loss of Control																
Hit Object IN C'way																
Hit Object OFF C'way																
Vehicle Left C'way			N		S			S								
Breath Test																
Contributory Factors 1/2	V1 *C1 * 405 999	V2**V2** 406 308	V1** 602	V1** 405	V1** 405	V2 *V2 * 406 405	V2**V2** 706 406	V1 *V1 * 999 503	V2** 406	V1 **V2** 405 604	V1**V1 * 406 602	V2 * 405	V2 *V2 * 406 308		V2**V2 * 710 405	V2**V2** 405 406
3/4						V2 * 406 308							V2 * 405			V2 * 602
* possible, ** very likely 5/6																
School No./Ref.																
User fields: 1																
2																
3																
4																

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Drawing Title: Junction 3 (5 Year Injury Related Collision Data - 23/11/2019 to the 22/11/2024)

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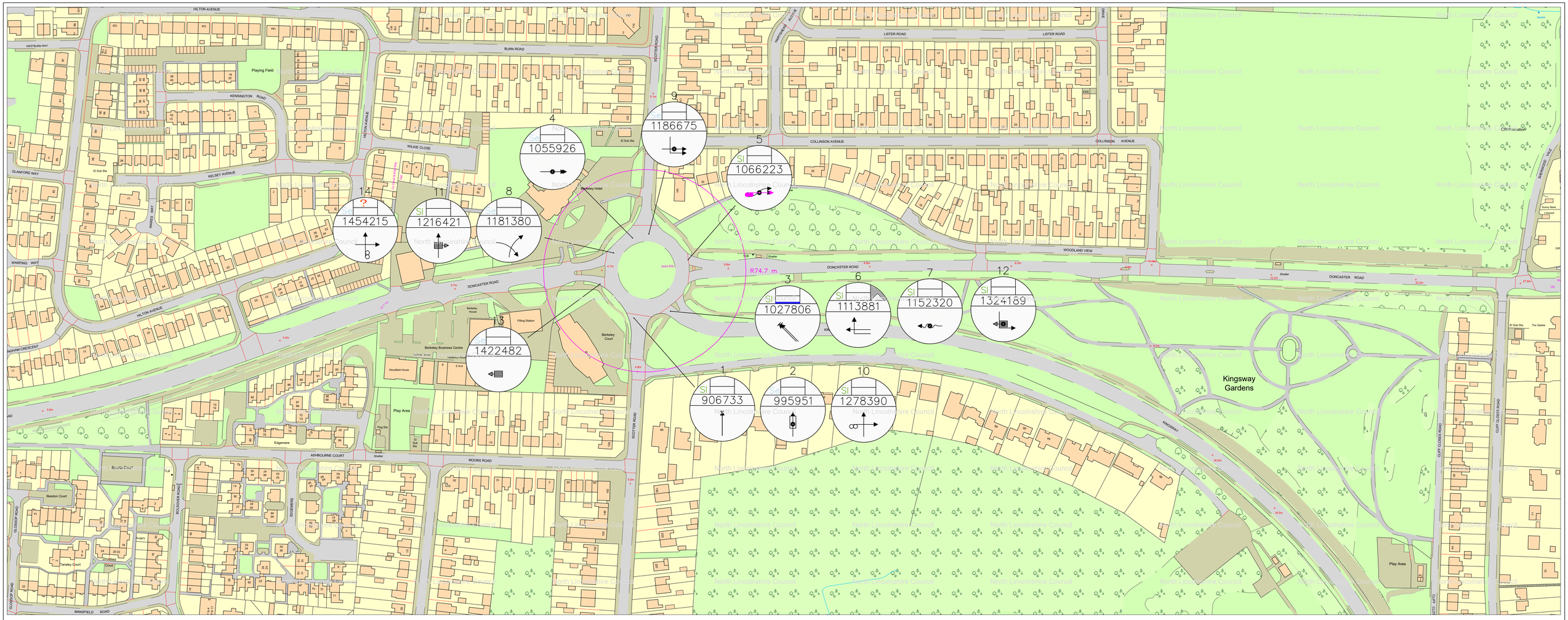

Reference Number	1	2	3	4	5	6	7	8	9	10	11	12	13	14
	9067 33	9959 51	1027 806	1055 926	1066 223	1113 881	1152 320	1181 380	1186 675	1278 390	1216 421	1324 189	1422 482	1454 215
Date / Day	Th28	Su01	Fr12	Tu08	Fr02	We24	Th10	We25	We25	Th21	Sa06	Th29	Tu19	Sa11
Month	Nov	Nov	Mar	Jun	Jul	Nov	Mar	May	May	Jul	Aug	Jun	Mar	May
Year	2019	2020	2021	2021	2021	2021	2022	2022	2022	2022	2022	2023	2024	2024
Time	0825	1430	1200	1630	1318	1625	1127	1430	1430	0750	1256	1045	1125	1100
Severity	SI	Se	SI	Se	SI	SI	SI	Se	Se	SI	SI	SI	Se	Se
Dark / Lit														?
Weather Conditions														
Road Surface														
Special Conditions														
Carriageway Hazards														
Vehicle Manoeuvres														
Vehicle 1 5 e	1 ??, 64	1 36, 70	20, 22	47, ??	??, 64	58, ??	77, 45	45, 51	45, 51	77, 11	60, ??	43, 76	88	33, 55
Vehicle 2 6 t														
Vehicle 3 7 c														
Vehicle 4 8														
Casualty /age	27 8	76	20	47	45 15 ??	58	75	45	45	11	61	38	89	33
Failed to Give-Way														
Signal Ignored														
Loss of Control														
Hit Object IN C'way														
Hit Object OFF C'way							N						N	
Vehicle Left C'way														
Breath Test														
Contributory Factors 1/2	V1 * V2 * 308 408	V1 * V1 * 406 405	V2** 408	V2 * 406	V1 * V1 * 403 305	V2** 602	V1** 505	V1 * 602	V1 * 602	V2** 405	V2 * 406	V1 * 405	V1** 999	V2** V2** 405 407
3/4		V1 * 308			V2 * V3 * 408 308									V2 * 302
* possible, ** very likely 5/6														
School No./Ref.														
User fields: 1														
2														
3														
4														

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Drawing Title: Junction 4 (5 Year Injury Related Collision Data - 23/11/2019 to the 22/11/2024)

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Reference Number	1	2	3	4	5
	1042 364	1274 248	1192 217	1204 686	1349 893
Date / Day	Fr 30	We 25	Su 26	Mo 01	We 06
Month	Apr	May	Jun	Aug	Sep
Year	2021	2022	2022	2022	2023
Time	2332	1655	2048	1639	1050
Severity	SI	SI	SI	SI	Se
Dark / Lit					
Weather Conditions					
Road Surface					
Special Conditions					
Carriageway Hazards					
Vehicle Manoeuvres					
Vehicle 1 5 e	63	61	46	56	61
Vehicle 2 6 t	24			31	82
Vehicle 3 7 c					
Vehicle 4 8					
Casualty /age	19	41	46	56	82
Failed to Give-Way					
Signal Ignored					
Loss of Control					
Hit Object IN C'way					
Hit Object OFF C'way			O		
Vehicle Left C'way					
Breath Test					
Contributory Factors 1/2	v1 ** 501	v1 ** 109	v1 ** 503	v2 ** v1 * 602 404	v1 ** v1 ** 602 999
3/4					
* possible, ** very likely 5/6					
School No./Ref.					
User fields: 1					
2					
3					
4					

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Drawing Title: Junction 5 (5 Year Injury Related Collision Data - 23/11/2019 to the 22/11/2024)

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Reference Number	1	2	3	4
	1068 553	1070 200	1282 769	1377 070
Date / Day	Fr18	We14	We22	Mo13
Month	Jun	Jul	Feb	Nov
Year	2021	2021	2023	2023
Time	1730	1727	1320	0600
Severity	SI	SI	SI	SI
Dark / Lit				
Weather Conditions				
Road Surface				
Special Conditions				
Carriageway Hazards				
Vehicle Manoeuvres				
Vehicle 1 5 e	31	??	50	20
Vehicle 2 6 t	??	??	56	??
Vehicle 3 7 c			86	
Vehicle 4 8				
Casualty /age	31	??	56 56 86 83	20
Failed to Give-Way				
Signal Ignored				
Loss of Control				
Hit Object IN C'way				
Hit Object OFF C'way				
Vehicle Left C'way			O	
Breath Test				
Contributory Factors 1/2	V2** 308 V2 * 405	V1 * 406	V1 ** 602	
3/4	V2 * 406			
* possible, ** very likely 5/6				
School No./Ref.				
User fields: 1				
2				
3				
4				

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Drawing Title: Junction 6 (5 Year Injury Related Collision Data - 23/11/2019 to the 22/11/2024)

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Reference Number	1	2
	1024032	1081773
Date / Day	Th 25	Sa 28
Month	Feb	Aug
Year	2021	2021
Time	1451	0640
Severity	SI	Se
Dark / Lit		
Weather Conditions		
Road Surface		
Special Conditions		
Carriageway Hazards		
Vehicle Manoeuvres		
Vehicle 1 5 e		43
Vehicle 2 6 t	56	24
Vehicle 3 7 c		
Vehicle 4 8		
Casualty /age	56	24
Failed to Give–Way		
Signal Ignored		
Loss of Control		
Hit Object IN C'way		
Hit Object OFF C'way		
Vehicle Left C'way	N	
Breath Test		
Contributory Factors 1/2	V1** 505	V2** 706 V1** 701
3/4		
* possible, ** very likely 5/6		
School No./Ref.		
User fields: 1		
2		
3		
4		

REV	DETAILS	APPROVED BY	DATE APPROVED

North Lincolnshire Council

Director Communities
Lesley Potts

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NORTH LINCOLNSHIRE COUNCIL 2018 0100023560

Drawing Title: Junction 7 (5 Year Injury Related Collision Data - 23/11/2019 to the 22/11/2024)

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Appendix 5: Cycle Level of Service Assessments

Key Requirement	Factor	Design principle	Indicators	Critical	0 (Red)	1 (Amber)	2 (Green)	Score	Comments
Cohesion	Connections	Cyclists should be able to easily and safely join and navigate along different sections of the same route and between different routes in the network.	1. Ability to join/leave route safely and easily: consider left and right turns		Cyclists cannot connect to other routes without dismounting	Cyclists can connect to other routes with minimal disruption to their journey	Cyclists have dedicated connections to other routes provided, with no interruption to their journey	1	Cyclists will likely have to dismount and use the signalised pedestrian crossing at the A18 Kingsway/Church Lane signalised junction. From this junction until the destaination, there is no cycle infrastructure provided.
	Continuity and Wayfinding	Routes should be complete with no gaps in provision. 'End of route' signs should not be installed – cyclists should be shown how the route continues. Cyclists should not be 'abandoned', particularly at junctions where provision may be required to ensure safe crossing movements.	2. Provision for cyclists throughout the whole length of the route		Cyclists are 'abandoned' at points along the route with no clear indication of how to continue their journey.	The route is made up of discrete sections, but cyclists can clearly understand how to navigate between them, including through junctions.	Cyclists are provided with a continuous route, including through junctions	1	There is provision up to A18 Kingsway/Church Lane junction to reach the destaination, with 60% without gaps.
	Density of Network	Cycle networks should provide a mesh (or grid) of routes across the town or city. The density of the network is the distance between the routes which make up the grid pattern. The ultimate aim should be a network with a mesh width of 250m.	3. Density of routes based on mesh width ie distances between primary and secondary routes within the network		Route contributes to a network density mesh width >1000	Route contributes to a network density mesh width 250 – 1000m	Route contributes to a network density mesh width <250m	1	Route contributes to a network density mesh width 250 - 1000m.
	Distance	Routes should follow the shortest option available and be as near to the 'as-the-crow-flies' distance as possible.	4. Deviation of route Deviation Factor is calculated by dividing the actual distance along the route by the straight line (crow-fly) distance, or shortest road alternative.		Deviation factor against straight line or shortest road alternative >1.4	Deviation factor against straight line or shortest road alternative 1.2 – 1.4	Deviation factor against straight line or shortest road alternative <1.2	1	1.4
	Time: Frequency of required stops or give ways	The number of times a cyclist has to stop or loses right of way on a route should be minimised. This includes stopping and give ways at junctions or crossings, motorcycle barriers, pedestrian-only zones etc.	5. Stopping and give way frequency		The number of stops or give ways on the route is more than 4 per km	The number of stops or give ways on the route is between 2 and 4 per km	The number of stops or give ways on the route is less than 2 per km	1	There are no stops between the Scotter Road/West Common Lane junction and A18 Kingsway/Church Lane junction to reach the destination and then x4 give way markings are provided within the residential area.
	Time: Delay at junctions	The length of delay caused by junctions should be minimised. This includes assessing impact of multiple or single stage crossings, signal timings, toucan crossings etc.	6. Delay at junctions		Delay for cyclists at junctions is greater than for motor vehicles	Delay for cyclists at junctions is similar to delay for motor vehicles	Delay is shorter than for motor vehicles or cyclists are not required to stop at junctions (eg bypass at signals)	1	Cyclists need to give way at Church Road/Exeter Road junction, Exeter Road/Mary Street junction, Mary Street/Deyne Avenue junction and Doncaster Road/Deyne Avenue junction in the same way as vehicles.
	Time: Delay on links	The length of delay caused by not being able to bypass slow moving	7. Ability to maintain own speed on links		Cyclists travel at speed of slowest	Cyclists can usually pass slow traffic and	Cyclists can always choose an	2	Cyclists can typically chose an appropriate speed on segregated foot/cycleways and on-

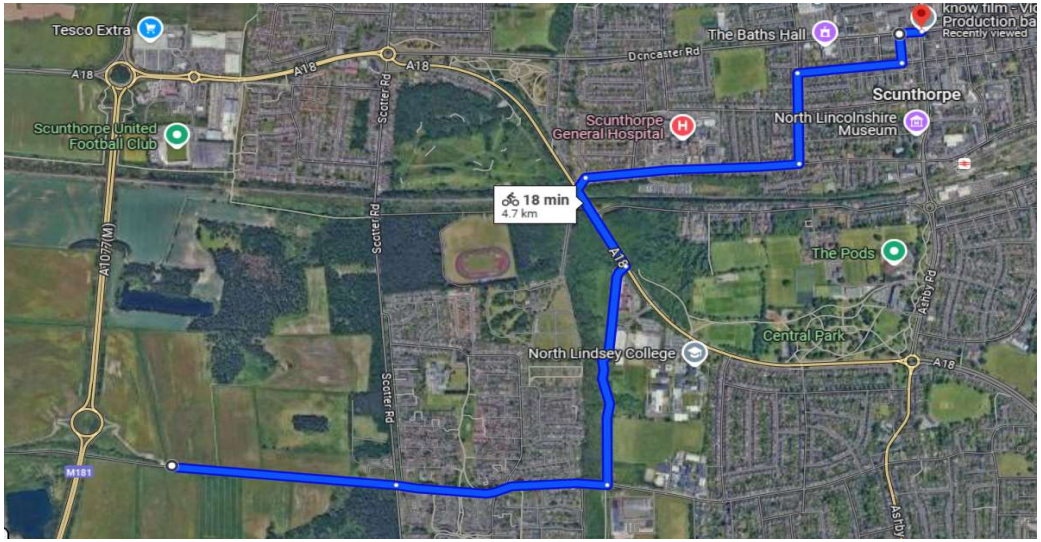
		traffic.			vehicle (including a cycle) ahead	other cyclists	appropriate speed.		road between Church Lane and Doncaster Road
Directness	Gradients	Routes should avoid steep gradients where possible. Uphill sections increase time, effort and discomfort. Where these are encountered, routes should be planned to minimise climbing gradient and allow users to retain momentum gained on the descent.	8. Gradient		Route includes sections steeper than the gradients recommended Chapter 5 of LTN 1/20	There are no sections of route steeper than the gradients recommended in Chapter 5 fo LTN 1/20	There are no sections of route which steeper than 2%	**1**	Slightly Steep
	Reduce/ remove speed differences where cyclists are sharing the carriageway	Where cyclists and motor vehicles are sharing the carriageway, the key to reducing severity of collisions is reducing the speeds of motor vehicles so that they more closely match that of cyclists. This is particularly important at points where risk of collision is greater, such as at junctions.	9. Motor traffic speed on approach and through junctions where cyclists are sharing the carriageway through the junction	85th percentile > 37mph (60kph)	85th percentile >30mph	85th percentile 20mph-30mph	85th percentile <20mph	**1**	Speeds should be relatively low from Church Street to the destination, with this the only section which involves sharing the carriageway with vehicles.
			10. Motor traffic speed on sections of shared carriageway	85th percentile > 37mph (60kph)	85th percentile >30mph	85th percentile 20mph-30mph	85th percentile <20mph	**1**	Speeds should be relatively low from Church Street to the destination, with this the only section which involves sharing the carriageway with vehicles.
	Avoid high motor traffic volumes where cyclists are sharing the carriageway	Cyclists should not be required to share the carriageway with high volumes of motor vehicles. This is particularly important at points where risk of collision is greater, such as at junctions.	11. Motor traffic volume on sections of shared carriageway, expressed as vehicles per peak hour	>10000 AADT, or >5% HGV	5000-10000 AADT and 2-5%HGV	2500-5000 and <2% HGV	0-2500 AADT	**2**	Church Lane, Exeter Road, Mary Street and Deyre Avenue will have AADT's of <2500.
	Risk of collision	Where speed differences and high motor vehicle flows cannot be reduced cyclists should be separated from traffic – see Figure 4.1. This separation can be achieved at varying degrees through on-road cycle lanes, hybrid tracks and off-road provision. Such segregation should reduce the risk of collision from beside or behind the cyclist.	12. Segregation to reduce risk of collision alongside or from behind	Cyclists sharing carriageway – nearside lane in critical range between 3.2m and 3.9m wide and traffic volumes prevent motor vehicles moving easily into opposite lane to pass cyclists.	Cyclists in unrestricted traffic lanes outside critical range (3.2m to 3.9m) or in cycle lanes less than 1.8m wide.	Cyclists in cycle lanes at least 1.8m wide on-carriageway; 85th percentile motor traffic speed max 30mph.	Cyclists on route away from motor traffic (off road provision) or in offcarriageway cycle track. Cyclists in hybrid/light segregated track; 85th percentile motor traffic speed max 30mph.	**1**	Most of the route is off-carriageway until Church Lane, with slow vehicle speeds on Church Lane, Exeter Road, Mary Street and Deyre Avenue until the destination
		A high proportion of collisions involving cyclists occur at junctions. Junctions therefore need particular attention to reduce the risk of collision. Junction treatments include: Minor/side roads – cyclist priority and/or speed reduction across side roads Major roads – separation of cyclists from motor traffic through junctions.	13. Conflicting movements at junctions		Side road junctions frequent and/ or untreated. Major junctions, conflicting cycle/ motor traffic movements not separated	Side road junctions infrequent and with effective entry treatments. Major junctions, principal conflicting cycle/ motor traffic movements separated.	Side roads closed or treated to blend in with footway. Major junctions, all conflicting cycle/motor traffic streams separated.	**0**	There are a number of side roads, however all serve the same residential area and have slow speeds. Cyclists have major conflict with vehicles at Brumby Common Lane/Scotter Road/West Common Lane junction given cyclists are required to navigate through the junction on carriageway.

Safety	Avoid complex design	Avoid complex designs which require users to process large amounts of information. Good network design should be self-explanatory and selfevident to all road users. All users should understand where they and other road users should be and what movements they might make.	14. Legible road markings and road layout		Faded, old, unclear, complex road markings/ unclear or unfamiliar road layout	Generally legible road markings and road layout but some elements could be improved	Clear, understandable, simple road markings and road layout	1	Clear segregated foot/cycleway signage until Church Road with street names provided until the destination.
	Consider and reduce risk from kerbside activity	Routes should be assessed in terms of all multi-functional uses of a street including car parking, bus stops, parking, including collision with opened door.	15. Conflict with kerbside activity	Narrow cycle lanes <1.5m or less (including any buffer) alongside parking/loading	Significant conflict with kerbside activity (eg nearside cycle lane < 2m (including buffer) wide alongside kerbside parking)	Some conflict with kerbside activity – eg less frequent activity on nearside of cyclists, min 2m cycle lanes including buffer.	No/very limited conflict with kerbside activity or width of cycle lane including buffer exceeds 3m.	2	Majority of off-road sections have limited conflict.
	Reduce severity of collisions where they do occur	Wherever possible routes should include “evasion room” (such as grass verges) and avoid any unnecessary physical hazards such as guardrail, build outs, etc. to reduce the severity of a collision should it occur.	16. Evasion room and unnecessary hazards		Cyclists at risk of being trapped by physical hazards along more than half of the route.	The number of physical hazards could be further reduced	The route includes evasion room and avoids any physical hazards.	1	Majority of route has verge between footway/shared footway/cycleway
Comfort	Surface quality	Density of defects including non cycle friendly ironworks, raised/sunken covers/ gullies, potholes, poor quality carriageway paint (eg from previous cycle lane)	17. Major and minor defects		Numerous minor defects or any number of major defects	Minor and occasional defects	Smooth high grip surface	1	Some defects
		Pavement or carriageway construction providing smooth and level surface	18. Surface type		Any bumpy, unbound, slippery, and potentially hazardous surface.	Hand-laid materials, concrete paviours with frequent joints.	Machine laid smooth and non-slip surface – eg Thin Surfacing, or firm and closelyjointed blocks undisturbed by turning heavy vehicles.	2	Machine laid surface course
	Effective width without conflict	Cyclists should be able to comfortably cycle without risk of conflict with other users both on and off road.	19. Desirable minimum widths according to volume of cyclists and route type (where cyclists are separated from motor vehicles).		More than 25% of the route includes cycle provision with widths which are no more than 25% below desirable minimum values.	No more than 25% of the route includes cycle provision with widths which are no more than 25% below desirable minimum	Recommended widths are maintained throughout whole route	1	Cyclist on carriageway. Some provision which is below standard.
	Wayfinding	Non-local cyclists should be able to navigate the routes without the need to refer to maps.	20. Signing		Route signing is poor with signs missing at key decision points.	Gaps identified in route signing which could be improved	Route is well signed with signs located at all decision points and junctions	2	Signage provided by Sustrans
	Social safety and perceived vulnerability of user	Routes should be appealing and be perceived as safe and usable. Well used, well maintained, lit, overlooked routes are more attractive and therefore more	21. Lighting		Most or all of route is unlit	Short and infrequent unlit/ poorly lit sections	Route is lit to highway standards throughout	1	There is a section of unlit foot/cycleway between West Common Lane and A18 Kingsway off the main carriageway

		likely to be used.	22. Isolation		Route is generally away from activity	Route is mainly overlooked and is not far from activity throughout its length	Route is overlooked throughout its length	1	Most of route is overlooked by housing / built-up areas, with a 1km section of the route not in view of dwellings.
	Impact on pedestrians, including people with disabilities	Introduction of dedicated on-road cycle provision can enable people to cycle on-road rather than using footways which are not suitable for shared use. Introducing cycling onto well used footpaths may reduce the quality of provision for both users, particularly if the shared use path does not meet recommended widths.	23. Impact on pedestrians, Pedestrian Comfort Level based on Pedestrian Comfort guide for London (Section 6.1)		Route impacts negatively on pedestrian provision, Pedestrian Comfort is at Level C or below.	No impact on pedestrian provision or Pedestrian Comfort Level remains at B or above.	Pedestrian provision enhanced by cycling provision, or Pedestrian Comfort Level remains at A	1	Narrow footway/cycleway could impact pedestrian provision but they are segregated and limit contact with vehicles
	Minimise street clutter	Signing required to support scheme layout	24. Signs informative and consistent but not overbearing or of inappropriate size		Large number of signs needed, difficult to follow and/ or leading to clutter	Moderate amount of signing particularly around junctions.	Signing for wayfinding purposes only and not causing additional obstruction.	1	Moderate signs for wayfinding mounted on existing posts.
Attractiveness	Secure cycle parking	Ease of access to secure cycle parking within businesses and on-street	25. Evidence of bicycles parked to street furniture or cycle stands		No additional cycle parking provided or inadequate provision in insecure nonoverlooked areas	Some secure cycle parking provided but not enough to meet demand	Secure cycle parking provided, sufficient to meet demand	1	Cycle parking provided throughout town centre but is limited in nature
							Audit Score Total	**29**	

Audit Score Percentage	**58%**
Contain Critical?	**No**
Cohesion	**50%**
Directness	**60%**
Safety	**56%**
Comfort	**75%**
Attractiveness	**50%**

KEY: Quality of Section	
0	Low: Score<50
1	Intermediate: 50<=Score<70
2	High: Score>70
C	Critical: Design fails due to one or more critical scores.


Tesco Extra
A18
A18
A18
Doncaster Rd
The Baths Hall
Scunthorpe
North Lincolnshire Museum
Scunthorpe United Football Club
Scunthorpe General Hospital
18 min
4.7 km
Scotter Rd
A1077 (M)
A18
The Pods
Ashby Rd
Central Park
North Lindsey College
A18
M181
Scotter Rd
Ashby

Key Requirement	Factor	Design principle	Indicators	Critical	0 (Red)	1 (Amber)	2 (Green)	Score	Comments
Cohesion	Connections	Cyclists should be able to easily and safely join and navigate along different sections of the same route and between different routes in the network.	1. Ability to join/leave route safely and easily: consider left and right turns		Cyclists cannot connect to other routes without dismounting	Cyclists can connect to other routes with minimal disruption to their journey	Cyclists have dedicated connections to other routes provided, with no interruption to their journey	1	Cyclists need to use the pedestrian crossing facility at Scotter Road/West Common Lane to access the segregated foot/cycleway and then will not have to dismount until they reach the Asda, using the signalised pedestrian crossing on Scotter Road to access the Asda
	Continuity and Wayfinding	Routes should be complete with no gaps in provision. 'End of route' signs should not be installed – cyclists should be shown how the route continues. Cyclists should not be 'abandoned', particularly at junctions where provision may be required to ensure safe crossing movements.	2. Provision for cyclists throughout the whole length of the route		Cyclists are 'abandoned' at points along the route with no clear indication of how to continue their journey.	The route is made up of discrete sections, but cyclists can clearly understand how to navigate between them, including through junctions.	Cyclists are provided with a continuous route, including through junctions	1	There is a gap in the cycle route facilities at the eastern side of the Scotter Road/West Common Lane junction, which is not connected to the segregated foot/cycleway
	Density of Network	Cycle networks should provide a mesh (or grid) of routes across the town or city. The density of the network is the distance between the routes which make up the grid pattern. The ultimate aim should be a network with a mesh width of 250m.	3. Density of routes based on mesh width ie distances between primary and secondary routes within the network		Route contributes to a network density mesh width >1000	Route contributes to a network density mesh width 250 – 1000m	Route contributes to a network density mesh width <250m	1	Route contributes to a network density mesh width 250 - 1000m.
	Distance	Routes should follow the shortest option available and be as near to the 'as-the-crow-flies' distance as possible.	4. Deviation of route Deviation Factor is calculated by dividing the actual distance along the route by the straight line (crow-fly) distance, or shortest road alternative.		Deviation factor against straight line or shortest road alternative >1.4	Deviation factor against straight line or shortest road alternative 1.2 – 1.4	Deviation factor against straight line or shortest road alternative <1.2	1	1.4
	Time: Frequency of required stops or give ways	The number of times a cyclist has to stop or loses right of way on a route should be minimised. This includes stopping and give ways at junctions or crossings, motorcycle barriers, pedestrian-only zones etc.	5. Stopping and give way frequency		The number of stops or give ways on the route is more than 4 per km	The number of stops or give ways on the route is between 2 and 4 per km	The number of stops or give ways on the route is less than 2 per km	2	There is a stop at the Scotter Road/West Common Lane junction.
	Time: Delay at junctions	The length of delay caused by junctions should be minimised. This includes assessing impact of multiple or single stage crossings, signal timings, toucan crossings etc.	6. Delay at junctions		Delay for cyclists at junctions is greater than for motor vehicles	Delay for cyclists at junctions is similar to delay for motor vehicles	Delay is shorter than for motor vehicles or cyclists are not required to stop at junctions (eg bypass at signals)	2	Cyclists are segregated from vehicles and are not affected by the main carriageway.
	Time: Delay on links	The length of delay caused by not being able to bypass slow moving traffic.	7. Ability to maintain own speed on links		Cyclists travel at speed of slowest vehicle (including a cycle) ahead	Cyclists can usually pass slow traffic and other cyclists	Cyclists can always choose an appropriate speed.	2	Cyclists can typically chose an appropriate speed on segregated foot/cycleway
	Gradients	Routes should avoid steep gradients where possible. Uphill sections increase time, effort and discomfort. Where these are encountered, routes should be	8. Gradient		Route includes sections steeper than the gradients recommended Chapter 5 of LTN	There are no sections of route steeper than the gradients recommended in	There are no sections of route which steeper than 2%	2	Flat

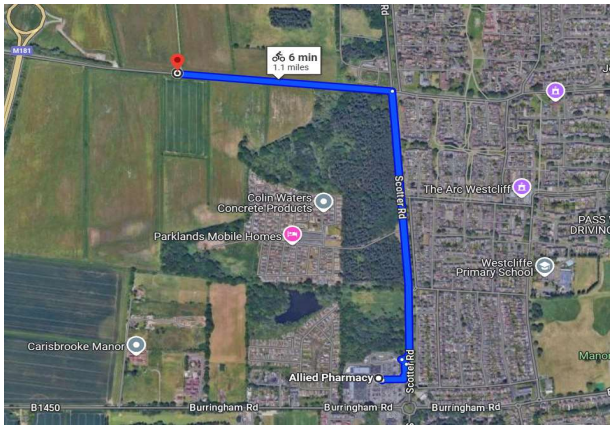
Directness		planned to minimise climbing gradient and allow users to retain momentum gained on the descent.			1/20	Chapter 5 to LTN 1/20			
	Reduce/ remove speed differences where cyclists are sharing the carriageway	Where cyclists and motor vehicles are sharing the carriageway, the key to reducing severity of collisions is reducing the speeds of motor vehicles so that they more closely match that of cyclists. This is particularly important at points where risk of collision is greater, such as at junctions.	9. Motor traffic speed on approach and through junctions where cyclists are sharing the carriageway through the junction	85th percentile > 37mph (60kph)	85th percentile >30mph	85th percentile 20mph-30mph	85th percentile <20mph	**2**	Cyclists do not share the carriageway with vehicles.
			10. Motor traffic speed on sections of shared carriageway	85th percentile > 37mph (60kph)	85th percentile >30mph	85th percentile 20mph-30mph	85th percentile <20mph	**2**	Cyclists do not share the carriageway with vehicles.
	Avoid high motor traffic volumes where cyclists are sharing the carriageway	Cyclists should not be required to share the carriageway with high volumes of motor vehicles. This is particularly important at points where risk of collision is greater, such as at junctions.	11. Motor traffic volume on sections of shared carriageway, expressed as vehicles per peak hour	>10000 AADT, or >5% HGV	5000-10000 AADT and 2-5%HGV	2500-5000 and <2% HGV	0-2500 AADT	**2**	Cyclists do not share the carriageway with vehicles.
	Risk of collision	Where speed differences and high motor vehicle flows cannot be reduced cyclists should be separated from traffic – see Figure 4.1. This separation can be achieved at varying degrees through on-road cycle lanes, hybrid tracks and off-road provision. Such segregation should reduce the risk of collision from beside or behind the cyclist.	12. Segregation to reduce risk of collision alongside or from behind	Cyclists sharing carriageway – nearside lane in critical range between 3.2m and 3.9m wide and traffic volumes prevent motor vehicles moving easily into opposite lane to pass cyclists.	Cyclists in unrestricted traffic lanes outside critical range (3.2m to 3.9m) or in cycle lanes less than 1.8m wide.	Cyclists in cycle lanes at least 1.8m wide on-carriageway; 85th percentile motor traffic speed max 30mph.	Cyclists on route away from motor traffic (off road provision) or in offcarriageway cycle track. Cyclists in hybrid/light segregated track; 85th percentile motor traffic speed max 30mph.	**2**	Cyclists do not share the carriageway with vehicles.
		A high proportion of collisions involving cyclists occur at junctions. Junctions therefore need particular attention to reduce the risk of collision. Junction treatments include: Minor/side roads – cyclist priority and/or speed reduction across side roads Major roads – separation of cyclists from motor traffic through junctions.	13. Conflicting movements at junctions		Side road junctions frequent and/ or untreated. Major junctions, conflicting cycle/ motor traffic movements not separated	Side road junctions infrequent and with effective entry treatments. Major junctions, principal conflicting cycle/ motor traffic movements separated.	Side roads closed or treated to blend in with footway. Major junctions, all conflicting cycle/motor traffic streams separated.	**0**	Cyclists have major conflict with vehicles at Brumby Common Lane/Scotter Road/West Common Lane junction given cyclists are required to navigate through the junction on carriageway.
	Avoid complex design	Avoid complex designs which require users to process large amounts of information. Good network design should be self-explanatory and selfevident to all road users. All users should understand where they and other road users should be and what movements they might make.	14. Legible road markings and road layout		Faded, old, unclear, complex road markings/ unclear or unfamiliar road layout	Generally legible road markings and road layout but some elements could be improved	Clear, understandable, simple road markings and road layout	**1**	Clear segregated foot/cycleway signage is provided on Scotter Road but sections of line markings are faded.
	Consider and reduce risk from kerbside activity	Routes should be assessed in terms of all multi-functional uses of a street including car parking, bus stops, parking, including collision with opened door.	15. Conflict with kerbside activity	Narrow cycle lanes <1.5m or less (including any buffer) alongside parking/loading	Significant conflict with kerbside activity (eg nearside cycle lane < 2m (including buffer) wide alongside kerbside parking)	Some conflict with kerbside activity – eg less frequent activity on nearside of cyclists, min 2m cycle lanes including buffer.	No/very limited conflict with kerbside activity or width of cycle lane including buffer exceeds 3m.	**2**	Majority of off-road sections have limited conflict.

Safety	Reduce severity of collisions where they do occur	Wherever possible routes should include "evasion room" (such as grass verges) and avoid any unnecessary physical hazards such as guardrail, build outs, etc. to reduce the severity of a collision should it occur.	16. Evasion room and unnecessary hazards		Cyclists at risk of being trapped by physical hazards along more than half of the route.	The number of physical hazards could be further reduced	The route includes evasion room and avoids any physical hazards.	2	Majority of route has verge between footway/shared footway/cycleway
Comfort	Surface quality	Density of defects including non cycle friendly ironworks, raised/sunken covers/ gullies, potholes, poor quality carriageway paint (eg from previous cycle lane)	17. Major and minor defects		Numerous minor defects or any number of major defects	Minor and occasional defects	Smooth high grip surface	1	Some defects
		Pavement or carriageway construction providing smooth and level surface	18. Surface type		Any bumpy, unbound, slippery, and potentially hazardous surface.	Hand-laid materials, concrete paviours with frequent joints.	Machine laid smooth and non-slip surface – eg Thin Surfacing, or firm and closelyjointed blocks undisturbed by turning heavy vehicles.	2	Machine laid surface course
	Effective width without conflict	Cyclists should be able to comfortably cycle without risk of conflict with other users both on and off road.	19. Desirable minimum widths according to volume of cyclists and route type (where cyclists are separated from motor vehicles).		More than 25% of the route includes cycle provision with widths which are no more than 25% below desirable minimum values.	No more than 25% of the route includes cycle provision with widths which are no more than 25% below desirable minimum	Recommended widths are maintained throughout whole route	1	Cyclist and pedstrians on foot/cycleway. Some provision which is below standard.
	Wayfinding	Non-local cyclists should be able to navigate the routes without the need to refer to maps.	20. Signing		Route signing is poor with signs missing at key decision points.	Gaps identified in route signing which could be improved	Route is well signed with signs located at all decision points and junctions	2	Signage provided by Sustrans
	Social safety and perceived vulnerability of user	Routes should be appealing and be perceived as safe and usable. Well used, well maintained, lit, overlooked routes are more attractive and therefore more likely to be used.	21. Lighting		Most or all of route is unlit	Short and infrequent unlit/ poorly lit sections	Route is lit to highway standards throughout	2	Route is lit and provided all along a main road (Scotter Road).
			22. Isolation		Route is generally away from activity	Route is mainly overlooked and is not far from activity throughout its length	Route is overlooked throughout its length	2	Majority of route is overlooked by housing / built-up areas
	Impact on pedestrians, including people with disabilities	Introduction of dedicated on-road cycle provision can enable people to cycle on-road rather than using footways which are not suitable for shared use. Introducing cycling onto well used footpaths may reduce the quality of provision for both users, particularly if the shared use path does not meet recommended widths.	23. Impact on pedestrians, Pedestrian Comfort Level based on Pedestrian Comfort guide for London (Section 6.1)		Route impacts negatively on pedestrian provision, Pedestrian Comfort is at Level C or below.	No impact on pedestrian provision or Pedestrian Comfort Level remains at B or above.	Pedestrian provision enhanced by cycling provision, or Pedestrian Comfort Level remains at A	1	Narrow footway/cycleway could impact pedestrian provision but they are segregated and no contact with vehicles
	Minimise street clutter	Signing required to support scheme layout	24. Signs informative and consistent but not overbearing or of inappropriate size		Large number of signs needed, difficult to follow and/ or leading to clutter	Moderate amount of signing particularly around junctions.	Signing for wayfinding purposes only and not causing additional obstruction.	2	Wayfinding mounted on existing posts and causes no distractions

Attractiveness	Secure cycle parking	Ease of access to secure cycle parking within businesses and on-street	25. Evidence of bicycles parked to street furniture or cycle stands		No additional cycle parking provided or inadequate provision in insecure nonoverlooked areas	Some secure cycle parking provided but not enough to meet demand	Secure cycle parking provided, sufficient to meet demand	0	No cycle parking provided at Asda and will need to be provided. Parking is limited to a cycle rack, which is not secure or adequate.

Audit Score Total	**38**
Audit Score Percentage	**76%**
Contain Critical?	**No**
Cohesion	**50%**
Directness	**90%**
Safety	**81%**
Comfort	**75%**
Attractiveness	**70%**

KEY: Quality of Section	
0	Low: Score<50
1	Intermediate: 50<=Score<70
2	High: Score>70
C	Critical: Design fails due to one or more critical scores.


6 min
1.1 miles
Colin Waters Concrete Products
Parklands Mobile Homes
The Arc Westcliff
Westcliffe Primary School
Carisbrooke Manor
Allied Pharmacy
Scotter Rd
B1450
Burringham Rd
Burringham Rd
Burringham Rd

Appendix 6: TRICS Outputs

BWB CONSULTING STATION STREET NOTTINGHAM Licence No: 714101

Calculation Reference: AUDIT-714101-241017-1041

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL
Category : I - SHOPPING CENTRE - LOCAL SHOPS
TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST		
	HF	HERTFORDSHIRE	1 days
03	SOUTH WEST		
	GS	GLOUCESTERSHIRE	1 days
06	WEST MIDLANDS		
	WM	WEST MIDLANDS	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	DR	DONCASTER	1 days
09	NORTH		
	CU	CUMBERLAND	1 days
	TW	TYNE & WEAR	1 days

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

Primary Filtering selection:

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

Parameter:	Gross floor area
Actual Range:	580 to 2700 (units: sqm)
Range Selected by User:	500 to 8310 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/16 to 03/05/23

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

Selected survey days:

Tuesday	1 days
Wednesday	1 days
Friday	4 days

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

Selected survey types:

Manual count	6 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	2
Edge of Town	1
Neighbourhood Centre (PPS6 Local Centre)	3

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

Selected Location Sub Categories:

Residential Zone	4
High Street	1
No Sub Category	1

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	X days - Selected
Servicing vehicles Excluded	6 days - Selected

Secondary Filtering selection:

Use Class:
n/a 6 days

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

Population within 500m Range:
All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

20,001 to 25,000	5 days
25,001 to 50,000	1 days

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

Population within 5 miles:

75,001 to 100,000	1 days
125,001 to 250,000	3 days
250,001 to 500,000	2 days

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

Car ownership within 5 miles:

0.6 to 1.0	2 days
1.1 to 1.5	4 days

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

Petrol filling station:

Included in the survey count	0 days
Excluded from count or no filling station	6 days

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

Travel Plan:

No	6 days

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

PTAL Rating:

No PTAL Present	6 days

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

LIST OF SITES relevant to selection parameters

1	CU-01-I-01	LOCAL SHOPS		CUMBERLAND
	CENTRAL AVENUE			
	CARLISLE			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Gross floor area:		1325 sqm	
	Survey date: FRIDAY		*15/10/21*	*Survey Type: MANUAL*
2	DR-01-I-01	LOCAL SHOPS		DONCASTER
	EVERINGHAM ROAD			
	DONCASTER			
	CANTLEY			
	Neighbourhood Centre (PPS6 Local Centre)			
	Residential Zone			
	Total Gross floor area:		1645 sqm	
	Survey date: FRIDAY		*17/09/21*	*Survey Type: MANUAL*
3	GS-01-I-02	LOCAL SHOPS		GLOUCESTERSHIRE
	HUCCLECOTE ROAD			
	GLOUCESTER			
	HUCCLECOTE			
	Neighbourhood Centre (PPS6 Local Centre)			
	No Sub Category			
	Total Gross floor area:		840 sqm	
	Survey date: WEDNESDAY		*03/05/23*	*Survey Type: MANUAL*
4	HF-01-I-02	LOCAL SHOPS		HERTFORDSHIRE
	BROADWATER CRESCENT			
	STEVENAGE			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Gross floor area:		1115 sqm	
	Survey date: FRIDAY		*28/06/19*	*Survey Type: MANUAL*
5	TW-01-I-03	LOCAL SHOPS		TYNE & WEAR
	VICTORIA ROAD			
	WASHINGTON			
	CONCORD			
	Neighbourhood Centre (PPS6 Local Centre)			
	High Street			
	Total Gross floor area:		2700 sqm	
	Survey date: FRIDAY		*24/05/19*	*Survey Type: MANUAL*
6	WM-01-I-04	LOCAL SHOPS		WEST MIDLANDS
	SUTHERLAND AVENUE			
	COVENTRY			
	UPPER EASTERN GREEN			
	Edge of Town			
	Residential Zone			
	Total Gross floor area:		580 sqm	
	Survey date: TUESDAY		*18/10/22*	*Survey Type: MANUAL*

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

TRIP RATE for Land Use 01 - RETAIL/I - SHOPPING CENTRE - LOCAL SHOPS
TOTAL VEHICLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	3	1183	1.352	3	1183	1.099	3	1183	2.451
07:00 - 08:00	6	1368	2.767	6	1368	2.633	6	1368	5.400
08:00 - 09:00	6	1368	4.644	6	1368	3.900	6	1368	8.544
09:00 - 10:00	6	1368	5.046	6	1368	4.790	6	1368	9.836
10:00 - 11:00	6	1368	5.728	6	1368	5.375	6	1368	11.103
11:00 - 12:00	6	1368	5.497	6	1368	5.387	6	1368	10.884
12:00 - 13:00	6	1368	6.057	6	1368	6.009	6	1368	12.066
13:00 - 14:00	6	1368	6.033	6	1368	6.191	6	1368	12.224
14:00 - 15:00	6	1368	5.363	6	1368	5.472	6	1368	10.835
15:00 - 16:00	6	1368	5.509	6	1368	5.655	6	1368	11.164
16:00 - 17:00	6	1368	6.155	6	1368	6.264	6	1368	12.419
17:00 - 18:00	6	1368	6.045	6	1368	6.447	6	1368	12.492
18:00 - 19:00	6	1368	5.484	6	1368	5.704	6	1368	11.188
19:00 - 20:00	6	1368	4.266	6	1368	4.461	6	1368	8.727
20:00 - 21:00	6	1368	2.949	6	1368	2.925	6	1368	5.874
21:00 - 22:00	6	1368	2.048	6	1368	2.303	6	1368	4.351
22:00 - 23:00	3	1007	1.060	3	1007	1.159	3	1007	2.219
23:00 - 24:00									
Total Rates:			76.003			75.774			151.777

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

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

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Parameter summary

Trip rate parameter range selected:	580 - 2700 (units: sqm)
Survey date date range:	01/01/16 - 03/05/23
Number of weekdays (Monday-Friday):	6
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 01 - RETAIL/I - SHOPPING CENTRE - LOCAL SHOPS
TAXIS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	3	1183	0.000	3	1183	0.000	3	1183	0.000
07:00 - 08:00	6	1368	0.024	6	1368	0.024	6	1368	0.048
08:00 - 09:00	6	1368	0.085	6	1368	0.085	6	1368	0.170
09:00 - 10:00	6	1368	0.024	6	1368	0.024	6	1368	0.048
10:00 - 11:00	6	1368	0.098	6	1368	0.073	6	1368	0.171
11:00 - 12:00	6	1368	0.049	6	1368	0.073	6	1368	0.122
12:00 - 13:00	6	1368	0.073	6	1368	0.061	6	1368	0.134
13:00 - 14:00	6	1368	0.061	6	1368	0.073	6	1368	0.134
14:00 - 15:00	6	1368	0.098	6	1368	0.085	6	1368	0.183
15:00 - 16:00	6	1368	0.073	6	1368	0.098	6	1368	0.171
16:00 - 17:00	6	1368	0.122	6	1368	0.122	6	1368	0.244
17:00 - 18:00	6	1368	0.110	6	1368	0.098	6	1368	0.208
18:00 - 19:00	6	1368	0.146	6	1368	0.110	6	1368	0.256
19:00 - 20:00	6	1368	0.110	6	1368	0.146	6	1368	0.256
20:00 - 21:00	6	1368	0.341	6	1368	0.171	6	1368	0.512
21:00 - 22:00	6	1368	0.061	6	1368	0.207	6	1368	0.268
22:00 - 23:00	3	1007	0.033	3	1007	0.033	3	1007	0.066
23:00 - 24:00									
Total Rates:			1.508			1.483			2.991

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

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

TRIP RATE for Land Use 01 - RETAIL/I - SHOPPING CENTRE - LOCAL SHOPS
OGVS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	3	1183	0.028	3	1183	0.000	3	1183	0.028
07:00 - 08:00	6	1368	0.146	6	1368	0.134	6	1368	0.280
08:00 - 09:00	6	1368	0.049	6	1368	0.061	6	1368	0.110
09:00 - 10:00	6	1368	0.037	6	1368	0.037	6	1368	0.074
10:00 - 11:00	6	1368	0.024	6	1368	0.037	6	1368	0.061
11:00 - 12:00	6	1368	0.073	6	1368	0.049	6	1368	0.122
12:00 - 13:00	6	1368	0.037	6	1368	0.061	6	1368	0.098
13:00 - 14:00	6	1368	0.024	6	1368	0.024	6	1368	0.048
14:00 - 15:00	6	1368	0.037	6	1368	0.024	6	1368	0.061
15:00 - 16:00	6	1368	0.000	6	1368	0.012	6	1368	0.012
16:00 - 17:00	6	1368	0.012	6	1368	0.012	6	1368	0.024
17:00 - 18:00	6	1368	0.000	6	1368	0.000	6	1368	0.000
18:00 - 19:00	6	1368	0.000	6	1368	0.000	6	1368	0.000
19:00 - 20:00	6	1368	0.000	6	1368	0.000	6	1368	0.000
20:00 - 21:00	6	1368	0.000	6	1368	0.000	6	1368	0.000
21:00 - 22:00	6	1368	0.012	6	1368	0.012	6	1368	0.024
22:00 - 23:00	3	1007	0.000	3	1007	0.000	3	1007	0.000
23:00 - 24:00									
Total Rates:			0.479			0.463			0.942

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

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

TRIP RATE for Land Use 01 - RETAIL/I - SHOPPING CENTRE - LOCAL SHOPS
PSVS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	3	1183	0.000	3	1183	0.000	3	1183	0.000
07:00 - 08:00	6	1368	0.000	6	1368	0.000	6	1368	0.000
08:00 - 09:00	6	1368	0.024	6	1368	0.024	6	1368	0.048
09:00 - 10:00	6	1368	0.012	6	1368	0.012	6	1368	0.024
10:00 - 11:00	6	1368	0.000	6	1368	0.000	6	1368	0.000
11:00 - 12:00	6	1368	0.000	6	1368	0.000	6	1368	0.000
12:00 - 13:00	6	1368	0.000	6	1368	0.000	6	1368	0.000
13:00 - 14:00	6	1368	0.024	6	1368	0.012	6	1368	0.036
14:00 - 15:00	6	1368	0.012	6	1368	0.012	6	1368	0.024
15:00 - 16:00	6	1368	0.012	6	1368	0.024	6	1368	0.036
16:00 - 17:00	6	1368	0.000	6	1368	0.000	6	1368	0.000
17:00 - 18:00	6	1368	0.000	6	1368	0.000	6	1368	0.000
18:00 - 19:00	6	1368	0.000	6	1368	0.000	6	1368	0.000
19:00 - 20:00	6	1368	0.000	6	1368	0.000	6	1368	0.000
20:00 - 21:00	6	1368	0.000	6	1368	0.000	6	1368	0.000
21:00 - 22:00	6	1368	0.000	6	1368	0.000	6	1368	0.000
22:00 - 23:00	3	1007	0.000	3	1007	0.000	3	1007	0.000
23:00 - 24:00									
Total Rates:			0.084			0.084			0.168

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

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

TRIP RATE for Land Use 01 - RETAIL/I - SHOPPING CENTRE - LOCAL SHOPS
CYCLISTS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	3	1183	0.028	3	1183	0.000	3	1183	0.028
07:00 - 08:00	6	1368	0.012	6	1368	0.012	6	1368	0.024
08:00 - 09:00	6	1368	0.024	6	1368	0.024	6	1368	0.048
09:00 - 10:00	6	1368	0.012	6	1368	0.024	6	1368	0.036
10:00 - 11:00	6	1368	0.061	6	1368	0.024	6	1368	0.085
11:00 - 12:00	6	1368	0.049	6	1368	0.061	6	1368	0.110
12:00 - 13:00	6	1368	0.061	6	1368	0.049	6	1368	0.110
13:00 - 14:00	6	1368	0.024	6	1368	0.037	6	1368	0.061
14:00 - 15:00	6	1368	0.061	6	1368	0.037	6	1368	0.098
15:00 - 16:00	6	1368	0.012	6	1368	0.073	6	1368	0.085
16:00 - 17:00	6	1368	0.061	6	1368	0.049	6	1368	0.110
17:00 - 18:00	6	1368	0.049	6	1368	0.049	6	1368	0.098
18:00 - 19:00	6	1368	0.098	6	1368	0.098	6	1368	0.196
19:00 - 20:00	6	1368	0.061	6	1368	0.049	6	1368	0.110
20:00 - 21:00	6	1368	0.110	6	1368	0.110	6	1368	0.220
21:00 - 22:00	6	1368	0.037	6	1368	0.049	6	1368	0.086
22:00 - 23:00	3	1007	0.033	3	1007	0.000	3	1007	0.033
23:00 - 24:00									
Total Rates:			0.793			0.745			1.538

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

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

TRIP RATE for Land Use 01 - RETAIL/I - SHOPPING CENTRE - LOCAL SHOPS
CARS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	3	1183	1.070	3	1183	0.873	3	1183	1.943
07:00 - 08:00	6	1368	2.072	6	1368	1.950	6	1368	4.022
08:00 - 09:00	6	1368	3.937	6	1368	3.242	6	1368	7.179
09:00 - 10:00	6	1368	4.424	6	1368	4.266	6	1368	8.690
10:00 - 11:00	6	1368	5.034	6	1368	4.704	6	1368	9.738
11:00 - 12:00	6	1368	4.826	6	1368	4.717	6	1368	9.543
12:00 - 13:00	6	1368	5.253	6	1368	5.277	6	1368	10.530
13:00 - 14:00	6	1368	5.314	6	1368	5.375	6	1368	10.689
14:00 - 15:00	6	1368	4.704	6	1368	4.839	6	1368	9.543
15:00 - 16:00	6	1368	4.973	6	1368	5.082	6	1368	10.055
16:00 - 17:00	6	1368	5.521	6	1368	5.667	6	1368	11.188
17:00 - 18:00	6	1368	5.545	6	1368	5.838	6	1368	11.383
18:00 - 19:00	6	1368	4.875	6	1368	5.143	6	1368	10.018
19:00 - 20:00	6	1368	3.937	6	1368	4.059	6	1368	7.996
20:00 - 21:00	6	1368	2.474	6	1368	2.535	6	1368	5.009
21:00 - 22:00	6	1368	1.877	6	1368	2.011	6	1368	3.888
22:00 - 23:00	3	1007	0.960	3	1007	0.993	3	1007	1.953
23:00 - 24:00									
Total Rates:			66.796			66.571			133.367

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

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

TRIP RATE for Land Use 01 - RETAIL/I - SHOPPING CENTRE - LOCAL SHOPS
LGVS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	3	1183	0.254	3	1183	0.225	3	1183	0.479
07:00 - 08:00	6	1368	0.524	6	1368	0.524	6	1368	1.048
08:00 - 09:00	6	1368	0.548	6	1368	0.488	6	1368	1.036
09:00 - 10:00	6	1368	0.524	6	1368	0.427	6	1368	0.951
10:00 - 11:00	6	1368	0.536	6	1368	0.548	6	1368	1.084
11:00 - 12:00	6	1368	0.500	6	1368	0.500	6	1368	1.000
12:00 - 13:00	6	1368	0.646	6	1368	0.573	6	1368	1.219
13:00 - 14:00	6	1368	0.524	6	1368	0.622	6	1368	1.146
14:00 - 15:00	6	1368	0.488	6	1368	0.488	6	1368	0.976
15:00 - 16:00	6	1368	0.427	6	1368	0.390	6	1368	0.817
16:00 - 17:00	6	1368	0.500	6	1368	0.463	6	1368	0.963
17:00 - 18:00	6	1368	0.390	6	1368	0.512	6	1368	0.902
18:00 - 19:00	6	1368	0.451	6	1368	0.439	6	1368	0.890
19:00 - 20:00	6	1368	0.219	6	1368	0.256	6	1368	0.475
20:00 - 21:00	6	1368	0.110	6	1368	0.195	6	1368	0.305
21:00 - 22:00	6	1368	0.098	6	1368	0.073	6	1368	0.171
22:00 - 23:00	3	1007	0.066	3	1007	0.099	3	1007	0.165
23:00 - 24:00									
Total Rates:			6.805			6.822			13.627

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

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TRIP RATE for Land Use 01 - RETAIL/I - SHOPPING CENTRE - LOCAL SHOPS
MOTOR CYCLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	3	1183	0.000	3	1183	0.000	3	1183	0.000
07:00 - 08:00	6	1368	0.000	6	1368	0.000	6	1368	0.000
08:00 - 09:00	6	1368	0.000	6	1368	0.000	6	1368	0.000
09:00 - 10:00	6	1368	0.024	6	1368	0.024	6	1368	0.048
10:00 - 11:00	6	1368	0.037	6	1368	0.012	6	1368	0.049
11:00 - 12:00	6	1368	0.049	6	1368	0.049	6	1368	0.098
12:00 - 13:00	6	1368	0.049	6	1368	0.037	6	1368	0.086
13:00 - 14:00	6	1368	0.085	6	1368	0.085	6	1368	0.170
14:00 - 15:00	6	1368	0.024	6	1368	0.024	6	1368	0.048
15:00 - 16:00	6	1368	0.024	6	1368	0.049	6	1368	0.073
16:00 - 17:00	6	1368	0.000	6	1368	0.000	6	1368	0.000
17:00 - 18:00	6	1368	0.000	6	1368	0.000	6	1368	0.000
18:00 - 19:00	6	1368	0.012	6	1368	0.012	6	1368	0.024
19:00 - 20:00	6	1368	0.000	6	1368	0.000	6	1368	0.000
20:00 - 21:00	6	1368	0.024	6	1368	0.024	6	1368	0.048
21:00 - 22:00	6	1368	0.000	6	1368	0.000	6	1368	0.000
22:00 - 23:00	3	1007	0.000	3	1007	0.033	3	1007	0.033
23:00 - 24:00									
Total Rates:			0.328			0.349			0.677

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

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BWB CONSULTING STATION STREET NOTTINGHAM Licence No: 714101

Calculation Reference: AUDIT-714101-241120-1155

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 05 - HEALTH
Category : G - GP SURGERIES
TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST		
	HF	HERTFORDSHIRE	1 days
	IW	ISLE OF WIGHT	1 days
	SC	SURREY	1 days
03	SOUTH WEST		
	SM	SOMERSET	1 days
	WL	WILTSHIRE	1 days
04	EAST ANGLIA		
	CA	CAMBRIDGESHIRE	1 days
05	EAST MIDLANDS		
	DY	DERBY	2 days
10	WALES		
	CF	CARDIFF	3 days
	CP	CAERPHILLY	1 days

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

Primary Filtering selection:

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

Parameter:	Gross floor area
Actual Range:	310 to 2150 (units: sqm)
Range Selected by User:	143 to 2900 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/16 to 27/11/23

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

Selected survey days:

Tuesday	1 days
Wednesday	6 days
Thursday	2 days
Friday	3 days

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

Selected survey types:

Manual count	12 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	7
Edge of Town	5

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

Selected Location Sub Categories:

Residential Zone	11
No Sub Category	1

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	8 days - Selected
Servicing vehicles Excluded	5 days - Selected

Secondary Filtering selection:

Use Class:

E(e)	12 days

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

Population within 500m Range:
All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

5,001 to 10,000	2 days
15,001 to 20,000	3 days
20,001 to 25,000	3 days
25,001 to 50,000	3 days
50,001 to 100,000	1 days

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

Population within 5 miles:

25,001 to 50,000	1 days
50,001 to 75,000	2 days
125,001 to 250,000	3 days
250,001 to 500,000	6 days

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

Car ownership within 5 miles:

0.6 to 1.0	4 days
1.1 to 1.5	8 days

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

Travel Plan:

No	12 days

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

PTAL Rating:

No PTAL Present	12 days

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

LIST OF SITES relevant to selection parameters

1 CA-05-G-01 MEDICAL CENTRE CAMBRIDGESHIRE
NUFFIELD ROAD
CAMBRIDGE
CHESTERTON
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Gross floor area: 1046 sqm
Survey date: FRIDAY *23/06/23* *Survey Type: MANUAL*

2 CF-05-G-01 GP SURGERY CARDIFF
CAMBRIDGE STREET
CARDIFF

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Gross floor area: 1200 sqm
Survey date: FRIDAY *05/05/17* *Survey Type: MANUAL*

3 CF-05-G-02 GP SURGERY CARDIFF
PARK ROAD
CARDIFF
WHITCHURCH
Edge of Town
Residential Zone
Total Gross floor area: 450 sqm
Survey date: WEDNESDAY *05/10/16* *Survey Type: MANUAL*

4 CF-05-G-03 GP SURGERY CARDIFF
DARTINGTON DRIVE
CARDIFF
PONTPRENNAU
Edge of Town
Residential Zone
Total Gross floor area: 1243 sqm
Survey date: WEDNESDAY *14/03/18* *Survey Type: MANUAL*

5 CP-05-G-01 GP SURGERY CAERPHILLY
HOEL BRO WEN
CAERPHILLY

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Gross floor area: 1500 sqm
Survey date: THURSDAY *13/10/22* *Survey Type: MANUAL*

6 DY-05-G-01 GP SURGERY DERBY
OSMASTON ROAD
DERBY

Suburban Area (PPS6 Out of Centre)
No Sub Category
Total Gross floor area: 676 sqm
Survey date: WEDNESDAY *25/09/19* *Survey Type: MANUAL*

7 DY-05-G-02 GP SURGERY DERBY
ST THOMAS ROAD
DERBY

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Gross floor area: 2000 sqm
Survey date: WEDNESDAY *11/10/23* *Survey Type: MANUAL*

8 HF-05-G-01 GP SURGERY HERTFORDSHIRE
CHELLS WAY
STEVENAGE

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Gross floor area: 830 sqm
Survey date: FRIDAY *28/06/19* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

9 IW-05-G-01 GP SURGERY ISLE OF WIGHT
NEWPORT ROAD
COWES

Edge of Town
Residential Zone
Total Gross floor area: 1400 sqm
Survey date: WEDNESDAY *26/06/19* *Survey Type: MANUAL*

10 SC-05-G-02 GP SURGERY SURREY
ESHER GREEN DRIVE
ESHER
SANDOWN PARK
Edge of Town
Residential Zone
Total Gross floor area: 310 sqm
Survey date: WEDNESDAY *22/06/16* *Survey Type: MANUAL*

11 SM-05-G-03 GP SURGERY SOMERSET
FEVERSHAM LANE
GLASTONBURY

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Gross floor area: 1500 sqm
Survey date: TUESDAY *20/09/22* *Survey Type: MANUAL*

12 WL-05-G-01 MEDICAL CENTRE WILTSHIRE
MIDDLEFIELD ROAD
CHIPPENHAM

Edge of Town
Residential Zone
Total Gross floor area: 2150 sqm
Survey date: THURSDAY *11/05/23* *Survey Type: MANUAL*

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

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
HI-05-G-02	COVID

TRIP RATE for Land Use 05 - HEALTH/G - GP SURGERIES
TOTAL VEHICLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	830	1.325	1	830	0.000	1	830	1.325
07:00 - 08:00	11	1205	1.056	11	1205	0.226	11	1205	1.282
08:00 - 09:00	12	1192	3.118	12	1192	1.559	12	1192	4.677
09:00 - 10:00	12	1192	3.355	12	1192	2.831	12	1192	6.186
10:00 - 11:00	12	1192	2.971	12	1192	2.754	12	1192	5.725
11:00 - 12:00	12	1192	2.768	12	1192	2.943	12	1192	5.711
12:00 - 13:00	12	1192	2.307	12	1192	2.796	12	1192	5.103
13:00 - 14:00	12	1192	2.153	12	1192	2.202	12	1192	4.355
14:00 - 15:00	12	1192	2.712	12	1192	2.531	12	1192	5.243
15:00 - 16:00	12	1192	2.384	12	1192	2.517	12	1192	4.901
16:00 - 17:00	12	1192	1.922	12	1192	2.656	12	1192	4.578
17:00 - 18:00	12	1192	1.216	12	1192	2.174	12	1192	3.390
18:00 - 19:00	12	1192	0.545	12	1192	1.111	12	1192	1.656
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			27.832			26.300			54.132

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

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Parameter summary

Trip rate parameter range selected:	310 - 2150 (units: sqm)
Survey date date range:	01/01/16 - 27/11/23
Number of weekdays (Monday-Friday):	12
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	1

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

TRIP RATE for Land Use 05 - HEALTH/G - GP SURGERIES
TAXIS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	830	0.000	1	830	0.000	1	830	0.000
07:00 - 08:00	11	1205	0.015	11	1205	0.000	11	1205	0.015
08:00 - 09:00	12	1192	0.063	12	1192	0.070	12	1192	0.133
09:00 - 10:00	12	1192	0.084	12	1192	0.091	12	1192	0.175
10:00 - 11:00	12	1192	0.056	12	1192	0.056	12	1192	0.112
11:00 - 12:00	12	1192	0.084	12	1192	0.084	12	1192	0.168
12:00 - 13:00	12	1192	0.056	12	1192	0.049	12	1192	0.105
13:00 - 14:00	12	1192	0.112	12	1192	0.105	12	1192	0.217
14:00 - 15:00	12	1192	0.091	12	1192	0.105	12	1192	0.196
15:00 - 16:00	12	1192	0.049	12	1192	0.042	12	1192	0.091
16:00 - 17:00	12	1192	0.035	12	1192	0.035	12	1192	0.070
17:00 - 18:00	12	1192	0.014	12	1192	0.021	12	1192	0.035
18:00 - 19:00	12	1192	0.014	12	1192	0.014	12	1192	0.028
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.673			0.672			1.345

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

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TRIP RATE for Land Use 05 - HEALTH/G - GP SURGERIES
OGVS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	830	0.000	1	830	0.000	1	830	0.000
07:00 - 08:00	11	1205	0.008	11	1205	0.008	11	1205	0.016
08:00 - 09:00	12	1192	0.014	12	1192	0.014	12	1192	0.028
09:00 - 10:00	12	1192	0.000	12	1192	0.000	12	1192	0.000
10:00 - 11:00	12	1192	0.000	12	1192	0.000	12	1192	0.000
11:00 - 12:00	12	1192	0.000	12	1192	0.000	12	1192	0.000
12:00 - 13:00	12	1192	0.000	12	1192	0.000	12	1192	0.000
13:00 - 14:00	12	1192	0.000	12	1192	0.000	12	1192	0.000
14:00 - 15:00	12	1192	0.000	12	1192	0.000	12	1192	0.000
15:00 - 16:00	12	1192	0.007	12	1192	0.007	12	1192	0.014
16:00 - 17:00	12	1192	0.000	12	1192	0.000	12	1192	0.000
17:00 - 18:00	12	1192	0.000	12	1192	0.000	12	1192	0.000
18:00 - 19:00	12	1192	0.000	12	1192	0.000	12	1192	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.029			0.029			0.058

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

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TRIP RATE for Land Use 05 - HEALTH/G - GP SURGERIES
PSVS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	830	0.120	1	830	0.000	1	830	0.120
07:00 - 08:00	11	1205	0.000	11	1205	0.000	11	1205	0.000
08:00 - 09:00	12	1192	0.000	12	1192	0.000	12	1192	0.000
09:00 - 10:00	12	1192	0.000	12	1192	0.000	12	1192	0.000
10:00 - 11:00	12	1192	0.007	12	1192	0.000	12	1192	0.007
11:00 - 12:00	12	1192	0.000	12	1192	0.007	12	1192	0.007
12:00 - 13:00	12	1192	0.000	12	1192	0.000	12	1192	0.000
13:00 - 14:00	12	1192	0.000	12	1192	0.000	12	1192	0.000
14:00 - 15:00	12	1192	0.000	12	1192	0.000	12	1192	0.000
15:00 - 16:00	12	1192	0.000	12	1192	0.000	12	1192	0.000
16:00 - 17:00	12	1192	0.000	12	1192	0.000	12	1192	0.000
17:00 - 18:00	12	1192	0.000	12	1192	0.000	12	1192	0.000
18:00 - 19:00	12	1192	0.000	12	1192	0.000	12	1192	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.127			0.007			0.134

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

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

TRIP RATE for Land Use 05 - HEALTH/G - GP SURGERIES
CYCLISTS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	830	0.000	1	830	0.000	1	830	0.000
07:00 - 08:00	11	1205	0.023	11	1205	0.000	11	1205	0.023
08:00 - 09:00	12	1192	0.035	12	1192	0.000	12	1192	0.035
09:00 - 10:00	12	1192	0.049	12	1192	0.021	12	1192	0.070
10:00 - 11:00	12	1192	0.028	12	1192	0.028	12	1192	0.056
11:00 - 12:00	12	1192	0.049	12	1192	0.049	12	1192	0.098
12:00 - 13:00	12	1192	0.014	12	1192	0.035	12	1192	0.049
13:00 - 14:00	12	1192	0.014	12	1192	0.035	12	1192	0.049
14:00 - 15:00	12	1192	0.014	12	1192	0.021	12	1192	0.035
15:00 - 16:00	12	1192	0.021	12	1192	0.007	12	1192	0.028
16:00 - 17:00	12	1192	0.014	12	1192	0.028	12	1192	0.042
17:00 - 18:00	12	1192	0.007	12	1192	0.021	12	1192	0.028
18:00 - 19:00	12	1192	0.007	12	1192	0.014	12	1192	0.021
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.275			0.259			0.534

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

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

TRIP RATE for Land Use 05 - HEALTH/G - GP SURGERIES
CARS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	830	1.205	1	830	0.000	1	830	1.205
07:00 - 08:00	11	1205	0.973	11	1205	0.189	11	1205	1.162
08:00 - 09:00	12	1192	2.908	12	1192	1.384	12	1192	4.292
09:00 - 10:00	12	1192	3.104	12	1192	2.545	12	1192	5.649
10:00 - 11:00	12	1192	2.649	12	1192	2.454	12	1192	5.103
11:00 - 12:00	12	1192	2.489	12	1192	2.635	12	1192	5.124
12:00 - 13:00	12	1192	2.083	12	1192	2.600	12	1192	4.683
13:00 - 14:00	12	1192	1.957	12	1192	1.992	12	1192	3.949
14:00 - 15:00	12	1192	2.496	12	1192	2.321	12	1192	4.817
15:00 - 16:00	12	1192	2.167	12	1192	2.314	12	1192	4.481
16:00 - 17:00	12	1192	1.811	12	1192	2.475	12	1192	4.286
17:00 - 18:00	12	1192	1.105	12	1192	2.076	12	1192	3.181
18:00 - 19:00	12	1192	0.503	12	1192	1.063	12	1192	1.566
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			25.450			24.048			49.498

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

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

TRIP RATE for Land Use 05 - HEALTH/G - GP SURGERIES
LGVS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	830	0.000	1	830	0.000	1	830	0.000
07:00 - 08:00	11	1205	0.060	11	1205	0.030	11	1205	0.090
08:00 - 09:00	12	1192	0.119	12	1192	0.077	12	1192	0.196
09:00 - 10:00	12	1192	0.140	12	1192	0.175	12	1192	0.315
10:00 - 11:00	12	1192	0.238	12	1192	0.217	12	1192	0.455
11:00 - 12:00	12	1192	0.189	12	1192	0.203	12	1192	0.392
12:00 - 13:00	12	1192	0.147	12	1192	0.140	12	1192	0.287
13:00 - 14:00	12	1192	0.084	12	1192	0.091	12	1192	0.175
14:00 - 15:00	12	1192	0.091	12	1192	0.077	12	1192	0.168
15:00 - 16:00	12	1192	0.154	12	1192	0.154	12	1192	0.308
16:00 - 17:00	12	1192	0.077	12	1192	0.133	12	1192	0.210
17:00 - 18:00	12	1192	0.070	12	1192	0.056	12	1192	0.126
18:00 - 19:00	12	1192	0.007	12	1192	0.014	12	1192	0.021
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.376			1.367			2.743

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

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

TRIP RATE for Land Use 05 - HEALTH/G - GP SURGERIES
MOTOR CYCLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	830	0.000	1	830	0.000	1	830	0.000
07:00 - 08:00	11	1205	0.000	11	1205	0.000	11	1205	0.000
08:00 - 09:00	12	1192	0.014	12	1192	0.014	12	1192	0.028
09:00 - 10:00	12	1192	0.021	12	1192	0.007	12	1192	0.028
10:00 - 11:00	12	1192	0.007	12	1192	0.014	12	1192	0.021
11:00 - 12:00	12	1192	0.000	12	1192	0.007	12	1192	0.007
12:00 - 13:00	12	1192	0.014	12	1192	0.000	12	1192	0.014
13:00 - 14:00	12	1192	0.000	12	1192	0.014	12	1192	0.014
14:00 - 15:00	12	1192	0.007	12	1192	0.000	12	1192	0.007
15:00 - 16:00	12	1192	0.000	12	1192	0.000	12	1192	0.000
16:00 - 17:00	12	1192	0.000	12	1192	0.007	12	1192	0.007
17:00 - 18:00	12	1192	0.007	12	1192	0.007	12	1192	0.014
18:00 - 19:00	12	1192	0.007	12	1192	0.007	12	1192	0.014
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.077			0.077			0.154

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

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BWB CONSULTING STATION STREET NOTTINGHAM Licence No: 714101

Calculation Reference: AUDIT-714101-241017-1042

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 04 - EDUCATION
Category : D - NURSERY
TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST		
	BH	BRIGHTON & HOVE	1 days
03	SOUTH WEST		
	BA	BATH & NORTH EAST SOMERSET	1 days
	BR	BRISTOL CITY	1 days
	SD	SWINDON	1 days
04	EAST ANGLIA		
	CA	CAMBRIDGESHIRE	1 days
05	EAST MIDLANDS		
	DY	DERBY	1 days
	LN	LINCOLNSHIRE	1 days
06	WEST MIDLANDS		
	WK	WARWICKSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	NY	NORTH YORKSHIRE	2 days
09	NORTH		
	TV	TEES VALLEY	1 days
	TW	TYNE & WEAR	1 days
10	WALES		
	NW	NEWPORT	1 days
11	SCOTLAND		
	DU	DUNDEE CITY	1 days

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

Primary Filtering selection:

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

Parameter:	Gross floor area
Actual Range:	150 to 725 (units: sqm)
Range Selected by User:	150 to 800 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/16 to 06/09/23

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

Selected survey days:

Monday	3 days
Tuesday	4 days
Wednesday	1 days
Thursday	3 days
Friday	3 days

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

Selected survey types:

Manual count	14 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	6
Edge of Town	4
Neighbourhood Centre (PPS6 Local Centre)	4

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

Selected Location Sub Categories:

Industrial Zone	1
Residential Zone	12
Village	1

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	5 days - Selected
Servicing vehicles Excluded	10 days - Selected

Secondary Filtering selection:

Use Class:

E(f)	14 days

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

Population within 500m Range:
All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,001 to 5,000	2 days
5,001 to 10,000	1 days
10,001 to 15,000	2 days
15,001 to 20,000	4 days
20,001 to 25,000	1 days
25,001 to 50,000	3 days
50,001 to 100,000	1 days

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

Population within 5 miles:

25,001 to 50,000	1 days
50,001 to 75,000	1 days
75,001 to 100,000	1 days
100,001 to 125,000	2 days
125,001 to 250,000	5 days
250,001 to 500,000	4 days

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

Car ownership within 5 miles:

0.5 or Less	1 days
0.6 to 1.0	5 days
1.1 to 1.5	7 days
2.1 to 2.5	1 days

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

Travel Plan:

No	14 days

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

PTAL Rating:

No PTAL Present	14 days

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

LIST OF SITES relevant to selection parameters

1 BA-04-D-02 NURSERY BATH & NORTH EAST SOMERSET
MIDFORD ROAD
BATH
COMBE DOWN
Neighbourhood Centre (PPS6 Local Centre)
Residential Zone
Total Gross floor area: 300 sqm
Survey date: THURSDAY *15/09/22* *Survey Type: MANUAL*

2 BH-04-D-01 NURSERY BRIGHTON & HOVE
CONNAUGHT ROAD
BRIGHTON
HOVE
Neighbourhood Centre (PPS6 Local Centre)
Residential Zone
Total Gross floor area: 185 sqm
Survey date: FRIDAY *22/09/17* *Survey Type: MANUAL*

3 BR-04-D-01 NURSERY BRISTOL CITY
BURCHELLS GREEN ROAD
BRISTOL
KINGSWOOD
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Gross floor area: 718 sqm
Survey date: TUESDAY *02/05/23* *Survey Type: MANUAL*

4 CA-04-D-01 NURSERY CAMBRIDGESHIRE
MILTON ROAD
CAMBRIDGE
CHESTERTON
Neighbourhood Centre (PPS6 Local Centre)
Residential Zone
Total Gross floor area: 500 sqm
Survey date: MONDAY *26/06/23* *Survey Type: MANUAL*

5 DU-04-D-01 NURSERY DUNDEE CITY
LONGTOWN TERRACE
DUNDEE

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Gross floor area: 325 sqm
Survey date: MONDAY *24/04/17* *Survey Type: MANUAL*

6 DY-04-D-02 NURSERY DERBY
MAXWELL AVENUE
DERBY
DARLEY ABBEY
Edge of Town
Residential Zone
Total Gross floor area: 415 sqm
Survey date: THURSDAY *12/07/18* *Survey Type: MANUAL*

7 LN-04-D-01 NURSERY LINCOLNSHIRE
NEWARK ROAD
LINCOLN
SWALLOW BECK
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Gross floor area: 600 sqm
Survey date: TUESDAY *31/10/17* *Survey Type: MANUAL*

8 NW-04-D-01 NURSERY NEWPORT
CHEPSTOW ROAD
NEAR NEWPORT
LANGSTONE
Neighbourhood Centre (PPS6 Local Centre)
Village
Total Gross floor area: 284 sqm
Survey date: WEDNESDAY *12/10/22* *Survey Type: MANUAL*

9 NY-04-D-02 NURSERY NORTH YORKSHIRE
OAKNEY WOOD ROAD
SELBY

Edge of Town
Industrial Zone
Total Gross floor area: 450 sqm
Survey date: TUESDAY *10/05/22* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

10 NY-04-D-03 NURSERY NORTH YORKSHIRE
WETHERBY ROAD
KNARESBOROUGH

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Gross floor area: 300 sqm
Survey date: MONDAY *12/06/23* *Survey Type: MANUAL*

11 SD-04-D-01 NURSERY SWINDON
SHREWSBURY ROAD
SWINDON
WALCOT
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Gross floor area: 500 sqm
Survey date: THURSDAY *22/09/16* *Survey Type: MANUAL*

12 TV-04-D-01 NURSERY TEES VALLEY
COTSWOLD DRIVE
REDCAR

Edge of Town
Residential Zone
Total Gross floor area: 150 sqm
Survey date: FRIDAY *19/05/17* *Survey Type: MANUAL*

13 TW-04-D-03 NURSERY TYNE & WEAR
JUBILEE ROAD
NEWCASTLE UPON TYNE
GOSFORTH
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Gross floor area: 725 sqm
Survey date: TUESDAY *21/05/19* *Survey Type: MANUAL*

14 WK-04-D-01 NURSERY WARWICKSHIRE
THE RIDGEWAY
STRATFORD UPON AVON

Edge of Town
Residential Zone
Total Gross floor area: 340 sqm
Survey date: FRIDAY *29/06/18* *Survey Type: MANUAL*

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

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
RC-04-D-01	COVID

TRIP RATE for Land Use 04 - EDUCATION/D - NURSERY
TOTAL VEHICLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	2	375	0.267	2	375	0.000	2	375	0.267
07:00 - 08:00	14	414	2.573	14	414	1.588	14	414	4.161
08:00 - 09:00	14	414	3.453	14	414	2.952	14	414	6.405
09:00 - 10:00	14	414	1.157	14	414	0.950	14	414	2.107
10:00 - 11:00	14	414	0.501	14	414	0.311	14	414	0.812
11:00 - 12:00	14	414	0.414	14	414	0.345	14	414	0.759
12:00 - 13:00	14	414	1.088	14	414	1.364	14	414	2.452
13:00 - 14:00	14	414	0.742	14	414	1.053	14	414	1.795
14:00 - 15:00	14	414	0.449	14	414	0.483	14	414	0.932
15:00 - 16:00	14	414	0.811	14	414	0.863	14	414	1.674
16:00 - 17:00	14	414	1.692	14	414	1.606	14	414	3.298
17:00 - 18:00	14	414	2.866	14	414	3.505	14	414	6.371
18:00 - 19:00	13	434	0.213	13	434	0.744	13	434	0.957
19:00 - 20:00	1	450	0.222	1	450	2.222	1	450	2.444
20:00 - 21:00	1	450	0.000	1	450	0.000	1	450	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			16.448			17.986			34.434

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

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Parameter summary

Trip rate parameter range selected:	150 - 725 (units: sqm)
Survey date date range:	01/01/16 - 06/09/23
Number of weekdays (Monday-Friday):	14
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	1

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

TRIP RATE for Land Use 04 - EDUCATION/D - NURSERY
TAXIS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	2	375	0.000	2	375	0.000	2	375	0.000
07:00 - 08:00	14	414	0.017	14	414	0.017	14	414	0.034
08:00 - 09:00	14	414	0.086	14	414	0.052	14	414	0.138
09:00 - 10:00	14	414	0.017	14	414	0.052	14	414	0.069
10:00 - 11:00	14	414	0.017	14	414	0.017	14	414	0.034
11:00 - 12:00	14	414	0.000	14	414	0.000	14	414	0.000
12:00 - 13:00	14	414	0.017	14	414	0.017	14	414	0.034
13:00 - 14:00	14	414	0.000	14	414	0.000	14	414	0.000
14:00 - 15:00	14	414	0.052	14	414	0.035	14	414	0.087
15:00 - 16:00	14	414	0.000	14	414	0.017	14	414	0.017
16:00 - 17:00	14	414	0.000	14	414	0.000	14	414	0.000
17:00 - 18:00	14	414	0.017	14	414	0.017	14	414	0.034
18:00 - 19:00	13	434	0.000	13	434	0.000	13	434	0.000
19:00 - 20:00	1	450	0.000	1	450	0.000	1	450	0.000
20:00 - 21:00	1	450	0.000	1	450	0.000	1	450	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.223			0.224			0.447

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

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TRIP RATE for Land Use 04 - EDUCATION/D - NURSERY
OGVS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	2	375	0.000	2	375	0.000	2	375	0.000
07:00 - 08:00	14	414	0.017	14	414	0.017	14	414	0.034
08:00 - 09:00	14	414	0.000	14	414	0.000	14	414	0.000
09:00 - 10:00	14	414	0.017	14	414	0.017	14	414	0.034
10:00 - 11:00	14	414	0.000	14	414	0.000	14	414	0.000
11:00 - 12:00	14	414	0.017	14	414	0.017	14	414	0.034
12:00 - 13:00	14	414	0.017	14	414	0.017	14	414	0.034
13:00 - 14:00	14	414	0.017	14	414	0.017	14	414	0.034
14:00 - 15:00	14	414	0.000	14	414	0.000	14	414	0.000
15:00 - 16:00	14	414	0.000	14	414	0.000	14	414	0.000
16:00 - 17:00	14	414	0.000	14	414	0.000	14	414	0.000
17:00 - 18:00	14	414	0.000	14	414	0.000	14	414	0.000
18:00 - 19:00	13	434	0.000	13	434	0.000	13	434	0.000
19:00 - 20:00	1	450	0.000	1	450	0.000	1	450	0.000
20:00 - 21:00	1	450	0.000	1	450	0.000	1	450	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.085			0.085			0.170

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

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TRIP RATE for Land Use 04 - EDUCATION/D - NURSERY
CYCLISTS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	2	375	0.000	2	375	0.000	2	375	0.000
07:00 - 08:00	14	414	0.173	14	414	0.052	14	414	0.225
08:00 - 09:00	14	414	0.138	14	414	0.052	14	414	0.190
09:00 - 10:00	14	414	0.017	14	414	0.000	14	414	0.017
10:00 - 11:00	14	414	0.000	14	414	0.000	14	414	0.000
11:00 - 12:00	14	414	0.000	14	414	0.000	14	414	0.000
12:00 - 13:00	14	414	0.069	14	414	0.052	14	414	0.121
13:00 - 14:00	14	414	0.017	14	414	0.052	14	414	0.069
14:00 - 15:00	14	414	0.017	14	414	0.035	14	414	0.052
15:00 - 16:00	14	414	0.035	14	414	0.155	14	414	0.190
16:00 - 17:00	14	414	0.000	14	414	0.000	14	414	0.000
17:00 - 18:00	14	414	0.000	14	414	0.017	14	414	0.017
18:00 - 19:00	13	434	0.000	13	434	0.018	13	434	0.018
19:00 - 20:00	1	450	0.000	1	450	0.222	1	450	0.222
20:00 - 21:00	1	450	0.000	1	450	0.000	1	450	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.466			0.655			1.121

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

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TRIP RATE for Land Use 04 - EDUCATION/D - NURSERY
CARS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	2	375	0.267	2	375	0.000	2	375	0.267
07:00 - 08:00	14	414	2.521	14	414	1.537	14	414	4.058
08:00 - 09:00	14	414	3.263	14	414	2.814	14	414	6.077
09:00 - 10:00	14	414	1.053	14	414	0.811	14	414	1.864
10:00 - 11:00	14	414	0.432	14	414	0.242	14	414	0.674
11:00 - 12:00	14	414	0.345	14	414	0.276	14	414	0.621
12:00 - 13:00	14	414	1.053	14	414	1.295	14	414	2.348
13:00 - 14:00	14	414	0.673	14	414	0.984	14	414	1.657
14:00 - 15:00	14	414	0.380	14	414	0.432	14	414	0.812
15:00 - 16:00	14	414	0.742	14	414	0.794	14	414	1.536
16:00 - 17:00	14	414	1.623	14	414	1.571	14	414	3.194
17:00 - 18:00	14	414	2.780	14	414	3.384	14	414	6.164
18:00 - 19:00	13	434	0.213	13	434	0.727	13	434	0.940
19:00 - 20:00	1	450	0.222	1	450	2.222	1	450	2.444
20:00 - 21:00	1	450	0.000	1	450	0.000	1	450	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			15.567			17.089			32.656

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

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TRIP RATE for Land Use 04 - EDUCATION/D - NURSERY
LGVS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	2	375	0.000	2	375	0.000	2	375	0.000
07:00 - 08:00	14	414	0.017	14	414	0.017	14	414	0.034
08:00 - 09:00	14	414	0.104	14	414	0.086	14	414	0.190
09:00 - 10:00	14	414	0.069	14	414	0.069	14	414	0.138
10:00 - 11:00	14	414	0.052	14	414	0.052	14	414	0.104
11:00 - 12:00	14	414	0.052	14	414	0.052	14	414	0.104
12:00 - 13:00	14	414	0.000	14	414	0.035	14	414	0.035
13:00 - 14:00	14	414	0.052	14	414	0.052	14	414	0.104
14:00 - 15:00	14	414	0.017	14	414	0.017	14	414	0.034
15:00 - 16:00	14	414	0.069	14	414	0.052	14	414	0.121
16:00 - 17:00	14	414	0.069	14	414	0.035	14	414	0.104
17:00 - 18:00	14	414	0.069	14	414	0.104	14	414	0.173
18:00 - 19:00	13	434	0.000	13	434	0.018	13	434	0.018
19:00 - 20:00	1	450	0.000	1	450	0.000	1	450	0.000
20:00 - 21:00	1	450	0.000	1	450	0.000	1	450	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.570			0.589			1.159

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

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Calculation Reference: AUDIT-714101-250130-0149

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL
Category : I - SHOPPING CENTRE - LOCAL SHOPS
MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

07	YORKSHIRE & NORTH LINCOLNSHIRE		
	DR	DONCASTER	1 days

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

Primary Filtering selection:

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

Parameter:	Gross floor area
Actual Range:	1645 to 1645 (units: sqm)
Range Selected by User:	200 to 2500 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/16 to 18/06/24

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

Selected survey days:

Friday	1 days

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

Selected survey types:

Manual count	1 days
Directional ATC Count	0 days

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

Selected Locations:

Neighbourhood Centre (PPS6 Local Centre)	1

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

Selected Location Sub Categories:

Residential Zone	1

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	1 days - Selected
Servicing vehicles Excluded	1 days - Selected

Secondary Filtering selection:

Use Class:

n/a	1 days

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

Population within 500m Range:
All Surveys Included
Population within 1 mile:

20,001 to 25,000	1 days

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

Secondary Filtering selection (Cont.):

Population within 5 miles:

125,001 to 250,000	1 days

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

Car ownership within 5 miles:

1.1 to 1.5	1 days

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

Petrol filling station:

Included in the survey count	0 days
Excluded from count or no filling station	1 days

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

Travel Plan:

No	1 days

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

PTAL Rating:

No PTAL Present	1 days

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

LIST OF SITES relevant to selection parameters

1 DR-01-I-01 LOCAL SHOPS DONCASTER
EVERINGHAM ROAD
DONCASTER
CANTLEY
Neighbourhood Centre (PPS6 Local Centre)
Residential Zone
Total Gross floor area: 1645 sqm
Survey date: FRIDAY *17/09/21* *Survey Type: MANUAL*

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

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
SE-01-I-01	Too small

TRIP RATE for Land Use 01 - RETAIL/I - SHOPPING CENTRE - LOCAL SHOPS
MULTI-MODAL TOTAL VEHICLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 1.25

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	1645	1.277	1	1645	0.912	1	1645	2.189
07:00 - 08:00	1	1645	0.365	1	1645	0.243	1	1645	0.608
08:00 - 09:00	1	1645	2.128	1	1645	1.702	1	1645	3.830
09:00 - 10:00	1	1645	2.736	1	1645	2.310	1	1645	5.046
10:00 - 11:00	1	1645	3.161	1	1645	3.161	1	1645	6.322
11:00 - 12:00	1	1645	2.553	1	1645	2.614	1	1645	5.167
12:00 - 13:00	1	1645	2.188	1	1645	2.249	1	1645	4.437
13:00 - 14:00	1	1645	3.647	1	1645	3.708	1	1645	7.355
14:00 - 15:00	1	1645	2.067	1	1645	2.310	1	1645	4.377
15:00 - 16:00	1	1645	2.614	1	1645	2.736	1	1645	5.350
16:00 - 17:00	1	1645	3.100	1	1645	2.736	1	1645	5.836
17:00 - 18:00	1	1645	2.736	1	1645	3.526	1	1645	6.262
18:00 - 19:00	1	1645	1.824	1	1645	2.128	1	1645	3.952
19:00 - 20:00	1	1645	1.398	1	1645	1.459	1	1645	2.857
20:00 - 21:00	1	1645	0.608	1	1645	0.608	1	1645	1.216
21:00 - 22:00	1	1645	0.851	1	1645	0.973	1	1645	1.824
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			33.253			33.375			66.628

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

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

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Parameter summary

Trip rate parameter range selected:	1645 - 1645 (units: sqm)
Survey date date range:	01/01/16 - 18/06/24
Number of weekdays (Monday-Friday):	1
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	1

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

TRIP RATE for Land Use 01 - RETAIL/I - SHOPPING CENTRE - LOCAL SHOPS
MULTI-MODAL TAXIS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	1645	0.000	1	1645	0.000	1	1645	0.000
07:00 - 08:00	1	1645	0.000	1	1645	0.000	1	1645	0.000
08:00 - 09:00	1	1645	0.061	1	1645	0.061	1	1645	0.122
09:00 - 10:00	1	1645	0.000	1	1645	0.000	1	1645	0.000
10:00 - 11:00	1	1645	0.000	1	1645	0.000	1	1645	0.000
11:00 - 12:00	1	1645	0.000	1	1645	0.000	1	1645	0.000
12:00 - 13:00	1	1645	0.000	1	1645	0.000	1	1645	0.000
13:00 - 14:00	1	1645	0.000	1	1645	0.000	1	1645	0.000
14:00 - 15:00	1	1645	0.000	1	1645	0.000	1	1645	0.000
15:00 - 16:00	1	1645	0.000	1	1645	0.000	1	1645	0.000
16:00 - 17:00	1	1645	0.000	1	1645	0.000	1	1645	0.000
17:00 - 18:00	1	1645	0.061	1	1645	0.061	1	1645	0.122
18:00 - 19:00	1	1645	0.000	1	1645	0.000	1	1645	0.000
19:00 - 20:00	1	1645	0.000	1	1645	0.000	1	1645	0.000
20:00 - 21:00	1	1645	0.000	1	1645	0.000	1	1645	0.000
21:00 - 22:00	1	1645	0.000	1	1645	0.000	1	1645	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.122			0.122			0.244

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

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

TRIP RATE for Land Use 01 - RETAIL/I - SHOPPING CENTRE - LOCAL SHOPS
MULTI-MODAL CYCLISTS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	1645	0.000	1	1645	0.000	1	1645	0.000
07:00 - 08:00	1	1645	0.000	1	1645	0.000	1	1645	0.000
08:00 - 09:00	1	1645	0.000	1	1645	0.000	1	1645	0.000
09:00 - 10:00	1	1645	0.000	1	1645	0.000	1	1645	0.000
10:00 - 11:00	1	1645	0.122	1	1645	0.000	1	1645	0.122
11:00 - 12:00	1	1645	0.000	1	1645	0.122	1	1645	0.122
12:00 - 13:00	1	1645	0.000	1	1645	0.000	1	1645	0.000
13:00 - 14:00	1	1645	0.000	1	1645	0.000	1	1645	0.000
14:00 - 15:00	1	1645	0.000	1	1645	0.000	1	1645	0.000
15:00 - 16:00	1	1645	0.000	1	1645	0.000	1	1645	0.000
16:00 - 17:00	1	1645	0.000	1	1645	0.000	1	1645	0.000
17:00 - 18:00	1	1645	0.000	1	1645	0.000	1	1645	0.000
18:00 - 19:00	1	1645	0.000	1	1645	0.000	1	1645	0.000
19:00 - 20:00	1	1645	0.000	1	1645	0.000	1	1645	0.000
20:00 - 21:00	1	1645	0.000	1	1645	0.000	1	1645	0.000
21:00 - 22:00	1	1645	0.000	1	1645	0.000	1	1645	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.122			0.122			0.244

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

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

TRIP RATE for Land Use 01 - RETAIL/I - SHOPPING CENTRE - LOCAL SHOPS
MULTI-MODAL VEHICLE OCCUPANTS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	1645	1.459	1	1645	0.973	1	1645	2.432
07:00 - 08:00	1	1645	0.365	1	1645	0.365	1	1645	0.730
08:00 - 09:00	1	1645	2.675	1	1645	2.006	1	1645	4.681
09:00 - 10:00	1	1645	3.161	1	1645	2.796	1	1645	5.957
10:00 - 11:00	1	1645	3.343	1	1645	3.404	1	1645	6.747
11:00 - 12:00	1	1645	2.736	1	1645	2.796	1	1645	5.532
12:00 - 13:00	1	1645	2.249	1	1645	2.432	1	1645	4.681
13:00 - 14:00	1	1645	3.951	1	1645	3.830	1	1645	7.781
14:00 - 15:00	1	1645	2.188	1	1645	2.736	1	1645	4.924
15:00 - 16:00	1	1645	2.796	1	1645	2.979	1	1645	5.775
16:00 - 17:00	1	1645	3.283	1	1645	2.918	1	1645	6.201
17:00 - 18:00	1	1645	2.918	1	1645	3.769	1	1645	6.687
18:00 - 19:00	1	1645	2.006	1	1645	2.249	1	1645	4.255
19:00 - 20:00	1	1645	1.459	1	1645	1.520	1	1645	2.979
20:00 - 21:00	1	1645	0.729	1	1645	0.669	1	1645	1.398
21:00 - 22:00	1	1645	0.851	1	1645	0.973	1	1645	1.824
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			36.169			36.415			72.584

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

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

TRIP RATE for Land Use 01 - RETAIL/I - SHOPPING CENTRE - LOCAL SHOPS
MULTI-MODAL PEDESTRIANS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	1645	0.061	1	1645	0.061	1	1645	0.122
07:00 - 08:00	1	1645	0.304	1	1645	0.304	1	1645	0.608
08:00 - 09:00	1	1645	0.243	1	1645	0.243	1	1645	0.486
09:00 - 10:00	1	1645	0.365	1	1645	0.243	1	1645	0.608
10:00 - 11:00	1	1645	0.182	1	1645	0.304	1	1645	0.486
11:00 - 12:00	1	1645	0.182	1	1645	0.122	1	1645	0.304
12:00 - 13:00	1	1645	0.304	1	1645	0.304	1	1645	0.608
13:00 - 14:00	1	1645	0.122	1	1645	0.182	1	1645	0.304
14:00 - 15:00	1	1645	0.061	1	1645	0.182	1	1645	0.243
15:00 - 16:00	1	1645	0.122	1	1645	0.122	1	1645	0.244
16:00 - 17:00	1	1645	0.426	1	1645	0.365	1	1645	0.791
17:00 - 18:00	1	1645	0.243	1	1645	0.243	1	1645	0.486
18:00 - 19:00	1	1645	0.243	1	1645	0.243	1	1645	0.486
19:00 - 20:00	1	1645	0.243	1	1645	0.243	1	1645	0.486
20:00 - 21:00	1	1645	0.000	1	1645	0.122	1	1645	0.122
21:00 - 22:00	1	1645	0.061	1	1645	0.000	1	1645	0.061
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.162			3.283			6.445

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

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

TRIP RATE for Land Use 01 - RETAIL/I - SHOPPING CENTRE - LOCAL SHOPS
MULTI-MODAL BUS/TRAM PASSENGERS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	1645	0.000	1	1645	0.000	1	1645	0.000
07:00 - 08:00	1	1645	0.122	1	1645	0.122	1	1645	0.244
08:00 - 09:00	1	1645	0.061	1	1645	0.061	1	1645	0.122
09:00 - 10:00	1	1645	0.061	1	1645	0.061	1	1645	0.122
10:00 - 11:00	1	1645	0.122	1	1645	0.122	1	1645	0.244
11:00 - 12:00	1	1645	0.061	1	1645	0.122	1	1645	0.183
12:00 - 13:00	1	1645	0.122	1	1645	0.122	1	1645	0.244
13:00 - 14:00	1	1645	0.243	1	1645	0.182	1	1645	0.425
14:00 - 15:00	1	1645	0.243	1	1645	0.122	1	1645	0.365
15:00 - 16:00	1	1645	0.426	1	1645	0.304	1	1645	0.730
16:00 - 17:00	1	1645	0.182	1	1645	0.365	1	1645	0.547
17:00 - 18:00	1	1645	0.061	1	1645	0.061	1	1645	0.122
18:00 - 19:00	1	1645	0.000	1	1645	0.000	1	1645	0.000
19:00 - 20:00	1	1645	0.122	1	1645	0.182	1	1645	0.304
20:00 - 21:00	1	1645	0.061	1	1645	0.061	1	1645	0.122
21:00 - 22:00	1	1645	0.000	1	1645	0.000	1	1645	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.887			1.887			3.774

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

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

TRIP RATE for Land Use 01 - RETAIL/I - SHOPPING CENTRE - LOCAL SHOPS
MULTI-MODAL PUBLIC TRANSPORT USERS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	1645	0.000	1	1645	0.000	1	1645	0.000
07:00 - 08:00	1	1645	0.122	1	1645	0.122	1	1645	0.244
08:00 - 09:00	1	1645	0.061	1	1645	0.061	1	1645	0.122
09:00 - 10:00	1	1645	0.061	1	1645	0.061	1	1645	0.122
10:00 - 11:00	1	1645	0.122	1	1645	0.122	1	1645	0.244
11:00 - 12:00	1	1645	0.061	1	1645	0.122	1	1645	0.183
12:00 - 13:00	1	1645	0.122	1	1645	0.122	1	1645	0.244
13:00 - 14:00	1	1645	0.243	1	1645	0.182	1	1645	0.425
14:00 - 15:00	1	1645	0.243	1	1645	0.122	1	1645	0.365
15:00 - 16:00	1	1645	0.426	1	1645	0.304	1	1645	0.730
16:00 - 17:00	1	1645	0.182	1	1645	0.365	1	1645	0.547
17:00 - 18:00	1	1645	0.061	1	1645	0.061	1	1645	0.122
18:00 - 19:00	1	1645	0.000	1	1645	0.000	1	1645	0.000
19:00 - 20:00	1	1645	0.122	1	1645	0.182	1	1645	0.304
20:00 - 21:00	1	1645	0.061	1	1645	0.061	1	1645	0.122
21:00 - 22:00	1	1645	0.000	1	1645	0.000	1	1645	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.887			1.887			3.774

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

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

TRIP RATE for Land Use 01 - RETAIL/I - SHOPPING CENTRE - LOCAL SHOPS
MULTI-MODAL TOTAL PEOPLE
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 1.25

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	1645	1.520	1	1645	1.033	1	1645	2.553
07:00 - 08:00	1	1645	0.790	1	1645	0.790	1	1645	1.580
08:00 - 09:00	1	1645	2.979	1	1645	2.310	1	1645	5.289
09:00 - 10:00	1	1645	3.587	1	1645	3.100	1	1645	6.687
10:00 - 11:00	1	1645	3.769	1	1645	3.830	1	1645	7.599
11:00 - 12:00	1	1645	2.979	1	1645	3.161	1	1645	6.140
12:00 - 13:00	1	1645	2.675	1	1645	2.857	1	1645	5.532
13:00 - 14:00	1	1645	4.316	1	1645	4.195	1	1645	8.511
14:00 - 15:00	1	1645	2.492	1	1645	3.040	1	1645	5.532
15:00 - 16:00	1	1645	3.343	1	1645	3.404	1	1645	6.747
16:00 - 17:00	1	1645	3.891	1	1645	3.647	1	1645	7.538
17:00 - 18:00	1	1645	3.222	1	1645	4.073	1	1645	7.295
18:00 - 19:00	1	1645	2.249	1	1645	2.492	1	1645	4.741
19:00 - 20:00	1	1645	1.824	1	1645	1.945	1	1645	3.769
20:00 - 21:00	1	1645	0.790	1	1645	0.851	1	1645	1.641
21:00 - 22:00	1	1645	0.912	1	1645	0.973	1	1645	1.885
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			41.338			41.701			83.039

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

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

TRIP RATE for Land Use 01 - RETAIL/I - SHOPPING CENTRE - LOCAL SHOPS
MULTI-MODAL CARS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	1645	1.277	1	1645	0.912	1	1645	2.189
07:00 - 08:00	1	1645	0.365	1	1645	0.243	1	1645	0.608
08:00 - 09:00	1	1645	2.067	1	1645	1.641	1	1645	3.708
09:00 - 10:00	1	1645	2.675	1	1645	2.310	1	1645	4.985
10:00 - 11:00	1	1645	3.161	1	1645	3.100	1	1645	6.261
11:00 - 12:00	1	1645	2.553	1	1645	2.614	1	1645	5.167
12:00 - 13:00	1	1645	2.188	1	1645	2.249	1	1645	4.437
13:00 - 14:00	1	1645	3.526	1	1645	3.647	1	1645	7.173
14:00 - 15:00	1	1645	2.006	1	1645	2.188	1	1645	4.194
15:00 - 16:00	1	1645	2.553	1	1645	2.736	1	1645	5.289
16:00 - 17:00	1	1645	3.100	1	1645	2.675	1	1645	5.775
17:00 - 18:00	1	1645	2.675	1	1645	3.465	1	1645	6.140
18:00 - 19:00	1	1645	1.824	1	1645	2.128	1	1645	3.952
19:00 - 20:00	1	1645	1.398	1	1645	1.459	1	1645	2.857
20:00 - 21:00	1	1645	0.608	1	1645	0.608	1	1645	1.216
21:00 - 22:00	1	1645	0.851	1	1645	0.973	1	1645	1.824
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			32.827			32.948			65.775

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

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

TRIP RATE for Land Use 01 - RETAIL/I - SHOPPING CENTRE - LOCAL SHOPS
MULTI-MODAL LGVS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	1645	0.000	1	1645	0.000	1	1645	0.000
07:00 - 08:00	1	1645	0.000	1	1645	0.000	1	1645	0.000
08:00 - 09:00	1	1645	0.000	1	1645	0.000	1	1645	0.000
09:00 - 10:00	1	1645	0.061	1	1645	0.000	1	1645	0.061
10:00 - 11:00	1	1645	0.000	1	1645	0.061	1	1645	0.061
11:00 - 12:00	1	1645	0.000	1	1645	0.000	1	1645	0.000
12:00 - 13:00	1	1645	0.000	1	1645	0.000	1	1645	0.000
13:00 - 14:00	1	1645	0.122	1	1645	0.061	1	1645	0.183
14:00 - 15:00	1	1645	0.061	1	1645	0.122	1	1645	0.183
15:00 - 16:00	1	1645	0.061	1	1645	0.000	1	1645	0.061
16:00 - 17:00	1	1645	0.000	1	1645	0.061	1	1645	0.061
17:00 - 18:00	1	1645	0.000	1	1645	0.000	1	1645	0.000
18:00 - 19:00	1	1645	0.000	1	1645	0.000	1	1645	0.000
19:00 - 20:00	1	1645	0.000	1	1645	0.000	1	1645	0.000
20:00 - 21:00	1	1645	0.000	1	1645	0.000	1	1645	0.000
21:00 - 22:00	1	1645	0.000	1	1645	0.000	1	1645	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.305			0.305			0.610

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

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

Appendix 7: NTS Journey Purpose Table

Department for Transport statistics
National Travel Survey

Table NTSQ03017
Trip start time by trip purpose for car/van drivers only (Monday to Friday only): England, 2015/2019[1]

	Percentage									
Start time	Commuting	Business	Education	Escort education	Shopping	Other work, other escort and personal business	Visiting friends / entertainment / sport	Holiday / Day trip / Other	All purposes	Unweighted sample size (trips '000s)
0800 - 0859	31	6	1	28	5	23	5	2	100	40
0900 - 0959	13	8	1	6	22	29	16	5	100	25
1000 - 1059	5	7	0	1	36	26	18	6	100	25
1100 - 1159	6	7	0	2	37	24	18	5	100	25
1200 - 1259	9	8	0	2	33	23	20	4	100	24
1300 - 1359	14	8	0	1	30	23	20	4	100	23
1400 - 1459	13	6	0	12	27	21	16	5	100	26
1500 - 1559	13	5	1	28	18	19	13	4	100	34
1600 - 1659	30	6	1	6	16	23	14	4	100	34
1700 - 1759	38	5	0	3	13	23	15	3	100	36
1800 - 1859	24	4	0	1	17	23	28	3	100	24
1900 - 1959	13	3	0	0	18	24	38	3	100	16
2000 - 2059	14	4	0	1	16	23	39	3	100	10
2100 - 2159	16	4	0	0	9	22	46	2	100	7
2200 - 2259	25	4	0	0	4	19	46	2	100	5
2300 - 2359	27	4	0	0	4	20	44	1	100	2
All day	24	6	0	8	18	22	17	4	100	409

1 Five survey years combined.

The figures in this table are National Statistics.
The results presented in this table are weighted. The base (unweighted sample size) is shown in the table for information.
The survey results are subject to sampling error.

Email: national.travelsurvey@dft.gov.uk
Notes & definitions

Source: National Travel Survey
Last updated: 31 August 2022

Appendix 8: ATE Planning Application Assessment Toolkit Output

Criterion	Description	Common Shortfalls	Rating	Appraiser Comments	Local Policy & Guidance
1. Trip generation and assignment	Does the application appropriately forecast all day trips to, from and within the site by walking, wheeling and cycling?	Source data is not representative of the proposed development, is out-of-date or is confined to commuting journeys only. Forecasted trip generation is limited to motor vehicle traffic or peak hours only. Future year forecasts do not realise the potential of the development to support a greater number of walking, wheeling and cycling journeys or do not align with the national target (or any adopted local targets) that half of all journeys in towns and cities shall be walked, wheeled or cycled by 2030.	**Pass**	Walking and cycling trips predicted using MSOA 2011 Census travel to work data for residential element and TRICS multi-modal info for non-residential element. All active travel trips will be heading east via the single point of active travel access (along 5m wide street lit active travel corridor), and all will need to cross Scotter Road to access the existing shared footway/cycleway. Trips will the likely head either towards Scunthorpe Town Centre or the ASDA to the south.	
2. Active travel route audit	Has an appropriate assessment on the design and accessibility of existing active travel routes in the locality of the site been presented?	Local pedestrian and cycling routes are only identified in application documents by their location, with no assessment provided on whether these are safe, direct, convenient and accessible for people of all abilities (paragraph 82 of the National Design Guide) or coherent, direct, safe, comfortable and attractive (core design principles in LTN 1/20). Applications that include new dwellings have not demonstrated how local schools and colleges will be accessed by active travel modes. Qualitative analysis to inform any necessary improvements to the design and accessibility of key routes does not include maps, photographs and comments nor has regard to the following guidance, tools and plans in the assessment of key routes: • Inclusive Mobility (Chapters 3, 4, 6, 7 and 15; and Sections 5.2, 5.7, 9.1, 9.3, 9.4 and 9.7 as appropriate); • PAS 6463: Design for the Mind (Sections 5.2.1, 5.2.3, 6.4, 7.6.2, 7.6.3, 7.7 and 11.12); • LTN 1/20: Cycle Infrastructure Design (including Appendix A: Cycling Level of Service Tool; and Appendix B: Junction Assessment Tool); • the government's Walking Route Audit Tool; and • any adopted or emerging Local Cycling and Walking Infrastructure Plans (LCWIPs).	**Condition / Obligation to make acceptable**	Cycle level of service assessment provided for links to: Scunthorpe Town Centre and ASDA Scunthorpe Superstore . Lack of suitable crossing identified on Scotter Road (which has been addressed as part of the infrastructure proposals).	
3. Pedestrian access to local amenities	Are most buildings within 800m from a range of amenities (such as primary schools, parks, play areas, food shops, cafes and community buildings) using well-designed routes?	Trip lengths to key amenities as presented in application documents are based on straight-line distances from site boundaries or main access points. There are few everyday amenities within the recommended distance from most buildings using safe and accessible routes for pedestrians. Footpaths/ways to local amenities do not conform to the National Design Guide standards of being safe, direct, convenient and accessible for people of all abilities, which includes but is not limited to routes that: • have a minimum width of 2m, with limited pinch points no less than 1.5m; • are step-free; • have a smooth, even surface; • have seating at regular intervals; • are uncluttered; • have good natural surveillance and clear lines of sight; • have street lighting; • have wayfinding; and • have crossing points suitable for the speed and traffic flow of the road(s).	**Condition / Obligation to make acceptable**	Local centre uses proposed which will provide a range of amenities within an 800m catchment of the site. The site is to include suitable segregated walking and cycling infrastructure that will provide high quality connectivity within the Site (and areas within Scunthorpe to the east) to access the local centre amenities.	
4. Cycling accessibility	Are a range of local amenities, and town centres, railway stations, employment areas and the National Cycle Network as appropriate, accessible for cyclists using well-designed routes?	Cycle routes relied on by the development are not coherent, direct, safe, comfortable or attractive in line with the five core design principles and geometric requirements in LTN 1/20 (see Sections 4.2 and 5). This may be due to physical features, steps, steep gradients or surface quality; or the absence of ramps, lighting or appropriate crossing facilities. The development relies on shared use routes in full or intermittently, which conflicts with the clear position in paragraph 1.6.1 (2) of LTN 1/20 that cycles must be treated as vehicles and not as pedestrians. There is insufficient protection from motor traffic in accordance with the suitability and segregation standards in LTN 1/20 (see Figure 4.1 and Section 6) such that some potential cyclists would be excluded.	**Condition / Obligation to make acceptable**	Connection to the existing shared footway/cycleway on W Common Lane, and Scotter Road north/south required (and proposed as part of the infrastructure proposals).	
5. Access to public transport	Are all buildings within 400m of a high-frequency bus stop or 800m of a rail/light rail station or tram stop, with appropriate facilities, using well-designed routes?	There are no public transport nodes with a regular service (this will differ between urban and rural areas) within the recommended distances. Local bus stops do not have good natural surveillance or do not provide seating, lighting, shelter, real-time passenger information and raised bus boarders or specialist kerbs. Local rail stations do not provide sufficient cycle parking, including spaces for non-standard cycles. Footpaths/ways to public transport nodes do not conform to the National Design Guide standards of being safe, direct, convenient and accessible for people of all abilities, which includes but is not limited to routes that: • have a minimum width of 2m, with limited pinch points no less than 1.5m; • are step-free; • have a smooth, even surface; • have seating at regular intervals; • are uncluttered; • have good natural surveillance and clear lines of sight; • have street lighting; • have wayfinding; and • have crossing points suitable for the speed and traffic flow of the road(s).	**Condition / Obligation to make acceptable**	Proposal includes the rerouting of bus service no. 35 into the Site (and stopping at the proposed bus stops that will include high quality bus stop infrastructure). Development dwellings will also have the option of making use of the North Lincolnshire Demand Responsive Transport Service, a well established service that was introduced in 2020.	
6. Off-site transport infrastructure	Does the application include proposals to enhance local active travel and public transport infrastructure?	The application fails to identify necessary, directly related and proportionate improvements or contributions to: • footpaths/ways in line with the design standards identified in criteria 3 and 5; • cycling routes in line with LTN 1/20 standards identified in criteria 4; or • public transport infrastructure (where this is not provided on-site) that may include: new or extended services; seating, lighting, shelter, real-time passenger information and raised bus boarders or specialist kerbs at bus stops; and secure cycle parking with pumps and repair tools at rail stations and mobility hubs. The application fails to identify the mechanism to secure identified improvements and the trigger point(s) for delivery or payment. Proposed road/junction improvements do not prioritise pedestrian and cycling movements, including appropriate crossings.	**Condition / Obligation to make acceptable**	The no. 35 service will be diverted into the Site. A condition will cover the improvements to the crossing facilities on Scotter Road that will tie the proposed segregated cycle and walking infrastructure with existing walking and cycling provision on Scotter Road and West Common Lane.	
7. Site permeability	Does the development prioritise pedestrian and cycle movements within the site?	Opportunities have been missed to maximise accessibility for active travel modes, including: • the development does not provide or safeguard pedestrian and cycling connections to neighbouring sites including future phases of development; • routes for pedestrians and cyclists are not at least as direct – and preferably more direct – than the equivalent by car; • routes are not fully accessible or do not have adjacent accessible alternatives (e.g. ramps alongside steps or bound paths next to unbound paths); • inappropriate or infrequent crossings are proposed (see Inclusive Mobility Sections 4.10-4.11, PAS 6463 Section 7.6.2, LTN 1/20 Table 10-2, Manual for Streets Section 6.3 and Manual for Steets 2 Section 9.3); • pedestrians and cyclists are not prioritised at side road crossing points (see LTN 1/20 Figure 10.13); • priority junctions have radii that interrupts the pedestrian desire line (see Manual for Streets Sections 6.3-6.4 and Manual for Streets 2 Section 9.4); • there are red/zero scores when applying the Junction Assessment Tool in LTN 1/20; • signalised junctions do not have pedestrian aspects on some arms; • where cyclists would mix with motor vehicles, lane widths are between 3.2m and 3.9m (paragraph 7.2.5 of LTN 1/20 identifies that such widths allow motor vehicles to drive alongside a cyclist without a safety margin for their comfort and protection); • there are unsafe or poorly signed transitions for cyclists when moving between cycleways on and off the carriageway; or • cycleways within commercial sites are not continuous through to cycle parking areas. Shared use routes for pedestrians and cyclists are proposed and these do not meet the limited situations listed in paragraph 6.5.6 of LTN 1/20. Where shared use routes are acceptable, their widths are below 3m (<300 cyclists per hour) or below 4.5m elsewhere, contrary to LTN 1/20 Table 6-3.	**Condition / Obligation to make acceptable**	Internal layout includes segregated cycle facilities, including a 5m wide lit active travel corridor connecting onto Scotter Road. The Scotter Road crossing facility will have segregated signalised crossing facilities for pedestrians and cyclists, tieing into existing shared footway/cycleway provision on W Common Lane (towards Scunthorpe centre and the rail station) and Scotter Road south (towards ASDA).	

8. Placemaking	Does the development establish a strong sense of place, with well-designed streets, public spaces that feel safe and key amenities provided?	The design of streets does not encourage social interaction or create attractive, safe and accessible open spaces that would support an active life for everyone, contrary to the National Design Guide (See Part 2). This may include missed opportunities to incorporate green infrastructure / street trees, shared space residential streets (such as appropriately designed home-zones, mews and culs-de-sac), equipped play facilities, seating at regular intervals, and clear lines of sight to assist with orientation (including measures to prevent inconsiderate parking). Aspects of the proposed design give rise to personal and highway safety concerns, including: • streets, public transport nodes and other public spaces do not benefit from appropriate levels of natural surveillance and lighting; • the requirements of disabled people have not been appropriately considered; • the development includes 'blind-spots', sharp turns or high-sided boundary treatments; • the development does not provide continuous and legible routes or is not supported by an effective wayfinding strategy; or • residential or local streets encourage traffic movements through the site or are not designed for a 20mph speed limit (see Manual for Streets Section 7.4 for guidance on achieving appropriate traffic speeds). There are gaps in the provision of well-located, on-site amenities to support the quantum of development proposed, in conflict with paragraph 83 of the National Design Guide. For larger residential-led developments, this may include a lack of evidence that the applicant has utilised local authority pupil yield data (or the Department for Education's Pupil Yield Dashboard in the absence of such) to inform the need for new schools and early years settings.	**Condition / Obligation to make acceptable**	Development includes a network of active travel infrastructure, that will provide access to each phase of development as RMAs come forward which will confirm placemaking details.	
9. Cycle parking and trip-end facilities	Does the application provide the requisite amount and quality of cycle parking and trip-end facilities?	Cycle parking is not provided in accordance with up-to-date local standards, or Section 11 of LTN 1/20 in the absence of such. Details of accessibility, parking types and dimensions, security arrangements or lighting as appropriate is not provided (highly accessible cycle parking is essential for people with sensory and/or information processing differences and disabled cyclists who may be unable to walk very far or navigate a change in levels). For workplaces, public buildings (including those used for leisure and recreation) larger retail developments and other developments with communal parking: • internal cycle stores cannot be accessed from building frontages, are not step-free or require passing through more than two sets of doors; • a proportion of cycle parking (typically 5%) is not provided for non-standard cycles to accommodate people with mobility impairments, which is contrary to paragraph 11.3.2 of LTN 1/20 (Table 11-2 also advises on bay lengths and access aisle widths for larger cycles using Sheffield stands); or • high-quality facilities including showers, lockers, changing rooms and drying areas are not provided for cyclists in non-residential settings (see Section 11.7 of LTN 1/20, BREEAM guidance and any local standards). The quantum and quality of the cycle parking and trip-end facilities proposed does not align with travel plan targets for cycling or application objectives to deliver a sustainable form of development.	**Condition / Obligation to make acceptable**	Each dwelling, and the local centre land uses will adhere to LTN 1/20 cycle parking requirements. The non-residential elements will also include suitable cycle parking, to be confirmed at the RMA stage.	
10. Travel planning	Does the travel plan outline ambitious mode share targets and measures to embed active travel, alongside appropriate monitoring and remedial strategies?	A 'full', 'framework' or 'interim' travel plan has not been submitted as appropriate (a framework travel plan is generally only appropriate for commercial developments where the end user is unknown, while an interim travel plan can be acceptable where the split of uses is not yet confirmed). Where the appropriate travel plan has been submitted: • targets for active travel mode share lack ambition or do not align with the national target (or any adopted local target) that half of all journeys in towns and cities shall be walked, wheeled or cycled by 2030; • mode share targets are not set for the end of each phase (where identifiable) nor extend to five years beyond the final occupation of the development; • there is an absence of travel plan targets for all uses proposed within the application site as appropriate; • the travel plan does not provide sufficient detail on the active travel and public transport infrastructure to be provided or improved (both on and off-site) or how its use will be embedded by initiatives and incentives to be secured through planning conditions and obligations; or • there are no details of effective and influential actions to be taken if targets are not met, with the intention for these to be secured and monitored (if triggered) through planning conditions and obligations.	**Pass**	A Framework Travel Plan has been prepared and submitted to support the hybrid planning application. The targets align with local and national targets (including half of all short journeys to be walked, wheel or cycled by 2030).	

Appendix 9: Committed Developments Review

Committed Developments List Provided by NLC

Emerging Local Plan Reference July 2021	Emerging Local Plan Status	Planning Application Number	Planning Application Type	Permission date	Site Location	Settlement	Application Description	Site Area (Ha)	Potential Dwelling Capacity Remaining at 1st April 2021	Remaining dwelling capacity as of 30/06/2023	Included/Not Included	Reason for Inclusion/Exlcusion
H1C-1	Commitment	PA/2014/1183	Reserved Matters	30/12/2014	Plot 29 Hebden Road	Scunthorpe	Application for approval of reserved matters relating to access following the grant of outline planning permission PA/2011/0941 dated 13/03/2012 for the erection of 14 dwellings	0.48	14	14	Not Included	Too Small and will be included in TEMPro Growth Factor Calculation
H1C-4	Commitment	PA/2017/1483	Full	06/12/2017	Methodist Church Frodingham Road	Scunthorpe	Full planning permission to change the use of rear church hall into fourteen self contained flats, change the use of front of the church hall into a convenience store at ground floor with storage at first floor, kitchen at second floor with alfresco dining and glass balustrade surround, together with an extension to the north elevation to provide hot food takeaway and two-storey extension to the rear of the former church hall	0.12	14	14	Not Included	Too Small and will be included in TEMPro Growth Factor Calculation
H1C-5	Commitment	PA/2018/664	Full	30/10/2018	Land at 1-3 Cliff Gardens Phase 2	Scunthorpe	Full planning permission to erect ten apartments	0.2	10	10	Not Included	Too Small and will be included in TEMPro Growth Factor Calculation
H1C-6	Commitment	PA/2019/1088	Full	19/02/2021	Lakeside (Land West of Turnstone Drive)	Scunthorpe	Planning permission to erect 88 dwellings with associated access, drainage and landscaping has been approved.	37.91	88	28	Not Included	No Flow Diagrams included and Already Built Out
H1C-6	Commitment	PA/2019/1107	Full	19/02/2021	Lakeside (Land West of Dunlin Drive)	Scunthorpe	Planning permission to erect 122 dwellings with associated access, drainage and landscaping has been approved.	37.91	122	74	Not Included	Already Built Out
H1C-7	Commitment	PA/2018/838	Full	09/01/2019	Land south of Ashby Turn Primary Care Centre, The Link	Scunthorpe	Planning permission to erect 18 dwellings.	0.26	18	6	Not Included	Too Small and will be included in TEMPro Growth Factor Calculation
H1C-13	Commitment	PA/2018/2404	Full	29/03/2019	Land at Dartmouth Road	Scunthorpe	Planning permission to erect 77 dwellings with associated garaging, new estate access road and open space area	2.49	77	7	Not Included	Too Small and will be included in TEMPro Growth Factor Calculation - Already Built Out
H1C-15	Commitment	PA/2019/1180	Full	24/09/2019	22-24 Cole Street	Scunthorpe	Planning permission for the change of use from B1 to C3 including alterations to form 8 flats.	0.04	8	8	Not Included	Too Small and will be included in TEMPro Growth Factor Calculation
H1C-16	Commitment	PA/2018/2186	Outline	05/11/2019	Woods along Scotter Road	Scunthorpe	Outline planning permission for 36 dwellings including new access road and adoptable sewage pumping station (appearance, landscaping, layout and scale reserved for subsequent approval).	3.55	36	36	Not Included	Too Small and will be included in TEMPro Growth Factor Calculation
H1C-22	Commitment	PA/2019/1714	Full	11/12/2019	50 The Riveter Henderson Avenue	Scunthorpe	Full planning permission has been granted under PA/2019/1714 for the change of use of the public house to six self-contained flats	0.03	6	1	Not Included	Too Small and will be included in TEMPro Growth Factor Calculation
SSH1p , SSH2p	Commitment	PA/2015/0396	Outline	05/08/2021	West of Scunthorpe (Maltgrade)	Scunthorpe	Outline planning permission for the development of up to 2500 new homes including a village centre (Use Classes A1, A2, A3, A4, A5, B1 and D1), a health care facility (Use Class D1), community facilities (Use Class D1), a 3 form of entry primary school (Use Class D1), new roads and footpaths, informal areas of open space, play spaces and new wildlife habitats, water bodies and wetlands with all matters reserved for subsequent approval	1000.00	2500	2500	Included (Sensitivity Test)	Included as Com Dev 1
H1P-1	Proposal	PA/2020/2049	Full	30/06/2021	Phoenix Parkway Phase 1	Scunthorpe	Planning permission for the construction of 158 two, three and four bedroomed, 2 storey traditional residential homes with associated garages and access infrastructure.	7.96	158	154	Included	Included as Com Dev 2
H1P-3	Proposal	PA/2020/1333	Outline	29/06/2021	Land at Burringham Road	Scunthorpe	Outline planning permission to erect up to 144 dwellings with appearance, landscaping, layout and scale reserved for subsequent consideration	5.24	144	144	Included	Included as Com Dev 3
H1P-6	Proposal	PA/2019/1782	Outline	03/04/2020	Moorwell Road	Scunthorpe	Outline planning permission for up to 200 dwellings with appearance, landscaping, layout and scale reserved for subsequent consideration.	8.36	200	200	Included	Included as Com Dev 4

H1P-7 and H1P-10	Proposal	PA/2022/869	Full	27/01/2023	Former Ashby Market Former Rustys Car Garage (included within Ashby Market Ongo application)	Scunthorpe	Planning permission to erect 40 affordable homes, comprising flats and houses, create a new vehicular access point and road off School Road, create a new access and private drive off Collum Lane, new vehicular crossover points off School Road and Collum Lane, associated car parking and visitor parking, new boundary treatments, and hard and soft landscaping proposals	0.47	40	40	Not Included	Too Small and will be included in TEMPro Growth Factor Calculation
H1P-11	Proposal	PA/2022/866	Full	12/01/2023	Brumby Resource Centre, East Common Lane	Scunthorpe	Planning permission to erect 28 single storey affordable homes, extension of Poplar Tree Avenue, formation of new junction with East Common Lane, new vehicular access points off East Common Lane, associated car parking, new boundary treatments & landscaping	1.04	28	28	Not Included	Too Small and will be included in TEMPro Growth Factor Calculation
		PA/2021/458	Full	22/10/2021	Station House, 8 Station Road	Scunthorpe	Application for determination of the requirement for prior approval for a change of use of a building from office (Use Class B1(a)) to 58 apartments (Class C3)	0.29	58	58	Not Included	Too Small and will be included in TEMPro Growth Factor Calculation
		PA/2018/2475 and PA/2019/2073	Outline and Reserved Matters	22/03/2019	190 - 192 Ashby High Street	Scunthorpe	Outline planning permission for a maximum of nine apartments with appearance, landscaping, layout and scale reserved for subsequent approval has been granted (PA/2018/2475).	0.05	9	9	Not Included	Too Small and will be included in TEMPro Growth Factor Calculation
		PA/2020/211	Outline	28/05/2021	86 & 90 Bottesford Road	Scunthorpe	Outline planning permission for the erection of up to 12 dwellings with all matters reserved for subsequent consideration (including erecting a double garage at 90 Bottesford Road and demolition of 86 Bottesford Road	0.332	12	12	Not Included	Too Small and will be included in TEMPro Growth Factor Calculation
		PA/2020/976	Outline	17/02/2022	4 Herriot Way	Scunthorpe	Outline planning permission to erect eight dwellings with appearance, landscaping and scale reserved for subsequent consideration	0.21	8	8	Not Included	Too Small and will be included in TEMPro Growth Factor Calculation
		PA/2020/1675	Full	15/07/2021	Riddings Methodist Church Willoughby Road	Scunthorpe	Planning permission for 16 supported living units and associated works (including demolition of existing church).	0.23	16	16	Not Included	Too Small and will be included in TEMPro Growth Factor Calculation
		PA/2020/1608	Full	17/11/2020	10-12 Shelford Street	Scunthorpe	Planning permission to change the use of existing offices (Use Class B1(a)) to seven flats with off-road parking as been approved.	0.045	7	7	Not Included	Too Small and will be included in TEMPro Growth Factor Calculation
		PA/2021/30	Full	29/06/2022	Land rear of Minster Day Care Centre Chesterfield Road	Scunthorpe	Planning permission to erect 10 affordable dwellings	0.17	10	10	Not Included	Too Small and will be included in TEMPro Growth Factor Calculation
		PA/2021/1887	Outline	15/09/2022	land rear 50-62 Scotter Road and 4-6 Hebden Road	Scunthorpe	Outline planning permission for nine detached dwellings with appearance, landscaping and scale reserved for subsequent consideration.	0.36	9	9	Not Included	Too Small and will be included in TEMPro Growth Factor Calculation
		PA/2021/811	Full	06/12/2022	15 - 17 Trafford Street	Scunthorpe	Planning permission to erect building with 20 self contained flats including demolition of existing commercial building	0.034	20	20	Not Included	Too Small and will be included in TEMPro Growth Factor Calculation
		PA/2022/1696	Full	22/12/2022	Land rear 70A-72A Priory Lane	Scunthorpe	Planning permission to erect eight flats and outbuilding	0.115	8	8	Not Included	Too Small and will be included in TEMPro Growth Factor Calculation
		PA/2022/1812	Full	29/09/2023	1 Jellicoe Court	Scunthorpe	Planning permission to demolish existing 12 apartments & erect 12 new apartments, including new lift/stairwell & external walkway to access 2-17 Jellicoe Court	0.33	12	12	Not Included	Too Small and will be included in TEMPro Growth Factor Calculation
H1C-23	Commitment	PA/2018/1049	Full	18/01/2019	Land to the rear of 13-19 Pasture Road	Barton	Planning permission to erect 16 dwellings along with associated infrastructure.	0.35	16	9	Not Included	Too Small and will be included in TEMPro Growth Factor Calculation
H1C-24	Commitment	PA/2016/1763	Full	03/09/2018	Coach and Horses Inn 86 - 88 High Street, Barton	Barton	Planning permission for change of use of public house (use class A4) to six apartments (use class C3), demolition of outbuilding and single-storey projection and carry out ancillary external alterations (former Coach & Horses Inn public house) and for the erection of 11 dwellings to the rear of public house (86-88 High Street) and 90, 92, 94 and 96 High Street.	0.34	17	7	Not Included	Too Small and will be included in TEMPro Growth Factor Calculation
H1P-12	Proposal	PA/2016/1793 and PA/2020/1628	Full	14/06/2017	Pasture Road South	Barton	Development commenced onsite	21.40	317	45	Not Included	Already built out

		PA/2019/1846	Full	22/10/2021	Former Hewson Mill	Barton	Planning permission to demolish existing outbuildings attached to the mill; convert the mill to a dwelling; erect a dwelling attached to the mill, three dwellings to the west of the mill and a detached block of four dwellings, with associated parking, access and gardens; and retain raised land levels to form garden extensions to plots 9, 10 and 11.	0.20	8	8	Not Included	Too Small and will be included in TEMPro Growth Factor Calculation
		PA/2019/1728	Full	30/07/2021	Barton Sports Centre Newport	Barton	Planning permission to convert existing building to form eight dwellings, including some works of demolition, alterations and associated works.	0.11	8	8	Not Included	Too Small and will be included in TEMPro Growth Factor Calculation
		PA/2021/803	Full	25/03/2022	Providence House, Holydyke	Barton	Planning permission to convert existing Providence House into 16 apartments and erect new office building with associated parking for both developments	0.35	16	16	Not Included	Too Small and will be included in TEMPro Growth Factor Calculation
		PA/2022/68	Full	12/05/2022	Oddfellows Hall High Street	Barton	Planning permission to create five flats to first-floor, creation of a second floor to provide two bedrooms for each flat, and associated internal and external works	0.0256	5	5	Not Included	Too Small and will be included in TEMPro Growth Factor Calculation
		PA/2021/2151	Outline	09/06/2023	Land at Park Farm Road Horkstow Road	Barton	Outline planning permission for a residential development of up to 390 dwellings with associated infrastructure, and with appearance, landscaping, layout and scale reserved for subsequent consideration	26.3	390	390	Included	Included as Com Dev 5
H1C-26	Commitment	PA/2014/0887	Outline and Reserved Matters	18/11/2014	Island Carr	Brigg	Application for approval of reserved matters following outline planning permission PA/2012/0674 dated 07/09/2012 for the erection of 60 dwellings.	1.88	60	60	Not Included	Too Small and will be included in TEMPro Growth Factor Calculation
H1C-27	Commitment	PA/2017/1234	Full	24/08/2018	Falcon Cycles, Bridge Street, Brigg, DN20 8NQ Phase 1	Brigg	Planning permission to erect sixty seven dwellings with garages, including landscaping & access and outline application for an over 55's accommodation, with all matters reserved.	2.2	67	47	Not Included	Too Small and will be included in TEMPro Growth Factor Calculation
H1C-28	Commitment	PA/2017/1234 and PA/2021/288	Outline and Reserved Matters	24/08/2018	Former Falcon Cycles Bridge Street Brigg Phase 2	Brigg	Planning permission to erect sixty seven dwellings with garages, including landscaping & access and outline application for an over 55's accommodation, with all matters reserved was approved under PA/2017/1234 (split decision). A reserved matters application for (access, appearance, landscaping, layout and scale) pursuant to outline application PA/2017/1234 dated 24/08/2018 for over-55's accommodation has been approved on 16/04/2021.	0.18	20	20	Not Included	Too Small and will be included in TEMPro Growth Factor Calculation
H1C-29	Commitment	PA/2004/0692	Reserved Matters	22/10/2004	Silversides Lane	Brigg	Approval of reserved matters following outline planning permission PA/2000/0825 dated 30/4/01 to erect 44 dwellings including highways and infrastructure	1.57	44	44	Not Included	Too Small and will be included in TEMPro Growth Factor Calculation
H1C-30	Commitment	PA/2012/1399	Full	29/07/2015	6 Market Place	Brigg	Demolition of a metal clad shop, a store and a retail stall and planning permission for the erection of a mixed use development comprising eight town houses, six flats and three shops.	0.21	14	14	Not Included	Too Small and will be included in TEMPro Growth Factor Calculation
H1P-18	Proposal	PA/2022/610	Full	18/10/2022	Land at Horstead Avenue	Brigg	Planning permission to erect 16 dwellings with associated access and landscaping works	0.46	16	16	Not Included	Too Small and will be included in TEMPro Growth Factor Calculation
		PA/2022/1064	Outline	10/02/2023	Car sales and storage land Engine Street	Brigg	Outline planning permission for a residential development of 9 dwellings with all matters reserved for subsequent consideration	0.65	9	9	Not Included	Too Small and will be included in TEMPro Growth Factor Calculation
		PA/2021/295 and PA/2021/1179	Outline and Reserved Matters	14/01/2019	Land Rear Of, Hawthorne Way	Althorpe	Outline application with access and layout determined at outline stage have been granted under PA/2021/295	1.2304	27	27	Not Included	Too Small and will be included in TEMPro Growth Factor Calculation
H1C-32	Commitment	PA/2019/1454	Full	25/02/2019	Victoria Road	Barnetby le Wold	Planning permission to erect 23 dwellings with associated driveways, new access road and public open space.	0.97	27	4	Not Included	Too Small and will be included in TEMPro Growth Factor Calculation
H1C-33	Commitment	PA/2018/845	Full	07/08/2020	Former Spencer Group Mill Lane	Barrow upon Humber	Outline planning permission (with all matters reserved) for residential development, including demolition of existing buildings.	1.56	40	40	Not Included	Too Small and will be included in TEMPro Growth Factor Calculation
H1C-34	Commitment	PA/2020/603 / PA/2021/541	Outline/ Reserved Matters	10/02/2021	Land off Ferry Road/Chestnut Rise	Barrow upon Humber	Outline planning permission with all matters have reserved have been approved.	3.05	64	64	Not Included	Too Small and will be included in TEMPro Growth Factor Calculation

		PA/2021/970	Full	31/03/2022	Land off Ferry Road	Barrow upon Humber	Planning permission to erect 18 dwellings with associated access road and garaging, and create a public footpath and open space	1.16	18	18	Not Included	Too Small and will be included in TEMPro Growth Factor Calculation
		PA/2023/145	Full	11/09/2023	Lynton, Ferry Road East	Barrow upon Humber	Planning permission for the change of use of land to erect 3 bungalows and 3 chalet bungalows	0.3	6	6	Not Included	Too Small and will be included in TEMPro Growth Factor Calculation
H1P-21	Proposal	PA/2020/2046	Outline	04/08/2021	Land off B1207, Vicarage Fields, Scawby Road	Broughton	Outline application for residential development of up to 79 dwellings with all matters reserved except for access	2.75	79	79	Not Included	Too Small and will be included in TEMPro Growth Factor Calculation
		PA/2020/252	Full	09/09/2021	Hillside Road	Broughton	Planning permission to erect 24 dwellings comprising 12 rent to home buy, 6 shared ownership and 6 open market dwellings	0.84	24	24	Not Included	Too Small and will be included in TEMPro Growth Factor Calculation
H1C-39	Commitment	PA/2017/1975 and PA/2020/1413	Outline and Reserved Matters	11/03/2020	Westgate Road Belton	Belton	Outline planning permission to erect up to 23 dwellings with appearance, landscaping, layout and scale reserved for subsequent approval	0.2	23	5	Not Included	Too Small and will be included in TEMPro Growth Factor Calculation
H1C-40	Commitment	PA/2018/2416	Outline	03/04/2020	Land of King Edward Street, Belton	Belton	Outline planning permission to erect 11 dwellings, with appearance and landscaping reserved for subsequent consideration. .	0.31	11	11	Not Included	Too Small and will be included in TEMPro Growth Factor Calculation
HIC-42	Commitment	PA/2019/1828	Reserved Matters	23/12/2019	Belton Garden Centre Sandtoft Road	Belton	Outline planning permission was approved on 06.08.2018 for 5 dwellings under PA/2018/660 with all matters reserved. Reserved matters has been approved for access, appearance, landscaping, layout and scale under PA/2018/2066.	0.34	5	5	Not Included	Too Small and will be included in TEMPro Growth Factor Calculation
		PA/2021/1136	Outline	13/01/2022	Land south of King Edward Street	Belton	Outline planning application to erect 5 dwellings with all matters reserved	0.77	5	5	Not Included	Too Small and will be included in TEMPro Growth Factor Calculation
		PA/2019/319 and PA/2021/655	Outline and Reserved Matters	16/12/2019	Land north of Santoft Road Westgate	Belton	Outline planning permission to erect 9 dwellings with all matters reserved.	0.6	9	8	Not Included	Too Small and will be included in TEMPro Growth Factor Calculation
		PA/2021/1208	Full	26/04/2022	Land off Ashtree Close	Belton	Planning permission to erect 24 dwellings	1.06	24	24	Not Included	Too Small and will be included in TEMPro Growth Factor Calculation
		PA/2020/1732	Outline	13/09/2021	Farmyard off South View Avenue	Burringham	Outline planning permission for a residential development of up to nine dwellings with all matters reserved for subsequent consideration	0.4	9	9	Not Included	Too Small and will be included in TEMPro Growth Factor Calculation
		PA/2021/1839	Outline	09/09/2022	The Laurels Farm Vicarage Lane	Cadney	Outline planning permission to demolish barn and redevelop the existing farm land/yard and associated outbuildings related to farming activities into seven new residential building plots with all matters reserved for subsequent approval	0.511	7	7	Not Included	Too Small and will be included in TEMPro Growth Factor Calculation
H1P-22	Proposal	PA/2020/1790	Outline	12/01/2022	Land to the east of Fieldside	Crowle	Outline planning permission for a residential development with appearance, landscaping, layout and scale reserved for subsequent consideration	2.80	75	75	Not Included	Too Small and will be included in TEMPro Growth Factor Calculation
		PA/2019/904	Outline	30/07/2021	Land rear of 7 Mill Road	Crowle	Outline planning permission to erect five detached dwellings, including the demolition of 7 Mill Road and associated works, with appearance, landscaping and scale reserved for subsequent consideration	0.59	5	5	Not Included	Too Small and will be included in TEMPro Growth Factor Calculation
		PA/2018/2294	Full	24/07/2020	Cottage Farm	Crowle	Planning permission to convert barns to 5 residential dwellings has been approved.	0.46	5	5	Not Included	Too Small and will be included in TEMPro Growth Factor Calculation
		PA/2019/943	Full	14/05/2021	1-9 Eastoft Road	Crowle	Planning permission to erect 14 dwellings including associated works.	0.265	14	14	Not Included	Too Small and will be included in TEMPro Growth Factor Calculation
H1C-45	Commitment	PA/2017/1929	Full	18/03/2020	3a-8 Harris View	Epworth	Planning permission to erect seven dwellings and associated garages.	0.14	7	7	Not Included	Too Small and will be included in TEMPro Growth Factor Calculation

Part 2

H1C-46	Commitment	PA/2019/1804	Full	14/05/2020	The Sycamores Battle Green	Epworth	Planning permission to erect a detached three-bedroomed bungalow and four semi-detached bungalows with shared private drive (including demolition of existing bungalow)	0.11	5	1	Not Included	Too Small and will be included in TEMPro Growth Factor Calculation
H1C-72	Commitment	PA/2013/1256 and PA/2016/1710 and PA/2017/233	Full	15/10/2014	7 Lakes Industrial Estate, Crowle Wharf Site 1	Ealand	Application for approval of reserved matters pursuant to outline application PA/2016/1710 to erect two dwellings approved on 09/06/2017 and reserved matters application PA/2017/233 for 15 dwellings approved on 09/06/2017.	0.61	17	7	Not Included	Too Small and will be included in TEMPro Growth Factor Calculation
		PA/2017/855 and PA/2022/2134	Outline	21/06/2022	7 Lakes Industrial Estate, Access road to lesiure complex and industrial site	Ealand	Outline Planning permission to erect a residential development with all matters reserved except for access	1.47	23	23	Not Included	Too Small and will be included in TEMPro Growth Factor Calculation
		PA/2017/824	Outline	10/03/2023	7 Lakes Industrial Estate, Access road to lesiure complex and industrial site	Ealand	Outline planning permission for residential development with all matters reserved except for access	1.18	29	29	Not Included	Too Small and will be included in TEMPro Growth Factor Calculation
		PA/2020/631	Full	28/08/2020	The Farm Yard Ferry Road	Graizelound	Planning permission has been approved for six dwellings including associated works and demolition of existing agricultural buildings.	0.33	6	6	Not Included	Too Small and will be included in TEMPro Growth Factor Calculation

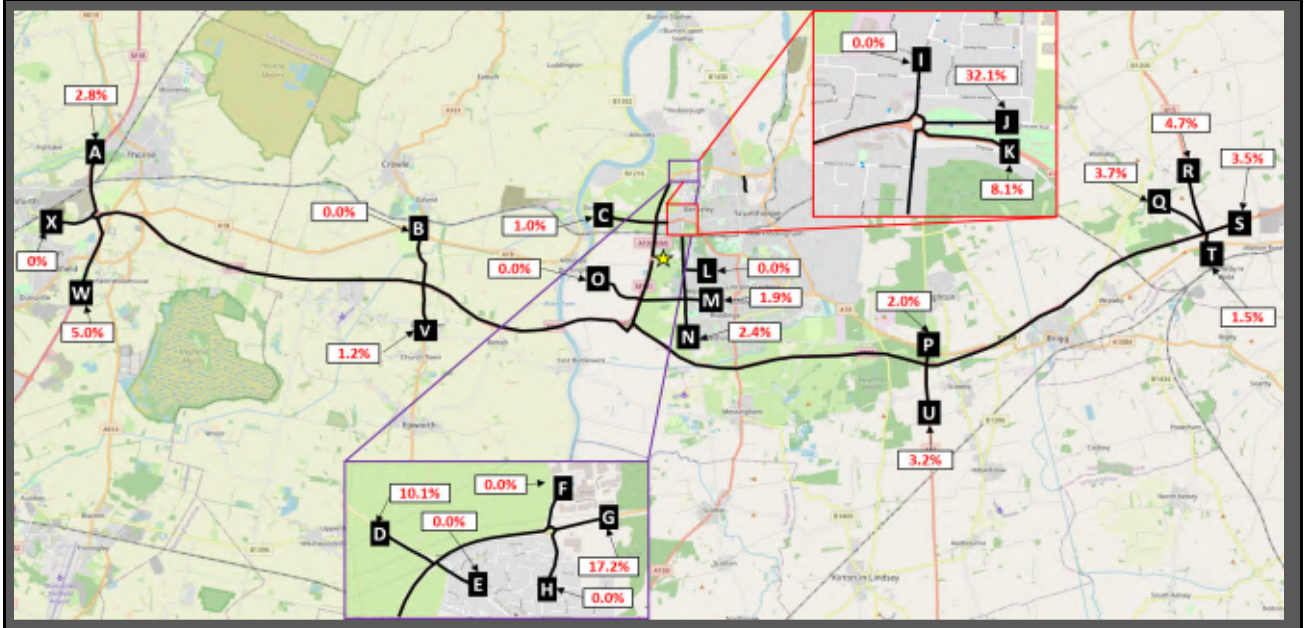
H1C-47	Commitment	PA/2018/1581 and PA/2022/54	Outline and Reserved Matters	27/07/2019	Land off Howe Lane and Hawthorne Gardens	Goxhill	Outline planning permission for a residential development (with all matters reserved for subsequent approval) .	3.35	84	84	Not Included	Too Small and will be included in TEMPro Growth Factor Calculation
H1C-48	Commitment	PA/2019/841	Full	28/09/2020	Land east of Strathdee, Barrow Road	Goxhill	Outline planning permission has been approved to erect nine dwellings with all matters reserved for subsequent consideration.	0.36	9	9	Not Included	Too Small and will be included in TEMPro Growth Factor Calculation
H1C-50	Commitment	PA/2019/842	Outline	28/09/2020	Land north of 6 Thornton Road	Goxhill	Outline planning permission has been approved to erect eight dwellings with all matters reserved for subsequent consideration.	0.34	8	8	Not Included	Too Small and will be included in TEMPro Growth Factor Calculation
H1C-51	Commitment	PA/2020/538	Full	23/11/2020	Conway Thornton Road	Goxhill	Planning permission to erect seven dwellings with associated garages, and vehicular and pedestrian access (including demolition of existing dwelling)	0.83	7	7	Not Included	Too Small and will be included in TEMPro Growth Factor Calculation
		PA/2015/1139	Full	13/06/2016	32 Low Street	Haxey	Planning permission to erect five dwellings with associated hard and soft landscaping.	0.41	5	5	Not Included	Too Small and will be included in TEMPro Growth Factor Calculation
H1C-53	Commitment	PA/2018/1716	Outline	06/02/2020	Land to the West of Station Road	Hibaldstow	Outline planning permission to erect up to 48 dwellings with all matters reserved for subsequent approval.	4.2	48	48	Not Included	Too Small and will be included in TEMPro Growth Factor Calculation
H1C-54	Commitment	PA/2019/996	Full	06/04/2020	Brook House Farm, Church Street	Hibaldstow	Planning permission to erect 14 dwellings with vehicle garaging, associated access and landscaping works	0.61	14	9	Not Included	Too Small and will be included in TEMPro Growth Factor Calculation
H1C-55	Commitment	PA/2020/158 and PA/2021/657	Outline and Reserved Matters	09/06/2020	Land north of Wheelgates, Brigg Road, Hibaldstow,	Hibaldstow	Outline planning permission has been approved for five dwellings with all matters reserved.	0.47	5	5	Not Included	Too Small and will be included in TEMPro Growth Factor Calculation
		PA/2020/248	Full	09/09/2021	Pumping Station Ings Lane	Hibaldstow	Planning permission to erect 20 dwellings comprising 10 rent to home buy, five shared ownership and five open market dwellings	0.91	20	20	Not Included	Too Small and will be included in TEMPro Growth Factor Calculation
H1C-74	Commitment	PA/2017/464 and PA/2021/276	Outline and Reserved Matters	14/05/2018	Old Railway Sidings, A18 from Althorpe to Gunness	Keadby	Outline planning permission has been granted on the site.	0.52	14	14	Not Included	Too Small and will be included in TEMPro Growth Factor Calculation
		PA/2019/2025	Full	24/11/2021	Manor Farm East End	Kirmington	Planning permission to convert existing agricultural buildings to provide two dwellings; demolish existing agricultural buildings and associated structures; erect six dwellings to be provided as affordable housing; and erect one detached dwelling, alongside vehicular access provision from East End and Post Office Lane.	0.49	9	9	Not Included	Too Small and will be included in TEMPro Growth Factor Calculation
H1C-57	Commitment	PA/2017/389	Full	03/04/2018	Land west of Station Road	Kirton in Lindsey	Planning permission to erect 91 residential dwellings, including associated garages, infrastructure and public open space.	2.91	91	58	Not Included	Too Small and will be included in TEMPro Growth Factor Calculation
H1C-58	Commitment	PA/1999/0920	Full	31/03/2000	North of Spa Hill	Kirton in Lindsey	Planning permission to erect 102 dwellings.	6.52	102	-20	Not Included	Too Old and Already built out
H1C-59	Commitment	PA/2020/588	Outline	26/03/2021	Land North of Ings Road	Kirton in Lindsey	Outline planning permission for residential development, open space and associated infrastructure (appearance, landscaping, layout and scale reserved for subsequent consideration)	2.81	79	79	Not Included	Too Small and will be included in TEMPro Growth Factor Calculation
H1C-60	Commitment	PA/2020/1869	Full	26/02/2021	13 High Street	Kirton in Lindsey	Full planning permission has been granted for change of use and associated works for the conversion of the first floor and ground floor entrances of 13 High Street from retail (E(a)) to residential (C3) to provide six one-bedroom flats.	0.08	6	6	Not Included	Too Small and will be included in TEMPro Growth Factor Calculation
		PA/2016/1709	Full	15/12/2016	Station Road	Kirton in Lindsey	Planning permission to erect 5 new dwellings and private drive.	0.3963	5	4	Not Included	Too Small and will be included in TEMPro Growth Factor Calculation
		PA/2022/395	Outline	29/03/2023	Jack Tighe Ltd Redbourne Mere	Kirton in Lindsey	Outline planning permission to erect up to 60 dwellings & access, with all matters reserved	1.65	60	60	Not Included	Too Small and will be included in TEMPro Growth Factor Calculation
		PA/2022/1408	Outline	10/07/2023	Southdown House, Grayingham Road	Kirton in Lindsey	Outline planning permission for a residential development of up to 28 dwellings with appearance, landscaping, layout and scale reserved for subsequent consideration	1.32	28	28	Not Included	Too Small and will be included in TEMPro Growth Factor Calculation
		PA/2017/1208 and PA/2021/645	Outline	07/12/2017	Vacant land, Halkon Close	Luddington	Application for approval of reserved matters (access, appearance, landscaping, layout and scale)	0.4	9	9	Not Included	Too Small and will be included in TEMPro Growth Factor Calculation
		PA/2017/392	Outline	15/06/2018	Land North of Thistle Downe, Scotter Road	Messingham	Outline planning permission for six four-bedroomed detached dwellings and integral garages with all matters reserved for subsequent approval.	0.2613	6	6	Not Included	Too Small and will be included in TEMPro Growth Factor Calculation
H1C-62	Commitment	PA/2019/164	Outline	02/11/2020	Land off Scotter Road Messingham	Messingham	Outline planning permission to erect up to 25 dwellings with all matters reserved for subsequent consideration was allowed on appeal under PA/2019/164.	1.42	25	25	Not Included	Too Small and will be included in TEMPro Growth Factor Calculation

		PA/2020/554	Hybrid application	20/07/2022	Land at Brigg Road access located between 57 and 71 Brigg Road	Messingham	Hybrid application comprising full planning permission to erect five dwellings and outline planning permission for 94 dwellings with appearance, landscaping, layout and scale reserved for subsequent consideration	3.88	99	99	Not Included	Too Far Away
		PA/2004/1103	Full	18/08/2004	Land off Barrow Road	New Holland	Planning permission for a substitution of house types and a reduction in the number of dwellings from 36 to 23 on the final phase of development		14	10	Not Included	Too Small and will be included in TEMPro Growth Factor Calculation
		PA/2018/792 and PA/2021/1240	Outline and Reserved Matters	06/08/2018	Fairview, Carr Lane, Redbourne, DN21 4QU	Redbourne	Outline planning permission with all matters reserved to erect 6 dwellings.	0.4	6	6	Not Included	Too Small and will be included in TEMPro Growth Factor Calculation
		PA/2022/1829	Full	11/07/2023	Roxby Grange Farm, North Street	Roxby	Planning permission to convert existing farm buildings into seven dwellings	0.503	7	7	Not Included	Too Small and will be included in TEMPro Growth Factor Calculation
		PA/2017/2095	Outline	12/04/2019	Land opposite The Reindeer Inn, Thorne Road	Sandtoft	Outline planning permission to construct up to 30 dwellings with associated access.	11.1	30	30	Not Included	Too Small and will be included in TEMPro Growth Factor Calculation
		PA/2021/109	Outline	30/07/2021	Stanmore Lodge, Belton Road	Sandtoft	Outline planning permission to erect five detached dwellings with access and layout not reserved for subsequent consideration	0.4975	5	5	Not Included	Too Small and will be included in TEMPro Growth Factor Calculation
		PA/2019/405	Full	05/08/2019	Manor Farm North Carr Lane	Saxby all Saints	Full planning permission to erect seven dwellings including demolition of existing farm building.	0.48	7	7	Not Included	Too Small and will be included in TEMPro Growth Factor Calculation
		PA/2018/569 and PA/2019/1393	Outline and Reserved Matters	18/10/2019	Sturton Nurseries	Sturton	Outline planning permission was granted on 21/03/2018 to erect 5 dwellings under PA/2018/569.	0.42	5	4	Not Included	Too Small and will be included in TEMPro Growth Factor Calculation
H1C-67	Commitment	PA/2017/2080	Full	20/09/2018	Land north of Front Street, Ulceby	Ulceby	Planning permission to erect 14 dwellings with associated garaging, driveways, new access road, creation of a pond and open space area.	0.97	14	1	Not Included	Too Small and will be included in TEMPro Growth Factor Calculation
H1C-68	Commitment	PA/2017/1450	Full	17/01/2019	land rear of new convenience store, off Church Lane, Ulceby	Ulceby	Full planning permission to erect 9 dwellings.	0.61	9	1	Not Included	Too Small and will be included in TEMPro Growth Factor Calculation
H1C-70	Commitment	PA/2018/2525	Hybrid application	23/03/2023	Land off Station Road	Ulceby	Hybrid application comprising full planning permission to erect 32 dwellings and outline planning permission for 85 dwellings with appearance, landscaping, layout and scale reserved for subsequent consideration	5.73	117	117	Not Included	No Traffic Flow Diagrams in TA
H1C-71	Commitment	PA/2020/794	Full	03/01/2020	Land at Risehome Spruce Lane	Ulceby	Planning permission for 9 dwellings with associated garages and a private shared access	0.38	9	5	Not Included	Too Small and will be included in TEMPro Growth Factor Calculation
H1C-63	Commitment	PA/2015/1390 and PA/2019/1336	Outline and Reserved Matters	18/03/2020	Land to the rear of North Street and Cemetery Road,	Winterton	Outline planning permission for demolition of a house and outline planning permission for the erection of dwellings with all matters reserved, the construction of roads, sewers, formation of public open space and ancillary landscaping.	6.62	135	135	Not Included	Too Far Away
H1C-64	Commitment	PA/2020/324	Full	26/06/2020	Land at Top Road	Winterton	Planning permission to erect 110 dwellings.	2.90	110	40	Not Included	Too Far Away
H1C-65	Commitment	PA/2018/1759	Full	17/04/2020	Land south of Coates Avenue	Winterton	Planning permission to erect 40 dwellings (including 25 affordable homes) and associated access, open space and drainage infrastructure	1.47	40	21	Not Included	Too Small and will be included in TEMPro Growth Factor Calculation
H1C-66	Commitment	PA/2019/1497	Outline	24/12/2019	5 Northlands Road	Winterton	Outline planning permission for residential development with all matters reserved	0.41	5	5	Not Included	Too Small and will be included in TEMPro Growth Factor Calculation
		PA/2019/1414	Outline	28/06/2021	99 North Street	Winterton	Outline planning permission for residential development of up to 66 dwellings with all matters reserved for subsequent consideration	2.2	66	66	Not Included	Too Small and will be included in TEMPro Growth Factor Calculation
		PA/2020/870	Full	07/06/2021	Warehouse Number 5 High Street	Wootton	Planning permission to erect 16 dwellings with garages, including associated boundary, highway, landscaping and drainage works.	0.8726	16	16	Not Included	Too Small and will be included in TEMPro Growth Factor Calculation
		PA/2018/1381	Full	04/07/2019	7 Vicarage Lane	Wootton	Planning permission to erect five detached dwellings with private drive and associated external landscaping.	1.7	5	5	Not Included	Too Small and will be included in TEMPro Growth Factor Calculation
		PA/2021/610	Outline	24/02/2023	Land south of High Street and west of Swallow Lane	Wootton	Outline planning permission for a development of 38 dwellings, one small-scale retail unit, public open space incorporating new green infrastructure, SUDs features, and biodiversity enhancements with details of means of access and layout submitted for consideration (scale, appearance and landscaping to be reserved for subsequent consideration)	2.6	38	38	Not Included	Too Small and will be included in TEMPro Growth Factor Calculation

		PA/2018/440	Full	30/09/2019	Land at Worlaby House Farm, Low Road,	Worlaby	Planning permission for the demolition of all steel-framed barns, conversion of existing brick barns to form 4 flexible commercial units (classes A1, A2, A3 and B1), conversion of brick barns to form 11 dwellings, erection of 26 open market homes, landscaping, associated car and bicycle parking, public open space, pedestrian footways, cycleways, access roads, and pedestrian and within-site cycle crossing points	1.8	37	37	Not Included	Too Small and will be included in TEMPro Growth Factor Calculation
H1C-77	Commitment	PA/2018/1718	Full	15/03/2019	Land adjacent to Ridgeway House Mill Lane	Wrawby	Full planning permission to erect eight dwellings including garages and access.	0.41	8	8	Not Included	Too Small and will be included in TEMPro Growth Factor Calculation
H1C-78	Commitment	PA/2017/0674	Outline	11/09/2019	Land off Applefields	Wrawby	Outline planning permission to erect 22 dwellinghouses with access roads and open space.	1.78	22	22	Not Included	Too Small and will be included in TEMPro Growth Factor Calculation
H1C-79	Commitment	PA/2019/460	Outline	28/09/2020	Land at Kettleby Lane	Wrawby	Outline planning permission has been approved for up to six dwellings with all matters reserved for subsequent consideration.	0.21	6	6	Not Included	Too Small and will be included in TEMPro Growth Factor Calculation

Appendix 10: Distribution Assessment

Distribution Assignment Assessment (WU03EW)



Origin MSOA Area - North Lincolnshire 005

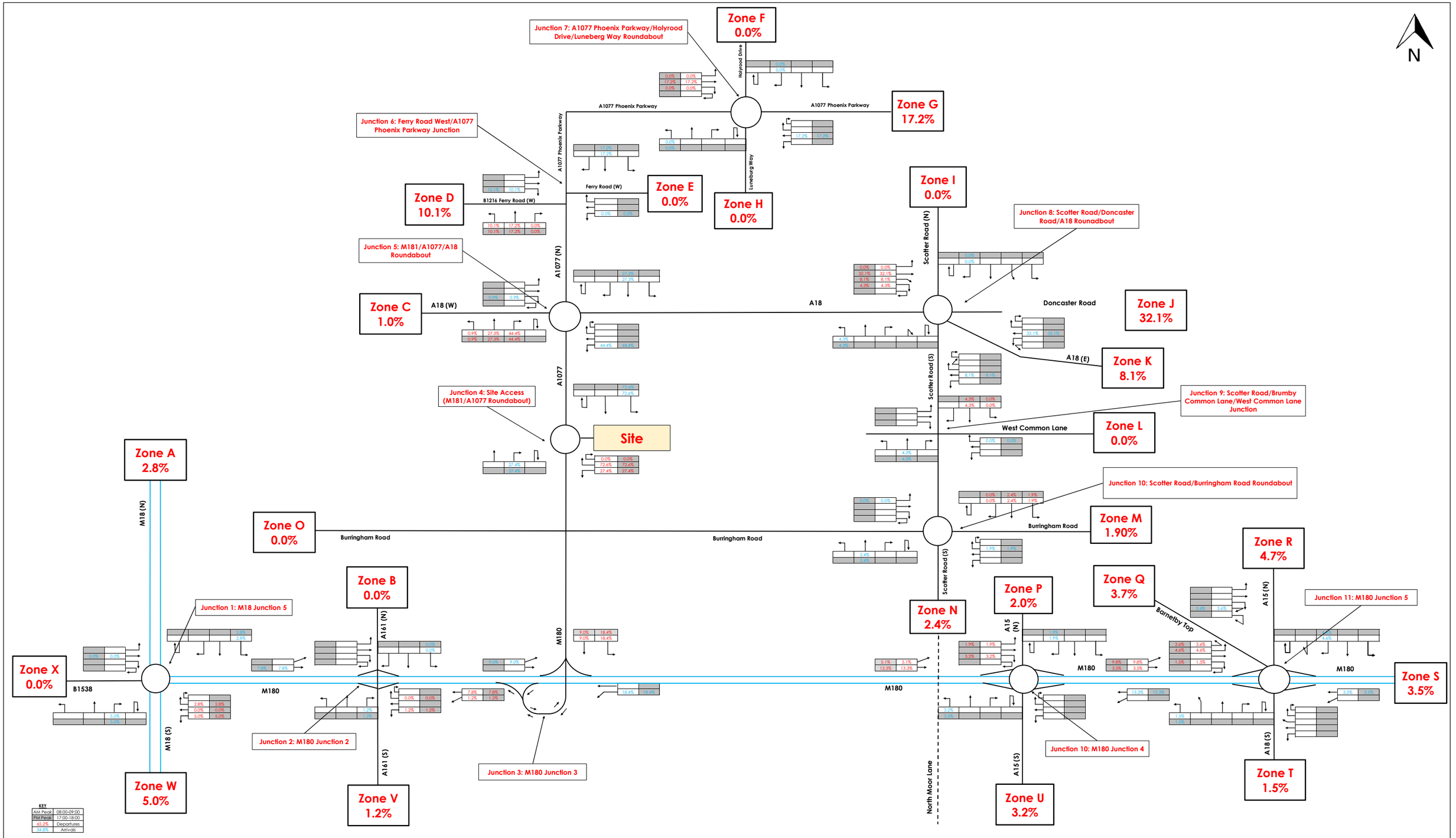
USOA/MSOA	No.	%	Route to Site
North Lincolnshire 007	436	15.94%	G
North Lincolnshire 010	416	15.20%	J
North Lincolnshire 008	295	10.78%	J
North Lincolnshire 005	275	10.05%	D
North Lincolnshire 009	167	6.10%	J
North Lincolnshire 012	106	3.87%	K
North Lincolnshire 011	100	3.65%	Q
North East Lincolnshire	95	3.47%	S
North Lincolnshire 019	65	2.38%	N
Doncaster	64	2.34%	W
North Lincolnshire 016	52	1.90%	M
Kingston upon Hull	49	1.79%	R
North Lincolnshire 015	42	1.54%	K
East Riding of Yorkshire	42	1.54%	R
North Lincolnshire 004	41	1.50%	T
North Lincolnshire 017	40	1.46%	K
North Lincolnshire 003	35	1.28%	G
North Lincolnshire 001	33	1.21%	R
West Lindsey	32	1.17%	U
North Lincolnshire 013	30	1.10%	P

North Lincolnshire 020	26	0.95%	V
North Lincolnshire 006	25	0.91%	C
North Lincolnshire 021	23	0.84%	P
North Lincolnshire 014	22	0.80%	K
North Lincolnshire 022	21	0.77%	U
Leeds	17	0.62%	A
Wakefield	15	0.55%	A
Coventry	14	0.51%	W
North Lincolnshire 018	11	0.40%	K
Calderdale	10	0.37%	A
Lincoln	10	0.37%	U
Rotherham	9	0.33%	W
North Lincolnshire 023	8	0.29%	V
Sheffield	6	0.22%	W
York	5	0.18%	A
North Kesteven	5	0.18%	U
Selby	4	0.15%	A
Richmondshire	3	0.11%	A
Uttlesford	3	0.11%	U
Barnsley	3	0.11%	W
Bolsover	3	0.11%	W
South Oxfordshire	3	0.11%	W
Bradford	2	0.07%	A
Copeland	2	0.07%	A
Hambleton	2	0.07%	A
Harrogate	2	0.07%	A
Oldham	2	0.07%	A
North Lincolnshire 002	2	0.07%	R
East Lindsey	2	0.07%	S
Islington	2	0.07%	U
Amber Valley	2	0.07%	W
Ashfield	2	0.07%	W
Bassetlaw	2	0.07%	W
Chesterfield	2	0.07%	W
Nottingham	2	0.07%	W
Westminster	2	0.07%	W

Carlisle	1	0.04%	A
Cheshire West and Chester	1	0.04%	A
County Durham	1	0.04%	A
Fylde	1	0.04%	A
Kirklees	1	0.04%	A
Newcastle upon Tyne	1	0.04%	A
North Tyneside	1	0.04%	A
Redcar and Cleveland	1	0.04%	A
Ribble Valley	1	0.04%	A
Sunderland	1	0.04%	A
Warrington	1	0.04%	A
Scarborough	1	0.04%	R
Adur	1	0.04%	U
Ashford	1	0.04%	U
Chelmsford	1	0.04%	U
Dartford	1	0.04%	U
East Cambridgeshire	1	0.04%	U
Great Yarmouth	1	0.04%	U
King's Lynn and West Norfolk	1	0.04%	U
Mid Sussex	1	0.04%	U
Rushcliffe	1	0.04%	U
South Holland	1	0.04%	U
South Kesteven	1	0.04%	U
Thurrock	1	0.04%	U
Wellingborough	1	0.04%	U
Blaenau Gwent	1	0.04%	W
Cheltenham	1	0.04%	W
Chichester	1	0.04%	W
Dacorum	1	0.04%	W
Gloucester	1	0.04%	W
Hillingdon	1	0.04%	W
Mid Devon	1	0.04%	W
Milton Keynes	1	0.04%	W
Newark and Sherwood	1	0.04%	W
North Dorset	1	0.04%	W
North Somerset	1	0.04%	W

Portsmouth	1	0.04%	W
Sandwell	1	0.04%	W
Solihull	1	0.04%	W
Stoke-on-Trent	1	0.04%	W
Tewkesbury	1	0.04%	W
The Vale of Glamorgan	1	0.04%	W
Walsall	1	0.04%	W
West Berkshire	1	0.04%	W
Winchester	1	0.04%	W
Wolverhampton	1	0.04%	W
Wycombe	1	0.04%	W

Appendix 11: Traffic Flow Diagrams



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Manchester
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Nottingham
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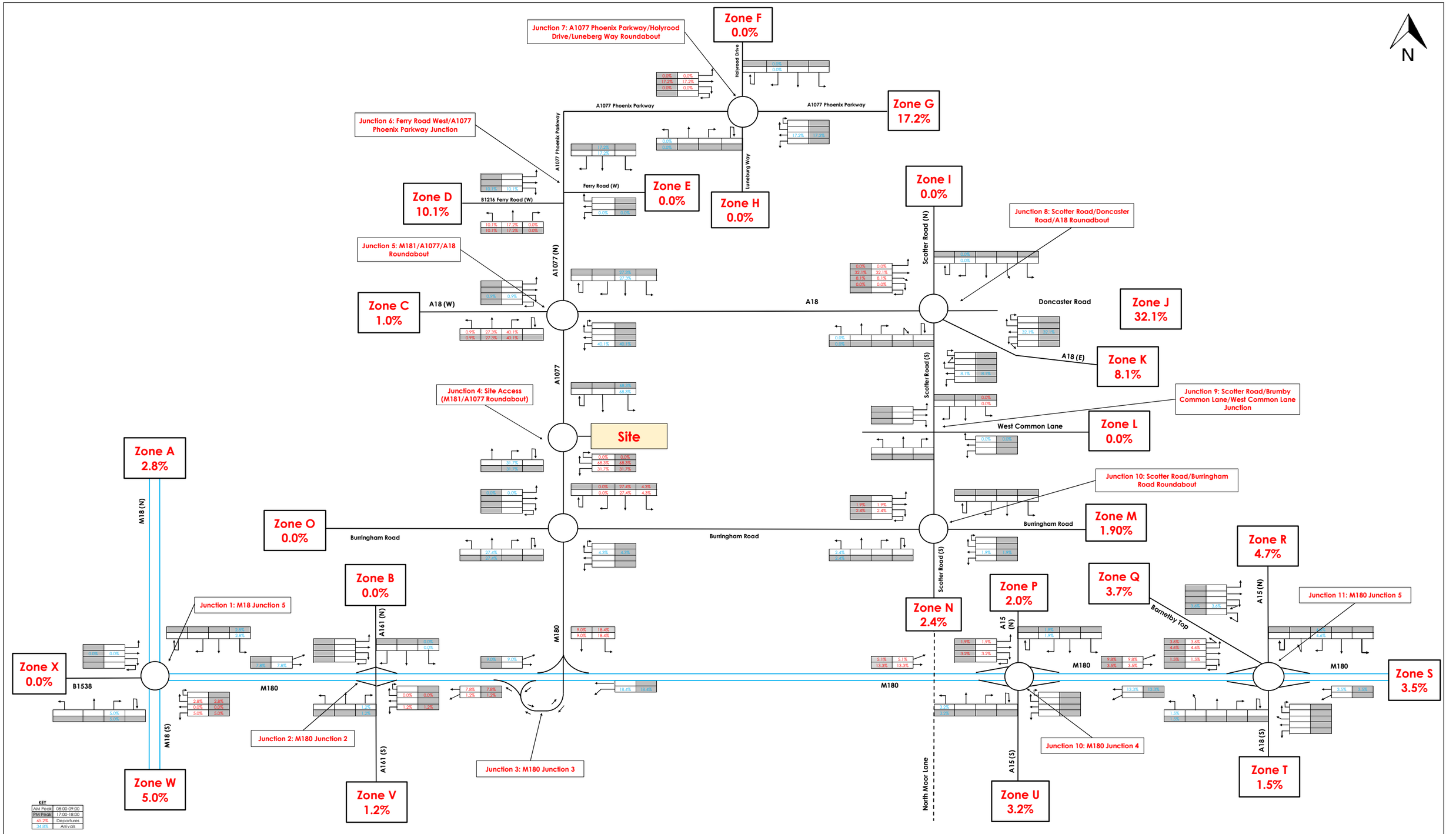
Project	Lincolnshire Lakes, Scunthorpe
Drawn	RW
Checked	JL
Approved	JL
Date	17/01/25
Drawing Title	Diagram 1 Phase 1 - Distribution Pattern (%)
Project Number	221638



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Project	Lincolnshire Lakes, Scunthorpe
Drawn	RW
Checked	JL
Approved	JL
Date	17/01/25

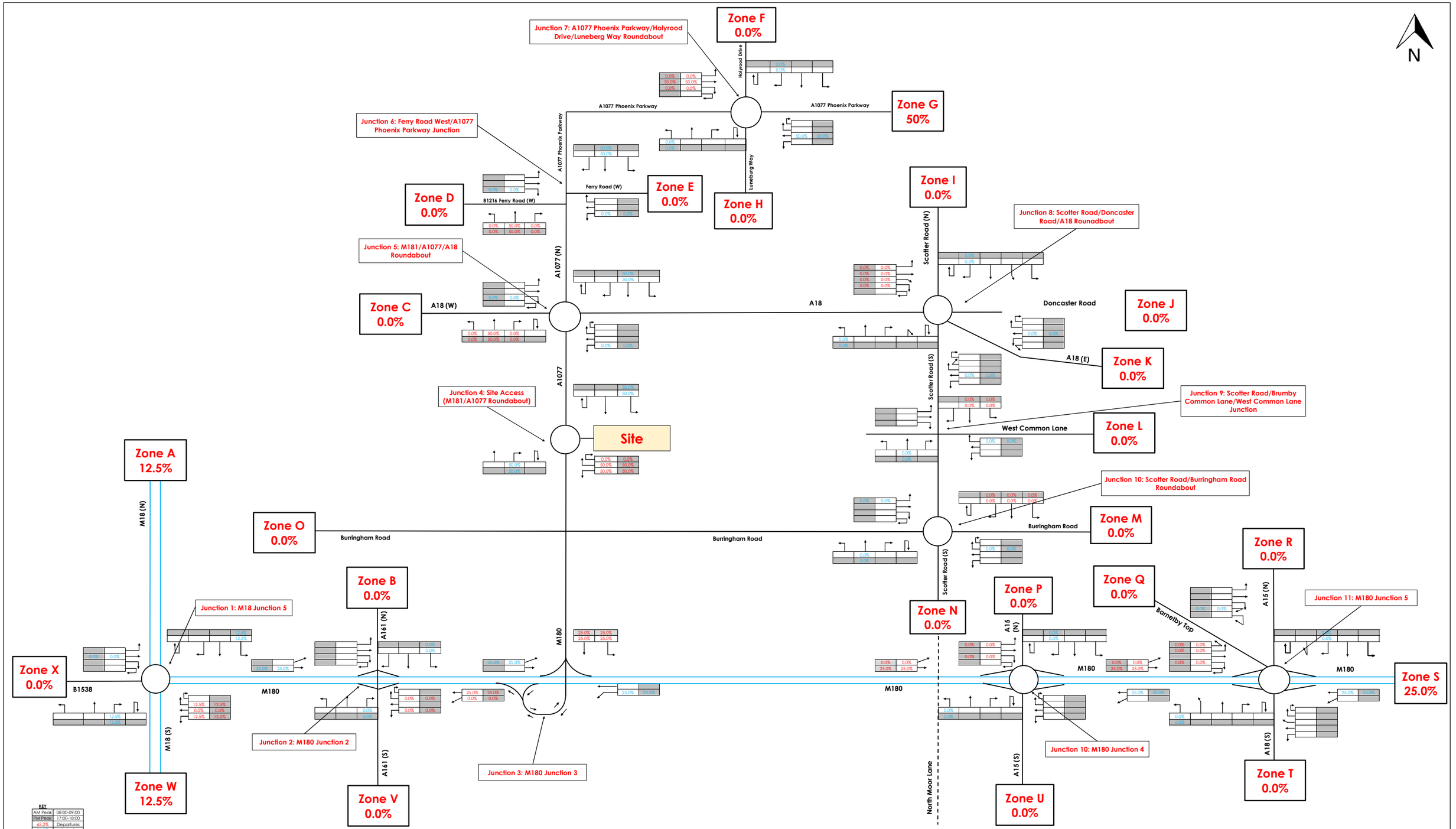
Drawing Title

Diagram 2

Phase 1 (Proposed Roundabout Sensitivity Test) - Distribution Pattern (%)

Project Number

221638



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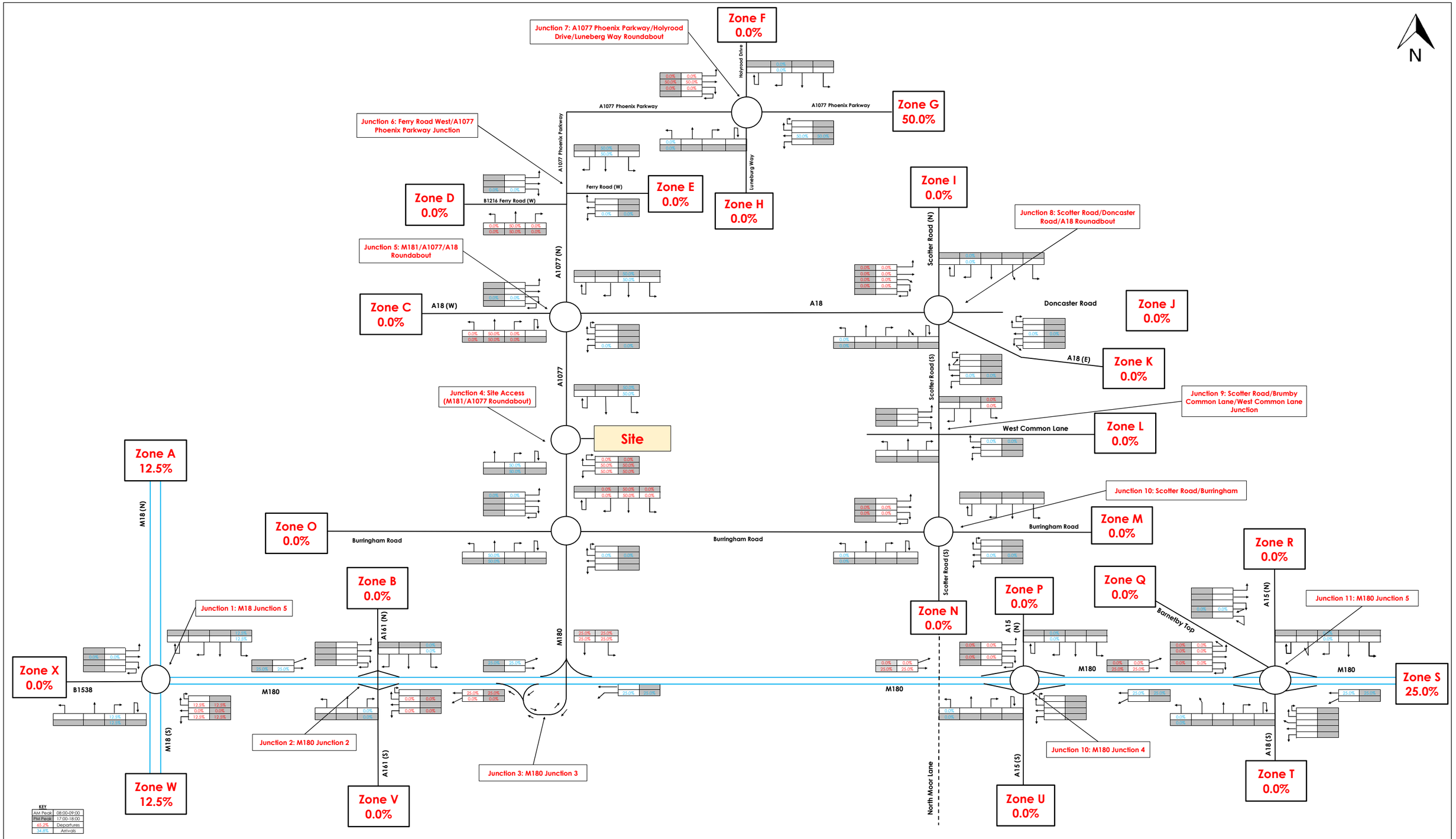
Drawn	RW
Checked	JL
Approved	JL
Date	17/01/25
Drawing Title	Diagram 3 Phase 1 - HGV Distribution Pattern (%)
Project Number	221638



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Drawn	RW
Checked	JL
Approved	JL
Date	17/01/25

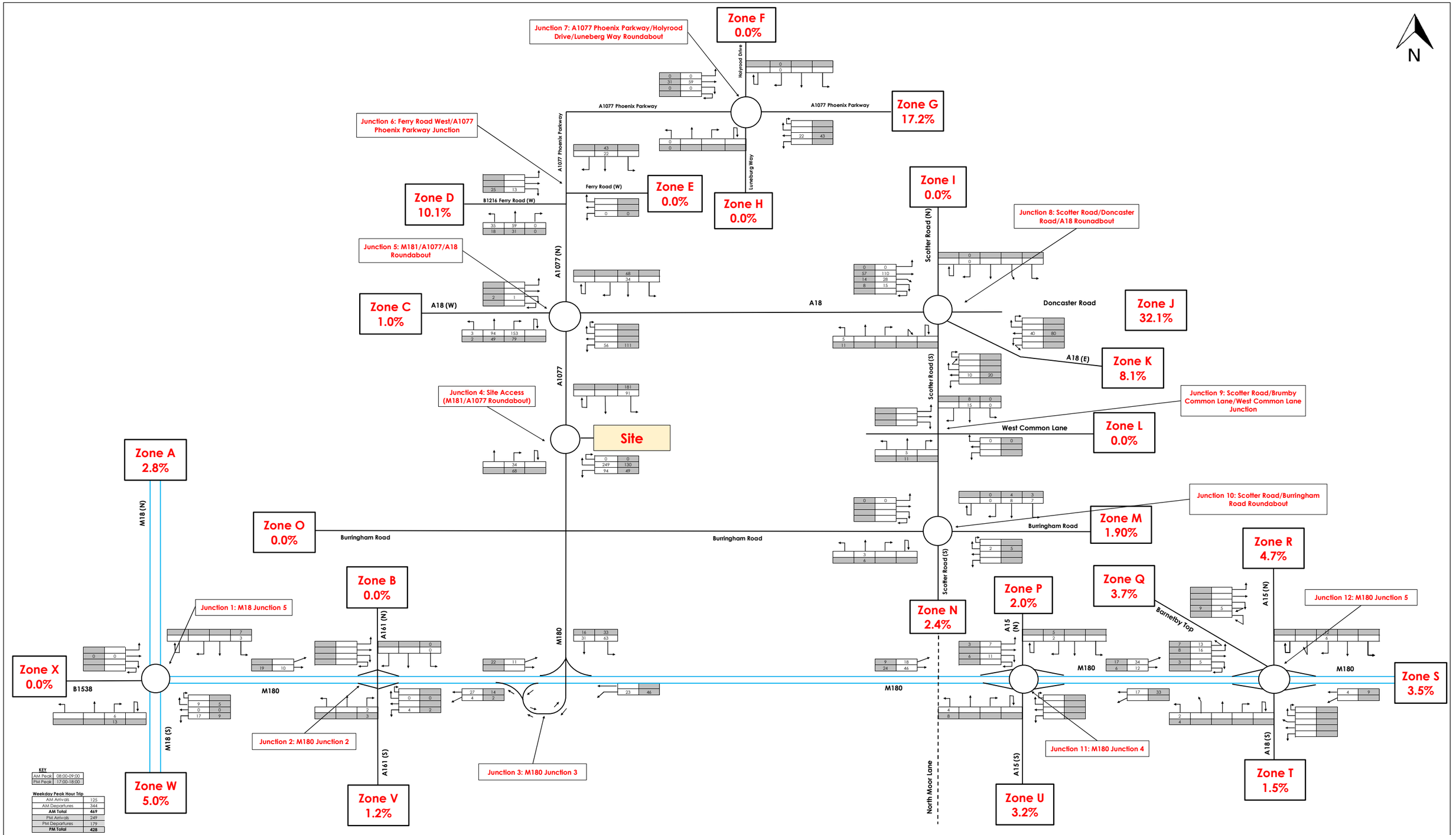
Drawing Title

Diagram 4

Phase 1 (Proposed Roundabout Sensitivity Test) - HGV Distribution Pattern (%)

Project Number

221638



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Project	Lincolnshire Lakes, Scunthorpe
Drawn	RW
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Approved	JL
Date	17/01/25

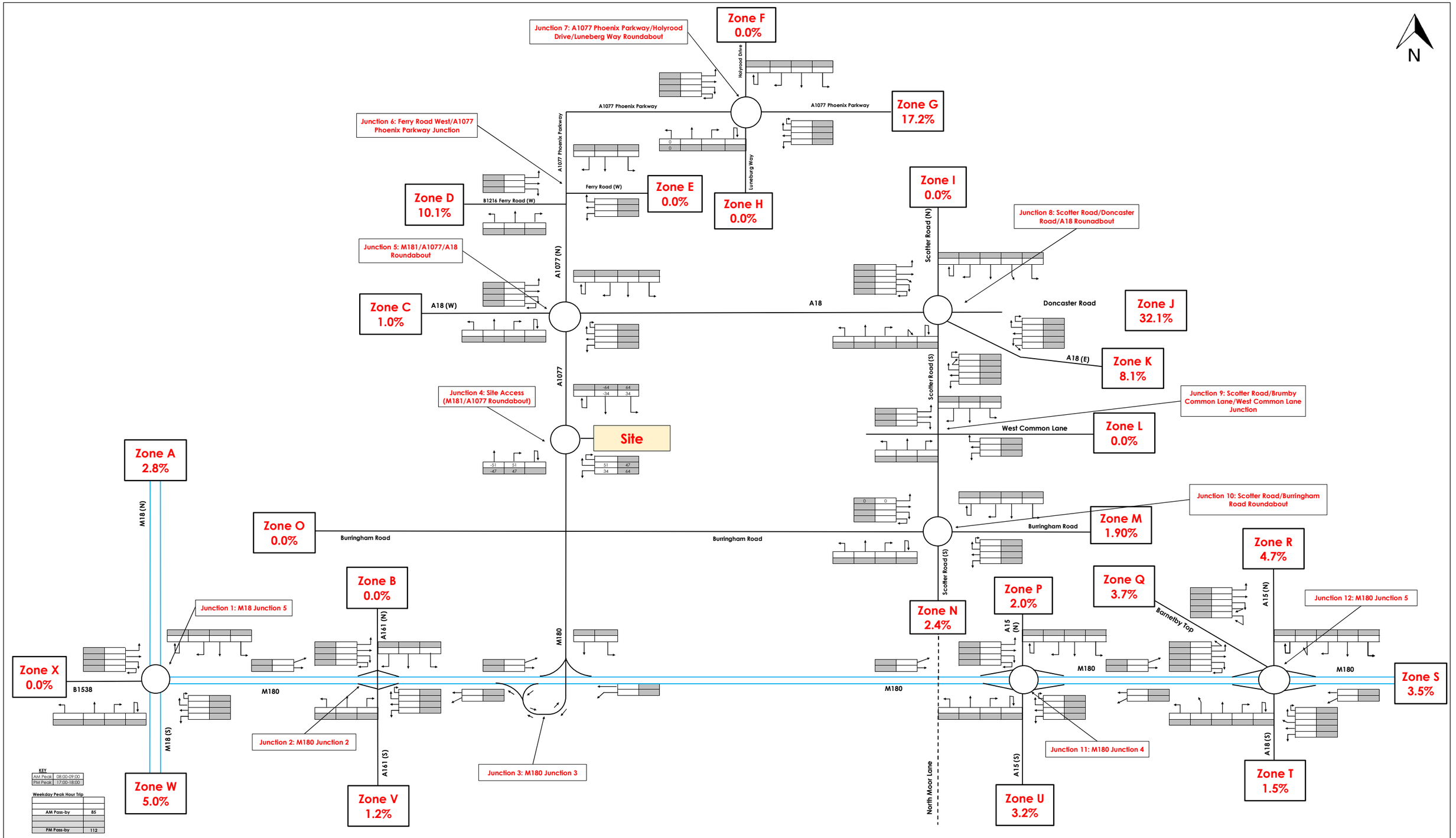
Drawing Title

Diagram 5

Phase 1 Development Flows - Primary Trips

Project Number

221638



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Drawn	RW
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Date	17/01/25

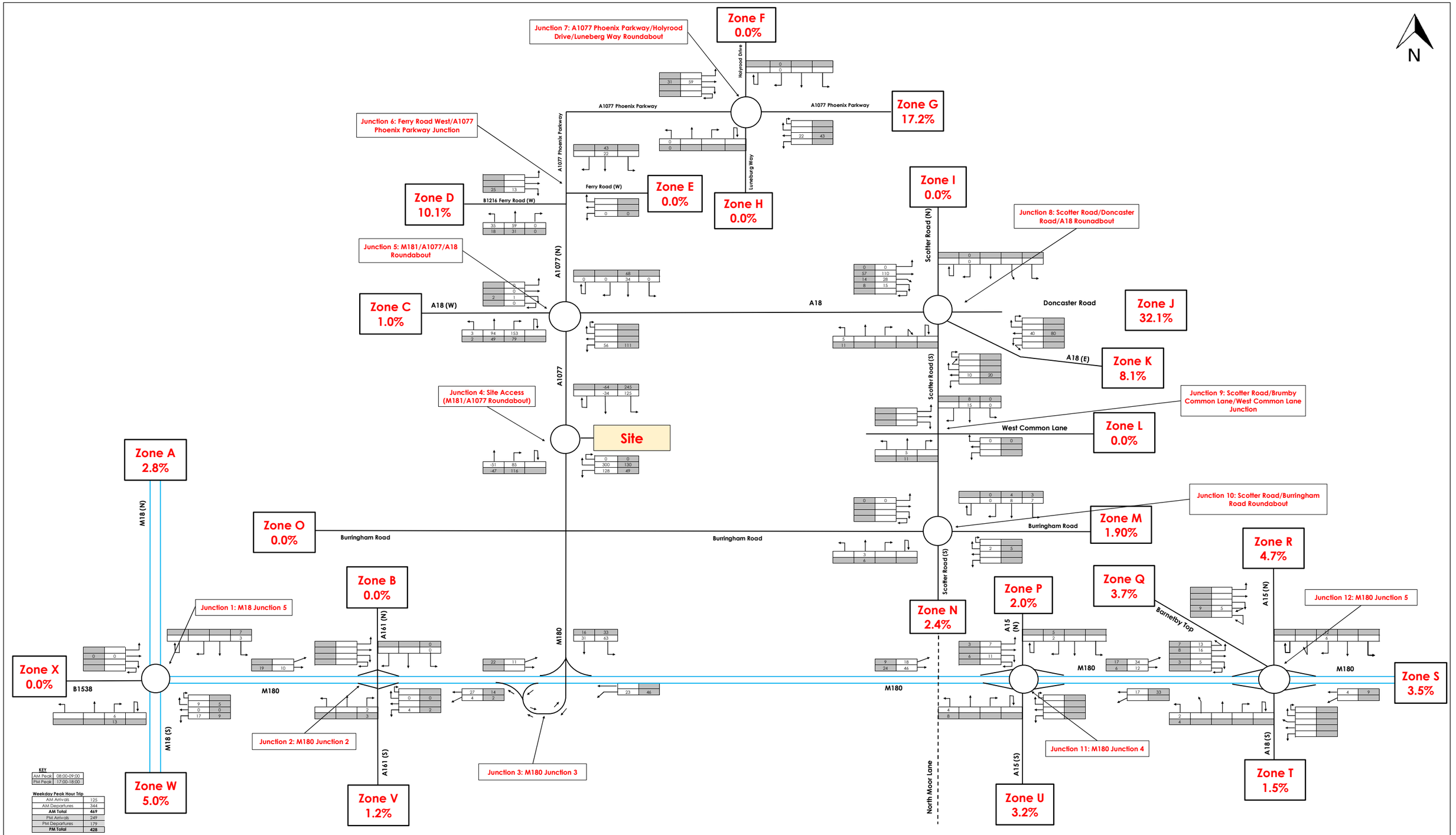
Drawing Title

Diagram 6

Phase 1 Development Flows - Pass-by Trips

Project Number

221638



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Project	Lincolnshire Lakes, Scunthorpe
Drawn	RW
Checked	JL
Approved	JL
Date	17/01/25

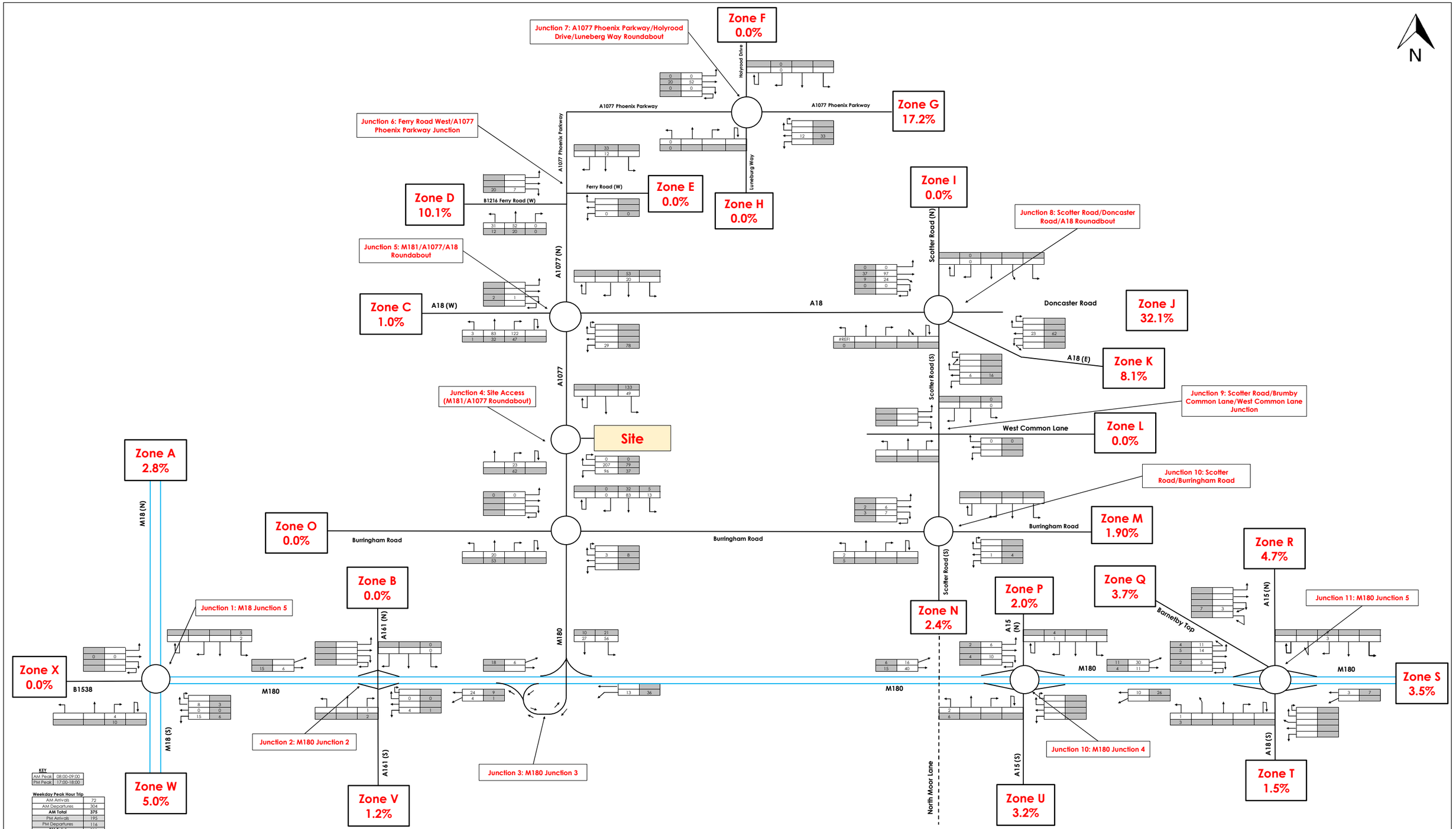
Drawing Title

Diagram 7

Phase 1 Development Flows - Total Trips

Project Number

221638



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Project	Lincolnshire Lakes, Scunthorpe
Drawn	RW
Checked	JL
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Date	17/01/25

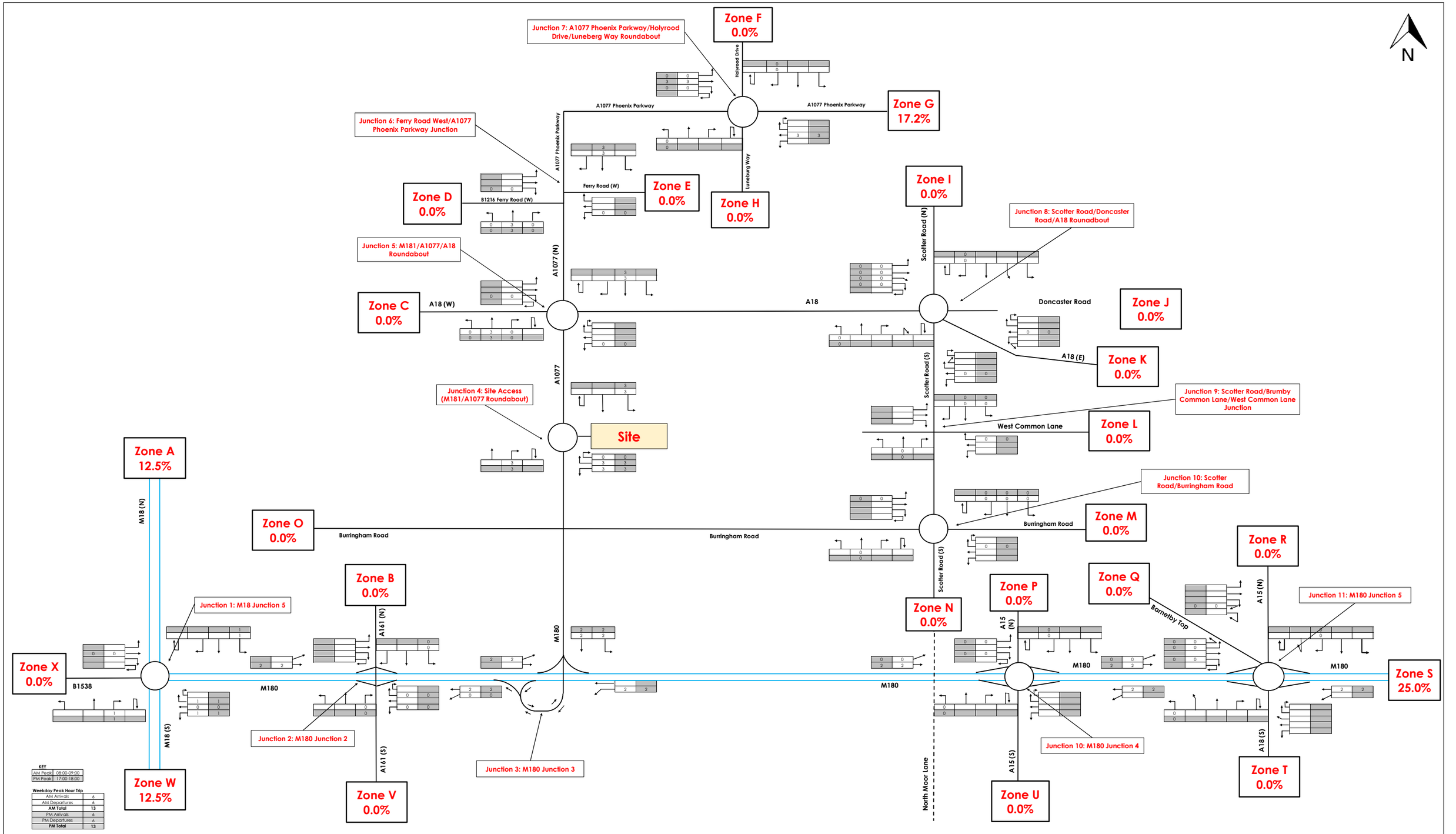
Drawing Title

Diagram 8

Phase 1 (Proposed Roundabout Sensitivity Test) - Distribution Pattern (%)

Project Number

221638



KEY

AM Peak	08:00-09:00
PM Peak	17:00-18:00

Weekday Peak Hour Trip

AM Arrivals	6
AM Departures	6
AM Total	**13**
PM Arrivals	6
PM Departures	6
PM Total	**13**

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Project

Lincolnshire Lakes, Scunthorpe

Drawn	RW
Checked	JL
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Date	17/01/25

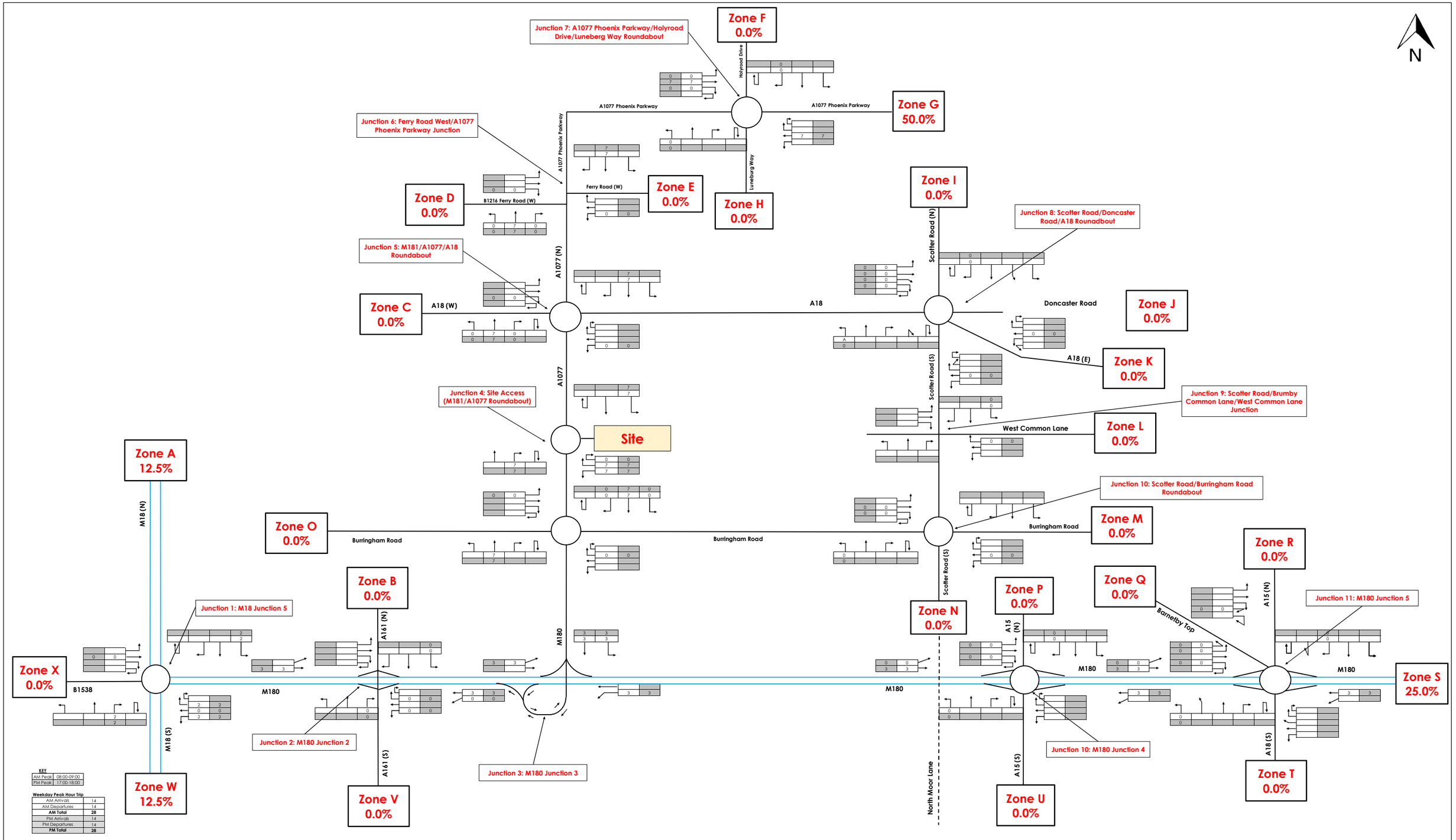
Drawing Title

Diagram 9

Phase 1 - HGV Development Flows

Project Number

221638



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Project	Lincolnshire Lakes, Scunthorpe
Drawn	RW
Checked	JL
Approved	JL
Date	17/01/25

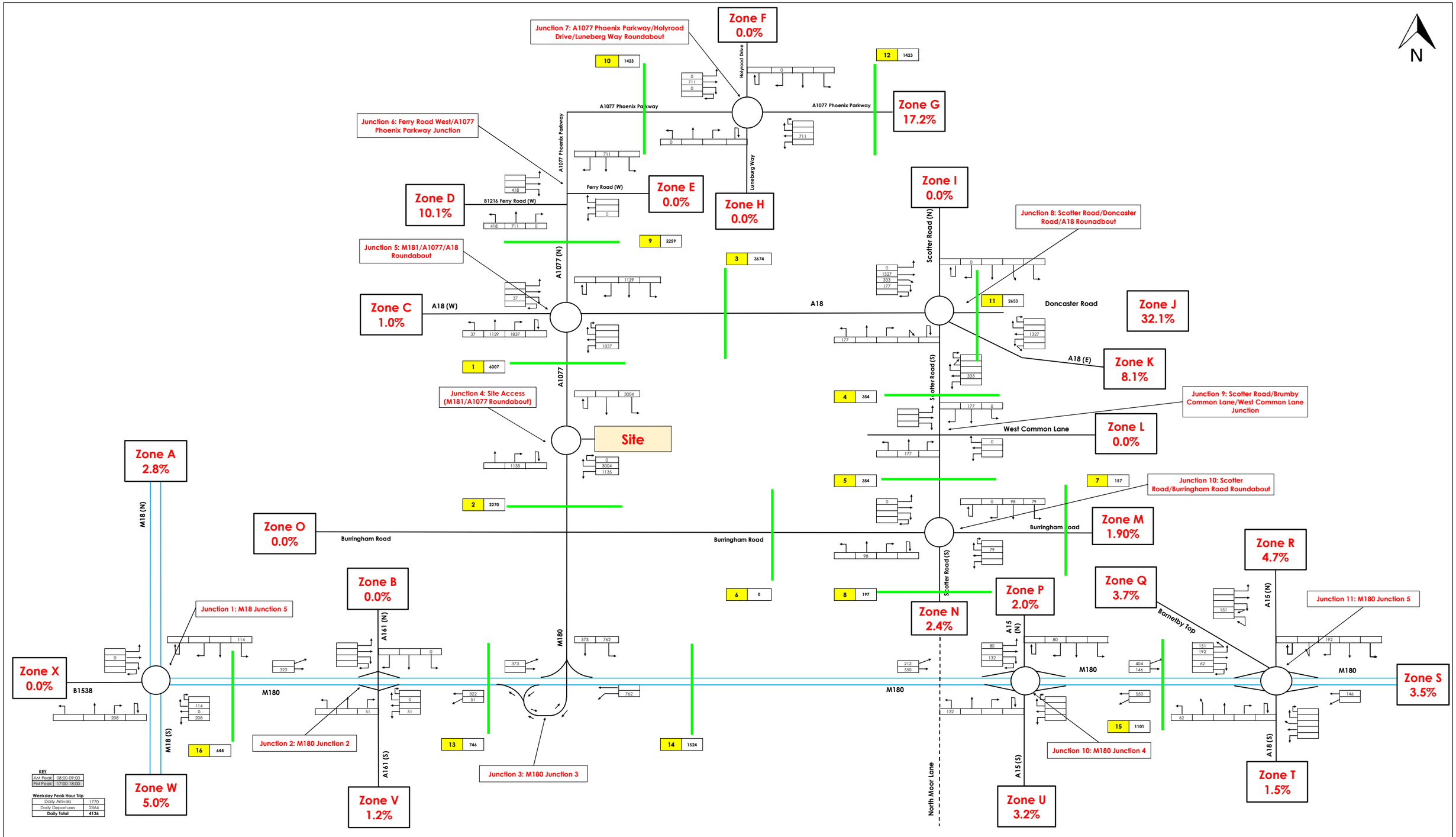
Drawing Title

Diagram 10

Phase 1 (Proposed Roundabout Sensitivity Test) - HGV Development Flows

Project Number

221638



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Project	Lincolnshire Lakes, Scunthorpe
Drawn	RW
Checked	JL
Approved	JL
Date	17/01/25

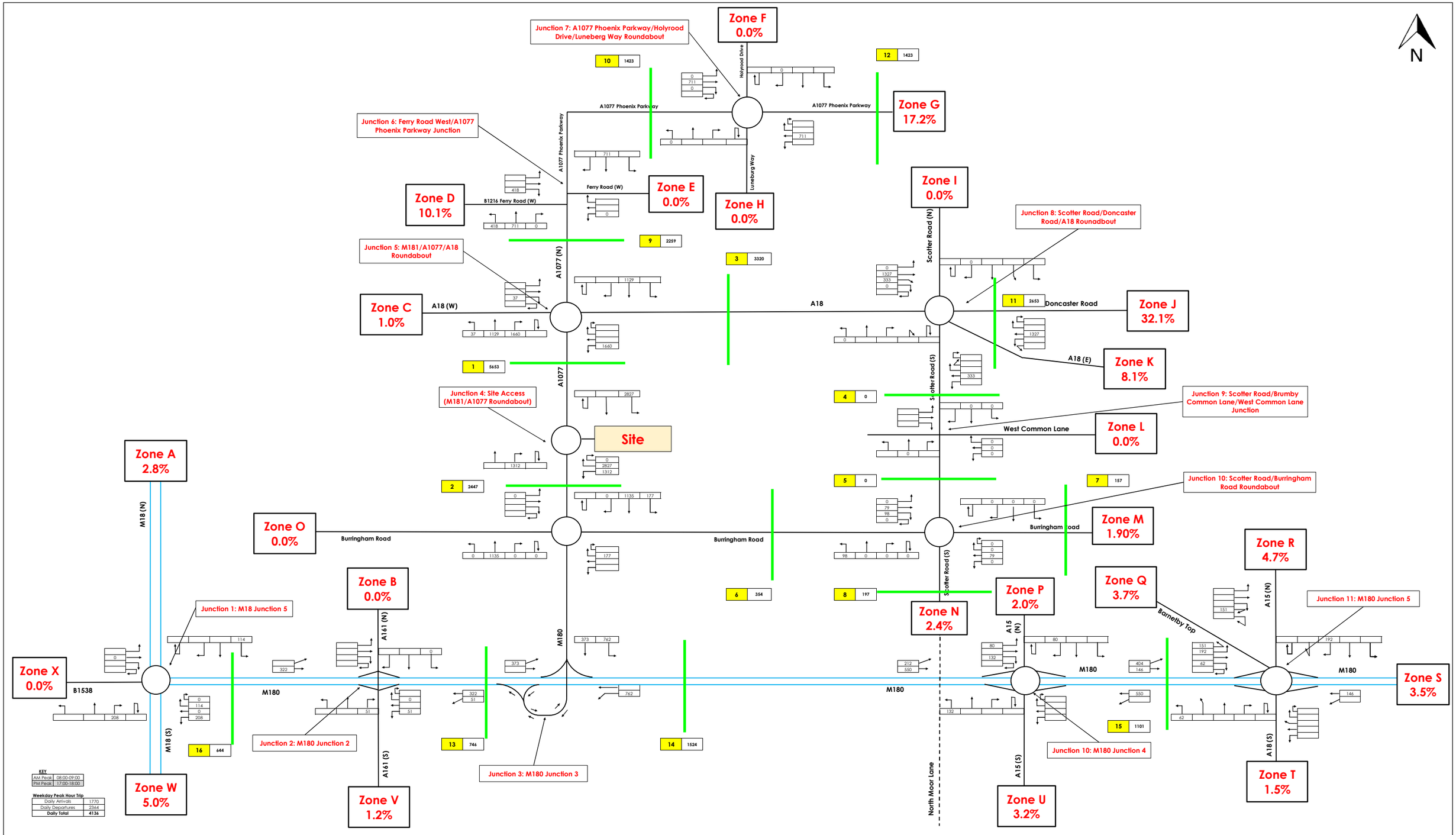
Drawing Title

Diagram 11

Phase 1 - Development Flows (AADT)

Project Number

221638



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Project	Lincolnshire Lakes, Scunthorpe
Drawn	RW
Checked	JL
Approved	JL
Date	17/01/25

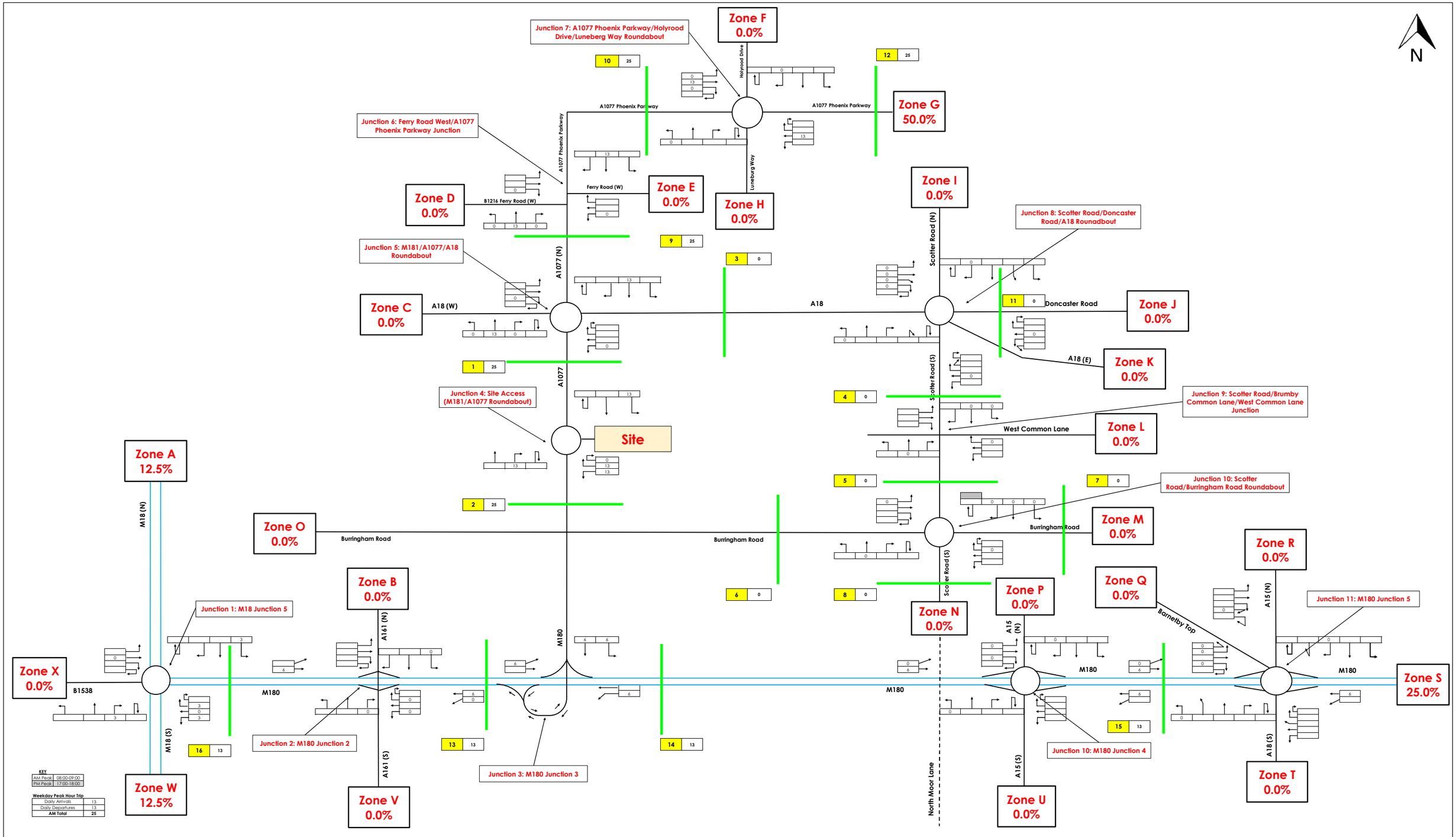
Drawing Title

Diagram 12

Phase 1 - Development Flows (AADT) (Sensitivity Test)

Project Number

221638



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Manchester
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Nottingham
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Project	Lincolnshire Lakes, Scunthorpe
Drawn	RW
Checked	JL
Approved	JL
Date	17/01/25

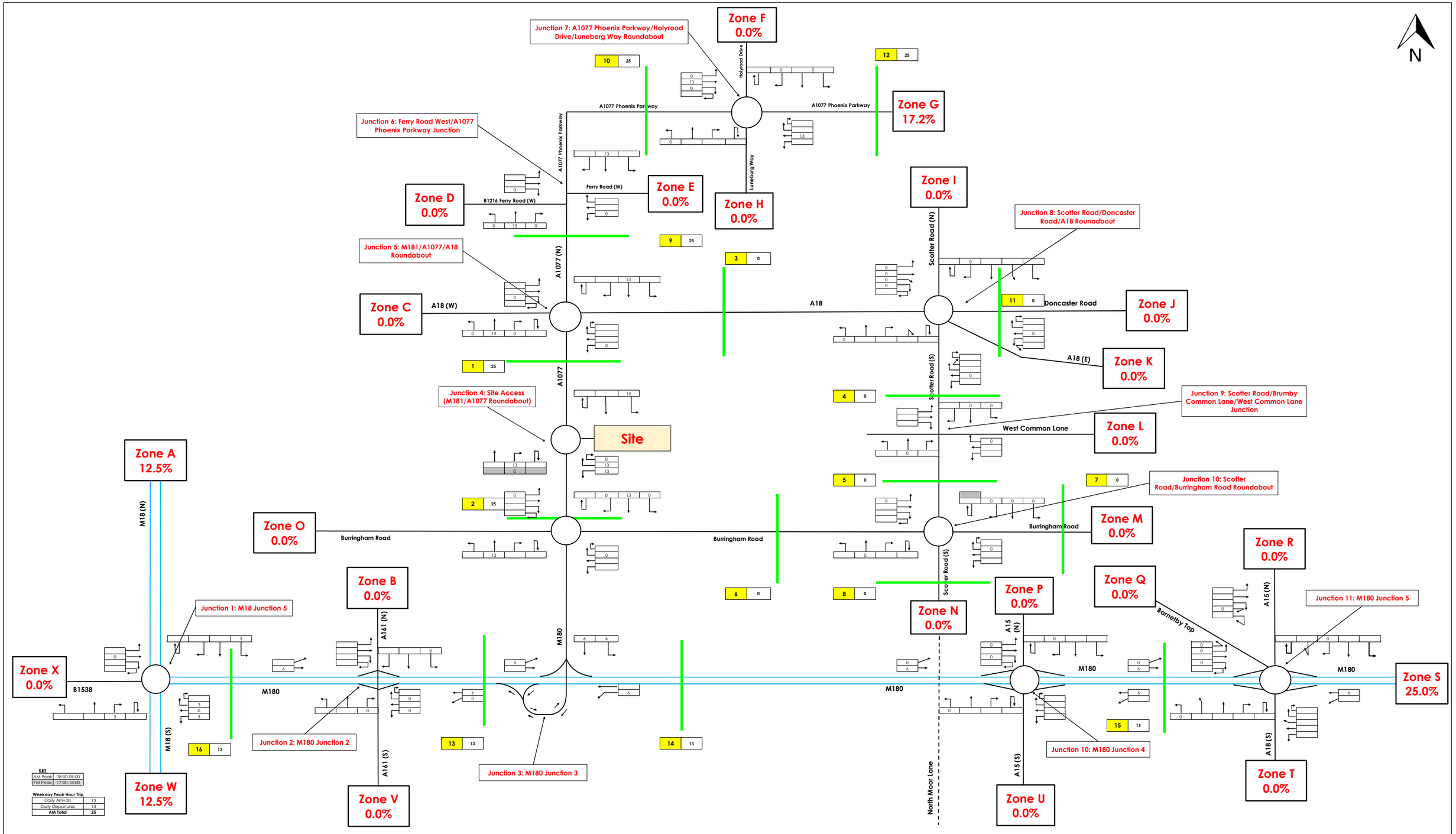
Drawing Title

Diagram 13

Phase 1 - HGV Development Flows (AADT)

Project Number

221638



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Nottingham
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T: 0115 924 1100

Project	Lincolnshire Lakes, Scunthorpe
Drawn	RW
Checked	JL
Approved	JL
Date	17/01/25

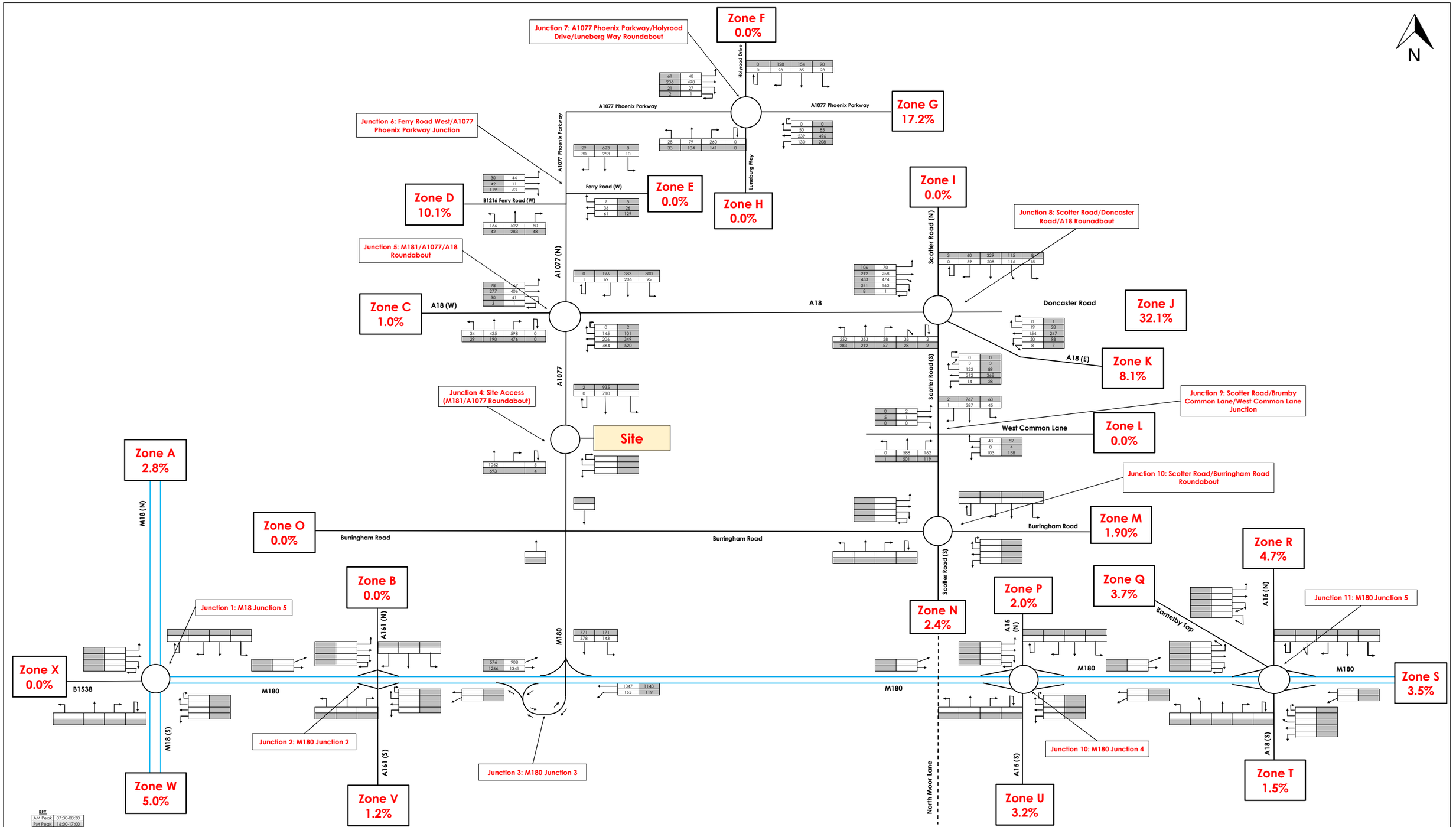
Drawing Title

Diagram 14

Phase 1 - HGV Development Flows (AADT) (Sensitivity Test)

Project Number

221638



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Project	Lincolnshire Lakes, Scunthorpe
Drawn	RW
Checked	JL
Approved	JL
Date	17/01/25

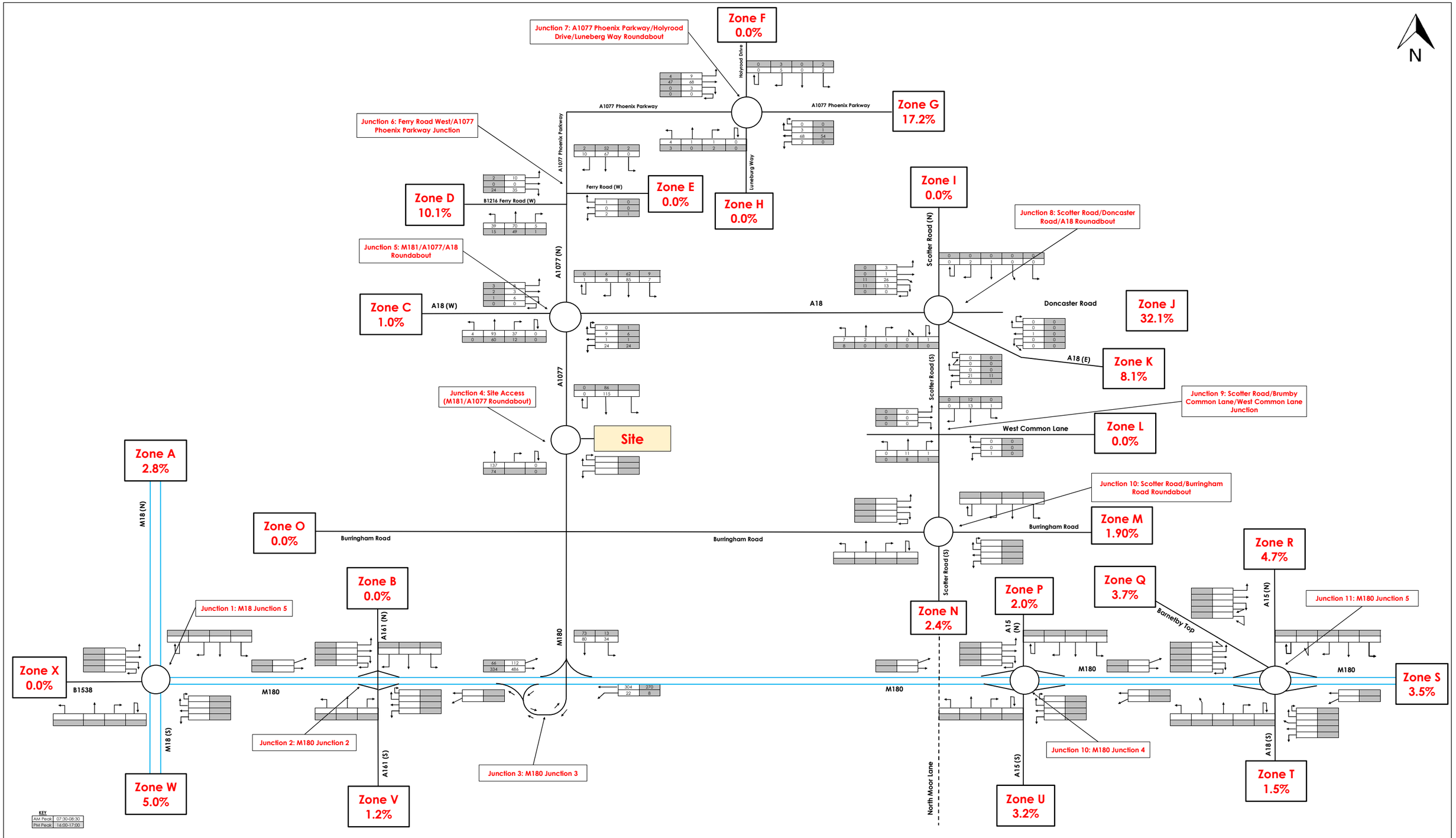
Drawing Title

Diagram 15

2024 Vehicle Survey Flows

Project Number

221638



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T: 0115 924 1100

Project	Lincolnshire Lakes, Scunthorpe
Drawn	RW
Checked	JL
Approved	JL
Date	17/01/25

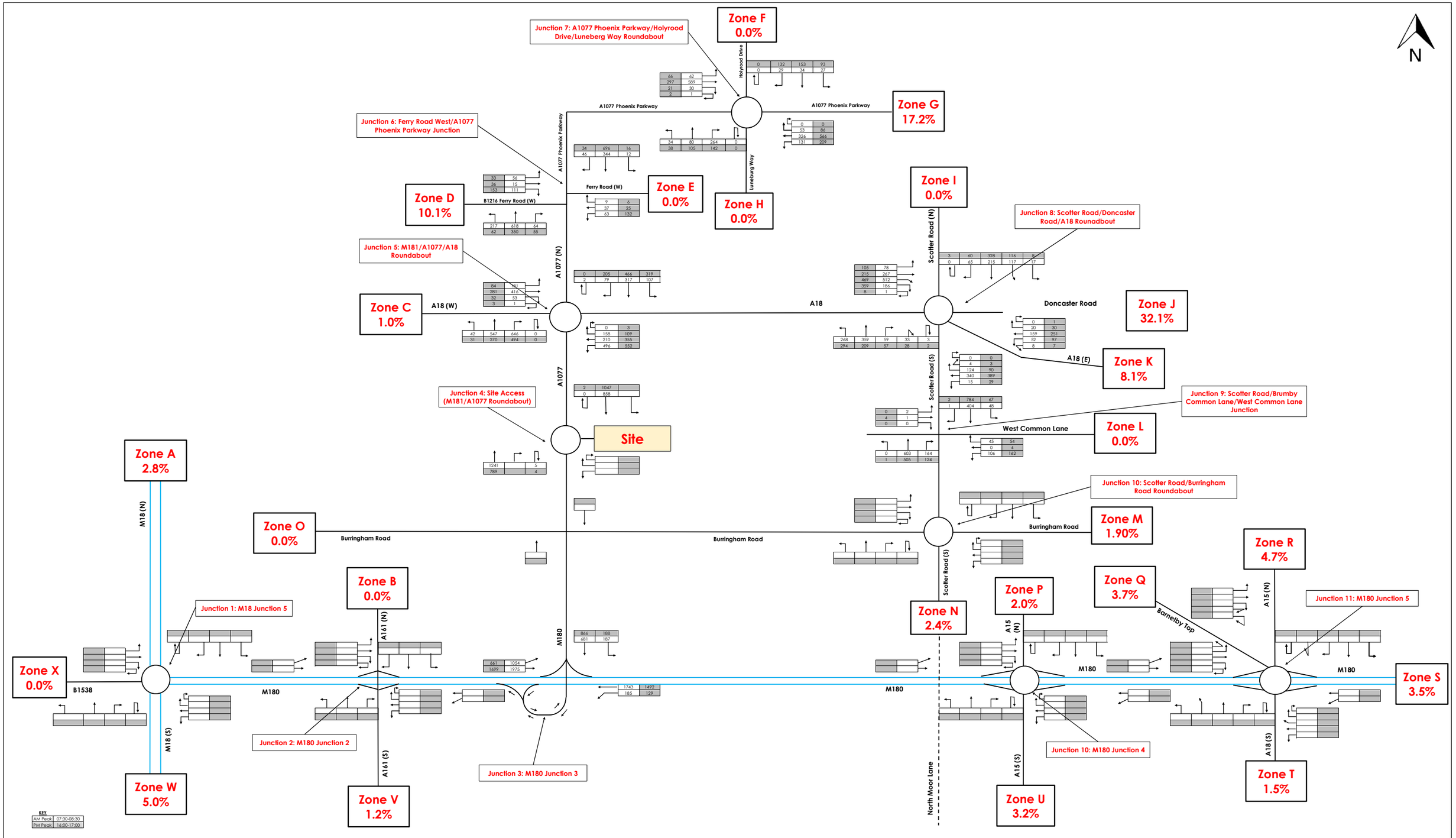
Drawing Title

Diagram 16

2024 HGV Survey Flows

Project Number

221638



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Project	Lincolnshire Lakes, Scunthorpe
Drawn	RW
Checked	JL
Approved	JL
Date	17/01/25

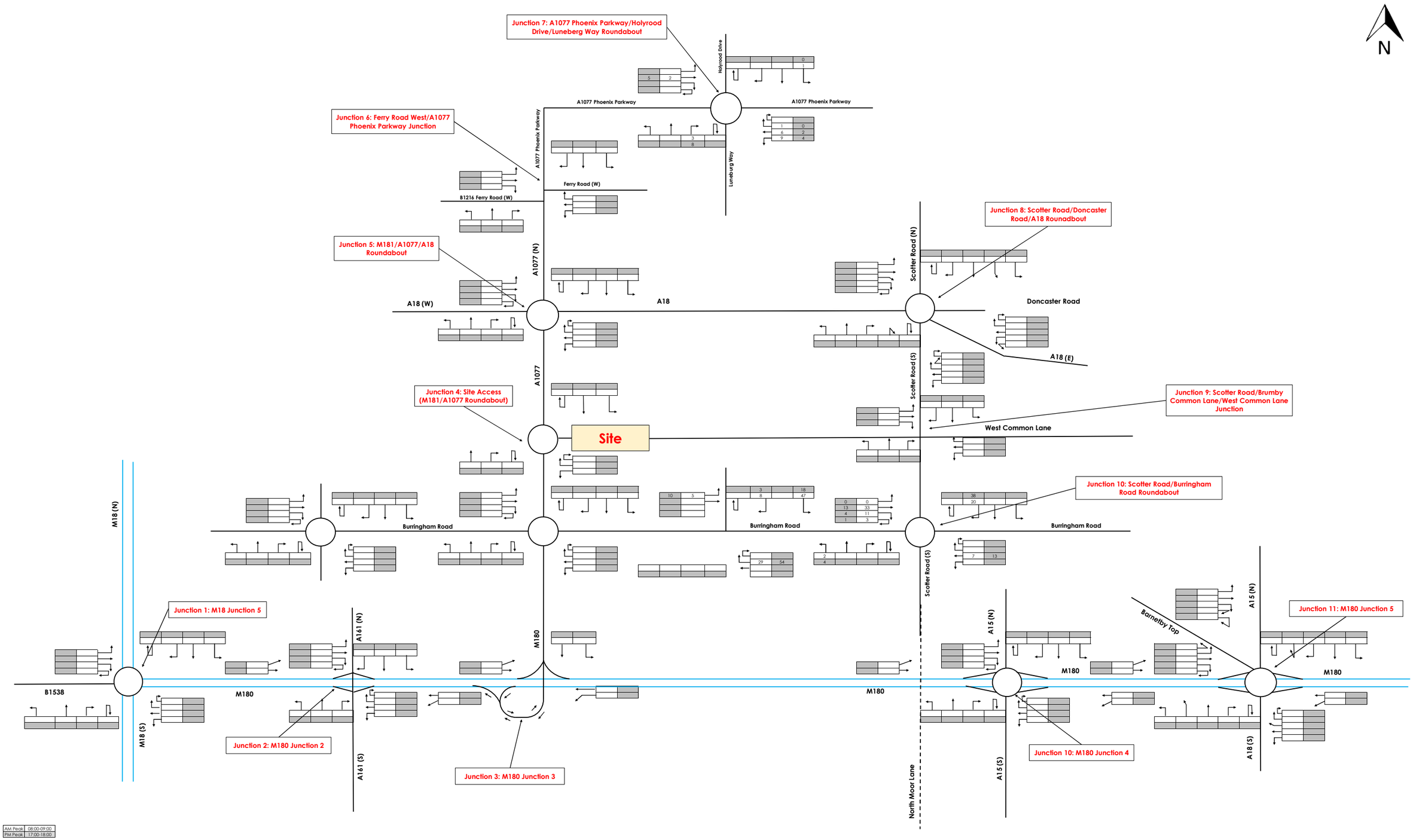
Drawing Title

Diagram 17

2024 PCU Survey Flows

Project Number

221638



AM Peak	08:00-09:00
PM Peak	17:00-18:00

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Project

Lincolnshire Lakes, Scunthorpe

Drawn	RW
Checked	JL
Approved	JL
Date	17/01/25

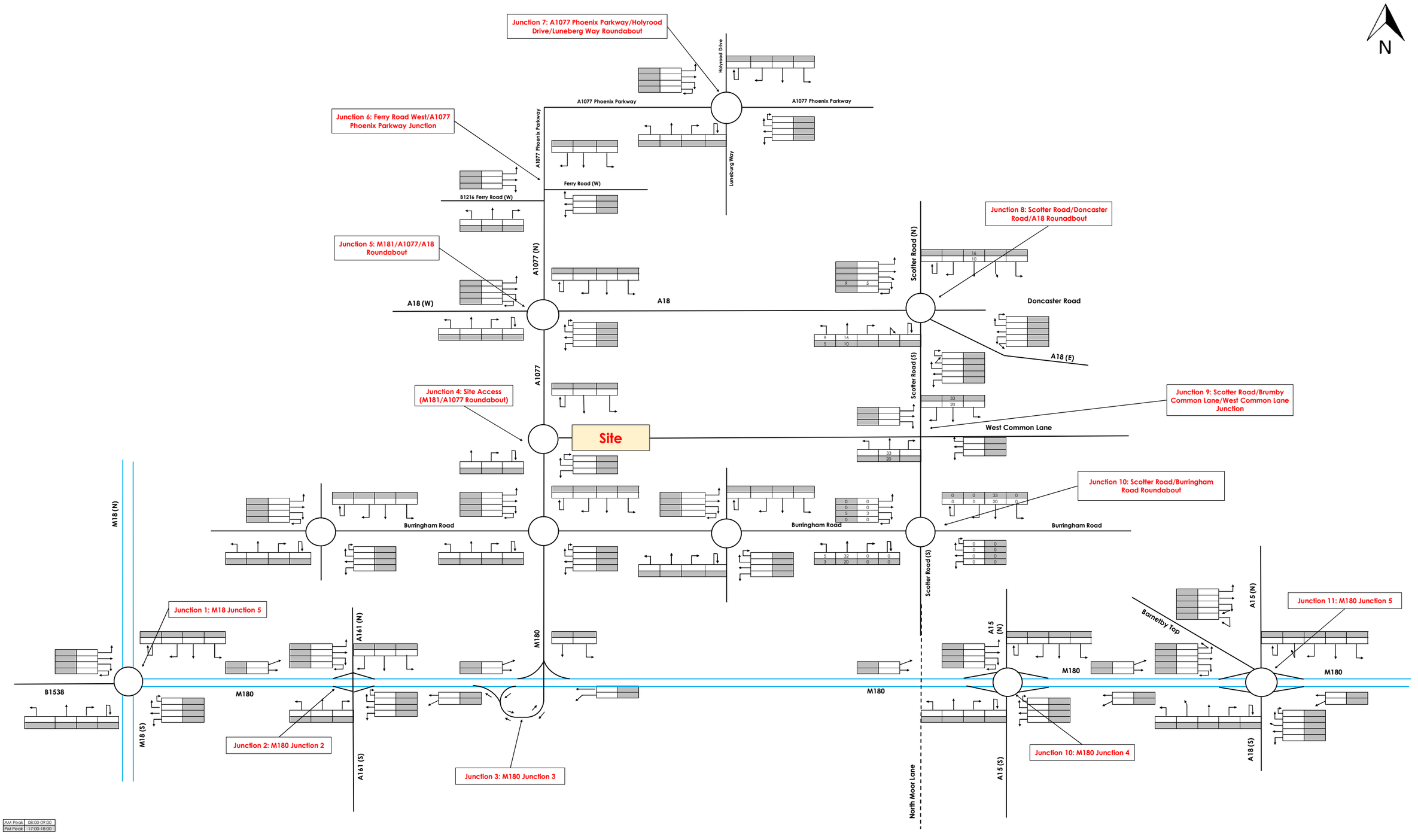
Drawing Title

Diagram 18

Committed Development 3 - Land North of Burringham Road, Scunthorpe

Project Number

221638



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Project

Lincolnshire Lakes, Scunthorpe

Drawn	RW
Checked	JL
Approved	JL
Date	17/01/25

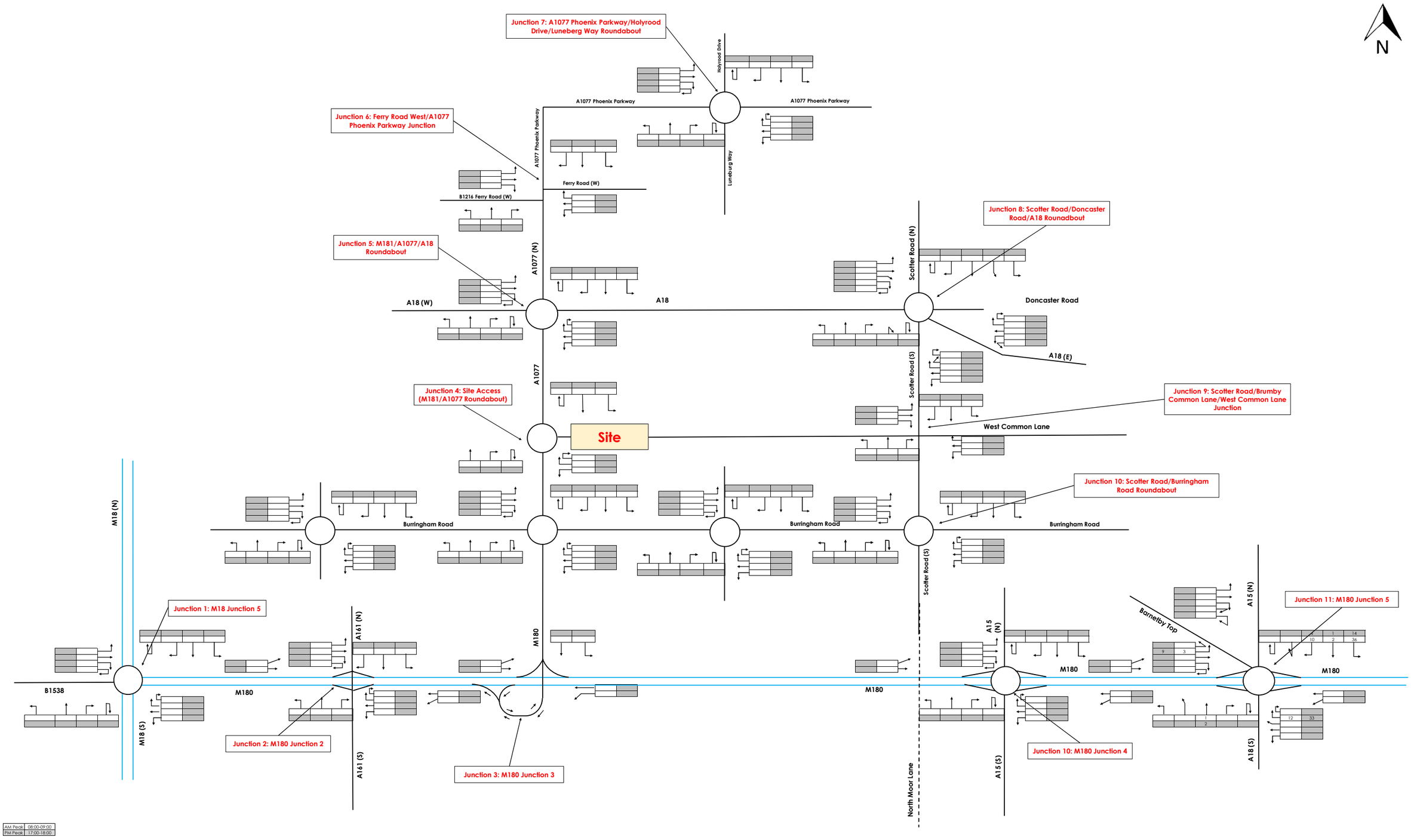
Drawing Title

Diagram 19

Committed Development 4 - Moorwell Road

Project Number

221638



AM Peak	08:00-09:00
PM Peak	17:00-18:00

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Project

Lincolnshire Lakes, Scunthorpe

Drawn	RW
Checked	JL
Approved	JL
Date	17/01/25

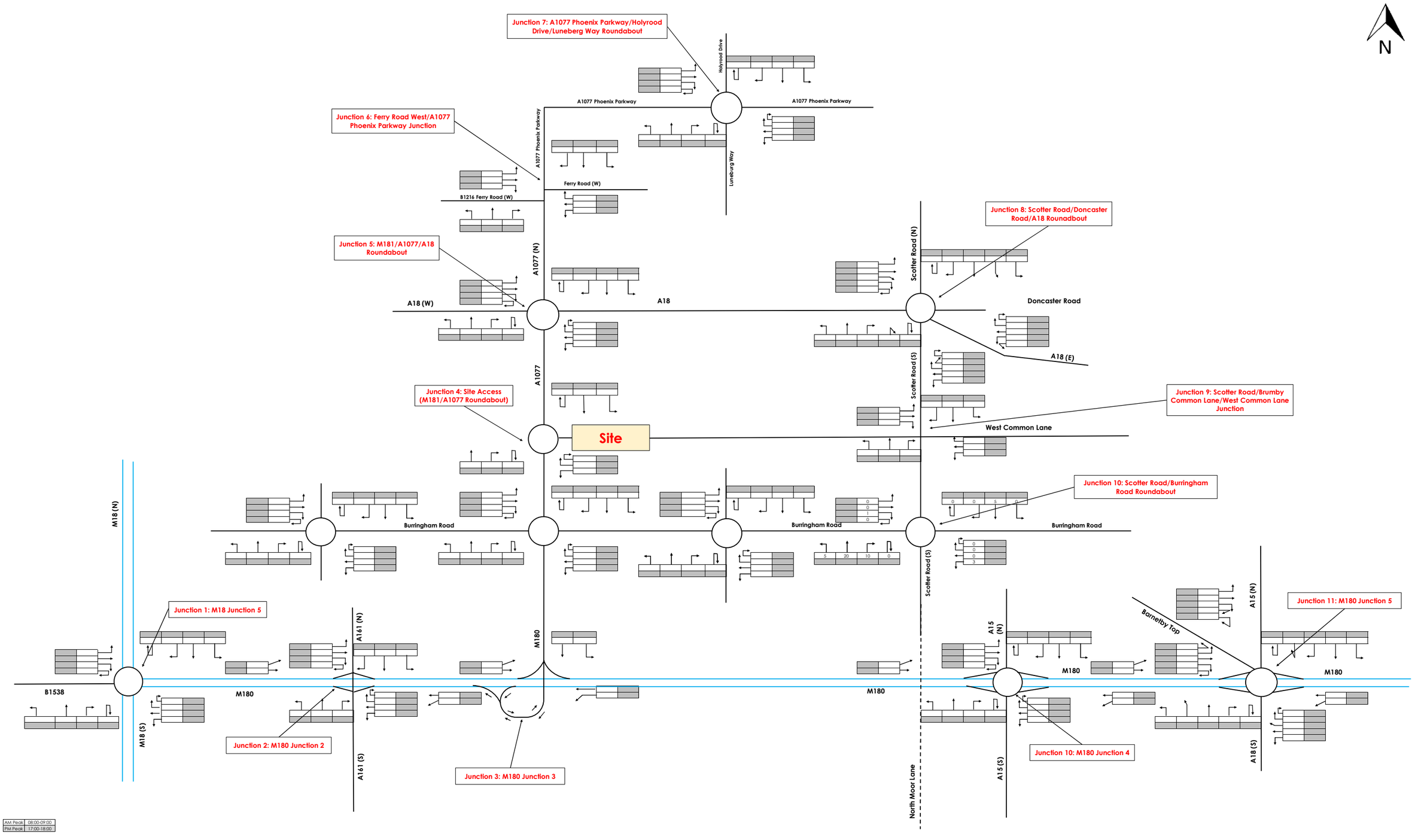
Drawing Title

Diagram 20

Committed Development 5 - Land at Park Farm Road, Horkstow Road

Project Number

221638



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Project

Lincolnshire Lakes, Scunthorpe

Drawn	RW
Checked	JL
Approved	JL
Date	17/01/25

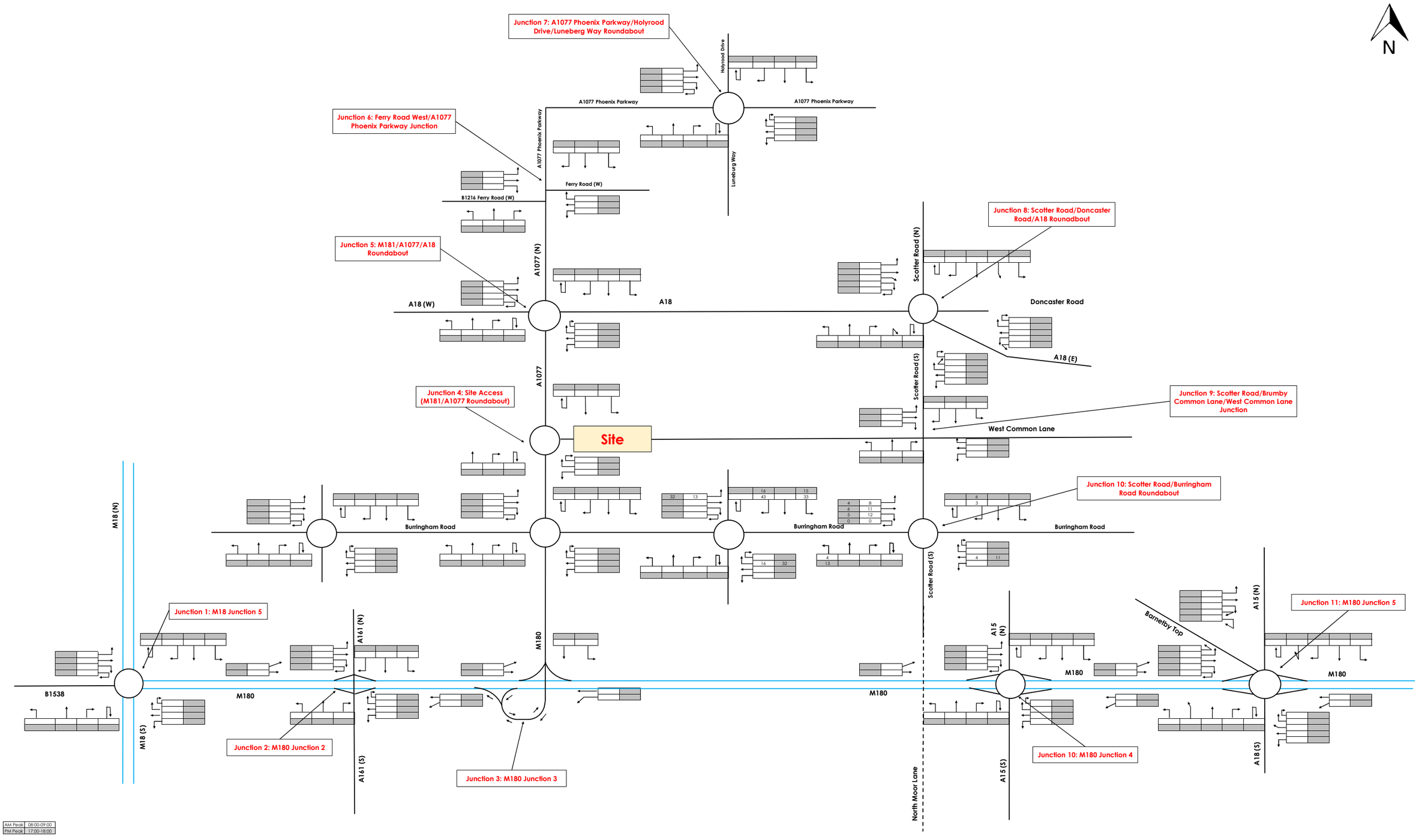
Drawing Title

Diagram 21

Committed Development 6 - Scotter Road South, Scunthorpe

Project Number

221638



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Project

Lincolnshire Lakes, Scunthorpe

Drawn	RW
Checked	JL
Approved	JL
Date	17/01/25

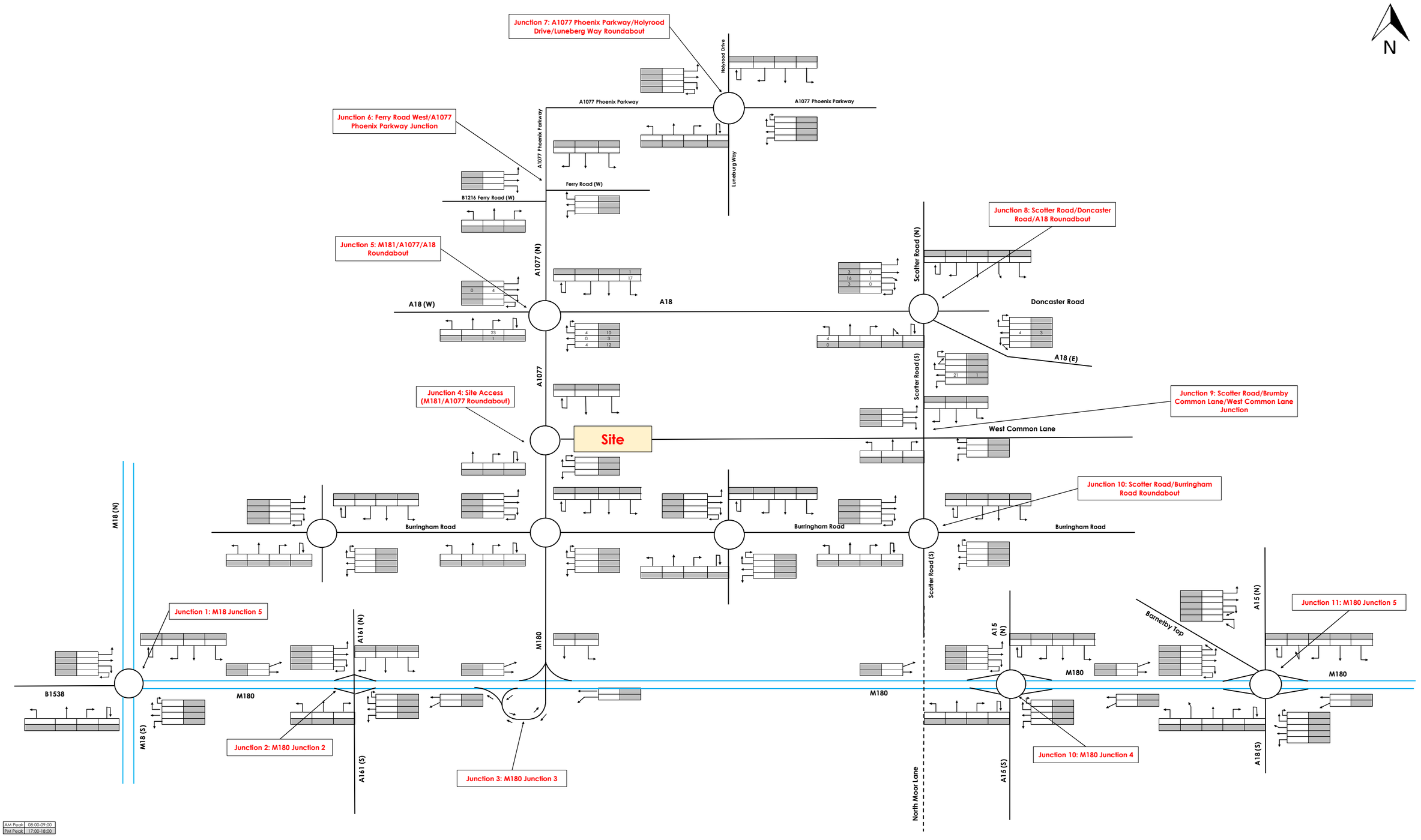
Drawing Title

Diagram 22

Committed Development 7 - Land to the north of Burringham Road, Scunthorpe

Project Number

221638



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Project	Lincolnshire Lakes, Scunthorpe
Drawn	RW
Checked	JL
Approved	JL
Date	17/01/25

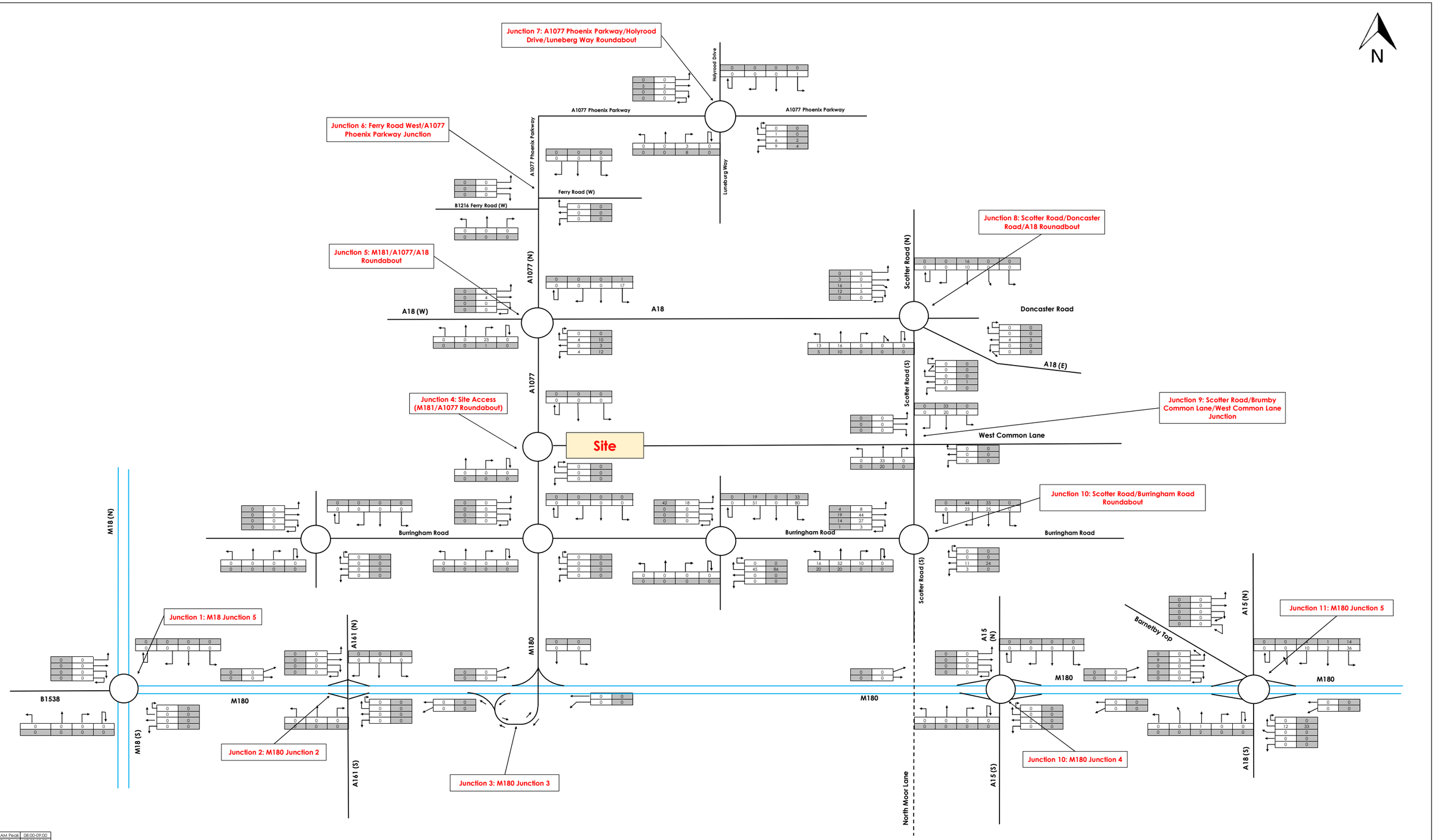
Drawing Title

Diagram 23

Committed Development 8 - Land to the north of Gallagher Retail Park, Scunthorpe

Project Number

221638



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Project

Lincolnshire Lakes, Scunthorpe

Drawn	RW
Checked	JL
Approved	JL
Date	17/01/25

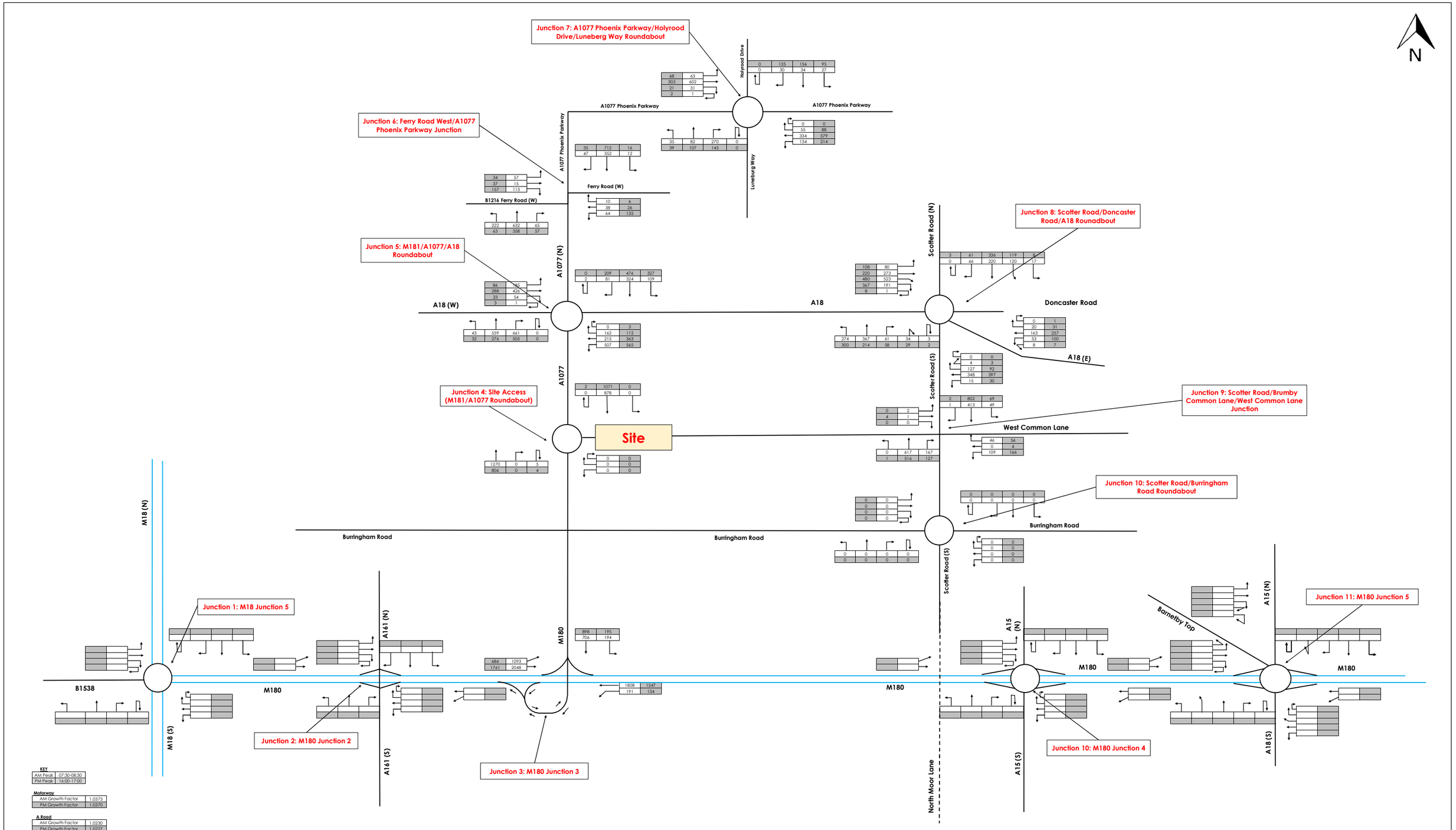
Drawing Title

Diagram 24

Total Committed Developments (excluding maltgrade)

Project Number

221638



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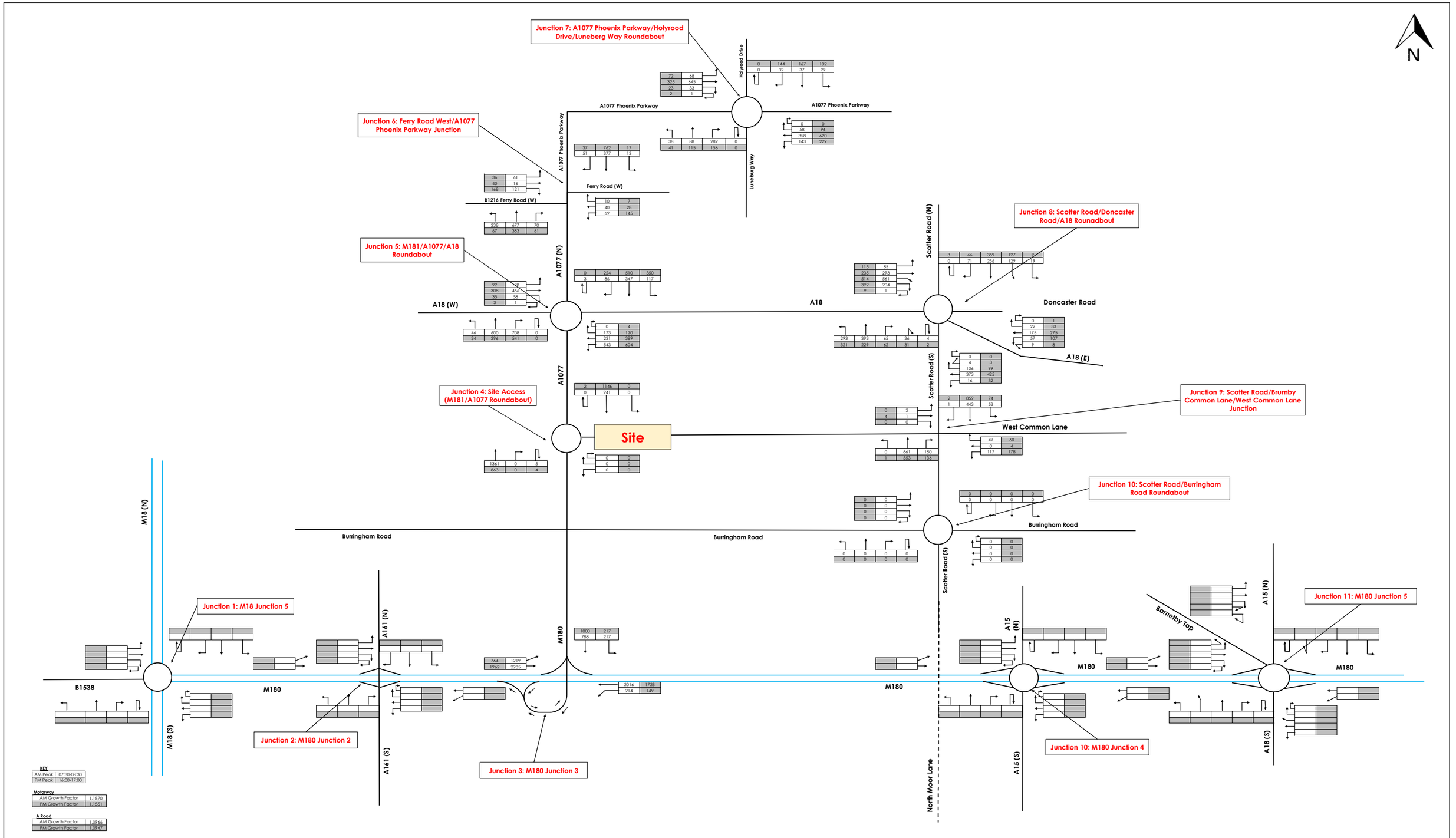
Project	Lincolnshire Lakes, Scunthorpe
Drawn	RW
Checked	JL
Approved	JL
Date	17/01/25
Drawing Title	Diagram 25 2027 Base Flows (PCUs)
Project Number	221638



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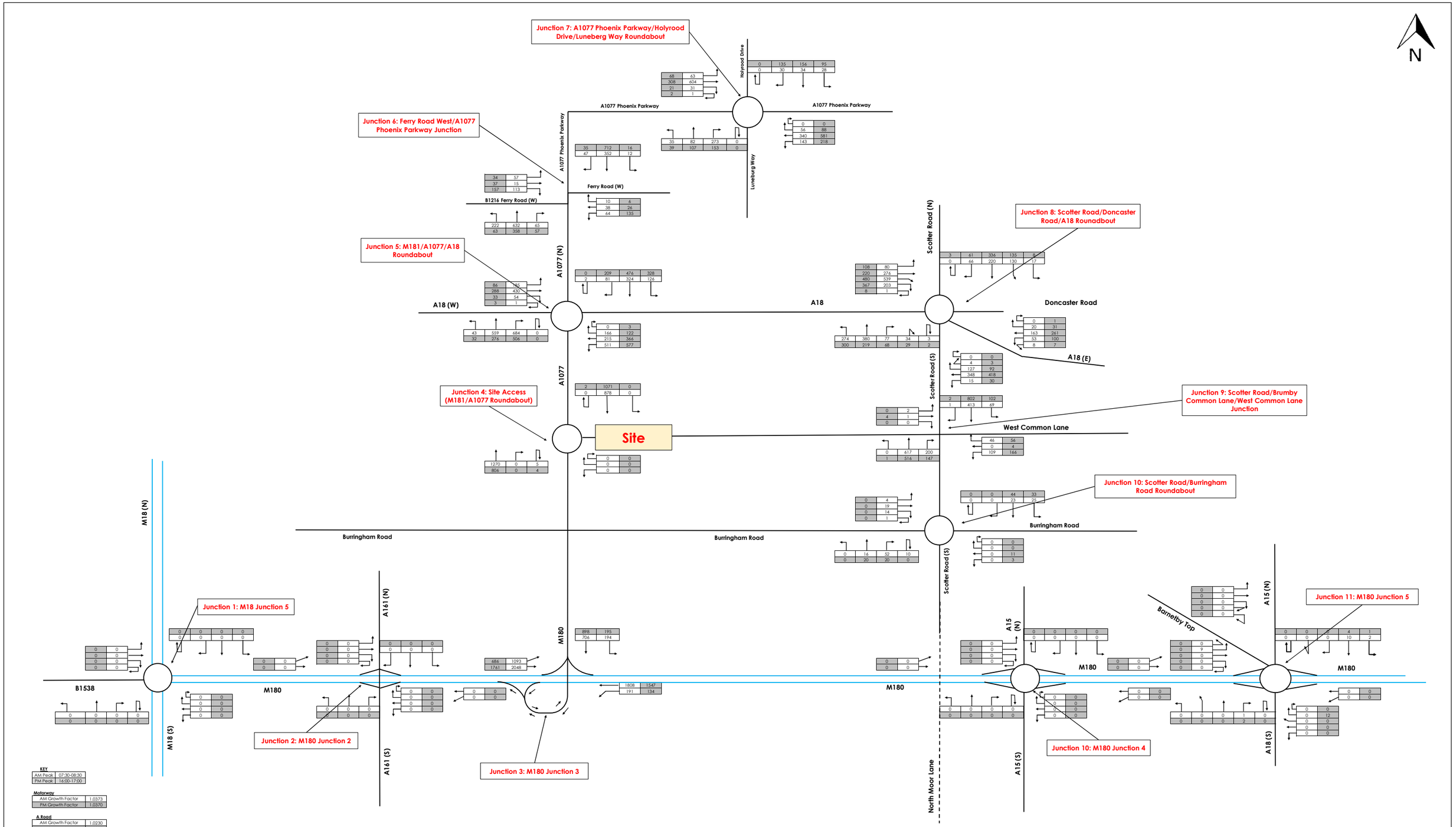
Project	Lincolnshire Lakes, Scunthorpe
Drawn	RW
Checked	JL
Approved	JL
Date	17/01/25
Drawing Title	Diagram 26 2036 Base Flows (PCUs)
Project Number	221638



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Project	Lincolnshire Lakes, Scunthorpe
Drawn	RW
Checked	JL
Approved	JL
Date	17/01/25

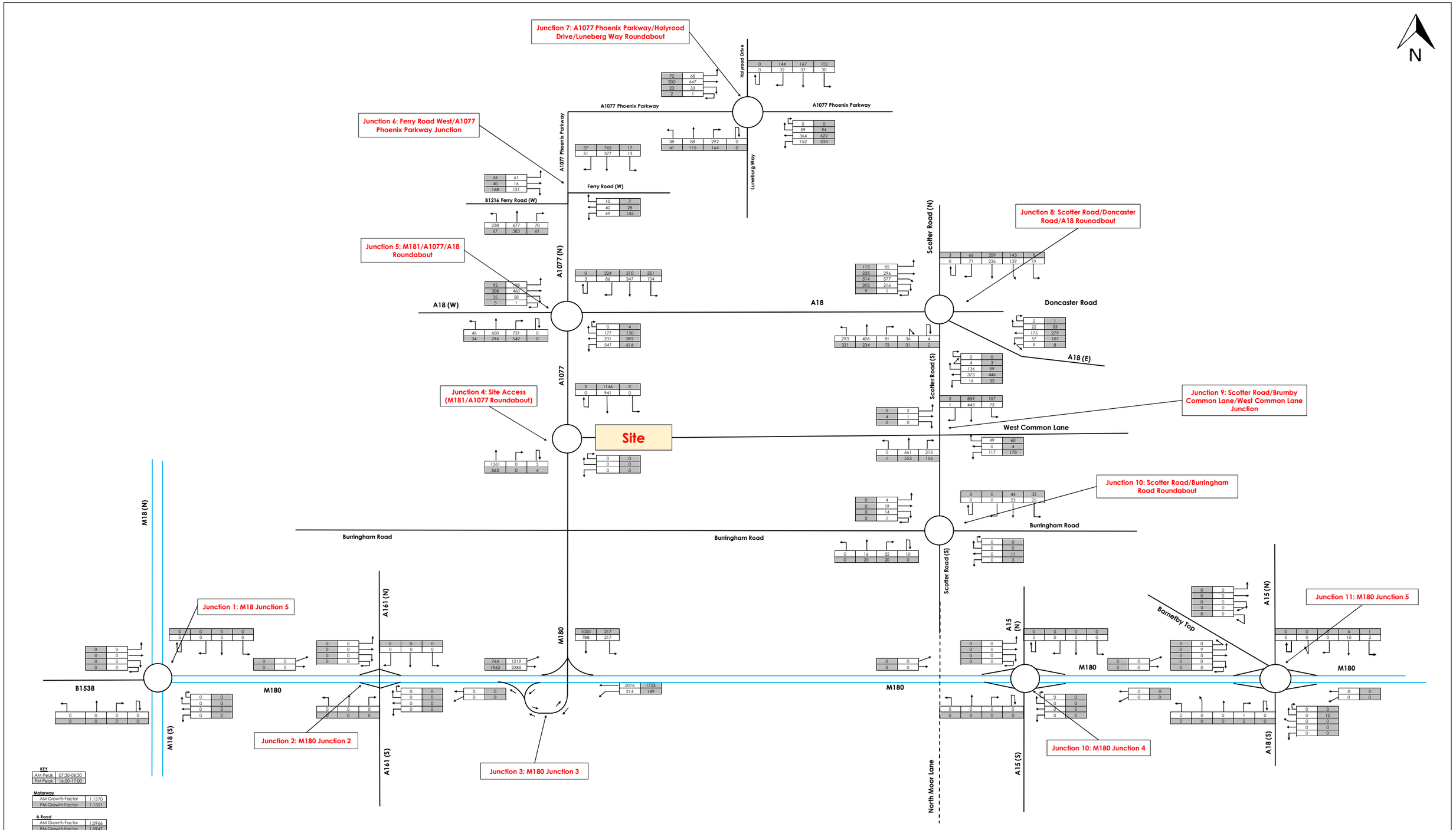
Drawing Title

Diagram 27

2027 Base Flows (PCUs) + Committed Developments (Excluding Maltgrade)

Project Number

221638



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Project	Lincolnshire Lakes, Scunthorpe
Drawn	RW
Checked	JL
Approved	JL
Date	17/01/25

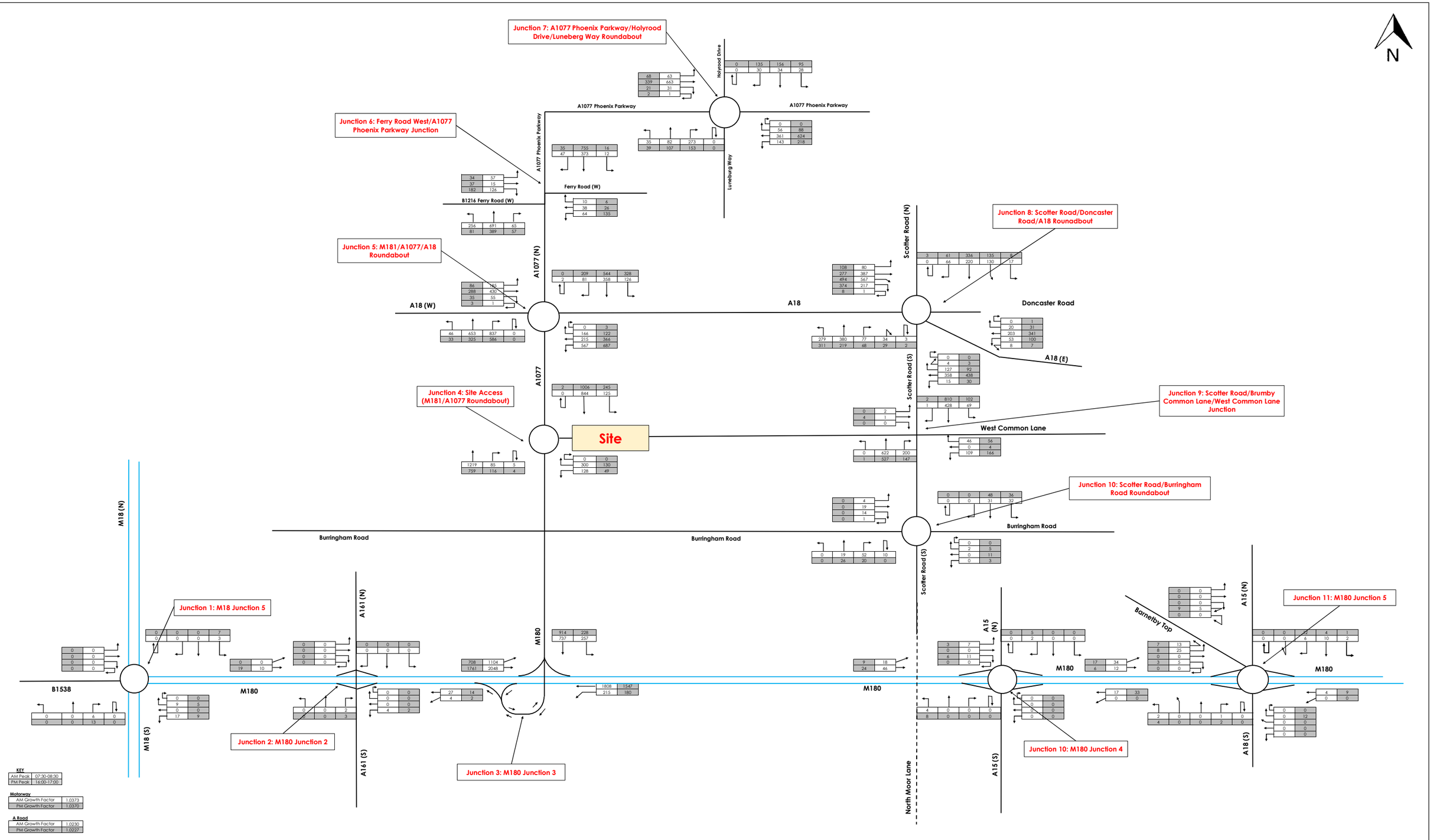
Drawing Title

Diagram 28

2036 Base Flows (PCUs) + Committed Developments (Excluding Maltgrade)

Project Number

221638



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Project	Lincolnshire Lakes, Scunthorpe
Drawn	RW
Checked	JL
Approved	JL
Date	17/01/25

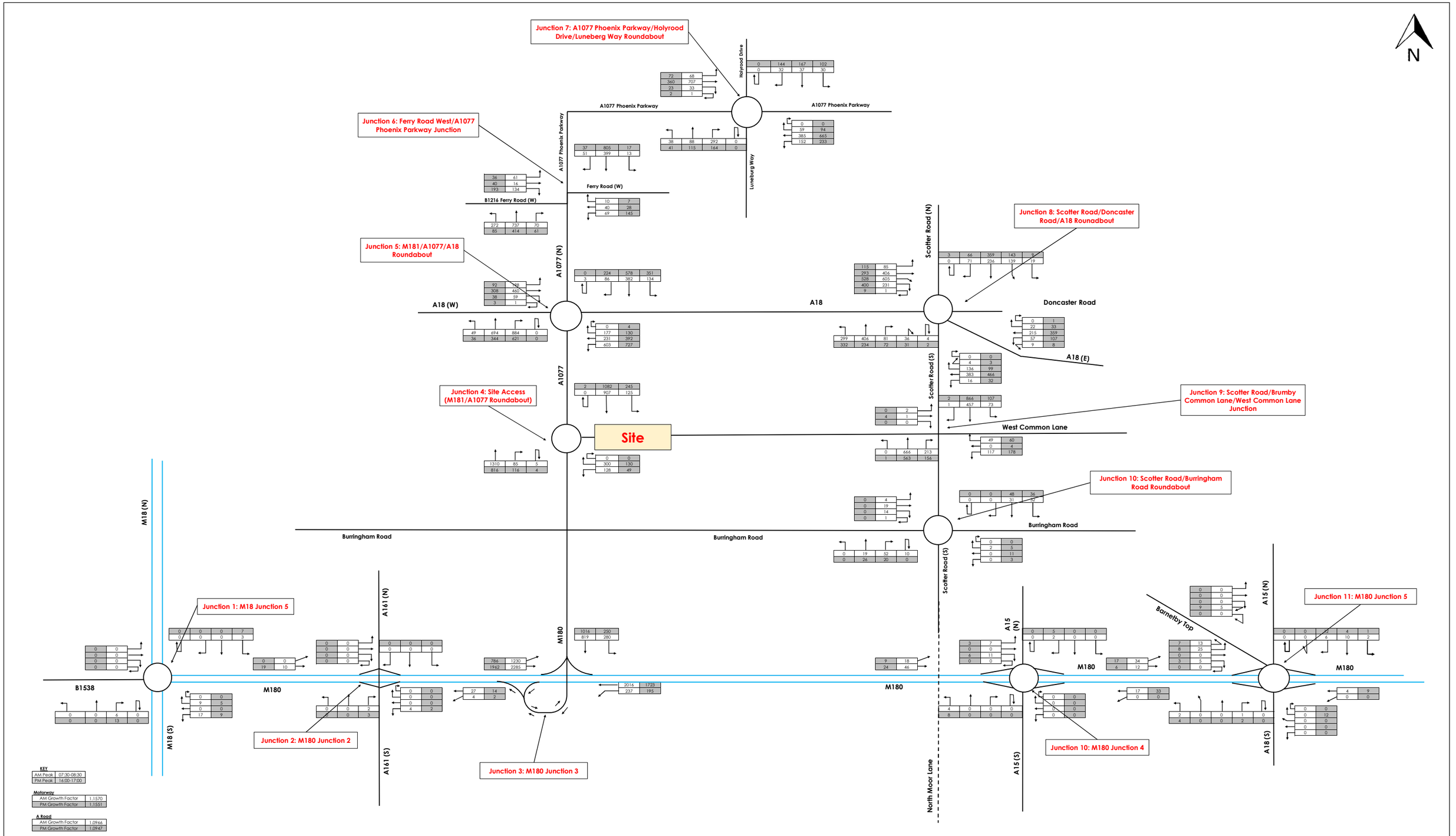
Drawing Title

Diagram 29

2027 Base Flows (PCUs) + Committed Developments (Excluding Maltgrade) + Development

Project Number

221638



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Project	Lincolnshire Lakes, Scunthorpe
Drawn	RW
Checked	JL
Approved	JL
Date	17/01/25

Drawing Title

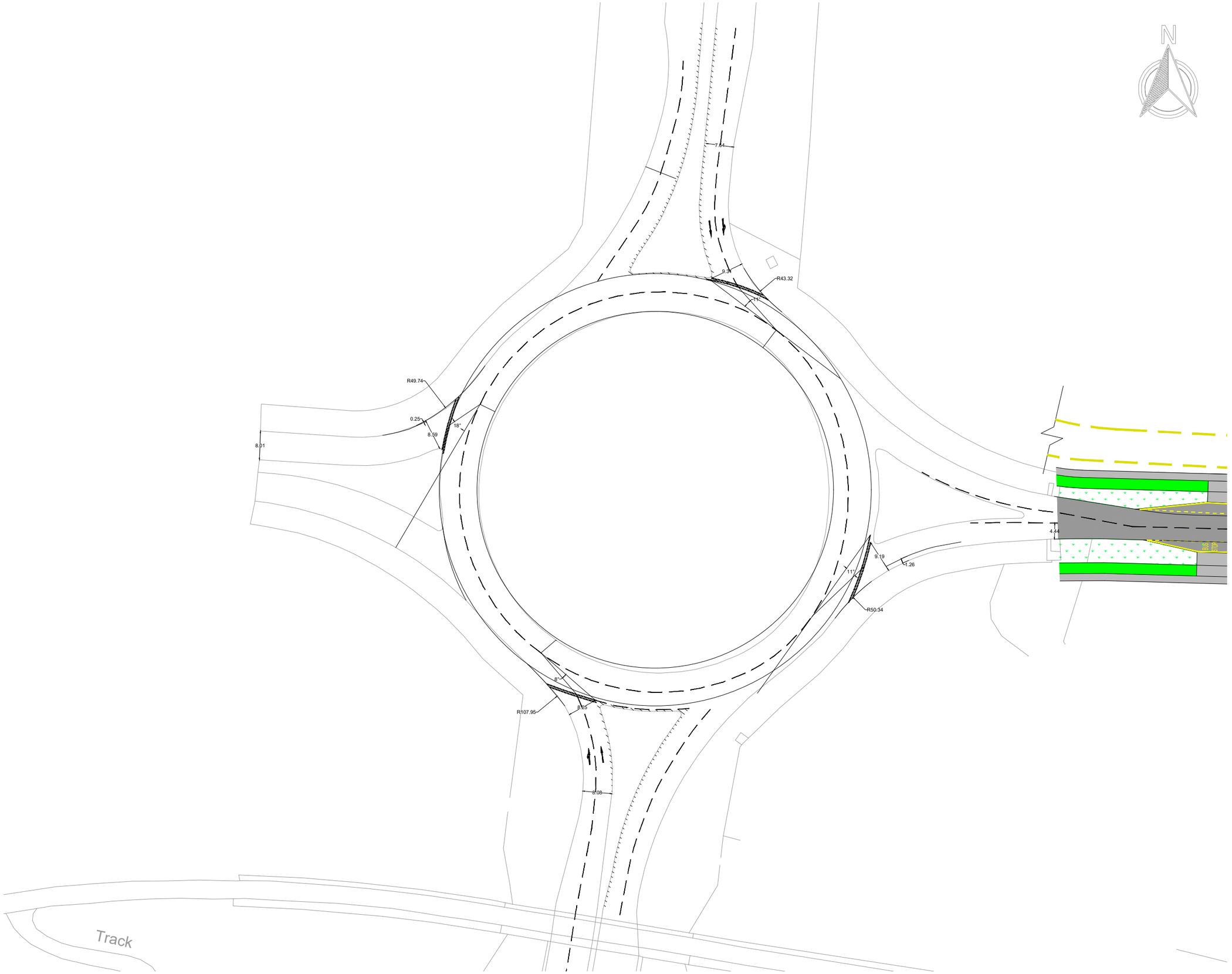
Diagram 30

2036 Base Flows (PCUs) + Committed Developments (Excluding Maltgrade) + Development

Project Number

221638

Appendix 12: J1 (Site Access) – JUNCTIONS 10 Outputs



Notes

1. Do not scale this drawing. All dimensions must be checked/ verified on site. If in doubt ask.
2. This drawing is to be read in conjunction with all relevant architects, engineers and specialists drawings and specifications.
3. All dimensions in millimetres unless noted otherwise. All levels in metres unless noted otherwise.
4. Any discrepancies noted on site are to be reported to the engineer immediately.

Key Plan

Legend

Rev	Date	Details of issue / revision	Drw	Rev
P1	29.01.25	PRELIMINARY ISSUE	RW	JL

Issues & Revisions

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Client

Hargreaves Land Ltd

Project Title

Lincolnshire Lakes, Scunthorpe

Drawing Title

Junction Geometry - Junction 1 (Site Access (M181/A1077 Roundabout)

Drawn:	R. Wickenden		Reviewed:	J. Lindsay	
BWB Ref:	221638	Date:	29.01.25	Scale@A3:	1:1000

Drawing Status

PRELIMINARY

Project - Originator - Zone - Level - Type - Role - Number	Status	Rev
LLP1-BWB-HML-XX-DR-TR-101	S2	P1

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\\bwbdeltekfil\JOB FOLDERS\2022\221638-Lincolnshire Lakes, Phase 1\ProjectDelivery\01-WIP\Drawings\Transport\LLP1-BWB-HML-XX-DR-TR-101_(Junction Geometry)-S1-P3.dwg

Junctions 10

ARCADY 10 - Roundabout Module

Version: 10.0.4.1693
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Filename: Site Access Roundabout v.3 2027 & 2036.j10
Path: J:\2022\221638-Lincolnshire Lakes, Phase 1\ProjectDelivery\01-WIP\DesignAndCalculations\Transport\Junction Modelling\J1 - Site Access
Report generation date: 30/01/2025 10:38:39

»2027 Base + Committed + Development, AM
»2027 Base + Committed + Development, PM
»2036 Base + Committed + Development, AM
»2036 Base + Committed + Development, PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	[Lane Simulation] - 2027 Base + Committed + Development									
1 - Site Access	D1	0.5	4.27		A	D2	0.2	4.01		A
2 - M181		2.4	5.66		A		1.2	3.90		A
3 - No Arm		0.0	0.00		A		0.0	0.00		A
4 - A1077		1.3	4.04		A		1.7	4.81		A
	[Lane Simulation] - 2036 Base + Committed + Development									
1 - Site Access	D3	0.4	4.61		A	D4	0.2	4.14		A
2 - M181		2.3	5.89		A		1.0	3.90		A
3 - No Arm		0.0	0.00		A		0.0	0.00		A
4 - A1077		1.3	4.09		A		2.0	5.03		A

There are warnings associated with one or more model runs - see the 'Data Errors and Warnings' tables for each Analysis or Demand Set.

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Arm and junction delays are averages for all movements, including movements with zero delay.

File summary

File Description

Title	Junction 1 - Site Access
Location	M181 / A1077(M) Site Access Junction
Site number	J1
Date	15/01/2025
Version	P1
Status	For Submission
Identifier	JL
Client	Hargreaves Land
Jobnumber	221638
Enumerator	BWB\Robert.Wickenden
Description	

Units

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

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use iterations with HCM roundabouts	Max number of iterations for roundabouts
5.75						0.85	36.00	20.00		500

Lane Simulation options

Criteria type	Stop criteria (%)	Stop criteria time (s)	Stop criteria number of trials	Random seed	Results refresh speed (s)	Individual vehicle animation number of trials	Average animation capture interval (s)	Use quick response	Do flow sampling	Suppress automatic lane creation	Last run random seed	Last run number of trials	Last run time taken (s)
Delay	1.00	100000	100000	-1	3	1	60	✓			527086936	63	4.04

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2027 Base + Committed + Development	AM	ONE HOUR	07:45	09:15	15	✓
D2	2027 Base + Committed + Development	PM	ONE HOUR	16:45	18:15	15	✓
D3	2036 Base + Committed + Development	AM	ONE HOUR	07:45	09:15	15	✓
D4	2036 Base + Committed + Development	PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

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

2027 Base + Committed + Development, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.
Info	Lane Simulation	A1 - [Lane Simulation]	This analysis set uses Lane Simulation mode. For detailed information on this mode, please see the User Guide.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	4.90	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.90	A

Arms

Arms

Arm	Name	Description	No give-way line
1	Site Access		
2	M181		
3	No Arm		
4	A1077		

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Entry only	Exit only
1 - Site Access	4.40	9.19	1.3	50.3	120.1	11.0		
2 - M181	7.30	7.30	0.0	108.0	120.1	8.0		
3 - No Arm	8.00	8.59	0.3	49.7	120.1	18.0		
4 - A1077	7.30	7.30	0.0	43.3	120.1	11.0		

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - Site Access	0.450	1581
2 - M181	0.577	2469
3 - No Arm	0.589	2618
4 - A1077	0.565	2416

The slope and intercept shown above include any corrections and adjustments.

Lane Simulation: Arm options

Arm	Lane capacity source	Traffic considering secondary lanes (%)
1 - Site Access	Evenly split	10.00
2 - M181	Evenly split	10.00
3 - No Arm	Evenly split	10.00
4 - A1077	Evenly split	10.00

Lanes

Arm	Side	Lane level	Lane	Destination arms	Has limited storage	Storage (PCU)	Has bottleneck	Has obstruction	Minimum capacity (PCU/hr)	Maximum capacity (PCU/hr)	Signalised
1 - Site Access	Entry	1	1	1, 2, 3, 4		Infinity			0	99999	
	Exit	1	1			Infinity					
2 - M181	Entry	1	1	3, 4		Infinity			0	99999	
			2	1, 2, 4		Infinity			0	99999	
	Exit	1	1			Infinity					
3 - No Arm	Entry	1	1	1, 2, 3, 4		Infinity			0	99999	
	Exit	1	1			Infinity					
4 - A1077	Entry	1	1	1, 2		Infinity			0	99999	
			2	2, 3, 4		Infinity			0	99999	
	Exit	1	1			Infinity					

Entry Lane slope and intercept

Arm	Side	Lane level	Lane	Final slope	Final intercept (PCU/hr)
1 - Site Access	Entry	1	1	0.450	1581
2 - M181	Entry	1	1	0.289	1234
			2	0.289	1234
3 - No Arm	Entry	1	1	0.589	2618
4 - A1077	Entry	1	1	0.282	1208
			2	0.282	1208

Summary of Entry Lane allowed movements

Arm	Lane Level	Lane	Destination arm			
			Site Access	M181	No Arm	A1077
1 - Site Access	1	1	✓	✓	✓	✓
2 - M181	1	1			✓	✓
		2	✓	✓		✓
3 - No Arm	1	1	✓	✓	✓	✓
4 - A1077	1	1	✓	✓		
		2		✓	✓	✓

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2027 Base + Committed + Development	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Site Access		ONE HOUR	✓	303	100.000
2 - M181		ONE HOUR	✓	1295	100.000
3 - No Arm		ONE HOUR	✓	0	100.000
4 - A1077		ONE HOUR	✓	930	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - Site Access	2 - M181	3 - No Arm	4 - A1077
From	1 - Site Access	0	83	0	220
	2 - M181	20	5	0	1270
	3 - No Arm	0	0	0	0
	4 - A1077	52	878	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Site Access	2 - M181	3 - No Arm	4 - A1077
From	1 - Site Access	0	0	0	0
	2 - M181	0	0	0	0
	3 - No Arm	0	0	0	0
	4 - A1077	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Site Access	4.27	0.5	A	279	418
2 - M181	5.66	2.4	A	1191	1787
3 - No Arm	0.00	0.0	A	0	0
4 - A1077	4.04	1.3	A	850	1275

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Site Access	220	55	660	219	226	55	0.0	0.3	3.574	A
2 - M181	1001	250	156	1004	977	723	0.0	0.9	3.867	A
3 - No Arm	0	0	1160	0	0	0	0.0	0.0	0.000	A
4 - A1077	693	173	22	693	705	1138	0.0	0.7	3.452	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Site Access	273	68	773	276	274	65	0.3	0.2	3.871	A
2 - M181	1168	292	203	1170	1159	847	0.9	1.3	4.409	A
3 - No Arm	0	0	1373	0	0	0	0.0	0.0	0.000	A
4 - A1077	817	204	19	820	830	1355	0.7	0.9	3.539	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Site Access	337	84	966	337	336	77	0.2	0.4	4.215	A
2 - M181	1394	349	246	1402	1421	1056	1.3	1.5	5.165	A
3 - No Arm	0	0	1648	0	0	0	0.0	0.0	0.000	A
4 - A1077	1015	254	26	1017	1007	1622	0.9	1.3	4.044	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Site Access	341	85	981	340	327	80	0.4	0.5	4.271	A
2 - M181	1442	361	250	1434	1420	1071	1.5	2.4	5.664	A
3 - No Arm	0	0	1684	0	0	0	0.0	0.0	0.000	A
4 - A1077	1035	259	26	1035	1002	1658	1.3	1.0	3.886	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Site Access	274	69	794	274	277	62	0.5	0.3	3.848	A
2 - M181	1176	294	198	1172	1171	870	2.4	1.8	4.330	A
3 - No Arm	0	0	1370	0	0	0	0.0	0.0	0.000	A
4 - A1077	841	210	21	836	836	1349	1.0	1.0	3.591	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Site Access	228	57	658	228	231	55	0.3	0.3	3.333	A
2 - M181	965	241	166	970	978	720	1.8	0.7	3.848	A
3 - No Arm	0	0	1135	0	0	0	0.0	0.0	0.000	A
4 - A1077	696	174	19	694	716	1116	1.0	0.9	3.437	A

Lane Results

Lane Level notation: Lane Level 1 is always closest to the junction.

Lanes: Main Results for each time segment

07:45 - 08:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Site Access	Entry	1	1	1, 2, 3, 4	220	1284	0.171	219	226	0.0	0.3	3.574	A
	Exit	1	1		55			55	54	0.0	0.0	0.000	A
2 - M181	Entry	1	1	3, 4	498	1189	0.419	498	483	0.0	0.5	3.877	A
			2	1, 2, 4	502	1189	0.422	506	494	0.0	0.3	3.857	A
	Exit	1	1		723			723	737	0.0	0.0	0.000	A
3 - No Arm	Entry	1	1	1, 2, 3, 4	0	1936	0.000	0	0	0.0	0.0	0.000	A
	Exit	1	1		0			0	0	0.0	0.0	0.000	A
4 - A1077	Entry	1	1	1, 2	361	1202	0.301	360	367	0.0	0.3	3.529	A
			2	2, 3, 4	332	1202	0.276	333	339	0.0	0.3	3.369	A
	Exit	1	1		1138			1138	1117	0.0	0.0	0.000	A

08:00 - 08:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Site Access	Entry	1	1	1, 2, 3, 4	273	1233	0.221	276	274	0.3	0.2	3.871	A
	Exit	1	1		65			65	65	0.0	0.0	0.000	A
2 - M181	Entry	1	1	3, 4	584	1176	0.496	584	576	0.5	0.7	4.411	A
			2	1, 2, 4	584	1176	0.496	586	583	0.3	0.6	4.407	A
	Exit	1	1		847			847	859	0.0	0.0	0.000	A
3 - No Arm	Entry	1	1	1, 2, 3, 4	0	1810	0.000	0	0	0.0	0.0	0.000	A
	Exit	1	1		0			0	0	0.0	0.0	0.000	A
4 - A1077	Entry	1	1	1, 2	413	1203	0.343	414	423	0.3	0.5	3.612	A
			2	2, 3, 4	405	1203	0.336	406	407	0.3	0.4	3.464	A
	Exit	1	1		1355			1355	1338	0.0	0.0	0.000	A

08:15 - 08:30

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Site Access	Entry	1	1	1, 2, 3, 4	337	1147	0.294	337	336	0.2	0.4	4.215	A
	Exit	1	1		77			77	77	0.0	0.0	0.000	A
2 - M181	Entry	1	1	3, 4	692	1163	0.595	697	703	0.7	0.7	5.154	A
			2	1, 2, 4	703	1163	0.604	704	718	0.6	0.8	5.176	A
	Exit	1	1		1056			1056	1047	0.0	0.0	0.000	A
3 - No Arm	Entry	1	1	1, 2, 3, 4	0	1648	0.000	0	0	0.0	0.0	0.000	A
	Exit	1	1		0			0	0	0.0	0.0	0.000	A
4 - A1077	Entry	1	1	1, 2	518	1201	0.432	520	514	0.5	0.6	4.121	A
			2	2, 3, 4	497	1201	0.414	497	493	0.4	0.7	3.963	A
	Exit	1	1		1622			1622	1640	0.0	0.0	0.000	A

08:30 - 08:45

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Site Access	Entry	1	1	1, 2, 3, 4	341	1140	0.299	340	327	0.4	0.5	4.271	A
	Exit	1	1		80			80	77	0.0	0.0	0.000	A
2 - M181	Entry	1	1	3, 4	716	1162	0.616	713	709	0.7	1.2	5.626	A
			2	1, 2, 4	726	1162	0.624	721	711	0.8	1.2	5.702	A
	Exit	1	1		1071			1071	1043	0.0	0.0	0.000	A
3 - No Arm	Entry	1	1	1, 2, 3, 4	0	1627	0.000	0	0	0.0	0.0	0.000	A
	Exit	1	1		0			0	0	0.0	0.0	0.000	A
4 - A1077	Entry	1	1	1, 2	538	1201	0.448	538	519	0.6	0.5	3.893	A
			2	2, 3, 4	497	1201	0.414	497	483	0.7	0.5	3.879	A
	Exit	1	1		1658			1658	1630	0.0	0.0	0.000	A

08:45 - 09:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Site Access	Entry	1	1	1, 2, 3, 4	274	1224	0.224	274	277	0.5	0.3	3.848	A
	Exit	1	1		62			62	62	0.0	0.0	0.000	A
2 - M181	Entry	1	1	3, 4	584	1177	0.496	583	582	1.2	0.9	4.311	A
			2	1, 2, 4	592	1177	0.503	588	589	1.2	0.9	4.349	A
	Exit	1	1		870			870	870	0.0	0.0	0.000	A
3 - No Arm	Entry	1	1	1, 2, 3, 4	0	1812	0.000	0	0	0.0	0.0	0.000	A
	Exit	1	1		0			0	0	0.0	0.0	0.000	A
4 - A1077	Entry	1	1	1, 2	424	1202	0.353	422	425	0.5	0.5	3.704	A
			2	2, 3, 4	417	1202	0.347	414	411	0.5	0.5	3.473	A
	Exit	1	1		1349			1349	1351	0.0	0.0	0.000	A

09:00 - 09:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Site Access	Entry	1	1	1, 2, 3, 4	228	1285	0.178	228	231	0.3	0.3	3.333	A
	Exit	1	1		55			55	56	0.0	0.0	0.000	A
2 - M181	Entry	1	1	3, 4	482	1187	0.406	485	488	0.9	0.4	3.806	A
			2	1, 2, 4	483	1187	0.407	485	490	0.9	0.4	3.890	A
	Exit	1	1		720			720	740	0.0	0.0	0.000	A
3 - No Arm	Entry	1	1	1, 2, 3, 4	0	1950	0.000	0	0	0.0	0.0	0.000	A
	Exit	1	1		0			0	0	0.0	0.0	0.000	A
4 - A1077	Entry	1	1	1, 2	358	1203	0.297	358	371	0.5	0.4	3.403	A
			2	2, 3, 4	339	1203	0.282	336	345	0.5	0.5	3.473	A
	Exit	1	1		1116			1116	1129	0.0	0.0	0.000	A

Lane movements: Main Results for each time segment

07:45 - 08:00

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Site Access	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	63	16	1581	1282	0.049	63	65	0.0	0.0	3.517	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	156	39	1581	1284	0.122	156	161	0.0	0.3	3.596	A
2 - M181	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	498	125	1234	1189	0.419	498	483	0.0	0.5	3.877	A
			2	1	17	4	1234	1188	0.014	17	16	0.0	0.0	4.925	A
				2	5	1	843	812	0.006	5	5	0.0	0.0	4.093	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	481	120	1234	1189	0.404	484	473	0.0	0.3	3.818	A
3 - No Arm	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
4 - A1077	Entry	1	1	1	38	10	1208	1202	0.032	38	38	0.0	0.0	4.096	A
				2	323	81	1208	1202	0.269	322	329	0.0	0.3	3.465	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	332	83	1208	1202	0.276	333	339	0.0	0.3	3.369	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

08:00 - 08:15

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Site Access	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	73	18	1581	1233	0.059	74	74	0.0	0.0	3.859	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	201	50	1581	1233	0.163	203	200	0.3	0.1	3.875	A
2 - M181	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	584	146	1234	1176	0.497	584	576	0.5	0.7	4.411	A
			2	1	15	4	1215	1156	0.013	15	17	0.0	0.0	5.561	A
				2	3	0.86	882	842	0.004	3	5	0.0	0.0	4.957	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	565	141	1234	1175	0.481	568	561	0.3	0.6	4.369	A
3 - No Arm	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
4 - A1077	Entry	1	1	1	50	12	1208	1202	0.041	50	49	0.0	0.1	4.517	A
				2	363	91	1208	1203	0.302	364	375	0.3	0.4	3.494	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	405	101	1208	1203	0.336	406	407	0.3	0.4	3.464	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

08:15 - 08:30

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Site Access	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	90	22	1581	1146	0.078	90	91	0.0	0.0	4.149	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	247	62	1581	1145	0.216	246	245	0.1	0.3	4.239	A
2 - M181	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	692	173	1234	1163	0.595	697	703	0.7	0.7	5.154	A
			2	1	21	5	1215	1145	0.018	21	21	0.0	0.0	5.812	A
				2	5	1	941	887	0.005	5	5	0.0	0.0	6.628	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	677	169	1234	1163	0.582	679	692	0.6	0.8	5.146	A
3 - No Arm	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
4 - A1077	Entry	1	1	1	56	14	1208	1201	0.046	56	56	0.1	0.1	5.069	A
				2	463	116	1208	1201	0.385	464	459	0.4	0.6	4.007	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	497	124	1208	1201	0.414	497	493	0.4	0.7	3.963	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

08:30 - 08:45

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Site Access	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	90	23	1581	1145	0.079	90	91	0.0	0.1	4.221	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	251	63	1581	1140	0.220	250	236	0.3	0.4	4.290	A
2 - M181	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	716	179	1234	1162	0.616	713	709	0.7	1.2	5.626	A
			2	1	19	5	1195	1128	0.017	19	21	0.0	0.0	6.431	A
				2	6	2	980	925	0.007	6	6	0.0	0.0	7.771	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	700	175	1234	1162	0.602	695	685	0.8	1.2	5.662	A
3 - No Arm	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
4 - A1077	Entry	1	1	1	60	15	1208	1201	0.050	60	56	0.1	0.1	4.740	A
				2	478	119	1208	1201	0.398	477	464	0.6	0.4	3.791	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	497	124	1208	1201	0.414	497	483	0.7	0.5	3.879	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

08:45 - 09:00

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Site Access	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	75	19	1581	1223	0.062	76	75	0.1	0.0	3.735	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	199	50	1581	1227	0.162	198	202	0.4	0.2	3.890	A
2 - M181	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	584	146	1234	1178	0.496	583	582	1.2	0.9	4.311	A
			2	1	17	4	1215	1157	0.015	17	16	0.0	0.0	5.338	A
				2	4	1	901	860	0.005	4	5	0.0	0.0	5.494	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	571	143	1234	1177	0.485	568	568	1.2	0.9	4.311	A
3 - No Arm	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
4 - A1077	Entry	1	1	1	46	11	1208	1202	0.038	46	46	0.1	0.1	4.385	A
				2	378	95	1208	1202	0.315	376	379	0.4	0.4	3.622	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	417	104	1208	1202	0.347	414	411	0.5	0.5	3.473	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

09:00 - 09:15

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Site Access	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	62	16	1581	1284	0.048	62	63	0.0	0.1	3.407	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	166	41	1581	1283	0.129	166	168	0.2	0.2	3.305	A
2 - M181	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	482	121	1234	1187	0.406	485	488	0.9	0.4	3.806	A
			2	1	16	4	1195	1147	0.014	15	14	0.0	0.0	4.658	A
				2	4	0.95	764	733	0.005	4	4	0.0	0.0	4.872	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	464	116	1234	1187	0.391	466	473	0.9	0.3	3.859	A
3 - No Arm	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
4 - A1077	Entry	1	1	1	39	10	1208	1202	0.033	40	42	0.1	0.0	3.873	A
				2	318	80	1208	1203	0.265	318	329	0.4	0.4	3.343	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	339	85	1208	1203	0.282	336	345	0.5	0.5	3.473	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

2027 Base + Committed + Development, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.
Info	Lane Simulation	A1 - [Lane Simulation]	This analysis set uses Lane Simulation mode. For detailed information on this mode, please see the User Guide.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	4.41	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.41	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2027 Base + Committed + Development	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Site Access		ONE HOUR	✓	116	100.000
2 - M181		ONE HOUR	✓	863	100.000
3 - No Arm		ONE HOUR	✓	0	100.000
4 - A1077		ONE HOUR	✓	1214	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - Site Access	2 - M181	3 - No Arm	4 - A1077
From	1 - Site Access	0	32	0	84
	2 - M181	53	4	0	806
	3 - No Arm	0	0	0	0
	4 - A1077	141	1071	0	2

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Site Access	2 - M181	3 - No Arm	4 - A1077
From	1 - Site Access	0	0	0	0
	2 - M181	0	0	0	0
	3 - No Arm	0	0	0	0
	4 - A1077	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Site Access	4.01	0.2	A	107	161
2 - M181	3.90	1.2	A	789	1184
3 - No Arm	0.00	0.0	A	0	0
4 - A1077	4.81	1.7	A	1121	1681

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Site Access	91	23	797	91	88	150	0.0	0.1	3.137	A
2 - M181	639	160	65	640	643	823	0.0	0.5	3.414	A
3 - No Arm	0	0	705	0	0	0	0.0	0.0	0.000	A
4 - A1077	906	226	43	904	916	662	0.0	1.2	3.946	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Site Access	112	28	966	112	104	174	0.1	0.1	3.429	A
2 - M181	769	192	81	767	781	997	0.5	0.8	3.492	A
3 - No Arm	0	0	848	0	0	0	0.0	0.0	0.000	A
4 - A1077	1090	273	47	1093	1091	801	1.2	1.1	3.998	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Site Access	126	32	1207	127	122	217	0.1	0.0	3.840	A
2 - M181	925	231	93	919	935	1241	0.8	1.2	3.754	A
3 - No Arm	0	0	1012	0	0	0	0.0	0.0	0.000	A
4 - A1077	1362	340	62	1362	1345	950	1.1	1.6	4.806	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Site Access	130	33	1216	131	127	209	0.0	0.2	4.010	A
2 - M181	965	241	97	968	963	1250	1.2	0.9	3.904	A
3 - No Arm	0	0	1065	0	0	0	0.0	0.0	0.000	A
4 - A1077	1361	340	59	1365	1336	1005	1.6	1.7	4.622	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Site Access	96	24	966	96	103	162	0.2	0.0	3.530	A
2 - M181	781	195	73	777	776	989	0.9	0.9	3.521	A
3 - No Arm	0	0	850	0	0	0	0.0	0.0	0.000	A
4 - A1077	1082	270	48	1080	1096	802	1.7	1.3	4.285	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Site Access	89	22	825	89	87	139	0.0	0.1	3.219	A
2 - M181	657	164	64	657	650	850	0.9	0.6	3.339	A
3 - No Arm	0	0	722	0	0	0	0.0	0.0	0.000	A
4 - A1077	926	231	38	926	909	683	1.3	0.8	3.733	A

Lane Results

Lane Level notation: Lane Level 1 is always closest to the junction.

Lanes: Main Results for each time segment

16:45 - 17:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Site Access	Entry	1	1	1, 2, 3, 4	91	1223	0.075	91	88	0.0	0.1	3.137	A
	Exit	1	1		150			150	150	0.0	0.0	0.000	A
2 - M181	Entry	1	1	3, 4	307	1216	0.252	309	308	0.0	0.2	3.337	A
			2	1, 2, 4	332	1216	0.273	331	335	0.0	0.3	3.485	A
	Exit	1	1		823			823	833	0.0	0.0	0.000	A
3 - No Arm	Entry	1	1	1, 2, 3, 4	0	2203	0.000	0	0	0.0	0.0	0.000	A
	Exit	1	1		0			0	0	0.0	0.0	0.000	A
4 - A1077	Entry	1	1	1, 2	484	1196	0.405	483	488	0.0	0.6	4.024	A
			2	2, 3, 4	422	1196	0.353	420	428	0.0	0.6	3.857	A
	Exit	1	1		662			662	663	0.0	0.0	0.000	A

17:00 - 17:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Site Access	Entry	1	1	1, 2, 3, 4	112	1147	0.098	112	104	0.1	0.1	3.429	A
	Exit	1	1		174			174	173	0.0	0.0	0.000	A
2 - M181	Entry	1	1	3, 4	377	1211	0.311	375	378	0.2	0.5	3.455	A
			2	1, 2, 4	392	1211	0.324	393	404	0.3	0.3	3.526	A
	Exit	1	1		997			997	994	0.0	0.0	0.000	A
3 - No Arm	Entry	1	1	1, 2, 3, 4	0	2119	0.000	0	0	0.0	0.0	0.000	A
	Exit	1	1		0			0	0	0.0	0.0	0.000	A
4 - A1077	Entry	1	1	1, 2	582	1195	0.487	584	575	0.6	0.6	4.117	A
			2	2, 3, 4	508	1195	0.425	508	516	0.6	0.6	3.865	A
	Exit	1	1		801			801	809	0.0	0.0	0.000	A

17:15 - 17:30

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Site Access	Entry	1	1	1, 2, 3, 4	126	1038	0.122	127	122	0.1	0.0	3.840	A
	Exit	1	1		217			217	215	0.0	0.0	0.000	A
2 - M181	Entry	1	1	3, 4	440	1208	0.364	439	445	0.5	0.5	3.784	A
			2	1, 2, 4	485	1208	0.401	480	490	0.3	0.7	3.726	A
	Exit	1	1		1241			1241	1222	0.0	0.0	0.000	A
3 - No Arm	Entry	1	1	1, 2, 3, 4	0	2023	0.000	0	0	0.0	0.0	0.000	A
	Exit	1	1		0			0	0	0.0	0.0	0.000	A
4 - A1077	Entry	1	1	1, 2	715	1190	0.601	716	706	0.6	0.8	4.872	A
			2	2, 3, 4	646	1190	0.543	646	638	0.6	0.9	4.733	A
	Exit	1	1		950			950	965	0.0	0.0	0.000	A

17:30 - 17:45

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Site Access	Entry	1	1	1, 2, 3, 4	130	1034	0.126	131	127	0.0	0.2	4.010	A
	Exit	1	1		209			209	208	0.0	0.0	0.000	A
2 - M181	Entry	1	1	3, 4	469	1207	0.389	470	465	0.5	0.5	3.852	A
			2	1, 2, 4	496	1207	0.411	498	498	0.7	0.4	3.953	A
	Exit	1	1		1250			1250	1223	0.0	0.0	0.000	A
3 - No Arm	Entry	1	1	1, 2, 3, 4	0	1992	0.000	0	0	0.0	0.0	0.000	A
	Exit	1	1		0			0	0	0.0	0.0	0.000	A
4 - A1077	Entry	1	1	1, 2	704	1191	0.591	706	696	0.8	0.9	4.795	A
			2	2, 3, 4	656	1191	0.551	659	641	0.9	0.8	4.433	A
	Exit	1	1		1005			1005	996	0.0	0.0	0.000	A

17:45 - 18:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Site Access	Entry	1	1	1, 2, 3, 4	96	1147	0.084	96	103	0.2	0.0	3.530	A
	Exit	1	1		162			162	170	0.0	0.0	0.000	A
2 - M181	Entry	1	1	3, 4	376	1214	0.310	373	371	0.5	0.5	3.511	A
			2	1, 2, 4	405	1214	0.334	404	405	0.4	0.4	3.529	A
	Exit	1	1		989			989	1003	0.0	0.0	0.000	A
3 - No Arm	Entry	1	1	1, 2, 3, 4	0	2118	0.000	0	0	0.0	0.0	0.000	A
	Exit	1	1		0			0	0	0.0	0.0	0.000	A
4 - A1077	Entry	1	1	1, 2	569	1194	0.476	569	576	0.9	0.6	4.445	A
			2	2, 3, 4	512	1194	0.429	511	520	0.8	0.7	4.109	A
	Exit	1	1		802			802	804	0.0	0.0	0.000	A

18:00 - 18:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Site Access	Entry	1	1	1, 2, 3, 4	89	1210	0.073	89	87	0.0	0.1	3.219	A
	Exit	1	1		139			139	139	0.0	0.0	0.000	A
2 - M181	Entry	1	1	3, 4	310	1216	0.255	310	306	0.5	0.3	3.344	A
			2	1, 2, 4	346	1216	0.285	347	343	0.4	0.3	3.334	A
	Exit	1	1		850			850	833	0.0	0.0	0.000	A
3 - No Arm	Entry	1	1	1, 2, 3, 4	0	2194	0.000	0	0	0.0	0.0	0.000	A
	Exit	1	1		0			0	0	0.0	0.0	0.000	A
4 - A1077	Entry	1	1	1, 2	497	1197	0.415	497	484	0.6	0.4	3.765	A
			2	2, 3, 4	428	1197	0.358	429	425	0.7	0.4	3.695	A
	Exit	1	1		683			683	673	0.0	0.0	0.000	A

Lane movements: Main Results for each time segment

16:45 - 17:00

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Site Access	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	26	7	1581	1230	0.021	26	23	0.0	0.0	3.104	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	65	16	1581	1220	0.053	65	65	0.0	0.1	3.148	A
2 - M181	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	307	77	1234	1216	0.252	309	308	0.0	0.2	3.337	A
			2	1	40	10	1234	1216	0.033	41	43	0.0	0.0	3.989	A
				2	3	0.77	578	569	0.005	3	3	0.0	0.0	3.493	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	289	72	1234	1216	0.237	288	289	0.0	0.3	3.411	A
3 - No Arm	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
4 - A1077	Entry	1	1	1	110	28	1208	1196	0.092	110	107	0.0	0.1	4.880	A
				2	374	93	1208	1195	0.312	374	381	0.0	0.5	3.783	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	422	105	1208	1196	0.353	420	427	0.0	0.6	3.860	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0.26	0.06	257	255	0.001	0.26	0.85	0.0	0.0	2.739	A

17:00 - 17:15

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Site Access	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	32	8	1581	1140	0.028	32	29	0.0	0.0	3.532	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	80	20	1581	1139	0.070	80	75	0.1	0.0	3.390	A
2 - M181	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	377	94	1234	1211	0.311	375	378	0.2	0.5	3.455	A
			2	1	45	11	1234	1211	0.037	45	46	0.0	0.1	4.043	A
				2	3	0.64	709	698	0.004	3	3	0.0	0.0	4.164	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	344	86	1234	1211	0.284	345	354	0.3	0.3	3.452	A
3 - No Arm	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
4 - A1077	Entry	1	1	1	130	32	1208	1194	0.109	129	127	0.1	0.2	4.916	A
				2	452	113	1208	1194	0.379	455	448	0.5	0.4	3.891	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	507	127	1208	1195	0.424	507	514	0.6	0.6	3.866	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	1	0.32	488	483	0.003	1	2	0.0	0.0	3.603	A

17:15 - 17:30

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Site Access	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	35	9	1581	1040	0.034	36	33	0.0	0.0	4.174	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	91	23	1581	1037	0.088	91	89	0.0	0.0	3.715	A
2 - M181	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	440	110	1234	1208	0.364	439	445	0.5	0.5	3.784	A
			2	1	57	14	1234	1207	0.047	57	56	0.1	0.1	4.332	A
				2	5	1	919	898	0.005	5	5	0.0	0.0	3.600	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	423	106	1234	1208	0.350	418	429	0.3	0.6	3.648	A
3 - No Arm	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
4 - A1077	Entry	1	1	1	159	40	1208	1190	0.134	160	159	0.2	0.2	5.930	A
				2	556	139	1208	1191	0.467	556	547	0.4	0.6	4.565	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	645	161	1208	1191	0.542	644	636	0.6	0.9	4.725	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	2	0.45	643	635	0.003	2	3	0.0	0.0	6.771	A

17:30 - 17:45

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Site Access	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	37	9	1581	1039	0.036	37	37	0.0	0.1	4.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	93	23	1581	1034	0.090	94	90	0.0	0.1	4.014	A
2 - M181	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	469	117	1234	1207	0.388	470	465	0.5	0.5	3.852	A
			2	1	55	14	1234	1208	0.046	55	56	0.1	0.0	4.810	A
				2	4	1	840	825	0.005	4	4	0.0	0.0	3.999	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	437	109	1234	1207	0.362	439	438	0.6	0.4	3.843	A
3 - No Arm	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
4 - A1077	Entry	1	1	1	153	38	1208	1191	0.129	153	152	0.2	0.2	5.633	A
				2	551	138	1208	1191	0.462	553	544	0.6	0.7	4.561	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	654	163	1208	1191	0.549	656	638	0.9	0.8	4.429	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	3	0.70	540	532	0.005	3	2	0.0	0.0	5.543	A

17:45 - 18:00

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Site Access	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	25	6	1581	1150	0.022	25	26	0.1	0.0	3.528	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	71	18	1581	1148	0.062	71	77	0.1	0.0	3.530	A
2 - M181	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	376	94	1234	1213	0.310	373	371	0.5	0.5	3.511	A
			2	1	42	11	1234	1214	0.035	42	47	0.0	0.1	4.345	A
				2	6	2	840	825	0.007	6	5	0.0	0.0	3.390	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	356	89	1234	1213	0.294	356	354	0.4	0.3	3.422	A
3 - No Arm	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
4 - A1077	Entry	1	1	1	120	30	1208	1194	0.100	121	122	0.2	0.1	5.212	A
				2	449	112	1208	1194	0.376	449	454	0.7	0.5	4.238	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	511	128	1208	1194	0.427	509	518	0.8	0.7	4.101	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	2	0.45	437	432	0.004	2	2	0.0	0.0	6.508	A

18:00 - 18:15

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Site Access	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	27	7	1581	1220	0.022	27	25	0.0	0.0	3.348	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	62	16	1581	1215	0.051	62	62	0.0	0.0	3.167	A
2 - M181	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	310	78	1234	1216	0.255	310	306	0.5	0.3	3.344	A
			2	1	36	9	1234	1218	0.030	37	38	0.1	0.0	3.892	A
				2	2	0.45	473	467	0.004	2	2	0.0	0.0	3.776	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	309	77	1234	1216	0.254	309	303	0.3	0.3	3.262	A
3 - No Arm	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
4 - A1077	Entry	1	1	1	102	25	1208	1197	0.085	102	101	0.1	0.1	4.387	A
				2	395	99	1208	1197	0.330	395	383	0.5	0.3	3.600	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	426	107	1208	1197	0.356	427	423	0.7	0.4	3.689	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	2	0.51	411	407	0.005	2	2	0.0	0.0	5.240	A

2036 Base + Committed + Development, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.
Info	Lane Simulation	A1 - [Lane Simulation]	This analysis set uses Lane Simulation mode. For detailed information on this mode, please see the User Guide.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	5.08	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.08	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2036 Base + Committed + Development	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Site Access		ONE HOUR	✓	303	100.000
2 - M181		ONE HOUR	✓	1386	100.000
3 - No Arm		ONE HOUR	✓	0	100.000
4 - A1077		ONE HOUR	✓	993	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - Site Access	2 - M181	3 - No Arm	4 - A1077
From	1 - Site Access	0	83	0	220
	2 - M181	20	5	0	1361
	3 - No Arm	0	0	0	0
	4 - A1077	52	941	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Site Access	2 - M181	3 - No Arm	4 - A1077
From	1 - Site Access	0	0	0	0
	2 - M181	0	0	0	0
	3 - No Arm	0	0	0	0
	4 - A1077	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Site Access	4.61	0.4	A	274	411
2 - M181	5.89	2.3	A	1268	1902
3 - No Arm	0.00	0.0	A	0	0
4 - A1077	4.09	1.3	A	919	1379

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Site Access	223	56	717	222	229	56	0.0	0.2	3.410	A
2 - M181	1044	261	159	1046	1043	780	0.0	1.2	4.072	A
3 - No Arm	0	0	1205	0	0	0	0.0	0.0	0.000	A
4 - A1077	750	188	22	752	744	1183	0.0	0.7	3.452	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Site Access	270	68	868	270	270	67	0.2	0.3	3.886	A
2 - M181	1249	312	192	1247	1244	947	1.2	1.5	4.445	A
3 - No Arm	0	0	1439	0	0	0	0.0	0.0	0.000	A
4 - A1077	910	227	24	911	886	1415	0.7	0.7	3.644	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Site Access	335	84	1030	336	334	77	0.3	0.3	4.597	A
2 - M181	1515	379	245	1517	1513	1121	1.5	2.3	5.715	A
3 - No Arm	0	0	1762	0	0	0	0.0	0.0	0.000	A
4 - A1077	1077	269	27	1080	1101	1734	0.7	1.3	4.092	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Site Access	328	82	1037	328	327	84	0.3	0.4	4.614	A
2 - M181	1527	382	234	1529	1545	1131	2.3	2.2	5.893	A
3 - No Arm	0	0	1763	0	0	0	0.0	0.0	0.000	A
4 - A1077	1088	272	29	1092	1093	1734	1.3	1.2	4.060	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Site Access	264	66	885	265	271	63	0.4	0.2	3.989	A
2 - M181	1239	310	194	1239	1255	956	2.2	1.3	4.530	A
3 - No Arm	0	0	1433	0	0	0	0.0	0.0	0.000	A
4 - A1077	931	233	18	930	903	1416	1.2	1.0	3.746	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Site Access	225	56	718	226	226	57	0.2	0.1	3.493	A
2 - M181	1035	259	168	1032	1037	776	1.3	1.1	3.984	A
3 - No Arm	0	0	1200	0	0	0	0.0	0.0	0.000	A
4 - A1077	759	190	20	756	754	1180	1.0	1.0	3.487	A

Lane Results

Lane Level notation: Lane Level 1 is always closest to the junction.

Lanes: Main Results for each time segment

07:45 - 08:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Site Access	Entry	1	1	1, 2, 3, 4	223	1259	0.177	222	229	0.0	0.2	3.410	A
	Exit	1	1		56			56	56	0.0	0.0	0.000	A
2 - M181	Entry	1	1	3, 4	516	1189	0.434	516	515	0.0	0.7	4.101	A
			2	1, 2, 4	528	1189	0.444	530	527	0.0	0.5	4.044	A
	Exit	1	1		780			780	772	0.0	0.0	0.000	A
3 - No Arm	Entry	1	1	1, 2, 3, 4	0	1909	0.000	0	0	0.0	0.0	0.000	A
	Exit	1	1		0			0	0	0.0	0.0	0.000	A
4 - A1077	Entry	1	1	1, 2	381	1202	0.317	382	383	0.0	0.3	3.493	A
			2	2, 3, 4	370	1202	0.308	370	361	0.0	0.4	3.408	A
	Exit	1	1		1183			1183	1188	0.0	0.0	0.000	A

08:00 - 08:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Site Access	Entry	1	1	1, 2, 3, 4	270	1191	0.227	270	270	0.2	0.3	3.886	A
	Exit	1	1		67			67	63	0.0	0.0	0.000	A
2 - M181	Entry	1	1	3, 4	616	1179	0.523	616	617	0.7	0.7	4.423	A
			2	1, 2, 4	633	1179	0.536	631	627	0.5	0.8	4.467	A
	Exit	1	1		947			947	920	0.0	0.0	0.000	A
3 - No Arm	Entry	1	1	1, 2, 3, 4	0	1771	0.000	0	0	0.0	0.0	0.000	A
	Exit	1	1		0			0	0	0.0	0.0	0.000	A
4 - A1077	Entry	1	1	1, 2	468	1201	0.390	470	457	0.3	0.4	3.636	A
			2	2, 3, 4	441	1201	0.367	441	430	0.4	0.4	3.652	A
	Exit	1	1		1415			1415	1418	0.0	0.0	0.000	A

08:15 - 08:30

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Site Access	Entry	1	1	1, 2, 3, 4	335	1118	0.300	336	334	0.3	0.3	4.597	A
	Exit	1	1		77			77	80	0.0	0.0	0.000	A
2 - M181	Entry	1	1	3, 4	758	1164	0.651	759	752	0.7	1.2	5.695	A
			2	1, 2, 4	757	1164	0.651	758	761	0.8	1.1	5.735	A
	Exit	1	1		1121			1121	1140	0.0	0.0	0.000	A
3 - No Arm	Entry	1	1	1, 2, 3, 4	0	1581	0.000	0	0	0.0	0.0	0.000	A
	Exit	1	1		0			0	0	0.0	0.0	0.000	A
4 - A1077	Entry	1	1	1, 2	545	1200	0.454	546	565	0.4	0.6	4.158	A
			2	2, 3, 4	532	1200	0.443	534	536	0.4	0.6	4.021	A
	Exit	1	1		1734			1734	1728	0.0	0.0	0.000	A

08:30 - 08:45

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Site Access	Entry	1	1	1, 2, 3, 4	328	1115	0.295	328	327	0.3	0.4	4.614	A
	Exit	1	1		84			84	79	0.0	0.0	0.000	A
2 - M181	Entry	1	1	3, 4	763	1167	0.654	766	770	1.2	1.1	5.856	A
			2	1, 2, 4	764	1167	0.655	764	775	1.1	1.2	5.930	A
	Exit	1	1		1131			1131	1131	0.0	0.0	0.000	A
3 - No Arm	Entry	1	1	1, 2, 3, 4	0	1581	0.000	0	0	0.0	0.0	0.000	A
	Exit	1	1		0			0	0	0.0	0.0	0.000	A
4 - A1077	Entry	1	1	1, 2	556	1200	0.464	558	563	0.6	0.6	4.055	A
			2	2, 3, 4	532	1200	0.443	533	531	0.6	0.6	4.065	A
	Exit	1	1		1734			1734	1755	0.0	0.0	0.000	A

08:45 - 09:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Site Access	Entry	1	1	1, 2, 3, 4	264	1183	0.223	265	271	0.4	0.2	3.989	A
	Exit	1	1		63			63	60	0.0	0.0	0.000	A
2 - M181	Entry	1	1	3, 4	612	1178	0.519	612	629	1.1	0.6	4.436	A
			2	1, 2, 4	628	1178	0.533	627	625	1.2	0.7	4.624	A
	Exit	1	1		956			956	936	0.0	0.0	0.000	A
3 - No Arm	Entry	1	1	1, 2, 3, 4	0	1775	0.000	0	0	0.0	0.0	0.000	A
	Exit	1	1		0			0	0	0.0	0.0	0.000	A
4 - A1077	Entry	1	1	1, 2	472	1203	0.392	472	464	0.6	0.4	3.803	A
			2	2, 3, 4	459	1203	0.381	458	439	0.6	0.5	3.686	A
	Exit	1	1		1416			1416	1432	0.0	0.0	0.000	A

09:00 - 09:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Site Access	Entry	1	1	1, 2, 3, 4	225	1258	0.179	226	226	0.2	0.1	3.493	A
	Exit	1	1		57			57	57	0.0	0.0	0.000	A
2 - M181	Entry	1	1	3, 4	518	1186	0.437	517	516	0.6	0.5	3.945	A
			2	1, 2, 4	517	1186	0.436	515	520	0.7	0.6	4.022	A
	Exit	1	1		776			776	776	0.0	0.0	0.000	A
3 - No Arm	Entry	1	1	1, 2, 3, 4	0	1912	0.000	0	0	0.0	0.0	0.000	A
	Exit	1	1		0			0	0	0.0	0.0	0.000	A
4 - A1077	Entry	1	1	1, 2	397	1202	0.330	396	393	0.4	0.5	3.546	A
			2	2, 3, 4	362	1202	0.301	360	361	0.5	0.5	3.424	A
	Exit	1	1		1180			1180	1184	0.0	0.0	0.000	A

Lane movements: Main Results for each time segment

07:45 - 08:00

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Site Access	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	63	16	1581	1260	0.050	63	64	0.0	0.0	3.394	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	160	40	1581	1259	0.127	159	165	0.0	0.2	3.417	A
2 - M181	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	516	129	1234	1189	0.434	516	515	0.0	0.7	4.101	A
			2	1	18	5	1184	1138	0.016	18	16	0.0	0.0	4.969	A
				2	4	0.95	710	678	0.006	4	3	0.0	0.0	4.688	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	505	126	1234	1189	0.425	508	508	0.0	0.4	4.011	A
3 - No Arm	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
4 - A1077	Entry	1	1	1	38	9	1208	1202	0.032	38	40	0.0	0.1	4.253	A
				2	343	86	1208	1202	0.285	344	344	0.0	0.3	3.405	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	370	92	1208	1202	0.308	370	361	0.0	0.4	3.408	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

08:00 - 08:15

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Site Access	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	78	20	1581	1191	0.066	79	75	0.0	0.1	4.003	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	192	48	1581	1191	0.161	192	195	0.2	0.3	3.842	A
2 - M181	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	616	154	1234	1179	0.523	616	617	0.7	0.7	4.423	A
			2	1	18	5	1234	1179	0.016	18	17	0.0	0.0	5.490	A
				2	5	1	829	791	0.006	5	4	0.0	0.0	5.024	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	609	152	1234	1179	0.517	608	605	0.4	0.8	4.434	A
3 - No Arm	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
4 - A1077	Entry	1	1	1	48	12	1208	1202	0.040	48	46	0.1	0.0	4.365	A
				2	421	105	1208	1201	0.350	422	411	0.3	0.3	3.555	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	441	110	1208	1202	0.367	441	430	0.4	0.4	3.652	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

08:15 - 08:30

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Site Access	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	90	23	1581	1111	0.081	91	93	0.1	0.1	4.663	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	245	61	1581	1116	0.219	245	241	0.3	0.3	4.571	A
2 - M181	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	758	189	1234	1164	0.651	759	752	0.7	1.2	5.695	A
			2	1	23	6	1184	1115	0.020	23	21	0.0	0.0	6.822	A
				2	4	1	913	863	0.005	4	5	0.0	0.0	6.018	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	731	183	1234	1164	0.628	731	735	0.8	1.1	5.702	A
3 - No Arm	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
4 - A1077	Entry	1	1	1	54	14	1208	1201	0.045	55	59	0.0	0.1	4.997	A
				2	491	123	1208	1201	0.409	492	507	0.3	0.6	4.061	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	532	133	1208	1200	0.443	534	536	0.4	0.6	4.021	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

08:30 - 08:45

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Site Access	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	94	23	1581	1110	0.084	94	89	0.1	0.1	4.716	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	235	59	1581	1113	0.211	234	238	0.3	0.4	4.576	A
2 - M181	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	763	191	1234	1167	0.654	766	770	1.2	1.1	5.856	A
			2	1	23	6	1234	1166	0.019	23	22	0.0	0.0	7.480	A
				2	6	2	930	879	0.007	6	6	0.0	0.0	6.978	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	735	184	1234	1167	0.630	735	748	1.1	1.1	5.877	A
3 - No Arm	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
4 - A1077	Entry	1	1	1	60	15	1208	1200	0.050	61	57	0.1	0.1	4.735	A
				2	496	124	1208	1200	0.414	498	506	0.6	0.5	3.978	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	532	133	1208	1200	0.443	533	531	0.6	0.6	4.065	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

08:45 - 09:00

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Site Access	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	70	18	1581	1187	0.059	71	75	0.1	0.1	3.827	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	193	48	1581	1187	0.163	194	196	0.4	0.2	4.052	A
2 - M181	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	612	153	1234	1178	0.519	612	629	1.1	0.6	4.436	A
			2	1	14	4	1218	1162	0.012	14	15	0.0	0.0	5.249	A
				2	3	0.82	812	771	0.004	3	4	0.0	0.0	6.572	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	610	153	1234	1178	0.518	609	607	1.1	0.7	4.597	A
3 - No Arm	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
4 - A1077	Entry	1	1	1	49	12	1208	1203	0.041	49	45	0.1	0.0	4.590	A
				2	423	106	1208	1203	0.352	423	419	0.5	0.4	3.718	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	459	115	1208	1203	0.381	458	439	0.6	0.5	3.686	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

09:00 - 09:15

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Site Access	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	58	15	1581	1260	0.046	59	60	0.1	0.0	3.510	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	167	42	1581	1260	0.132	168	166	0.2	0.1	3.487	A
2 - M181	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	518	129	1234	1186	0.437	517	516	0.6	0.5	3.945	A
			2	1	14	4	1201	1154	0.013	15	15	0.0	0.0	4.936	A
				2	5	1	761	728	0.007	5	4	0.0	0.0	5.455	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	498	124	1234	1186	0.420	495	502	0.7	0.6	3.984	A
3 - No Arm	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
4 - A1077	Entry	1	1	1	42	11	1208	1202	0.035	43	42	0.0	0.0	4.281	A
				2	355	89	1208	1202	0.295	353	352	0.4	0.4	3.459	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	362	90	1208	1202	0.301	360	361	0.5	0.5	3.424	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

2036 Base + Committed + Development, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.
Info	Lane Simulation	A1 - [Lane Simulation]	This analysis set uses Lane Simulation mode. For detailed information on this mode, please see the User Guide.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	4.54	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.54	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2036 Base + Committed + Development	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Site Access		ONE HOUR	✓	116	100.000
2 - M181		ONE HOUR	✓	920	100.000
3 - No Arm		ONE HOUR	✓	0	100.000
4 - A1077		ONE HOUR	✓	1289	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - Site Access	2 - M181	3 - No Arm	4 - A1077
From	1 - Site Access	0	32	0	84
	2 - M181	53	4	0	863
	3 - No Arm	0	0	0	0
	4 - A1077	141	1146	0	2

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Site Access	2 - M181	3 - No Arm	4 - A1077
From	1 - Site Access	0	0	0	0
	2 - M181	0	0	0	0
	3 - No Arm	0	0	0	0
	4 - A1077	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Site Access	4.14	0.2	A	108	161
2 - M181	3.90	1.0	A	839	1259
3 - No Arm	0.00	0.0	A	0	0
4 - A1077	5.03	2.0	A	1181	1772

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Site Access	91	23	871	91	89	148	0.0	0.1	3.376	A
2 - M181	686	171	66	688	683	896	0.0	0.6	3.405	A
3 - No Arm	0	0	754	0	0	0	0.0	0.0	0.000	A
4 - A1077	978	244	42	976	971	712	0.0	1.0	3.887	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Site Access	105	26	1031	106	107	173	0.1	0.1	3.646	A
2 - M181	818	204	83	821	830	1054	0.6	0.8	3.600	A
3 - No Arm	0	0	904	0	0	0	0.0	0.0	0.000	A
4 - A1077	1157	289	50	1154	1163	854	1.0	1.6	4.237	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Site Access	129	32	1276	127	125	206	0.1	0.2	4.144	A
2 - M181	994	248	93	993	1005	1310	0.8	1.0	3.852	A
3 - No Arm	0	0	1086	0	0	0	0.0	0.0	0.000	A
4 - A1077	1421	355	61	1421	1420	1026	1.6	1.9	5.034	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Site Access	125	31	1242	125	125	207	0.2	0.2	3.987	A
2 - M181	1025	256	90	1027	1014	1277	1.0	0.9	3.900	A
3 - No Arm	0	0	1117	0	0	0	0.0	0.0	0.000	A
4 - A1077	1387	347	63	1386	1399	1053	1.9	2.0	4.838	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Site Access	108	27	1029	108	108	169	0.2	0.1	3.475	A
2 - M181	812	203	80	811	824	1057	0.9	0.7	3.600	A
3 - No Arm	0	0	891	0	0	0	0.0	0.0	0.000	A
4 - A1077	1149	287	50	1148	1159	841	2.0	1.3	4.301	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Site Access	87	22	891	87	90	152	0.1	0.1	3.216	A
2 - M181	702	176	66	699	701	912	0.7	0.7	3.389	A
3 - No Arm	0	0	765	0	0	0	0.0	0.0	0.000	A
4 - A1077	996	249	46	997	978	719	1.3	1.1	3.912	A

Lane Results

Lane Level notation: Lane Level 1 is always closest to the junction.

Lanes: Main Results for each time segment

16:45 - 17:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Site Access	Entry	1	1	1, 2, 3, 4	91	1190	0.077	91	89	0.0	0.1	3.376	A
	Exit	1	1		148			148	146	0.0	0.0	0.000	A
2 - M181	Entry	1	1	3, 4	325	1215	0.267	326	327	0.0	0.3	3.320	A
			2	1, 2, 4	360	1215	0.297	362	356	0.0	0.3	3.483	A
	Exit	1	1		896			896	890	0.0	0.0	0.000	A
3 - No Arm	Entry	1	1	1, 2, 3, 4	0	2174	0.000	0	0	0.0	0.0	0.000	A
	Exit	1	1		0			0	0	0.0	0.0	0.000	A
4 - A1077	Entry	1	1	1, 2	514	1196	0.430	512	510	0.0	0.6	3.962	A
			2	2, 3, 4	464	1196	0.388	464	461	0.0	0.4	3.805	A
	Exit	1	1		712			712	707	0.0	0.0	0.000	A

17:00 - 17:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Site Access	Entry	1	1	1, 2, 3, 4	105	1118	0.094	106	107	0.1	0.1	3.646	A
	Exit	1	1		173			173	174	0.0	0.0	0.000	A
2 - M181	Entry	1	1	3, 4	394	1211	0.326	394	398	0.3	0.4	3.611	A
			2	1, 2, 4	423	1211	0.349	427	432	0.3	0.4	3.590	A
	Exit	1	1		1054			1054	1065	0.0	0.0	0.000	A
3 - No Arm	Entry	1	1	1, 2, 3, 4	0	2086	0.000	0	0	0.0	0.0	0.000	A
	Exit	1	1		0			0	0	0.0	0.0	0.000	A
4 - A1077	Entry	1	1	1, 2	604	1194	0.506	602	609	0.6	0.8	4.318	A
			2	2, 3, 4	553	1194	0.463	553	554	0.4	0.7	4.148	A
	Exit	1	1		854			854	861	0.0	0.0	0.000	A

17:15 - 17:30

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Site Access	Entry	1	1	1, 2, 3, 4	129	1007	0.128	127	125	0.1	0.2	4.144	A
	Exit	1	1		206			206	212	0.0	0.0	0.000	A
2 - M181	Entry	1	1	3, 4	482	1207	0.399	481	485	0.4	0.5	3.800	A
			2	1, 2, 4	512	1207	0.424	512	519	0.4	0.4	3.901	A
	Exit	1	1		1310			1310	1304	0.0	0.0	0.000	A
3 - No Arm	Entry	1	1	1, 2, 3, 4	0	1979	0.000	0	0	0.0	0.0	0.000	A
	Exit	1	1		0			0	0	0.0	0.0	0.000	A
4 - A1077	Entry	1	1	1, 2	738	1191	0.620	737	739	0.8	1.1	5.163	A
			2	2, 3, 4	683	1191	0.573	684	681	0.7	0.8	4.894	A
	Exit	1	1		1026			1026	1033	0.0	0.0	0.000	A

17:30 - 17:45

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Site Access	Entry	1	1	1, 2, 3, 4	125	1023	0.122	125	125	0.2	0.2	3.987	A
	Exit	1	1		207			207	208	0.0	0.0	0.000	A
2 - M181	Entry	1	1	3, 4	500	1208	0.414	501	493	0.5	0.5	3.832	A
			2	1, 2, 4	525	1208	0.434	526	521	0.4	0.4	3.965	A
	Exit	1	1		1277			1277	1285	0.0	0.0	0.000	A
3 - No Arm	Entry	1	1	1, 2, 3, 4	0	1961	0.000	0	0	0.0	0.0	0.000	A
	Exit	1	1		0			0	0	0.0	0.0	0.000	A
4 - A1077	Entry	1	1	1, 2	716	1190	0.602	717	726	1.1	1.1	4.993	A
			2	2, 3, 4	671	1190	0.564	669	673	0.8	0.9	4.672	A
	Exit	1	1		1053			1053	1045	0.0	0.0	0.000	A

17:45 - 18:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Site Access	Entry	1	1	1, 2, 3, 4	108	1118	0.097	108	108	0.2	0.1	3.475	A
	Exit	1	1		169			169	175	0.0	0.0	0.000	A
2 - M181	Entry	1	1	3, 4	394	1211	0.325	392	397	0.5	0.3	3.534	A
			2	1, 2, 4	418	1211	0.345	419	427	0.4	0.4	3.661	A
	Exit	1	1		1057			1057	1062	0.0	0.0	0.000	A
3 - No Arm	Entry	1	1	1, 2, 3, 4	0	2094	0.000	0	0	0.0	0.0	0.000	A
	Exit	1	1		0			0	0	0.0	0.0	0.000	A
4 - A1077	Entry	1	1	1, 2	595	1194	0.499	596	609	1.1	0.7	4.425	A
			2	2, 3, 4	553	1194	0.463	553	550	0.9	0.7	4.164	A
	Exit	1	1		841			841	854	0.0	0.0	0.000	A

18:00 - 18:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Site Access	Entry	1	1	1, 2, 3, 4	87	1180	0.074	87	90	0.1	0.1	3.216	A
	Exit	1	1		152			152	147	0.0	0.0	0.000	A
2 - M181	Entry	1	1	3, 4	342	1215	0.281	340	337	0.3	0.3	3.335	A
			2	1, 2, 4	360	1215	0.297	359	364	0.4	0.4	3.438	A
	Exit	1	1		912			912	896	0.0	0.0	0.000	A
3 - No Arm	Entry	1	1	1, 2, 3, 4	0	2168	0.000	0	0	0.0	0.0	0.000	A
	Exit	1	1		0			0	0	0.0	0.0	0.000	A
4 - A1077	Entry	1	1	1, 2	525	1195	0.439	527	515	0.7	0.5	4.008	A
			2	2, 3, 4	470	1195	0.394	470	462	0.7	0.6	3.806	A
	Exit	1	1		719			719	726	0.0	0.0	0.000	A

Lane movements: Main Results for each time segment

16:45 - 17:00

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Site Access	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	26	7	1581	1187	0.022	27	26	0.0	0.0	3.369	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	65	16	1581	1185	0.055	65	63	0.0	0.1	3.378	A
2 - M181	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	325	81	1234	1215	0.268	326	327	0.0	0.3	3.320	A
			2	1	41	10	1234	1215	0.034	41	38	0.0	0.0	3.758	A
				2	2	0.38	471	464	0.003	2	2	0.0	0.0	4.052	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	318	80	1234	1215	0.262	320	315	0.0	0.3	3.445	A
3 - No Arm	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
4 - A1077	Entry	1	1	1	108	27	1208	1197	0.090	107	108	0.0	0.1	4.669	A
				2	406	102	1208	1196	0.340	405	402	0.0	0.5	3.772	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	463	116	1208	1196	0.387	463	459	0.0	0.4	3.799	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	1	0.33	439	435	0.003	1	2	0.0	0.0	5.171	A

17:00 - 17:15

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Site Access	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	24	6	1581	1118	0.021	24	27	0.0	0.0	3.867	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	82	20	1581	1113	0.073	82	80	0.1	0.1	3.570	A
2 - M181	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	394	99	1234	1211	0.326	394	398	0.3	0.4	3.611	A
			2	1	48	12	1234	1210	0.040	48	48	0.0	0.1	3.912	A
				2	2	0.55	561	550	0.004	2	2	0.0	0.0	4.157	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	373	93	1234	1211	0.308	377	382	0.3	0.3	3.546	A
3 - No Arm	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
4 - A1077	Entry	1	1	1	126	31	1208	1195	0.105	126	126	0.1	0.1	5.146	A
				2	479	120	1208	1194	0.401	476	484	0.5	0.7	4.103	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	552	138	1208	1194	0.462	552	552	0.4	0.7	4.142	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	1	0.27	417	413	0.003	1	2	0.0	0.0	5.994	A

17:15 - 17:30

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Site Access	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	36	9	1581	1013	0.036	36	35	0.0	0.0	3.960	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	92	23	1581	1010	0.091	91	89	0.1	0.1	4.216	A
2 - M181	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	482	120	1234	1207	0.399	481	485	0.4	0.5	3.800	A
			2	1	56	14	1234	1208	0.047	57	57	0.1	0.0	4.606	A
				2	4	1	898	878	0.005	4	6	0.0	0.0	4.246	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	451	113	1234	1208	0.374	452	456	0.3	0.4	3.809	A
3 - No Arm	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
4 - A1077	Entry	1	1	1	152	38	1208	1190	0.128	149	155	0.1	0.5	6.094	A
				2	586	146	1208	1191	0.492	588	584	0.7	0.7	4.914	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	680	170	1208	1191	0.571	682	679	0.7	0.8	4.892	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	3	0.65	483	476	0.006	2	2	0.0	0.0	5.591	A

17:30 - 17:45

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Site Access	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	37	9	1581	1019	0.036	38	34	0.0	0.0	3.702	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	88	22	1581	1022	0.086	87	91	0.1	0.1	4.094	A
2 - M181	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	500	125	1234	1208	0.414	501	493	0.5	0.5	3.832	A
			2	1	59	15	1234	1207	0.049	59	57	0.0	0.0	4.879	A
				2	4	1	875	855	0.005	4	5	0.0	0.0	3.777	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	461	115	1234	1208	0.382	462	459	0.4	0.4	3.852	A
3 - No Arm	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
4 - A1077	Entry	1	1	1	147	37	1208	1190	0.124	149	151	0.5	0.2	5.798	A
				2	569	142	1208	1190	0.478	568	575	0.7	0.9	4.783	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	668	167	1208	1190	0.561	667	671	0.8	0.9	4.669	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	3	0.65	571	563	0.005	3	2	0.0	0.0	5.595	A

17:45 - 18:00

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Site Access	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	29	7	1581	1114	0.026	29	31	0.0	0.0	3.541	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	80	20	1581	1117	0.071	79	77	0.1	0.1	3.449	A
2 - M181	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	394	98	1234	1212	0.325	392	397	0.5	0.3	3.534	A
			2	1	45	11	1234	1213	0.037	45	45	0.0	0.1	4.474	A
				2	4	1	808	793	0.005	4	4	0.0	0.0	4.185	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	369	92	1234	1211	0.304	369	378	0.4	0.3	3.558	A
3 - No Arm	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
4 - A1077	Entry	1	1	1	124	31	1208	1194	0.104	123	131	0.2	0.2	5.211	A
				2	471	118	1208	1194	0.395	472	479	0.9	0.5	4.210	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	553	138	1208	1194	0.463	552	549	0.9	0.7	4.160	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0.65	0.16	307	304	0.002	0.65	1	0.0	0.0	6.370	A

18:00 - 18:15

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Site Access	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	23	6	1552	1161	0.020	23	23	0.0	0.0	3.266	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	64	16	1581	1181	0.054	64	67	0.1	0.0	3.200	A
2 - M181	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	342	85	1234	1215	0.281	340	337	0.3	0.3	3.335	A
			2	1	43	11	1234	1215	0.035	42	41	0.1	0.1	3.977	A
				2	3	0.87	651	641	0.005	3	3	0.0	0.0	3.834	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	314	79	1234	1215	0.259	313	320	0.3	0.3	3.365	A
3 - No Arm	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
4 - A1077	Entry	1	1	1	109	27	1208	1195	0.091	109	106	0.2	0.2	4.648	A
				2	416	104	1208	1195	0.348	418	410	0.5	0.3	3.842	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	469	117	1208	1195	0.392	468	461	0.7	0.6	3.801	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	2	0.44	351	348	0.005	2	1	0.0	0.0	5.351	A

Appendix 13: J2 (M180 J3) – Merge / Diverge Assessments